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PARLIAMENT OF NEW SOUTH WALES.

DEPARTMENT OF MAIN ROADS

TWENTY-FIFTH ANNUAL REPORT

FOR

Year ended 30th June, 1950.

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DEPARTMENT OF MAIN ROADS, N.S.W.

TWENTY-FIFTH ANNUAL REPORT

FOR PERIOD ENDED 30TH JUNE, 1950.

The Honourable the Minister for Transport,
Sydney.

In accordance with the provisions of Section 6 of the Main Roads Act, 1924-50, I have the honour to submit the Twenty-fifth Annual Report for presentation to Parliament. The report covers the period from 1st July, 1949, to 30th June, 1950, though a few matters referred to are carried beyond the latter date for convenience and completeness of record.

MINISTER.

The Honourable M. O'Sullivan, M.L.A., Minister for Transport, was in charge of the administration of the Main Roads Act from the 1st July, 1949, to the 29th June, 1950, when he was succeeded by the Honourable W. F. Sheahan, LL.B., M.L.A., Minister for Transport.

LEGISLATION.

The Main Roads (Finances Adjustment) Act, 1949, assented to on 11th November, 1949, authorised the transfer of £500,000 from the County of Cumberland Main Roads Fund to the credit of the Country Main Roads Fund as a temporary loan.

The Main Roads and Transport (Amendment) Act, 1950, was assented to on 3rd May, 1950. This Act vests in the Commissioner for Main Roads the necessary powers to:—

- (a) Carry out works at the request of any Department of the Government of the Commonwealth or of the State or of any body corporate constituted by any statute of the Commonwealth or the State, subject to such Department or body corporate paying the cost thereof.

- (b) Construct or provide on land acquired under the provisions of the Main Roads Act, buildings for the accommodation of officers and employees and of persons whose residences or places of business have been or will be demolished or substantially altered by the carrying out of any works in connection with the construction or maintenance of roads under the Main Roads Act.
- (c) Enter into agreements with the proper authorities in any Territory of the Commonwealth of Australia or State adjoining New South Wales for the construction, reconstruction, maintenance and repair of roads, bridges and ferries at the boundaries of New South Wales and such Territory or other State.

The Transport and Highways Act, 1950, was assented to on 26th April, 1950. This Act makes provision for securing and providing an efficient and properly integrated system of public transport by rail, road, air, sea and inland waterway within the State. The Act constitutes the New South Wales Transport and Highways Commission and vests in the Commission the power to control and direct the Commissioner for Railways, the Commissioner for Road Transport and Tramways, and the Commissioner for Main Roads, in the exercise of any of their or its powers, authorities, duties and functions, and the Maritime Services Board so far as matters relating to the transportation of passengers and goods by sea and inland waterway are concerned. The Commission consists of eight members, comprising the Director of Transport and Highways, appointed under the Act, a representative of the employees engaged in the transport industry, a representative of rural industry, a person representing trade and commerce, the President of the Maritime Services Board and the Commissioners for Railways, Road Transport and Tramways, and Main Roads.

SECTION I—FINANCE.

RECEIPTS AND PAYMENTS.

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

The Department's receipts from motor vehicle taxation increased by £229,884 or 9.3 per cent. from £2,476,533 in 1948-49 to £2,706,417 in 1949-50. The increase is attributable to the greater number of registered motor vehicles within the State.

Petrol taxation received by the Department amounted to £1,384,020 in 1948-49, and £1,650,239 in 1949-50, the increase in 1949-50 being £266,219 or 19.2 per cent. The amount received in this case is based on the volume of petrol consumed, and the rise in 1949-50 is accounted for by the greater number of vehicles in operation and by the lifting of restrictions on the use of petrol during the course of the year.

An amount of £500,000, being portion of the cash balance held in the County of Cumberland Main Roads Fund and not required for immediate expenditure or works within the County of Cumberland, was transferred to the Country Main Roads Fund during 1949-50. This was authorised by Legislative action for the purpose of financing necessary works in the country area of the State and the amount is required to be repaid from the Country Main Roads Fund to the County of Cumberland Main Roads Fund by instalments of such amounts at such times and on such conditions as the Minister approves.

Payments made in respect of maintenance and minor improvements totalled £2,863,649 in 1949-50 or £483,359 more than in 1948-49. Maintenance expenditure increased during 1949-50 because of rises in costs which were outside the Department's control, also because of the deterioration of road pavements resulting from the greater use of heavy vehicles and from the abnormally heavy and prolonged rains experienced over most of the State during the year.

Construction payments rose by £449,276 from £1,856,354 in 1948-49 to £2,305,630 in 1949-50. Of the increase of £449,276, £48,898 was attributable to special works carried out on main roads on behalf of State and Commonwealth Governments and Authorities, and £73,746 to works carried out on proclaimed Developmental Roads. The increased expenditure on normal construction works on the Main Roads system was therefore £326,632, portion of which was due to an uncontrollable rise in costs during 1949-50.

A substantial increase of payments from £98,538 in 1948-49 to £292,084 in 1949-50 occurred in respect of the purchase of assets, including plant and motor vehicles. The quantity of plant purchased during 1948-49 was abnormally low and the outgo in 1949-50 more nearly accorded with the average annual amount required to meet the Department's needs in relation to the volume of work at present being carried out.

Excluding transfers within the Main Roads Funds, the total receipts increased by £615,958 or 13.7 per cent. from £4,494,041 in 1948-49 to £5,950,015 in 1949-50. This increase was accounted for principally by an expansion in the number of motor vehicles in use and by the lifting of petrol restrictions. The combination of these factors resulted in more mileage of road travel and therefore greater demand on the funds available to the Department for road service.

Exclusive of transfers within the Main Roads Funds, the total payments in 1949-50 were £5,867,474, being £1,182,076 or 25.2 per cent. more than the corresponding figure of £4,685,398 for the previous year. The volume of road work was, however, only increased to the extent represented by an expenditure of approximately £425,000, the balance being absorbed principally by uncontrollable rises in costs amounting overall to approximately 6 per cent., and the purchase of plant.

Transactions during the year 1949-50 resulted in payments exceeding receipts by £757,475. The amount of money on hand at 30th June, 1950, other than that held for the purpose of carrying out special works on behalf of State and Commonwealth Governments and

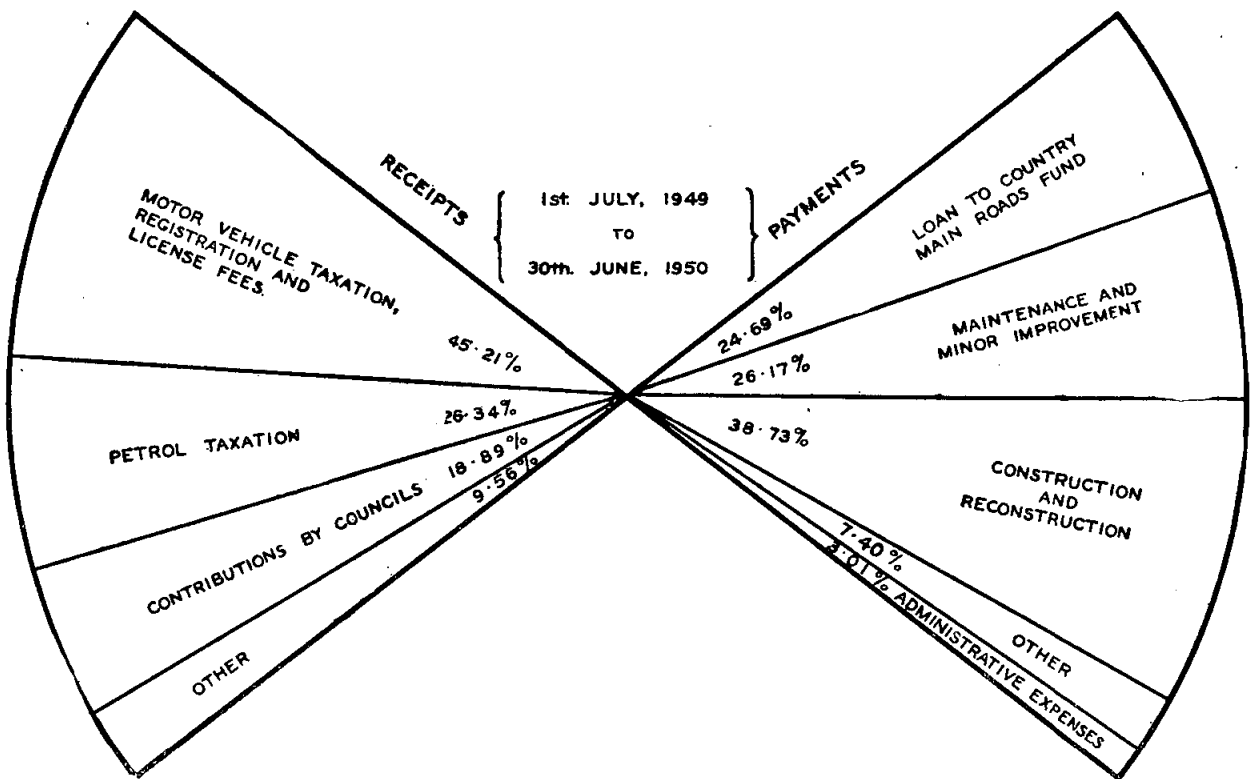
Authorities, was £680,994, which is equivalent to approximately 11 per cent. of the expenditure of £6,050,523 incurred by the Department during the year 1949-50 in respect of its ordinary activities. The cash balance at 30th June, 1950, is fully committed for the purpose of carrying out prospective works.

The table hereunder provides a summary of the operations of the Road Funds during the year ended 30th June, 1950. Details of receipts and payments for the financial year and of the cash available are shown in Appendices (1) to (3).

