

ANNUAL REPORT

of the

TRANSPORT & HARBOURS DEPARTMENT

For the year 1960

(Ref. 429/14)

Georgetown, Demerara,
British Guiana.
13th May, 1961.

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TRANSPORT & HARBOURS DEPARTMENT,

48-49, Main Street,
Georgetown, Demerara,
British Guiana.
13th May, 1961.

Sir,

I have the honour to report on the Transport and Harbours Department for the year ended 31st December, 1960.

The report encompasses:

<u>The East Coast Railway</u> ...	61 miles of standard gauge (4' 8½") single line. 6 Steam Locomotives, 1 Light Locomotive, 3 Diesel Mechanical Locos. 4 Diesel Electric Locos. 2 Rail Cars. 29 Passenger Coaches, 26 Other Coaching Vehicles, 188 Goods Vehicles.
<u>The West Coast Railway:</u> ...	18½ miles of 3' 6" gauge single line. 4 Light Locomotives, 4 Diesel Mechanical Locos. 20 Passenger Coaches, 8 Other Coaching Vehicles, 45 Goods Vehicles.
<u>Coastal and River Ship- ping and Ferry Services</u> ...	10 General purpose passenger and cargo vessels. 2 Passenger and vehicle ferries. 1 River Launch for passenger and cargo. 2 Towing Launches. 3 Cargo pontoons.
<u>Passenger and Cargo Road Service from Bartica to Potaro and Issano.</u> ...	One Petrol and 7 Diesel Powered Trucks Running 126 miles into the interior.
<u>Harbour Services</u> ...	Pilotage, Navigation Aids, Hydrographic Survey and Enactment of River Navigation Regulations.

The Honourable Minister
of Communications & Works.

...../2 GENERAL SURVEY..

GENERAL SURVEY

Revenue:

2. Passenger and freight traffic increased throughout the year; the number of passengers and total tons of cargo carried on the combined transport services were greater than in any previous year. A feature of the 1960 traffic trend was that substantial revenue increases were realised on all four of the main transport services and new records were established for revenue collected under these heads. The total revenue from Harbour and Pilotage Services was also higher than in any previous year, excepting 1952.

During the year, it was recommended to Government that the tariff for parcels and freight traffic should be increased by 25%.

Low rates and restrictive measures of charging are deliberately maintained to subsidize development of the interior and remote districts, but the rate at which expenditure has outstripped revenue since the last tariff revision in 1952 makes it necessary for rates to be raised to a moderate extent to bear a share of higher labour and material costs.

TABLE 1.

Revenue Receipts and Expenditure
Transport Services

Services	1959			1960		
	Gross Receipts \$	Expenditure \$	Net Receipts \$	Gross Receipts \$	Expenditure \$	Net Receipts \$
E.C. Rly.	716,310	1,412,857	-696,547	845,255	1,457,968	-612,713
W.C. Rly.	399,065	555,297	-156,232	446,740	592,356	-145,615
Total Rlys.	1,115,375	1,968,154	-852,779	1,291,995	2,050,324	-758,328
Shipping	1,244,408	1,848,987	-604,579	1,399,213	2,240,089	-840,876
Bartica Potaro Road	129,394	158,446	- 29,052	160,073	169,860	- 9,788
Transport Services	2,489,177	3,975,587	-1,486,410	2,851,281	4,460,273	-1,608,992
Harbour	652,046	500,790	+ 151,256	893,526	425,418	+ 468,108
Transport & Harbours	3,141,223	4,476,377	-1,335,154	3,744,807	4,885,691	-1,140,884

Expenditure:

3. There was an increase in expenditure on each of the four main services. On three of these, the East Coast Railway, the West Coast Railway and the Road Services, the increases were overshadowed by increases

...../3 in revenue which..

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in revenue which were substantial, but on the fourth service - Shipping - the increase in expenditure was so steep, due to the effect of the Boland Tribunal and other awards (1959 - \$1,848,987 : 1960 - \$2,240,089) that the operating deficit for Shipping Services increased by approximately 31% over the 1959 figure and the overall operating deficit for the combined Transport Services increased by 9%.

4. The increase in the operating deficit was unavoidable in view of the high expenditure level under which the Railway and Shipping Services were operated; the deficit is not ascribable to shrinkage of traffic and revenue but to the fact that the working costs have far outstripped the increase in revenue, so that although revenue was maintained at a high level, it was nevertheless insufficient to meet the higher working expenditure. It is a fact also that most of the railway equipment and some vessels have been kept going far beyond reasonable limits of durability and economy.

The cost of operating and maintaining obsolete equipment rises annually if labour and material costs are constant, but the position is further aggravated when these items are constantly on the increase as has been the case in the past seven years.

5. Against this background of spiralling costs which has caused expenditure on the Transport Services to increase by \$1,455,537 since 1952, revenue has risen by \$958,985 despite the fact that there have been no rates and fares increases since 1952. This means that the working deficit has increased by ~~\$497,458~~ or 45% in eight years.
\$496,552

Reasons for Increase in Expenditure:

6. A review of the reasons for the increase in expenditure since the last upward revision of freight rates and fares in 1951/1952 reveal the following insofar as labour costs are concerned.

(a)	The Hands salary and wages revision of 1955.	...	\$390,000 (approx)	
(b)	The Boland Tribunal awards of 1958.	...	140,000	"
(c)	Application of the Factories Ordinance of Stellings and Wharves.	...	100,000	"
(d)	Paid leave on public holidays to casual employees - 1958	...	35,000	"
(e)	Higher minimum wages awarded to Government employees in December, 1959.	...	60,000	"
(f)	Vacation and sick leave costs	...	10,000	"
(g)	Pensions and Gratuities since 1952.	...	175,000	"
(h)	Increased appraisements on Transport and Harbours Department Property 1954 - 1959.	...	45,000	"

Increased Services:

7. The frequency of Railway and Shipping Services has been considerably increased since the last upward revision of rates and fares in 1952. The number of booked passenger trains in operation per year has been increased by 83%. Cargo Shipping Services to the North West District, Berbice River, New Amsterdam and the Essequibo have been doubled and the Canje Creek Service has been resuscitated.

The following table shows the extent to which train services have increased since 1952 and the corresponding sharp rise in maintenance costs.

Year	Trains Run	Maintenance Ways & Works	and of	Renewal Locomotives
1952	6,744	\$252,850		\$190,121
1953	9,490	254,530		200,782
1954	9,855	266,706		200,080
1955	9,483	328,488		164,069
1956	10,715	348,711		137,115
1957	11,226	389,160		180,384
1958	12,168	375,346		201,965
1959	11,901	377,557		253,686
1960	12,356	405,600		265,978

Passenger Traffic:

8. Passenger traffic on the combined transport services has risen to unprecedented high levels in the past ten years. In 1951, the total number of passengers carried (on the basis on passenger journeys) was 4,129,890 but by 1960, this figure had risen to 7,076,019.

Full details are shown at appendices 1 and 11 but briefly the increases in passenger journeys are as follows:-

		1959	1960	Increase
East Coast Railway	...	1,576,348	1,798,685	222,337
West Coast Railway	...	1,283,595	1,528,766	245,171
Shipping	...	5,910	7,473	1,563

A comparison of passengers carried on the railways in relation to available coaches is shown in the chart at appendix lll.

Operating Deficit:

9. The operating deficit on the Transport Services was \$122,522 more than for the previous year although the deficit on the East and West Coast Railways was less. The increase on the total transport deficit was due to large payments of arrears of wages arising from Boland Tribunal, Government Federated Unions and Factories Ordinance awards and to current overtime payments under the Factories Ordinance.

BRIEF REVIEW OF THE SERVICES.

EAST COAST RAILWAY:

Increase in Revenue \$128,945 : Decrease in Operating Deficit \$83,834.

TABLE 11

R E V E N U E

Year	Passengers	Goods	Parcels Misc. & Mails	Total Revenue	Operating Deficit
1960 ...	\$540,799	\$155,405	\$149,071	\$845,255	\$612,713
1959 ...	452,413	137,857	126,040	716,310	696,547

10. This is the first time since 1956 that the operating deficit of this service has been reduced. A total of 1,798,685 passengers were carried as against 1,576,348 in 1959, and the morning and evening trains into and from Georgetown were regularly overcrowded.

Punctuality of the service was unavoidably affected by overcrowding and condition of rolling of stock. Traffic offering on the Berbice Ferry exceeded capacity and also delayed connecting trains until the new ferry ship m.v. "Torani" was introduced in the last month of the year.

11. The number of passenger trains to and from Rosignol and Georgetown was increased from three to four per day with effect from 12th December, 1960. The alteration in the East Coast Railway Time Table was made to coincide with the introduction of the m.v. "Torani" on the Berbice Ferry and the discontinuation of the service to and from Blairmont. The fourth train was introduced to tap the potential passenger traffic which was previously carried on the 12.50 p.m. ferry from New Amsterdam to Blairmont, and by bus to points on the West Coast Berbice, East Coast Demerara, and Georgetown. The success of the extra train could not be established last year because of its late introduction.

12. The tonnage of goods carried on the East Coast Railway was 54,422 tons in 1960 as against 47,047 in 1959; the largest commodity increases being on molasses and rice. Sugar traffic dropped from 5,914 tons in 1959 to 1,464 in 1960 owing to the fact that the Estates' Bulk Loading Scheme got underway in October, 1960. Under this scheme, sugar is being transported direct from the Sugar Estates to the Estates' Bulk Loading Terminal on the East Bank of Demerara in specially built road haulage trucks.

WEST COAST RAILWAY

Increase in Revenue \$47,675 : Decrease in Operating Deficit \$10,618.

TABLE 111

R E V E N U E

Year	Passengers	Goods	Parcels Misc. & Mails	Total Revenue	Operating Deficit
1960 ...	\$351,062	\$69,892	\$25,786	\$446,740	\$145,615
1959 ...	313,756	59,811	25,498	399,065	156,233

13. During 1960, 1,528,766 passengers were carried on the West Coast Railway as against 1,283,595 in 1959. It is interesting to note that passenger traffic has increased by 140% on this railway since 1952 while the corresponding increase for the East Coast Railway was 46%.

There was heavy passenger congestion on almost all passenger trains operated on the West Coast Railway during 1960; so much so that a system of operating special relief trains to Windsor Forest daily during the peak periods of travel had to be introduced; and even these trains were congested before long.

14. During the year, 26,081 tons of cargo were handled on the West Coast Railway as against 19,888 in 1959. Increased tonnages were recorded for rice, molasses, and matchwood as follows:-

	1959 Tons	1960 Tons	Increase Tons
Rice ...	2,982	7,338	5,356
Molasses ...	6,875	8,333	1,458
Matchwood ...	1,464	1,714	250

No sugar was carried on the West Coast Railway during the year. This traffic is now being handled by the Estates on the seaboard direct from the Estate to Georgetown.

SHIPPING AND FERRY SERVICES.

15. The following services were maintained:

- (i) A thrice-weekly passenger and cargo service between Georgetown and Bartica.
- (ii) A twice-weekly cargo service between Georgetown, Essequibo Islands and Essequibo Coast.
- (iii) A twice-weekly cargo service between Georgetown and New Amsterdam.
- (iv) A weekly Passenger and Cargo Service between Georgetown and the North West District.
- (v) A fortnightly Passenger and Cargo Service between Georgetown and the Pomeroon District.
- (vi) A weekly Passenger and Cargo Service between New Amsterdam and Ituni, Berbice River.
- (vii) A weekly Launch Service between New Amsterdam and Kwakwani, Berbice River.
- (viii) A weekly Launch Service between New Amsterdam and Ikuruwa, Canje River.
- (ix) Demerara Ferry Service between Georgetown and Vreed-en-Hoop.
- (x) Berbice Ferry Service between Rosignol and New Amsterdam.
- (xi) Essequibo Ferry Service between Parika, Essequibo Islands and Adventure.

SHIPPING AND FERRY SERVICES.

Increase in Revenue \$155,000 : Increase in Operating Deficit \$236,000.

TABLE IV

	(1)	(2)	(3)	(4)	(5)
Year	Passenger Journeys	Cargo Tons	Revenue	Expenditure	Deficit
1952 ...	2,322,265		716,010	\$1,236,825	\$520,815
1959 ...	3,459,271	90,555	1,244,408	1,848,987	604,579
1960 ...	3,741,095	107,550	1,399,213	2,240,089	840,876

N.B. The 1952 figures for Cargo handled are not available.

N.B. The figures in columns (3), (4) and (5) do not refer to passenger and cargo traffic only, they also refer to parcels and miscellaneous traffic.

16. The 1960 figures for passenger journeys, tons of cargo and total revenue are the highest so far attained. Unfortunately, expenditure and deficit results are also the highest for the reasons given at paragraph (3). Revenue increased by approximately \$155,000 but expenditure increased by approximately \$391,000, resulting in an increased operating deficit of \$236,000.

However, as approximately \$200,000 of the expenditure on labour awards were for arrears over several years the deficit was inflated thereby.

Passenger Traffic: Shipping Services:

17. There were moderate increases in the number of passengers carried on the Demerara Ferry, the Adventure, and the Bartica Services but substantial increases were recorded for the Berbice Ferry and Canje Creek Launch Services.

Decreases were recorded for the Berbice River, the North West District and the Pomeroon River Services.

Decreases in passenger traffic have been the normal occurrence on the Berbice River and Pomeroon River Services since 1957, but the decrease on the North West District Service follows a year of abnormally high traffic when there was a steady movement of workmen and persons travelling to the North West District in search of jobs. Now that the African Manganese Company has started operations, its employees are required to remain on the plant in the North West District for longer periods than before, hence the decrease in passenger traffic on this service.

Cargo Traffic: Shipping Services:

18. Increased tonnages were recorded on all the Shipping Services except the Berbice Ferry and the Canje Creek Services. The most notable increase was on the Adventure Cargo Service (19,071 tons in 1959 and 27,218 tons in 1960). This service was changed from weekly to twice weekly in 1956 and since then, the tonnage has increased rapidly; this year's figure is 100% more than it was in 1956 when the service was operated on a weekly basis. It would appear therefore that the decision to increase the frequency of this service in 1956 was fully justified.

Cargo on the Bartica Service increased from 8,293 tons in 1959 to 10,036 tons in 1960. This is the first time since 1958 that an increase on cargo has been recorded on this service.

Improvement to Shipping Services:

19. The m.v. "Torani" (sister ship to the m.v. "Makouria") was put into operation on the Berbice Ferry on the 12th December, 1960, and already it has begun to attract more passenger and vehicular traffic. The ship carries 30 cars and 1,200 passengers on two decks; the lower deck is for vehicles, bicycles, etc., etc. If no vehicles are carried and the lower deck is used for passengers only, nearly 3,000 passengers could be carried under crush conditions. The ship was specially designed to meet local conditions as to draft requirements and was planned to fulfil expanding demands from industrial development and increased population. The vessel was built in the colony by Messrs. Sprostons Limited.

20. The Transport and Harbours Department Service to Blairmont was withdrawn from the 12th December, 1960. This has resulted in a shorter ferry crossing and will also reduce operating and maintenance costs in the long run.

21. A Cargo Service from Stanleytown to Rosignol operated by a pontoon and tug was also put into operation in 1960, and the Parcels section at New Amsterdam Stelling was transferred to Stanleytown Stelling at the same time. This move has brought about an improvement to the Ferry timings, since cargo and parcels traffic are no longer handled by the ferry ship.

BARTICA ROAD SERVICES:

Increase in Revenue \$30,679 : Decrease in Operating Deficit \$19,264.

TABLE V

R E V E N U E

Year	Passengers	Goods	Mails & Misc.	Total Revenue	Operating Deficit
1960 ...	\$ 34,062	\$125,337	\$ 674	\$160,073	\$29,052
1959 ...	22,866	105,335	1,193	129,394	49,788

The following Services were maintained:-

- (a) Bartica to Issano on the Upper Mazaruni River.
- (b) Bartica to the Potaro River District.

22. The financial results of the Bartica Road Services for 1960 are very gratifying and it is pleasing to record that the revenue figures from 1957 to date, show a steady upward trend, culminating in the outstanding total of \$160,073 this year. On the other hand, the operating deficit has shown a steady reduction of approximately \$20,000 per annum during the same period, so that the margin of loss has been reduced to the small figure of \$9,788 this year.

23. The Bartica Road Services to Issano and Potaro were operated by a fleet of seven diesel trucks and one petrol truck during the year. Owing to an unforeseeable demand for the transportation of passengers and cargo to Issano - the starting point to the gold and diamond fields in the Mazaruni District - the fleet was taxed to the limit; so much so that trucks had to be hired from the Public Works Department and a private individual to relieve the situation.

The transportation problem was so acute that for the greater part of the year, the movement of passengers from Georgetown and other points to the interior, had to be restricted to one hundred persons per week to leave room for cargo.

At the close of the year, traffic had fallen off and two new trucks were on order. It is extremely difficult to plan transport requirements for this service on a long term basis because traffic to the interior does not maintain a continuous trend over a long period; it follows an erratic course and if the production of diamonds falls off or new areas are unproductive, the demand for transport may disappear.

The Public Works Department Roads Improvement Scheme for the Potaro Road is well underway and maintenance costs may be reduced in relation to the number of miles of completed road; running times may also improve. Already it is possible for Transport and Harbours Department trucks to maintain a speed of 35 miles per hour over the first 13 miles of road, where formerly 10 to 12 miles per hour was the best which could be attained.

HARBOUR AND PILOTAGE SERVICES:

Revenue Receipts and Expenditure

1 9 5 9			1 9 6 0		
Gross Receipts	Expenditure	Net Receipts	Gross Receipts	Expenditure	Net Receipts
\$652,046	\$500,790	\$151,256	\$893,526	\$425,418	\$468,108

Harbour Services:

24. The Dutch Research Laboratory "Delft", commenced research on the Demerara bar, ship channel and adjoining seaboard in July. The survey is expected to be completed in thirteen months and a report will be presented six months later.

The first shipment of Manganese Ore from the North West District commenced in July. The ore is loaded at Kaituma, 65 miles inland, and proceeds by way of the Kaituma and Barima Rivers to the British Guiana Seaboard through Mora Passage at the mouth of the Waini River. A sea light-buoy and navigation lights were furnished to improve navigation on the seaboard and into the Barima River.

