

1952

PARLIAMENT OF NEW SOUTH WALES

REPORT

OF THE

Department of Main Roads

FOR THE

YEAR ENDED 30th JUNE, 1952

Presented to Parliament in accordance with the provisions
of Section 6 of the Main Roads Act, 1924-1951

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DEPARTMENT OF MAIN ROADS, N.S.W.

TWENTY-SEVENTH ANNUAL REPORT

FOR YEAR ENDED 30TH JUNE, 1952.

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DEPARTMENT OF MAIN ROADS, N.S.W.

TWENTY-SEVENTH ANNUAL REPORT

FOR PERIOD ENDED 30TH JUNE, 1952

The Honourable the Minister for Transport,
Sydney.

In accordance with the provisions of section 6 of the Main Roads Act, 1924-1951, I have the honour to submit the Twenty-seventh Annual Report for presentation to Parliament. The report covers the period from 1st July, 1951, to 30th June, 1952, though a few matters referred to are carried beyond the latter date for convenience and completeness of record.

MINISTER.

During the whole period under review, the Honourable W. F. Sheahan, LL.B., M.L.A., as Minister for Transport, has been in charge of the administration of the Main Roads Act.

LEGISLATION.

The Main Roads (Amendment) Act, 1951, was passed by Parliament and assented to by His Excellency the Governor on 28th December, 1951. This Act amended the Main Roads Act, 1924-1950, in regard to three aspects as follows:—

(1.) *Distribution of the proceeds of motor vehicle and petrol taxation payable to Main Roads Funds.*

(a) It was the practice prior to 1st December, 1950, for the proceeds of motor vehicle taxation payable to the Main Roads Funds to be distributed between the County of Cumberland and the Country Main Roads Funds on the basis that:—

(i) The County of Cumberland Main Roads Fund received half the proceeds of the tax collected from persons resident in the County of Cumberland.

(ii) The Country Main Roads Fund received half the proceeds of the tax collected from persons resident in the County of Cumberland, together with the whole of the proceeds of the tax collected from persons resident outside the County of Cumberland.

(b) The relationship between the number of vehicles registered in the County of Cumberland and the number of vehicles registered in the Country has remained approximately the same since the Main Roads Act commenced to operate in 1925, the proportions being 47 per cent. Cumberland and 53 per cent. Country. The result is that the proceeds of motor vehicle taxation payable to the Main Roads Funds prior to 1st December, 1950, were distributed in the proportions of 23½ per cent. to the Cumberland Fund and 76½ per cent. to the Country Fund.

- (c) It was provided in the Main Roads (Amendment) Act, 1950, that the whole of the revenue derived from the restoration as from 1st December, 1950, of the pre-war rates of motor vehicle taxation should be paid to the Country Main Roads Fund. The effect of this alteration in the previous basis of distribution of motor vehicle taxation was that the total taxation was apportioned between the Cumberland and Country Funds in the proportions of 18.37 per cent. and 81.63 per cent. respectively as distinct from the earlier percentages of 23½ and 76½ respectively.
- (d) The rates of motor vehicle taxation were increased as from 1st February, 1952, and, coincident with this, the Main Roads (Amendment) Act of 1951 was passed which provided that the total proceeds of motor vehicle taxation payable to the Main Roads Funds should be divided between the County of Cumberland Fund and the Country Fund in the proportions of 20 per cent. and 80 per cent. respectively.
- (e) The past practice of distributing the proceeds of petrol taxation in the same proportions as the proceeds of motor vehicle taxation was also provided for in the amending legislation of 1951.

(2) *Receipt and distribution of moneys derived from the proceeds of petrol taxation.*

The Main Roads (Amendment) Act, 1951, provided machinery for the receipt and distribution of the funds paid to the State by the Commonwealth under the Commonwealth Aid Roads Act, 1950, insofar as such funds are made available for expenditure through the County of Cumberland and the Country Main Roads Funds as well as the Developmental Roads Fund.

(3) *Payment of Commission to Local Governing Councils.*

Section 42 of the Main Roads Act, 1924-1950, sets out that, where any works on proclaimed Main Roads are carried out by a Council, the Department of Main Roads shall, if the work is done to the Department's satisfaction, allow to the Council as chargeable to the cost of the work, commission at the rate of 1½ per cent. towards the cost of Council's clerical and engineering services. The amending Act of 1951 provides that the amount allowed as commission shall be increased to 2½ per cent. in those cases where working plans and specifications in accordance with Departmental standards are prepared by Councils.

SECTION 1—FINANCE.

RECEIPTS AND PAYMENTS.

The principal revenues of the Department are derived from proceeds of taxation on motor vehicles and on petrol, levied by the State and the Commonwealth Governments respectively.

The Department's receipts from motor vehicle taxation in 1951-52 were £5,046,392, compared with £3,538,374 in the previous financial year 1950-51. The increase of £1,508,018 is attributable partly to a growth in the number of registered motor vehicles, partly to the restoration as from December, 1950, of the rates of tax which obtained prior to the war-time reduction in 1942, and partly to the application of increased rates of tax on 1st February, 1952.

Due to the consumption of a larger amount of petrol within the Commonwealth, the proceeds of petrol taxation received by the Department rose by £312,119 from £2,557,447 in 1950-51 to £2,869,566 in 1951-52.

Contributions by Councils in 1951-52 totalled £396,766 compared with £328,983 in the preceding financial year. These amounts consist for the most part of contributions payable by the Councils in the County of Cumberland based on a rate levied under the Main Roads Act on the Unimproved Capital Value of land in the Councils' areas. The rate levied was the same in each of the years 1950-51 and 1951-52 and the increased revenue of £67,783 in the latter year was related principally to a rise in land values.

An amount of £300,000 was paid by the State Government to the Country Main Roads Fund during the latter half of 1951-52 as a special payment so as to permit of current commitments on country main road works being met in the face of steep rises in costs. Of the amount of £300,000, repayment of £100,000 will need to be met from the Country Main Roads Fund during 1952-53 while the question of repayment of the remaining £200,000 will be the subject of later review.

Loan funds to the extent of £225,000 were raised during 1951-52 to supplement the revenues of the Country Main Roads Fund.

Payments on account of maintenance and minor improvements totalled £4,921,350 in 1951-52 compared with £3,787,059 in 1950-51. The increase of £1,134,291 or 29.9 per cent. was attributable firstly, to rises in costs to the extent of more than 22 per cent. and secondly, to the additional work required to maintain pavements which have deteriorated under the impact of the substantial growth of traffic during the past few years, particularly of heavy commercial vehicles on the principal country State Highways.

Construction and reconstruction works absorbed £3,625,037 in 1951-52 against £2,276,055 in the previous year. Of the increase of £1,348,982, rises in costs accounted for more than 21 per cent. or approximately £283,000. The balance of the increased expenditure represented an expanded volume of work principally on roadworks in the County of Cumberland area, on the reconditioning of damaged pavements on the main country State Highways, on the construction of large bridges at Swansea and Hexham, on Developmental Road works and on special works for the Commonwealth Government.

A marked increase of payments from £435,885 in 1950-51 to £816,648 in 1951-52 occurred in respect of the purchase of assets. The increase of £380,763 included £347,441 for plant. The Department's mechanical equipment was augmented during 1951-52 while at the same time a substantial replacement was effected of plant units which were beyond the stage of economical repair.

The table hereunder provides a summary of the financial operations of the Roads Funds during the year ended 30th June, 1952. Details of receipts and payments for the year are shown in Appendices 1 to 3.

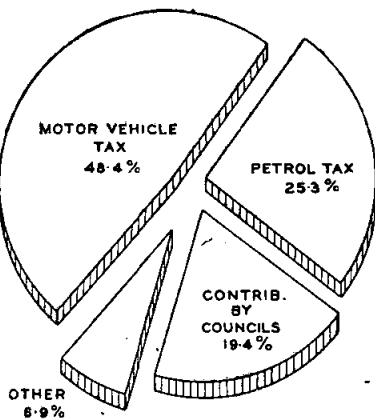
Heading.	County of Cumber- land Main Roads Fund.	Country Main Roads Fund.	Develop- mental Roads Fund.	Total.	Compar- ative Total for 1950-51.
RECEIPTS.					
	£	£	£	£	£
Motor Vehicle Taxation levied by the State Government	961,654	4,084,738	...	5,046,392	3,538,374
Motor Vehicle Registration and License Fees collected by the State Government .....	...	...	...	...	47,886
Petrol Taxation paid to the State by the Commonwealth Government	502,372	2,167,194	200,000	2,869,566	2,557,447
Contributions by Councils	385,878	10,888	...	396,766	328,983
Funds specially provided by the State Government from Con- solidated Revenue .....	...	300,000	...	300,000	350,000
Repayable Loan Moneys provided by the State Government ...	...	225,000	...	225,000	215,000
State Government, Commonwealth Government and Other Authorities for Special Works .....	...	257,523	...	257,523	156,635
*Hire of Department's Plant and Motor Vehicles .....	...	479,048	...	479,048	393,224
Other	136,557	40,149	...	176,706	155,654
Total Receipts	£ 1,986,461	7,564,540	200,000	9,751,001	7,743,203
PAYMENTS.					
Maintenance and Minor Improvements—					
Ordinary Works	924,301	3,995,633	...	4,919,934	3,785,776
Special Works carried out on behalf of the State Govern- ment, Commonwealth Government and Other Authorities .....	...	1,416	...	1,416	1,283
Total Maintenance and Minor Improvements ...£	924,301	3,997,049	...	4,921,350	3,787,059
Construction and Reconstruction—					
Ordinary Works	1,070,174	2,091,127	166,714	3,328,015	2,068,304
Special Works carried out on behalf of the State Govern- ment, Commonwealth Government and Other Authorities	1,229	295,793	...	297,022	207,751
Total Construction and Reconstruction	£ 1,071,403	2,386,920	166,714	3,625,037	2,276,055
Loan Charges (Repayment of Principal and Payment of Sinking Fund, Interest and Exchange on Loans) .....	...	151,073	...	151,073	146,577
Purchase of Assets, including Road Plant and Motor Vehicles ...	39,663	776,985	...	816,648	435,885
Repairs and Expenses in respect of Road Plant and Motor Vehicles .....	...	367,940	...	367,940	253,405
Administrative Expenses	82,083	264,827	1,742	348,652	279,622
Other	217,870	13,868	130	231,868	195,440
Total Payments	£ 2,335,320	7,958,662	168,586	10,462,568	7,374,043

* The cost of the purchase and repair of the whole of the Department's plant and motor vehicles is met from the Country Main Roads Fund. Recoupment is effected by means of hire rates charged against the works—mostly Departmental day labour—on which the plant is used.

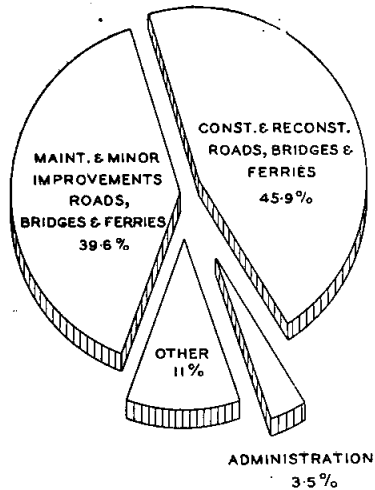
The receipts and payments of the County of Cumberland and Country Main Roads Funds for the financial year 1951-52 are illustrated in the following diagrams:—

COUNTY OF CUMBERLAND MAIN ROADS FUND 1951-52

RECEIPTS

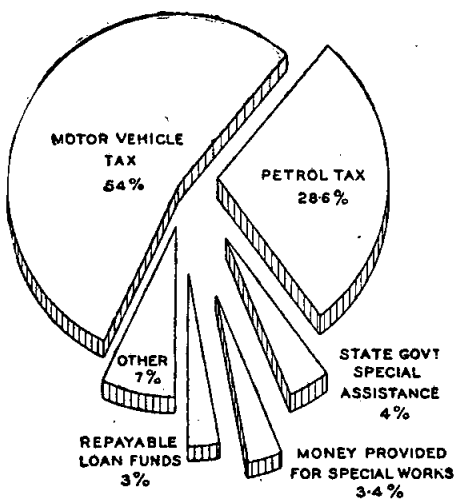


PAYMENTS

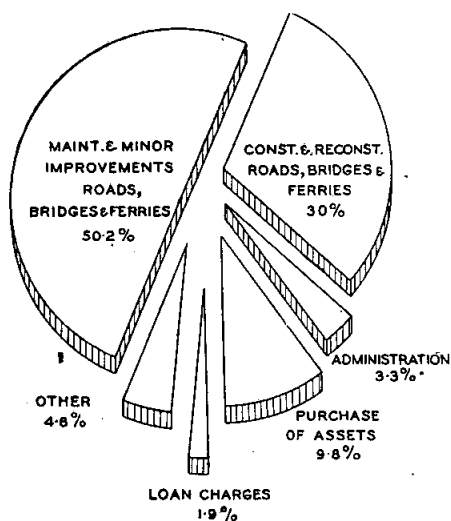


COUNTRY MAIN ROADS FUND 1951-52

RECEIPTS



PAYMENTS



REVIEW OF THE FINANCIAL POSITION OF THE ROADS FUNDS.

There are three separate Funds established under the Main Roads Act—the County of Cumberland Main Roads Fund, the Country Main Roads Fund and the Developmental Roads Fund. The moneys allocated to the County of Cumberland Main Roads Fund are required to be spent on Main and Secondary Roads within the County of Cumberland area; the moneys allocated to the Country Main Roads Fund are required to be spent on Main Roads in the country area, that is, the area outside the County of Cumberland; and the moneys allocated to the Developmental Roads Fund are required to be spent on proclaimed Developmental Roads and Works.

County of Cumberland Main Roads Fund.

The year 1951-52 opened with a cash balance of £361,400 in the County of Cumberland Main Roads Fund after excluding £1,734 held on behalf of the Commonwealth Government for the purpose of carrying out special works. Payments during 1951-52 exceeded receipts by £347,615 and the cash balance was reduced to £13,785 at 30th June, 1952. This was a small figure having regard to the fact that the rate of outgo is approximately £9,800 each working day.

Shortages of labour and materials were factors which limited the volume of work which could be carried out on the main roads of the County of Cumberland during the past few years. A change was experienced during 1951-52 and the position now is that labour and materials are in reasonably good supply and finance is the limiting factor. The revenues of the Fund were augmented following an increase in the rates of motor vehicle taxation as from 1st February, 1952, but recent steep rises in costs following adjustments of the basic wage have made it impracticable to expand the works programme in proportion.

Country Main Roads Fund.

Payments exceeded receipts during 1951-52 and the cash on hand at the end of the financial year and available for normal works was £4,570 which compares with an outgo of approximately £31,000 each working day.

The year 1951-52 was a difficult one from the financial aspect, on account of the uncertainty which existed in regard to the revenues which would accrue and also in regard to the effect of basic wage rises on the rate of expenditure. In illustration, basic wage adjustments effected during 1951-52 called for the provision of an additional amount of approximately £900,000 per annum from the Country Main Roads Fund.

Additional revenues have accrued to the Fund following increases in the rates of motor vehicle taxation as from 1st February, 1952. At the same time additional liabilities have been cast on the Fund during recent years principally by way of higher costs, of extra money required to maintain roads and bridges following a substantial growth of traffic and of the need to reconstruct long lengths of damaged pavements on the principal State Highways.

The normal revenues of the Country Main Roads Fund were supplemented during 1951-52 by the raising of loan funds to the extent of £225,000 and by £300,000 provided specially by the State Government as an alternative to the reduction of the Department's works programme.

After meeting inescapable charges, and paying for the minimum requirements of maintenance, the replacement of obsolete bridges and bridges which had been washed away by floods, the cost of new bridges of major importance, and the reconditioning of comparatively short lengths of worn-out bituminous pavements on the principal State Highways, the funds remaining were sufficient to permit of only limited progress being made in improving the present standard of the country Main Roads. At the same time there is a substantial and reasonable demand for such improvement.

Developmental Roads Fund.

The revenues of the Developmental Roads Fund during 1951-52 consisted of £200,000 allocated by the State Government from moneys paid to the State by the Commonwealth Government under the Commonwealth Aid Roads Act, 1950, for expenditure on roads, other than proclaimed Main Roads, in rural areas.

The cash available in the Fund at the end of 1951-52 totalled £328,393, of which £29,466 was provided by the State and £298,927 by the Commonwealth. The whole of this amount has been absorbed by allocations made to Councils for works.

There is evidence that the lag in the carrying out of work on Developmental Roads by Councils which has been experienced during the past few years is being overcome, inasmuch as the expenditure from the Fund during the latter half of 1951-52 exceeded the receipts for that period.

SECTION II.—OPERATIONS.

THE MAIN ROADS SYSTEM.

County of Cumberland Main Roads Development Plan.

The Department's Main Roads Development Plan for the County of Cumberland has been described in previous reports and is included in the County of Cumberland Planning Scheme which became a Statutory Scheme on 27th June, 1951.

Implementation of the Main Road Development Plan, which is designed to meet the County's main road traffic requirements for many years, will be carried out in stages as traffic develops and as funds and other circumstances permit. The Department is progressing with the detailed definition of the boundaries of land required for the roads and advising the Cumberland County Council, local Councils and members of the public as to the extent to which particular properties are affected by County Roads. During the year over 2,800 written advices were sent to the Cumberland County Council and others in response to letters received, and information was supplied in a very large number of cases on personal application. To enable the Cumberland County Council to proceed with acquisition of land, the Department supplied that Council with 156 certified plans showing in detail the extent of land required from groups of properties and individual properties. Maps on 4 chains scale showing in less detail the boundaries of land required for roads within thirteen local Government areas have also been supplied to the Cumberland County Council to facilitate its administration relation to County Roads.

Planning of Newcastle and District Arterial Roads System.

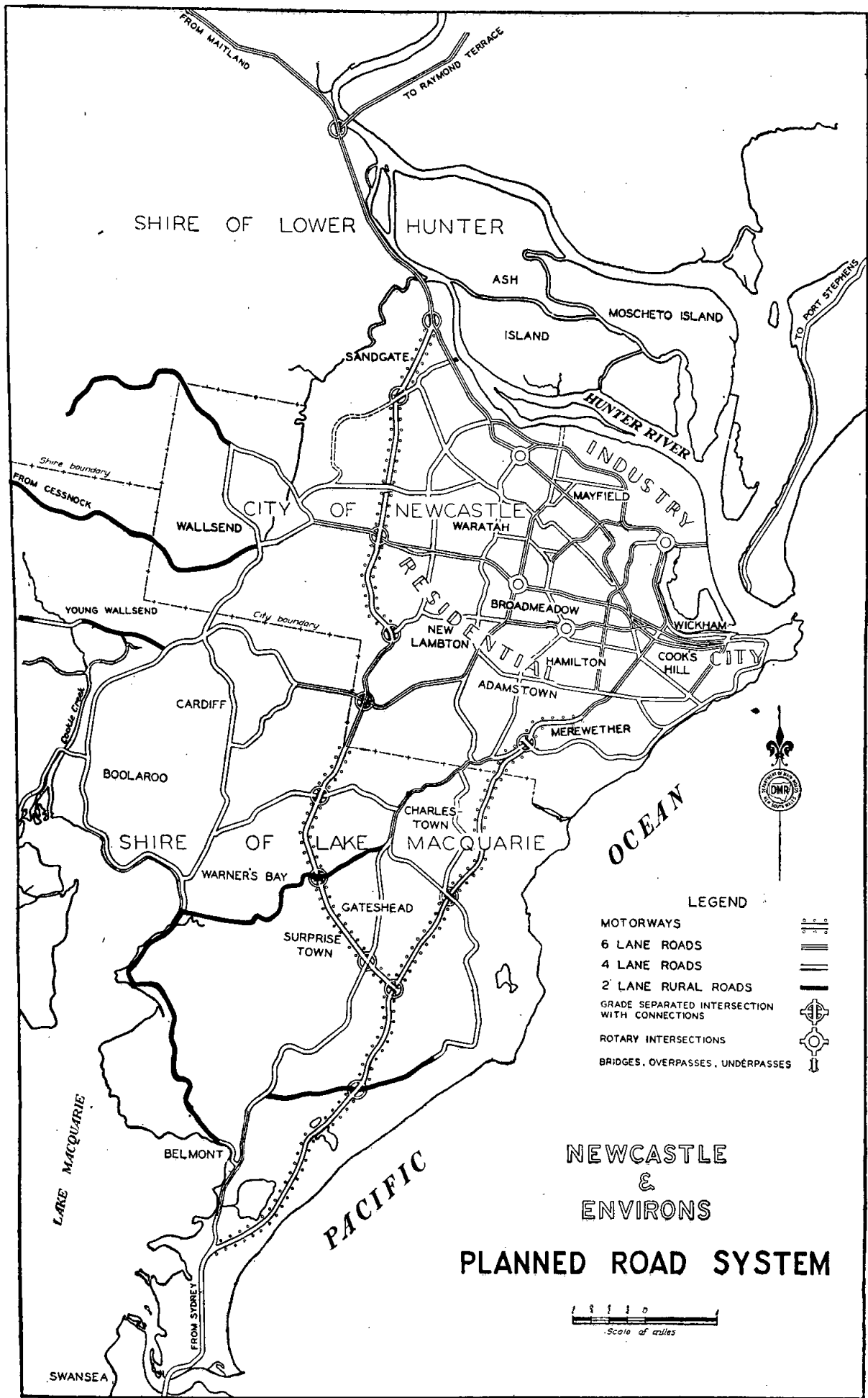
The Department, in association with the Councils of the City of Newcastle and Shire of Lake Macquarie, in 1945 adopted a plan for development of an arterial roads system for an area embracing the City of Newcastle, extending north and west to the City boundary and south into the Shire of Lake Macquarie including the area to the north of the Lake and southerly to Swansea.

The plan comprised a general outline of the routing of all arterial roads including the general cross sections and widths appropriate to each road and this was adopted by the three authorities as a basis for detail survey and design.

The principal arterial roads were subsequently proclaimed Main Roads, and the three authorities agreed to a plan of procedure whereby detail survey and design for ordinary Main Roads and those not proclaimed Main Roads would be undertaken by the Councils, while that for the State Highways, Trunk Road and proposed Motorways would be undertaken by the Department. This action has been taken by all authorities concerned.

The Northumberland County Council was established in 1948 to undertake the task of general planning of the entire County area which includes, in addition to the City of Newcastle and the Shire of Lake Macquarie, the adjacent Shires of Kearsley, Lower Hunter and Port Stephens, the City of Maitland and the Municipality of Cessnock. The County Council adopted the original roads plan for Newcastle and environs with certain additions.

The County Planning Scheme has now advanced to the stage of statutory exhibition and for a period of three months commencing on 1st July, 1952, the plan was exhibited at the County Offices at Newcastle.



Various features of the County Plan in the vicinity of Newcastle City are under consideration by a Port Development Authority on which the Department is represented in association with the City and County Councils and the Government Departments of Railways and Public Works, and the Maritime Services Board.

The Department's task of detail planning and in particular the determination of road boundaries is well advanced, and it is now possible to furnish particulars of location and road limits in relation to projected land subdivision and building proposals as may be required under interim development by landowners and local, utility and housing authorities.

Land acquisition for purpose of the roads scheme is proceeding where necessary and a few sections of the roads have already been established in accordance with the plan. Further implementation of the Main Roads scheme will be undertaken in stages as warranted by traffic demand, and as circumstances and finances permit.

A general outline of the arterial roads plan for Newcastle and environs is shown on page 13.

Planning of Wollongong-Port Kembla District Main Roads System.

The Department's plan for development of the Main Roads system in the Wollongong-Port Kembla district was described in detail in the Department's Twenty-first Annual Report.

The principal features of the plan are as follows:—

1. A north-south arterial road extending from Thirroul, north of Bulli, southerly to beyond Dapto. Practically the whole length will be in entirely new location designed to take the place of the present Prince's Highway, by-passing places where traffic congestion occurs at present and planned to permit safe and expeditious movement of north-south traffic.
2. Widening and improvement of the State Highway and Main Road at North Wollongong in the immediate approach to the City.
3. Development of Springhill Road (Main Road No. 568) to the west of the proposed Inner Harbour at Tom Thumb Lagoon as the principal route of access between Wollongong and the industrial areas of Port Kembla. The present route of Main Road No. 295 located along the coast via Tom Thumb Lagoon bridge will ultimately be severed by the Inner Harbour development.
4. Widening and improvement of Five Islands Road (Main Road No. 295) between the present Prince's Highway, the proposed North-South Arterial Road and Port Kembla including a deviation and bridge over the railway north of Unanderra.
5. A possible future Main Road between Port Kembla and Kembla Grange via Berkley.
6. Widening, improvement and local deviations of Main Roads in the vicinity of and south of Port Kembla township and from Primbee to Windang.

The Illawarra Planning Authority which has prepared a general planning scheme for the City of Greater Wollongong and the Municipality of Shellharbour has now submitted its plan to the Minister for Local Government.

Engineering surveys and preliminary designs have been completed by the Department for the entire length of the North-South Arterial Road system with the exception of a section immediately south of Kembla Grange. Designs for widening are well advanced for Main Roads Nos. 295 (Five Islands Road) and 568 (Springhill Road). Designs are complete for widening of Prince's Highway from Mount Ousley Road to Smith Street, North Wollongong. Plans of these proposals are being furnished to the Council as they are completed.

Land acquisition action by the Department is confined mainly to the North-South Arterial Road system and is well advanced on the section north of Coniston Road to Thirroul. On the West Wollongong section land acquisitions are practically complete. Land acquisition in respect of widening and deviation of ordinary Main Roads in and around Port Kembla area have not yet been advanced, but land requirements for this purpose, at present protected under the Interim Development provisions of the section XIIA of the Local Government Act, will need to be dealt with in due course in association with the City Council.

Several conferences have been attended by Department's representatives with representatives of Council, Planning Authority other Government Departments and Industrial Organisations. The continued co-operation of individual property owners, Local Authorities, Government Departments and utility bodies is greatly assisting development of the plan, the implementation of which will be undertaken by stage construction as funds become available.

Alterations and Additions to the Main Roads System.

The alterations and additions to the Main Roads system during the year under review, are set out in Appendix No. 12. In addition to the adjustments to the Main Roads System five roads were declared as Secondary Roads, five roads were proclaimed as new Developmental Roads or extensions of existing Developmental Roads, and three works were proclaimed as Developmental Works. Details of these are set out in Appendices Nos. 13 and 14.

As a result of these adjustments the total mileage of proclaimed roads (other than in the Western Division of the State) was increased by 106 miles from 20,615 miles to 20,721 miles.

Naming of Roads.

In accordance with the provisions of section 8 of the Main Roads Act, 1924-1951, applications from City, Municipal and Shire Councils for the naming and renaming of certain roads and streets forming parts of proclaimed Main Roads, have been dealt with during the year, and the approval of His Excellency the Governor and the Executive Council obtained to the following:—

Those portions of State Highway No. 2 within the City of Goulburn known as Cowper Street between Combermere Street and St. Mary's Street and between St. Mary's Street and the south-western city boundary—named Hume Highway.

A newly constructed road forming part of Trunk Road No. 82 between Robert Street and Steel Street, Jesmond, being part of the road from Newcastle to Wallsend—named Newcastle Road.

That part of the Taree-Wingham road (Main Road No. 192) between Commerce Street and the northern boundary of Taree Municipality—named Wingham Road.

That part of State Highway No. 10 between Chatham Avenue and Cowper Street within the Municipality of Taree—named Chatham Avenue.

That part of Main Road No. 187 known as Urabatta Road within the Municipality of Inverell—renamed Urabatta Street.

That part of State Highway No. 12 known as White Street and Lindy Avenue within the Municipality of Inverell—renamed Warialda Road.

That part of State Highway No. 12 known as Bent Street within the Municipality of Inverell—renamed Glen Innes Road.

That part of Trunk Road No. 73 known as Clyde Street and Radnor Street within the Municipality of Inverell—renamed Tingha Road.

That portion of Main Road No. 332 known as Park Street from the Pacific Highway (State Highway No. 10), Berowra to Crown Street, Crown Street for its entire length, High Street from Crown Street to Berowra Creek Road and Berowra Creek Road to Berowra Waters within the Shire of Hornsby—renamed Berowra Waters Road.

That portion of Main Road No. 162 known as the Broadway, between its junction with Old Ryde Road in the vicinity of de Burghs Bridge on the south, and its junction again with Old Ryde Road on the north within the Municipality of Ku-ring-gai—renamed Ryde Road.

That portion of Main Road No. 227 known as Curranulla Street, Cronulla, within the Shire of Sutherland—renamed Cronulla Street.

Rates of Assistance to Councils.

The general rates of assistance granted by the Department to the Municipal and Shire Councils for approved works were unchanged during the year. The rates applying were set out in the annual report for the year ending 30th June, 1950.

Metropolitan Road Widening Schemes.

The Department's activities in connection with metropolitan main road widening have involved the acquisition of land from 247 separate properties during the year.

These include twenty properties on State Highway No. 5 (Great Western Highway) in the Municipality of Holroyd, thirteen on State Highway No. 10 (Pacific Highway) in the Municipality of Ku-ring-gai, twenty-eight on State Highway No. 13 in the Municipalities of Bankstown and Parramatta, seventeen on Main Road No. 165 (Victoria Road) in the Municipality of Parramatta, nineteen on Main Road No. 164 (Pittwater Road) and fifteen on Main Road No. 529 (French's Forest Road) in the Shire of Warringah.

Following the acquisition of the land in five cases timber frame buildings were removed bodily to new positions to effect clearance of the site for road construction. In other cases fencing and other minor improvements were adjusted to the new alignment in preparation for road widening. In seven cases the Department secured vacant possession or provided temporary accommodation for tenants occupying premises required for demolition or removal.

The prevailing shortage of new premises continues to retard progress in road widening especially where brick buildings are affected.

Road widening proposals which it has been possible to carry into effect to a limited extent include the Prince's Highway (State Highway No. 1) at Blakehurst in the Municipality of Kogarah, Pittwater Road (Main Road No. 164) at Brookvale in the Shire of Warringah, and Victoria Road (Main Road No. 165) between Bowden and Forsyth Streets in the Municipality of Ryde.

ROAD CONSTRUCTION.

As in past years, road construction work by the Councils and the Department has been carried out partly by day labour and partly by contract.

In the County of Cumberland the total value of major contracts in progress exceeded £300,000. These contracts covered both cement concrete and bituminous pavements. In addition, it was found economical to purchase much of the concrete used in day labour construction ready mixed under contract from private suppliers. The Department maintained three major day labour organisations, mainly on concrete pavement work.

The Department's standard type of concrete road pavement is 7 inches in depth with edges thickened to 9 inches, reinforced and having expansion joints at approximately 50 feet intervals. During the year an experimental length of constant thickness slab 8 inches thick, unreinforced and with contraction joints at 10 feet intervals was laid on the Hume Highway in the Municipality of Bankstown.

In the Country, work was continued by the Department and the Snowy River Shire Council on the reconstruction of the Monaro Highway between Cooma and Adaminaby, and on the Cooma to Kosciusko Road, respectively, in connection with the Snowy Mountains Hydro-electric project. This work is referred to in more detail on page 21.

In addition, ten Departmental day labour construction organisations operated from headquarters at the following centres:—Prestons (near Liverpool), Coff's Harbour, Frederickton, Port Macquarie, Sandy Flat (near Tenterfield), Bateman's Bay, Cobargo, Gibraltar Range (east of Glen Innes), Bendemeer and Carcoar.

The organisation at Prestons substantially completed during the year the strengthening of the pavement on Main Road No. 179 between Broughton Pass and Maldon to provide a suitable detour for traffic using the Hume Highway in the event of the Highway being closed by slips at Razorback Range or by flooding of the Nepean River.

**Restoration of a section of pavement which deteriorated after the 1950 flood rains.
Hume Highway (S.H.2). Shire of Gundagai.**



Road before reconstruction.



A view of the strengthened roadway.

The organisations at Gibraltar Range (Main Road No. 511, Grafton-Glen Innes) and Cobargo (Prince's Highway) were engaged solely on new construction. That at Bateman's Bay was partly engaged on new construction of the Prince's Highway south of Moruya and partly on drainage improvement required for the reconstruction of damaged pavements on the Highway north of Bateman's Bay. The organisation at Coff's Harbour was engaged in completing the construction of a section of the Pacific Highway southwards to Repton

and heavy resheeting of the gravel lengths of the Highway north and south of Woolgoolga. New construction on the New England Highway in the vicinity of Sandy Flat was suspended during the year and the organisation used to complete gravelling and minor work on the length already partly completed between 8 miles and 24 miles south of Tenterfield.

Organisations at Port Macquarie and Frederickton were engaged on reconstruction of damaged pavements on the Pacific Highway between Taree and Nambucca Heads and similar work was carried out on the Mid-western Highway in Lyndhurst Shire from Carcoar and on the New England Highway in Cockburn Shire from Bendemeer.

County of Cumberland Works.

The principal works in hand during the year were:—

State Highway No. 2.—Hume Highway. Municipality of Burwood, Burwood Road to The Boulevard.

Work on this section of the Highway was completed by the Department's day labour organisation. The major part of the work provides six lanes of concrete pavement, but a lesser width of pavement has been provided where resumptions for widening could not be completed. The total length of the work is approximately 4,000 feet.

State Highway No. 2.—Hume Highway. Municipality of Bankstown. Fenwick Street to Hector Street.

This work is being carried out by the Department's day labour organisation and has been in progress since the latter part of 1950. It involves the construction of a cement concrete pavement 23 feet wide with a formed shoulder. The new pavement will form a dual carriageway with the existing 20 feet wide bituminous pavement and will be separated from it by a 5 feet median zone. The work is 5,053 feet in length and is the first step in reconstructing the Highway from the existing concrete pavement at Yagoona to Lansdowne Bridge, near State Highway No. 13 (Woodville Road).

State Highway No. 5.—Great Western Highway. Municipality of Holroyd. Hawkesbury Road to Emert Street.

Work on this section of the Highway was commenced by the Department by day labour towards the end of 1951. The work involves construction of a concrete pavement 23 feet wide for a distance of approximately 3,700 feet, which with the existing bituminous pavement will form a dual carriageway. A median zone 10 feet wide will be incorporated in the work.

State Highway No. 10.—Pacific Highway. Municipality of North Sydney. Centralising tram tracks, Crows Nest to St. Leonards.

The work necessary to complete this section was commenced in conjunction with centralisation of the tram tracks. Reports of earlier work on this section were included in the 22nd and 23rd Annual Reports.

The work is approximately 2,600 feet long and will consist of a concrete base course and premixed bituminous macadam surface course. The work is being carried out by the Department by day labour.

State Highway No. 10.—Pacific Highway. Municipality of Ku-ring-gai. Reconditioning of bituminous pavement Roseville to Wahroonga.

This work, involving reconstruction of damaged areas of pavement, approximately 26,000 square yards in all, has been in progress since the middle of 1951. Reconditioning is being effected by removal of damaged areas and replacement by a concrete base course and premixed bituminous macadam surface course. The work is being carried out by the Department by day labour.

State Highway No. 13. Shire of Hornsby. Pennant Hills Road—Thompson's Corner to Observatory Park (Beecroft Road).

Reconstruction in cement concrete on this section of Pennant Hills Road is nearing completion.

The new work provides four traffic lanes concreted kerb to kerb, for a length of 5,289 feet. It is being carried out under contract to the Department.

Municipality of Penrith. Main Road No. 155—Reconstruction between Luddenham and Wallacia.

This construction covers a length of 3.25 miles between Luddenham and Wallacia, and consists of earthworks and new pavement which is nearing completion. The work is being carried out by the Department by day labour.

Shire of Baulkham Hills. Main Road No. 157, Showground Road and Main Road No. 160, Old Northern Road.

Commenced in April, 1951, under contract to Council, the reconstruction in cement concrete of Main Road No. 157 from Old Northern Road to Castle Hill Showground together with Old Northern Road between Cecil Avenue and Anzac Hall is nearing completion.

The former work provides a two-lane pavement 1.3 miles in length as part of link between Windsor Road (Main Road No. 184) and the North Shore road system east of Old Northern Road. The latter work includes the Castle Hill shopping centre and provides 1,700 feet of kerb to kerb concrete pavement.

Municipality of Rockdale. Main Road No. 168—Forest Road. Reconstruction from Dunmore Street to Croydon Road.

The reconstruction of Forest Road from Dunmore Street to Croydon Road, full width in cement concrete, was put in hand early in 1952. The work, which is one mile long, is being done under contract to the Council by Messrs. John Cassidy and Sons Limited.

Municipality of Kogarah. Main Road No. 194—Ramsgate Road.

The section of Ramsgate Road between Rocky Point Road and The Causeway is to be reconstructed 42 feet wide in cement concrete. Work to date has been the widening of the southern side of the cutting near The Causeway in preparation for the first lane of concrete. The work is being carried out by the Council by day labour.

Municipality of Concord. Main Road No. 200—Concord Road.

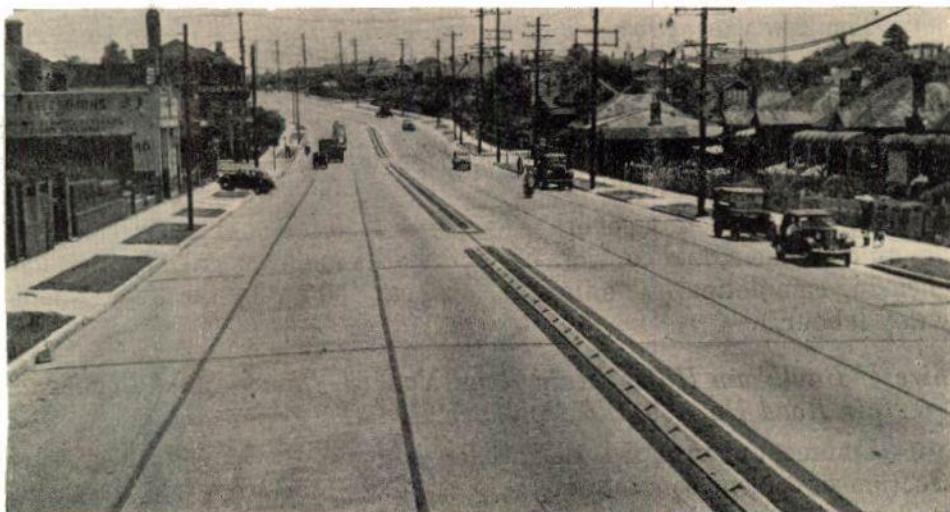
On the section of Concord Road between Mary Street and Killoola Street (Rhodes) an extra lane on each side of the existing two-lane concrete pavement was constructed by contract under supervision of the Concord Council.

With the exception of the section between State Highway No. 5 and Wellbank Street, the full length of Concord Road from State Highway No. 5 to Ryde Bridge is now constructed in concrete four lanes wide.

Municipality of Canterbury. Secondary Road No. 2,038—Kingsgrove Road.

This work comprises the reconstruction in concrete of the central 20-foot pavement of Kingsgrove Road from Omnibus Road to its intersection with Main Road No. 167, Canterbury Road. A tender from Messrs. John Cassidy and Sons was accepted for the construction between Homer Street and Canterbury Road, the length between Omnibus Road and Homer Street to be carried out by Council by day labour. Early in 1952 the contract with Messrs. John Cassidy and Sons was terminated by mutual agreement and Canterbury Council will now

carry out the whole work by day labour. The section from Omnibus Road to Homer Street is practically completed, and that from Homer Street to Canterbury Road is well under way.



Municipality of Ashfield. Great Western Highway. (S.H. 5.) Central dividing strip installed between Battle Bridge and junction with Hume Highway (S.H.2).

Country Works (excluding the Western Division).

The principal works in hand during the year were:—

State Highway No. 1—Prince's Highway. Shire of Eurobodalla. Moruya to Turlinjah. Construction.

Construction work by day labour has been continued by the Department. All formation works were completed from Moruya to Turlinjah.

During the year a deviation at Bergalia was completed and a sealed gravel pavement provided southwards for three miles from Moruya.

Formation work was commenced at Smart's Creek (one mile south of Turlinjah) on the approaches to a proposed new bridge.

State Highway No. 1—Prince's Highway. Shire of Mumbulla. Cobargo-Brogo. Construction.

Construction by the Department by day labour continued and by 30th June, 1952, the formation was in use by traffic for the full length from Cobargo to the vicinity of Quaama, a length of 6.5 miles.

The gravel pavement was completed and primed with tar from Cobargo to the Upper Brogo turn-off, 4.7 miles.

State Highway No. 1—Prince's Highway. Shires of Eurobodalla and Shoalhaven. Burrill Lake to Bateman's Bay. Reconstruction of damaged pavement.

Subsoil drainage works were continued and gravel supplies further investigated. Supplies of gravel for the East Lynne-Bateman's Bay section were located, tested and made ready for use by winning from creek beds and opening up pits.

State Highway No. 2—Hume Highway. Shire of Gunning. Fish River to Gunning.

Reconstruction of 3 miles of the Hume Highway between Fish River and Gunning was started by the Department by day labour in 1949. The work was discontinued in 1950 in favour of other more urgent works. Further work on this section was undertaken in the last half of the year.

State Highway No. 2—Hume Highway. Shires of Kyeamba, Holbrook and Hume.

Sections of the bituminous pavement of the Hume Highway from its junction with the Sturt Highway, State Highway No. 14, near Tarcutta to Albury have been damaged by heavy traffic.

As a preliminary to the reconstruction of the damaged lengths of bituminous pavement, drainage of the road surface is being improved by the widening of the formation and the provision of table drains of greater capacity in cuttings and along lengths of shallow surface formation.

The work is being carried out by the Department by day labour.

State Highway No. 4—Monaro Highway. Cooma to Adaminaby and Main Road No. 286, Cooma to Spencer's Creek. Shire of Snowy River. Reconstruction for Snowy Mountains Hydro-Electric Authority.

Work on the Monaro Highway has been continued and the Department has, by day labour, completed construction of the gravel pavement for normal traffic loading to 13 miles from Cooma towards Adaminaby, excepting for Wambrook Creek Bridge. Earthworks are substantially complete to 14.5 miles, and surveys to 16 miles.

On Main Road No. 286, Snowy River Shire Council has completed construction with gravel pavement from the commencement of the work near 9M. from Cooma to Berridale at 21M. from Cooma, and the work is now continuing west to 29M.