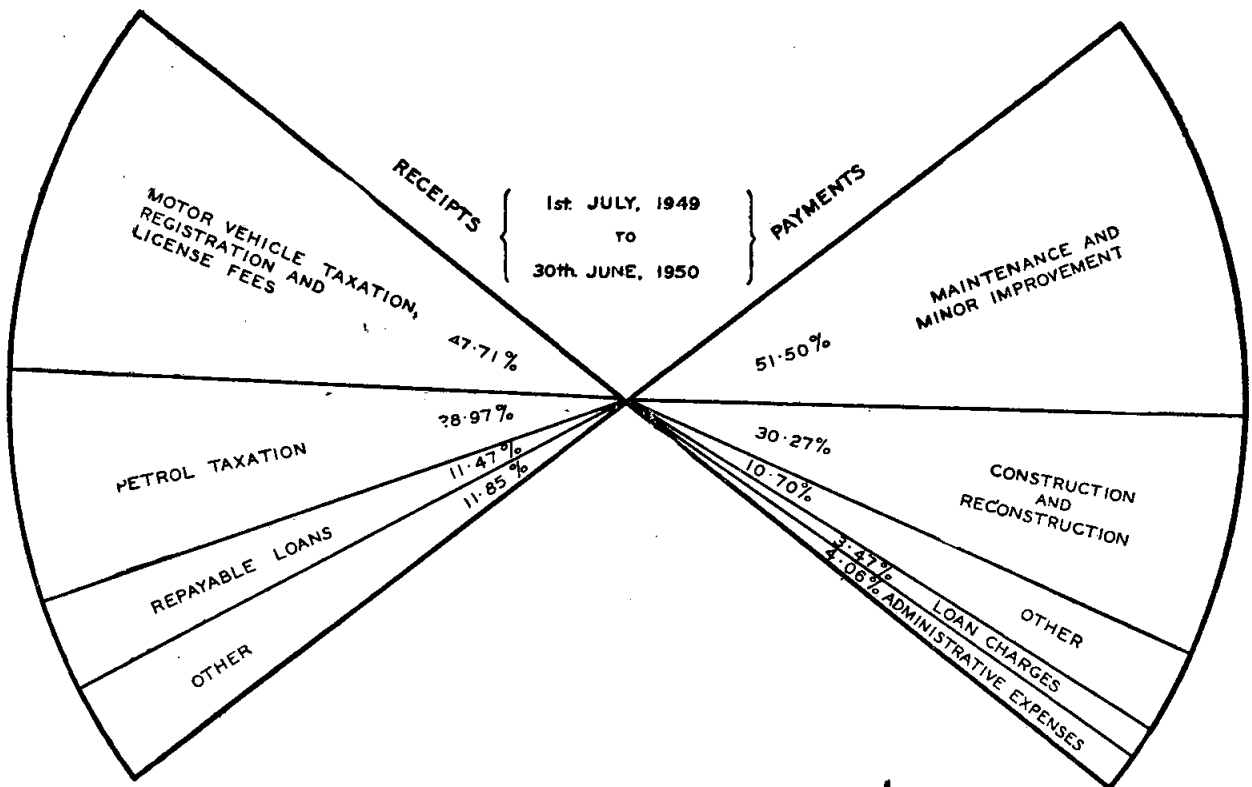
Heading.	County of Cumberland Main Roads Fund.	Country Main Roads Fund.	Develop- mental Roads Fund.	Total.	Compara- tive Total for 1948-49.
RECEIPTS.	£	£	£	£	£
Motor Vehicle Taxation levied by the State Government...	636,008	2,070,409	.....	2,706,417	2,476,533
Share of Motor Vehicle Registration and License Fees collected by the State Government	29,428	8,771	.....	38,199	39,890
Receipts from Petrol Tax (Gallonage) paid to the State by the Commonwealth Government	387,806	1,262,433	.....	1,650,239	1,384,020
Commonwealth Government Funds for Expenditure on Roads (other than proclaimed main roads) in sparsely populated areas .....	.....	7,230	120,000	127,230	52,794
Contributions by Councils	278,022	7,456	.....	285,478	237,599
State Government, Commonwealth Government and other Authorities for Special Works	28,793	110,598	.....	139,391	128,660
Hire of Department's Plant and Motor Vehicles .....	.....	340,016	.....	340,016	314,006
Transfer on Loan from County of Cumberland Main Roads Fund under the provisions of Section 2—Main Roads (Finances Adjustment) Act, 1949 .....	.....	500,000	.....	500,000	.....
Other	111,917	51,128	.....	163,045	174,545
Total Receipts	£ 1,471,974	4,358,041	120,000	5,950,015	4,808,047
PAYMENTS.					
Maintenance and Minor Improvements—					
Ordinary Works	521,041	2,332,018	.....	2,853,059	2,371,633
Special Works carried out on behalf of the State Government and other Authorities	9,037	1,553	.....	10,590	8,657
Total Maintenance	£ 530,078	2,333,571	.....	2,863,649	2,380,290
Construction and Reconstruction—					
Ordinary Works	745,223	1,265,659	148,371	2,159,253	1,759,160
Special Works carried out on behalf of the State Government and other Authorities	39,192	105,950	1,235	146,377	97,194
Total Construction	£ 784,415	1,371,609	149,606	2,305,630	1,856,354
Loan Charges (Repayment of Principal and Payment of Sinking Fund, Interest and Exchange on Loans)	5,711	157,045	.....	162,756	222,661
Purchase of Assets, including Road Plant and Motor Vehicles	28,398	263,686	.....	292,084	98,538
Repairs and Expenses in respect of Road Plant and Motor Vehicles .....	.....	220,007	.....	220,007	183,004
Administrative Expenses	61,046	184,120	1,060	246,226	220,939
Transfer on Loan to Country Main Roads Fund under provisions of Section 2, Main Roads (Finances Adjustment) Act, 1949	500,000	.....	.....	500,000	.....
Other	115,752	1,386	.....	117,138	37,618
Total Payments	£ 2,025,400	4,531,424	150,666	6,707,490	4,999,404

The following diagrams show the proportions of the various receipts and payments of the County of Cumberland and Country Main Roads Funds for the year 1949-50. No diagram has been drawn for the Developmental Roads Fund, because the whole of the receipts of the Developmental Roads Fund during 1949-50 were derived from Commonwealth moneys provided under the Commonwealth Aid Roads and Works Act, 1947-1949, while virtually all expenditure was incurred on construction work.

COUNTY OF CUMBERLAND
MAIN ROADS FUND



COUNTRY
MAIN ROADS FUND



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 cash balance of this Fund at the beginning of the year 1949-50 was £1,105,251, whereas it stood at £551,825 at the end of the year. Of the latter amount, £2,913 was held on behalf of the State and Commonwealth Governments for the purpose of carrying out special works. The cash balance of £548,912 available at 30th June, 1950, for normal activities compares with an expenditure of £1,477,171 from the County of Cumberland Main Roads Fund for those purposes during 1949-50, a reduction of the cash balance during 1949-50 by £553,426 included the transfer of £500,000 on loan to the Country Main Roads Fund as a temporary means of financial assistance to that Fund.

The volume of work—both maintenance and construction—showed an expansion during 1949-50 and expenditure during that year on normal activities exceeded the revenue which was received during the year and available for those purposes by £41,028. The cash resources of the County of Cumberland Main Roads Fund are fully committed to the carrying out of current works as well as projected major works, including extensive widening schemes, the construction of arterial roads and the construction or replacement of large bridges across various arms of the Sydney Harbour which have either been commenced or in respect of which tenders have been called or designs are being prepared.

Country Main Roads Fund.

The cash balance of the Country Main Roads Fund at 30th June, 1950, was £34,693, of which £23,163 represented money held on behalf of State and Commonwealth Governments and Authorities for the purpose of carrying out special works, leaving £11,530 available for the Department's normal functions. The figure of £11,530 compares with £4,423,921 spent from the Country Main Roads Fund during the year 1949-50 on normal works and activities.

Expenditure during 1949-50 exceeded revenue by £681,374 so far as normal operations are concerned. Because of the financial position of the Country Main Roads Fund, it was necessary in respect of country Main Roads firstly to reduce expenditure on maintenance work below normal requirements and to take positive action to restrict the volume of minor improvements and construction works and secondly, to transfer an amount of £500,000—which has to be repaid—from the County of Cumberland Main Roads Fund to the Country Main Roads Fund.

Labour, materials and plant were available to carry out a quantity of work substantially in excess of that actually carried out during 1949-50.

In the case of Trunk and Main Roads towards which Councils contribute directly, many Councils had funds set aside for works in respect of which the Department could not finance its share. This was the cause of disappointment and dissatisfaction to the Councils concerned.

There is unquestionably a need, and a demand, for the better maintenance as well as the improvement of the country Main Roads system in keeping with the overall development of road transport. This need and demand can only be met however by the provision of additional funds.

The statutory revenues available to the Country Main Roads Fund before the war—supplemented by considerable special funds made available from time to time from Governmental sources, principally for the purpose of carrying out Unemployed Relief Works—were reasonably adequate. Since then, however, uncontrollable rises in costs have occurred to the extent of approximately 89 per cent. so far as activities on country Main Roads are concerned. As against this, the statutory revenues of the Country Main Roads Fund have risen by only 35 per cent., while special funds have not been available for many years past. The increase of 35 per cent. in revenue is due principally to the growth in the number of motor vehicles in use. Accepting the fact that the pre-war financial position of the Country Main Roads Fund was reasonably satisfactory, it is clear that with such a large discrepancy between the proportionate rises in revenues (35 per cent.) and in costs (89 per cent.) a considerable limitation of desirable work in the face of increased volume of traffic has been unavoidable. The revenues of the Country Main Roads Fund consist principally of motor vehicle taxation and petrol taxation. The rates of motor vehicle tax which were reduced by 20 per cent. in 1942 under petrol rationing conditions, have not since been amended, while petrol tax receipts are based on the same rate per gallon of petrol consumption as before the war.

Developmental Roads Fund.

The cash in the Developmental Roads Fund at 30th June, 1950, totalled £128,367, comprising £2,700 revenue funds, £7,815 provided by the State Government for the purpose of assisting Councils in the repair of flood damage, £43,300 loan funds and £74,552 paid to the Department from funds made available to the State by the Commonwealth Government. With the exception of a minor amount, the whole of the money had been allocated to Councils.

The only revenue of the Developmental Roads Fund during the year 1949-50 consisted of an amount of £120,000 allocated by the State Government from the sum of £846,000 paid to the State by the Commonwealth Government under the Commonwealth Aid Roads and Works Act for the year 1949-50 for expenditure on roads other than proclaimed Main Roads, in sparsely populated areas. Whereas the amount of £120,000 was distributed by the Department of Main Roads for expenditure by Councils on proclaimed Developmental Roads and Works, the balance of £726,000 was distributed to Councils by the Department of Public Works for expenditure on unproclaimed roads.

SECTION II—OPERATIONS.

THE MAIN ROADS SYSTEM.

County of Cumberland.

Preparation of the Department's Main Road Development Plan for the County of Cumberland has been outlined in previous reports. That plan has been included in the proposed County Plan which has been submitted to the Minister for Local Government.

The Department has continued its investigations in determining the detailed location of routes and limits of land required for road purposes and as a result has been able to supply Councils, other authorities, and property owners, with information to enable them to carry out development in conformity with the Main Road Development Plan.

Planning of Newcastle and District Arterial Roads System.

A detailed description of the Newcastle and District arterial roads system was given in the Department's twenty-first annual report.

Implementation of the plan is in progress, and the Department's officers continue to work in close collaboration with the Northumberland County Council, which is planning the Newcastle Region, and with the Councils of the City of Newcastle and Shire of Lake Macquarie. The Department's surveys and designs for the State Highway and Trunk Road sections of the arterial system are being pressed forward and more than two-thirds of the preliminary work for the total length of 40 miles of these roads has been completed. As a result the Department has been able to make available to Councils, property owners, and utility authorities, survey and design information to enable various private and public works to be co-ordinated with the planned road system. Construction work under the planned road system has already been commenced, and will be extended as traffic needs to develop, and as funds become available. The plan is designed to provide for the accommodation of 300,000 persons or approximately double the present population.

