

## Appendix R.

### KOWLOON-CANTON RAILWAY.

(British Section).

ANNUAL REPORT FOR 1912.

#### *Construction.*

At the end of 1911 little construction work remained to be done with the exception of building the Terminal Station at Kowloon. The site for this has been under discussion during the year and it was finally decided to purchase K.M.L.'s 3, 9, 74 and 75. It was also necessary to acquire a portion of the land in the occupation of Messrs. Holt & Co. to gain access to the proposed New Station and this has been arranged by exchange of an equal portion from Railway property. Mr. A. B. Hubback, F.R.I.B.A., Government Architect for the Federated Malay States, was, by the courtesy of the Chief Commissioner, appointed architect and submitted plans before the end of the year which were approved. Work was commenced by raising the Praya Wall at Kowloon Point to such a level as to ensure the safety of the Yard against flooding during Typhoons. The demolition of the warehouses and other buildings on the site was completed, the Head Offices of the Railway being transferred to a temporary building which on the completion of the new Station will be converted into quarters for the Staff. A considerable amount of preliminary work has also been done in the laying out of temporary sidings, the collection of building materials and the transportation of these to the site

2. The pitching, draining and plastering of Cuttings Nos. 1 and 44 have been completed. An extensive catchwater drain above Cutting No. 47 has also been constructed, and it is hoped that this Cutting will give no further trouble.

3. The Engine Pits in the Locomotive Running Shed mentioned in my last report were lengthened during the year to accommodate the two new Main Line Engines and a contract for the construction of an extension to the Shed over these pits has been let to a local firm.

4. The Branch Line from Fanling to Sha Tau Kok was completed and opened to traffic on April 1st. Two sidings were laid, one at  $1\frac{1}{2}$  and one at 4 Miles and a passing loop at Wo Hang Station.

Station Shelters have also been erected at each of the four Stations. This line is not ballasted with stone and considerable attention had to be given to it during the wet weather, but it is now in good running order.

*Maintenance.*

5. There have been no slips to either Cuttings or Banks during the year. The pitching to Bridge No 10 (3 Spans of 40 feet, 40 feet high) was badly blown round the South abutment and the necessary repairs have been carried out.

6. The Main Line is now in a high state of efficiency. The road bed has become thoroughly consolidated and safe for the fastest speeds required. It was found necessary to lengthen the Sidings at Kowloon and Fanling Stations and to provide a fourth road of 1,200 feet at Hung Hom Station, for shunting operations.

7. The Signalling System has been improved by the adoption of a key box at each station, which holds the keys for locking the facing points, and only allows the proper combination of keys to be withdrawn at one time, all other keys remaining locked in, until the first are returned. An advance Outer Signal has been erected at Hung Hom over the big Cutting. The work for the above was executed in the Railway Workshops.

8. The two additional Locomotives ordered from Home in 1911 and expected early in the year only arrived in the Colony on June 14th. The erection of the first was begun on June 22nd and she left the shops on Monday, July 8th, for her first steam trial, and was handed over to the Traffic Department on July 19th. The second made her first trial run on July 29th and was available for Traffic on August 2nd.

9. The erection of eight new carriages was commenced on the 13th of March. The first was completed on May 27th and the last on August 20th. All the First and Second class Coaches have been fitted with electric fans.

10. For the Fanling Branch six two-foot Gauge Wagons with a capacity of 62 cubic feet were built and the six passenger Coaches were also fitted with new underframes with dust proof axle boxes.

11. The following are the most important works carried out in the Workshops during the year:—

One Second Class Carriage converted into First & Second Buffet Compo.

One Third Brake converted into Kitchen Brake.

One Third Class into Second Class.

Two 30-Ton Covered Goods converted into Emergency Thirds, to carry 100 Passengers each.

No. 5 First and Second Class Compo. was taken into the shops on September 2nd for general overhaul and revarnishing and returned to Traffic on October 4th.

- No. 5 Hudswell Clarke Saddle Tank Locomotive has been thoroughly overhauled and fitted with axle boxes and a new fire box.

No. 1 Kitson Loco. was supplied with a new set of coupled wheel axle boxes, the castings being obtained locally and machined in the shops.

12. As already stated two locomotives were expected early in the year but did not actually arrive until the end of June. Some anxiety was occasioned when it became necessary to inaugurate an increased train service and, although only two locomotives were available, I am glad to say that this was effected and the service efficiently maintained, which reflects great credit on the Locomotive Staff.

*Accounts—Capital.*

13. The Expenditure to December 31st, 1911, on the Construction of the Railway was for the Main Line \$11,984,515.13 and for Fanling Branch Line \$36,987.64 making a total of \$12,021,502.77.

During the year under report a further sum of \$1,783,093.00 was voted by the Legislative Council. The purchase of the Station Site and also of Kowloon Inland Lot No. 1,132 for a residence for the Manager accounted for \$1,515,879.25 and the two Locomotives and eight Coaches ordered in 1911 were paid for, the total under Main Line Account being \$1,729,550.54, but credits afforded by sale of Construction Plant and profit on exchange reduced that figure by \$487,418.58 and the net expenditure for the year stands at \$1,242,131.96. On the Fanling Branch the 14 lb. rails put in were replaced by a heavier section rail. The amount expended was \$20,790.55. The Expenditure against the Grant of \$1,783,093.00 was \$1,262,922.51 and shows a saving of \$520,170.49.

