

Heao Section. Three plate-girder span bridges totalling 465 ft. over the Heao Stream are practically complete. The Mangatete Tunnel has been completed, and the Heao No. 1 Tunnel, which marks the last large work, is making good progress and should be completed shortly. The bottom heading has been pierced and only 3 chains of tunnel remains to be lined.

On the eastern end traffic has been operated between Okahukura and Tokirima the whole year, and on the 9th May last was extended to Heao.

On the western end the tri-weekly passenger and goods service was continued throughout the year between Tahora and Tangarakau, and the daily service hauling coal from the Egmont Colliery Siding handled 19,064 tons of coal, the revenue from this source being £970.

It is anticipated that there will be a rush of goods traffic as soon as the rails are connected up, judging from the many inquiries that are being made.

*Te Wera Quarry.*—The plant has functioned well throughout the year, requiring little repair and causing no delays. The total output was 9,060 cubic yards of ballast, of which 7,348 cubic yards was used on the Heao Section of the Stratford—Main Trunk Railway.

*Wellington—Tawa Flat Deviation.*—During the year the seawall between Kaiwarra and Wellington has been extended for a further 16 chains, the wall being now completed for about 54 chains back from the Hutt Road crossing. The embankment has been further extended, widened, and raised, being now almost complete for a distance of approximately half a mile from the Hutt Road Bridge.

The main heading of No. 2 Tunnel was completed during the year, the headings from each end meeting in August, 1931. The holing through of the tunnel showed that the headings had been driven very accurately, there being practically no error in alignments, levels, or distance.

Following the necessary enlargement, 39 chains were concreted on the southern section and 34 chains at the northern end, a total for the year of 73 chains, leaving about 77 chains to be enlarged and concreted to complete the tunnel.

*Westport—Inangahua Railway.*—As a result of the Railway Board's report construction work on this line ceased on the 21st October, 1931, with the exception of the sinking of cylinders for the Cascade Bridge. As the plant had been assembled and the staging was in readiness, the Government decided to complete sinking all the cylinders. Two sets have been placed in position, and the third and last set is almost down to the required level. The heading of the tunnel on the Hawk's Crag Section at 13 miles 41 chains was driven a further 362 ft., making the total driven to date 543 ft. A substantial reinforced-concrete bridge of three 20 ft. spans was erected at 26 miles 27 chains on the Orikaka Section. Since October all plant and machinery has been overhauled and satisfactorily housed.

The Public Works Department has maintained the railway to 9 miles, so that the Railway Department could transport coal from the Cascade Coal Co.'s mine to Westport.

*South Island Main Trunk Railway.*—At the north end of this line the work was pushed on vigorously until October, 1931. The formation on the Clarence Section a distance of 20 miles was completed, except that portion known as the Blue Slip, about 29 chains long. Five bridges were in course of erection over Waima, Deadman's, Kekerangu, Woodbank, and Washdyke Streams, when the works were closed down.

The formation and culverting on the Kaikoura Section, 10 miles in length, was proceeding rapidly when work was stopped last October. The plant and machinery has been overhauled and placed under cover.

At the southern end formation was progressing satisfactorily on the Conway section when works were closed down in October last. The major formation undertaken was the excavation of the Hawkswood Saddle cutting 52 chains long, to obviate the necessity of a 26 chain tunnel.

On the Oaro section formation work was in hand over 4 miles, of which 2½ miles has been completed through the easier portion of the route. The heavier cuttings have been opened up, but were not far advanced.