

During the financial year a total length of 52 miles 51 chains of railway, as shown in the following table, was opened for general traffic :—

Plan Mileage.		Railway.	Section.	Length.	Date of handing over.
M. ch.	M. ch.			M. ch.	1912.
0 0	to 5 74	Westport-Inangahua ..	Te Kuha	5 74	1 April.
23 74	to 31 69	Gisborne-Motu	Waikohu-Otoko ..	7 75	6 April.
22 65	to 31 40	Stratford Main Trunk (west end)	Pohokura	8 55	1 August.
35 50	to 44 13	South Island Main Trunk	Parnassus	8 43	1 September.
46 38	to 59 17	Midland	Manu and Glenhope ..	12 59	2 September.
72 45	to 81 30	North Auckland	Kaiwaka	8 65	1913. 18 March.
				52 51	

KAIHU VALLEY RAILWAY (16 m. 67 ch. to 19 m. 24 ch.—2 miles 37 chains in length).

Rails have been laid and ballasting is practically completed to 18 m. 40 ch. A bridge at this point is almost finished, as are also bridges at 18 m. 45 ch. and 18 m. 65 ch.

A siding 30 chains in length was constructed into ballast-pit at Maropiu.

The formation of Waima Station yard is finished.

All works on this line should be completed within six months.

KAWAKAWA-HOKIANGA RAILWAY.

Ngapipito Section (0 m. to 7 m.).—All bridges on this section have been completed. The ballasting is completed up to 6 m., leaving only 1 mile to finish.

The railway reserve has been fenced on both sides.

Kaikohe Section (7 m. 0 ch. to 16 m. 25 ch.).—The formation-work is nearing completion. The formation of Otuhi and Rakatau station-yards is in hand. Approach roads have been made to Rakatau and Kaikohe station-yards.

All culverts, fencing, bridges, and platelaying on main line have been completed during the year. There are, however, still 2 miles of sidings to put in. All ballasting has been finished except about 1½ miles of top lift on main line and the ballasting of station-yards; station buildings are being erected by day labour and petty contracts at Kaikohe, Ngapipito, and Otuhi station-yards. The permanent telephone-line is in course of construction.

NORTH AUCKLAND RAILWAY.

Kaiwaka Section (72 m. 45 ch. to 81 m. 30 ch.).—A turntable was erected at Kaiwaka Station yard. Slips, especially between 77 m. 65 ch. and 80 m. 78 ch., were very troublesome. This section was finally completed and handed over to Railway Department on the 18th March, 1913.

Otamatea Section (81 m. 30 ch. to 83 m. 75 ch.).—The Kaitara bank and 10 ft. culvert have now been completed. The pug cuttings between 82 m. 10 ch. and 34 ch. slipped badly, but have since been cleared out. The rails have been laid to 83 m. 73·50 ch., and the ballasting, except on the Kaitara bank, complete to 83 m. 68 ch.

The Otamatea Wharf was completed at the end of May, and the approach-filling is now in hand.

The contract for the erection of the Otamatea Bridge is considerably behind time; three 41 ft. and four 100 ft. spans have been completed.

Bickerstaffe Section (83 m. 75 ch. to 88 m. 20 ch.).—The Bickerstaffe tunnel, 8½ chains long, has been completed.

The bridge over Muddy Creek at 86 m. 70 ch. is almost completed.

The driving of Maungaturoto Tunnel is proceeding slowly on account of the heavy nature of the country, about 7 chains of tunnel having been completed.

The earthworks (with one or two exceptions) on this section are complete.

Huarau Section (88 m. 20 ch. onwards).—Formation and culverts are in hand up to 88 m. 48 ch., but work has been delayed pending the location of the line further ahead.

HUNTLY-AWAROA RAILWAY.

Huntly-Awaroa Section (7 miles 24 chains in length).—Earthworks have been completed up to 1 m. 40 ch., and are in hand up to 3 m.

The combined road and railway bridge over the Waikato River at Huntly is nearing completion, there remaining unfinished the last 100 ft. span and a small extension rendered necessary by road-alterations in Huntly Township.

EAST COAST MAIN TRUNK RAILWAY.

Waihi-Tauranga.

Waihi Southwards Section.—The bulk of the earthworks and many of the culverts on the first 4 miles are completed.