

16. Further areas of vacant Railway lands were let on short leases for timber yards, and a small plot was leased to the China & Japan Telephone & Electric Company for the erection of a cable tank.

17. In connection with the Harbour Improvements, it became necessary to alter the position of the submarine cables crossing to Kowloon, and four cable houses were built in the Kowloon Station south verandah to receive the terminals of the cables belonging to the Eastern Extension Telegraph Company, the China & Japan Telephone & Electric Company, the Military Authorities, and the Government. Permission was granted the Eastern Extension Telegraph Company to connect their cable with aerial lines over Railway lands onto their existing poles to Canton which follow the Railway from Mile $1\frac{1}{2}$.

18. In view of frequent damage by typhoons to the Government and Railway telephone overhead wires alongside the Railway, it was decided to substitute an underground cable for the aerial wires, and commencement was made during the year between Taipo and Taipo Market Stations.

19. On several occasions motorists ran into and damaged the gates at certain level crossings. In order to obviate closing the gates sooner than necessary, two mercury contacts were indented for and installed on trial. These contacts are situated some half mile or so away from crossings on curves, and actuate electric bells in the gatekeepers' lodges on the passage of approaching trains.

20. About 80 feet of brick side-walling was built in Taipo Tunnel to support the arch, as the original rock walls are weathering fast in patches.

21. Four rails were renewed in Taipo Tunnel to replace others badly corroded through water dropping from the roof.

22. Several lengths of rails were renewed at Kowloon Station in the tracks over which salt fish is loaded. The flanges of these rails were corroded right through in places.

23. 3,527 sleepers were renewed in the track. Of these 847 were of wood including 137 crossing and bridge timbers, and 2,680 were of concrete.

24. Less attention was given to maintenance work on the Fanling Branch Line in anticipation of its being taken up by the end of the year, as mentioned in last year's Report, but progress with the new road has been delayed and more attention to the railway track may be necessary in 1925.

25. The Workshops were kept fully employed during the year, principally with the erection of new goods wagons, locomotives and a 65-ton breakdown crane. 55 new 30-ton covered goods wagons were erected on underframes received from England, all the bodywork being built in the railway Workshops. Ten of the underframes for these wagons were so badly damaged in transit that they had to be rebuilt in the Workshops, which caused a great deal of trouble and delay.

26. The four new 4-6-4 locomotives arrived during the year, one of the underframes however was very badly twisted and out of line. This was straightened with the aid of the new 65-ton crane.

The first of these locomotives, No. 9, arrived on May 19th and was erected forthwith and in steam by June 20th. No. 11 was completed on August 20th, and No. 12 on September 25th. No. 10 which had the twisted frame was not completed until December.

These engines have a much greater tractive force than the earlier ones, and so far we have experienced no trouble with them and are more than satisfied with their running performance.

27. The 65-ton Breakdown Crane arrived in the Colony at the end of July and erection was immediately started and completed by October. The crane was employed in connection with the assembling of No. 10 locomotive, for erecting bridge girders, and also on several occasions for loading and unloading heavy pieces of machinery from railway trucks.

28. Two new 4-4-0 type 2'-0" gauge locomotives for the Fanling Branch arrived at the end of July and were put into service by the end of September. These locomotives will be handed over to the Public Works Department when the road to Sha Tau Kok is completed and the Railway closed down, and should prove very useful.

29. The new crank shafts for the Motor Coaches arrived on April 2nd and were fitted, and the coaches made ready for service. Owing however to the present curtailed train service, the economies normally effected by the use of these coaches for local traffic are not attainable. When the full through services are resumed and the local traffic returns to normal, their advantages will again be apparent.

30. Main Line locomotives Nos. 7 and 3 received a thorough overhaul which comprised a general reconditioning, new bushes, new axleboxes, new tyres, new slide valves, cylinders rebored and new pistons fitted, boiler lifted and retubed and repaired.

