

During the financial year a total length of 35 miles 21 chains of railway was opened for general traffic, as shown in the following table:—

Railway.	Section.	Length.	Date of handing over to Working Railways Department.
		M. ch.	
North Auckland ... ..	Waby-Wellsford ... ..	3 18	1 April, 1909.
Gisborne-Rotorua ... ..	Waikohu Bridge - Waikohu	0 35	1 April, 1909.
Greymouth-Hokitika-Ross ... ..	Ruatapu-Ross ... ..	7 21	1 April, 1909.
Riversdale-Switzers ... ..	Riversdale-Waikaia ... ..	13 70	1 October, 1909.
Orepuki-Waiiau ... ..	Waihoaka-Tuatapere... ..	8 7	1 October, 1909.
Catlin's - Seaward Bush ... ..	Catlin's-Houipapa ... ..	2 30	17 December, 1909.
		35 21	

Appended hereto is a coloured diagram showing the lengths of railway opened for traffic each year since the initiation of the public-works policy.

#### OPUA—GRAHAMTOWN RAILWAY (58 miles).

*Kawakawa Southwards Section (7 m. 16 ch. to 19 m. from Opuā Wharf).*—The formation of this section was completed in October, 1909, but a few slips have yet to be removed in three cuttings, and some narrow banks widened. The bridges at 17 m. 60 ch., 18 m. 19 ch., and 18 m. 66 ch. were completed by October. Rails have been laid to the end of section, and the first and second lifts of ballast put down. Fencing on both sides of the line has been completed, and gates and private crossings provided. Culverts and drains, with the exception of an open culvert at 18 m. 18 ch. to carry off heavy flood-waters, have also been finished. At Te Kopuru ballast-pit new sidings were laid in order to provide improved facilities for loading; four new headings were driven into the hill to accommodate the trucks during loading; and an engine, crusher, elevator, and bins were erected. This plant enables the whole of the material from the hill to be utilized for ballasting purposes, thereby increasing the output from the pit by fully 30 per cent., improving the quality of ballast, and reducing the cost. The section from Kawakawa to 15 m., though completed, has not been taken over by the Railway Department, and is therefore being maintained by this Department.

*Ramarama Section (19 m. to 27 m. 6½ ch.).*—On this section occurs the bulk of the heavy work requiring to be carried out on this line. The formation from 19 m. to 26 m., principally in clay and rock cuttings, was completed in December. Slips at 19 m. 17 ch. and 21 m. 38 ch. have been the cause of considerable trouble. The work of clearing and stopping the same is in progress. Completion of the section from 26 m. to 27 m. 63 ch. was seriously delayed by large slips, especially in cuttings at 26 m. 43 ch., 26 m. 70 ch., 27 m. 28 ch., and 27 m. 59 ch. Slips in the three latter cuttings assumed very large proportions, necessitating widening of cuttings and flattening of batters. The removal of material is being actively proceeded with. All formation-work, with the exception of removal of these slips, was finished early in June. A bad slip in the cutting passing through a cemetery necessitated removal of bodies and deviation of the adjacent road-line. Completion of this cutting was considerably expedited by use of the ballast-train in removing excavated material.

Bridges at 19 m. 34 ch., 21 m. 29 ch., 23 m. 55 ch., 24 m. 56 ch., 25 m. 32 ch., and 26 m. 11 ch. were all completed by May.

Concrete culverts have been put in at 20 m. 61 ch., 22 m. 57 ch., 26 m. 62 ch., 26 m. 76 ch., 27 m. 11 ch.; 27 m. 33 ch., 27 m. 45 ch., and 27 m. 50 ch., and 12 in. and 18 in. drainage-pipes put in where necessary. Only a small amount of fencing has as yet been done on this section. Erection of the telephone-line from Scoria Flat to Towai is well under way.

As soon as cuttings and bridges were completed rail-laying was commenced, and by the end of June the rail-head from the north had advanced from 19 m. to 26 m. 30 ch., and from the south (Towai Section) to 27 m. 60 ch., leaving a gap of 110 chains. It is expected that rail-heads will be linked up by the middle of July.

Ballasting was commenced from 19 m., and has been actively proceeded with up to nearly the end of the section.

Formation of the Ramarama Station yard has been completed, sidings put in, and a great deal of ballasting done on the sidings and road-approaches.

A contract has been let for the erection of the Ramarama Station buildings.

The completion of this section was considerably delayed owing to the heavy slips before mentioned.

The work remaining to be done consists of finishing-up of ballasting, erection of about 7 miles of fencing, widening slip-cuttings, removing slips, erection of station buildings at Ramarama, a few culverts and cattle-stops, private crossings and gates, general drainage in cuttings, and stone protection to some of the banks and cuttings.

*Towai Section (16 m. to 21 m. from Kamo).*—The whole length of this section is formed, including 50-odd chains beyond Towai Station yard, which connects with the northern section. The ballasting of line over this length was completed by November. Station buildings at Towai and Akerama were finished about the same time, and fencing to Towai yard also completed. The section was taken over by the Railway Department at the beginning of May last.