*Revenue and Expenditure.*

14. The Revenue statement of earnings and expenditure shown in this Report follow the lines adopted last year. The Expenditure of all Departments has been carefully watched and apart from the \$25.88 shown as Special and Miscellaneous, the Estimates have been exceeded only in the case of Locomotive Expenses. The Excess under this heading amounts to \$22,694.10 and is mainly due to an inadequate estimate of the amount of Coal required, only \$13,500 being provided while the actual cost of Coal consumed was \$29,743.99. It is probable that the improved Train Service was not contemplated at the time the Estimate was prepared.

15. The provision under General Stores also proved insufficient, and in addition it was found necessary to fit a new set of axle boxes to No. 1 Locomotive.

16. It will be observed that the Working Expenses compared with Gross Receipts show a marked decrease on the previous year. The actual working expenses were \$207,350.78 against an estimate

of \$200,973.00. The Excess in the Locomotive Expenses, which is fully explained in the preceeding paragraph, was reduced by savings in other Departments and the total Estimate was exceeded only by \$6,377.78.

*Revenue.*

17. In view of the unsettled conditions prevailing in the Kwong Tung Province it was not to be expected that Through Passenger Traffic would reach the estimated figure, and although fares were reduced and every encouragement offered, the Revenue from this source was disappointing. An increase of both passenger and goods traffic might be looked for when connection is made with the Canton-Hankow Railway.

18. The Revenue derived from Local Passenger Traffic is slightly less than in 1911. Every effort was made to secure goods but development is slow and through goods traffic has been discouraged by the imposition of Likin it is hardly likely that much improvement will be shown under the existing conditions.

19. It is gratifying to note that the Revenue exceeded working expenses by \$34,298.24 which under the adverse circumstances may be considered satisfactory. Interest on Capital Account has not however been included in the Railway Accounts this year, as it was decided to debit this in future to the Public Debt.

20. It is regretted that the subject of Division of Joint Sectional Passenger Fares is still in abeyance but it is hoped that this difficult question will soon be settled when the final adjustment between the two Sections may be affected.

21. I am pleased to report that the transactions of the Stores Branch have been efficiently carried out. The Stores are in excellent order and demands generally have been promptly met. Tenders were called for at the end of 1911 for all Local Supplies for 1912.

22. A revised list of Plant for Sale has been prepared and circulated and every effort has been made to dispose of Construction Plant and Stores but sales have been few as very little work has been in progress on which Plant of such a nature would be required.

23. No fatal accident occurred to the travelling public during the year and only one passenger sustained injury due to alighting from the Express Train when in motion. There were no accidents to Railway Servants. In spite of all precautions Chinese continue to trespass on the Railway and four were killed.