Owing to pressure of new work, other locomotives only received essential repairs. No. 3 locomotive was not completed as new wheel centres and axles had to be fitted.

31. Further experiments were carried out with liquid fuel on No. 1 locomotive, but owing to the short distance of our runs and the temperament of the Chinese drivers and firemen, satisfactory results have not been obtained.

32. No. 27 Dining Car was rebuilt and remodelled to bring it into line with our later passenger rolling stock and the seating capacity increased from twenty-four to forty.

No. 16 1st and 2nd Class Compo was rebuilt and converted into 2nd class.

Four other carriages were given a general overhaul and re-varnished. More carriages would have received a general overhaul, but could not be spared by the Traffic Department.

No. 9, which had been detained by the Chinese Section, was returned in a very bad condition and was put into the Shops for rebuilding.

33. Two cattle trucks and one goods brake were rebuilt. Wagons Nos. 6, 7, 12, 14, 15, 16, 18, 26, 28, 29, 33, 34, 59, 87 and 91 were given a general overhaul and painted.

Three narrow gauge carriages: one first-class, one third-class, and one third-class luggage and brake were converted into wagons for the Public Works Department's use in making the road to Sha Tau Kok from Fanling.

34. Very extensive repairs and work on Government motor vehicles were carried out during the year, in fact this department has grown so much since it was started that at times there is great difficulty in coping with the work. It was also handicapped for a considerable time owing to the necessity of rebuilding the roof over the Motor Repair Workshop.

In addition to the general motor repair work, the following vans were built for other Government Departments:—

One steel Mail Van for the General Post Office.

One steel van for the Prison Department.

Five steel vans for the Sanitary Department for conveying meat.

One steel van for the Police Department for carrying prisoners on the mainland.

One Emergency Lorry for the Fire Brigade Department.

35. The year 1924 has witnessed no change for the better in the prospects of the Railway. The disturbances in Canton and Kwangtung Province, which began in January 1923, continued throughout the whole of the year.

An attempt was made on September 1st to resume the running of the Slow Through Trains, but this was discontinued after 12 days.

The receipts under Through and Joint Sectional Traffic for the year amounted to only \$1,922.01, as compared with \$153,447.25 for the previous year, and \$500,814.90 for 1922, the last year during which traffic was normal.

36. The position as regards the retention of British Section rolling stock by the Chinese Section has improved, a number of goods wagons being returned. There are now only 15 wagons held by the Chinese Section.

37. The Railway Brigade of St. John's Ambulance Association, under the direction of Traffic Inspector Winyard, has proved itself most efficient. There are now twenty-nine members, all recruited from the Traffic Department. A First Aid Box is kept at each Station and also on each train, so expert attendance and suitable dressings are available in cases of accident.

38. During the year, 840 employees were treated at the Government Dispensary, compared with 464 last year. This increase is believed to be due rather to greater confidence in Western treatment than to any increase of sickness among the Chinese employees.

The usual annual examination of the eyesight of men employed in the Traffic Department was carried out. There were no cases of defective vision or colour blindness.

39. In commemoration of the sixth anniversary of "Armistice Day", at 11 a.m. on November the 11th, all traffic on the line stopped, and in the Workshops and elsewhere all motion was suspended for two minutes.

40. The amount provided for the year 1924 under Special Expenditure was \$1,096,414.00, and during the year at various times other amounts were voted, making a total of \$1,265,492.61.

A sum of \$400,000 was included for the purchase of 4 new locomotives, but \$134,334.71 was not required, as the contract price was less than the estimate.

The 6 new carriages ordered from England in March did not arrive, so that only \$250.26 was required, and \$149,749.74 lapsed.

41. Provision for 50 new 30-ton covered goods wagons was made, but as the actual cost was less than the estimate, and also as it was decided to use 10 of these underframes for rail bogies which did not require bodywork, the expenditure under this head was \$54,064.14 less than the sum included in the Estimates.

42. The steelwork required for the Extension to Workshops did not arrive in time to enable the work to be completed and \$30,172.72 of the vote of \$60,000 was unexpended.

