

Appendix S.

KOWLOON-CANTON RAILWAY.

(British Section.)

ANNUAL REPORT FOR 1920.

1. The steelwork and roofing materials for the platform awnings at Kowloon arrived early in the year, when a Contract for the erection, including drainage, was entered into, and the work is now completed. The lighting arrangements for the platforms were carried out by the Public Works Department. The platform awnings are of steel frame construction, roofed with corrugated asbestos cement sheeting, and provide a very necessary shelter from the sun and rain to a considerable portion of the platforms, as well as to the east side of the concourse.

2. Good progress was made in the construction of the new wharf for Kowloon Station Yard which is built of reinforced concrete, the longest piles being 55 feet long. The wharf is 150 feet long and projects 50 feet from the sea-wall. There are six tiers of stairs which facilitate the transfer of cargo to and from local craft at any state of the tide.

With the exception of the cast iron stair treads, the wharf was completed at the end of the year.

3. Owing to the dilapidated condition of the old iron wharf at Blackheads's Point acquired by the Railway in 1906, it was considered advisable to dismantle it rather than spend a large sum of money on extensive and possibly unremunerative repairs. It was consequently sold and has since been removed.

4. The Electric Turret Clock for Kowloon Station Clock Tower arrived in the Autumn and the work of installing was at once begun. Unfortunately, however, progress has been seriously delayed owing to the non-arrival of necessary drawings and instructions from the makers.

5. The repairing of Government Motor Cars and Motor Fire Engines is now undertaken by this Department, and a brick building has been erected in the Locomotive Yard to serve as a workshop for this purpose.

6. An iron building has also been erected near the workshops to accommodate the newly acquired electric welding plant which must necessarily be outside the workshops proper.

7. The Locomotive Superintendent's Office has been rebuilt in masonry. The Office was originally a wooden frame structure, and was found to be infested by white ants, which would have caused serious damage to patterns, etc., stored above the Office had not steps been taken to exterminate them.

8. During the year, water-closets were installed in the Manager's House, and connected with the sewers recently laid in the vicinity.

9. At Taipo Market, a temporary island platform has been constructed of old sleepers. This neighbourhood is developing fast, and it is apparent that, in the near future, it will be necessary to considerably enlarge this station to meet traffic requirements.

10. At Fanling Station, an additional short siding was laid to facilitate and encourage the cattle traffic.

An approach road to this station is also under construction, and the old temporary latrine has been substituted by one of a permanent nature built in brickwork.

11. The Sheung Shui Halt Platform has been metalled and tar surfaced.

12. Owing to the gradual growth of Yaumati and neighbourhood, the question of a wide-span road bridge, where the road will pass under the Railway north of Yaumati Station was again considered. Drawings were submitted to the Consulting Engineers who have since approved the general design and steelwork details and working drawings are now in preparation.

13. Three public road level crossings at 7th, 9th and 18th mile respectively have been widened; new check rails laid, and the new gates necessitated by the widening of the frontier road have been provided.

14. It had been observed for some time past that the rails in Beacon Hill Tunnel were rapidly wearing down; and, early in the year, a fractured rail was discovered.

After a careful examination of the track throughout the tunnel, it was decided to relay with new rails, and reserve those taken out for sidings. Sufficient rails and fastenings for this work were ordered through the Crown Agents and are now in the Colony.

15. No serious damage to the line was caused by the rainstorms during the year, although several points were threatened. In cutting No. 1, a slip occurred at the deepest point in a rift of soft material exposing a spring, which necessitated a heavy concrete face wall 30 feet long and 42 feet high.

At mile $14\frac{1}{2}$, the training wall mentioned in my last report has been completed, and subsequently it was found necessary to considerably extend this wall to protect the Railway bank at other points.

16. A small slip occurred in the cutting at mile $15\frac{3}{4}$ and a low retaining wall of some 100 feet in length was built, further methods of draining the subsoil will be carried out later.