24. There have been no changes in the Staff.

25. The usual returns and certificates are attached hereto.

H. P. WINSLOW,  
*Manager.*

*March 6th, 1913.*

**CONSTRUCTION ACCOUNT.—MAIN LINE.**

I. Main Head.	II. Sub-Head.	III.			IV.		V.		VI. Expenditure to 31st December, 1912.	VII. Funds Available.
		ESTIMATES.								
		1910.		Additions 1912.		Total.				
		\$	c.	\$	c.	\$	c.	\$	c.	
I.—Preliminary Expenditure.....	Survey, .....		42,277.65			42,277.65		42,277.65		
II.—Land, .....	Land .....	1,495,879.20		1,473,879.25		2,669,758.45		2,250,185.25		119,573.20
III.—Formation	(a) Earthwork, .....	2,587,580.00				2,587,580.00		2,558,410.82		29,169.18
	(b) Tunnels, .....	3,811,145.19				3,811,145.19		3,807,482.63		3,662.56
	(c) Roads, .....	120,200.00				120,200.00		118,363.64		1,836.36
IV.—Bridges, ...	(a) Major, .....	816,495.41				816,495.41		829,047.22		12,551.81
	(b) Minor, .....	350,126.47				350,126.47		359,491.49		9,365.02
	(c) Culverts, .....	72,546.09				72,546.09		71,567.78		978.31
V.—Fencing, ...	(a) Boundaries, ...	39,999.45				39,999.45		36,993.11		3,006.34
	(b) Signs, .....	400.00				400.00		640.31		240.31
VI.—Telegraph, ...	Telegraph, ...	30,032.17				30,032.17		36,790.24		6,758.07
VII.—Track, ...	(a) Ballast, .....	130,066.54				130,066.54		158,703.37		28,636.83
	(b) Permanent Way, .....	702,885.71				702,885.71		739,474.89		36,589.18
VIII.—Stations & Buildings,	(a) Buildings & Fixtures, .....	308,800.00				308,800.00		192,195.89		116,604.11
	(b) Station Machinery, ...	40,000.00				40,000.00		32,494.95		7,505.05
	(c) Furnitures, ...	5,000.00				5,000.00		12,323.90		7,323.90
	(d) Workshops, ...	60,000.00				60,000.00		80,701.79		20,701.79
	(e) Construction, ...	101,884.53				101,884.53		176,360.34		74,475.81
IX.—Plant, ...	(a) Loco Tools and Plant, ...	50,000.00				50,000.00		68,780.79		18,780.79
	(c) C. & W. Tools and Plant, .....	10,000.00				10,000.00		25.00		9,975.00
	(d) Engineering, ...							10.00		10.00
	(e) Loco Rolling Stock, .....	74,400.00		45,000.00		119,400.00		193,509.63		74,109.63
	(f) C. & W. Rolling Stock, .....	302,540.00				302,540.00		397,647.12		95,107.12
	X.—General Charges...	(a) 1. Salaries and Allowances, .....	398,720.43				398,720.43		434,004.64	
	2. Quarters and Offices, .....	68,495.13		20,000.00		88,495.13		106,323.06		17,827.93
	3. Instruments, .....	11,639.61				11,639.61		10,449.91		1,189.70
	4. Office Expenses, .....	32,710.93				32,710.93		33,573.72		862.79
	5. Medical, .....	22,319.46				22,319.46		23,071.90		752.44
	6. Home Charges, .....	124,478.29				124,478.29		134,978.80		10,500.51
	7. Interest, .....	713,922.67				713,922.67		701,705.62		12,217.05
	8. Exchange, .....	206,000.00				200.00.00		584,506.31		784,506.31
	(b) Accounts, .....	42,843.53				42,843.53		41,222.35		1,621.18
	(ss) Stores in Suspense, .....							162,345.59		162,345.59
	\$	12,467,388.46		1,538,879.25		14,006,267.71		13,226,647.09		779,620.62

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

\* Financial Minute No. 25.

† Special Expenditure, vide 1912 Estimates, page 91.

*Fan Ling Branch—Construction of 0" Gauge.*

Item No.	I. Main Head.	II. Sub-Head.	III. Revised Estimate.	IV. Expended to 31st December, 1912.	V. Funds Available.
1.	Land, .....	.....	\$ .....	\$ 2,364.21	\$ 2,364.21
2.	Earthwork, .....	III <i>a</i>	...	...	...
3.	Track Ballast, .....	VII <i>a</i>	2,000.00	11.05	1,988.95
4.	Track—Permanent Way, .....	VIII <i>b</i>	29,307.00	42,218.38	12,911.38
5.	Station Buildings, .....	VIII <i>a</i>	1,200.00	799.68	400.32
6.	Locomotives, .....	IX <i>e</i>	13,600.00	6,553.60	7,046.40
7.	Carriages, .....	IX <i>f</i>	7,000.00	5,521.67	1,478.33
8.	Salaries, .....	X <i>a</i> 1	1,000.00	309.60	690.40
			\$ 54,107.00	\$ 57,778.19	\$ 3,671.19

Item No. 1—No provision in Revised Estimate.

Item No. 2.—Work under this Head is chargeable to Public Works Extraordinary.

Figures printed in italics in Column V denote excess of Estimate.

CONSTRUCTION ACCOUNT—MAIN LINE.

Table of Expenditure and Statement of Credits for the year 1912.

