

## GISBORNE-NAPIER RAILWAY (NORTH END).

*Ngatapa Section* (0 m. to 10 m. 40 ch.).—A considerable amount of maintenance work has been carried out on this section, particularly in the removal of slips from the cuttings at 7 m. 74 ch. and 8 m. 66 ch., in addition to clearing the water-channels, outward drains, and the widening of formation between 0 m. 2 ch. and 0 m. 14 ch. The bridges at 0 m., 5 m. 38 ch., 5 m. 62 ch., and 5 m. 74 ch. are completed. The temporary piers in bridge at 5 m. 38 ch. have been repaired, and the steelwork of girders for bridges at 5 m. 38 ch., 5 m. 62 ch., 5 m. 74 ch. is just to hand; that for 9 m. 66 ch. being in process of assembling. The final ballasting and boxing-in has been completed from Makaraka to 5 m. The whole section has been thoroughly cleaned up, and a passenger and goods train has been run as required to cope with the traffic. A 6,000-gallon water-vat and station-buildings have been completed at Ngatapa.

*Waikura Section*.—A steam-shovel was engaged in cutting at 13 m. 16 ch., but owing to the development of a slip at 12 m. it was moved back to this locality, and has been worked for the latter portion of the period here. Lately, owing to weather conditions being unfavourable, the shovel was shifted away, and the men placed on the Ngatapa Section. The first lift of ballast has been completed to 11 m. 74 ch. A considerable amount of maintenance work has been found necessary on this section during the year, on account of the number of slips which occurred.

## WAIKOKOPU BRANCH RAILWAY.

*Wairoa Section* (0 m. to 1 m. 53 ch.; length, 1 mile 53 chains).—The formation of this section has been completed, and the second lift of ballast has been placed. The girders for bridge at 1 m. 21 ch. are riveted up ready for launching. Branch lines into the freezing-works and flax-mill have been laid, and are carrying goods traffic. The formation of the Wairoa station-yard is in hand.

*Nuhaka Section* (0 m. to 17 m. 12 ch.; actual length, 18 miles 65 chains).—The formation of this section is completed except for a portion of the Nuhaka station-yard and the completion of the Wairoa station-yard. With the exception of a short gap through the Whakaki station-yard, the whole section has been ballasted. The girders for the bridge at 1 m. 21 ch. are riveted up ready for launching, and branch lines have been laid into the freezing-works and flax-mill. These branch lines are now carrying goods traffic. Girders for bridges at 1 m. 23 ch., 3 m. 76 ch., 8 m. 43 ch., 9 m. 42 ch., 11 m. 30 ch., and 13 m. 62 ch. have been riveted up ready for launching. A number of special culverts have been laid on the soft formation bordering the Whakaki Lagoon.

*Waikokopu Section* (17 m. 12 ch. to 23 m. 28 ch.; length, 6 miles 16 chains).—Formation has been completed throughout with the exception of a portion of the Waikokopu station-yard, and the approach to the Waikokopu Wharf. Trouble was experienced with slips on the heavy section from 18 m. 30 ch. to 22 m., and it has been necessary to use steam-shovels to keep the line open. Plate-laying is completed to 22 m. 75 ch., and a temporary track has been laid over the unfinished portion. Bridges at 19 m. 66 ch. and 22 m. 54 ch. have been completed. Girders for the bridges at 17 m. 50 ch., 18 m., and 21 m. 23 ch. have been received, and most of the spans riveted up. Ballast from the Nuhaka pit has been laid to 22 m. 24 ch.

*Waikokopu Wharf*.—A wharf with a depth of 18 ft. at low water, spring tides, and 200 ft. long, carrying two lines of railway, has been put in hand. The material for this wharf was received in a direct shipment from Australia in December last, and all the main piles have been driven, and sufficient of the superstructure has been finished to enable regular trading-vessels to use the wharf.

A permanent telephone-line has been erected from Wairoa to Waikokopu. A limited goods service has been in operation, including the carriage of live-stock for the freezing-works. The principal works still remaining to be done are the completion of the ballasting, the permanent superstructure of the bridges, private and level crossings, and station-buildings.

## GISBORNE-NAPIER RAILWAY (SOUTH END).

*Eskdale Section* (0 m. 14 ch. to 10 m. 56 ch.; length, 12 miles).—This section was completed and handed over to the Railway Department during the year, except for the Port line deviation, which is now ready for platelaying. The work which was to be carried out by the Napier Harbour Board in forming the approaches to the Westshore Bridge, &c., has been completed.

*Tutira Section* (10 m. 56 ch. to 28 m. 15 ch.; length, 17 miles 39 chains).—Formation has been vigorously prosecuted between 14 m. 50 ch. and 20 m. during the year. The principal earthwork has consisted of the cutting at 14 m. 50 ch., the excavation in the Waipunga station-yard at 15 m. 29 ch., and the heavy formation between 16 m. 10 ch. and 17 m. 5 ch. Six steam-shovels have been engaged at the above locality. At 16 m. a service heading has been driven through the large cutting to facilitate and cheapen construction. The heavy earthwork between 17 m. 40 ch. and 20 m. has been commenced by hand-labour, which will shortly be reinforced by the use of some of the shovels which are at present engaged on the earlier formation. At 17 m. it has been found necessary to deviate the line to avoid putting in a tunnel in unstable country. A start has been made on the section between 20 m. and 27 m. with scoop teams, &c., on the lighter portions of formation, and with general preparatory work. During the period 234,458 cubic yards of earthwork have been shifted, about 60 per cent. by hand-labour and scoop teams and the balance by steam-shovels. At 11 m. 40 ch. piers and abutments of the bridge across the Maungakopikopiko Stream has been built, but the unprecedented heavy floods in March, 1924, washed out the two piers and the south abutment. A temporary bridge has since been constructed in order to re-establish communication. At 13 m. 35 ch. the concreting of the piers of the bridge over the Esk River is almost completed, and the riveting of the plate girder spans is in hand. The completion of this bridge was also considerably delayed by the flood. Twenty-two