

THE SHATAUKOX BRANCH-A STUDY

1911-1928

BY

R.J. PHILLIPS

The Kowloon-Canton Railway has received little enough attention from railway historians since its foundation in 1910, but one part of the system - the 2ft gauge branch from Fanling in the New Territories to the Chinese border town of Shataukok seems to have escaped mention completely. Its demise in 1928 was in a time when closures attracted a mere fraction of the interest and concern of the present day. Sadly very few photographs exist and most of the records were lost in the chaos of the Second World War.

The opening of the mainline from Kowloon through to the Chinese border at Shumchun in October 1910 was a major breakthrough in the development of public transport in the New Territories, which had been leased from China in 1898. Hitherto communication had been difficult by reason of the rugged terrain and lack of adequate roads. Often the easiest way of travelling was by boat around the coast. However here, as all over the world, the new railway changed patterns of travel and brought changes to an area which had seen little change for many decades.

Construction of the mainline had been both difficult and expensive, and had entailed the use of both 2ft and metre gauge contractors' railways. On the completion of the main route it was decided to use the materials and stock from the 2ft system for the establishment of a feeder line running from the mainline at Fanling station in a north-westerly direction along the valley of the Indus to the curious border town of Shataukok at the head of Mirs Bay. A series of studies had shown that there was already a large movement of people from this part of the New Territories to and from the new railway at Fanling. Thus it was thought that the new branch would doubtless help receipts on the mainline and serve to generate more traffic. The Colonial Government representative in the area - The District Officer at the nearby township of Tai Po - was especially keen about the plan and envisaged an eventual extension in a south-westerly direction towards Castle Peak and the Pearl Estuary.

Doubtless commercial considerations were of great importance in the decision to build the line, but of equal significance must have been the real political considerations. Shataukok is an interesting town with the border running through the main street. The whole border area is dominated by a ridge of high hills bounded at the western extremity by extensive marshes. There are only two passes of any real significance through these hills; one which the mainline followed through to Shumchun, the other via the town of Shataukok. Thus the new branch, besides aiding mainline revenue, would also have provided ready access to the eastern border area which was very prudent in view of the political trouble in China at the time.

Construction of the branch was authorised by the Government and began in April 1911. The use of the contractors' material and stock helped to greatly reduce costs and as a further economy the track was laid beside a new road which was still under construction for the first four miles from Fanling. Thus far the valley was broad and fairly flat, but thereafter a ridge ran across it dividing it effectively into two parts. From this point onwards the line had to follow somewhat difficult terrain which necessitated gradients of 1:45 and curves of 150' radius, as far as the head of Mirs Bay, before a flat coastal plain was encountered for the final run into Shataukok. Trackwork consisted of old 50lb sleepers and fastenings which were all recovered from the mainline works. The line was completed and opened to traffic on 21st December 1911 as far as the 6th milestone-Shek Chung Au-and throughout to Shataukok, $7\frac{1}{4}$ miles from Fanling on 1st April 1912. Construction estimates had been set at \$72,000 but the actual costs were well within this figure. The branch was administered by the Kowloon-Canton Railway (British Section) which was controlled by the Government.

During 1922 it became apparent that the two Hudswell Clarke locomotives would soon become life-expired and consequently in 1923 orders were placed through The Crown Agents for two new engines for delivery the following year. This action seems surprising in view of a decision by the Government in 1923 to replace the branch by construction of a motor road through to Shataukok, to be completed in the latter part of 1924. Consequently it was decided to run the line as economically as possible until completion of the new road (which was, by the way, an extension to the existing road which the railway followed for the first four miles) at which time the stock and track of the branch would be removed for use elsewhere by the Public Works Department of the Government in their quarries and building schemes. Predictably the construction of the new road was delayed and more expense had to be devoted to the branch which had been allowed to fall into some disrepair as a result of the economies made. The new engines - two W. G. Bagnall 0-4-4T's arrived in July 1924 and entered service in September of that year. To assist with the construction of the new road three carriages - 1 x first, 1 x third class, and the third/brake compo were converted into open goods wagons for use by the Public Works Department.

In June 1925 the colony was hit by a General Strike of Chinese workers. Branch services were unaffected but the number of passengers carried decreased from 82,505 in 1924 to 58,419 as a result. On 11th September the branch hit the local headlines when the crew of an early evening arrival into Shataukok were kidnapped by Chinese pickets while at a restaurant just inside Chinese territory to which railwaymen were accustomed to go for their breaks. Presumably their unwillingness to join in with the strike had aroused much local antagonism. They were taken towards Shumchun but on the way the party was ambushed by a detachment from the Hong Kong Police who had been informed of the

kidnapping and they had also learned the intentions of the kidnappers. In the ensuing fight one of the railwaymen escaped but the rest were hustled away by their captors and were eventually returned unharmed to British territory on the 16th. This episode was clearly worrying to the railway authorities and the practice of stabling the train overnight at Shataukok was temporarily suspended.

Work continued on the new road throughout 1925 with the branch line running ballast trains nightly for 100 nights from June to October to help the construction. Closure of the line was initially scheduled for 31st December but operation continued into 1926. The line was, according to the records, actually closed for the period 11th January until 3rd May but it is not clear why. However operation resumed thereafter and continued for the rest of that year and indeed throughout 1927. The new road was finally completed and opened to traffic in 1927 and the effects of alternative and quicker transport became clear. Numbers of passengers carried on the branch in 1926 were 48,451 but in 1927 this figure had declined to 27,699. The attitude of the authorities towards the railway seemed to conflict with their intentions stated on previous occasions of closing the line on completion of the new road. A proposal to commence work on a new engine shed at Shataukok in December 1927 adds to the confusion. However the position was soon clarified when the line was finally condemned the following year. Complete closure came on 1st April 1928 and this time there was to be no reprieve. During the last three months of its life the branch carried a mere 5,933 passengers, thus showing how fierce competition from the new road had been. By the end of June the line had been completely dismantled and preparations made to dispose of the stock. It was surprising to discover that it took up to five years to dispose of the last items and so the history of this curious line was not concluded until 1933. Incidentally the line had a more-or-less spotless accident record throughout its life with no injuries to passengers or staff recorded and only three events of any note-two minor derailments and one collision reported.

The passage of time and the demands for land for agricultural use have all but obscured any trace of the line although the keen eye may still spot some remains of embankments and cuttings. All of the rolling stock has long since disappeared with the exception of the two Bagnall 0-4-4T's which were eventually sold to a milling company in the Philippines in the island of Negros where after modifications they hauled trains of cut sugar cane and where they can still be seen to this day.

At present it is rumoured that the Hong Kong Government is considering proposals to extend the Kowloon-Canton Railway in a south-westerly direction from the Fanling area towards Castle Peak and the rapidly growing new towns of Yuen Long and Tuen Mun. Perhaps the visions of that long-forgotten District Officer may yet in some part be realised.

The route was single track throughout apart from a passing loop at Wo Hang Station and there were two sidings en route, one at 1½ miles, the other at 4 miles from Fanling, both for goods traffic. There were four intermediate stations each with a simple shelter at Lung Yeuk Tau, Hung Ling, Wo Hang and Shek Chung Au. The two termini each included sidings, a locomotive shed and run-round facilities. Both also had slightly more substantial buildings. When more extensive repairs were required for the rolling stock, vehicles had to be sent to the main KCR shop complex at Hung Hom. The initial train service consisted of four trains a day in each direction and was designed to provide connections with mainline trains at Fanling. Throughout the life of the branch the train service remained more-or-less the same. Passenger accommodation was initially provided in 8 x 9'0" open-sided 4-wheeled coaches, each with a capacity for 10 passengers. Only third class facilities were provided and conditions were a little spartan. The journey time of 55 minutes for a total of 7½ miles was hardly spectacular and it was a local joke that it was quicker to walk. Fares were calculated on the basis of 5 cents from station to station but there is some conflict on this point as the official statements of revenue show the fare calculation as three cents per mile. Tickets were issued on the trains by conductors. Most trains appear to have been mixed but there were probably occasional freight workings although the timetables are silent on this point.

At time of opening the motive power consisted of two former construction engines-Hudswell Clarke 0-4-OT's but in December 1913 a third locomotive was added-an Orestein & Koppel 0-4-OWT. In addition to the eight coaches already mentioned there were two 16'0" bogie brake vans. In 1912 6 x 9'0" goods wagons were added. Both goods and passenger stock was either made up from vehicles used in the mainline construction or were built locally. In 1914 the original coaches and goods wagons were condemned and new stock constructed. The new stock comprised 6 x 24'0" 8-wheel bogie coaches - 1 x 1st class seating 16, 1 x first and brake compo seating 10, 3 x third class seating 24, and 1 x third and brake compo seating 12. Locomotive couplings had to be altered to accommodate the new stock. Some of the old coach underframes were used in the construction of 3 x 9'0" steel-sided goods wagons. In 1917 the coach seating capacity was altered with the 1st class coach now seating 16, the 1st brake/compo 10, the 3rd class coaches 16 and the 3rd brake/compo 8.

Prior to the introduction of the new heavier stock, the line was inspected by the consulting engineers during 1913 and as a result the trackwork was improved and certain bridges strengthened. At first the line was not ballasted with stone and consequently suffered much at the hands of the colony's somewhat temperamental weather. In July 1914 some 800' of bank was washed away by an overfull stream, while in September the approaches and wings of a bridge were washed away by a swollen mountain stream. In both cases heavy and expensive repairs

were required. In August 1918 heavy rains caused a slip at 4½ miles resulting in the closure of the line for 6 days whilst extensive repairs were under-taken. In August 1920, again the result of heavy rain, the line had to be closed for 14 day following the serious settlement of a bridge pier.

In February 1916 a tramway system was adopted for the branch with 7 new halts constructed and a new fare structure of 2 cents from halt to halt. Revenue and numbers of passengers carried increased substantially : In 1916, 67,608 people were carried and passenger revenue totalled \$10,327.57 against 47,928 and \$6,593. 09 respectively in 1915. Traffic could be variable but the average number of passengers carried throughout the life of the branch was about 53,000 per year. Freight traffic always seems to have been of a relatively small volume but was nonetheless varied, consisting of country produce, parcels, general merchandise, livestock, carriages, Government stores and passengers' luggage.

Apart from the damage caused by the weather, engineering works were light. The only projects of any note were relatively minor affairs. In 1916 a 12' wooden span bridge was replaced by one of steel joists recovered from old construction material, while in 1922 the engine shed at Panling was modified and a new shed was built at Shataukok using steelwork from the old dismantled station on the mainline at Hung Hom.

APPENDICES

- 1:PRESS REPORTS
- 2:CONSTRUCTION COSTS
- 3:BRANCH TIMETABLES
- 4:LOCOMOTIVES
- 5:CARRIAGE STOCK
- 6:GOODS STOCK
- 7:PASSENGERS CARRIED/REVENUE/EXPENDITURE
- 8:EXAMPLES OF EARNINGS 1912 & 1914.
- 9:MILEAGE RECORD
- 10:GOVERNMENT EXPENDITURE/DISPOSAL OF STOCK & MATERIALS
- 11:PHOTOGRAPHS
- 12:MAP OF HONG KONG AND THE NEW TERRITORIES .
- 13:MAP OF THE ROUTE OF THE BRANCH
- 14:STATION TRACK PLANS:-SHATAUKOK & FANLING.

HONG KONG DAILY PRESS 21st DECEMBER 1911

The line from Fanling to Shek Chung Au (Police Station) was opened for traffic on Thursday 21st December instant. The line is divided into four sections and the fare is five cents per section.

Fanling to Kung Ling	5 cents
Wo Hang	10 cents
Shek Chung Au	15 cents
Sha Tau Kok	21 cents

The section Shek Chung Au to Sha Tau Kok will be opened at the beginning of January 1912.

Tickets will be issued on trains.

Trains will be run in conjunction with mainline trains stopping at Fanling.

signed by H. P. Winslow

HONG KONG DAILY PRESS 29th MARCH 1912

The Shek Chung Au to Sha Tau Kok section of the branch from Fanling will be opened to traffic on 1st April.

HONG KONG DAILY PRESS 11th SEPTEMBER 1925

Several railwaymen were arrested at Shataukok on the evening of the 11th by Chinese pickets. The train on which they were working reached Shataukok at sometime between 5:00 p.m. and 6:00 p.m. The engineer, driver and firemen and others went to an eating house just inside Chinese territory as was their custom since the train was not booked to return to Fanling until one hour later. Previously they had been unmolested but as they entered several Chinese pickets arrived and arrested them and hustled them away.

Sergeants Knowles and Clarke of the Hong Kong Police who were on duty in the vicinity were informed and on learning the captives would be taken to the town of Shumchun, went ahead and decided to intercept them. They posted themselves at Li Ma Hung and when the party approached they saw that the railwaymen were tied securely with ropes. The pickets opened fire and the police returned fire. One picket was wounded and one prisoner escaped. The other pickets escaped with the other prisoners and nothing was heard until the 16th when the prisoners were returned unharmed to Kowloon.