GENERAL

Excursion Traffic:

The revenue from Excursion Traffic was \$62,366 in 1960 as against \$75,481 in 1959. Owing to the non-availability of reserve rolling stock on the railways it was necessary to refuse some excursions and there were

...../10 new attractions...

new attractions such as the British Guiana Festival which offered alternative entertainment.

Training:

Four Marine Apprentices completed their term of indenture and were appointed Extra Mates on the 15th December, 1960.

In service training instruction and lecture classes were increased during the year and the response was favourable. Nevertheless, supervisory effort is below the standard required in an expanding transport enterprise. Much progress has yet to be made towards the establishment of higher responsibility and grasp of administration requirements from foreman to superintendent levels. Unfortunately, the representation of these grades in one trade union - especially the fact that even senior supervisory personnel hold Office in the Union - has caused a thoroughly unsatisfactory situation. Supervisory personnel who succumb to divided loyalty and are influenced by Union discipline - initiated by the men they supervise - can never be effective. It is essential that trade union representation be established as early as possible on sound democratic lines; the pattern in the United Kingdom, United States of America and Commonwealth countries should be followed here. The result would be as advantageous to the union as to the Department because the present situation is unhealthy and conducive of frustration on both sides. Supervisory personnel should not represent the men they supervise and because of their administration responsibilities should not hold office in a composite union.

Development:

Progress was made on Development Works; the biggest project in hand being the modernization of Ferry Terminals at Georgetown and Vreed-en-Hoop. Work on the reconstruction and extension of these two terminals proceeded during the year. Extensive underground obstructions and the occupation of the terminals by the ferry in normal service hindered rapid progress.

Towards the end of the year, work commenced on a new stelling on Hogg Island Essequibo. The stelling is designed to expedite the handling of heavy machinery for road, drainage and agricultural development.

Personnel:

A Harbour Master, Captain J.R. Knott, M.I.N., Master Mariner, was appointed on the 20th October, 1960, to fill the vacancy which existed since 1959.

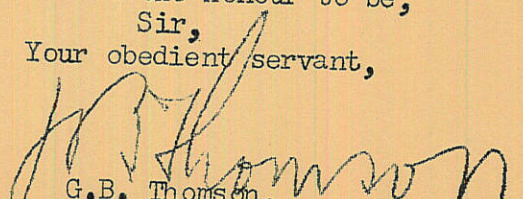
Traffic Trainee, Mr. J.W. Evelyn returned to the colony after completing a traffic training course in railway, marine and road transport in the United Kingdom.

Several schemes designed to improve the working conditions of the employees were attempted during the year with satisfactory results; the question of vacation leave, and excessive working hours being the chief problems tackled.

Transport Advisory Council:

The Transport Advisory Council met on three occasions during the year.

I have the honour to be,
Sir,
Your obedient servant,


G.B. Thomson,
General Manager.

CERTIFICATE OF MAINTENANCE
PERMANENT WAY, BRIDGES, CULVERTS AND WORKS

I certify that the Permanent Way, Bridges, Culverts, Water Supplies, Buildings and other Works have been kept in as good condition as the funds available permitted and that standards of safety were adequately maintained during 1960.

C.E. LAIGHT
Civil Engineer (Railways)

22nd February, 1961.

LOCOMOTIVE, CARRIAGES AND
WAGONS, MACHINERY AND MECHANICAL PLANT

I hereby certify that Locomotives, Rolling Stock, Pumping Plants, Lighting Plants, Cranes, Mechanical Handling Equipment, Workshops, Dockyard and Running Sheds, and all machinery under my charge, belonging to the Transport and Harbours Department have been satisfactorily maintained.

J. MITCHELL
Chief Mechanical Engineer.

16th January, 1961.

A P P E N D I X 1

Number of Passengers Carried on Transport Services During the past 10-years - 1951 - 1960

	East Coast Railway	West Coast Railway	Shipping Services	Road Services	Total
1951	1,263,362	536,042	2,322,265	8,221	4,129,890
1952	1,228,932	636,276	2,379,596	8,711	4,253,515
1953	1,062,230	709,717	2,415,625	7,722	4,195,302
1954	911,800	800,599	2,606,358	6,997	4,325,754
1955	1,016,521	891,299	2,933,774	7,607	4,849,201
1956	1,190,871	998,218	3,131,060	7,799	5,327,948
1957	1,395,584	1,126,629	3,266,070	5,613	5,793,896
1958	1,656,314	1,312,692	3,549,882	6,628	6,525,516
1959	1,576,348	1,283,595	3,459,271	5,910	6,325,124
1960	1,798,685	1,528,766	3,741,095	7,473	7,076,019

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NUMBER OF PASSENGERS CARRIED ON THE INDIVIDUAL SHIPPING SERVICES
DURING THE LAST 10 years - 1951 - 1960

YEAR	Demerara Ferry	Berbice Ferry	Adventure Service	Bartica Service	Pomeroon	N.W. District	Berbice River	Canje Launch
1951	1,660,101	465,840	133,782	44,098	3,145	4,945	10,346	-
1952	1,706,699	479,523	133,578	42,437	2,851	4,896	9,612	-
1953	1,728,494	483,111	144,749	44,589	2,182	5,921	6,579	-
1954	1,900,608	491,043	157,531	44,259	2,043	4,939	5,830	-
1955	2,142,410	555,963	177,032	43,513	1,639	5,237	7,945	-
1956	2,309,297	580,298	178,759	45,227	1,927	5,263	10,289	-
1957	2,407,899	603,299	190,385	45,092	2,329	5,650	10,716	-
1958	2,700,721	584,910	200,614	44,642	2,346	3,833	9,517	299
1959	2,650,236	531,604	214,415	40,734	1,755	9,132	9,285	2,110
1960	2,692,866	752,109	230,379	46,750	1,323	7,642	7,075	2,552

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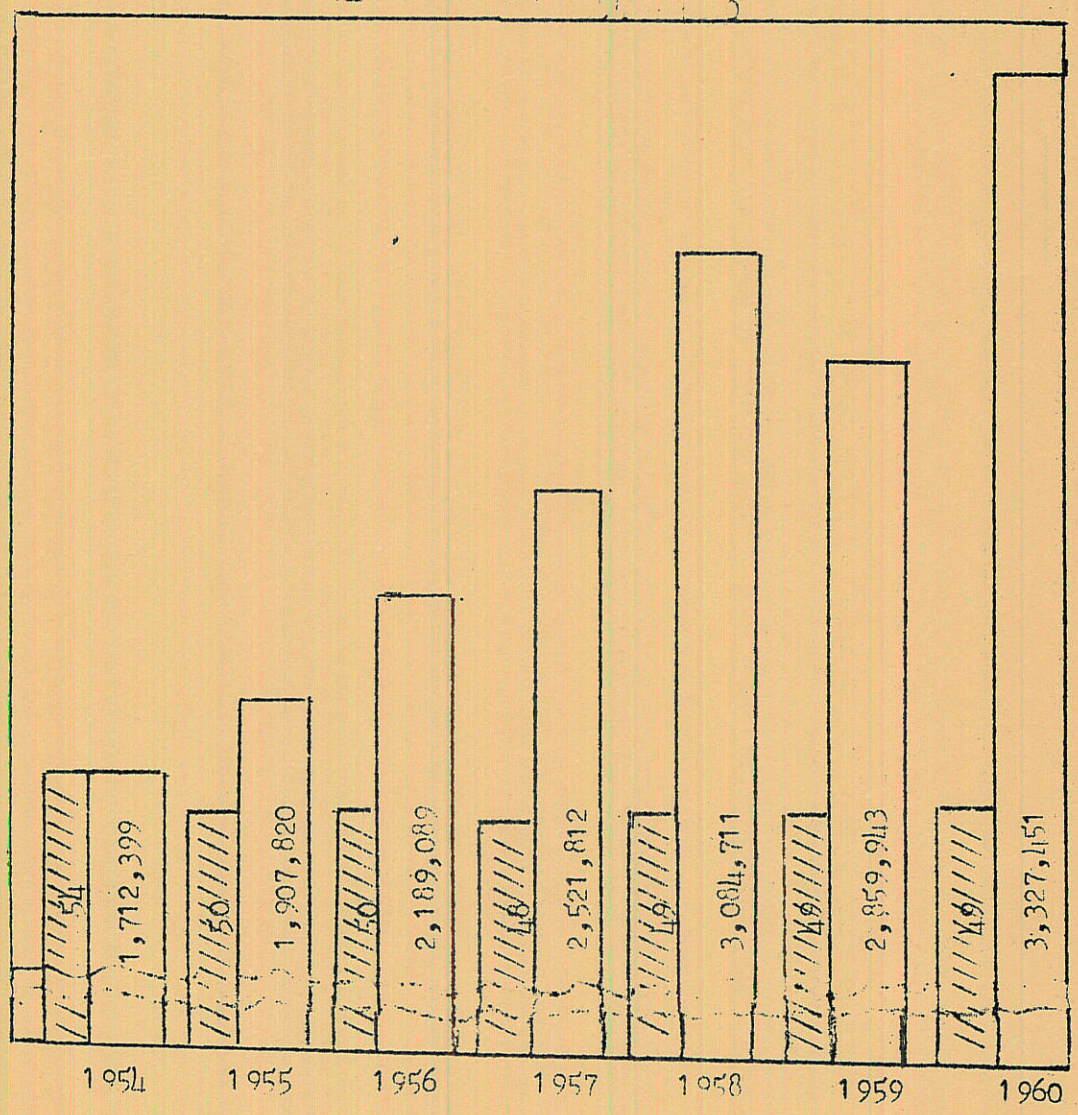
APPENDIX III


EAST COAST AND WEST COAST RAILWAYS


Below is a chart showing the steep upward trend in passenger traffic on the two Railways since 1954 in relation to the number of passenger carriages that were available for service during the same period. Although passenger traffic has increased a great deal since 1954, we have been unable to increase the rolling stock accordingly, instead it has been reduced by 5 coaches.

Passengers carried and available coaches

1954 - 1960



coaches 

passengers. 

APPENDIX IV

Revenue Receipts and Expenditure
on Transport Services over the past 10 years
1951 - 1960

YEAR	EAST COAST RAILWAY			WEST COAST RAILWAY			SHIPPING			ROAD SERVICE		
	Revenue	Expend.	Deficit	Revenue	Expend.	Deficit	Revenue	Expend.	Deficit	Revenue	Expend.	Deficit
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1951	717,341	1,170,981	453,640	194,316	314,131	119,815	615,366	1,214,158	598,792	119,097	151,178	32,081
1952	811,105	1,274,356	463,251	243,854	347,427	103,573	716,010	1,233,825	520,815	121,327	146,128	24,801
1953	717,026	1,269,400	552,374	274,186	398,048	123,862	830,025	1,329,069	499,044	138,361	135,397	2,964*
1954	623,922	1,268,682	644,760	298,712	420,055	121,343	882,203	1,444,223	592,020	152,131	142,963	9,167*
1955	621,188	1,218,263	597,074	324,835	418,581	93,746	1,033,610	1,335,452	631,842	159,349	139,382	10,033
1956	683,405	1,232,073	548,668	337,373	431,075	93,699	1,086,287	1,797,199	710,912	127,029	173,297	46,268
1957	753,055	1,333,946	575,891	357,341	485,510	127,669	1,165,343	1,788,159	622,816	98,923	163,071	67,145
1958	752,690	1,413,732	661,042	403,311	546,176	142,866	1,221,415	1,924,849	703,434	110,800	139,313	19,513
1959	716,310	1,412,357	696,547	399,065	555,296	156,233	1,244,408	1,848,987	604,579	129,394	158,443	29,052
1960	845,255	1,457,938	612,713	446,740	592,356	145,615	1,399,213	2,240,089	840,876	160,073	169,061	9,788

* Increase in Revenue over Expenditure.

Transport & Harbours Department,
Main Street, Georgetown.
8th March, 1961.

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APPENDIX V

Comparative Statement of Tonnage
Carried on Transport Services
1958 - 1960

Service	Route Miles	1958 Tons	1959 Tons	1960 Tons
East Coast Railway	60	43,383	47,047	54,422
West Coast Railway	20	22,628	19,888	26,081
<u>Coastal & River Services</u>				
Demerara Ferry	41	20,541	17,106	22,336
Berbice Ferry	2	4,076	4,162	3,035
Georgetown to Bartica	59	8,957	8,293	10,036
Georgetown to Adventure	51	18,127	19,071	27,218
G'town to North West District	162	3,440	3,924	4,262
Georgetown to Pomeroun	96	11,585	1,565	2,147
Essequibo Islands Adventure Passenger Service	35	190	285	243
N.A. - Berbice River Steamer	110	3,595	2,817	3,087
N.A. - Berbice River Launch	136	-	246	280
N.A. Canje Launch	60	* 20	306	283
G'town to New Amsterdam Cargo	63	31,138	32,779	34,621

* Canje Creek Launch Service started in October, 1958.

Berbice River Launch Service to Kwakwani started in November, 1958, but figures for this year are incorporated in the Berbice River Steamer tonnage.

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STATEMENTS I.
RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT

Expenditure.	Outstanding Liability to 31st Dec., 1959		Received 1960		Total 1960		Receipts.	Outstanding Amount to 31st Dec., 1959		Received 1960		Total 1960				
	\$	c.	\$	c.	\$	c.		\$	c.	\$	c.	\$	c.			
RAILWAYS.																
Purchased value, based on Capitalized Value of "Permanent Annuities" and "Perpetual Stock"	1,687,480	00			1,687,480	00	Capitalized Value of "Permanent Annuities" and "Perpetual Stock"	1,687,480	00			1,687,480	00			
Expenditure from Colonial Loan Funds	1,033,197	56			1,033,197	56	Colony of British Guiana Loan Accounts Ordinance No. 11 of 1929 (1929), 1934, 1936	163,884	00			163,884	00			
Expenditure from General Colonial Revenue	819,603	34			819,603	34	Proportion of cost of Raising Loan	3,885	00			3,885	00			
Expenditure from Colonial Loan Funds Ordinance 5 of 1945	180,000	00			180,000	00	Colony of British Guiana Loan Account Ordinance No. 11 of 1929;	816,069	56			816,069	56			
Expenditure from Public Loan Funds Ordinance 13 of 1951	1,495,970	76			1,495,970	76	Proportion of cost of Raising Loan	49,359	00			49,359	00			
Expenditure from Public Loan Funds Ordinance 17 of 1953	—				—		General Colonial Revenue	819,603	34			819,603	34			
Expenditure from Public Loan Funds Ordinance 55 of 1955	409,121	90			409,121	90	Colony of British Guiana Loan Account, Ordinance 5 of 1945	180,000	00			180,000	00			
Expenditure from Development Funds	2,143,502	15	115,280	13	2,258,782	28	Colony of British Guiana Loan Account Ordinance 13 of 1951	1,495,970	76			1,495,970	76			
TOTAL CAPITAL EXPENDITURE—							Colony of British Guiana Loan Account, Ordinance 17 of 1953	—				—				
Railways	7,768,875	71	115,280	13	7,884,155	84	Colony of British Guiana Loan Account, Ordinance 55 of 1955	409,121	90			409,121	90			
							Receipts from Development Funds	2,143,502	15	115,280	13	2,258,782	28			
STEAMER SERVICES																
Expenditure from Colonial Loan Funds Loan Ord. 5 of 1945	863,605	52			863,605	52	Colony of British Guiana Loan Account Ordinance No. 19 of 1896	159,792	00			159,792	00			
Expenditure from General Colonial Revenue	236,419	89			236,419	89	Proportion of cost of Raising Loan	1,854	00			1,854	00			
Expenditure from Public Loan Funds Ordinance No. 13 of 1951	1,760,738	61			1,760,738	61	Colony of British Guiana Loan Account, Ordinance No. 11 of 1959; (1929 1934, 1936)	369,548	00			369,548	00			
Expenditure from Public Loan Funds Ordinance 17 of 1953	—				—		Proportion of cost of Raising Loan	8,949	00			8,949	00			
Expenditure from Public Loan Funds Ordinance 55 of 1955	409,121	90			409,121	90	General Colonial Revenue	236,419	89			236,419	89			
Expenditure from Development Funds	4,476,970	99	1,382,313	65	5,859,284	64	Loan Ordinance 5 of 1945	323,462	52			323,462	52			
TOTAL CAPITAL EXPENDITURE—							Colony of British Guiana Loan Account Ordinance 13 of 1951	1,760,738	61			1,760,738	61			
Steamer Services	7,746,856	91	1,382,313	65	9,129,170	56	Colony of British Guiana Loan Account, Ordinance 17 of 1953	—				—				
							Colony of British Guiana Loan Account Ordinance 55 of 1955	409,121	90			409,121	90			
BARTICA-POTARO ROAD SERVICE																
Expenditure from Colonial Development Fund	14,364	27			14,364	27	Receipts from Development Funds	4,476,970	99	1,382,313	65	5,859,284	64			
Expenditure from General Colonial Revenue	34,014	42			34,014	42	BARTICA-POTARO ROAD SERVICE									
Total Bartica-Potaro Road Service ..	48,378	69			48,378	69	Receipts from Colonial Development Fund	14,364	27			14,364	27			
							Receipts from General Colonial Revenue	34,014	42			34,014	42			
Carried Forward	15,564,111	31	1,497,593	78	17,061,705	09										
								15,564,111	31	1,497,593	78	17,061,705	09			

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STATEMENT I—(Cont'd.)
RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT

Expenditure	Outstanding Liability at 31st Dec. 1959		Received 1960		Total 1960		Receipts	Outstanding Amount to 31st Dec. 1959		Received 1960		Total 1960		
	\$	c.	\$	c.	\$	c.		\$	c.	\$	c.	\$	c.	
HARBOUR SERVICES														
Brought forward	15,564,111	31	1,497,593	78	17,061,705	09			15,564,111	31	1,497,593	78	17,061,705	09
Expenditure from General Colonial Revenue	56,818	93			56,818	93	Receipts from General Colonial Revenue	56,818	93				56,818	93
Expenditure from Colonial Development Fund	152,907	65			152,907	65	Receipts from Colonial Development Fund	152,907	65				152,907	65
Expenditure from Public Loan Funds Ord. 13 of 1951	108,695	15			108,695	15	Colony of British Guiana Loan Account, Ordinance 13 of 1951	108,695	15				108,695	15
Expenditure from Public Loan Funds Ordinance 17 of 1953	544,425	07	27,460	97	571,886	04	Colony of British Guiana Loan Account Ordinance 17 of 1953	544,425	07	27,460	97	571,886	04	
Expenditure from Development Funds							Colony Receipts of Development Funds							
Total Harbour Services	862,846	80	27,460	97	890,307	77								
CAMARIA SERVICE														
Expenditure from General Colonial Revenue	8,896	41			8,896	41	Receipts from General Colonial Revenue	8,896	41				8,896	41
	8,896	41			8,896	41							8,896	41
ADDITIONAL ACCOMMODATION FOR STORES DEPARTMENT														
Expenditure from Public Loan Funds	24,041	28			24,041	28	ADDITIONAL ACCOMMODATION FOR STORES DEPARTMENT	24,041	28				24,041	28
Ordinance No. 13 of 1951							Colony of British Guiana Loan A/c. Ord. 13 of 1951							
Improvements for stores holding facilities, etc.	12,602	03			12,602	03	Improvements for stores holding facilities etc.							
Colony of British Guiana Loan Account, Ordinance 13 of 1951							Colony of British Guiana Loan A/c. Ord. 13 of 1951	12,602	03				12,602	03
Additional Accommodation for Stores Dept. Colony of British Guiana Loan a/c Ordinance No. 17 of 1953							Additional Accommodation for Stores Dept. Colony of British Guiana Loan A/c Ordinance 17 of 1953							
Improvements for Stores holding facilities etc: Colony of British Guiana Loan a/c Ordinance No. 17 of 1953							Improvements for Stores holding facilities Colony of British Guiana Loan A/c Ordinance 17 of 1953							
Additional Accommodation for Stores Dept. Expenditure from Development Funds	4,921	35			4,921	35	Additional Accommodation for Stores Dept. Receipts from Development Funds	4,921	35				4,921	35
Improvements for Stores holding facilities—Expenditure from Development Funds	8,422	80			8,422	80	Improvements for Stores holding facilities — Receipts from Development Funds	8,422	80				8,422	80
	49,987	46			49,987	46							49,987	46
Grand Total Capital Account Railways, Steamers, Bartica-Potaro Road, Harbour Services and Camaria Service, etc.	16,485,841	98	1,525,054	75	18,010,896	73	Total Capital Receipts Railways, Steamers, Bartica-Potaro Road, Harbour Services and Camaria Service, etc.	16,485,841	98	1,525,054	75	18,010,896	73	

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STATEMENT II.
DETAILED EXPENDITURE ON CAPITAL ACCOUNT — DEVELOPMENT.

