

FEDERATED MALAY STATES RAILWAYS.

ANNUAL REPORT FOR THE YEAR 1924.

REVIEW OF THE YEAR'S WORKING.

The working of the Federated Malay States Railways during the year 1924 produced a net profit of \$3,278,428 compared with \$1,710,349 in 1923, representing 1.67 per cent. on the total capital expenditure against .89 per cent. last year.

2. Gross receipts have increased by \$1,535,096. To some extent this is attributable to the improved trade conditions in the country.

3. The new tariff book came into operation from the 10th January, 1924, and part of the increase has been produced by the new rates which have imposed additional charges, falling mainly on short distance traffic.

4. Passenger fares for 2nd and 3rd class were reduced from 1st July, 1924, to the old standard rates of three cents and two cents per mile. It is a little difficult to trace the actual trend of passenger traffic as the additional number carried is comparatively small, yet the falling off in revenue has not been serious. It appears, therefore, that additional long distance passengers have been gained rather than short distance as a result of the reduction.

MILEAGE OF LINES.

5. The section Tanah Merah to Krai (20 miles 55 chains) was opened for traffic on 21st July, 1924.

The doubling of the line between Abattoirs and Salak South Junction (2 miles 63 chains) was completed and brought into use on 1st August, 1924.

The Kuala Kubu Deviation (4 miles 77 chains) was completed and opened for public use on 1st August, 1924.

The total mileage of running lines (reduced to single track) open on 31st December, 1924, was 1,071 miles 72 chains (including Johore leased lines) and of running lines and sidings 1,236 miles 78 chains (as compared with 1,044 miles 24 chains and 1,202 miles 47 chains at the end of 1923).

STATIONS AND HALTS.

6. The following stations were opened for traffic during the year:

(a) New stations:

Mandai (new station) opened from 3rd February, 1924.

Sungei Kusial opened from 21st July, 1924.

Temangan opened from 21st July, 1924.

Sungei Nal opened from 21st July, 1924.

Krai opened from 21st July, 1924.

Kuala Kubu Road opened from 15th September, 1924.

(b) Halts converted into permanent stations:

Taboh Naning from 1st February, 1924.

Chigar Perah from 1st August, 1924.

(c) New halts were opened as under:

Simpang (formerly station) from 1st January, 1924.

Londah from 7th February, 1924.

Bukit Betong from 10th April, 1924.

Merbau from 25th June, 1924.

(d) The following stations were closed during the year:

Simpang from 1st January, 1924.

Mandai (old station) from 3rd February, 1924.

Tanah Merah Riverside from 21st July, 1924.

Belengo Halt was closed for traffic on 1st May, 1924, and at Londah Halt trains stopped on Sundays only, as from 1st August, 1924.

The name of Kreh station on the Kedah line was altered to Tassek Glugor on and from 1st August, 1924.

7. On the 31st December, 1924, there were open for traffic 243 permanent stations and 28 passenger halts.

CAPITAL ACCOUNT.

(See STATEMENTS 1 AND 2.)

8. The total expenditure under capital account to 31st December, 1924, is \$195,771,142, of which \$22,933,399 has been provided from Loan Funds. The net addition to total capital expenditure during the year was \$3,796,037 as compared with \$5,183,234 in 1923. The actual Construction Department expenditure was \$3,918,237, i.e., \$1,863,593 on new works and \$2,054,644 on widenings and additions, but considerable credits realised by the absorption or sale of materials, etc., standing on capital account has resulted in a net credit of \$122,200 so far as open line is concerned.

REVENUE RECEIPTS AND EXPENDITURE.

(See STATEMENT No. 3.)

9. The receipts from all sources amounted to \$16,210,202 compared with \$14,675,106 for 1923, an increase of \$1,535,096 (10.46 per cent.).

10. The revenue expenditure on all accounts amounted to \$12,931,774 compared with \$12,964,757, a decrease of \$32,983 (.25 per cent.).

RAILWAY WORKING.

(See STATEMENTS No. 4, VIII, IX, X.)

RECEIPTS.

11. The passenger receipts have decreased by \$25,647 (.44 per cent.). The number of ordinary passengers carried shews an increase of 158,202 (1.5 per cent.) compared with 1923.

12. Parcels and other traffic by passenger train shew a decrease of \$66,451 over 1923. Part of this reduction may be attributed to the operation of revised rates for perishable traffic which is now carried normally at half parcels rates, but on account of the considerable charges thus arising, such of this traffic as is carried by mixed trains, and even in certain cases some that is carried by passenger trains, is charged only at goods rates.

13. There is a total increase on goods train traffic of \$1,347,950 (20.25 per cent.). Merchandise shews an increase of \$907,263, and there are increases in all other classes of goods traffic with the exception of "Other Minerals". The increase in revenue for merchandise traffic is partly due to the greater tonnage carried, there having been an increase in tonnage of 62,658 or 9.5 per cent. This accounts for approximately \$417,000, the balance being attributable to the operation of the increased rates.

14. The decrease in the revenue under "Other Minerals" is due to the completion of the work at Prai and Johore which had involved considerable stone traffic in the previous year.

EXPENDITURE.

15. The total expenditure shews a decrease of \$13,751 (.12 per cent.) as compared with 1923, and the percentage to the total traffic receipts has decreased from 86.22 per cent. to 78.62 per cent.

16. There is an increase under Maintenance and Renewal of Ways and Works (Abstract A) of \$57,480 (2 per cent.). Special expenditure on revenue account under this head is lower by about \$96,000 amounting to \$649,428 as compared with \$553,286. Included in this sum is \$200,000 on account of arrears of maintenance compared with \$232,700 in the previous year, and other important items are:

\$49,100, Relaying part of Taiping pass section.

\$51,472, Renewal of steelwork in existing bridges.

\$89,505, Rebuilding bridges at Ulu Yam damaged by flood.

17. Maintenance and Renewal of Rolling Stock shews in total an increase of \$143,594 on last year.

18. Abstract B (1), locomotives, is down by \$43,000 owing to a reduction of \$86,000 in materials which is set off by increases in wages.

19. Abstract B (2), carriages, shews an increase of \$35,000 mainly due to replacements of stock.

20. Abstract B (3), wagons, shews an increase of \$152,000, of which \$78,000 is also for replacements of stock.

21. There is a heavy increase of \$60,000 for materials under repairs and partial renewals of wagons.

22. There is an increase in total of \$47,713 only (1.9 per cent.) under locomotive running expenses in spite of an addition of 452,000 engine miles (9 per cent.).

23. The total cost of fuel is actually less and the cost per engine mile has decreased from 30 cents in 1923 to 27 cents in 1924. The total running costs per engine mile were 48 cents in 1924 compared with 51 cents in 1923.

24. Traffic expenses (Abstract D) shew an increase of \$89,285, salaries and wages are up \$70,000, clothing \$9,000, cleaning, etc., vehicles \$19,000, but printing, advertising, etc., charges are down \$20,000.

25. The items shewn under general charges again shew considerable variations in comparison with the previous year. Salaries have increased by \$28,000, pensions by \$72,000, passages of officers by \$42,000 and temporary allowances by \$15,000. Included in this Abstract for 1923 was an amount of \$550,000 for writing down the value of stocks. A sum of \$27,700 only appears under this head in 1924.

STEAMER AND FERRY SERVICES.

26. These services shew a net profit of \$66,571 compared with \$76,140 in 1923. Receipts and expenditure are both reduced owing to the closing of the Johore Bahru-Woodlands services in 1923.

DOCKS, HARBOURS AND WHARVES.

27. This account shews a net profit of \$254,179 compared with a loss of \$6,240 in 1923. Receipts are up by \$267,763 while expenditure has increased by \$7,345 only.

28. The operation of the new rates introduced in December, 1923, and the increase in traffic handled are responsible for this result.

ELECTRIC POWER AND LIGHT ACCOUNT.

29. This account shews an increase in total of \$18,233. The unit rate has increased from 17.1 cents to 18.1 cents.

MISCELLANEOUS.

30. Rents received shew an increase of \$20,000 compared with 1923, but the net return from property is less owing to increased expenditure on upkeep. This figure, however, includes \$76,000 for arrears of maintenance and approximately \$40,000 for the provision of new quarters at the cost of revenue account.

General interest shews an increase of \$89,000.

TRAFFIC DEPARTMENT.

THROUGH TRAFFIC, F.M.S. RAILWAYS AND SIAM.

31. There was a noticeable increase in passenger and parcels traffic, and also in the total volume of goods traffic between the Federated Malay States Railways and Siam.

32. Particulars of traffic for the last three years are given below:

		1922.	1923.	1924.
		No.	No.	No.
Through passenger traffic, F.M.S.R. to Siam	1st class ...	835	880	850
	2nd „ ...	1,545	1,642	2,214
	3rd „ ...	17,008	18,645	22,332
		19,388	21,167	25,396
		1922.	1923.	1924.
		No.	No.	No.
Through passenger traffic, Siam to F.M.S.R.	1st class ...	1,071	1,125	1,348
	2nd „ ...	2,007	2,588	3,142
	3rd „ ...	16,253	19,010	22,163
		19,331	22,723	27,253
		Pkls.	Pkls.	Pkls.
F.M.S.R. to Siam	...	70,797	87,467	79,133
Siam to F.M.S.R.	...	205,247	386,248	610,011
		No.	No.	No.
Parcels traffic.	F.M.S.R. to Siam	1,622	3,482	4,008
	Siam to F.M.S.R.	309	1,124	1,214

33. The double line between Salak South Junction and Abattoir Siding Cabins was brought into use on and from 1st August, 1924.

34. In connection with the visit of the British Special Service Naval Squadron to Malaya in February, 1924, the Railway Administration ran 83 special trains. Officers and men from the ships were conveyed free from Penang, Port Swettenham and Singapore to any station on the Federated Malay States Railways. It is estimated that 306,013 visitors were conveyed to and from the ships. This event heavily taxed the resources of the Railway Department. All demands for transport were however satisfactorily met.

35. In connection with the ceremonial opening of the Johore Causeway by His Excellency the High Commissioner on 28th June, 1924, special arrangements were made for conveying guests to and from Johore Bahru.

36. On 19th July, 1924, special trains were run from Tumpat to Tanah Merah River Crossing and back for the convenience of guests invited to attend the ceremonial opening of the "Guillemard" railway bridge over the Kelantan River by His Excellency the High Commissioner.

37. On and from 1st September, 1924, the ordinary train service between Johore Bahru and Tank Road was withdrawn and a revised time-table was introduced, giving a more frequent passenger service between Tank Road and Johore Bahru. This service was inaugurated to attract passengers to the railway and specially reduced 2nd and 3rd class return tickets between Tank Road and Johore Bahru were introduced. The result, however, has not been satisfactory.

38. With effect from Sunday, 2nd November, 1924, the Sunday train service in Kelantan was withdrawn and trains run the same as on week-days.

39. The 2nd and 3rd class passenger fares by train were reduced from 1st July, 1924, as shown below:

2nd class from $3\frac{3}{4}$ cents per mile to 3 cents per mile
3rd " $2\frac{1}{2}$ " " 2 " "

the exceptions being:

IPOH—TRONOH BRANCH.

1st class 5 cents per mile	} For local bookings only.
2nd " $2\frac{3}{4}$ " "	
3rd " $1\frac{1}{2}$ " "	

SULTAN STREET—SUNGEI BESI—AMPANG BRANCHES.

1st class 5 cents per mile	} For local bookings only.
2nd " 3 " "	
3rd " $1\frac{1}{2}$ " "	

40. Concession rates for the transport of race horses running at race meetings at various centres in the country were granted during 1924.

41. His Majesty the King of Siam and suite visited Malaya during September-October, 1924. In connection with the Royal visit the Federated Malay States Railways arranged the running of His Majesty's special train from Padang Besar to Singapore and back. All arrangements were satisfactorily carried out and His Majesty, when leaving Malaya, expressed his appreciation of the arrangements made during the visit.

42. A revised tariff book was brought into operation on 10th January, 1924.

TRAFFIC AT PORT STATIONS.

43. The following is a comparison of goods and mineral traffic dealt with at the port stations during the last ten years:

Date.	Penang.		Prai.		Port Weld.	
	Received via Prai.	Forwarded via Prai.	Received by rail.	Forwarded by rail.	Received by rail.	Forwarded by rail.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1915	11,213	23,512	4,180	40,691	550	59,012
1916	13,204	27,123	12,754	23,288	716	64,524
1917	18,758	30,714	13,521	9,930	1,735	47,022
1918	22,280	37,913	20,324	12,238	746	57,656
1919	30,388	31,076	57,030 *	28,071	2,482	81,451
1920	27,549	28,168	62,989 *	52,110	3,807	80,277
1921	22,617	27,837	106,923 *	44,142	2,737	74,832
1922	21,166	28,159	122,030 *	35,789	7,000	70,124
1923	25,351	25,013	37,674 *	28,308	8,370	114,598
1924	29,308	31,436	14,994	26,397	7,104	131,980

* Includes stone traffic in connection with construction of new wharves.