CONSTRUCTION COSTS

	LAND	EARTHWORKS	TRACK/BALLAST	PERMANENT WAY	STATION BLDGS.	LOCOS	STOCK	SALARIES
1911 EST.	18,000	TO BE DONE BY PWD.	2,000	29,307	1,200	13,600	7,000	1,000
1911 ACT.	2,200	-	-	25,405.95	471.63	6458.06	2,142.40	309.60
1912 ACT.	164.21	-	11.05	16,812.43	328.05	95.54	3,379.27	-
1913 ACT.	25.24	-	-	548.41	2,368.85	570.59	717.85	-
1914 ACT.	-	-	-	3,884.35	283.55	8,113.99	15,544.80	

TOTAL COST OF BRANCH CONSTRUCTION = \$89,830.83

BRANCH-TIMETABLES1920/1921UP

PANLING	8.50	12.00	2.20	6.00
SHATAUKOK	9.45	12.55	3.15	6.55

DOWN

SHATAUKOK	7.05	10.20	1.05	5.00
PANLING	8.00	11.15	2.00	5.55

UP1922/1923

PANLING	8.50	12.00	2.20	6.20
SHATAUKOK	9.45	12.55	3.15	7.15

DOWN

SHATAUKOK	7.05	10.20	1.05	5.00
PANLING	8.00	11.15	2.00	5.55

1924/1925UP WEEKDAYS

PANLING	7.45	11.30	2.20	6.25
SHATAUKOK	8.40	12.25	3.15	7.20

DOWN WEEKDAYS

SHATAUKOK	6.30	10.15	1.05	5.00
PANLING	7.25	11.10	2.00	5.55

UP SUNDAYS & PUBLIC HOLIDAYS

PANLING	7.45	11.30	3.20	6.25
SHATAUKOK	8.40	12.25	4.15	7.20

DOWN SUNDAYS & PUBLIC HOLIDAYS

SHATAUKOK	6.30	10.15	2.05	5.15
PANLING	7.25	11.10	3.00	6.10

LOCOMOTIVES

RAILWAY NUMBER	MAKER	WHEEL ARRANGEMENT	DATE BUILT	DATE IN SERVICE	CYLS.	B.P. (lbs)	T.T.WT.	TRACTIVE FORCE(lbs)	DATE SOLD	NOTES
1	HUDSWELL CLARKE	0-4-OT	1906	1911	6"x10"	150	5T 3CWT	1800	1930	SIDE TANK
2	HUDSWELL CLARKE	0-4-OT	1906	1911	6"x10"	150	5T 3CWT	1800	1929	SIDE TANK (WITHDRAWN 1923)
3	ORENSTEIN & KOPPEL	0-4-OWT	1912	1913	9"x11"	50	10T 0CWT	4338	1933	WELL TANK
4	W.G.BAGNALL LTD	0-4-4T	1923	1924	10"x15"	140	21T 4CWT	5727	1928	SIDE TANK
5	W.G.BAGNALL LTD	0-4-4T	1923	1924	10"x15"	140	21T 4CWT	5727	1928	SIDE TANK

NOTES

- No.2 was rebuilt in 1914/1915:the frame was lengthened by 1'3" and a covered cab was fitted in place of the open one.
- Locos 1 & 2 & 3 passed through the shops in 1916 and underwent heavy repairs
- Locos 1 & 2 & 3 given heavy repairs in 1920
- 1923:Loco No.2 condemned as unfit for use on passenger services as the crown of the firebox had fallen in.The remaining Hudswell Clarke an Orenstein & Koppel were given general overhauls:-all the gear was stripped down,boilers and tanks were dismantled,wheels taken out,tyres turned up,new tyres fitted where necessary,axle boxes repaired or replaced,cylinders turned up,steam chests,ports and slide valves faced up.
- It was decided that the Bagnalls should go to the Public Works Department on closure of the line.
- Loco No.1 reconditioned 1917.
- The Bagnalls cost \$30,138.48
- The fate of the locos at disposal is unclear but it is believed that No.2 was sold for scrap,while Nos 1,3,4,&5 may have been sold or given to the Public Works Department but no official records exist.The Bagnall engines eventually found their way to the Victorias Milling Company in the island of Negros in The Philippines.

COACHING STOCK

YEAR	NUMBER BUILT	LENGTH	TARE WEIGHT	PASSENGER CAPACITY	TYPE OF VEHICLE	CLASS	SCRAPPED	NOTES
1911	8	9'0"	11CWT	10	4-Wheeled Open-sided	3RD	Two were scrapped in 1912, the rest in 1914	In 1912 new underframes were fitted to the remaining six, which had dust-proof axle-boxes (3 underframes later used for new wagons)
1911	2	16'0"	15CWT	-	8-Wheeled Bogie brake vans	-	1913	
1914	1	24'0"	3T.5CWT	16	8-Wheel Bogie Enclosed	1ST	-	Converted into a wagon for PWD use in 1924.
1914	1	24'0"	3T.5CWT	10	8-Wheel Bogie- Brake/Compo Enclosed	1ST	-	Capacity altered to 8 in 1917. Coach sold in 1928.
1914	1	24'0"	3T.5CWT	12	8-Wheel Bogie Brake/Compo Enclosed	3RD	-	Capacity altered to 8 in 1916, and 16 in 1917. Sold 1928
1914	3	24'0"	3T.5CWT	24	8-Wheel Bogie Open coach	3RD	-	One converted to a wagon for PWD use in 1924. The capacity had been altered to 16 in 1916 and finally 28 in 1917.

Notes: The underframes for the new coaches arrived in 1913 (December) and erection was effected during January - March.

<u>YEAR</u>	<u>NUMBER BUILT</u>	<u>TYPE</u>	<u>LENGTH</u>	<u>WEIGHT</u>	<u>CAPACITY</u> (CU.FT.)	<u>NOTES</u>
1912	6	OPEN WAGON	9'0"	10CWT	62	SCRAPPED 1914
1914	3	STEEL-SIDED OPEN WAGONS	9'0"	12CWT	60	UNDERFRAMES RECOVERED FROM THE OLD COACHES WITHDRAWN THE SAME YEAR.SCRAPPED 1922.
1922	3	STEEL-SIDED OPEN WAGONS	9'10"	12CWT	60	BUILT TO REPLACE THE WAGONS OF 1914.
1924	3	OPEN GOODS WAGONS	24'0"	2T.10CWT.	150	FOR PWD USE.UNDERFRAMES FROM 3 24'0" COACHES

1911: No Figures Available

1912:	42,940
1913:	47,119
1914:	48,997
1915:	47,928
1916:	67,608
1917:	55,211
1918:	45,187
1919:	48,917
1920:	47,787
1921:	43,733
1922:	52,431
1923:	73,838
1924:	82,505
1925:	58,419
1926:	48,451
1927:	27,699
1928:	5,933

REVENUE (\$)

	<u>COACHING TRAFFIC</u>	<u>GOODS TRAFFIC</u>	<u>SUNDRIES</u>
1912:	5,782.72	445.72	24.00
1913:	6,444.10	468.15	-
1914:	7,018.14	472.15	-
1915:	6,593.09	458.96	-
1916:	10,327.57	647.65	-
1917:	8,809.72	849.70	-
1918:	7,482.43	778.57	-
1919:	7,717.17	613.72	-
1920:	7,325.09	464.50	-
1921:	6,740.88	638.17	-
1922:	8,121.26	812.48	-
1923:	11,430.30	992.88	-
1924:	12,944.94	1,329.30	-
1925:	-	-	-
1926:	7,777.02	320.29	147.55
1927:	-	-	-
1928:	-	-	-

(N.B. NO FIGURES AVAILABLE FOR 1925, 1926, 1927)

EXPENDITURE (\$)

	<u>MAINTENANCE OF WAY & WORKS</u>	<u>LOCO, CARRIAGE, & WAGON</u>	<u>TRAFFIC</u>	<u>GENERAL</u>	<u>SPECIAL & MISC.</u>
1911:	-	-	-	-	-
1912:	1992.68	4708.46	980.45	4.00	-
1913:	4816.16	5087.26	1167.87	-	15.00
1914:	6369.43	7394.28	1227.53	-	-
1915:	2828.42	6380.14	1310.00	-	-
1916:	2695.28	6178.74	1655.06	-	-
1917:	2809.98	6414.12	1615.01	-	-
1918:	3669.52	7087.32	1381.51	-	-
1919:	3578.78	7894.18	681.96	-	-
1920:	3882.13	9051.59	708.52	-	-
1921:	4708.91	8998.49	762.40	-	-
1922:	4135.12	9489.33	765.98	-	-
1923:	5036.39	9883.68	755.88	-	-
1924:	3127.88	8476.52	776.01	-	-
1925:	2983.31	8855.14	484.35	-	-
1926:	NO FIGURES AVAILABLE				
1927:	"	"	"	"	"
1928:	"	"	"	"	"

COMPARISON OF OPERATING COSTS

APP.7 cont'd.

	<u>1912</u>	<u>1913</u>	<u>1914</u>	<u>1925</u>	
OVERSEERS-IN-CHARGE	461.74	525.00	541.29	-	1925
PLATELAYERS	1512.34	600.00	601.62	-	TRACK LABOUR
COOLIES	-	1472.00	1455.93	-	COMBINED TOT.
BALLAST	-	320.00	-	-	1850.15
SLEEPERS	-	-	859.20	472.03	
STORES/OIL	18.60	10.25	6.48	-	
FASTENINGS	-	82.37	119.20	-	
REPAIRS TO BRIDGES	-	94.94	2182.44	-	MAINTENANCE
EARTHWORKS	-	1282.00	585.27	-	OF WAY AND
MISCELLANEOUS	-	270.00	18.00	-	STRUCTURES IS
REPAIRS TO STATION	-	159.60	-	5.50	SHOWN AS TOTAL
BUILDINGS					2983.21
WAGES-DRIVERS/FIREMEN	1127.35	1103.40	1213.20	1020.02	
LABOUR:FUELLING,CLEANING	99.31	186.00	220.50	219.48	
LOOKING AFTER ENGINES IN					
SERVICE					
CONTINGENT EXPENSES:	20.00	-	-		
CLOTHING /TRAVELLING					
LABOUR:WAGES OF OILERS,	64.45	135.20	409.00	57.00	
CARRIAGE CLEANERS &					
EXAMINERS.					
OIL,TALLOW,LOCO STORES	450.33	338.81	587.07		
COAL	1630.85	1624.62	2574.42	6433.00	
WAGON REPAIRS,RENEWAL OF	686.41	362.97	172.95	34.82	
VEHICLES					
COACH REPAIR/RENEWAL	Included	639.79	252.40	90.55	
	in above				
MATERIALS,MAINTENANCE,	629.76	667.37	1964.74	358.48	
LOCO RENEWALS					
STATION MASTERS	-	322.07	461.13		
CONDUCTORS/TICKET	874.23	564.12	481.13	437.74	
COLLECTORS					
BRAKESMEN	86.22	265.84	240.64	346.73	
ALLOWANCE TO STAFF IN	20.00	-	-		
LIEU OF QUARTERS.					
PRINTING TIMETABLES	4.00	-	-		
STORES ETC.	-	15.84	44.48	255.71	
COMPENSATION	-	15.00	-		
PLANT,TOOLS,MACHINERY	-	29.10	-		
SUPERINTENDENCE SALARIES	-	-	-	655.53	
RUNNING COSTS	-	-	-	855.14	
MAINTENANCE OF EQUIPMENT	-	-	-	484.35	
CARRIAGE & WAGON	-	-	-	85.46	

1912

FANLING BRANCH EARNINGS.
Catching 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>		Pounds 252.64			19	97
...	<i>III.—Country Produce,.....</i>		do, 1,362.00			311	40
			Total,			\$ 5,782	74

ABSTRACT "H".

FANLING BRANCH EARNINGS.
Goods Traffic.

Previous Year.	Particulars.	Number.	Amount.	
			\$	c.
.....	General Merchandise,	4,036.30	408	59
.....	Government,	412.30	37	13
	Total,		\$ 445	72

ABSTRACT "I".

FANLING BRANCH EARNINGS.
Sundries.

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

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

1914

FARLING BRANCH EARNINGS.

Coaching Traffic.

Previous Year.		1st Class.		3rd Class.		Total.	
\$ c.	Single Fare per Mile.	About 6 cents.		About 3 cents.		1914.	
	I.—Passengers.	Number.	Amount.	Number.	Amount.	Number.	Amount.
6,049.80	Ordinary,	943	\$ c. 227.30	47,800	\$ c. 6,310.74	48,743	\$ c. 6,538.04
3.40	Government,	3	1.20	9	1.93	12	3.13
111.00	Monthly,	5	7.97	65	136.58	70	144.55
.....	Excursion,	83	51.00	81	24.00	166	75.30
.50	Excess Fares, .....	...	.....	6	.70	6	.70
	Total,	1,036	287.47	47,961	6,474.97	48,997	6,761.74
.40	II.—Passengers' Luggage,			Pieces,	6.50		.65
6.33	III.—Parcels,			Do,	1.20		.40
272.45	IV.—Country Produce,			Do,	1,173.90		235.15
.....	V.—Carriages, Horses and Dogs,			Number,	1		.20
.....	VI.—Special Trains,			Miles,	10		20.00
\$ 6,444.10				Total,			\$ 7,018.14

1914

FAIRING BRANCH EARNINGS.

Goods Traffic.

Previous Year.	Particulars.	Current Year. Amount.
\$ c.		\$ c.
409.94	General Merchandise, Pounds. 8,537.50	342.72
54.06	Government Stores, " 1,382.50	124.43
11.15	Live Stock, Number. 50	5.00
\$ 485.15	Total,.....	\$ 472.15

MILEAGE RECORD

LENGTH OF LINE: 7.25 miles
 LOOPS : 0.20 miles
 SIDINGS: 0.30 miles

YEAR	MILES FOR PUBLIC TRAFFIC	SPECIAL BALLAST	LIGHT ENGINE	GOODS	MILES SHUNTING OR STANDING IN STEAM FOR TRAFFIC
1912	18,948	-	-	-	10,800
1913	23,021	-	-	-	10,950
1914	20,064	-	-	-	10,950
1915	20,478	-	-	-	10,950
1916	18,510	-	-	-	9,460
1917	16,387½	-	-	-	8,499
1918	15,990	13	672	-	8,298
1919	17,975½	-	-	-	9,437
1920	20,865	24	7½	-	11,199
1921	21,821½	42	-	25½	12,070
1922	21,795	45	-	-	12,045
1923	21,615	15	-	-	11,909
1924	21,906	54	-	15	12,085
1925	NO FIGURES AVAILABLE				
1926		-			
1927		-			
1928		-			

GOVERNMENT EXPENDITURE

In May 1920 the KCR discontinued its custom of debiting other Government Departments for the cost of transport for Government officials on duty and consequently the figures listed below did not appear in the revenue statements thereafter.