EXPENDITURE FROM DEV. FUNDS RAILWAYS.				\$	c.	\$	c.
Rehabilitation of Permanent Ways	..	..	..	102,440	42		
Travelling Subsistence & Passages	..	..	..	1,822	61		
Steno-typist	..	..	..	1,680	00		
Gratuity to Engineer	..	..	..	2,430	00		
Civil Engineer	..	..	..	6,907	10	115,280	13
STEAMER SERVICES							
Two New Ferry Ships	..	..	..	860,470	91		
Construction of Hogg Island	..	..	..	1,912	03		
Ferry Terminals	..	..	..	233,138	32		
Reconstruction Morawhanna Stelling	..	..	..	8,680	00		
Machinery & Equipment for Stelling	..	..	..	22,864	72		
MISCELLANEOUS:—							
Pontoons & Pile Driving Equipment	..	..	..	93,475	00		
Minor Works	..	..	..	44,066	57		
Re-Engining "Barima"	..	..	..	7,806	10		
Two (2) New Pontoons	..	..	..	102,700	00		
Civil Engineer	..	..	..	7,200	00	1,382,313	65
HARBOUR SERVICES							
Improvement and Installation of Navigation Aids, Lights, Buoys and Radio Telephone	..	..	..	14,813	02		
Construction of Launch Station	..	..	..	12,647	95	27,460	97
						<u>\$1,525,054 75</u>	

STATEMENT III

NET REVENUE ACCOUNT—TRANSPORT SERVICES.

NET DEFICIENCY ON WORKING.				By Balance—		\$	c.
To Balance—				Net deficiency ..		1,828,748	17
RAILWAYS.							
B.G. (Railway) Permanent Annuities Ordinance No. 23 of 1921 .. .. .	..	..	..	74,810	40		
Interest on Perpetual Stock .. .. .	..	..	..	9,566	08		
Interest on Loan Expenditure .. .. .	..	..	..	37,696	00		
Sinking Fund Charges .. .. .	..	..	..	22,907	00		
Proportion of Interest on Advances made by Colonial Treasurer for General Purposes ..	..	..	..	15,701	32		
Deficit on Working .. .. .	..	..	..	758,328	48	919,009	28
STEAMERS							
Interest on Loan Expenditure for Capital Improvements .. .. .	..	..	..	28,447	00		
Sinking Fund Charges .. .. .	..	..	..	12,342	00		
Proportion of Interest on Advances made by Colonial Treasurer for General Purposes ..	..	..	..	17,028	21		
Deficit on Working .. .. .	..	..	..	840,875	56	898,692	77
BARTICA-POTARO ROAD TRANSPORT							
Deficit on Working .. .. .	..	..	..	9,787	96		
Proportion of Interest on Advances made by Colonial Treasurer for General Purposes	1,258	16	11,046	12
				<u>1,828,748 17</u>		<u>1,828,748 17</u>	

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IV.
STATEMENT IV.
COST TO THE COLONY.

	\$	c.		\$	c.
Net deficiency as per Statement III	1,828,748	17	By Balance:—Representing cost of Transport services to Colony — for 1960 charged to Head 49 — Transport and Harbours in Colony's Account	1,828,748	17
	1,828,748	17		1,828,748	17

STATEMENT V
NET REVENUE ACCOUNT — HARBOUR SERVICES

	\$	c.	NET SURPLUS ON WORKING	\$	c.		\$	c.
To Balance—			By Balance—					
Net surplus transferred to General Colonial Revenue — Head X Miscellaneous sub-head 7	368,144	62	Harbours and Pilotage Service, surplus on working	372,115	79			
			Less proportion of interest advances made by Colonial Treasurer for General Purposes ..	3,971	17		368,144	62
	368,144	62					368,144	62

STATEMENT VI.
GENERAL BALANCE SHEET: 31st DECEMBER, 1960

LIABILITIES.				ASSETS.			
	\$	c.			\$	c.	
Accounts Payable ..	207,470	89		Unallocated Stores	1,614,905	62	
Colonial Treasurer—				Traffic and Other Accounts Receivable	261,745	73	
Advances General ..	1,289,626	60		Bartica-Potaro Lorries Depreciation			
Advance for Working Capital ..	430,000	00	1,719,626	60	3,412	12	
Bartica — Potaro Lorries Depreciation Reserve Fund				Fund Investment at G.P.O. ..	21,022	48	
Life Insurance	7,849	22		Fund Cash — see note for Dep Res Fund			
				Barclays Bank			
				Georgetown	3,708	06	
				Adjusted	158	65	3,866
				New Amsterdam			2,865
				Cashier	11,282	95	
				Imprest	577	40	
				Collectors at Stations and Stellings	15,268	20	33,860
							76
							1,934,946
							71

J. R. OUDKERK,
Chief Accountant.
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STATEMENT VII.
ABSTRACT OF STORES ACCOUNTS.

	\$	c.	
Stock at 31st December, 1959 —			
General Stores	1,420,946	30	
Sleepers	54,969	25	
Fuel	7,677	70	
Stationery etc.	62,257	87	
Lumber	23,414	33	1,569,265
			45
Purchases, etc., for year 1960			1,651,527
Issues, etc., for year 1960			1,605,887
Stock at 31st December, 1960 —			15
General Stores	1,491,264	38	
Sleepers	30,217	31	
Fuel	7,759	77	
Stationery etc.	59,563	05	
Lumber	26,101	11	1,614,905
			62
			3,220,792
			77

STATEMENT VIII.
REVENUE RECEIPTS AND EXPENDITURE
(A)—TRANSPORT SERVICES

	1959			1960		
	Gross Receipts.	Expenditure	Net Receipts	Gross Receipts	Expenditure	Net Receipts
	\$ c	\$ c	\$ c	\$ c	\$ c	\$ c
East Coast Railway ..	716,310 18	1,412,857 09	<i>696,546 91</i>	845,254 89	1,457,967 89	<i>612,713 00</i>
West Coast Railway ..	399,064 73	555,296 48	<i>156,232 75</i>	446,740 46	592,355 94	<i>145,615 48</i>
TOTAL RAILWAYS ..	1,115,374 91	1,968,153 57	<i>852,778 66</i>	1,291,995 35	2,050,323 83	<i>758,328 48</i>
Steamer Services ..	1,244,408 01	1,848,987 04	<i>604,579 03</i>	1,399,213 42	2,240,088 98	<i>840,875 56</i>
Bartica-Potaro Road Transport	129,393 95	158,446 27	<i>29,052 32</i>	160,072 51	169,860 47	<i>9,787 96</i>
	2,489,176 87	3,975,586 88	<i>1,486,410 01</i>	2,851,281 28	4,460,273 28	<i>1,608,992 00</i>

Italics denote deficit

REVENUE RECEIPTS AND EXPENDITURE.
(B)—HARBOUR AND PILOTAGE SERVICES

	1959			1960		
	Gross Receipts.	Expenditure	Net Receipts	Gross Receipts	Expenditure	Net Receipts
	\$ c	\$ c	\$ c	\$ c	\$ c	\$ c
Harbour and Pilotage ..	652,046 28	500,790 51	151,255 77	893,525 99	521,410 20	372,115 79

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STATEMENT IX.
REVENUE RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING
(A.)—EAST COAST RAILWAY

EXPENDITURE				RECEIPTS								
1959			Abstract	1960			1959		By Traffic Receipts—	1960		
\$	c.	Per cent. of Expenditure		\$	c.	Per cent. of Expenditure	\$	c.		\$	c.	Per cent. of Whole
			To Maintenance and Renewal of:									
283,341	68	20 05	„ Ways and Works ..	“B”	305,114	14 20 93	36 09	452,412	72 63 15	Passengers	540,779	07 63 98
172,553	94	12 24	„ Rolling Stock ..	“C”	184,320	77 12 65	21 81			Parcels and Mis-		
			„ Locomotive Running Expenses ..	“D”	276,796	49 18 99	32 75	91,453	48 12 75	cellaneous ..	114,388	15 13 53
261,062	47	18 47	„ Traffic Expenses ..	“F”	399,312	12 27 39	47 12	3,949	92 55	Mails ..	3,949	92 47
423,362	40	29 92	„ General Charges ..	“A”	239,095	46 16 41	28 27	137,857	01 19 28	Goods ..	155,404	98 18 38
253,169	11	17 97	„ Compensation (Accidents and Losses)	“E”	423	36 04	05			„ Miscellaneous Receipts ..	30,732	77 3 64
1,997	46	16	„ Workmen's Comp.	“E”	2,282	88 16	27	30,637	05 4 27			
1,227	70	13	„ Mechanical Equipment ..	“E”	20,026	68 1 38	2 37	716,310	18			
12,402	97	89	„ Back Pay F.U.G.E.	“E”	20,861	60 1 44	2 47	696,546	91	„ Deficit on Working for year ..	612,713	00
2,954	88	11	„ Back Pay F.U.G.E. W'men Factory Ordinance ..	“E”	28	14						
			„ Princess Margaret's visit	“E”	9,706	25 61	1 15					
784	48	06										
1,412,857	09	100 00			1,457,967	89 100 00	172 35	1,412,857	09 100 00		1,457,967	89 100 00

(B)—WEST COAST RAILWAY

\$	c.				\$	c.			\$	c.		\$	c.
			To Maintenance and Renewal of:								By Traffic Receipts		
94,215	40	16 97	Ways and Works ..	“B”	100,485	43 16 96	22 49				Passengers	351,061	60 78 58
81,132	13	14 61	Rolling Stock ..	“C”	81,657	27 13 78	18 28	313,756	23 78 62		Parcels and Mis-	20,714	12 4 64
			„ Locomotive Running Expenses ..	“D”	106,149	24 17 92	23 76	17,882	11 4 48		cellaneous ..	1,650	00 37
99,834	83	17 92	„ Traffic Expenses ..	“F”	230,731	28 38 95	51 65	1,650	00 42		Mails ..	69,891	65 15 64
210,196	18	37 81	„ General Charges ..	“A”	62,919	84 10 62	14 08	59,811	38 14 99		Goods ..	3,423	09 77
66,623	45	12 14	„ Compensation (Accidents & Losses)	“F”	297	53 05	07	5,965	01 1 49	„ Miscellaneous Receipts ..	446,740	46	
601	88	11	„ Workmen's Comp.	“E”	671	29 11	15	399,064	73				
1,122	34	21	„ Mechanical Equipment ..	“E”	1,383	07 24	31	156,231	75	„ Balance—Deficit on Working for year ..	145,615	48	
583	89	10	„ Back Pay Factory Ordinance ..	“E”	2,394	32 41	54						
986	38	13	Back Pay F.U.G.E.	“E”	5,666	67 96	1 27						
555,296	48	100 00			592,355	94 100 00	132 60	555,296	48 100 00			592,355	94 100 00

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STATEMENT IX.—(Continued).
REVENUE RECEIPTS AND EXPENDITURE
(C.)—STEAMER AND LAUNCH SERVICES

1959		EXPENDITURE.		1960		1959		RECEIPTS		1960	
\$	c.			\$	c.	\$	c.			\$	c.
946,624	39	To Working Expenses—						By Traffic Receipts—			
524,988	31	" Steamer and Launches ..	1,014,073	80	520,214	12	" Passengers	571,410	02		
		" Traffic Expenses	641,559	97	1,716	71	" Mails	1,900	08		
30,323	26	" Repairs to Stellings and			646,995	32	" Goods	763,537	27		
		" Buildings thereon	35,724	59			" Special Services	43,234	22		
1,811	04	" Compensation (Accidents			39,621	90	" Miscellaneous Receipts ..	19,131	83		
		" and Losses)	5,731	26	35,859	96					
52,587	47	" Engineering Superintend-	95,740	10	1,244,408	01	" Deficit on Working for			1,399,213	42
		" ence					" year	840,875	56		
206,532	69	" General Charges	195,051	60							
19,293	40	" Traffic Superintendence ..	17,398	01							
13,334	14	" Marine do.	22,033	49							
47,407	94	" H.M.P.S. Dock	56,392	86	604,579	03					
2,999	85	" Workmen's Compensation ..	2,983	79							
		" Back Pay Factory Ordinance	88,235	99							
		" Stelling Clerks Factory									
		" Ordinance	9,256	58							
3,084	55	" Back Pay F.U.G.E.	28,683	84							
		" Boland Tribunal Award	26,202	59							
		" Back Pay W'men F.U.G.E. ..	1,020	51							
1,848,987	04		2,240,088	98	1,848,987	04				2,240,088	98

REVENUE RECEIPTS AND EXPENDITURE.
(D.)—BARTICA-POTARO ROAD TRANSPORT SERVICE.

1959		EXPENDITURE.		1960		1959		RECEIPTS		1960	
\$	c.			\$	c.	\$	c.			\$	c.
11,022	59	To Salaries of R.T.O. and						By Traffic Receipts —			
74,238	88	" Clerks	11,972	91	22,865	66	" Passengers	34,061	63		
8,800	07	" Operating Expenses	88,845	05	105,335	31	" Goods	125,337	18		
59,961	11	" Traffic Charges	8,472	14	1,072	98	" Miscellaneous Receipts ..	553	70		
		" General Charges	56,627	90	120	00	" Mails	120	00		
2,411	67	" Suptce., Traffic	2,174	77	129,393	95				160,072	51
200	42	" Repairs to Issano Stelling	206	23			" Deficit on Working for				
1,767	88	" Repairs to RTO's Quarters	382	66	29,052	32	" year	9,787	96		
43	65	" Repairs to Logie, etc.									
		" Workmen's Compensation	60	00							
		" Back Pay F.U.G.E.	1,118	81							
158,446	27		169,860	47	158,446	27				169,860	47

STATEMENT IX.—(Continued)
REVENUE RECEIPTS AND EXPENDITURE.
(F.)—HARBOUR AND PILOTAGE SERVICES

1959		EXPENDITURE		1960		1959		Receipts		1960	
\$	c.	To		\$	c.	\$	c.	By		\$	c.
		Maintenance of—						Harbour & Pilotage			
		Lighthouse, Beacons &						Receipts—			
28,931	06	Buoys, Tide Gauges &				433,385	00	Tonnage Dues	..	620,901	69
		Buildings	44,238	45		92,717	92	Light Dues .. ..	..	123,494	17
89,089	51	Working Expenses—				105,339	75	Pilotage Dues .. ..	..	130,094	90
86,558	01	Launches and Light Beacon	94,788	01		287	04	Shipping Fees .. ..	..	443	52
		Harbour Services ..	85,494	43		951	90	Survey Fees .. ..	..	956	56
		Engineering Superintend-				874	64	Official Publications ..	..	1,415	84
11,431	63	ence	20,488	54		1,787	60	Miscellaneous .. ..	..	11,609	31
79,948	15	General Charges	75,503	84				Surveying and			
127,694	89	Dredge	115,540	36		16,702	43	Dredging		4,610	00
43,759	10	Survey Expenses	50,191	42							
15,738	36	Miscellaneous Charges ..	20,873	76							
2,263	16	Port Welfare	2,427	16							
		Radio Beacons, G.T. &									
482	20	N/A	77	32							
1,293	95	Service Expenses	2,616	27							
		Marine Exam. Board ..	64	21							
7,786	30	Navigation Equipment ..	55	58							
2,578	01	River Defences	2,835	40							
145	92	Official Publication	978	55							
3,090	26	Workmen's Compensation ..	1,832	46							
		Back Pay F.U.G.E.	3,367	04							
		Boland Tribunal Award ..	37	40							
500,790	51				521,410	20					
151,255	77	Surplus on Working	372,115	79							
652,046	28				893,525	99	652,046	28		893,525	99

STATEMENT X.