Date.	Teluk Anson Wharf.		Port Swettenham.		Port Dickson.	
	Received by rail.	Forwarded by rail.	Received by rail.	Forwarded by rail.	Received by rail.	Forwarded by rail.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1915	41,713	125,406	53,542	171,345	5,780	32,212
1916	42,516	122,699	58,670	158,537	7,038	35,335
1917	41,798	109,244	64,228	144,267	8,291	26,865
1918	43,905	87,962	60,157	135,420	7,999	21,425
1919	43,080	76,924	68,505	141,875	9,904	28,403
1920	40,012	62,379	68,317	183,675	10,786	17,054
1921	41,334	37,343	63,415	140,934	7,958	14,565
1922	47,525	33,322	69,271	134,764	10,505	10,324
1923	50,214	46,903	71,716	184,660	8,538	12,520
1924	50,209	59,546	74,537	229,436	10,226	15,122

These figures do not include fuel, stores, or railway material for the Railway Department carried free. Practically all traffic forwarded from Penang is transhipped at Prai and forwarded by train, so that the figures for the two stations should be added together to obtain the total tonnage forwarded from Prai.

OCEAN STEAMERS CALLING AT PORT SWETTENHAM.

44. During 1924, 230 ocean steamers called at Port Swettenham with import cargo as against 203 during 1923, and 207 ocean steamers called for export cargo as against 175 during 1923.

The ocean steamers calling at Port Swettenham include the following:

	Calling with import cargo.	Calling for export cargo.
Ben Line	26	5
Glen Line	19	—
Blue Funnel	35	66
Shire Line	7	—
P. & O. Steam Navigation Company	3	16
British India Steam Navigation Company	77	27
Ellerman and Bucknall Line	3	32
Asiatic Petroleum Company's Oil Boats	24	—
Others	36	63
Total	230	207

TELEGRAMS.

45. The total number of telegrams dealt with in 1924 amounted to 950,769, an increase of 69,412 as compared with 1923.

ACCIDENTS, DERAILMENTS, ETC.

46. Thirty-seven fatal accidents were recorded during 1924. Of these, five were railway servants, two passengers and the remainder trespassers. The persons killed were of the following nationalities:

	Railway servants.	Others.	Total.
Tamils	5	8	13
Chinese	—	15	15
Malays	—	9	9
Total	5	32	37

47. Seventy-two cases of personal injury were recorded during 1924 as detailed below:

Railway servants	54
Passengers	6
Trespassers	12
Total	72

48. There were 154 derailments during 1924 as under:

Engines	...	...	...	...	...	...	...	...	35
Goods vehicles	...	...	...	...	...	...	...	...	99
Passenger coaches	...	...	...	...	...	...	...	...	4
Brake vans	...	...	...	...	...	...	...	...	16
Total									154

49. Level crossing gates were run into and damaged on nineteen occasions during 1924 as under:

By trains	...	...	...	...	...	...	...	...	6
By motor cars or lorries	...	...	...	...	...	...	...	...	13
Total									19

50. One case was recorded in 1924, where a trolley was run into by a train, but fortunately was unattended with any personal injury.

51. Ten joint enquiries into derailments, collisions, etc., were held during 1924.

52. A total sum of \$3,528 was paid out as claims compared with \$8,017 in 1923; of this amount \$1,052 was recovered.

53. Rents for hotels, restaurant cars, and food stalls realised \$98,212 as against \$90,989 in 1923.

WAYS AND WORKS DEPARTMENT.

54. The permanent way was maintained in efficient working order during the year, and amongst the renewals made were the following:

Rails	...	...	...	...	...	...	...	...	1,947
Points	...	...	...	...	...	...	...	...	110
Crossings	...	...	...	...	...	...	...	...	115

55. The length of sidings put in, extended or taken over from the Construction Department in 1924, was 6 miles 78 chains and 25 links, and the length of sidings taken out during the year was 15 chains 19 links.

WAYS AND WORKS DEPÔT.

56. The depôt continued to recondition materials and to manufacture such articles as were within its resources.

LEVEL CROSSINGS.

57. One public level crossing and eight occupation crossings were provided during the year, whilst one public level crossing was closed.

One level crossing was converted into an occupation crossing and two occupation crossings were converted into public level crossings during the year.

BRIDGES AND CULVERTS.

58. The girders of 234 bridges were painted; 104 longitudinal timbers were renewed; 4 new bridges and culverts were built and 56 bridges were renewed and strengthened.

FENCING.

59. Three hundred miles of fencing were maintained during the year, 2½ miles of new fencing were erected, and 6,317 fencing posts were renewed. Seven miles 33 chains of fencing were removed and 320 concrete fencing posts were erected.

WHARVES AND JETTIES.

60. All wharves and jetties were maintained in good repair during the year. Renewals of piles and timbers were carried out as required. The quay and the wharf frontage at the close of the year amounted to 3,554 lineal feet.

SLIPS AND FLOODS.

61. There were 84 slips, washouts or floods reported during the year.

On May, 1924, owing to heavy rain the line was flooded between Rawang and Sungei Tampeian, the water rose to 12" to 18" over rails at Rawang and at 216½ and 218½ miles. There was little damage to permanent way and the floods quickly subsided.

On the evening of 23rd May, 1924, after abnormally heavy rain the water rose to several feet above rail level between Sungei Tampeian and Rasa and completely washed away 50-foot span bridge No. 835 at T.P. 209/13 and 20-foot span bridge No. 842 at T.P. 211/5. The flood also caused several minor washouts between Sungei Tampeian and Rasa.

The line was completely blocked for traffic from 5 p.m. on 23rd May, 1924, till 7 p.m. on 25th May, 1924, when traffic was restored, the gaps being spanned by temporary sleeper crib bridges.

Passengers, parcels and mails were conveyed between the points of obstruction by motor transport at the expense of the Railway Department.

RELAYING.

62. Relaying was carried out from Telegraph Post 67/18 to Telegraph Post 68/6, 68/20 to 68/28, 68/33 to 68/44 and 68/47 to 69/28, Pass Section.

MAINTENANCE.

63. The total length of running line was 1,071 miles 72 chains and sidings 165 miles 6 chains. The running lines and sidings were maintained at a cost of \$1,199 per mile per annum. Compared with 1923 the cost of maintenance shews a decrease of \$53,312.

REST-HOUSES AND HOTELS.

64. All the rest-houses and hotels were maintained during the year in efficient condition.

ANTI-MALARIAL WORKS.

65. Anti-malarial works have been carried out during the year in the following places: Bukit Mertajam, Padang Besar, Gang Line Nos. 11, 31, 32, Bukit Ketri, Ayer Kuning North, Bukit Berapit, Ipoh, Pumpang Halt, Bidor, Kepong, Pengkalan Kundang, Kuala Kubu Road, Sungkai, Bikam, Tampin, Port Dickson, Gang Line 131, Gemas, Jerantut, Kuala Krau, Johore Bahru, Labis, Woodlands, Bukit Timah, Tumpat and Bungsar Road.

SPECIAL SERVICES.

66. The value of the special service works carried out during the year by this department was \$580,917 on revenue account, and \$87,889 on capital account as compared with \$669,329 and \$95,609, respectively, during the previous year. The principal items of expenditure were:

Relaying 63rd to 71st mile, main line	\$49,100
Strengthening all steel span bridges to carry 12-ton axle loads and Teluk Anson and Port Dickson branches to 10½-ton axle loads	51,472
Arrears of maintenance, Ways and Works	234,993
Repairs to line damaged through flood between Sungei Tampeian and Kuala Kubu	89,506

LOCOMOTIVE DEPARTMENT.

LOCOMOTIVE, ROLLING STOCK, ETC.

67. All locomotives, carriages, wagons, steamboats, tongkangs, machinery and other plant were maintained in an efficient state during the year.

68. In statement VII details are given of the number of locomotives and other rolling stock renewed and repaired during the year.

LOCOMOTIVES.

69. No new locomotives were added to the stock.

70. One tank engine No. 71 (A Class) was sold to the Siam Coal Mine & Co.

71. Three open line tank engines, eight tender engines, two steam rail motors and three Construction Department tank engines (A Class) were condemned during the year.

72. The open line stock of locomotives, including the two steam rail motors, was 218 on the 31st December, 1924, as against 232 at the end of 1923. The number of Construction Department locomotives was 21, three less than at the end of 1923.

MILEAGE OF ENGINES AND TRAINS.

73. The total engine mileage, including maintenance ballast miles, for the year was 5,480,408 as compared with 5,028,925 in 1923, an increase of 451,483 miles or 8.98 per cent.

74. The train mileage was 3,895,350 as against 3,588,034 in 1923, an increase of 307,316 miles or 8.57 per cent.

75. The increase both in engine and train miles over the previous year is due to additional train services.

RUNNING COSTS.

76. The total running cost per engine mile for the year 1924 was 48 cents (*vide* Abstract C) as compared with 51 cents in 1923.

FUEL.

77. The following table gives particulars of firewood and coal consumed by locomotives during the year:

Description of fuel.	Weight.	In terms of Rawang coal.			
		Tons.	Cwt.	Qrs.	Lbs.
<i>Jungle firewood—</i>					
Converted at a ratio of 1 passang to 1 ton of Rawang coal	575.36 passangs ...	575	7	0	22
<i>Rawang coal</i>	—	173,271	9	2	9
<i>Imported coal—</i>					
Converted at a ratio of 1 to 1.6 of Rawang coal	Tons. Cwt.Qrs.Lbs. 5,811 0 2 0 ...	9,297	12	3	6
Total ...		183,144	9	2	9

The consumption of fuel in 1924 per engine mile and train mile works out at lbs. 74.84 and 105.32 as compared with 75.93 and 106.42, respectively, in 1923, in terms of Rawang coal.

MACHINERY.

78. All machines were maintained in good order throughout the year.
79. One centre lathe with gap bed, one box bed radial drilling machine and one single geared crank shaping machine were installed during the year.
80. Three pneumatic drills were added to the boiler shop machinery and one portable engine and shafting was installed at Gemas Running Shed.
81. All tanks and water columns, turntables, weighbridges, weighing machines, cranes and pumps were maintained in good order during the year.
82. An additional pump was installed at Prai and new pumping plant installed at Chigar Perah, Bahau and Rasa.

COACHING VEHICLES.

83. The details of coaching stock are shewn in statement II C.
84. No new bogie passenger carriages were built at the works during the year.
85. Twenty bogie coaches were condemned as unfit for further service.
86. One four-wheeled coach, six luggage vans and four fish vans were condemned during the year.
87. Fourteen fish vans were built at the works and turned out to traffic.
88. Four Construction Department inspection saloons were added to the stock.
89. Two hundred and fifty-two coaching vehicles of all types passed through the shops for heavy and light repairs during the year as compared with two hundred and fifty-nine in 1923, at an average cost of \$1,358 per vehicle as compared with \$1,314 in 1923. The figure of 252 includes 47 vehicles which are shewn in statement VII (Abstract B) under the heading "Other Coaching Vehicles". Details of repairs are given in that statement.

GOODS VEHICLES.

90. Detail of goods vehicles are given in statement II D and E.
91. The total number of bogie goods vehicles on 31st December, 1924, was 202 as compared with 204 at the end of 1923.
92. Fifteen Canadian bogie underframes were reconditioned and used as temporary wagons for transporting pipes for the Singapore Municipality.
93. Two bogie firewood trucks were condemned as unfit for further service.
94. Twenty goods brake vans (18-ton), twenty wooden high sides (12-ton) and twenty wooden firewood trucks (10-ton) were built at the works and turned out to traffic.
95. Six covered goods (8-ton) were converted into workmen vans, and three timber trucks (12-ton) were converted into six-wheeled oil tank wagons.

96. One hundred and fifty-nine vehicles were condemned as unfit for further service during the year.

97. One thousand one hundred and thirty-two wagons of all types passed through the shops for heavy and light repairs during the year as compared with 1,017 in 1923.

STEAMBOATS, ETC.

98. The s.s. "Singapore" was sold to Teo Lang Huang, Muar.

99. Eleven steam launches, four at Prai, five at Port Swettenham and two at Kota Bahru (Palekbang), maintained the passenger ferry and tug services during the year.

100. s.s. "Betty" and s.s. "Johore" were awaiting disposal at the end of the year.

101. Thirty-nine tongkangs were repaired on the foreshore and sixteen on the slipway at Port Swettenham.

102. Ten lighters were sent to Singapore for repairs during the year.

103. The total stock of steel and wooden lighters in service was 51 and 26 as compared with 53 and 26, respectively, in 1923.

104. The fleet of ferry and tug boats, including the wagon ferries on 31st December, 1924, was 15, one less than at the end of 1923.

105. The mileage of ferry boats plying between Penang and Prai, Kota Bahru and Palekbang was 64,645 as compared with 79,397 in 1923, the mileage of launches at Port Swettenham not being reckoned.

ELECTRICAL BRANCH.

106. All electrical installations and plant were maintained in good working order during the year.

107. Train lighting on the whole was satisfactory.

108. One 20-h.p. motor to driving power hammer of the Smith Shop at Bungsar Road was installed.

109. One hundred and one coaches were overhauled as they passed through the shops and three coaches were fitted with electric light.

STORES DEPARTMENT.

110. The tendency of prices during the early part of the year was to fall, but during the latter part to rise slightly.

111. Progress towards general stabilisation, after the abnormal trade conditions during and since the war, was well maintained throughout the year.

112. Generally speaking, purchase prices of materials shewed more stability, with consequent possibility of reasonable estimation, than for many years past.

113. During the year under review, payment was made in respect of stores and materials purchased to the amount of \$1,304,271, being an increase of \$338,770 as compared with 1923.

114. The former figure is made up as follows:

Crown Agents	...	...	...	...	...	\$676,461
Purchases from other Government departments	...	...	...	...	...	12,002
Other local purchases	...	...	...	...	...	614,240
Australia	...	...	...	...	...	1,568
Total						\$1,304,271

115. Value of total sales of stores amounted to \$1,582,631 as compared with \$1,680,741 in 1923. The volume of such sales, on the contrary, shewed a considerable increase.