I. Main Head.	II. Sub-Head.	III. Expenditure to 31st December, 1911.	IV. Expended during 1912.	V. Less Credits by Exchange and Sales during 1912.	VI. Net Expenditure.	VII. Expenditure to 31st December, 1912.
		\$	\$	\$	\$	\$
I.—Preliminary Expenditure.	Survey, .....	42,277.65				42,277.65
II.—Land, .....	Land, .....	776,774.45	1,473,879.25	408.45	1,473,410.80	2,250,185.25
III.—Formation, .....	(a) Earthwork, .....	2,551,554.45	6,886.37		6,886.37	2,558,440.82
	(b) Tunnels, .....	3,808,582.63		1,100.00	1,100.00	3,807,482.63
	(c) Roads, .....	118,363.64				118,363.64
IV.—Bridge Work, .....	(a) Major, .....	829,047.22				829,047.22
	(b) Minor, .....	359,491.49				359,491.49
	(c) Culverts, .....	71,567.78				71,567.78
V.—Fencing, .....	(a) Boundaries, .....	36,469.67	523.44		523.44	36,993.11
	(b) Signs, .....	640.31				640.31
		36,790.24				36,790.24
VI.—Telegraph, .....	Ballast, .....	158,634.97	68.40		68.40	158,703.37
VII.—Track, .....	(b) Permanent Way, .....	729,555.34	9,919.55		9,919.55	739,474.89
	(a) Buildings and Fixtures, .....	176,300.70	15,975.19	80.00	15,895.19	192,195.89
VIII.—Stations & Buildings, .....	(b) Station Machinery, .....	32,143.12	351.83		351.83	32,494.95
	(c) Furniture, .....	11,293.28	1,030.62		1,030.62	12,323.90
	(d) Workshops and Stores, .....	77,293.75	3,408.04		3,408.04	80,701.79
	(a) Construction, .....	185,535.58	231.75	9,406.99	9,175.24	176,360.34
	(b) Loco Tools and Plant, .....	65,307.87	3,472.92		3,472.92	68,780.79
	(c) C. & W. Tools and Plant, .....	25.00				25.00
	(d) Engineering Tools and Plant, .....	10.00				10.00
	(e) Loco Rolling Stock, .....	110,611.03	82,898.60		82,898.60	193,509.63
	(f) C. & W. Rolling Stock, .....	289,445.51	108,201.61		108,201.61	397,647.12
	(a) 1. Salaries and Allowances, .....	433,172.65	831.99		831.99	434,004.64
	2. Temporary Quarters and Offices, .....	63,335.54	42,987.52		42,987.52	106,323.06
	3. Instruments, .....	10,654.03	51.40	255.52	204.12	10,449.91
	4. Office Expenses, .....	33,455.53	118.19		118.19	33,573.72
	5. Medical, .....	23,071.90				23,071.90
	6. Home Charges, .....	134,329.92	648.88		648.88	134,978.80
	7. Interest, .....	701,705.62				701,705.62
	8. Exchange, .....	710,997.99	100.62		100.62	711,098.61
	(b) Accounts, .....	41,222.35				41,222.35
	(ss) Stores in Suspense, .....	186,769.20	22,005.63		22,005.63	208,774.83
	Bricks, .....	1,080.00				1,080.00
	Total, .....	\$11,984,515.13	\$1,729,550.54	\$487,418.58	\$1,242,131.96	\$13,226,647.09

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

CONSTRUCTION ACCOUNT—FANLING BRANCH.

Table of Expenditure, 1912.

Item No.	Main Head.	Sub-Head.	Expenditure to 31st December, 1911.	Expenditure During 1912.	Expenditure to end of 1912.
1.	Land, .....	II	\$ 2,200.00	\$ 164.21	\$ 2,364.21
2.	Track Ballast, .....	VII a	...	11.05	11.05
3.	Track, Permanent Way, .....	VII b	25,405.95	16,812.43	42,218.38
4.	Station Buildings, .....	VIII a	471.63	323.05	799.68
5.	Locomotives, .....	IX e	6,458.06	95.54	6,553.60
6.	Carriages, .....	IX f	2,142.40	3,379.27	5,521.67
7.	Salaries, .....	X a 1	309.60	...	309.60
			\$ 36,987.64	\$ 20,790.55	\$ 57,778.19



ABSTRACT "A".

Previous Year.				MAINTENANCE OF WAY, WORKS & STATIONS.	Current Year.			
₹	c.	₹	c.		₹	c.	₹	c.
				<i>I.—General Superintendence:—</i>				
		6,646	07	1.—Salaries & Allowance of Engineers ... ..	6,092	26		
		1,171	93	2.—Sub-Inspectors' Salaries ... ..	3,430	87		
		—	—	3.—Allowances ... ..	365	81		
8,489	24	671	24	4.—Office Staff and Expenses ... ..	3,165	66	13,054	60
				<i>II.—Maintenance and Renewal of Track:—</i>				
		17,756	36	1a.—Wages—Ordinary Gangs ... ..	11,858	90		
		—	—	1b.—Wages—Extra Gangs ... ..	2,447	93		
		6,811	14	2a.—Ballast ... ..	3,436	37		
		468	87	2b.—Stores, Oil and Waste ... ..	1,087	77		
		94	50	2c.—Rails ... ..	112	20		
		—	—	2d.—Sleepers ... ..	46	40		
		—	—	2e.—Fastenings ... ..	—	—		
25,182	07	1	20	2f.—Points and Crossings ... ..	49	58	19,039	15
				<i>III.—Repairs of Bridges, etc.:—</i>				
		—	—	1.—Bridges and Tunnels ... ..	483	89		
		—	—	2.—Earthwork ... ..	4,468	97		
		2	00	3.—Fencing ... ..	84	01		
		—	—	4.—Roads and Level Crossings ... ..	80	70		
24	70	22	70	5.—Miscellaneous Expenses ... ..	15	46	5,133	03
				<i>IV.—Repairs of Station Building and Structures.</i>				
		626	25	1.—Repairs to Building of every description, including Station Yards and Signals ... ..	1,506	35		
		—	—	2.—Staff Quarters ... ..	1,200	79	2,707	14
626	25			<i>V.—New Minor Works.</i>			2,303	11
				<i>VI.—Unclassified Expenditure.</i>				
		—	—	1.—Plantations ... ..	—	—		
		—	—	2.—Tools and Plant... ..	185	11		
		—	—	3.—Loss on Stores ... ..	—	—		
		—	—	4.—Carriage of Revenue Store ... ..	—	—		
							185	11
₹ 34,272	26			Total,.....	—		\$ 42,422	14

*Mileage maintained by Revenue:—*

Double Line, .....	Nil.
Single Line, .....	22 Miles.
Sidings, .....	8 do.
Total Single Track, including sidings, .....	30 do.
Cost per Mile,.....	\$1,414.07

ABSTRACT "B" and "C".