17. The existing 8-foot span bridge at mile $16\frac{1}{2}$ proves to have insufficient waterway, causing flooding of the railway bank and an additional span will be added in 1921.

18. The reinforced-concrete sleepers referred to in my last report have proved most successful, and more have been laid in the track during the year.

In view of the increased cost of materials, and the high rate of exchange prevailing, it was considered more economical for the time being to delay the complete substitution of reinforced-concrete sleepers for the Australian hardwood sleepers.

19. About 2,000 sleepers were renewed in the Main Line and 1,200 laid in the sidings. Many of the condemned sleepers were halved and partly or wholly used again on the Fanling Branch narrow-gauge line.

20. Preparations were made for the introduction of the Metric System in 1921. A very convenient chart to facilitate the conversion of the weights now in use to the metric weights was prepared and lithographed, and considerable attention was devoted to new tariff rates, but the scheme is still in abeyance.

21. New axleboxes have been fitted to Locomotive No. 1, steam chest ports faced up, new slide valves fitted, and wheel tyres turned up to gauge and template. The new cylinders ordered for this engine, which were expected about July, unfortunately did not arrive owing to the Moulders' strike in England.

22. The tyres of Locomotives Nos. 3, 4, 5 and 6 have been turned up to gauge and template, and all have had the steam chest ports chipped and faced up and also new slide valves fitted.

23. No. 8 Locomotive has been fitted with new axleboxes and tyres turned up to gauge and template. It has been necessary to renew a large number of boiler tubes on all Locomotives largely due to the inferior quality of the coal used during the year.

24. The two shunting engines have been in the shops for extensive boiler repairs, and an order placed for two new boilers for these Locomotives. Heavy repairs to the Fanling Branch Locomotives have also been carried out.

25. Carriages Nos. 5, 16, 21, 22 and 27 have been given a general overhaul and the floors laid with decolite, new double roofs have also been fitted and the coaches repainted inside and out. Nos. 1 and 28 have been fitted with new double roofs and given a thorough overhaul and repainted. Ten other carriages have also received general repairs.

26. New roofs have been fitted to goods wagons Nos. 2, 17 and 18, and about half of the old goods stock repainted. The couplings of most of the rolling stock have been repaired and new draw bar springs fitted where required; many of the couplings which had worn very slack have been built up again to original size by the Electric Welding process.

27. The underframes of 30 30-ton goods wagons which arrived from England were erected, and the teak bodywork built in the workshops. These wagons were completed and placed into service during the year.

28. A small Turret Lathe, Universal Grinding Machine, and also a Cylinder Boring Machine have been installed in the workshops.

The Electric Welding Machine which arrived last year could not be used until April, as some of the parts were found to be defective, and considerable delay was experienced in obtaining renewals from America.

This process of electric welding of metals has proved most useful, and it is now possible to build up and repair a great number of machinery parts which could not be done hitherto.

29. Numerous overhauls to the Police Department Motor Cars and Motor Cycles have been carried out in the Railway workshops and various parts of the motor and steam fire engines have been made.

30. On April the 3rd, the fitters and turners of the Colony came out on strike, and the Railway fitters were compelled by their Guild to join the strikers, 16 days later the drivers and firemen were obliged to stand off in sympathy with the fitters and turners. On April the 19th, however, the strike was settled by a Commission appointed by the Government of which the Honourable Mr. John Johnstone was chairman.

During the absence of the Chinese Drivers, men from the Navy and Army were lent by the Authorities, and I am pleased to state that they proved very willing workers, and greatly assisted in maintaining the train service during the period of the strike.

31. On August the 1st, a washout occurred on the Chinese Section near Nam Kong which necessitated the cancelling of both the down morning express, and the up afternoon express for 5 days. A temporary footbridge was erected, and the train service partly maintained by the transfer of passengers at this point until August the 8th when the repairs were completed.