Planning of Wollongong-Port Kembla District Main Roads System.

The plan for the future development of the Main Roads system within the present and probable future urban area of the Wollongong and Port Kembla district was described in detail in the Department's twenty-first annual report.

The plan is designed to form part of the City Planning Scheme, the preparation of which is in the hands of the Illawarra Planning Authority.

The planning of the future system of Main Roads in the vicinity of the Port Kembla industrial area is dependent largely upon the ultimate pattern of land use and upon the layout of the proposed inner harbour development at Tom Thumb Lagoon. Conferences have been held with other Departments and Local Government and industrial bodies with a view to determining locations and limits of land use and co-ordinating the activities of all concerned.

Land acquisitions in respect of the West Wollongong section of the proposed motorway are practically complete, and on the section between Thirroul and North Wollongong land acquisition is approximately 50 per cent. complete. On the section south of Five Islands road, survey and design is being advanced with a view to determination of road boundaries, and preliminary designs will be extended to south of Dapto.

Review of the Country Main Roads System.

The investigation begun towards the end of 1946 for the purpose of reviewing the extent and classification of the Country Main Roads system, was completed during the year. The review was undertaken for the purpose of bringing the Main Roads system into line with present-day traffic needs, while ensuring as far as practicable, that extensions and adjustments of route or classification would conform to future requirements. During the course of the investigation, full consideration was given to the many applications received from country Municipal and Shire Councils, both for the proclamation of new Main Roads and for the raising of the status of existing Main Roads by reclassification either as Trunk Roads or as State Highways.

A summary of the applications submitted by Councils and considered in the course of the review shows the following mileages to have been included in applications for the proclamation of new Main Roads and for reclassification of existing Main Roads:—

For proclamation as Main Roads, 5,870 miles.

For proclamation as Trunk Roads, 3,650 miles.

For proclamation as State Highways, 7,520 miles.

In order that due weight might be given to the need for improvement of local and regional communications, as well as those of inter-regional and national significance, it has been necessary to assemble and examine information about the physical, economic and social resources of each region; to study the trends of development in primary and secondary industries and of growth and distribution of population.

For purposes of investigation and review, the position has been examined separately in each of the seventeen Regions comprising the Eastern and Central Divisions of the State, excluding the County of Cumberland. The constituent Municipal and Shire Councils, 202 in all, were visited by Departmental officers in order to obtain the views of the local authorities on the Main Road requirements within their areas. The Regional Development Committees were also consulted and their views obtained regarding developments likely to influence the flow of traffic and the layout and classification of the Main Road routes.

Having ascertained the present requirements and the trends of development likely to influence the flow of traffic in each Region, the position has been examined on a State-wide basis and in relation to existing communications to determine firstly the layout of the network of Main Roads that will best meet the future needs for intercommunication in so far as they can be anticipated; secondly, the extensions or adjustment of route or classification which would be justified at this stage.

The advantages likely to result from the proclamation of new Main Roads or the raising in status of existing Main Roads must be weighed against the needs for essential maintenance and for improvement required on the existing Main Road routes as now classified. As indicated elsewhere in this report, the Country Main Roads Fund has been unequal to the needs in this regard during recent years. In these circumstances it is considered that recommendations for the proclamation of new Main Roads and for reclassification of existing Main Roads should be limited for the time being to those cases having claims for assistance from Main Roads funds comparable with those of existing Main Roads.

In view of the large mileage of the roads included in Councils' applications, in particular for proclamation as State Highways, careful consideration has been given to the general question of the classification of existing Main Roads. Considered as the principal members in the

framework of the Main Roads system, the existing State Highways generally fulfil requirements, and investigations indicate that few additions to the State Highway routes could be justified under present conditions.

At the present time, as for some years past, the mileage of the State Highways represents about 30 per cent. of the total mileage of Main Roads. This is considered to be the maximum consistent with orderly expansion of the Main Roads network under the present provision for financing the construction and maintenance of Main Roads. Any greater percentage increase in the State Highway mileage could be made only by limiting expansion of the Main Road mileage as required to meet growing needs for intercommunication, or alternatively, by curtailment of necessary expenditure on existing Main Roads.

The investigation indicates that minor extension or modification of certain of the existing State Highway routes is necessary to bring them into line with present needs. Apart from this, it is considered that proclamation of additional Main and Trunk Roads should have precedence for the time being over any increase in the mileage of State Highways.

Since the commencement of the review, new Main Roads having a total length of 548 miles have been recommended for proclamation, and recommendations for reclassification will result in the proclamation of an additional 411 miles of Trunk Roads and 54 miles of State Highways. Particulars of the roads proclaimed or reclassified during the year are contained in Appendix 12.

The growth of the mileage of State Highways, Trunk Roads, Main Roads and Developmental Roads in the Eastern and Central Divisions of the State are illustrated by the diagram below:—

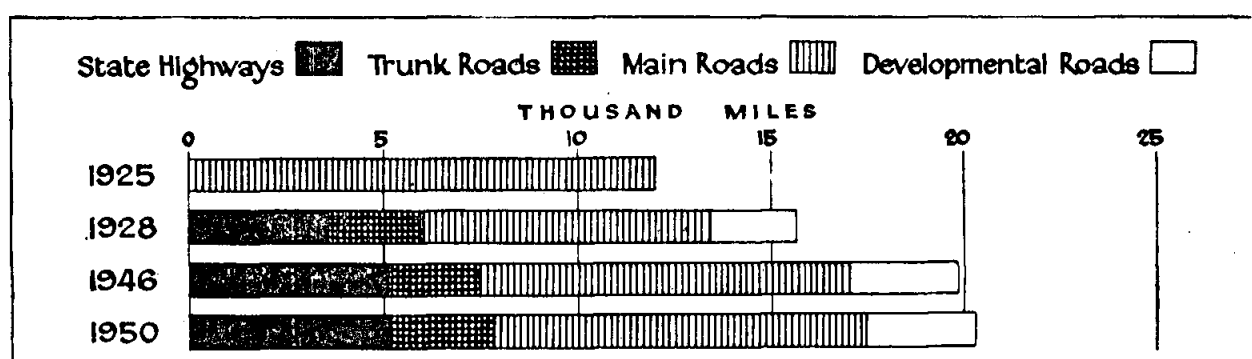
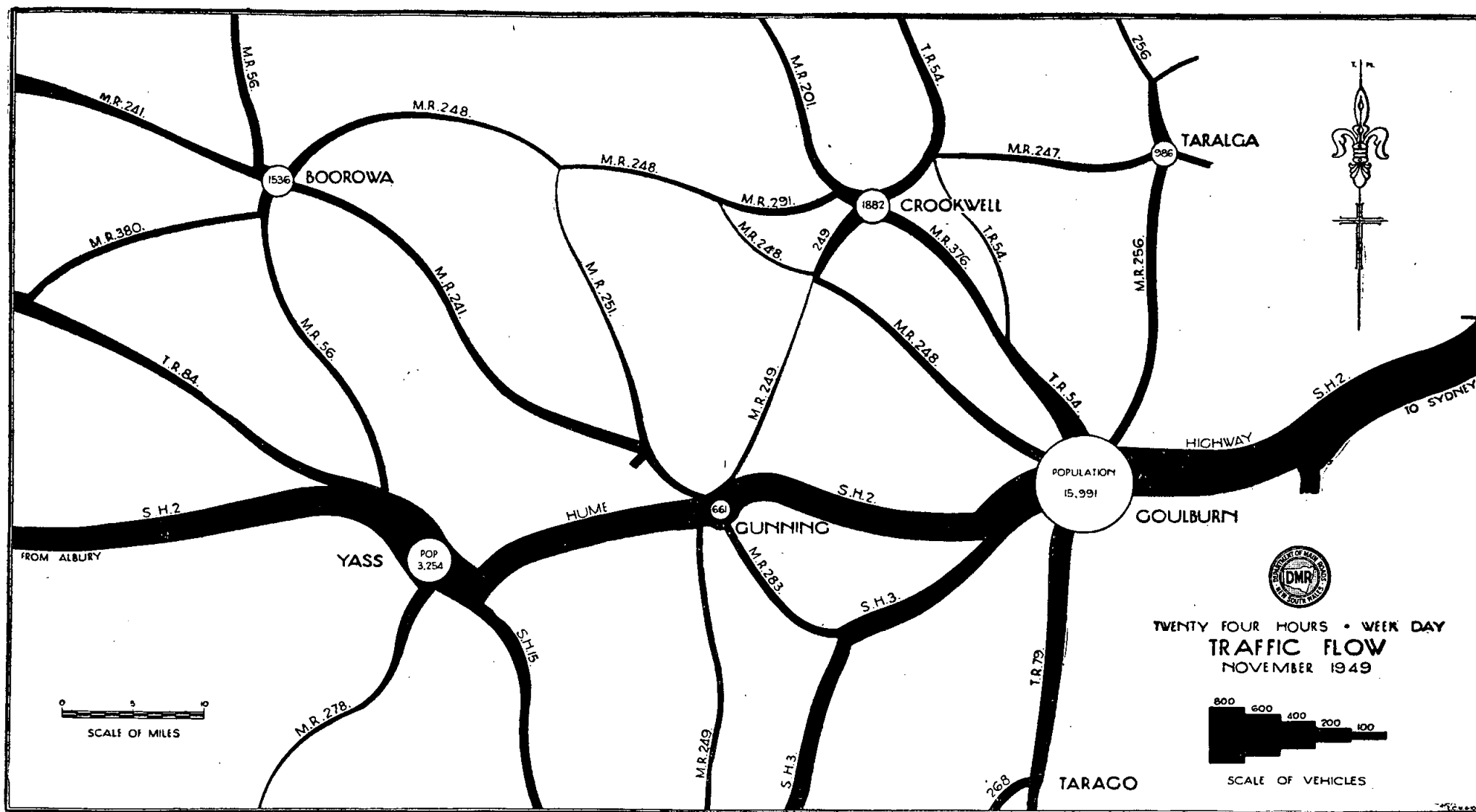


Figure 1

As a result of the recommendations of the review, country towns with a population of 300 and over, with few exceptions, will be directly served by classified roads, and the country Main Roads system will directly serve towns and villages which are the centres of 79.2 per cent. of the State's population outside the County of Cumberland. The extent to which the population centred upon New South Wales towns (excluding the County of Cumberland) will be served by State Highways, Trunk Roads and Main Roads is indicated in the following table and diagram, figure 2.

(NOTE.—The population centred upon towns or villages directly served by Main Roads and unclassified roads is the number of persons resident in rural areas whose nearest town or village is situated on a Main Road or an unclassified road and is not confined to the number of persons residing within the boundaries of the town or village.)



TYPICAL TRAFFIC FLOW MAP.

Traffic flow on Main Roads in part of the Southern Tablelands District, as determined from traffic survey in November, 1949.