On Mt. Kosciusko, the Department's day labour organisation has continued widening and improvement between Sawpit Creek, 8 miles from Jindabyne to Spencer's Creek, and on most of this length the widened formation is in use.

A crushing plant has been set up on Rock Flat Creek, 6 miles east of Cooma on the Countegany Road. This plant comprises two self-contained crushing and screening units and will crush local limestone. The crushed material in the various sizes will then be hauled to State Highway No. 4 and Main Road No. 286 as required.

The quarry site was selected after exhaustive investigation, and is the only material found satisfactory in the area for all available types of bitumen without the use of additives to prevent stripping of bitumen from stone.

State Highway No. 6—Mid-Western Highway. Shire of Lyndhurst. Reconstruction of Bituminous Pavement.

Following extensive damage to the existing bituminous pavement of this section of the Highway during 1950, a Departmental day labour organisation to carry out strengthening has been established at Carcoar. Work is in progress by day labour by the Department on the section between Blayney and Carcoar, where the formation has been widened and the drainage conditions have been improved by deepening the table drains. Arrangements are in hand for constructing a new sealed gravel pavement in this section.

State Highway No. 9—New England Highway. Shire of Cockburn. Bendemeer to Uralla.

The reconstruction of the damaged bituminous pavement on this length of the Highway was commenced during the year by the Department by day labour. The work is proceeding northerly from the Macdonald River Bridge at Bendemeer towards Uralla. During the year formation widening and draining and spreading of base course gravel was completed as far as Rocky Gully Creek, a distance of approximately 6.75 miles, and formation works were undertaken over a further length of approximately 6.5 miles to Carlisle Creek.

*State Highway No. 9—New England Highway. Shire of Tenterfield.
Severn Shire boundary near Deepwater to Bluff Rock.*

Reconstruction work was completed from Bluff Rock about 8 miles south of Tenterfield to about 26 miles south of Tenterfield. The reconstruction of the section from there to Deepwater, a distance of about 6 miles, has been deferred for the time being. The work now in hand includes the strengthening of the pavement, some minor works such as protection fencing, etc., and bituminous surfacing progressively from the Bluff Rock end. The work is being carried out by the Department by day labour.

State Highway No. 10—Pacific Highway. Shires of Macleay and Nambucca. Frederickton to Allgomera Creek.

The reconstruction and bituminous surfacing of this length (about 20 miles) was substantially completed during the year by the Department by day labour.

*State Highway No. 10—Pacific Highway. Shire of Lake Macquarie.
Reconstruction of Bituminous Pavement south of Swansea.*

As a first step in the strengthening of damaged sections of the Highway pavement between Belmont and the Hawkesbury River, a commencement was made with the reconstruction of a 4 mile length between Swansea and Catherine Hill Bay. This work is being done by the Department by day labour.

State Highway No. 10—Pacific Highway. Shire of Manning. Holey Flat Creek to Stewarts River (4 miles).

Work on this section was confined to construction of concrete box and pipe culverts, as it was necessary to divert plant and labour to the restoration of damaged bituminous pavements elsewhere in the Manning-Hastings area.

State Highway No. 10—Pacific Highway. Shire of Hastings. Herons Creek to State Highway No. 11 at Port Macquarie.

The reconstruction and bituminous surfacing of this section (9.75 miles) was completed during the year. A continuous length of bituminous pavement has now been provided between Stewarts River and Telegraph Point, a distance of 42 miles.

State Highway No. 10—Pacific Highway. Shire of Bellingen. Repton to Coff's Harbour.

Reconstruction of the Pacific Highway between Repton and Coff's Harbour was continued by the Department by day labour. The section being reconstructed is approximately 13.25 miles long and all earthworks were completed with the exception of the approaches to bridges over Manarm Creek on the deviation at Repton. Construction of a macadam pavement is progressing and at 30th June, 1952, approximately 4.25 miles of pavement were completed. The quarrying and crushing of aggregate for the pavement and bituminous seal are being carried out by the Department at Bonville.

State Highway No. 12—Gwydir Highway. Shire of Macintyre. 122.6M. to 128.02M. from South Grafton.

The strengthening of the pavement prior to bituminous surfacing was commenced in January by contract with Council and was completed from the Inverell end for a length of about 2.5 miles. Aggregate was supplied from the Inverell Municipal Council quarry.

State Highway No. 17. Newell Highway. Shire of Talbragar. Reconstruction and bituminous surface treatment.

This work will extend the bituminous pavement by approximately 10 miles southwards from the boundary between Gilgandra and Talbragar Shires. Earthwork and gravelling were completed and approximately half the length was primed. The work is being carried out by the Department by day labour.

State Highway No. 20. Municipality of Deniliquin—Deniliquin towards Finley.

Reconstruction and bituminous surfacing of the 4.2 miles of State Highway No. 20 in the Municipality of Deniliquin were commenced by Council in January, 1952, and substantially completed by 30th June, 1952. The reconstruction work was done mainly by Council by day labour, the supply and delivery of loam and necessary small sections of earthworks being done under contract. The bituminous surfacing work was done conjointly under contract to Council and by the Department's day labour spraying organisation.

This work completes a further stage in the progressive surfacing with bitumen between Deniliquin and the nearest Sydney railhead at Finley and, with work already done, provides a length of 24.8 miles of sealed pavement in a total distance of 37 miles between the two towns.

State Highway No. 21—Cobb Highway. Shire of Murray. Victorian border at Moama to Deniliquin.

The reconstructed section between 32 miles and 37 miles from Moama was sealed with bitumen under contract to the Council.

This work was done as a further stage in the progressive reconstruction and surfacing with bitumen between Moama and Deniliquin, a distance of 46 miles, and has reduced the length of work still to be done to a length of 14.8 miles situated between 17.2 miles and 32 miles from Moama.

State Highway No. 24. Shire of Tenterfield Tenterfield-Wallangarra

Reconstruction by Council by day labour has been in progress for some years and is now completed. The work extends from 3 miles 1,400 feet north of Tenterfield to Wallangarra at 12 miles 900 feet, and has eliminated four level crossings. Aggregate is now being supplied by contract with a view to early bituminous surfacing.

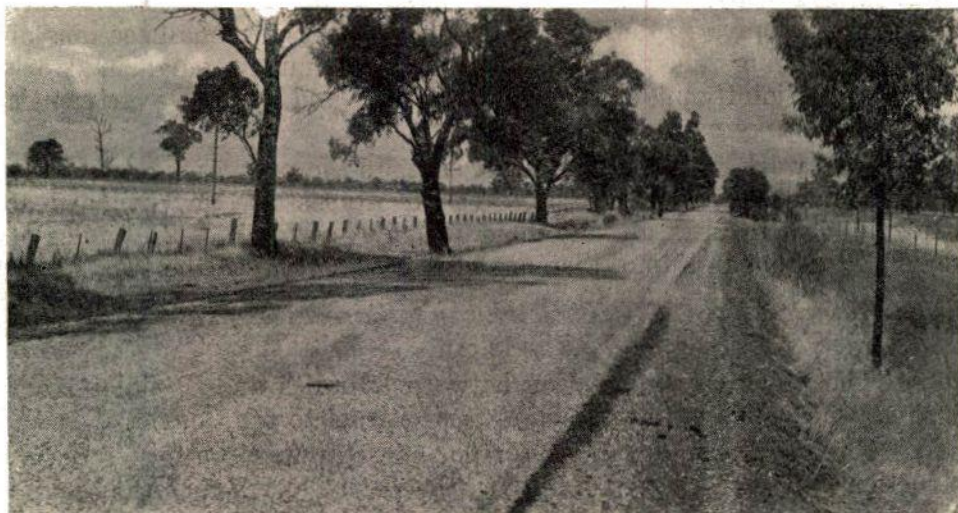


Slip on Brown Mountain following heavy rains in June, 1952.
Monaro Highway (S.H.4). Shire of Mumbulla.

Shire of Culcairn. Trunk Road No. 57. Gravelling and bituminous surfacing.

A commencement was made with the strengthening with gravel and bituminous surfacing of the only remaining length of gravel pavement on Trunk Road No. 57 between Albury and Junee. This length, which extends for approximately 21 miles, is wholly within the Shire of Culcairn and the bituminous surfacing of a 5 mile section from Lockhart Shire boundary southwards was completed during the year.

Strengthening with gravel and preparation of the pavement were carried out by Culcairn Shire Council by day labour and the bituminous surfacing was carried out under contract to the Council.



Wagga Wagga-Albury Road (T.R. 57). New bituminous surface 38.5 miles south of Wagga Wagga. Shire of Culcairn.

Shire of Jerilderie. Trunk Road No. 59. Jerilderie towards Urana.

Council is carrying out by day labour the construction of a deviation from 0 mile to 6.5 miles east of State Highway No. 17. This deviation will eliminate a section of the existing road which traverses a black soil plain and is subject to flooding from Billabong Creek.

Shire of Canobolas. Trunk Road No. 61—Orange-Parkes.

The full length in the Shire, 9.5 miles, was reconstructed in 1950-51 and during the past year the bituminous surfacing of the section was completed.

Shire of Terania. Trunk Road No. 65. Reconstruction and surfacing between 7.70M. and 8.22M. from Lismore.

Council has completed the reconstruction and bituminous surfacing of this length of the road between Bexhill and Eltham. The existing pavement had been damaged by repeated flooding in recent years. The work completed consisted of building up the formation, realignment, the provision of a broken stone base course with a water-bound macadam surface course and the provision of a bituminous seal.

Shires of Burrangong and Demondrille. Trunk Road No. 78—Young to Wombat.

The Burrangong and Demondrille Shire Councils completed surfacing with bitumen a length of 6 miles from the Young Municipal boundary to Wombat. This section was reconstructed by the Council some years ago.

Shire of Burrangong. Trunk Road No. 78 from Young towards Cowra.

Burrangong Shire Council completed by day labour the reconstruction of 3.7 miles from the Young Municipal boundary northward.

Shire of Tumbarumba. Trunk Road No. 85. Deviation and approaches to bridge over Mannus Creek 5M. from Tumbarumba.

Work is in progress under contract to Tumbarumba Shire Council on the construction of a deviation approximately 1.5 miles long to connect with the approaches to a new reinforced concrete bridge being constructed over Mannus Creek 5 miles from Tumbarumba towards Jingellic.

The deviation when completed will eliminate a section of existing road on poor alignment and steep grades.

Shire of Harwood. Main Road No. 152—Maclean to Yamba.

Reconstruction of Main Road No. 152 between 6.5 miles and 8.9 miles from Maclean is being carried out by Harwood Shire Council by contract. Earthworks were completed and broken stone base course is well in hand.

Shire of Wollondilly. Main Road No. 179. Reconstruction between Broughton Pass and Maldon.

This work, commenced in July, 1950, as a detour for the Hume Highway (Razorback Range section), was practically completed in June, 1952. It covers a distance of 10 miles, and comprises the widening of the pavement from 16 feet to 20 feet, construction of a base course of sandstone ballast and a surface course of bituminous penetration macadam, strengthening and major repairs to Allens Creek Bridge, and replacement or lengthening of twenty-eight culverts. It was carried out by the Department by day labour.

Shire of Rylstone. Main Road No. 215—Kandos to Trunk Road No. 55 at Ilford.

Reconstruction of sections of Main Road No. 215 is being carried out by Rylstone Shire Council. The length of road completed is 5.75 miles of which approximately 2 miles have been sealed. A further length of 2 miles is in hand at present, the work being carried out by Council under contract.

Shires of Kearsley and Lake Macquarie. Main Road No. 220.

Kearsley Shire Council continued work on the reconstruction of Main Road No. 220 with the ultimate objective of providing a bituminous surfaced road from the coalfields to Lake Macquarie. All work was completed from 5.23 miles from Cessnock (the end of the existing bituminous pavement) to 8 miles from Cessnock. Tar surfacing was completed between 10.25 miles and 16.65 miles from Cessnock, except for a short length at the approaches to Brunkerville Creek Bridge. Surfacing of the section from 5.23 miles to 8 miles from Cessnock will be completed at an early date.

Work in the Kearsley Shire is being carried out by day labour except for the spraying of tar which is being done by contract.

City of Newcastle. Main Road No. 223—Lambton Road, Broadmeadow. Reconstruction between Brown Road and Raspberry Gully.

Concurrently with the removal of the tram tracks from this road, the Newcastle City Council commenced the reconstruction of the old pavement which was only two lanes wide and in poor condition. A bituminous macadam pavement 33 feet wide is being constructed on a base course of slag, along the northern side of Lambton Road as a first stage in providing two 33 feet carriageways separated by a garden plot 10 feet wide.

Shire of Lachlan. Main Road No. 231—Girral-Lake Cargelligo.

Council has in hand the construction of two sections totalling approximately one mile between 44 miles and 46 miles from Wyalong. The work includes minor deviations and will eliminate delays to traffic now experienced during wet weather.

Shire of Wollondilly and Municipality of Camden. Main Road No. 259. Reconstruction between Camden and Burragorang Coal Mines.

Wollondilly Shire Council is undertaking this work by day labour. It consists of the reconstruction of bridges and culverts, strengthening and widening to 20 feet of the existing pavement in sandstone ballast, with a bituminous penetration surface course, over a length of 20 miles, and provision of passing places between the top of Burragorang Mountain and the Coal Mines at the foot of the mountain.

It is being financed by the Department, the Joint Coal Board, and the Wollondilly and Camden Councils.

It was commenced in December, 1950. By the end of June, 1952, approximately 4 miles of sandstone base course and bituminous surface course had been laid. In addition, 2 miles of existing pavement had been widened using sandstone ballast. Intensive maintenance has been carried out by Wollondilly Council over the whole length during the progress of the construction work.

Shire of Byron. Main Road No. 306. Reconstruction between Mullumbimby and Lismore.

This work comprises the strengthening of the pavement of Main Road No. 306 between 24.196M. and 25.776M. from Lismore by the addition of 3 inches of crushed gravel, widening to provide a 24 feet formation and 16 feet pavement and minor realignment. The formation and pavement work were completed, the pavement material used being a quartz gravel obtained from the roadside within the limits of the job and crushed to 1½ inch gauge.

Shire of Murrurundi. Main Road No. 358. Construction between 17.75M. and 18.50M. from Willow Tree.

Council provided plant and labour from its day labour organisation to complete this deviation, thus by-passing a section of road previously unformed and which followed the bed of a creek for some distance. This work completes the forming of Main Road No. 358 for its full length in Murrurundi Shire.

Shire of Coonabarabran. Main Road No. 396—Coonabarabran-Binnaway-Coolah. Extension of bitumen surfacing from Coolah Shire boundary to Coonabarabran.

Work is proceeding with the construction and surface treatment of the road from the boundary of Coolah Shire for 3.5 miles towards Coonabarabran. The construction of this length, including a length to be sealed in the township of Binnaway, is part of a progressive programme of improving and surfacing Main Road No. 396 with bitumen to provide an all-weather outlet from Coonabarabran through Coolah and Mudgee.

Shire of Severn. Main Road No. 511—Glen Innes to Grafton.

The construction of the abovementioned road, which is being carried out by the Department by day labour, was commenced before the war and re-commenced in 1946. Between the end of 1947 and early in 1949 operations were again suspended so that the Department's organisation could undertake urgent work in forests in the Hastings River area. Since then the work has been continued, proceeding from west to east, and except for some final paving work it is now practically completed to 47 miles from Glen Innes. (Subsequent to 30th June, 1952, it became necessary to suspend operations on this work).

Developmental Roads and Works.

In the reports for 1949-50 and 1950-51 reference was made to the slow progress on Developmental Road works because of adverse, weather, shortage of labour and the necessity for Councils to transfer men and equipment to the repair of flood damage after two very wet winters. The position improved somewhat during 1951-52 and better progress has been made with construction on Developmental Roads and Works.

The following are some of the works completed or in progress during the year:—

Shire of Tumut. Developmental Road No. 1038—Tumut-Micalong Road.

Council has completed by day labour the reconstruction of a length of 1.75 miles of this road commencing from Main Road No. 278 near Tumut. The reconstructed length has also been surfaced with bitumen as a scour prevention measure, portion of the length being subject to inundation by floodwaters from the Tumut River.

Shire of Patrick Plains. Developmental Road No. 1051—Belford to Rothbury.

The construction and gravelling of 4.75 miles of Developmental Road No. 1051 to provide access to the New England Highway for the farming community in the vicinity of Rothbury are being carried out by Council. A formation width of 18 ft. is being provided with a pavement width of 12 ft.

The work is now approximately half completed and is being carried out by day labour using pavement gravel supplied under contract.

Shire of Coonabarabran. Developmental Road No. 1112. Access road to Goolhi War Service Settlement Area.

A length of this Developmental Road from the Liverpool Plains Shire boundary to a point 8 miles westerly is now under construction, involving widening and gravelling by Council by day labour.

The work serves the Goolhi War Service Settlement Area. Council has completed a survey of a further six miles for the extension of this work to the southern boundary of the Settlement area to provide through access to Gunnedah and Coonabarabran.

Shire of Wakool. Developmental Road No. 1118—North Barham Road.

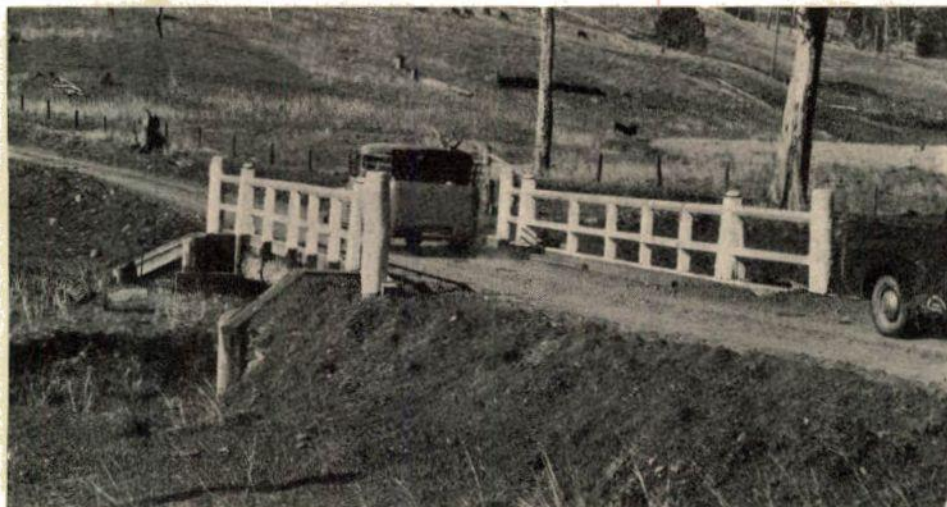
This road, four miles in length, connects the town of Barham with a highly developed irrigation area. The work, the first stage of which was completed by Council by day labour, comprises stabilisation of the clay subgrade with sandy loam. To obtain satisfactory mixing, the sandy loam is being added in two applications.

Shire of Bellingen. Developmental Roads Nos. 1134 and 1136—Flood Damage Restoration.

Continuation of the restoration of flood damage sustained in June, 1950, on the Bellingen-Kalang (Developmental Road No. 1136) and the Thora-Brinerville (Developmental Road No. 1134) roads is in progress. Council has repaired slips and scours and completed repairs to some bridges. These latter include on Developmental Road No. 1136 the repair and extension of two spans of Brownlee's Bridge at Lovell's Crossing and the extension of the bridge over Gillies Crossing by three spans and reconstruction of the approaches. On Developmental Road No. 1134, the reconstruction of the bridge over Joyce's Crossing is well in hand, whilst the survey has been completed for the construction of a new bridge and approaches at Lean's Crossing.

Shire of Kyogle. Developmental Road No. 1141—Construction from Kyogle towards Ironpot Creek.

Work is proceeding on the length from 13M. 1,282 ft. to 15M. 4,590 ft. The construction involves 17,700 cubic yards of earthworks, the provision of an 8-inch thick consolidated gravel pavement and four timber beam bridges. Earthworks are nearing completion, and all bridges are open to traffic. Construction was first commenced in August, 1949, on the length from 13M. 1,282 ft. to 14M. 3,200 ft., but work was discontinued in 1950, so that Council could concentrate on flood damage restoration work. Construction was recommenced in late 1951.



Shire of Kyogle. D.R. 1141. Kyogle-Ironpot Creek Road. New timber beam bridge at 13 miles 1,600 feet from Kyogle.

Shire of Urana. Developmental Road No. 1152—Bridge over Billabong Creek at Rand.

The Council has commenced the construction under contract of a five-span reinforced concrete bridge 160 ft. long over Billabong Creek at Rand. This new high-level bridge will replace an old timber structure which is below flood level and nearing the end of its useful life.

Shire of Goobang. Developmental Road No. 1162.

Council completed the construction of a section 3.25 miles long westwards from Bulgandramine Bridge over the Bogan River at the boundary with Timbreebongie Shire. This work completed the construction of the road except for the improvement of some open crossings of watercourses.

Shire of Murray. Developmental Road No. 1172—Deniliquin-Tocumwal.

A further stage in the improvement of this road was reached by the forming, where necessary, and loaming, of a length of 3.3 miles between 18.7 miles and 22 miles from Deniliquin.

The work was done by Council by day labour with the exception of the supply and delivery of loam, which was done under contract to Council.

Shire of Ashford. Developmental Road No. 1193—Keetah Bridge to State Highway No. 16 at Camp Creek.

This Developmental Road is being constructed progressively from the western end. The first five miles have been completed and work by day labour by Council is now in progress from there for a further length of 9.6 miles. A flat country type of cross section is being adopted and an 8-inch gravel pavement is being constructed. This Developmental Road serves a rich area of arable land along the banks of the Dumaresq River.

Shire of Colo. Developmental Road No. 1194—Wright's Creek Road.

Further construction has been carried out under contract to Council and work has been extended to 4 miles north of Wiseman's Ferry.

Shire of Tenterfield. Developmental Road No. 1201—White Swamp Road. From Old Koreelah towards Queensland Border.

Road construction by Council by day labour on a length of 3 miles is now in hand progressively from State Highway No. 9 at Old Koreelah towards the Queensland border. The construction of this road will give access to good dairying and grazing lands and State Forests.

Shire of Eurobodalla. Developmental Road No. 1206—Batehaven to Wimbie Beach. Construction 0M. to 1.6M.

This Developmental Road is an extension of Main Road No. 560 from the Prince's Highway at Bateman's Bay to Batehaven. It is unformed, and construction is in progress to provide a 24 feet formation with gravel pavement and the requisite drainage works.

The construction will open up new areas for settlement.

Shire of Macintyre. Developmental Road No. 1207—Access Road to King's Plains and Waterloo Soldiers' Settlements.

This road is a part of a road which leaves the Gwydir Highway about 10 miles east of Inverell, thence following the existing Woodstock Road for a distance of about 7 miles, and thence as Developmental Road No. 1207 traverses these Soldiers' Settlements, returning to the Gwydir Highway about 12 miles west of Glen Innes. Construction work has been commenced at the western end by contract with Council and is in progress for the full length in Macintyre Shire. When this section is completed there will be provided an all-weather pavement to either Glen Innes or Inverell.

Shire of Apsley. Developmental Road No. 1216—Construction of "Tops" Road for a length of 5.5 miles from the intersection with the Walcha-Nowendoc Road at 35M. from Walcha.

In April, 1952, work was commenced on construction of this road and by 30th June, 1952, the first mile was completed except for graveling. Clearing operations had also been started on the second mile and Council was producing plans for the remainder of the length with a view to early construction. The work is being undertaken by Council's day labour organisation and is being built generally to the Department's standard for a two-way feeder road in hilly country.

Shire of Tweed. Developmental Road No. 1217—Construction of first section of 2 miles between Pottsville and Hastings Point.

Work has been commenced by Council on the construction of the first section of Developmental Road No. 1,217 which follows the coast between Pottsville and Cudgen Creek, a total distance of approximately 7 miles. This road will give access to farms in the Round Mountain area and will also provide access to beaches between Tweed Heads and Byron Bay and will serve as an access road to sand-mining leases. The construction of the first section of 2 miles consists of the provision of a formation 24 feet wide and a pavement 16 feet wide of 8 inches consolidated thickness.

*Shires of Gosford and Kearsley. Developmental Work No. 3053—
Construction of Kulnura to Bucketty Road.*

The road from Calga to Bucketty comprises Developmental Road No. 1,160 from Calga to Kulnura, an unclassified road from Kulnura to a point 10 miles north and a length of 2.5 miles classified as Developmental Work No. 3053. The construction of the latter section was commenced during the year by the Kearsley Shire Council by day labour.

The road construction being carried out will provide a formation width of 24 feet with a 16 feet gravel pavement.

Clearing, earthworks and drainage work are in progress, but pavement construction has not yet commenced.

MAINTENANCE AND MINOR IMPROVEMENT WORKS.

General.

Weather conditions during the year were generally more favourable than those experienced in recent years, although heavy flood rains occurred and caused damage in the southern and south-eastern districts. Bush fires damaged several timber structures and destroyed some miles of guide and fender posts.

The growth of traffic, particularly of heavy commercial vehicles, continues to cause heavy maintenance costs on some State Highways, because it has not yet been possible to strengthen pavements over the long lengths involved in order to carry the heavier traffic without damage. In most areas deterioration has been arrested by temporary measures, but the position will not be satisfactory until much more strengthening of pavements and improvements to drainage systems have been carried out.

Maintenance, in common with other operations, has been affected by steep increases in costs. As a result, programmes have had to be adjusted from time to time by reducing the amount of work to be undertaken.

Bituminous Surface Treatment.

Bituminous surfacing work was carried out by both day labour and contract. Generally Councils arranged contracts for their own works, although in a number of cases the Department, at the request of Councils, carried out work on their behalf.

A total length of approximately 646 miles of road was treated with various types of bituminous surface, which is a substantial increase on the previous year's operations. This was possible because supplies of aggregate were more readily available. The arrears of earlier years have not been entirely overcome and some further improvement in aggregate supplies is required before this can be achieved. In some cases where sealed gravel pavements have had to be strengthened by gravel re-sheeting, a temporary light seal of tar or bitumen and sand has been applied until aggregate becomes available.

The Department has taken steps to encourage contractors to undertake crushing by calling tenders for bulk supplies for three to four years requirements. Two such contracts were arranged.

During the year a new system of distributing locally refined bitumen was commenced on trial, whereby hot bitumen is delivered by road to 1,000-gallon heated roadside tanks provided by the suppliers of bitumen.

The following bituminous works were carried out during 1951-52:—

Class of Work.	By Department.	By Councils.	Total.
	Miles.	Miles.	Miles.
<i>State Highways—</i>			
Bituminous surfacing, including sections reconditioned	63.46	23.59	87.05
Bituminous resurfacing	190.23	36.88	227.11
Roadmix resurfacing	2.72	...	2.72
Plant mix	18.77	0.27	19.04
<i>Other Main Roads—</i>			
Bituminous surfacing	10.70	90.85	101.55
Bituminous resurfacing	44.73	141.63	186.36
Roadmix resurfacing	2.00	0.46	2.46
Plant mix	8.84	11.07	19.91
	Total (miles)		646.20

Roadside.

Little new tree planting has been carried out during the past year, emphasis being on the care and maintenance of trees previously planted. Experiments in lopping trees to eliminate pests and stimulate growth have been undertaken with encouraging results.

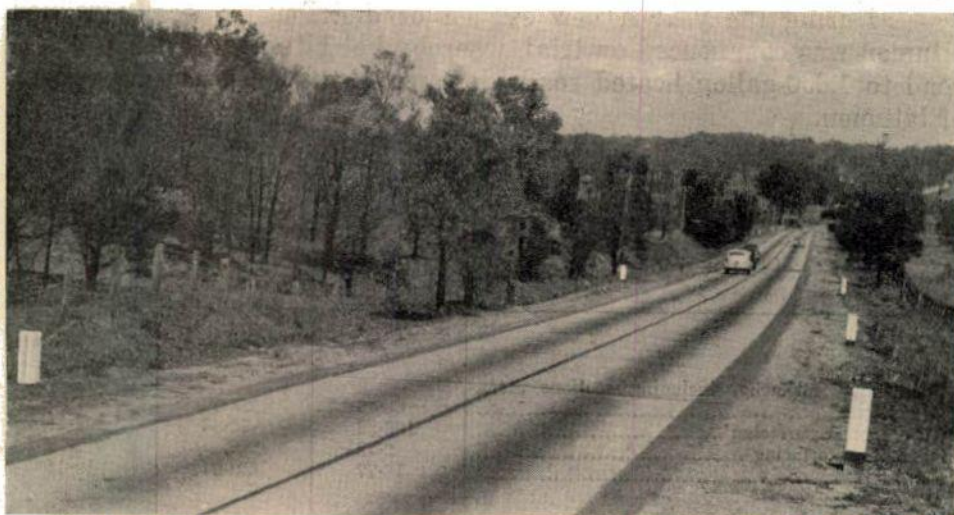
A considerable extension of rural and trunk telephone lines on roadsides has been occurring. In some instances undesirable destruction of roadside trees has occurred as a result, but frequent discussion with and representations to the authority concerned has resulted in roadside trees being preserved in many cases. There have been many extensions also of electricity power lines, but by co-operation with the authorities concerned, new lines have been so arranged that there has been very little disturbance of roadside trees on this account.

In some parts of the State, roadsides form the location for private telephone lines, and a number of these may exist side by side. These sometimes tend to be unsightly, and may be obstructive in the use of the roadside. The Department is therefore encouraging Councils to require co-operation between owners, in order to restrict, so far as possible, the erection of a series of parallel pole lines where one pole line could meet reasonable requirements.

Existing direction signs on the principal main roads are being carefully reviewed, and new or altered boards erected where necessary, in order to ensure that the best possible guidance is offered to road users.

Shoulder Maintenance.

Drivers of large heavily-laden vehicles tend to keep as near as possible to the centre of the pavement. In consequence, drivers of approaching vehicles need more clearance and drive more frequently on to the shoulders. Thus the increasing use of heavy vehicles and the general growth of traffic lead to increased shoulder wear. As a result, the cost of maintaining shoulders in some cases has been high, and this will continue until pavements can be widened. Pavement widening is being done wherever practicable on heavily trafficked roads, especially where deteriorated pavements are being strengthened or reconditioned.



Pavement widening by construction of bituminous edge strips. Section on Hume Highway (S.H.2) between Cross Roads and Narellan. Municipality of Camden.

Traffic Linemarking.

Existing traffic lines were maintained during the year and limited extensions were carried out. More use has been made by maintenance patrol gangs of hand-operated line markers, particularly at critical points such as sharp curves, crests and intersections, where the wear on lines is often greater than elsewhere.

Snow Removal.

Snow falls in the Snowy Mountains district during the winter of 1951 were not unusual, but heavy falls occurred during May and June, 1952. The equipment engaged on this work in the Mt. Kosciusko-Kiandra area was augmented by the addition of a small tandem-drive grader.

During the year, an accommodation and depot building was completed by the Snowy Mountains Park Trust at Wilson's Valley, Mt. Kosciusko, for the use of the Department's employees. As a higher standard of construction was desired by the Snowy Mountains Park Trust than that usually adopted by the Department, the Trust paid the extra cost involved.

The accommodation includes garage for snow plough, store, and workmen's cooking, eating and sleeping accommodation; hot water supply and septic tank sanitation are provided.

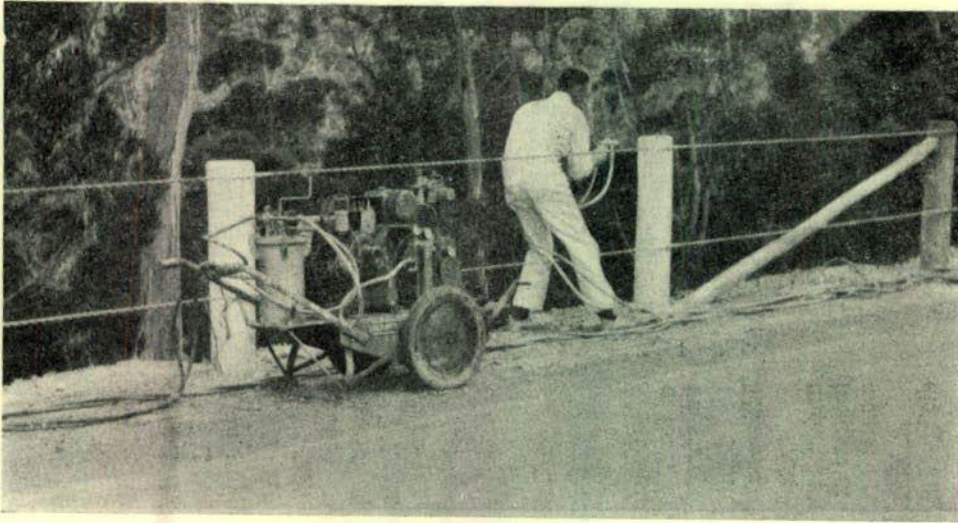
The hut is erected at the point beyond which vehicular traffic is often unable to proceed under heavy snowfall conditions.

Radio Communication.

A system of five mobile radio stations has been established in the South Coast Division with a base station at Cooma, primarily to facilitate control of snow removal operations. This organisation makes possible the rapid exchange of information of weather conditions between the maintenance gangs and the Divisional Office. As a result, gangs and equipment can be sent more quickly to critical points and their efficiency has been considerably increased. The worth of the system in facilitating traffic movement has been demonstrated.

Mechanisation of Maintenance Works.

Several new small plant units have been introduced into maintenance gangs such as vibrating compactors for consolidating patches, paint sprayers, and small oil-fired bitumen heaters with pressure spray bar.



Paint spraying operations.



Vibrating tamper for compacting bituminous patches.



Manual line marker used for repairing traffic lines.



Tanks used for bitumen delivery and roadside heating. Provided by bitumen suppliers.



Maintenance Depot building at Wilson's Valley on Mt. Kosciusko Road (M.R. 286).
Shire of Snowy River.



Heavy-type protection fencing as installed at some sharp bends in Metropolitan area.
View on Spit Hill (M.R. 164). Municipality of Mosman.



Special type warning sign as installed at approach to a steep grade followed by a sharp bend. Sign shown is at approach to subway at Picton. Hume Highway. (S.H.2.).
Shire of Wollondilly.

Gravel Pavements.

In many areas gravel of reasonable quality is becoming increasingly difficult to obtain. It has been necessary in some areas to reserve known sources of gravel suitable for sealing, thus increasing the difficulty of obtaining supplies for unsurfaced roads.

Where material suitable for surface treatment is not available, it is frequently necessary to blend materials from various sources.

Depots.

Progress has been made in the establishment of maintenance depots at Yass, Bega and Glen Innes.

WESTERN DIVISION.

During the first half of 1951-52 maintenance and construction operations in the more northerly parts of the Western Division were affected by dry conditions in contrast to the extremely wet and flood conditions which handicapped operations over much of the Western Division in the early part of the previous year. Restoration of the roads which had been damaged as a result of the floods was almost completed during the year and access to areas which had been isolated for long periods was restored. Later in the year, however, another major flood dislocated communications in the south-western areas to an even greater extent than previously. Considerable damage was done to the roads and normal maintenance activities had to be interrupted to restore access. The year closed with heavy flooding in the upper reaches of the Lachlan and Macquarie Rivers, and further heavy and serious floods have since occurred in the early part of 1952-53.

Labour turnover in the Western Division has again been considerable, particularly in the Broken Hill District, although towards the end of the year there appeared to be an easing, particularly with respect to specialist personnel. Barracks for the accommodation of field employees during week-ends have now been provided at Bourke and Wentworth in addition to those previously erected at Broken Hill, and these have contributed to the improvement that has taken place in retaining labour on work.

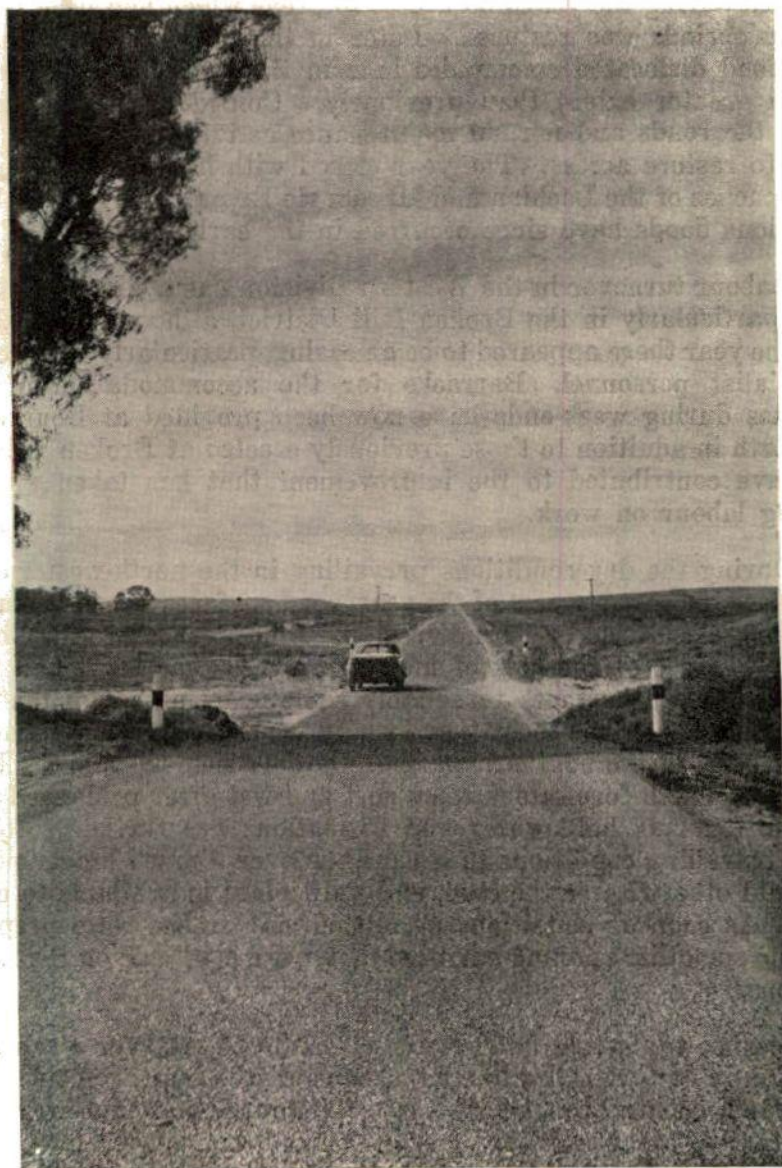
During the dry conditions prevailing in the north-western part of the State in the early part of the year, road surfaces in sandy country were adversely affected by wind erosion. Maintenance grading lost in efficiency because of the lack of moisture in the roads, but had to be continued to keep surfaces reasonably smooth, even though this contributed to some extent to further loss by wind erosion. Damage was done to roads in the southern part of the Division by vehicles being forced along earth formations when soft and wet after prolonged rain. The resulting ruts hold water and formations are further softened. Difficult travelling conditions thus continue over a much longer period than would otherwise be the case, and until plant is available to effect repairs. As soon as conditions permitted side tracks were prepared to provide smoother running surfaces than were available on the raised formations.

Because equipment and personnel had to be used for a considerable period in restoring flood damage, some of the improvement works programmed, such as construction of solid foundation causeways had to be deferred, but a number of such works were carried out on the main roads, and on unclassified roads to provide better access to Main roads.

The following is a summary of the principal improvement works completed or in progress during the year.

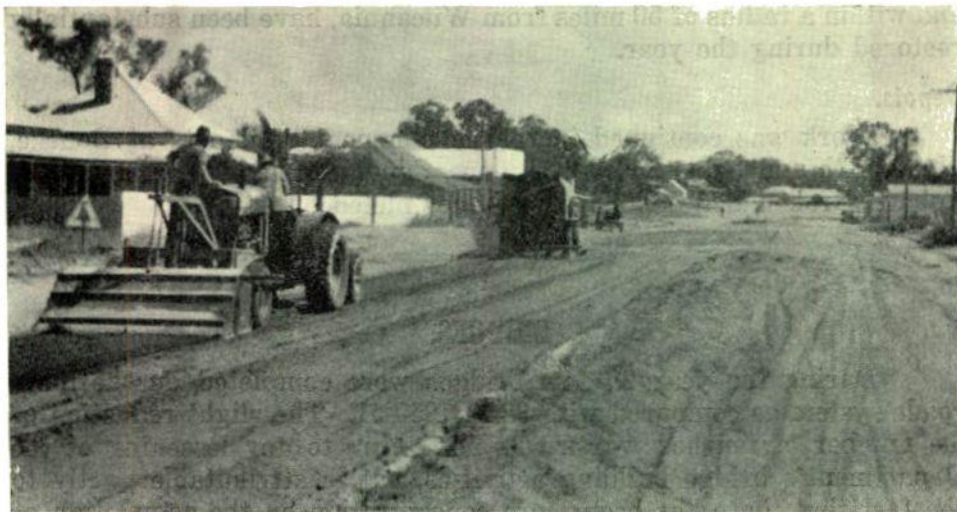
Broken Hill District.

- (a) State Highway No. 22, Broken Hill to Tibooburra. This project was the one most affected by labour shortages and very little work was carried out in the early part of the year. Operations were re-commenced at the close of the year.
- (b) State Highway No. 8. Broken Hill to Cockburn. The reconstruction with a gravel pavement and provision of cement grouted causeways was completed from the City boundary to Stirling Vale Creek, a length of 2.5 miles.
- (c) State Highway No. 8. Broken Hill to Wilcannia. The reconstruction of a length of three miles with a gravel pavement and smooth surfaced causeways was completed from the Broken Hill City boundary to the Flying Doctor Base. Aggregate has been stockpiled in readiness for bituminous surfacing to be carried out in 1952-53.



New bitumen surfaced pavement between Broken Hill and Silverton (T.R. 81).

- (d) Trunk Road No. 81, Broken Hill to Silverton. The bituminous surfacing of the entire length to Silverton, together with a spur road to Penrose Park, was completed.
- (e) Streets of Menindee, Trunk Road No. 66. The streets of Menindee for a total length of 1.25 miles were cement stabilised and provided with a bituminous surface, giving all-weather access throughout the town and to the railway station.



Cement stabilisation work in progress at Menindee, prior to bitumen surfacing (T.R. 66).

Bourke District.

- (a) Main Road No. 406, Paka Tank to Louth. The construction of this road continued and by the close of the year the raised formation together with culverts, causeways, motor grids and sand stabilisation of slippery sections had been substantially completed for 50 miles.
- (b) State Highway No. 7, Bourke to Barrington. The portion of the highway through the town of Bourke was resurfaced with bitumen and the bitumen pavement was extended as far as the access road to the aerodrome at North Bourke.