ANALYSIS OF OPERATING COSTS AND REVENUE OF STEAMER SERVICES.

Services	Operating Costs.		Revenue		—Deficit		Interest & Sinking Fund Charges & Interest on Advances Unallocated.		Net —Deficit	
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.
Demerara Ferry ..	442,485		377,465		65,020		18,501		83,521	
Berbice Ferry ..	188,554		167,050		21,504		11,563		33,067	
Adventure	413,225		289,191		124,034		4,625		128,659	
Bartica	272,096		116,266		155,830		4,626		160,456	
North-West District ..	253,269		81,351		171,918		4,047		175,965	
Pomeroon	132,863		19,693		113,170		4,047		117,217	
Berbice River	187,523		60,261		127,262		5,782		133,044	
Miscellaneous including non-paying ..	70,793		62,366		8,427		—		8,427	
G'town—N/A. ..	267,213		219,746		47,467		4,626		52,093	
Canje Creek Service ..	12,068		5,824		6,244		—		6,244	
	2,240,089		1,399,213		340,876		57,817		898,693	

STATEMENT XII.

COMPARATIVE ANALYSIS OF TRAFFIC AND MISCELLANEOUS RECEIPTS 1959 AND 1960.

Services		Passengers					Parcels and Miscellaneous	Mails	Goods	Miscellaneous	Total	Increase	Decrease
		1st Class	2nd Class	3rd Class	Total								
East Coast Railway ..	1960	70,383 98	....	470,395 09	540,779 07		114,388 15	3,949 92	155,404 98	30,732 77	845,254 89	128,944 71	
	1959	59,718 59	392,694 13	452,412 72		91,453 48	3,949 92	137,857 01	30,637 05	716,310 18		
West Coast Railway ..	1960	83,467 03	....	267,594 57	351,061 60		20,714 12	1,650 00	69,891 65	3,423 09	446,740 46	47,675 73	
	1959	79,251 57	234,504 66	313,756 23		17,832 11	1,650 00	59,811 38	5,965 01	399,064 73		
Total Railway Receipts ..	1960	153,851 01	....	737,989 66	891,840 67		135,102 27	5,599 92	225,296 63	34,155 86	1,291,995 35	176,620 44	
	1959	138,970 16	627,198 79	766,168 95		109,335 59	5,599 92	197,668 39	36,602 06	1,115,374 91		
Demerara Ferry ..	1960	....	224,949 39	....	224,949 39		....	199 92	152,316 11	....	377,465 42	44,625 04	
	1959	71,377 97	132,915 04	204,293 01		199 92	128,343 45	332,836 38		
Berbice Ferry ..	1960	17,117 47	56,988 05	....	74,105 52		....	100 08	92,844 44	....	167,050 04	29,364 04	
	1959	14,081 01	52,199 64	66,280 65		100 08	71,305 27	137,686 00		
Adventure Service ..	1960	44,523 98	72,486 29	....	117,010 27		....	337 44	171,843 24	....	289,190 95		
	1959	39,053 50	64,751 12	103,804 62		337 44	131,730 20	235,872 26		
Bartica Service ..	1960	33,782 34	33,843 41	....	67,625 75		....	337 44	48,303 21	....	116,266 40	12,799 77	
	1959	29,917 41	25,903 59	55,821 00		337 44	47,308 19	103,466 63		
Pomeroon Service ..	1960	1,658 95	2,501 17	....	4,160 12		....	24 96	15,508 24	....	19,693 32	2,036 59	
	1959	2,004 74	2,590 69	4,595 43		24 96	13,036 34	17,656 73		
North-West Service ..	1960	27,796 76	19,993 58	....	47,790 34		....	100 08	33,460 94	....	81,351 36		8,548 61
	1959	30,401 33	28,887 34	59,288 67		100 08	30,511 22	89,899 97		
Berbice River Service ..	1960	8,286 61	23,644 58	....	31,931 19		....	600 12	27,729 47	....	60,260 78	10,770 98	
	1959	5,697 55	17,629 22	23,326 77		416 75	25,746 36	49,489 88		
Georgetown—N/A. ..	1960	....	....	....	....		....	....	219,745 56	....	219,745 56	21,817 71	
	1959	197,927 85	197,927 85		
Special Services, Excursions & Miscellaneous ..	1960	....	....	....	....		....	....	....	62,366 05	62,366 05		13,115 81
	1959	75,481 86	75,481 86		
Canje Creek Service ..	1960	....	3,837 44	....	3,837 44		....	200 04	1,786 06	....	5,823 54		
	1959	530 32	2,273 65	2,803 97		200 04	1,086 44	4,090 45		
Total Steamer Receipts ..	1960	133,166 11	438,243 91	....	571,410 02		....	1,900 08	763,537 27	62,366 05	1,399,213 42	154,805 41	
	1959	193,063 83	327,150 29	520,214 12		1,716 71	646,995 32	75,481 86	1,244,408 01		
Bartica-Potaro Road ..	1960	10,009 97	24,051 66	....	34,061 63		....	120 00	125,337 18	553 70	160,072 61	30,678 66	
	1959	8,187 83	14,677 83	22,865 66		120 00	105,335 31	1,072 98	1,293,939 95		
Grand Total ..	1960	297,027 09	462,295 57	737,989 66	1,497,312 32		135,102 27	7,620 00	1,141,171 08	97,075 61	2,851,281 28	362,104 41	
	1959	340,221 82	341,828 12	627,198 79	1,309,248 73		7,436 63	949,999 02	113,156 90	2,489,176 87		

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STATEMENT XII.
MISCELLANEOUS RECEIPTS.

Miscellaneous Receipts.	East Coast Railway		West Coast Railway		Steamer Services		Bartica-Potaro Road.		Total	
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.
Storage	43	51	34	66	43	21			121	38
Wharfage	576	66			58	12			634	78
Rents	12,608	83	1,147	57	2,800	78			16,557	18
Unclaimed Goods	113	14							113	14
Tolls	158	71	60	88	120	80			340	39
Surplus Cash	107	10	80	92	241	60			429	62
Sale of Old Rails, etc.	2,160	34	173	84					2,334	18
Sundries	13,977	46	1,346	67	15,779	69	553	70	31,657	52
Commission on sale of Rice	987	02	578	55	87	63			1,653	20
Total	30,732	77	3,423	09	19,131	83	553	70	53,841	39

STATEMENT XIII.
DETAILED ABSTRACT OF EXPENDITURE.
GENERAL AND ADMINISTRATION EXPENSES.
ABSTRACT "A"

1959		GENERAL CHARGES.						1960	
\$	c.							\$	c.
42,736	45	General Manager's Office						47,816	40
112,422	65	Accountant's Office						112,888	60
70,361	63	Stores Department						75,035	98
28,381	55	Office Expenses						28,979	12
7,000	00	Audit Fee						7,000	00
3,843	33	Travelling Expenses						4,971	28
245,886	58	Pensions & Gratuities						216,628	46
600	00	Annual Payments to Crown Agents						102	52
70	92	Contribution to Recreation Ground						600	00
8,449	40	Loss of Money and Stores						38	44
23,631	87	Leave Passages						3,341	91
498	51	Cost of Living Allowances						23,251	71
70,643	74	Library						373	27
7,401	30	Rates and Taxes						58,904	39
30,600	00	Telephones						10,015	53
8,079	30	Constabulary						30,600	00
818	55	Acting Allowances						2,117	94
3,440	05	Advertising						391	98
1,368	68	Training School						2,829	40
		Entertainment expenses						281	94
		Workmen's Compensation							
		Expenses Marine Supt.						2,362	68
		Back Pay F.U.G.E.						667	09
666,234	51	APPORTIONED TO:						629,198	64
253,169	11	East Coast Railway						239,095	46
66,623	45	West Coast do.						62,919	84
206,532	69	Steamer Services						195,051	60
79,948	15	Harbour Services						75,503	84
59,961	11	Bartica-Potaro Road Transport						56,627	90
666,234	51							629,198	64

WEST COAST		WORKING EXPENSES RAILWAYS.				EAST COAST			
1959		1960		ABSTRACT "B."		1959		1960	
Amount.		Amount.		Maintenance and Renewal of Ways and Works.		Amount.		Amount.	
\$	c.	\$	c.			\$	c.	\$	c.
12,460	66	14,209	32	Superintendence		32,709	16	37,299	51
51,432	54	53,446	24	Maintenance of Permanent Way—		143,508	46	153,324	40
12,248	11	11,844	31	Wages		33,093	13	32,030	01
9,225	66	12,580	38	Sleepers		26,731	75	25,692	06
1,679	78	1,549	40	Ballast		4,957	14	5,740	80
74,586	09	79,420	33	Other Permanent Way Materials		208,290	48	216,787	27
349	71	774	68	Maintenance of Track Structures—		3,678	94	5,009	33
9	52	14	20	Bridges		280	15	239	38
34	38	103	71	Signals and Gates		590	00	313	96
393	61	892	59	Water Supply		4,549	09	5,562	67
2,686	03	2,124	94	Maintenance of Stations and Buildings—		12,658	56	13,212	86
3,613	95	3,524	61	Stations and Platform		17,516	23	17,344	34
446	23	259	54	Other Buildings		4,530	05	10,229	85
6,746	21	5,909	09	Wharves		34,704	84	40,787	05
71		54	10	Miscellaneous and Unclassified Expenditure		1,927	10	2,384	49
28	12	—		New Minor Works		1,161	01	2,293	15
94,215	40	86,276	11	Total Abstract "B."		283,341	68	267,814	63

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STATEMENT XIII.—(Continued)
DETAILED ABSTRACTS OF EXPENDITURE.
WORKING EXPENSES RAILWAYS

WEST COAST		ABSTRACT "C"		EAST COAST	
1959	1960			1959	1960
Amount	Amount	Maintenance and Renewal of Rolling Stock:		Amount	Amount
\$ c.	\$ c.			\$ c.	\$ c.
4,443 34	8,420 59	Superintendence		16,292 23	30,875 42
18,842 67	22,310 79	Maintenance of Locomotive—		48,411 13	55,673 90
13,743 99	19,718 17	Wages		24,406 29	28,713 68
32,586 66	42,028 96	Materials		72,817 42	84,387 58
19,574 91	18,695 58	Maintenance of Carriages—		27,124 00	28,022 79
7,849 74	5,830 80	Wages		12,087 18	13,173 60
27,424 65	24,526 38	Materials		39,211 18	41,196 39
6,085 13	5,005 76	Maintenance of Wagons—		18,156 90	18,658 82
2,192 70	1,675 58	Wages		8,705 19	9,202 56
8,277 83	6,681 34	Materials		26,862 09	27,861 38
8,399 65	— —	Workshop Expenses		17,371 02	— —
81,132 13	81,657 27	Total Abstract "C"		172,553 94	184,320 77

WEST COAST		ABSTRACT "D"		EAST COAST	
1959	1960			1959	1960
Amount	Amount	Locomotive Running Expenses.		Amount	Amount
\$ c.	\$ c.			\$ c.	\$ c.
4,443 33	8,420 60	Superintendence		16,292 22	30,875 41
3,012 00	2,832 00	Locomotive Running Expenses—		1,088 00	2,256 00
64,832 88	67,320 38	Assistant Supt.		2,818 00	1,936 00
17,835 54	17,617 12	Locomotive Inspector		3,206 00	3,314 00
9,072 88	9,633 35	Running Shed Foreman		111,189 58	120,193 30
266 63	77 52	Wages Engine Drivers, Firemen, etc. ..		95,206 42	90,335 80
371 57	248 27	Fuel		1,704 01	2,912 18
95,391 50	97,728 64	Water		27,565 55	24,255 21
1959	1960	Stores & Uniforms		350 38	259 66
448 13	915 65	Miscellaneous		1,642 31	458 93
135 76	467 42	Drivers & Firemen Equipment		244,770 25	245,921 08
583 89	1,383 07	Total Abstract "D"		1959	1960
1959	1960	ABSTRACT "E"		Amount	Amount
Amount	Amount	Mechanical Equipment		Amount	Amount
448 13	915 65	Maintenance Mechanical Equipment		9,785 47	17,315 92
135 76	467 42	Fuel Mechanical Equipment		2,617 50	2,710 76
583 89	1,383 07	Total Abstract "E"		12,402 97	20,026 68
1959	1960	ABSTRACT "F"		1959	1960
Amount	Amount	Traffic Expenses & Miscellaneous		Amount	Amount
\$ c.	\$ c.			\$ c.	\$ c.
7,716 00	7,608 00	Superintendence		15,122 00	18,566 00
59,225 33	68,343 23	Salaries of Station Masters, Clerks etc. ..		140,585 34	116,648 41
30,828 43	30,409 92	Guards and Vanmen		45,369 71	48,441 84
3,597 07	— —	Subsistence and Overtime Allowances ..		4,393 10	— —
1,416 00	1,461 00	Flagmen and Crossing Gatemen		13,020 00	13,665 43
72,823 72	84,489 45	Porters, Watchmen etc.		114,140 83	118,158 13
8,911 79	11,313 53	Barrier Gatemen		20,087 56	21,360 00
3,964 08	5,689 53	General Stores		10,326 44	10,532 22
2,199 50	2,116 22	Uniforms		4,117 90	5,249 93
5,433 03	6,455 84	Stationery, Tickets and Printing		8,823 01	9,750 43
1,063 68	4,530 90	Lighting of Stations		8,140 39	5,171 41
4,192 76	1,482 25	Cleansing, Lubricating etc., of Vehicles ..		10,127 11	9,636 42
2,016 83	2,481 95	Miscellaneous Expenses		2,659 02	2,559 14
1,984 61	— —	Steam Cranes		4,218 86	— —
601 88	297 53	Compensation (Accidents & Losses)		1,997 46	423 36
1,122 34	671 29	Workmen's Compensation		1,227 70	2,282 88
— —	2,394 32	Back Pay Factory Ordinance W'men		— —	9,706 25
— —	— —	Purchase of Electric Water Cooler		526 06	— —
— —	— —	Princess Margaret's Visit		784 48	— —
986 38	5,666 67	Back Pay F.U.G.E.		2,954 88	20,861 60
208,083 43	235,411 63	Back Pay F.U.G.E. W'men		— —	28 14
		Total Abstract "F"		408,621 85	413,041 59

STATEMENT XIII—(Continued)
 DETAILED ABSTRACTS OF EXPENDITURE.
 WORKING EXPENSES—RAILWAY—(Continued)

WEST COAST			EAST COAST		
1959	1960	ABSTRACT "G"	1959	1960	
Amount	Amount	Superintendence	Amount	Amount	
4,823 35	4,349 46	Superintendence Traffic	21,705 07	19,572 76	

WORKING EXPENSES—STEAMER SERVICES
 ABSTRACT "H"

1959		Working Expenses Steamers	1960	
\$	c.		\$	c.
71,033	59	Captains and Mates, Boatswains	71,784	09
133,737	09	Sailors and Deck Hands	185,629	50
88,197	13	Engineers	93,815	52
37,970	93	Stokers & Engineer Boys	41,626	47
85,381	47	Overtime & Subsistence	107,784	26
229,927	17	Maintenance & Repairs	243,448	79
182,015	41	Fuel	154,309	54
30,078	81	Stores (Marine)	49,183	93
21,072	36	Stores (Engineering)	40,237	30
7,249	59	Uniforms	7,157	49
4,686	59	Miscellaneous	2,802	42
3,534	50	No Claim Allowance to Officers	3,781	20
2,521	05	Ships' Linen	3,048	45
8,195	70	Apprenticeship Scheme	9,243	33
23	00	Radio Communication	—	—
41,000	00	New Pontoon	—	—
		Navigation Equipment	221	51
946,624	39		1,014,073	80
		ABSTRACT "T"		
1959		Superintendence	1960	
\$	c.		\$	c.
52,587	47	Superintendence Engineering	95,740	10
13,334	14	do. Marine	22,033	49
65,921	61		117,773	59

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STATEMENT XIII —(Continued)
ABSTRACT "J"

1959		H.M.P.S.—Dock						1960	
\$	c.								
4,476	00	Mechanical Engineer (Marine)	4,660	00
3,711	20	Dock Superintendent	..	..	..	..	..	3,855	20
		Assistant Dock Superintendent	..	..	..	..	..	3,438	13
		Dock Boatwain	..	..	..	..	..	1,408	00
3,633	80	Dock Foremen	..	..	..	..	..	2,256	00
6,129	00	Charge Hands	..	..	..	..	..	6,200	96
17,458	44	Maintenance & Repairs	..	..	..	..	..	22,865	58
4,672	12	Clerical Establishment	..	..	..	..	..	5,087	74
6,076	87	Wages of Launch Crew, Watchmen etc.	..	..	..	..	..	4,893	26
1,250	51	Travelling and Subsistence Allowances	..	..	..	..	..	1,727	99
47,407	94							56,392	86

ABSTRACT "K"

1959		Traffic Expenses — Steamer Services						1960	
\$	c.							\$	c.
6,029	93	Stellings Superintendent	..	..	..	..	..	3,830	32
		Clerical Establishment	..	..	..	..	..	204,529	27
62,986	88	Stellings Clerks (Georgetown)	..	..	..	..	..	—
75,392	62	do. do. (Out Stellings)	..	..	..	..	..	—
18,296	61	Pursers	..	..	..	..	..	—
4,169	19	Relieving duty, Overtime etc.	..	..	..	..	..	4,774	83
302,034	55	Porters, Watchmen etc.	..	..	..	..	..	378,103	14
33,002	28	General Stores	..	..	..	..	..	20,554	66
2,932	02	Uniforms	..	..	..	..	..	2,429	34
9,146	43	Tickets, Stationery & Printing	..	..	..	..	..	11,478	80
6,758	88	Lighting of Stellings	..	..	..	..	..	10,419	41
2,599	09	Miscellaneous	..	..	..	..	..	4,256	20
1,100	00	Messenger	..	..	..	..	..	1,184	00
30,323	26	Stellings and Buildings	..	..	..	..	..	35,724	59
1,811	04	Compensation (Accidents & Losses)	..	..	..	..	..	5,731	26
539	83	Purchase of Electric Water Cooler	..	..	..	..	..	—
2,999	85	Workmen's Compensation	..	..	..	..	..	2,983	79
		Back Pay Factory Ordinance	..	..	..	..	..	88,235	99
3,084	55	do. F.U.G.E.	..	..	..	..	..	28,683	84
		do. do. Watchmen	..	..	..	..	..	1,020	51
		Factory Ordinance Stelling Clerks	..	..	..	..	..	256	58
		Boland Tribunal Award	..	..	..	..	..	26,202	59
563,207	01							839,399	12

