

On the 12th May, 1929, heavy rain caused a washout at 21 m. 77 ch., Nelson Section, between Foxhill and Belgrove. A pier of bridge at 22 m. 44 ch. was also badly scoured out, causing delay to traffic.

Considerable damage was done to the track on the Nelson Section by the earthquake which occurred on the 17th June, 1929, and traffic was disorganized for some days. The track-damage consisted principally of subsidences and buckling at joints. No damage was done to bridges, but the majority of the chimneys in the district had to be rebuilt. The damage was greatest from Tadmor southwards.

The earthquake also caused damage to track and structures, and a general dislocation of traffic on the Westland and Westport Sections.

On the 4th July, 1929, the Mokihinui River overflowed, and caused considerable damage to the line from 26 m. 40 ch. to 28 m. 55 ch., Westport line, between Mokihinui and Seddonville.

On the 18th July, 1929, a slip occurred at 42 m. 37 ch., Midland line, between Staircase and Avoca, partially derailing engine of a goods train.

A washout at about 128 m., Otira line, between Te Kinga and Roto Manu, on 19th November, 1929, caused delay to traffic for two days.

On the 15th January, 1930, considerable damage was caused at 34½ m. and 36 m., Midland line, between Kowai Bush and Staircase, by a washout, and traffic was suspended from 10 a.m. on the 15th January, 1930, to 4 p.m. on the 17th January, 1930.

Traffic was delayed on the 16th January, 1930, through the flooding of the Southbridge Branch by the Selwyn River.

Owing to heavy rain on the 16th and 17th July, 1929, the Taieri River overflowed, and on the 18th idem the water was across the track in the vicinity of Otokia to a depth of 3 ft. 4 in. Traffic was blocked from 18th July to midday on 19th idem.

On the 17th July, 1929, owing to a flood in the Otekaike River, three piles in bridge No. 24 at 28 m. 4 ch., Kurow Branch, between Waikaura and Otekaike, were washed out, and three other piles damaged. Traffic was blocked until the 20th July, 1929.

Traffic was blocked on the Outram Branch from the 18th July, 1929, to 20th idem owing to floodwaters. The greatest depth of water over the track was 5 ft. 6 in.

On the morning of the 27th July, 1929, about 1,800 cubic yards of almost solid rock came down on to the line at 20 m. 50 ch., Otago Central, between Deep Stream and Flat Stream. Line was blocked until the 27th August, 1929.

No slips or floods of any consequence occurred in the Invercargill district throughout the year.

*Water-services.*—These have received the necessary attention. Electric pumping-plant has been installed at several stations.

*Wharves.*—The wharves under the control of the Department have been efficiently maintained. The erection of a new wharf at Mount Nicholas, Lake Wakatipu, is in hand.

*Buildings.*—Buildings have been maintained in good repair. The Waiotira engine-shed and house No. A. 426, Kakahi, were destroyed by fire and the Woodville Station damaged, the staff-locker, lobby, and guards' room being gutted.

Dunedin Station building was cleaned, and Oamaru stone in building treated with "Stonefortis."

*Station-yards.*—Increased siding and station accommodation has been provided at a number of stations.

*Railway Improvements.*—The expenditure under the Railways Improvement Authorization Account for last year was £620,913, as against £857,164 for the previous year. This amount does not include the expenditure under this account on the Auckland-Westfield and Tawa Flat deviations carried out by the Public Works Department, which amounted to £376,700; Signal Branch charges, £132,878; and Locomotive Branch charges, £70,705.

The principal works are as follow:—

*Auckland New Yard.*—Steady progress has been made with the rearrangement and improvement of Auckland yard. The site for the new inwards goods-shed has been cleared, and a contract has been let for the erection of the building.

The whole of the permanent trackwork at the east end of the yard has been completed. The laying of a considerable amount of temporary track has been necessary in the process of rearrangement.

The 75 ft. plate-girder bridge carrying the North line over the approach road to the main arrival platform is well in hand.

A number of subsidiary buildings in connection with yard operations have been completed.

*Auckland New Station Building.*—The contractor for the new station building has made substantial progress. The work is sufficiently far advanced to display the monumental nature of the building. The various public offices and amenities provided are in keeping with the most modern practice, and should prove highly convenient and attractive to travellers.

The formation and surfacing of the roadways approaching the new station building have been under construction, and will be completed as the ground becomes available. It is anticipated the new station will be available for traffic for the next holiday season.

*Auckland-Westfield Deviation.*—The formation throughout the deviation, the platelaying and ballasting of both "up" and "down" main lines, all railway bridges and station buildings were completed. The platelaying and ballasting of all station-yards, except Orakei, and provision of approach roads to all stations, except Orakei, were completed. Footbridge giving access to Tamaki Station was completed, and arrangements made for erection of bridges at remaining stations. Diversion road between Triangle and Waipuna Roads in lieu of a road overbridge at Triangle Road was practically completed. The "down" main line was opened for single-line working of through-goods traffic in September, 1929. The "up" line is approaching completion, and will shortly be available for goods traffic.