Previous Year.				LOCOMOTIVE CARRIAGE AND WAGON EXPENSES.				Current Year.			
\$	c.	\$	c.			\$	c.	\$	c.		
		6,457	18	<i>I.—General Superintendence :—</i>							
		1,041	05	1.—Salary of Superintendent ... ..				3,655	36		
		—	—	2.—Allowance ... ..				—	—		
		1,306	34	3.—Subordinate Superintendent ... ..				—	—		
8,804	57			4.—Office Staff and Expenses... ..				1,575	01	5,230	37
				<i>II.—Running Expenses, Wages connected with Working of Loco Engines :—</i>							
		5,955	83	1.—Drivers and Firemen, etc... ..				3,615	73		
		372	23	2.—Overtime Allowance ... ..				393	78		
		1,430	86	3.—All labour connected with fuelling, cleaning and looking after Engines in Yard ...				2,208	35		
		1,251	45	4.—Contingent Expenses, including allowances in lieu of Quarters, etc. ... ..				1,979	27		
9,910	37									8,197	13
				<i>IIa.—Running Expenses in connection with Cleaning Carriages and Wagons :—</i>							
		4,814	07	1.—Labour including Wages of Oilers, Carriage cleaners and Examiners ... ..				2,658	00		
		1,233	58	2.—Stores including Oil Grease and other stores for consumption on Vehicles ...				1,588	43		
6,047	65									4,246	43
		12,817	15	<i>III.—Coal :—</i> ... ..				29,743	99		
		165	04	1.—Labour "Bunkering"... ..				636	07		
12,982	19			2.—Wood ... ..				116	00	30,496	06
		—	—								
91	22			<i>IV.—Water including Wages and Stores ... *</i> ...						55	21
2,609	57			<i>V.—Oil, Tallow and Other Stores expended on Engines in Work ... ..</i>						4,780	62
				<i>VI.—Maintenance and Renewal of Locomotive Engines :—</i>							
		4,278	71	1.—Wages ... ..				9,313	31		
		37	84	2.—Overtime Allowance ... ..				—	—		
		2,460	08	3.—Material ... ..				10,711	71	20,025	02
6,776	63										
				<i>VIa.—Repairs and Renewals of Vehicles.</i>							
				<i>1.—Coaching Vehicles :—</i>							
		554	43	1.—Wages... ..				2,826	54		
		—	—	2.—Overtime Allowance ... ..				213	00		
		479	77	3.—Material ... ..				3,313	92	6,353	46
1,084	20										
				<i>2.—Goods Vehicles :—</i>							
		3,374	77	1.—Wages... ..				1,344	58		
		34	87	2.—Overtime Allowance ... ..				39	76		
		405	26	3.—Material ... ..				447	69	1,832	03
3,814	90										
				<i>VII.—Maintenance and Renewals of Machinery, Tools and Plant :—</i>							
		184	93	1.—Wages... ..				1,316	37		
		204	39	2.—Overtime Allowance ... ..				—	—		
		—	—	3.—Material ... ..				2,053	40	3,399	77
389	32										
				<i>VIII.—New Minor Works .. ..</i>						—	—
				<i>IX.—Unclassified Expenditure :—</i>							
		—	—	1.—Loss on Stores ... ..				—	—		
		—	—	2.—Carriage of Revenue Stores ... ..				—	—		
\$51,560	62			Total,.....						\$84,616	10

ABSTRACT "D".

Previous Year.				TRAFFIC EXPENSES.	Current Year.			
\$	c.	\$	c.		\$	c.	\$	c.
				<i>I.—Salaries, Wages, etc.—</i>				
				<i>General Superintendence:—</i>				
		5,152	77	1a.—Traffic Assistant and Inspector ... ..	4,648	58		
		3,170	66	1b.—Office Establishment ... ..	3,579	03		
		—	—	1c.—Travelling Allowance ... ..	—	—		
		96	00	1d.—Contingencies ... ..	—	—		
		14,402	78	2a.— Station Staff ... ..	17,081	87		
		4,934	52	3a.—Train Staff ... ..	6,277	01		
		154	24	3b.—Overtime Allowance ... ..	—	—		
				<i>Telegraph Staff.</i>				
		739	05	4a.—Wages... ..	707	61		
		47	28	4b.—Stores ... ..	43	22		
28,697	30			<i>II.—Fuel, Lighting and General Stores:—</i>			32,337	32
		973	09	1.—Fuel, Lighting, Water & General Stores for Stations & Offices ... ..	1,977	31		
		1	62	2.—Wagon & Covers, Ropes, &c. ... ..	—	—		
		—	—	3.—Office and Station Fittings and Furnitures	272	24		
974	71						2,249	55
		553	80	<i>III.—Clothing</i> ... ..			1,711	45
		1,907	59	<i>IV.—Printing:—</i>				
				Cost of Tickets, &c. ... ..	1,521	89		
				Salary of Printer ... ..	480	00		
				<i>V.—Charges for Delivery &amp; Collection of Goods &amp;c.</i>			2,001	89
		768	89	<i>VI.—Miscellaneous Expenses</i> ... ..			32	85
3,230	28			<i>VII.—Payment to Other Lines:—</i>				
				Traffic Expenses at Joint Stations ... ..				
				<i>VIII.—Unclassified Expenditure:—</i>				
				1. Loss on Stores ... ..				
				2. Carriage of Revenue Stores ... ..				
\$32,902	29			Total...			\$38,333	06

ABSTRACT "E".

