

A station building was completed, also latrines and a concrete-fronted platform 200 ft. long. A goods-shed, 20 ft. by 14 ft., was erected and a large loading-bank. Stock-yards, with holding-pen alongside, were completed.

An access road to the platform was put in crossing the line alongside the platelayer's cottages at 43 m. 24 ch.

This yard is complete except for repairs made necessary by flood-water damage in the recent heavy rains.

The Raupunga Yard has been completed by adding another back loop and extending the others; it now has a capacity of fifty-seven wagons on the first loop and twenty-eight on the others, otherwise it is the same as Kotemaori Yard.

A platform with a concrete front 200 ft. long was put in here; also an enlarged station building, and latrines with septic tank.

The old goods-shed was shifted back and a new loop added. This shed was completed by adding the sliding doors and veranda.

The old loading-bank was dismantled and a new one provided. The stock-yards are completed except for the holding-paddocks. These cannot be fully completed until the temporary married accommodation is removed.

This yard has been fully fenced off to exclude all wandering stock. It is complete except for the holding-yards, as stated above, and the clearing-away of temporary buildings.

A 40 ft. overbridge with large approach fillings is in hand where the Te Kahu Road crosses the railway at 52 m. 48 ch. This is at present a paper road, but is to be developed by the Native Department.

The number of men on this section has varied between 200 and 120, the general average being about 170.

The weather has been very favourable on the whole right up to the heavy storm of Anzac Day week-end, which was centred around the Putorino area. Ballast washouts were fairly frequent, but in general of a minor nature which could easily be remedied by water-table improvements. There were numerous small slips, but few of great size, and all have tended to greater safety due to releasing overburden.

In general this flood has put back proceedings some five months, due to men being diverted to flood-damage repairs on highways for two months and to an extra two to three months of work correcting flood damage on the railway. Owing to more extensive damage elsewhere on each side of this section no great expedition is called for in making good flood-damage.

*Te Kumi - Wairoa Section* (Length, 15 m. 22 ch.).—Construction work on this section has been practically completed, the largest work still to be done being erection of fifteen cottages at Wairoa and completion of station buildings at Wairoa.

Track work consisted chiefly of ballasting and fettling and general cleaning-up of cuttings. Platelaying was confined to station-yards, where extensive alterations and additions were carried out.

During the year a total of 48,276 cubic yards of ballast was taken from the Wairoa River under contract. Of this, 32,918 cubic yards was used between the Mohaka Viaduct and Wairoa, the balance of 15,358 cubic yards going to the Wairoa-Waikokopu section.

The whole of the telephone-line has been reconditioned, this work being carried out by the Railway Department.

Particulars of work in station-yards is as follows :—

A shelter-shed, goods-shed, latrines, and bunkhouse have been erected at Waihua. Two concrete-block cottages were strengthened and reconditioned. A platform and loading-bank were constructed and the stock-yards completed. Track work involved one extra siding and extension of passing loop and back-shunts. A total of 30 ch. of new track was laid. The only work still to be done is construction of a cart-dock and provision of buffer-stops.

A shelter-shed, goods-shed, latrines, platform, and loading-bank have been constructed at Ohinepaka Station Yard. Track work involved two extra sidings and extension of passing-loop and back-shunts, 45 ch. of new track having been laid. The only remaining work is construction of cart-dock and buffer-stops.

Sidings to engine-yard facilities were laid at Wairoa Station and, in addition, one extra back-shunt and a connection between the stock-siding and engine-yard was laid. One extra siding was laid the full length of the yard. Greatly increased facilities for stock-loading are being provided at this station, and, except for paving of yards and completion of a small amount of fencing, this has been completed. A contract has been let for engine-shed, rail-car shed, engine-drivers' shed, latrines, and refreshment-rooms, but work on these has not yet been started. A new site within the borough was purchased for twenty-one cottages, and a contract for erection of fifteen cottages, roading, and fencing is being prepared.

Working in conjunction with the Railway Department, a through goods service was put into operation in August, 1937, between Wairoa and Napier. This was well patronized, particularly in regard to stock and manures. Up to April, 1938, when floods caused cessation of this service, the following totals had been carried :—

Outwards from Wairoa : Cattle (head), 8,889 ; sheep (head), 49,531 ; other goods (tons), 1,680.

Inwards to Wairoa : Cattle (head), 771 ; sheep (head), 5,890 ; timber (superficial feet), 268,990 ; other goods (tons), 8,679.

A number of special passenger-trains were run and one very large circus train. To handle these goods an office was established by the Railway Department at Wairoa, but all train-running, except the special passenger-trains, were run by this Department.