

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

Section.						1937-38.	1936-37.	Variation.
Kaihu	..	..	..	..	..	13,632	13,392	+ 240
Gisborne	..	..	..	..	..	43,940	38,149	+ 5,791
North Island Main Line and Branches						8,036,723	7,353,727	+682,996
South Island Main Line and Branches						4,530,610	4,313,028	+217,582
Westport	..	..	..	..	..	69,782	65,890	+ 3,892
Nelson	..	..	..	..	..	39,826	39,612	+ 214
Picton	..	..	..	..	..	43,339	44,285	— 946
Totals						12,777,852	11,868,083	+909,769

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, 1938.

Year ended	Period ended													Average for Year, in Minutes.	
	1st May.	29th May.	26th June.	24th July.	21st August.	18th Sept.	16th Oct.	13th Nov.	11th Dec.	8th Jan.	5th Feb.	5th March.	31st March.		
<i>Express and Mail Trains.</i>															
1938 ..	..	5.28	6.99	5.67	8.51	7.73	5.79	3.58	3.20	3.11	12.15	9.37	9.70	6.17	6.71
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
<i>Long-distance Mixed Trains.</i>															
1938 ..	..	8.74	8.81	5.40	7.78	6.32	4.71	4.65	4.66	4.78	6.31	7.16	12.66	12.23	7.24
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
<i>Suburban Trains.</i>															
1938 ..	..	0.60	0.77	1.54	1.43	0.99	0.67	0.55	0.69	0.48	1.01	0.85	1.00	0.83	0.87
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

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 trains for the year is slightly higher than last year. Slips, floods, washouts, and other line interruptions, which have been unusually severe during the past few years, were again prevalent during the year under review and accounted largely for the poorer timekeeping of trains as disclosed in the above analysis.

On 16th May, 1937, flooding between Te Aroha and Paeroa necessitated the cancellation of services running between these points until 19th May. Flood-waters also rendered the roads in the locality impassable, thus preventing transhipment of passengers and luggage.

The Outram Branch line was impassable owing to floods on 24th and 25th May, 1937.

Serious flooding occurred in the North Auckland area on 30th June, 1937, and services north of Helensville and on the Kirikopuni and Kaikohe Branches were interrupted until 3rd July, when restricted working was resumed. Normal running was resumed on Monday, 5th July.

On 31st August, 1937, floods and washouts on the Napier-Putorino line interrupted train services, which were unable to resume normal running until 2nd September. Further flooding occurred on 5th September and prevented the resumption of services until 7th September.

The line between Napier and Putorino was again blocked by washouts and slips on 24th January, 1938, and remained closed for traffic until 2nd February.

On 12th February, 1938, a severe electrical storm accompanied by a cloud-burst in the Wellsford district dislocated traffic until 14th February.

On 21st March, 1938, a large slip came down between Greymouth and Kaiata covering the line for approximately 3 chains. Passengers, &c., were conveyed between Stillwater and Greymouth by road until 10 a.m. on 24th March, when normal services were resumed.

The following is a *résumé* of the more important alterations to the train services :—

On 19th June, 1937, the new Wellington Station was opened for business, and after that date all trains for the Manawatu line were routed via the Tawa Flat Deviation. At the same time the Wellington-Johnsonville line was redesignated as a purely suburban route.