ABSTRACT "L"

1959		Superintendence						1960	
\$	c.							\$	c.
19,293	40	Superintendence Traffic	..	..	..	..	..	17,398	01

BARTICA-POTARO ROAD SERVICE
ABSTRACT "M"

1959		Bartica-Potaro Road Service.							
\$	c.	\$	c.					\$	c.
4,272	00			Salaries:—				4,272	00
				Garage Supt.	..	..	..	6,059	04
				Clerical Establishment	..	..	..	11,972	91
5,230	69			Clerks	..	..	..
1,519	90	11,022	59	Steno-Typist	..	..	..	1,641	87
				Transport Officer	..	..	..
				Operating Expenses—					
24,198	83			Chauffeurs and Assistants	..	..	..	26,113	52
20,274	05			Maintenance and Repairs	..	..	..	31,292	17
9,766	00			Fuel and Stores	..	..	..	11,439	36
20,000	00	74,238	88	Replacement of Lorries	..	..	..	20,000	00
				Traffic Charges—					
5,994	52			Miscellaneous	..	..	..	6,412	93
				Accidents and Losses, Compensation	..	..	..	17	25
175	47	6,169	99	Stationery and Tickets	..	..	..	151	37
				Hire of Lorry	..	..	..	1,890	59
		2,630	08	Maintenance of Issano Stelling	..	..	..	206	23
		2,00	42	Repairs to Garage and Quarters	..	..	..	382	60
		1,767	88	Maintenance of Logies, etc.	..	..	..
		43	65	Workmen's Compensation	60	00
				Back Pay F.U.G.E.	1,118	81
		96,073	49					111,057	80

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STATEMENT XIII. — (Continued).
BARTICA—POTARO ROAD SERVICE
ABSTRACT "N"

1959	Superintendence	1960
\$ c.		\$ c.
2,411 67	Superintendence Traffic	2,194 77

ABSTRACT "O"

1959	Harbour Services.	1960
\$ c.		\$ c.
406 45	Harbour Master	1,276 13
5,760 00	Executive Officer	3,864 00
6,240 00	Chief Pilot	6,240 00
44,367 00	Pilots	44,523 00
	Clerical Establishment	5,803 30
2,816 20	Steno-Typists	
4,781 71	Pilots' Apprentices	4,988 83
108 00	Deputy Harbour Master N/A & Springlands	108 00
2,712 00	Grade 2 Clerk	
11,935 24	Lighthouse Attendants	11,607 03
1,405 00	Proficiency Awards to Pilots	1,763 00
3,851 41	Boat House Attendants	4,085 14
1,200 00	Messenger	1,236 00
975 00	Grade 3 Clerk	
86,558 01		85,494 43

ABSTRACT "P"

1959	Maintenance Charges.	1960
\$ c.		\$ c.
28,931 06	Lighthouse, Beacons and Buoys	44,238 45

ABSTRACT "Q"

1959	Working Expenses—Light Beacon and Launches	1960
\$ c.		\$ c.
39,328 11	Wages of Crew of Launches	40,855 26
5,947 45	Overtime Launch Crew	10,097 29
987 76	Uniforms and Clothing	852 92
30,374 48	Maintenance and Repairs	26,779 97
9,788 70	Fuel and Stores	13,823 86
2,389 22	Victualling Allowance	1,925 74
273 79	Proficiency Awards to Coxwains and Engineers	452 97
89,089 51		94,788 01

ABSTRACT "R"

1959	Working Expenses—Dredger.	1960
\$ c.		\$ c.
6,232 64	Dredge Master	6,510 77
21,262 00	Wages Navigation	20,906 93
20,376 14	„ Engineering	22,379 46
25,786 79	Fuel	24,888 43
46,257 17	Maintenance and Repairs	34,587 27
2,984 34	Stores Navigation	2,787 22
3,591 39	Stores Engineering	2,583 58
843 62	Uniforms	582 69
303 76	Proficiency Awards to Officers	282 49
57 04	Linens for Crew	31 52
127,694 89		115,540 36

STATEMENT XIII—(Continued)

WORKING EXPENSES—HARBOUR AND PILOTAGE.
ABSTRACT "S"

1959		Survey Expenses	1960	
\$	c.		\$	c.
5,760	00	Hydrographic Surveyor Senior	5,760	00
5,254	19	do. Surveyors	1,486	45
9,812	88	Wages of Launch Crew	7,897	11
3,042	49	Survey Launch Maintenance	13,689	84
5,508	09	Fuel and Stores	4,553	67
1,454	27	Stores (Survey Equipment)	4,265	67
7,279	18	Surveys—Extra Labour and Subsistence	6,870	28
5,306	00	Draughtsman	5,426	00
342	00	Uniforms	242	40
43,759	10		50,191	42

ABSTRACT "T"

1959		Superintendence	1960	
\$	c.		\$	c.
11,431	63	Superintendence Engineering	20,488	54

ABSTRACT "U"

1959		Miscellaneous Charges	1960	
\$	c.		\$	c.
		Back Pay F.U.G.E.	3,367	04
		Boland Tribunal Award	37	40
1,355	77	Lighting Ports Georgetown and N/A	1,113	60
3,562	20	Illuminant Buoys & Beacons	1,726	05
462	55	Stationery and Books	432	11
2,629	86	Miscellaneous	7,141	66
6,840	83	Travelling Expenses	9,006	77
887	15	Uniforms for Pilots	1,453	57
2,263	16	Port Welfare	2,427	16
482	20	Radio Beacons, Georgetown & N/A	77	32
		Marine Examining Board	64	21
1,293	95	Service Expenses	2,616	27
7,786	30	Navigation School	—	—
2,578	01	River Defences	2,835	40
145	92	Official Publication	978	55
3,090	26	Workmen's Compensation	1,832	46
—	—	Navigation Equipment	55	58
33,378	16		35,165	15

STATEMENT XIV.

STATEMENT OF ESTIMATED AND ACTUAL EXPENDITURE FOR THE YEAR 1959.

Head of Service.	Estimate	Actual
	\$ c.	\$ c.
GENERAL AND ADMINISTRATIVE CHARGES—		
General Manager's Office	54,363 00	47,816 40
Accountant's Office	117,688 00	112,888 60
Stores	75,989 00	75,035 98
Office and Incidental Expenses	30,750 00	28,979 12
Audit Fee	7,000 00	7,000 00
Travelling expenses	4,000 00	4,971 28
Pensions and Gratuities	200,000 00	216,628 46
Annual payment to Crown Agents	206 00	102 52
Contribution to Recreation Ground	600 00	600 00
Loss of Money & Stores	500 00	38 44
Leave Passages	11,000 00	3,341 91
Cost of Living Allowances	26,000 00	23,251 71
Library	500 00	373 27
Rates and Taxes	60,000 00	58,904 39
Telephones	7,500 00	10,015 53
Constabulary	30,600 00	30,600 00
Acting Allowances	3,500 00	2,117 94
Advertising	2,000 00	391 98
Employees Welfare & Recreation	200 00	
Training School	4,000 00	2,829 40
Entertainment Expenses	1,000 00	281 94
Workmen's Compensation	500 00	
Expenses Marine Superintendent	2,362 68	2,362 68
Back Pay F.U.G.E.	667 09	667 09
Total—General Charges	637,896 00	629,198 64
Engineering (Maintenance) Branch Superintendence	62,863 00	59,205 54
Engineering (Mechanical) Branch Superintendence	173,342 00	187,123 95
Headquarters (Traffic) Branch Superintendence	55,332 00	43,495 00
Marine Branch Superintendence	20,535 00	22,033 49
Total Superintendence	312,072 00	311,857 98
EAST COAST RAILWAY.		
MAINTENANCE BRANCH.		
Maintenance of Permanent Way, East Coast	221,900 00	216,787 27
Do. Track Structures, East Coast	5,900 00	5,562 67
Do. Stations and Buildings, East Coast	42,600 00	40,787 05
New Minor Works, East Coast	2,000 00	2,293 15
Miscellaneous and Unclassified Expenditure, East Coast	2,600 00	2,384 49
MECHANICAL BRANCH.		
Maintenance and Renewal of Rolling Stock	118,000 00	153,445 35
Locomotive Running Expenses	265,384 00	245,921 08
Mechanical Equipment etc.	25,000 00	20,026 68
TRAFFIC BRANCH.		
Superintendents etc.	19,248 00	18,566 00
Station Masters, Clerks etc.	132,904 ..	116,648 41
Guards and Vanmen	48,000 00	48,441 84
Flagmen and Crossing Gatemen	15,000 00	13,665 43
Porters, Watchmen etc.	146,000 00	118,158 13
Barrier Gatemen	24,000 00	21,360 00
General Stores	16,000 00	10,532 22
Uniforms	5,000 00	5,249 93
Stationery, Tickets and Printing	11,000 00	9,750 43
Lighting of Stations	9,000 00	5,171 41
Cleansing, Lubricating, etc.	10,000 00	9,636 42
Miscellaneous Expenses	3,000 00	2,559 14
Back Pay Factory Ordinance W/men		9,706 25
Compensation (Accidents & Losses)	3,000 00	423 36
Workmen's Compensation	1,000 00	2,282 88
Back Pay F.U.G.E. W'men		28 14
Back Pay F.U.G.E.		20,861 60
Total Expenditure East Coast Railway	1,126,536 00	1,100,249 33
WEST COAST RAILWAY.		
MAINTENANCE BRANCH		
Maintenance of Permanent Way, West Coast	82,700 00	79,420 33
Do. Track Structures, West Coast	1,140 00	892 59
Do. Stations and Buildings, West Coast	7,160 00	5,909 09
New Minor Works, West Coast	75 00	
Miscellaneous and Unclassified Expenditure, West Coast	75 00	54 10
MECHANICAL BRANCH		
Maintenance and Renewal of Rolling Stock	57,000 00	73,236 68
Locomotive Running Expenses	103,032 00	97,728 64
Mechanical Equipment etc.	3,800 00	1,383 07
TRAFFIC BRANCH		
Superintendence and Clerks etc.	72,842 00	75,951 23
Guards and Vanmen	28,000 00	30,409 92
Subsistence & Overtime Allowances	2,000 00	
Porters, Watchmen, etc.	75,000 ..	84,489 45
Barrier Gatemen	12,200 00	11,313 53
General Stores	5,000 00	5,689 53
Uniforms	1,500 00	2,116 22
Tickets, Stationery & Printing	6,000 00	6,455 84
Lighting of Stations	1,700 00	4,530 90
Cleaning, Lubricating etc.	4,000 00	1,482 25
Flagmen and Crossing Gatemen	2,800 00	1,461 00
Miscellaneous Expenses	1,800 00	2,481 95
Back Pay Factory Ordinance W/men		2,394 32
Compensation, Accidents & Losses	1,000 00	297 53
Workmen's Compensation	1,000 00	671 29
Back Pay F.U.G.E.		5,666 67
Total Expenditure, West Coast Railway	469,824 00	494,036 13

STATEMENT XIV—(Continued)

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STATEMENT OF ESTIMATE AND ACTUAL EXPENDITURE FOR THE YEAR 1959—(Continued)

Head of Service	Estimate		Actual	
	\$	c.	\$	c.
Steamer Services Mechanical and Marine Branch				
STEAMERS LAUNCHES, ETC.				
Captains, Mates & Boatswains	72,000	00	71,784	09
Sailors and Deck Hands	130,000	00	185,629	50
Engineers	91,500	00	93,815	52
Stokers and Engineer Boys	40,000	00	41,626	47
Overtime and Subsistence Allowances	64,000	00	107,784	26
Maintenance and Repairs	200,000	00	243,448	79
Fuel	185,000	00	154,309	54
Stores (Marine)	37,000	00	49,183	93
Stores (Engineering)	26,000	00	40,237	30
Uniforms	12,000	00	7,157	49
Miscellaneous	2,500	00	2,802	42
No claim Allowances to Officers	5,000	00	3,781	20
Navigation Equipment	1,000	00	221	51
Ship's Linens	3,000	00	3,048	45
Apprenticeship Scheme	12,600	00	9,243	33
Radio Communication				
New Pontoon				
H.M.P.S. DOCK				
Mechanical Engineer (Marine)	4,800	00	4,660	00
Dock Superintendent	3,864	00	3,855	20
Asst. Dock Supt.	3,552	00	3,438	13
Dock Boatswain	1	00	1,408	00
Dock Foremen	2,844	00	2,256	00
Charge Hands	7,584	00	6,200	96
Maintenance and Repairs	23,550	00	22,865	58
Acting Allowances	771	00	—	
Wages of Launch Crew, Watchman, etc.	13,400	00	4,893	26
Clerical Establishment	5,640	00	5,087	74
Travelling and Subsistence Allowances	1,000	00	1,727	99
TRAFFIC BRANCH				
Stellings Superintendent	4,272	00	3,830	32
Clerical Establishment	204,892	00	204,529	27
Relieving Duty, Overtime etc.	4,000	00	4,774	83
Porters, Watchmen, etc.	300,000	00	378,103	14
General Stores	32,000	00	20,554	66
Uniforms	3,000	00	2,429	34
Tickets, Stationery & Printing	14,000	00	11,478	80
Lighting of Stellings	8,000	00	10,419	41
Miscellaneous Expenses	4,000	00	4,256	20
Messenger	1,200	00	1,184	00
Purchase of Electric Coolers				
MAINTENANCE OF STEAMER STELLINGS				
Stellings and Buildings	37,000	00	35,724	59
MISCELLANEOUS				
Boland Tribunal Award			26,202	59
Factory Ordinance Stelling Clerks			9,256	58
Compensation, Accident and Losses	5,000	00	5,731	26
Workmen's Compensation	2,000	00	2,983	79
Back Pay F.U.G.E.			28,683	84
do. do. do. W/men			1,020	51
Factory Ordinance W'men			88,235	99
Total Expenditure, Steamer Services	1,567,870	00	1,909,865	78

STATEMENT XIV. — (Continued)

STATEMENT OF ESTIMATED AND ACTUAL EXPENDITURE FOR THE YEAR 1959.—(Continued)

Head of Service.	Estimate	Actual
BARTICA-POTARO ROAD SERVICE SALARIES		
Garage Supt.	\$ 4,272 00	\$ 4,272 00
Clerical Establishment	6,847 00	6,059 04
Transport Officer		1,641 87
OPERATING EXPENSES		
Chauffeurs and Assistants	27,500 00	26,113 52
Maintenance and Repairs	26,000 00	31,292 17
Fuel and Stores	5,000 00	11,439 36
Replacements of Lorries	20,000 00	20,000 00
Lorry Hire		1,890 89
TRAFFIC CHARGES		
Miscellaneous	5,950 00	6,412 93
Accidents and Losses	100 00	17 25
Stationery and Tickets	200 00	151 37
Maintenance of Issano Stelling	1,600 00	206 23
Repairs to Garage and R.T.O.'s Quarters	2,500 00	382 66
Repairs to Logies and Chauffeurs Quarters	2,000 00	
Workmen's Compensation	500 00	60 00
Back Pay F.U.G.E.		1,118 81
Total Expenditure, Bartica-Potaro Road Service	102,469 00	111,057 80
HARBOUR SERVICES. SALARIES AND WAGES.		
Harbour Master	7,200 00	1,276 13
Chief Pilot	6,240 00	6,240 00
Executive Officer & Chief Clerk	5,760 00	3,864 00
10 Pilots	46,183 00	44,523 00
Clerical Establishment	7,758 00	5,803 30
Pilot Apprentices	4,837 00	4,988 83
Deputy Harbour Master and Inspector of Shipping	108 00	108 00
Lighthouse and Flagstaff Attendants	12,000 00	11,607 03
Proficiency Awards to Pilots	2,600 00	1,763 00
Boat House Attendants	4,608 00	4,085 14
Messenger	1,200 00	1,236 00
Maintenance of Lighthouse, Beacons and Buoys	31,000 00	44,238 45
LAUNCHES AND LIGHTS		
Crew—Launches	37,500 00	40,855 26
Overtime—Launch Crews	6,500 00	10,097 29
Uniforms	1,500 00	852 92
Maintenance and Repairs (Launches)	32,000 00	26,779 97
Fuel and Stores (Launches)	11,459 00	13,823 86
Victualling Allowance	3,000 00	1,925 74
Proficiency Awards to Coxswain	300 00	452 97
DREDGE		
Dredge Master	6,506 00	6,510 77
Wages (Navigation)	28,000 00	20,906 93
Wages (Engineering)	26,000 00	22,379 46
Fuel	35,000 00	24,888 43
Maintenance and Repairs	28,000 00	34,587 27
Stores (Navigation)	3,000 00	2,787 22
Stores (Engineering)	4,000 00	2,583 58
Uniforms	1,200 00	582 69
Proficiency awards to officers	400 00	282 49
Linens for Crew	500 00	31 52
SURVEY		
Hydrographical Surveyor (senior)	5,760 00	5,760 00
2 Asst. Hydrographical Surveyors	9,120 00	1,486 45
Wages of Launch Crew	12,000 00	7,897 11
Survey Launch, Maintenance	9,000 00	13,689 84
Fuel, etc.	18,000 00	4,553 67
Stores (Surveying Equipment)	3,500 00	4,265 67
Survey extra labour and subsistence	8,700 00	6,870 28
Draughtsman	5,596 00	5,426 00
Uniform	650 00	242 40
PORT SIGNAL STATION		
3 Signal Ratings		— —
1 Messenger		— —
Electricity Supply		— —
Signal Flags		— —
Stationery, etc.		— —
Chandlery—Signal Yard Fittings, Halyards, etc.		— —
OTHER CHARGES		
Lighting Ports of Georgetown and New Amsterdam	1,400 00	1,113 60
Illuminant Buoys and Beacons	6,000 00	1,726 05
Stationery and Books	1,000 00	432 11
Miscellaneous	4,000 00	7,141 66
Travelling and Subsistence Allowances	7,000 00	9,006 77
Pilots Uniforms	2,000 00	1,453 57
Port Welfare	2,500 00	2,427 16
Navigation School	2,000 00	— —
Radio Beacons, Georgetown and New Amsterdam	2,000 00	77 32
River Defences	3,500 00	2,835 40
Marine Examining Board	1,000 00	64 21
Allowances for Training Radio Mechanic	1,500 00	— —
Navigation Equipment	2,000 00	55 58
Service Expenses	2,000 00	2,616 27
Official Publication	700 00	978 55
Workmen's Compensation	1,000 00	1,832 46
Back Pay F.U.G.E.		3,367 04
Boland Tribunal Award		37 40
Total Expenditure, Harbour Services	466,276 00	425,417 82

STATEMENT XV.

