

During the year 23 engines were scrapped, making a total of 187 obsolete locomotives scrapped since 1926.

IMPROVEMENTS TO LOCOMOTIVES.

During the year 1 class Ws and 2 class Wab engines were equipped with new trailing bogies, while 103 engines were equipped with "Waikato" spark-arresters, and 8 with headlights.

CARRIAGES.

The number of carriages built during the year was 35, while the number in service at 31st March, 1935, was 1,497.

Four sleeping-carriages were converted to combination day-sleeping carriages. Six carriages were fitted with guards' compartments, 3 ladies' carriages and 5 postal vans were fitted with electric lighting, 68 carriages had improved lavatories fitted, 10 were fitted with steam-heating equipment, and 22 were fitted with centre partitions.

Eighty-nine cars were fitted with chair seats, and these changes included the elimination of the old-type longitudinal seats from 43 cars.

The number of carriages that passed through the workshops for heavy repairs was 1,382.

Ten carriages were fitted with S.K.F. bearings, making a total of 69 cars so equipped. The fitting of these axle-boxes is designed to eliminate delays through the development of "hot boxes" while the cars are in service, and it is significant that no delays have occurred from this defect in any of the cars fitted with these bearings.

BRAKE-VANS.

Five new brake-vans were built in the workshops during the year, and the number in service at the end of the financial year was 484. Two of the new vans were fitted with S.K.F. bearings, making the total of 6 now so fitted.

WAGONS.

The number of wagons in service at the end of the financial year was 27,310. There were 361 wagons built in the workshops, and 473 were written off. Eight covered goods Z wagons were under construction.

The number of wagons that passed through the workshops for heavy repairs during the year was 15,741.

TRANSPORTATION.

The train-mileage for the year (exclusive of shunting and departmental mileage) was 10,626,400, compared with 10,163,474 for the previous year, an increase of 462,926 train-miles. The passenger-miles run were 4,653,708, compared with 4,550,559, an increase of 103,149; the goods-miles were 5,972,692, compared with 5,612,915 for the previous year, an increase of 359,777.

The particulars of the revenue train-mileage run in the various section is as under :—

Section.						1934-35.	1933-34.	Variation.
Kaihu	..	..	..	..	..	13,488	13,808	— 320
Gisborne	..	..	..	..	..	43,288	37,108	+ 6,180
North Island Main Line and Branches	..	..	..	..	..	6,493,591	6,228,946	+264,645
South Island Main Line and Branches	..	..	..	..	..	3,932,213	3,740,547	+191,666
Westport	..	..	..	..	..	61,879	60,492	+ 1,387
Nelson	..	..	..	..	..	39,512	38,923	+ 589
Pieton	..	..	..	..	..	42,429	43,650	— 1,221
						10,626,400	10,163,474	+462,926

TRAIN SERVICES.

The standard of efficiency attained by the train services during the year has given satisfaction generally. Every effort has been made by the Board to ensure that the demands of all classes of traffic receive the best attention, and there has been an extension of facilities in many directions. At the peak periods of the year heavy demands were placed upon the Service, and all traffic was handled with creditable expedition. The visit of H.R.H. the Duke of Gloucester during December, 1934, and January, 1935, entailed considerable work in connection with the running of the Royal train and in finalizing and carrying through the programme of events. The programme involved upwards of 5,100 miles of running of the Pilot, Royal, and emergency trains, apart from the running of special passenger services to and from the main centres where the receptions were held. It is pleasing to note that the whole programme was carried through without mishap, which speaks highly for the general efficiency of the system. The fine summer, too, stimulated holiday traffic in all districts and the time-table schedules were well maintained.