

During the year a total length of 41 miles 62 chains of railway, as shown in the following table, was handed over to the Railway Department for general traffic :—

Plan Mileage.		Railway.	Section.	Length.	Date.
M. ch.	M. ch.			M. ch.	
16 67	to 19 22	Kaihu Valley	Tarawhati	2 35	1 June, 1914.
0 0	to 16 25	Kawakawa-Hokianga ..	Ngapipito and Kaikohe ..	16 25	1 May, 1914.
31 40	to 37 53	Stratford - Main Trunk (west end)	Whangamomona	6 13	30 June, 1914.
5 1	to 8 70	Greymouth-Point Elizabeth		3 69	15 Nov., 1913.
45 40	to 58 40	Midland	Cronadun - Inangahua Junction	13 0	4 June, 1914.

KAIHU VALLEY RAILWAY (16 m. 67 ch. to 23 m. 70 ch.—7 miles 3 chains in length).

This line was completed to Tarawhati (19 m. 22 ch.), and the section was handed over to the Railway Department on the 1st June. A new station was provided at Whatoro (18 m. 30 ch.), and an approach road thereto formed and metalled. A bridge on this road is not quite completed.

KAWAKAWA-HOKIANGA RAILWAY.

Ngapipito Section (0 m. to 7 m.).—At the commencement of the year about one mile of ballasting remained to be done; this has been completed. A new station was put in at 3 m. 10 ch. (Kawhiti). New station buildings were erected at Otiria (0 m.), also at Kawhiti and Ngapipito. The whole section was completed, trimmed up, and handed over to the Railway Department on the 1st May, 1914.

Kaikohe Section (7 m. to 16 m. 25 ch.).—The formation of the Ngapuhi station-yard and the new station-yard at Rakatau were completed, with approach roads, &c., main line and sidings ballasted throughout, approach roads metalled, telephone-line erected, water-services installed, buildings erected at five stations, and the whole section completed and handed over to the Railway Department on the 1st May, 1914.

Goods traffic has been handled throughout the year.

Omapere Section (16 m. 25 ch. onwards).—In connection with this section it was found necessary to make a road from Kaikohe to Okaihau, to act as a service-road to the line and a through coach-road. The formation (about 6 miles) is practically completed, and partly metalled, the remainder of the metalling being deferred until the winter is over. The road will be completed in the spring, and will be available for through traffic to Okaihau, as well as for carting to the railway-works.

Formation of the railway between 16 m. 25 ch. and 18 m. 64 ch. was put in hand about three months ago by co-operative contract, and good progress has been made.

Tenders have been invited for the construction of a further length from 18 m. 64 ch. to 19 m. 44 ch., the end of the permanent location, including the Summit Tunnel. Beyond 19 m. 44 ch. surveys are in progress.

WHANGAREI - NORTH AUCKLAND MAIN TRUNK RAILWAY.

This line, to connect Whangarei with the North Auckland Main Trunk Railway, has been permanently located for a distance of about 15 miles, and a tender has just been accepted for the construction of the first 4 miles. A further contract, covering the length from 4 m. to 7 m. 75 ch., is being prepared.

NORTH AUCKLAND MAIN TRUNK RAILWAY.

Otamatea Section (81 m. 30 ch. to 83 m. 75 ch.).—This section was completed early in the year, but could not be handed over to the Railway Department owing to frequent slips occurring. These have now been cleared. The maintenance period on the Otamatea Wharf contract was satisfactorily completed. The Otamatea Station buildings are completed, and the water-service nearly so. It is expected that the section will be handed over about the 1st August.

The Otamatea Bridge has just been finished. Owing to unsatisfactory foundations, the design was modified to some extent.

Bickerstaffe Section (83 m. 75 ch. to 88 m. 40 ch.).—Rails are laid to 85 m. 60 ch., including the Otamatea Bridge. Fencing is completed to 86 m. 70 ch., and is being continued north of the Maungaturoto Tunnel. Metal has been crushed at Hoteo Quarry, and conveyed to the tunnel for concrete-work. Work has been in progress at both ends of the tunnel, 671 ft. of driving having been done. The lining has been kept close behind the heading. The ground has been heavy and treacherous, necessitating heavy timbering.

The earthwork between the tunnel and the end of the section has been done, but a good many slips have occurred throughout the section.

The bridge over Muddy Creek, 86 m. 70 ch., has been erected.

The Bickerstaffe Station buildings are being erected by day-labour.

Huarau Section (88 m. 40 ch. to 92 m. 25 ch.).—Formation and fencing are in hand on this section.

HUNTLY-AWAROA RAILWAY.

The Huntly Bridge, comprising eight 100 ft. and two 40 ft. spans of hardwood and steel, on reinforced concrete piers and abutments, was completed, and an extension of the bridge across the Main South Road is in hand. The bulk of the earthwork up to 3 m. is completed. Trimming has