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TRANSPORT & HARBOURS DEPARTMENT
ANNUAL REPORT
1962

T. & H. D.
Georgetown, Demerara,
British Guiana.

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TRANSPORT AND HARBOURS DEPARTMENT

18-49 Main Street,
Georgetown,
Demerara,
British Guiana.

13th August, 1964

Sir,

I have the honour to report on the Transport and Harbours Department for the year ended 31st December, 1962.

INTRODUCTION

2. The department continued as in the past to operate railway, shipping, road transport and harbour services.

3. Neither the pattern of these services nor the tariff charges in respect of them was dictated purely by reasons of economics or of efficiency. Many of the services exist to provide essential communications links with small remote centres of population and the tariffs, which have in any event not been altered for more than ten years, reflect not so much the economic cost of providing the service concerned as the agreed policy of the Government that basic transportation services must be provided at rates which are considered to be within the means of the travelling public.

4. The question whether railway services should be replaced by road transport remained unresolved with the result that it continued to be the case that funds were not available for the purchase of sorely needed new equipment. This circumstance necessitated the retention in service of equipment which is for the most part uneconomic to operate being so old as to render the costs of maintenance and repair excessive, and unless new equipment is provided urgently, existing railway services will have to be curtailed.

GENERAL SURVEY

5. Passenger train journeys on the East and West Coast Railways for 1962 totalled 4,043,701 as compared with 3,822,412 during the previous year, reflecting a 6% increase in coaching utilisation.

6. The acute shortage of vehicles and motive power for operating passenger train services was a source of great concern throughout the year. The volume of passenger traffic during the peak periods did not permit adequate maintenance of the engines and vehicles, and the limited number of locomotives and coaching vehicles had to be kept in service in poor condition. The result was that time-keeping was adversely affected — only 31% of the trains running to schedule. It will be necessary to curtail services in the near future unless new equipment can be procured.

7. It was found necessary to curtail a few railway services during the year in order to prevent break-downs which would have resulted from the continued use of old worn-out equipment. The stage has been reached when it is absolutely necessary to purchase new locomotives and rolling stock for each line and in this respect the Department approached the United States Agency for International Development, the Crown Agents, the Lehmann Corporation and the Australian, Russian and German Trade Missions which visited British Guiana in 1962.

8. The Recurrent Estimate Funds were inadequate for proper maintenance of the permanent way and structures. The sum required for adequate maintenance is estimated to be approximately \$355,000 per annum, but on account of the cut-back in Development funds, only \$56,042 was actually spent.

Ballasting operations were hampered by the shortage of rolling stock for transporting ballast.

9. During the year it was found possible to cater for some of the needs of the travelling public.

Drinking water which in the past was put at the disposal of first class passengers on Berbice trains only, was extended to meet the requirements of third class passengers.

10. The platform of the Georgetown Railway station was also extended and more seats were provided in the waiting room in order to alleviate the congestion caused by passengers crowding on to the platform to await trains.

11. A better service was also provided for school children who detrained at Albert Street crossing in the mornings in order to reach school on time. In the past these children had to use Georgetown or Kitty Station in order to reach their homes before dark but now one of the trains, commonly called 'the school children's train' stops for them at Albert Street crossing in the afternoons.

12. A cattle pen and ramp were erected at Burma Station in order to facilitate the transport of cattle to and from that area.

13. Increases in passenger traffic were recorded on the majority of individual shipping and ferry services, but slight decreases were obtained on the Bartica, Pomeroun and North West Services. See Appendix 11. There were 55,271 less passenger journeys on the Demerara Ferry Service.

14. Better arrangements for the transport of cattle from Essequibo to Georgetown were also put into effect with the result that cattle dealers were in a position to market their livestock much earlier than was possible in the past.

15. The handling of plantains at Parika was improved in that bunches were loaded into cargo trays and placed in rail wagons as well as on steamer for travel to Georgetown. This resulted in saving in time and less damage to farmers' produce through handling.

16. During the year, Goods Trains were operated for the first time on a scheduled time-table. Formerly these trains worked without a schedule with the result that operating costs were very high particularly in respect of overtime. With the introduction of a time-table the operating costs of these trains has been cut and shows a very healthy picture. It can be said that the year's reduction of \$170,000 in the operating deficit for the previous year is attributable to the economic working of Goods Trains and to the heavy rice shipments which were made between Burma and Georgetown on a crash programme basis.

17. The total tonnage of cargo carried on the combined Railway and shipping Services during 1962 was 186,789 tons as compared with 193,332 tons carried in 1961. The fall-off in traffic is attributable to less rice being transported in our vessels as a result of a decision by the Transport Workers' Union not to handle rice for the British Guiana Rice Marketing Board, following a dispute between the Board and rival Union organisations.

REVENUE AND EXPENDITURE

18. The provisional financial results of operations for the year 1962 are now to hand, subject to relatively minor adjustments for any Crown Agents charges for 1962 that may not yet have been received in the Department and subject also to final reconciliation with the Treasury, including the posting of interest charges. For purposes of comparison it is of interest to note that in spite of a short-fall in revenue to the extent of \$48,271, as a result of the February strike, the provisional net deficiency for 1962 is \$2,059,391, representing a saving of \$139,910 on the sum of \$2,199,301 provided as the deficit in the 1962 Expenditure Estimates. But the actual saving is more than this for the reason that operating economies made it possible to meet the Department's unbudgeted salaries revision payments for 1962, totalling \$99,741, without the need for special Supplementary Provision for the purpose. The true saving to Government then on the Transport Services for 1962 is the aggregate of the actual saving of \$139,910, on the noted nett defi-

1692
 ency plus the unbudgeted Salaries Revision payments of \$99,741, that is to say, a total of \$239,651; or in round figures nearly a quarter of a million dollars. The final deficit for 1961 was \$2,436,095. The provisional 1962 deficit represents therefore a decrease of

\$376,704: on the deficit for 1961, representing the largest decrease to be recorded in the nett deficiency from one year to another at any time over the past few years. (and possibly at any time since the Department was established.)

BRIEF REVIEW OF THE SERVICES
 EAST COAST RAILWAY

TABLE I

Year	Revenue				Operating Costs	
	Passengers	Goods	Parcels Misc & Mails	Total Revenue	Total Expenditure	Operating Deficit
	\$000	\$000	\$000	\$000	\$000	\$000
1962	646	167	152	965	1,593	628
1961	601	142	155	898	1,696	798
1960	541	155	149	845	1,458	613

19. Compared with the previous year, increased revenue earnings were recorded under all heads except, parcels miscellaneous and mails. The increases were in respect of passengers and goods and were contributory factors to the highest ever recorded railway revenue of \$965,000.

20. Passenger train journeys for the year 1962 totalled 2,268,541 as compared with 2,102,014 during the previous year, reflecting an 8% increase in coaching utilisation.

21. The total tonnage of Goods traffic carried on this line during 1962 was 54,958 tons, that is, 2,366 tons more than in 1961. The cargo included 24,714 tons molasses and 26,409 tons of rice into Georgetown and 2,501 tons of shop goods from Georgetown. The tonnage for molasses was about 6% less than in the previous year, while rice traffic (on account of a good rice crop and expanding overseas markets) was 43% higher. As a result of the increase in rice traffic better utilisation of waggons was afforded, resulting in a reduction of empty mileage.

WEST COAST RAILWAY

TABLE II

Year	Revenue				Operating Costs	
	Passengers	Goods	Parcels Misc & Mails	Total Revenue	Total Expenditure	Operating Deficit
	\$000	\$000	\$000	\$000	\$000	\$000
1962	373	60	31	464	650	185
1961	373	65	22	460	683	223
1960	351	70	26	447	592	145

22. The West Coast Railway enjoyed its best ever year from the point of view of revenue. The expenditure figure also was 5% lower than the previous year while the operating deficit dropped by 17%.

23. Passenger traffic was again the chief revenue earner. A record number of 1,775,160 passengers calculated on the basis of passenger journeys paid \$373,191. As in recent years, most of the passenger trains were over-crowded and apart from special trains to Windsor Forest to relieve the congestion during the morning and evening peak periods, other trains had to be strengthened with additional coaches at Windsor Forest and Hague as a regular practice. It will be observed from Appendix I that passenger traffic has shown a steady increase since 1953. In fact, the 1962 figure of 1,775,160 passenger journeys is over 15% higher than in 1953, 58% higher than in 1957 and 3% higher than in 1961.

24. Disappointingly, goods traffic dropped from 22,530 tons in 1961 to 21,823 tons, the contributory factor being a decrease in molasses traffic by approximately, 1,500 tons and shop goods by 642 tons. The decrease in molasses traffic is directly attributable to a deficiency in our facilities at Vreed-en-hoop. The bay

at Vreed-en-Hoop and the approaches, which the molasses punts use to take delivery of the molasses from railway tank wagons, were subject to an increase in accretion from the latter part of 1961, and it was not possible for punts to use the bay except at Spring tides. This caused the Estate to divert some of the traffic from rail to their own punts during the neaps for carriage round the coast by sea. This problem is being investigated (this year) to see what remedial measures can be adopted.

SHIPPING SERVICES:

25. 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 Pomeroun District.
- (vi) A weekly passenger and cargo service between New Amsterdam and Ituni, Berbice River.
- (vii) A weekly launch service between New Amsterdam and Ikuruwa, Canje River.

- (viii) A weekly launch service between New Amsterdam and Kwakwani, Berbice 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.

TABLE III

Year	Revenue				Operating Costs	
	Passengers	Goods	Parcels Misc & Mails	Total Revenue	Total Expenditure	Operating Deficit
	\$000	\$000	\$000	\$000	\$000	\$000
1962	586	818	68	1,472	2,434	— 962
1961	591	872	63	1,526	2,529	— 1,003
1960	571	764	64	1,399	2,240	— 841

26. It can be seen from Table III above that the total revenue for shipping and ferry services dropped from \$1,526,000 in 1961 to \$1,472,000 in 1962 and that expenditure also dropped from \$2,529,000 to \$2,434,000 resulting in an operating deficit of \$962,000 which is 4 % lower than the previous year's figure.

27. Revenue on the Shipping and Ferry Services was lower than in the previous year. This is attributable to a decline in passenger traffic as a result of the general strike in February and to the lower tonnages of rice transported by our vessels as a result of the decision by the Transport Workers' Union not to handle rice for the Rice Marketing Board during a dispute between the Rice Board and rival Union organisations.

28. The Department carried 110,008 tons cargo on the combined shipping and ferry services during 1962, i.e. approximately 8,202 tons less than in 1961. This was the result of decreases on five of the individual services. These services were the Berbice Ferry, the Adventure cargo, the Pomeroun River, the Berbice River and the New Amsterdam cargo. The heavy decrease in tonnages on two of the principal cargo services, the Adventure and New Amsterdam cargo—3,752 and 5,971 tons respectively, was the result of less rice being carried in our bottoms for the Rice Marketing Board for reasons already stated. The comparative statement of tonnage carried since 1959 shows that there have been significant increases on these two services between 1959 and 1961 and that the increase of 8,957 tons or 38.5 % on the New Amsterdam Cargo Service in 1961 was the most substantial so far.

29. The withdrawal of the s. s. "Tarpon" from service altogether after her voyage to the North West District on 7th June, 1962, contributed to the control of

expenditure on the Shipping Services. This thirty-three year old vessel was, like many others of the T. & H. D. fleet, old and in bad condition. She has never been rebuilt and consequently was the most costly of the ships to operate and maintain.

30. Some progress was made on the modernisation of the Demerara Ferry Terminals on either side of the Demerara River, but the project was not completed in 1962 for want of funds. At the Georgetown, Ferry Stelling separate lanes for passenger and vehicular traffic were provided in order to minimise delays and interruption to other traffic. Also, the passenger and vehicular gangways on overhead gantries were synchronised and electrically operated. It was originally intended that these gangways should be manually operated but thanks to the ingenuity of the Chief Mechanical Engineer a motor was fitted and the work done electrically thus promoting savings in labour costs and a quicker turn-round of the ferry ship.

31. During the year the construction of a new stelling at Hog Island in the Essequibo was completed.

32. Also the new passenger and vehicular ferry ship for the Essequibo River Service, the m. v. "Malali" which in 1961 was awarded by contract to Messrs Sprostons Limited (a firm of local Shipbuilders) was completed. This vessel was put into service on the Essequibo River route from 21st December 1962, and is similar in size and design to the two new ferry ships m. v. "Makouria" and m. v. "Torani" which were built in 1959 and 1960 respectively for the Demerara and Berbice Ferry Services. The "Malali" can accommodate 1,100 passengers on two decks and 30 cars on the lower deck. It has a service speed of 11.25 knots.

ROAD TRANSPORT
BARTICA INTERIOR ROAD SERVICE
TABLE IV
REVENUE

Year	Passengers	Goods	Mails and Miscellaneous	Total Revenue	Operating Deficit
	\$	\$	\$	\$	\$
1962	22,449	101,714	821	124,986	63,970
1961	26,186	106,531	379	133,096	338,368
	34,062	125,337	674	160,073	9,788
1959	22,866	105,335	1,193	129,394	29,052
1958	18,355	100,736	709	119,800	49,813

The following Services were maintained by ten diesel trucks during the year:—

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

33. It will be seen from the financial results for 1962 in Table IV above that in spite of a drop in

revenue there has been a decrease in the operating deficit for the previous year. The demand for this service fluctuates according to the production of gold and diamonds and the discovery of new areas for mining; hence it is difficult to plan transport requirements for it. Expenditure on the service for 1962 was below the 1961 figure by \$32,507. Passenger journeys dropped from 6,203 to 5,917 and cargo from 1,658 tons to 1,572 tons.