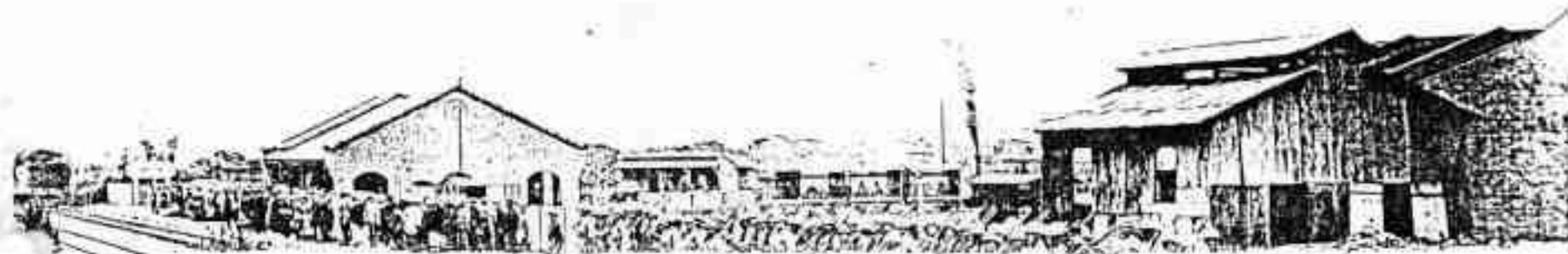
1921	Passengers	\$323.74
	Goods	\$ 2.81
1922	Passengers	\$310.15
	Goods	\$ 3.50
1923	Passengers	\$362.09
	Goods	\$ -
1924	Passengers	\$387.52
	Goods	\$ -

DISPOSAL OF STOCK AND MATERIALS

The branch account was written down to \$15,815.15 which represented the value of locos and rails etc. awaiting disposal. The land was handed back to the Government and \$2,389.45 was written off. Depreciation reserves were debited with the difference between the original cost and the estimated present value of the stock. For other items for which no depreciation had been provided the cost was charged to P & L a/c.

1928	:	Stock sold : One Bagnall, 3 coaches and 5 wagons.
1929	:	Rails \$110.99 (July)
		Rails \$ 13.86 (September)
		One Hudswell Clarke loco and one wagon \$210 (October)
1930	:	One Bagnall \$3,500
		One Hudswell Clarke
1933	:	One Orenstein & Koppel \$400

FANLING STATION SHOWING THE SHATAUKOK BRANCH TERMINUS CIRCA 1914.
(PHOTO COURTESY HONG KONG MUSEUM OF HISTORY)

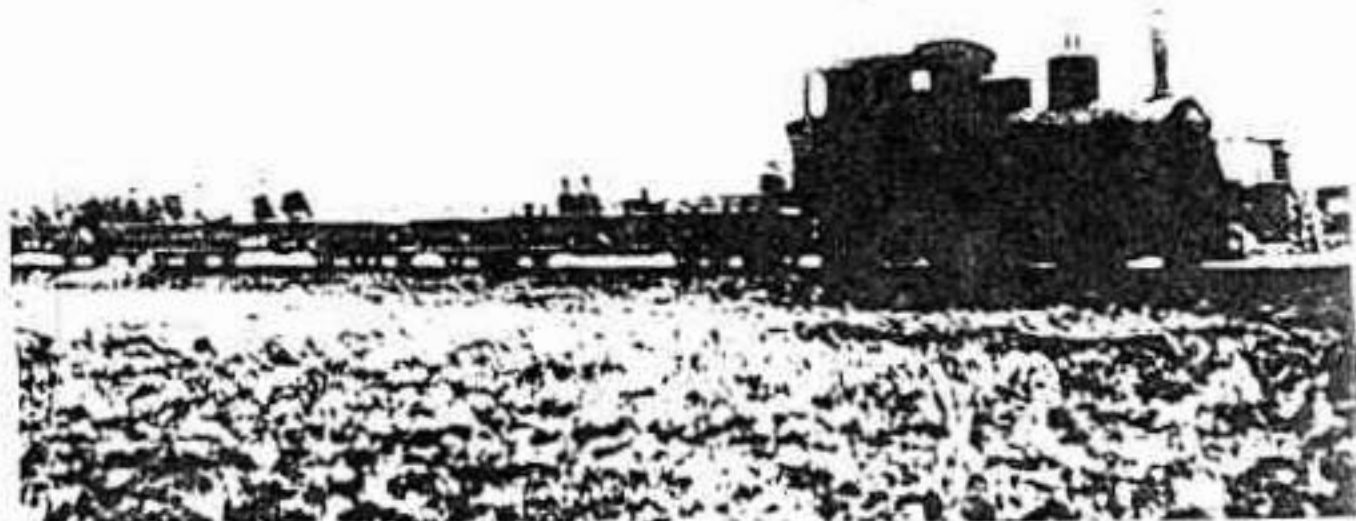


INSPECTION TEAM NEAR AU HA CIRCA 1911
(COURTESY OF KOWLOON-CANTON RAILWAY)

APP. 11 cont'd.

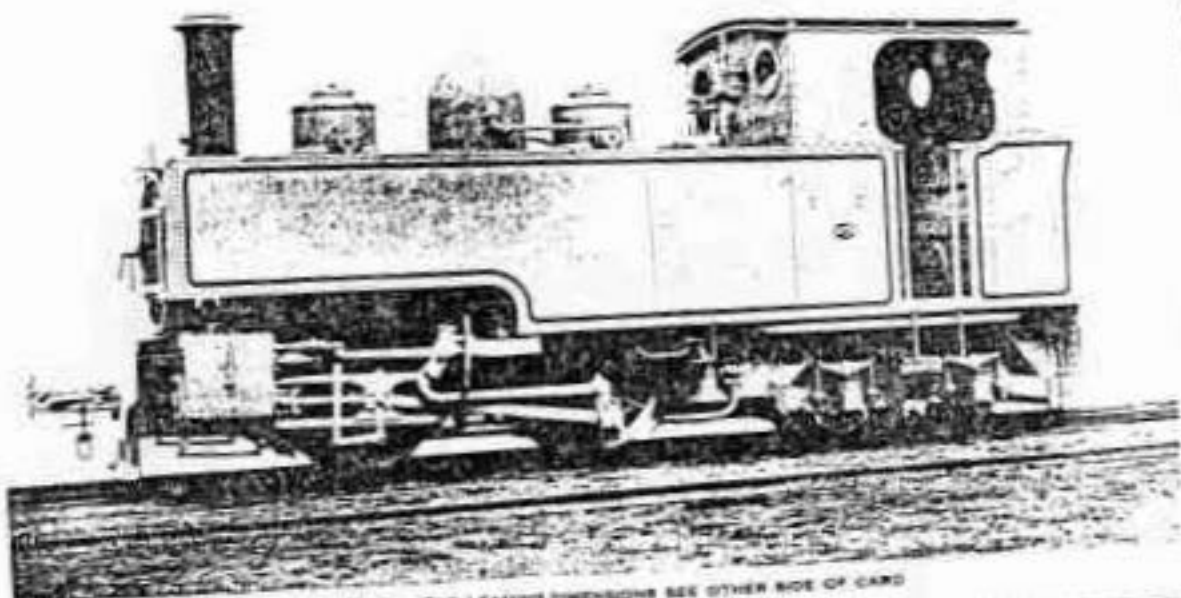


ORENSTEIN & KOPPEL LOCOMOTIVE ON BRANCH-DATE UNKNOWN
(COURTESY OF KOWLOON-CANTON RAILWAY)



MAKER'S PHOTO OF BAGNALL D-4-AT CIRCA 1923
(COURTESY T.D.A. CIVIL-G.E.C. COLLECTION)

W. G. BAGNALL LTD. CASTLE ENGINE WORKS, STAFFORD



TYPE D. 222B. FOR LEADING DIMENSIONS SEE OTHER SIDE OF CARD

BRANCH TRAIN POST 1914-COURTESY OF KOWLOON-CANTON RAILWAY.

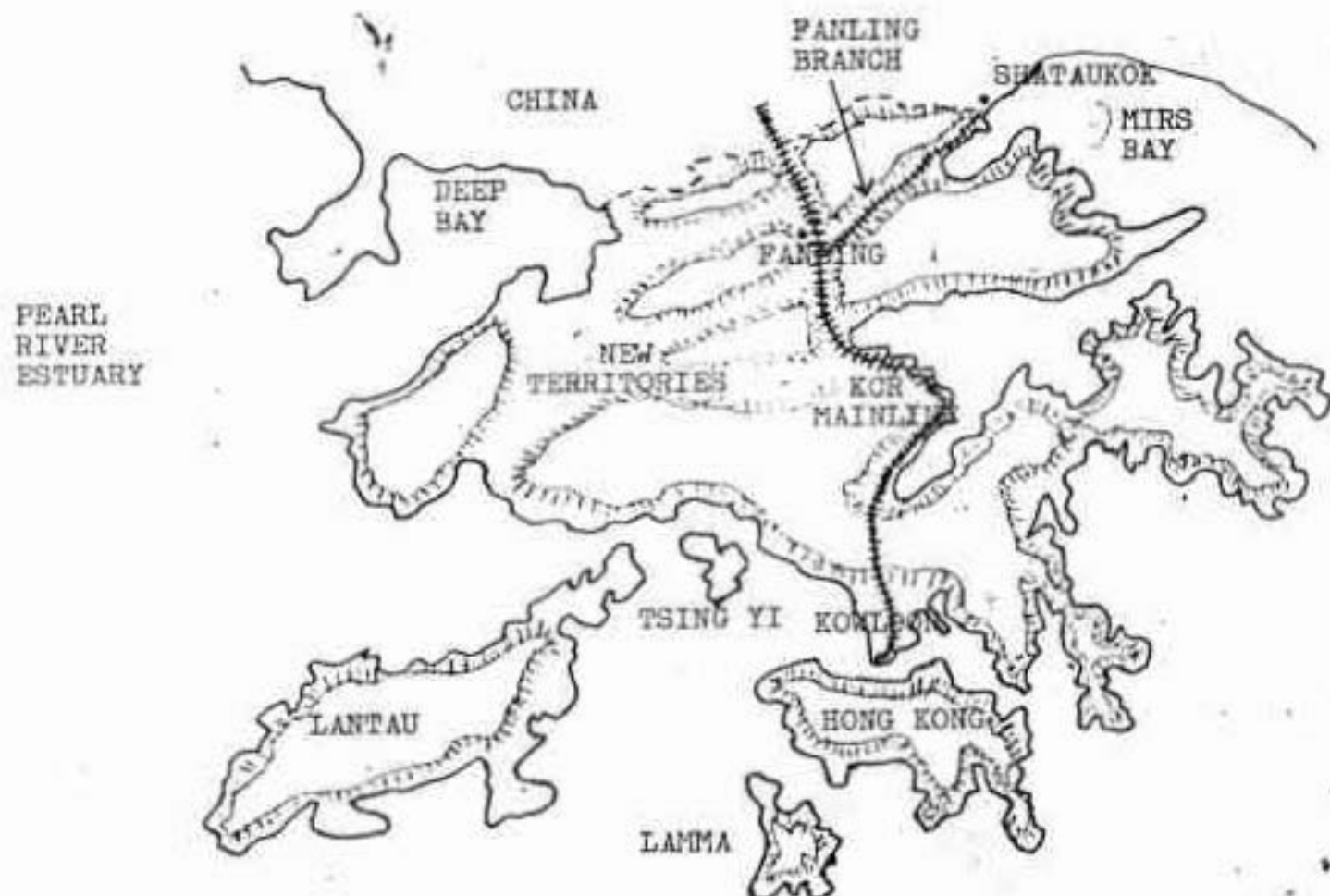


ABANDONED TRACKBED AT MA TSEUK LING CIRCA 1960's.
(COURTESY OF ANTIQUITIES AND MONUMENTS HONG KONG)

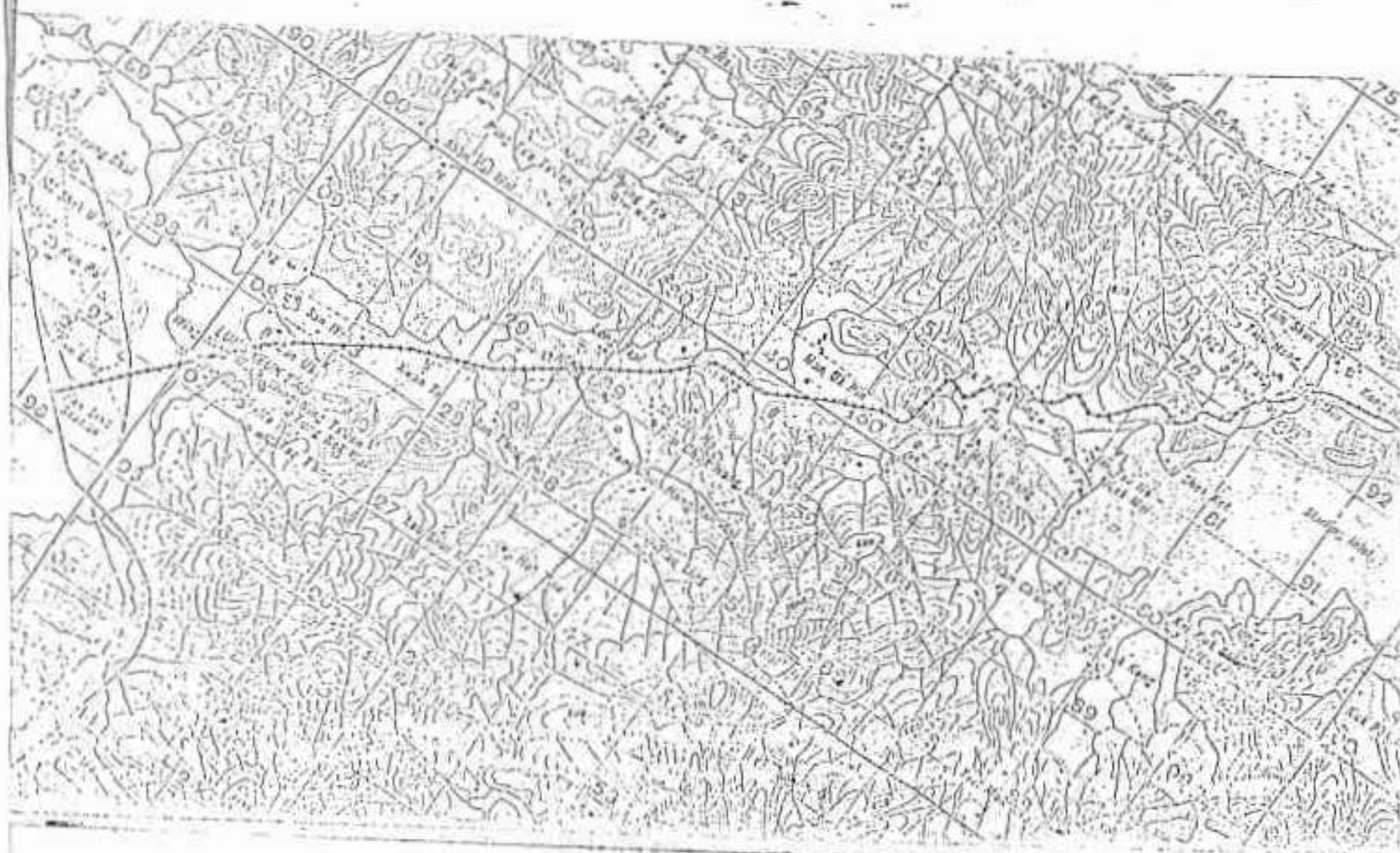


PASSING LOOP AT WO HANG STATION-DATE UNKNOWN
(COURTESY OF THE KOWLOON-CANTON RAILWAY)