	Approximate population (excluding County of Cumberland) (1947 Census).	Percentage of Total.
State Highways	693,000	53·8
Trunk Roads (excluding centres also served by State Highways)	117,000	9·0
Main Roads (excluding centres also served by State Highways and Trunk Roads)	212,000	16·4
Not on Main Roads	270,000	20·8
	1,292,000	100·0

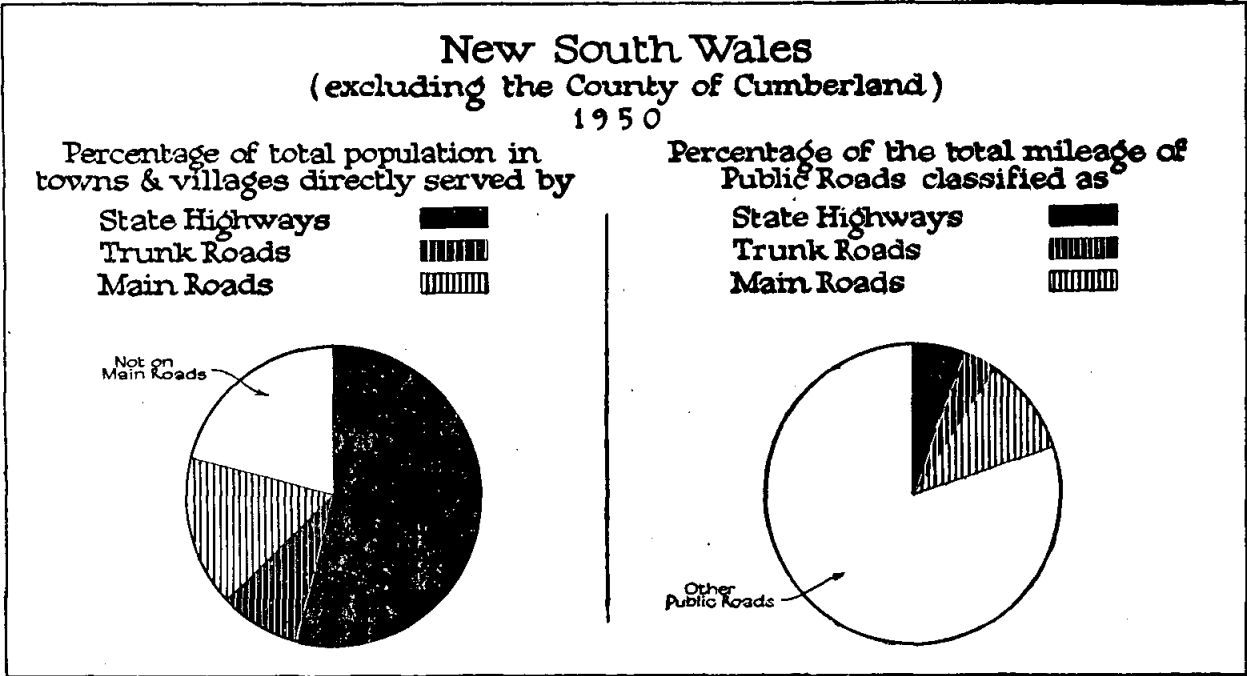


Figure 2

With the basic information obtained as a result of investigation of the conditions in the various regions, the position will be further reviewed from time to time in the light of developments which may occur, and consideration will be given to such further extension and adjustment of the Main Roads network as may be warranted, having regard to the funds becoming available.

Traffic Count.

During November, 1949, the Department, in collaboration with various Shire and Municipal Councils, undertook a count of traffic on State Highways, Trunk and Main Roads of New South Wales outside Sydney Metropolis.

This is the most extensive traffic count yet taken in the State. The assembled information is being summarised and analysed, and taken in conjunction with other available data including that derived from earlier traffic counts, will be of great assistance in the assessment of needs on Main Roads.

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, ten roads were proclaimed as new Developmental Roads or extensions of existing Developmental Roads and four works as Developmental Works. Details of these as set out in Appendices Nos. 14 and 15.

As a result of these adjustments the total mileage of proclaimed roads (other than in the Western Division of the State) was increased by 80 miles from 20,348 miles to 20,428 miles.

Naming of Roads.

In accordance with the provisions of Section 8 of the Main Roads Act, 1924-50, applications from Shire and Municipal Councils for the re-naming 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:—

That portion of Main Road No. 227 between Kingsway and Sylvania, within the Shire of Sutherland, known as Port Hacking road, re-named Port Hacking road North.

Main Road No. 335 from Pacific Highway (State Highway No. 10) at Tuggerah Railway Station, via Tumby Umbi to The Entrance, named The Entrance road.

That portion of the Wingham-Bulgong road, Main Road No. 109) within the Municipality of Wingham, known as Dingo Road (also known as Bulga road), renamed Murray road.

Main Road No. 541, running north-east from Old Ferry road to Mayal Creek within the Shire of Tweed, known as Ewing Street, re-named Tumbulgum Road.

Main Road No. 515 in the Municipality of Fairfield, from Cecil Park to the northern boundary of the Municipality, named Wallgrove Road.

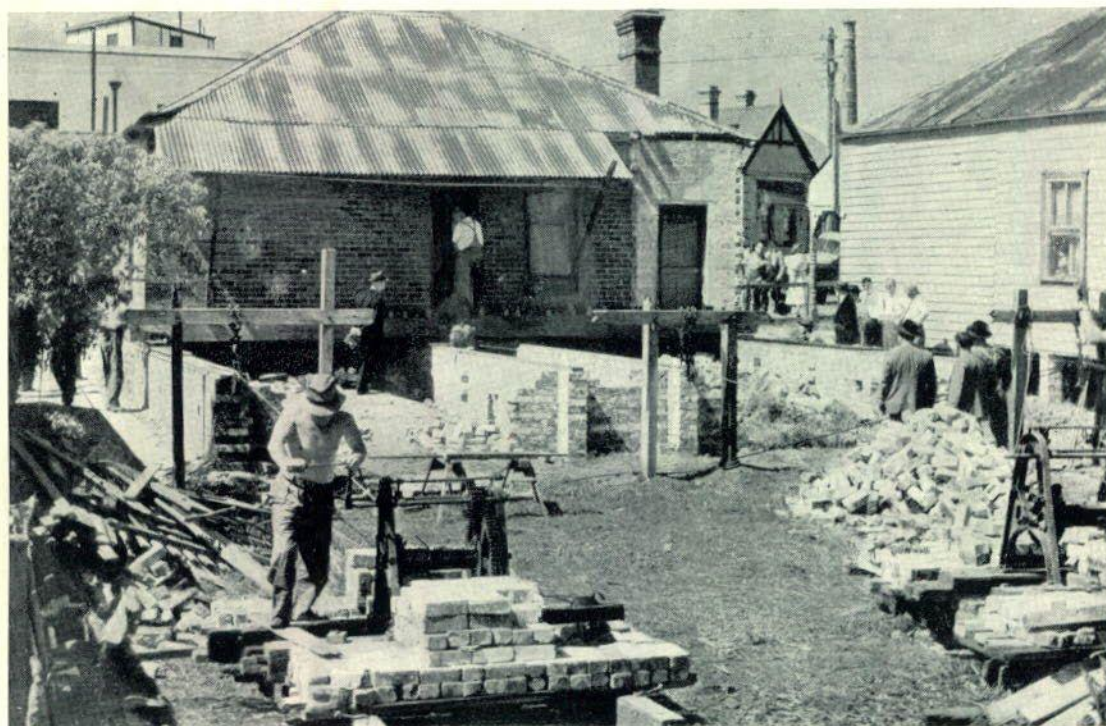
Rates of Assistance to Councils.

The rates of assistance granted by the Department to the Shire and Municipal Councils for approved works were unchanged during the year. These rates are as set out hereunder:—

COUNTY OF CUMBERLAND.

	Department's Proportion of Cost.		
	State Highways.	Main Roads.	Secondary Roads.
	per cent.	per cent.	per cent.
Roadworks—Construction and Maintenance	100	100	50
Bridgeworks—Construction and Maintenance, excluding footways as set out separately below	100	100	50
New Kerb and Gutter where none previously existed—			
(i) Opposite private property	25	25	12½
(ii) Opposite public reserves, where no portion of the cost is recoverable by Council	50	50	25
Rounding off junctions of side roads with State Highways, Main or Secondary Roads	50	50	25
Construction of Footways on Bridges, where it is established that a footway is necessary in the interests of vehicular and pedestrian traffic	50	50	50
Maintenance of Footways on Bridges	100	100	50

Brick cottage on the Prince's Highway (S.H. 1), Arncliffe, Municipality of Rockdale, being removed to new position to facilitate road widening and reconstruction.



The cottage being drawn by winches on to new foundations.



Cottage in new position. One of the roller tracks appears in the foreground.

OUTSIDE COUNTY OF CUMBERLAND.

	Department's Proportion of Cost.		
	State Highways.	Trunk Roads.	Main Roads.
	per cent.	per cent.	per cent.
Roadworks—Construction and Maintenance	100	75	66 $\frac{2}{3}$
Bridgeworks (excluding footways as set out separately below)—			
(i) Construction	100	100	75
(ii) Maintenance	100	75	66 $\frac{2}{3}$
New Kerb and Gutter .....	...	...	...
Construction of Footways on Bridges where it is established that a footway is necessary in the interests of vehicular and pedestrian traffic	50	50	50
Maintenance of Footways on Bridges	*100	*75	*66 $\frac{2}{3}$

* Subject to variation as may be determined in the case of structures where carriageway width is greater than that required for two lanes of traffic.

Metropolitan Road Widening Schemes.

The acquisition of land required to implement approved schemes for the widening of Metropolitan Main Roads has been proceeding in respect of projects included in the construction programmes for the current and coming years.

The difficulties, referred to in earlier reports, arising from the shortage of housing accommodation and building materials, still exist and have retarded the work of adapting shop premises to the new alignment. However, some progress has been made, and in Prince's Highway, between Keat's Avenue and Hegarty Street, Rockdale, the work of adjusting and reconstructing shops is nearing completion.

During the year three timber frame structures and one brick structure have been removed bodily to new positions. The removal of the brick dwelling was undertaken to test methods developed by the Department and was most successful. The former tenants are now back in occupation. Periodical inspections have failed to reveal any deterioration of the structure.

The experience gained will enable the Department to improve upon the methods employed and it will be applied in the removal of other brick buildings. It is not claimed, however, that the results achieved offer a solution to all problems of road widening where the alternatives are demolition or bodily removal, as many brick structures are of an age, type and condition which justify, and indeed leave no alternative to demolition, but the method of bodily removal can be justified and successfully employed in the removal of some premises owned by the Department which at present are delaying the completion of desirable improvements in road conditions.

ROAD CONSTRUCTION.

Construction works have been carried out during the past year by contract, by Council by day labour, and by the Department by day labour. The Department's major day labour operations in the country were carried out by eight large construction organisations, including one organisation on work being undertaken in connection with the Snowy Mountains Hydro-Electric Scheme, and several smaller organisations. Three day labour organisations have been engaged in the Metropolitan Area on the construction of concrete pavements.

