

For some years past the use of machines in the compilation of statistical data and in accounting-work has been largely resorted to in the Head Office, and it has now been decided to extend the use of such machines to other centres, and a battery of typewriter-book-keeping machines has recently been installed in the Christchurch Goods Office for ledger-account work.

The machines will facilitate the early despatch of weekly statements to ledger-account holders, and this, together with the clear typewritten statements which will supersede the hand-written accounts previously rendered, will, no doubt, be appreciated by the Department's clients.

The introduction of machine methods for this class of work is in keeping with modern commercial practice, and the system which has been installed in Christchurch will later be extended to other centres.

### THE NEW WELLINGTON STATION.

The opening on the 19th June, 1937, of Wellington's new station was an event of outstanding national importance. The building sets a new standard in the amenities provided by the railways in this country, and in the opinion of experienced travellers is equal to the best that other countries can offer in the way of convenience and comfort in transport terminal facilities. High praise is due to the railway executives, engineers, architects, builders, artisans, and workmen, who were associated in the conception, planning, designing, and construction of this truly magnificent example of structural beauty combined with utility and effectiveness for the purpose intended—the capital city's central depot and transport clearing-house, and headquarters of the Dominion's national railway system. Great benefits have already been obtained from the new station in the facility with which traffic demands at peak periods can be met—as, for example, on the occasion of the first Rugby test match between New Zealand and South Africa; but when the whole of the yard rearrangement is completed, when electric multiple units are running on the Johnsonville suburban line, and all-electric operation is functioning on the Main Trunk line between Wellington and Paekakariki, then the benefits conferred by these progressive developments will be seen to be not only beneficial for the passenger traffic of the Main Trunk and Wellington suburban areas, but will have favourable reactions upon the handling of transport and the general flow of traffic throughout the Dominion.

### OUTLOOK FOR THE FUTURE.

The coming year will see an impressive development of railway services generally. Construction-works of many kinds throughout the Dominion, particularly in the provision of rolling-stock requirements, have been delayed during the past year through inability to obtain materials from abroad, but the New Zealand orders are now coming to hand more satisfactorily, and during the period of the current financial year the following major improvements will be well on the way to completion:—

- (1) Electrification of the Wellington-Johnsonville line.
- (2) Electrification of the North Island main-line section from Wellington via the Tawa Flat deviation to Paekakariki.
- (3) Air-conditioning in the ordinary and sleeping cars of express trains throughout the Dominion.
- (4) Completion of several deviations to effect smoother running for trains and reduction of operating-costs.
- (5) Progress with Christchurch new station and yard reorganization at that centre.
- (6) Elimination of a number of the more dangerous level-crossings and other efforts to increase public safety, including completion of the important ramp for an alternative road outlet between Wellington and the Hutt Valley.
- (7) A large increase in the number of passenger-cars and goods and live-stock wagons available for service to enable the traffic offering to be handled with greater satisfaction to shippers and producers during the coming busy season.
- (8) Further development of the automatic train-control signalling system to make centralized train control more effective.