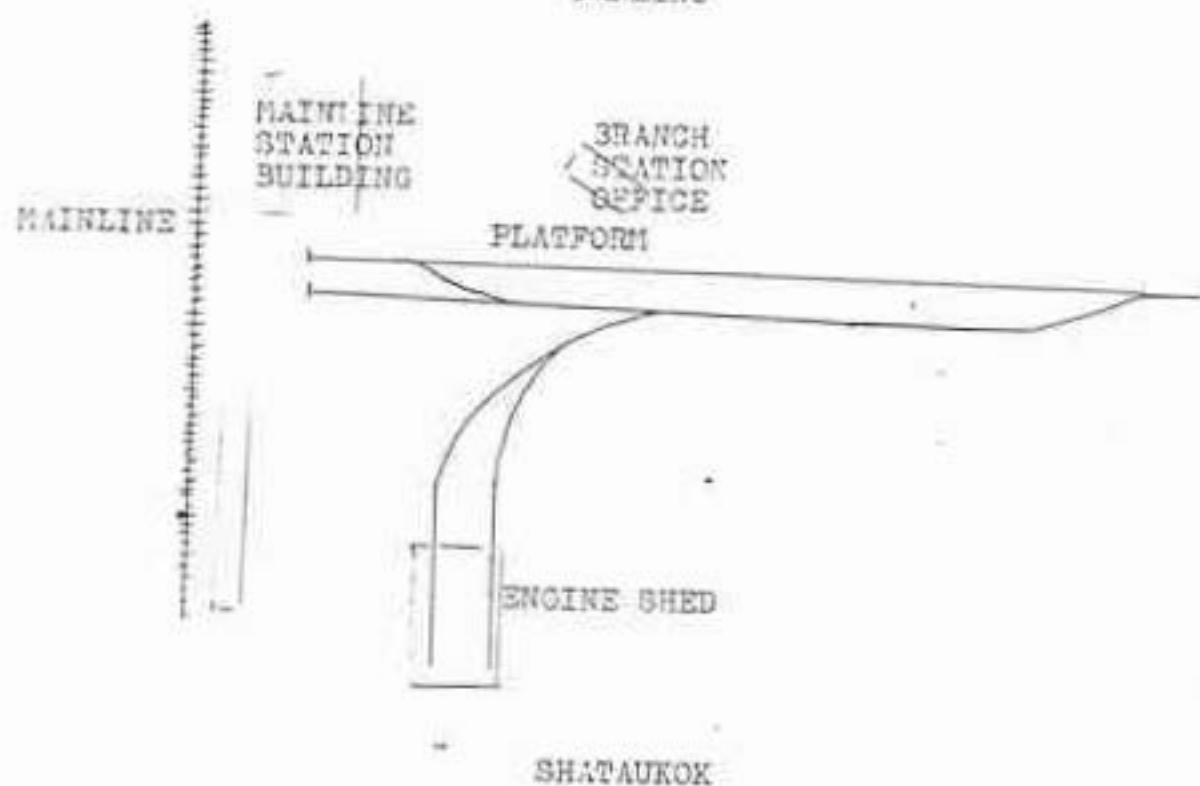


MAP OF HONG KONG AND THE NEW TERRITORIES SHOWING THE KOWLOON CANTON RAILWAY AND THE PANLING BRANCH.



TRACK DIAGRAMS-FANLING & SHATAUKOK

FANLING



1910 FANLING-SHA TAU KOK BRANCH LINE :

Jeff. Rankin, M.R.C.

Information supplied by the District Officer Tai-po goes to show that there is a steady going backwards and forwards between Sha Tau Kok and Sam Chun and as this will materially increase the receipts on the mainline it is proposed to lay a two foot gauge line from Fan Ling to Sha Tau Kok using material which is now available from construction and laying the rails on the new road. From about the fifth mile from Fan Ling towards Sha Tau Kok there is a good deal of work to be done on the road and it will be some time before the small line can be carried out. There is no doubt it will prove successful and will eventually be continued to Castle Peak.

1910 R15 Explanatory Notes on Savings and Excesses of 1910 Estimates.

Due to slight excess on English indents: the transfer of the engines from Leigh and Orange Contract charged to plant and the transfer to Fanling Branch of small 2'0" gauge engines; includes for provision of new engines (4'8.5") and of a new one for the Fanling Ling Branch 2'0" gauge. To provision of extra train requirements for through traffic working and also stock for the Fanling Branch.

1910 R16 Estimates for construction of the Fan Ling Branch.

Earthworks	\$18,000
Track ballast	2,000
Track P.W.	27,324
Station buildings	3,484
Locos	13,600
Holling stock	7,000
Salaries	600
Total.	\$72,008

1911 R1

4. The construction of the 2'0" gauge light railway from Fan Ling to Sha tau Kok 7.25 miles, was commenced in April and completed to 6th mile (Shek Chung Au station) and opened for traffic December 21st.

Fan Ling Branch - Construction 2'0".
Expenditure to 31st December 1911.

Main Heading	Estimates	Expenditure
Land	—	\$ 2,200-00
Earthworks	—	— ***
Track ballast	—	—
Track P.W.	\$29,307-00	\$24,405-95
Station Bldgs	1,200-00	471-63
Locomotives	13,500-00	6,458-06
Carriages	7,000-00	2,142-40
Salaries	1,000-00	309-60
Totals	\$52,107-00	\$36,987-64

*** Carried out by the P.W.D.

1911 R18 Statement of Rolling Stock for year ending 31st December 1911

2 2'0" gauge 0-4-0T Hixswell Clarke Cyls 6"x10", BP 150lbs, TF 1,800lbs,
WMD 5tons 3cwt.
8 carriages, length 9'0", weight 11cwt, capacity 10 passengers.
2 bogie brake vans, length 16'0", weight 15cwt.

NOTE. The locomotives were included in the statement of Rolling Stock for 1910 but not the carriages or brake vans. No goods stock listed.

1912 R1

4. The branch line from Fanling to Sha Tau Kok was completed and opened to traffic on 1st April. Two sidings were laid, one at 1.5 mile and one at 4 mile, and a passing loop at Wo Hang Station. Station shelters have been erected at each of the four stations. The 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.
10. For the Fanling branch line six 2'0" gauge wagons with a capacity of 62 cub ft were built and the six passenger coaches were also fitted with new underframes with dust proof axles.
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.

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

As for 1911 but with the following changes:
6 carriages, length 9'0", weight 11cwt, 10 passengers. Noted as 8 for 1911.
6 goods wagons, length 9'0", weight 11cwt.

2. A small station was constructed at Sha tau Kok.

11. The track of the Fanling Branch Line has been carefully inspected and sleepers replaced as suggested by the consulting engineers in readiness for the new engine and stock intended to be used in 1914. Bridges have been strengthened and stiffened where necessary.

17. The new 0-4-0T type locomotive for the Fanling Branch and the underframes for the new 2'0" gauge carriages arrived at the end of December when the work of erection was put in hand.

Statement of Rolling Stock for year ending 31st December 1913

2 2'0" gauge 0-4-0T Hudswell Clarke Cyls 6"x10",BP 150lbs, TP 1800lbs,
WVO 5tons 3cwt.
1 2'0" gauge 0-4-0T O & K Cyls 9.75"x11.75",BP 150lbs, TP 4338lbs,
WVO 10tons 0cwt.
6 coaches, length 9'0",weight 11cwt,10 passengers.
6 goods wagons, length 9'0",weight 10cwt.
Bogie brake vans deleted.

1914 R3 Fanling Branch Line.

13. Washouts occurred on the Fanling Branch Line in July and September one owing to the bursting of village bunds which damaged some 800feet of railway bank and another caused by a sudden mountain freshet washing away the wings and approaches of a bridge over a stream. About 0.75 of a mile of second hand 35lb rails have been purchased in order to replace some 85lb rails which were temporarily laid in the road and required at Kowloon, and many new intermediate sleepers were laid and bridges strengthened in order to carry the heavier class of rolling stock placed on the line during the year.

14. In December 1913 six underframes were received for the Fanling Branch Line and on these underframes the following coaches have been erected.

1	First class coach.
1	First and brake compo.
1	Third and brake compo.
3	Third class coaches.

The work was started in January and the coaches completed in March.

The older coaches were condemned, some were sold and the underframes of others have been used to make steel sided wagons.

15. In April the 2'0" gauge No 2 Hudswell Clarke locomotive was brought into the shops from Fanling and rebuilt. The frame of this locomotive has been lengthened by 1'3", a covered cab fitted in place of an open one and the couplings altered to the pattern of the new rolling stock on the narrow gauge branch line.

Statement of Rolling Stock for year ending 31st December 1914.

2 2'0" gauge 0-4-0T Hudswell Clarke,Cyls 6"x10",BP 150lbs,TP 1,880lbs,
WVO 5 tons 3 cwt.
1 2'0" gauge 0-4-0T O & K Cyls 9.75"x11.75",BP 150lbs,TP 4338lbs,
WVO 10 tons 0 cwt.
1 8 wheel bogie coach 1st class,length 24'0",weight 3 ton 5 cwt,
16 passengers.
1 8 wheel bogie coach 1st/brake comp.,length 24'0",weight 3tons 5cwt.
10 passengers.

- 1 8 wheel bogie coach 3rd/brake comp., length 24'0", weight 3 tons 5 cwt.
12 passengers.
- 3 8 wheel bogie coach 3rd class, length 24'0", weight 3 tons 5 cwt.,
24 passengers.
- 3 steel sided goods wagons, length 9'0", weight 12 cwt, capacity 60 cub ft.

1915 S3

19. On the Fanling Branch Line no additional work has been carried out with the exception of a short dead end siding at Fanling to enable larger trains to cross. Half a mile of 85lb rail required for the extension at Kowloon were removed and replaced by 35lb rail.

Statement of Rolling Stock for year ending 31st December 1915

No change from 1914.

1916 S2

9. On the Fanling Branch Line several hundred sleepers have been renewed with condemned mainline sleepers cut in half and a twelve foot span wooden bridge has been replaced by one of steel joists of old construction material.

12. In February the tramway system was adopted on the Fanling Branch Line, seven new halts were made and a 2 cent fare charged between each. This has so far proved a success and seems to be appreciated as the earnings of the line show an increase of \$3,923-17c on the previous year, the number of passengers carried being 67,608 as against 47,928 in 1915.16.

16. No 1 and No 2 of the Fanling Branch Line have passed through the shops. One of the construction metre gauge engines was previous to sale thoroughly overhauled.

Statement of Rolling Stock for the year ending 31st December 1916.

No change in the numbers of rolling stock.

Change in passenger accommodation as follows:-

- Bogie 1st 16 passengers.
- Bogie 1st/brake compo 10 passengers.
- Bogie 3rd 16 passengers.
- Bogie 3rd/brake compo 8 passengers.

1917 S2

7. A concrete floor was laid in the wooden building at the Sha Tau Kok station at the terminus of the Fanling Branch Line and the old sleeper foundations replaced with concrete.

S4

24. During the year heavy repairs were carried out to the branch line locomotives No 1 and No 2 and they were painted.

25. Heavy repairs were effected to Fanling Branch Line coaches numbers 1,2,3,4,5,6.

27. Three branch line wagons were painted.

Statement of Rolling Stock for the year ending 31st December 1917.

No change except number of passengers carried in coaches.

Bogie 1st 16 passengers.

Bogie 1st/brake 8 passengers.

Bogie 3rd 28 passengers.

Bogie 3rd/brake 16 passengers.

1918 S2 .

15. A slip occurred on the Fanling Branch at mile 4.5 on August 5th necessitating the suspension of traffic until 11th and considerable expenditure on repairs.

24. The Fanling Branch Line carriages were overhauled and varnished.

26. During the year the following old construction plant was disposed of:-

Air compressors, boilers etc,
but including metre gauge crossings.

Statement of Rolling Stock for the Year ending 31st December 1918.

No change from 1917.

1919 S4

27. Passengers carried on the Fanling Branch Line.

1917	55,211
1918	45,187
1919	48,917

Statement of Rolling Stock for the year ending 31st December 1919.

No change from 1918.

1920 S3

19. Many of the 2000 condemned sleepers from the mainline were halved and partly or wholly used again on the Fanling Branch Line.

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

41. Fanling Branch passengers carried 47,787.

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

No change from 1919.

1921 S3

26. The three 2'0" gauge locomotives have all been through the shops during the year for general overhaul.

50. Fanling Branch passengers carried 43,733.

Statement of Rolling Stock for the year ending 31st December 1921.

No change from 1920.

1922 S2

15. On the Fanling Branch Line the old engine shed at Fanling Station was rebuilt and a new one was erected at Sha tau Kok. The old steelwork from the dismantled station at Hung Hom was used in these buildings, with corrugated asbestos roofs and sides.

20. The 2'0" gauge Fanling Branch locomotives have been through the shops for general overhaul but the two which were in use during the construction are almost worn out and cannot be kept running much longer.

22. The 2'0" gauge carriages have also received heavy repairs and two new steel goods wagons have been built to replace two that were beyond repair.

47. Fanling Branch passengers carried 1922 52,431.

Statement of Rolling Stock for the year ending 31st December 1922.

No change except for the following:-

3 steel sided goods wagons length 9'10",tare 12cwt, capacity 60 cub.ft..
replacing the same number of 9'0" long wagons.

17. On the Fanling Branch Line one of the 2'0" gauge locomotives was condemned as unfit for further service on passenger trains, owing to the crown of the firebox falling in. Two new locomotives were ordered through Crown Agents and delivery is expected early in 1924.