Tungsten carbide tipped rock drill bits are now being used on all works where excavation in hard rock is extensive and attention is now being given to the choice of the most suitable equipment for use with these bits. Tests of various types of drill steels and pneumatic drills are in hand. With a view to reducing further the cost of rock excavation, milli-second delay detonators are being used and results so far are promising.

County of Cumberland Works.

The principal works in hand during the year were as follow:—

State Highway No. 1: Prince's Highway. Municipality of Kogarah: From Belmore Road (Main Road No. 315) to George's River Bridge.

The reconstruction of the section between Belmore-road and Townson-street, 4,000 feet in length, is now complete and provides four travelling lanes in cement concrete and two kerbside lanes paved with salvaged metal, except at shopping centres and bus stops, where cement concrete has been provided full width. The remaining section from Townson-street to George's River Bridge, 1,660 feet in length, is well advanced. This work is being carried out by the Department by day labour.

State Highway No. 1: Prince's Highway: Municipalities of Kogarah and Rockdale: From President Avenue to Rocky Point Road (Main Road No. 199).

Work on this section of the Highway, over a length of 1,540 feet, involved full width (6-lane) reconstruction in cement concrete between President Avenue and South Street, and the construction of two additional concrete lanes on the eastern side of the Highway to form a full width concrete pavement between South Street and Rocky Point Road. The work was carried out by the Department's day labour construction organisation during the period 1949-50.

State Highway No. 2: Hume Highway: Municipality of Ashfield: From Queen Street to Lion Street.

Reconstruction in cement concrete of the section of the Hume Highway through the shopping centre of Ashfield was undertaken by the Department by day labour following on the discontinuance of the tram service to Ashfield railway station. Four lanes of cement concrete pavement 3,976 feet in length are being provided, and the work was nearing completion at 30th June, 1950. On account of the large volume of vehicular and pedestrian traffic at the site, the work has presented many difficulties in order to minimise interference with traffic flow.

State Highway No. 2: Hume Highway: Municipalities of Liverpool and Fairfield: Approaches to bridge over Cabramatta Creek.

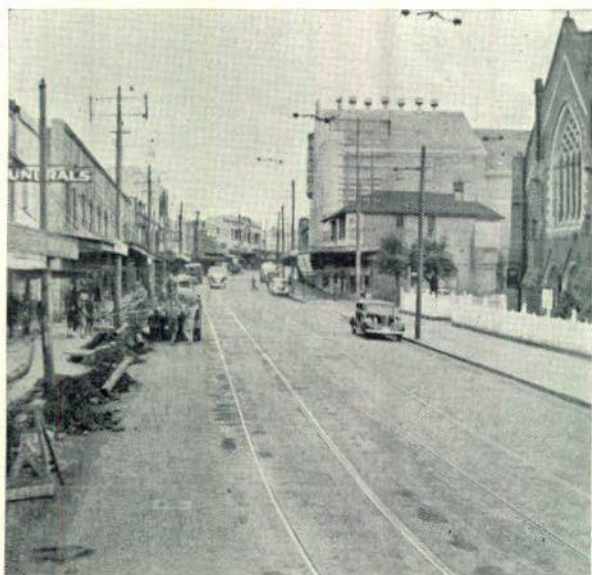
This work, commenced during the year by contract, includes reconstruction, widening and realignment of the Highway on a total length of 4,325 feet on both north and south sides of the new concrete bridge, which was still under construction at the end of the year.

The new work will provide a penetration macadam surface in two dual lane carriageways divided by a median strip.

State Highway No. 2: Hume Highway: Municipality of Liverpool: Elizabeth Street to Scott Street. Reconstruction in concrete.

Reconstruction in cement concrete of the Hume Highway through the shopping centre of Liverpool was commenced by the Department by contract in 1948, and completed in February, 1950.

Municipality of Ashfield. Hume Highway (S.H. 5). Reconstruction in concrete between Queen Street and Lion Street.



Old road showing tram tracks.



A section of the new work.

Municipality of Concord. M.R. 200. Concord-road. Reconstruction in cement concrete from Myall Street to Wellbank Street.



A typical section of the road before reconstruction.



A view of part of the new road work.

The concrete pavement comprises four 11-foot traffic lanes and two 8-foot parking lanes on a length of 1,055 feet. An additional length of 648 feet was constructed half-width (two traffic lanes and one parking lane). The other half-width is to be completed at a later date.

State Highway No. 2: Hume Highway: Widening of Pavement: Cross Roads to Camden.

This work was commenced during the year by the Department by day labour. The existing pavement (average width 20 feet) is being widened to 23 feet, an average of 18 inches on each side, for a distance of approximately 13½ miles. Excavation is being done by a mechanical ditcher. The new pavement is of broken stone, with a 3-inches thick penetration macadam surface course, and a 1-inch premixed macadam running course.

State Highway No. 5: Great Western Highway: Municipality of Ashfield: From Battle Bridge to Rogers Avenue.

Reconstruction to provide full width (6 lanes) cement concrete pavement on the Great Western Highway between Battle Bridge and Rogers Avenue was in progress by the Department's day labour construction organisation at 30th June, 1949. The length of this work is 3,945 feet. The heavy traffic which is carried on this section has largely determined the order in which the work has been carried out. The work is now nearing completion.

Shire of Warringah: Main Roads Nos. 159 and 164: Pittwater Road: From Eurobin Avenue, Manly, to Brookvale Council Chambers.

Reconstruction of Pittwater Road between Eurobin Avenue, Manly, and Brookvale Council Chambers, was nearing completion at 30th June, 1949, and the work is now being extended to Dee Why Parade, Dee Why. The work is being carried out by the Department by day labour, the total length being approximately 17,500 feet. When completed, a concrete pavement of a general minimum width of 44 feet will be available over most of the length.

The final design for Main Road No. 164 provides for a six-lane carriageway with opposing traffic separated by a median strip. Full width construction will, however, involve the removal of a number of buildings and the construction of the additional width of pavement is therefore being deferred.

Shire of Baulkham Hills: Main Road No. 160: Maroota to Glenorie.

The Baulkham Hills Shire Council now has in hand the reconstruction of the pavement on approximately 12 miles of this section of Main Road No. 160. The work is being carried out partly by day labour and partly by contract. The new pavement will have a bituminous seal.

Shire of Warringah: Main Road No. 164: Pittwater Road: From Dee Why Parade to Pacific Parade.

This section of Pittwater Road extends for a length of 1,690 feet through the Dee Why shopping centre. The construction of the pavement, undertaken by the Department's day labour construction organisation is now complete and provides for a dual carriageway in cement concrete, six lanes in width with a mountable type kerb surrounding the median zone.

Municipality of Canterbury: Main Road No. 167: Canterbury Road: From Fore Street to Beamish Street.

A contract has been let by the Department for the reconstruction of Canterbury Road in cement concrete for the full width of the carriageway from Beamish Street to Fore Street, a distance of approximately 3,661 feet.

Shire of Baulkham Hills: Main Road No. 181.

The reconstruction of a section of this road approximately 4 miles in length southward from the existing bituminous pavement near Wiseman's Ferry has been put in hand by the Department by day labour. A bituminous seal will be applied to the new gravel pavement.

Municipality of Concord: Main Road No. 200: Concord Road: Yaralla Street to Wellbank Street.

In continuation of the work described in the previous annual report from Myall Street towards Parramatta Road (State Highway No. 5), the reconstruction in cement concrete of this road has been continued from Yaralla Street to Wellbank Street, by contract under the supervision of the Concord Council.

Municipality of Woollahra: Main Road No. 339: Old South Head Road from Cambridge Avenue to Salisbury Street.

The reconstruction in cement concrete of a half-mile length of Old South Head Road (Main Road No. 339) between Cambridge Avenue and Salisbury Street is nearing completion.

The new construction, providing four traffic lanes, with a minimum width of 42 feet between kerbs, supersedes an old macadam pavement which was narrow, highly cambered, badly graded and badly aligned.

The road works were begun by the former Vaucluse Council before its amalgamation with Woollahra Council, and have since been continued by the Woollahra Council.

Municipality of Bankstown: Main Road No. 508: Henry Lawson Drive.

During the year construction work has proceeded on three sections of the road. All work is being carried out by the Bankstown Council. The position is as follows:—

- (i) Following completion of the bridge at Keys Parade, Council has proceeded with the construction of the approach embankments.
- (ii) Basecourse has been completed on Fleurbaix Avenue between Bullecourt Avenue and Maxwell Avenue.
- (iii) Work was started on the eastern approach to Little Salt Pan Creek, but has been temporarily discontinued pending the supply of suitable earthmoving equipment.

Country Works (excluding Western Division).

The principal works in hand during the year were:—

State Highway No. 1: Prince's Highway: Shire of Eurobodalla: From Bateman's Bay to Bodalla.

Reconstruction by the Department by day labour continued during the year on the Prince's Highway between Moruya and Bodalla, a distance of 15 miles. At 30th June, 1950, formation work had been substantially completed over a length of six miles of the nine-mile section between Moruya and Turlinjah, and a further length of two miles was being opened up immediately south of Moruya.

State Highway No. 1: Prince's Highway: Shire of Mumbulla: From Cobargo to Brogo River.

During the year the reconstruction of the Prince's Highway between Cobargo and Brogo River, a length of 14 miles, was commenced by the Department by day labour. Steady progress has been made despite the very wet conditions experienced throughout the latter half of the year and a length of $11\frac{1}{2}$ miles of formation has been substantially completed and opened to use by traffic.

State Highway No. 1: Prince's Highway: Shire of Inlay: From Bega to Frog's Hollow Creek Bridge.

A section of four miles of gravel road on the Prince's Highway extending from $2\frac{1}{2}$ miles to $6\frac{1}{2}$ miles south of Bega, was reconditioned, strengthened with gravel and given a light tar seal preparatory to bituminous surfacing during the coming summer. The work was carried out by the Department by day labour.

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

Reconstruction of three miles of the Hume Highway between Fish River and Gunning, was started by the Department by day labour in 1949. Progress has been slow due to the diversion of the men and plant to other more urgent works from time to time. The work was approximately 50 per cent. complete at 30th June, 1950.

State Highway No. 4: Monaro Highway: Shire of Monaro: From Cooma towards Adaminaby.

Reconstruction of a length of approximately $2\frac{1}{4}$ miles of the Monaro Highway in the Municipality of Cooma and the Shire of Monaro is in progress and a substantial amount of the formation work has been completed. This work, which is being undertaken by the Monaro Shire Council by day labour, will connect with the reconstruction of the Monaro Highway in the Shire of Snowy River at present being carried out by the Department at the request of the Snowy Mountains Hydro-Electric Authority.

Shire of Snowy River: State Highway No. 4: Monaro Highway: Cooma to Adaminaby and Main Road No. 286: Cooma to Spencer's Creek.