Sidings for ashes, Loco Yard, and the extension to sidings at Loco Yard, and also the erection of sidespans to Bridge 4 were not completed at the end of the year, and on this account, sums amounting to \$20,806.23 were not required.

43. Indents for additional machines for Carpenters' Shop, Spares for Locomotives, new water tank and tower at Kowloon Station were sent home, but as the material did not arrive in the Colony before the end of the year, a sum of \$14,866.88 lapsed and also \$5,965.00 which was provided for the purchase of Turnstiles at Kowloon Station.

44. After deducting a sum of \$2,437.70 being proceeds by sale of condemned stores and machinery, the amount expended was \$819,675.34, and the details are shown in the table of Special Expenditure herein.

45. The Revenue Statements of Earnings and Expenditure take the usual form.

The actual expenditure amounted to \$507,814.42, against an estimate of \$575,158.00, which shows a saving of \$67,343.58.

46. The Expenditure under Other Charges, Main Line, amounted to \$242,054.39, or \$42,727.61 less than the amount provided in the Estimates. On account of less mileage than estimated, a saving of \$12,872.64 appears under subhead Coal, and similarly under Oil Fuel for Motor Coaches \$9,223.23, and Running Stores \$4,604.32. The total savings under Locomotive, Carriage and Wagon Expenses being \$38,371.93.

47. Under Maintenance of Ways and Works and Stations, there are small savings under most of the subheads, but as the amount provided for Repairs of Staff Quarters and Station Buildings was inadequate, the expenditure exceeded the Estimate by \$1,869.53.

48. In the Traffic Department, savings under subheads Rent of Shum Chun Station, Hire of Rolling Stock, and Clothing, amounted to \$4,201.77 and other sums brought the total savings to \$5,062.41.

The amount unexpended under General Staff was \$1,062.80, and under Miscellaneous Expenses \$100.00.

49. In view of closing the Fanling Branch Line, expenditure was cut down to the minimum. The savings under Other Charges were \$3,344.55.

50. The Through and Joint Sectional Traffic was entirely suspended throughout the year, with the exception of one slow train up and one slow train down for 12 days in September.

The local passenger receipts amounted to \$332,942.68, or \$77,729.03 more than the previous year.

There is marked increase in the number of 3rd class bookings between British Section stations, while the 3rd class passengers leaving Lowu (Shum Chun) station exceed the number for 1923 by 25,840.

With the development of the areas served by the Railway, the number of local passengers is steadily increasing. In 1914, 362,266 were booked, while for the year under report, the number reached 1,177,234.

51. In view of the decision arrived at in 1920 that the Railway should discontinue its custom of debiting other departments for the transport of Government passengers travelling on duty and for other services rendered, the following sums are not included in the Railway earnings :—

Passengers travelling on Government service on the Main Line \$6,262.65 and Fanling Branch \$387.52.

Goods carried for other Government departments over the Main Line \$651.46.

52. The Gross Receipts for the year were \$420,186.15 as against \$474,721.78 for 1923, a decrease of \$54,535.63. The suspension for practically the whole year of Through and Joint Sectional Traffic referred to in paragraph 35 being alone responsible.

The working expenses exceeded the revenue by \$87,628.27.

The Fanling Branch Line Receipts have improved under both heads.

53. The Claim against the Chinese Section from 1st January, 1923, to end of 1924 on account of suspension of Through and Joint Sectional Traffic amounts to \$412,299.62, and hire of rolling

stock, demurrage and rebates for the same period \$61,097.48, making a total of \$473,397.10.