18. After consideration the Government decided that a motor road should be built in place of the Fanling Branch Line, and when this is completed the branch line is to be taken up, and the track and rolling stock, including the two new locomotives on order made over to the Public Works Department for use in connection with development schemes under its control. The branch line will be run as economically as possible until the end of 1924 when it is anticipated that the new motor road will be completed.

33. Two of the Fanling Branch Line engines were given a thorough overhaul. Stripping down of all gear, dismantling boilers and tanks, taking out wheels, turning up tyres and fitting new ones where necessary, repairing and fitting new axle boxes, turning up cylinders, and facing up steam chests, ports and slide valves.

47. In view of closing the Fanling Branch Line at the end of 1924 the new water tanks were not provided and \$600 lapsed accordingly.

61. Passengers carried on the Fanling Branch 73,838.

Statement of Rolling Stock for year ending 31st December 1923.

Locomotives reduced to one Hazewell Clarke and one O & K, otherwise no change.

PWD Q134

245. Fanling-Shataukok Road. For convenience the work was divided into two sections namely Fanling-Au Ha Gap Section, which consists of widening the present six foot road and fourteen foot bridges to twenty feet, the present width being almost wholly utilised by the light railway.

Au Ha Gap-Shataukok:- this section is a new alignment through the centre of the valleys traversed. By the end of the year, the necessary survey and sections had been made and contracts let with local village elders for carrying out the work.

24. Less attention was given to maintenance work on the Panling Branch Line in anticipation of its being taken up by the end of the year, as mentioned in the last years report, but progress with the new road has been delayed and more attention to the railway track maybe necessary in 1925. 28. Two new 4-4-0 type 2'0" gauge locomotives for the Panling Branch arrived at the end of July and were put into service by the end of September. The locomotives will be handed over to the Public Works Dept. when the road is completed and the railway closed down, and should prove very useful. 33. Three narrow gauge carriages one 1st class, one 3rd class and one 3rd class luggage and brake were converted into wagons for the Public Works Departments use in making the road to Sha Tau Kok from Panling. 56. Passengers carried on the Panling Branch 82,505. Two locomotives for the Panling Branch Line 2'0" gauge \$30,138-45.

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

2 2'0" gauge 0-4-4T Bagnall cyls 10"x15", BP 140lbs, TP 5727lbs, WWD 21tons
 1 2'0" gauge 0-4-0T Hudswell Clarke.
 1 2'0" gauge 0-4-0T O & K.
 1 8 wheel carriage 1st/brake
 2 8 wheel carriages 3rd/brake
 3 steel sided goods wagons, length 9'10", weight 12cwt., capacity 60 cub.ft.
 3 open goods wagons, length 24'0", weight 2tons 10cwt., capacity 150cub.ft..

RWD S136

205j. Panling-Shataukok Road. This work was referred to in para.245 of 1923. Owing to the employment of local labour this work progressed satisfactorily, but subsequently proceeded intermittently on account of the sowing and harvesting of the paddy.

By the end of the year the first section, from Panling to Au Ha Gap was with the exception of the bridges almost ready to be handed over to the Roads Maintenance Office.

On the second section however, fair progress was maintained and, but for about 200' filling has been linked up.

23. The Fanling Branch Line (2'0") was closed for traffic on 31st December.

36. A general strike of Chinese commenced on Sunday 21st June.

39. Two drivers and one fireman were kidnapped on the Branch Line at Sha Tau Kok on September 11th, and, in view of the pickets in this neighborhood being particularly active it was thought better not to continue to stable the engine and stock at Sha Tau Kok during the night. The train was therefore stabled at Shek Chung Au.

40. A ballast train for the use of the Public Works Department was provided on the branch line for 100 hundred nights commencing on June 22nd and terminating on 27th October, in connection with the construction of the new road to Sha tau Kok.

67. Passengers carried on the Fanling Branch line 58,419, decrease due to the interference by artike pickets.

Statement of Rolling Stock for year ending 31st December 1925

No change from 1924.

PWD Q121

211h. Fanling-Shat Tau Kok Road.

This work was referred to in para 245j of 1924. The first section of the road was handed over to the roads maintenance office in March, which was strengthened, surfaced with ordinary macadam and tar painted. Work on the second section proceeded satisfactorily and when the railway has been realined the road should be complete within three months.

32. Slips occurred at Wo Hang and Ma Mei Ha on the Fanling Branch Line.

38. No 1 locomotive Fanling Branch Line 2'0" gauge was reconditioned and repainted.

66. The Fanling Branch Line was closed on January 11th until 3rd May.

73. Passengers carried on the Fanling Branch Line 48,451.

Statement of Rolling Stock for the year ending 31st December 1926.

No	Type	Builder	Cyls	Dr.Whl.Dia	Gross Wt	Age
2	0-4-4T	Bagnall	10"x15"	33"	21t.4cwt.	2yrs 9mths
1	0-4-0T	HC	6"x10"	20"	5t.3cwt.	20yrs 1mth
1	0-4-0T	O & K	9.75"x11.75"	25"	10t.	12yrs.

Hudswell Clarke noted as worn out.

Goods and passenger stock no change from 1925.

PWD Q113

(d) Fanling - Sha Tau Kok Road. This work was referred to in Para.211h of last years report.

34. The Fanling Branch Line was operated throughout the year running and maintenance charges being reduced but there is little hope of this line being able to compete against the newly introduced motor traffic between Fanling and Sha Tau Kok.

33. The new engine shed at Sha Tau Kok on the Fanling Branch Line was only begun in December and will be completed in 1928.

43. Engine No 2 from the Fanling Branch Line was brought in and given a general overhaul.

54. One derailment of an engine was recorded on the Fanling Branch Line and one collision.

71. Passengers carried on the Fanling Branch Line 27,699.

Statement of Rolling Stock for the year ending 31st December 1927.

No change from 1926, the Hudswell Clarke is still noted as worn out.

14. The Fanling Branch Line between Fanling and Sha Tau Kok, 7.25 miles 2'0" gauge was finally condemned as unnecessary since the new motor road to Sha Tau Kok was completed. The line was therefore closed on 1st April and completely dismantled by the end of June. Much of the permanent way and rolling stock from this line was disposed of later.

48. A portion of the Fanling Branch Line equipment was disposed of.

72. Passengers carried on the Fanling Branch Line 5,933.

Analysis of Mileage.

Fanling to Sha Tau Kok	7.25 miles.
Sidings and loops	0.50 miles.

Statement of Rolling Stock for the year ending 31st December 1928.

As for 1927 except as follows:-

1 Bagnall sold.

All coaches sold.

All wagons sold, leaving only one steel sided goods wagon.

1929 S8

67. The Fanling Branch Account has been written down to \$15,815-15c which represents the present value of the two old locomotives and rails awaiting disposal. The land has been handed back to Government, and the item of \$2,389-45c written off the railway account. Depreciation Reserves have been debited with the difference between the original cost and an estimated present value of the rolling stock, and other items for which no depreciation is provided have been charged to Profit and Loss Account, Loss on Property Retired, the Capital Account being credited accordingly. It is hoped to dispose of the two old locomotives and rails in the near future when the Capital Account of the Fanling Branch Line can be closed.

1929 S14

Particulars of Fanling Branch Line Equipment sold. Cash to Capital Account.

July 1929	Fanling Branch rails	\$110-99 (1)
Sept 1929	Fanling Branch rails	13-86 (2)
Oct 1929	Fanling Branch engine and wagon	219-00 (3)

Allocation	(1) C-9-2	
	(2) C-9-2	
	(3) C-15-1	\$200-00
	C-15-3	10-00

1929 Writing Off Fanling Branch Line.

Capital Account	Allocation
General expenditure	\$300-00 C-1-3-1
Preliminary expenditure	9-60 C-2-3
Land handed back to Government	2,389-45 C-3-1
Sleepers	600-00 C-9-1
Amount written off being difference between original cost and estimated value of rails and fastenings in stock	1,967-72 C-9-2
Track laying	25,771-67 C-9-3
Ballast	7-60 C-9-4
Head Office Building	68-00 C-11-1
Station Buildings	569-44 C-11-2
Minor Workshop & Store Buildings	557-75 C-11-3
Staff Quarters	1,901-89 C-11-4
Amount written off being difference between original cost and estimated value of one Bagnall locomotive.	10,569-22 C-15-1
Amount written off being difference	

between original cost and scrap value of one Hudswell Clarke locomotive.	2,800-00 C-15-1
Amount written off being difference between original cost and estimated value of one O & K locomotive.	851-14 C-15-1
Locomotive expenditure	270-71 C-15-2
Amount written off being difference between original cost and scrap value of one steel sided wagon.	397-92 C-15-3
Goods wagon expenditure.	6-11 C-15-3
Maintenance	450-01 C-16-1

Engine shed at Fanling transferred to Mainline Account.

1929 Rolling Stock Totals.

	In stock at beginning of year	Reduction during year	Total stock at end of year
Bagnall	1	-	1
Hudswell Clarke	1	1#	-
O & K	1	-	-

one steel sided goods wagon sold. All coaches and wagons now sold.

PWD Q107

250. Widening existing road between Fanling and Sha Tau Kok upon removal of railway. - The branch line of the Kowloon Canton Railway to Sha Tau Kok traversed a section of the road between Fan Ling and Sha tau Kok, and upon its removal this portion was straightened and widened. This work was let to Mr John Ly Ching on 9th March 1929 for a sum of \$5,730-00 as Part A of Contract No 17 of 1929. (Part B referred to 'Levelling strip of land now occupied by the railway, Sha Tau Kok' mentioned hereafter.) The work was satisfactorily completed by the end of the year.

252. Levelling strip of land formerly occupied by the Railway, Sha Tau Kok. When the section of the roadway occupied by the branch line of the K.C.R. to Sha Tau Kok was vacated, the terminus area at Sha Tau Kok was levelled to provide parking places for motor buses and other vehicles. The work was let to Mr Pang lung on 13th May 1929 as Part B of Contract No 17 for the sum of \$1,132.

1930 S9

66. The Fanling Branch Line Capital Account has now been written down by \$10,164-016 which represents the present market value of one old locomotive and a quantity of rails. The amount received by sale of one locomotive was \$3,500-00 and the difference between the book value and sale price \$1000-00 debited to Depreciation Reserves.

S18

One Regnall sold during the year.
One O & K still in stock.

1931

One O & K in stock.

1932

One O & K locomotive in stock.

S10

77. The sale of the remainder of the old Fanling Branch Line Rails realised \$7,777-18. In 1929 this book value of these rails was written down when \$1,967-72 was debited to the Profit & Loss Account and Capital Account was similarly credited. As the proceeds by the sale of these old rails was considerably more than expected in 1929 this item was redebited to Capital Account, and the amount \$5,188-43 under this sub-head credited to Profit & Loss Account. The Fanling Branch Line construction account is now closed with the exception of the one unsold locomotive.

1933 S11

75. The last of the Fanling Branch Line old locomotives was disposed of in September and realised \$400-00. In 1929 the book value of the locomotive was written down to \$100-00, Depreciation Reserves being debited. The difference between the book value and selling price was credited back to Depreciation Reserves and the Fanling Branch Line construction account closed with the year.

Disposal of Fanling Branch Line Equipment 1928.

Allocation

C-9-1	\$544-87
C-9-2	1,906-58
C-15-1	74-37
C-15-2	6-12
C-15-3	6-11

Sold and transferred 1928

One Bagnall locomotive 23rd June	C-15-1	\$4,664-97
Coach underframes and wagons	C-15-2	450-00
	C-15-3	650-00

Also rails and sleepers.

INFORMATION FROM OLD RESIDENTS.

Stations: Fanling and Sha Tau Kok only.

Stops: Lung Yeuk Tau, Kwan Ti, Hung Ling, Ma Mei Ha, Lai Tung, Wo Hang, Tai Long, Shek Chung Au, and Sun Tsuen.

Time Table: Fanling to Sha Tau Kok

Morning	between 6am. and 7am.
Noon	between 11am. and 12am.
Afternoon	between 4pm. and 5pm.

Sha Tau Kok to Fanling

Timings approximately the same as above.

Trains: Locomotive, 2 carriages (one each for first class and lower class) and a goods wagon.

Carriages: Initially were not properly enclosed with only a few pieces of wood to form the side walls.

Seating Capacity: Just about 10 passengers sitting back to back.

Later: More ideal carriages were built - Luggage storage space was also provided for first class passengers.

Goods Wagons: Usage was restricted to farming products and fish.

Tickets: Sold by conductor inside the passenger carriages. Coloured tickets to distinguish the various stops, each ticket had two different colours.

Staffing for each train: 3 person only.

- 1 locomotive driver.
- 1 assistant (signalman?)
- 1 conductor.

Photograph and Article Chinese Newspaper.

Translation.

Very few people know that 55 years ago, prior to the built up of Sha Tau Kok Road, it was formerly one of the separate lines of Kowloon - Canton Railway - Sha Tau Kok Railway.

As said by one of the local villagers, many years ago, we had no network of roads in the North-east of the New Territories. Thus, it caused much inconvenience to the local inhabitants. If any villager of Tai Po wished to do business or communicate with his or her friends in Sha Tau Kok, one had to spend nearly a day in walking. Usually one had to start walking early at 4 o'clock in the morning and when he arrived at destination, it was already 7 o'clock at night. It took 3 or 4 days for the round trip. In 1904 a surname TSANG villager was granted the right to build a railway. Thinking that conveyance of commodities was made possible by railway, he decided to build it.

Sha tau Kok Railway was completed in 1911 and was 11km long which lasted for only 17 years. Since the gauge (the distance between the rails) was too narrow and discrepancy with the standard gauge track as set by the Kowloon-Canton Railway, the government suspended it to be used. The present Sha tau Kok Road was built upon the old railway track.

The former Sha Tau Ko Railway, served Luen Wo Hui, Lung Yeuk Tau, Kwan Tei, Ma Mei Ha, Wong Hang, Ma Cheuk Ling and Sha Tau Kok, thus supplementing the vital form of transport. The passengers included merchants, salt transportation workers, British diplomats and missionaries. The cost of the whole trip was one or two cents at that time.

The said old villager added that the railway track was only 2'0" in width. That was why they had to use a special kind of train which was pushed by man. In addition, the special locomotive was generated by burning coal. There was no shade inside each compartment and the seats were arranged on two sides. Very often, the passengers had to suffer from sunshine and downpour.