HARBOURS
Harbour and Pilotage Services
TABLE V

1961			1962		
Gross Receipts	Expenditure	Net Receipts	Gross Receipts	Expenditure	Net Receipts
\$	\$	\$	\$	\$	\$
888,380	552,556	335,824	1,011,862	591,868	419,994

HARBOUR SERVICES:

34. The Transport and Harbours Department operates a compulsory pilotage service in Georgetown and New Amsterdam harbours and in the Essequibo River as far as the small town of Bartica. The Department also enacts Harbours Regulations and receives payment of tonnage and light dues and pilotage fees. The number of pilotage operations recorded in 1962 was 2,863 and the Table below shows the number of vessels on which light and tonnage dues were collected.

TABLE VI

1962			
	No. of Vessels	Light Tons	Tonnage
Steam	1,240	2,304,735	1,789,995
Sail	82	5,276	3,545
	1,322	2,310,011	1,786,450

The gross revenue collected in respect of pilotage light and tonnage dues amounted to \$1,011,862 for 1962, as compared with \$888,380 for 1961.

35. A number of buoys were erected along the Parika Adventure route during 1962 to facilitate navigation and to increase the safety factor.

GENERAL ADMINISTRATION

STAFFING:

36. Mr. J. A. E. Young, B. Litt., (Oxon), F. R. G. S., was appointed to act in the capacity of General Manager, Transport and Harbours Department from 23rd March, 1962, vice Col. G. B. Thomson, who proceeded on pre-retirement leave and was confirmed in the post of General Manager, Transport and Harbours Department with effect from 20th September, 1962.

37. The Department secured the services of a Marine Engineer Mr. J. McLeish Urquhart of Scotland who arrived in British Guiana on the 1st June, 1962, for a three year appointment on contract with the Transport & Harbours Department in the newly created post of Marine Engineer.

38. In the capacity of Marine Engineer, Transport and Harbours Department, Mr. Urquhart will be responsible to the Chief Mechanical Engineer for operations at the Transport and Harbours Depart-

ment's Dockyard, Mazaruni, where maintenance and repair work are carried out on the Department's vessels.

39. Mr. H. Chung, Mechanical Engineer (Marine) the local officer who was in charge of the operations at the Dockyard until recently, proceeded to the United Kingdom to pursue studies in Marine Engineering at Stow College, Glasgow, Scotland.

40. Mr. O. K. Yhap, a Graduate of the Institute of Civil Engineers was appointed to act Civil Engineer, Railways, with effect from 29th May, 1962, vice Mr. C. E. Laight on pre-retirement leave.

41. Mr. L. C. McWatt, first class Pilot, was appointed to act Harbour Master from 6th April, 1962 vice Captain J. R. Knott on leave.

42. Chief Pilot A. S. Mittelholzer proceeded on twelve months pre-retirement leave from 1st January, 1962.

TRAINING:

43. As part of a drive to provide more courteous and efficient service to the public, Barrier Gatemen attended a one-day training course at Transport and Harbours Department Headquarters. A similar course was held for Guards and Pursers and another for Booking-Office Clerks was held on the 20th July, 1962. It is proposed to continue this course until it has reached all staff of the Department who are brought into contact with the public during the course of their duties.

PERSONNEL:

44. An overall picture of sick leave for monthly employees reveals a 25% reduction in the year 1962 when compared with 1961 figures.

45. The number of promotions during the year totalled eighty-four while there were sixty eight resignations from the service and two transfers to the classified service.

46. Disciplinary proceedings were instituted against no less than seventy employees of all categories during the year.

INDUSTRIAL RELATIONS:

47. Apart from the general strike in February, 1962, there was only one stoppage of work during 1962. This occurred at the Dockyard on 17th April, 1962.

48. Management and Union met on twelve occasions and disposed of four matters.

1695

TRANSPORT ADVISORY COUNCIL:

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

have been kept in as good condition as the funds available permitted and that standards of safety were adequately maintained during 1962.

I have the honour to be,
Sir,
Your obedient Servant,
J. W. Evelyn,
Acting General Manager.

O. K. Yhap,
Civil Engineer (Acting)

Hon. Minister of Communications,
British Guiana.

**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.

CERTIFICATE OF MAINTENANCE

Permanent Way, Bridges, Culverts and Works

I certify that the Permanent Way, Bridges, Culverts, Water Supplies, Buildings and other Works

P.A. Payne,
Chief Mechanical Engineer.

APPENDIX I

Number of Passengers Carried on Transport Services During the Past 10 Years 1953—1962

Year	East Coast Railway	West Coast Railway	Shipping Services	Road Services	Total
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	5,623	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
1961	2,102,015	1,720,397	4,240,990	6,203	8,069,605
1962	2,268,541	1,775,160	4,204,724	5,917	8,254,342

APPENDIX II

Number of Passengers Carried on the Individual Shipping Services During the Past 10 Years 1953—1962

Year	Demerara Ferry	Herbice Ferry	Adventure Service	Bartica Service	Pomeroon	N. W. District	Herbice River	Canje Launch
1953	1,728,494	483,111	144,749	44,589	2,182	5,921	6,579	—
1954	2,142,410	491,043	157,581	44,250	2,048	4,989	5,830	—
1955	1,900,608	555,963	177,062	43,518	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	190,085	45,092	2,329	6,650	10,716	—
1958	2,700,721	584,910	200,614	44,642	2,346	6,833	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	752,199	230,379	46,750	1,326	7,642	7,075	2,858
1961	3,110,424	814,897	245,772	47,152	1,465	8,157	9,917	3,206
1962	3,055,153	825,717	254,336	46,309	1,407	8,056	10,249	3,497

APPENDIX III

Comparative Statement of Tonnage Carried on Transport Services 1959—1962

Service	Tons 1959	Tons 1960	Tons 1961	Tons 1962
East Coast Railway	47,047	54,422	52,591	54,958
West Coast Railway	19,888	26,081	22,529	21,823
<u>Coastal & River Services:</u>				
Demerara Ferry	17,106	22,336	21,171	22,741
Berbice Ferry	4,162	3,035	2,273	2,166
Georgetown to Bartica	8,293	10,036	9,871	10,107
Georgetown to Adventure	19,071	27,218	30,874	27,122
Georgetown to North West District	3,924	4,262	3,934	4,609
Georgetown to Pomeroun	1,565	2,147	2,241	1,874
Essequibo Islands/Adventure Passenger Service	285	243	460	546
New Amsterdam/Berbice River Steamer	2,817	3,087	3,290	2,601
New Amsterdam/Berbice River Launch	346	280	216	220
New Amsterdam/Canje Launch	306	283	302	415
Georgetown/New Amsterdam Cargo Service	32,779	34,621	43,578	37,607

APPENDIX IV

Revenue Receipts and Expenditure on Transport Services Over the Past 10 Years 1953—1962

YEAR	EAST COAST RAILWAY			WEST COAST RAILWAY			SHIPPING			ROAD SERVICES		
	Revenue	Expend.	Deficit	Revenue	Expend.	Deficit	Revenue	Expend.	Deficit	Revenue	Expend.	Deficit
1953	717,026	1,269,400	552,274	274,186	398,048	123,862	830,025	1,329,069	499,044	138,361	135,397	*2,964
1954	623,922	1,268,683	644,760	298,712	420,055	121,343	882,203	1,444,223	562,020	152,131	142,963	*9,167
1955	621,188	1,218,263	597,074	324,835	418,581	93,746	1,033,610	1,665,452	631,842	159,349	169,382	10,033
1956	683,405	1,232,073	548,668	337,976	431,075	93,099	1,086,287	1,797,199	710,912	127,029	173,297	46,268
1957	758,055	1,333,946	575,891	357,841	485,510	127,669	1,165,343	1,788,159	622,816	98,926	166,071	67,145
1958	752,690	1,413,732	661,042	403,311	546,176	142,866	1,221,415	1,924,849	703,434	119,800	169,613	49,813
1959	716,310	1,412,857	696,547	399,065	555,296	156,233	1,244,408	1,848,987	604,579	129,394	158,446	29,052
1960	845,255	1,457,968	612,713	446,740	592,356	145,615	1,399,213	2,240,089	840,876	160,073	169,861	9,788
1961	898,204	1,696,467	798,263	459,485	682,855	223,370	1,525,676	2,528,910	1,003,234	133,096	221,464	88,368
1962	964,913	1,592,772	627,859	464,418	649,693	185,275	1,472,411	2,434,544	962,133	124,956	188,956	63,970

* Increase in Revenue over Expenditure

1698

STATEMENTS I.
RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT

Expenditure	Outstanding Liability to 31st Dec. 1961		Received 1962		Total 1962		Receipts		Outstanding Amount to 31st Dec., 1961		Received 1962		Total 1962		
	\$	c.	\$	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	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	163,884	00
Expenditure from General Colonial Revenue	819,603	34			819,603	34	Proportion of cost of Raising Loan Colony of British Guiana Loan Account Ordinance No. 11 of 1929	3,885	00			3,885	00	3,885	00
Expenditure from Colonial Loan Funds Ordinance 5 of 1945	180,000	00			180,000	00	Proportion of cost of Raising Loan General Colonial Revenue	819,603	34			819,603	34	819,603	34
Expenditure from Public Loan Funds Ordinance 13 of 1951	1,495,970	76			1,495,970	76	Colony of British Guiana Loan Account, Ordinance 5 of 1945	180,000	00			180,000	00	180,000	00
Expenditure from Public Loan Funds Ordinance 17 of 1953							Colony of British Guiana Loan Account Ordinance 13 of 1951	1,495,970	76			1,495,970	76	1,495,970	76
Expenditure from Public Loan Funds Ordinance 55 of 1955	409,121	90			409,121	90	Colony of British Guiana Loan Account, Ordinance 17 of 1953								
Expenditure from Development Funds	2,318,488	10	56,042	14	2,374,530	24	Colony of British Guiana Loan Account, Ordinance 55 of 1955	409,121	90			409,121	90	409,121	90
TOTAL CAPITAL EXPENDITURE—							Receipts from Development Funds	2,318,488	10	56,042	14	2,374,530	24	2,374,530	24
Railways	7,943,861	66	56,042	14	7,999,903	80	STEAMER SERVICES								
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	159,792	00
Expenditure from General Colonial Revenue	236,419	89			236,419	89	Proportion of cost of Raising Loan Colony of British Guiana Loan Account, Ordinance No. 11 of 1959; (1929), 1934, 1936)	1,854	00			1,854	00	1,854	00
Expenditure from Public Loan Funds Ordinance No. 13 of 1951	1,760,738	61			1,760,738	61	Proportion of cost of Raising Loan General Colonial Revenue	8,949	00			8,949	00	8,949	00
Expenditure from Public Loan Funds Ordinance 17 of 1953							Loan Ordinance 5 of 1945	323,462	52			323,462	52	323,462	52
Expenditure from Public Loan Funds Ordinance 55 of 1955	409,121	90			409,121	90	Colony of British Guiana Loan Account Ordinance 13 of 1951	1,760,738	61			1,760,738	61	1,760,738	61
Expenditure from Development Funds	7,102,926	75	1,060,709	99	8,163,636	74	Colony of British Guiana Loan Account, Ordinance 17 of 1953								
TOTAL CAPITAL EXPENDITURE—							Colony of British Guiana Loan Account Ordinance 55 of 1955	409,121	90			409,121	90	409,121	90
Steamer Services	10,372,812	67	1,060,709	99	11,433,522	66	Receipts from Development Funds	7,102,926	75	1,060,709	99	8,163,636	74	8,163,636	74
BARTICA-POTARO ROAD SERVICE															
Expenditure from Colonial Development Fund	14,364	27			14,364	27	BARTICA-POTARO ROAD SERVICE								
Expenditure from General Colonial Revenue	34,014	42			34,014	42	Receipts from Colonial Development Fund	14,364	27			14,364	27	14,364	27
Total Bartica-Potaro Road Service	48,378	69			48,378	69	Receipts from General Colonial Revenue	34,014	42			34,014	42	34,014	42
Carried Forward	18,365,053	02	1,116,752	13	19,481,805	15	Carried forward	18,365,053	02	1,116,752	13	19,481,805	15	19,481,805	15

669

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

Expenditure	Outstanding Liability at 31st Dec., 1961		Received 1962		Total 1962		Receipts		Outstanding Amount to 31st Dec. 1961		Received 1962		Total 1962		
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	
HARBOUR SERVICES									HARBOUR SERVICES						
<i>Brought forward</i>	18,365,053	02	1,116,752	13	19,481,805	15			<i>Brought forward</i>	18,365,053	02	1,116,752	13	19,481,805	15
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									Colony of British Guiana Loan Account Ordinance 17 of 1953						
Expenditure from Development Funds	596,560	71	48,355	99	644,916	70			Colony Receipts of Development Funds	596,560	71	48,355	99	644,916	70
Total Harbour Services	914,982	44	48,355	99	963,338	43			Total Harbour Services	914,982	44	48,355	99	963,338	43
CAMARIA SERVICE									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			8,896	41
ADDITIONAL ACCOMMODATION FOR STORES DEPARTMENT									ADDITIONAL ACCOMMODATION FOR STORES DEPARTMENT						
Expenditure from Public Loan Funds	24,041	28			24,041	28			Colony of British Guiana Loan A/c. Ord. 13 of 1951	24,041	28			24,041	28
Ordinance No. 13 of 1951									Improvements for stores holding facilities etc.						
Improvements for stores holding facilities etc.									Colony of British Guiana Loan A/c. Ord. 13 of 1951	12,602	03			12,602	03
Colony of British Guiana Loan Account, Ordinance 13 of 1951	12,602	03			12,602	03			Additional Accommodation for Stores Dept. Colony of British Guiana Loan A/c Ordinance 17 of 1953						
Additional Accommodation for Stores Dept. Colony of British Guiana Loan a/c Ordinance No. 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 etc.: Colony of British Guiana Loan a/c Ordinance No. 17 of 1953									Additional Accommodation for Stores Dept. Expenditure from Development Funds	4,921	35			4,921	35
Additional Accommodation for Stores Dept. Expenditure 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 — Expenditure from Development Funds	8,422	80			8,422	80				49,987	46			49,987	46
Grand Total Capital Account Railways, Steamers, Bartica-Potaro Road, Harbour Services and Camaria Service, etc.	19,338,919	33	1,165,108	12	20,504,027	45			Total Capital Receipts Railways, Steamers, Bartica-Potaro Road, Harbour Services and Camaria Service, etc.	19,338,919	33	1,165,108	12	20,504,027	45

STATEMENT IX.—(Continued).