116. Stores and materials stocked on R.S.A. account on 31st December, 1924, amounted to \$1,242,846, a decrease of \$253,219 as compared with the previous year.

117. In addition, materials to the value of \$354,468 were on hand in Australian Suspense Account on 31st December, 1924.

118. Indents to the number of 115 and of an estimated value of \$868,635 were despatched to the Crown Agents as compared with 66 indents of an estimated value of \$450,450 despatched in 1923.

119. The Stores Department executed 14,130 indents in 1924 as compared with 13,153 in 1923.

120. Shipments of stores and materials from Crown Agents aggregated 2,727 tons as against shipments of 1,219 tons in 1923.

121. The tailoring and watch repairing shops continued throughout the year.

122. During the year a complete verification of stocks was made.

SIGNAL AND TELEGRAPH DEPARTMENT.

TELEGRAPHS.

123. The total length of railway telegraph, telephone, tablet, bell and repeater wires on 31st December, 1924, was 4,579 miles 64 chains, an increase of 224 miles 44 chains on the previous year.

124. Seven new telegraph offices were opened during the year, viz., Pantai, Teluk Gadong, Parit Chabang, Batang Kali, Taboh Naning, Chigar Perah, Kuala Kubu Road and one disconnected at Simpang, making a total of 265 telegraph stations.

125. All telegraph instruments and batteries were maintained in good working order.

TELEPHONES.

126. The line work in connection with the extension of the Control Telephone was completed from Kuang to Batu Arang and from Sungei Gadut to Batang Malaka.

127. The Control Telephone extends from Ipoh to Batang Malaka and worked very satisfactorily during the year.

128. A twenty line switchboard was installed at Gemas.

129. The electric motor signals and telephonic communication between Johore Bahru Signal Cabin and Woodlands in connection with the Johore Causeway rolling lift bridge "safe working" were maintained and worked satisfactorily.

ELECTRIC TRAIN TABLETS.

130. Six tablet instruments were installed for the sections Pantai-Petaling, Pantai-Port Swettenham Junction, Kuala Kubu Road-Kerling, Kuala Kubu Road-Kuala Kubu, Kuala Kubu Road-Rasa, and two dismantled, Abattoir Siding and Salak South Junction.

131. All the tablet instruments and batteries were cleaned and maintained in good working order during the year.

132. The total number of tablet failures during the year throughout the railway was 162, compared with 220 in 1923.

POSTS AND TELEGRAPHS DEPARTMENT WIRES ON RAILWAY POLES.

133. The total length of Posts and Telegraphs and other wires on railway poles on 31st December, 1924, was 215 miles 63 chains, a decrease of 152 miles 63 chains, which length was dismantled during the year.

134. The Posts and Telegraphs Department and other lines on railway poles were maintained and kept in working order.

SIGNALLING AND INTERLOCKING.

135. Signalling installations at Mandai New Station, Pantai, Tiroi, Salak South Junction and from Tanah Merah to Krai were completed and brought into use. The signalling and interlocking at Tampin North End and Kuala Kubu Road Deviation were brought into use. An alteration of the position of the cross-over road at Prai South Platform was completed.

136. Nine new signals were erected. One hundred and twenty-six signal posts were renewed and 17 signals were removed to fresh sites.

SIDINGS.

137. Eleven sidings were interlocked and two were dismantled during the year.

SIGNAL AND TELEGRAPH WORKSHOPS AND STORES.

138. The machinery in the workshops worked satisfactorily. As usual, a fair percentage of signalling and other materials necessary for departmental use was made.

139. An extension of four bays was erected to the saw-mill.

POLICE DEPARTMENT.

140. The approved and actual strengths on 1st January and 31st December, 1924, were 819 and 803, respectively.

141. Recruiting of Indians was suspended during the year and only Malays were engaged.

142. During the year, 78 men were struck off the strength. Of these 8 died, 10 retired on pension or gratuity, 10 were dismissed, 14 were discharged, 22 resigned and 14 deserted.

143. The discipline of the force has been maintained satisfactorily. Two hundred and eighty-six men were dealt with departmentally as compared with 284 in 1923. The fines imposed amounted to \$410 as compared with \$473 in the previous year. Twenty-three constables were charged before the Magistrates for various offences, and of these 9 were convicted and 14 were discharged.

144. The detective branch of the force was kept at full strength during the year and did useful work in investigation and detection.

PROSECUTIONS.

145. There were 1,144 prosecutions during the year, classified as under:

1. Offences under Railway Enactments	...	...	...	599
2. Thefts	...	...	...	172
3. Possession of stolen property	...	...	...	77
4. Criminal breach of trust	...	...	...	6
5. Criminal misappropriation	...	...	...	16
6. Cheating	...	...	...	3
7. Abetting the offence of giving an illegal gratification	...	...	...	6
8. Assault and voluntarily causing hurt	...	...	...	70
9. Other offences	...	...	...	195

Total ... 1,144

146. The prosecutions under the Railway Enactments shew an increase of 68 over 1923.

147. Out of the total number of prosecutions 915 resulted in conviction.

148. The total fines imposed by the Courts in purely railway cases amounted to \$6,040, a decrease of \$353 compared with 1923.

149. Fines imposed by the Courts for breach of Customs Regulations on the railways amounted to \$32,230.

HEALTH DEPARTMENT.

150. During the year under review, one Health Officer was seconded from the Medical Department and was in charge of the whole of the line.

151. There were no epidemics amongst railway staff. The sickness returns from district dressers were satisfactory, while the malaria rate has decreased.

152. A new dispensary was opened at Kuala Lipis and another dispensary built at Tapah Road.

153. The clerical staff of the Federated Malay States Railways were examined for tuberculosis and out of 925 examined in the Head Office five "suspects" on re-examination proved negative. Out-station staffs were examined locally or at the nearest hospital.

154. Health conditions at Central Workshops have been much improved by the installation of a "Vacuum Exhaust Draught" in the saw-mill shop, and by the removal of the office to outside the building; also by the process of cell charging and lead burning being carried out in a specially ventilated chamber, well removed from all other buildings.

155. Anti-malarial work has been carried out in many parts of the system.

156. Three oiling gangs were at work, one in Johore, one in North Perak, and one at Padang Besar. These gangs mainly deal with isolated stations and gang lines where local arrangements are not possible.

157. Anti-malarial surveys have been carried out and oiling gangs maintained at various places in Kelantan and Pahang where construction work is in progress.

158. The Railway Hotels at Kuala Lumpur and Ipoh were inspected during the year, also food stalls at the larger stations.

CONSTRUCTION DEPARTMENT.

159. The total expenditure during the year on construction work and surveys of new lines in the Federated Malay States, Straits Settlements and Johore amounted to \$3,918,237 as compared with \$6,788,784 for the year 1923.

EAST COAST RAILWAY: KELANTAN SECTION.

160. This railway starts from Tumpat and proceeds southwards towards Kuala Lipis in Pahang, the distance from Tumpat to the Pahang-Kelantan boundary being $140\frac{1}{4}$ miles.

The line from Tumpat to Tanah Merah (32 miles) was opened for traffic on 1st July, 1915, and from Tanah Merah to Krai (20 miles 55 chains) on 21st July, 1924.

The official opening of the "Guillemard Bridge" over the Kelantan River took place on the 19th July, 1924. This bridge which is the largest in the Peninsula and is situated about 35 miles from Tumpat was commenced in 1920. It is 2,166 feet long over all being composed of five clear spans of 250 feet and five spans of 150 feet. The height from the river bed to the under side of girders is 55 feet.

The quantity of concrete and brickwork in abutments and piers is about 20,000 cubic yards and the total weight of steelwork in the girders is 2,776 tons.

Floods in January-March-November caused a certain amount of damage and delay. The rainfall for the year at Tanah Merah was 112.1 inches.

Earthwork between Tanah Merah and Kuala Pergau excavated during the year was 569,753 cubic yards of earth and 118,247 cubic yards of rock for main line; 21,823 cubic yards of earth and 2,258 cubic yards of rock in stream diversions; 93,685 cubic yards in stations yards and 85,200 cubic yards were filled in at Tebbing Tinggi Bund.

Platelaying reached the 63rd mile from Tumpat southwards.

In addition to the Kelantan Bridge the following large bridges were completed during the year. Sungei Bedal Bridge, one span of 100 feet; Sungei Nal Bridge, two spans of 100 feet and two of 250 feet; Sungei Durian Bridge, one span of 150 feet; Sungei Krai Bridge, two spans of 100 feet each. The main bridges now under construction are the Lebir Bridge, two spans of 250 feet and three of 100 feet each; Pahi Bridge one span of 150 feet and two of 100 feet; Sungei Chanih Bridge, one span of 100 feet and Sungei Pria Bridge, one span of 150 feet.

Stations and the necessary quarters were opened at Sungei Kusial, Temangan, Sungei Nal and Krai.

The headings of tunnels Nos. 1 and 2 at mile $69\frac{1}{4}$ were driven through and good progress made towards lining. A decauville track was laid from Manek Urai (63 miles) to the entrance of the tunnel.

The expenditure during the year amounted to \$1,388,697.

EAST COAST RAILWAY: PAHANG SECTION.

161. The work beyond Chigar Perah, $163\frac{1}{2}$ miles from Gemas, was recommenced in December, 1923.

Good progress was made on earthwork and jungle felling, some 247.97 acres of jungle being felled; 361,325 cubic yards of earth and 116,164 cubic yards of rock being excavated on main line; 27,341 cubic yards in stream diversions of which 4,472 cubic yards were rock; 13,266 cubic yards of earthwork were done in station yards, temporary yards and sidings and 1,687 cubic yards removed on account of slips.

Platelaying was completed to 170 miles and $5\frac{1}{4}$ miles of track were lifted and packed.

Locomotive water supply tanks and pump house at Chigar Perah were in course of erection.

Work on the tunnel at 171st mile has been started.

All bridges from Chigar Perah, $165\frac{1}{2}$ mile to 171st mile, have been completed.

The expenditure during the year amounted to \$476,614.

WATER SUPPLY FOR PRAI.

162. Beyond the maintenance of plant and stores no work was done.

There was a credit balance of \$10,181 at the close of the year.

NEW ENGINE, CARRIAGE SHED AND GOODS YARD, IPOH.

163. The work of metalling the Kuala Kangsar Road Deviation was almost completed at the end of the year and a considerable amount of excavation and filling was done in the new goods yard.

The expenditure during the year amounted to \$49,136.

KUALA KUBU DEVIATION.

164. This work, which was in progress at the end of 1923, was completed in July, and handed over to Open Lines on the 1st August, 1924.

Seventy-three thousand four hundred and eighty-four cubic yards of main line earthwork, one bridge of 150 feet span over the Selangor River and two (one of 40 feet and one of 60 feet span) over the Rasa River, together with station buildings, goods shed platform and loading dock and approach roads to the station and goods shed at Kuala Kubu Road were completed during the period.

The expenditure during the year amounted to \$15,114.

PORT SWETTENHAM DOUBLING.

165. Construction work on the new bridge near the existing Connaught Bridge was started during May.

Plans have been completed and indents for steelwork and caissons sent to the Crown Agents.

Boring was carried out at six different places at the site of the new bridge, the average depth of the bores being 80 feet.

The expenditure during the year amounted to \$55,811.

DOUBLING LINE, BATU JUNCTION TO KUALA LUMPUR AND SUNGEI BESI.

166. The doubling work, which was suspended between Batu Junction and Kuala Lumpur in 1920 and between the Abattoirs and Sungei Besi in 1923, was reopened in January.

The double line was opened to traffic between the Abattoirs and Salak South Junction on 1st August, and the new down main line between Salak South Junction and Sungei Besi was finished on the 19th November, the old main line between these points being regraded.

Steady progress was made on the Kuala Lumpur and Batu Junction Section, the heading through the tunnel being completed on the 1st November. Swettenham Road Bridge was completed and work was started on the Residency Road and Club Road Bridges.

The total amount of earthwork executed during the year was 80,397 cubic yards and 4,076 cubic yards of rock.

The expenditure during the year amounted to \$294,573.

CARRIAGE AND ENGINE SHEDS AND GOODS YARD, SEREMBAN.

167. The filling up of the locomotive and carriage yard sites was practically finished.

Contracts were let for the completion of the engine and carriage sheds.

All roads and fences in connection with this work have been handed over to Open Lines.

Pipe drains were put in hand; also sidings to the engine yard and are nearing completion.

The engine turntable was erected.

The expenditure during the year amounted to \$77,678.

DOUBLING LINE, SINGAPORE RAILWAY (WOODLANDS RAILWAY DEVIATION AND MARSHALLING SIDING).

168. *Singapore Doubling*.—No work was executed during the year in connection with doubling the line, but credits amounting to \$18,225 accrued as a result of transfer of materials to other construction works.

Land Acquisition, Singapore.—In this connection an outlay of \$5,058 was incurred.

Woodlands Deviation.—The deviation and marshalling yard at Woodlands, also completion of the reinforced overhead bridge on the Kranji Road were under construction at the end of the year, the expenditure being \$75,753.

PRAI DOUBLING, WHARVES, ALTERATIONS AND ADDITIONS, ETC.

169. The Federated Malay States Railways took over the maintenance of Prai as from 23rd July, 1924.

CAUSEWAY ACROSS THE STRAITS OF JOHORE.

