

The great majority of the camps are ideally situated along this very beautiful and picturesque coast, and the general surroundings and climatic conditions are excellent.

First-class facilities for recreation have also been provided, four large and several smaller Y.M.C.A. huts having been erected.

The large huts have reading-rooms, billiard-room, social hall, canteen, and picture equipment, and, judging by the enthusiasm shown by the men in the use of these places of recreation, their erection appears to be well justified and augers well for the future co-operative effort on this undertaking.

Headquarters were originally established at Wharanui and Parnassus respectively, but as the work progressed they have been shifted to Oaro in the south and Aniseed in the north; these two points are suitably situated to control southern and northern sections right up to completion.

At the beginning of the job a considerable amount of clearing up was necessary at both ends to put the original formation work in order after the lapse of six years, but by the end of October, 1936, most of the cuttings had been cleared out and excavation work commenced in earnest.

At the northern end on the Clarence Section, from 56 m. 6 ch. to 76 m. 5 ch. a great deal of marram-grass planting and sand reclamation has been carried out, and the formation, with the exception of the Blue Slip, has now been completed to the Clarence Bridge.

As soon as the work was authorized a start was made to clear up this section, the track and rails were uncovered, burnt sleepers replaced, culverts cleared, and washouts repaired. Temporary bridges were reconditioned to carry the rolling-stock, ballast-pits were reopened, service lines laid, and ballasting put in hand, and, rails and fastenings having arrived, the completion of platelaying is now in hand.

The bridge over the Clarence River constitutes one of the major structures on this end of the line, and its early completion is essential to enable platelaying and ballasting to proceed expeditiously south of it and keep in step with the remainder of the construction programme.

Plans of this bridge, which consists of twelve 120 ft. steel spans on concrete caissons were pushed on urgently, and a contract was let for the construction and sinking of the piers. The steel has been ordered for the superstructure, and arrangements have been made for its fabrication in the Railway Workshops.

The Woodside Creek Bridge, at 56 m. 50 ch., and Waimia Creek Bridge, at 59 m. 72 ch., are well in hand.

The Blue Slip, at 61 m., which is a moving hillside of pug over $\frac{1}{2}$ m. long and 10 ch. to 30 ch. wide, has always been considered a problem, but the excavation here is proceeding steadily, and although it is anticipated that between 250,000 and 500,000 cubic yards will require removal before the slip is stabilized there appears to be every prospect that the measures now being taken will be successful.

On the Kaikoura Section, from 76 m. 6 ch. to 103 m. 48 ch., formation is in hand over a length of 15 m., and 4 m. have been completed since construction recommenced. The majority of the work on this section is very heavy indeed, consisting of large rock cuttings and tunnels. Deviations of the Main South Road are numerous on this section; 66 ch. have been completed and a further $3\frac{1}{2}$ m. is well in hand.

Culverting is well in hand on the first 15 m. of this section, 1,000 lineal feet of culverts of various sizes having been completed since construction recommenced.

There are three tunnels on this section, but before they could be put in hand the necessary machines and equipment had to be obtained from overseas and erected.

A very complete and up-to-date set of plant and equipment has been provided for these tunnels. Power for the work is Diesel-generated, as no standard electric supply is available, and the necessary power-house with air-compressing plant, ventilating-fans, electric light, &c., has been provided.