REVENUE RECEIPTS AND EXPENDITURE

(C.)—STEAMER AND LAUNCH SERVICES

1961	EXPENDITURE	1962	1961	RECEIPTS	1962
\$ c.		\$ c.	\$ c.		\$ c.
1,192,902 63	To Working Expenses —	1,210,258 96	591,449 28	By Traffic Receipts—	
740,019 40	„ Ships and Launches	739,467 06	1,900 08	„ Passengers	585,619 87
34,042 11	„ Traffic Expenses	40,604 43	871,796 82	„ Mails	1,900 08
87,305 45	„ Repairs to Stellings and Buildings thereon	88,365 72	49,733 90	„ Goods	818,277 05
	„ Engineering Superin- tendence		10,795 42	„ Special Services	36,508 92
			1,525,675 50	„ Miscellaneous Receipts	30,105 13
222,671 61	„ General Charges	246,653 91		„ Deficit on Working for year	1,472,411 05
17,023 21	„ Traffic Superintendence	18,513 92			962,132 55
20,235 70	„ Marine do.	22,884 94			
58,962 85	„ Mazaruni Dock	67,794 66	1,003,234 23		
147,662 64	„ Back Pay Factory Ordinance 1953				
5,846 10	„ Back Pay F.U.G.E.				
2,238 03	„ Back Pay Station Allowance				
2,528,909 73		2,434,543 60	2,528,909 73		2,434,543 60

REVENUE RECEIPTS AND EXPENDITURE

(D.)—BARTICA-POTARO ROAD TRANSPORT SERVICE.

1961	EXPENDITURE	1962	1961	RECEIPTS	1962
\$ c.		\$ c.	\$ c.		\$ c.
12,646 14	To Salaries of R.T.O. and Clerks	11,741 22	26,185 98	By Traffic Receipts —	
122,508 05	„ Operating Expenses	93,252 30	106,530 88	„ Passengers	22,449 18
7,008 73	„ Traffic Charges	6,122 33	258 83	„ Goods	101,714 80
67,509 91	„ General Charges	71,609 19	120 00	„ Miscellaneous Receipts	701 81
			133,095 69	„ Mails	120 00
2,127 90	„ Suptce., Traffic	2,314 23		„ Deficit on Working for year	124,985 79
286 78	„ Repairs to Issano Stelling Repairs to RTO's Quarters	888 47	88,367 58		63,969 92
2,098 58	„ Repairs to Logie, etc. Workmen's Compensation	2,965 97			
389 87	„ Back Pay F.U.G.E.	62 00			
157 72	„ Back Pay Station Allowance Hire of Lorries (1960)				
1,477 33					
5,252 26					
221,463 27		188,955 71	221,463 27		188,955 71

STATEMENT III.

NET REVENUE ACCOUNT — TRANSPORT SERVICES.

NET DEFICIENCY ON WORKING.	\$	c.	\$	c.	By Balance —	\$	c.
To Balance—					Net deficiency	2,060,884	65
RAILWAYS.							
B.G. (Railway) Permanent Annuities Ordinance No. 23 of 1921	74,810	44					
Interest on Perpetual Stock	9,566	10					
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	16,588	17					
Deficit on Working	813,133	70	974,701	41			
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	17,906	21					
Deficit on Working	962,132	55	1,020,827	76			
BARTICA-POTARO ROAD TRANSPORT							
Deficit on Working	63,969	92					
Proportion of Interest on Advances made by Colonial Treasurer for General Purposes	1,385	56	65,355	48			
			2,060,884	65			
						2,060,884	65

STATEMENT IV.

COST TO THE COLONY.

Net deficiency as per Statement III	\$	c.	By Balance:—Representing cost of Transport services to Colony — for 1962 charged to Head 49 — Transport and Harbours in Colony's Account	\$	c.
	2,060,884	65		2,060,884	65
	2,060,884	65		2,060,884	65

The Estimates, generally, varied considerably, being the outcome of strike conditions for 79 days.

1202

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

	1961			1962		
	Gross Receipts	Expenditure	Net Receipts	Gross Receipts	Expenditure	Net Receipts
East Coast Railway	\$ 898,203 52 c.	\$ 1,696,466 50 c.	\$ 798,262 98 c.	\$ 964,913 55 c.	\$ 1,592,772 41 c.	\$ 627,858 86 c.
West Coast Railway	459,484 52	682,854 96	223,370 44	464,418 63	649,693 47	185,274 84
TOTAL RAILWAYS	1,357,688 04	2,379,321 46	1,021,633 42	1,429,332 18	2,242,465.88	813,133 70
Shipping Services	1,525,675 50	2,528,909 73	1,003,234 23	1,472,411 05	2,434,543 60	962,132 55
Bartica-Potaro Road Transport	133,095 69	221,463 27	88,367 58	124,985 79	188,955 71	63,969 92
	3,016,459 23	5,129,694 46	2,113,235 23	3,026,729 02	4,865,965 19	1,839,236 17

Bold denote deficit

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

	1961			1962		
	Gross Expenditure	Expenditure	Net Receipts	Gross Receipts	Expenditure	Net Receipts
Harbour and Pilotage	\$ 888,379 69 c.	\$ 552,556 30 c.	\$ 335,823 39 c.	\$ 1,011,862 37 c.	\$ 591,868 23 c.	\$ 419,994 14 c.

STATEMENT IX.

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

EXPENDITURE				RECEIPTS								
1961			Abstract	1962		1961		1962				
\$	c.			Per cent. of Expenditure	per cent of Receipts	\$	c.	per cent of Whole	per cent of Whole			
			To Maintenance and Renewal of:	\$	c.			By Traffic Receipts—	\$	c.		
332,416	23	19 21	„ Ways and Works	350	756.45	22.03	36.35	Passengers	645	794.15	67 01	
208,320	95	12 53	„ Rolling Stock	219,962.93		13.12	22.91	Parcels and Miscellaneous	110	828.82	11 51	
281,854	59	16 60	„ Locomotive Running Expenses	283,867.63		17.78	29.64	Mails	3	949.92	41	
407,595	05	24 32	„ Traffic Expenses	405,056.89		26.12	42.39	Goods	166	983.49	17 26	
425,958	61	25 02	„ General Charges	302,350.02		19.01	31.45	„ Miscellaneous Receipts	37	357.17	3 81	
	155 10		„ Compensation (Accidents and Losses)	94.43					964	913.55		
	3,105 28	.10	„ Workmen's Comp.	9,648.73		.63	.09					
	25,493 58	1.51	„ Mechanical Equipment	21,224.19		1.31	2.18	„ Deficit on Working for year	627	858.86		
	8,567 11	50	„ Back Pay F.U.G.E.									
	3,000 00	21	„ Back Pay F.U.G.E. Women Factory Ordinance 1953									
1,696,466	50	100 00		1,592,772	41	100.00	165.01	1,696,466	50	100 00	1,592,772.41	100 00

(B)—WEST COAST RAILWAY

			To Maintenance and Renewal of:	\$	c.			By Traffic Receipts	\$	c.		
111,580	62	16 41	„ Ways and Works	115,779	38	17 31	24 90	Passengers	373,190	66	80 70	
81,599	95	11 93	„ Rolling Stock	88,591	28	13 80	19 12	Parcels and Miscellaneous	27,760	42	5 71	
113,779	05	16 67	„ Locomotive Running Expenses	123,644	41	18 50	26 30	Mails	1,650	00	38	
254,847.03		37 33	„ Traffic Expenses	236,362	62	34 75	50 96	Goods	59,770	58	12 74	
115,556	24	16 85	„ General Charges	79,565	74	14 80	17 48	„ Miscellaneous Receipts	2,046	97	47	
50.89			„ Compensation (Accidents & Losses)	2	30				464,418	63		
	716 76	.14	„ Workmen's Comp.	815	63	12	11					
	1,680 02	.24	„ Mechanical Equipment	4,732	87	72	1 01	„ Balance—Deficit on Working for year	185,274	84		
	2,000 00	27	„ Back Pay Factory Ordinance 1953	199	24							
	1,146 18	16	„ Back Pay F.U.G.E.									
682,854	96	100 00		649,693	47	100 00	139 88	682,854	96	100 00	649,693 47	100 00

vii

1705

STATEMENT IX.—(Continued).

REVENUE RECEIPTS AND EXPENDITURE

(C.)—STEAMER AND LAUNCH SERVICES

1961		EXPENDITURE	1962		1961		RECEIPTS	1962	
\$	c.		\$	c.	\$	c.		\$	c.
1,192,902	63	To Working Expenses —					By Traffic Receipts—		
740,019	40	Ships and Launches	1,210,258	96	591,449	28	Passengers	585,619	87
34,042	11	Traffic Expenses	739,467	06	1,900	08	Mails	1,900	08
87,305	45	Repairs to Stellings and Buildings thereon	40,604	43	871,796	82	Goods	818,277	05
		Engineering Superin- tendence	88,365	72	49,733	90	Special Services	36,508	92
					10,795	42	Miscellaneous Receipts	30,105	13
					1,525,675 50				
222,671	61	General Charges	246,653	91			Deficit on Working for year	1,472,411	05
17,023	21	Traffic Superintendence	18,513	92				962,132	55
20,235	70	Marine do.	22,884	94					
58,962	85	Mazaruni Dock	67,794	66	1,003,234	23			
147,662	64	Back Pay Factory Ordinance 1953							
5,846	10	Back Pay F.U.G.E.							
2,238	03	Back Pay Station Allowance							
2,528,909	73		2,434,543	60	2,528,909	73		2,434,543	60

REVENUE RECEIPTS AND EXPENDITURE

(D.)—BARTICA-POTARO ROAD TRANSPORT SERVICE.

1961		EXPENDITURE	1962		1961		RECEIPTS	1962	
\$	c.		\$	c.	\$	c.		\$	c.
12,646	14	To Salaries of R.T.O. and Clerks	11,741	22	26,185	98	By Traffic Receipts —		
122,508	05	Operating Expenses	93,252	30	106,530	88	Passengers	22,449	18
7,008	73	Traffic Charges	6,122	33	258	83	Goods	101,714	80
67,509	91	General Charges	71,609	19	120	00	Miscellaneous Receipts	701	81
							Mails	120	00
					133,095 69				
2,127	90	Suptce., Traffic	2,314	23			Deficit on Working for year	124,985	79
286	78	Repairs to Issano Stelling	888	47				63,969	92
2,098	58	Repairs to RTO's Quarters	2,965	97	88,367	58			
389	87	Repairs to Logie, etc.	62	00					
157	72	Workmen's Compensation							
1,477	33	Back Pay F.U.G.E.							
5,252	26	Back Pay Station Allowance							
		Hire of Lorries (1960)							
221,463	27		188,955	71	221,463	27		188,955	71

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

1961		Expenditure	1962		1961		Receipts	1962	
\$	c.		\$	c.	\$	c.		\$	c.
		To Maintenance of —					By Harbour & Pilotage		
		Lighthouse, Beacons & Bouys, Tide Gauges & Buildings	38,923	81	563,576	95	Receipts —		
33,382	34	Working Expenses —			122,199	96	Tonnage Dues	669,148	75
109,753	15	Launches and Light			152,193	25	Light Dues	140,294	59
94,166	87	Beacon	91,353	37	604	56	Pilotage Dues	186,105	50
		Harbour Services	103,450	33	902	87	Shipping Fees	527	04
		Engineering Superintendence			1,304	10	Survey Fees	1,252	20
18,809	28	General Charges	19,073	21	28,368	75	Official Publications	1,174	85
79,029	76	Dredge	95,478	92	19,229	25	Miscellaneous	9,083	44
116,195	75	Survey Expenses	116,437	95			Surveying and Dredging	4,276	00
49,546	47	Miscellaneous Charges	61,084	70					
31,109	43	Port Welfare	11,364	00					
1,913	05	Radio Beacons, G.T. & N/A	1,848	42					
3,114	12	Service Expenses	8,846	44					
304	40	Marine Exam. Board	38.60						
		Navigation Equipment	688	26					
		River Defences	3,490	42					
726	56	Official Publication	745	94					
47	09	Workmen's Compensation	166	95					
1,670	44	Back Pay F.U.G.E.							
		Back Pay Guillebaud	18,523	58					
787	59	Navigation Training	4,553	33					
12,000	00	Bonus Decision to Pilots	15,800	00					
552,556	30		591,868	23					
335,823	39	Surplus on Working	419,994	14					
888,379	69		1,011,862	37	888,379	69		1,011,862	37

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	499	387	406	113	93	274	18	784	112	058
Berbice Ferry	224	228	173	337	50	891	11	740	62	631
Adventure	364	474	311	629	52	845	4	695	57	540
Bartica	308	751	123	572	185	179	4	695	189	874
North-West District	240	503	78	502	162	001	4	102	166	109
Pomeroon	146	029	19	144	126	885	2	935	129	820
Berbice River	182	129	41	150	140	979	5	870	146	849
Miscellaneous including non-paying	72	741	70	514	2	227			2	227
G'town—N/A.	349	728	224	929	124	799	4	695	129	494
Canje Creek Service	14	082	7	630	6	452		587	7	039
Berbice River Launch	32	491	15	891	16	600		587	17	187
	2,434,543		1,472,411		962	132	58	696	1,020,828	

STATEMENT XII.