Previous Year.				GENERAL CHARGES.		Current Year.			
\$	c.	\$	c.			\$	c.	\$	c.
		26,022	64	<i>I.—Management including Offices:—</i>					
		9,774	46	1.—Controlling Office ... ..	11,734	98			
		—	—	2 & 3.—Audit and Accounts Office ... ..	7,914	95			
		4,928	57	4.—Pay Office ... ..	2,103	23			
		1,668	00	5.—Stores ... ..	5,789	14			
		1,517	32	6.—Medical ... ..	—	—			
		2,645	00	7.—Conservancy ... ..	1,817	91			
		899	59	8.—Rent of Buildings and Land ... ..	1,234	38			
		1,250	66	9.—Furniture, Fittings, etc. ... ..	1,611	32			
		41	60	10.—Printing and Stationery ... ..	424	83			
48,747	84			11.—Medicine and Contribution to Hospital ...	—	—			
				<i>II.—Police:—</i>				32,630	74
		—	—	1.—Supervision ... ..	199	00			
		2,222	37	2.—Constables ... ..	1,093	66			
		241	72	3.—Contingencies (Watch and Ward other than 1 and 2) ... ..	—	—			
2,464	09			<i>III.—Advertising:—</i>				1,292	66
				Advertisement of all Departments ... ..				344	61
1,909	84			<i>IV.—Clearing Accounts with Other Lines.</i>				—	—
—	—			<i>V.—Unclassified Expenditure:—</i>				—	—
—	—			1.—Loss on Store ... ..				—	—
—	—			2.—Expenses connected with Fire Engine ...				—	—
—	—			3.—Carriage of Revenue Stores ... ..				—	—
\$63,121	77			Total...	—	—	\$34,268	01	

ABSTRACT "F".

Previous Year.				SPECIAL AND MISCELLANEOUS EXPENDITURE.	Current Year.			
\$	c.	\$	c.		\$	c.	\$	c.
		—	—	I.—Land Charges ... ..	—	—	.	
		—	—	II.—Compensation ... ..	—	—		
		47	00	1.—For Goods lost or damaged ... ..	7	88		
		—	—	2.—Personal Injury ... ..	—	—		
		—	—	3.—Other Claims ... ..	—	—		
47	00						7	88
—	—			III.—Rates and Taxes including Municipal Water Rates ... ..			—	—
—	—			IV.—Prizes for best kept length of road ... ..			18	00
—	—			V.—Contribution to Provident Institution ... ..			—	—
—	—			VI.—Miscellaneous ... ..				
—	—			1.—Loss on light Coin... ..			—	—
—	—			2.—Expenses for Collections, etc. ... ..			—	—
—	—			3.—Expenses for Collection of Rent ... ..			—	—
\$ 47	00			Total ... ..	—	—	\$ 25	88

## FANLING BRANCH LINE.

MAINTENANCE OF WAY, WORKS AND STATIONS.		Current Year.			
ABSTRACT "A".		\$	c.	\$	c.
1. Overseer in Charge, .....		461	74		
2. Platelayers, .....		1,512	34		
3. Stores, Oil, etc., .....		18	60		
				1,992	68
ABSTRACT "B" & "C".					
LOCOMOTIVE CARRIAGE AND WAGON EXPENSES.					
1. Wages, Drivers and Firemen, .....		1,127	35		
2. Labour, connected with fueling, cleaning and looking after Engines in Yard, .....		99	31		
3. Contingent Expenses including Clothing and Travelling Expenses, .....		20	00		
4. Labour, including Wages of Oilers, Carriage Cleaners and Examiners, .....		64	45		
5. Oil, Tallow and Other Stores expended on Engines in Work, .....		450	33		
6. Coal, .....		1,630	85		
7. Wages, Repairs and Renewal of Vehicles, .....		686	41		
8. Materials, Maintenance and Renewals of Locomotive, .....		629	76		
				4,708	46
ABSTRACT "D".					
TRAFFIC EXPENSES.					
1. Conductors, .....		874	23		
2. Brakesmen, .....		86	22		
3. Allowances to Staff in lieu of Quarters, .....		20	00		
				980	45
ABSTRACT "E".					
GENERAL CHARGES.					
1. Printing Time Tables, etc., .....		4	00	4	00
<b>Total, .....</b>		\$		7,685	59