He also said this type of railway engine was not perfected and it moved like a snail. Nevertheless, we must note that the Sha Tau Kok Railway did play an important part as main form of transport.

Time runs swiftly. Sha Tau Kok Railway disappeared. What is left behind is the railway station nearby Lau Shui Heung. Does anyone remember it when one goes past?

Translated by Jennifer Lee PI/II

LOCOMOTIVES

Hudswell Clarke Nos 813/814

Ex works Sept 11th 1907 cost LB 495 each.

Cylinders 6" x 10" 0-4-0T

Wheels diameter 1'8" Gauge 2'0"

Wheelbase 4'3"

Working pressure 180lbs.

Sharpest curve engine will negotiate is 28'0" radius.

Weight in working order 5 tons 19 cwt.

Shipped via Alexandra Dock Hull on SS Glenavon

These two locomotives were transferred from construction contract in 1910. The two locomotives were valued at \$6,458-06 on transfer. The weight in working order was given as 5 ton 3 cwt and the boiler pressure reduced to 150lbs. The construction of the branch began in April 1910 and presumably both locomotives were available for the work trains. By 1913 the boiler pressure was again quoted as 180lbs. The locomotives were not numbered for the railway on construction but in April 1915 it is noted that Hudswell Clarke No 2 was rebuilt at the railway workshops with frames lengthened by 1'3", couplings altered from the original dumb buffer to centre buffer and an enclosed cab. In 1916 both locomotives passed through the railway workshops and in 1917 both locos received heavy repairs and were painted. In 1921 they again passed through the workshops for general overhaul. Again in 1922 both locos required general overhauls at the workshops and it is noted that both were almost worn out. In 1923 one of the locomotives suffered a collapsed firebox crown and was condemned for passenger service. The two remaining locomotives were given major overhauls, involving complete stripping down of all gear, dismantling boilers and tanks, taking out wheels, turning up tyres and fitting new ones where necessary, repairing and fitting new axle boxes, turning up cylinders, and facing up steam chests, ports and slide valves. This description of repairs was for the O & K and the remaining Hudswell Clarke. It is not known which Hudswell Clarke failed but it is most probable that the surviving locomotive was a composite of the two and a locomotive No 1 was reconditioned and repainted in 1926 may have been this locomotive. Since a No 2 locomotive is mentioned after the withdrawal of one of the Hudswell Clarkes this might be assumed to be the O & K. The remaining Hudswell Clarke survived to the closure of the line in 1928 and was sold for \$210-00 which was its value as scrap in 1929. It must be remembered that the alternate view that the O & K which logically was originally No 3 became No 1 when that number became vacant is equally valid.

It has been assumed for convenience that the two Hudswell Clarkes were numbered 1 and 2 in the order 813 and 814. There is however no documentary evidence to support this assumption.

Orenstein & Koppel 70hp gauge 610mm Bt coal burner 09/1913
to the order of Crown Agents for the Colonies, Canton Kowloon.
Cyls 9.75" x 11.75"
BP 150lbs, TF4338lbs.
WMD 10tons 0cwt.

This locomotive arrived in December 1913 along with the underframes for the new coaches. In 1921 all three of the locomotives passed through the shops for general overhaul, and again in 1922. In 1923 one of the Hudswell Clarke locomotives was condemned and the two remaining locomotives were given a thorough overhaul which involved complete dismantling. It was assumed that the Hudswell Clarks were numbered 1 and 2 and it is assumed that the O & K was initially No 3. It is known that Hudswell Clarke No 2 was modified with an extended frame and enclosed cab to make her more suitable for passenger service, unfortunately it is not known which Hudswell Clarke was condemned. Therefore the identity of the No 1 locomotive reconditioned and repainted in 1926 is not known. Was the modified No 2 amalgamated with No 1 and called No 1?, or was No 1 unmodified, the survivor? Alternately was the O & K renumbered 1 or 2 to fill the gap? These questions are unfortunately not answered by the annual reports.

Bagnall 2227 and 2228 of 6/1924
0-4-4T
Gauge 2'0"
Cylinders 10" x 15"
Driving wheels diameter 2'9"
Ordered by Crown Agents
BP 140lbs
TF 5727lbs
WMD 21 tons 4 cwt.

In the annual report two 4-4-0 were noted as being received at the end of July 1924. This error is often taken as confirmation that these locomotives were designed for running in reverse, since the branch line had no provision for turning locomotives it is more likely that they were designed to operate equally well in either direction. The locomotives were delivered F.O.B. in June 1924 at Liverpool consigned to the Colonial Secretary, Hong Kong, Holts Wharf, Kowloon. Two red herrings in the records have caused enthusiasts considerable trouble tracing the history of these two locomotives. The first is the insistence by the writer of the K.C.R. annual report that the two new locomotives would be transferred to the Public Works Department when the branch line was closed at the end of 1924. The second was Bagnall's distribution of postcard pictures and catalogues containing the 0-4-4T builders picture captioned as built for

the North Negros Sugar Co. Ltd. for use in the Philippines. The running numbers of the two Bagnalls are not known and there is no mention in the annual report of locomotives numbered 3, 4 or 5. One of the Bagnall locomotives was sold on 23rd June 1928 for \$4,664-97. Close examination of the annual statement of expenditure of the P.W.D., which is sufficiently detailed to note bicycles and typewriters does not mention payment for the locomotive by the intended recipient. The second Bagnall is noted as sold in 1930 for \$3,500-00, again there is no record of expenditure by P.W.D. for the locomotive. From the available data it most unlikely that the optimistic report writer was doing any more than covering up an unwise decision when he stated that the new locomotives would be so useful on Public Works contracts. There is no documentary evidence but it is most likely that both locomotives went directly to the Philippines. Both locomotives are in service, though intermittently, as Victorias Milling Co., Inc. 17-BG 2227/1924 and 18-BG 2228/24, they are modified by removal of the bunker rear plate and addition of a bogie tender, and by the addition of a large spark arrester. At one time Victorias converted most of its locomotives to bunker fuel from bagasse but by 1974 17-BG was running on bunker fuel and 18-BG on bagasse, by 1982 most of the locomotives were back to bagasse, though at certain times in the season there is insufficient bagasse and firewood is substituted. By 1978 most steam locomotives were restricted to shunting around the mill, and the two Bagnall's were reputed to be restricted to working the weedburner. The downswing in the Philippine economy combined with increased oil prices encouraged a return to steam haulage which included the Bagnall's though they are less well suited to cane haulage than the Henschel 0-8-0T's and they are usually to still be found in reserve, one at Victorias Mill the other at Manalpa where the distillery is situated.

Photograph: Hong Kong Volunteers at Fanling Station circa 1912.

Two photographs taken consecutively of the volunteers waiting for a train at Fanling Station. These photographs can be viewed stereoscopically and the following data was obtained.

The photograph shows Fanling Station building, the light railway engine shed, seven coaches, three wagons and one steam locomotive.

Coaches: The four wheel coaches are fitted with back to back seating facing outwards. The coaches were apparently not fitted with any protection against inclement weather except for roofs and end panels. Of the seven coaches visible six are fitted with central luggage rack. The ends are enclosed to the waist line with the roof supported by three uprights at each end. The ends may be provided with light screens. If the coaches were built on on skip chassis then these were probably extended. The coaches forming the train are all very closely coupled with the main bodies probably only 12" apart and the end overhang of the roofs considerably closer.

Goods wagons: The three goods wagons are constructed of timber with sides five planks deep. There appears to be metal strapping at the top end corners. The goods wagons are even more closely coupled than the coaches and would seem to have less than 6" between them. It is quite possible that the stock is loose coupled and has been shunted so that all buffers are in contact in this picture.

Locomotive: The locomotive is one of the Hudswell Clarke 0-4-0T's and is operating with the cab in its original open form. Most of the locomotive is obscured by one of the coaches but it can be seen that the cover to carry steam from the safety valves up through the cab roof has been removed.

Locomotive shed: The locomotive shed is constructed of corrugated iron sheeting with clerestory smoke vent the whole length of the ridge. There is evidence of two tracked entrances facing north, two window openings face the main line platform and at the rear there are two small door openings. The whole structure appears to have been built of well used second-hand material.

Main Line Station: The building is constructed of brick with a low platform separated from the light railway by a metal paling fence. Visible standard gauge track consists of the mainline passing loop and a single standard gauge siding terminating before the narrow gauge locomotive shed directly beside the platform fence.

Other buildings: There is a narrow open fronted building of corrugated iron lying at about forty-five degrees to the narrow gauge and the main

line, the other visible building is a small white structure parallel to the narrow gauge.

Track layout: The narrow gauge appears to terminate at right angles to the standard gauge. There is evidence that two tracks stop at the platform fence. The engine shed is parallel to the standard gauge and as well as the two tracks probably contained within has one track outside parallel to the standard gauge. The station layout probably consists of a loop on the same alignment as the narrow gauge main line with a dead end as well as the throat of the loop side-by-side stopping at the station fence. In the photograph each of these tracks is occupied by a single coach.

ROLLING STOCK

1910	1911	1912	1913	1914
Locos 2	Locos 2 Coaches 8 4 whl Brake/vans 2 bogie	Locos 2 Coaches 6 4whl Brake/vans 2 bogie Goods wagons 6 4 whl.wood.	Locos 3 Coaches 6 4whl Goods wagons 6 4 whl.wood.	Locos 3 Coaches 6 bogie Goods wagons 3 4 whl steel.
1915	1916	1917	1918	1919
Locos 3 Coaches 6 bogie Goods wagons 3 4 whl steel	Locos 3 Coaches 6 bogie Goods wagons 3 4 whl steel	Locos 3 Coaches 6 bogie Goods wagons 3 4 whl steel	Locos 3 Coaches 6 bogie Goods wagons 3 4 whl steel	Locos 3 Coaches 6 bogie Goods wagons 3 4 whl steel
1920	1921	1922	1923	1924
Locos 3 Coaches 6 bogie Goods wagons 3 4 whl steel	Locos 3 Coaches 6 bogie Goods wagons 3 4 whl steel	Locos 3 Coaches 6 bogie Goods wagons 3 lengthened 4 whl steel	Locos 2 Coaches 6 bogie Goods wagons 3 lengthened 4 whl steel	Locos 4 Coaches 3 bogie Goods wagons 3 lengthened 4 whl steel Goods wagons 3 bogie converted from coaches.

1925	1926	1927	1928	1929
Locos 4	Locos 4	Locos 4	Locos 3	Locos 2
Coaches 3	Coaches 3	Coaches 3	-----	-----
bogie	bogie	bogie		
Goods wagons 3	Goods wagons 3	Goods wagons 3	Goods wagons 1	-----
lengthened	lengthened	lengthened	lengthened	
4 whl steel	4 whl steel	4 whl steel	4 whl steel	
Goods wagons 3	Goods wagons 3	Goods wagons 3	-----	-----
bogie	bogie	bogie		
converted	converted	converted		
from coaches	from coaches	from coaches		

Line closed 1st April

1930	1931	1932
Locos 1	Locos 1	Locos 1

Material held by the Public Records Office relating to the K.C.R.

1. Progress report on construction of the British Section of the
Hong Kong - Canton Railway up to 31st December 1907.

Sessional Papers No 4 of 1908. p.31

Minutes of Proceedings Paper 4003.

The Canton Kowloon Railway: British Section.

by Graves William Eves B.A.I. M.Int.C.E.

'Eves on the British Section of the Canton Kowloon Railway'.

P.193 (iii)

"At the Kowloon reclamation two standard gauge locomotives and eighty
side tip wagons were used and for the earthwork along the line two small
2'0" gauge locomotives, 325 iron tip trucks and about ten miles of track".

Tunnelling.

No 2 tunnel 7212 feet long for single line. The heading wide enough for
two 2'0" gauge lines.

P.195

"A metre gauge line had to be laid to both faces from the sea, to carry
stores coal etc.. Stores to the north side had to be carried in sea-going
lighters round the peninsula out into the China Sea a distance of forty
miles, transhipped into shallow draught lighters brought up a tidal river
again transhipped into metre gauge trucks and carried in them a distance
of 1½ miles to the north face.

The south face was about 2 miles from the nearest jetty by metre gauge
line".

P.198 (ix) Plant.

"Until the Chinese section is more nearly completed, very little rolling
stock will be required. Only two large tank locomotives are required in
addition to the two contractors locomotives used in the reclamation of
Kowloon Station. Eight bogie coaches and about fifty goods wagons chiefly
four wheeled forms the carriage and wagon stock".

P.204.

Locomotives cost \$38,000, carriages and wagons \$309,540.

Mr Eves answers to questions.

P.232 Plant for Beacon Hill tunnel.

Rolling stock.

4 metre gauge locomotives.

41 steel tip wagons.

20 wooden trucks.

30 bogies.

40 2'0" gauge steel tip wagons.

10,000 yards of metre gauge track.

1,760 yards of 2'0" gauge track.

P.236 Correspondence on the Canton - Howloon Railway.

"The Failing Branch of 2'0" gauge ran from Fanling in a north-easterly direction for $7\frac{1}{2}$ miles to the head of Miao Bay. It was found to be a valuable feeder and its traffic had increased steadily. It had been built very cheaply, as the track was laid at the side of a new road for the first four miles. The remainder of the line ran down a winding vally on gradients of 1:45 and around curves of 150' radius. The permanent way consisted almost entirely of old fifty pound rails and fastenings originally used in the construction of the main line. The two locomotives were used throughout the construction while the coaching and goods stock had been either made up from construction wagons or built locally".

Note. July 1909 Eves resigned before the line was completed and was replaced by E.S.Lindsay. Unfortunately Lindsay died in 1912 while on holiday.

Hong Kong Admin. Reports.

Kowloon Canton Railway.

1910 R3 Ballast and Permanent Way.

"The work of laying the permanent way was carried out under considerable difficulties owing to there being no broad gauge stock available for transport in the usual way. Material was therefore sent around by sea to Taipo during the north-east monsoon which occasioned unavoidable delays. From Taipo towards Beacon Hill materials were spread on a two foot gauge line, and afterwards by material trolley, while north of Taipo the permanent way was first laid to a metre gauge and afterwards splayed out to standard. The sending out of a metre gauge engine and trucks to Taipo enabled this to be and ballasting to be undertaken instead of waiting for a standard gauge engine and trucks to arrive. The plate laying began in March and was finished early in May and as soon as the main line engines and trucks could be got ready ballasting was proceeded with".