The Department, in conjunction with the Snowy River Shire Council, has, at the request of the Snowy Mountains Hydro-Electric Authority, agreed to undertake the reconstruction of State Highway No. 4, Cooma to Adaminaby, and Main Road No. 286, Cooma to Jindabyne. These two roads will form the main access from the railhead at Cooma to the Authority's works in the Adaminaby and Jindabyne areas. The design will provide for maximum grades of 6 per cent. on the outward (loaded) journey from Cooma and $7\frac{1}{2}$ per cent. on the inward journey. The standard of alignment will vary according to the topography, but the minimum will be 30 miles per hour. The pavement, which will be 18 feet in width, will consist of a gravel base with a surface course of premixed macadam and asphaltic concrete.

The Snowy River Shire Council is proceeding with the work on Main Road No. 286 and the Department is now engaged on State Highway No. 4. The Department will carry out the crushing of the stone required for the full length of both roads and will also be responsible for the mixing and laying of all the bituminous macadam and asphaltic concrete.

The Authority has undertaken to arrange for the supply of major items of plant required by both the Department and the Council.

The Department has also commenced, at the request of the Authority, the improvement and strengthening of sections of Main Road No. 286 between Jindabyne and Spencer's Creek, approximately nine miles on the summit side of the Hotel Kosciusko.

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

Reconstruction work is now complete, except for the gravel surface course, from Bluff Rock, about eight miles south of Tenterfield, to about 19½ miles south of Tenterfield. The work now in hand includes the widening and realignment of the Bolivia Range section where there is heavy rock work. These works are part of a proposal for linking Glen Innes and Tenterfield with an improved road with a bitumen surface. The work is being carried out by the Department by day labour.

State Highway No. 9: New England Highway: Shire of Severn: Section Dundee to Deepwater.

Reconstruction of a three-mile section of New England Highway south of Deepwater was put in hand during the year under contract to Council. The work, which includes minor realignment, has been much delayed by wet weather. It is proposed to seal the new work with bitumen following completion.

A contract has been let by Council for the construction of the approaches to the new Bridge over Deepwater River now nearing completion.

State Highway No. 10: Shires of Stroud, Gloucester and Manning: Minor Improvements, Reconditioning and Bituminous Surfacing.

Sections of the Pacific Highway between Deep Creek and Gloucester are being improved and surfaced with bitumen by the Councils of the Shires of Stroud and Gloucester. A length of seven miles in Stroud Shire between Deep Creek and Booral is nearing completion and will be surfaced during the summer of 1950-51. A length of nine miles in Gloucester, between Stratford and Gloucester, has been surfaced with bitumen.

In the Shire of Manning, a length of seven miles between Hillview and Purfleet was reconditioned by the Council and surfaced with bitumen by a Departmental surfacing unit.

State Highway No. 10: Shire of Manning: From Holey Flat Creek to Stewart's River.

During the year the reconstruction of this section was commenced by a Departmental day labour unit. The work is to be completed with a bituminous surface to provide an unbroken length of surfaced pavement between Coopernook and Heron's Creek.

State Highway No. 10: Shire of Hastings: From Heron's Creek to State Highway No. 11.

The construction of minor deviations and general reconditioning throughout the section by a Departmental day labour unit is now nearing completion. It is proposed to surface the pavement with bitumen during the summer of 1950-51.

State Highway No. 10: Shires of Macleay and Hastings: From Telegraph Point to Kempsey.

The reconstruction of this length on a much improved alignment was commenced during the year by a Departmental day labour unit. Work commenced at the northern end and will continue progressively towards Telegraph Point, completed sections being opened to traffic as they become available.



Reconstruction between Heron's Creek and Oxley Highway on the Pacific Highway (S.H. 10), Shire of Hastings.



Reconstruction between Bolivia and Bluff Rock on the New England Highway (S.H. 9), Shire of Tenterfield.



Construction between Grafton and Glen Innes on M.R. 511, Shire of Severn.

State Highway No. 10: Pacific Highway: Shires of Macleay and Nambucca: From Frederickton to Allgomer Creek.

Reconstruction of this length by the Department by day labour is approaching completion. At the end of the financial year approximately nine miles of the total length of 20 miles in hand had been surfaced with bitumen, and it is expected that the remainder will be surface treated by the end of December, 1950. Two severe floods which occurred within a period of twelve months caused heavy damage to the new work and retarded progress.

State Highway No. 10: Pacific Highway: Shires of Bellingen and Dorrigo: Raleigh to Coff's Harbour.

Reconstruction of the Pacific Highway between Raleigh and Coff's Harbour was continued during the year by a Departmental day labour organisation. At 30th June, 1950, work had been substantially completed over a length of approximately 12 miles south of Coff's Harbour, and the construction of the Repton Hill deviation, a further 1 mile 1,100 feet of construction is being proceeded with.

A crushing plant has been set up at Bonville Quarry to produce metal required for macadam pavement and bituminous seal, which will be carried out on the completion of the reconstruction.

State Highway No. 17: Newell Highway: Shire of Goobang: Forbes to Parkes.

Prior to the commencement of the present reconstruction work in May, 1949, a bituminous pavement extended from Forbes to 11.66 miles towards Parkes and from 17.93 miles to Parkes (20.7 miles from Forbes).

The reconstruction of the intervening gravel section was undertaken by the Department and completed by day labour in May, 1950. During the 1949-50 spraying season the bituminous seal was extended to a point 14.76 miles from Forbes. The remaining gravel section was given a light spray coat of tar, preparatory to bituminous surfacing in the coming summer.

State Highway No. 21: Shire of Murray: Victorian Border at Moama to Deniliquin.

The surfacing with bitumen of this road, which was postponed during the war years, was resumed with the completion of a length of 5 miles southward from the end of previous work at Deniliquin and 2.3 miles northward to reach the point 17.2 miles from Moama. With mileages taken outward from Moama, the surfacing with bitumen has now been completed as follows: 0 mile to 17.2 miles and 37 miles to 46 miles at Deniliquin, leaving a gap of 19.8 miles of unsurfaced loam pavement on the central section 17.2 miles to 37 miles. The work was done by the Murray Shire Council partly by contract and partly by day labour.

State Highway No. 24: Shire of Tenterfield: Tenterfield to Wallangarra.

Reconstruction by Council by day labour of State Highway No. 24 has been proceeding steadily during the year. This road, which was previously Main Road No. 374, was proclaimed a State Highway on the 11th January, 1950. The work, which extends from 3 miles 1,400 feet north of Tenterfield to Wallangarra at 12 miles 900 feet, a total length of $8\frac{3}{4}$ miles, has eliminated four level crossings. Work during the year has been proceeding between 6 miles and $10\frac{3}{4}$ miles.

Shire of Blaxland: Trunk Road No. 55: Lidsdale-Mudgee.

The Blaxland Shire Council has now completed the improvement and bituminous surfacing of this road between Lidsdale and Ben Bullen, a length of 12 miles, except for three short sections where culvert construction is proceeding.

Shire of Terania: Trunk Road No. 65: Lismore to Byron Bay.

The reconstruction of approximately 2½ miles of road on Trunk Road No. 65 between Lismore and Eltham, by Council, by day labour, is nearing completion. This will eliminate several sections of poor alignment, and will improve traffic facilities between Lismore and Byron Bay. It is intended to seal the fine crushed rock pavement with bitumen in the summer of 1950-51.

Shire of Dumaresq: Trunk Road No. 74: Armidale-Grafton.

During 1949-50 further progress was made by Council on the reconstruction by its day labour organisation of the section 4½ miles to 8½ miles from Armidale. The work provides for construction of a gravel road to a 50 miles per hour standard mainly on new location which will be sealed with bitumen as soon as the gravel pavement has been consolidated. In previous years a bitumen pavement had been constructed to a point 4½ miles from Armidale. Progress has been slow during the year as Council's area has been subjected to several severe floods causing damage to the road system, the repair of which has used up much of the available labour and plant.

Shire of Burrangong: Trunk Road No. 78: From Young towards Wombat.

The Council has completed partly by day labour and partly by contract the reconstruction of 3½ miles of Trunk Road No. 78 from Young Municipal boundary southward to the Demondrille Shire boundary. This work joins the 3 miles of similar work completed some years ago by Demondrille Shire Council and is in preparation for the extension of bituminous surfacing from Young to Wombat.

Shire of Leeton: Trunk Road No. 80: Leeton to Griffith.

Construction by the Leeton Shire Council of a section 6½ miles in length between Leeton and Griffith was completed during March, 1950. The work comprised reshaping by day labour and heavy gravel resheeting and bituminous surfacing by contract.

City of Newcastle: Trunk Road No. 82: Construction between Croudace Street (Main Road No. 223) and Newcastle Road, Jesmond (Main Road No. 217).

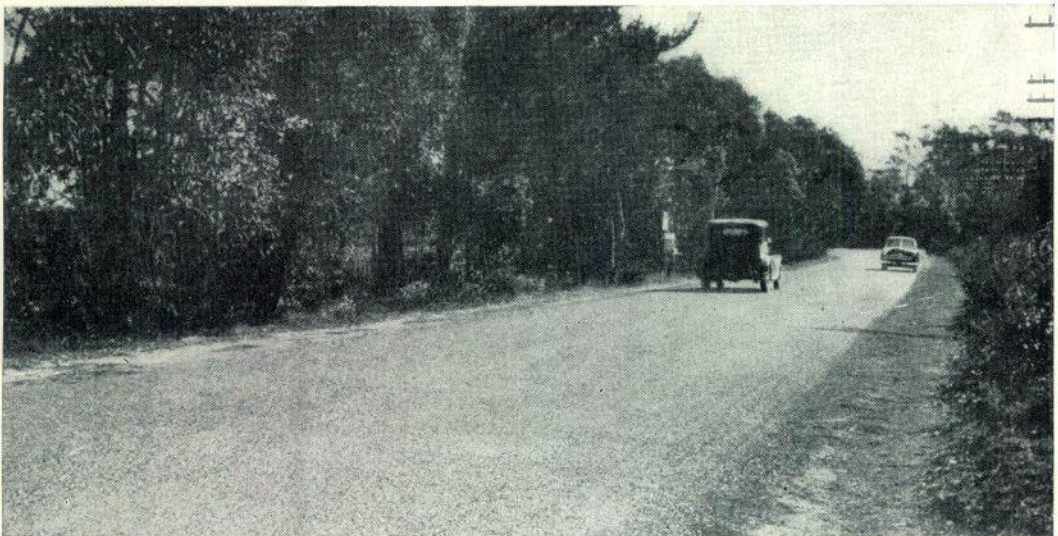
This work, which is situated on the main route between Wallsend and Newcastle, is being undertaken by the Newcastle City Council by day labour. Duplicate carriageways are being provided and the construction of a deviation will eliminate a section of extremely poor alignment.

Shire of Tomki: Trunk Road No. 83: Grafton to Casino.