54. The results of the past 5 years are as follows:—

<i>Year</i>	<i>Gross Receipts</i>	<i>Working Expenses</i>	<i>Net Receipts.</i>
1920	\$520,176.10	\$487,144.04	\$ 33,032.06
1921	603,980.77	527,991.06	75,989.71
1922	710,295.75	562,144.35	148,151.40
1923	474,721.78	523,513.13	48,791.35
1924	420,186.15	507,814.42	87,628.27

55. Through and Joint Sectional passengers carried were as follows:—

	<i>1922</i>	<i>1923</i>	<i>1924</i>
Passengers booked by Stations in British Section to Stations in China including Lowu	526,111	250,719	168,734
Passengers booked at Stations in China including Lowu to Stations in British Territory...	522,909	249,152	157,115

56. The Local Passengers carried were as follows:—

	<i>1922</i>	<i>1923</i>	<i>1924</i>
Main Line	639,709	951,001	1,177,234
Fanling Branch Line	52,431	73,838	82,505

57. Accidents during the year were as follows:—

	<i>Main Line</i>	<i>Branch Line</i>		
Derailment of engines	Nil	2		
" " coaches	1	2		
" " wagons	1	Nil		
" " breakdown crane	1	Nil		
Split points,	1	Nil		
Damage to Level Crossing Gates	3	Nil		
	<i>Involving death</i>	<i>Serious injury</i>	<i>Minor injury</i>	
Railway Employees	Nil	Nil	Nil	
Passengers	1	Nil	Nil	
Trespassers	1	Nil	Nil	

With regard to the two deaths, the passenger was a Chinese male who fell off the train at Mile 3½ and died next day, and the trespasser was a coolie who had both legs cut off at Lowu and died later.

58. It was decided that this Railway should adopt the classification of Revenue and Expenditure as prescribed by the Ministry

of Communications (China), and in February a start was made with the recasting of the Capital Account under the supervision of Mr. H. P. Harris, whose services were kindly lent by the Chinese Section.

Good progress has been made with the work, and next year the accounts will be shown in the new form.

59. During the absence on leave of Mr. J. Morris from March 22nd to December 11th, Mr. G. A. Walker acted as Chief Accountant in addition to his other duties.

Mr. C. D. Lambert, M.I.Mech.E., M.I.Loco.E., M.I.T., Chief Mechanical Engineer, was absent on leave from 26th March, 1924, to 24th January, 1925, and during this period, Mr. J. Smith acted as Chief Mechanical Engineer.

Mr. Hu Kwok Leung, B.Sc. (London), was promoted to Assistant Engineer as from the 1st July and placed on the permanent establishment.

The writer left for Peking on July the 3rd as representative of the British Section in connection with matters affecting both Sections of the Railway, and Mr. R. Baker, M.Inst.C.E., acted as Manager in addition to his other duties until my return on August the 6th.

During my absence on account of sickness from November 21st, to December the 8th, Mr. Baker was again in charge.

H. P. WINSLOW,

Manager.

27th April, 1925.

CONSTRUCTION ACCOUNT—MAIN LINE.

Main-Head.	Sub-Head.	Expenditure to 31st December, 1916.	
		\$	c.
I.—Preliminary Expenditure,	Survey,	42,277.65	
II.—Land,	Land,	2,326,740.13	
III.—Formation,	(a) Earthwork,	2,710,115.50	
	(b) Tunnels,	3,819,756.18	
	(c) Roads,	130,857.96	
IV.—Bridges,	(a) Major,	829,047.22	
	(b) Minor,	359,491.49	
	(c) Culverts,	71,567.78	
V.—Fencing,	(a) Boundaries,	48,232.06	
	(b) Signs,	727.31	
VI.—Telegraph,	Telegraph,	41,221.11	
VII.—Track,	(a) Ballast,	178,828.79	
	(b) Permanent Way,	828,243.66	
VIII.—Stations and Buildings,	(a) Buildings and Fixtures,	658,226.54	
	(b) Station Machinery,	90,953.02	
	(c) Furniture,	21,392.30	
	(d) Workshops,	89,899.74	
IX.—Plant,	(a) Construction,	143,518.90	
	(b) Loco Tools and Plant,	68,775.91	
	(c) C. & W. Tools & Plant,	25.00	
	(d) Engineering,	10.00	
	(e) Loco Rolling Stock,	418,907.71	
X.—General Charges,	(f) C. & W. Rolling Stock,	634,843.97	
	(a) 1. Salaries & Allowances,	443,874.39	
	2. Quarters & Offices,	113,457.39	
	3. Instruments,	10,339.91	
	4. Office Expenses,	35,402.15	
	5. Medical,	23,071.90	
	6. Home Charges,	134,978.80	
	7. Interest,	701,705.62	
	8. Exchange,	306,794.96	
(b) Accounts,	41,222.35		
	Total,	\$14,710,917.29	
	<i>Less:—Proceeds by sale of one 5 ton travelling crane in October, 1918 credited to Condemned Stores Government Account, now adjusted,</i>	<i>3,750.00</i>	
		\$14,707,167.29	