Shortly afterwards, owing to internal trouble in the Kwong Tung Province, through traffic was again seriously interrupted. Fighting occurred in Chinese Territory on September 16th near Nga Yeó (26½ miles from Canton). The up afternoon and down morning through expresses were cancelled that day and, from the 17th to 20th, with the exception of the up afternoon express on the 20th, the through and joint sectional trains were suspended between Canton and Sheklung in Chinese territory.

Fighting recommenced in October, resulting in further trouble in the Chinese territory, some rails were removed from the track near Sheklung on October the 6th; and a railway bridge between Sheklung and Shek Ha was damaged 4 days later, also on the 14th the track was broken in the neighbourhood of Shek Ha, and, as the unsettled conditions continued until the end of October, the morning down and the afternoon up through expresses did not run from October the 6th until the 2nd of November; and the afternoon down, and the morning up expresses were cancelled between the 24th of October and the 1st of November.

The running of the two slow through trains had to be discontinued for 10 days during this period; and it was not until the 2nd November that the full train service was resumed.

32. The Fanling Branch Line was closed for 14 days in August, owing to serious settlement of the piers of one of the bridges, caused by scour during the rainy season.

33. Notwithstanding the frequent suspension of the through train service, the receipts show an increase when compared with the previous year.

34. In commemoration of the second 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 2 minutes.

35. The amount provided in the Estimates under Special Expenditure was \$372,904 and during the year at various times other amounts were voted, making a total of \$622,502.80.

A sum of \$241,344 was provided for the purchase of 4 carriages, 2 motor coaches and 1 trailer, but was not expended as delivery was not possible before the end of the year. Further, it was decided to reboiler the two Hudswell Clark shunting engines and thus avoid the expense of a new locomotive; an order was therefore placed locally for two boilers to be delivered in 1921 and under this arrangement \$14,800 lapsed.

Owing to the non-arrival of one pair of Locomotive Cylinders, Ramapoa Switch Stands, and certain additional machines for the workshops, a further sum of \$12,632.86 included in the Estimates was not required.

The total expended amounted to \$335,428.43 and the details are shown in the Table of Expenditure herein.

36. The Revenue Statements of Earnings and Expenditure follow the line previously adopted. The actual expenditure amounted to \$487,144.04 against an estimate of \$420,167.00 which shows an excess of \$66,977.04.

During the year, the salaries of the European and the outdoor Chinese Staff were revised, and the amount available under Personal Emoluments therefore proved insufficient by the sum of \$16,467.56.

With regard to "Other Charges", the expenditure of all departments has been carefully watched. The vote for coal was exceeded by \$48,053.32 due partly to the high price paid, and to a smaller extent increase in the mileage. The following figures show the cost of coal per ton to the Railway for the past four years:—

1917.....	\$16.78
1918.....	\$19.80
1919.....	\$19.20
1920.....	\$22.50

The expenditure under sub-head "Sleepers" amounted to \$10,824.75 against an estimate of \$6,000, it being necessary to renew a larger number of sleepers than the estimate provided for. However, small sums lapsed under other sub-heads and the total excess of "Other Charges" was reduced to \$50,509.48.

37. The Local Traffic Earnings have improved. The receipts amounted to \$194,041.14 against \$179,434.14 or \$14,607.00 more than the previous year, the increase being under passenger receipts. In May, it was decided that the Railway should discontinue its custom of debiting other departments for the transport of Government passengers travelling on duty and other services rendered, and accordingly the sum of \$4,577.77 is not included in the Railway earnings.

38. Through and Joint Sectional Traffic Receipts were \$318,345.37 an increase of \$16,017.63 when compared with 1919.

39. The Gross Receipts for the year were \$520,176.10 as against \$490,092.77 for 1919 an increase of \$30,083.33.

The balance after paying working expenses stands at \$33,032.06 which is \$40,028.57 less than the previous year. This difference however, is more than accounted for by the general increase in salaries granted to the staff, the high cost of coal, and sleeper renewals mentioned in previous paragraphs.