RECAPITULATION OF EXPENDITURE.

(a) TRANSPORT SERVICES.

Head of Service.	Estimate		Actual.	
	\$	c.	\$	c.
General Charges	561,348	00	553,694	80
Superintendence (Unallocated)	292,852	00	291,369	44
East Coast Railway	1,126,536	00	1,100,249	33
West Coast Railway	469,824	00	494,036	13
Steamer Services	1,567,870	00	1,909,865	78
Bartica-Potaro Road Service	102,469	00	111,057	80
	4,120,899	00	4,460,273	28

RECAPITULATION OF EXPENDITURE.

(b) HARBOUR SERVICES.

Head of Service.	Estimate		Actual.	
	\$	c.	\$	c.
General Charges	76,548	00	75,503	84
Superintendence (Unallocated)	19,220	00	20,488	54
Harbour Services	466,276	00	425,417	82
	562,044	00	521,410	20

STATEMENT XVI.

(a) TRANSPORT SERVICES.

	Actual 1959		Estimate 1960		Actual 1960		Increase		Decrease	
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.
E.C. RAILWAY—										
Passenger Traffic	440,292	63	470,000	00	527,642	14	87,349	51		
Parcels	91,453	48	100,000	00	114,388	15	22,934	67		
Mails	3,949	92	3,950	00	3,949	92				
Goods	137,857	01	130,000	00	155,404	98	17,547	97		
Special Services	12,120	09	15,000	00	13,136	93	1,016	84		
Miscellaneous Receipts	30,637	05	30,000	00	30,732	77	95	72		
	716,310	18	748,950	00	845,254	89	128,944	71		
W.C. RAILWAY—										
Passenger Traffic	311,733	55	330,000	00	348,532	45	36,798	90		
Parcels	17,882	11	12,000	00	20,714	12	2,832	01		
Mails	1,650	00	1,650	00	1,650	00				
Goods	59,811	38	60,000	00	69,891	65	10,080	27		
Special Services	2,022	68	2,000	00	2,529	15	506	47		
Miscellaneous Receipts	5,965	01	3,000	00	3,423	09			2,541	92
	399,064	73	408,650	00	446,740	46	47,675	73		
STEAMER SERVICES—										
Passenger Traffic	520,214	12	540,000	00	571,410	02	51,195	90		
Mails	1,716	71	1,500	00	1,900	08	183	37		
Goods	646,995	32	660,000	00	763,537	27	116,541	95		
Special Services	39,621	90	45,000	00	43,234	22	3,612	32		
Miscellaneous Receipts	35,859	96	20,000	00	19,131	83			16,728	13
	1,244,408	01	1,266,500	00	1,399,213	42	154,805	41		
BARTICA-POTARO—										
Passenger Traffic	22,865	66	30,000	00	34,061	63	11,195	97		
Goods	105,335	31	86,948	00	125,337	18	20,001	87		
Mails	120	00	120	00	120	00			519	28
Miscellaneous Receipts	1,072	98	500	00	553	70				
	129,393	95	117,568	00	160,072	51	30,678	56		
Total	2,489,176	87	2,541,668	00	2,851,281	28	362,104	41		

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STATEMENT XVI.—(Contd.)
(b) HARBOUR SERVICES.

	Actual 1959		Estimated 1960		Actual 1960		Increase		Decrease	
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.
Tonnage Dues	433,385	00	535,000	00	620,901	69	187,516	69		
Light Dues	92,717	92	114,844	00	123,494	17	30,776	25		
Pilotage Dues	105,339	75	115,000	00	130,094	90	24,755	15		
Shipping Fees	287	04	300	00	443	52	156	48		
Survey Fees	951	90	1,000	00	956	56	4	66		
Official Publications	874	64	900	00	1,415	84	541	20		
Miscellaneous	1,787	60	15,000	00	11,609	31	9,821	71		
Surveying and Dredging	16,702	43	10,000	00	4,610	00			12,092	43
	652,046	28	792,044	00	893,525	99	241,479	71		

STATEMENT XVII.
RECAPITULATION OF REVENUE.
(a) TRANSPORT SERVICES

	Estimated		Actual	
	\$	c.	\$	c.
E.C. Railway	748,950	00	845,254	89
W.C. Railway	408,650	00	446,740	46
Steamer Services	1,266,500	00	1,399,213	42
Bartica-Potaro Road	117,568	00	160,072	51
(b) Harbour Services	2,541,668	00	2,851,281	28
	792,044	00	893,525	99

COMPARATIVE STATEMENT OF NUMBER OF PASSENGERS CARRIED.

(a) E.C. RAILWAY

1959.			1960.			Increase	Decrease
1st Class	3rd Class	Total	1st Class	3rd Class	Total		
78,926	1,497,422	1,576,348	85,290	1,713,395	1,798,685	222,337	

(b) W.C. Railway

(b) W.C. RAILWAY

248,823	1,034,772	1,283,595	292,648	1,236,118	1,528,766	245,171	
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(c) STEAMER SERVICES

	1959.			1960			Increase	Decrease
	1st Class	2nd Class	Total	1st Class	2nd Class	Total		
Demerara Ferry	500,792	2,149,444	2,650,236	83,078	2,692,866	2,692,866	42,630	
Berbice Ferry	65,277	466,327	531,604	56,960	669,121	752,195	220,595	
Adventure Service	55,208	159,207	214,415	19,086	173,419	230,379	15,964	
Bartica Service	15,720	25,014	40,734	488	27,664	46,750	6,016	
Pomeroon Service	611	1,144	1,755	3,704	838	1,326		429
N.W.D. Service	3,843	5,289	9,132	3,938	3,938	7,642		1,490
Berbice River Service	1,344	7,941	9,285	1,833	5,242	7,075		2,210
Canje Service	264	1,846	2,110	2,858	2,858	2,858	748	
Total	643,059	2,816,212	3,459,271	165,149	3,575,946	3,741,095	281,824	

(d) BARTICA-POTARO ROAD SERVICE.

1,604	4,306	5,910	1,533	5,940	7,473	1,563	
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I.
LIST OF HEADS

Head No.		For details see Table	1958.	1959	1960
1	GAUGES		4' 8½" 3' 6"	4' 8½" 3' 6"	4' 8½" 3' 6"
2	ROUTE MILEAGE	A	M. 79	M. 79	M. 79
	(a) Owned .. .. .		..	..	..
	(b) Open to Public Traffic and worked but not owned .. .. .		..	..	..
	TOTAL		79	79	79
3	TRACK MILEAGE		M. C. 95 30	M. C. 95 30	M. C. 95 30
	(a) Owned .. .. .		.. ..	.. ..	.. ..
	(b) Open to Public Traffic and worked but not owned .. .. .		.. ..	.. ..	.. ..
	TOTAL		95 30	95 30	95 30
			\$ c.	\$ c.	\$ c.
4	GROSS RAILWAY RECEIPTS	AA	1,156,000 66	1,115,374 91	1,291,995 35
5	RAILWAY WORKING EXPENDITURE, EXCLUDING PROVISION FOR RENEWALS		1,959,908 73	1,968,153 57	2,050,323 83
6	RAILWAY WORKING EXPENDITURE, INCLUDING PROVISION FOR RENEWALS				
7	BALANCE OF RAILWAY REVENUE ACCOUNT		803,908 07	852,778 66	758,328 48
8	RECEIPTS FROM SERVICES OTHER THAN RAILWAY—				
	(a) Harbours		655,318 11	652,046 28	893,525 99
	(b) Steamships		1,221,415 46	1,244,408 01	1,399,213 42
	(c) Other Services		119,800 00	129,393 95	160,072 51
	TOTAL		1,996 533 57	2,025,848 24	2,452,811 92
9	EXPENDITURE ON SERVICES OTHER THAN RAILWAY—				
	(a) Harbours		462,011 50	500,790 51	521,410 20
	(b) Steamships		1,924,849 29	1,848,987 04	2,240,088 98
	(c) Other Services		169,613 44	158,446 27	169,860 47
	TOTAL		2,556,474 23	2,508,223 82	2,931,359 65
10	INTEREST CHARGES—				
	(a) Railway		136,917.05	139,235 33	137,773 90
	(b) Harbours		3,499 36	4,366 62	3,971 17
	(c) Steamships		43,926 10	44,570 74	45,475 21
	(d) Other Services		1,284 70	1,381 65	1,258 16
	TOTAL		184,727 21	189,554 34	188,478 44
11	REDEMPTION CHARGES—				
	(a) Railway		22,907.00	22,907 00	22,907 00
	(b) Harbours .. .. .		.. ..	.. ..	.. ..
	(c) Steamships		12,342 00	12,342 00	12,342 00
	(d) Other Services .. .. .		.. ..	.. ..	.. ..
	TOTAL		35,249 00	35,249 00	35,249 00
12	LOSS ON UNDERTAKING TRANSPORT SERVICES		1,557,155 34	1,486,410 01	1,608,992 00
13	PERCENTAGE OF RAILWAY WORKING EXPENDITURE, EXCLUDING PROVISION FOR RENEWALS, TO GROSS RAILWAY RECEIPTS		169 54	176 46	158 21
14	PERCENTAGE OF RAILWAY WORKING EXPENDITURE, INCLUDING PROVISION FOR RENEWALS, TO GROSS RAILWAY RECEIPTS .. .. .		..	..	..
15	CAPITAL EXPENDITURE—				
	(a) Railway		7,592,429 72	7,768,875 71	7,884,155 84
	(b) Harbours		848,483 46	862,846 80	890,307 77
	(c) Steamships		6,101,678 01	7,746,856 91	9,129,170 56
	(d) Other Services		107,262 56	107,262 56	107,262 56
	TOTAL		14,649,853 75	16,485,841 98	18,010,896 73
16	CAPITAL EXPENDITURE PER ROUTE MILE Rlys.		96,106 71	98,340 20	99,779 44
17	INTEREST CHARGES PER ROUTE MILE		1,733 13	2,053 70	1,743 97
18	GROSS RAILWAY RECEIPTS PER ROUTE MILE		14,501 27	14,118 67	16,354 37
19	RAILWAY WORKING EXPENDITURE, EXCLUDING PROVISION FOR RENEWALS, PER ROUTE MILE		24,808 97	24,913 34	25,953 46

1.—(Continued).
LIST OF HEADS

Head No.		For details See Table	1958	1959	1960
20	RAILWAY WORKING EXPENDITURE, INCLUDING PROVISION FOR RENEWALS, PER ROUTE MILE				
21	COACHING TRAIN MILEAGE—				
	(a) Paying, including proportion of mixed	J	344,696	328,823	3,460 96
	(b) Non-paying .. .. .		..	..	17 01
	TOTAL		344,696	328,823	347 797
22	GOODS TRAIN MILEAGE—				
	(a) Paying, including proportion of mixed	J	36,944	33,751	37, 064
	(b) Non-paying		10,686	10,346	8,980
	TOTAL		47,630	44,097	46,044
23	TOTAL TRAIN MILEAGE	J	392,326	362,920	393,841
24	ENGINE MILEAGE	J	532,475	500,977	524,059
25	PERCENTAGE OF TRAIN TO ENGINE MILEAGE		73.67	72.44	75 15
26	GROSS RAILWAY RECEIPTS PER PAYING TRAIN MILE		3 02	3.08	3 37
27	RAILWAY WORKING EXPENDITURE, EXCLUDING PROVISION FOR RENEWALS, PER PAYING TRAIN MILE		5 14	5.43	5 35
28	RAILWAY WORKING EXPENDITURE, INCLUDING PROVISION FOR RENEWALS, PER PAYING TRAIN MILE				T
29	AVERAGE GOODS TRAIN LOAD		85.84	84.34	104.3
30	AVERAGE NUMBER OF VEHICLES PER COACHING TRAIN		6	6	6
31	AVERAGE NUMBER OF VEHICLES PER GOODS TRAIN		16	13	15
32	ENGINE HOURS		43,322	39,934	43,053
33A	NUMBER OF POWER CARS IN STOCK		2	2	2
33B	NUMBER OF STEAM LOCOMOTIVE IN STOCK	F	6	6	6
33C	NUMBER OF DIESEL ELECTRIC		4	4	4
33D	NUMBER OF FREIGHT CARS .. .. .		..	..	..
33E	NUMBER OF PETROL do. do.		5	5	5
33F	NUMBER OF DIESEL LOCOS IN STOCK		7	7	7
34A	AVERAGE MILEAGE PER POWER CAR IN STOCK		2,905	2,622	3,371
34B	AVERAGE MILEAGE PER STEAM LOCOMOTIVE IN STOCK	S	16,467	15,789	164 81
34C	AVERAGE MILEAGE PER DIESEL LOCO IN STOCK		46,737	41,889	43,219
34D	AVERAGE MILEAGE PER PETROL LOCOMOTIVE IN STOCK		13,120	11,857	11,718
34E	AVERAGE MILEAGE PER DIESEL LOCO IN STOCK		25,045	24,924	26,708
35	PASSENGER RECEIPTS	Q	791,444 64	766,168.95	891,840 67
36	OTHER COACHING RECEIPTS		122,763 36	114,935.51	140,702 19
37	TOTAL COACHING RECEIPTS	AA	914,208 00	881,104.46	1,032,542 86
38	PERCENTAGE OF COACHING RECEIPTS TO GROSS RAILWAY RECEIPTS		79 94	81.97	79 91
39	COACHING RECEIPTS PER ROUTE MILE		11,572 25	11,153.22	13,070 16
40	COACHING RECEIPTS PER PAYING TRAIN MILE		2 40	2.43	2 69
41	NUMBER OF PASSENGER JOURNEYS	Q	3,084,771	2,859,943	3,327,451
42	PASSENGER MILES	Q			
43	AVERAGE LENGTH OF JOURNEY	Q	21.18	21.37	16 9
44	NUMBER OF COACHING VEHICLES IN STOCK	G	85	85	85
45	COACHING VEHICLE MILEAGE—				
	(a) Passenger-carrying vehicle mileage	T	1,413,558	1,353,945	1,331,497
	(b) Other coaching vehicle mileage		744,551	698,706	654,506
	TOTAL		2,158,109	2,052,651	1,986,003
46	AVERAGE MILEAGE PER COACHING VEHICLE IN STOCK	R	25,389	24,149	23,365
47	GOODS RECEIPTS		202,854 41	197,668.39	225,296 63
48	PERCENTAGE OF GOODS RECEIPTS TO GROSS RAILWAY RECEIPTS		17 54	17.72	17 43
49	GOODS RECEIPTS PER ROUTE MILE		2,567 77	2,502.13	2,851 85

xxiii.
I.—(Continued)
LIST OF HEADS

Head No.		For details see Table	1958.		1959		1960	
			T.	C.	T.	C.	T.	C.
50	GOODS RECEIPTS PER PAYING TRAIN MILES		5.64		5.84		6.47	
51	TONS OF GOODS HAULED—	R						
	(a) Paying		66,450.3		67,445.10		80,744	
	(b) Non-paying		1,005.4		15,996. 0		13,084	
	TOTAL		67,455.7		83,441.10		93,828	
52	AVERAGE RECEIPT PER TON OF GOODS ..	R	3.08		2.92		2.97	
53	NET TON MILEAGE OF GOODS—	R						
	(a) Paying		1,056,899.5		1,126,333. 5		1,371,629.5	
	(b) Non-paying		50,922.5		93,140		106,154	
	TOTAL		1,107,822		1,219,473. 5		1,477,783.5	
54	AVERAGE RECEIPT PER TON MILE ..	R	19.65		17. 5		17.49	
55	AVERAGE LENGTH OF HAUL OF PAYING TRAFFIC		16.9		16. 7		17	
56	NUMBER OF GOODS VEHICLES IN STOCK ..	H	236		231		232	
57	LOADED GOODS VEHICLE MILEAGE ..	U	354.740		318.486		358,411	
58	EMPTY GOODS VEHICLE MILEAGE ..	U	268.294		245.541		248,100	
59	TOTAL GOODS VEHICLE MILEAGE	U	623.034		564.027		606,511	
60	PERCENTAGE OF EMPTY TO TOTAL GOODS VEHICLE MILEAGE		43.6		43.5		40.9	
61	AVERAGE MILEAGE PER GOODS VEHICLE IN STOCK	U	2.640		2,441		2,614	

TABLE A.
MILEAGE OF LINES
MILEAGE OF LINES OPEN FOR TRAFFIC.

	Gauge.	Ruling Gradient.	Longest Length of Ruling Gradient		Running Lines.						Sidings reduced to single track.		Truck Mileage (total of single track including sidings).		Year 1960, Track Mileage Total of single track in.			
					Route Mileage (length of road single track).		Second Track		Over two Tracks (reduced to single track).								Total Miles reduced to single track	
					M.	C.	M.	C.	M.	C.							M.	C.
LINES OWNED —																		
Main and Principal Lines—																		
East Coast Railway ..	4' 8 ¹ / ₂ "	1 in 150	15	60	40													
West Coast Railway ..	3' 6 ⁷ / ₈ "	1 in 150	15	18	40			79	79		14	56	75	16	95	30		
Total Main and Principal Lines ..											1	54	20	14				
Minor and Branch Lines ..				79					79		16	30	95	30	95	30		
LINES WORKED, BUT NOT OWNED—																		
TOTAL		1 in 150		79					79		16	30	95	30	95	30		

TABLE B.
MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC

Name of Line.	Miles Authorised.	Mileage Constructed But Not Open for Traffic.		Miles under Construction	Miles not commenced or in abeyance
	Length of Road	Length of Road	Length (including sidings).	Length of Road	Length of Road
	M C.	M C.	M C.	M C.	M C.
East Coast ..	Nil.	Nil.	Nil.	Nil.	Nil.
West Coast ..	Nil.	Nil.	Nil.	Nil.	Nil.
Total ..					