Wentworth District.

- (a) Trunk Road No. 68, Wentworth towards Menindee. The construction of a raised formation was extended during the year and is now substantially completed from Wentworth to Pooncarie. Clearing operations were continued north of Pooncarie.
- (b) State Highways Nos. 14 and 22. Euston to Wentworth. Reconstruction was carried out during the year from Buronga and work has now reached a point east of Bonnie Cliffs. Local materials are being blended *in situ* for the pavement and pulverising and road mixing equipment is being used. Bituminous surfacing over a length of some four miles between Mildura Bridge and Gol Gol has been completed and delivery of the aggregate has commenced for a continuation of this work on State Highway No. 14 from Gol Gol to Bonnie Cliffs and on a section of State Highway No. 22 between Dareton and Buronga.

Cobar District.

- (a) State Highway No. 8, Cobar to Wilcannia. The reconstruction between 56 miles and 63 miles west of Cobar of causeways and formation by day labour, and gravelling by contract, was commenced during the latter end of the year.

- (b) Euabalong West—Tara-Gilgunnia Road. Work on the construction of this unclassified road which was commenced during 1949-50 was continued during the year and has resulted in the completion of some 32 miles.

Hay District.

State Highway No. 8, Wilcannia towards Cobar, and State Highway No. 21, Wilcannia towards Ivanhoe. Both these highways, which were seriously damaged in the vicinity of the Talyawalka Creek bridges and within a radius of 50 miles from Wilcannia, have been substantially restored during the year.

Depots.

Work was continued in the development of depots at Bourke, Wentworth and Broken Hill and a new depot site has been acquired at Cobar. Broken Hill depot is almost completed.

BRIDGES.

During the year 29 new bridges were completed on the main roads system as compared with 32 in 1950-51. The slight reduction of the number of finished works was not owing to any lessening of the Department's bridge building activities, but is attributable partly to the fact that there has been more concentration on the completion of major structures during the past year, and partly to the need to carry out during the year several special bridge works. These included the construction of a temporary low-level bridge at Lismore, the widening and addition of a footway to a concrete bridge over American Creek on the Prince's Highway, Wollongong, and the addition of two spans to a timber beam bridge on Developmental Road No. 1136 (Kalang Road), in the Shire of Bellingen.

The total number of bridges on main roads closed to traffic owing to deterioration or flood damage was 46 at the 30th June, 1952, as compared with 40 at the 30th June, 1951. Similarly, the total of bridges on which loads are restricted has risen from 97 to 114 at the 30th June, 1952. The increase is the result of the lag in the rate of bridge construction during the past ten years, coupled with the continued incidence of heavy vehicle loads which have accelerated the rate of deterioration of timber structures in some cases.

Of the new bridges completed during the year, 13 were built by the Department by day labour and eight by Councils by day labour; seven were built by contract, of which four were of timber. In addition, an overbridge was constructed by the Department of Railways.

Principal Works Completed During the Year.

Shire of Cudgegong: Main Road No. 216.

Reinforced concrete bridge over Meroo Creek. Length 164 feet. Built by day labour by the Department.

Shire of Boorowa: Main Road No. 241.

Reinforced concrete bridge over Pudman's Creek. Length 64 feet. Built by day labour by the Department.

Shire of Mulwaree: State Highway No. 2: Hume Highway.

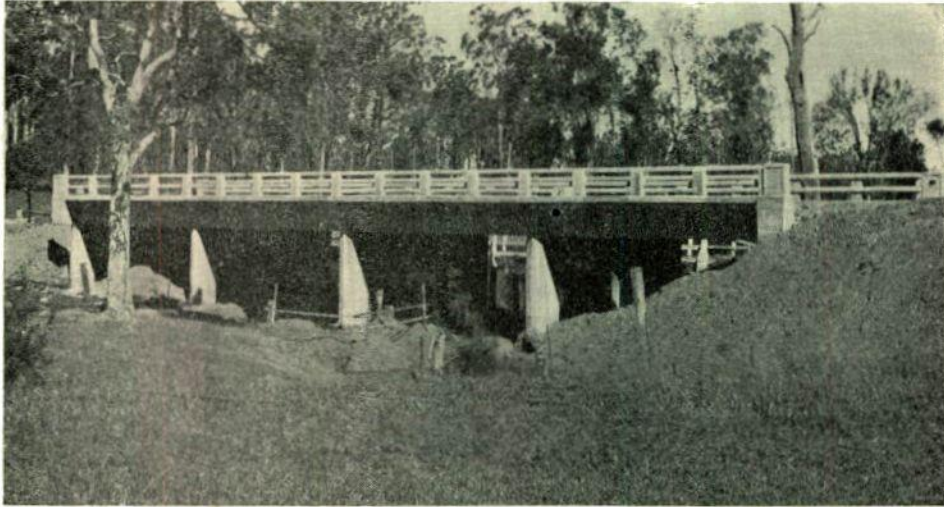
Reinforced concrete bridge over Run O'Waters Creek (Barker's Bridge) at 138.2 miles from Sydney. Length 160 feet. Built by day labour by the Department.

Shire of Severn: State Highway No. 12: Gwydir Highway.

Reinforced concrete bridge over Wellingrove Creek. Length 192 feet. Built by day labour by the Department.

Shire of Orara: State Highway No. 10: Pacific Highway.

Reinforced concrete bridge over Bom Bom Creek and culvert in one approach. Total length 150 feet. Built by day labour by the Department.



**New reinforced concrete bridge over Bom Bom Creek on the Pacific Highway (S.H. 10).
Shire of Orara.**

Shire of Guyra: Trunk Road No. 73.

Reinforced concrete bridge over Sandy Creek. Length 156 feet. Built by contract for the Department.

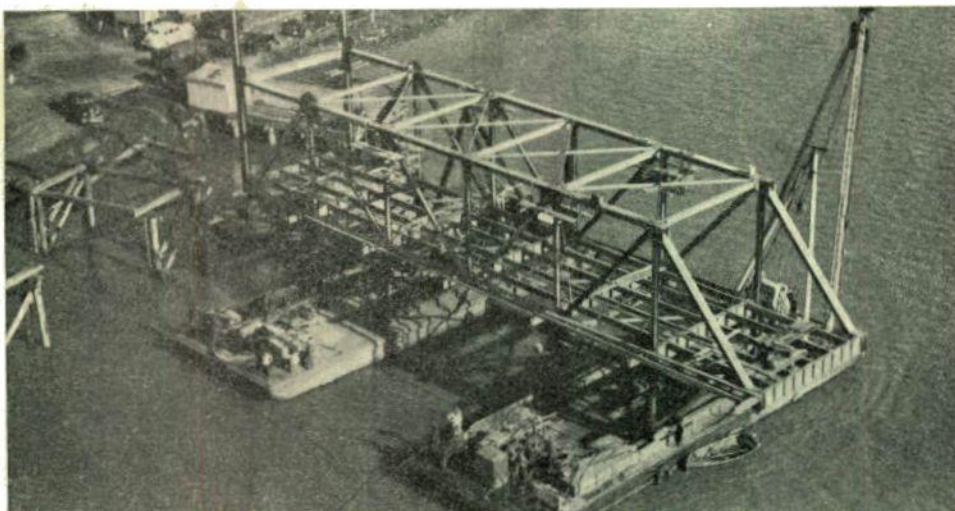
Shire of Muswellbrook: State Highway No. 9; New England Highway.

Steel girder and reinforced concrete overbridge at Antiene. Built by day labour by Railways Department.

Works in Progress During the Year but Not Completed.

Shire of Lower Hunter: State Highway No. 10: Pacific Highway.

Steel and concrete bridge over the Hunter River at Hexham. Originally undertaken by contract, this work is being completed by the Department by day labour, and at the end of the financial year ten approach spans and three truss spans were in position. A large organisation has been concentrated on this work with a view to expediting completion.



Steel and reinforced concrete bridge over Hunter River at Hexham on the Pacific Highway (S.H. 10). Shire of Lower Hunter. Floating Span No. 5 into position.

Shire of Eurobodalla: State Highway No. 1: Prince's Highway.

Steel and concrete bridge over Clyde River at Bateman's Bay. Originally undertaken by contract, the Department is completing this work by day labour and further progress has been made on the construction of the substructure.

Shire of Lake Macquarie: State Highway No. 10: Pacific Highway.

Steel and concrete bridge over Lake Macquarie at Swansea. Fabrication of the steelwork was completed during the year by M.A.N., Augsburg, Germany, and portion has been received at the bridge site. Construction of the piers and abutments was commenced by the Department by day labour.

Municipalities of Mosman and Manly: Main Road No. 164.

New steel and concrete bridge over Middle Harbour at The Spit. Work was commenced by the Contractors, the Cleveland Bridge and Engineering Company of Great Britain.

Municipalities of Drummoyne and Leichhardt: Main Road No. 165: Victoria Road.

Steel and concrete bridge over Iron Cove. The construction of the piers and abutments was completed in 1949-50. During the year 1951-52 the balance of the steel required was received by the Contractor and fabrication has been commenced.

Municipality of Kempsey: State Highway No. 10: Pacific Highway.

Bridge over the Macleay River at Kempsey. No further progress was made during the year in connection with the provision of the four new steel truss spans owing to the continued shortage of steel, but there appears to be some prospect of steel shortly being available.

Shire of Eurobodalla: State Highway No. 1: Prince's Highway.

Steel and concrete bridge over Tuross River at Bodalla. No supplies of structural steel were made during the year and consequently the Contractor for the piers, abutments and steelwork erection, Hornibrook, McKenzie, Clark Pty. Ltd., has not commenced operations.

Shire of Shoalhaven: State Highway No. 1: Prince's Highway.

Reinforced concrete bridge over Broughton Mill Creek at Berry. Length 240 feet. Being built by day labour by the Department.

Shire of Kyamba: State Highway No. 2: Hume Highway.

Reinforced concrete bridge over Tarcutta Creek. Length 280 feet. Originally commenced by contract, and being completed by day labour by the Department.

Principal New Works Commenced During the Year.

Municipality of Mudgee: Main Road No. 215.

Holyoake Bridge over Cudgegong River. Length 193 feet. Being built in reinforced concrete by Department by day labour. A temporary "Bailey" by-pass bridge has been constructed for carrying traffic.

Shire of Baulkham Hills: Main Road No. 184.

Reinforced concrete bridge over Caddie's Creek. Length 66 feet. Being built by day labour by the Department.

Shire of Patrick Plains.

Steel and concrete bridge over Cockfighter's Creek (Warkworth). Length 582 feet. Being built by day labour by the Department.

Shire of Murrurundi: State Highway No. 9: New England Highway.

Steel and concrete bridge over Page's River at Blandford. Length 160 feet. Being built by day labour by the Department.

Shire of Mulwaree: State Highway No. 2: Hume Highway.

Reinforced concrete bridge over Run O'Waters Creek at 134.6 miles from Sydney. Length 123 feet. Being built by day labour by the Department.

SUPPLY OF MATERIAL, PLANT AND EQUIPMENT.

There was some improvement in the supply of timber, overseas steel and spare parts for machinery during the year. The supply of cement also improved slightly.

The improvement in the supply of spare parts for equipment has resulted in more expeditious plant repair. However, it is still necessary to manufacture and rebuild some parts at the Department's Central Workshop. Grader blades and nuts and bolts have been purchased overseas, thus reducing the amount of costly manufacture of these items.

Local timber has been more readily available, although well seasoned and good quality timber is still in short supply.

Steel for road signs is still not available and the substitution of waterproof plywood for warning signs is being continued.

The improvement in supply of cement has been mainly due to imports received from England and Japan. These, together with local supplies, have enabled the continuation of essential works where concrete is used.

New plant has been received at a greater rate than in previous years. The larger plant items received include 7 heavy and 15 light crawler tractors, 5 heavy and 16 light motor graders, 20 heavy road rollers, 20 tractor mounted loaders, 3 medium excavators, a bituminous pavement finishing machine and bituminous mixing plant.

A powered trench roller, for compacting materials laid in pavement widening work, has been purchased from overseas.

The Department's workshop produced 6,800 road signs during the year, an increase of approximately 10 per cent. on the production of the previous year.

PLANT MAINTENANCE.

The receipt of a number of new plant items during the year made possible the replacement of older equipment requiring major overhaul. This, together with the improved position regarding spare parts, greatly aided the field repair of working units. Reduced turn-over of labour has also had an effect in reducing the extent of repairs necessary, because it has resulted in the average length of experience of plant operators being greater than in recent years when it was necessary to employ relatively inexperienced men in some cases.

To increase the efficiency of reconditioning plant parts such as tractor track rollers and plates, etc., a machine has been developed at the Department's Central Workshop, Granville, which is used in conjunction with a shielded arc semi-automatic welding unit, for the automatic welding of such components (see illustration, page 43).



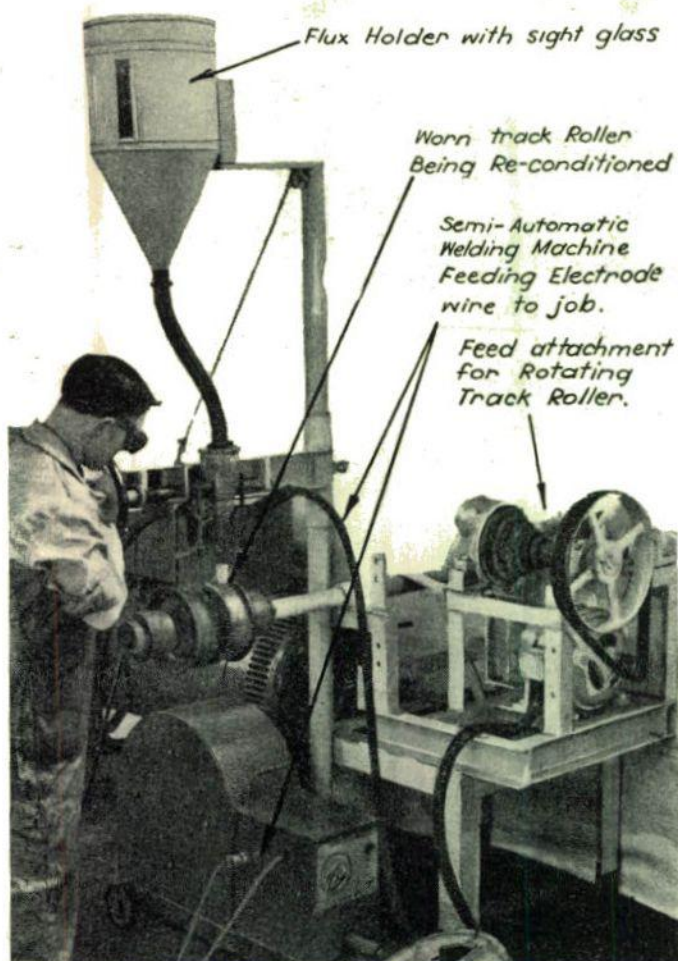
Mechanical loading of aggregate for bitumen surfacing work.



Spreading and tamping machine for bituminous pre-mixed materials.



Trench roller used for pavement widening work.



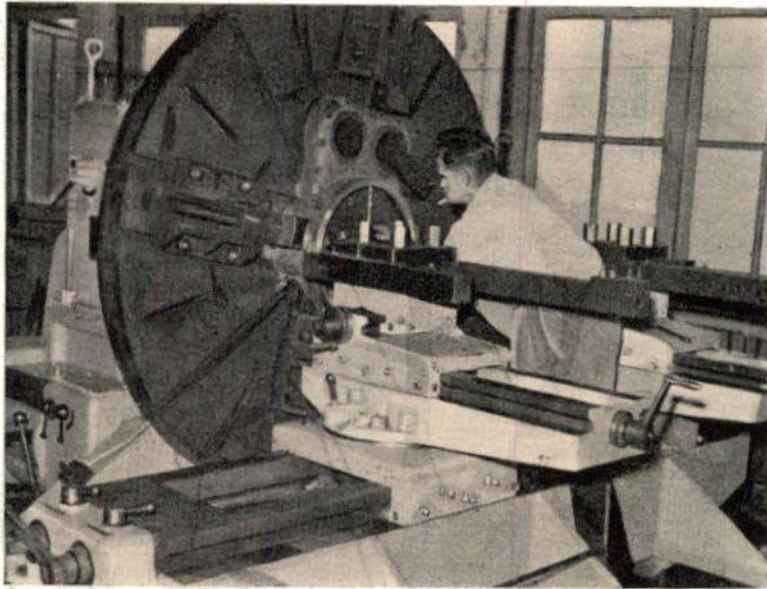
Building up worn track roller of crawler tractor by automatic welding at Department's Central Plant Workshop.

The effective tradesman man hours available for plant overhaul at the Central Workshop was reduced somewhat by the necessity to fit locking devices, safety canopies and guards, etc., to the new equipment received before being placed in service. This, together with the relatively large number of machines returned from the field for major overhaul, made it necessary to increase the quantity of work placed with private firms under contract, supervised by Departmental inspectors.

The preparation and issue of the illustrated service charts to assist operators has continued; most plant owned by the Department is now covered by an improved type of chart.

During the year, 160 major plant repairs have been carried out at Central Workshop, including 30 tractors, 12 graders, 5 excavators, 17 air compressors, 27 motor vehicles and 4 road rollers. A total of 1,350 minor repairs was also carried out.

Other work of a major nature put in hand comprised the rebuilding and refitting of three large steel vehicular ferry vessels. Two of the vessels have been completed by the Department's field forces and one being undertaken by contract is nearing completion.



Machining flywheel housing of large crawler tractor on a six-foot face plate lathe at Department's Central Plant Workshop.

RESEARCH.

The investigation into the liability of local rocks to stripping of bitumen coating in the presence of water was continued, further aggregates from various parts of the State being tested.

A question having arisen regarding the comparative effects of single axles and tandem axles on road pavements, a model was constructed which clearly demonstrated the effects of the two types of loading on pressure intensity on the subgrade below a concrete pavement.

TESTING OF MATERIALS.

The Testing Laboratory at Newcastle was nearing completion by the end of the year, and a Laboratory in conjunction with the new Divisional Office was under construction at Deniliquin. With the completion of these two Laboratories, seven of the Department's nine country Divisions will have their own Divisional Office Laboratories. As a result of the progress now made in decentralisation of testing, the volume of routine testing conducted in Divisional and Local Office Laboratories exceeds that conducted in Head Office Laboratory, the approximate figures for the past year being:—

Number of samples for routine control tested—

(a) In Head Office Laboratory	3,700
(b) In other Laboratories	8,500

The growth in volume of testing work, necessitated by the demonstrated need to exercise more rigorous control over materials used on main roads, has resulted in some expansion in the staff engaged on materials work. This expansion could only be very limited until the field laboratories were established, because of the insufficient size of the Head Office Laboratory to accommodate the required staff and equipment. The additional facilities now available in the country have made it possible for the Department to engage a number of graduates in geology or soil science, who have been, or will be, attached, after some special training in Head Office Laboratory, to the various Divisions. These officers will be responsible for the materials, survey and sampling of existing roads and road subgrades, for the location and sampling of materials for pavement construction, and for local testing operations. The results being obtained from the expanded materials

organisation have been most encouraging. Arrears of work are being rapidly overtaken, extra assistance is being given to Councils, and a closer control of materials used is being exercised.

Tenders were called for the construction of a new Head Office Laboratory building to be constructed under the northern approach to the Sydney Harbour Bridge, Ennis Road, North Sydney, the existing Laboratory in the basement of Head Office building being now inadequate. The new premises will have more extensive accommodation, better lighting and ventilation and have been specially designed for the Department's testing work.

During the year the following additional equipment was installed in the Head Office Laboratory:—

A Hveem stabilometer, for testing the stability of bituminous mixes.

A Laboratory centrifuge.

Apparatus for the mechanical analysis of soils by the pipette method.

Vibratory screens for preparation of large aggregate samples to the grading desired; and

Mechanical apparatus for Proctor compaction test.

TEST OF RUBBER IN BITUMEN.

On the 5th November, 1951, the Department laid lengths of asphaltic concrete and of bituminous resurfacing using bitumen in which crumb rubber ("Mealorub") had been incorporated, at a site on the Prince's Highway between Barwon Park Road and Canal Road, St. Peters. The rubber was incorporated into the bitumen in a partly dissolved state in quantity equivalent to 5 per cent. of the bitumen content for asphaltic concrete, and 2 per cent. for the bituminous resurfacing. Control lengths of similar surface were also laid without rubber. Representatives of the British Rubber Development Board acted as technical advisers on the use of the rubber admixture.

Insufficient time has elapsed to draw conclusions regarding wearing qualities.

SECTION III—TOLL BRIDGES.

SYDNEY HARBOUR BRIDGE.

Financial Position.

The complete accounts relating to the Bridge for the year 1951-52 are set out in Appendix No. 4, but the result of the year's operations may be summarised as follows:—

Income from 1st July, 1951, to 30th June, 1952 .. £751,551

Expenditure from 1st July, 1951, to 30th June, 1952 460,211

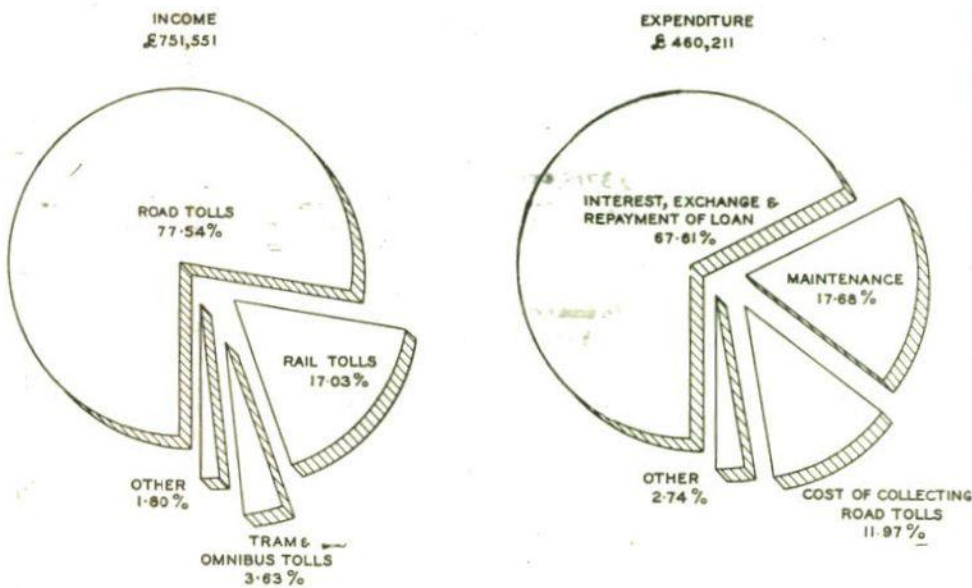
Excess of income over expenditure for the year
1951-52 £291,340

The above result may be compared with that of the previous four years from the following table:—

Item.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	Total since Bridge was opened on 19th March, 1932.
	£	£	£	£	£	£
INCOME.						
Road Tolls on Passengers and Vehicles	352,488	380,795	438,898	526,309	582,764	5,490,685
Railway Passengers' Tolls	130,460	132,662	130,729	129,678	127,952	2,212,749
Tramway and Omnibus Passengers' Tolls	26,380	26,996	27,394	27,273	27,318	688,497
Rents	9,453	11,247	12,768	13,509	13,429	176,165
Councils' Contributions	14	9	...	9	2	734,404
Other Income	334	93	147	244	86	1,790
Total Income	£ 519,129	551,802	609,936	697,022	751,551	9,304,290
EXPENDITURE.						
Loan Charges—						
Interest	256,512	245,974	241,957	232,085	221,400	5,772,586
Exchange	30,701	26,752	26,172	24,964	21,755	782,565
Sinking Fund	66,272	67,887	68,949	67,372	66,477	1,029,092
Management Expenses	1,144	1,331	1,932	1,562	1,520	43,368
Total Loan Charges	354,629	341,944	339,010	325,983	311,152	7,627,611
Maintenance and Improvement of Structure and Surroundings, including Lighting and Cleaning	43,005	56,392	70,691	60,086	81,349	745,761
Alterations to Approach Archways for Occupation by Tenants	13,134	10,083	3,243	351	231	73,461
Cost of Collecting Road Tolls	20,778	24,535	30,430	43,562	55,109	322,403
Construction of Toll Barriers and Toll Office .....	...	...	22,097	4,260	214	26,571
Provision of Traffic Facilities .....	...	126	162	1,315	8,552	10,155
Other Expenditure	2,286	1,954	2,676	5,186	3,604	102,157
Total Expenditure	£ 433,832	435,034	468,309	440,743	460,211	8,908,119
Surplus for the year	85,297	116,768	141,627	256,279	291,340	...

The proportions of the several items of income and expenditure for the year 1951-52 are shown by the following diagram:—

SYDNEY HARBOUR BRIDGE 1951 - 52



Receipts and payments connected with the operation of the Bridge are dealt with in the Sydney Harbour Bridge Account as provided for in Section 7 of the Sydney Harbour Bridge (Administration) Act, 1932. The surplus of £291,340 on operations during 1951-52 was added to an accumulated net surplus of £104,831 in the Sydney Harbour Bridge Account in respect of operations during previous years, making a total of £396,171. Of this amount, £375,000 was transferred on 30th June, 1952, from the Sydney Harbour Bridge Account to a Sydney Harbour Bridge Reserve Account established at the State Treasury in pursuance of Section 9 of the Sydney Harbour Bridge (Administration) Act, 1932, leaving a balance of £21,171 in the Sydney Harbour Bridge Account at the end of the financial year 1951-52. The Colonial Treasurer has approved of amounts held in the Sydney Harbour Bridge Reserve Account being credited with interest at the Treasury "average rate".

Capital Cost.

The capital cost of the Sydney Harbour Bridge to 30th June, 1952, and the sources of finance were as follows:—

Capital Cost.		Sources of Finance.	
	£		£
Main and Approach Spans	7,135,343	Repayable Loan Funds provided by the State	8,049,374
Acquisition of Land and Property ...	1,002,095	Contributions by Local Governing Councils to the date the Bridge was opened	1,327,466
Capitalised Interest and Exchange in respect of loan moneys spent to the date the Bridge was opened	1,494,988	Interest accrued on the Councils' contributions to the date the Bridge was opened	337,978
Miscellaneous Expenses	93,061	Miscellaneous.....	10,669
	<u>£9,725,487</u>		<u>£9,725,487</u>

Resumed properties still on hand are valued at £260,000, and upon their disposal the proceeds will be credited to the capital expenditure shown above. The loan funds amounting to £8,049,374 used for the construction of the Bridge are being repaid by the sinking fund method, and the net liability outstanding at 30th June, 1952, was £6,912,772.

Traffic.

Road vehicles totalling ^{15,993,000}~~16,082,000~~, including approximately 434,000 omnibuses, crossed the Bridge during 1951-52, while the number of the various classes of travellers and the proportion of revenue provided by each class were as follows:—

	Number.	Toll Revenue.	Percentage of Total Travellers.	Percentage of Total Toll Revenue.	Average Contribution per Traveller.
	23,715,000	£	per cent.	per cent.	d.
Rail Travellers	23,715,000	127,952	31.47	17.34	1.29 + 0.29
Tram and Omnibus Travellers ..	24,745,000*	27,318	33.28	3.70	0.25 0.26*
Road Travellers	26,424,000	582,764	35.05	78.96	5.33 5.29†
Total	74,665,000 74,665,000	738,034	100.00	100.00	2.37

* Approximate.

† Inclusive of vehicles. The average contribution per traveller in respect of those using passenger vehicles other than omnibuses was approximately 4.523d.

Maintenance.

Painting.—Approximately 76.2 per cent. of the total area of the metal work has now been repainted since the war. The total superficial area of the portions painted during the present cycle is 475,260 square yards (99 acres). The repaint involves the thorough cleansing of the whole of the surface treated and patch-painting with a rust inhibitor-red lead primer those areas where the protective coats have deteriorated. Two coats are then applied to the whole surface representing a total coverage of 198 acres.

The abovementioned area does not include the interior surface of the upper and lower chords (39,580 square yards per coat) or the stringer girders (64,080 square yards per coat) carrying train and tram traffic. The paint work on interior surfaces applied during the first repaint in 1935-40 is still in excellent condition, mainly as a result of effective caulking applied in 1938 to exclude moisture.

During the year approximately 5 per cent. of the painting strength has been employed on the painting of traffic signs, road markers, lamp posts, etc. Approximately 80 per cent. of the painting staff was engaged for a period of two months on the application of white paint to the roadway parapets over a total length of 1-2/3 miles in anticipation of the Royal visit, subsequently postponed. Concurrently with the general repainting, approximately 20 per cent. of the painting strength has been employed throughout the year on patch-painting those areas where it is necessary to arrest corrosion before the general painting gangs reach such locations.

An electrically driven air compressor plant has been installed on the main span travelling gantry for the purpose of spray painting a considerable area of heavily riveted surfaces located in confined spaces between the extremities of the hangers supporting the deck and end boxes of the main cross girders. These locations are inaccessible to ordinary methods of painting.

Investigations and tests of paint materials were continued during the year with a view to improving the effectiveness of paints used as priming and covering coats.

All paint required during the year for steel bridges maintained by the Department throughout the State, including the Sydney Harbour Bridge, was prepared in the mixing plant located in the south pylon.

Steelwork.—Caulking of lower chords on approach spans with metallic lead was continued at locations where the caulking compound initially used had allowed moisture to penetrate crevices and pockets.

Approximately 400 feet of the steel roadway parapets were realigned on the southern approaches where vibration from rail traffic had caused settlement of the concrete footings.

715
23,496,000
24,914,000
26,244,000
74,654,000

(Amended
figures
supplied
in Aug. 1953).

16,960 feet of the 3-inch diameter pipe railing on the roadway and footway parapets were removed and replaced for the purpose of arresting internal corrosion of the pipes. The pipe railing was secured by spot welding where loosening had occurred as the result of vibration. Approximately 25 per cent. of this work remains to be done.

The 14-inch diameter pins and pin-holes in the cross girder/hanger connections on the main span were cleaned and reconditioned.

The bulkhead plates at the extremities of footway spans were removed in certain locations to arrest corrosion under the pavement.

Other work completed during the year included: Securing of the wire mesh screens loosened by vibration. These screens prevent detached brake shoes from trains and other objects falling through the deck of the Bridge into the harbour and park areas. The fabrication and erection of five steel frames for holding signs which are raised and lowered during peak traffic periods. The inspection of riveted connections subject to loosening by vibration.

Miscellaneous Maintenance Work.—Work was continued on repairs to the concrete footway slabs on the northern and southern approaches to the western footway, where vibration from rail traffic had caused the underlying filling to subside.

Repairs were also carried out to the concrete rendering on retaining walls of the approaches and the grouting of shrinkage cracks.

Sixteen chain hoists supporting the travelling gantries beneath the approach spans were overhauled, together with all mechanical parts from the four cranes on the arch, eleven travelling gantries beneath deck level, and all plant and mechanical equipment in the workshop, paint-mixing room and elsewhere on the structure.

The lubrication of sliding surfaces and the measurement of the movement of the expansion bearings on the main and approach spans were continued during the year.

A lathe of modern design and a rod and pipe screwing machine were installed in the workshop, to facilitate the production of the many parts required for repair jobs connected with various phases of the maintenance work.

Traffic Aids.—In order to increase the traffic capacity of the carriageway of the bridge at peak periods, adjustments were made so that four of the six lanes on the bridge are used by city-bound traffic at the morning peak, and four lanes by outward traffic at the evening peak.



New traffic islands at southern approach to Sydney Harbour Bridge.

Traffic aids installed for this purpose, and generally to facilitate traffic movement, include the following: The original central double yellow continuous stripe has been replaced by a continuous red stripe 9 inches wide over the bridge structure and immediate approaches. Eight large notice boards have been erected, four on the main span portals and two at each end of the northern and southern approaches. These signs have been erected for the guidance of drivers in conformity with the Police Traffic Regulations. Reflecting studs have been inserted in the red centre and the two adjacent yellow traffic lines at intervals of 24 feet. Numerous flexible markers constructed of rubber conveyor belting have been provided for placing along the line dividing the two directions of traffic movement.

Traffic islands have been constructed at the extremity of the southern approach at the intersection of York and Clarence Streets with the roadway over the bridge, for the guidance of traffic and for greater safety.

Road Pavement.—The work carried out during the year mainly comprised the smoothing out of undulations in the asphalt road surface between the former site of the toll barriers and the southern abutment, which was put in hand during the previous year and has now been completed. A new surface of fine asphaltic concrete was also laid on this section of roadway. A new asphaltic concrete surface was applied to a large area at the northern extremity of Bradfield Highway, including the turnouts into Lavender Street, Alfred Street, McDougall Street and Ennis Road.

Footways.—Repairs to the western footway were undertaken following the removal of the large gas-main installed on the footway during the war.

The gas-main was removed during June, 1951, and the footway re-opened to the public on 20th September, 1951.

PEAT'S FERRY BRIDGE.

Financial Position.

The total cost of the Peat's Ferry Bridge was £491,506, of which £101,717 was met from the revenues of the County of Cumberland and Country Main Roads Funds, and the balance of £389,789 was met from Loan Funds advances by the State Government. These loan moneys are required to be repaid, together with interest, from the proceeds of toll charges.

The Bridge was opened to traffic during the first half of 1945. The following statement shows the financial position during each of the past five years and as at 30th June, 1952:—

Item.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	Total since Bridge was opened on 5th May, 1945.
	£	£	£	£	£	£
Receipts from Tolls	41,104	46,259	62,361	78,528	96,774	389,751
Payments—						
Toll Collection Expenses	4,388	4,409	*11,590	*9,711	*8,593	47,341
Interest on Loan	12,536	12,016	10,751	8,684	6,286	78,966
Management Expenses of Loan .....	...	60	85	69	57	271
Total	£ 16,924	£ 16,485	£ 22,426	£ 18,464	£ 14,936	£ 126,578
Revenue Surplus	24,180	29,774	39,935	60,064	81,838	263,173
Accumulated Revenue Surplus	23,597	38,643	63,330	60,545	81,883	...
Repayment of Loan	14,728	15,248	62,849	60,500	81,000	262,290
Net Surplus	8,869	23,395	481	45	883	883
Outstanding Loan Liability at end of year.....	347,097	331,849	269,000	208,500	127,500	...

* Includes £5,807, £2,916 and £121 for the provision of additional toll lanes during 1949-50, 1950-51 and 1951-52 respectively.

Due to the growth of traffic using the Bridge, toll revenue during 1951-52 showed an increase of 23 per cent. over that of the previous year. The surplus funds available after meeting the cost of toll collection and of interest and loan expenses were used to the extent of £81,000 in reduction of the loan liability which stood at £127,500 at 30th June, 1952.

Traffic.—The following statement shows the number of toll-paying vehicles which crossed the Bridge in various years since 1st June, 1945:

Type of Vehicle.	1945-46.	1946-47.	1949-50.	1950-51.	1951-52.	Percentage Increases.	
						1951-52 over 1950-51.	1951-52 over 1945-46.
Light Vehicles (Motor Cycles, Cars and Utilities)	262,447	421,615	639,677	814,776	987,648	per cent. 21	per cent. 276
Lorries up to 3-tons tare	21,062	47,233	73,125	85,163	85,061	...	304
Vehicles exceeding 3-tons tare	5,902	23,746	48,294	72,613	95,391	31	1,516
Total All Vehicles	£ 289,411	492,594	761,096	972,552	1,168,100	20	304

The above figures disclose a considerable increase of traffic. Total traffic grew by 20 per cent. in 1951-52 compared with the previous year, while it was more than four times greater in 1951-52 than in 1945-46. The outstanding feature, however, is the rapid rise in the use of heavy vehicles exceeding 3 tons tare weight; these showed an increase of 31 per cent. during 1951-52 compared with 1950-51, and the number of vehicles of this type using the Bridge in 1951-52 was more than sixteen times greater than in 1945-46.

SECTION IV.—MISCELLANEOUS.

REGULATION OF WEIGHT OF LOADS ON MAIN ROADS.

The Department's activities in connection with the regulation of weight of loads carried by vehicles using main roads was referred to in the last annual report.

The administration of Ordinance 30c under the Local Government Act, 1919, which prescribes maximum axle loads and loaded weights respectively, was continued during the year.

In order to assist hauliers to conform to the load limitations prescribed, the Department issues vehicle loading assessments on application, 2,992 of such assessments being issued during the year.

Special permits numbering 779 were issued for carrying loads in excess of the Ordinance limitations covering the transport of indivisible loads, such as large plant items. The need to provide for movement of such loads is resulting in the development of suitable multiple axled vehicles and equipment.

During the year, 795 prosecutions for breaches of Ordinance 30c were instituted, and a total of £13,181 awarded in fines and costs.

INSTRUCTION ON PLANT MAINTENANCE AND OPERATION.

During the year, two instructors were engaged full time conducting courses of field instruction on the care, maintenance and operation of plant. A third instructor was trained during the year to specialise on instruction to operators of mobile loaders, the Department's fleet of these items having been considerably augmented during the past two years.

As in previous years, instructors travel from job to job giving instruction to new operators or operators of new types of plant, and following up the instruction previously given to the more experienced plant operators. Operators were instructed on all types of plant items used by the Department.

Instruction was given to a total of 352 Departmental employees engaged at the following centres:—

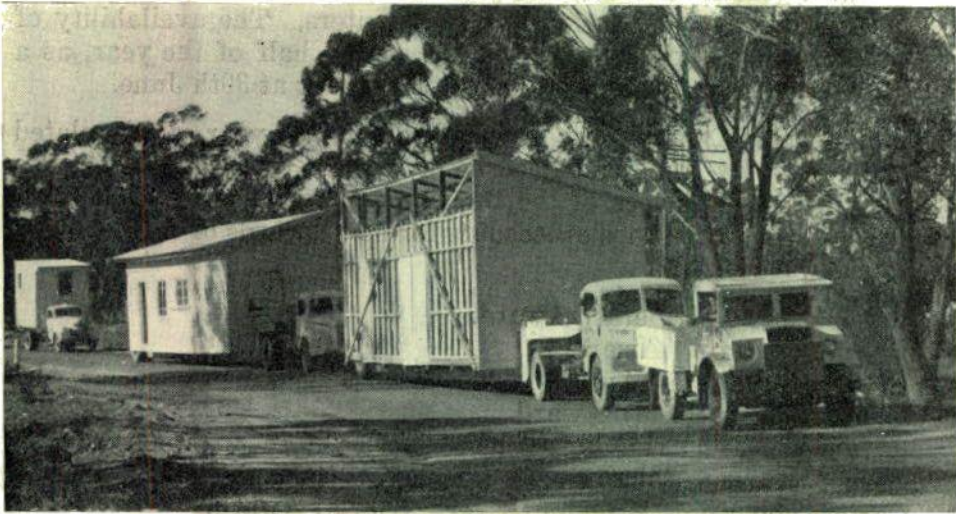
Brookvale, Narrabeen, Prestons, Kiama, Bowenfels, Windsor, Gosford, Port Macquarie, Moorland, Singleton, Coff's Harbour, Grafton, Glen Innes, Sandy Flat, Gibraltar Range, Murrurundi, Bendemeer, Carcoar, Cobar, Yass, Tumblong, Bateman's Bay, Cobargo, Bega, Wagga Wagga, Wentworth, Pooncarie, Euston, Milparinka, Wilcannia, Tocumwal, Broken Hill, and Menindee.

The main groups of trainees were tractor operators (66), grader operators (62), mobile loader operators (42), compressor drivers (31), and lorry drivers (23).

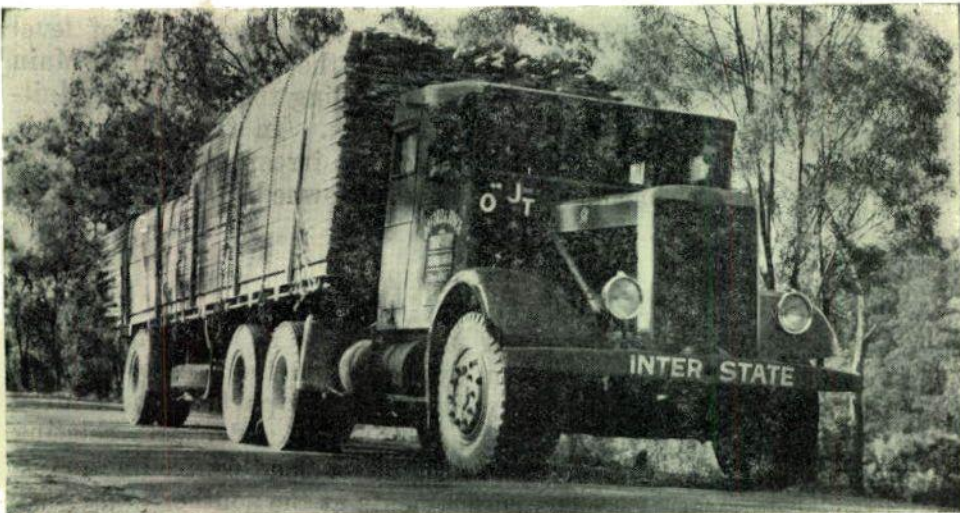
Two employees of Severn Shire Council and one from Wentworth Municipal Council were included in courses of instruction given to Departmental operators.

EMPLOYMENT AND INDUSTRIAL.

The number of wages employees engaged on maintenance and construction of Main and Developmental Roads at 30th June, 1952, was 6,140. Of this number, 3,236 were employed on day labour works by the Department, 82 on contracts, while 2,822 were employed by Municipal and Shire Councils on works wholly or partially financed by the Department.



Prefabricated home unit being transported over the Blue Mountains on the Great Western Highway. (S.H.5.).



Heavy haulage crossing the Moonbi Range on the New England Highway. (S.H.9).



Entrance to Department of Main Roads Exhibit at Construction Industries Fair, 1952.

During the first half of the year there was a shortage of labour in the skilled trades such as fitters and painters. The availability of funds influenced the position during the second half of the year, as a result of which there were no vacancies for labour at 30th June.

Eight new Awards have been made during the year, which related to employees of the Department, while in addition 33 Awards or Agreements affecting employees of the Department were varied, and in six other cases negotiations are proceeding for new Awards or Agreements. The new Awards are:—

- Metal Trades (Federal) Award.
- Painters (State) Award.
- Plasterers (State) Award.
- Stonemasons (State) Award.
- Surveyors, Field Hands Award.
- Carpenters and Joiners and Bricklayers (Construction) Award.
- Carters and Motor Waggon Drivers' (State) Award.
- Professional Engineers (State Instrumentalities) Award.

