

At Rukuhia the cattle-pens are in a ruinous condition, but are not used. At Ohaupo the posts of these are much decayed at ground, and at Te Awamutu they are also decayed, and are to be renewed shortly.

Platforms are generally in good order, a few front posts being decayed, and the same applies to the loading-banks. Privies and urinals neat and clean. Mile-posts are being put in along this entire length as far as Mokau. Altogether, this is a very good piece of line, and in very good order.

*Te Awamutu to Mokau.*

Formation has many places where the lower part of slopes is pitched to keep up slips, drains and water-tables well kept.

The rails on this section are 53lb. steel, the road is in fine order, sleepers chiefly puriri, with which the old sleepers are continually being replaced, and there are a great many sawn totara sleepers at the joints. The gravel ballast is good and generally abundant, there are, however, a few places where it is scanty, and this is more the case at the farther end. Towards Te Kuiti and Mokau the ballast is earthy and inferior as well as scanty.

The bridges have mostly totara piles, which are far more durable than kauri, the bridges generally are in good order—there is less decay and fewer renewals. The bridge over Waipa, 80ft. truss, with iron lower cords, is in very good condition, but wants painting, and the great Waititi iron viaduct is in excellent condition.

There are few wood culverts, and they are in fair order, most of the culverts are concrete or stone.

Fencing is very good, and so are cattle-stops and gates.

Station-buildings are all in good order, some comparatively new, privies and urinals good and clean, platforms in good repair; water-tank stands very good; loading-banks in good order; pumps in good order; platelayers' cottages, and Stationmasters' houses in good order, and well painted; cattle-pens good, and two are renewed in iron rails, goods-shed, with good floors and roof.

*Frankton to Ruakura Junction.*

Rails are 40lb. steel. The road is in very good trim, ballast, sandy gravel, is good and sufficient, sleepers are mostly kauri, and many are rotten, there are, however, a great many renewals in puriri.

Hamilton Bridge Land spans, totara sills on concrete walls, in good order, main-span abutments, ironbark sills on concrete, all in good order, main span of 132ft., iron girders on cylinders, in very good condition.

Fencing in good order, cattle-stops old and weathered, but still good, some are renewed with ironbark beams.

Hamilton East Station-buildings very good, platform in good order, privies and urinals very good, new iron-rail cattle-pen, good loading-bank.

Ruakura Station Both platforms in good order, station-house in good order, neat and clean, privies and urinals good and clean, coal-store in good order, front of platform gone a little in places, tank-stand in good order.

*Cambridge Branch.*

Formation clean and well kept, rails 40lb. steel, and good fastenings, road in very good trim, good ballast of sandy gravel, one or two short pieces a little short of ballast. Sleepers are generally good, but many are gone at the ends, and many are renewed in puriri.

Fencing, chiefly post and rail, is in very fair order, cattle-stops have ironbark beams, and are very good, private gates all good, and well painted.

The bridges are in very fair condition, having had many renewals in ironbark, some of the piles, which are kauri, are a little gone at ground-level, but are good for some years yet.

All station-buildings are in good condition, privies and urinals good and clean. Platforms and loading-banks very good, but some front posts are gone at ground-level. Cattle-pens in good order, and some renewed in iron rails. Stationmasters' houses and platelayers' cottages good and neat. Tank-stands in good order, engine-shed in excellent order.

*Te Aroha Branch (opened March, 1886.)*

Formation fairly good, and usually clear of weeds; rails, 40lb. steel to Morrinsville, then 53lb. steel to Te Aroha. The road is in very good order, well ballasted with gravelly sand, and there are very few places where the ballast is scanty or deficiently boxed up. The first sixteen miles or so have a good number of sleepers with rotten ends or dosed, after that they appear to be better.

The bridges have many piles somewhat gone at ground-level, but are still good for some time, the superstructures are mostly in good condition, though we noticed a few sills and one or two stringer-ends gone a little, but they are well watched, and have had already many repairs. The bridge over the Thames has all piles sound, as are all the trestles, superstructure in good condition, but the planking is the worse for wear. The swing span is opened every month. Timber box and open culverts in good order.

Fencing is in good condition.

Cattle-stops, gates, and signboards all in good order, though some of the cattle-stops are already getting old, and a few are renewed with ironbark beams.

Station-buildings are in very good order and well kept, platforms and picket-fences in good condition. Stationmaster's house and platelayers' cottages good and neat. Privies and urinals in good order and clean, coal-store and tank-stand in good condition, engine-shed very good order and perfect repair. Cattle-pens and -yards in good condition.

The buildings at Eureka, Motumaocho, and Morrinsville have a few ground-sills gone a bit, and one or two of the front posts of loading-bank and platforms are somewhat gone at ground.