

The train-mileage for the year, exclusive of shunting and ballasting, was 12,022,043, as against 11,113,482 for the previous year, an increase of 908,561 miles. Of the total train-mileage run 5,037,775 were passenger-miles and 6,984,268 were goods-miles, an increase of 203,784 and 704,777 respectively over the figures for the previous year. The additional passenger-mileage run is accounted for in part by the fact that a number of improvements to passenger services introduced during the year 1928-29 appear during the full term of the current year as against only a portion of the preceding year.

The particulars of the mileage run in the various sections of railway are as follow :—

Section.	1929-30.	1928-29.	Increase or Decrease.
Kaihu	17,606	17,393	+213
Gisborne	75,863	76,586	—723
North Island Main Line and Branches	7,160,801	6,705,512	+455,289
South Island Main Line and Branches	4,544,438	4,095,546	+448,892
Westport	90,330	92,311	—1,981
Nelson	60,661	59,725	+936
Picton	72,344	66,409	+5,935
	12,022,043	11,113,482	+908,561

The following services in particular have a bearing on the increased passenger-mileage :—

Auckland-Opua expresses, running daily instead of thrice-weekly between Whangarei and Opua as from 28th September, 1928.

Fast passenger trains between Wanganui and New Plymouth commenced running in August, 1928.

Fast passenger trains between Palmerston North and Napier commenced running in December, 1928.

Night expresses between Christchurch and Invercargill commenced running in June, 1928.

Electrification of Lyttelton-Christchurch line, with increased passenger services in February, 1929.

Sunday passenger trains. Increased Sunday trains to meet demand for travel facilities at week-ends.

Other factors in the way of extended passenger facilities were the introduction of the daylight expresses between Auckland and Wellington as permanent trains, the night expresses between Wellington and New Plymouth, conversion of Oamaru-Palmerston-Dunedin district "mixed" trains to "passenger," and improved suburban services at the main centres.

The increased goods-mileage run during the year (704,777 miles) was due to increased goods and live-stock traffic, which this year constitutes a record. This is reflected in the gross ton-miles which increased by over 95 millions for the year.

Contributory factors in the increase in goods-mileage were the opening of the Tauranga Railway, and improved and extended goods services throughout the Dominion to meet competitive conditions. The total tonnage of goods and live-stock carried was 7,788,973 tons, as compared with 7,613,445 tons for last year, an increase of 175,528 tons.

A short résumé of the principal alterations to our passenger services may be of interest :—

NORTH ISLAND.

Daylight Limited Expresses between Auckland and Wellington.—The daylight expresses, which were previously run merely as holiday relief trains at Christmas and Easter, were put on as regular daily expresses commencing as from September last, to afford improved communication during daylight hours between the more important towns on the Main Trunk and at the same time provide improved communication between the inland towns and Auckland, Wellington, and Wanganui. They also provide a particularly satisfactory service for tourists travelling to and from National Park and Waitomo Caves. A new feature in connection with the regular running of the Daylight Limited expresses was the provision of lounge cars which from the commencement have been the subject of much favourable comment from the public.

Auckland-Whangarei-Opua Expresses.—The schedules of these expresses were accelerated with a view to giving a more attractive service to the long-distance passengers. The overall time was reduced by thirty minutes in each direction.

Auckland-Tauranga-Taneatua Expresses.—The express services between Auckland and Tauranga were extended through to Taneatua on a revised schedule, with a consequential reorganization of the local services.

Auckland-Rotorua Limited Expresses.—During the year the Auckland-Rotorua express services were revised with the intention of replacing the ordinary expresses with fast "limited" trains. The time-table is in course of preparation, and the new service will be in operation before this report is ready for publication. A new type of car of the most modern design and with improved seating has been built for these limited services. A special feature will be the provision of observation-cars.

New Plymouth-Wellington Night Expresses.—Night expresses running thrice weekly between New Plymouth and Wellington were introduced in March of this year.