N.B.—Figures printed in italics are minus quantities.

Special Expenditure for the year 1924.

	\$	c.
Bridge No. 4,	6,730.74	
Concrete Floor to Coal Bunkers, Hunghom,	1,829.24	
Extension to Sidings at Loco. Yard,	2,795.90	
Extension to Workshops,	29,827.28	
Fencing, Kowloon Station to Signal Hill,	4,065.79	
New Coal Bunkers for Dust, Hunghom,	898.25	
New Sidings, Loco. Yard East,	10,016.93	
Quarters for Traffic Staff,	45,480.38	
Siding for Ashes Loco. Yard,	717.13	
Side Walling Taipo Tunnel,	1,471.19	
Additional Machine for Carpenters' Shop,	54.00	
4 Locomotives,	265,665.29	
2 Locomotives for Fauling Branch Line 2' 0" Gauge,	30,138.45	
Motor Truck Tyre Press,	3,029.16	
6 New Carriages,	250.26	
Spares for Locomotives,	5,737.12	
50 Underframes for 30-ton Covered Goods Wagons, ...	292,335.86	
* New Carpenters' Shop at Hunghom,	16,279.31	
* Accident at Mile 10½,	12,057.03	
* Typhoon of the 18th August, 1923,	5,126.25	
* Bridge No. 14,	4,655.03	
* Block Operators' Office, at Hunghom,	1,694.20	
* Recasting Accounts of the Kowloon-Canton Railway, British Section, ..	4,942.37	
* Siding at Mile 21 to serve the Fu Ti Au Brickworks, ..	2,789.14	
* Additional Machines for Workshops,	7,028.50	
* Breakdown Crane, ..	60,998.24	
* Reconstructing the Roof of the Motor Repair Shop, ...	2,500.00	
	<u>\$ 822,113.04</u>	
Less Sales of Condemned Stores and Machinery,	2,437.70	
	<u><u>\$819,675.34</u></u>	

* Items voted subsequent to the preparation of the 1924 Estimates.

Summary.

Special Expenditure for the years 1917 to 1923,	\$ 1,671,508.33
Special Expenditure for the year 1924,	819,675.34
	<u><u>\$ 2,491,183.67</u></u>

Appendix S.

KOWLOON-CANTON RAILWAY.

(British Section).

ANNUAL REPORT FOR 1924.

1. The new Carpenter's Shop mentioned in last year's Annual Report was completed early in the year, and a siding from the yard laid into it.

2. The Steelwork for the Extension to the Workshops arrived in June and the building was proceeded with at once, and good progress made.

3. The new iron fencing referred to in last year's Report arrived in February and was erected round Kowloon Station. This relieved a large quantity of old fencing the uprights and angles of which had rotted away near the ground. The sound portions of these were cut out and electrically welded into new lengths and used in reconditioning other fencing. The approaches to Taipo Market Station were fenced with old fencing thus rebuilt.

Light sheep fencing was erected round an area of Railway land at present used as two football grounds by schools.

4. An indent was forwarded in February for a new steel water tank and tower for Kowloon Station Yard. This will replace the light tank mounted on a sleeper stack, originally used on construction, but now beyond repair. The materials, however, did not arrive in 1924.