COMPARATIVE ANALYSIS OF TRAFFIC AND MISCELLANEOUS RECEIPTS 1961 AND 1962

Services		Passengers				Parcels and Miscellaneous	Mails	Goods	Miscellaneous	Total	Increase	Decrease
		1st Class	2nd Class	3rd Class	Total							
East Coast Railway	1962	103,740 70		542,053 45	645,794 15	110,828 82	3,949 92	166,983 49	37,357 17	964,913 55	66,710 03	
	1961	79,170 02		521,872 66	601,042 68	117,418 25	3,949 92	142,056 52	33,736 15	898,203 52		
West Coast Railway	1962	102,074 21		271,116 45	373,190 66	27,760 42	1,650 00	59,770 58	2,046 97	464,418 63	4,934 11	
	1961	92,823 12		279,759 69	372,582 81	16,241 98	1,650 00	64,701 92	4,307 81	459,484 52		
Total Railway Receipts	1962	205,814 91		813,169 90	1,018,984 81	138,589 24	5,599 92	226,754 07	39,404 14	1,429,332 18	71,644 14	
	1961	171,933 14		801,632 35	973,625 49	133,660 23	5,599 92	206,758 44	38,043 96	1,357,688 04		
Demerara Ferry	1962		232,241 08		232,241 08		199 92	173,672 50		406,113 50		1,278 07
	1961		235,337 24		235,537 24		199 92	171,854 41		407,391 57		
Berbice Ferry	1962		75,630 69		75,630 69		100 08	97,606 31		173,337 08		16,838 61
	1961		80,597 08		80,597 08		100 08	109,478 53		190,175 69		
Adventure Service	1962	56,325 00	76,321 39		132,646 39		337 44	178,645 20		311,629 03		10,556 23
	1961	49,358 91	75,163 70		124,522 61		337 44	197,325 21		322,185 26		
Bartica Service	1962	34,179 70	28,852 55		63,032 25		337 44	60,201 74		123,571 43	1,929 68	
	1961	33,707 23	29,662 68		63,369 91		337 44	57,934 40		121,641 75		
Pomeroon Service	1962	1,601 42	2,524 52		4,125 94		24 96	14,993 14		19,144 04		2,053 30
	1961	1,600 87	2,720 06		4,320 93		24 96	16,851 45		21,197 34		
North-West Service	1962	27,951 45	15,020 94		42,972 39		100 08	35,429 62		78,502 09		269 44
	1961	30,122 96	17,215 06		47,338 02		100 08	31,333 43		78,771 53		
Berbice River Service	1962	6,271 24	9,732 03		16,003 27		400 08	24,746 44		41,149 79		9,851 39
	1961	6,487 31	11,701 52		18,188 83		400 08	32,412 27		51,001 19		
Berbice River Launch	1962		14,324 10		14,324 10		200 04	1,366 37		15,890 51	919 86	
	1961		13,905 30		13,905 30		200 04	865 51		14,970 65		
Georgetown—N/A.	1962							224,929 14		224,929 14		27,025 10
	1961							251,954 24		251,954 24		
Special Services, Excursions & Miscellaneous	1962								70,514 18	70,514 18	9,984 86	
	1961								60,529 32	60,529 32		
Canje Creek Service	1962		4,643 76		4,643 76		200 04	2,786 46		7,630 26	1,773 29	
	1961		3,869 36		3,869 36		200 04	1,787 57		5,856 97		
Total Steamer Receipts	1962	126,328 81	459,291 06		585,619 87		1,900 08	814,376 92	70,514 18	1,472,411 05		53,264 45
	1961	121,277 28	470,172 00		591,449 28		1,900 08	871,796 82	60,529 32	1,525,675 50		
Bartica-Potaro Road	1962	9,114 80	13,334 38		22,449 18		120 00	101,714 80	701 81	124,985 79		8,109 30
	1961	10,038 79	16,147 19		26,185 98		120 00	106,530 88	258 83	133,095 69		
Grand Total	1962	341,258 52	472,625 44	813,169 90	1,627,053 86	138,589 24	7,620 00	1,142,845 79	110,620 13	3,026,729 02	10,269 79	
	1961	303,309 21	486,319 19	801,632 35	1,591,260 75	133,660 23	7,620 00	1,185,086 14	98,832 11	3,016,459 23		

1709

STATEMENT XII.
MISCELLANEOUS RECEIPTS.

Miscellaneous Receipts	East Coast Railway	West Coast Railway	Steamer Services	Bartica- Potaro Road.	Total
	\$ c.	\$ c.	\$ c.	\$ c.	
Storage	126 97	39 52	277 03		443 52
Wharfage	2,266 78	97 50	2,162 81		4,527 09
Rents	22,615 27	590 52	1,519 22		24,725 01
Unclaimed Goods					
Tolls	256 11	55 16	156 92		468 19
Surplus Cash	249 80	58 03	199 57		507 40
Sale of Old Rails, etc.	1,485 69	396 12			1,881 81
Sundries	9,679 26	484 42	25,734 74	701 81	36,600 23
Commission on sale of Rice	677 29	325 70	54 84		1,057 83
Total	37,357 17	2,046 97	30,105 13	701 81	70,211 08

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

1961	GENERAL CHARGES	1962
\$ c.		\$ c.
52,156 06	General Manager's Office	55,653 90
112,919 41	Accountant's Office	129,071 67
81,813 18	Stores Department	87,295 58
32,290 94	Office Expenses	31,532 91
7,000 00	Audit Fee	7,000 00
5,189 94	Travelling Expenses	3,441 71
244,597 44	Pensions & Gratuities	353,746 99
600 00	Annual Payments to Crown Agents	
236,518 20	Contribution to Recreation Ground	205 04
10,349 43	Loss of Money and Stores	600 00
22,126 63	Leave Passages	116 84
499 66	Cost of Living Allowances	1,400 00
52,400 54	Library	20,510 24
15,887 12	Rates and Taxes	436 49
30,600 00	Telephones	50,695 54
2,256 21	Constabulary	19,074 22
1,808 15	Acting Allowances	30,600 00
1,489 60	Advertising	
116 44	Training Scheme	2,595 99
107 18	Entertainment Expenses	716 48
	Employee Welfare & Recreation	689 18
	Five Trainees	
	Back Pay F.U.G.E.	275 00
910,726 13	APPORTIONED TO:	795,657 78
425,958 61	East Coast Railway	302,350 02
115,556 24	West Coast do.	79,565 74
222,671 61	Shipping Services	246,653 91
79,029 76	Harbour Services	95,478 92
67,509 91	Bartica-Potaro Road Transport	71,609 19
910,726 13		795,657 78

WEST COAST		WORKING EXPENSES RAILWAYS		EAST COAST	
1961	1962	ABSTRACT "B"		1961	1962
Amount.	Amount.	Maintenance and Renewal of Ways and Works.		Amount.	Amount
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
16,251 37	17,377 13	42,659 82		45,615 05	
59,906 86	65,114 54	170,963 61		173,947 99	
26,966 30	24,349 94	65,891 74		70,995 70	
86,873 16	89,464 48	236,855 35		244,943 69	
824 15	1,162 70	5,126 07		5,254 26	
3 13	77 34	342 25		411 63	
15 00	30 81	322 47		535 72	
842 28	1,270 85	5,790 79		6,201 61	
7,128 12	6,991 83	31,310 43		36,379 41	
436 66	649 37	11,513 76		13,523 36	
7,564 78	7,641 20	42,824 19		49,902 77	
18 03	24 17	2,239 56		1,985 78	
31 00	1 55	2,046 52		2,107 55	
111,580 62	115,779 38	332,416 23		350,756 45	

- (a) Sleepers, Ballast and other Permanent Way Materials to read —
PERMANENT WAY MATERIALS
- (b) Stations and Platforms, and other Buildings to be read together.

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

WEST COAST		ABSTRACT "C"		EAST COAST	
1961	1962	Maintenance and Renewal of Rolling Stock:		1961	1962
Amount	Amount			Amount	Amount
\$ c.	\$ c.			\$ c.	\$ c.
7,549 99	7,605 49	Superintendence		27,684 00	27,886 79
21,553 91	19,489 89	Maintenance of Locomotive—		60,413 96	71,912 67
19,534 04	15,387 80	Wages		38,570 49	47,491 71
41,087 95	34,877 69	Materials		98,984 45	119,404 38
21,001 50	28,430 17	Maintenance of Carriages—		42,360 44	33,373 34
6,114 53	12,608 97	Wages		16,305 75	18,202 20
27,116 03	41,039 14	Materials		58,666 19	51,575 54
4,371 04	4,136 88	Maintenance of Wagons—		16,211 70	13,511 22
1,474 94	932 08	Wages		6,774 61	7,585 00
5,845 98	5,068 96	Materials		22,986 31	21,096 22
81,599 95	88,591 28	Total Abstract "C"		208,320 95	219,962 93

WEST COAST		ABSTRACT "D"		EAST COAST	
1961	1962	Locomotive Running Expenses.		1961	1962
Amount	Amount			Amount.	Amount
\$ c.	\$ c.			\$ c.	\$ c.
7,550 00	7,605 49	Superintendence		27,684 01	27,886 78
2,832 00	3,035 42	Locomotive Running Expenses—		3,384 00	3,630 50
80,254 75	90,023 14	Assistant Supt.		3,384 00	3,624 00
14,737 25	12,670 43	Locomotive Inspector		113,964 66	117,188 21
7,942 02	8,092 67	Running Shed Foreman		107,245 53	103,411 17
368 88	1,513 05	Wages Engine Drivers, Firemen, etc.		3,782 99	2,565 22
94 15	341 07	Fuel		21,710 52	23,099 59
1,088 44	2,179 33	Water		414 69	1,816 88
591 58	2,553 54	Stores & Uniforms		284 19	645 28
115,459 07	128,377 28	Miscellaneous		21,802 78	15,116 50
		Drivers & Firemen Equipment		3,690 80	6,107 69
		Maintenance Mechanical Equipment		307,348 17	305,091 82
		Fuel Mechanical Equipment			
		Total Abstract "D"			

WEST COAST		ABSTRACT "F"		EAST COAST	
1961	1962	Traffic Expenses & Miscellaneous		1961	1962
Amount	Amount			Amount	Amount
\$ c.	\$ c.			\$ c.	\$ c.
7,752 00	4,848 00	Superintendence		10,944 00	12,177 66
65,843 85	66,866 53	Salaries of Station Masters, Clerks, etc.		116,794 05	123,756 12
32,746 50	40,768 45	Guards and Vanmen		48,761 27	57,356 88
5,694 77	5,794 97	Subsistence and Overtime Allowances		8,577 18	5,307 62
1,510 81	1,076 00	Flagmen and Crossing Gatemen		14,378 57	13,958 84
102,088 68	81,917 48	Porters, Watchmen etc.		124,492 89	103,819 08
12,347 54	10,917 89	Barrier Gatemen		21,915 65	22,600 82
4,096 52	4,100 14	General Stores		7,999 22	10,022 08
2,714 70	1,477 91	Uniforms		5,181 38	4,328 44
5,990 00	4,701 39	Stationery, Tickets and Printing		9,894 61	9,486 76
2,280 86	2,836 31	Lighting of Stations		6,528 73	5,111 03
5,759 57	4,571 14	Cleansing, Lubricating etc., of Vehicles		10,848 68	13,688 40
1,765 44	1,857 90	Miscellaneous Expenses		2,127 68	2,615 01
50 89	2 30	Compensation (Accidents & Losses)		155 10	94 43
716 76	815 63	Workmen's Compensation		3,105 28	9,648 73
2,000 00		Back Pay Factory Ordinance 1953		3,000 00	
1,146 18	199 24	Back Pay F.U.G.E.		8,567 11	
254,403 29	232,751 28	Total Abstract "F"		403,271 40	393,783 04

STATEMENT XIII. — (Continued)

DETAILED ABSTRACTS OF EXPENDITURE.

WORKING EXPENSES—RAILWAY—(Continued)

WEST COAST			EAST COAST					
1961	1962		ABSTRACT "G"			1961	1962	
Amount	Amount		Superintendence			Amount	Amount	
\$ c.	\$	c.				\$ c.	\$	c.
4,255 79	4,628	51	Superintendence	Traffic	....	19,151 14	20,828	15

WORKING EXPENSES—STEAMER SERVICES

ABSTRACT "H"

1961	Working Expenses Steamers			1962
\$ c.				\$ c.
103,524 92	Captains and Mates.	Boatswains	....	121,583 19
201,250 78	Sailors and Deck Hands	....	....	204,878 87
101,519 32	Engineers	....	....	119,065 99
43,153 45	Stokers & Engineer Boys	....	....	35,761 77
140,705 86	Overtime & Subsistence Allowances	....	....	124,140 58
305,614 66	Maintenance & Repairs	....	....	341,719 92
184,943 13	Fuel	....	....	155,902 51
47,464 90	Stores (Marine)	....	....	47,664 50
33,877 94	Stores (Engineering)	....	....	33,787 75
9,503 60	Uniforms	....	....	9,764 41
1,526 46	Miscellaneous	....	....	1,288 55
3,785 00	No Claim Allowance to Officers	....	....	5,737 74
3,056 62	Ships' Linen	....	....	3,216 51
11,043 75	Apprenticeship Scheme	....	....	4,226 15
1,594 31	Relief—Captains, Mates, Engineers	....	....	1,254 37
337 43	Navigation Equipment	....	....	266 15
1,192,902 63				1,210,258 96

ABSTRACT "J"

1962	Superintendence			1962
\$ c.				\$ c.
87,305 45	Superintendence	Engineering	....	88,365 72
20,235 70	do.	Marine	....	22,884 94
107,541 15				111,250 66

STATEMENT XIII. — (Continued).