170. The Johore State Railway, leased to the Federated Malay States Railway System, was opened to traffic in the year 1909, and coincident with this opening a ferry service between Johore Bahru and Woodlands for purposes of carrying goods across the Straits was brought into use. Ferry boats carrying six goods wagons at a time for transhipment were also started.

It had been anticipated by the first General Manager of Railways, Mr. C. E. Spooner, c.m.g., that the time would not be far distant when the volume of traffic across the Straits would become so great that some means other than ferry boats would be required and it was his suggestion in 1904 that the Straits between Johore Bahru and Singapore Island should be bridged. After consideration of this and other schemes for a period of some years, Mr. W. Eyre Kenny, then Acting Colonial Engineer, Singapore, made the suggestion that a rubble causeway should be substituted for a bridge. After examination of all the suggestions, Messrs. Coode, Fitzmaurice, Wilson and Mitchell, Consulting Engineers, Westminster, were asked to prepare plans and estimates for the construction of a causeway.

These plans finally shewed a causeway, 60 feet wide on the top—carrying two tracks of railway and a 26 feet roadway—with a total length of 3,465 feet—the greatest depth crossing the Straits being 77 feet—and the average depth of water being 47 feet at low tide. Provision has been made at the Johore end of the causeway for the passing of small local craft by the provision of a lock, 510 feet long from end to end—which lock is provided with a double set of gates spaced 170 feet apart with a width inside the gates of 45 feet and outside 32 feet. This lock has been crossed by a Schiller roller bridge with three girders. The total width of this bridge is 57 feet, carrying two lines of railway and a clear roadway of 24' 6"—the lift bridge 570 tons in weight and the tide gates being operated electrically.

One million six hundred and forty-one thousand seven hundred and twelve cubic yards of granite were used in the construction of the causeway, the total cost of which was \$12½ millions approximately.

The roller bridge selected for the crossing of the lock is the only one of its type in this part of the world and it is believed that the causeway itself is the first work of this magnitude anywhere adopted.

The ceremonial opening was performed by His Excellency the Governor and High Commissioner in the presence of Their Highnesses the Sultan of Johore and the Rulers of the Federated Malay States, and the Chief Secretary to Government, Federated Malay States, on the 28th of June, 1924, and the causeway has been in continual use from that date.

The result has greatly facilitated the working of railway transport; it has also tended very materially to increase motor transport as between Singapore and the mainland, and although the original idea for the construction of this causeway was enunciated by railway authorities for the purpose of facilitating its own transport and increasing its revenue, yet it cannot be wholly said that this has actually resulted, for the receipts between Johore Bahru and Singapore previously taken by the railway have been reduced by some \$5,000 a month, as a result.

Mr. P. A. Anthony, c.m.g., was General Manager and Chief Engineer of the Railways during the designing and constructing of the causeway and Messrs. Topham, Jones and Railton, London, were the contractors.

The expenditure during the year amounted to \$1,015,830.

STORES.

171. During the year stores and materials for the Railway Construction Branch were purchased to the value of \$328,030, of which the amount paid through the Crown Agents was \$137,361. Value of the stores in hand at the close of the year was \$248,443.

Indents to the number of fifteen of an estimated value of \$378,148 were despatched to the Crown Agents for the Colonies.

GENERAL.

Mr. P. A. Anthony, c.m.g., General Manager and Chief Engineer, proceeded to England on special duty on 5th May, 1924, and retired from the service with effect from 31st December, 1924.

Mr. P. H. Henshaw, Traffic Manager, acted as General Manager from 1st March, 1924, and was so acting at the end of the year.

Mr. F. Titcombe, Senior Assistant Secretary to General Manager, who proceeded on long leave on 2nd August, 1923, returned and resumed duty on 9th March, 1924.

Mr. G. L. Miller, Assistant Secretary to General Manager, proceeded on long leave on 15th March, 1924, and returned and resumed duty on 9th November, 1924.

Mr. A. Allan, Assistant Secretary to General Manager, proceeded on long leave on 1st November, 1924, and was still on leave at the end of the year.

Mr. H. B. Polglase, who was appointed Deputy Accountant, with effect from 6th November, 1922, assumed duty on 1st August, 1924. He proceeded on long leave on 18th December, 1924.

Mr. C. H. Rowe, Construction Accountant, acted as Deputy Accountant, with effect from 18th December, 1924.

Mr. R. P. Walker, Assistant Accountant, who proceeded on long leave on 5th February, 1924, returned and resumed duty on 19th November, 1924.

Mr. F. L. Dennis, Assistant Accountant, who proceeded on long leave on 4th July, 1923, returned and resumed duty on 19th January, 1924.

Mr. D. Philp, Assistant Accountant, proceeded on long leave on 5th June, 1924, and was still on leave at the end of the year.

Mr. A. E. Hawkins, Audit Inspector, was appointed as Assistant Accountant, with effect from 1st May, 1924. He proceeded on long leave on 20th November, 1924, and was still on leave at the end of the year.

Mr. D. Simpson, Stock Verifier, was appointed as Assistant Accountant, with effect from 1st May, 1924.

Mr. J. D. Pearce, Stock Verifier, who proceeded on long leave on 19th January, 1924, returned and resumed duty on 9th October, 1924.

Mr. A. E. Edwards was appointed as Audit Inspector and assumed duty on 12th September, 1924.

Mr. P. W. Redfearn, Assistant Accountant, Locomotive Department, who proceeded on long leave on 16th February, 1924, returned and resumed duty on 16th October, 1924.

Mr. J. A. Ball, Assistant Accountant, Construction Department, proceeded on long leave on 15th August, 1924, and was still on leave at the end of the year.

Mr. P. G. Beal, Deputy Traffic Manager, acted as Traffic Manager from 1st March, 1924, and was so acting at the end of the year.

Major W. H. Elkins, Assistant Traffic Manager, acted as Deputy Traffic Manager from 1st March, 1924, to 12th November, 1924.

Mr. J. Ross, Assistant Traffic Manager, acted as Deputy Traffic Manager, with effect from 13th November, 1924, and was so acting at the end of the year.

Mr. T. E. Wells, Assistant Traffic Manager, who proceeded on long leave on 5th May, 1923, returned and was seconded for duty in the General Manager's Office with effect from 15th February, 1924.

Mr. C. E. Rooke, Assistant Traffic Manager, who proceeded on long leave on 10th July, 1923, returned and resumed duty on 16th March, 1924.

Mr. A. F. Bidnell, Station Superintendent and Traffic Inspector, who proceeded on long leave on 22nd May, 1923, returned and resumed duty on 14th February, 1924.

Mr. A. S. Stokes, Station Superintendent and Traffic Inspector, who proceeded on long leave on 30th July, 1923, returned and resumed duty on 1st February, 1924.

Mr. W. G. Adams, Wharfinger, who proceeded on long leave on 1st August, 1923, returned and resumed duty on 28th March, 1924.

Mr. G. W. Bell, Station Superintendent and Traffic Inspector, who proceeded on long leave on 30th August, 1923, returned and resumed duty on 9th April, 1924.

Mr. W. G. Stewart, Assistant Traffic Manager, who proceeded on long leave on 14th March, 1924, returned and resumed duty on 8th November, 1924.

Mr. H. E. Clayton, Station Superintendent and Traffic Inspector, who proceeded on long leave on 14th March, 1924, returned and resumed duty on 10th October, 1924.

Mr. J. Ross, Assistant Traffic Manager, who proceeded on long leave on 8th April, 1924, returned and resumed duty on 13th November, 1924.

Mr. T. P. Speakman, Station Superintendent and Traffic Inspector, who proceeded on long leave on 9th May, 1924, was still on leave at the end of the year.

Mr. W. A. Griffin, Assistant Traffic Superintendent, who proceeded on long leave on 26th April, 1924, returned and resumed duty on 19th December, 1924.

Mr. C. Murray, Station Superintendent and Traffic Inspector, who proceeded on long leave on 3rd June, 1924, was still on leave at the end of the year.

Mr. W. R. Brearley, Station Superintendent and Traffic Inspector, who proceeded on long leave on 27th October, 1924, was still on leave at the end of the year.

Major W. H. Elkins, Assistant Traffic Manager, proceeded on long leave on 9th November, 1924, and was still on leave at the end of the year.

Mr. E. G. Browne, Assistant Engineer, who proceeded on long leave on 15th January, 1924, returned and resumed duty on 12th September, 1924.

Mr. W. Bunch, District Engineer, who proceeded on long leave on 19th January, 1924, retired from the service with effect from 31st December, 1924.

Mr. W. Cosier, Chief Permanent Way Inspector, who proceeded on long leave on 29th February, 1924, returned and resumed duty on 23rd October, 1924.

Mr. A. R. Johnson, Senior District Engineer, proceeded on long leave on 1st February, 1924, and was still on leave at the end of the year.

Mr. J. Willet, Chief Permanent Way Inspector, who proceeded on long leave on 1st February, 1924, retired from the service with effect from 1st June, 1924.

Major J. C. G. Spooner, Senior District Engineer, who proceeded on long leave on 29th February, 1924, returned and resumed duty on 7th November, 1924.

Mr. W. J. Haskins, Senior District Engineer, who proceeded on long leave on 15th March, 1924, returned and resumed duty on 7th November, 1924.

Mr. T. P. Sargent, District Engineer, Grade I, who proceeded on long leave on 25th April, 1924, returned and resumed duty on 5th December, 1924.

Mr. G. S. Helps, District Engineer, Grade II, who proceeded on long leave on 25th April, 1924, returned and resumed duty on 9th October, 1924.

Mr. A. E. Fawcett, Assistant Engineer, who proceeded on long leave on 10th May, 1924, was still on leave at the end of the year.

Mr. A. H. Short, Chief Permanent Way Inspector, proceeded on long leave on 22nd May, 1924, and was still on leave at the end of the year.

Mr. G. R. Hedges, Chief Permanent Way Inspector, who proceeded on long leave on 5th November, 1924, was still on leave at the end of the year.

Mr. A. W. Maxwell, District Telegraph Engineer, who proceeded on long leave on 29th March, 1923, returned and resumed duty on 4th February, 1924.

Mr. F. A. Punter, Signal and Telegraph Engineer, proceeded on long leave on 8th November, 1924, and was still on leave at the end of the year.

Mr. A. W. Maxwell, District Telegraph Engineer, acted as Signal and Telegraph Engineer, with effect from 8th November, 1924, when Mr. Punter proceeded on leave.

Mr. F. R. Mahony, Assistant Telegraph Engineer, who proceeded on long leave on 26th February, 1924, returned and resumed duty on 22nd December, 1924.

Mr. C. L. Parsons, District Signal Engineer, who proceeded on long leave on 6th March, 1924, returned and resumed duty on 3rd November, 1924.

Mr. J. H. Webb, Storekeeper, proceeded on long leave on 25th April, 1924, and was still on leave at the end of the year.

Mr. F. W. Stones, Stores Superintendent, who proceeded on long leave on 7th December, 1923, returned and resumed duty on 25th July, 1924.

Mr. K. C. Caldicott, District Engineer, Grade I, who acted as Stores Superintendent during Mr. Stones' absence on long leave, returned to the Engineering Department on 25th July, 1924.

Mr. W. E. Williams, Storekeeper, was appointed as Stores Assistant with effect from 26th March, 1924.

Mr. L. P. Watts, Storekeeper, proceeded on long leave on 21st June, 1924, and was still on leave at the end of the year.

Mr. J. F. Edington, Works Assistant, who proceeded on long leave on 29th February, 1924, returned and resumed duty on 9th October, 1924.

Mr. A. E. A. Ridgway, Electrical Assistant to Locomotive Superintendent, who proceeded on long leave on 22nd March, 1924, retired from the service with effect from 6th September, 1924.

Mr. J. C. Lapage, Running Superintendent, proceeded on long leave on 10th May, 1924, and was still on leave at the end of the year.

Mr. P. Wilson, Chief Draftsman, who proceeded on long leave on 27th September, 1924, was still on leave at the end of the year.

Mr. H. H. Leigh, Running Assistant, who proceeded on long leave on 12th April, 1923, returned and resumed duty on 5th January, 1924.

Mr. E. Hibberd, Assistant Locomotive Superintendent, who proceeded on long leave on 29th August, 1923, returned and resumed duty on 12th April, 1924.

Mr. A. W. S. Graeme, Works Manager, who acted as Locomotive Superintendent from 1st January, 1924, was confirmed in the appointment with effect from 19th March, 1924.

Mr. B. Davies, Locomotive Foreman, was promoted to Running Assistant with effect from 1st January, 1924.

Mr. A. E. Holmes Brown, District Locomotive Superintendent, acted as Running Superintendent from 10th May, 1924, to 31st December, 1924.

Mr. J. O. Sanders was appointed as Works Manager and assumed duty on 13th July, 1924.

Mr. G. H. Day-Lewis was appointed as Assistant Locomotive Superintendent and assumed duty on 9th April, 1924.

Mr. F. W. Latham assumed duty as Locomotive Foreman with effect from 18th January, 1924.

Mr. J. Holland assumed duty as Carriage Shop Foreman with effect from 22nd April, 1924.

Mr. J. W. Dunlop assumed duty as Train Lighting Foreman with effect from 21st November, 1924.

Mr. L. J. Lawson, Locomotive Foreman, proceeded on three months' leave on 28th January, 1924, prior to retirement.

Mr. C. H. Wyatt, Assistant Commissioner, Railway Police, who proceeded on six months' medical leave on 14th June, 1923, returned and resumed duty on 15th February, 1924.

