

FRASERTOWN SECTION.

From Frasertown towards Gisborne, work was put in hand in September, 1919, and during the next year the formation, which is light, was practically completed to 1 mile 72 chains. Since then, owing to the doubt as to the future route, all work has been suspended.

Expenditure, £20,712.

NAPIER-WAIROA RAILWAY.

(Total distance, $71\frac{1}{2}$ miles, approximately.)

In March, 1920, the formation of the Eskdale Section was practically completed from 0 miles to 10 miles 51 chains, and the formation of the Tutira Section from 10 miles 51 chains was well in hand. No platelaying had been carried out beyond Eskdale.

The first portion of this line, Eskdale Section, from 0 miles to 11 miles 73 chains, was handed over to the Railway Department on 23rd July, 1923, leaving approximately 60 miles to complete.

The rail-head was advanced to Waikoau in January, 1927, and then on to Tutira in August, 1928, approximately 28 miles from Napier, and a regular passenger and goods service has been maintained between Eskdale and the rail-heads.

At the present time the rail-head is at the Matahoura Viaduct, approximately $33\frac{1}{2}$ miles from Napier.

The Waikoau Viaduct, of four 60 ft. and one 250 ft. spans in length, and 236 ft. in height, was completed last year; and the Matahoura Viaduct, of two 40 ft., two 60 ft., and one 250 ft. spans in length, and 210 ft. in height, will be completed this year.

From the present rail-head, at $33\frac{1}{2}$ miles, to the terminus at Wairoa, $71\frac{1}{2}$ miles, a distance of about 38 miles, the formation for several miles is completed, and on most miles the formation is either well in hand or in various stages of completion.

Practically all the culverts, side drains, and water-drives are completed, and fencing for several miles has been erected.

Four tunnels are in various stages of progress, three being nearly complete and one about half finished.

One tunnel, 900 yards long, has not yet been commenced.

Formation of station-yard at Putorino is in hand, but station-yards at Kotemaori, Mohaka, Waihua, and Hurumua have not been commenced.

Three large viaducts—at Waikare, Mohaka, and Maungaturanga—have not been commenced, but a good deal of preliminary work has been done in connection with them.

The Wairoa River Bridge, at 68 miles 59 chains, consisting of two 107 ft. spans, two 106 ft. spans, and two 15 ft. spans, is in course of erection, one pier being practically complete.

The station-yard at Wairoa is practically complete.

The expenditure from 31st March, 1920, is £1,245,049, and the estimated cost to complete is £792,000.

WAIROA-WAIKOKOPU.

(Length, 25 miles.)

This section extends from Wairoa to Waikokopu Wharf, a distance of 25 miles.

The formation, which was comparatively light, was commenced in 1920, and has been pushed on steadily.

Platelaying was commenced in 1922, and in 1923 the formation and platelaying was nearly completed and a limited goods service was being handled by the Department.

In 1924 the construction of the wharf was put in hand, and in 1925 the wharf and line generally was practically completed, and since then a continuous service has been maintained over the section.

The total expenditure to date is £572,760.