# ABSTRACT "G"

## COACHING TRAFFIC.

### Local Earnings.

Previous Year.		1st Class. About 8 cents.		2nd Class. About 4 cents.		3rd Class. About 2 cents.		Total.	
\$	c.	Number.	Amount. \$	Number.	Amount. \$	Number.	Amount. \$	Number.	Amount. \$
I.—Passenger.									
Single Fare per Mile.									
I.—Passenger.									
About 8 cents.									
About 4 cents.									
About 2 cents.									
Total.									
Previous Year.									
\$ 105,271	57	4,414½	6,296	10,764	8,136	285,158½	77,226	300,337	91,658
II.—Passengers' Luggage, .....									
443	51								
171	04								
1,510	13								
1	80								
III.—Parcels, .....									
IV.—Country Produce, .....									
V.—Live Stock, .....									
VI.—Carrriages, Horses and Dogs, .....									
VII.—Clink Room Fees, .....									
VIII.—Special Trains, .....									
IX.—Ferry Service, .....									
Deduct payment to Star Ferry on account of Ferry Service .....									
\$ 107,398	05								
Total, .....									
\$93,300 19									

ABSTRACT "H".

GOODS TRAFFIC.

*Local Earnings.*

Previous Year.	Particulars.	No.	Amount.
\$ c. 12,515.41	General Merchandise,.....Piculs.	142,465.72	\$ c. 7,268.59
.....	Government Stores, ..... "	3,349.00	1,077.72
.....	Live Stock,.....Number	1,422.00	303.43
\$12,515.41	Total,.....	\$	8,649.74

*N.B.*—16.75 Piculs are taken as the equivalent of a ton.

ABSTRACT "I".

SUNDRIES.

*Local Earnings.*

Previous Year.	Particulars.	Current Year.
\$ c. 7,800.00	Rents of Land, .....	\$ c. 11,652.52
720.75	Rents—Stall Holders, Money Changers at Stations, .....	} 419.00
1,987.95	Hire of Engines and Wagons (Maintenance),...	
354.64	Water Supply to Steam Launches, .....	2,194.37
.....	Storage,.....	399.15
865.00	Wharfage—Blackheads Point, .....	1.00
.....	Telegraph, .....	155.00
.....	Sale of Ashes, .....	2.05
.90	Proceeds by sale of Lost Luggage, .....	20.00
.....	Miscellaneous, .....	1.00
\$11,729.24	Total,.....	\$ 30.45
		\$ 14,874.54

ABSTRACT "G".

COACHING.

Foreign Earnings.

From 7th October to 31st December, 1911.		Particulars.	Current Year.	
Number.	Amount.		Number.	Amount.
	\$ c.	<i>Outwards.</i>		\$ c.
257½	.....	First Class, .....	1,391½	.....
1,218½	.....	Second Class, .....	6,795	.....
14,424½	6,829.16	Third Class,.....	114,204	51,156.15
.....	23.58	Passengers' Luggage, Par- cels, Excess Fares, ...	.....	35.42
15,900½	6,852.74	<i>Inwards.</i>	122,390½	51,191.57
466	.....	First Class, .....	1,882	.....
2,395	.....	Second Class, .....	7,382	.....
13,803	8,417.00	Third Class,.....	125,319	59,493.90
.....	47.90	Passengers' Luggage, Par- cels, &c., &c.....	.....	747.49
32,564½	\$15,317.64	Total,.....	256,973½	\$111,432.96

ABSTRACT "H".

GOODS TRAFFIC.

Foreign Earnings.

From 7th October to 31st December, 1911.		Particulars.	Current Year.	
			Number.	Amount.
	\$ c.	<i>General Merchandise.</i>		\$ c.
.....	.....	Inwards, .....	58,511	3,544.67
98.46	.....	Outwards, .....	72,743	3,594.48
\$98.46		Total,.....		7,139.15

**ABSTRACT "G".**  
**FANLING BRANCH EARNINGS.**  
*Coaching Traffic.*

Previous Year.	Third Class only.			Total.		
	Single Fare per Mile.			About 3 cents.		
	<i>I.—Passengers.</i>					
	Number.	Amount.		Number.	Amount.	
		\$	c.		\$	c.
Ordinary, .....	42,919	5,361	35	42,919	5,361	35
Monthly, .....	21	90	00	21	90	00
Total, .....	42,940	5,451	35	42,940	5,451	00
Previous Year,...	...	...	...	...	...	...
...	<i>II.—Parcels,.....</i>			Piculs	252.64	19 97
...	<i>III.—Country Produce,.....</i>			do.	1,562.00	311 40
				Total, .....	\$ 5,782	72

**ABSTRACT "H".**  
**FANLING BRANCH EARNINGS.**  
*Goods Traffic.*

Previous Year.	Particulars.	Number.	Amount.	
.....	General Merchandise, .....	Piculs 4,036 50	\$ 408	c. 59
.....	Government, .....	" 412.50	37	13
	Total, .....		\$ 445	72