Mr. W. A. Newman, Chief Inspector, Railway Police, proceeded on long leave on 26th May, 1924, and was still on leave at the end of the year.

Mr. D. O'Mahony, Inspector of Railway Police, who proceeded on long leave on 24th April, 1924, was still on leave at the end of the year.

Mr. T. Grieve, Engineer for Construction, who proceeded on long leave on 9th February, 1923, returned and resumed duty on 19th January, 1924.

Mr. H. S. Haskins, Section Engineer, who proceeded on long leave on 3rd October, 1923, returned and resumed duty on 6th June, 1924.

Mr. S. Halford, Assistant Chief Surveyor, who proceeded on long leave on 28th December, 1923, returned and resumed duty on 28th August, 1924.

Mr. J. S. Rogers, Section Engineer, proceeded on long leave on 23rd April, 1924, and was still on leave at the end of the year.

Mr. H. E. Marnie, Section Engineer, who proceeded on long leave on 17th May, 1923, was still on leave at the end of the year.

Mr. J. Inglis, Section Engineer, proceeded on long leave on 21st June, 1924, and was still on leave at the end of the year.

Mr. D. W. Brisbane, Divisional Engineer, resigned from the service on the 31st May, 1924.

Major J. W. Revell, Section Engineer, resigned from the service on the 19th June, 1924.

Mr. J. F. Hay, Section Engineer, resigned from the service on the 26th September, 1924.

Mr. R. P. Kittow, Divisional Engineer, resigned from the service on the 31st December, 1924.

PUBLIC OFFICERS' GUARANTEE FUND.

The number of officers in the Railway Department contributing to the Public Officers' Guarantee Fund was 2,531 as compared with 2,321 at the end of the previous year. The entrance fees and contributions amounted to \$5,128.

WIDOWS AND ORPHANS' PENSION ENACTMENT.

There were 1,006 railway contributors under the W. and O. Pension Enactment at the end of 1924 as compared with 899 at the end of 1923.

RAILWAY SERVANTS' BENEFIT FUND.

The total receipts on account of the Railway Servants' Benefit Fund during the year amounted to \$3,640, a decrease of \$1,481 on 1923. The payments from the Fund totalled \$2,140, leaving a balance to the credit of the Fund on 31st December, 1924, of \$12,713.

STATION AUDITS.

One thousand seven hundred and fifty-three station audits were held during the year comprising 1,513 complete, 126 partial and 114 surprise audits. There were in addition 134 complete and 26 partial inspections carried out by Audit Inspectors.

VERIFICATION OF STORES.

Forty-one examinations of stores were made during the year, composed of 30 complete and 11 partial verifications.

TICKET PRINTING.

During the year 12,354,669 ordinary tickets were printed and issued to stations. The percentages to classes were:

First	...	...	212,009	...	1.71 per cent.
Second	...	...	1,243,259	...	10.06 "
Third	...	...	10,861,800	...	87.92 "
Bicycle	...	...	35,478	...	.29 "
Motor cycle	...	...	2,123	...	.02 "

In addition special tickets were printed for week-end, privilege and other concession arrangements.

SCHEME FOR RECRUITING AND TRAINING MALAYS.

TRAFFIC DEPARTMENT.

The scheme for Malay Station Masters came into operation in November, 1922, and so far as one can judge at present has been a success.

During the year under review it continued to attract more Malays to the Traffic Department, and at the end of the year there were 25 qualified Malay Station Masters in charge of stations and 15 under training. With the exception of Mentakab, Mengkarak and Triang, all stations on the Pahang line up to and including Padang Tungku and Kuala Pilah branch were in charge of Malay Station Masters. In addition there were 19 Malay Ticket Collectors and 15 Signalmen compared with 14 and 11, respectively, at the end of 1923.

MENIAL STAFF.

The number of Malays increased in this branch during the year, the noticeable increase being amongst porters. At the end of the year there were 286 Malays in the various grades of porters, pointsmen, messengers, peons, etc., as compared with 196 at the end of 1923.

POLICE DEPARTMENT.

Forty-nine Malays recruited during the year 1923 for the uniform branch of the Railway Police Force were posted to stations on the Kuala Selangor and Port Swettenham lines upon completion of their six months' training. At the small stations they have generally given satisfaction, but at Port Swettenham after an extended trial it was found necessary to reduce the hours of duty by one-third of the total required of the Indian police constables formerly stationed there. After this change had been effected the situation improved.

During 1924 a further 40 men were recruited and posted to the Police Dépôt for training.

The following is a comparative statement of Malays employed in the Traffic, Police and Engineering Departments during 1923 and 1924 and the total establishment:

Appointments.	December, 1923.		December, 1924.	
	No. of Malays.	Total Establishment.	No. of Malays.	Total Establishment.
TRAFFIC DEPARTMENT.				
Peons and punkah-pullers	6	24	7	24
Station Masters and Clerks, including Malay Station Masters qualified and Probationers	30	933	52	964
Signalmen	11	89	15	103
Pointsmen	36	434	50	451
Gatemen	10	192	12	199
Head luggage porters	1	13	1	15
Porters	131	377	200	389
Messengers	11	31	14	35
Guards	10	149	10	148
Ticket Collectors	14	50	19	55
Train Porters ... ..	...	22	1	22
Yard Foremen	1	22	1	23
Shunting porters	1	46	1	48
Monthly paid and coal clerks	2	66	2	65
Total ...	264	2,448	385	2,541
POLICE DEPARTMENT.				
Railway Police	53	798	90	780
ENGINEERING DEPARTMENT.				
Technical Subordinates	4	75	4	74
Clerks	2	96	2	95
Permanent Way Overseers	3	127	1	135
Gatemen	8	108	8	106
Peons	8	20	7	18
Punkah-pullers	3	6	4	6
Chainmen	1	3	1	3
Total ...	29	435	27	437

RAILWAY BOARD.

The following gentlemen constituted the Board at the close of the year:

The General Manager of Railways (*Chairman*);

The Treasurer, Federated Malay States;

The Director of Public Works, Federated Malay States;

The Hon'ble Mr. Choo Kia Peng, M.F.C.;

The Hon'ble Mr. V. Gibbons, M.L.C.;

The Hon'ble Mr. D. A. M. Brown, M.L.C.;

Mr. H. B. Egmont Hake;

Mr. D. H. Hampshire;

Mr. G. E. Teale (on leave);

Mr. D. F. Topham (acting);

The Chief Accountant, Federated Malay States Railways.

The Board met on nine occasions, in addition to which, five sub-committee meetings were held.

This body constitutes and in effect performs all the duties of a Board of Directors—and from its ranks is drawn the standing Rates and Fares Advisory Committee.

This Committee sat on seven occasions and at the close of the year consisted of the following personnel:

The Hon'ble Mr. D. A. M. Brown;

The Hon'ble Mr. Choo Kia Peng;

Mr. H. B. Egmont Hake;

Mr. D. H. Hampshire;

The Chief Accountant, Federated Malay States Railways;

Mr. J. Ross (Assistant Traffic Manager);

Mr. T. E. Wells (General Manager's Department).

The signatory to this report feels that it is incumbent upon him to record that though it falls to his lot to attach his signature to it—yet was the whole of the administration and managership for the year 1924 controlled by other officers—Mr. P. A. Anthony, C.M.G., General Manager and Chief Engineer, being responsible up to 29th February, and from that date to the end of the year Mr. P. H. Henshaw.

GENERAL MANAGER'S OFFICE,
KUALA LUMPUR, F.M.S.,
15th May, 1925.

J. P. SWETTENHAM,
Acting General Manager, F.M.S. Railways.

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No. 1.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

To Expenditure.	Amount expended to 31st December, 1923.	Amount expended during year as per No. 2.	Transfers from Lines not open for traffic to Open Line account.	Amount expended to 31st December, 1924.	By Receipts.	Amount received to 31st December, 1923.	Amount received during year.	Total.
	\$ c.	\$ c.	\$ c.	\$ c.		\$ c.	\$ c.	\$ c.
Lines open for Traffic	106,532,452 24	28,900 62	10,050,774 88	116,612,127 74	Received from Federal Government—	173,061,106 44	Cr. 223,363 45	172,837,742 99
Lines not open for Traffic— New Lines	14,548,083 93	1,863,593 48	Cr. 6,513,707 44	9,897,969 97	Received from Straits Settlements Loan, 1921—	18,913,999 47	4,019,399 99	22,938,399 46
Widenings and Additions ...	26,041,469 30	2,054,643 86	Cr. 20,692,973 44	7,403,139 72				
Lines Leased	604,408 13	Cr. 97 89	...	604,310 24				
Rolling Stock	29,567,907 92	Cr. 136,555 51	134,910 00	29,566,262 41				
Manufacturing and Repairing Works and Plant	3,607,381 84	8,947 82	20,996 00	3,637,325 66				
Total Capital Expended on Railway	180,901,703 36	3,819,432 38	Cr. 17,000,000 00	167,721,135 74				
Steamer and Ferry Service ...	740,103 43	Cr. 15,942 50	...	724,160 93				
Docks, Harbours and Wharves...	6,469,240 46	Cr. 16,679 23	17,000,000 00	23,452,561 23				
Hotels	654,606 82	...	...	654,606 82				
Electric Power Stations ...	125,554 08	...	...	125,554 08				
Land and Property not forming part of the Railway or Stations	2,992,395 44	9,225 89	...	3,001,621 33				
Saw-mill	91,502 32	...	...	91,502 32				
Total Expenditure	191,975,105 91	3,796,036 54	...	195,771,142 45	Total Receipts ...	191,975,105 91	3,796,036 54	195,771,142 45

No. 2.—DETAILS OF CAPITAL EXPENDITURE FOR THE YEAR 1924.

Item Nos. in 1924 Estimates.	Votes chargeable.	Loan Account.	Ordinary Capital Account.	Total.
	LINES OPEN FOR TRAFFIC.	\$ c.	\$ c.	\$ c.
3	Taiping Pass Section—Relaying Main Line 63rd- 71st mile	80 69		
7	Pantai—Crossing Loop	6,181 43		
8	Port Swettenham. Reconstruction of the Engine Shed with Turn-tables, etc.	8,600 84		
9	Bahau—Loco Water Supply	2,133 40		
12	Renewal of Steelwork in existing bridges now under standard loading	52,350 06		
3/23	Additional Passenger and Goods Accommodation, Tampin	44 41		
5/23	Marshalling, Siding, Engine and Carriage Sheds, Gemas Cr.	2,065 14		
Wt. 132/24	Purchase of Land in connection with rebuilding bridges at Ulu Yam	765 00		
	Sale of Land to Trade and Customs Department ...		Cr. 20,822 00	
	New Railway Offices for District Officers, Kuala Lumpur— cost of 140,000 concrete bricks		Cr. 4,200 00	
	Value of Bridge Girders, etc., returned to Way and Works Depôt		Cr. 12,040 00	
	Sundry Credits		Cr. 2,728 07	
	Adjustment of Credit in error for cost of boilers ex "Johore"		Cr. 600 00	28,900 62
	LINES NOT OPEN FOR TRAFFIC.			
2	East Coast Railway—Kelantan	1,388,696 51		
3	Do. do. Pahang	476,613 93		
13	Surveys and Estimates of New Works	59 85		
14	East Coast Railway—P. Mas to R. Panjang Extension ...	13,707 44		
11	Final payment by the Government of Straits Settlements of the purchase price of Penang Hills Railways Cr.	14,573 83		
	Sundry Credits		Cr. 910 42	1,863,593 48
	WIDENINGS AND ADDITIONS.			
4	Water Supply for Prai Cr.	10,180 95		
5	New Engine and Carriage Shed and Goods Yard, Ipoh ...	49,136 38		
6	Kuala Kubu Deviation	15,114 49		
7	Port Swettenham Doubling	55,811 25		
8	Doubling Line—B. Junction to Kuala Lumpur and Sungei Besi	294,573 20		
9	Carriage and Engine Shed, etc., Seremban	77,678 11		
	Doubling Line, Singapore Railway, New Station, Fort Canning, etc. Cr.	18,225 33		
Wt. 20/24	Do. do. Acquisition of Land	5,057 88		
10	Woodlands Railway Deviation and Marshalling Siding ...	75,753 01		
11	Prai Doubling Wharves, alterations, etc.	494,282 84		
12	Causeway across Johore Straits	1,015,830 48		
	Sundry Credits		Cr. 187 50	2,054,643 86
	LINES LEASED.			
	Value of Rails returned to W. and W. Depôt from Johore Bahru		Cr. 97 89	Cr. 97 89
	ROLLING STOCK.			
14	Replacement of 20 ten-ton Goods Brake Vans to be broken up	7,529 57		
17	One set Superheater Gear for "H" class Engine ...	2,270 76		
	Sale of Engine No. 71 to Siam Coal Mine		Cr. 4,500 00	
	Sale of Materials from Paid-up Stock		Cr. 141,855 84	Cr. 136,555 51
	Carried over			3,810,484 56

No. 2.—DETAILS OF CAPITAL EXPENDITURE FOR THE YEAR 1924—(cont.)