40. For the past 5 years the results are as follows:—

	<i>Gross Receipts.</i>	<i>Working Expenses.</i>	<i>Net Receipts.</i>
1916.....	\$366,215.67	\$296,691.63	\$69,524.04
1917.....	428,246.46	337,431.48	90,814.98
1918.....	433,274.43	356,221.07	77,053.36
1919.....	490,092.77	417,032.14	73,060.63
1920.....	520,176.10	487,144.04	33,032.06

41. The Through and Joint Sectional Passengers carried were as follows:—

	1918.	1919.	1920.
Passengers booked by Stations in British Territory to Stations in China.....	307,494	344,716	365,665
Passengers booked by Stations in China to Stations in British Territory.....	323,642	354,699	373,776

The Local Passengers carried were as follows :—

	1918.	1919.	1920.
Main Line	296,379	345,314	392,206
Fanling Branch	45,187	48,917	47,787

42. The final division of Through and Joint Sectional Traffic Receipts has been agreed between the two Administrations to the end of June, 1920.

43. There were two serious accidents in 1920 which are included in the following :—

Shunting Collisions	1
Coupling failures	3
Engine failures	2
Engine derailments	3
Coach „	1
Wagon „	1
Broken rails	1

	Deaths	Serious Injuries	Minor Injuries
To Railway Employee's	—	—	—
„ Passengers	—	—	1
„ Others	2	2	0

The reduction in coupling failures from 14 during 1919 to 3 for the year under report, is attributable partly to the installation of the electric welding plant by which the wear in the British Section couplings has been made good by welding on fresh faces.

The two deaths are those of one Chinese (male) and one Chinese (female) who were run over while trespassing on the Railway.

Of the three engine derailments, two were of minor importance involving light shunting engines. The shunting collision occurred in Shum Chun Station Yard in Chinese Territory during the exchange of trains with the Chinese Section.

44. The “First Aid” Classes begun in 1918 were continued throughout the year, and in connection with the examination referred to in my last report 3 efficiency badges were awarded to candidates, and three others who previously held badges qualified to wear them for a further 12 months.

It was suggested by His Excellency The Governor that perhaps some of the Railway Staff would like to be examined for the St. John's Ambulance Association certificate and 6 Station Masters, 2 Booking Clerks, 1 Goods Clerk and 1 Guard presented themselves for the examination conducted by Dr. Keyt in May 27th last.

Six candidates were successful and the certificates gained have been issued to the officers concerned.

45. Mr. G. A. Walker, Chief Storekeeper, was granted leave on April 8th and returned to duty on December 25th, 1920.

Mr. W. G. Clark, Traffic Assistant, was invalided from the service during the year and Mr. G. A. Walker was appointed Traffic Superintendent and Storekeeper.

H. P. WINSLOW,
Manager.

13th April, 1921.

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, ...	658,226.34
	(b) Station Machinery,	90,953.02
	(c) Furniture,	21,392.30
	(d) Workshops,	89,899.74
IX.—Plant,	(a) Construction,	148,518.90
	(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
	(f) C. & W. Rolling Stock, ...	634,843.97
X.—General Charges,	(a) 1. Salaries & Allowances, ...	443,874.39
	2. Quarters & Offices,	113,457.39
	3. Instruments,	10,339.91
	4. Office Expenses,	35,402.16
	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

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

Special Expenditure for the year 1920.

	\$	c.
Platform Awnings,	43,910.55	
Reinforced Concrete Wharf at Kowloon Terminus, ...	34,027.21	
Platform at Taipo Market,.....	493.08	
Platform at Sheung Shui,	860.74	
Widening Gates and Level Crossings,	1,650.25	
4 Carriages,	8.16	
Tyres for Engines, Carriages and Wagons,	8,527.00	
1 Locomotive,	5,200.00	
30 Thirty ton Wagons,	209,786.65	
Additional Machines for Workshops,	7,434.14	
1 Typewriter for Traffic Department,	143.63	
* Electric Welding Plant,	2,500.00	
* Training Stream at Lum Chun Valley,	6,376.17	
* Erection of an Iron Shed,	532.78	
* Rebuilding of Loco Workshop Office,	1,499.96	
* Improvement to Fanling Station,	707.89	
* Installation of Water Closets,	500.00	
* 8 Tarpaulins,	880.00	
* Typhoon and Rainstorm Damage,.....	1,823.46	
* Expenses in connection with Training Motor Car Drivers,	2,300.00	
* Turret Clock,	6,266.76	
	<hr/>	
Total,	\$335,428.43	
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* Items voted subsequent to the preparation of the 1920 Estimates.