5. The new girder bridge in replacement of the collapsed arch bridge near Shatin was completed in February. The girders were built by a local engineering firm.

6. Owing to extensive development in the neighbourhood, it was decided to complete Bridge No. 4 situated at the second mile. This bridge spans a 100-foot main road on the skew and was designed to give a 60 feet clear span and two sidespans to provide for causeways of 10 to 15 feet each. The steelwork was ordered for double track, but only that for the main span arrived in time for the opening of the Railway. The sidespans (comprising four 45 feet single line spans) which had been lying in store for twelve

years, were reconditioned and two were erected by the end of the year, and the line diverted over them. The remaining spans will be erected and the bridge completed in 1925.

7. Two more 200-ton coal bunkers and a 20-ton checking bunker were built in the store yard, and the original bunkers floored in cement concrete.

8. The building of the two blocks of quarters for the Traffic Staff at Blackhead's Point mentioned in last year's Report was proceeded with, but not quite completed by the end of the year. They were ready for occupation by March 1st this year.

9. The roof of one of the buildings taken over from the China Light & Power Company and used as a motor repair shop, was condemned and arrangements made for a new steel roof with northern lights to replace it. The old roof which leaked badly was unsafe in typhoon weather and was irreparable. This work was given to a local engineering firm and is expected to be completed early in 1925.

10. A siding was laid from Kowloon Station across the circulating area in front, to connect with the Hongkong and Kowloon Wharf and Godown Company's premises. The siding, which is 273 feet long to the Company's boundary, is laid on concrete with two guard rails. An agreement was entered into with the Company regarding its cost and use.

11. Another siding, 580 feet long, was laid at Mile 21 to serve a large Brickworks now being built near the line. As this siding is between Stations, a special token box was designed to enable the points to be worked only by the use of the token for the Section.

12. Five dead-end sidings of total capacity of 40 thirty-ton wagons were laid in the eastern section of the locomotive yard to accommodate the newly acquired wagon stock.

13. Four dead-end sidings were laid for about 350 feet each on the site of the proposed second extension to the Carriage Sheds, to accommodate new coaching and other stock building.

14 The Ash Siding to the west of the Locomotive Running Shed was extended by 100 feet.

15. Owing to the inconvenience experienced by silt coming down from the hillside to the north of the Workshops, blocking the drains and flooding portions of the yard, it was found necessary to train and divert several water courses on the hillside.

CONSTRUCTION ACCOUNT—FANLING BRANCH.

I Main-Head.	II Sub-Head.	III Expenditure to 31st December, 1918.
II.—Land,	Land,	\$ c. 2,389.45
VII.—Track,	(a) Ballast,	11.05
	(b) Permanent Way,	46,651.14
VIII.—Station and Buildings,	(a) Station Buildings,	3,447.08
	(e) Locomotive,	15,237.89
IX.—Plant,	(f) Carriages,	21,762.36
X.—General Charges,	(a) 1. Salaries,	309.60
	Total of Fanling Branch Line Construction,	\$89,808.57
	Construction Account Main Line,	14,707,167.29
	Kowloon-Canton Railway Construction Expenditure,	\$14,796,975.86

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UNALLOCATED STORES.

	Amount.	Amount.	Amount.
	\$	c.	\$
To Stock in hand on 1st January, 1924.....	247,893.56		899,197.82
" Goods received from Crown Agents during 1924	621,527.68		30,458.48
" Goods purchased locally,	271,681.71		211,446.65
	\$1,141,102.95		\$1,141,102.95
			\$1,141,102.95
			\$1,141,102.95

st. December, 1924.