**ABSTRACT "I".**  
**FANLING BRANCH EARNINGS.**  
*Sundries.*

Previous Year.	Particulars.	Current Year.	
.....	Rent of Land, .....	\$ 24	c. 00
	Total, .....	\$ 24	00

*N.B.—Fanling Branch not in operation prior to 1912.*

*Statement of Rolling Stock for the year ending 31st December, 1912.*

Tender or Tank.	DESCRIPTIONS.																	
	LOCOMOTIVES.																	
	Type.	No.	Cylinder.	Pressure per sq. in.	Tractive Force.	Total Weight in Working Order.	Total Stock at end of previous year.	1	2	3	4	5	6	7	8	9	10	11
Side Tank	<i>Kilson</i> 2:6:4: 4' 8 1/2" Gauge	4	19" X 26"	180	24,724	89 15	2	2	0	4	4	4	0	2	2	2	1	0
Saddle Tank	<i>Hudsonell</i> <i>Clarke</i> 0:6:0: 4' 8 1/2" Gauge	2	14" X 20"	150	10,604	29 7	2	0	0	2	2	2	0	1	1	1	1	0
Side Tank	<i>Hudsonell</i> <i>Clarke</i> 0:4:0: 2' 0" Gauge	2	6" X 10"	150	1,800	5 3	2	0	0	2	2	2	0	1	0	1	1	0
Loco Crane	<i>Wilson &amp; Co.</i> 0:4:0: 5-Ton Lift.	1	8" X 10"	80	...	15 0	1	0	0	1	1	1	0	0	0	1	1	0
	Total.....	9					7	2	0	9	9	9	0	4	3	3	3	0

Number repaired during the year.

Number Renewed during the year.

Number undergoing or awaiting Repairs on the last day of the year.

Number undergoing or awaiting Renewals on the last day of the year.

Average number undergoing Repairs or Renewals at any one time.

Stock condemned in this and previous years awaiting replacement.

*Statement of Rolling Stock for the year ending 31st December, 1912.*

DESCRIPTORS.	Quantity.	Length of Underframes in feet.	Tare.	Carrying Capacity Passengers.	Total Stock at end of previous year.																	
					1	2	3	4	5	6	7	8	9	10	11							
<b>COACHING VEHICLES.</b>																						
4' 8 <sup>3</sup> / <sub>4</sub> " Gauge.																						
First Class Carriage	1	60' 11" 36 Tls.		50	1	0	...	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Second Class Carriage	1	60' 11" 34 "		84	1	0	...	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
First and Second Composite Carriages.	2	60' 11" 35 "		68	2	0	...	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
First and Second Composite and Kitchen Carriages	1	60' 11" 35 "		60	0	1	...	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Third Class Carriages	8	60' 11" 32 "		120	3	5	...	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Third Luggage and Brake	2	60' 11" 35 "		84	1	1	...	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Kitchen Luggage and Brake	1	60' 11" 35 "		...	*1	0	...	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
<b>Total...</b>	<b>16</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>8</b>	<b>8</b>	<b>...</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>16</b>
<i>Coaching Vehicles 2' 0" Gauge.</i>																						
Carriages	6	9' 0" 11 Cwt		10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bogie Brake Vans	2	16' 0" 15 "		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Goods Wagons	6	9' 0" 10 "		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total...</b>	<b>14</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>

\* Altered from I, II and III Brake.



STATEMENT OF TRAIN MILEAGE.

*Main Line.*

Year ending 31st December, 1911.	PARTICULARS.	Year ending 31st December, 1912.
<i>Miles.</i>		<i>Miles.</i>
49,286	1.—Train miles run for Public Traffic, .....	84,096
1,203	2.—Train miles run for Main- tenance, .....	1,543
50,489	Total Train Mileage,.....	85,639
16,425	3.—Miles of engines shunting and standing in steam for traffic purposes at 6 miles an hour, .....	73,656
.....	4.—Miles run for Loco pur- poses. ....	1,500
66,914	Total,.....	160,795

*Fanling Branch.*

Year ending 31st December, 1911.	PARTICULARS.	Year ending 31st December, 1912.
.....	Train miles run for Public Traffic, .....	18,948
.....	Miles of engines shunting and standing in steam for traffic purposes at 6 miles an hour,.....	10,800
.....		29,748

*N.B.*—Fanling Branch not in operation prior to 1912.

ENGINEER OF WAY AND WORKS' CERTIFICATE.

I hereby certify that the Permanent Way, Bridges and Buildings of this Railway have been maintained in good condition.

ROBERT BAKER,

*Engineer of Ways and Works.*

*Kowloon, March 6th, 1913.*

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LOCOMOTIVE SUPERINTENDENT'S CERTIFICATE.

I hereby certify that the whole of the Plant, Carriages, Wagons, Machinery and Tools have, during the last year, been maintained in good working order and repair.

CHARLES D. LAMBERT,

*Locomotive Superintendent.*

*Hung Hom, March 7th, 1913.*

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MANAGER'S CERTIFICATE.

I hereby confirm the certificates given by the Departmental Officers above.

H. P. WINSLOW,

*Manager.*

*Kowloon, March 7th, 1913.*