The Department's works have been free of industrial stoppages during the year.

RAILWAY LEVEL CROSSINGS.

During the year, further joint inspections were made of level crossings on main roads by representatives of the Department of Main Roads and the Department of Railways, including the Newcastle-Maitland coalfield area and the Broken Hill area. In these two cases, inspections covered all road-rail level crossings irrespective of whether the railways were Government or privately owned.

EXHIBITS.

The Department displayed an exhibit at a Construction Industries Fair which was held in Sydney from the 8th to the 15th April, 1952. A marquee housed examples of plant parts manufactured at the Department's Central Workshop; manual and charts relating to field service and repair of plant; a model of road centre-line marking; a model illustrating traffic arrangements at the southern approach to the Sydney Harbour Bridge; coloured illuminated photographs showing the development of roads and bridges, changes in vehicles and road-building equipment, developmental roads serving country areas and safety furnishings and works on main roads; and a road map and a display of the Journal, *Main Roads*. Outside the marquee special road equipment consisting of a travelling workshop, a caravan and a line-marking machine were on display.

As a measure of assistance to the Road Safety Council of New South Wales in its safety campaign, the Department made a window in its Head Office building available for a period of four months to display literature and photographs.

A display board illustrating road warning signs, prepared by the Department, was included in exhibitions conducted in country centres by the Road Safety Council of New South Wales.

An exhibit prepared by the Department was included in an exhibition which formed part of a Local Government Week conducted by the Council of the City of Maitland in association with the Local Government and Shires Associations of New South Wales, in June, 1952. The Department's exhibit comprised a board on which were displayed a series of photographs illustrating the development of vehicles and road-building equipment during the past 30 years.

PUBLICATIONS.

The publication of the Department's quarterly journal, *Main Roads*, was continued throughout the year. In addition to its value as a means of circulating information regarding Councils' and Department's activities, the development of road-making practices and general technical and financial information relating to roads and bridges, the Journal has become a means to record the history of road development in New South Wales.

The demand by the public for information of a general nature concerning roads was met during the year by the publication of brochures entitled *Main Roads of New South Wales* and *How a Road is Built*. A similar demand for information regarding the Sydney Harbour Bridge was met by the production of a brochure describing the construction of the Bridge, its maintenance and the toll-collecting operations and financial arrangements.

Two manuals were issued for the instruction and guidance of the Department's staff and for use by the officers of the Municipal and Shire Councils. One deals with the carrying out of surveys and designs for Main Road works, and the other with inspection, sampling and testing of materials used for road construction.

HOUSING FOR STAFF.

There is still a need to provide homes for married officers stationed in country towns, and to meet this the Department acquired six cottages during the year, viz., two at Wagga Wagga and one each at Glen Innes, Woodburn, Port Macquarie and Newcastle. All are occupied.

CONFERENCE OF STATE ROAD AUTHORITIES.

The State Road Authorities of Australia hold a conference each year to consider matters of common interest, to supply each other with information as to road developments within their respective States and to secure, as far as is practicable, uniform procedure throughout the Commonwealth in many features of road and bridge construction technique and administration.

This conference is supported by meetings of technical officers as required.

The Fourteenth Conference of State Road Authorities was held in Melbourne, Victoria, in November, 1951, when, among other matters, decisions were reached or actions were advanced covering signposting of roads and preparation or amendment of standard specifications for road and bridge works. Action to implement the decisions reached will be taken by the various States in co-operation.

VISITORS FROM OVERSEAS.

By arrangement with the Commonwealth authorities five road engineers from overseas were attached to the Department for periods during the year. Mr. B. C. Naik, Public Works Department, State of Indore, India; Mr. Y. K. Lall, Public Works Department, State of Bihar, India; Mr. V. V. Ayyar, Public Works Department, Travancore-Cochin State, India; and Mr. P. K. Vibhakar, Saurashtra, India, studied road construction and maintenance methods. Mr. A. Ferrer, Bureau of Public Works, Manila, Philippines, studied engineering and administrative technique both in office and field.

ARMY SUPPLEMENTARY RESERVE UNIT.

Reference was made in the last Annual Report to the formation of a supplementary Army Engineer Unit, on an active reserve basis, known as the 21st Construction Regiment, and to the holding of the first camp at Middle Head, Sydney, in April, 1951.

The second camp of the Regiment was held at North Head, Sydney, in April-May, 1952.

The Department of Main Roads was responsible for the raising of the Headquarters, one complete construction squadron and a platoon squadron less two troops. The Department of Public Works, and the Metropolitan Water, Sewerage and Drainage Board, were each responsible for the raising of a construction squadron and a troop of the plant squadron.

Municipal and Shire employees are also enlisted in the Regiment and are attached to the squadrons formed by the Department of Main Roads.

The Snowy Mountains Hydro-Electric Authority organised a construction squadron which was placed under the command of the 21st Construction Regiment during the camp held in 1952.

ACKNOWLEDGMENTS.

In concluding this review of the activities of the Department for the financial year ended 30th June, 1952, I desire to express appreciation of the continued loyal and able assistance given by officers and employees of the Department.

To the Minister for Transport, Main Roads Organisations in other States of the Commonwealth, other State and Commonwealth Departments and Corporate Bodies and their staffs, Executive Committees of the Local Government and Shires Associations, and Municipal and Shire Councils and their officers, the Department extends thanks for uniform courtesy, co-operation and assistance.

(Sgd.) H. M. SHERRARD,

Deputy-Commissioner for Main Roads.

3rd November, 1952.

SECTION V—APPENDICES.

Appendix No. 1.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1952.

A.—Maintenance and Miscellaneous.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Cash Balance at 30th June, 1951—							By Maintenance and Minor Improvement of Roads and Bridges—						
(a) Revenue Moneys	381,400	16	5				By Councils	170,671	1	2			
(b) Moneys provided by the Commonwealth Government for the purpose of carrying out special works	1,733	18	3				„ Department	753,630	1	1	924,301	2	3*
„ Share of Motor Taxes in accordance with Section 10 (1) Main Roads Act, 1924–1951				363,134	14	8	„ Works connected with Transport (other than Roadworks) Section 6 (2) Commonwealth Aid Roads Act, 1950				300	0	0
„ Requisition upon Councils in accordance with Section 11, Main Roads Act, 1924–1951				961,654	8	6	„ Peat's Ferry Bridge Expenses, including Interest on Loans and Repayment of Principal				95,895	15	0
Receipts from funds paid to the State by the Commonwealth under—				382,550	14	5	„ Purchase of Assets				39,663	6	11
(a) Section 7 of the Commonwealth Aid Roads and Works Act, 1947–1949	(Cr.)16	10	6				„ Administrative Expenses				82,083	3	7
(b) Section 6 (1) of the Commonwealth Aid Roads Act, 1950	502,388	11	6				„ Miscellaneous				19,947	7	4
„ Rent from Property				502,372	1	0	„ Suspense Accounts				101,045	9	6
„ Toll Collections—Peat's Ferry Bridge				20,952	2	8	„ Balance carried forward to Part "B" ...				1,263,236	4	7
„ Miscellaneous				96,773	11	9					1,075,835	1	4
				11,633	12	11							
				£2,339,071	5	11					£2,339,071	5	17

* For details see Appendix No. 10.

B.—Construction.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Balance brought forward from Part "A"	1,075,835	1	4				By Construction and Reconstruction of Secondary Roads and Bridges—						
„ Receipts from Sale of Property and Land Residues	6,387	17	6				From Revenue	1,066,146	2	9			
„ Contributions by Councils towards construction of Main, Secondary and other roads	3,326	15	2				From Contributions by Councils	3,888	17	7			
„ Miscellaneous				808	17	11	From Contributions by Other Departments and Bodies	138	15	3	1,070,173	15	7*
							„ Special Works from Funds provided by the Commonwealth Government				1,228	14	1
							„ Miscellaneous				681	14	9
							„ Cash Balance at 30th June, 1952—				1,072,084	4	5
							(a) Revenue Moneys	13,785	13	10			
							(b) Moneys provided by the Commonwealth Government for the purpose of carrying out special works	488	13	8	14,274	7	6
				£1,086,358	11	11					£1,086,358	11	11

* For details see Appendix No. 7.

H. M. SHERRARD,
Deputy Commissioner for Main Roads.

J. A. FARLEY,
Accountant.

The books and accounts of the Department of Main Roads have been examined and audited for the year ended 30th June, 1952, in accordance with the provisions of the Audit Act, 1902–45.

The above statement, in my opinion, is a correct record of the receipts and payments of the County of Cumberland Main Roads Fund during the year ended 30th June, 1952.

Sydney, 27th October, 1952.

W. J. CAMPBELL,
Auditor General of New South Wales.

Appendix No. 2.

COUNTRY MAIN ROADS FUND.

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1952.

A.—Maintenance and Miscellaneous.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Cash Balance at 30th June, 1951—							By Maintenance and Minor Improvement of Roads and Bridges—						
(a) Revenue Moneys	390,293	19	6				By Councils	1,961,196	15	4			
(b) Moneys provided by the State Government and Authorities and the Commonwealth Government for the purpose of carrying out special works	33,636	12	1				By Department	2,034,436	10	0			
				423,930	11	7	„ Maintenance by Councils of Roads of approach to Commonwealth Properties, Clause 5 (2) Federal Aid Roads and Works Agreement, 1937...				3,995,633	5	4*
„ Share of motor taxes in accordance with Section 20 (1) of the Main Roads Act, 1924–1951				4,084,737	12	9	„ Works Connected with Transport (Other than Roadworks), Section 6 (2) Commonwealth Aid Roads Act, 1950				1,416	5	0
„ Receipts from funds paid to the State by the Commonwealth under Section 6 (1) of the Commonwealth Aid Roads Act, 1950				2,151,193	13	8	„ Purchase of Plant, Motor Vehicles and other Assets				1,200	0	0
„ Funds specially provided by the State Government from Consolidated Revenue				300,000	0	0	„ Repairs and Expenses in Respect of Plant and Motor Vehicles				776,985	9	8
„ Contributions by Councils towards Maintenance of Main Roads				3,868	11	0	„ Repayment of Principal and Payment of Interest, Exchange, Sinking Fund and Management Expenses of Loans—				367,939	17	2
„ Receipts from the Sale of Assets				13,628	12	4	Under Section 21 of the Main Roads Act, 1924–1951	150,810	14	2			
„ Hire of Department's Plant and Motor Vehicles				479,048	14	2	Payments to Treasury in respect of repayment by Municipal and Shire Councils of Unemployment Relief Advances	262	0	10	151,072	15	0
„ Miscellaneous				25,590	10	2	„ Administrative Expenses				264,826	12	7
							„ Miscellaneous				21,156	13	8
							„ Suspense Accounts				(Dr.) 8,516	19	1
							„ Balance carried forward to Part “B”				5,571,713	19	4
											1,910,284	6	4
											£7,481,998	5	8

* For details see Appendix No. 11.

B.—Construction.

RECEIPTS	£	s.	d.	£	s.	d.	PAYMENTS	£	s.	d.	£	s.	d.
To Balance brought forward from Part “A”				1,910,284	6	4	By Construction and Reconstruction of Main Roads and Bridges—						
„ Councils' contributions towards construction of Main Roads				7,020	0	0	Ordinary Works—						
„ Receipts from funds paid to the State under Section 7 of the Commonwealth Aid Roads Act, 1950				16,000	0	0	From Revenue Funds	1,846,785	1	1			
„ Funds provided by the Commonwealth for—							From Councils' contributions	3,325	1	6			
(a) Defence Works	11,555	19	8				From Contribution by the Joint Coal Board	53,401	10	3			
(b) Roadworks in connection with the Snowy Mountains Hydro-Electric Scheme	192,565	18	10								1,903,511	12	10
				204,121	18	6	From Repayable Loan Funds provided by the State Government...	241,016	3	8			
„ Repayable Loan Funds provided by the State Government				225,000	0	0	„ Roadworks in connection with Snowy Mountains Hydro-Electric Scheme—				2,144,527	16	6*
„ Contributions by the Joint Coal Board towards the restoration of the pavement on the main road used by vehicles engaged in the transport of coal from mines situated in Burrarorang Valley							From funds provided by—						
„ Miscellaneous				53,401	10	3	Commonwealth Government	189,687	8	11			
				930	5	1	Department of Main Roads	25,400	0	0			
							Contributions by Councils	4,490	0	0			
							„ Construction of unclassified roads in the Western Division from funds provided under—				219,577	8	11
							(a) Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947–1949	2,185	3	3			
							(b) Section 7, Commonwealth Aid Roads Act, 1950	16,739	4	7			
											18,924	7	10
							„ Works from funds provided by Commonwealth Government—						
							(a) Strategic roads and roads of access to Commonwealth Property (Commonwealth Aid Roads and Works Act, 1947–1949)	42	0	4			
							(b) Defence Works	3,848	17	0			
							„ Miscellaneous				3,890	17	4
											28	2	11
							„ Cash Balance at 30th June, 1952—				2,386,948	13	6
							(a) Revenue Moneys	4,569	13	10			
							(b) Moneys provided by the State Government and Authorities and the Commonwealth Government for the purpose of carrying out special works	25,239	12	10			
											29,809	6	8
											£2,416,758	0	2

* For details see Appendix No. 8.

H. M. SHERRARD,
Deputy Commissioner for Main Roads.

J. A. FARLEY,
Accountant.

The books and accounts of the Department of Main Roads have been examined and audited for the year ended 30th June, 1952, in accordance with the provisions of the Audit Act, 1902–45.

The above statement, in my opinion, is a correct record of the receipts and payments of the Country Main Roads Fund during the year ended 30th June, 1952.

Sydney, 27th October, 1952.

W. J. CAMPBELL,
Auditor General of New South Wales.

Appendix No. 3.
DEVELOPMENTAL ROADS FUND.

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1952.

RECEIPTS		£	s.	d.	£	s.	d.	PAYMENTS		£	s.	d.	£	s.	d.
To Cash Balance at 30th June, 1951—								By Construction - and Reconstruction of							
Revenue Moneys—								Developmental Roads—							
Ordinary Revenue		2,323	16	3				From Ordinary Revenue Funds					53	9	7
Moneys allocated from the amounts paid to the State Government by the Commonwealth Government under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-1949 and Section 7 of the Commonwealth Aid Roads Act, 1950		237,012	9	7				From Moneys allocated from the amount paid to the State Government by the Commonwealth Government under—							
								(a) Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-1949		16,260	18	0			
Moneys provided by the State Government for the cost of repairing flood damage		3,791	15	6				(b) Section 7 of the Commonwealth Aid Roads Act, 1950		122,222	0	5	138,482	18	5
		243,128	1	4				From Moneys provided by the State Government—							
Repayable Loan Funds provided by the State Government		53,851	6	7				(a) From Consolidated Revenue for the cost of repairing flood damage		297	4	7			
					296,979	7	11	(b) From Repayable Loan Funds		27,879	17	10	28,177	2	5
Receipts from funds paid to the State under Section 7 of the Commonwealth Aid Roads Act, 1950					200,000	0	0	Administrative Expenses					166,713	10	5
								Miscellaneous					1,742	6	3
													130	5	4
													168,586	2	0*
								Cash Balance at 30th June, 1952—		397	15	1			
								Ordinary Revenue							
								Moneys allocated from the amounts paid to the State Government by the Commonwealth Government under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-1949 and Section 7 of the Commonwealth Aid Roads Act, 1950		298,620	11	2			
								Moneys provided by the State Government for the cost of repairing flood damage		3,494	10	11			
										302,421	17	2			
								Repayable Loan Funds provided by the State Government		25,971	8	9	328,393	5	11
					£496,979	7	11						£496,979	7	11

* For details see Appendix No. 9.

H. M. SHERRARD,
Deputy Commissioner for Main Roads.

J. A. FARLEY,
Accountant.

The books and accounts of the Department of Main Roads have been examined and audited for the year ended 30th June, 1952, in accordance with the provisions of the Audit Act, 1902-45.

The above statement, in my opinion, is a correct record of the receipts and payments of the Developmental Roads Fund during the year ended 30th June, 1952.

Sydney, 27th October, 1952.

W. J. CAMPBELL,
Auditor General of New South Wales.

Appendix No. 4.

SYDNEY HARBOUR BRIDGE ACCOUNT.

(Section 7 (1) of the Sydney Harbour Bridge (Administration) Act, No. 32, 1932.)

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1952.

EXPENDITURE.		£	s.	d.	£	s.	d.	INCOME.		£	s.	d.	£	s.	d.
To Cost of Collecting Road Tolls					55,100	5	2	By Road Tolls					582,764	2	1
" Maintenance, Lighting, Cleaning and Minor Improvements					81,349	4	4	" Railway Tolls					127,951	19	4
" Provision of Traffic Facilities					8,551	13	7	" Tramway and Omnibus Tolls					27,317	17	9
" Alterations to Archways for occupation by Tenants					230	19	10	" Rents from Properties					13,428	17	8
" Construction of Toll Office and Toll Barriers					214	4	4	" Miscellaneous					87	16	4
" Maintenance of Properties					595	18	6								
" Loan Charges—															
Interest		221,400	0	0											
Exchange		21,755	2	2											
Sinking Fund		66,476	16	3											
Management Expenses of Loans		1,519	13	2											
					311,151	11	7								
" Miscellaneous					496	2	0								
" Administrative Expenses					2,571	18	11								
					460,210	18	3								
" Balance, being excess Income over Expenditure for the year 1951-52 carried down					291,339	14	11						751,550	13	2
					751,550	13	2								
" Transfer to Sydney Harbour Bridge Reserve Account					375,000	0	0	" Accumulated Surplus at 30th June, 1951		104,831	0	11			
" Accumulated Surplus at 30th June, 1952					21,170	15	10	" Excess of Income over Expenditure for the year 1951-52 brought down		291,339	14	11	396,170	15	10
					£396,170	15	10						£396,170	15	10

Appendix No. 4—continued.

SYDNEY HARBOUR BRIDGE ACCOUNT.

BALANCE SHEET AS AT 30TH JUNE, 1952.

LIABILITIES.		ASSETS.	
	£ s. d.		£ s. d.
Sundry Creditors—		Cash in Hand	3,039 18 3
Salaries, Wages and Superannuation accrued due	4,292 16 1	Cash at Treasury	12,580 11 8
Goods and Services	4,324 15 5	Payments in Advance	123 0 7
Department of Government Tram and Omnibus Services	120 0 0	Sundry Debtors—	
State Treasury—Interest, Exchange and Sinking Fund	24 18 8	Commissioner for Railways—	
Rents received in Advance	570 5 6	Railway Contributions	11,235 11 10
Miscellaneous	1,452 0 6	Councils for Bridge Rate and Interest	80 7 2
		Miscellaneous	1,516 6 9
	10,784 16 2	Stock on Hand	12,832 5 9
Income and Expenditure Account—		Furniture, Fittings and Equipment	2,207 2 2
Accumulated Surplus at 30th June, 1952	21,170 15 10	Less Depreciation	1,172 13 7
	£31,955 12 0		£31,955 12 0

H. M. SHERRARD,
Deputy Commissioner for Main Roads.

J. A. FARLEY,
Accountant.

SYDNEY HARBOUR BRIDGE RESERVE ACCOUNT.

(Section 9 of the Sydney Harbour Bridge Account (Administration) Act, No. 32, 1932).

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1952.

EXPENDITURE.	£ s. d.	INCOME.	£ s. d.
To Balance in State Treasury Special Deposits Account	£375,000 0 0	By Transfer from Sydney Harbour Bridge Account during the year 1951-52	£375,000 0 0

H. M. SHERRARD,
Deputy Commissioner for Main Roads.

J. A. FARLEY,
Accountant.

The books and accounts of the Department of Main Roads in relation to the Sydney Harbour Bridge have been examined and audited for the year ended 30th June, 1951, in accordance with the provisions of the Audit Act, 1902-45.

This balance sheet, in my opinion, correctly sets out the financial position of the Sydney Harbour Bridge as at 30th June, 1952, according to the best of my information and the explanations given to me, and as shown by such books and accounts.

Sydney, 27th October, 1952.

W. J. CAMPBELL,
Auditor General of New South Wales.

Appendix No. 4A.

SYDNEY HARBOUR BRIDGE.

STATEMENT OF CAPITAL.

EXPENDITURE ON CONSTRUCTION—	£ s. d.	£ s. d.	FUNDS APPLIED IN LIQUIDATION OF CAPITAL DEBT—	To 30/6/1951. £ s. d.	Year 1951-52. £ s. d.	Total. £ s. d.
General Loan Account	8,049,373 16 7		Contributions by Shires and Municipalities together with Interest accrued thereon to the date the Bridge was opened	1,665,443 11 7	.....	1,665,443 11 7
Interest accrued thereon to the date the Bridge was opened	1,665,443 11 7		Sinking Fund—			
Unemployment Relief Fund	10,664 0 7		Applied in reduction of Bridge Debt	1,077,449 2 11	59,152 7 9	1,136,601 10 8
Public Works Fund	5 4 0		Cash in Hand .....	.....	.....	23,065 7 5
		9,725,486 12 9*				2,825,110 9 8
			Balance of Capital Cost at 30th June, 1952 .....	.....	.....	6,900,376 3 1
		£9,725,486 12 9				£9,725,486 12 9

*Includes the cost of properties resumed in connection with the construction of the Bridge. Resumed properties still on hand are valued at £280,350 and upon their disposal the proceeds will be credited to the Capital Expenditure.

Appendix No. 5.

AGGREGATE STATEMENT OF INCOME AND EXPENDITURE FROM THE INCEPTION OF THE MAIN ROADS BOARD, 1ST JANUARY, 1925, TO 30TH JUNE, 1941, AND OF CASH RECEIPTS AND PAYMENTS FROM 1ST JULY, 1941, TO 30TH JUNE, 1952.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

Heading.	Income and Cash Receipts.	Cash Receipts.							Total.
	1st Jan., 1925, to 30th June, 1945.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	
(a) Revenue—	£	£	£	£	£	£	£	£	£
Motor Taxation and Fees (State)	7,141,475	454,380	498,502	540,569	614,085	665,436	737,858	961,654	11,613,959
Commonwealth Government (Petrol Tax)	2,799,697	205,255	307,953	406,680	325,246	387,806	486,914	502,372	5,421,908
Councils' Contributions	5,450,763	216,884	236,093	243,039	232,235	278,022	319,419	385,878	7,363,833
Consolidated Revenue (State)	83,947	.....	.....	.....	.....	.....	.....	.....	83,947
Unemployed Relief Grants (State)	249,850	.....	.....	.....	.....	.....	.....	.....	249,850
Grants by State Government and Instru- mentalities for Sundry Works	25,652	13,398	3,335	6,000	5,000	11,793	1,937	.....	67,115
Contributions by Other Departments	46,452	.....	.....	.....	75	9,371	535	543	56,976
Miscellaneous	574,531	65,228	82,688	78,040	83,841	102,546	116,290	130,014	1,239,178
Suspense Accounts	103,134	.....	8,508	.....	62,826	.....	.....	.....	174,468
	16,475,501								26,271,239
Less Payments to Consolidated Revenue (State) in accordance with the Finances Adjustment (Further Provisions) Act, 1933	46,000	.....	.....	.....	.....	.....	.....	.....	46,000
Total	£ 16,429,501	955,145	1,137,989	1,274,908	1,323,308	1,454,974	1,662,953	1,986,461	26,225,239
(b) Loans—									
State Government for—									
Ordinary Works	1,500,106	.....	.....	.....	.....	.....	.....	.....	1,500,106
Unemployed Relief Works	449,704	.....	.....	.....	.....	.....	.....	.....	449,704
Strategic Road Works	525,311	.....	.....	.....	.....	.....	.....	.....	525,311
Loans raised by Councils	693,613	.....	.....	.....	.....	.....	.....	.....	693,613
Total	£ 3,168,734	.....	.....	.....	.....	.....	.....	.....	3,168,734
(c) Moneys provided by Commonwealth Gov- ernment for the purpose of carrying out special works	1,114,288	38,917	(Cr.) 2,898	34,696	39,201	17,000	29,000	.....	1,270,204
Grand Total	£ 20,712,523	994,062	1,135,091	1,309,604	1,362,509	1,471,974	1,691,953	1,986,461	30,664,177
Heading.	Expenditure and Cash Payments.	Cash Payments.							Total.
	1st Jan., 1925, to 30th June, 1945.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	
Maintenance and Minor Improvement—	£	£	£	£	£	£	£	£	£
(a) Roads and Bridges within N.S.W.	4,826,461	298,699	361,061	413,139	433,922	524,085	757,709	924,301	8,539,377
(b) Works other than roads and bridges within N.S.W.	35,824	19,311	731	1,714	7,139	5,641	.....	.....	70,360
Total	£ 4,862,285	318,010	361,792	414,853	441,061	529,726	757,709	924,301	8,609,737
Construction and Reconstruction—									
(a) Roads and Bridges within N.S.W.	8,989,259	195,491	374,345	473,063	667,813	782,422	830,093	1,071,403	13,383,889
(b) Works other than roads and bridges within N.S.W.	967,793	62,284	216	4,111	763	1,993	.....	.....	1,037,160
Total	£ 9,957,052	257,775	374,561	477,174	668,576	784,415	830,093	1,071,403	14,421,049
Interest and Loan Repayment—									
Principal	2,246,212	23,824	24,984	701,211	5,146	5,477	91	.....	3,006,945
Interest	1,297,067	28,844	26,301	6,242	436	234	2	.....	1,359,126
Exchange and Management Expenses	96,660	3,905	3,408	849	(Dr.) 63	.....	.....	.....	104,759
Sinking Fund	91,378	10,552	10,638	(Dr.) 76	(Dr.) 40	.....	.....	.....	112,452
Total	£ 3,731,317	67,125	65,331	708,226	5,479	5,711	93	.....	4,583,282
Purchase of Assets	125,049	43,801	55,384	27,896	23,160	28,398	53,449	39,663	396,800
Administrative Expenses	411,091	33,779	35,803	39,728	55,658	61,046	56,360	82,083	775,548
Miscellaneous	96,009	*21,490	*34,137	*38,498	*37,784	*96,568	*91,098	*116,825	532,409
Transfer on loan to Country Main Roads Fund under provisions of Clause 2 of Main Roads (Finances Adjustment) Act, 1949 .....	.....	.....	.....	.....	.....	500,000	.....	.....	500,000
Suspense Accounts	140,901	71,449	.....	108,359	.....	19,536	91,842	101,045	533,132
Grand Total	£ 19,323,704	813,429	927,008	1,814,734	1,231,718	2,025,400	1,880,644	2,335,320	30,351,957

* Includes interest and principal repaid to the Treasury on account of loan money advanced towards the cost of construction of the Peat's Ferry Bridge.

Appendix No. 5—continued.

Aggregate Statement of Income and Expenditure from the inception of the Main Roads Board, 1st January, 1925, to 30th June, 1941, and of Cash Receipts and Payments from 1st July, 1941, to 30th June, 1952—continued.

COUNTRY MAIN ROADS FUND.

Heading.	Income and Cash Receipts. 1st Jan., 1925, to 30th June, 1945.	Cash Receipts.							Total.
		1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	
(a) Revenue—									
Motor Taxation and Fees (State)	£ 24,392,530	£ 1,570,567	£ 1,583,368	£ 1,725,782	£ 1,902,338	£ 2,079,181	£ 2,848,402	£ 4,084,738	£ 40,186,906
Commonwealth Government (Petrol Tax)	10,066,455	668,170	1,002,501	1,323,807	1,058,775	1,269,663	1,870,533	2,167,194	19,427,098
Councils' Contributions	227,386	5,213	7,045	6,035	5,363	7,456	9,564	10,888	278,950
Consolidated Revenue (State)	396,318	.....	.....	.....	.....	.....	350,000	300,000	1,046,318
Unemployed Relief Grants (State)	851,703	.....	.....	.....	.....	.....	.....	.....	851,703
Grants by State Government and Instrumentalities for Sundry Works	618	.....	900	47,095	58,177	(Cr.) 14,433	.....	.....	92,357
Contributions by other Departments	121,266	3,833	5,882	.....	43	3,178	23,998	58,002	216,202
Hire of Department's Plant and Motor Vehicles	740,651	131,389	191,400	269,018	314,006	340,016	393,224	479,048	2,858,752
Miscellaneous	813,293	59,630	49,840	29,530	27,878	46,869	33,389	35,548	1,095,977
Suspense Accounts	5,280	.....	(Cr.) 5,814	3,574	.....	1,080	.....	.....	4,120
Transfer on loan from County of Cumberland Main Roads Fund under provisions of Section 2, Main Roads (Finances Adjustment) Act, 1949 .....	.....	.....	.....	.....	.....	500,000	.....	.....	500,000
Transfer from Country Main Roads Fund to Developmental Roads Fund in accordance with Finances Adjustment (Further Provisions) Act, 1933	(Cr.) 337,500	.....	.....	.....	.....	.....	.....	.....	(Cr.) 337,500
Less Payments to Consolidated Revenue (State) in accordance with the Finances Adjustment (Further Provisions) Act, 1933	154,000	.....	.....	.....	.....	.....	.....	.....	154,000
Total	£ 37,124,000	£ 2,438,802	£ 2,835,122	£ 3,404,841	£ 3,366,580	£ 4,233,010	£ 5,529,110	£ 7,135,418	£ 66,066,883
(b) Loans—									
State Government for—									
Ordinary Loan Works	3,073,325	250,000	300,000	250,000	.....	.....	200,000	225,000	4,298,325
Unemployed Relief Works	1,590,130	.....	.....	.....	.....	.....	.....	.....	1,590,130
Strategic Road Works	890,927	.....	.....	.....	.....	.....	.....	.....	890,927
Total	£ 5,554,382	£ 250,000	£ 300,000	£ 250,000	.....	.....	£ 200,000	£ 225,000	£ 6,779,382
(c) Moneys provided by Commonwealth Government for the purpose of carrying out special works	7,005,117	38,420	29,025	3,937	16,164	125,031	107,140	204,122	7,528,956
Grand Total	£ 49,683,499	£ 2,727,222	£ 3,164,147	£ 3,658,778	£ 3,382,744	£ 4,358,041	£ 5,836,250	£ 7,564,540	£ 80,375,221
Heading.	Expenditure and Cash Payments. 1st Jan., 1925 to 30th June, 1945.	Cash Payments.							Total.
		1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	
Maintenance and Minor Improvement—									
(a) Roads and Bridges within N.S.W.	£ 19,135,238	£ 1,512,801	£ 1,861,576	£ 2,070,227	£ 1,937,710	£ 2,332,423	£ 3,029,350	£ 3,997,049	£ 35,876,374
(b) Roads and Bridges Outside N.S.W.	694,729	(Dr.) 29,638	(Dr.) 2,189	2,157	19	.....	.....	.....	665,078
(c) Works other than roads and bridges within N.S.W.	44,319	3,624	1,994	570	.....	.....	.....	.....	50,507
(d) Works other than roads and bridges outside N.S.W.	6,388	.....	.....	.....	.....	.....	.....	.....	6,388
Total	£ 19,880,674	£ 1,486,787	£ 1,861,381	£ 2,072,954	£ 1,937,729	£ 2,332,423	£ 3,029,350	£ 3,997,049	£ 36,598,347
Construction and Reconstruction—									
(a) Roads and Bridges within N.S.W.	18,815,493	335,417	668,329	828,446	1,108,312	1,371,609	1,399,886	2,386,920	26,914,412
(b) Roads and Bridges Outside N.S.W.	2,666,021	(Dr.) 4,449	638	75	(Dr.) 76	.....	.....	.....	2,662,209
(c) Works other than roads and bridges within N.S.W.	1,917,554	88,998	3,942	6,897	3,685	.....	.....	.....	2,021,076
(d) Works other than roads and bridges outside N.S.W.	1,027,203	46,197	75,939	(Dr.) 84	.....	.....	.....	.....	1,149,255
Total	£ 24,426,271	£ 466,163	£ 748,848	£ 835,334	£ 1,111,921	£ 1,371,609	£ 1,399,886	£ 2,386,920	£ 32,746,952
Interest and Loan Repayment—									
Principal	447,161	24,813	24,673	25,724	26,571	12,708	1,870	1,815	565,335
Interest	1,383,291	104,507	116,846	115,924	114,074	108,575	108,958	111,556	2,163,731
Exchange and Management Expenses	198,221	14,873	15,239	15,109	12,517	13,086	11,742	11,741	292,528
Sinking Fund	319,181	38,306	39,672	49,585	64,020	22,676	23,914	25,961	583,315
Total	£ 2,347,854	£ 182,499	£ 196,430	£ 206,342	£ 217,182	£ 157,045	£ 146,484	£ 151,073	£ 3,604,909
Repairs and Expenses in respect of Plant and Motor Vehicles	422,967	124,819	138,538	122,077	183,004	220,007	253,405	367,940	1,832,757
Purchase of Assets	281,692	248,277	213,197	120,163	75,378	263,686	382,436	776,986	2,361,815
Administrative Expenses	1,246,631	103,616	133,186	143,790	163,283	184,120	222,952	264,827	2,462,405
Miscellaneous	144,780	24,189	3,027	1,520	1,324	2,534	6,083	22,336	205,843
Suspense Accounts	40,218	(Dr.) 3,627	.....	.....	2	.....	6,417	(Dr.) 8,517	34,493
Grand Total	£ 48,791,087	£ 2,632,723	£ 3,204,607	£ 3,502,180	£ 3,689,823	£ 4,531,424	£ 5,447,013	£ 7,958,664	£ 79,847,521

Appendix No. 5—continued.

Aggregate Statement of Income and Expenditure from the inception of the Main Roads Board, 1st January, 1925, to 30th June, 1941, and of Cash Receipts and Payments from 1st July, 1941, to 30th June, 1952—continued.

DEVELOPMENTAL ROADS FUND.

Heading.	Income and Cash Receipts.	Cash Receipts.							Total.
	1st Jan., 1925, to 30th June, 1945.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	
(a) Revenue—	£	£	£	£	£	£	£	£	£
Motor Taxation (State)	456,759	.....	.....	.....	.....	.....	.....	.....	456,759
Commonwealth Government (Petrol Tax)...	368,540	.....	.....	120,857	52,794	120,000	200,000	200,000	1,060,191
Councils' contributions	2,059	.....	.....	.....	.....	.....	.....	.....	2,059
Consolidated Revenue (State)	139,650	.....	.....	.....	10,000	.....	.....	.....	149,650
Unemployed Relief Grants (State)	183,097	.....	.....	.....	.....	.....	.....	.....	183,097
Contributions by other Departments	2,196	.....	.....	.....	.....	.....	.....	.....	2,196
Miscellaneous	22,485	.....	.....	.....	.....	.....	.....	.....	22,485
Transfer from Country Main Roads Fund to Developmental Roads Fund, vide Finances Adjustment (Further Pro- visions) Act, 1933	337,500	.....	.....	.....	.....	.....	.....	.....	337,500
Total	£ 1,510,286	.....	.....	120,857	62,794	120,000	200,000	200,000	2,213,937
(b) Loans—									
State Government for—									
Ordinary Works	1,127,647	50,000	100,000	50,000	.....	.....	15,000	.....	1,342,647
Unemployed Relief Works	525,488	.....	.....	.....	.....	.....	.....	.....	525,488
Total	£ 1,653,135	50,000	100,000	50,000	.....	.....	15,000	.....	1,868,135
Grand Total	£ 3,163,421	50,000	100,000	170,857	62,794	120,000	215,000	200,000	4,082,072

Heading.	Expenditure and Cash Payments	Cash Payments.							Total.
	1st Jan., 1925 to 30th June, 1945.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	
Maintenance of roads and bridges	£ 1,554	£	£	£	£	£	£	£	£ 1,554
Construction of Roads and Bridges	2,769,608	30,277	39,413	101,037	75,860	149,606	46,076	166,713	3,378,590
Total	£ 2,771,162	30,277	39,413	101,037	75,860	149,606	46,076	166,713	3,380,144
Interest and Loan Repayment—									
Interest	220,311	.....	.....	.....	.....	.....	.....	.....	220,311
Exchange and Management Expenses	32,792	.....	.....	.....	.....	.....	.....	.....	32,792
Sinking Fund	46,150	.....	.....	.....	.....	.....	.....	.....	46,150
Total	£ 299,253	.....	.....	.....	.....	.....	.....	.....	299,253
Administrative Expenses	60,587	804	2,001	1,661	1,998	1,060	310	1,742	70,183
Miscellaneous	6,306	10	13	152	5	.....	.....	130	6,616
Grand Total	£ 3,137,308	31,091	41,427	102,850	77,863	150,666	46,386	168,585	3,756,176

Appendix No. 5—continued.

Aggregate Statement of Income and Expenditure from the inception of the Main Roads Board, 1st January, 1925, to 30th June, 1941, and of Cash Receipts and Payments from 1st July, 1941, to 30th June, 1952—continued.

TOTAL ALL ROAD FUNDS.

Heading.	Income and Cash Receipts.	Cash Receipts.							Total.
	1st Jan., 1925, to 30th June, 1945.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	
(a) Revenue—	£	£	£	£	£	£	£	£	£
Motor Taxation and Fees (State)	31,990,764	2,024,947	2,081,870	2,206,351	2,516,423	2,744,617	3,586,260	5,046,392	52,257,624
Commonwealth Government (Petrol Tax) ..	13,232,692	873,425	1,310,459	1,851,324	1,436,815	1,777,469	2,557,447	2,869,566	25,009,197
Councils' contributions	5,680,208	222,097	244,043	249,674	237,598	235,478	323,983	396,766	7,644,847
Consolidated Revenue (State)	619,915	.....	.....	.....	10,000	.....	350,000	300,000	1,270,915
Unemployed Relief Grants (State)	1,284,650	.....	.....	.....	.....	.....	.....	.....	1,284,650
Grants by State Government and Instru- mentalities for Sundry Works	26,270	13,398	4,235	53,095	63,177	(Cr.) 2,640	1,937	.....	159,472
Contributions by other Departments and Bodies	169,914	3,833	5,882	.....	118	12,549	24,533	58,545	275,374
Hire of Department's Plant and Motor Vehicles	740,651	131,389	191,400	289,018	314,006	340,016	393,224	479,048	2,858,752
Miscellaneous	1,410,309	124,858	132,525	107,570	111,719	149,415	140,679	171,562	2,367,640
Suspense Accounts	108,414	.....	2,694	3,574	62,826	1,080	.....	.....	178,588
Transfer on loan from County of Cumberland Main Roads Fund under provisions of Section 2, Main Roads (Finances Adjust- ment) Act, 1949 .....	.....	.....	.....	.....	.....	500,000	.....	.....	500,000
Less Payments to Consolidated Revenue in accordance with the Finances Adjust- ment (Further Provisions) Act, 1933 ..	200,000	.....	.....	.....	.....	.....	.....	.....	200,000
Total	£ 55,063,787	3,393,947	3,973,111	4,800,606	4,752,682	5,807,984	7,392,063	9,321,879	94,506,059
(b) Loans—									
State Government for—									
Ordinary Loan Works	5,701,078	300,000	400,000	300,000	.....	.....	215,000	225,000	7,141,078
Unemployed Relief Works	2,565,322	.....	.....	.....	.....	.....	.....	.....	2,565,322
Strategic Road Works	1,416,238	.....	.....	.....	.....	.....	.....	.....	1,416,238
Loans by Councils	693,613	.....	.....	.....	.....	.....	.....	.....	693,613
Total	£ 10,376,251	300,000	400,000	300,000	.....	.....	215,000	225,000	11,816,251
(c) Moneys provided by Commonwealth Government for the purpose of carrying out special works	8,119,405	77,337	26,127	38,633	55,365	142,031	136,140	204,122	8,799,160
Grand Total	£ 73,559,443	3,771,284	4,399,238	5,139,239	4,808,047	5,950,015	7,743,203	9,751,001	115,121,470

Heading.	Expenditure and Cash Payments.	Cash Payments.							Total.
	1st Jan., 1925, to 30th June, 1945.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	1950-51.	1951-52.	
Maintenance and Minor Improvement—	£	£	£	£	£	£	£	£	£
(a) Roads and Bridges within N.S.W.	23,963,253	1,811,500	2,222,637	2,483,366	2,371,632	2,856,508	3,787,059	4,921,350	44,417,305
(b) Roads and Bridges outside N.S.W.	694,720	(Dr.) 29,638	(Dr.) 2,189	2,157	19	.....	.....	.....	665,078
(c) Works other than roads and bridges within N.S.W.	80,143	22,935	2,725	2,284	7,139	5,641	.....	.....	120,867
(d) Works other than roads and bridges outside N.S.W.	6,388	.....	.....	.....	.....	.....	.....	.....	6,388
Total	£ 24,744,513	1,804,797	2,223,173	2,487,807	2,378,790	2,862,149	3,787,059	4,921,350	45,209,638
Construction and Reconstruction—									
(a) Roads and Bridges within N.S.W.	30,574,360	561,185	1,082,087	1,402,546	1,851,985	2,303,637	2,276,055	3,625,036	43,676,891
(b) Roads and Bridges outside N.S.W.	2,666,021	(Dr.) 4,449	638	75	(Dr.) 76	.....	.....	.....	2,662,209
(c) Works other than roads and bridges within N.S.W.	2,385,347	151,282	4,158	11,008	4,448	1,993	.....	.....	3,058,236
(d) Works other than roads and bridges outside N.S.W.	1,027,203	46,197	75,939	(Dr.) 84	.....	.....	.....	.....	1,149,255
Total	£ 37,152,931	754,215	1,162,822	1,413,545	1,856,357	2,305,630	2,276,055	3,625,036	50,546,591
Interest and Loan Repayment—									
Principal	2,693,373	48,637	49,657	726,935	31,717	18,185	1,961	1,815	3,572,280
Interest	2,900,669	133,351	143,147	122,166	114,510	108,809	108,960	111,556	3,743,168
Exchange and Management Expenses	327,673	18,778	18,647	15,958	12,454	13,086	11,742	11,741	430,079
Sinking Fund	456,709	48,558	50,310	49,509	63,980	22,676	23,914	25,961	741,917
Total	£ 6,378,424	249,624	261,761	914,568	222,661	162,756	146,577	151,073	8,487,444
Repairs and Expenses in respect of Plant and Motor Vehicles	422,967	124,819	138,538	122,077	183,004	220,007	253,405	367,940	1,832,757
Purchase of Assets	406,741	292,078	268,581	143,059	98,538	292,084	435,865	316,649	2,758,615
Administrative Expenses	1,718,309	138,199	170,990	185,179	220,939	246,226	279,622	348,652	3,303,116
Miscellaneous	247,095	*45,689	*37,177	*40,170	*39,113	*99,100	*97,181	*139,341	744,866
Transfer on loan to Country Main Roads Fund under provisions of Clause 2 of Main Roads (Finances Adjustment) Act, 1949 .....	.....	.....	.....	.....	.....	500,000	.....	.....	500,000
Suspense Accounts	181,119	67,822	.....	108,350	2	19,538	98,259	92,528	567,627
Grand Total	£ 71,252,090	3,477,243	4,263,042	5,419,764	4,999,404	6,707,490	7,374,043	10,462,569	113,955,654

* Includes interest and principal repaid to the Treasury on account of loan money advanced towards the cost of construction of the Pont's Ferry Bridge.

