

The construction of the embankment for the passenger-yard is well in hand, and good progress is being made in preparing the ground for the goods-yard.

Better terminal facilities at Auckland are very necessary to meet the growing traffic, and the first instalment of this important work will be completed within two years.

PAEROA REARRANGEMENT.

Good progress has been made with the new station-yard at Paeroa, and the construction of a new double-track bridge over the Ohinemuri River, which forms part of the work. A contract has been let for the supply of plate girders for the bridge. The yard is to be electrically interlocked, and material is now to hand for the work. It is expected that the new yard will be completed during the financial year.

PALMERSTON NORTH DEVIATION.

Arrangements are now being made to purchase the necessary land for the deviation of the line and new station-yard. The survey is in hand, and will be completed in about three months. When this is done arrangements will be made to start the earthworks.

Designs for a new passenger and shunting-yard at this important centre have been prepared, particular attention having been given to facilities for the marshalling and sorting of wagons. The existing yards are very congested and inadequate for the growing business.

WELLINGTON NEW YARD.

Very good progress is being made by the contractor with the construction of the concrete sea-wall across the Kaiwarra Bight. The work will take about eighteen months to complete, but is sufficiently far advanced to enable a start to be made with the reclamation work at the south end. The Harbour Board dredge has made a commencement in pumping in spoil for the reclamation, and is working two shifts. When sufficient reclamation is available the rearrangement of the station-yard can be proceeded with.

TAWA FLAT DEVIATION.

The permanent survey for this deviation, which forms an essential part of the improvement in terminal facilities at Wellington, was put in hand in March last, and is now nearly completed.

It will be necessary to provide four main-line tracks to a point south of Ngahauranga, where the west-coast lines will diverge. To enable this to be done further reclamation will be required for shifting the existing east-coast lines seaward. Spoil from the tunnel will be used for this purpose.

Tenders have been called for the necessary stonework along the harbour-front from Kaiwarra Station to a point south of Ngahauranga.

PELICHET BAY DEVIATION.

This work, which included the deviation and doubling of the line between Dunedin and Ravensbourne, was completed and opened for traffic in May last. This section of the line has been fitted with automatic signalling.

An overhead road-bridge to give access to the Harbour Board reclamation which forms part of this work will be put in hand at an early date.

ELMER LANE DEPOT.

The necessary land for the construction of a new engine-depot at Greymouth has been acquired. As the result of the recent reorganization of locomotive workshops the original scheme will require considerable modification. Amended proposals are now being considered.

ELECTRIC LIGHTING.

A programme has been drawn up for the lighting of railway-stations, yards, and dwellings throughout the Dominion, the work to be spread over a period of years.

A number of houses and stations have already been connected, and other connections are well in hand. A sum of £10,000 has been set apart for this year's programme, and the whole of this will be expended.

WOOLSTON MARSHALLING-YARD, CHRISTCHURCH-LYTTELTON WORKS.

The question of improvements required on the Lyttelton-Christchurch line requires closer investigation now that through railway communication is established with the West Coast. The volume of traffic is being analysed with a view to ascertaining what additional facilities will be required to deal with the marshalling of traffic at Christchurch, Lyttelton, and Addington.