

TRANSPORTATION.

The train-mileage for the year (exclusive of shunting and departmental mileage) was 11,868,083, compared with 11,050,376 for the previous year, an increase of 817,707 train-miles. The passenger-miles run were 5,066,860, compared with 4,747,525, an increase of 319,335; the goods-miles were 6,801,223, compared with 6,302,851 for the previous year, an increase of 498,372.

Particulars of the revenue train-mileage run in the various sections are as under :—

Section.						1936-37.	1935-36.	Variation.
Kaihu	..	..	..	..	..	13,392	13,446	— 54
Gisborne	..	..	..	..	..	38,149	42,614	— 4,465
North Island Main Line and Branches	..	..	..	..	..	7,353,727	6,797,905	+555,822
South Island Main Line and Branches	..	..	..	..	..	4,313,028	4,049,706	+263,322
Westport	..	..	..	..	..	65,890	63,305	+ 2,585
Nelson	..	..	..	..	..	39,612	40,394	— 782
Picton	..	..	..	..	..	44,285	43,006	+ 1,279
						11,868,083	11,050,376	+817,707

TRAIN SERVICES.

The following table shows the average late arrivals of the express, mixed, and suburban trains for the year :—

AVERAGE LATE ARRIVAL OF TRAINS, YEAR ENDED 31ST MARCH, 1937.

Year ended	Period ended														Average for Year, in Minutes.
	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Jan.	Feb.	March.		
<i>Express and Mail Trains.</i>															
1937	8.32	6.46	4.69	4.26	3.58	5.81	3.51	3.03	3.45	9.27	6.03	7.94	7.69	5.69
1936	7.32	6.39	4.47	2.91	2.15	3.85	2.32	2.61	2.20	7.99	6.84	16.90	8.00	5.68
<i>Long-distance Mixed Trains.</i>															
1937	8.28	8.28	5.16	3.95	3.80	4.41	3.84	4.29	4.75	6.31	3.85	7.19	9.62	5.67
1936	8.43	7.08	6.33	3.74	3.29	5.69	4.35	4.35	6.56	6.38	5.33	12.76	12.66	6.68
<i>Suburban Trains.</i>															
1937	0.81	0.85	0.58	0.90	0.78	0.63	0.42	0.59	0.53	0.81	0.50	0.71	0.88	0.69
1936	0.82	0.88	0.74	0.38	0.34	0.47	0.46	0.31	0.35	0.63	0.54	0.85	1.06	0.65

These figures include delays arising from all causes, including slips, floods, washouts, engine and other mechanical failures, and traffic delays at stations.

The timekeeping of trains for the year compares favourably with that of the previous year. Slips, floods, washouts, and other line interruptions have been unusually severe during the past two years, chiefly on account of unfavourable weather conditions.

On 2nd May, 1936, an electric-power failure in the Christchurch-Lyttelton area slightly disorganized the electric-train services on the Lyttelton line.

On 22nd August, 1936, floods in the North Auckland area prevented through services being run between Kaipara Flats and Whangarei, local services being maintained between Auckland and Kaipara Flats and between Whangarei and Wellsford. Normal services were resumed on 24th August.

The Kaikohe line was blocked by slips on 22nd and 23rd August, 1936.

On 29th and 30th August, 1936, the automatic-signalling system and communications on the Midland line between Cass and Arthurs Pass were dislocated by a heavy fall of snow breaking the power-lines.

A severe storm experienced in Canterbury on the 8th and 9th October dislocated the automatic signalling and telephone systems between Arthurs Pass and Springfield, and in consequence traffic was delayed. On the 9th October a heavy fall of rock at the Otira power-house blocked the intake to the power pipe-line and disorganized the electric-train services through the tunnel.

On 31st December, 1936, heavy floods were experienced in the North Auckland district between Hoteo and Wayby, both the road and the rail communications being cut off between Kaipara Flats and Wellsford until late on the following day.