Appendix No. 6.

SUMMARY OF LOAN LIABILITIES—MAIN AND DEVELOPMENTAL ROADS FUND.

Particulars.	County of Cumberland Main Roads Fund.	Country Main Roads Fund.			Developmental Roads Fund.	Total, All Funds.
	Section 13 (4A, 4B and 4C) of the Main Roads Act, 1924-1951— Treasury.	Section 21 (3, 3A and 3B) of Main Roads Act, 1924-1951— Treasury.	Transfer as Temporary Loan from County of Cumberland Main Roads Fund under the provisions of Clause 2 of Main Roads (Finances Adjustment) Act, 1949.	Total.	Section 29 (4) of Main Roads Act, 1924-1951— Treasury.	
	£	£	£	£	£	£
GROSS LIABILITY ASSUMED—						
Prior to 1st July, 1951	1,805,116	5,087,652	500,000	5,587,652	1,724,519	9,117,287
During 1951-1952 .....	.....	225,000	.....	225,000	.....	225,000
Total to 30th June, 1952	£ 1,805,116	5,312,652	500,000	5,812,652	1,724,519	9,342,287
REPAYMENT OF PRINCIPAL AND SINKING FUND CONTRIBUTIONS—						
Prior to 1st July, 1951—						
By Department	1,597,487	996,459	.....	996,459	23,501	2,617,447
„ Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement	118,103	470,325	.....	470,325	92,522	680,950
Total prior to 1st July, 1951	£ 1,715,590	1,466,784	.....	1,466,784	116,023	3,298,397
During 1951-1952—						
By Department	34,781	73,637	.....	73,637	.....	108,418
„ Commonwealth Government under Financial Agreement .....	.....	8,609	.....	8,609	4,225	12,834
Total during 1951-1952	£ 34,781	82,246	.....	82,246	4,225	121,252
Total to 30th June, 1952—						
By Department	1,632,268	1,070,096	.....	1,070,096	23,501	2,725,865
„ Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement	118,103	478,934	.....	478,934	96,747	693,784
Total to 30th June, 1952	£ 1,750,371	1,549,030	.....	1,549,030	120,248	3,419,649
NET LIABILITY AT 30TH JUNE, 1952	£ 54,745	3,763,622	500,000	4,263,622	1,604,271	5,922,633

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Appendix No. 7.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

SUMMARY OF EXPENDITURE ON CONSTRUCTION AND RECONSTRUCTION WORKS.

Citr. Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.					Works Completed.	
					To 30th June, 1951.	1951-52.			To 30th June, 1952.	Length.	Total Cost (including any Contributions by Councils.)
						Road Construction, including adjustment of Public Utilities.	Land for widening.	Total.			
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
STATE HIGHWAYS.											
PRINCE'S HIGHWAY.											
Kogarah.....	1	Belmore-road to George's River Bridge.	Concrete pavement	Department	143,024 6 5	(Cr.) 3,032 1 7	2 19 0	(Cr.) 3,029 2 7	139,995 3 10	.....	.....
Do	1	Kogarah Bay Creek to Belmore-road.	do do	do	23,208 0 0	40,632 0 2	0 5 0	40,632 5 2	63,840 5 2	.....	.....
Do	1	Gray-street to Kogarah Bay Creek	Additional concrete lanes	do	4,293 11 8	.....	110 6 0	110 6 0	4,403 17 8	.....	.....
Marrickville	1	King-street, St. Peters	Widening	do .....	.....	.....	174 14 0	174 14 0	174 14 0	.....	.....
Rockdale	1	Muddy Creek	Reinforced concrete bridge	do	252 19 9	8,880 10 2	.....	8,880 10 2	9,133 9 11	.....	.....
Do	1	Cook's River to Forest-road	Widening	do	1,211 2 4	.....	1,633 5 9	1,633 5 9	2,844 8 1	.....	.....
Do	1	Frederick-street to Catherine-street	do	do	8,011 2 0	.....	36 7 11	36 7 11	8,047 9 11	.....	.....
Do	1	Forest-road to Spring-street	do	do	1,477 11 7	.....	721 18 3	721 18 3	2,199 9 10	.....	.....
Do	1	Banksia-avenue towards Bay-street	do	do	307 11 3	.....	62 4 5	62 4 5	369 15 8	.....	.....
Sutherland	1	Southern approach to George's River Bridge.	Improvement at toll barrier	do	3,021 1 10	109 7 8	17 0 3	126 7 11	3,147 9 9	.....	.....
Do	1	Loftus level crossing to Waterfall...	Widening pavement	do	2,072 8 8	74 9 1	41 0 8	115 9 9	2,187 18 5	.....	.....
Do	1	George's River Bridge to Kingsway	Widening	do	1,914 4 11	.....	144 12 7	144 12 7	2,058 17 6	.....	.....
					.....	46,664 5 6	2,944 13 10	49,608 19 4	.....	.....	.....
HUME HIGHWAY.											
Ashfield	2	Queen-street to Lion-street	Concrete pavement	Department	50,229 19 10	2,496 12 3	.....	2,496 12 3	52,726 12 1	.....	.....
Do	2	Saltash Creek	Concrete culvert	do	2,272 2 3	(Cr.) 2,272 2 3	.....	(Cr.) 2,272 2 3	.....	.....	.....
Do	2	Southern carriageway between Fenwick-street and Horton-street.	Concrete pavement	do	25,534 10 5	41,846 9 1	.....	41,846 9 1	67,380 19 6	.....	.....
Bankstown	2	Chapel-road to Wilkins-street	Widening	do	17 4 2	.....	7 16 0	7 16 0	25 0 2	.....	.....
Do	2	Rass Hill	Establishment of Migrant Camp	do	9 9 8	(Cr.) 9 9 8	.....	(Cr.) 9 9 8	.....	.....	.....
Do	2	North Bankstown Public School	Pedestrian overbridge	do	61 18 4	.....	76 16 11	76 16 11	138 15 3	.....	.....
Do	2	The Avenue to Cann-street	Widening	do	12 8 6	.....	64 13 11	64 13 11	77 2 5	.....	.....
Burwood	2	Burwood-road to The Boulevard	Concrete pavement	do	54,355 2 4	42,955 2 2	454 7 6	43,409 9 8	97,764 12 0	.....	.....
Do	2	Greenhills-street to Croydon-avenue	Widening	do	2 5 0	.....	58 12 6	58 12 6	60 17 6	.....	.....
Liverpool	2	Scott-street to Elizabeth-street	Concrete pavement	do	30,554 9 9	932 13 11	.....	932 13 11	31,487 3 8	.....	.....
Do	2	Forbes-street to George-street	Widening	do	1 10 0	.....	13 5 0	13 5 0	14 15 0	.....	.....
Do	2	Moore-street to Lachlan-street	do	do	278 8 5	.....	49 3 7	49 3 7	327 12 0	.....	.....
Do	2	Atkinson-road to Cross Roads	do	do	854 7 11	.....	282 2 6	282 2 6	1,136 10 5	.....	.....
Do	2	Macquarie-street	Median Zone	do	141 18 1	384 7 9	.....	384 7 9	526 5 10	.....	.....
Liverpool and Camden	2	Cross Roads to Camden Bridge	Widening	do	19,790 16 5	26,850 14 2	.....	26,850 14 2	46,641 10 7	.....	.....
Liverpool and Fairfield	2	Cabramatta Creek	Concrete bridge	do	25,652 7 0	4,270 12 11	.....	4,270 12 11	29,922 19 11	.....	.....
Do	2	do	Approaches to bridge	do	12,574 17 9	13,064 4 5	.....	13,064 4 5	25,639 2 2	.....	.....
Strathfield	2	Homebush-road to Cook's River	Widening	do	5 16 0	.....	159 0 0	159 0 0	164 16 0	.....	.....
					.....	130,519 4 9	1,165 17 11	131,685 2 8	.....	.....	.....
GREAT WESTERN HIGHWAY											
Ashfield	5	Battle Bridge to Rogers-avenue	Concrete pavement	Department	94,024 3 9	(Cr.) 3,901 4 10	.....	(Cr.) 3,901 4 10	90,122 18 11	.....	.....
Auburn	5	Near Birnie-avenue	Stormwater drainage	do	2,458 3 11	739 8 5	.....	739 8 5	3,197 12 4	.....	.....
Blacktown	5	Western end of Prospect deviation to Penrith, Sections 1 and 2.	Widening and bituminous surfacing	do	114,268 19 7	42,840 13 4	.....	42,840 13 4	157,109 12 11	.....	.....
Do	5	Near Beaconsfield-road	Drainage easement	do	5 1 0	.....	5 10 8	5 10 8	10 11 8	.....	.....
Do	5	Prospect	Deviation	do	5 15 0	.....	30 0 0	30 0 0	35 15 0	.....	.....

Appendix No. 7—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.
Summary of Expenditure on Construction and Reconstruction Works—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.					Works Completed.	
					To 30th June, 1951.	1951-52.			To 30th June, 1952.	Length.	Total Cost (including any contributions by Councils.)
						Road construction including adjustment of Public Utilities.	Land for widening.	Total.			
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
STATE HIGHWAYS—continued.											
GREAT WESTERN HIGHWAY—continued.											
Blue Mountains.....	5	Between Lawson and Wentworth Falls.	Widening	Department .....	.....	.....	0 10 0	0 10 0	0 10 0	.....	.....
Do	5	At Medlow Bath	Deviation	do	298 19 7	.....	1 15 0	1 15 0	300 14 7	.....	.....
Do	5	At Springwood	do	do	6,958 12 10	.....	762 9 3	762 9 3	7,721 2 1	.....	.....
Burwood and Concord	5	Intersection with Burwood-road ..	Reconstruction following removal of tram tracks.	do	1,395 19 1	142 18 6	.....	142 18 6	1,538 17 7	.....	1,576 7 7
Holroyd	5	May's Hill to Prospect	Widening and bituminous surfacing	do	6,268 6 11	16,403 12 2	5,467 3 1	21,870 15 3	28,139 2 2	.....	.....
Do	5	Parramatta South deviation	Acquisition of land	do	9,870 17 11	.....	1,928 5 2	1,928 5 2	11,799 3 1	.....	.....
Do	5	235, 356 and 358 Great Western Highway.	Re-location of three cottages.....	do	14 5 2	2,555 19 6	.....	2,555 19 6	2,570 4 8	.....	.....
Do	5	19-lm. from Sydney	Concrete culvert and approaches.	do	2,694 17 3	4,568 11 8	.....	4,568 11 8	7,263 8 11	.....	.....
Holroyd and Parramatta	5	At Granville Subway	Improvement of drainage	do .....	.....	.....	5 0 0	5 0 0	5 0 0	.....	.....
Strathfield	5	Wentworth-road	Reconstruction of intersection ..	Council	257 3 8	13 12 7	.....	13 12 7	270 16 3	0 140	364 12 8
					.....	63,363 11 4	8,200 13 2	71,564 4 6	.....	.....	.....
PACIFIC HIGHWAY											
Hornsby	10	Hornsby to Peat's Ferry Bridge ...	Improvement of bends	Department	187 3 8	.....	7 7 0	7 7 0	194 10 8	.....	.....
Do	10	Pearce's Corner to Hookham's Corner	Widening	do	942 5 6	.....	294 10 6	294 10 6	1,236 16 0	.....	.....
Ku-ring-gal	10	Bobbin Head-road to Warrangli-road.	do	do	41 0 9	.....	48 15 11	48 15 11	89 16 8	.....	.....
Do	10	Ryde-road to Bobbin Head-road...	do	do	34 13 9	.....	(Cr.) 0 14 7	(Cr.) 0 14 7	83 19 2	.....	.....
Do	10	Boundary-street to west of Treat's-road.	do	do	6,980 5 0	.....	310 17 0	310 17 0	7,291 2 0	.....	.....
Do	10	Stanhope-road to Bushlands-avenue	do	do	1,028 18 5	.....	3,965 4 6	3,965 4 6	4,994 2 11	.....	.....
Do	10	Ray-street to Woodville-avenue ...	do	do	0 10 0	.....	66 0 0	66 0 0	66 10 0	.....	.....
Do	10	Roseville to Wahroonga	Recondition pavement	do	1,204 6 9	27,823 12 4	.....	27,823 12 4	29,027 19 1	.....	.....
Do	10	Clanville-road to Eton-road	Adjustment of improvement prior to construction.	do .....	.....	35 0 0	.....	35 0 0	35 0 0	.....	.....
Lane Cove and Willoughby...	10	Broughton-road to Mowbray-road	Widening and adjustment of properties.	do	15,892 0 0	39 17 1	.....	39 17 1	15,931 17 1	.....	.....
Lane Cove and North Sydney	10	Crow's Nest to St. Leonards	Concrete pavement	do	99,945 0 4	989 12 5	.....	989 12 5	100,934 12 9	.....	.....
Willoughby	10	Mowbray-road to Boundary-street	Widening	do	5,573 6 0	.....	584 7 6	584 7 6	6,157 13 6	.....	.....
					.....	28,888 1 10	5,276 7 10	34,164 9 8	.....	.....	.....
NORTH-SOUTH LINK HIGHWAY.											
Bankstown	13	Water supply pipe line to State Highway No. 2 (Hume Highway)	Widening	Department	84 10 0	.....	493 14 11	493 14 11	578 4 11	.....	.....
Baulkham Hills	13	Gibbons-street to Tintern-avenue...	Improvement of bends	do	0 15 0	.....	1 15 0	1 15 0	2 10 0	.....	.....
Fairfield	13	The Promenade to Springfield-road	Widening	do	80 12 4	.....	89 12 4	89 12 4	89 12 4	.....	.....
Holroyd and Parramatta	13	State Highway No. 5 to Railway-parade.	do	do	2 10 0	.....	143 4 4	143 4 4	145 14 4	.....	.....
Hornsby	13	Observatory Hill to Thompson's-corner.	Reconstruction and widening	do	9,040 3 9	54,054 16 9	.....	54,054 16 9	63,095 0 6	.....	.....
Parramatta	13	Woodville-road	Widening	do	1,087 1 11	.....	756 19 5	756 19 5	1,844 1 4	.....	.....
Do	13	At Numbers 533, 535 and 537	Retaining wall	do .....	.....	1,123 7 4	.....	1,123 7 4	1,123 7 4	.....	.....
				Total—State Highways £	.....	55,178 4 1	1,485 6 0	56,663 10 1	.....	.....	.....
					.....	324,813 7 6	19,072 18 9	343,886 6 3	.....	.....	.....

Appendix No. 7—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.
Summary of Expenditure on Construction and Reconstruction Works—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.					Works Completed.	
					To 30th June, 1951.	1951-52.			To 30th June, 1952.	Length.	Total Cost (including any contributions by Councils).
						Road construction including adjustment of Public Utilities.	Land for widening.	Total.			
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
ORDINARY MAIN ROADS.											
Auburn	532	Subway under railway line at Church-street, Lidcombe.	Widening	Railway Department.	49,850 5 3	8,109 15 3	.....	8,109 15 3	57,960 0 6	.....	.....
Do	532	Boorea-street to Albin-road Lidcombe.	Construction	Department .....	.....	.....	4 0 0	4 0 0	4 0 0	.....	.....
Bankstown	167	River-road to Milperra Bridge	Bituminous surfacing	Council and Department.	4,987 19 5	.....	10 18 11	10 18 11	4,998 18 4	0 2400	4,998 18 4
Do	190	Chapel-road	Widening	Department	60 4 6	.....	0 15 0	0 15 0	60 19 6	.....	.....
Do	508	Liverpool-road (Lansdowne) to Forest-road (Peakhurst).	do	do	3,862 15 7	.....	219 10 0	219 10 0	4,082 5 7	.....	.....
Baulkham Hills	157 and 160	Showground gates to Main Road No. 160 and Cecil-avenue to Anzac Hall.	Concrete pavement	Council	3,000 0 0	44,003 9 9	2 0 0	44,005 9 9	47,005 9 9	.....	.....
Do	160	Glenorie to Maroota	Bituminous surfacing	do	19,000 0 0	8,000 0 0	.....	8,000 0 0	27,000 0 0	.....	.....
Do	160	Experimental bituminous surfacing	Mixed in place experimental bituminous surfacing.	Department	16,948 9 4	1,760 18 11	.....	1,760 18 11	18,709 8 3	.....	.....
Do	160	Near Hastings-road	Deviation to improve alignment	Council	4,668 13 11	37 11 8	.....	37 11 8	4,704 5 7	0 2950	4,704 5 7
Do	181	14.5 m. from Main Road No. 184 ..	Improvement of curves	Department	1,614 15 10	.....	1 0 0	1 0 0	1,615 15 10	.....	.....
Do	182	Maroota to Sackville Ferry	Widening and realignment	Council	2,000 0 0	1,400 0 0	.....	1,400 0 0	3,400 0 0	.....	.....
Do	184	At Baulkham Hills	Widening	Department	0 15 9	.....	10 0 0	10 0 0	10 15 0	.....	.....
Do	184	Caddie's Creek (Whitehart Bridge) ..	Approaches	do	2,535 12 11	2,535 12 11	.....	2,535 12 11	2,535 12 11	.....	.....
Do	184	Caddie's Creek (Whitehart Bridge) ..	Concrete bridge	do	6,685 2 1	2,935 8 0	.....	2,935 8 0	9,620 10 1	.....	.....
Do	184	Caddie's Creek 24.4 m. from Sydney ..	Concrete bridge	do	6,758 5 9	6,758 5 9	.....	6,758 5 9	6,758 5 9	.....	.....
Baulkham Hills and Blacktown.	184	Second Pond's Creek	Approaches to bridge	do	5,637 10 8	1,284 9 8	2 0 0	1,286 9 8	6,924 9 4	.....	.....
Do	184	Second Pond's Creek near Rouse Hill.	Concrete bridge	do	7,678 6 7	2 11 4	.....	2 11 4	7,680 17 11	.....	.....
Baulkham Hills and Hornsby	181	20 m. 900 ft. to 24 m. 440 ft. from McGrath's Hill.	Earthworks, gravelling and culverts ..	do	30,417 17 9	12,907 11 9	.....	12,907 11 9	43,325 9 6	.....	.....
Blue Mountains and Colo.....	184	Bell through Bilpin to Kurrajong Heights.	Earthworks and gravel pavement.....	do	249,299 4 7	152 0 1	.....	152 0 1	249,451 4 8	.....	.....
Do	184	16 m from Mt. Victoria to Kurrajong Heights Post Office.	Bituminous surfacing	do	31,671 9 2	78,833 6 1	.....	78,833 6 1	110,504 15 3	.....	.....
Botany	170	Corner of Botany-road and Park-road (Main Road No. 344).	Concrete pavement	Council	1,130 17 0	1,501 8 0	50 1 0	1,551 9 0	2,682 6 0	.....	.....
Do	183	Botany-road to Prince's Highway (State Highway No. 1).	Widening and re-location of electric light poles.	Department	332 12 1	21 8 0	.....	21 8 0	354 0 1	.....	.....
Do	344	Bay-street to Bunnerong-road.....	Widening	do .....	.....	.....	0 10 0	0 10 0	0 10 0	.....	.....
Botany and Randwick	171	At intersection with Fitzgerald-avenue (Main Road No. 317).	Improvement	do .....	.....	1,213 16 4	.....	1,213 16 4	1,213 16 4	.....	.....
Campanelltown	177	Bunbury Curran Creek	Approaches to bridge	do	14 14 6	.....	(Cr.) 4 6 3	(Cr.) 4 6 3	10 8 3	.....	.....
Canterbury	167	Mintern-street to Tincombe-street ..	Widening	do .....	.....	.....	0 10 0	0 10 0	0 10 0	.....	.....
Do	167	Cook's River	Approaches to bridge	do	1,173 14 10	1,137 16 5	.....	1,137 16 5	2,311 11 3	.....	.....
Do	167	Cook's River at Canterbury	Concrete bridge	do .....	.....	476 16 10	.....	476 16 10	476 16 10	.....	.....
Do	167	Fore-street to Beamish-street	Concrete pavement	do	14,864 8 8	49,828 9 6	.....	49,828 9 6	64,692 18 2	.....	.....
Canterbury and Hurstville ..	315	Near Burradoo-road	Drainage	do	50 18 10	.....	1 1 7	1 1 7	52 0 5	.....	.....
Colo	184	Deviation 0 m.—1 m. 200 ft. at Kurrajong.	Earthworks and gravel pavement.....	do	15,902 1 1	.....	(Cr.) 38 7 3	(Cr.) 38 7 3	15,863 13 10	.....	.....
Do	184	Mt. Tomah to Kurrajong	Widening	do	0 10 0	.....	251 9 10	251 9 10	251 19 10	.....	.....
Concord	200	Waratah-street to Myall-street	Concrete pavement	Council	36,030 18 11	92 0 0	.....	92 0 0	36,122 18 11	.....	.....
Do	200	Mary-street to Killoola-street	do	do	12,151 16 11	122 6 3	.....	122 6 3	12,274 3 2	.....	.....
Do	200	Junction with Victoria-avenue	Widening	Department	10 3 5	.....	7 7 0	7 7 0	17 10 5	.....	.....
Drummoyne	165	At property of F. Carnemolla	Widening and drainage	do	21 13 10	.....	1 17 6	1 17 6	23 11 4	.....	.....
Do	395	Hampden-road to Brent-street	Concrete side strips.....	Council	2,000 0 0	3,729 17 0	.....	3,729 17 0	5,729 17 0	.....	.....
Greater Wollongong	185	Stoney Creek	Concrete bridge	Department	18,406 1 3	9,651 9 4	.....	9,651 9 4	28,057 10 7	.....	.....
Do	185	Kelly's Creek	Concrete culvert and deviation.....	do	7,708 15 10	7,397 3 11	7 7 0	7,404 10 11	15,113 6 9	.....	.....
Do	185	Coledale	Widening	do	1 8 0	.....	12 15 0	12 15 0	14 3 0	.....	.....

Appendix No. 7—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.

Summary of Expenditure on Construction and Reconstruction Works—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.					Works Completed.	
					To 30th June, 1951.	1951-52.			To 30th June, 1952.	Length.	Total Cost (including any contributions by Councils).
						Road construction including adjustment of Public Utilities.	Land for widening.	Total.			
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
ORDINARY MAIN ROADS—continued.											
Hornsby	156 and 160	Intersection of Main Road No. 156 and Main Road No. 160.	Widening	Department	369 9 0	.....	4 4 6	4 4 6	373 13 6	.....	.....
Do	160	Near Hastings-road	Improvement of alignment	do	6 5 0	.....	205 4 0	205 4 0	211 9 0	.....	.....
Do	161	Waterfall Creek	Concrete culvert and approaches	Council .....	.....	.....	0 5 0	0 5 0	0 5 0	.....	.....
Hornsby and Parramatta	373	Extension from Pennant-parade to State Highway No. 13.	Widening	Department	491 7 3	.....	1 5 0	1 5 0	492 12 3	.....	.....
Hunter's Hill	166	Figtree Bridge	Improvement of southern approach	do .....	.....	1,494 1 2	.....	1,494 1 2	1,494 1 2	.....	.....
Hurstville	168	Hurstville Station to Main Road No. 508 (Hymen-street).	Improvement of bends	do	15 15 0	.....	450 5 8	450 5 8	466 0 8	.....	.....
Do	508	Forest-road to Clarke-street.	Widening	do	3,056 17 5	.....	60 2 7	60 2 7	3,117 0 0	.....	.....
Kogarah	194	Junction of Park-road and Bams-gate-road.	Widening	do	156 16 0	.....	40 14 6	40 14 6	197 10 6	.....	.....
Do	194	Main Road No. 199 to western end of Causeway.	Concrete pavement	Council .....	.....	2,600 0 0	.....	2,600 0 0	2,600 0 0	.....	.....
Do	315	Australia-street to Belmore-place.	Bituminous macadam pavement	do	9,890 13 7	515 15 5	.....	515 15 5	10,406 9 0	.....	.....
Do	315	Near Terry and Stuart-streets	Kerb and gutter	do .....	.....	323 4 1	.....	323 4 1	323 4 1	.....	.....
Ku-ring-gai	162	Corner Ryde-road and Hamilton-avenue.	Widening	Department	0 1 9	.....	8 8 0	8 8 0	8 9 9	.....	.....
Do	162	Cowan-road to Rosedale-road	Widening bend	do	28 5 2	.....	26 16 5	26 16 5	55 1 7	.....	.....
Do	366	Milton-road to Ku-ring-gai Chase boundary.	Improvement of corners	do .....	.....	.....	68 3 4	68 3 4	68 3 4	.....	.....
Lane Cove	166	Centennial-avenue to Figtree bridge	Concrete pavement	do .....	.....	269 13 8	.....	269 13 8	269 13 8	.....	.....
Lane Cove, Hornsby and Ryde	373	Epping to St. Leonards-road	Widening	do	5,200 17 0	.....	145 8 8	145 8 8	5,346 5 8	.....	.....
Leichhardt	165	Hornsey-street to Terry-street.	do	do	1,010 0 0	.....	7,904 12 2	7,904 12 2	8,914 12 2	.....	.....
Leichhardt and Drummoyne	165	Iron Cove	Concrete and steel bridge	do	194,129 16 9	1,450 19 1	.....	1,450 19 1	195,580 15 10	.....	.....
Do	165	do	Approaches to bridge	do	19,328 11 1	.....	2 0 6	2 0 6	19,330 11 7	.....	.....
Liverpool	154	Narellan to Luddenham 11.4 m. to 12.75 m.	Earthworks, gravelling, etc.	Council .....	.....	6,000 0 0	0 15 0	6,000 15 0	6,000 15 0	.....	.....
Do	167	Newbridge-road between Richard-road and Riverside-street.	Widening	Department .....	.....	.....	18 15 8	18 15 8	18 15 8	.....	.....
Do	512	George's River at Liverpool	Bridge and approaches	do	2,928 19 11	16 1 3	40 0 8	56 1 11	2,985 1 10	.....	.....
Do	515	Brickmaker's Creek	Concrete culverts	do	2,100 1 10	6,416 5 9	.....	6,416 5 9	8,516 7 7	.....	.....
Do	515	do	Approaches to culverts	do .....	.....	2,571 1 1	.....	2,571 1 1	2,571 1 1	.....	.....
Liverpool and Fairfield	536	0.58 m. to 2.5 m. west of Main Road No. 515.	Gravel pavement	Council .....	.....	16,000 0 0	3 15 0	16,003 15 0	16,003 15 0	.....	.....
Manly	159	Gilbert-street to Raglan-street.	Concrete pavement	Department	21,730 0 1	94 0 0	.....	94 0 0	21,824 0 1	.....	.....
Do	164	The Spit	Approaches to new bridge	do	6,080 14 1	.....	2,487 7 6	2,487 7 6	8,568 1 7	.....	.....
Do	164	North of The Spit Bridge	Widening	do	1 15 0	.....	37 3 5	37 3 5	38 18 5	.....	.....
Do	397	Brook-road to Dalwood Homes.	Widening and footways	Council	2,874 5 0	253 7 2	.....	253 7 2	3,127 12 2	.....	.....
Do	397	Dalwood Homes to Main Road No. 164.	Widening	Department	373 7 8	.....	241 10 2	241 10 2	614 17 10	.....	.....
Manly and Warringah	159	Curl Curl Creek	Concrete bridge	do	8,979 9 5	4,293 14 8	.....	4,293 14 8	13,273 4 1	.....	.....
Mosman	164	Cremorne Junction to Gurrigal-street.	Widening	do	192 6 11	.....	1,476 0 10	1,476 0 10	1,668 7 9	.....	.....
Do	164	The Spit Bridge	Southern approach widening	do	2,194 13 2	0 10 3	.....	0 10 3	2,195 3 5	.....	.....
Mosman and Manly	164	Over Middle Harbour at The Spit.	Steel and concrete bridge	do	59 16 2	4,810 5 4	.....	4,810 5 4	4,870 1 6	.....	.....
North Sydney	164	Corner of Falcon-street and Miller-street.	Stormwater drainage	do	3,309 11 6	(Cr.) 1,769 9 10	.....	(Cr.) 1,769 9 10	1,540 1 8	.....	.....
Do	164	Neutral Bay to Cremorne Junction	Widening	do	0 5 0	.....	0 10 0	0 10 0	0 15 0	.....	.....
Parramatta	158	Pennant Hills-road to Marsden-road.	do	do	77 5 0	.....	179 11 6	179 11 6	256 16 6	.....	.....
Do	165	Subiaco Creek to Atkins-road	do	do	1,410 3 8	.....	822 18 6	822 18 6	2,233 2 2	.....	.....
Do	165	Rydalmere Level Crossing	Overbridge	do	1 5 0	.....	10 8 3	10 8 3	11 13 3	.....	.....
Do	309	Through Department's Depot to Unwin-street.	Stone base-course and bituminous surfacing.	do .....	.....	7,469 19 11	.....	7,469 19 11	7,469 19 11	0 880	.....

Appendix No. 7—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.

Summary of Expenditure on Construction and Reconstruction Works—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.					Works Completed.	
					To 30th June, 1951.	1951-52.			To 30th June, 1952.	Length.	Total Cost (including any contributions by Councils).
						Road construction including adjustment of Public Utilities.	Land for widening.	Total.			
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
ORDINARY MAIN ROADS—continued.											
Parramatta, Blacktown and Baulkham Hills.	184	Hunt's Creek	Concrete bridge	Department	12,923 9 1	384 6 3	.....	384 6 3	13,307 15 4	0 75	13,307 15 4
Do do	184	do	Approaches to bridge	do	6,946 4 5	188 3 8	.....	188 3 8	7,134 8 1	.....	.....
Penrith	155	Wallacia to Luddenham	Earthworks, gravelling and culverts	do	1,416 6 11	27,775 16 8	11 0 0	27,786 16 8	29,203 3 7	.....	.....
Randwick	170	Macanley-street to Bunnerong-road.	Concrete pavement	do	5 5 0	832 11 2	.....	832 11 2	837 16 2	.....	.....
Do	171	Addison-street to Ascot-street	Widening	do	7,934 8 11	6,266 0 1	.....	6,266 0 1	14,200 9 0	.....	.....
Do	171	Franklin-street to Australia-avenue	do	do	303 2 8	.....	52 10 0	52 10 0	355 12 8	.....	.....
Do	171	Near Kingsford-street	Stormwater drainage	do .....	.....	3,158 13 9	0 5 0	3,158 13 9	3,158 13 9	.....	.....
Rockdale	168	Croydon-road to Dunmore-street	Concrete pavement	Council	101 13 0	26,549 13 11	567 0 1	27,116 14 0	27,218 7 0	.....	.....
Do	169	Bay-street	Widening	Department	186 2 4	.....	0 5 0	0 5 0	186 7 4	.....	.....
Do	194	The Grand Parade	do	do	0 15 0	.....	19 4 6	19 4 6	19 19 6	.....	.....
Do	194	Cook's River at Mascot	Concrete bridge	do	85,731 9 6	1,147 16 7	.....	1,147 16 7	86,879 6 1	.....	.....
Do	199	Ritchie-street to Fraters-avenue	Concrete pavement	do	6,270 4 8	4,219 19 1	305 12 6	4,525 11 7	10,795 16 3	.....	.....
Rockdale and Kogarah	199	State Highway No. 1 to Ramsgate-road.	Bituminous pavement	do .....	.....	20,743 8 5	.....	20,743 8 5	20,743 8 5	.....	.....
Ryde	165	No. 2 and 4 Wharf-road	Adjustment of premises	do	1,607 6 0	934 0 7	.....	934 0 7	2,541 6 7	.....	.....
Do	165	Princess-street to Forsyth-street	Widening	do	437 2 6	.....	392 0 0	392 0 0	829 2 6	.....	.....
Do	165	Endeavour-street to Marsden-road	do	do	22,437 16 7	84 8 10	.....	84 8 10	22,522 5 5	.....	.....
Do	165	Church-street to St. Anne's-street	do	do	1,397 17 6	505 14 4	.....	505 14 4	1,903 11 10	.....	.....
Do	165	Hillcrest-avenue to Pittwater-road	Concrete pavement	do	46,183 0 11	16,177 8 7	.....	16,177 8 7	62,360 9 6	.....	.....
Do	165	Bowden-street to Forsyth-street	Adjustment of properties No. 880-892 Victoria-road.	do	1,946 5 3	1,519 0 11	.....	1,519 0 11	3,465 6 2	.....	.....
Do	165	St. Anne's-street to Forsyth-street	Concrete pavement	do	58 11 7	762 9 8	.....	762 9 8	821 1 3	.....	.....
Do	191	Twin-road to Epping-road	Widening and correction of cross-fall.	Council	4,818 5 1	38 5 6	.....	38 5 6	4,856 10 7	.....	.....
Do	200	Devlin-street	Widening	Department	1,828 10 9	.....	0 5 0	0 5 0	1,828 15 9	.....	.....
Do	200	Junction-street to Willandra-av.	do	do	987 15 4	.....	1 15 0	1 15 0	989 10 4	.....	.....
Strathfield	318	Corner of the Crescent and Richmond-road.	Improvement and bituminous surfacing.	Council .....	.....	500 0 0	.....	500 0 0	500 0 0	.....	.....
Sutherland	227	Junction of Kingsway with Main Road No. 227 near Croydon-street, Cronulla.	Reconstruction of Junction	do	500 0 0	253 17 6	.....	253 17 6	753 17 6	.....	753 17 6
Sydney	170	Botany-road	Widening	Department	1 0 0	.....	66 6 1	66 6 1	67 6 1	.....	.....
Do	170 and Secondary Road No. 2008	Intersection of Main Road No. 170 and Secondary Road No. 2008.	Improvement of drainage system	do	813 16 6	.....	3 18 9	3 18 9	817 15 3	.....	.....
Do	172	Green's-road to Jersey-road	Widening	do	6,373 14 11	.....	27 4 8	27 4 8	6,400 19 7	.....	.....
Warringah and Manly	159 and 164	Eurobin-avenue, Manly to Warringah Shire Council Chambers.	Concrete pavement	do	157,935 2 9	5,456 2 0	1,701 9 3	7,157 11 3	165,092 14 0	.....	.....
Warringah	162	Deviation at Tumbledown Dick, Foley's and Sugarloaf Hills.	Adjustment of acquisitions	do	706 10 8	.....	38 5 10	38 5 10	744 16 6	.....	.....
Do	162	Foley's Hill to Mona Vale	Widening	do	97 7 2	.....	103 2 8	103 2 8	200 9 10	.....	.....
Do	162	At Terry Hills	Drainage easement	do	2 0 0	.....	8 8 0	8 8 0	10 8 0	.....	.....
Do	164	Pacific-parade to Dee Why-parade	Concrete pavement	do	24,708 18 2	139 9 2	0 5 0	139 14 2	24,848 12 4	.....	.....
Do	164	Lovett-street to Curl Curl Creek	do	do	11,674 3 11	10 17 9	.....	10 17 9	11,685 1 8	0 1815	11,685 1 8
Do	164	Narrabeen Lagoon	Concrete bridge	do	3,773 16 7	1,998 11 9	.....	1,998 11 9	5,772 8 4	.....	.....
Do	164	Dee Why Lagoon	do	do .....	.....	4,806 12 3	.....	4,806 12 3	4,806 12 3	.....	.....
Do	164	Pine-avenue to Pacific-parade	Concrete pavement	do	63,676 14 3	85,026 15 4	880 16 7	85,907 11 11	149,584 6 2	.....	.....
Do	164	Nabilla-street to Pittwater Park	Kerbing and guttering	Council	212 10 0	108 8 7	.....	108 8 7	320 18 7	.....	.....
Do	164	Hayes-street to Lovett-street	Widening	Department .....	.....	.....	106 9 6	106 9 6	106 9 6	.....	.....
Do	164	Nabilla-road to Iluka-road	Drainage easement	do	1 10 0	94 16 9	94 16 9	96 6 9

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Appendix No. 7—continued.
COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.
Summary of Expenditure on Construction and Reconstruction Works—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.					Works Completed.	
					To 30th June, 1951.	1951-52.			To 30th June, 1952.	Length.	Total Cost (including any contributions by Councils).
						Road construction including adjustment of Public Utilities.	Land for widening.	Total.			
					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
ORDINARY MAIN ROADS—continued.											
Warrighah.....	164	Narrabeen to Palm Beach	Widening	Department	477 0 2	.....	2,998 5 7	2,998 5 7	3,475 5 9	.....	.....
Do	174	At Bayview	Pipe culvert and restoration of roadway.	Council	932 18 1	660 7 10	.....	660 7 10	1,593 5 11	.....	.....
Do	174	At Church Point	Improvement of bend	do	15 7 10	2,038 7 6	.....	2,038 7 6	2,053 15 4	.....	.....
Do	174	Park-street to Bayview Park	Widening	Department	14 15 10	.....	223 0 2	223 0 2	237 16 0	.....	.....
Do	174	Crystal Creek	Reinforced concrete culvert	do	378 3 10	4,336 6 4	.....	4,336 6 4	4,714 10 2	.....	.....
Do	174	do	Approaches to culvert	Council .....	.....	2,000 0 0	.....	2,000 0 0	2,000 0 0	.....	.....
Do	328	Roseville-road	Widening	Department	323 18 5	.....	387 0 0	387 0 0	710 18 5	.....	.....
Do	328	At property of Mrs. Geary, Brookvale.	Drainage	do	499 12 8	21 13 4	.....	21 13 4	521 6 0	.....	.....
Do	328 and 397	Intersection of roads	Widening	do	166 2 0	.....	8 17 0	8 17 0	174 19 0	.....	.....
Do	397	Mirrool-street to 9 m. 2,200 ft.	Reconstruction	do	1,914 18 2	3,453 17 2	.....	3,453 17 2	5,368 15 4	.....	.....
Do	529	French's Forest Post Office to Main Road No. 162 at Terry Hills.	Deviation and widening	do	19,398 4 0	17,197 5 7	323 13 1	17,520 18 8	36,919 2 8	.....	.....
Do	530	North Manly to Dee Why	Widening	do	458 15 8	.....	1,965 7 4	1,965 7 4	2,424 3 0	.....	.....
Windsor	154 and 184	Bowman's Corner to Windsor	Earthworks and gravel pavement.	do	34,292 5 1	2,232 16 2	11 15 0	2,244 11 2	36,536 16 3	.....	.....
Do	181	At 5-8 m. from Windsor	Widening	do	1,487 11 0	.....	5 9 8	5 9 8	1,493 0 8	.....	.....
Do	184	At Vineyards	Construction of depot	do	42 16 4	.....	34 0 5	34 0 5	76 16 9	.....	.....
Woollahra	173	Darling Point-road to Ocean-avenue ..	Widening	do	2 5 6	.....	0 5 0	0 5 0	2 10 6	.....	.....
Do	173	Salisbury-street to Robertson-place ..	Deviation with concrete pavement ..	Council	2,009 0 0	.....	793 1 7	793 1 7	2,802 1 7	.....	.....
Do	173	Wentworth-road to Petrach-avenue ..	Concrete retaining wall	do	539 5 0	12 1 10	.....	12 1 10	551 6 10	.....	.....
Do	173	Nos. 41, 43 and 49 Hopetoun-avenue.	Adjustment of properties and retaining walls.	do	1,198 10 6	112 6 2	.....	112 6 2	1,310 16 8	.....	.....
Do	339	Near Cambridge-road to Salisbury-street.	Concrete pavement	do	32,791 4 4	223 7 9	.....	223 7 9	33,014 12 1	.....	.....
Total—Ordinary Main Roads					£	538,580 3 9	25,908 11 2	564,488 14 11	.....	.....	.....
SECONDARY ROADS.											
Ashfield	2028	Fleet-street to State Highway No. 2 ..	Reconstruction and widening	Department	17 14 0	1,844 14 0	6 7 0	1,851 1 0	1,868 15 0	.....	.....
Blacktown	2012	Various locations	Widening	do	13 6 10	.....	0 5 0	0 5 0	13 11 10	.....	.....
Burwood	2027	At Conder-street	Improvement of alignment	do	3,171 4 2	.....	700 0 0	700 0 0	3,871 4 2	.....	3,871 4 2
Canterbury	2038	Kingsgrove Omnibus Depot to Canterbury-road.	Concrete pavement	Council .....	.....	3,400 0 0	.....	3,400 0 0	3,400 0 0	.....	.....
Colo	2037	Yeoman's or Lynch's Creek	Concrete bridge	Department .....	.....	209 18 5	.....	209 18 5	209 18 5	.....	.....
Hornsby	2016	Corner of Bridge-road and Jersey-street north.	Widening	do	1 1 0	.....	77 12 8	77 12 8	78 13 8	.....	.....
Do	2035	State Highway No. 13 to New Line-road and 0 m. 4,526 ft. to 1 m. 4,335 ft.	Earthworks, culverts, gravelling and deviation.	Council	1,200 0 0	750 0 0	.....	750 0 0	1,950 0 0	.....	.....
Manly	2025	Rosedale and Lauderdale-avenues	Improvement of inter-section	Department	5 5 0	.....	13 13 6	13 13 6	18 18 6	.....	.....
Marriekville	2028	At Gordon-street	Improvement of bend	Council	1,233 7 5	.....	32 7 0	32 7 0	1,265 14 5	.....	.....
North Sydney	2036	Ben Boyd-road and Ernest-street	Improvement of corner	do .....	.....	.....	0 10 0	0 10 0	0 10 0	.....	.....
Rockdale	2014	Lloyd-street to Kingsland-road	Widening	Department .....	.....	.....	27 4 9	27 4 9	27 4 9	.....	.....
Total—Secondary Roads					£	6,204 12 5	857 19 11	7,062 12 4	.....	.....	.....

