

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, 1935.

Year ended		Period ended													Average for Year, in Minutes.
		April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March.	March.	
<i>Express and Mail Trains.</i>															
1935 ..	..	4.87	5.31	3.96	3.84	2.11	3.20	1.56	1.13	1.59	9.56	5.22	7.02	5.88	4.25
1934 ..	..	5.87	3.58	1.86	1.77	1.47	1.60	1.13	1.68	1.64	7.88	5.37	5.63	7.41	3.60
<i>Long-distance Mixed Trains.</i>															
1935 ..	..	7.32	5.62	4.64	5.09	3.38	4.33	2.48	3.39	4.15	8.13	5.42	7.62	7.33	5.30
1934 ..	..	6.29	4.53	2.97	2.43	2.28	2.47	2.45	3.78	3.84	6.81	5.48	6.47	7.41	4.40
<i>Suburban Trains.</i>															
1935 ..	..	0.67	0.74	0.68	0.50	0.30	0.39	0.21	0.35	0.28	0.94	0.42	0.61	0.50	0.51
1934 ..	..	0.72	0.52	0.74	0.44	0.37	0.32	0.25	0.32	0.39	0.08	0.72	0.92	0.88	0.51

These figures include delays arising from all causes, including slips, floods, washouts, engine and other mechanical failures, and traffic delays at stations. The average late-running of the trains for the year is slightly higher than last year due to these causes.

A résumé of the more important alterations to the train services is as follows :—

The suburban service in the Auckland–Waitakere area was reviewed with the object of reducing operating-expenses. As from the 30th April, 1934, the time-table was adjusted, and a saving of 24,000 engine-miles per annum was effected. The majority of the trains were speeded up, and by the more uniform spacing of the trains a better time-table than the one previously in operation was provided.

As from the 30th April, 1934, the North Auckland goods services were reorganized to enable goods delivered to the Department at Auckland and stations in the vicinity for transport up to the evening of one day to be delivered to consignees at stations as far north as Whangarei at the opening of business the following morning. Goods traffic for beyond Whangarei was also expedited in transit as a result of this arrangement—practically a day being saved in transit. As a result of the reorganized service it was possible to withdraw the locomotive depot from Waitotira Junction and work the Kiri-kopuni service from Whangarei, thereby effecting economy in operation.

The increase in traffic over the line between Okahukura and Stratford necessitated a revision of the train service in this area. The new time-table provided for better service for local passenger traffic, and also for more expeditious transport of goods from the Auckland district to stations in the Taranaki district. The alterations operated on and after the 30th April, 1934.

As from the 6th August, 1934, an improvement was effected in the passenger and goods train services in the Taneatua–Tauranga area. A fast mixed train was provided in both directions daily between Taneatua and Tauranga, connecting at the latter station with the express trains to and from Auckland, the cars of the express train running through to and from Taneatua. The goods train from Taneatua was rescheduled to leave at 1.0 p.m., giving a better service for live-stock and dairy-produce.

In continuation of efforts to expedite the delivery of goods, a daily goods service leaving Palmerston North at 1.45 a.m. (after connecting with the 7.26 p.m., Wellington–Auckland through goods train) and arriving Napier at 7.25 a.m. was arranged, to operate as from the 1st February, 1935. Goods consigned at Wellington up to 5.0 p.m. are now available for delivery in Hawke’s Bay towns by 8.0 o’clock the following morning.

As from the 30th April, 1934, the 8.20 a.m. Monday mixed train from Christchurch to Greymouth was rescheduled and accelerated to make a connection with the afternoon trains from Greymouth to Reefton and Hokitika.

From the 10th September, 1934, the 8.33 a.m. Dunedin–Invercargill and the 1.45 p.m. Invercargill–Dunedin mail trains which ran four and three days per week respectively were run daily except Sunday.

From the 2nd December, 1934, a Sunday express train leaving Dunedin at 5.30 p.m. and arriving at Invercargill 10.3 p.m. was inaugurated, thus providing an express service each way between Dunedin and Invercargill on Sunday nights.

GENERAL.

Train-control operation between Marton and Wanganui, Wanganui and Stratford, and Stratford and Okahukura was brought into operation on the 7th May, 1934.

On the 10th and 11th December, 1934, very heavy rain in the North Auckland District caused washouts, slips, and floods on the line north of Hukerenui, including the Kaikohe Branch, necessitating suspension of traffic north of Maromaku. Connection with the district north of Maromaku was maintained by road until the 3rd January, 1935, when an express train run through to Opuā and ordinary traffic in the Whangarei–Opuā–Kaikohe area was resumed on the 4th January, 1935. The line between Kaikohe and Okaihau was re-opened for traffic on 8th February, 1935.

Heavy rain in the Taranaki District on 21st and 22nd February, 1935, caused numerous washouts and slips between Durham Road and Waipuku, and between Breakwater and New Plymouth. Subsidences of the line and the blockage of a tunnel occurred between Tahora and Heao. Damage was caused to several bridges, and several washouts required to be bridged between Durham Road and Tariki. Ordinary traffic was resumed on the evening of 25th February.