TABLE C.
COST OF MAINTENANCE OF WAYS AND WORKS WITH AVERAGE NUMBER OF MEN EMPLOYED PER MILE.

Year.	Unit. Mileage.	Cost per Unit Mile				Average Number of Men Employed per Unit Mile		
		Ordinary and Current Repairs.	Miscellaneous Expenditure.	Renewals	Total	P.W. Inspectors, Gangers Platelayers & Labourers Employed on the Track.	Other Employees	Total
1959 ..	83	3,981 11	23 56	..	4,004 67	2 14	1	2 15
1960 ..	83	4,236 77	29 37		4,266 14	1 90	—	1 90

Note:—1 unit mile 1 mile of running track or 3 miles of sidings.

TABLE D.
NEW SLEEPERS LAID IN TRACK

	1959			1960		
	Wood	Steel	Total	Wood	Steel	Total
Maintenance Repairs ..	10,852	..	10,852	10,639		10,639
Relaying and Resleepering ..	2,525	..	2,525	2,120		2,120
Miscellaneous .. ..	..	..	..
Total	13,377	..	13,377	12,759		12,759

TABLE E.
PARTICULARS OF RELAYING.

Section of Rail used.	Length Relaid Miles	COST						
		Wages	Materials.	Engine Power.	1959		1960	
					Total	Per Mile.	Total	Per Mile
	M. C.				M. C.		M.C.	
30 lb
45 lb.
60 lb.
*70 lb.
80 lb.
Etc.
Total

* 70 lb. Rails used on the Railways in this Colony.

† Extra gangs were used to carry out Relay.

TABLE F.
STEAM LOCOMOTIVES, 1960.

Class.	Wheel Distribution	Cylinders	Weight on Coupled Wheels		Tractive effort at 90 per cent. boiler pressure	No. on hand at beginning of year.	No. of New locomotives brought into service during year	No. scrapped during year.	No. on hand at end of year. B.E.
			Tons.	Cwt.					
A	4—6—4	{ 16" x 22" 14" x 22"	30	0	16,896 lbs.	4	..	..	4
A 1	0—6—4	14" x 20"	30	0	11,760 "	..	..	..	..
B	2—4—2	18" x 18"	{ 1-18 3-19	0	7,908 "	..	..	..	..
C 1	0—6—0	12" x 19"	25	0	7,182 "	..	..	..	..
C 2	0—6—0	12" x 17"	30	2	6,885 "	2	..	..	2
D	2—2—2	8" x 14"	8	8	2,090 "	..	..	..	..
					Total ..	6	..	..	6

PETROL LOCOMOTIVES

Petrol Loco-	0—4—0	Ford V8	..	..	5	..	..	5
Power Car	4—0—4	Parson	..	..	2	..	..	2
Freight Car	4—0—4	do.	..	..	..	..	..	..

DIESEL LOCOMOTIVES

Elec. Diesel	Bo. 4—0—4	Caterpillars and Cummins	..	..	4	..	..	4
Diesel Mech	0—6—0	Gardner 8L3	..	..	7	..	..	7

XXV.
TABLE G.
COACHING VEHICLES

DESCRIPTION	Bogie.	Four wheeled	Six wheeled.	Total number of Vehicles.	Seats or Berths				Year 1960	
					Ist Class.	2nd Class.	3rd Class.	Total in 1959	Total number of Vehicles	Total seats or Berths
Passenger Vehicles—										
Carriages of Uniform Classes	32	11	1	44	328	..	2,480	2,808	44	2,808
Composite Carriages	7	..	..	7	180	..	161	341	7	341
Restaurant Carriages	..	..	..	..	..	..	..	..	..	..
Sleeping Carriages	..	..	..	..	..	..	..	..	..	..
Miscellaneous	..	..	..	..	..	..	..	..	..	..
Total Passenger Vehicles	39	11	1	51	508	..	2,641	3,149	51	3,149
Other Coaching Vehicles—										
Post Office Vans	..	..	..	..	..	..	..	..	..	..
Luggage, Parcel and Brake Vans	8	6	1	15	..	..	..	..	15	..
Carriage Trucks	..	..	..	..	..	..	..	..	..	..
Horse-Boxes	..	2	..	2	..	..	..	..	2	..
Miscellaneous	..	..	..	..	..	..	..	..	..	..
Refrigerator Cars	..	4	..	4	..	..	..	..	4	..
Cattle Waggon	..	13	..	13	..	..	..	..	13	..
Total Other Coaching Vehicles	8	25	1	34	..	..	..	..	34	..
Total Coaching Vehicles	47	36	2	85	..	..	..	..	85	..

TABLE H.
GOODS VEHICLES.

DESCRIPTION	1959		1960	
	Total on books at end of year	Total carrying capacity	Total on books at end of year	Total carrying capacity
Traffic Vehicles,				
Flat wagons—				
Four wheeled	5	30	5	30
Bogie	2	40	2	40
Low sides—				
Four wheeled	139	834	139	834
Bogie	..	..	..	..
High sides—				
Four wheeled	26	156	26	156
Bogie	2	40	2	40
Covered —				
Four wheeled	6	36	6	36
Bogie	4	130	4	130
Livestock—				
Four wheeled	15	75	15	75
Bogie	..	..	..	..
Timber or rail—				
Four wheeled	5	30	5	30
Bogie	3	60	3	60
Tank—				
Four wheeled	31	186	31	186
Six wheeled	..	..	..	..
Bogie	2	50	2	50
Brake vans—				
Four wheeled	6	36	6	36
Bogie	8	160	8	160
Six wheeled	1	9	1	9
Miscellaneous—				
Four wheeled	5	30	5	30
Six wheeled	2	24	2	24
Bogie	..	..	..	..
Total	262	1,926	262	1,926
Service Vehicles				
Fuel—				
Four wheeled	1	6	1	6
Bogie	..	..	..	..
Ballast—				
Four wheeled	..	..	..	..
Bogie	..	..	..	..
Engineering—				
Four wheeled	3	18	3	18
Bogie	..	..	..	..
Miscellaneous—				
Four wheeled	..	..	..	..
Bogie	..	..	..	..
Total Service Vehicles	4	24	4	24
Grand Total	266	1950	266	1950

xxvii.
TABLE L.
FUEL CONSUMPTION—ALL SERVICES.

Service	Patent Fuel		Coal				Wood.		Total Value			
	Quantity		Value		Quantity		Value		Quantity		Value	
	T.	C.	\$	c.	T.	C.	\$	c.	T.	C.	\$	c.
Locomotives
Workshops
Water Supply
Issued to other Departments
Total for 1960
Total for 1959

TABLE M.
COMMODITY STATISTICS WEST COAST RAILWAY

1959				Commodity	1960						
Tonnage	Per cent. of Total Goods Receipts	Receipts	Per cent. of Total Tonnage		Tonnage	Increase or Decrease	Per cent. of Total Tonnage	Receipts	Increase or Decrease	Per cent. of Total Goods Receipts	Average Receipt Per Ton
		\$ c.			T	C	T	C	\$ c.	\$ c.	
1,463.16	7.63	4,652 20	7.36	Matchwood and Plywood Log	1713. 9	249.13	6.57	5,411 90	739.70	6.80	
168. 0	.82	504 00	.85	Sugar	—	168. 0	—	—	504.00	—	
95.15	.83	552 24	.48	Rum	168. 14	72.19	.65	777 49	225.25	.98	
6,874.18	23.63	14,158 26	34.76	Molasses & Molascuit	8,333. 6	1,458. 8	31.95	17,154 30	2,996.04	21.57	
300. 5	1.62	984 14	1.50	Paddy	142. 8	157.17	.54	611 66	372.48	.77	
2,982. 1	13.65	8,316 26	14.99	Rice	7,338. 11	4,356.10	23.14	21,594 91	13278.65	27.15	
13. 0	.10	58 82	.06	Coconuts, Copra & C. Oil	11. 12	1. 8	.05	49 22	9.60	.06	
320. 5	2.08	1,267 23	1.68	Other Agric. Products	306. 5	14. 0	1.17	1,237 85	29.38	1.57	
5. 5	.04	24 25	.02	Coal	—	5. 5	—	—	24.25	—	
13. 7	.05	50 19	.06	Wood	74. 16	61. 9	.28	186 13	135.94	.23	
571. 1	4.39	2,681 68	2.88	Gasolene & Oils	208. 4	362.17	.80	973 24	1,708.44	1.22	
1,081. 1	6.37	4,050 33	5.19	Lumber & Building Mat.	1,517. 3	436. 2	5.82	5,761 80	1,711.47	7.25	
23. 2	.15	143 38	.11	Machinery	28. 16	5.14	.11	154 35	10.97	.19	
4,745. 1	28.71	17,029 83	23.87	Shop Goods	4,810. 18	65.17	18.45	18,882 50	1,652.67	23.49	
1,231. 0	99.3	6,462 75	6.19	Sundries	1,426. 13	195.13	5.47	6,935 09	472.29	8.72	
19,887.17	100.00	60,935 56	100.00	Total Goods Traffic	26,080.15	6,192.18	100.00	79,530 39	18,594.83	100.00	3.05

Notice:— Figures in *Italics* represent decrease.

TABLE N.
FUEL CONSUMPTION IN POUNDS PER ENGINE MILE
A.—COAL OR WOOD

Year	Steam Locomotives.					Rail Motors
	Passenger Service.	Goods service	Mixed	Departmental Shunting.	Total	
1959			Included under 1 and 2 as nearly all Passenger trains are mixed			
1960						

TABLE O.
CONSUMPTION OF LUBRICATING OIL ON COACHING AND GOODS VEHICLES.

Year	Prints per 1,000 Vehicles Miles	
	Coaching Vehicles.	Goods Vehicles
1959		
1960		

75% of the Vehicles use grease as a Lubricant.

TABLE P.
NUMBER OF TRAIN MILES PER ENGINE FAILURE

Year	Steam Locomotives			Rail Motors.
	Passenger Service	Goods Service.	Mixed	
1959	10,411	498½	801	
1960	10,270	*	*	
Petrol Locomotives				
1959	2,462	7,055¾	1,458	
1960	6,103	2,846	8,639	
Power Cars.				
1959	3,492	—	1,317	
1960	*	—	1,628	
Diesel-Electric Locomotives				
1959	49,431	—	285	
1960	51,090	*	19,605	
Diesel Mechanical Locomotives.				
1959	16,316	26,198	7,629	
1960	7,419	16,542	*	

* No Failures

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TABLE Q.
PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger	1959			1960		
	Number of Passenger Journeys.	Receipts	Average Receipt per Passenger Journey	Number of Passenger Journeys.	Receipts	Average Receipt per Passenger Journey
		\$ c				
ORDINARY:						
1st Class ..	152,471	125,264 12		200,084	138,407 64	
3rd Class ..	1,305,220	536,140 62		1,481,633	630,893 89	
SPECIAL ..		14,142 77			15,666 08	
Total (exclusive of Season Ticket Holders) ..	1,457,691	675,547 51		1,681,717	784,967 61	
Season Ticket Holders						
1st Class ..	175,278	13,706 04		177,854	15,443 37	
3rd Class ..	1,226,974	76,915 40		1,467,880	91,429 69	
Total ..	1,402,252	90,621 44		1,645,734	106,873 06	
Grand Total ..	2,859,943	766,168 95	.27	3,327,451	891,840 67	26

TABLE R.
COMMODITY STATISTICS EAST COAST RAILWAY.

1959				Commodity	1960							
Tonnage	Per cent of Total Tonnage	Receipts	Per cent of Total Goods Receipts		Tonnage	Increase or Decrease	Per cent of Total Tonnage	Receipts	Increase or Decrease	Per cent. of Total Goods Receipts	Average Receipt per Ton	
		\$ c.					\$ c.					
5,914. 0	12.57	18,802 30	13.78	Sugar ..	1,464. 0	<i>4,450. 0</i>	2.69	4,449.60	<i>14,352.70</i>	2.78		
771. 6	1.64	2,647 90	1.91	Rum ..	534.18	<i>236. 8</i>	.98	1,891.47	<i>756.43</i>	1.18		
18,285.17	38.51	38,782 45	28.12	Molasses & Molascuit...	25,358. 1	<i>7,072. 4</i>	46.60	54,195.38	<i>15412.93</i>	33.80		
7,594.10	16.14	24,629 52	18.08	Paddy ..	1,392.15	<i>6,201.15</i>	2.56	6,907.46	<i>17,722.06</i>	4.32		
11,299.19	24.82	37,395 34	28.17	Rice ..	21,439.15	<i>10139.16</i>	39.40	72,783.41	<i>35,888.07</i>	45.32		
38. 7	.03	147 58	.10	C'nuts, Copra & C. Oil	64.19	<i>26.12</i>	.12	258.00	<i>110.42</i>	.17		
28. 6	.06	164 78	.12	Other Agric. Products	35.14	<i>7. 8</i>	.07	206.93	<i>42.15</i>	.14		
14. 9	.03	74 98	.05	Coal ..	12. 9	<i>2.</i>	.02	61.77	<i>13.21</i>	.04		
4. 0	.01	14 94	.01	Wood ..	3. 1	<i>.19</i>		11.00	<i>3.94</i>	.01		
94. 2	.19	609 70	.49	Gasolene & Oils	108.12	<i>14.10</i>	.20	636.23	<i>26.53</i>	.40		
				Lime & Manure								
				Lumber & Building								
273. 2	.58	1,258 64	.91	Material ..	341. 9	<i>68. 7</i>	.63	1,497.52	<i>238.88</i>	.94		
48.12	.13	207 81	.15	Machinery ..	6. 4	<i>37. 8</i>	.01	47.96	<i>159.85</i>	.03		
2,324. 0	4.49	9,646 69	6.68	Shop Goods ..	3,403. 2	<i>1,079. 2</i>	6.25	15,733.28	<i>6,091.59</i>	9.82		
361. 6	.75	1,933 05	1.43	Sundries ..	256.18	<i>104. 8</i>	.47	1,669.75	<i>263.30</i>	1.05		
47,046 16	100.00	136,315 68	100.00	Total Goods Traffic	54,421.17	<i>7375. 1</i>	100.00	160,354.76	<i>24,039.08</i>	100.00	2.94	

NOTE:—The figures in this table include paying traffic only. Receipts include through traffic on the Berbice Ferry to and from New Amsterdam. Figures in *italics* represent decrease.

TABLE S.
LOCOMOTIVE USER.

Classes	Average No. in Stock.		Average Number under Repairs.		Average Number Awaiting Repairs.		Average Number in Commission.		Total Mileage Run.		Average Mileage per Locomotive or Rail Motor in Stock.		Average Mileage per Locomotive or Rail Motor in Commission.	
	1959	1960	1959	1960	1959	1960	1959	1960	1959	1960	1959	1960	1959	1960
Steam Locomotives														
Class A ..	4	4	1	1	1	...	3	3	68,405	75,118	17,101	18,779	22,802	25,039
Class B ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Class C ..	2	2	...	...	...	...	2	2	26,028	23,772½	130,14	11,886	13,014	11,886
Class D ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
etc. ....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Shunting ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total ..	6	6	1	1	1	...	5	5	94,443	98,890½	30,115	30,665	35,816	36,925
Diesel Mech. Locos ..	7	7	1	1	...	...	7	6	174,467	186,959	24,924	26,708	24,924	31,158
Diesel Electric Locos ..	4	4	1	1	...	...	3	3	167,547	172,876½	41,889	43,219	55,849	57,625
Power Cars ..	2	2	...	...	...	...	2	2	5,244	6,742½	2,622	3,371	2,622	3,371
Freight Cars ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Petrol Locos ..	5	5	1	1	5	4	59,286	58,590½	11,857	11,718	11,857	14,647
Shunting
Total ..	18	18	3	3	17	15	406,544	425,168½	81,292	85,016	95,252	106,801

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TABLE T.
COACHING VEHICLE USER

Year.	Average Number in Stock.		Average Number in Commission.		Total Mileage Run.		Average Mileage per Vehicle in Stock.		Average Mileage per Vehicle in Commission.	
	Passenger Carriages.	Other Coaching Vehicles.	Passenger Carriages.	Other Coaching Vehicles.	Passenger Carriages.	Other Coaching Vehicles.	Passenger Carriages.	Other Coaching Vehicles.	Passenger Carriages.	Other Coaching Vehicles.
1959	49	36	47	34	1,353,944½	697,706	27,632	19,408	28,807	20,550
1960	49	36	47	31	1,331,496½	654,506	27,173	18,181	28,330	21,113

TABLE U.
GOODS VEHICLE USER.