SUMMARY.		£ s. d.	£ s. d.
State Highways .....	.....	343,686 6 3	.....
Main Roads .....	.....	564,488 14 11	.....
Secondary Roads .....	.....	7,062 12 4	.....
Miscellaneous Small Works .....	.....	3,981 16 8	.....
Survey, Design, Supervision, etc. ....	.....	919,219 10 2	.....
Commission paid in terms of Section 42 of the Main Roads Act, 1924-1951 .....	.....	150,457 1 6	.....
Proportion of School of Plant Instruction Expenses .....	.....	287 0 10	.....
Undistributed Plant Charges .....	.....	402 14 11	.....
Total as per Receipts and Payments Statement, Appendix No. 1—Part "B" .....	.....	(Cr.) 192 11 10	.....
		£1,070,173 15 7	.....

Appendix No. 8.

COUNTRY MAIN ROADS FUND.

SUMMARY OF EXPENDITURE ON CONSTRUCTION AND RECONSTRUCTION WORKS.

(A) Central and Eastern Divisions of the State.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51.	1951-52.	Total to 30-6-52.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
STATE HIGHWAYS.									
PRINCE'S HIGHWAY.									
Eurobodalla	1	Bateman's Bay to Bodalla	Earthworks and gravelling	Department	431,503 7 0	56,238 9 3	487,741 16 3		
Do	1	Bateman's Bay to Bodalla. Section 7 m. 2,900 ft. to 14 m. 4,114 ft.	Bituminous surfacing	do	18,189 13 1	(Cr.) 3,509 16 2	14,679 16 11		
Do	1	Clyde River at Bateman's Bay	Steel and concrete bridge	do	36,107 9 11	24,625 7 9	60,732 17 8		
Do	1	Corunna Reserve Turnoff to Tilba Tilba	Improvement and bituminous surfacing	do		15,190 10 7	15,190 10 7		
Do	1	Moruya to Turlinjah	Bituminous surfacing	do		6,680 13 6	6,680 13 6		
Do	1	Jerramadra Creek	Concrete bridge	do	15,135 13 5	(Cr.) 1,215 16 5	13,919 17 0		
Do	1	Lynch's Creek	do do	do	2,731 5 6	9,878 8 3	12,609 13 9		
Do	1	Smart's Creek	do do	do		40 14 10	40 14 10		
Do	1	Tuross River	Steel and concrete bridge	do	565 15 3	150 4 6	715 19 9		
Eurobodalla and Shoalhaven	1	Burrill Lake to Bateman's Bay	Reconstruction of damaged bituminous pavement	do	1,114 1 1	19,281 15 1	20,395 16 2		
Greater Wollongong	1	American Creek Bridge	Widening and provision of footway	do	2,665 9 9	2,159 6 5	4,824 16 2		
Do	1	do do	Reconstruction and widening of approaches	do		1,377 6 0	1,377 6 0		
Do	1	West Wollongong	Access roads to properties	do	1,892 3 6	661 13 10	2,553 17 4		
Do	1	57.39 m. from Sydney	Adjustment of water mains	do		993 9 1	993 9 1		
Imlay	1	Merimbula to Pambula	Bituminous surfacing	do	10,889 19 1	4,860 0 2	15,749 19 3		
Mumbulla	1	Cobargo to Brogo River	Earthworks and gravelling	do	79,102 1 10	38,331 10 2	117,433 12 0		
Do	1	Cobargo to Quaaana	Bituminous surfacing	do	3,545 0 0	5,607 13 4	9,152 13 4		
Shoalhaven	1	Broughton Mill Creek	Concrete bridge	do	5,050 7 3	12,369 5 9	17,419 13 0		
Do	1	Tabourie Lake	do do	do	16,296 0 4	0 19 7	16,296 19 11	0 195	16,296 19 11
Do	1	Do	Approaches to bridge	do	2,920 12 6	0 13 0	2,921 5 6	0 1923	2,921 5 6
					£193,722 8 6				
HUME HIGHWAY.									
Goulburn	2	Railway bridge at 129 m. 4,534 ft. to 30 m.	Widening and improvement of approaches	Department	493 3 8	1,981 3 3	2,474 6 11		
Gunning	2	158 m. 3,950 ft. to 168 m. 1,800 ft. near Gunning	Reconstruction and re-alignment	do	14,780 15 11	9,988 0 7	24,768 16 6		
Kyeamba	2	Junction with Sturt Highway	Improvement of Junction	do		1,068 15 5	1,068 15 5		
Do	2	Keajura Creek	Concrete bridge and approaches	do	12,596 11 0	1,102 6 2	13,698 17 2		
Do	2	Tarcutta Creek	Concrete bridge	do	12,428 8 0	12,415 7 10	24,843 15 10		
Kyeamba, Holbrook and Hume	2	Full length within the Shires	Reconstruction of damaged bituminous pavement.	do		5,403 19 2	5,403 19 2		
Mulwaree	2	Run O'Waters Creek at 134.6 m. from Sydney	Concrete bridge	do	421 18 6	12,394 10 8	12,816 9 2		
Do	2	Barker's Bridge over Run O'Waters Creek at 138.2 m. from Sydney.	do do	do	11,530 5 4	4,100 13 8	15,630 19 0		
Do	2	137 m. 2,250 ft. to 138 m. 4,385 ft. from Sydney	Reconstruction and bituminous surfacing	Council		14,415 0 0	14,415 0 0		
Do	2	Culverts at 137 m. 2,810 ft., 137 m. 4,710 ft., 138 m. 10 ft. and 138 m. 2,286 ft. from Sydney.	Concrete culverts	Department		4,784 17 10	4,784 17 10		
Wingecarribee	2	Wells Creek	Concrete bridge	do		1,431 10 0	1,431 10 0		
Wollondilly	2	Pictou Subway	Improvement of curve	do		484 13 2	484 13 2		
					£69,570 17 9				

Appendix No. 8—continued.
COUNTRY MAIN ROADS FUND—continued.
Summary of Expenditure on Construction and Reconstruction Works—continued.
(A) Central and Eastern Divisions of the State—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51.	1951-52.	Total to 30-6-52.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
STATE HIGHWAYS—continued.									
MONARO HIGHWAY.									
Cooma and Monaro	4	0 m. 2,356 ft. to 2 m. 3,418 ft. west of Cooma.....	Gravelling and culverts	Council	20,066 0 0	3,854 14 1	23,920 14 1	.....	.....
Monaro	4	Cooma to Nimmitabel. Section 7 m. 1,765 ft. to 8 m. 4,500 ft.	Reconstruction and bituminous surfacing	do	4,473 0 0	3,527 0 0	8,000 0 0	.....	.....
Mumbulla	4	Butler's Creek	Timber bridge	Department	85 6 0	1,000 6 1	1,085 12 1	.....	.....
Snowy River	4	2 m. 3,418 ft. to 4 m. 3,000 ft. west of Cooma.....	Earthworks and gravelling	do	9,460 1 5	(Cr.) 1,978 18 9	7,481 2 8	1 4862	7,481 2 8
Do	4	Bullock Head Creek	Concrete bridge	do	3,664 0 0	729 19 0	4,393 19 0	.....	.....
Tumut	4	35·7 m. to 37·7 m. from Hume Highway	Bituminous surfacing	Council	1,962 10 8	31 7 0	1,993 17 8	2 00	1,993 17 8
						£7,164 7 5			
GREAT WESTERN HIGHWAY.									
Bathurst and Turon	5	Denison Bridge	Provision of footway	Department	2,909 8 9	21 9 7	2,930 18 4	.....	.....
Blaxland	5	Eastern side of Lett River	Construction of deviation	do	40,868 19 1	1 6 1	40,870 5 2	1 1151	40,870 5 2
Blaxland and Turon	5	From 101·5 m. from Sydney to 132·8 m. at Bathurst	Reconstruction of damaged bituminous pavement	do		34,977 16 2	34,977 16 2	.....	.....
						£35,000 11 10			
MID-WESTERN HIGHWAY.									
Abercrombie	6	2 m. 2,340 ft. to 4 m. 1,959 ft. from Bathurst Municipal boundary.	Reconstruction and bituminous surfacing.....	Council	16,119 19 10	(Cr.) 409 8 6	15,710 11 4	1 4899	15,710 11 4
Bland	6	56·09 m. to 61·09 m. west of Grenfell.....	Bituminous surfacing	do	2,517 1 1	52 0 6	2,569 1 7	.....	.....
Lyndhurst	6	Full length within the Shire.....	Reconstruction of damaged bituminous pavement	Department	52 1 3	36,016 6 0	36,068 7 3	.....	.....
Waugoola	6	Waugoola Creek at Holmwood	Concrete bridge	do	16,170 11 5	(Cr.) 288 17 1	15,881 14 4	.....	.....
Do	6	do	Approaches to bridge	Council		700 0 0	700 0 0	.....	.....
Weddin and Grenfell	6	232·8 m. to 234·8 m. west of Grenfell	Reconstruction and bituminous surfacing	do		1,424 15 11	1,424 15 11	.....	.....
						£37,494 16 10			
MITCHELL HIGHWAY.									
Bogan and Nyngan	7	347·34 m. to 361·74 m. from Sydney.....	Bituminous surfacing	Council	3,000 0 0	(Cr.) 3,000 0 0	.....	.....	.....
Canobolas	7	Frederick's Valley Creek	Concrete bridge	Department	15 16 4	12,601 13 2	12,617 9 6	.....	.....
						£9,601 13 2			
NEW ENGLAND HIGHWAY.									
Cockburn	9	Full length within the Shire.....	Reconstruction of damaged bituminous pavement	Department	2,028 3 6	70,881 19 4	72,910 2 10	.....	.....
Do	9	Dunducketty Creek	Concrete bridge	do		330 4 10	330 4 10	.....	.....
Guyra and Severn	9	Full length within the Shire	Reconstruction of damaged bituminous pavement	do		14,736 1 11	14,736 1 11	.....	.....
Murrumbidgee	9	Page's River at Blandford	Concrete bridge	do	2,733 13 5	12,922 12 5	15,655 5 10	.....	.....
Muswellbrook Shire	9	Antienne Level Crossing	Approaches to new railway overbridge	do		14,976 14 7	14,976 14 7	.....	.....
Do	9	do	Railway overbridge	do		7,898 6 2	7,898 6 2	.....	.....
Patrik Plains	9	Railway overbridge at Gowrie	Lowering of existing pavement	do		643 12 10	643 12 10	.....	.....
Severn	9	432 m. 4,200 ft. to 435 m. 3,500 ft.	Reconstruction and realignment	Council	6,143 8 10	545 11 4	6,689 0 2	.....	.....
Do	9	Deepwater River	Concrete bridge	Department	11,856 18 5	1,859 11 8	13,716 10 1	.....	.....
Do	9	do	Approaches to bridge	Council	4,000 0 0	(Cr.) 203 19 4	3,796 0 8	0 3673	3,796 0 8
Do	9	Marowan Creek	do	do	2,835 0 0	(Cr.) 635 19 8	2,199 0 4	0 1600	2,199 0 4
Do	9	Redbank Creek	Concrete bridge	Department		931 12 5	931 12 5	.....	.....
Tenterfield Shire	9	Bluff Rock to Deepwater	Earthworks and gravelling	do	103,342 18 0	24,811 13 1	128,154 11 1	.....	.....
Do	9	do	Bituminous surfacing	do	139 15 4	16,119 16 11	16,259 12 3	.....	.....
Do	9	Pye's Creek	Concrete bridge	do		3,318 9 0	3,318 9 0	.....	.....
Do	9	Sandy Creek	do	do	720 4 9	6,617 15 0	7,337 19 9	.....	.....
						£175,754 2 6			

Appendix No. 8—continued.
COUNTRY MAIN ROADS FUND—continued.
Summary of Expenditure on Construction and Reconstruction Works—continued.
(A) Central and Eastern Divisions of the State—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51.	1951-52.	Total to 30-6-52.	Length.	Total cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
STATE HIGHWAYS—continued.									
PACIFIC HIGHWAY.									
Bellingen	10	Coff's Harbour to 8 m. south	Bituminous surfacing	Department	5,288 17 3	5,232 3 8	10,521 0 11	.....	.....
Do	10	Manarm Creek	Two concrete bridges	do	24,813 15 8	8,832 6 3	33,646 1 11	.....	.....
Do	10	Pine Creek Bridge	Extension and repair	do	7,697 18 6	15,256 12 2	22,954 10 8	.....	.....
Bellingen and Dorrigo	10	1 m. north of Raleigh to Coff's Harbour	Earthworks and gravelling	do	65,480 18 5	72,182 18 9	137,663 17 2	.....	.....
Byron and Tweed	10	South of Crabbe's Creek Railway, mileage 130 m. 76 chns.	Subway for road traffic	do	14,384 9 10	733 11 8	15,118 1 6	.....	.....
Dorrigo	10	Korora to Dirty Creek	Reconstruction and bituminous surfacing	do	0 9 0	24,503 9 0	24,503 18 0	.....	.....
Gloucester	10	Forbesdale School to Gloucester Saleyards	Reconstruction and bituminous surfacing	Council	4,763 6 4	736 13 8	5,500 0 0	.....	.....
Do	10	Stratford Subway	Adjustment of subway to improve alignment	Department .....	.....	1,534 2 1	1,534 2 1	.....	.....
Do	10	Do do	Deviation of approaches	Council .....	.....	2,500 0 0	2,500 0 0	.....	.....
Do	10	168-66 m. to 177-5 m. from Sydney	Reconstruction and bituminous surfacing	do	21,656 10 9	(Cr.) 4,256 10 9	17,400 0 0	.....	.....
Gosford, Wyong and Lake Macquarie	10	Peat's Ferry to Belmont	Reconstruction of damaged bituminous pavement	Department .....	.....	60,982 1 5	60,982 1 5	.....	.....
Hastings	10	Heron's Creek to Oxley Highway	Earthworks and gravelling	do	27,300 11 7	27,957 10 9	55,258 2 4	.....	.....
Do	10	do do do	Bituminous surfacing	do	267 8 7	15,419 12 0	15,687 0 7	.....	.....
Do	10 and 11	Pacific Highway; Stewart's River to Blackman's Point Ferry; Oxley Highway; from Pacific Highway to Wauchope	Reconstruction of damaged pavements	do .....	.....	22,019 16 5	22,019 16 5	.....	.....
Hastings and Macleay	10	Telegraph Point to Kempsey	Earthworks and gravelling	do	71,686 8 10	(Cr.) 12,594 17 5	59,091 11 5	.....	.....
Hastings, Macleay and Nambucca	10	Blackman's Point Ferry to Nambucca Heads	Reconstruction of damaged pavement	Department .....	.....	79,233 1 8	79,233 1 8	.....	.....
Kempsey	10	Macleay River at Kempsey	Reconstruction of bridge	do	1,640 7 0	487 17 2	2,128 4 2	.....	.....
Lake Macquarie	10	Swansea	Concrete and steel bridge	do	1,815 14 4	57,916 15 11	59,732 10 3	.....	.....
Lower Hunter	10	Hunter River at Hexham	do do	do	156,571 3 5	137,860 11 8	294,431 15 1	.....	.....
Do	10	do do	Northern approach to bridge	do	35,367 5 3	340 17 7	35,708 2 10	.....	.....
Do	10	Hexham Railway Station to southern approach to bridge over Hunter River at Hexham	Construction of deviation	do .....	.....	6 7 3	6 7 3	.....	.....
Macleay	10	Scrubby Creek	Timber bridge	do	210 0 0	746 19 8	956 19 8	.....	.....
Do	10	Stumpy Creek	do	do	287 10 3	349 4 4	636 14 7	.....	.....
Macleay and Nambucca	10	Frederickton to Allomera Creek	Earthworks and gravelling	do	164,161 4 0	2,891 2 1	167,052 6 1	.....	.....
Do	10	do do do	Bituminous surfacing	do	27,000 15 2	10,746 13 3	37,747 8 5	.....	.....
Manning	10	Holey Flat Creek to Stewart's River	Earthworks, gravelling and culverts	do	34,401 1 5	6,540 4 11	40,941 6 4	.....	.....
Nambucca	10	Allomera Creek	Concrete bridge	do	5,823 0 4	9,538 9 0	15,361 9 4	.....	.....
Do	10	do	Approaches to bridge	do .....	.....	0 13 0	0 13 0	.....	.....
Orara	10	Glenugie Creek	Concrete bridge and approaches	do .....	.....	634 18 3	634 18 3	.....	.....
Do	10	Bom Bom Creek	Concrete bridge and culvert	do	8,573 18 9	13,029 0 11	21,602 19 8	.....	.....
Do	10	do	Approaches to bridge	do .....	.....	4,025 9 6	4,025 9 6	.....	.....
Stroud	10	Deep Creek to Booral	Bituminous surfacing	Council	32,694 9 2	(Cr.) 898 9 2	31,796 0 0	.....	.....
Do	10	Booral to Stroud	do do	do .....	.....	7,000 0 0	7,000 0 0	.....	.....
Taree	10	Macquarie-street to Brown's Creek Bridge	Reconstruction and bituminous surfacing	do	3,851 3 10	477 19 1	4,329 2 11	.....	.....
Tintenbar	10	Emigrant Creek	Concrete bridge and approaches	do	1,936 17 4	901 1 7	2,837 18 11	.....	.....
Do	10	Village of Tintenbar	Earthworks and bituminous surfacing on Tintenbar Deviation	do	2,770 0 0	944 10 10	3,714 10 10	3 1042	3,714 10 10
Tweed	10	Dinsey Creek	Concrete bridge and approaches	Department	2,268 2 7	16,199 18 7	18,468 1 2	.....	.....
Do	10	1 m. south of Murwillumbah	Concrete railway overbridge	do	15,098 10 6	(Cr.) 9 14 6	15,088 16 0	0 123	15,088 16 0
Do	10	Burringbar Creek	Concrete bridge	do	21,848 13 6	(Cr.) 1,060 17 0	20,787 16 6	0 200	20,787 16 6
Do	10	do do	Approaches to bridge	do	1,448 5 4	1,285 1 8	2,733 7 0	.....	.....
Do	10	Fernvale Deviation	Approaches to Dumbille Creek Bridge and to railway overbridge	Council .....	.....	21,000 0 0	21,000 0 0	.....	.....
Do	10	Dunn's Bridge over Dumbille Creek	Reconstruction of timber bridge	do .....	.....	1,023 3 1	1,023 3 1	.....	.....
Do	10	559-59 m. to 568-22 m. from Sydney	Reconstruction of damaged bituminous pavement	do .....	.....	8,000 0 0	8,000 0 0	.....	.....
Woodburn	10	504 m. 540 ft. to 504 m. 4,204 ft. from Sydney	Reconstruction and bituminous surfacing	do	4,872 0 8	15 16 7	4,887 17 3	0 3664	4,887 17 3
					£620,266 6 7				

Appendix No. 8—continued.

COUNTRY MAIN ROADS FUND—continued.

Summary of Expenditure on Construction and Reconstruction Works—continued.

(A) Central and Eastern Divisions of the State—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51.	1951-52.	Total to 30-6-52.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
STATE HIGHWAYS—continued.									
OXLEY HIGHWAY.									
Peel	11	Tangaratta Creek	Concrete bridge and approaches	Council .....	.....	1,090 6 9	1,090 6 9	.....	.....
Do	11	Timbumburi Creek	do do do	do .....	.....	1,154 19 10	1,154 19 10	.....	.....
						£2,245 6 7			
GWYDIR HIGHWAY.									
Boolooroo	12	214.6 m. to 221.5 m. from Grafton	Bituminous surfacing	Council .....	.....	1,740 17 6	1,740 17 6	.....	.....
Macintyre	12	122 m. 4,775 ft. to 128 m. 825 ft. from Grafton	Reconstruction and bituminous surfacing (excluding supply of aggregate).	do .....	.....	8,932 5 8	8,932 5 8	.....	.....
Do	12	122-79 m. to 131-02 m. from Grafton	Supply of aggregate	do .....	.....	7,000 0 0	7,000 0 0	.....	.....
Nymboida	12	Nymboida River at Buccarumbi	Restoration of flood damage to bridge	Department	5,072 14 0	(Cr.) 226 4 2	4,846 9 10	.....	.....
Do	12	do do	Restoration of flood damage to approaches to bridge.	do	2,095 4 7	2,714 8 9	4,809 13 4	.....	.....
Seyern	12	Beardy River	Timber bridge	do	1 2 6	3,733 19 4	3,735 1 10	.....	.....
Do	12	Furracabad Creek	Approaches to bridge	do	5,003 13 0	(Cr.) 93 9 5	4,910 3 7	0 2853	4,910 3 7
Do	12	Wellingrove Creek	Concrete bridge	do	7,882 14 1	5,248 12 11	13,131 7 0	.....	.....
Do	12	do do	Approaches to bridge	Council .....	.....	3,041 0 9	3,041 0 9	.....	.....
Do	12	115-6 m. to 122-6 m. from Grafton	Supply of binder for bituminous surfacing	do .....	.....	5,133 15 2	5,133 15 2	.....	.....
Do	12	119-47 m. to 122-79 m. from Grafton	Supply of aggregate for reconstruction and bituminous surfacing.	do .....	.....	122 14 2	122 14 2	.....	.....
Yallaroi	12	186-9 m. to 188-8 m. from Grafton	Reconditioning and bituminous surfacing	do	3,588 0 0	(Cr.) 117 18 9	3,470 1 3	1 4752	3,470 1 3
						£37,230 1 11			
STURT HIGHWAY.									
Waradgery	14	Gum Creek	Timber bridge	Council	1,000 0 0	1,000 0 0	2,000 0 0	.....	.....
STATE HIGHWAY No. 16.									
Lismore	16	Wilson's Creek	Temporary low level bridge	Department	2,603 13 10	9,384 10 8	11,988 4 6	.....	.....
Do	16	do	Approaches to temporary bridge	do .....	.....	2,859 7 7	2,859 7 7	.....	.....
Tenterfield Shire	16	Swamp Creek	Timber bridge and approaches	Council	4,682 0 0	(Cr.) 205 12 4	4,476 7 8	Bridge 0 80 Approaches 1 800	4,476 7 8
						£13,038 5 11			
NEWELL HIGHWAY.									
Berrigan	17	Tocumwal to Finley : Section 1 m. 500 ft. to 11 m. 4,100 ft.	Bituminous surfacing	Department	10,689 8 1	326 0 8	11,015 8 9	10 3600	11,015 8 9
Coonabarabran and Namoi	17	Coonabarabran to Narrabri	Six timber bridges	do	16,051 15 7	1,699 7 7	17,751 3 2	.....	.....
Do	17	do do	Approaches to six timber bridges	do .....	.....	1,503 12 0	1,503 12 0	.....	.....
Goobang	17	11 m. 3,476 ft. to 14 m. 900 ft. and 16 m. 2,949 ft. to 17 m. 4,900 ft. north of Forbes	Earthworks and gravelling	do	16,066 16 5	(Cr.) 6,669 9 10	9,397 6 7	.....	.....
Do	17	11 m. 3,476 ft. to 17 m. 4,900 ft. north of Forbes	Bituminous surfacing	do	88 0 0	8,627 2 11	8,715 2 11	.....	.....
Jemalong	17	Fitzgerald's Bridge to Main Road No. 377	do do	do	1,759 15 7	(Cr.) 866 8 10	893 6 9	.....	.....
Jerilderie	17	Aludgerie Creek	Timber bridge	do	1,239 3 7	623 6 11	1,862 10 6	.....	.....
Do	17	do do	Approaches to bridge	do	0 6 11	3 10 0	3 16 11	.....	.....
Do	17	Turnback Jimmy Creek	Timber bridge	do .....	.....	6 2 6	6 2 6	.....	.....

Appendix No. 8—continued.

COUNTRY MAIN ROADS FUND—continued.

Summary of Expenditure on Construction and Reconstruction Works—continued.

(A) Central and Eastern Divisions of the State—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51.	1951-52.	Total to 30-6-52.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
NEWELL HIGHWAY—continued.									
Namoi	17	351 m. 07 chns. Railway Mileage near Narrabri West.	Approaches to level crossing	Council	430 0 0	17 5 10	447 5 10	0 875	447 5 10
Parkes and Goobang	17	1 m. to 6 m. 3,600 ft. north of Parkes	Earthworks and gravelling	Department	1,995 4 1	444 6 0	2,439 10 1	.....	.....
Talbragar	17	16 m. to 26 m. north of Dubbo	do do	do	310 12 6	16,176 9 10	16,487 2 4	.....	.....
Do	17	16 m. to 26 m. north of Dubbo	Bituminous surfacing	do .....	.....	10,096 9 6	10,096 9 6	.....	.....
Do	17	Level crossing near Troy Junction	Improvement of curve	do .....	.....	187 4 8	187 4 8	.....	.....
Urana	17	24 m. 173 ft. to 27 m. 4,561 ft. north of Jerilderie ..	Earthworks and gravelling	do .....	.....	124 16 11	124 16 11	.....	.....
						£32,299 16 8			
STATE HIGHWAY No. 18.									
Gilgandra	18	Allamurgoola Creek	Concrete culvert and approaches	Council	2,800 0 0	168 9 5 1	2,968 9 5 1	.....	.....
STATE HIGHWAY No. 19.									
Bibbenluke	19	9-18 m. to 9-55 m. north of Nimmitabel	Earthworks, gravelling and culverts	Council .....	.....	33 5 8	33 5 8	.....	.....
Bombala	19	Cunningham's Point Bridge to Bombala River Bridge.	Bituminous surfacing	do .....	.....	249 4 1	249 4 1	.....	.....
						£282 9 9			
STATE HIGHWAY No. 20.									
Berrigan	20	Conargo Shire Boundary to Finlay	Reconstruction and bituminous surfacing	Council	11,847 3 11	(Cr.) 200 13 2	11,646 10 9	7 00	17,469 16 1
Deniliquin	20	Brick Kiln Creek to Conargo Shire Boundary	do do do	do	2,650 0 0	11,811 17 8	14,461 17 8	.....	.....
						£11,611 4 6			
COBB HIGHWAY									
Deniliquin	21	Junction with Main Road No. 552 and State Highway No. 20.	Reconstruction and Bituminous surfacing	Council	1,000 0 0	250 0 0	1,250 0 0	.....	.....
Murray	21	Moama to Deniliquin	do do do	do	28,812 14 4	9,264 14 9	38,077 9 1	.....	.....
Windouran	21	36 m. 4,471 ft. to 38 m. 245 ft. from Deniliquin.....	Forming and loaming	do .....	.....	1,610 0 0	1,610 0 0	.....	.....
						£11,124 14 9			
STATE HIGHWAY No. 24.									
Tenterfield Shire	24	Tarban Creek	Timber bridge	Council	1,300 0 0	1,024 7 4	2,324 7 4	.....	.....
Do do	24	8 m. 1,600 ft. to 4 m. 2,700 ft. from Tenterfield	Earthworks and gravelling	do	1,600 0 0	4,920 0 0	6,520 0 0	.....	.....
Do do	24	4 m. 2,700 ft. to 6 m. 448 ft. from Tenterfield	do do	do	450 0 0	270 0 0	720 0 0	.....	.....
Do do	24	6 m. 448 ft. to 8 m. 4,875 ft. from Tenterfield	do do	do	7,300 0 0	1,884 17 0	9,184 17 0	.....	.....
Do do	24	8 m. 4,875 ft. to 10 m. 4,039 ft. from Tenterfield	do do	do	7,466 10 7	1,095 15 2	8,562 11 9	1 4444	8,562 11 9
Do do	24	10 m. 4,300 ft. to 12 m. 900 ft. from Tenterfield	Construction of deviation	do	4,942 0 0	(Cr.) 460 7 1	4,481 12 11	1 1880	4,481 12 11
Do do	24	3.26 m. to 12.07 m. from Tenterfield	Bituminous surfacing	do .....	.....	2,351 13 4	2,351 13 4	.....	.....
						£11,086 5 9			
			Total—State Highways			£1,267,661 19 10			

Appendix No. 8—continued.

COUNTRY MAIN ROADS FUND—continued.

Summary of Expenditure on Construction and Reconstruction Works—continued.

(A) Central and Eastern Divisions of the State—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51.	1951-52.	Total to 30-6-52.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
TRUNK AND ORDINARY MAIN ROADS.									
Bellingen	76	Dorrigo Mountain	Widening and restoration of mountain slips	Council		1,800 0 0	1,800 0 0		
Biuenluke	394	1 m. 16 chns. to 1 m. 36 chns. from State Highway No. 19.	Earthworks and gravelling	do		750 0 0	750 0 0		
Blaxland	55	Blackman's Flat	Concrete culvert	do		5,000 0 0	5,000 0 0		
Do	55	Cox's River at Lidsdale	Approaches to bridge	do	11,800 0 0	(Cr.) 30 8 0	11,569 12 0	0 4230	11,569 12 0
Do	55	Jew's Creek at Ben Bullen	Concrete bridge and approaches	Department	17,358 11 1	921 7 11	18,279 19 0		
Do	55	Lidsdale to Ben Bullen	Strengthening for coal traffic	Council		1,700 0 0	1,700 0 0		
Bogan	346	Culvert 5 m. from Nyngan	Concrete culvert and approaches	do	982 6 0	271 11 4	1,253 17 4	0 1496	1,880 16 0
Boorowa	56	Boorowa River	Concrete bridge	Department	20,100 15 4	(Cr.) 62 19 0	20,037 16 4		
Do	241	Pudman Creek	do	do	12,098 5 1	1,284 8 5	13,382 13 6		
Do	241	do	Approaches to bridge.	Council	500 0 0	1,436 13 2	1,936 13 2	0 1201	2,582 4 3
Borce	61	Sandy Creek 2 m. 2,900 ft. from Orange	Concrete culvert and approaches	do		68 7 11	68 7 11		
Do	237	20 m. 3,377 ft. to 20 m. 4,512 ft. from Orange	do do do	do	830 17 8	(Cr.) 11 11 11	819 5 9	0 1134	1,228 18 7
Do	238	11 m. 4,200 ft. to 11 m. 4,800 ft. from Eugowra	do do do	do	902 18 8	(Cr.) 56 16 0	846 2 8	0 600	1,269 4 0
Burraungong	78	Young Municipal Boundary at 2 m. 1,320 ft. to 5 m. 5,000 ft. north of Young.	Earthworks, gravelling and culverts	do	3,000 0 0	5,500 0 0	8,500 0 0		
Do	78	Young Municipal Boundary to Demondrille Shire	do do do	do	8,715 0 0	133 12 2	8,848 12 2	3 1340	11,871 18 1
Do	78	2-6 m. to 5-9 m. south of Young	Bituminous surfacing	do		3,500 0 0	3,500 0 0		
Do	241	Willawong Creek at Murringo	Concrete bridge	Department		12,659 16 10	12,659 16 10		
Byron	306	24-196 m. to 25-776 m. from Lismore	Reconditioning and bituminous surfacing	Council	1,100 0 0	1,500 0 0	2,600 0 0		
Canobolas	61	2 m. 1,350 ft. to 11 m. 4,165 ft. from Orange	Strengthening and bituminous surfacing	do	2,600 11 5	9,000 0 0	11,600 11 5		
Do	61	Molong Creek 5 m. 850 ft. from Orange	Reconstruction of timber bridge	do	500 0 0	500 0 0	1,000 0 0		
Coolamon	387	5 m. 3,700 ft. to 8 m. 1,933 ft. east of Beekom	Earthworks, gravelling and culverts	do	1,300 0 0	183 8 5	1,483 8 5	2 3513	2,225 2 8
Coonabarabran	334	Sand Creek	Timber bridge and approaches	do		500 0 0	500 0 0		
Do	396	21 m. 2,112 ft. to 22 m. 528 ft. from Coonabarabran	Bituminous surfacing	do	302 0 0	350 0 0	652 0 0		
Do	396	22 m. 528 ft. to 24 m. 4,697 ft. from Coonabarabran	do do	do	1,026 0 0	2,500 0 0	3,526 0 0		
Copmanhurst	150 and 151	Grafton to Copmanhurst and Grafton to Lawrence	Reconstruction and bituminous surfacing	do	200 0 0	1,000 0 0	1,200 0 0		
Coreen	131	12-6 m. to 25-65 m. and 26-2 m. to 28-25 m. from Corowa.	Strengthening and gravelling	do	1,440 0 4	562 15 3	2,002 15 7		
Crookwell	291	Village of Binda	Reconstruction and bituminous surfacing	do	2,200 0 0	146 0 0	2,346 0 0		
Cudgegong	216	Meroo Creek	Concrete bridge	Department	18,294 13 6	3,094 15 10	21,388 9 4		
Do	216	do	Approaches to bridge	Council		1,000 0 0	1,000 0 0		
Culcairn	57	From Lockhart Shire Boundary southerly for 5 miles	Strengthening and bituminous surfacing	do		8,996 12 8	8,996 12 8		
Do	57	Major's Creek	Concrete culvert and approaches	do	745 17 3	6,203 15 8	6,949 12 11		
Demondrille	78	Wombat to Burraungong Shire Boundary	Strengthening and bituminous surfacing	do	710 9 9	2,164 0 0	2,874 9 9		
Do	387	2 m. to 2 m. 4,415 ft. west of Murrumburrah	Earthworks and gravelling	do		1,782 0 0	1,782 0 0		
Do	387	4-8 m. to 16-15 m. west of Murrumburrah	Gravelling and bituminous surfacing	Council		11,500 0 0	11,500 0 0		
Deniliquin	388	Hardinge-street, Deniliquin	Timber bridge and approaches	do	1,108 2 0	39 4 6	1,147 6 6		
Dorrigo	Ex National Work.	Orara River Bridge	Restoration of flood damage	Department	2,928 2 10	1 19 1	2,930 1 11		
Dorrigo and Nymboida	76	Bellingen Shire Boundary to Dorriggo and Dorriggo to 10 m. 1,957 ft. towards Ebor.	Reconstruction and bituminous surfacing	do	96,949 5 10	31 5 1	96,980 10 11		
Eurobodalla	51	Currowan Creek	Two concrete causeways	Council		1,620 0 0	1,620 0 0		
Gilgandra	77	19 m. from Gilgandra	Construction of deviation	do	1,000 0 0	(Cr.) 1,000 0 0			
Do	77	2 m. to 5 m. 1,100 ft. from Gilgandra	Control of stormwater	do	2,000 0 0	(Cr.) 2,000 0 0			
Goobang	61	16 m. 1,188 ft. to 22 m. 3,828 ft. from Manildra	Gravelling and bituminous surfacing	do	6,500 0 0	8 7 3	6,508 7 3	6 2640	8,677 16 4
Do	61	28 m. 3,600 ft. to 31 m. 3,600 ft. from Manildra	do do	do		2,000 0 0	2,000 0 0		
Do	61	Gunningbland Creek at Carlachy	Concrete causeway	do		1,350 0 0	1,350 0 0		

Appendix No. 8—continued.

COUNTRY MAIN ROADS FUND—continued.

Summary of Expenditure on Construction and Reconstruction Works—continued.

(A) Central and Eastern Divisions of the State—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51.	1951-52.	Total to 30-6-52.	Length.	Total cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
TRUNK AND ORDINARY MAIN ROADS—continued.									
Greater Wollongong	295	5-70 m. to 6.17 m. from Prince's Highway	Reconstruction and bituminous surfacing	Council	3,000 0 0	334 8 6	3,334 8 6	0 2482	5,001 12 9
Do	295	Near Port Kembla Power Station	Railway underbridge	Department	2,505 0 6	2,505 0 6	2,505 0 6		
Do	522	Windang bridge over Lake Macquarie	Repairs to bridge	Council	2,000 0 0	2,000 0 0	2,000 0 0		
Gundurimba	147	16 m. 1,740 ft. to 17 m. 240 ft. and 19 m. 2,000 ft. to 19 m. 2,922 ft. from Lismore.	Reconstruction and bituminous surfacing	do	9,450 0 0	2,440 0 0	11,890 0 0		
Guyra	73	Sandy Creek	Concrete bridge	Department	2,817 12 5	12,307 19 9	15,125 12 2		
Do	73	do	Approaches to bridge	Council	2,800 0 0	2,800 0 0	2,800 0 0		
Do	135	Guyra towards Tingha 0.5 m. to 2.5 m., 15 m. to 16 m. and 39 m. to 49 m.	Bituminous surfacing	do		500 0 0	500 0 0		
Harwood	152	26-89 m. to 27-58 m. from Grafton	Earthworks and gravelling	do	2,618 0 0	15 2 1	2,633 2 1	0 3643	3,949 13 1
Do	152	Palmer's Island Post Office to Oyster Channel Bridge	Reconstruction and bituminous surfacing	do	4,000 0 0	5,000 0 0	9,000 0 0		
Holbrook	331	0 m. to 6 m. east of Holbrook	do do do	do	8,610 18 0	(Cr.) 73 16 5	8,537 1 7		
Do	331	Fish and Scent Bottle Creeks	Concrete culverts	do	2,500 0 0	18 10 10	2,518 10 10		
Hume	125	13 m. 1,200 ft. to 16 m. 1,200 ft. from Albury	Bituminous surfacing	do		2,000 0 0	2,000 0 0		
Illabo	57	16.42 m. to 20.35 m. north of Wagga Wagga	do do	do		3,000 0 0	3,000 0 0		
Jerilderie	231	Yanko Creek	Timber bridge and approaches	do		6 2 5	6 2 5		
Do	552	0 m. to 6.5 m. from Newell Highway	Earthworks, gravelling and culverts	do		1,500 0 0	1,500 0 0		
Kearsley	220	5 m. 1,214 ft. to 8 m. from Cessnock	Reconstruction and bituminous surfacing	do	11,300 0 0	3,000 0 0	14,300 0 0		
Do	220	8 m. to 10 m. 1,696 ft. from Cessnock	Reconstruction and bituminous surfacing	do		2,000 0 0	2,000 0 0		
Kyogle	83	48 m. to 54-93 m. from Casino	Strengthening and bituminous surfacing	do	18,151 6 8	358 16 8	18,510 3 4	6 4910	18,510 3 4
Do	361	35 m. 1,300 ft. to 35 m. 3,200 ft. from Woodenbong	Realignment and reconstruction	do		15 0 6	15 0 6		
Lachlan	230	57 m. 280 ft. to 57 m. 3,700 ft. from Condobolin	Earthworks and gravelling	do	800 0 0	243 17 7	1,043 17 7	0 3420	1,585 16 4
Do	231	44 m. 3,622 ft. to 45 m. 3,500 ft. from Wyalong	do do	do	1,000 0 0	1,000 0 0	2,000 0 0		
Lake Macquarie	217	Dora Creek to Avondale: Section 0 m. to 1 m. 2,754 ft. from Dora Creek.	Forming and gravelling	do	4,000 0 0	600 0 0	4,600 0 0		
Do	217	Cooranbong to Morisset	Reconstruction and bituminous surfacing	do		1,500 0 0	1,500 0 0		
Lake Macquarie	223	West Wallsend to Seahampton	Reconstruction and bituminous surfacing	Council	1,500 0 0	1,800 0 0	3,300 0 0		
Leeton	80	15-18 m. to 23-7 m. west of Leeton	Reconditioning do do	do	1,000 0 0	10,850 0 0	11,850 0 0		
Lockhart	59	29-4 m. to 37-30 m. from Wagga Wagga	Bituminous surfacing	do	4,900 13 2	8 11 11	4,909 5 1	7 4712	6,545 12 5
Lower Hunter	102	Moran's Farm	Timber bridge and approaches	do	2,503 17 7	400 0 0	2,903 17 7		
Macintyre	73, 134, 135, 136, 137, 187.	Surface treatment of main roads	Provision of aggregate	do	3,300 0 0	1,571 4 8	4,871 4 8		
Do	187	8 m. 700 ft. to 8 m. 4,300 ft. from Inverell	Construction of deviation	do		953 6 8	953 6 8		
Macleay	75	Midnight Creek and Figtree Creek	Concrete bridge and culvert	do	3,033 15 10	2,241 2 8	5,274 18 6		
Do	75	do do do	Approaches to bridge and culvert	do	800 0 0	800 0 0	1,600 0 0		
Do	198	Pola Creek	Concrete bridge and approaches	do	1,000 0 0	800 0 0	1,800 0 0		
Marthaguy	202	Nevertire to Warren	Bituminous surfacing	do		2,141 4 1	2,141 4 1		
Mitchell	57	6 m. 500 ft. to 11 m. 3,070 ft. north of Wagga Wagga Post Office.	Reconditioning and bituminous surfacing	do	7,110 8 2	176 19 10	7,287 8 0	4 4970	9,716 10 8
Mudgee	208	Holyoake Bridge over Cudjegong River	Concrete bridge	Department		9,469 7 6	9,469 7 6		
Muswellbrook Shire	209	Hunter River at Denman	Concrete and steel bridge	do		0 13 9	0 13 9		
Narraburra	398	3 m. from Arah Park at Broken Dam	Concrete culvert	Council	1,000 0 0	1,400 11 8	2,400 11 8		
Narrandera	80	Narrandera	Alterations to railway underbridge	Department	2,040 10 8	360 14 5	2,401 5 1		
Newcastle	188	Edith-street, Waratah	Drainage, kerbing and guttering	Council	3,280 0 0	233 14 5	3,513 14 5		14,861 3 11
Do	188	Gosford-road to Morgan-street	Drainage	do		319 15 7	319 15 7		3,891 1 0
Do	223	Croudice-street, Lambton	Drainage near Housing Commission site	do	167 0 0	48 2 3	215 2 3		1,132 3 3
Nymboida	74	Clougher's Creek	Approaches to bridge	do	10,135 2 2	0 5 8	10,135 7 10		
Do	74	Koukandowie Creek	Three timber bridges	do	5,993 12 3	1,000 0 0	6,993 12 3		
Do	511	29 m. to 44 m. 1,550 ft. from Grafton	Earthworks and gravelling	Department	43,342 16 8	454 15 0	43,797 11 8		

Appendix No. 8—continued.

COUNTRY MAIN ROADS FUND—continued.

Summary of Expenditure on Construction and Reconstruction Works.—continued.

(A) Central and Eastern Divisions of the State—continued.