The work of reconstructing the first 4 miles of Trunk Road No. 83, from the Casino municipal boundary, southerly to Dirty Creek, is nearing completion. The work, which is being carried out by Council, by day labour, comprises the improvement of alignment and grading, and the construction of a fine crushed rock surface course. It is expected that the new pavement will be sealed with bitumen at an early date.



Shire of Burrangong. T.R. 78. Reconstruction between Young and Wombat.



Shire of Gosford. M.R. 225. Reconstruction and bituminous surfacing from Gosford towards Wiseman's Ferry.



Shire of Dumaresq. T.R. 74. Reconstruction between $4\frac{1}{2}$ miles and $8\frac{1}{2}$ miles east of Armidale.

Shire of Terania: Main Road No. 142: Lismore-Murwillumbah.

The reconstruction of approximately 1 mile of road on Main Road No. 142 between Lismore and Nimbin has been completed. The work which was carried out by Council by day labour, comprised the improvement of the alignment and the provision of a fine crushed rock surface course. It is intended to seal this new length with bitumen during the summer of 1950-51.

Shire of Crookwell: Main Road No. 201: In Village of Binda.

Crookwell Shire Council has reconstructed by day labour $\frac{3}{4}$ mile of Main Road No. 201 through the Village of Binda. Surfacing with bitumen is to be undertaken during 1950-51.

Shire of Rylstone: Main Road No. 215: Kandos-Ilford.

The reconstruction and bituminous surfacing of approximately $6\frac{1}{2}$ miles of this road between 4 miles and $10\frac{1}{2}$ miles from Rylstone is in hand by Rylstone Shire Council. The work is being carried out partly by day labour and partly by contract.

Shire of Gosford: Main Road No. 225: Gosford to Wiseman's Ferry.

The Gosford Shire Council has completed the reconstruction and bituminous surfacing of another section ($7\frac{3}{4}$ miles) of the Wiseman's Ferry Road. The surfaced pavement now extends from the Pacific Highway, about 4 miles south of Gosford to Central Mangrove, a total distance of $11\frac{1}{2}$ miles. This work was carried out partly by contract and partly by day labour.

Shire of Coonabarabran: Main Road No. 396: Coonabarabran-Coolah.

Work on the reconstruction of approximately $3\frac{1}{2}$ miles of pavement between 21.4 miles and 25 miles from Coonabarabran, including widening to receive an 18 feet bituminous seal, has been put in hand this year. This length includes the township of Binnaway where the seal is to be 20 feet wide and extends to the boundary with Coolah Shire.

Shires of Nymboida and Severn: Main Road No. 511: Grafton-Glen Innes.

The construction of the abovementioned road, which is being carried out by the Department by day labour was commenced before the war and recommenced 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 the forests in the Hastings River area. Since then work has been continued proceeding from west to east, and except for some final paving work is now practically completed to $42\frac{1}{2}$ miles from Glen Innes. Work is in progress from that point to $45\frac{1}{2}$ miles from Glen Innes.

Developmental Roads and Works.

During the year a total of £846,000 was made available in terms of Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947, for roads in sparsely populated areas, timber country and rural areas, in New South Wales. Of this total £120,000 was allocated to Developmental Roads and Works, and £7,230 for unclassified roads in the Western Division. With the exception of the amount of £7,230 for the Western Division, all work is being carried out by Councils by day labour or contract. Progress has, however, been severely retarded by adverse weather and by the necessity to transfer plant and equipment on to the repair of flood damage during the latter half of the year.

The following are some of the works in hand during the year:—

Shire of Harwood: Developmental Road No. 1049: Maclean via Tullymorgan to Richmond Range.

During the year Harwood Shire Council has completed the construction of a section 1 mile 2,642 feet of Developmental Road No. 1049 in the vicinity of Tullymorgan. The work which was financed from State funds, was carried out by contract under Council's supervision. The work comprised improvement of alignment and the provision of a fine crushed rock pavement.

Shire of Patrick Plains: Developmental Road No. 1053: Ravensworth to Lemington: Construction between 3 miles and 6 miles 4,245 feet from State Highway No. 9.

This work, completed by the Council by day labour, provides all weather access to the New England Highway at Ravensworth. It was financed with funds provided under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-48.

Shire of Merriwa: Developmental Road No. 1102: Idaville Road.

A length of 3 miles of this road, between 9.41 miles and 12.41 miles from the junction with Trunk Road No. 62, is now under reconstruction, widening, and gravelling by the Council by day labour.

The road serves some twenty-one properties, where access is cut off during wet weather over the heavy black soil of this area. In previous years funds were made available for reconstruction from Trunk Road No. 62 to 9.41 miles. The work is being financed from a grant made available under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-48, and is practically completed.

Shire of Kyeamba: Developmental Road No. 1117.

Construction comprising earthworks, gravel pavement and culverts between 42 miles and 45 miles from Wagga Wagga has been carried out by contract let by the Kyeamba Shire Council. The full cost of the work has been financed from funds provided under the Commonwealth Aid Roads and Works Act, 1947-48.

Shire of Goobang: Developmental Road No. 1162, from State Highway No. 17 at Tomingley to Main Road No. 354.

During 1949-50 a further 4 miles of this road was completed between 5½ miles and 9½ miles from Bulgandramine Bridge, funds having been provided for this work under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-48. Formation work was undertaken by Council and gravelling was completed by contract.

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

Developmental Road No. 1172 as proclaimed comprises the southern half of the Deniliquin-Tocumwal Road via Moroco. The proclaimed section commences at 18.7 miles from Deniliquin, and the length within the Murray Shire is from 18.7 miles to the Berrigan Shire boundary at 34 miles.

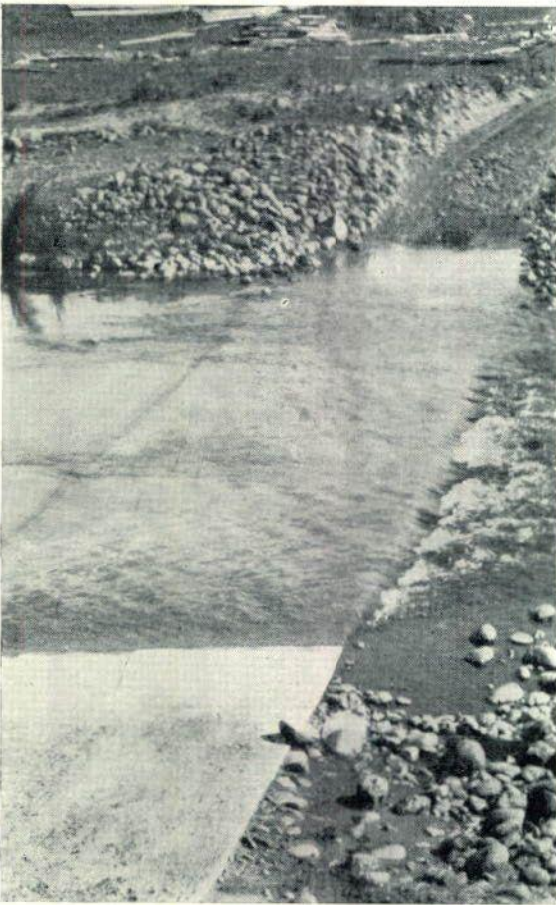
Commencing with a grant from State funds made in 1946, the progressive construction of this road in the Murray Shire was commenced with the formation and loaming of the section 22 miles to 25 miles from Deniliquin.

That work was completed in 1948, with the exception of culvert pipes, which were reduced in length temporarily when funds ran out. With a grant provided under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947, in 1948 the overall improvement was advanced a further stage by the construction of pipe culverts between 25 miles and the Shire boundary at 34 miles.

DEVELOPMENTAL ROAD CONSTRUCTION.



Shire of Jerilderie. D.R. 1211. Constructed pavement about 4 miles south of Jerilderie.



Shire of Wallarobba. D.W. 3062.
Gresford-Upper Paterson road.

No. 3 concrete crossing over
Upper Paterson River.



Shire of Wallarobba. D.W. 3062. Gresford-Upper Paterson road. Deviation at Goat Hill.

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A further grant made in 1950 from funds provided also under the Commonwealth Aid Roads and Works Act, 1947-48, Section 6 (4), will enable Council to complete, during the latter half of 1950, the formation between the culverts placed previously on the section 25 miles to 34 miles and extend the formation from 25 miles to 18.7 miles, which is the end of the proclaimed Developmental Road. The work was nearing completion at the end of the year 1949-50.

Shire of Bogan: Developmental Road No. 1177: Girilambone to Booramugga.

Developmental Road No. 1177 is a feeder road from the Western Division through the Shire of Bogan to the railhead and State Highway No. 7 at Girilambone.

Clearing of this road was first commenced in 1941, but little work was done during the war years. Work was recommenced in 1948 on the remaining section, 5½ miles to 22 miles from Girilambone. This work was undertaken by Bogan Shire Council and completed by June, 1950. It was financed partly from State funds and partly from funds provided under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-48.

Completion of this section has provided an all-weather gravel pavement from Girilambone to the Western Division boundary. The Council has recently constructed several feeder roads to Developmental Road No. 1177.

Shire of Coolamon: Developmental Road No. 1180.

Construction comprising clearing, earthworks, gravel pavement and culverts between 10.6 miles and 18.5 miles from Coolamon has been carried out by the Coolamon Shire Council by day labour. Funds were provided under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-48.

Shire of Bingara: Developmental Road No. 1186: Ironbark Creek Road.

Construction of a length of approximately 2¾ miles of this road from 4 miles from the Shire boundary has been completed by Council during the year by day labour. The work was financed from a grant made available under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-48.

City of Blue Mountains: Developmental Road No. 1195: Megalong Valley Road.

Work on this road as mentioned in the previous annual report is being continued. Funds have been provided from State funds and partly from funds available under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-48.

Shire of Shoalhaven: Developmental Road No. 1196: Sussex Inlet Road.

The construction of a further length of this road from approximately 2 miles from Prince's Highway and extending easterly for a distance of nearly 6 miles to Sussex Inlet, is nearing completion. The work is being carried out under contract to the Council. The cost is being met partly from funds made available under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-48, and partly from State funds.

Shires of Macintyre and Yallaroi: Developmental Road No. 1198: Gragin Estate Access Road.

Further works on Developmental Road No. 1198, which serves the Gragin Estate Soldiers' Settlement, were put in hand during the year. The works now in hand which are being carried out by the two Councils by day labour, will complete Developmental Road No. 1198, the total length of which will be approximately 22 miles. Grants for the additional works are being provided partly from State funds and partly from funds available under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-48.

Shire of Gundurimba: Developmental Work No. 3035: McKee's Hill to Tatham.

The construction of approximately one mile of gravel pavement, and a timber beam bridge over the Tomki Lagoon on McKee's Hill-Tatham Road, is being carried out by Council by day labour, funds being provided from State funds.

Shire of Coolah: Developmental Work No. 3,037: Construction of bridge and approaches over Butheroo Creek at Neilrex on Merrygoen-Neilrex-Binnaway Road.