BARTICA—POTARO ROAD SERVICE
ABSTRACT "N"

1713

1961	Superintendence	1962
\$ c.		\$ c.
2,127 90	Superintendence Traffic	2,314 23

ABSTRACT "O"

1961	Harbour Services.	1962
\$ c.		\$ c.
7,200 00	Harbour Master	4,269 24
3,984 00	Executive Officer and Chief Clerk	5,904 00
6,240 00	Chief Pilot	6,720 00
44,640 00	Pilots	54,240 00
6,548 25	Clerical Establishment	6,513 03
5,576 75	Pilots' Apprentices	4,706 00
108 00	Deputy Harbour Master N/A & Springlands	108 00
11,859 53	Lighthouse Attendants	12,125 11
2,005 00	Proficiency Awards to Pilots	1,955 00
4,741 84	Boat House Attendants	5,763 95
1,263 50	Messenger	1,146 00
12,000 00	Bonus Awards to Pilots	15,800 00
106,166 87		119,250 33

ABSTRACT "P"

1961	Maintenance Charges,	1962
\$ c.		\$ c.
33,382 34	Lighthouse, Beacons and Buoys	38,923 81

ABSTRACT "Q"

1961	Working Expenses—Light Beacon and Launches	1962
\$ c.		\$ c.
45,243 84	Wages of Crew of Launches	49,410 49
8,658 25	Overtime Launch Crew	8,470 04
1,042 28	Uniforms and Clothing	986 72
36,441 65	Maintenance and Repairs	21,017 84
11,519 32	Fuel and Stores	9,060 70
2,084 36	Victualling Allowance	2,168 98
318 58	Proficiency Awards to Coxswains and Engineers	238 60
4,444 92	Wages Adjustment, 1954	
109,753 15		91,353 37

ABSTRACT "R"

1961	Working Expenses—Dredger.	1962
\$ c.		\$ c.
6,648 00	Dredge Masters	7,408 78
20,789 63	Wages Navigation	18,901 59
25,083 25	Engineering	23,080 95
28,077 31	Fuel	20,726 19
29,400 77	Maintenance and Repairs	40,805 71
2,679 82	Stores Navigation	1,595 52
2,435 47	Stores Engineering	2,427 11
824 50	Uniforms	1,140 10
257 00	Proficiency Awards to Officers	352 00
—	Linens for Crew	—
		116,437 95

1714

STATEMENT XIII. — (Continued).
 WORKING EXPENSES—HARBOUR AND PILOTAGE.
 ABSTRACT "S"

1961		Survey Expenses	1962	
\$	c.		\$	c.
		Superintendent of Surveys	7,200	00
6,140	00	Hydrographic Surveyor Senior	3,797	29
1,433	68	do. Surveyors	18,181	97
16,076	43	Wages of Launch Crew	9,133	39
3,884	47	Survey Launch Maintenance	4,000	81
5,591	37	Fuel and Stores	3,101	60
1,834	93	Stores (Survey Equipment)	4,207	33
7,634	98	Surveys—Extra Labour and Subsistence	6,727	00
5,911	00	Snr. Drawing Office Asst.	478	70
181	50	Uniforms	353	41
858	11	Office Expenses and Equipment	1,181	00
		Surveyor Apprentices	1,495	00
		Lady Tracer	1,227	20
		Assistant Printer		
49,546	47		61,084	70

ABSTRACT "T"

1961		Superintendence	1962	
\$	c.		\$	c.
18,809	28	Superintendence Engineering	19,073	21

ABSTRACT "U"

1961		Miscellaneous Charges	1962	
\$	c.		\$	c.
1,670	44	Back Pay F.U.G.E.	18,523	58
		Back Pay Guillebaud	572	84
1,410	47	Lighting Ports Georgetown and N/A	1,353	40
10,599	96	Illuminant Buoys & Beacons	7,957	53
2,068	68	Stationery and Books	1,480	23
6,916	59	Miscellaneous	1,848	42
9,172	39	Travelling Expenses	38	60
941	34	Uniforms for Pilots		
1,913	05	Port Welfare	8,846	44
787	59	Radio Beacons, Georgetown & N/A	4,553	33
304	40	Marine Examining Board	3,490	42
3,114	12	Service Expenses	745	94
		Navigation School	166	95
		River Defences	688	26
726	56	Official Publication		
47	09	Workmen's Compensation		
		Navigation Equipment		
39,672	68		50,265	94

STATEMENT XIV.
STATEMENT OF ESTIMATED AND ACTUAL EXPENDITURE FOR THE YEAR 1962.

Head of Service.	Estimate	Actual
	\$ c.	\$ c.
GENERAL AND ADMINISTRATIVE CHARGES—		
General Manager's Office	54,884 00	55,653 90
Accountant's Office	132,132 00	129,071 67
Stores	87,320 00	87,295 58
Office and Incidental Expenses	32,000 00	31,532 91
Audit Fee	7,000 00	7,000 00
Travelling expenses	6,000 00	3,441 71
Pensions and Gratuities	250,000 00	353,746 99
Annual payment to Crown Agents	206 00	205 04
Contribution to Recreation Ground	600 00	600 00
Loss of Money & Stores	500 00	116 84
Leave Passages	15,000 00	1,400 00
Cost of Living Allowances	23,500 00	20,510 24
Library	500 00	436 49
Rates and Taxes	72,000 00	50,695 54
Telephones	14,500 00	19,074 22
Constabulary	30,600 00	30,600 00
Acting Allowances		
Advertising	2,000 00	2,595 99
Employees Welfare & Recreation	200 00	
Training Scheme	4,000 00	716 48
Entertainment Expenses	1,000 00	689 18
Workmen's Compensation	300 00	
Mechanisation at Accounts	69,000 00	
Five Trainees	500 00	275 00
Total—General Charges	803,742 00	795,657 78
Engineering (Maintenance) Branch Superintendence	74,191 00	72,404 80
Engineering (Mechanical) Branch Superintendence	174,996 00	169,010 86
Headquarters (Traffic) Branch Superintendence	61,870 00	46,284 81
Marine Branch Superintendence	22,929 00	22,884 94
Total Superintendence	333,986 00	310,585 41
EAST COAST RAILWAY MAINTENANCE BRANCH.		
Maintenance of Permanent Way, East Coast	249,370 00	244,943 69
Do. Track Structures, East Coast	7,296 00	6,201 61
Do. Stations and Buildings, East Coast	51,370 00	49,902 77
New Minor Works, East Coast	2,280 00	2,107 55
Miscellaneous and Unclassified Expenditure, East Coast	2,904 00	1,985 78
MECHANICAL BRANCH		
Maintenance and Renewal of Rolling Stock	144,000 00	192,076 14
Locomotive Running Expenses	265,652 00	255,980 85
Mechanical Equipment etc.	27,000 00	21,224 19
TRAFFIC BRANCH		
Superintendents etc.	11,232 00	12,177 06
Station Masters, Clerks etc.	144,119 00	129,063 74
Guards and Vanmen	52,632 00	57,356 88
Flagmen and Crossing Gatemen	15,198 00	13,958 84
Porters, Watchmen etc.	130,000 00	103,819 08
Barrier Gatemen	22,431 00	22,600 82
General Stores	12,000 00	10,022 08
Uniforms	5,500 00	4,328 44
Stationery, Tickets and Printing	11,000 00	9,486 76
Lighting of Stations	6,000 00	5,111 03
Cleansing, Lubricating, and Lighting Vehicles	10,000 00	13,688 40
Miscellaneous Expenses	3,000 00	2,615 02
Back Pay Factory Ordinance		
Compensation (Accidents & Losses)	1,000 00	94 43
Workmen's Compensation	2,500 00	9,648 73
Total Expenditure East Coast Railway	1,176,484 00	1,168,205 62
WEST COAST MAINTENANCE		
Maintenance of Permanent Way, West Coast	93,225 00	89,464 48
Do. Track Structures, West Coast	1,299 00	1,270 85
Do. Stations and Buildings, West Coast	8,542 00	7,641 20
New Minor Works, West Coast	85 00	1 55
Miscellaneous and Unclassified Expenditure, West Coast	85 00	24 17
MECHANICAL BRANCH		
Maintenance and Renewal of Rolling Stock	104,000 00	80,985 79
Locomotive Running Expenses	114,984 00	116,036 92
Mechanical Equipment etc.	3,600 00	4,732 87
TRAFFIC BRANCH		
Superintendence and Clerks	77,810 00	71,714 53
Guards and Vanmen	38,382 00	40,763 45
Subsistence, Overtime Allowances and Temporary Assistance	13,000 00	5,794 97
Porters, Watchmen, etc.	95,000 00	81,917 48
Barrier Gatemen	10,675 00	10,917 89
General Stores	4,500 00	4,100 14
Uniforms	2,200 00	1,477 91
Tickets	6,800 00	4,701 39
Stationery, Stationery & Printing	3,700 00	2,836 31
Lighting of Stations	5,000 00	4,571 14
Cleansing, Lubricating and Lighting Vehicles	1,560 00	1,076 00
Flagmen and Crossing Gatemen	2,500 00	1,857 90
Miscellaneous Expenses		
Compensation, Accident & Losses	1,000 00	2 30
Workmen's Compensation	1,000 00	815 63
Back Pay F.C.G.E.		199 24
Total Expenditure, West Coast Railway	588,947 00	532,911 11

STATEMENT XIV.—(Continued).

STATEMENT OF ESTIMATE AND ACTUAL EXPENDITURE FOR THE YEAR 1962 — (Cont'd.)

Head of Service	Estimate	Actual
	\$ c.	\$ c.
Shipping Services Mechanical and Marine Branch		
SHIPS, LAUNCHES, ETC.		
Captains, Mates & Boatswains	126,393 00	121,533 19
Sailors and Deck Hands	119,524 00	204,373 27
Engineers	113,000 00	119,065 99
Stokers and Engineer Boys	37,027 00	35,761 77
Overtime and Subsistence Allowances	130,000 00	124,140 58
Maintenance and Repairs	234,220 00	341,719 92
Fuel	200,000 00	155,902 51
Stores (Marine)	52,000 00	47,664 50
Stores (Engineering)	32,300 00	33,787 75
Uniforms	13,700 00	9,764 41
Miscellaneous	2,500 00	1 288 55
No claim Allowances to Officers		
Navigation Equipment	2,000 00	266 15
Ship's Linens	3,600 00	3,216 51
Apprenticeship Scheme	3,920 00	4,226 15
No claim Bonus to Officers	5,500 00	5,737 74
Relief — Captain, Mates, Engineers	10,000 00	1,254 37
H.M.P.S. DOCK		
Marine Engineer	7,200 00	4,911 29
Mechanical Engineer (Marine)	5,140 00	5,620 00
Dock Superintendent	4,150 00	4,431 20
Asst. Dock Supt.	3,552 00	3,883 00
Plant Foreman	2,424 00	2,692 00
Dock Foremen	2,124 00	2,655 04
Charge Hands	7,866 00	9,746,72
Maintenance and Repairs	24,000 00	20,635 84
Acting Allowances	771 00	218, 13
Wages of Launch Crew, Watchman, etc.	8,000 00	5,536 20
Clerical Establishment	6,048 00	5,581 41
Travelling and Subsistence Allowances	1,300 00	1,873 83
TRAFFIC BRANCH		
Stellings Superintendents	16,131 00	17,210 32
Clerical Establishment	207,496 00	212,606 75
Relieving Duty, Overtime and Temporary Assistance	7000 00	5,015 55
Porters, Watchmen and Miscellaneous Labour	447,763 00	440,045 85
General Stores	30,000 00	19,530 32
Uniforms	3,500 00	2,083 53
Tickets, Stationery & Printing	12,000 00	13,124 98
Lighting of Stellings	10,500 00	12,807 93
Miscellaneous Expenses	4,800 00	5,167,43
Messenger	2,676 00	2,675 50
Purchase of Electric Coolers	1,100 00	
MAINTENANCE OF STEAMER STELLINGS		
Stellings and Buildings	44,700 00	40,604 43
MISCELLANEOUS		
Receipting and Analysis Machine	21,000 00	
Compensation, Accident and Losses	3,000 00	6,482 06
Workmen's Compensation	3,000 00	2,661 79
Total Expenditure, Steamer Services	2,112,625 00	2,058,125 11

1717

STATEMENT XIV.—(Continued).
STATEMENT OF ESTIMATED AND ACTUAL EXPENDITURE FOR THE YEAR 1962 — (Contd.)