City, Municipal or Shire Area.	Road or Work—No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51	1951-52.	Total to 30-6-52.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
TRUNK AND ORDINARY MAIN ROADS—continued.									
Patrick Plains	181	Whittingham to Broke	Gravelling and culverts	Council	1,237 2 10	(Cr.) 1,237 2 10			
Do	Ex	Cockfighter Creek	Temporary low level bridge	Department	6,346 15 5	1,683 2 7	8,029 18 0		
Do	do	do	Concrete and steel bridge	do		17,101 8 5	17,101 8 5		
Rylstone	55	Cunningham's Creek	Concrete bridge	do	6,678 16 10	7,855 4 9	14,534 1 7		
Do	55	7 m. 3,800 ft. to 10 m. 2,600 ft. north of Blaxland Shire Boundary.	Reconditioning and bituminous surfacing	do	1,094 0 10	16,134 10 6	17,228 11 4		
Do	55	10 m. 2,600 ft. to 12 m. 2,400 ft. from Rylstone Shire Boundary.	Earthworks, gravelling and culverts	do		3,654 7 2	3,654 7 2		
Do	215	Kandos to Ilford: Section 4 m. 750 ft. to 4 m. 2,586 ft. from Kandos.	Earthworks and gravelling	Council	1,000 0 0	632 0 0	1,632 0 0		
Do	215	Kandos to Ilford: Section 4 m. 2,586 ft. to 5 m. 1,700 ft. from Kandos.	do do do	do	528 0 0	(Cr.) 8 15 10	519 4 2	0 4396	649 0 3
Do	215	Kandos to Ilford: Section 6 m. 5,148 ft. to 8 m. 5,130 ft. from Kandos.	do do do	do	1,128 0 0	207 14 3	1,335 14 3	1 5262	1,669 12 10
Do	215	Kandos to Ilford: Section 8 m. 5,130 ft. to 10 m. 2,400 ft. from Kandos.	do do do	do	4,000 0 0	364 6 1	4,364 6 1	1 2550	5,455 7 7
Do	215	Kandos to Ilford: Section 12 m. to 14 m. 230 ft. from Kandos.	do do do	do		10,008 15 10	10,008 15 10		
Do	215	Rylstone to Kandos	Earthworks, gravelling and culverts	do		1,000 0 0	1,000 0 0		
Rylstone	215	3.5 m. south of Rylstone	Concrete culvert and approaches	do		600 0 0	600 0 0		
Do	215	Cudgegong River at Rylstone	Approaches to bridge	do	2,755 18 10	66 13 1	2,822 11 11	0 1200	3,763 9 3
Severn	511	Dandahra Creek	Timber bridge	Department	1,337 1 6	2,362 18 2	3,699 19 8		
Do	511	38 m. from Glen Innes extending towards Grafton	Earthworks and gravelling	do	111,989 16 10	72,135 10 1	184,125 6 11		
Shellharbour	522	8 m. 92 ft. to 11 m. 65 ft. from Port Kembla	Reconstruction and bituminous surfacing	Council		4,000 0 0	4,000 0 0		
Stroud	110	Booral towards Bulahdelah	Bituminous surfacing	do	2,000 0 0	5,200 0 0	7,200 0 0		
Do	506	Tea Gardens to Bulahdelah Turnoff 0 m. to 2.3 m. Reedy Creek	Reconditioning and bituminous surfacing	do		3,510 0 0	3,510 0 0		
Tallaganda	79	do	Concrete bridge	Department	22,626 17 2	(Cr.) 3,309 5 11	19,317 11 3	0 180	19,317 11 3
Do	79	do	Approaches to bridge.	do	10,359 5 6	1,522 8 7	11,881 14 1		
Terania	65	4.75 m. to 6.33 m. from Lismore	Reconstruction and bituminous surfacing	Council	7,900 0 0	(Cr.) 249 0 4	7,650 19 8	1 3062	10,201 6 2
Do	65	7.70 m. to 8.21 m. from Lismore	do do do	do	1,200 0 0	2,700 0 0	3,900 0 0		
Tomki	83	1.1 m. to 5.57 m. from Casino	Reconstruction and bituminous surfacing	do	9,100 0 0	2,000 0 0	11,100 0 0		
Tumbarumba	85	Mannus Creek	Concrete bridge	do	6,500 0 0	400 0 0	6,900 0 0		
Do	85	do	Approaches to bridge	do		2,000 0 0	2,000 0 0		
Do	282	2 m. east of Jingellie	Construction of pipe culvert and realignment.	do	600 0 0	472 11 4	1,072 11 4	0 326	1,608 17 0
Do	284	Logan's Creek 14.3 m. from Tumbarumba.	Two concrete culverts and approaches.	do	900 0 0	19 5 1	919 5 1	0 1587	1,378 17 7
Uralla	73	Murray River at Biggara	Timber bridge	Department	349 5 9	599 13 10	948 19 7		
Wakool	67	Cach's Creek	Concrete bridge	do	1,000 0 0	8,144 19 2	9,144 19 2		
Do	296	2.25 m. to 6.75 m. from Swan Hill	Bituminous surfacing	Council		1,850 0 0	1,850 0 0		
Do	383	1 m. east of Moulamein	Earthworks and gravelling	do	420 0 0	9 1 9	429 1 9	0 2640	643 12 7
Wallerobba	Ex	Shaw's Creek	Timber bridge	do		1,100 0 0	1,100 0 0		
Do	National	William's River at Bandongrove	Approaches to bridge	do	4,562 16 0	522 11 3	5,085 7 3	0 2100	5,085 7 3
Weddin	237	6.2 m. from Grenfell	Culvert and approaches	do		1,000 0 0	1,000 0 0		
Wellington	233	Gundy Creek	Timber bridge and approaches	do	1,500 0 0	1,500 0 0	3,000 0 0		
Wollondilly	179	Broughton Pass to Maldon	Bituminous surfacing	Department	45,974 19 3	102,956 18 0	148,931 17 3		
Wollondilly and Camden	259	Camden to Burratorang	Reconstruction and bituminous surfacing	Council	40,000 0 0	125,319 17 1	165,319 17 1		
Woodburn	145	1.23 m. to 2 m. and 7.22 m. to 8.72 m. from Pacific Highway.	do do do	do	1,300 0 0	5,700 0 0	7,000 0 0		
Do	149	19.3 m. from Sydney	Timber bridge	do	1,800 0 0	1,105 11 6	2,905 11 6		
Total—Trunk and Ordinary Main Roads						£566,635 2 8			
Total—Central and Eastern Divisions of the State						£1,834,297 2 6			

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Appendix No. 8—continued.
COUNTRY MAIN ROADS FUND—continued.
Summary of Expenditure on Construction and Reconstruction Works—continued.
(B) Western Division of the State.

City, Municipal or Shire Area.	Road or Work No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51	1951-52.	Total To 30-6-52.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
STATE HIGHWAYS.									
BARRIER HIGHWAY.									
Broken Hill	8	From Broken Hill City boundary to culvert beyond Flying Doctor's Base.	Reconstruction and bituminous surfacing	Council .....	.....	5,000 0 0	5,000 0 0	.....	.....
STURT HIGHWAY.									
Wentworth	14	Buronga to Bonnie Cliffs	Reconstruction and bituminous surfacing	Department	24,920 19 8	8,158 17 4	33,079 17 0	.....	.....
STATE HIGHWAY No. 22.									
Broken Hill	22	Broken Hill-Tibooburra-Warri Gate	Earthworks and gravelling	Department	38,096 12 3	1,436 19 5	39,533 11 8	.....	.....
Wentworth	22	Dareton to Buronga	Reconstruction and bituminous surfacing	do	18,373 9 11	1,005 16 8	19,379 6 7	.....	.....
						£2,442 16 1			
			Total—State Highways			£15,601 13 5			
TRUNK AND ORDINARY MAIN ROADS.									
Bourke	405	Bourke-Wanaaring-Urisino	Formation, causeways and culverts	Department	42,026 7 5	90 18 6	42,117 5 11	.....	.....
Do	405	No. 2 By-wash Paroo River	Steel and timber bridge	do	do	274 3 4	274 3 4	.....	.....
Do	406	Bourke to Louth	Formation, causeways and culverts	do	6,318 7 7	23,688 2 2	30,006 9 9	.....	.....
Do	437	Carter's Swamp Creek	Two timber and steel bridges	do	1,075 3 7	362 2 6	1,437 6 1	.....	.....
Broken Hill	66	Streets in Menindee	Bituminous surfacing	do	do	9,220 19 10	9,220 19 10	.....	.....
Do	81	Broken Hill to Silverton and Spur Road to Penrose Park.	Forming and gravelling	do	13,011 9 11	3,273 16 11	16,285 6 10	.....	.....
Do	81	do do do do	Bituminous surfacing	do	15,727 16 4	7,023 4 8	22,751 1 0	.....	.....
Do .....	...	Broken Hill City Boundary to Recreational Area...	Construction and bituminous surfacing of access road.	Council	do	1,339 15 2	1,339 15 2	0 3960	1,339 15 2
Wentworth	68	Wentworth to Menindee	Formation, causeways and culverts	Department	28,691 2 6	17,376 19 8	46,068 2 2	.....	.....
			Total—Trunk and Ordinary Main Roads			£62,650 2 9			
			Total—Western Division of the State			£78,251 16 2			

SUMMARY.			
State Highways—	£ s. d.	£ s. d.	£ s. d.
(A) Central and Eastern Divisions of the State	1,267,661 19 10		
(B) Western Division of the State	15,601 13 5		
		1,283,263 13- 3.	
Trunk and Ordinary Main Roads—			
(A) Central and Eastern Divisions of the State	566,635 2 8		
(B) Western Division of the State	62,650 2 9		
		629,285 5 5	
Miscellaneous Small Works	(Cr.) 1,278 1 8	(Cr.) 1,278 1 8	
Commission paid in terms of Section 42 Main Roads Act, 1924-1951		1,911,270 17 0	
Survey, Design and Supervision, including design for Council's works		519 11 8	
Acquisition of Land for Widening		204,748 8 10	
Proportion of School of Plant Instruction Expenses		24,558 0 10	
Undistributed Plant Charges		901 5 11	
Works carried out by Councils on roads other than Main Roads in terms of Section 21 (1B) of the Main Roads Act, 1924-1951...		770 7 4	
		3,300 0 0	
Total as per Receipts and Payments Statement, Appendix No. 2—Part "B."		£2,144,527 16 6	

Appendix No. 9.

DEVELOPMENTAL ROADS FUND.

SUMMARY OF EXPENDITURE ON CONSTRUCTION AND RECONSTRUCTION WORKS.

City, Municipal or Shire Area.	Road or Work No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51.	1951-52.	Total to 30-6-52.	Length.	Total Cos. (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
Apsley	1216	5.5 m. from intersection with Nowendoc-road at 35 m. from Walcha.	Earthworks, gravelling and culverts	Council .....	.....	1,950 0 0	1,950 0 0	.....	.....
Ashford	1183	From Trunk-road No. 63 near Yetman to 8.5 m. towards North Star.	do do	do .....	.....	6,700 0 0	6,700 0 0	.....	.....
Do	1193	Kecah Bridge to State Highway No. 16 at Camp Creek. Section 1 m. 4,900 ft. to 5 m.	do do	do	2,000 0 0	3,028 0 0	5,028 0 0	.....	.....
Do	1193	Kecah Bridge to State Highway No. 16 at Camp Creek. Section 5 m. to 14.6 m.	do do	do .....	.....	1,500 0 0	1,500 0 0	.....	.....
Bellingen	1134 and 1136	Restoration of bridges and roads following flood damage.	Flood damage repairs	do	9,605 0 4	7,390 5 1	16,995 5 5	.....	.....
Do	1134 and 3043.	do do do do	do do	do .....	.....	2,609 14 11	2,609 14 11	.....	.....
Bingara	1186	Mitchell's Lane to Ironbark Gully Settlement. Section 1 m. 2,000 ft. to 3 m. 3,900 ft.	do do	do .....	.....	700 0 0	700 0 0	.....	.....
Do	1186	Macintyre Shire Boundary to Ironbark Gully. Section 4 m. to 6 m. 4,100 ft.	Earthworks, gravelling and culverts	do	5,849 6 10	(Cr.) 1 12 8	5,847 14 2	2 4100	5,847 14 2
Blue Mountains	1195	Blackheath to Megalong Valley	Earthworks, gravelling and bituminous surfacing	do	12,199 17 6	4,000 0 0	16,199 17 6	.....	.....
Bogan	1163	24.25 m. to 34.0 m. from Main Road No. 346.	Earthworks, gravelling and culverts	do	2,500 0 0	21 14 9	2,521 14 9	9 3960	2,521 14 9
Do	1169	37 m. to 41 m. 5,000 ft. from Tottenham.	do do	do .....	.....	3,032 19 9	3,032 19 9	.....	.....
Do	1178	0 m. to 8 m. 60 chns. and 16 m. 50 chns to 18 m. from Girilambone.	Clearing, forming, causeways, etc.	do	2,200 0 0	(Cr.) 32 19 9	2,167 0 3	10 660	2,167 0 3
Do	1178	16 m. 50 chns to 18 m. 64 chns from Girilambone	Causeways, gravelling, etc.	do .....	.....	1,700 0 0	1,700 0 0	.....	.....
Booloroo	1200	3 m. to 5.75 m. from Pallamallawa	Earthworks, gravelling and culverts	do	2,000 0 0	1,700 0 0	3,700 0 0	.....	.....
Do	1200	5.75 m. to 13 m. from Pallamallawa	do do	do .....	.....	1,900 0 0	1,900 0 0	.....	.....
Boorowa	1058	Reid's Flat to Wottamondara	do do	do .....	.....	1,000 0 0	1,000 0 0	.....	.....
Burrangong	3073	3 m. 900 ft. to 4 m. 564 ft. and 4 m. 5,180 ft. to 5 m. 3,332 ft. from junction with Main Road No. 239.	do do	do	3,000 0 0	249 5 9	3,339 5 9	1 3096	3,339 5 9
Carrathool	1025	3 m. to 17.1 m. from Mid-Western Highway	Gravelling	do .....	.....	4,000 0 0	4,000 0 0	.....	.....
Cockburn	1093	0.75 m. from Attunga	Timber culvert	do	946 0 0	417 8 4	1,363 8 4	.....	.....
Cockburn and Peel	1093	Peel River at Somerton.	Timber bridge	do	4,750 0 0	118 4 0	4,868 4 0	.....	.....
Colo	1194	Wiseman's Ferry to Wright's Creek. Section 2 m. 1,300 ft. to 3 m. 1,800 ft.	Earthworks, gravelling and culverts	do .....	.....	5,400 0 0	5,400 0 0	.....	.....
Do	1194	Wiseman's Ferry to Wright's Creek. Section 3 m. 1,800 ft. to 4 m.	do do	do .....	.....	4,950 0 0	4,950 0 0	.....	.....
Coolah	3037	Butheroo Creek at Nellrex	Timber bridge and approaches	do	2,250 0 0	2,235 0 0	4,485 0 0	.....	.....
Coolamon and Narraburra	1091	0 m. to 3 m. 4,450 ft. from Developmental Road No. 1097.	Clearing, forming, causeways and culverts	do	1,860 0 0	(Cr.) 179 12 8	1,680 7 4	3 4450	1,680 7 4
Do	1091	do do do	Gravelling	do	1,500 0 0	(Cr.) 531 6 0	968 14 0	3 4450	968 14 0
Copmanhurst	1179	Grafton to Baryulgil. Section 5 m. 500 ft. to 6 m. 1,310 ft. from Main Road No. 150.	Earthworks and gravelling	do	3,575 15 7	15 7 6	3,591 3 1	.....	.....
Do	1179	11 m. from Grafton	Replacement of bridge and construction of pavement.	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Do	3059	Dulgigin Creek	Repairs to timber bridge	do	820 0 0	130 0 0	950 0 0	0 90	1,274 2 0
Culcairn	3074	Bucki Creek	Concrete culverts and approaches	do .....	.....	140 0 0	140 0 0	.....	.....
Dorrig	1130	Bruxner Park Road	Flood damage repairs	do .....	.....	70 0 0	70 0 0	.....	.....
Eurobodalla	1206	Batehaven to Wimbie	Earthworks, gravelling and culverts	do .....	.....	650 0 0	650 0 0	.....	.....
Gloucester	1110	Gloucester-Bulahdelah-road. Section 4.35 m. to 13.9 m.	Pipe and timber culverts	do	2,500 0 0	531 13 7	3,031 13 7	9 2904	3,031 13 7
Do	1110	Gloucester-Bulahdelah-road. Section 0 m. to 15 m.	do do	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Do	1110	Gloucester-Bulahdelah-road. Section 21 m. 1,600 ft. to 22 m. 1,400 ft.	Earthworks, gravelling and culverts	do .....	.....	3,000 0 0	3,000 0 0	.....	.....
Do	1150	Gloucester River Bridge	Flood damage repairs	do	2,000 0 0	1,000 0 0	3,000 0 0	.....	.....
Do	1150	Tout's Crossing	Timber bridge	do .....	.....	1,650 0 0	1,650 0 0	.....	.....
Gloucester and Stroud	1110	Gloucester-Bulahdelah-road. Section 19 m. 900 ft. to 21 m. 1,600 ft.	Earthworks, gravelling and culverts	do	11,500 0 0	260 16 8	11,760 16 8	2 700	11,760 16 8
Gosford and Kearsley	3053	Kulnura to Bucketty	Earthworks, gravelling and culverts	do .....	.....	7,500 0 0	7,500 0 0	.....	.....

Appendix No. 9—continued.

DEVELOPMENTAL ROADS FUND—continued.

Summary of Expenditure on Construction and Reconstruction Works—continued.

City, Municipal or Shire Area.	Road or Work No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51.	1951-52.	Total to 30-6-52.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
Hastings	1094	Hastings River at Double Crossing	Timber bridge	Council		3,000 0 0	3,000 0 0		
Do	1094	Hastings River at Kindee	Repairs to bridge	Department		178 19 10	178 19 10		
Imlay	1045	Kiah—Lower Towamba-road	Widening and provision of passing places	Council	500 0 0	200 0 0	700 0 0		
Jemalong	1104	Eugowra to Mare's Water Hole. Section 10 m. 1,400 ft. to 12 m. 4,361 ft.	Earthworks, gravelling and culverts	do	500 0 0	198 8 9	698 8 9	2 2961	1,542 3 4
Do	1104	Eugowra to Mare's Water Hole. Section 10 m. 1,400 ft. to 11 m. 3,446 ft.	do do	do		2,000 0 0	2,000 0 0		
Do	3064	1.7 m. from Developmental Work No. 3026 towards Developmental Road No. 1104.	Gravelling	do		352 16 0	352 16 0	1 3696	352 16 0
Jerilderie	1211	South Corree-road 7.35 m. to 8.1 m. and 9.2 m. to 10.95 m. from Jerilderie.	Forming and loaming	do	1,000 0 0	47 15 8	1,047 15 8		
Do	1211	South Corree-road 12.6 m. to 17.65 m. from Jerilderie	do do	do		1,000 0 0	1,000 0 0		
Kyeamba	1117	47 m. 4,800 ft. to 49 m. 200 ft. from Wagga Wagga	Earthworks, gravelling and culverts	do	2,000 0 0	500 0 0	2,500 0 0		
Do	1117	45.5 m. to 49 m. from Wagga Wagga	do do do	do	2,000 0 0	500 0 0	2,500 0 0		
Do	1117	49 m. to 52 m. from Wagga Wagga	do do do	do		2,000 0 0	2,000 0 0		
Kyogle	1141	13 m. 1,497 ft. to 14 m. 3,200 ft. from Kyogle	do do do	do	3,810 3 11	2,119 4 10	5,929 8 9		
Do	1141	14 m. 3,134 ft. to 15 m. 4,590 ft. from Kyogle	do do do	do		5,000 0 0	5,000 0 0		
Do	3065	Upper Duck Creek-road. Section 10 m. 150 ft. to 10 m. 2,800 ft.	do do do	do	2,495 0 0	(Cr.) 619 4 10	1,875 15 2		
Macintyre	1198	6 m. from Gwydir Highway to Yallaroi Shire Boundary.	Earthworks, gravelling and causeway over Reedy Creek.	do	921 0 0	22 12 5	943 12 5	0 3800	943 12 5
Do	1207	Access-road to King's Plains and Waterloo Soldiers' Settlements. Section 0 m. to 5.25 m. from Woodstock-road.	Earthworks, gravelling and culverts	do	2,000 0 0	4,100 0 0	6,100 0 0		
Do	1207	Access-road to King's Plains and Waterloo Soldiers' Settlements. Section 5.25 m. to 12.50 m. from Woodstock-road.	do do	do	2,000 0 0	3,060 0 0	5,060 0 0		
Manning	1209	Cooplacurripa to Nowendoc. Sections 0 m. to 2 m. and 5 m. 4,045 ft. to 12 m.	do do	do		2,000 0 0	2,000 0 0		
Do	1209	Cooplacurripa to Nowendoc. Section 2 m. to 5 m. 4,045 ft. from Cooplacurripa.	do do	do		10,000 0 0	10,000 0 0		
Mitchell	3067	16.45 m. and 17.85 m. from Wagga Wagga	Culverts	do		2,000 0 0	2,000 0 0		
Mumbulla	1214	0.85 m. to 1.45 m. from Monaro Highway	Clearing, earthworks and culverts	do	1,830 0 0	219 11 2	2,049 11 2	0 3168	2,049 11 2
Murray	1172	18.7 m. to 22 m. from Deniliquin	Forming and loaming	do		1,500 0 0	1,500 0 0		
Do	1172	25 m. to 34 m. from Deniliquin	Earthworks, gravelling and culverts	do	2,150 0 0	165 11 3	2,315 11 3	9 00	2,315 11 3
Do	1172	26.8 m. to 28.55 m. and 33.05 m. to 33.5 m. from Deniliquin.	Loaming	do		765 0 0	765 0 0		
Nambucca	1075 and 1078	Restoration of bridges and roads following flood damage.	Flood damage repairs	do	3,000 0 0	4,500 0 0	7,500 0 0		
do	1078	21.59 m. to 22.9 m. from Bowraville	Earthworks, gravelling and culverts	do		1,000 0 0	1,000 0 0		
Namoi	1167	Maule's Creek, 17.4 m. from Baan Baa	Concrete causeway	do		500 0 0	500 0 0		
Narraburra	1180	45 m. 3,564 ft. northwards from Coolamon Shire Boundary.	Clearing, forming and gravelling	do		3,000 0 0	3,000 0 0		
Patrick Plains	1053	6 m. 4,220 ft. to 7 m. 3,692 ft. from New England Highway.	Earthworks, gravelling and culverts	do		2,000 0 0	2,000 0 0		
Severn	1207	Access-road to King's Plains and Waterloo Soldiers' Settlements Section 2 m. in length east of Macintyre Shire Boundary.	do do do	do	4,748 0 0	135 5 4	4,883 5 4	2 00	4,883 5 4
Do	3032	14.75 m. to 16.11 m. from Glen Innes	Clearing, forming and gravelling	do	4,051 0 0	376 12 7	4,427 12 7	1 1900	4,427 12 7
Shoalhaven	1196	Sussex Inlet-road. Section 5 m. 2,700 ft. to 6 m. 4,700 ft.	Earthworks, gravelling and culverts	do	2,681 5 5	30 9 7	2,711 15 0	1 2000	2,711 15 0
Stroud	1110	Myall River at Schultz's Crossing	Timber bridge and approaches	do		2,000 0 0	2,000 0 0		
Talbragar	1174	Little River to approximately 1 m. from Obley	Timber bridge and approaches	do		2,000 0 0	2,000 0 0		

Appendix No. 9—continued.

DEVELOPMENTAL ROADS FUND—continued.

Summary of Expenditure on Construction and Reconstruction Works—continued.

City, Municipal or Shire Area.	Road or Work No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.	
					To 30-6-51.	1951-52.	Total to 30-6-52.	Length.	Total cost (including any contributions by Councils).
Tenterfield	1164	0 m. to 3 m. from Urbenville	Earthworks, gravelling and culverts	Council	£ 1,420 s. 0 d. 0	(Cr.) £ 46 s. 7 d. 2	£ 1,373 s. 12 d. 10	M. 3 ft. 00	£ 2,747 s. 5 d. 7
Do	1164	0.8 m. to 3.0 m. from Urbenville	do do do	do	0 0 0	1,000 0 0	1,000 0 0		
Do	1201	Koreelah Creek	Two timber bridges	do	2,600 0 0	2,160 0 0	4,760 0 0		
Do	1201	Woodenbong Creek	Timber bridge and approaches	do	1,850 0 0	304 12 0	2,154 12 0	Bridge 0 55 Approaches 0 985	2,154 12 0
Do	1201	0 m. to 3 m. towards Queensland Border	Earthworks, gravelling and culverts	do		2,000 0 0	2,000 0 0		
Tomki	1125	McLennan's Bridge	Timber bridge	do	500 0 0	509 7 7	1,009 7 7		
Do	1125 and 1132	Restoration of roads and bridges following flood damage.	Flood damage repairs	do		222 10 0	222 10 0		
Tumbarumba	3069	Ournie Creek	Concrete culvert and approaches	do	774 0 0	399 5 0	1,173 5 0		
Tumut	1215	0 m. to 5 m. from Monaro Highway	Earthworks, gravelling and culverts	do		524 0 0	524 0 0		
Do	1215	17 m. to 19 m. from Monaro Highway	do do do	do		266 0 0	266 0 0		
Tweed	1217	Pottsville to Hastings Point. Section 0 m. to 2 m.	do do do	do		3,000 0 0	3,000 0 0		
Urana and Lockhart	1014	11.5 m. to 12.5 m. and 13.0 m. to 14.3 m. from Urana	do do do	do		1,481 0 0	1,481 0 0		
Wakool	1118	0 m. to 4 m. from Barham	Forming and loaming	do		1,800 0 0	1,800 0 0		
Wallerobba	1128	19 m. to 24 m. from East Gresford	Culverts and gravelling	do		900 0 0	900 0 0		
Do	3062	Gresford—Lostock—Carrabolla—Upper Paterson	Four concrete crossings and approaches	do	5,000 0 0	1,000 0 0	6,000 0 0		
Do	3066	do do do	Concrete crossing and deviation	do	2,000 0 0	457 13 2	2,457 13 2		
Waugoola	1156	0 m. to 1 m. from Goolagong towards Bumbaldry	Earthworks, gravelling and culverts	do	1,243 12 0	1 13 2	1,245 11 2	1 00	1,245 11 2
Do	1156	1 m. to 2 m. 1,162 ft. from Goolagong towards Bumbaldry	do do do	do		2,000 0 0	2,000 0 0		
Wellington	1135	0 m. to 2 m. 1,887 ft. from Developmental Road No. 1007 towards Benelong Bridge	do do do	do		3,000 0 0	3,000 0 0		
Woodburn	1203	From Pacific Highway at 10 m. south of Woodburn via Jackybulbin to Developmental Road No. 1049. Section 0 m. to 0 m. 2,700 ft.	do do do	do		500 0 0	500 0 0		
Wyong	1077	Dooralong	Replacement of Goad's Bridge	do		300 0 0	300 0 0		
Yallaro	1198	From 7 m. to 10 m. 891 ft. north of Gwydir Highway	Earthworks, gravelling and culverts	do	3,000 0 0	1,055 10 8	4,055 10 8	3 891	4,055 10 8
Do	1198	From 10 m. 891 ft. north of Gwydir Highway for 7.5 m. to Ashford Shire Boundary.	Clearing, forming and gravelling.	do	8,700 0 0	(Cr.) 1,065 11 2	7,634 8 10	7 2640	7,634 8 10
Do	1200	County boundary road. Section 13 m. to 15 m. 2,515 ft. from Pallamallawa.	Earthworks, gravelling and culverts	do	1,200 0 0	731 19 9	1,931 19 9	2 2515	1,931 19 9
Do	1200	County boundary road. Section 15 m. 2,515 ft. to 24 m. 2,317 ft. from Pallamallawa.	do do do	do		10,000 0 0	10,000 0 0		
Do	1200	County boundary road. Section 24 m. 2,317 ft. to 29 m. 2,431 ft. from Pallamallawa.	do do do	do		5,500 0 0	5,500 0 0		
		Miscellaneous (Long Service Leave)				53 9 7			
		Total Expenditure on Road Construction				166,713 10 5			
		Administration Expenses				1,742 6 3			
		Department of Main Roads Expenditure—New South Wales Transport and Highways Commission				129 2 9			
		Miscellaneous Expenses				1 2 7			
		Total as per Receipts and Payments Statement, Appendix No. 3				£168,586 2 0			

Appendix No. 10.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

EXPENDITURE DURING THE YEAR 1951-52 ON THE MAINTENANCE AND MINOR IMPROVEMENT OF
MAIN ROADS, BRIDGES AND FERRIES.

City, Municipal or Shire Area.	Work carried out by	Amount paid to Councils or expended by Department.						
STATE HIGHWAYS.								
S.H. 1—Prince's Highway—		£	s.	d.	£	s.	d.	
Greater Wollongong	Department	21,860	10	11				
Kogarah	"	6,590	9	4				
Marrickville	"	3,233	8	8				
Rockdale	"	2,166	0	6				
Sutherland	"	35,225	4	1				
Sydney	Council	1,345	12	10				
					70,421	6	4	
S.H. 2—Hume Highway—								
Ashfield	Department	874	0	0				
Bankstown	"	7,138	6	2				
Burwood	"	994	10	0				
Camden	"	3,523	1	5				
Fairfield	"	4,742	7	3				
Liverpool	"	17,628	9	11				
Strathfield	"	1,752	12	11				
					36,653	7	8	
S.H. 5—Great Western Highway—								
Ashfield	Department	887	13	8				
Auburn	"	1,167	0	0				
Blacktown	"	9,006	1	11				
Blue Mountains	"	63,809	17	9				
Burwood	"	264	0	0				
Concord	"	321	10	0				
Drummoyne	"	189	0	0				
Holroyd	"	13,686	2	4				
Leichhardt	"	305	0	0				
Marrickville	"	309	0	0				
Parramatta	"	2,576	2	9				
Penrith	"	6,309	11	9				
Strathfield	"	527	0	0				
Sydney	Council	1,345	12	9				
					100,703	12	11	
S.H. 10—Pacific Highway—								
Hornsby	Department	10,665	13	4				
"	Council	3,536	13	11				
Ku-ring-gai	Department	38,980	17	4				
Lane Cove	"	1,255	14	4				
North Sydney	"	739	2	8				
Willoughby	"	927	16	0				
					56,1	5	17 7	
S.H. 13—								
Bankstown	Department	1,777	6	0				
Baulkham Hills	Council	215	11	11				
"	Department	3,399	2	4				
Fairfield	"	1,777	7	7				
Holroyd	"	110	0	0				
Hornsby	Council	3,536	13	11				
Parramatta	Department	14,547	7	1				
					25,363	8	10	
Total—State Highways						£289,247	13	4

ORDINARY MAIN ROADS.

Ashfield	Council	£	s.	d.
Auburn	"	18	0	0
Bankstown	"	5,750	5	9
"	Department	4,046	7	4
Baulkham Hills	Council	3,786	14	3
"	"	8,033	7	4
Blacktown	Department	16,607	3	4
"	Council	8,300	0	0
Blue Mountains	Department	7,535	13	4
"	"	16,093	12	9
Botany	Council	440	10	7
"	"	29	16	5*
Burwood	Department	4,047	5	11
"	"	496	0	0
"	Council	2,058	15	9

* Refund of Grant.

Appendix No. 10—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.

Expenditure during the year 1951-52 on the Maintenance and Minor Improvement of Main Roads,
Bridges and Ferries—continued.

City, Municipal or Shire Area.	Work carried out by	Amount paid to Councils or expended by Department.		
ORDINARY MAIN ROADS—continued.				
		£	s.	d.
Camden	Department	1,017	2	9
"	Council	912	16	7
Campbelltown	Department	18,818	14	4
Canterbury	"	6,868	7	1
Colo	"	18,501	17	0
"	Council	6,997	15	4
Concord	"	932	4	11
"	Department	333	1	8
Drummoyne	"	4,057	9	5
"	Council	124	8	2
Fairfield	Department	3,470	13	6
"	Council	500	0	0
Greater Wollongong	Department	44,082	5	4
Hornsby	Council	15,806	1	8
"	Department	2,004	14	1
Hunter's Hill	"	5,603	6	9
Hurstville	Council	4,663	14	9
"	Department	174	0	0
Kogarah	"	67	0	0
"	Council	1,419	7	5
Ku-ring-gai	"	3,479	12	9
"	Department	6,891	11	2
Lane Cove	"	4,112	12	6
Leichhardt	"	7,756	18	0
Liverpool	Council	1,092	10	0
"	Department	7,125	9	0
Manly	"	2,691	19	5
"	Council	5,978	19	2
Marrickville	Department	375	15	9
"	Council	104	11	11
Mosman	Department	2,691	19	6
"	Council	1,160	13	0
North Sydney	"	1,982	5	0
Parramatta	Department	6,645	7	2
Penrith	"	13,520	16	7
"	Council	12,912	17	7
Randwick	"	158	0	3*
"	Department	11,045	13	6
Rockdale	"	6,423	8	4
"	Council	2,502	12	4
Ryde	"	4,436	18	0
"	Department	1,560	1	11
Strathfield	Department	496	0	0
"	Council	163	5	5
Sutherland	"	12,231	2	7
"	Department	21,793	10	10
Sydney	"	446	8	11
"	Council	9,518	5	3
Warringah	"	13,625	7	7
"	Department	66,293	18	1
Waverley	Council	838	18	4
"	Department	3,032	0	0
Willoughby	Council	1,437	4	4
"	Department	1,320	11	8
Windsor	"	22,980	14	2
Wollondilly	Council	1,500	0	0
Woollahra	"	5,825	12	0
"	Department	1,726	3	3
Total—Ordinary Main Roads		£481,102 15 5		

SECONDARY ROADS.

		£	s.	d.
Ashfield	Council	482	0	0
Blue Mountains	"	401	5	7
Botany	"	242	19	4
Burwood	"	599	15	10
Canterbury	"	1,908	11	11
"	Department	55	17	4
Drummoyne	Council	283	15	4
Hornsby	"	1,541	17	4
Hunter's Hill	"	1,270	18	9

* Refund of Grant.

Appendix No. 10—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.

Expenditure during the year 1951-52 on the Maintenance and Minor Improvement of Main Roads, Bridges and Ferries—continued.

City, Municipal or Shire Area.	Work carried out by	Amount paid to Councils or expended by Department.	
SECONDARY ROADS—continued.			
Hurstville	Council	£ 373	s. d. 6 8
Lane Cove	"	183	0 4
Leichhardt	"	223	19 11
Manly	"	40	15 11
Marrickville	"	395	8 1
"	Department	55	17 4
Mosman	Council	339	7 0
North Sydney	"	2,315	5 0
Rockdale	"	1,023	0 7
Ryde	"	240	13 0
Sutherland	"	6,146	10 5
"	Department	2,972	0 8
Sydney	Council	2,297	4 9
Willoughby	"	499	2 6
Total—Secondary Roads		23,892 13 7	
Total—All Roads		£794,243 2 4	

MISCELLANEOUS.

	£	s.	d.	£	s.	d.
Bridges and Ferries not on classified roads	33,967	14	3			
Maintenance of Depot Buildings, Fences, etc.	4,273	0	0			
Restoration of Road Openings	3,678	12	5			
Traffic Striping	13,564	19	9			
Signposting by Department	2,143	11	3			
Supervision	8,814	3	6			
Testing Laboratory Working Expenses	1,322	7	6			
Proportion of School of Plant Instruction Expenses ..	398	14	3			
Undistributed Plant Charges	(Cr.) 268	4	5			
Commission paid in terms of Section 42, Main Roads Act, 1924-51	1,055	17	11			
Payments to Councils for Long Service Leave	47	10	2			
Signposting by Councils	431	8	5			
Miscellaneous	60,628	4	11			
				130,057 19 11		
Total as per Receipts and Payments Statement—Appendix No. 1, Part "A"				£924,301 2 3		

924301
911891
12410

Appendix No. 11.

COUNTRY MAIN ROADS FUND.

EXPENDITURE DURING THE YEAR 1951-52 ON THE MAINTENANCE AND MINOR IMPROVEMENT OF MAIN ROADS, BRIDGES AND FERRIES.

City, Municipal or Shire Area.	Work carried out by—	Amount paid to Councils or expended by Department.
STATE HIGHWAYS.		
		£ s. d. £ s. d.
S.H. 1—Prince's Highway—		
Bega	Department	1,338 15 6 ✓
Eurobodalla	"	37,592 10 3 ✓
Gerringong	"	10,178 15 4 ✓
Greater Wollongong	"	13,103 17 9 ✓
"	Council	405 18 3 ✓
Imlay	Department	41,474 18 4 ✓
Jamberoo	"	5,027 18 10 ✓
Kiama	"	4,083 15 5 ✓
Mumbulla	"	17,123 16 7 ✓
Shellharbour	"	6,187 9 8 ✓
Shoalhaven	"	77,029 10 7 ✓
		213,547 6 6
S.H. 2—Hume Highway—		
Albury	Council	4,655 3 9 ✓
Camden	Department	1,313 15 8 ✓
Corowa	Council	91 15 6 ✓
Demondrille	Department	22,245 8 10 ✓
Goodradigbee	"	39,663 15 3 ✓
Goulburn	"	3,516 2 5 ✓
"	Council	64 7 3 ✓
Gundagai	Department	132,525 19 8 ✓
Gunning	"	31,751 6 5 ✓
Holbrook	"	34,890 14 3 ✓
Hume	"	24,441 10 0 ✓
Kyeamba	"	12,243 15 1 ✓
Mittagong	Council	29,107 12 9 ✓
Mulwaree	"	18,643 14 0 ✓
Wingecarribee	"	54,255 11 5 ✓
Wollondilly	Department	23,578 3 8 ✓
Yass	"	10,351 14 0 ✓
		443,340 9 11
S.H. 3—Federal Highway—		
Gunning	Department	9,420 8 4 ✓
Mulwaree	Council	2,251 6 0 ✓
Yarrowlumla	Department	3,810 15 5 ✓
		15,482 9 9
S.H. 4—Monaro Highway—		
Bega	Department	521 4 7 ✓
Cooma	Council	698 6 3 ✓
Gundagai	Department	1,325 16 3 ✓
Imlay	"	1,600 3 1 ✓
Monaro	Council	4,585 3 5 ✓
Mumbulla	Department	14,515 19 2 ✓
Snowy River	"	15,467 15 1 ✓
Tumut	Council	22,512 7 3 ✓
		61,226 15 1
S.H. 5—Great Western Highway—		
Bathurst	Department	1,156 2 10 ✓
Blaxland	"	18,933 8 9 ✓
Lithgow	"	367 5 7 ✓
Turon	"	11,548 2 2 ✓
		32,004 19 4
S.H. 6—Mid-Western Highway—		
Abercrombie	Council	5,497 14 11 ✓
Bathurst	Department	152 17 9 ✓
Bland	Council	16,086 9 2 ✓
Carrathool	"	6,036 2 9 ✓
Cowra	"	1,770 0 0 ✓
Grenfell	"	500 0 0 ✓
Hay	"	837 19 11 ✓
Lyndhurst	"	4,899 3 4 ✓
Murrumbidgee	"	12 12 8 ✓
Waradgery	"	4,088 4 6 ✓
Waugoola	"	9,723 10 6 ✓
Weddin	"	19,119 13 10 ✓
		68,724 9 4

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1951-52 on the Maintenance and Minor Improvement of Main Roads, Bridges and Ferries—continued.

City, Municipal or Shire Area.	Work carried out by—	Amount paid by Councils or expended by Department.					
STATE HIGHWAYS—continued.							
		£	s.	d.	£	s.	d.
S.H. 7—Mitchell Highway—							
Abercrombie	Council	19,082	5	5 ✓			
Bathurst	Department	168	7	2 ✓			
Bogan	Council	4,920	9	5 ✓			
Canobolas	"	12,150	0	0 ✓			
Dubbo	"	201	12	7 ✓			
Marthaguy	Department	2,508	16	1 ✓			
Molong	Council	12,731	13	0 ✓			
Narromine	Department	47	9	2 ✓			
Orange	Council	200	0	0 ✓			
Nyngan	"	1,147	8	6 ✓			
Talbragar	"	3,208	2	5 ✓			
"	Department	3,492	1	11 ✓			
Timbregongie	"	25,432	8	0 ✓			
Wellington	Council	17,417	12	10 ✓			
					102,708	6	6
S.H. 8—Barrier Highway—							
Bogan	Council	2,251	9	4 ✓			
Nyngan	"	112	13	8 ✓			
					2,364	3	0
S.H. 9—New England Highway—							
Armidale	Council	688	18	7 ✓			
Cockburn	"	7,328	19	3 ✓			
Dumaresq	"	7,497	10	6 ✓			
Glen Innes	"	76	4	8 ✓			
"	Department	600	14	6 ✓			
Guyra	Council	7,182	18	3 ✓			
"	Department	4,279	4	7 ✓			
Kearsley	"	6,767	4	4 ✓			
Kyogle	Council	1,857	16	5 ✓			
Lower Hunter	Department	1,916	2	5 ✓			
Maitland	Council	1,400	0	0 ✓			
"	Department	1,349	2	2 ✓			
Murrurundi	"	53,671	12	9 ✓			
Muswellbrook Shire	"	12,293	12	0 ✓			
Muswellbrook Municipality	"	185	12	2 ✓			
Nundle	Council	2,540	4	11 ✓			
Patrick Plains	Department	20,163	12	5 ✓			
Peel	Council	7,642	3	0 ✓			
Scone	"	500	0	0 ✓			
Singleton	"	92	18	5 ✓			
Severn	"	1,511	18	11 ✓			
"	Department	8,253	11	1 ✓			
Tamarang	Council	11,123	18	7 ✓			
Tamworth	"	3,270	3	8 ✓			
Tenterfield Shire	"	11,907	8	2 ✓			
"	Department	3,625	2	11 ✓			
Tenterfield Municipality	Council	942	6	11 ✓			
Upper Hunter	Department	17,264	0	7 ✓			
Uralla	Council	6,176	13	4 ✓			
					202,109	15	6
S.H. 10—Pacific Highway—							
Ballina	Council	647	16	4 ✓			
Bellingen	Department	2,625	1	9 ✓			
"	Council	4,820	3	11 ✓			
Byron	"	3,436	4	5 ✓			
Dorrigo	"	14,500	0	0 ✓			
Gloucester	"	13,462	18	10 ✓			
Gosford	Department	40,260	9	8 ✓			
"	Council	512	19	2 ✓			
Harwood	"	2,100	0	0 ✓			
Hastings	Department	13,796	11	2 ✓			
Kempsey	"	2,984	0	9 ✓			
Lake Macquarie	"	27,469	13	7 ✓			
Lower Hunter	"	3,439	1	7 ✓			
Maclean	Council	100	0	0 ✓			
Macleay	Department	25,258	10	4 ✓			
Manning	Council	18,865	4	10 ✓			
"	Department	1,911	0	0 ✓			
Nambucca	"	14,881	19	1 ✓			
Newcastle	Council	5,686	15	10 ✓			

Appendix No. 11—continued.