1910 R5 Plant

"All the construction plant and stores have now been brought in to the Hung Hom depot from the line or from the recent depot at Tai Kok Tsui. The plant is in good condition and details are given as to its pricing in the estimates".

The railway was opened for traffic on 1st October 1910.

"Information supplied by the District Officer Taipo goes to show that there is a steady going backwards and forwards between Sha Tau Kok and San Chum and as this will materially increase the receipts on the mainline it is proposed to lay a 2' 0" gauge line from Fan Ling to Sha Tau Kok using material which is now available from construction and laying the rails on the new road. From about the fifth mile from Fan Ling towards Sha Tau Kok there is a good deal of heavy work to be done on the road and it will be some time before the small line can be carried out. There is no doubt it will prove successful and eventually be continued to Castle Peak".

1910 R15 Explanatory Notes on Savings and Excesses of 1910 Estimates.

"Due to slight excess on English indents: the transfer of the engines from Leigh & Orange Contract charged to plant and the transfer to Fanling Branch of small 2'0" engines; includes for provision of new engines (4'6½") and of a new one for the Fan Ling Branch 2'0" gauge. To provision of extra train requirement for through traffic working and also stock for the Fan Ling Branch".

1910 R16 Estimates for construction of the Fan Ling Branch.

Earthworks.	\$18,000
Track ballast.	2,000
Track P.W.	27,324
Station Buildings.	3,484
Locos.	13,600
Rolling Stock.	7,000
Salaries.	600
Total.	\$72,008

1911 R1

4. "The construction of the 2'0" gauge light railway from Fanling to Sha Tau Kok $7\frac{1}{2}$ miles, was commenced in April and completed to 6th mile (Shuk Chung Au station) and opened for traffic December 21st".

Fan Ling Branch - Construction 2'0".

Expenditure to 31st December 1911.

Main Heading	Estimate	Expenditure
Land	-	\$2,200-00
Earthworks	-	- Carried out by the P.W.D.
Track ballast	-	-
Track P.W.	\$29,307-00	\$24,405-95
Station Bldgs.	1,200-00	471-63
Locomotives	13,600-00	6,458-06
Carriages	7,000-00	2,142-40
Salaries	1,000-00	309-60
Totals.	\$52,107-00	\$36,987-64

1911 R18 Statement of Rolling Stock for year ending 31st December 1911

2 2'0" gauge 0-4-0T Hudswell Clarke Cyls. 6"x10", E.P. 150lbs, T.P. 1,600lbs,
W.V.O. 5 tons 3cwt.

6 carriages, length 9'0" weight 11cwt, capacity 10 passengers.

2 bogie brake vans, length 16'0", weight 15cwt.

Note, the locomotives were included in the statement of Rolling Stock for 1910 but not the carriages or brake vans. No goods stock listed.

1912 R1

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

Station shelters have been erected at each of the four stations. The 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.

1912 R1 continued.

10. "For the Panling branch line six 2'0" gauge wagons with a capacity of 62 cub ft were built and the six passenger coaches were also fitted with new underframes with dust proof axle boxes".

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".

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

As for 1911 but with the following changes;

6 carriages, length 9'0", weight 11cwt, 10 passengers. Noted as 8 for 1911.

6 goods wagons, length 9'0", weight 10cwt.

1913 R1

2. "A small station was constructed at Sha Tau Kok".

11. "The track of the Panling Branch Line has been carefully inspected and sleepers replaced as suggested by the Consulting Engineers in readiness for the new engine and stock intended to be used in 1914. Bridges have been strengthened and stiffened where necessary".

17. "The new 0-4-0 type locomotive for the Panling branch and the underframes for the new 2'0" gauge carriages arrived at the end of December when the work of erection was put in hand".

Statement of Rolling Stock for year ending 31st December 1913.

2 2'0" gauge 0-4-0T Hudswell Clarke Cyls. 6"x10", B.P. 150lbs, T.P. 1800lbs,

W.W.O. 5tons 3cwt.

1 2'0" gauge 0-4-0WT 0 & K Cyls. 9 $\frac{3}{4}$ "x11 $\frac{1}{2}$ ", B.P. 150lbs, T.P. 4350lbs,

W.W.O. 10tons 0cwt.

6 coaches, length 9'0", weight 11cwt, 10 passengers.

6 goods wagons, length 9'0", weight 10cwt.

Bagie brake vans deleted.

1914 R3 Panling Branch Line.

13. "Washouts occurred on the Panling Branch Line in July and September one owing to the bursting of village bunds which damaged some 800' of railway bank and another caused by a sudden mountain freshet washing away the wings and approaches of a bridge over a stream. About $\frac{3}{4}$ of a mile of second hand 35lb rails have been purchased in order to replace some 85lb rails which were temporarily laid in the road and required at Kowloon, and many new intermediate sleepers were laid and bridges strengthened in order to carry the heavier class of rolling stock placed on the line during the year".

14. "In December 1913 six underframes were received for the Panling Branch Line and on these underframes the following coaches have been erected.

14. continued.

- 1 First class coach.
- 1 First and brake compo.
- 1 Third and brake compo.
- 3 Third class coaches.

The work was started in January and the coaches completed in March. The older coaches were condemned, some were sold and the underframes of others have been used to make steel sided wagons.

15. "In April the 2'0" gauge No 2 Hudswell Clarke locomotive was brought into the shops from Fanning and rebuilt. The frame of this locomotive has been lengthened by 1'3", a covered cab fitted in place of an open one and the couplings altered to the pattern of the new rolling stock on the narrow gauge branch line".

Statement of Rolling Stock for year ending 31st December 1914.

2 2'0" gauge 0-4-0T Hudswell Clarke Cyls. 6"x10", B.P. 150lbs, T.P. 1,880lbs,
W.W.O. 5tons 3cwt.

1 2'0" gauge 0-4-0WT 0 & K Cyls 9 1/2"x11 1/2", B.P. 150lbs, T.P. 4338lbs,
W.W.O. 10tons 0cwt.

- 1 8 whl. bogie coach 1st class, length 24'0", weight 3ton 5cwt, 16 passengers.
- 1 8 whl. bogie coach 1st/brakecompo, length 24'0", weight 3ton 5cwt, 10 passengers.
- 1 8 whl. bogie coach 3rd/brakecompo, length 24'0", weight 3ton 5cwt, 12 passengers.
- 3 8 whl. bogie coach 3rd class, length 24'0", weight 3ton 5cwt, 24 passengers.
- 3 steel side goods wagons, length 9'0", weight 12cwt, capacity 60cub.ft.

1915 83

19. "On the Fanning Branch Line no additional work has been carried out with the exception of a short dead end siding at Fanning to enable larger trains to cross. Half a mile of 85lb rail required for the extension at Kowloon were removed and replaced by 55lb rail".

Statement of Rolling Stock for year ending 31st December 1915.

No change from 1914.

1916 82

9. "On the Fanning Branch Line several hundred sleepers have been renewed with condemned mainline sleepers cut in half and a twelve foot span wooden bridge has been replaced by one of steel joists of old construction material".

12. "In February the turnway system was adopted on the Fanning Branch Line, seven new halts were made and a 2 cent fare charged between each. This has so far proved a success and seems to be appreciated as the earnings of the line show an increase of \$5,923-17c on the previous year, the number of passengers carried being 67,608 as against 47,928 in 1915".

1916 82 continued.

16. "No 1 and No 2 of the Fanling Branch Line have passed through the shops. One of the construction metre gauge engines was previous to sale thoroughly overhauled".

Statement of Rolling Stock for the year ending 31st December 1916.

No change in the numbers of rolling stock.

Change in passenger accommodation as follows:-

Bogie 1st 16 passengers.

Bogie 1st/brake compo 10 passengers.

Bogie 3rd 16 passengers.

Bogie 3rd/brake compo 8 passengers.

1917 84

7. "A concrete floor was laid in the wooden building at the Sun Tau Kok station at the terminus of the Fanling Branch Line and the old sleeper foundations replaced with concrete".

1917 84

24. "During the year heavy repairs were carried out to the branch line locomotives No 1 and No 2 and they were painted".

25. "Heavy repairs were effected to Fanling Branch Line coaches numbers 1,2,3,4,5,6".

27. "Three branch line wagons were painted".

Statement of Rolling Stock for the year ending 31st December 1917.

No change except number of passengers carried in coaches.

Bogie 1st 16 passengers.

Bogie 1st/brake 8 passengers.

Bogie 3rd 28 passengers.

Bogie 3rd/brake 16 passengers.

1918 82

15. "A slip occurred on the Fanling Branch at mile 4 $\frac{1}{2}$ on August 5th necessitating the suspension of traffic until 11th and considerable expenditure on repairs".

24. "The Fanling Branch Line carriages were overhauled and varnished".

26. "During the year the following old construction plant was disposed of:-

Air compressors, boilers etc, but including metre gauge crossings".

Statement of Rolling Stock for the year ending 31st December 1918.

No change from 1917.

1919 84

27. "Passengers carried on the Panling Branch Line".

1917 55,211

1918 45,187

1919 48,917

Statement of Rolling Stock for the year ending 31st December 1919.

No change from 1918.

1920 85

19. "Many of the 2000 condemned sleepers from the main line were halved and partly or wholly used again on the Panling Branch Line".

24. "Heavy repairs to the Panling Branch locomotives were carried out".

32. "The Panling 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".

41. "Panling Branch passengers carried 47,787".

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

No change from 1919.

1921 83

26. "The three 2'0" gauge locomotives have all been through the shops during the year for general overhaul".

50. "Panling Branch passengers carried 45,733".

Statement of Rolling Stock for the year ending 31st December 1921.

No change from 1920.

1922 82

15. "On the Panling Branch Line the old engine shed at Panling Station was rebuilt and a new one was erected at Sha Tau Kok. The old steelwork from the dismantled station at Hung Hom was used in these buildings, with corrugated asbestos roofs and sides.

20. "The 2'0" gauge Panling Branch locomotives have been through the shops for general overhaul but the two which were in use during construction are almost worn out and cannot be kept running much longer".

22. "The 2'0" gauge carriages have also received heavy repairs and two new steel goods wagons have been built to replace two that were beyond repair".

47. "Panling Branch passengers carried 1922 52,431"

Statement of Rolling Stock for the year ending 31st December 1922.

No change from 1921 except for:-

3 Steel sided goods wagons length 9'10", Tare 12cwt, capacity 60cub ft. replacing the same number of 9'0" long wagons.

1923 83

17. "On the Panling Branch Line one of the 2'0" gauge locomotives was condemned as unfit for further service on passenger trains, owing to the crown of the firebox falling in. Two new locomotives were ordered through the Crown Agents and delivery is expected early in 1924".

18. "After careful consideration the Government decided that a motor road should be built in place of the Panling Branch Line, and when this is completed the branch line is to be taken up, and the track and rolling stock, including the two new locomotives on order made over to the Public Works Department for use in connection with development schemes under its control. The branch line will be run as economically as possible until the end of 1924 when it is anticipated that the new motor road will be completed".

33. "Two of the Panling Branch engines were given a thorough overhaul. Stripping down of all gear, dismantling boilers and tanks, taking out wheels, turning up tyres and fitting new ones where necessary, repairing and fitting new axle boxes, turning up cylinders, and facing up steam chests, ports and slide valves".

47. "In view of closing the Panling Branch Line at the end of 1924, the new water tanks were not provided and \$600 lapsed accordingly".

61. "Passengers carried on the Panling Branch 73,838".

Statement of Rolling Stock for year ending 31st December 1923.

Locomotives reduced to 1 Hudswell Clarke and 1 O & K, otherwise no change.

1924 83

24. "Less attention was given to maintenance work on the Panling Branch Line in anticipation of its being taken up by the end of the year, as mentioned in the last years report, but progress with the new road has been delayed and more attention to the railway track maybe necessary in 1925".

25. "Two new 4-4-0 type 2'0" gauge locomotives for the Panling Branch arrived at the end of July and were put into service by the end of September. The locomotives will be handed over to the Public Works Dept. when the road is completed and the railway closed down, and should prove very useful".

33. "Three narrow gauge carriages one 1st class, one 3rd class and one 3rd class luggage and brake were converted into wagons for the Public Works Departments use in making the road to Sha Tau Kok from Panling".

Should read 0-4-4 type.

1924 continued.

56. "Passengers carried on the Fanling Branch 82,505".

"Two locomotives for the Fanling Branch line 2'0" gauge \$30,138-45".

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

2 2'0" gauge 0-4-4T Bagnall cyls 10"x15" B.P.140lbs, T.P. 5727Lbs,

W.W.O. 21tons 4cwt.

1 2'0" gauge 0-4-0T Hudswell Clarke.

1 2'0" gauge 0-4-0WT 0 & K.

1 8 wheeled carriage 1st/brake.

2 8 wheeled carriages 3rd/brake.

3 Steel sided goods wagons, length 9'10", weight 12cwt, capacity 60cub ft.

3 Open goods wagons, length 24'0" weight 2tons 10cwt, capacity 150cub ft.

1925 83

+ 23. "The Fanling Branch Line (2'0") was closed for traffic on 31st December".

36. "A General Strike of Chinese commenced on Sunday 21st June".

39. "Two drivers and one fireman were kidnapped on the Branch Line at Sha Tau Kok on September 11th, and, in view of the pickets in this neighborhood being particularly active it was thought better not to continue to stable the engine and stock at Sha Tau Kok during the night. The train was therefore stabled at Shek Chung Au".

40. "A ballast train for the use of the Public Works Department was provided on the branch line for 100 nights commencing on June 22nd and terminating on 27th October, in connection with the construction of the new road to Sha Tau Kok".

67. "Passengers carried on the Fanling Branch Line 58,419, decrease due to the interference by strike pickets".

Statement of Rolling Stock for year ending 31st December 1925.

No change from 1924.

1926 84

32. "Slips occurred at Wo Hang and Ma Mei Ha on the Fanling Branch Line".

38. "No 1 locomotive Fanling Branch Line 2'0" gauge was reconditioned and repainted".

+ NOTE. Fanling Branch Line still operating.

66. "The Fanling Branch Line was closed on June 11th until 3rd May".

73. "Passengers carried on the Fanling Branch Line 48,451".

