

SECTIONS OF RAILWAY HANDED OVER TO RAILWAY DEPARTMENT SINCE
31ST MARCH, 1920.

Name of Railway.	Length.		Date.
	Miles.	ch.	
Kaikohe-Hokianga, Kaikohe-Okaihau	8	20	29/11/23
Kaihu Valley Extension	4	54	5/2/23
North Auckland Main Trunk Railway : Huarau-Ranganui	6	30	1/4/20
" " Waiotira-Huarau	15	36	29/11/25
" " Waiotira-Kirikopuni	13	56	15/5/28
Whangarei Branch Railway : Kioreroa-Portland	5	23	3/4/20
" " Portland-Waiotira	14	56	29/11/25
Waiuku Branch Railway : Patumahoe-Waiuku	7	65	10/5/22
Huntly-Awaroa	1	55	16/6/24
East Coast Main Trunk Railway : Waihi-Tahawai	14	0	1/5/27
" " Tahawai-Tauranga	24	33	18/6/28
" " Tauranga-Taneatua	59	2	3/9/28
Gisborne-Wairoa-Makaraka-Ngatapa	11	51	15/12/24
Napier Wairoa : Napier-Eskdale	11	73	23/7/23
Wairoa-Waikokopu (completed, but operated by Public Works Department)	25	0	..
Lower Hutt - Silverstream : Lower Hutt - Waterloo Road	2	64	25/5/27
Stratford Main Trunk Railway (West End) : Kohuratahi-Tahora	5	14	21/11/24
Te Roti - Opunake	22	63	12/7/26
Midland Railway : Kawatiri-Glenhope	3	73	21/6/26
" " Otira - Arthur's Pass	8	14	26/5/24
Runanga to Seven-mile	2	44	3/9/23
Lawrence-Roxburgh : Beaumont-Miller's Flat	14	70	16/12/25
" " Miller's Flat - Roxburgh	9	10	19/4/28
Orepuki-Waiiau : Tuatapere-Orawia	8	18	20/10/25
Otago Central : Cromwell Section	12	34	9/7/21

NORTH AUCKLAND MAIN TRUNK RAILWAY.

Ngapuhi Northwards. (Length, 22 miles 59 chains.)

On the northern section from Okaihau northwards the formation was practically complete for 8 miles, and in hand for another 3 miles, on 31st March, 1920. Since then the whole section has been completed to Okaihau, a length of 8 miles 70 chains, and was handed over to the Railway Department in November, 1923.

Since then, a further section of 13 miles 69 chains has been put in hand, and of this distance formation has been completed for approximately 7 miles 60 chains. A start has been made with platelaying and ballasting.

The expenditure to date is £343,664, and the estimated cost of completion to Rangiahua from date is £238,000.

Huarau-Waiotira-Kirikopuni.

On the main section from Auckland northwards the work had been completed to Huarau (90 miles 15 chains), and was handed over to the Railway Department on 1st April, 1920. From there to Waiotira, a distance of 15 miles 68 chains, rails had been laid to 91 miles 21 chains, and formation was in hand throughout; but owing to the very unstable nature of the country, and the subsidences due to slips, a very large amount of heavy work still had to be carried out. The section was completed to Waiotira and handed over to the Railway Department on 29th November, 1925, this point being the junction with the Whangarei Branch Railway, which was also completed and handed over on that date, thus giving a completed through line between Auckland and Whangarei. For some considerable time prior to the final completion, the traffic over the unopened section was handled by the Public Works Department, who ran the necessary trains to connect up with the Auckland through traffic, both in passengers and goods.

From Waiotira to Kirikopuni, a distance of 12 miles 14 chains, very little work had been carried out at the commencement of the period under review.