Item Nos. in 1924 Estimates.	Votes chargeable.	Loan Account.	Ordinary Capital Account.	Total.
		\$ c.	\$ c.	\$ c.
	<i>Brought forward</i> ...	...	...	3,810,484 56
	MANUFACTURING AND REPAIRING WORKS AND PLANT.			
6	Structure for charging Train Lighting Cells, Central Workshops ...	3,032 16		
15	Additional Machinery and Plant for Central Workshops ...	738 24		
16	Machinery for Loco Shop at Gemas ...	5,177 42		8,947 82
	STEAMER AND FERRY SERVICE.			
	Sale of s.l. "Singapore" per Messrs. Drew and Napier, Singapore ...	...	Cr. 15,342 50	
	Value of Boilers ex "Johore"—Adjustment ...	...	Cr. 600 00	Cr. 15,942 50
	DOCKS, HARBOURS AND WHARVES.			
	Sale of Slipway at Port Swettenham to Penang Harbour Board ...	...	Cr. 8,366 68	
	Value of Materials from Port Swettenham Wharves returned to W. and W. Dépôt ...	...	Cr. 1,232 18	
	Value of Materials from Prai Wharves returned to W. & W. Dépôt ...	...	Cr. 7,080 37	Cr. 16,679 23
	LAND, PROPERTY, ETC., NOT FORMING PART OF THE RAILWAY OR STATIONS.			
1	Padang Besar—Staff Quarters (1 unit) ...	1,475 00		
2	Sungei Patani—Quarters for Traffic Staff (3 units) and Menial Staff (3 units) ...	2,210 69		
5	Batu Arang—Additional Staff Quarters ...	2,104 00		
Wt. 14/24	Purchase of Land for Railway Quarters at Tanjong Malim	6,690 08		
Wt. 96/24	Menial Staff Quarters at Gemas (unprovided) ...	746 12		
	Sale of Quarters at Taiping to Perak Government ...	...	Cr. 4,000 00	9,225 89
	Total ...	...	...	3,796,036 54

No. 3.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See State- ment.	—	Gross Receipts.	Expenditure.	Net Receipts.	1923.		
					Gross Receipts.	Expenditure.	Net Receipts.
		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
4	Railway	14,762,624 30	11,498,454 36	3,264,169 94	13,509,912 92	11,512,205 64	1,997,707 28
5	Steamer and Ferry Service	253,926 69	187,356 04	66,570 65	348,237 80	272,097 89	76,139 91
6	Docks, Harbours and Wharves	644,551 15	390,372 56	254,178 59	376,788 25	383,027 91	Dr. 6,239 66
	Total ...	15,661,102 14	12,076,182 96	3,584,919 18	14,234,938 97	12,167,331 44	2,067,607 53
	Miscellaneous Receipts—						
	Rents from Houses and Lands		313,599 36				298,629 54
	Rents from Hotels		54,275 00				51,300 00
	Other Rents		45,989 49				43,801 84
			413,863 85				
	Less Upkeep of Property		372,271 51				393,731 38
							311,226 96
	General Interest			41,592 34			82,504 42
				135,235 91			46,435 57
	Total Net Income			3,761,747 43			2,196,547 52
	Deduct—Rentals and Fixed Charges—						
	Rents Payable		126,319 62				129,198 67
	Rent on Leased Lines		357,000 00				357,000 00
				483,319 62			486,198 67
	Total Net Profit			3,278,427 81			1,710,348 85

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No. 4.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Cr.

See Abstr. tract.	To Expenditure.	1924.		1923.		Percentage of Traffic Receipts.		By Gross Receipts.	1924.		1923.		Percentage of Traffic Receipts.	
						1924.	1923.						1924.	1923.
		\$	c.	\$	c.				\$	c.	\$	c.		
(A)	Maintenance and Renewal of Way and Works	2,933,045	57	2,875,565	72	20.08	21.55	Passenger Train Traffic—						
								Ordinary Passengers, 1st Class	700,920	18		682,726	25	
								2nd "	1,131,111	28		1,125,513	03	
								3rd "	3,871,500	04		3,983,898	50	
								Immigrants	18,930	19		12,888	93	
(B)	" " " Rolling Stock—													
	(1) Locomotives	835,142	48	878,960	07									
	(2) Carriages	403,786	14	368,311	21									
	(3) Wagons	492,771	26	340,834	63									
		1,731,699	88	1,588,105	91	11.85	11.90	Season Tickets, 1st Class	2,356	62		3,544	51	
(C)	Locomotive Running Expenses	2,548,050	91	2,500,337	30	17.44	18.74	2nd "	20,489	10		26,855	85	
(D)	Traffic Expenses	2,681,954	14	2,592,669	56	18.36	19.43	3rd "	75,450	51		10,977	88	
		5,230,005	05	5,093,006	86	35.80	38.17				98,296	23	41,378	24
								Total Receipts from Passengers						0.67
									5,820,757	92	5,846,404	95	39.84	43.81
(E)	General Charges	1,530,644	32	1,887,868	63	10.48	14.15	Mails	74,852	44		65,072	95	0.51
	Legal Expenses	1,112	35	3,128	13	0.00	0.02	Parcels and Other Merchandise by Passenger Train	708,300	53		774,751	60	4.85
	Assessment on Tamil Labour	56,402	85	50,740	00	0.39	0.38				783,152	97	839,824	55
	Compensation	2,476	16	6,965	19	0.02	0.05							5.36
								Total Passenger Train Receipts			6,603,910	89	6,686,229	50
	Total Traffic Expenditure	11,485,386	18	11,505,380	44	78.62	86.22	Goods Train Traffic—						45.20
								Merchandise	4,929,215	38		4,021,952	59	33.74
								Live Stock	224,247	16		225,527	83	1.54
								Tin and Tin-ore	354,637	91		230,918	58	2.43
								Rubber	1,100,330	76		1,068,152	85	7.53
								Coal, Coke and Firewood	1,132,933	68		795,582	37	7.75
								Other Minerals	264,352	99		315,633	34	1.81
								Total Goods Train Receipts			8,005,717	88	6,657,767	56
	Johore Causeway Lock	13,068	18	6,825	20									54.80
	Miscellaneous							Total Traffic Receipts			14,609,628	77	13,343,997	06
														100.00
	Total Expenditure	11,498,454	36	11,512,205	64			Mileage, Demurrage and Wagon Hire, etc.			Dr. 9,594	78	Dr. 1,359	40
	Net Receipts	3,264,169	94	1,997,707	28			Johore Causeway Lock					13	75
								Miscellaneous	162,590	31		167,261	51	
	Total	14,762,624	30	13,509,912	92			Total			14,762,624	30	13,509,912	92

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	1924.		1923.	
	\$	c.	\$	c.
1.—Superintendence—				
Salaries	441,452	29	412,487	85
Office Expenses... ..	17,431	69	16,702	15
			458,883	98
2.—Maintenance of Roads, Bridges and Works—				
Earthworks	71,673	31	72,042	57
Bridges, Tunnels, Culverts, Retaining Walls, River Improvements and Other Works	135,330	51	107,402	59
Roads and Fences	37,588	20	33,512	54
			244,592	02
3.—Maintenance of Permanent Way—				
Renewals of Running Lines and Sidings—				
Wages... ..	5,353	59	9,798	66
Materials	42,813	31	88,658	38
Engine Power	933	10	2,580	20
	49,100	00		
Repairs of Running Lines and Sidings—				
Wages	890,830	15	821,912	45
Materials	525,124	63	661,006	67
Engine Power and Wagon Repairs 67,568 96	1,483,523	74	53,916	52
			1,532,623	74
4.—Maintenance of Signalling			183,795	69
5.—„ Telegraphs			209,012	81
			125,654	83
			179,781	92
6.—Maintenance of Stations and Buildings—				
Stations, Depôts and Offices	173,156	44	151,226	74
Engine and Carriage Sheds	19,477	80	16,984	82
Locomotive Carriage and Wagon Workshops	23,902	81	7,031	65
Other Buildings	4,895	79		
			221,432	84
7.—Miscellaneous			82,704	49
			2,923	20
			111,941	98
Total			2,933,045	57
			2,875,565	72

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) LOCOMOTIVES.

	1924.		1923.	
	\$	c.	\$	c.
1.—Superintendence—				
Salaries	93,635	54	88,220	13
Office Expenses	1,681	19	2,223	39
		95,316 73		90,443 52
2.—Complete Renewals—				
Wages ... ..	...		...
Materials ... ..	...		...
3.—Repairs and Partial Renewals—				
Wages	413,976	02	377,862	32
Materials	268,068	19	354,656	13
		682,044 21		732,518 45
4.—Purchase of New Locomotives ... ..	...		...
5.—Workshop Expenses—				
Repairs and Renewals of Machinery and Plant	39,058	10	32,599	57
Other Expenses	48,306	05	48,329	36
		87,364 15		80,928 93
Deduct Engine Power Supplied		864,725 09		903,890 90
		29,582 61		24,930 83
Total ...		835,142 48		878,960 07

(2) CARRIAGES.

	1924.		1923.	
	\$	c.	\$	c.
1.—Superintendence—				
Salaries	37,686	36	35,597	60
Office Expenses	733	16	992	97
		38,419 52		36,590 57
2.—Complete Renewals—				
Wages	4,507	32	...	
Materials	28,154	95	...	
		32,662 27		...
3.—Repairs and Partial Renewals—				
Wages	166,618	62	152,470	76
Materials	127,986	53	143,106	86
		294,605 15		295,577 62
4.—Purchase of New Carriages ... ..	...		...
5.—Workshop Expenses—				
Repairs and Renewals of Machinery and Plant	17,033	10	14,559	03
Other Expenses	21,066	10	21,583	99
		38,099 20		36,143 02
Total ...		403,786 14		368,311 21

(3) WAGONS.

	1924.		1923.	
	\$	c.	\$	c.
1.—Superintendence—				
Salaries	33,788	12	30,954	43
Office Expenses	857	09	1,100	91
		34,645 21		32,055 34
2.—Complete Renewals—				
Wages	10,440	04	...	
Materials	67,945	59	...	
		78,385 63		...
3.—Repairs and Partial Renewals—				
Wages	149,372	36	132,583	27
Materials	185,829	17	124,440	74
		335,201 53		257,024 01
4.—Purchase of New Wagons ... ..	...		...	11,683 68
5.—Workshop Expenses—				
Repairs and Renewals of Machinery and Plant	19,912	11	16,141	53
Other Expenses	24,626	78	23,930	07
		44,538 89		40,071 60
Total ...		492,771 26		340,834 63

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

		1924.	1923.
	\$ c.	\$ c.	\$ c.
1.—Superintendence—			
Salaries	122,378 22		121,951 54
Office Expenses	6,959 59		5,491 68
		129,337 81	
2.—Steam Train Working—			
Wages connected with the running of Locomotives	793,035 87		714,676 44
Fuel	1,465,586 28		1,497,768 66
Water	113,176 04		97,432 51
Lubricants	84,228 66		84,027 94
Other Stores, including Clothing	21,778 59		26,732 85
Miscellaneous	13,333 95		13,293 25
		2,491,139 39	
		2,620,477 20	2,561,374 87
Deduct Engine Power Supplied		72,426 29	61,037 57
Total		2,548,050 91	2,500,337 30

ABSTRACT D.—TRAFFIC EXPENSES.

		1924.	1923.
	\$ c.	\$ c.	\$ c.
1.—Salaries and Wages—			
Superintendence	321,650 32		326,450 50
Station Masters and Clerks	987,996 02		942,896 55
Signalmen and Gatemen	240,973 55		226,339 75
Porters, etc.	219,237 67		197,819 40
Police	146,244 88		153,613 66
Guards	214,010 49		215,631 51
Shunting... ..	58,251 73		56,491 94
		2,188,364 66	2,119,243 31
2.—Fuel, Lighting, Water and General Stores		183,427 32	172,855 60
3.—Clothing		47,557 39	38,132 97
4.—Printing, Advertising, Stationery and Tickets		74,535 45	94,838 19
5.—Cleansing, Lubricating and Lighting of Vehicles		181,385 12	162,817 31
6.—Miscellaneous		6,684 20	4,782 18
Total		2,681,954 14	2,592,669 56

ABSTRACT E.—GENERAL CHARGES.

	1924.	1923.
	\$ c.	\$ c.
Salaries of G.M.R., C.A. and Staff—		
Salaries	384,384 40	356,984 39
Office Expenses	11,919 30	12,107 29
Medical Expenses	55,421 86	51,017 38
Gratuities	500 00	400 00
Pensions and Gratuities under Pension Laws	248,575 95	176,316 43
Passages of Officers	128,935 58	87,137 22
Education Fees for the Children of Police Officers and Constables	280 50	342 50
Temporary Allowance	648,093 93	632,994 88
Fees to Unofficial Members of Railway Board	10,000 00	10,000 00
Travelling Expenses in connection with the Railway Board		475 04
Railway Institutes and Sanatoria	3,541 56	2,836 96
Loss incurred by writing down value of Equipment for Hotels		10,589 54
" " " Suspense Stock	27,709 05	539,735 44
Sundries	11,282 19	7,831 56
Total	1,530,644 32	1,887,868 63

No. 5.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMER AND FERRY SERVICES.

Dr.

Cr.

To Expenditure.	1924.	1923.	By Gross Receipts.	1924.	1923.
	\$ c.	\$ c.		\$ c.	\$ c.
1. Salaries and Wages	103,092 57	136,488 38	1. Passengers	126,475 02	160,483 90
2. Fuel	28,353 45	55,087 06	2. Parcels and other Coaching Traffic	34,920 77	32,009 97
3. Stores, Lubricants, Water, etc. ...	7,474 43	13,446 27	3. Mails	1,150 76	1,375 54
4. Repairs	48,030 09	65,977 55	4. Goods	84,997 88	150,051 23
5. Harbour Fees and Light Dues ...	180 00	180 00	5. Live Stock	12 45	746 13
6. Miscellaneous	225 50	918 63	6. Miscellaneous	6,369 81	3,571 03
	187,356 04	272,097 89			
Balance ...	66,570 65	76,139 91			
Total ...	253,926 69	348,237 80	Total ...	253,926 69	348,237 80

No. 6.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

Dr.