1926 continued.

Statement of Rolling Stock for the year ending 31st December 1926.

No.	Type.	Builder.	Cyls.	Dr.Whl.Hin.	Gross Wt.	Age.
2	O-4-4T	Bagnall	10"x15"	33"	21t 4cwt	2yrs 9months.
1	O-4-OT	HC	6"x10"	20"	5t 3cwt	20yrs 1month.
1	O-4-OWT	O & K	9 $\frac{1}{2}$ "x11 $\frac{1}{2}$ "	25"	10t 6cwt	12yrs.

Rudswell Clarke noted as worn out.

Goods and passenger stock no change from 1925.

1927 84

34. "The Fanling Branch Line was operated throughout the year running and maintenance charges being reduced but there is little hope of this line being able to compete against the newly introduced motor traffic between Fanling and Sha Tau Kok".

33. "The new engine shed at Sha Tau Kok on the Fanling Branch Line was only begun in December and will be completed in 1928".

43. "Engine No 2 from the Fanling Branch Line was brought in and given a general overhaul".

54. "One derailment of an engine was recorded on the Fanling Branch Line and one collision".

71. "Passengers carried on the Fanling Branch Line 27,699".

Statement of Rolling Stock for the year ending 31st December 1927.

No change from 1926, the Rudswell Clarke is still noted as worn out.

1928 82

14. "The Fanling Branch Line between Fanling and Sha Tau Kok, 7 $\frac{1}{4}$ miles 2'0" gauge was finally condemned as unnecessary since the new motor road to Sha Tau Kok was completed. The line was therefore closed on 1st April and completely dismantled by the end of June. Much of the permanent way and rolling stock from this line was disposed of later".

48. "A portion of the Fanling Branch Line equipment was disposed of".

72. "Passengers carried on the Fanling Branch Line 5,933".

Analysis of Mileage.

Fanling to Sha Tau Kok	7.25 miles.
Sidings and loops	0.50 miles.

Statement of Rolling Stock for year ending 31st December 1928.

As for 1927 except as follows:-

1 Bagnall sold.

All coaches sold.

3 wagons sold, leaving only one steel sided goods wagon.

1929 88.

67. The Panling Branch Account has been written down to \$15,815-15 which represents the present value of the two old locomotives and rails awaiting disposal. The land has been handed back to Government, and the item of \$2,389-45 written off the railway account. Depreciation Reserves have been debited with the difference between the original cost and an estimated present value of the rolling stock, and other items for which no depreciation is provided have been charged to Profit & Loss Account, Loss on Property Retired, the Capital Account being credited accordingly. It is hoped to dispose of the two old locomotives and rails in the near future when the Capital Account of the Panling Branch Line can be closed.

1929 814.

Particulars of Panling Branch Line Equipment sold. Cash to Capital Account.

July 1929	Panling Branch rails	\$110-99	(1)
Sept 1929	" " "	13-86	(2)
Oct 1929	Panling Branch engine and wagon.	210-00	(3)

Allocation (1) C-9-2
 (2) C-9-2
 (3) C-15-1 \$ 200-00
 C-15-3 10-00

1929 Writing Off Panling Branch Line.

Capital Account.		Allocation.
General expenditure	\$ 300-00	C-1-3-1
Preliminary "	9-60	C-2-3
Land handed back to Government	2,389-45	C-3-1
Sleepers	600-55	C-9-1
Amount written off being difference between original cost and estimated value of rails and fastenings in stock	1,967-72	C-9-2
Track laying	25,771-67	C-9-3
Ballast	7-60	C-9-4
Head Office Building	60-00	C-11-1
Station Buildings	569-44	C-11-2
Minor Workshop & Store Bldgs	557-75	C-11-3
Staff Quarters	1,901-09	C-11-4
Amount written off being difference between original cost and estimated value of one Agnall locomotive	10,569-22	C-15-1
Amount written off being difference between original cost and scrap value of one Hudswell Clarke locomotive	2,000-00	C-15-1

1929 Writing Off Penling Branch Line continued.

Amount written off being difference between original cost and estimated value of one O & K locomotive	\$951-14	C-15-1
Locomotive expenditure	270-71	C-15-2
Amount written off being difference between original cost and scrap value of one steel sided wagon.	397-92	C-15-3
Goods wagon expenditure	6-11	C-15-3
Maintenance	450-01	C-16-1

Engine shed at Penling transferred to Mainline Account.

1929 Rolling Stock Totals.

	In stock at beginning of year.	Reduction during year.	Total stock at end of year.
Bagnall	1	-	1
Baldwell Clarke	1	1 [#]	-
O & K	1	-	1

[#] Sold

One steel sided goods wagon sold. All coaches and wagons now sold.

1930 59.

66. The Penling Branch Line Capital Account has now been written down by \$10,164-16 which represents the present market value of one old locomotive and a quantity of rails. The amount received by sale of one locomotive was \$3,500-00 and the difference between the book value and sale price \$1,000-00 debited to Depreciation Reserves.

1930 518.

One Bagnall sold during the year.

One O & K still in stock.

1931

One O & K locomotive in stock.

1932

One O & K locomotive in stock.

1932 510.

77. The sale of the remainder of the old Penling Branch Line rails realised \$7,777-18. In 1929 this book value of these rails was written down when \$1,967-72 was debited to the Profit & Loss Account and Capital Account was similarly credited. As the proceeds by the sale of these old rails was considerably more than was expected in 1929 this item was redebited to Capital Account, and the amount \$5,188-43 under this sub-head credited

1932 B10 continued.

to Profit & Loss Account. The Panling Branch Line construction account is now closed with the exception of the one unsold old locomotive.

1933 B11.

75. The last of the Panling Branch Line old locomotives was disposed of in September and realised \$400-00. In 1929 the book value of the locomotive was written down to \$100-00, Depreciation Reserves being debited. The difference between the book value and selling price was credited back to Depreciation Reserves and the Panling Branch Line construction account closed with the year.

Disposal of Panling Branch Line Equipment 1928.

Allocation

C-9-1	\$544-87
C-9-2	1,906-38
C-15-1	74-37
C-15-2	6-12
C-15-3	6-11

Sold and transferred 1928.

One Bagnall locomotive 23rd June	C-15-1	\$4,664-97	
Coach underframes and wagons	C-15-2	450-00	
	C-15-3	650-00	Total \$1,100-00

Also rails and sleepers.

J. L. L.
23. 11. 1973.

Kowloon-Canton Railway Terminal Building
(Tsai Sha Tsui)

Designed in 1912 by A. B. Hubback, P.R.I.B.A., as a terminal for route connecting Hong Kong to Canton which had been opened for traffic in October, 1910. Construction started in 1914 and the building was practically finished in 1915 though not opened until a year later. The electric turret clock arrived in 1919 but was not started until 1921 when the one-ton bell was installed. The bell is now in the new K.C.R. Station in Kowloon. The clock did not work during the Japanese Occupation but was re-started on 2nd October, 1945 after the liberation of Hong Kong.

Mrs. Anita Wilson
Asst. Archivist
15.12.1986.

C.O. 129 Series relating to Kowloon-Canton Railway

<u>Date</u>	<u>Reference</u>
1908 Jan 24	CO 129/346/76
1908 Mar 26	CO 129/346/403, 406
1908 Apr 16	CO 129/347/150
1908 May 8	CO 129/347/245
1908 Aug 6	CO 129/348/224
1908 Aug 7	CO 129/348/255
1908 Sep 14	CO 129/348/420
1908 Oct 29	CO 129/349/120
1908 Dec 5	CO 129/349/374
1908 Sep 8	CO 129/350/125
1908 Oct 13	CO 129/350/230
1908 Dec 28	CO 129/350/263
1908 Feb 5	CO 129/350/430
1908 Mar 11	CO 129/351/117
1908 Mar 25	CO 129/351/188
1908 Mar 26	CO 129/351/198
1908 Apr 4	CO 129/351/212
1908 Apr 25	CO 129/351/343
1908 May 2	CO 129/351/410
1908 Jun 25	CO 129/351/755
1908 Oct 13	CO 129/353/2
1908 Oct 22	CO 129/353/52
1908 Nov 19	CO 129/353/243
1908 Dec 8	CO 129/353/413

<u>Date</u>	<u>Reference</u>
1909 Feb 1	CO 129/355/104
1909 Feb 26	CO 129/355/191
1909 Mar 3	CO 129/355/198
1909 May 8	CO 129/356/129
1909 May 8	CO 129/356/133
1909 Jun 4	CO 129/356/299
1909 Jun 19	CO 129/356/459A
1909 Jun 29	CO 129/356/545
1909 Jul 9	CO 129/357/87
1909 Aug 1	CO 129/357/218
1909 Aug 4	CO 129/357/254
1909 Aug 20	CO 129/357/445
1909 Nov 24	CO 129/358/509
1909 Apr 27	CO 129/359/180
1909 Jun 5	CO 129/359/212
1909 Jun 26	CO 129/359/224
1909 Aug 24	CO 129/359/243
1909 Aug 27	CO 129/359/248
1909 Sep 4	CO 129/359/253
1909 Feb 20	CO 129/359/277
1909 Feb 15	CO 129/359/283
1909 Jun 26	CO 129/359/290
1909 Jul 10	CO 129/359/298
1909 Jun 6	CO 129/359/330
1909 Apr 27	CO 129/361/174

<u>Date</u>	<u>Reference</u>
1909 Sep 6	CO 129/362/366
1909 Oct 9	CO 129/362/688
1909 Oct 9	CO 129/362/693
1909 Jul 30	CO 129/364/10
1910 Feb 3	CO 129/365/256
1910 Mar 11	CO 129/365/443
1910 Apr 9	CO 129/366/43
1910 May 21	CO 129/366/601
1910 Jun 23	CO 129/367/276
1910 Jul 9	CO 129/367/352
1910 Jul 18	CO 129/367/373
1910 Jul 29	CO 129/367/507
1910 Aug 17	CO 129/368/299
1910 Aug 18	CO 129/368/309
1910 Aug 26	CO 129/368/385
1910 Aug 27	CO 129/368/388
1910 Aug 30	CO 129/368/412
1910 Oct 5	CO 129/369/12
1910 Oct 8	CO 129/369/99
1910 Oct 12	CO 129/369/180
1910 May 9	CO 129/370/344
1910 Jul 20	CO 129/370/374
1910 Oct 8	CO 129/370/428
1910 Jun 10	CO 129/372/130
1910 Sep 12	CO 129/373/44

<u>Date</u>	<u>Reference</u>
1910 Oct 8	CO 129/373/174
1910 Oct 17	CO 129/373/232
1910 Oct 7	CO 129/374/250
1910 Oct 13	CO 129/374/258
1910 Jul 15	CO 129/374/441
1910 Sep 28	CO 129/374/471
1911 Jan 14	CO 129/375/136
1911 Mar 25	CO 129/376/136
1911 Apr 7	CO 129/376/261
1911 Apr 27	CO 129/376/533
1911 Jul 20	CO 129/378/320
1911 Sep 14	CO 129/380/7
1911 Oct 12	CO 129/380/276
1911 Nov 21	CO 129/381/155
1911 Sep 5	CO 129/382/69
1911 Jul 5	CO 129/384/2
1911 Jul 24	CO 129/384/182
1911 Sep 13	CO 129/384/465
1911 Oct 25	CO 129/385/56
1911 Aug 7	CO 129/387/2
1912 Jan 11	CO 129/388/99
1912 Mar 15	CO 129/389/145
1912 Apr 1	CO 129/389/276
1912 Apr 12	CO 129/389/306

<u>Date</u>	<u>Reference</u>
1912 Jun 13	CO 129/390/309
1912 Jun 20	CO 129/390/325
1912 Aug 1	CO 129/391/186
1912 Aug 2	CO 129/391/224
1912 Aug 8	CO 129/391/271
1912 Aug 31	CO 129/391/466
1912 Sep 2	CO 129/392/2
1912 Nov 19	CO 129/393/218
1912 Oct 28	CO 129/394/308
1912 Jul 25	CO 129/395/531
1912 Dec 2	CO 129/396/375
1912 Apr 26	CO 129/398/149
1913 Mar 17	CO 129/400/119
1913 Jul 24	CO 129/402/228
1913 Aug 14	CO 129/403/69
1913 Aug 14	CO 129/403/74
1913 Sep 23	CO 129/403/376
1913 Dec 15	CO 129/404/251
1913 Jan 15	CO 129/405/67
1913 Jan 16	CO 129/405/70
1913 Feb 28	CO 129/405/257
1913 Mar 20	CO 129/405/306
1913 Aug 5	CO 129/406/93
1913 Sep 12	CO 129/406/224

<u>Date</u>	<u>Reference</u>
1913 Aug 14	CO 129/407/199
1913 Jan 10	CO 129/409/18
1913 Mar 25	CO 129/410/138
1913 Apr 3	CO 129/410/223
1914 Jun 23	CO 129/411/413
1914 Nov 28	CO 129/414/491
1915 Jan 15	CO 129/420/110, 122
1916 May 8	CO 129/432/785
1916 May 12	CO 129/432/830
1916 Jul 6	CO 129/434/14
1916 Jul 13	CO 129/437/396
1916 Aug 24	CO 129/437/486
1927 Nov 25	CO 129/506/12
1929 Feb 21	CO 129/516/4
1929 Nov 5	CO 129/520/6
-	CO 129/530/4
-	CO 129/540/13
1933 Oct 26	CO 129/545/4
1933 Dec 11	CO 129/546/8
-	CO 129/548/4
1934 Nov 16	CO 129/551/4
1937 Aug 19	CO 129/560/1
1937 Oct 26	CO 129/565/6

<u>Date</u>	<u>Reference</u>
1938 Apr 4	CO 129/566/3
-	CO 129/569/9
1938 Mar 25	CO 129/571/9
1938 Jun 7	CO 129/573/14
1939 Jan 5	CO 129/575/4
-	CO 129/579/6
1940 Jan 29	CO 129/583/5
1948 Feb 6	CO 129/596/7

(Prepared by Miss Eleanor Cheng in May 1986)

REFERENCE DOCUMENTS

No.	Subject	Reference
1	K.C.R. Opening	S.C.M.P., 5.10.1911, p. 6, Col. 3-5
2	Robberies on the K.C.R., by F. Bloomfield	Hong Kong Tatler, Mar/1978, p. 80