Summary.

Construction Expenditure up to 31st Dec., 1916, and } Special Expenditure for the years 1917, 1918 & 1919, }	\$14,880,664.05
Special Expenditure for the year 1920,	335,428.43
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Total,.....	\$15,216,092.48
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CONSTRUCTION ACCOUNT—FANLING BRANCH.

I. Main-Head.	II. Sub-Head.	III. Expenditure to 31st December, 1918.
	\$ c.	
II.—Land,	Land,	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

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UNALLOCATED STORES.

	Amount.		Amount.
	\$ c.		\$ c.
To Stock in hand on 1st January, 1920,.....	207,426.44	By Goods issued to Works,	508,488.12
” Goods received from Crown Agents during 1920,	248,370.94	” Goods sold (Book Value exclusive of profit),..	1,117.62
” Goods purchased locally,.....	284,087.99	” Balance of Stock on 31st December, 1920, carried forward to 1921,.....	230,279.63
	\$739,885.37		\$739,885.37

Revenue Account for the Year ending 31st December, 1920.

Amount 1919.	Per cent on Gross Receipts.	Expenditure.	Amount 1920.		Per cent on Gross Receipts.	Amount 1919.		Earnings.	Amount 1920.		Total.
			\$	c.		\$	c.		\$	c.	
63,622.68	12.98	<i>Main Line.</i> To Maintenance of Way and Works,	58,350.66	11.22	144,307.69	27.588.56	27,112.13	By Coaching Traffic,	158,933.64	194,041.14	
241,452.51	49.27		299,672.29	57.67	11,454.27	4,484.30	Goods "	11,736.09	By Goods "		
59,139.63	12.07		68,651.83	13.20	23,692.18	302,327.74	Sundry "	23,371.41	By Sundry "		
40,593.20	8.28		46,458.02	8.93	179,434.14	3,276.79	<i>Foreign.</i>				
69.20	.01	Miscellaneous Expenditure, ..	74.00	.01	272,588.56	25,254.88	By Coaching Traffic,	287,956.45	318,345.37		
					4,484.30	Goods "	27,112.13	By Goods "			
					302,327.74	Sundry "	464.50	By Sundry "			
						<i>Branch Line.</i>					
3,578.76	.73	<i>Branch Line.</i> To Maintenance of Way and Works,	3,982.13	.75	7,717.17	7,325.09	By Coaching Traffic,	7,325.09	7,789.50		
7,894.18	1.61		9,051.59	1.74	613.72	464.50	Goods "	464.50		By Goods "	
681.96	.14		708.52	.13	8,330.89	8,330.89	Sundry "		By Sundry "	
							<i>Branch Line.</i>				
417,032.14	85.09		\$ 487,144.04	93.65	8,330.89	8,330.89			7,789.50		
73,000.63	14.91		33,032.06	6.35	490,092.77	490,092.77			\$ 520,176.10		
\$ 490,092.77	100.00		\$ 520,176.10	100.00	490,092.77	490,092.77			\$ 520,176.10		

J. MORRIS,
Chief Accountant.

H. P. WINSLOW,
Manager.

Kouloon, 13th April, 1921.

Statement of Rolling Stock for the year ending 31st December, 1920.