Earnings.	Amount 1924.	Total.
	§ c.	§ c.
<i>Local.</i>		
By Coaching Traffic,	332,942.68	
" Goods	24,049.56	
" Sundry	46,997.66	
		403,989.90
<i>Foreign.</i>		
By Coaching Traffic,	1,462.31	
" Goods	459.70	
" Sundry .....	...
		1,922.01
<i>Branch Line.</i>		
By Coaching Traffic,	12,944.94	
" Goods	1,329.30	
" Sundry .....	...
		14,274.24
	§	420,186.15

— 8 15 —

minus quantities.

H. P. WINSLOW,
Manager.

Statement of Rolling Stock for the year ending 31st December, 1924.

DESCRIPTION.							1	2	3	4
LOCOMOTIVES.							Total Stock at end of previous year.	Additions during the year.	Reduction during the year.	Total Stock at end of the year.
Tender or Tank.	Type.	No.	Cylinder.	Pressure per sq. in.	Tractive Force.	Total Weight in Working Order.				
					<i>lbs.</i>	<i>Tons. cwt.</i>				
Side Tank	<i>Baltic Kitson</i> 4: 6: 4 4' 8½" Gauge.	4	22" × 28"	180	35,700	106 0	...	4	...	4
Side Tank	<i>Kitson</i> 2: 6: 4 4' 8½" Gauge.	8	19" × 26"	180	24,724	89 15	8	...	...	8
Saddle Tank	<i>Hudswell Clarke</i> 0: 6: 0 4' 8½" Gauge.	2	14" × 20"	150	10,604	29 7	2	...	...	2
Side Tank	<i>Ragnall Ltd.</i> 0: 4: 1 2' 0" Gauge.	2	10" × 15"	140	5,727	21 4	...	2	...	2
Side Tank	<i>Hudswell Clarke</i> 0: 4: 0 2' 0" Gauge.	1	6" × 10"	150	1,800	5 3	1	...	...	1
Centre Tank	<i>Orenstien Koppel</i> 0: 4: 0 2' 0" Gauge.	1	9¾" × 11¾"	150	4,338	10 0	1	...	...	1
Total		18	...	...	...	...	12	6	...	18
DESCRIPTION.										
MOTOR COACHES.										
Type			Cylinder	Horse Power	Total weight in working order					
Hall-Scott Motor Coaches 4' 8½" Gauge Internal Combustion Engines			8" × 10"	150	25 tons.		2	..	...	2

Statement of Rolling Stock for the year ending 31st December, 1924.

DESCRIPTION.					1	2	3	4
COACHING VEHICLES.					Total Stock at end of previous year.	Additions during the year.	Reductions during the year.	Total Stock at end of the year.
4' 8½" Gauge.								
	Quantity.	Length of Underframes in feet.	Tare.	Carrying Capacity: Passengers.				
			Tons.					
First Class Saloon Coach	1	60' 11"	36	40	2	...	1	1
First Class Dining Car	2	60' 11"	36	24	2	...	...	2
First Class Carriage	4	60' 11"	36	50	3	1	...	4
Second Class Carriage	5	60' 11"	34	84	2	3	...	5
First and Second Composite Carriage...	3	60' 11"	35	68	4	...	1	3
Third Class Carriage	13	60' 11"	32	120	17	...	4	13
Third Luggage Brake	5	60' 11"	35	84	5	...	...	5
Third Brake	2	60' 11"	34	100	...	2	...	2
Total.....	35	...	...	...	35	6	6	35
<i>Coaching Vehicles 2' 0" Gauge.</i>								
			Tons.					
8 Wheeled Bogie First Class Carriage..	Nil	24' 0"	3.5.0	16	1	...	1	Nil
" " " " " & Brake...	1	24' 0"	3.5.0	8	1	...	...	1
" " " Third "	2	24' 0"	3.5.0	28	3	...	1	2
" " " " " & Brake Van	Nil	24' 0"	3.5.0	16	1	...	1	Nil
Total.....	3	...	...	...	*6	...	3	3
Motor Coach Trailer.....	1	63' 0"	20.0.0	90	1	...	...	1
1st, 2nd and Luggage								
65-ton Breakdown Crane	1	...	...	...	Nil	1	...	1

* 3 converted into goods wagons.