Head of Service.	Estimate	Actual
BARTICA-POTARO ROAD SERVICE SALARIES		
Clerical Establishment	\$ 7,500 00	\$ 8,174 56
Transport Officer	3 327 00	3,566 66
OPERATING EXPENSES		
Drivers and Assistants	27,700 00	28,420 67
Maintenance and Repairs	36,024 00	36,836 45
Fuel and Stores	12,000 00	8,995 18
Replacements of Lorries	54,000 00	19,000 00
Lorry Hire 1960		
TRAFFIC CHARGES		
Miscellaneous	7,150 00	6,026 86
Accidents and Losses	100 00	95 47
Stationery and Tickets	300 00	888 47
Maintenance of Issano Stelling	1,140 00	2,965 97
Repairs to Garage and Officers Quarters	2,280 00	62 00
Repairs to Logies and Chauffers Quarters	1,140 00	
Workmen's Compensation		
Back Pay F.U.G.E.		
Back Pay Station Allowance	500 00	
Total Expenditure, Bartica-Potaro Road Service	153,161.00	115,032 29
HARBOUR SERVICES, SALARIES AND WAGES.		
Harbour Master	7,200 00	4,269 24
Chief Pilot	6,240 00	6,720 00
Executive Officer & Chief Clerk	5,760 00	5,904 00
10 Pilots	45,840 00	54,240 00
Clerical Establishment	7,842 00	6,513 03
Pilot Apprentices	5,724 00	4,706 00
Deputy Harbour Master and Inspector of Shipping	108 00	108.00
Lighthouse and Flagstaff Attendants	13,244 00	12,125 11
Proficiency Awards to Pilots	2,600 00	1,955 00
Bonus Awards to Pilots	16,320 00	15,800 00
Boat House Attendants	5,472 00	5,763 95
Messenger	1,338 00	1,146 00
Maintenance of Lighthouse, Beacons and Buoys	70,000 00	38,923 81
LAUNCHES AND LIGHTS		
Crew—Launches	55,712 00	49,410 49
Overtime—Launch Crews	9,500 00	8,470 04
Uniforms	1,600 00	986.72
Maintenance and Repairs (Launches)	33,800 00	21,017 84
Fuel and Stores (Launches)	17,800 00	9,060 70
Victualling Allowance	3,000 00	2,168 98
Proficiency Awards to Coxswain	500 00	238 60
DREDGE		
Dredge Master	6,768 00	7,408 78
Wages (Navigation)	27,072 00	18,901 59
Wages (Engineering)	26,000 00	23,080 95
Fuel	30,000 00	20,726 19
Maintenance and Repairs	28,800 00	40,805 71
Stores (Navigation)	5,000 00	1,595 52
Stores (Engineering)	4,000 00	2,427 11
Uniforms	1,200 00	1,140 10
Proficiency awards to officers	400 00	352 00
Linen for Crew	500 00	
SURVEY		
Superintendent of Surveys	6,720 00	7,200 00
Hydrographical Surveyor (senior)		
2 Asst. Hydrographical Surveyors	10,060 00	3,797 29
Surveyor Apprentices		1,181 00
Lady Tracer		1,495 00
Assistant Printer		1,227 20
Wages of Launch Crew	16,100 00	18,181 97
Survey Launch, Maintenance	9,900 00	9,133 39
Fuel and Stores	12,000 00	4,000 81
Stores (Surveying Equipment)	4,000 00	3,101 60
Survey extra labour and subsistence	10,000 00	4,207 33
Snr. Drawing Office Asst.	6,175 00	6,727 00
Uniform	650 00	478 70
Surveyor Apprentices	1,896 00	
Office Expenses and Equipment	2,000 00	353 41
OTHER CHARGES		
Lighting Ports of Georgetown and New Amsterdam	2,400 00	572 84
Illuminant Buoys and Beacons		
Stationery and Books	1,000 00	1,353 40
Miscellaneous		
Allowances for Training Radio Mechanic	12,000 00	7,957 53
Pilots Uniforms	2,000 00	1,480 23
Port Welfare	2,500 00	1,848 42
Navigation Training	5,000 00	4,553 33
Radio Beacons, Georgetown and New Amsterdam	2,000 00	
River Defences	3,990 00	3,490 42
Marine Examining Board	1,000 00	38 60
Travelling and Subsistence Allowances	3,600 00	
Navigation Equipment	2,000 00	688 26
Service Expenses	9,000 00	8,846 44
Official Publication	1,200 00	745 94
Workmen's Compensation	1,000 00	166 95
Back Pay Guillebaud		18,523 58
Total Expenditure, Harbour Services	567,351 00	477,316 10

STATEMENT XV.
RECAPITULATION OF EXPENDITURE.
(a) TRANSPORT SERVICES.

Head of Service.	Estimate		Actual		Decrease	
	\$	c.	\$	c.	\$	c.
General Charges	707	054	700,178	86		
Superintendence (Unallocated)	314	261	291,512	20		
East Coast Railway	1,176	484	1,168,205	62		
West Coast Railway	588	947	532,911	11		
Steamer Services	2,112	625	2,058,125	11		
Bartica-Potaro Road Service	153	161	115,032	29		
	5,052	532	4,865,965	19	186,566	81

* Outcome of a Savings Drive by Management

RECAPITULATION OF EXPENDITURE
(b) HARBOUR SERVICES.

Head of Service.	Estimate		Actual	
	\$	c.	\$	c.
General Charges	96,688	00	95,478	92
Superintendence (Unallocated)	19,725	00	19,073	21
Harbour Services	567,351	00	477,316	10
	683,764	00	591,868	23

STATEMENT XVI
(a) TRANSPORT SERVICES

	Actual 1961		Estimate 1962		Actual 1962		Increase		Decrease	
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.
E.C. RAILWAY—										
Passenger Traffic	588,608	88	590,000	00	629,186	71	40,577	83		
Parcels	117,418	25	116,000	00	110,828	82			6,589	43
Mails	3,949	92	3,950	00	3,949	92				
Goods	142,056	52	115,050	00	166,983	49	24,926	97		
Special Services	12,433	80	10,000	00	16,607	44	4,173	64		
Miscellaneous Receipts	33,736	15	25,000	00	37,357	17	3,621	02		
	898,203	52	860,000	00	964,913	55	66,710	03		
W.C. RAILWAY—										
Passenger Traffic	371,568	31	370,000	00	371,118	51			449	70
Parcels	16,241	98	17,350	00	27,760	42	11,518	44		
Mails	1,650	00	1,650	00	1,650	00				
Goods	64,701	92	70,000	00	59,770	58			4,931	34
Special Services	1,014	50	1,000	00	2,072	05	1,057	55		
Miscellaneous Receipts	4,307	81	5,000	00	2,046	97			2,260	84
	459,484	52	465,000	00	464,418	63	4,934	11		
STEAMER SERVICES—										
Passenger Traffic	591,449	28	600,000	00	585,619	87			5,829	41
Mails	1,900	08	1,900	00	1,900	08				
Goods	871,796	82	885,000	00	818,277	05			53,519	77
Special Services	49,733	90	55,000	00	36,508	92			13,224	98
Miscellaneous Receipts	10,795	42	8,100	00	30,105	13	19,309	71		
	1,525,675	50	1,550,000	00	1,472,411	05			53,264	45
BARTICA-POTARO—										
Passenger Traffic	26,185	98	49,500	00	22,449	18			3,736	80
Goods	106,530	88	150,000	00	101,714	80			4,816	08
Mails	120	00	120	00	120	00				
Miscellaneous Receipts	258	83	380	00	701	81	442	98		
	133,095	69	200,000	00	124,985	79			8,109	90
Total	3,016,459	23	3,075,000	00	3,026,729	02	10,269	79		

STATEMENT XVI.—(Contd.)

(b) HARBOUR SERVICES.

	Actual 1961		Estimated 1962		Actual 1962		Increase		Decrease	
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.
Tonnage Dues	563,576	95	600,000	00	669,148	75	105,571	80		
Light Dues	122,199	96	120,000	00	140,294	59	18,094	63		
Pilotage Dues	152,193	25	162,460	00	186,105	50	33,912	25		
Shipping Fees	604	56	360	00	527	04			77	52
Survey Fees	902	87	1,200	00	1,252	20	349	33		
Official Publications	1,304	10	1,080	00	1,174	85				129 25
Miscellaneous	28,368	75	3,600	00	9,083	44				19,285 31
Surveying and Dredging	19,229	25	6,500	00	4,276	00				14,953 25
	888,379	69	895,200	00	1,011,862	37	123,482	68		

STATEMENT XVII.

RECAPITULATION OF REVENUE.

(a) TRANSPORT SERVICES

	Estimated		Actual	
	\$	c.	\$	c.
E.C. Railway	860,000	00	964,913	55
W.C. Railway	465,000	00	464,418	63
Steamer Services	1,550,000	00	1,472,411	05
Bartica-Potaro Road	200,000	00	124,985	79
	3,075,000	00	3,026,729	02
(b) Harbour Services	895,200	00	1,011,862	37

COMPARATIVE STATEMENT OF NUMBER OF PASSENGERS CARRIED.

(a) E.C. RAILWAY

1961			1962			Increase	Decrease
1st Class	3rd Class	Total	1st Class	3rd Class	Total		
93 501	2,008 514	2,102 015	106 937	2,161 604	2,268 541	166 526	

(b) W.C. Railway

(b) W.C. RAILWAY

273 539	1,446 858	1,720 397	282 777	1,492 383	1,775 160	54 763
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(c) STEAMER SERVICES

	1961			1962			Increase	Decrease
	1st Class	2nd Class	Total	1st Class	2nd Class	Total		
Demerara Ferry		3,110 424	3,110 424		3,055 153	3,055 153		55 271
Berbice Ferry		814 897	814 897		825 717	825 717	10 820	
Adventure Service	64 335	181 437	245 772	70 974	183 362	254 336	8 564	
Bartica Service	18 942	28 210	47 152	18 691	27 618	46 309		843
Pomeroon Service	395	1 070	1 465	486	921	1 407		58
N.W.D. Service	4 299	3 858	8 157	4 338	3 718	8 056		101
Berbice River Service	1 775	3 303	5 078	1 625	3 297	4 922		156
Canje Service		3 206	3 206		3 497	3 497	291	
Berbice River Launch		4 839	4 839		5 327	5 327	488	
Total	89 746	4,151 244	4,240 990	96 114	4,108 610	4,204 724	20 163	36 266

(d) BARTICA-POTARO ROAD SERVICE.

Bartica-Potaro	1 682	4 521	6 203	1 666	4 251	5 917	286
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1.
LIST OF HEADS

Head No.		For details see Table	1960	1961	1962
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
4	GROSS RAILWAY RECEIPTS	AA	1,291,995 25	1,357,688 04	1,429,332 18
5	RAILWAY WORKING EXPENDITURE, EXCLUDING PROVISION FOR RENEWALS		2,050,323 83	2,379,321 46	2,242,465 88
6	RAILWAY WORKING EXPENDITURE, INCLUDING PROVISION FOR RENEWALS				
7	BALANCE OF RAILWAY REVENUE ACCOUNT		758,328 48	1,021,633 42	813,133 17
8	RECEIPTS FROM SERVICES OTHER THAN RAILWAY—				
	(a) Harbours		893,525 99	888,379 69	1,011,862 37
	(b) Steamships		1,399,213 42	1,528,675 50	1,472,411 05
	(c) Other Services		160,072 51	133,095 69	124,985 79
	TOTAL		2,452,811 92	2,547,150 88	2,609,259 21
9	EXPENDITURE ON SERVICES OTHER THAN RAILWAY—				
	(a) Harbours		521,410 20	552,556 30	591,868 23
	(b) Steamships		2,240,088 98	2,528,909 73	2,434,543 60
	(c) Other Services		169,860 47	221,463 27	188,955 71
	TOTAL		2,931,359 65	3,302,929 30	3,215,367 54
10	INTEREST CHARGES—				
	(a) Railway		137,773 90	145,866 94	138,660 71
	(b) Harbours		3,971 17	2,884 46	4,354 78
	(c) Steamships		45,475 21	40,849 40	46,353 21
	(d) Other Services		1,258 16	1,153 60	1,385 56
	TOTAL		188,478 44	190,754 40	190,754 26
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		1,608,992 00	2,113,235 23	1,839,236 17
13	PERCENTAGE OF RAILWAY WORKING EXPENDITURE, EXCLUDING PROVISION FOR RENEWALS, TO GROSS RAILWAY RECEIPTS		158 21	158 69	156 88
14	PERCENTAGE OF RAILWAY WORKING EXPENDITURE, INCLUDING PROVISION FOR RENEWALS, TO GROSS RAILWAY RECEIPTS				
15	CAPITAL EXPENDITURE—				
	(a) Railway		7,884,155 84	7,943,861 66	7,999,903 80
	(b) Harbours		890,307 77	914,982 44	963,338 43
	(c) Steamships		9,129,170 56	10,372,812 67	11,433,522 66
	(d) Other Services		107,262 56	107,262 56	107,262 56
	TOTAL		18,010,896 73	19,338,919 33	20,504,027 45
16	CAPITAL EXPENDITURE PER ROUTE MILE Rlys.		99,779 44	100,555 21	101,264 22
17	INTEREST CHARGES PER ROUTE MILE		1,743 97	1,846 41	1,755 19
18	GROSS RAILWAY RECEIPTS PER ROUTE MILE		16,354 37	17,185 92	18,194 01
19	RAILWAY WORKING EXPENDITURE, EXCLUDING PROVISION FOR RENEWALS, PER ROUTE MILE		25,953 46	30,117 99	28,385 64