1951-52 COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1950-51 on the Maintenance and Minor Improvement of Main Roads, Bridges and Ferries—continued.

City, Municipal or Shire Area.	Work carried out by—	Amount paid to Councils or expended by Department.			
STATE HIGHWAYS—continued.					
		£	s.	d.	£ s. d.
S.H. 10—Pacific Highway—continued.					
Nymboida	Council	6,558	17	4 ✓	
Orara	Department	17,689	8	7 ✓	
Port Macquarie	"	1,102	10	0 ✓	
Port Stephens	Council	3,000	0	0 ✓	
South Grafton	"	5	0	7* ✓	
Stroud	"	14,879	11	7 ✓	
Taree	"	1,687	11	3 ✓	
Tintenbar	"	8,367	18	2 ✓	
Tweed	"	3,963	5	7 ✓	
Ullmarra	Department	3,437	14	6 ✓	
Woodburn	Council	17,498	8	7 ✓	
Wyong	Department	35,839	6	1 ✓	
					310,778 2 4
S.H. 11—Oxley Highway—					
Apsley	Council	13,796	15	10 ✓	
Cockburn	"	3,149	2	11 ✓	
Coonabarabran	"	14,782	0	10 ✓	
Gilgandra	"	3,360	5	1 ✓	
Gunnedah	"	500	0	0 ✓	
Hastings	Department	22,883	5	6 ✓	
Liverpool Plains	Council	4,878	4	7 ✓	
Marthaguy	Department	821	2	9 ✓	
"	Council	9,300	0	0 ✓	
Peel	"	5,039	1	1 ✓	
Tamworth	"	405	14	7 ✓	
Timbrell	Department	189	7	11 ✓	
Walcha	Council	1,000	0	0 ✓	
Warren	"	2,200	0	0 ✓	
					82,305 1 1
S.H. 12—Gwydir Highway—					
Boolooroo	Council	1,583	16	11* ✓	
Boomi	"	15,335	13	5 ✓	
Glen Innes	"	1,074	11	9 ✓	
Inverell	"	519	19	9 ✓	
Macintyre	"	12,712	4	11 ✓	
Moree	"	178	11	5 ✓	
Nymboida	"	2,441	2	8 ✓	
Severn	"	6,792	19	6 ✓	
South Grafton	"	105	0	7 ✓	
Walgett	"	502	0	5 ✓	
Yallaroi	"	6,031	2	1 ✓	
					44,109 9 7
S.H. 14—Sturt Highway—					
Hay	Council	1,504	11	9 ✓	
Kyeamba	Department	5,926	7	6 ✓	
Mitchell	"	11,945	19	0 ✓	
Murrumbidgee	Council	8,663	13	1 ✓	
Wagga Wagga	"	395	0	0 ✓	
Wakool	"	7,439	0	2 ✓	
Waradgery	"	9,964	9	7 ✓	
Yanko	Department	7,932	1	9 ✓	
					53,771 2 10
S.H. 15—Yass-Canberra Road—					
Goodradigbee	Department	3,218	3	10 ✓	
Yarrowlumla	"	738	17	2 ✓	
					3,957 1 0
S.H. 16—					
Ashford	Council	6,680	0	0 ✓	
Ballina	"	675	8	1 ✓	
Boolooroo	"	302	2	5 ✓	
Casino	"	519	1	5 ✓	
Gundurimba	"	6,867	2	2 ✓	
Kyogle	Department	18,852	17	7 ✓	
Lismore	Council	2,131	10	6 ✓	
Tenterfield Shire	"	9,554	6	2 ✓	
Tenterfield Municipality	"	10,262	4	6 ✓	
Tintenbar	"	720	1	6 ✓	
Tomki	"	2,049	13	2 ✓	
"	Department	6,619	1	3 ✓	
Yallaroi	Council	879	6	6 ✓	
					66,112 15 3

* Refund of Grant.

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1951-52 on the Maintenance and Minor Improvement of Main Roads, Bridges and Ferries—continued.

City, Municipal or Shire Area.	Work carried out by—	Amount paid to Councils or expended by Department.					
STATE HIGHWAYS—continued.							
S.H. 17—Newell Highway—		£	s.	d.	£	s.	d.
Berrigan	Department	1,948	17	1	✓		
Bland	Council	413	10	10	✓		
Boolooroo	"	11,779	14	6	✓		
Coolamon	"	2,000	0	0	✓		
Coonabarabran	"	1,217	19	2	✓		
Dubbo	"	372	14	0	✓		
Forbes	"	1,910	18	5	✓		
Gilgandra	"	1,197	15	6	✓		
Goobang	Department	5,496	13	5	✓		
Jemalong	Council	14,176	15	0	✓		
Jerilderie	Department	4,493	9	6	✓		
Moree	Council	348	7	4	✓		
Namoi	"	16,967	7	2	✓		
Narrabri	"	1,750	0	0	✓		
Narrandera	"	300	0	0	✓		
Parkes	"	121	15	1	✓		
"	Department	262	1	10	✓		
Peak Hill	"	521	19	7	✓		
Talbragar	"	6,192	11	7	✓		
Timbrellongie	"	5,098	15	4	✓		
Urana	"	5,963	18	11	✓		
Weddin	Council	2,380	6	2	✓		
Yanko	"	2,191	0	0	✓		
"	Department	1,864	18	3	✓		
						88,971	8 8
S.H. 18—							
Bogan	Council	628	1	3	✓		
Coonamble	"	6,251	16	1	✓		
Gilgandra	"	3,141	19	5	✓		
Walgett	"	2,497	19	7	✓		
						12,519	16 4
S.H. 19—							
Bibbenluke	Council	13,586	2	0	✓		
Bombala	"	1,301	2	10	✓		
Cooma	"	1,283	11	9	✓		
Monaro	"	10,409	1	4	✓		
Yarrowlumla	"	2,150	0	0	✓		
						28,729	17 11
S.H. 20—							
Albury	Council	487	0	5	✓		
Berrigan	Department	2,950	7	10	✓		
Conargo	Council	0	19	5	✓		
"	Department	1,847	1	1	✓		
Coreen	"	10,931	8	10	✓		
Corowa	Council	82	0	5	✓		
Deniliquin	"	287	10	10	✓		
Hume	Department	13,339	7	4	✓		
						29,923	17 4
S.H. 21—Cobb Highway—							
Deniliquin	Council	5,655	1	2	✓		
Hay	"	3,083	4	7	✓		
Moama	"	460	0	0	✓		
Murray	"	2,326	0	5	✓		
Waradgery	"	9,847	5	11	✓		
Windouran	"	6,985	13	7	✓		
						28,357	5 8
S.H. 23—							
Lake Macquarie	Council	236	2	7	✓		
Newcastle	"	458	10	2	✓		
						694	12 9
S.H. 24—							
Tenterfield Shire	Council	3,145	19	9	✓		
						3,145	19 9
Total—State Highways						£1,894,885	5 5

* Refund of Grant.

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1951-52 on the Maintenance and Minor Improvement of Main Roads,
Bridges and Ferries—continued.

City, Municipal or Shire Area.	Work carried out by—	Amount paid to Councils or expended by Department.		
TRUNK AND ORDINARY MAIN ROADS.				
		£	s.	d.
Abercrombie	Council	5,900	0	0 ✓
Apsley	"	307	15	3 ✓
Armidale	"	124	10	8 ✓
Ashford	"	13,932	0	0 ✓
Ballina	"	104	13	2* ✓
Balranald	"	250	0	0 ✓
Barraba Municipality	"	100	0	0 ✓
Barraba Shire	"	7,072	0	0 ✓
Bellingen	"	7,520	11	10 ✓
Berrigan	"	9,500	0	0 ✓
Bibbenluke	"	6,665	17	5 ✓
Bingara	"	6,249	9	5 ✓
Bland	"	6,668	1	2 ✓
Blaxland	"	25,230	8	0 ✓
"	Department	10,763	4	6 ✓
Blue Mountains	"	1,064	17	10 ✓
Bogan	Council	9,500	0	0 ✓
Bombala	"	490	0	0 ✓
Boolooloo	"	4,700	0	0 ✓
Boomi	"	5,900	0	0 ✓
Boorowa	"	7,900	0	0 ✓
Boree	"	21,000	0	0 ✓
Bowral	"	1,585	0	0 ✓
Burrangong	"	15,050	0	0 ✓
Byron	"	4,971	4	1 ✓
Canobolas	"	8,500	0	0 ✓
Carrathool	"	13,400	0	0 ✓
Casino	"	622	15	3 ✓
Cessnock	"	3,619	16	1 ✓
Cockburn	"	9,000	0	0 ✓
Colo	"	8,909	19	9 ✓
"	Department	15,181	19	9 ✓
Conargo	Council	3,700	0	0 ✓
Condobolin	"	5,000	0	0 ✓
Coolah	"	4,000	0	0 ✓
Coolamon	"	4,710	18	8 ✓
Coonabarabran	"	15,500	0	0 ✓
Coonamble	"	10,247	9	11 ✓
Cootamundra	"	300	0	0 ✓
Copmanhurst	"	11,979	6	5 ✓
Coreen	"	6,100	0	0 ✓
Corowa	"	1,681	18	10 ✓
Cowra	"	487	5	8 ✓
Crookwell	"	19,516	0	0 ✓
Cudgegong	Department	9,205	10	4 ✓
"	Council	7,800	0	0 ✓
Culcairn	"	5,200	0	0 ✓
Demondrille	"	6,000	0	0 ✓
Deniliquin	"	227	9	1 ✓
Dorrigo	"	10,709	4	5 ✓
Dumaresq	"	8,137	10	6 ✓
Dubbo	"	500	0	0 ✓
Dungog	"	385	3	10 ✓
Eurobodalla	"	4,980	0	0 ✓
Forbes	"	2,097	5	2 ✓
Gerringong	"	308	12	7 ✓
Gilgandra	"	2,500	0	0 ✓
Glen Innes	Council	217	0	0 ✓
Goobang	"	12,996	6	6 ✓
Goodradigbee	"	6,500	0	0 ✓
Gosford	"	18,983	12	5 ✓
Goulburn	"	1,309	2	10 ✓
Grafton City	"	1,700	0	0 ✓
Greater Wollongong	"	23,610	9	7 ✓
"	Department	24,776	12	10 ✓
Grenfell	Council	650	0	0 ✓
Gulgong	"	13,327	7	11 ✓
Gundagai	"	8,100	0	0 ✓
Gundurimba	"	5,877	13	9 ✓
Gunnedah	"	100	0	0 ✓
Gunning	"	5,379	0	0 ✓
Guyra	"	9,800	0	3 ✓
Harwood	"	4,085	13	3 ✓
Hastings	"	2,687	0	0 ✓
Hay	"	50	0	0 ✓
Holbrook	"	8,881	6	1 ✓
Hume	"	9,528	7	2 ✓
Illabo	"	6,298	0	9 ✓
Imlay	"	5,360	18	8 ✓

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1951-52 on the Maintenance and Minor Improvement of Main Roads, Bridges and Ferries—continued.

City, Municipal or Shire Area.	Work carried out by—	Amount paid to Councils or expended by Department.		
TRUNK AND ORDINARY MAIN ROADS—continued.				
		£	s.	d.
Inverell	Council	431	1	9
Jamberoo	"	1,216	7	10
Jemalong	"	13,000	0	0
Jerilderie	"	8,263	1	6
Jindalee	"	12,081	0	0
Junee	"	89	0	0
Kearsley	"	10,854	9	0
Kempsey	"	210	11	10
Kiama	"	1,753	4	10
Kyeamba	"	5,289	7	10
Kyogle	"	14,855	12	11
Lachlan	"	17,162	3	4
Lake Macquarie	"	17,962	4	9
Leeton	"	950	0	0
Lismore	"	3,349	5	0
Lithgow	"	300	0	0
Liverpool Plains	"	16,750	0	0
Lockhart	"	11,000	0	0
Lower Hunter	"	6,650	0	0
Lyndhurst	"	3,729	4	4
Macintyre	"	11,699	0	0
Maclean	"	50	0	0
Macleay	"	13,000	0	0
Maitland	"	3,891	4	1
Mandowah	"	4,992	1	6
Manilla	"	300	0	0
Manning	"	5,850	5	0
Marthaguy	"	6,235	15	1
Merriwa	"	9,350	0	0
Mitchell	"	13,000	0	0
Mittagong	"	6,599	12	7
Molong	"	4,000	0	0
Monaro	"	695	12	6
Moree	"	450	0	0
Mudgee	"	201	0	11
Mullumbimby	"	310	3	3
Mulwaree	"	12,187	0	0
Mumbulla	"	5,100	0	0
Murray	"	5,523	18	9
Murrumbidgee	"	2,200	0	0
Murrumburrah	"	635	9	4
Murrurundi	"	2,350	0	0
Muswellbrook Shire	"	7,117	9	4
Nambucca	"	3,594	16	11
Namoi	"	23,352	4	11
Narrabri	"	750	0	0
Narraburra	"	7,722	0	10
Narrandera	"	39	0	0
Narromine	"	638	2	7
Newcastle	"	16,187	18	11
Nundle	"	4,150	0	0
Nymboida	"	9,350	0	0
Nyngan	"	100	0	0
Oberon	"	4,480	17	0
"	Department	5,758	0	3
Orange	Council	76	4	7
Orara	"	4,200	0	0
Parkes	"	700	0	0
Patrick Plains	"	13,286	19	7
"	Department	9,673	13	0
Peak Hill	Council	1,202	9	2
Peel	"	4,159	7	4
Port Macquarie	"	102	0	0
Port Stephens	"	11,203	9	6
Queanbeyan	"	550	0	0
Quirindi	"	337	17	7
Rylstone	"	4,400	0	0
"	Department	9,122	15	3
Scone	Council	907	0	0
Severn	"	4,220	18	8
"	Department	1,126	10	5
Shellharbour	Council	6,441	14	10
"	Department	8,607	4	3
Shoalhaven	Council	2,207	8	2
"	Department	21,365	6	0
Singleton	Council	35	13	5

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1951-52 on the Maintenance and Minor Improvement of Main Roads
Bridges and Ferries—continued.

City, Municipal or Shire Area.	Work carried out by—	Amount paid to Councils or expended by Department.						
TRUNK AND ORDINARY MAIN ROADS—continued.								
		£	s.	d.	£	s.	d.	
Snowy River	Council	6,000	0	0				
South Grafton	Department	14,411	6	3				
Stroud	Council	149	11	4*				
Talbragar	"	14,406	7	5				
Tallaganda	"	2,102	4	9				
Tamarang	"	14,587	0	0				
Tamworth	"	12,350	0	0				
Taree	"	200	0	0				
Temora	"	500	0	0				
Tenterfield Shire	"	1,200	0	0				
Terania	"	2,600	17	3				
Timbregongie	"	8,343	7	10				
Tintenbar	"	10,500	0	0				
Tomki	"	8,002	14	5				
Tumbarumba	"	5,112	9	9				
Tumut	"	6,634	12	6				
Turon	"	13,710	15	3				
Tweed	"	3,893	13	11				
Upper Hunter	"	15,947	19	1				
Uralla	"	12,150	0	0				
Urana	"	8,657	0	0				
Wade	"	11,166	5	8				
Wagga Wagga	"	7,000	0	0				
Wakool	"	602	19	4				
Walcha	"	21,300	0	0				
Walgett	"	353	5	5				
Wallerobba	"	3,658	6	0				
Waradgery	"	5,360	19	2				
Warren	"	6,546	16	5				
Wangool	"	1,250	0	0				
Weddin	"	6,000	0	0				
Wellington	"	6,791	13	10				
Windouran	"	13,346	7	4				
Wingecarribee	"	2,450	0	0				
Wingham	"	14,472	1	10				
Wollondilly	"	800	0	0				
"	"	3,075	13	6				
Woodburn	Department	2,363	11	4				
Wyong	Council	3,649	2	9				
Yallaroi	"	1,500	0	0				
Yanko	"	7,450	3	7				
Yarrowluma	"	3,304	13	1				
Yass	"	8,750	0	0				
Young	"	348	0	0				
	"	800	0	0				
Total—Trunk and Ordinary Main Roads.....						1,278,251	2	0
Total—All Roads						£3,173,136	7	5

* Refund of Grant.

BRIDGES.		£	s.	d.	£	s.	d.
Outer Metropolitan Division No. 1—							
State Highways		7,493	10	1			
Main Roads		2,345	18	11			
Developmental or other roads		357	15	7			
					10,197	4	7 ✓
Outer Metropolitan Division No. 2—							
State Highways		1,478	14	10			
Trunk Roads		1,393	0	9			
Main Roads		2,362	10	8			
Developmental or other roads		1,664	18	8			
					6,899	4	11 ✓
Southern Division—							
State Highways		17,002	12	3			
Trunk Roads	(Cr.)	58	19	10			
Main Roads		1,000	4	6			
Developmental or other roads	(Cr.)	406	15	3			
					17,537	1	8 ✓
Lower Northern Division—							
State Highways		32,434	17	4			
Main Roads		19,482	11	8			
Developmental or other roads		5,670	2	0			
					57,587	11	0 ✓

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1951-52 on the Maintenance and Minor Improvement of Main Roads,
Bridges and Ferries—continued.

BRIDGES—continued.

	£	s.	d.	£	s.	d.	£	s.	d.
Upper Northern Division—									
State Highways	2,433	8	11						
Trunk Roads	406	15	3						
Main Roads	3	8	6						
Developmental or other roads	1,582	3	0						
				4,425	15	8			
South Western Division—									
State Highways	1,740	3	7						
Developmental or other roads	5,809	6	5						
				7,549	10	0			
Central Western Division—									
State Highways	7,208	2	11						
Trunk Roads	820	14	5						
Main Roads	3,379	8	7						
				11,408	5	11			
North Western Division—									
State Highways	8,608	8	7						
Trunk Roads	164	1	1						
Main Roads	182	3	2						
Developmental or other roads	29	17	7						
				8,984	10	5			
North Eastern Division—									
State Highways	2,221	1	6						
Main Roads	18,104	3	7						
Developmental or other roads	1,538	14	6						
				21,863	19	7			
South Coast Division—									
State Highways	4,536	15	6						
Main Roads	978	7	7						
				5,515	3	1			
Central Murray Division—									
State Highways	5,736	5	0						
Main Roads	5,094	5	2						
Developmental or other roads	157	7	4						
				10,987	17	6			
							162,956	4	4

FERRIES.

	£	s.	d.	£	s.	d.	£	s.	d.
Lower Northern Division—									
State Highways	24,463	8	5						
Main Roads	117,868	4	6						
Developmental or other roads	7,263	2	7						
				149,594	15	6			
South Western Division—									
Main Roads	934	9	9						
				934	9	9			
North Eastern Division—									
State Highways	41,664	11	8						
Main Roads	15,870	3	2						
Developmental or other roads	4,060	6	0						
				61,595	0	10			
South Coast Division—									
State Highways	18,482	0	5						
				18,482	0	5			
Central Murray Division—									
Main Roads	1,676	16	11						
Developmental or other roads	1,262	17	5						
				2,939	14	4			
							233,546	0	10

WESTERN DIVISION.

Expenditure by Department	255,520	14	3						
Grants to Councils	12,606	3	5						
				268,126	17	8			

3837.765-10-3

28.990
3808.775

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1951-52 on the Maintenance and Minor Improvement of Main Roads,
Bridges and Ferries—continued.

MISCELLANEOUS.

	£	s.	d.	£	s.	d.
Traffic Striping	10,633	12	8			
Proportion of School of Plant Instruction Expenses	1,822	9	8			
Undistributed Plant Charges	(Cr.) 1,155	11	1			
Commission paid in terms of Section 42, Main Roads Act, 1924-51	19,940	19	3			
Payments to Councils for Long Service Leave	1,470	4	10			
Signposting by Councils	6,906	1	1			
Supervision	41,832	11	2			
Testing Laboratory Working Expenses	15,081	0	6			
Works by Councils on roads other than Main Roads, Section 21 (1B) Main Roads Act, 1924-51	1,794	0	0			
Miscellaneous	59,542	7	0			
				157,867	15	1

Total as per Receipts and Payments Statement Appendix No. 2 Part "A" £3,995,633 5 4

Appendix No. 12.

PROCLAMATION OF MAIN ROADS, 1951-52.

DURING THE YEAR the following new Main Roads were proclaimed.

Shire or Municipality.	Date of Proclamation.	Road No.	Description.	Mileage.	Remarks.
				m. ch.	
City of Parramatta and Baulkham Hills Shire.	26-10-51	574	From the junction of Kissing Point Road and Victoria Road (Main Road No. 166) Parramatta via Kissing Point Road to Spurway Street.	2 35	New Main Road. Spurway Street was previously Main Road No. 532A and has now been renumbered as part of Main Road No. 574.
Shoalhaven Shire	21-12-51	293	From Bomaderry to Coolangatta	8 04	Extension of Main Road No. 293 from the railway at Bomaderry.
Hastings Shire	6-6-52	575	From the Oxley Highway (State Highway No. 11) near Wauchope via Bain's Bridge over the Hastings River and Pembroke to the Pacific Highway (State Highway No. 10) near Telegraph Point.	13 00	New Main Road.
Cowra Municipality, Boorowa and Wangoolah Shires.	13-6-52	576	From the Mid Western Highway (State Highway No. 6) at Cowra, via Darby's Falls to the north bank of the Lachlan River immediately downstream of Wyangala Dam.	45 00	New Main Road.

By Government Gazette of 6th July, 1951, the route of the Oxley Highway (State Highway No. 11) between Collie and Trangle was altered to from Collie via Warren to Neverite. This section of road from Collie to Neverite via Warren was previously Main Road No. 203 and part of Main Road No. 202. The road from Collie to Trangle is now part of Main Road No. 347. Trunk Road No. 57 between Albert and Trangle also became part of Main Road No. 347 and Main Road No. 346 between Albert and Nyngan is now reclassified as part of Trunk Road No. 57. Main Road No. 342 between Narromine and Tomingley was reclassified as Trunk Road No. 89 and Developmental Road No. 1173 between Narromine and Emmungerie was reclassified as Main Road No. 572.

By Government Gazette of 18th January, 1952, following the adoption of a permanent route for the Newell Highway (State Highway No. 17) between Wyalong and Narrandera, Main Road No. 342 now terminates at Grong Grong instead of Narrandera and that part of Main Road No. 387 between Mirrool and Ardlethan now forms part of the Newell Highway.

By Government Gazette of 30th May, 1952, George's River Bridge from Tom Ugly's Point to Sylvania became part of the Princes Highway (State Highway No. 1).

Appendix No. 13.

DECLARATION OF SECONDARY ROADS, 1951-52.

DURING THE YEAR the following new Secondary Roads were declared.

Shire or Municipality.	Date of Declaration.	Road No.	Description.	Mileage.	Remarks.
				m. ch.	
Ashfield and Canterbury Municipalities.	24-8-51	2040	From the junction of Milton Street and Georges River Road (Main Road No. 549) Ashfield via Milton Street, King Street and Jeffrey Street, to Canterbury Road (Main Road No. 167) Canterbury.	1 35	New Secondary Road.
Hurstville and Rockdale Municipalities.	17-8-51	2041	From the junction of Stoney Creek Road and Forest Road (Main Road No. 168) Bexley via Stoney Creek Road to Forest Road (Main Road No. 168) Peakhurst.	3 29	New Secondary Road.
Leichhardt Municipality...	14-9-51	2042	Johnston Street, Annandale from Parramatta Road (Great Western Highway, State Highway No. 5) to The Crescent.	1 10	New Secondary Road.
Ku-ring-gai Municipality, Hornsby Shire.	30-11-51	2043	From the junction of Archbold Road and Boundary Street (Main Road No. 328) Roseville via Archbold Road and Arterial Road through Lindfield Park to Birdwood Avenue; thence via Birdwood Avenue and Arterial Road to Horace Street, thence via Horace Street to Stanley Street, St. Ives, thence via an unconstructed road to Killeaton Street, thence via Killeaton Street and an unconstructed road to The Chase Road, Turramurra; thence via The Chase road, Burns Road and an unconstructed road to Junction Road; thence via Junction Road and Edgeworth David Avenue to Pacific Highway (State Highway No. 10) Hornsby.	9 33	New Secondary Road.
City of Blue Mountains ...	2-6-52	2044	From the Great Western Highway (State Highway No. 6) north of the railway level crossing, via Bent Street and the railway overbridge to the Great Western Highway at Katoomba.	0 42	New Secondary Road.

Appendix No. 14.

PROCLAMATION OF DEVELOPMENTAL ROADS, 1951-52.

DURING THE YEAR the following new Developmental Roads were proclaimed.

Shire or Municipality.	Date of Proclamation.	Road No.	Description.	Mileage.	Remarks.
				m. ch.	
Yanko Shire	18-1-52	1220	From the northern boundary of Yanko Shire southerly for about 7½ miles to Garoolgan, thence southerly, easterly and again southerly about 6½ miles to the northern bank of Mirrool Creek.	14 40	To provide all weather access to Garoolgan Railway Station and wheat silos.
Narraburra Shire	18-1-52	1091	From the north-western corner of Portion 62 Parish of Quandary, County of Bourke generally westerly, via Walker's Lane to the Arlah Park-Barnedman Road (Main Road No. 398).	6 60	Extension of Developmental Road No. 1091. To provide all weather access and to assist in further development of wheat and grazing properties in this area.
Mumbulla Shire	11-1-52	1221	From the eastern abutment of the bridge over the Brogo River at Greendale, generally north-westerly for about 3½ miles to the surveyed road separating portions 26 and 187 Parish of Mumbulla, County of Auckland.	3 60	To further the development of properties on the eastern side of the Brogo River and to provide all weather access to Greendale Bridge and thence to the Princes Highway.
Carrathool Shire	23-5-52	1222	From the north-western corner of Portion 31 Parish of Warburn, County of Sturt, thence southerly for approximately ¼ mile, thence westerly for approximately 5½ miles and thence northerly for approximately 7½ miles to the north-eastern corner of Portion 64 Parish of Harvey, County of Sturt, being part of the road from Griffith to Tabbita via Warrawidgee Soldiers' Settlement.	13 16	To provide access from Warrawidgee Soldiers' Settlement to the railway at Tabbita and Griffith.
Holbrook Shire	23-5-52	1223	Downfall Road, from Main Road No. 284 at approximately 3 miles west of Rosewood, generally northerly and westerly for approximately 8½ miles to Kyemba Shire boundary.	8 28	To provide all weather access to Humula and Rosewood.

Appendix No. 15.

PROCLAMATION OF DEVELOPMENTAL WORKS, 1951-52.

DURING THE YEAR the following new Developmental Works were proclaimed.

Shire or Municipality.	Date of Proclamation.	Road No.	Description.	Mileage.	Remarks.
				m. ch.	
Murray Shire.....	12-10-51	3077	The construction of a bridge over Bullatale Creek on the Mathoura-Moroco Road.	.....	To provide access to the Denilquin-Tocumwal Road from grazing properties in this area.
Lockhart Shire	13-6-52	3078	The construction of a culvert and causeway at Mittagong Crossing over Bullenbung Creek on the Toootool-Yerong Creek Road at approximately 7½ miles west of Yerong Creek Village.	.....	To assist in the development of the district and provide access to the railway at Yerong Creek.
Ashford and Yallaro Shires	13-6-52	3079	The construction of a timber bridge over Ottley's Creek on the road from Trunk Road No. 63 at Rocky Dam to North Star Railway Station at the boundary between the Shires of Ashford and Yallaro.	.....	To provide access to North Star Railway Station.

Appendix No. 16.

LENGTH OF PROCLAIMED ROADS IN N.S.W.

Date.	Main Roads.				Secondary Roads (Metropolitan Area).	Develop- mental Roads.	Grand Total.
	State Highways.	Trunk Roads.	Ordinary Main Roads.	Total.			
	miles.	miles.	miles.	miles.	miles.	miles.	miles.
A.—Eastern and Central Divisions of the State—							
At 30th June, 1926.....	*	*	*	12,840	.....	.....	12,840
" 1927.....	*	*	*	13,054	19	1,307	14,380
" 1928.....	3,581	2,370	7,539	13,490	20	2,206	15,716
" 1929.....	3,548	2,342	7,664	13,554	43	2,328	15,925
" 1930.....	3,646	2,298	7,901	13,845	65	2,490	16,400
" 1931.....	3,652	2,321	7,849	13,822	86	2,450	16,358
" 1932.....	3,666	2,337	7,813	13,816	94	2,449	16,359
" 1933.....	3,673	2,343	8,133	14,149	93	2,344	16,586
" 1934.....	3,843	2,354	8,697	14,894	93	2,372	17,359
" 1935.....	3,849	2,435	8,875	15,159	100	2,431	17,690
" 1936.....	3,846	2,424	8,984	15,254	100	2,379	17,733
" 1937.....	3,844	2,424	9,197	15,465	102	2,419	17,986
" 1938.....	5,223	2,179	8,832	16,234	99	2,490	18,823
" 1939.....	5,183	2,371	9,039	16,593	93	2,469	19,155
" 1940.....	5,178	2,371	9,459	17,008	94	2,578	19,680
" 1941.....	5,162	2,369	9,573	17,104	92	2,696	19,892
" 1942.....	5,163	2,371	9,590	17,124	81	2,741	19,946
" 1943.....	5,158	2,370	9,593	17,121	80	2,739	19,940
" 1944.....	5,145	2,369	9,610	17,124	80	2,749	19,953
" 1945.....	5,139	2,369	9,596	17,104	78	2,757	19,939
" 1946.....	5,147	2,367	9,611	17,125	78	2,749	19,952
" 1947.....	5,162	2,378	9,644	17,184	81	2,805	20,070
" 1948.....	5,161	2,388	9,746	17,295	56	2,801	20,152
" 1949.....	5,190	2,387	9,763	17,340	69	2,939	20,348
" 1950.....	5,204	2,672	9,701	17,577	68	2,783	20,428
" 1951.....	5,205	2,730	9,762	17,697	59	2,859	20,615
" 1952.....	5,210	2,779	9,790	17,779	74	2,868	20,721
†B.—Western Division of the State—							
At 30th June, 1940.....	1,160	1,727	3,037	5,924	.....	.....	5,924
" 1941.....	1,169	1,740	2,972	5,881	.....	.....	5,881
" 1942.....	1,170	1,738	2,972	5,880	.....	.....	5,880
" 1943.....	1,189	1,805	2,982	5,976	.....	.....	5,976
" 1944.....	1,188	1,806	2,984	5,978	.....	.....	5,978
" 1945.....	1,365	1,389	3,124	5,878	.....	.....	5,878
" 1946.....	1,339	1,354	3,018	5,711	.....	.....	5,711
" 1947.....	1,339	1,353	3,009	5,701	.....	.....	5,701
" 1948.....	1,329	1,353	2,889	5,571	.....	.....	5,571
" 1949.....	1,329	1,358	2,944	5,631	.....	.....	5,631
" 1950.....	1,309	1,359	2,927	5,595	.....	.....	5,595
" 1951.....	1,328	1,359	2,926	5,613	.....	.....	5,613
" 1952.....	1,318	1,359	2,924	5,601	.....	.....	5,601
†C.—Whole State—							
At 30th June, 1952.....	6,528	4,138	12,714	23,380	74	2,868	26,322

* Classification of Main Roads into State Highways, Trunk Roads and Ordinary Main Roads was not made until the 1st July, 1928.

† In addition to classified roads, the Department is responsible for the full cost of works on unclassified roads in the unincorporated area of the Western Division; the length of these roads totalled 2,977 miles as at the 30th June, 1952.

Appendix No. 17.

LENGTH AND PERCENTAGE OF MAIN AND SECONDARY ROADS MAINTAINED BY THE DEPARTMENT AND COUNCILS IN THE EASTERN AND CENTRAL DIVISIONS OF THE STATE AS AT 30TH JUNE, 1952.

Division.	State Highways.				Trunk Roads.				Ordinary Main Roads.				Secondary Roads.				Totals.			
	Maintained by Depart- ment.		Maintained by Councils.		Maintained by Depart- ment.		Maintained by Councils.		Maintained by Depart- ment.		Maintained by Councils.		Maintained by Depart- ment.		Maintained by Councils.		Maintained by Depart- ment.		Maintained by Councils.	
	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%
County of Cumberland—																				
Metropolitan.....	55	98	1	2	...	...	...	...	101	41	145	59	...	...	56	100	156	44	202	56
Outer Metropolitan No. 1.....	52	98	1	2	...	...	...	...	91	64	52	36	...	...	7	100	143	70	60	30
Outer Metropolitan No. 2.....	73	87	11	13	...	...	...	...	132	51	127	49	...	...	11	100	205	58	149	42
Sub-total.....	180	93	13	7	...	...	...	...	324	50	324	50	...	...	74	100	504	55	411	45
Country—																				
Outer Metropolitan No. 1.....	148	87	23	13	5	33	10	67	46	16	241	84	...	...	...	...	199	42	274	58
Outer Metropolitan No. 2.....	57	67	28	33	44	17	212	83	95	14	596	86	...	...	...	...	196	19	836	81
Southern.....	192	72	75	28	...	...	429	100	...	...	797	100	...	...	...	...	192	13	1,301	87
Lower Northern.....	318	66	163	34	...	...	51	100	37	3	1,037	97	...	...	...	...	355	22	1,251	78
Upper Northern.....	64	9	682	91	...	...	132	100	17	2	666	98	...	...	...	...	81	5	1,480	95
South Western.....	254	37	432	63	...	...	507	100	...	...	1,327	100	...	...	...	...	254	10	2,266	90
Central Western.....	225	28	584	72	...	...	513	100	...	...	1,040	100	...	...	...	...	225	8	2,737	92
North Western.....	47	8	507	92	...	...	517	100	...	...	1,019	100	...	...	...	...	47	2	2,043	98
North Eastern.....	92	25	282	75	...	...	271	100	...	...	612	100	...	...	...	...	92	7	1,165	93
South Coast.....	304	73	114	27	...	...	23	100	62	16	319	84	...	...	...	...	366	45	456	55
Central Murray.....	170	40	256	60	...	...	65	100	...	...	631	100	...	...	...	...	170	15	952	85
Sub-total.....	1,871	37	3,146	63	49	2	2,730	98	257	3	8,885	97	...	...	...	...	2,177	13	14,761	87
Grand Total.....	2,051	39	3,159	61	49	2	2,730	98	581	6	9,209	94	...	...	74	100	2,681	15	15,172	85

Appendix No. 18.

EXPENDITURE ON MAIN AND SECONDARY ROADS BY THE DEPARTMENT OF MAIN ROADS AND CONTRIBUTIONS BY COUNCILS
FROM 1925-26 TO 1951-52.

A.—County of Cumberland.

Year.	Expenditure from Main Roads Funds, excluding Councils' contributions.		Councils' contributions to works.		Total Expenditure.	Rate per £ on U.C.V. of Councils' contributions.
	Amount.	Percentage of total expenditure.	Amount.	Percentage of total expenditure.		
	£	per cent.	£	per cent.	£	pence.
1925-26	222,765	38	368,166	62	590,931	42
1926-27	652,601	71	262,058	29	914,659	44
1927-28	804,078	71	324,212	29	1,128,290	46
1928-29	700,187	64	390,589	36	1,090,776	52
1929-30	905,088	70	388,629	30	1,293,717	49
1930-31	370,111	49	382,432	51	752,543	46
1931-32	150,921	31	337,196	69	488,117	41
1932-33	248,681	47	276,826	53	525,507	40
1933-34	332,544	57	247,649	43	580,193	38
1934-35	523,890	67	256,377	33	780,267	40
1935-36	395,283	62	246,924	38	642,207	39
1936-37	395,666	62	244,678	38	640,344	39
1937-38	595,923	72	236,119	28	832,042	42
1938-39	644,801	73	235,904	27	880,705	50
1939-40	985,054	81	231,463	19	1,216,517	48
1940-41	982,534	80	242,109	20	1,224,643	49
1941-42	714,729	76	228,923	24	943,652	46
1942-43	179,265	42	247,998	58	427,263	49
1943-44	222,684	48	245,138	52	467,822	48
1944-45	210,212	46	247,117	54	457,329	48
1945-46	348,984	60	229,348	40	578,332	44
1946-47	584,914	69	257,346	31	842,260	49
1947-48	693,018	72	269,069	28	962,087	50
1948-49	918,081	78	264,156	22	1,182,237	47
1949-50	1,088,961	78	306,914	22	1,395,875	51
1950-51	1,354,413	79	368,575	21	1,722,988	55
1951-52	1,871,348	81	441,142	19	2,312,490	57
	17,093,736	68	7,777,057	31	24,873,793	46

Appendix No. 18—continued.

B.—Country.

Year.	Expenditure from Main Roads Funds, excluding Councils' contributions.		Councils' contributions to works.				Total Expenditure.	Rate per £ on U.C.V. of Councils' contributions.		
	Amount.	Percentage of total expenditure.	Maintenance Amount.	Construction Amount.	Total.	Percentage of total expenditure.		Maintenance.	Construction.	Total.
	£	per cent.	£	£	£	per cent.	£	pence.	pence.	pence.
1925-26	776,084	76	201,306	43,450	244,756	24	1,020,840	30	06	36
1926-27	1,522,813	83	213,537	92,273	305,810	17	1,828,628	30	13	43
1927-28	1,875,410	80	306,276	116,633	422,909	20	2,358,319	50	16	66
1928-29	2,260,492	87	220,864	119,199	340,063	13	2,600,555	29	16	45
1929-30	2,604,483	88	269,974	99,558	369,532	12	3,034,015	34	13	47
1930-31	1,695,317	91	128,742	33,800	162,542	9	1,857,859	16	04	20
1931-32	1,003,758	77	280,956	37,265	298,221	23	1,301,979	34	05	39
1932-33	1,567,000	85	215,906	69,306	285,212	15	1,852,212	31	10	41
1933-34	1,739,893	86	225,806	49,948	275,854	14	2,015,747	34	07	41
1934-35	1,901,995	86	261,754	47,950	309,704	14	2,211,699	40	07	47
1935-36	1,928,645	89	202,313	31,233	233,546	11	2,162,191	31	05	36
1936-37	2,424,427	89	247,116	51,740	298,856	11	2,723,283	40	08	48
1937-38	2,522,769	90	219,178	57,443	276,621	10	2,799,390	36	09	45
1938-39	2,498,015	90	203,090	83,005	286,095	10	2,784,110	31	13	44
1939-40	3,202,898	92	213,956	80,044	294,000	8	3,496,898	31	12	43
1940-41	3,248,226	94	155,337	60,573	215,910	6	3,464,136	22	09	31
1941-42	2,252,911	92	157,943	34,965	192,908	8	2,445,819	23	05	28
1942-43	1,553,545	90	145,381	22,058	167,439	10	1,720,984	21	03	24
1943-44	1,811,530	90	188,453	14,188	202,641	10	2,014,171	27	02	29
1944-45	1,894,892	90	200,707	20,323	221,030	10	2,115,922	28	02	30
1945-46	2,103,031	88	273,764	17,193	290,957	12	2,393,988	39	03	42
1946-47	2,787,931	89	308,530	19,548	328,078	11	3,116,009	43	03	46
1947-48	3,120,547	89	322,627	47,816	370,443	11	3,490,990	43	06	49
1948-49	3,092,858	88	361,784	66,760	427,544	12	3,520,402	47	08	55
1949-50	3,920,922	91	326,936	81,497	408,433	9	4,329,355	41	10	51
1950-51	4,760,512	89	549,372	66,863	616,235	11	5,376,747	61	07	68
1951-52	7,095,032	91	604,211	58,904	663,115	9	7,758,147	61	06	67
	67,225,941	89	7,045,919	1,522,535	8,568,454	11	75,794,395	35	08	43

Appendix No. 18—continued.

C.—Total of County of Cumberland and Country.

Year.	Expenditure from Main Roads Funds, excluding Councils' contributions.		Councils' contributions to works.		Total Expenditure.	Rate per £ on U.C.V. of Councils' contributions.
	Amount.	Percentage of total expenditure.	Amount.	Percentage of total expenditure.		
	£	per cent.	£	per cent.	£	pence.
1925-26	998,849	62	612,922	38	1,611,771	·39
1926-27	2,175,419	79	567,868	21	2,743,287	·43
1927-28	2,679,488	77	807,121	23	3,486,609	·56
1928-29	2,960,679	80	730,652	20	3,691,331	·49
1929-30	3,569,571	82	758,161	18	4,327,732	·48
1930-31	2,065,428	79	544,974	21	2,610,402	·34
1931-32	1,154,679	65	635,417	35	1,790,096	·40
1932-33	1,815,681	76	562,038	24	2,377,719	·41
1933-34	2,072,437	80	523,503	20	2,595,940	·40
1934-35	2,425,885	81	566,081	19	2,991,966	·44
1935-36	2,323,928	83	480,470	17	2,804,398	·38
1936-37	2,820,093	84	543,534	16	3,363,627	·44
1937-38	3,118,692	86	512,740	14	3,631,432	·43
1938-39	3,142,816	86	521,999	14	3,664,815	·47
1939-40	4,187,952	89	525,463	11	4,713,415	·45
1940-41	4,230,760	90	458,019	10	4,688,779	·39
1941-42	2,967,640	88	421,831	12	3,389,471	·35
1942-43	1,732,810	81	415,437	19	2,148,247	·34
1943-44	2,034,214	82	447,779	18	2,481,993	·36
1944-45	2,105,104	82	468,147	18	2,573,251	·37
1945-46	2,452,015	82	525,497	18	2,977,512	·42
1946-47	3,372,845	85	587,771	15	3,960,616	·47
1947-48	3,813,565	86	639,512	14	4,453,077	·50
1948-49	4,010,939	85	691,700	15	4,702,639	·52
1949-50	5,009,883	88	715,347	12	5,725,230	·51
1950-51	6,114,925	86	984,810	14	7,099,735	·63
1951-52	8,966,380	89	1,104,257	11	10,070,637	·63
	84,322,677	84	16,353,050	16	100,675,727	·44