DESCRIPTION.							1	2	3	4
LOCOMOTIVE.							Total Stock at end of previous year.	Additions during the year.	Reductions 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>Kitson</i> 2:6:4 4' 8½" Gauge.	8	19" × 26"	180	24,724	89 15	8	0	0	8
Saddle Tank	<i>Hudswell Clarke</i> 0:6:0 4' 8½" Gauge.	2	14" × 20"	150	10,604	29 7	2	0	0	2
Side Tank	<i>Hudswell Clarke</i> 0:4:0 2' 0" Gauge.	2	6" × 10"	150	1,800	5 3	2	0	0	2
Centre Tank	<i>Orenstien Koppel</i> 0:4:0 2' 0" Gauge.	1	9¾" × 11¾"	150	4,338	10 0	1	0	0	1
Total,		13	...	...	...	...	13	0	0	13

Statement of Rolling Stock for the year ending 31st December, 1920.

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.
COACHING VEHICLES.								
4' 8½" Gauge.								
	Quantity.	Length of Underframes in feet.	Tare.	Carrying Capacity: Passengers.				
			Tons.					
First Class Saloon Coach	1	60' 11"	36	40	1	...	...	1
First Class Dining Car	2	60' 11"	36	24	2	...	...	2
First Class Carriage	1	60' 11"	36	50	1	...	...	1
Second Class Carriage	2	60' 11"	34	84	2	...	...	2
First and Second Composite Carriage...	4	60' 11"	35	68	4	...	...	4
Third Class Carriage	14	60' 11"	32	120	14	...	...	14
Third Luggage and Brake	4	60' 11"	35	84	4	...	...	4
Total.....	28	...	...	...	28	...	...	28
<i>Coaching Vehicles 2' 0" Gauge.</i>								
			Tons.					
8 Wheeled Bogie First Class Carriage..	1	24' 0"	3.5.0	16	1	...	...	1
" " " " & Brake..	1	24' 0"	3.5.0	8	1	...	...	1
" " " Third " Carriage..	3	24' 0"	3.5.0	28	3	...	...	3
" " " " & Brake Van	1	24' 0"	3.5.0	16	1	...	...	1
Total.....	6	...	...	...	6	...	...	6

Statement of Rolling Stock for the year ending 31st December, 1920.

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).				
<i>4' 8" Gauge.</i>								
			Tons. cwt.					
30-Ton Covered Goods ...	12	35	15 5	30	4	8	...	12
30-Ton Rail Bogie ...	4	35	13 8	30	2	2	...	4
30-Ton Open Goods ...	25	35	14 8	30	5	20	...	25
15-Ton Covered Goods ...	24	19'	8 10	15	24	...	...	24
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 ...	15	2	...	...	2
Breakdown Van ...	1	35	15 5	30	1	...	...	1
<i>Goods Vehicles 2' 0" Gauge.</i>								
Steel Sided Goods Wagon...	3	9' 0"	... 12	60 cub. ft.	3	...	...	3
Total.....	82	...	...	...	52	30	...	82

STATEMENT OF TRAIN MILEAGES.

Main Line.

Year ending 31st December, 1919.	PARTICULARS.	Year ending 31st December, 1920.
<i>Miles.</i>		<i>Miles.</i>
133,605	Passenger Train Miles	147,207½
4,432½	Goods " "	<i>Nil.</i> *
1,371½	Ballast " "	1,130
243½	Special " "	577½
<i>Nil.</i>	Attached for assistance	<i>Nil.</i>
35,040	Shunting at 6 miles per hour .	35,136
6,332½	Light Engine for Traffic purposes	6,788
128	Light Engine for Loco purposes	<i>Nil.</i>
66,727	Standing in steam at 6 miles per hour	83,807
247,880	Total Engine Miles	274,646

Fanling Branch.

Year ending 31st December, 1919.	PARTICULARS.	Year ending 31st December, 1920.
<i>Miles.</i>		<i>Miles.</i>
17,975½	Passenger Train Miles	20,865
<i>Nil.</i>	Special " "	24
<i>Nil.</i>	Ballast " "	7½
9,437	Standing in steam and Shunt- ing at 4 miles per hour	11,199
27,412½	Total Engine Miles	32,095½

* All goods carried by mixed trains.