Cr.

To Expenditure.	1924.	1923.	By Gross Receipts.	1924.	1923.
	\$ c.	\$ c.		\$ c.	\$ c.
1. Superintendence	4,075 21	2,543 97	1. Wharfage	535,107 20	321,178 00
2. Maintenance—Wharves, etc. ...	61,814 88	38,963 46	2. Lighterage and Towage	60,750 65	6,978 75
Do. Tugs and Tongkangs	89,285 79	100,359 26	3. Cooly Labour	36,798 33	39,576 27
3. Working Expenses, Tugs and Tongkangs—Salaries	15,667 93	12,571 87	4. Miscellaneous	11,894 97	9,055 23
Other Charges	17,429 49	31,932 61			
4. Wages not included in above ...	185,378 14	183,325 10			
5. Dredging	474 70	...			
6. Miscellaneous	16,246 42	13,331 64			
	390,372 56	383,027 91	Total Receipts ...	644,551 15	376,788 25
Balance ...	254,178 59	...	Balance ...	...	6,239 66
Total ...	644,551 15	383,027 91	Total ...	644,551 15	383,027 91

Dr.

No. 7.—ELECTRIC POWER AND LIGHT ACCOUNT.

Cr.

	1924.		1923.			1924.		1923.	
	\$	c.	\$	c.		Number of Units.	\$	c.	Number of Units.
1.—Superintendence—					Current Supplied—				
Salaries	48,403	13	48,579	08	For Power	569,238	103,007	09	548,195
Office Expenses	773	11	847	20	„ Lighting	814,073	147,313	91	805,372
Total Superintendence		49,176	24	49,726	28	„ Other Consumers	10,724	98	...
2.—Generation—					Train Lighting—				
Maintenance of Buildings	7,255	87	7,496	93	Superintendence	14,752	86	13,025	97
„ of Plant, Machinery and Tools									
Maintenance of Feeders, Cables and Accessories									
Wages	24,289	34	21,379	88					
Fuel	33,156	70	37,517	93					
Oil, Waste, Water and Stores	9,589	97	12,819	78					
Total Generation		74,291	88	79,214	52				
3.—Distribution—									
Maintenance of Feeders, Mains and Apparatus	21,790	56	16,274	79					
Maintenance of Meters, Switches, Fuses, Lamps, etc.									
Wages									
Total Distribution		68,437	87	49,879	25				
4.—Purchase of Current		83,892	85	78,745	33				
Total		275,798	84	257,565	38	Total	275,798	84	257,565

I.—MILEAGE OF LINES.

A.—Mileage of Lines Open for Traffic.

LINES OWNED BY THE FEDERATED MALAY STATES RAILWAYS.	Running Lines.						Sidings reduced to Single Track.	Total of Single Track including Sidings.	Year 1923, Total of Single Track including Sidings.	
	Length of Road Single Track.		Second Track.		Total Miles reduced to Single Track.					
	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.
Main and Principal Lines—										
Prai to Gemas	351	17	39	29	390	46	85	54	474	20
Bukit Mertajam to Padang Besar ...	99	04	5	07	104	11	6	21	110	32
Kuala Lumpur to Port Swettenham ...	25	52	2	06	27	58	16	31	44	09
Gemas to Chegar Perah	163	09	3	34	166	43	5	84	172	47
Johore Bahru to Pasir Panjang ...	19	38	2	06	21	44	6	57	28	21
Kelantan	64	47	3	08	67	55	4	08	71	63
Total Main and Principal Lines ...	723	07	55	10	778	17	123	15	901	32
Minor and Branch Lines—										
Port Weld	7	40		24	7	64	1	82	9	66
Tronoh	15	29	1	31	16	60	1	38	18	18
Teluk Anson	18	11		72	19	03	3	19	22	22
Batang Berjuntai	14	10	1	60	15	70	2	39	18	29
Batu Caves	5	38		70	6	28	16	69	23	17
Kuala Selangor	29	56	1	67	31	43	4	04	35	47
Sultan Street, Ampang and Salak South	8	24	1	25	9	49	1	48	11	17
Port Dickson	24	20	1	38	25	58	1	23	27	01
Malacca	20	72	1	13	22	05	1	79	24	04
Kuala Pilah	13	07		24	13	31		32	13	63
Leased Line—										
Johore	120	69	4	55	125	44	6	38	132	02
Total ...	1,000	63	71	09	1,071	72	165	06	1,236	78
									1,202	47

B.—Mileage of Lines Authorised but not Open for Traffic.

LINES OWNED BY THE FEDERATED MALAY STATES RAILWAYS.	Miles Authorised.	Miles Constructed but not Open for Traffic.		Miles under Construc- tion.	Miles not Commenced or in Abeysance.
	Length of Road.	Length of Road.	Length (including Sidings).	Length of Road.	Length of Road.
New Lines—	M. C.	M. C.	M. C.	M. C.	M. C.
East Coast Railway, Kelantan Section	87 40	...	...	87 40	...
" " Pahang Section	23 72	...	...	23 72	...
Malacca to Gemas Railway	45 51	...	...	...	45 51
Klang to Morib Railway	21 00	...	...	...	21 00
Widenings and Deviations—					
Doubling Singapore Line	14 71	...	...	...	14 71
Doubling Line, Port Swettenham Junction to Port Swettenham	25 36	...	...	...	25 36
Kuala Lumpur-Sungei Besi Doubling	3 52	3 52	4 12	...	...
BatuJunction-KualaLumpurDeviationandDoubling Bukit Kueng Deviation, Klang	2 48	...	...	2 48	...
Raising or Deviation of Line between Ulu Yam and Sungei Choh... ..	44	...	...	44	...
	15 54	...	...	...	15 54

II.—ROLLING STOCK.

A.—Steam Locomotives and Tenders.

Description.					Number 1924.	Total.	Year 1923, Number.
Tender Engines—							
4 4 0	Wheel Type	...	...	...	12	...	18
4 6 0	"	...	...	...	40	...	42
4 6 2	"	...	...	...	112	...	112
0 6 6 0	"	...	...	...	2	...	2
2 6 0	"	...	...	...	10	...	10
						176	
Tank Engines—							
0 6 0	Wheel Type	...	...	...	10	...	11
0 6 4	"	...	...	...	31	...	31
4 4 0	"	...	...	...	19	...	24
4 4 2	"	...	...	...	1	...	2
						61	
Total Engines					...	237	252
" Tenders					...	176	184

B.—Rail Motor Vehicles.

	Year 1924.		Year 1923.	
	Number.	Carrying Capacity.	Number.	Carrying Capacity.
		Seats.		Seats.
Steam Power ...	2	150	4	300
Internal Combustion Service Vehicles	5	...	5	...

C.—Coaching Vehicles.

	Bogie.	Four Wheeled.	Number.	Seats or Berths.				Year 1923.	
				1st Class.	2nd Class.	3rd Class.	Total in 1924.	No.	Seats or Berths.
PASSENGER CARRIAGES.									
Carriages of Uniform Class	201	11	212	713	1,839	11,467	14,019	230	15,100
Composite Carriages ...	173	8	181	977	1,822	4,107	6,999	189	7,102
Restaurant Carriages ...	13	...	13	297	...	...	204	13	267
Miscellaneous ...	13	...	13	127	17	68	212	8	120
Total ...	400	19	419	2,114	3,678	15,642	21,434	440	22,589
Sleeping Cars ...	11	...	11	176	...	...	176	11	176
TOTAL PASSENGER CARRIAGES ...	...	...	430				21,610	451	22,765
OTHER COACHING VEHICLES.									
Post Office Vans ...	2	...	2					2	
Luggage, Parcel and Brake Vans ...	11	8	19					25	
Carriage Trucks ...	...	36	36					36	
Horse-Boxes ...	...	29	29					29	
Miscellaneous ...	3	66	69					59	
TOTAL OTHER COACHING VEHICLES ...	...	...	155					151	
TOTAL COACHING VEHICLES ...	...	...	585					602	

D.—Merchandise and Mineral Vehicles.

	Bogie Stock.	4-wheeled Stock.	Number 1924.	Number 1923.
Open Wagons—				
Under 8 tons ... ..	...	8	8	13
8 and up to 12 tons... ..	6	1,885	1,891	1,910
Over 12 and up to 20 tons	7	...	7	9
Over 20 tons (other than special)	33	...	33	33
Covered Wagons—				
Under 8 tons ... ..	...	38	38	38
8 and up to 12 tons... ..	1	2,183	2,184	2,245
12 and up to 20 tons ... ..	...	...	...	...
Over 20 tons... ..	...	...	...	...
Mineral Wagons—				
Under 8 tons ... ..	...	...	...	...
8 and up to 12 tons... ..	...	...	...	...
Over 12 and up to 20 tons ... ..	...	...	...	...
Over 20 tons... ..	125	...	125	126
Special Wagons (for loads of exceptional dimensions and weight) ... ..	...	10	10	10
Cattle Trucks ... ..	...	230	230	252
Rail and Timber Trucks (including Twin Trucks) ... ..	...	283	283	291
Brake Vans	4	121	125	114
Miscellaneous ... ..	...	...	...	...
Total ...	176	4,758	4,934	5,041

E.—Railway Service Vehicles.

	Number 1924.	Number 1923.
Ballast Wagons	282	280
Mess and Tool Vans... ..	7	7
Break-down Cranes	3	3
Travelling Cranes	37	37
Construction Wagons	448	444
Miscellaneous	64	60
Total ...	841	831

III.—ROAD VEHICLES.

	Number.	Number 1923.
Service Vehicles—		
Lorries Open Line	3	2
„ Construction	8	8
	11	10

VII.—MAINTENANCE AND RENEWAL OF ROLLING STOCK—(ABSTRACT B).

	In Railway Workshops. Total.	Year 1923, Total.
Locomotives—		
Renewed ... ..	...	...
Repaired—		
Heavy repairs	83*	79
Light „	23*	24
Under or awaiting repairs at end of year	46†	53*
Rail Motors—		
Renewed ... ..	...	...
Repaired—		
Heavy repairs ... ..	...	...
Light „	1	1
Under or awaiting repairs at end of year	1	3
Coaching Vehicles—		
(a) Carriages—		
Renewed ... ..	...	...
Repaired—		
Heavy repairs	192	199
Light „	13	18
Under or awaiting repairs at end of year	41	83
(b) Other Coaching Vehicles—		
Renewed	14	...
Repaired—		
Heavy repairs	46	37
Light „	1	5
Under or awaiting repairs at end of year	25	25
Wagons—		
Renewed	60	...
Repaired—		
Heavy repairs	1,083	958
Light „	49	59
Under or awaiting repairs at end of year	366	435

* Includes two Construction Department Engines.

† Includes five Construction Department Engines.

VIII.—ENGINE MILEAGE.

	1924.				1923.			
	Train Miles, including empty trains.	Shunting Miles.	Other Miles (Assisting Light, etc.)	Total Engine Miles.	Train Miles, including empty trains.	Shunting Miles.	Other Miles (Assisting Light, etc.)	Total Engine Miles.
A.—Miles run in relation to Railway Traffic Receipts	3,895,350	893,154	268,617	5,057,121	3,588,034	899,291	179,210	4,666,535
B.—Miles run in relation to Railway Expenditure	4,237,942	911,593	330,873	5,480,408	3,875,971	916,509	236,445	5,028,925
C.—Miles run by Federated Malay States Railways Engines—								
Steam Tender and Tank Engines	4,222,309	911,593	330,622	5,464,524	3,869,251	916,509	236,373	5,022,133
Rail Motors	15,633	...	251	15,884	6,720	...	72	6,792
Total	4,237,942	911,593	330,873	5,480,408	3,875,971	916,509	236,445	5,028,925

IX.—RAILWAY PASSENGER TRAFFIC AND RECEIPTS.

	1924.			1923.		
	Number.	Receipts.	Average Fare per Passenger.	Number.	Receipts.	Average Fare per Passenger.
		\$ c.	\$ c.		\$ c.	\$ c.
Ordinary—						
1st Class	159,001	700,920 18	4 41	194,858	682,726 25	3 50
2nd „	1,015,430	1,131,111 28	1 11	978,098	1,125,513 03	1 15
3rd „	9,610,896	3,871,500 04	40	9,464,047	3,983,898 50	42
Immigrants	29,259	18,930 19	65	19,381	12,888 93	67
Total	10,814,586	5,722,461 69	53	10,656,384	5,805,026 71	54
Season Tickets—						
1st Class	170	2,356 62	13 86	187	3,544 51	18 95
2nd „	2,132	20,489 10	9 61	3,545	26,855 85	7 58
3rd „	12,471	75,450 51	6 05	8,252	10,977 88	1 33
Total	14,773	98,296 23	6 65	11,984	41,378 24	3 45

X.—RAILWAY GOODS TRAFFIC AND RECEIPTS.