I.—(Continued).
LIST OF HEADS

Head No.		For details See Table	1960	1961	1962
20	RAILWAY WORKING EXPENDITURE, INCLUDING PROVISION FOR RENEWALS, PER ROUTE MILE				
21	COACHING TRAIN MILEAGE—	J			
	(a) Paying, including proportion of mixed		3,460 96	362 912	357 013
	(b) Non-paying		17 01	1 584	1 637
	TOTAL		347 797	364 496	358 650
22	GOODS TRAIN MILEAGE—	J			
	(a) Paying, including proportion of mixed		37,064	39 076	35 444
	(b) Non-paying		8,980	7 496	7 401
	TOTAL		46,044	46 572	42 845
23	TOTAL TRAIN MILEAGE	J	393,841	441 068	401 495
24	ENGINE MILEAGE	J	524,059	546,093	516 683
25	PERCENTAGE OF TRAIN TO ENGINE MILEAGE		75 15	80.22	77 70
26	GROSS RAILWAY RECEIPTS PER PAYING TRAIN MILE		3 37	3.38	3 64
27	RAILWAY WORKING EXPENDITURE, EXCLUDING PROVISION FOR RENEWALS, PER PAYING TRAIN MILE		5 35	5.92	5 71
28	RAILWAY WORKING EXPENDITURE, INCLUDING PROVISION FOR RENEWALS, PER PAYING TRAIN MILE		T	115.4	112 3
29	AVERAGE GOODS TRAIN LOAD		104.3		
30	AVERAGE NUMBER OF VEHICLES PER COACHING TRAIN		6	6	6 6
31	AVERAGE NUMBER OF VEHICLES PER GOODS TRAIN		15	16	17 3
32	ENGINE HOURS		43,053	44,189	42 114
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.		5	5	5
33F	NUMBER OF DIESEL LOCOS IN STOCK		7	7	7
34A	AVERAGE MILEAGE PER POWER CAR IN STOCK		3,371	2,941	3 478
34B	AVERAGE MILEAGE PER STEAM LOCOMOTIVE IN STOCK	S	164 81	31,688	32 559
34C	AVERAGE MILEAGE PER DIESEL LOCO IN STOCK		43,219	48,430	38 056
34D	AVERAGE MILEAGE PER PETROL LOCOMOTIVE IN STOCK		11,718	14,459	14 480
34E	AVERAGE MILEAGE PER DIESEL LOCO IN STOCK		26,708	24,601	25 848
35	PASSENGER RECEIPTS	Q	891,840 67	973,625 49	1,018 984 81
36	OTHER COACHING RECEIPTS		140,702 19	139,270 15	144 189 16
37	TOTAL COACHING RECEIPTS	AA	1,032,542 86	1,112,895 64	1,163 173 97
38	PERCENTAGE OF COACHING RECEIPTS TO GROSS RAILWAY RECEIPTS		79 91	81 81	81 31
39	COACHING RECEIPTS PER ROUTE MILE		13,070 16	14,082 22	14,723 72
40	COACHING RECEIPTS PER PAYING TRAIN MILE		2 69	2 76	2 97
41	NUMBER OF PASSENGER JOURNEYS	Q	3,327,451	3,822 412	4 043 701
42	PASSENGER MILES ACTUAL ESTIMATED	Q		51,338 762	48 128 389
43	AVERAGE LENGTH OF JOURNEY	Q	16 09	21 1	20 00
44	NUMBER OF COACHING VEHICLES IN STOCK	G	85	85	85
45	COACHING VEHICLE MILEAGE—				
	(a) Passenger-carrying vehicle mileage	T	1,331,497	1,495,121½	2 283 562
	(b) Other coaching vehicle mileage		654,506	686,471	742 640
	TOTAL		1,986,003	2,181 592½	2,026 202
46	AVERAGE MILEAGE PER COACHING VEHICLE IN STOCK	R	23,365	25,548	23 838
47	GOODS RECEIPTS		225,296 63	206,758 44	226,754 07
48	PERCENTAGE OF GOODS RECEIPTS TO GROSS RAILWAY RECEIPTS		17 43	15 23	15 86
49	GOODS RECEIPTS PER ROUTE MILE		2,851 85	2,617 19	2,870 31

I.—(Continued).
LIST OF HEADS

Head No.		For details see Table	1960	1961	1962
	GOODS RECEIPTS PER PAYING TRAIN MILES		6.47	5.55	6.48
	TONS OF GOODS HAULED—	R	T. C.	Tons	
	(a) Paying		80,744	72,851	73 279
	(b) Non-paying		13,084	24,537	11 162
	TOTAL		93,828	97,388	84 441
	AVERAGE RECEIPT PER TON OF GOODS	R	2.97	2 97	2.98
	NET TON MILEAGE OF GOODS—	R			
	(a) Paying		1,371,629.5	1,280 637	1 335 650
	(b) Non-paying		106,154	143 890	139 823
	TOTAL		1,477,783.5	1,424 527	1 475 473
	AVERAGE RECEIPT PER TON MILE	R	17.49	17.17	17.2
	AVERAGE LENGTH OF HAUL OF PAYING TRAFFIC		17	22	18.2
	NUMBER OF GOODS VEHICLES IN STOCK	H	232	232	23.2
	LOADED GOODS VEHICLE MILEAGE	U	358,411	357,437	328 847
	EMPTY GOODS VEHICLE MILEAGE	U	248,100	239 355	242 467
	TOTAL GOODS VEHICLE MILEAGE	U	606,511	596 792	571 314
	PERCENTAGE OF EMPTY TO TOTAL GOODS VEHICLE MILEAGE		40.9	40.1	42.5
	AVERAGE MILEAGE PER GOODS VEHICLE IN STOCK	U	2.614	2.572	2 462

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

LINES OWNED — Main and Principal Lines— East Coast Railway West Coast Railway	Gauge.	Ruling Gradient.	Longest Length of Ruling Gradient	Running Lines.								Sidings Reduced to single track	Truck Mileage total of single track including sidings).	Year 1961, Track Mileage Total of	
				Route Mile- age (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.	M.	C.	M.					C.
Total Main and Principal Lines	79	....	....	....	79	16	30	95	30	95	30	
Minor and Branch Lines	
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
1961	83	4,612 38	27 19		4,639 57	2 38		2 38
1962	83	4,837 21	24 21	—	4,861 42	2 69		2 69

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

TABLE D.
NEW SLEEPERS LAID IN TRACK

	1961			1962		
	Wood	Steel	Total	Wood	Steel	Total
Maintenance Repairs	11,493		11,493	11,450		11,450
Relaying and Resleeping	1,037		1,037	3,638		3,638
Miscellaneous						
Total	12,530		12,530	15,088		15,088

TABLE E.
PARTICULARS OF RELAYING.

Section of Rail used.	Length Relaid Miles	COST						
		Wages	Materials.	Engine. Power.	1961		1962	
					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, 1962

Class.	Wheel Distribution	Cylinders	Weight on Coupled Wheels		Tractive effort at 90% boiler pressure	No. on hand at beginning of year.	No. of New Loco/tives 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
A1	0-6-4	14" x 20"	30	0	11,760 "	....	....	....	....
B	2-4-2	13" x 18"	1-18 3-19	0 10	7,908 "	....	....	....	....
C1	0-6-0	12" x 19"	25	0	7,182 "	....	....	....	....
C2	0-6-0	12" x 17"	21	0	6,197 "	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

TABLE G.
COACHING VEHICLES

DESCRIPTION	Bogie.	Four Wheeled	Six wheeled	Total number of Vehicles	Seats or Berths				Year 1961	
					1st Class.	2nd Class.	3rd Class.	Total in 1961	Total number of Vehicles	Total seats or Berths
Passenger Vehicles—										
Carriages of Uniform Classes	33	12	1	46	352	....	2,496	2,848	46	2,848
Composite Carriages	6	....	....	6	145	....	131	276	6	276
Restaurant Carriages	....	....	....	....	....	....	....	....	....	....
Sleeping Carriages	....	....	....	....	....	....	....	....	....	....
Miscellaneous	....	....	....	....	....	....	....	....	....	....
Total Passenger Vehicles	39	12	1	52	497	....	2,627	3,124	52	3,124
Other Coaching Vehicles—										
Post Office Vans	....	....	....	....	....	....	....	....	....	....
Luggage, Parcel and Brake Vans	8	6	....	14	....	....	....	....	14	....
Carriage Trucks	....	....	....	....	....	....	....	....	....	....
Horse-Boxes	....	2	....	2	....	....	....	....	2	....
Miscellaneous	....	....	....	....	....	....	....	....	....	....
Refrigerator Cars	....	4	....	4	....	....	....	....	4	....
Cattle Waggon	....	13	....	13	....	....	....	....	13	....
Total Other Coaching Vehicles	8	25	....	33	....	....	....	....	33	....
Total Coaching Vehicles	47	37	1	85	497	....	2,627	3,124	85	3,124

TABLE H.
GOODS VEHICLES

DESCRIPTION	1961		1962	
	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	140	840	140	840
Bogie	....	....	....	....
High sides—				
Four wheeled	26	156	26	156
Bogie	2	40	2	40
Covered—				
Four wheeled	6	36	6	36
Bogie	4	120	4	120
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	30	2	50
Brake vans—				
Four wheeled	6	36	6	36
Bogie	8	160	8	160
Six wheeled	1	9	....	....
Miscellaneous—				
Four wheeled	5	30	5	30
Six wheeled	2	24	2	24
Bogie	....	....	....	....
Total	263	1,922	262	1,913
Service Vehicles				
Fuel—				
Four wheeled	1	6	1	6
Bogie	....	....	....	....
Ballast—				
Four wheeled	....	....	....	....
Bogie	....	....	....	....
Engineering—				
Four wheeled	2	18	3	18
Bogie	....	....	....	....
Miscellaneous—				
Four wheeled	....	....	....	....
Bogie	....	....	....	....
Total Service Vehicles	3	24	4	24
Grand Total	266	1,946	266	1,937

TABLE L.
FUEL CONSUMPTION—ALL SERVICES.

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

TABLE M.
COMMODITY STATISTICS WEST COAST RAILWAY

1961				Commodity	1962						
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 Receipt	Average Receipt Per Ton
1656. 1	7.21	5,321 34	7.31	Matchwood and Plywood							
				Log	1,830 04	174 03	8 41	5,829 67	508 33	7 28	
142.18	.89	650 15	.07	Rum	101 10	41 08	.05	457 78	192 37	01	
5699. 4	17.39	11,732 07	26.56	Molasses & Molascuit	4,212 14	1,486 10	19 76	8,672 10	3,059 97	12 25	
106.17	.75	423 39	.01	Paddy	136 07	29 10	07	471 20	47 81	01	
5703.10	23.89	16,708 04	26.81	Rice	6,917 16	1,213 06	31 65	20,170 40	3,462 36	30 43	
7.12	.17	33 42	—	Coconuts, Copra & C. Oil	10 16	3 04	01	57 30	23 88	—	
430. 4	2.89	1,664 67	.20	Other Agric. Products	816 12	386 08	4.99	3,050 83	1,386 16	4 19	
			—	Coal	1 03	1 03	05	3 82	3 82	—	
22.15	.19	90 22	.01	Wood	22 11	.04	01	75 78	14 44	—	
188.13	1.69	837 29	.06	Gasolene & Oils	191 06	2 13	09	818 18	19 11	01	
1286.12	7.01	5,025 77	5.21	Lumber & Building Mat.	1,096 17	189 15	5 98	4,261 99	763 78	5 99	
32. 6	.31	210 48	.01	Machinery	27 19	4 07	01	152 28	58 20	—	
5610. 8	29.72	21,404 46	26.47	Shop Goods	4,967 09	642 19	22 71	20,274 71	1,129 75	30 30	
1642.15	7.89	7,781 84	7.28	Sundries	1,489 18	152 17	6 21	6,814 25	967 59	9 53	
22,529.15	100.00	71,883 14	100.00	Total Goods Traffic	21,823 02	706 13	100 00	71,110 29	772 85	100 00	3 26

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	
1960		Included under 1 and 2 as nearly all Passenger trains are mixed				
1961						

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

Year	Prints per 1,000 Vehicles Miles	
	Coaching Vehicles.	Goods Vehicles
1961
1962

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	
1961	16,155	6,166½	*	
1962	5,958	2,913¼	120	
	Petrol Locomotives			
1961	14,332	2,445	13,315	
1962	5,972	*	1,525	
	Power Cars.			
1961	*	*	*	
1962	6,534½	—		
	Diesel-Electric			
1961	34,575	*	..	*
1962	34,246	*	..	*
1961	7,943	15,063	..	
1962	14,814	10,465	..	

*No Failures

TABLE Q.

PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger	1961			1962				
	Number of Passenger Journeys.	Receipts		Average Receipt per Passenger Journey	Number of Passenger Journeys.	Receipts		Average Receipt per Passenger Journey
		\$	c.			\$	c.	
ORDINARY:								
1st Class	175,390	156,730	84	201,256	189,639	33		
3rd Class	1,664,290	676,724	30	1,716,163	679,881	26		
SPECIAL		13,648	30		18,679	49		
Total (exclusive of Season Ticket Holders)	1,839,680	846,903	44	1,917,419	888,200	08		
Season Ticket Holders)								
1st Class	191,650	15,262	30	188,458	16,175	58		
3rd Class	1,791,082	111,459	75	1,937,824	114,609	15		
Total	1,982,732	126,722	05	2,126,282	130,784	73		
Grand Total	3,822,412	973,625	49	4,043,701	1,018,948	81		25

TABLE R.
COMMODITY STATISTICS EAST COAST RAILWAY.

