

these costs in the normal course of its undertaking. The following are examples only, and will serve to illustrate the service performed by the Department in respect of goods received at goods-sheds up to the closing time (5.0 p.m.) or later :—

Destination Station.	Mileage.	Time of Arrival at Destination.
Auckland to—		
Hikurangi	141	9.35 a.m.
Whangarei	130	8.0 a.m.
Hamilton	86	6.30 a.m.
Waihi	142	7.9 a.m.
Tauranga	179	10.0 a.m.
Thames	146	8.28 a.m.
Te Kuiti	126	5.15 a.m.
Taumarunui	174	6.52 a.m.
Ohakune Junction	224	11.22 a.m.
Wellington to—		
Wanganui	150	4.50 a.m.
Hawera	203	8.5 a.m.
New Plymouth	251	12.6 p.m.
Napier	199	7.25 a.m.
Taihape	161	6.25 a.m.
Ohakune Junction	202	9.30 a.m.
Christchurch to—		
Greymouth	145	4.5 a.m.
Hokitika	169	9.11 a.m.
Ashburton	53	4.10 a.m.
Timaru	100	6.40 a.m.
Oamaru	152	5.28 a.m.
Dunedin	230	10.26 a.m.
Dunedin to—		
Palmerston	41	2.45 a.m.
Oamaru	78	5.15 a.m.
Timaru	131	4.50 a.m.
Ashburton	178	7.4 a.m.
Christchurch	230	9.20 a.m.
Ranfurly	85	2.20 a.m.
Cromwell	155	8.30 a.m.
Gore	100	2.23 a.m.
Invercargill	139	5.0 a.m.

The transport outlined above is in respect of goods loaded in trucks only. In addition, there are generally two or three trains daily by which smaller consignments are conveyed so that day transport as well as night transport is provided for. On the busy lines, such as the Auckland – Frankton Junction and Wellington – Palmerston North areas, there are up to seven additional trains by which urgent consignments may be conveyed.

GENERAL.

An exceptionally heavy snowfall occurred on the Midland line between Inchbonnie and Springfield on the night of 20th May, 1935, and continued until about 3 p.m. next day. Points in station-yards were frozen, and breakages in overhead wires cut communications and dislocated the automatic-signalling system. All trains between Greymouth and Christchurch were subjected to considerable delays until the afternoon of 22nd May, when normal running was resumed.

On 9th and 10th June, 1935, a heavy snowfall was experienced in the Canterbury District. All communication was lost south of Sockburn and north of Belfast, and the automatic-signalling system between Rolleston and Arthur's Pass was dislocated until the 14th June. All services suffered delay, and it was necessary to cancel several services to facilitate working. Practically normal running was resumed by the afternoon on 11th June, but the train-control system between Christchurch and Arthur's Pass and between Christchurch and Oamaru was not re-established until the afternoon of 15th June.

On 18th and 19th June, 1935, floods in the Otago District caused interruption of traffic on the Otago Central, Catlins River, Outram, and Roxburgh Branches, and on the south main line. Normal services were resumed on the afternoon on 20th *idem*.

On 22nd and 23rd July, 1935, through traffic from Auckland to north of Kaipara Flats was suspended owing to blockage of line by floods and slips. Transhipment of passengers was conducted on the afternoon of 24th July, and the flood water had subsided sufficiently to allow trains to run through at about noon on 25th July.

An exceptionally severe southerly storm swept the North Island on 1st and 2nd February, 1936, causing extensive damage to the tracks throughout. Two cars and the guard's van of No. 1503 (8.50 a.m. Palmerston North – Wellington passenger) train on 2nd February were blown off the line