Statement of Rolling Stock for the year ending 31st December, 1924.

DESCRIPTION.					1	2	3	4
					Total Stock at end of previous year.	Additions during the year.	Reductions during the year.	Total Stock at end of the year.
GOODS VEHICLES.	No.	Length of Underframes in feet.	Tare.	Carrying Capacity (Tons).				
4' 8½" Gauge.								
			Tons. cwt.					
30-Ton Covered Goods...	60	35	15 5	30	10	50	...	60
30-Ton Rail Bogie ...	10	35	13 8	30	5	5	...	10
30-Ton Open Goods ...	25	35	14 8	30	25	...	...	25
30-Ton Cattle Truck ...	1	35	15 5	30	1	...	...	1
15-Ton Covered Goods ...	23	19	8 10	15	23	...	...	23
15-Ton Cattle Trucks ...	2	19	8 10	15	2	...	...	2
15-Ton Open Goods ...	9	19	7 16	15	9	...	...	9
15-Ton Goods Brake Van ...	2	19	15 0	15	2	...	...	2
Breakdown Van ...	1	35	15 5	30	1	...	...	1
<i>Goods Vehicles 2' 0" Gauge.</i>								
Steel-Sided Goods Wagons.....	3	9' 10"	... 12	60 cft.	3	...	...	3
Open Goods Wagons.....	3	24' 0"	2 10	150 cft.	Nil	3*	...	3
Total.....	139	...	...	...	81	58	...	139

* 3 carriages converted into goods wagons.

STATEMENT OF TRAIN MILEAGES.

Main Line.

Year ending 31st December, 1923.	PARTICULARS.	Year ending 31st December, 1924.
<i>Miles.</i>		<i>Miles.</i>
124,710	Passenger Train Miles	132,726½
2,835	Goods " "	10
1,126	Ballast " "	2,272
584½	Special " "	409
<i>Nil.</i>	Attached for assistance	<i>Nil.</i>
38,817	Shunting at 6 miles per hour .	38,450
9,248	Light Engine for Traffic purposes	9,027
<i>Nil.</i>	Light Engine for Locos purposes	192
83,571	Standing in steam at 6 miles per hour	81,976
260,891½	Total Engine Miles	265,062½

Fanling Branch.

Year ending 31st December, 1923.	PARTICULARS.	Year ending 31st December, 1924.
<i>Miles.</i>		<i>Miles.</i>
21,615	Passenger Train Miles	21,906
15	Special " "	54
<i>Nil.</i>	Ballast " "	<i>Nil.</i>
<i>Nil.</i>	Goods " "	15
11,909	Standing in steam and Shunt- ing at 4 miles per hour	12,085
<i>Nil.</i>	Light Engine Traffic	<i>Nil.</i>
33,539	Total Engine Miles	34,060

Particulars of Motor Coach Running.

<i>1923.</i>		<i>1924.</i>
14,698.5	Miles run for passenger service	980
6,680	Gallons of powerin used	494
241	" " petrol used for starting purposes ...	12
161	" " cylinder oil used	19½
130	" " engine oil used	10½
459	" " kerosine used for lighting	38
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2.2	Miles per gallon of powerin	1.98
60.98	" " " " petrol for starting purposes	81.66
91.28	" " " " cylinder oil	50.25
113.06	" " " " engine oil	93.33
32.02	" " " " kerosine for lighting	25.78
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40.09	Costs per mile in cents for powerin.....	42.81
1.49	" " " " " " petrol96
1.96	" " " " " " cylinder oil	2.28
.70	" " " " " " engine oil.....	.83
1.30	" " " " " " kerosine	1.40
45.54	Total cost in cents per mile	48.31
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.90	Cost per gallon powerin85
.91¼	" " " petrol78¾
1.79	" " " cylinder oil	1.15
.80	" " " engine oil.....	.78
.42	" " " kerosine36⅓
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