1961				Commodity	1962						
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
712.5	1.38	2,512 79	1.07	Rum ..	737.09	25.04	1.32	2,509 88	2.91	1.61	
28220.11	53.41	60,364 79	41.31	Molasses & Molascuit ..	24714.03	3506.08	44.89	52,452 25	7,912.54	33.11	
1472.5	2.81	4,690 49	3.75	Paddy ..	85.10	1386.15	—	515 37	4,175.12	.42	
18546.15	35.31	61,476 13	42.12	Rice ..	26408.15	7862.01	48.55	90,152 60	28,676.47	57.27	
34.11	.06	147 44	.14	C'nuts, Copra & C. Oil ..	14.06	20.05	—	70 92	76.52	—	
75.12	.09	488 87	.36	Other Agric. Products ..	239.17	164.05	.47	1,186 99	698.12	.70	
6.10	.01	27 30	.01	Coal ..	.09	6.01	—	3 60	23.70	—	
2.7	.01	9 24	.01	Wood ..	.04	2.03	—	1 10	8.14	—	
78.4	.18	484 20	.35	Gasolene & Oils ..	44.15	33.09	.06	294 84	189.36	.20	
				Lime & Manure ..	1.16	1.16	—	6 31	6.31	—	
				Lumber & Building Material ..	106.16	209.15	.19	615 17	1598.30	.40	
316.11	.61	2,213 47	1.52	Machinery ..	4.09	4.04	—	40 14	41.08	—	
8.13	.01	81 22	.04	Shop Goods ..	2500.18	365.09	4.39	10,333 27	319.11	5.99	
2866.7	5.71	10,652 38	8.13	Sundries ..	98.09	73.02	.13	520 49	1186.94	.30	
251.7	.41	1,707 43	1.19								
52591.18	100.00	144,855 75	100.00	Total Goods Traffic ..	54957.17	2445.15	100.00	158,702 93	13,847 18	100.00	2.88

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	
	1961	1962	1961	1962	1961	1962	1961	1962	1961	1962	1961	1962	1961	1962
	Steam Locomotives													
Class A	4	4	1	1	..	2	3	4	77,217 ¼	78,086	19,304	19,521	25,739	19,521
Class B	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Class C	2	2	..	..	..	..	2	2	24,769 ½	26,076 ½	12,384	13,038	12,384	13,038
Class D	..	..	..	1	..	..	..	..	..	..	..	..	..	..
etc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Shunting	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	6	6	1	2	..	2	5	6	101,987 ¼	104,162 ½	31,688	17,360	38,123	17,360
Diesel Mech. Locos	7	7	..	1	..	1	7	7	172,204	180,938	24,601	25,848	24,062	25,848
Diesel Electric Locos	4	4	1	1	1	1	3	3	193,721 ½	152,225 ½	48,430	38,056	64,574	50,742
Power Cars	2	2	..	..	..	..	2	2	5,882 ½	6,955 ½	2,941	3,478	2,941	3,478
Freight Cars	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Petrol Locos	5	5	1	1	..	1	5	5	72,297	72,401 ½	14,459	14,480	14,459	18,100
Shunting	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	18	18	2	3	1	3	17	17	444,105	412,520 ¼	90,431	22,918	106,036	26,782

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.
1961	49	36	46	33	1,495,121½	686,471	30,513	19,069	32,503	20,803
1962	49	35	44	32	1,374,802	651,400	28,057	18,611	31,246	20,356

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.				
1961	232		357,437	239,355	596,792	1,541	1,098	2,639	6,535	4.8	—	—
1962	231	205	361,123	280,263	641,386	1,563	1,213	2,776	6,515	4.3	—	—

TABLE V.
MAIL AND BOAT TRAINS

	East		West		East and West	
	1961	1962	1961	1962	1961	1962
Numbers Run	6,034	6,078	6,283	6,444	12,317	12,522
Numbers Arriving on Time	2,616	1,366	2,176	2,501	4,792	3,867
Percentage of Number Run Arriving	43.4	22.5	34.6	38.8	38.9	31.0
Average Minutes Late Per Train Run	7.7	14.8	9.9	8.0	8.8	11.3

TABLE W.
ROAD MOTOR SERVICES.

	1961	1962	Increase	Decrease
Passengers Carried	6,203	5,917		2 86
Goods Conveyed	1,658	1,537		1 21
Earnings	133,095 69	124,985 79		8,109 90
Expenditure	221,463 27	188,955 71		32,507 56
Surplus				
Deficit	38,367 58	63,969 62		24,397 96

TABLE X.
ROAD MOTOR MILEAGE.

Type of Vehicle	1961			1962		
	Number.	Mileage Run during year	Average Mileage per Vehicle	Number.	Mileage Run during year	Average Mileage per Vehicle
Ford	10	88,151	8,815	10	86,527	8,653
Total	10	88,151	8,815	10	86,527	8,653

TABLE A.A.
RAILWAY RECEIPTS FOR TEN YEARS

	1953		1954		1955		1956		1957		1958		1959		1960		1961		1962	
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.
COACHING RECEIPTS:—																				
Ordinary Passengers—																				
1st Class	72,335	62	73,809	14	85,824	14	112,971	80	121,349	97	122,713	48	125,264	12	138,407	64	156,730	84	189,639	33
2nd Class	436,582	37	395,329	73	437,257	82	500,223	73	546,926	74	571,295	20	536,140	62	630,893	89	676,724	30	679,881	26
3rd Class																				
Special	8,841	08	15,620	31	20,101	55	18,635	58	19,948	84	17,962	07	14,142	77	15,666	08	13,448	30	18,679	49
Contract Tickets																				
1st Class	6,622	45	6,906	85	8,415	29	9,810	56	10,378	94	11,530	46	13,706	04	15,443	37	15,282	30	16,175	58
2nd Class																				
3rd Class	33,145	72	33,262	78	38,547	83	47,074	45	56,571	41	67,943	43	76,915	40	91,429	69	111,459	75	114,609	15
Total Receipts from Passengers	557,527	24	524,928	81	590,146	53	688,689	12	755,175	90	791,444	64	766,168	95	891,840	67	973,625	49	1,018,984	81
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 Train																				
	111,856	83	101,770	51	100,861	90	115,654	23	118,225	64	117,163	44	109,335	59	135,102	27	133,660	23	138,589	24
Total Coaching Receipts	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	1,112,885	64	1,163,173	97
GOODS RECEIPTS—																				
Total Goods Receipts	296,338	47	258,594	39	219,246	72	182,486	42	206,356	17	202,854	41	197,668	39	225,296	63	206,758	44	226,754	07
Total	971,322	46	890,893	62	915,855	12	992,429	69	1,085,357	63	1,117,062	41	1,078,772	85	1,257,839	49	1,319,644	08	1,389,928	04
Miscellaneous	19,889	94	31,740	31	30,168	23	28,951	49	30,538	55	38,938	25	36,602	06	34,155	86	38,043	96	39,404	14
Gross Railway Receipts	991,212	40	922,633	94	946,023	35	1,021,381	18	1,115,896	18	1,156,000	66	1,115,374	91	1,291,995	35	1,357,688	04	1,429,332	18

1729

TABLE A B.

RAILWAY EXPENDITURE FOR EIGHT YEARS

	1955	1956	1957	1958	1959	1960	1961	1962
Maintenance and Renewal of Ways and Works	\$ 328,488 24	\$ 348,711 45	\$ 389,160 20	\$ 375,346 13	\$ 377,557 08	\$ 405,599 57	\$ 443,996 85	\$ 466,535 83
Maintenance and Renewal of Locomotives								
Maintenance and Renewal of Carriages	164,069 59	137,115 61	180,384 86	201,965 30	253,686 07	265,978 04	289,920 90	308,554 21
Maintenance and Renewal of Wagons								
Locomotive Running Expenses	292,788 59	279,095 00	336,041 00	367,977 65	360,897 30	382,945 73	395,633 64	407,512 04
Traffic Expenses	536,676 63	631,573 37	642,566 86	679,967 25	633,358 58	630,043 40	662,442 08	641,419 51
General Charges	202,271 04	253,274 78	257,424 37	312,784 11	319,792 56	302,015 30	541,514 85	381,915 76
Miscellaneous	3,378 37	13,377 72	13,878 50	4,390 63	7,325 08	39,377 87	14,817 50	107 11
Temporary War Bonus	109,171 51							
Workmen's Compensation				1,551 88	2,350 04	2,954 17	3,822 04	10,464 36
Mechanical Equipment				15,925 78	12,986 86	21,409 75	27,173 60	25,957 06
	1,636,843 97	1,663 147 93	1,819,455 79	1,959,908 73	1,968,153 57	2,050,323 83	2,379,321 46	2,242,465 88

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 Paying 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
	M.C.	\$	No.	Tons	\$	\$	%	\$	No.	\$	\$
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	2,189 089	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	7,884,155 84	3,327 451	80 744	1,291,995 35	2,050,323 83	158 69	753,328 48	383 155	3 37	5 35
1961	79	7,943,861 66	3,822 412	72 851	1,357,688 04	2,379,321 46	173 31	1,021,633.42	401 988	3 38	5 92
1962	79	7,999,903 80	4,043 701	73 279	1,429,332 18	2,242,465 88	156 87	813,133 70	392 457	3 64	5 71

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

TABLE AD.
STEAMER SERVICES
TOTAL TONNAGE CARRIED

SERVICE	1961	1962	Increase	Decrease
	Tons	Tons	Tons	Tons
Demerara Ferry	21,171	22,741	1,570	
Berbice Ferry	2,273	2,166		107
Georgetown—Bartica	9,871	10,107	236	
Georgetown—Adventure Cargo	30,874	27,122		3,752
Georgetown—North West District	3,934	4,609	675	
Georgetown—Pomeroon River	2,241	1,874		367
Essequibo Islands & Adventure Passenger	460	546	86	
New Amsterdam—Berbice River	3,290	2,601		689
Georgetown—New Amsterdam	43,578	37,607		5,971
Canje Launch Service	302	415	113	
New Amsterdam—Berbice River Launch	216	220	04	
	118,210	110,008		8,202

LOCOMOTIVES — EAST & WEST COASTS FOR YEAR ENDING 31st DECEMBER, 1962.

LOCOMOTIVES	PERFORMANCES																Rep. Cost	Maint. cost per Mile	
	MILEAGE								ENG. HRS.		FUEL			DAYS					
	Engine	Pass.	Insp.	Goods	Ballast	Train	Shunting	Misc.	Hrs.	Mins.	Glns.	pts.	Glns. per Eng. Mile	Rep.	Avail	Ser.			
30 "Sir Wilfred"	26,714	22,574	—	—	—	22,574	4,140	—	1,471	35	108,191	—	4.05	66	8	291	7,689 73	28 28	
31 "Sir Graeme"	12,527 ½	10,430 ½	—	—	—	10,430 ½	2,076	21	698	27	45,875	—	3.66	205	26	134	2,631 90	21 01	
33 "Sir Geoffrey"	10,866 ½	—	—	5,826 ½	—	5,826 ½	5,004	36	1,220	57	19,871	—	1.82	27	140	198	2,269 17	20 88	
34 "Sir Gordon"	27,601 ½	23,195	—	—	—	23,195	4,385 ½	21	1,531	25	117,088	—	4.24	79	14	272	14,613 06	52 22	
35 "Sir John"	11,243	9,332	—	—	—	9,332	1,869	42	633	22	64,590	—	5.74	261	6	98	16,956 43	151 70	
36 Donkey	15,210	—	—	—	—	—	15,210	—	2,535	—	17,108	—	1.12	6	99	260	1,281 65	8 43	
41 Power Car Petrol	3,764 ½	3,590 ½	—	—	—	3,590 ½	174	—	161	16	1,208	—	.32	24	303	38	1,349 95	35 85	
43 Inspection Car Petrol	3,191	2,944	121	—	—	3,065	105	21	127	51	829	—	.25	27	309	29	1,879 10	58 54	
61 Diesel Electric	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2 04	—	
63 " "	37,931 ½	34,249 ½	—	—	—	34,249 ½	3,629	53	1,694	25	22,093	4	.58	144	7	214	17,530 41	46 22	
64 " "	57,383 ½	51,164 ½	—	—	—	51,164 ½	6,219	—	2,658	14	33,449	—	.58	5	6	354	10,724 84	18 68	
65 " "	56,910 ¼	51,570 ¼	—	—	—	51,570 ½	5,340	—	2,501	45	33,241	—	.58	61	5	299	17,993 34	31 61	
82 Light Diesel	10,548	—	—	2,782	6,121	8,903	249	1,396	999	10	1,155	4	.10	50	138	177	2,748 64	26 06	
101 Diesel Mechanical	10,233 ½	3,018	—	3,341	320	6,679	3,529	25 ½	1,007	19	3,177	—	.31	181	25	159	5,411 02	52 87	
102 " "	24,178	2,656	—	13,077	600	6,333	7,845	—	2,691	56	6,806	—	.28	—	—	43	322	2,287 17	9 46
103 " "	20,263 ½	4,677 ½	—	4,459	576	9,712 ½	10,551	—	2,375	15	4,722	—	.23	26	34	305	4,924 37	24 30	
11 Light Diesel	15,480 ½	8,666	37	385	2,188 ½	11,276 ½	4,112	92	1,603	—	2,191	—	.14	30	24	311	2,576 11	16 64	
12 " "	23,828 ½	17,700 ½	—	98	188	17,986 ½	5,842	—	2,483	—	3,875	—	.19	2	29	334	2,772 57	11 63	
16 " "	793	—	—	37	444	481	312	—	91	—	182	—	.22	311	42	12	129 88	16 38	
17 " "	21,751 ½	15,437 ½	—	390	369	16,196 ½	5,518	37	2,397	—	3,699	—	.12	10	15	340	3,636 11	16 22	
21 Diesel Mechanical	21,171	9,502	11	3,641	—	13,154	8,002	15	2,417	30	5,721	—	.22	15	44	306	3,043 73	14 38	
22 " "	25,151	15,072	—	2,203	—	17,275	7,106	770	2,638	30	6,165	—	.24	74	31	260	6,427 45	25 55	
23 " "	43,515	31,858 ½	—	665	—	32,523 ½	10,855 ½	136	4,436	30	9,902	—	.22	34	8	323	6,454 46	14 83	
24 " "	36,426	22,097	—	4,010	—	26,107	10,319	—	3,749	30	8,783	—	.24	7	23	335	3,413 33	9 37	
	516,682 ¾	339,735 ¼	169	40,914 ½	10,806 ½	391,625 ¼	122,392	2,665 ½	42,113	57	519,922	—					138,755 46		

A1XXX