	1924.			1923.		
	Tonnage.	Receipts.	Average Receipt per ton.	Tonnage.	Receipts.	Average Receipt per ton.
		\$ c.	\$ c.		\$ c.	\$ c.
Merchandise	720,547	4,929,215 38	6 84	657,889	4,021,952 59	6 11
Tin and Tin-ore	58,322	354,637 91	6 08	48,648	230,918 58	4 75
Rubber	105,048	1,100,330 76	10 47	113,716	1,068,152 85	9 39
Coal, Coke and Firewood ...	596,212	1,132,933 68	1 90	485,698	795,582 37	1 64
Other Minerals	380,975	264,352 99	69	538,238	315,633 34	59
Total	1,861,104	7,781,470 72	4 18	1,844,189	6,432,239 73	3 49
Live Stock	No. of Tons. 1,762			No. of Tons. 1,638		
„	No. of Heads. 86,414	224,247 16	Per Head. 2 60	No. of Heads. 112,832	225,527 83	Per Head. 2 00

XI.—SUMMARY OF FINANCIAL RESULTS SECURED.

	1924.	1923.	1922.	1921.	1920.	1919.	1918.	1917.	1916.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Total Expenditure on Capital Account	195,771,142	191,975,106	186,791,872	173,983,371	144,134,625	123,681,858	108,972,124	105,388,013	102,211,994
Gross Receipts from businesses carried on by the Railway (No. 3) ...	15,661,102	14,234,939	13,483,304	15,912,285	17,059,659	14,730,878	12,890,408	12,989,046	11,429,909
Revenue Expenditure on businesses carried on by the Railway (No. 3)...	12,076,183	12,167,331	11,112,377	14,893,173	15,822,694	10,762,983	8,743,117	7,775,944	7,335,367
Net Receipts from businesses carried on by the Railway (No. 3) ...	3,584,919	2,067,608	2,370,927	1,019,112	1,236,965	3,967,895	4,147,291	5,213,102	4,094,542
Miscellaneous Receipts (Net) ...	176,828	128,940	120,335	<i>Dr. 201,465</i>	<i>Dr. 367,292</i>	<i>Dr. 72,242</i>	12,892	37,902	52,969
Total Net Income ...	3,761,747	2,196,548	2,491,263	817,647	869,673	3,895,654	4,160,183	5,251,004	4,147,511
Rentals and fixed charges ...	483,320	486,199	487,258	316,095	306,488	224,312	223,818	225,539	120,282
Contribution to Imperial Government for War Purposes ...	...	...	...	...	...	360,895	537,007	857,143	...
Total Net Profit ...	3,278,428	1,710,349	2,004,005	501,552	563,185	3,310,447	3,399,358	4,168,322	4,027,229
Yield per cent....	1.67%	0.89%	1.07%	0.29%	0.39%	2.67%	3.12%	3.95%	3.94%

XII.—NET PROFIT EARNED BY FEDERATED MALAY STATES
RAILWAYS BETWEEN 1885 AND 1924, INCLUSIVE.

Year.	Perak.		Selangor.		Remarks.
	\$	c.	\$	c.	
1885	15,080	46	...	...	First section in Perak opened on 1st June, 1885. First section in Selangor opened on 15th September, 1886, for light traffic only; earnings, \$9,579.18 only to 31st December, 1886, but no statistics kept.
1886	18,363	11	...	...
1887	21,923	27	57,703	46	
1888	38,357	18	199,724	27	
1889	37,878	73	194,078	36	
1890	30,211	15	221,369	82	
1891	30,113	23	187,452	30	
1892	15,469	94	231,064	65	
1893	30,597	34	329,775	46	
1894	72,224	58	387,033	43	
1895	165,419	27	425,291	87	
1896	251,314	14	309,405	22	
1897	238,770	88	280,514	43	
1898	233,089	74	248,613	28	
1899	372,346	72	376,076	55	
1900	503,510	87	531,857	96	
1901	502,551	51	576,566	39	
1902	714,210	95	624,082	37	
	3,291,433	07	5,180,609	82	=
				\$	c.
				8,472,042	89
Federal—					
			1903	...	1,881,685 11
			1904	...	1,474,911 07
			1905	...	1,663,048 15
			1906	...	1,572,337 51
			1907	...	1,553,617 74
			1908	...	1,609,130 60
			1909	...	1,488,343 34
			1910	...	2,247,073 79
			1911	...	3,281,274 91
			1912	...	2,666,345 23
			1913	...	2,707,696 23
			1914	...	2,029,187 22
			1915	...	2,636,397 93
			1916	...	4,027,228 54
			1917	...	4,168,322 06
			1918	...	3,399,358 19
			1919	...	3,310,446 62
			1920	...	563,185 49
			1921	...	501,552 08
			1922	...	2,004,005 07
			1923	...	1,710,348 85
			1924	...	3,278,427 81
			Total	...	58,245,966 43

XIII.—MONTHLY RAILWAY EARNINGS, COACHING AND GOODS
TRAFFIC, 1924.

—			Passengers numbers.	Coaching.	Goods.	Total.
				\$ c.	\$ c.	\$ c.
January	...	...	871,774	551,262 42	679,875 93	1,231,138 35
February	...	...	1,025,407	618,734 35	599,941 33	1,218,675 68
March	...	...	820,952	601,311 68	695,987 94	1,297,299 62
April	...	...	866,566	564,866 77	628,554 07	1,193,420 84
May	...	...	945,118	593,558 75	668,883 56	1,262,442 31
June	...	...	822,347	537,014 78	655,704 62	1,192,719 40
July	...	...	878,899	501,781 94	687,965 58	1,189,747 52
August	...	...	918,195	543,522 86	714,732 79	1,258,255 65
September	...	...	869,098	491,874 23	664,734 99	1,156,609 22
October	...	...	902,284	530,300 34	644,500 06	1,174,800 40
November	...	...	873,008	507,454 65	683,501 85	1,190,956 50
December	...	...	1,020,938	562,228 12	681,335 16	1,243,563 28
Total	...	...	10,814,586	6,603,910 89	8,005,717 88	14,609,628 77

XIV.—STATEMENT SHOWING THE DATES ON WHICH THE VARIOUS
SECTIONS WERE OPENED FOR TRAFFIC.

Date of opening.	From where opened.	To where opened.	Distance.
			M. CH.
1st June, 1885 ...	Taiping ...	Port Weld ...	8 6
6th May, 1890 ...	Taiping ...	Kamunting ...	3 50
1st July, 1892 ...	Kamunting ...	Ulu Sa'petang ...	5 22
7th November, 1892 ...	Batu Junction ...	Rawang ...	} ... 36 33
10th July, 1893 ...	Rawang ...	Serendah ...	
6th October, 1894 ...	Serendah ...	Kuala Kubu ...	
19th May, 1893 ...	Teluk Anson ...	16th mile ...	16 00
6th September, 1893 ...	16th mile ...	Tapah Road ...	1 12
17th October, 1893 ...	Batu Gajah ...	Ipoh ...	8 72
27th April, 1894 ...	Kota Bharu ...	Batu Gajah ...	5 44
29th September, 1894 ...	Tapah Road ...	Talam ...	7 17
18th March, 1895 ...	Talam ...	Kampar ...	2 19
1st May, 1895 ...	Kampar ...	Kota Bharu ...	8 48
1st June, 1896 ...	Ipoh ...	Tanjong Rambutan ...	8 25
27th November, 1896 ...	Tanjong Rambutan ...	Chemor ...	4 66
5th July, 1897 ...	Chemor ...	Sungei Siput ...	7 72
1st July, 1898 ...	Sungei Siput ...	Enggor ...	7 79
1st July, 1899 ...	Prai ...	Bukit Mertajam ...	6 40
1st September, 1899 ...	Ulu Sa'petang ...	Pondok Tanjong ...	3 48
1st November, 1899 ...	Krian River ...	Bagan Serai ...	11 8
1st September, 1900 ...	Bukit Mertajam ...	Nebong Tebal ...	13 70
15th September, 1900 ...	Enggor ...	Kuala Kangsar ...	5 34
1st November, 1900 ...	Perak Boundary ...	Tanjong Malim ...	7
1st August, 1900 ...	Kuala Kubu ...	Kalumpang ...	} ... 14 47
1st November, 1900 ...	Kalumpang ...	Tanjong Malim ...	
1st May, 1901 ...	Bagan Serai ...	Alor Pongsu ...	4 68
1st July, 1901 ...	Kuala Kangsar ...	Padang Rengas ...	6 26
1st February, 1902 ...	Alor Pongsu ...	Pondok Tanjong ...	10 55
1st May, 1902 ...	Taiping ...	Bukit Gantang ...	5 4
1st May, 1902 ...	Tapah Road ...	Bidor ...	7 58
1st May, 1902 ...	Nebong Tebal ...	Krian River ...	31
15th July, 1903 ...	Bukit Gantang ...	Padang Rengas ...	7 36
15th July, 1903 ...	Bidor ...	Sungkai ...	8 8
15th July, 1903 ...	Slim River ...	Tanjong Malim ...	13 51
15th August, 1903 ...	Sungkai ...	Slim River ...	14 39
15th February, 1905 ...	Batu Junction ...	Batu Road ...	36
1st December, 1905 ...	Batu Road ...	Batu Caves ...	4 65
15th October, 1908 ...	Ipoh ...	Tronoh ...	} ... 15 50
11th September, 1909 ...	Tronoh ...	Tronoh Mines ...	
24th March, 1909 ...	Junction-Teluk Anson ...	New Wharves ...	53
15th September, 1886 ...	Kuala Lumpur ...	Klang ...	} ... 26 77
1st January, 1899 ...	Klang ...	Port Swettenham ...	
7th November, 1892 ...	Kuala Lumpur ...	Batu Junction ...	2 33
1st June, 1893 ...	Kuala Lumpur ...	Pudoh ...	} ... 16 76
1st March, 1895 ...	Pudoh ...	Sungei Besi ...	
14th August, 1897 ...	Sungei Besi ...	Kajang ...	
14th June, 1902 ...	Kajang ...	Bangi ...	6 40
1st February, 1903 ...	Bangi ...	Batang Benar ...	5 00
2nd April, 1903 ...	Batang Benar ...	Seremban ...	17 23
15th July, 1905 ...	Seremban ...	Tampin ...	30 22
1st December, 1905 ...	Tampin ...	Malacca Town ...	21 13
1st October, 1906 ...	Tampin ...	Gemas ...	32 35
28th July, 1908 ...	Seremban ...	Port Dickson ...	24 66
4th April, 1910 ...	Gemas ...	Bahau ...	22 58
	Bahau ...	Kuala Pilah ...	12 78

XIV.—STATEMENT SHOWING THE DATES ON WHICH THE VARIOUS SECTIONS WERE OPENED FOR TRAFFIC—(cont.)

Date of opening.		From where opened.	To where opened.	Distance.	
				M.	CH.
1st October, 1910	...	Bahau	Triang	32	72
1st August, 1911	...	Triang	Semantan	20	05
1st March, 1912	...	Semantan	Kuala Krau	16	40
16th November, 1912	...	Kuala Krau	Kuala Teh	18	31
15th May, 1913	...	Kuala Teh	Tembiling	6	07
1st February, 1913	...	{ Connaught Bridge Junction }	Kapar	11	62
1st June, 1913	...	Kapar	Jeram	7	63
1st September, 1913	...	Jeram	Assam Jawa	5	47
1st September, 1913	...	{ Port Swettenham Junction }	Salak South Junction	5	46
15th February, 1914	...	Assam Jawa	Kuala Selangor	4	36
1st May, 1914	...	Ampang Junction	Ampang	3	65
4th May, 1914	...	Tumpat	Tanah Merah	31	75
19th October, 1914	...	{ Bukit Mertajam Junction }	Pinang Tunggal	14	69
1st March, 1915	...	Pinang Tunggal	Gurun	19	14
1st July, 1915	...	Tanah Merah	Riverside	1	40
1st September, 1915	...	Kuang Junction	Batu Arang	6	75
4th October, 1915	...	Gurun	Alor Star	22	15
15th October, 1917	...	Alor Star	Bukit Ketri	30	06
15th October, 1917	...	Tembiling	Kuala Lipis	24	17
1st February, 1918	...	Batu Arang	Batang Berjuntai	7	01
1st March, 1918	...	Bukit Ketri	Padang Besar	11	66
1st September, 1920	...	Pasir Mas	Rantau Panjang	11	37
16th March, 1921	...	Kuala Lipis	Padang Tungku	5	22
1st November, 1921	...	Rantau Panjang	Siamese Boundary	15	
17th September, 1923	...	Johore Bahru	Woodlands	54	
15th November, 1923	...	Padang Tungku	Chigar Perah	16	63
21st July, 1924	...	Tanah Merah	Krai	20	55

XV.—STATEMENT SHOWING STAFF AND LABOUR FORCE EMPLOYED IN THE RAILWAY DEPARTMENT ON 31st DECEMBER, 1924.

Departments.	Europeans.	Eurasians.	Indians and Ceylonese.	Chinese.	Malays.	Japanese.	Siamese.	Others.	Total.
1. General Manager's Office	5	...	27	3	2	1	...	...	38
2. Chief Accountant's Department	17*	3	122	31	16	...	...	...	189
3. Traffic Department	28	37	2,231	375	385	1	1	1	3,059
4. Engineering Department	31	14	5,962	150	126	...	...	7	6,290
5. Locomotive	63	132	3,570	725	235	1	...	...	4,726
6. Stores	5	...	124	4	9	...	...	...	142
7. Signal and Telegraph Department	9	2	526	42	63	...	...	...	642
8. Police Department	3	...	713	12	91	...	...	1	820
9. Railway Health Department	...	...	22	...	...	...	...	...	22
10. Construction Department	32	9	1,509	2,592	592	...	...	2	4,736
Total	193	197	14,806	3,934	1,519	3	1	11	20,664

*Includes six Departmental Accountants.