Year.	Average Number in Stock.	Average No. in Commission.	Total Goods Vehicle Mileage Run			Average Mileage per Goods Vehicle in Stock.			Net Ton Miles per Vehicle in Commission	Average Load per Loaded Vehicles.	Percentage of Average Load to Average Carrying Capacity	Tonnage Conveyed per Ton of Capacity per Annum.
			Loaded.	Empty.	Total.	Loaded.	Empty.	Total.				
1959	231	225	354,311½	248,343¾	602,655¼	1,534	1,075	2,609	6,020	4.54	—	—
1960	232	225	358,411	248,100	606,511	1,545	1,069	2,614	6,568	4.4	—	—

TABLE V.
TIMEKEEPING OF BOOKED PASSENGER TRAINS

	Number Run		Number Arriving on Time.		Percentage of Number Run Arriving		Average Minutes Late per Train Run	
	1959	1960	1959	1960	1959	1960	1959	1960
	Mail and Boat Trains	11,901	12,356	7,787	5,983	65.4	48.4	3.99	6.39
Line Trains	..	..	..	..	..	..	..	..
Other Main Branch Line Trains	..	..	..	..	..	..	..	..
Total	11,901	12,356	7,787	5,983	65.4	48.4	3.99	6.39

TABLE W.
ROAD MOTOR SERVICES

	1959.	1960	Increase	Decrease
Passengers Carried No.	5,910	7,473	1,563	
Goods Conveyed tons	2,285	1,890		395
Earnings	129,393 95	160,072 51	30,678 56	
Expenditure	158,446 27	169,860 47	11,414 20	
Surplus				
Deficit	29,052 32	9,787 96		19,264 36

TABLE X.
ROAD MOTOR MILEAGE

Type of Vehicle	1959			1960		
	Number.	Mileage Run during Year	Average Mileage per Vehicle	Number.	Mileage Run during Year	Average Mileage per Vehicle
Ford ..	10	87,747	8,775	9	98,869	10,985
Total	10	87,747	8,775	9	98,869	10,985

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TABLE A.A.
RAILWAY RECEIPTS FOR TEN YEARS

	1951		1952		1953		1954		1955		1956		1957		1958		1959		1960		
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	
COACHING RECEIPTS:—																					
Ordinary Passengers—																					
1st Class	54,994	65	64,977	00	72,335	62	73,809	14	85,824	14	112,971	80	121,349	97	122,713	48	125,264	12	138,407	64	
2nd Class	76,474	27	40,203	74	436,582	37	395,329	73	437,257	82	500,223	73	546,926	74	571,295	20	536,140	62	630,893	89	
3rd Class	344,185	73	413,741	36	8,841	08	15,620	31	20,101	50	18,635	58	19,948	84	17,962	07	14,142	77	15,666	08	
Special	16,124	71	11,207	13																	
Contract Tickets																					
1st Class	4,478	86	6,326	24	6,621	45	6,906	85	8,415	29	9,810	56	10,378	94	11,530	46	13,706	04	15,443	37	
2nd Class	22,900	32	17,610	44	33,145	72	33,262	78	38,547	83	47,047	45	56,571	41	67,943	43	76,915	40	91,429	69	
3rd Class	563	76	12,616	48																	
Total Receipts from Passengers	519,722	30	566,682	39	557,527	24	524,928	81	590,146	53	688,689	12	755,175	90	791,444	64	766,168	95	891,840	67	
Mails	5,599	92	5,599	92	5,599	92	5,599	92	5,599	92	5,599	92	5,599	92	5,599	92	5,599	92	5,599	92	
Parcels and Other Merchandise by Passenger Train	100,850	03	113,244	71	111,856	83	101,770	51	100,861	90	115,654	23	118,225	64	117,163	44	109,335	59	135,102	27	
Total Coaching Receipts	626,172	25	685,527	02	674,983	99	632,299	24	696,608	40	809,943	27	879,001	46	914,208	00	881,104	46	1,032,542	86	
GOODS RECEIPTS—																					
Total Goods Receipts	267,488	77	332,799	96	296,338	47	258,594	39	219,246	72	182,486	42	206,356	17	202,854	41	197,668	39	225,296	63	
Total	893,661	02	1,018,326	98	971,322	46	890,893	63	915,855	12	992,429	69	1,085,357	63	1,117,062	41	1,078,772	85	1,257,839	49	
Miscellaneous	17,995	88	36,631	29	19,889	94	31,740	31	30,168	23	28,951	49	30,538	55	38,938	25	36,602	06	34,155	86	
Gross Railway Receipts	911,656	90	1,054,958	27	991,212	40	922,633	94	946,023	35	1,021,381	18	1,115,896	18	1,156,000	69	1,115,374	91	1,291,995	35	

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TABLE A B.
RAILWAY EXPENDITURE FOR EIGHT YEARS

	1953.	1954.	1955.	1956.	1957.	1958.	1959.	1960
Maintenance and Renewal of Ways and Works	254,530 51	266,706 17	328,488 24	348,711 45	389,160 20	375,346 13	377,557 08	405,599 57
Maintenance and Renewal of Locomotives	..	..	..	..	..	..	..	..
Maintenance and Renewal of Carriages	..	..	..	..	..	..	..	..
Maintenance and Renewal of Wagons	..	..	..	..	..	..	..	..
Locomotive Running Expenses	377,390 77	343,795 98	292,788 59	279,095 00	336,041 00	367,977 65	360,897 30	382,945 73
Traffic Expenses	486,118 21	485,117 42	536,676 63	631,573 37	642,566 86	679,965 25	633,558 58	630,043 40
General Charges	128,600 39	165,668 82	202,271 04	253,274 78	257,424 37	312,784 11	319,792 56	302,015 30
Miscellaneous	28,594 00	2,982 06	3,378 37	13,377 72	13,878 50	4,390 63	7,325 08	39,377 87
Temporary War Bonus	191,433 06	215,386 23	109,171 51	..	..	1,551 88	2,350 04	2,904 17
Workmen's Compensation	..	..	..	..	..	15,925 78	12,986 86	21,409 75
Mechanical Equipment	..	..	..	..	..	..	..	..
	1,667,449 20	1,688,736 98	1,636,843 97	1,663,147 93	1,819,455 79	1,959,908 73	1,968,153 57	2,050,323 83

TABLE A C.
GENERAL RESULTS FOR THE RAILWAY FOR TEN YEARS

Year	Route Mileage open to Public Traffic.	Total Capital Expenditure.	Passengers carried	Tons of Paving Goods carried	Gross Receipts	Working Expenditure excluding provision for Renewals.	Percentage of Expenditure to Receipts	Balance of Receipts over Expenditure	Paying Train Miles	Gross Receipts per paying Train Mile.	Working Expenditure per paying Train Mile
1951	M.C.	\$	No.	Tons	\$	\$	%	\$	No.	\$	\$
1951	79	3,845,621 35	1,799,404	111,654	911,656 90	1,455,111 81	162.90	573,454 91	286,020	3 19	5 19
1952	79	4,004,270 87	1,865,208	110,783	1,054,958 27	1,621,783 10	153.73	566,824 83	295,391	3 05	4 70
1953	79	4,191,653 49	1,772,954	92,769	991,212 40	1,667,449 20	168.22	676,236 80	325,953	3 04	5 05
1954	79	4,390,130 91	1,712,399	77,034	922,633 94	1,688,736 98	203.34	766,103 04	310,253	2 97	5 44
1955	79	5,625,373 56	1,907,820	68,940	946,023 35	1,636,843 97	196.00	690,820 62	315,656	3 00	5 18
1956	79	6,676,408 10	21,890 89	60,339	1,021,381 18	1,663,147 93	162.83	641,766 75	355,225	2 87	4 68
1957	79	7,201,274 43	2,522,213	68,106	1,115,896 18	1,819,455 79	164.45	703,559 61	364,910	3 06	4 99
1958	79	7,592,429 72	3,084,771	66,010	1,156,000 66	1,959,908 73	169.54	803,908 07	381,640	3 02	5 14
1959	79	7,768,875 71	2,859,943	66,935	1,115,374 91	1,968,153 57	176.46	852,778 66	362,574	3 08	5 43
1960	79	7,854,155 54	3,327,451	87,444	1,291,995 35	2,050,323 83	158.69	758,328 48	383,155	3 37	5 35

Services other than Railway are not included in the figures given in this table. Figures in Italics represent deficit.

TABLE A D.
STEAMER SERVICES
TOTAL TONNAGE CARRIED

SERVICE	1959	1960	Increase	Decrease
	Tons	Tons	Tons	Tons
Demerara Ferry	17,106	22,336	5,230	
Berbice Ferry	4,162	3,035		1,127
Georgetown—Bartica	8,293	10,036	1,743	
Georgetown—Adventure Cargo	19,071	27,218	8,147	
Georgetown—North West District	3,924	4,262	338	
Georgetown—Pomeroon River	1,565	2,147	582	
Essequibo Islands & Adventure Passenger	285	243		42
New Amsterdam—Berbice River	3,064	3,369	305	
Georgetown—New Amsterdam	32,779	34,621	1,842	
Special .. .. .	..	..	—
Canje Launch Service	306	283		23
	90,555	107,550	16,995	

LOCOMOTIVES—EAST AND WEST COAST FOR YEAR ENDING DECEMBER, 1960.

LOCOMOTIVES.	PERFORMANCES													REPAIRS COST		MAIN COST PER MILE \$ C.			
	MILEAGE						ENG.			FUEL			DAYS				\$	C.	
	Eng.	Pass.	Insp.	Goods	Ballast	Train	Shunting.	Misc.	Hrs.	Mins.	Gals.	Pts.	Gals Per Engine Mile	Rep.	Avail.				Ser.
30 "SIR WILFRED"	30,758½	25,521½	...	...	...	25,521½	5,103	135	1,711	36	106,425	...	3.45	25	13	328	4,184	92	13.62
31 "SIR GRAEME"	19,215	15,533	...	283	...	15,816	3,341	58	1,074	96	70,636	...	3.65	145	15	206	5,416	62	28.19
33 "SIR GEOFFREY"	11,479	7	...	3,634	...	3,641	7,898	...	1,660	07	11,511	...	.98	47	105	214	1,850	78	16.12
34 "SIR GORDON"	25,144½	20,500½	...	...	...	20,500	4,461	183	1,394	35	95,376	...	3.81	89	23	254	6,186	09	24.60
35 "SIR JOHN"	...	...	...	...	...	GENERAL OVERHAUL	...	...	...	...	...	...	...	351	...	...	12,890	65	...
36 "DONKEY"	12,293½	60½	...	59	...	119½	12,174	...	1,937	39	9,060	...	.77	12	137	216	675	86	5.50
41 POWER CAR (PETROL)	2,659½	1,984	421	...	...	2,405	190½	64	146	51	945	4	.36	9	318	39	1,019	10	38.32
43 INSPECTION CAR (PETROL)	4,033	1,503	1,967	...	...	3,470	166½	446½	180	54	1,097	4	.26	78	250	38	2,451	65	60.04
61 DIESEL ELECTRIC	9,705½	7,881	...	...	...	7,881	1,769	105½	536	54	6,969	4	.74	241	27	98	4,965	23	51.16
63 "	64,882	57,885	...	...	...	57,885	6,825	172	2,980	05	37,241	...	.57	13	2	351	5,863	02	9.04
64 "	66,840½	59,817	...	...	...	59,817	6,701	322½	3,049	10	37,532	...	.56	7	...	359	6,103	56	9.13
65 "	31,448½	27,738½	...	...	...	27,738½	3,603½	106½	1,502	17	18,951	4	.61	155	6	205	14,773	05	46.97
82 PETROL	5,172½	60½	...	2,127	...	2,187½	779½	2,205½	320	55	1,128	...	.23	32	212	122	1,124	77	21.75
101 DIESEL MECHANICAL	21,295	1,639	...	11,993	175	13,807	7,466½	21½	2,440	28	6,274	4	.28	25	26	315	1,939	77	9.39
102 "	18,440½	480	...	3,259	5,021½	8,760½	9,633½	56½	2,545	04	4,999	4	.27	9	41	316	3,137	16	17.01
103 "	14,069½	1,481	...	7,028½	1,003	9,512½	4,502	55	1,543	19	4,299	4	.28	120	47	199	3,624	36	25.76
11 PETROL	9,981	7,222	...	19½	229½	7,464	2,373	144	1,096	...	1,589	...	.16	182	20	164	1,799	55	18.03
12 "	9,595½	6,291	...	316½	200½	6,808	2,625	162½	1,070	30	1,916	...	.21	133	78	155	4,668	75	48.66
16 "	17,472	12,008	...	156	723½	12,886½	4,463	116½	1,925	...	4,435	...	.24	28	42	296	2,776	20	15.89
17 "	16,369½	11,086½	...	227	703½	11,966	4,205½	198	1,790	...	4,319	...	.24	39	62	265	2,605	67	15.92
21 DIESEL MECH.	23,094	13,27½	...	2,913½	...	16,188	6,533½	323½	2,499	...	5,532	...	.23	119	7	240	5,278	07	22.85
22 "	36,881½	24,425	...	2,420½	...	26,845½	9,739½	296½	3,923	...	9,073	...	.24	28	1	337	4,506	27	12.22
23 "	45,734½	33,325	91	759½	...	34,175½	11,392	167	4,710	30	11,150	...	.24	22	2	342	4,276	17	9.85
24 "	27,444	14,397½	...	4,709½	...	19,107	7,822	515	3,014	30	6,996	...	.26	51	2	313	4,863	46	17.72
TOTAL	524,059	344,021	2,479	89,905½	8,047½	394,453	123,751½	5,854½	43,053	...	457,456	4	107,040	73	...

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STEAMERS AND LAUNCHES FOR THE YEAR ENDING DECEMBER 1960.

COST

PERFORMANCES

SHIPS	Miles	Stmg. Hours	Aver. Speed	Hours under Steam	B/ker Oil Gln. Pts.	Diesel Oil Gln. Pts.	Gasolene Gln. Pts.	Fuel Ton per Hour	Fuel Ton per Mile	DAYS		Fuel \$ c.	Wages \$ c.	Stores \$ c.	Misc. \$ c.	Repair \$ c.	Fuel Cost Per Hour	Fuel Cost Per Mile
										Rep.	Avail.								Ser.
M.V. Makouria	6911 1/2	978 1/2	8	7544	—	27,396.7	—	—	—	16	—	8948 14	57673 50	10919 13	554 78	16116 16	1 18	1 28
S.S. Tarpon	17141 1/2	2036	8	4229 1/2	349898.0	—	—	—	—	36	128	43498 82	46644 92	7073 63	1566 67	38874 51	10 28	2 53
" Mazaruni	4576	617 1/2	7	3659 1/2	136999.0	—	—	—	—	137	85	16507 81	38425 18	7319 95	359 67	23686 79	4 59	3 67
" Lady Barbice	7197	984 1/2	8	4878 1/2	173470.0	—	—	—	—	28	144	19536 05	44115 05	10425 16	411 80	7880 07	4 00	2 71
M.V. Torani	900	119	9	776	—	3380.0	—	—	—	3	14	1435 23	8524 20	1814 99	55 19	460 72	1 84	1 59
" Powis	18059	1817 1/2	9	5113 1/2	—	33808.0	—	In Glns.	—	11	60	10995 14	31751 34	12066 63	630 27	6426 66	2 15	60
" Pomeroon	14737 1/2	1749 1/2	8	4446 1/2	—	29817.0	4.0	—	—	27	107	8720 34	33250 81	6438 60	608 62	15451 15	1 96	59
" Lady Northcoote	11704 1/2	1492 1/2	8	4604	—	26431.0	1.0	—	—	357	9	6019 88	33786 48	5785 43	332 82	2432 61	1 30	51
" Barima	5782	664	8	1833	—	12663.0	—	—	—	241	4	5066 24	15803 81	6082 55	290 81	70202 17	2 76	87
" Lukunani	14041	1617 1/2	9	4949	—	20952.0	44.1	—	—	30	46	7254 32	31920 68	5374 09	532 82	8182 99	1 46	51
" Awawana	8347	1141 1/2	7	2777 1/2	—	11931.0	102.0	—	—	27	154	4372 08	30093 92	6608 10	414 94	21539 01	1 57	52
Tug Condor	1462 1/2	176 1/2	9	731 1/2	—	2063.0	39.3	—	—	133	166	661 21	7938 69	1068 85	162 08	2623 24	90	45
Tug Eagle	—	—	—	—	—	—	—	—	—	366	—	—	—	50 20	1741 41	—	—	—
M.V. Canje Pheasant	14703 1/2	1595 1/2	9	4772 1/2	—	38832.0	—	—	—	13	119	11737 84	36542 74	8989 20	991 05	9288 51	2 45	79
Tug Cuffy	5983 1/2	541	10	2393 1/2	—	5446.3	3.0	—	—	24	33	1733 80	15409 70	2828 18	145 34	3482 88	72	28
M.L. Parakeet	20247	2048 1/2	10	2616 1/2	—	11803.0	—	—	—	5	134	3238 45	12355 25	3270 86	85 20	3754 39	1 23	16
S.S. Queriman	—	—	—	—	—	—	—	—	—	—	—	—	8 83	—	450 64	—	—	—
" Canje	—	—	—	—	—	—	—	—	—	—	—	16 34	68 45	—	—	—	—	—
TOTAL	136385 1/2	17529 1/2	8	55326 660367.0	219523.2	193.4	—	—	—	1097	1203	150031 69	461708 99	96707 44	7057 82	239565 87	—	—

Pontoons
Traffic Lighter
M. 213

DREDGERS AND LAUNCHES FOR THE YEAR ENDING DECEMBER, 1960.

COST

PERFORMANCES

SHIPS	Miles	Stmg. Hrs.	Aver. Speed	Hrs. Under Strn.	Bunker Oil	Diesel Oil Glns.	Gas Glns.	Fuel in Glns. Steaming Per Hour	Fuel in Glns. P/Hr	Fuel in Glns. P/Mile	DAYS		Fuel and Stores \$ c.	Wages \$ c.	Unif. Stores Equip. \$ c.	Reps. \$ c.	Fuel Cost P/HR. \$ c.	Fuel Cost P/Mile \$ c.	
											Rep.	Av.							Ser.
Sir Charles	12888	1812	7.05	—	—	7147	—	—	3.94	.56	64	25	277	3713 80	11218 60	199 84	5812 91	2 05	29
Sir Gordon	3096	692	4.47	—	—	1794	58	—	2.68	.60	46	155	165	1615 94	10669 87	166 16	2924 81	2 34	52
Terrier	14074	2080	6.77	—	—	7919	—	—	3.81	.56	32	39	295	3727 45	12539 04	15 54	5011 20	1 79	26
Retriever	4106	782	5.25	—	—	551	—	—	.70	.13	168	5	193	1114 10	7712 67	253 17	6143 82	1 42	27
Boxer	11064	1600	6.91	—	—	6233	—	—	3.90	.56	50	93	223	3652 57	11191 08	218 21	6887 23	2 28	33
Renew	3164	456	6.94	—	—	4219	82	9.43	5.02	1.38	192	93	81	4553 67	27439 84	242 40	4265 67	5 25	1 44
Sir Crawford	5660	1181	4.79	—	—	106375	—	90.07	53.21	33.66	66	57	243	23777 75	35598 34	364 20	3775 98	6 64	4 20
Ruddy K	1026	932	1.10	—	—	2899	—	3.11	1.93	2.25	117	44	205	1110 68	14461 31	198 49	1626 34	65	1 08

48265 96 130850 75 1678 01 3667 99 75 057 08
= \$260,519 79