

Manaiā Section (0 m. to 5 m. 49 ch. ; length, 5 miles 49 chains).—Formation work on this section is now complete with the exception of cutting and bank from 2 m. 71 ch. to 3 m. 52 ch. This will very shortly be finished, and the section will then be ready for platelaying. A start is being made with the opening-up of a ballast-pit in the Kaupokonui River. Seven huts and a four-roomed cottage have been erected for the accommodation of workmen.

SOUTH ISLAND MAIN TRUNK RAILWAY.

Kekerangu Section (56 m. 6 ch. to 63 m. 6 ch. ; length, 7 miles).—No work has been done on this section during the year.

MIDLAND RAILWAY.

Nelson–Westland (North End).

Kawatiri Section (59 m. 17 ch. to 63 m. 8 ch. ; length, 3 miles 7 chains).—Work was recommenced on this section in January, 1920, and a start has been made with the excavation of the tunnel at 62 m. 43·85 ch. Excavation has been carried in a distance of 200 ft. by hand, but, a compressor plant having been erected, work will be carried out more expeditiously. The diversion of the Hope River has been completed, and the erection of bridge at 62 m. 54 ch. is well in hand. A temporary bridge has been erected across the Hope River, and tramway laid to take spoil from the tunnel. A cookhouse, canteen, school, and huts for the accommodation of workmen have been erected.

ARTHUR'S PASS TUNNEL.

Otira End.—Good progress has been made, the top headings being joined up and 23 chains of lining completed.

Bealey End.—18 chains of lining were completed, and 6·12 chains still remain, so that this work should be completed very shortly.

A large quantity of permanent-way material has arrived, and a start is being made with the platelaying. Contracts have been placed with British firms for the equipment and locomotives required for the electrical operation of the railway between Otira and Arthur's Pass Stations. The contracts include the supply and erection of steam boilers and turbo-generators, workshop equipment, poles and overhead wire construction, and the electric lighting of the tunnel. The materials under manufacture in England are well advanced, and a commencement has been made with the installation of the cables in the Arthur's Pass Tunnel.

GREYMOUTH – POINT ELIZABETH RAILWAY.

Extension to Seven-mile (3 m. 45 ch. to 6 m. 10 ch. ; length, 2 miles 45 chains).—Formation, including fencing and creek-diversion, is almost completed. Bridge at 3 m. 60 ch. is completed, and bridges at 4 m. 50 ch. and 5 m. 42 ch. are in hand. All culverts and pipes are completed. Plate-laying has been completed to 4 m. 75 ch.

WAIMATE BRANCH RAILWAY EXTENSION.

Waihao Downs – Serpentine Section (0 m. to 2 m. 65 ch. ; length, 2 miles 65 chains).—40 chains of formation were carried out during the period, and there are still 55 to complete the section. Considerable difficulty was experienced with embankment between 1 m. 13 ch. and 1 m. 22 ch., and it may be necessary to deviate in order to avoid a large slip.

Serpentine–Kelcher's Section (2 m. 65 ch. to 4 m. 60 ch. ; length, 1 mile 75 chains).—60 chains of formation was carried out, but work was closed down early in March.

OTAGO CENTRAL RAILWAY.

Cromwell Section (44 m. 52 ch. to 57 m. 6 ch. ; length, 12 miles 34 chains).—All work on this section was completed during the year, and the line was handed over to the Working Railways Department on the 9th July. The principal works carried out during the period were the provision of concrete flood-channels at 48 m. 38 ch., 48 m. 52 ch., 50 m. 17 ch., 51 m. 23 ch., and 51 m. 42 ch., which were found necessary in order to cope with the flood-water from cloud-bursts along this section, which appear to be of comparatively frequent occurrence. Road-bridges were also constructed over these channels, and a 25 ft. span plate-girder bridge was completed at 51 m. 42 ch. A final lift of ballast, boxing-up and trimming, &c., was completed immediately before handing over. The goods and passenger service was continued up to the date of taking over by the Railways Department.

LAWRENCE–ROXBURGH RAILWAY.

Beaumont – Miller's Flat Section (34 m. 80 ch. to 49 m. 70 ch. ; length, 15 miles).—Work was started in April, 1921, to provide relief work, and good progress was made with formation and culverting between 34 m. 70 ch. and 36 m. 60 ch. Ten hutments for married men were erected.

OREPUKI–WAIKAI RAILWAY.

Orawia Section (48 m. 23 ch. to 56 m. 47 ch.).—Formation is in hand and approaching completion between 48 m. 23 ch. and 54 m. 19 ch., and since June provision has been made for relief workers. A 10 ft. arched culvert was erected at 50 m. 56·62 ch.