Work commenced in May, 1949, on the construction of a 3-span timber beam bridge 90 feet long at Neilrex under a grant provided from State funds for bridge and approaches. The bridge is being constructed by Council's day labour organisation and a contract has been let for the approaches. Extensive wet weather has delayed completion of the works.

Shire of Wallarobba: Developmental Work No. 3,062: Gresford-Upper Paterson River Road.

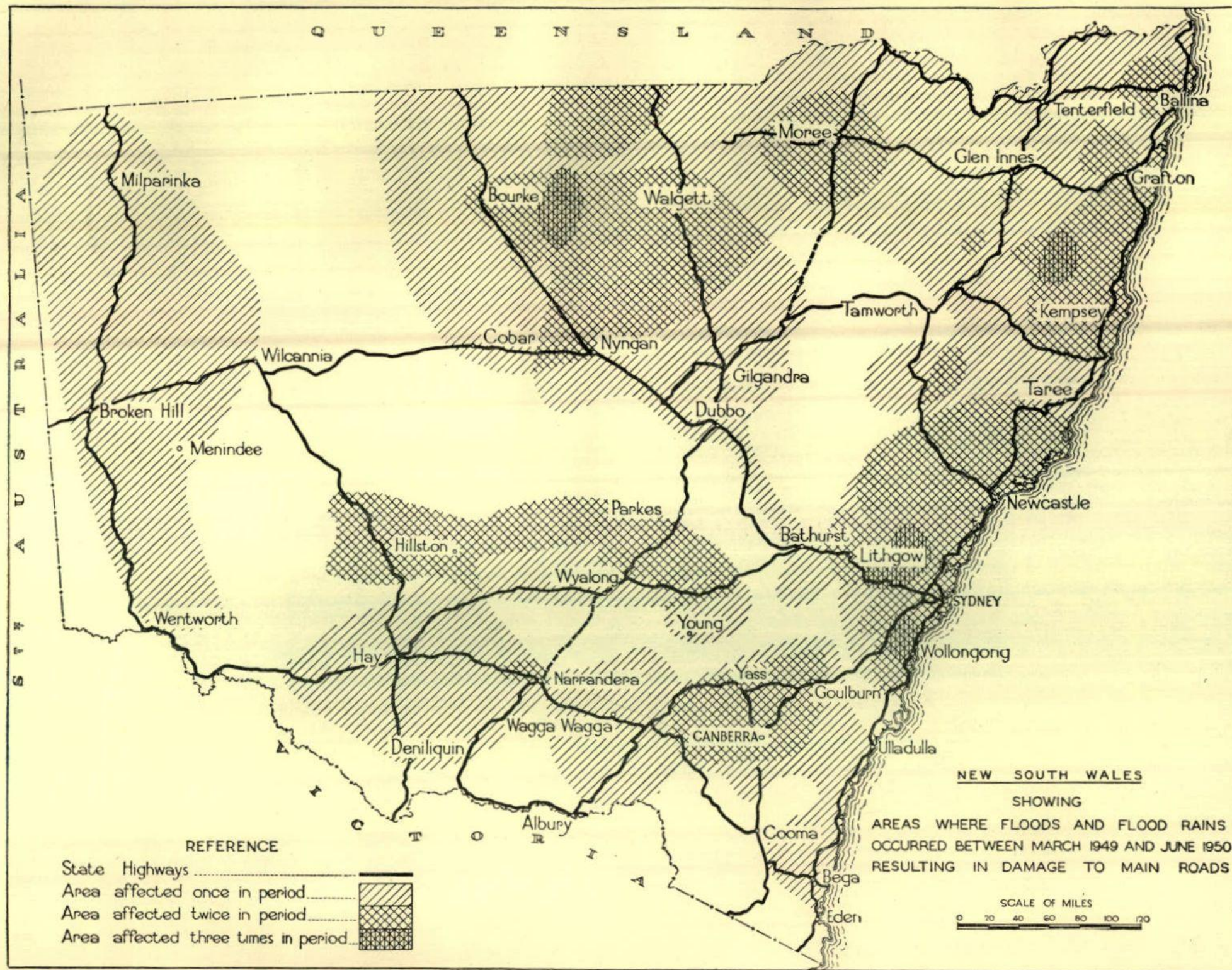
The Wallarobba Shire Council has completed by day labour the construction of approximately 1 mile of roadwork and four concrete river crossings to provide improved access for several settlers along the Upper Paterson River. Funds were provided under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-48.

MAINTENANCE AND MINOR IMPROVEMENT WORK.

Effects of Exceptional Flood and Flood Rains.

A succession of floods and the continuance of storm damage throughout the year dealt the Main Roads system a severe blow from which it will take many months to recover. Hardly a month passed without severe damage occurring on Main Roads in some part of the State which, in most cases, had not been fully repaired following earlier storm devastation. The widespread nature of flood and flood rain effects are illustrated by the accompanying map.

These exceptional weather conditions influenced the whole course of maintenance operations during the year, and it was necessary, in many cases, to suspend the normal maintenance programmes to divert plant and personnel to the restoration of communications. In addition, construction organisations in a number of cases had to be diverted to road maintenance to meet emergencies. The nature of the damage varied from place to place, and included bridges and approaches washed away; bridge abutments undermined and weakened; bridge piles fractured; culverts destroyed; formation of roads washed away or seriously scoured; landslide debris on roadway; silt deposited on roadway; movement or destruction of roadway by landslides; and destruction of drains.



Examples of Flood Damage on Main Roads.



Collapse of section of Hume Highway (S.H. 2), on Razorback Range, between Camden and Picton, as a result of landslides. Shire of Wollondilly.



Movement of road by typical landslide. Hume Highway (S.H. 2), between Razorback Range and Picton. Shire of Wollondilly.



Slips on the Lawrence Hargrave Drive (M.R. 185) at Clifton, City of Greater Wollongong.

Examples of Flood Damage on Main Roads.



Clearing soil and silt from Pacific Highway (S.H. 10), between Kempsey and Frederickton. Shire of Macleay. During flood the road was covered with soil and silt over a length of almost a mile to a depth averaging 3 feet to 4 feet.



Debris on roadside near Kempsey on Pacific Highway (S.H. 10), Shire of Macleay.



Flooding and scour on Cobb Highway (S.H. 21), Shire of Windouran.

To face page 25.

The cost of restoring Main Roads to their former condition is estimated at not less than £1,200,000.

The major individual case of damage occurred on the Hume Highway on the Razorback Range where at one point about 200 yards of pavement and roadway were carried by a landslide into the gully below. In addition, other long lengths of the road on the Range were either obstructed by fallen material, or affected by general landslides. The effect of this was to block what is, perhaps, the most important Highway in Australia. While storm conditions persisted, very little could be done on the damaged section, but immediate steps were taken by the Wollondilly Shire Council and the Department to ensure that other Main Roads in the vicinity, capable of acting as by-passes, were placed so far as possible in a condition to accept the traffic from the Hume Highway. It became necessary to restrict the use of these alternative routes to traffic below a certain gross weight because of pavement conditions and capacity of bridges on these routes, and as far as possible long-distance traffic was detoured over more distant alternative routes.

Similar diversion of Highway traffic occurred during critical periods in other parts of the State. In many cases, Main Roads were blocked for days at a time. Wherever possible, assistance was extended to Councils by the provision of plant.

Army engineer units were made available for a short period for work on the Pacific Highway, north of Kempsey, following the flooding of the Macleay River at Kempsey. Excellent work was done north of Kempsey in removing a heavy accumulation of silt and soil extending over a length of about 1 mile of road, with an average depth between 3 and 4 feet.

General Maintenance and Minor Improvement.

While maintenance programmes as planned were in many cases interrupted by flood and storm conditions, programmes on roads unaffected by weather were also interrupted in some cases, due to plant and personnel being diverted to the repair of flood and flood rain damage in other areas.

Accelerated deterioration of pavements on the State Highway system occurred during the year, particularly on the more lightly constructed bitumen surfaced roads in the country. This resulted from the exceptional weather conditions, combined with the continuance of the long-distance flow of a large volume of heavily laden commercial vehicles. Extensive rains over long periods led to softening of sub-grades, and in some cases to almost complete loss of supporting power at isolated spots where springs or other accumulations of water occurred. Prior to the war, there was but little long-distance traffic of heavy vehicles, and the roads were not built for the traffic using them to-day. Further, as indicated elsewhere, overloading of such vehicles has been by no means rare, and has been an important factor in the destruction of road surfaces.

The bitumen-surfaced gravel surfaces on certain lengths of State Highways, *e.g.*, the Prince's Highway, Hume Highway, Great Western Highway, Mitchell Highway, New England Highway and Pacific Highway, have so deteriorated that it will be necessary to resheet long lengths with an ample thickness of good quality gravel, and on this place a new bituminous surface. In addition, extensive additional subsoil and other drainage will be required.

Arrangements have been made for a careful investigation of the position throughout the State Highway system so that an estimate of needs may be prepared. It is apparent, however, that a large sum is likely to be required if past standards of road surface on the principal

roads of the State are to be regained. In the meantime, maintenance is being continued, but inevitably some of the expenditure incurred on it is uneconomic, because it involves an endeavour to make roads serve a volume and weight of traffic greater than that for which they were originally built. However, there is no other course open to the Department pending availability of funds and physical resources for reconstruction of heavier pavements.

Only a few minor improvement works were carried out in 1949-50, due to the fact that increased costs of maintenance fully absorbed the funds available.

Bituminous Surface Treatment.

The mileage of Main Roads treated during 1949-50 was about the same as in the previous year. Wet weather caused many jobs to be deferred. Flooded rivers prevented access to supplies of river bed gravel, which is used extensively in some areas as aggregate for bitumen surfacing. Taking into account these difficult conditions, progress was satisfactory, and as shown by the table, a total mileage of 547.27 received a bituminous cover, of which 196.75 miles represent lengths provided with a bituminous surface for the first time.

BITUMINOUS WORKS CARRIED OUT IN 1949-50.

Class of Work.	By Department.	By Council.	Jointly by Department and Councils.	Total.
	miles.	miles.	miles.	miles.
<i>State Highways—</i>				
Flush surfacing				
(a) new	43.38	25.44	8.64	*77.46 ✓
(b) reconstructed pavement	4.52	1.99	...	6.51 ✓
Flush resurfacing	39.33	66.25	26.84	132.42 ✓
Road mix resurfacing	4.71	21.84	...	26.55 ✓
Plant mix	22.49	4.10	0.14	26.73 ✓
<i>Other Main Roads—</i>				
Flush surfacing	5.55	113.14	0.60	*119.29 ✓
Flush resurfacing	18.06	126.22	0.50	144.78 ✓
Road mix resurfacing ... ..	...	2.39	...	2.39 ✓
Plant mix	0.13	10.01	1.00	11.14 ✓
		Total Miles	...	547.27

547.27
196.75
350.52

77.46

* Surface treatment for the first time.

Shoulders.

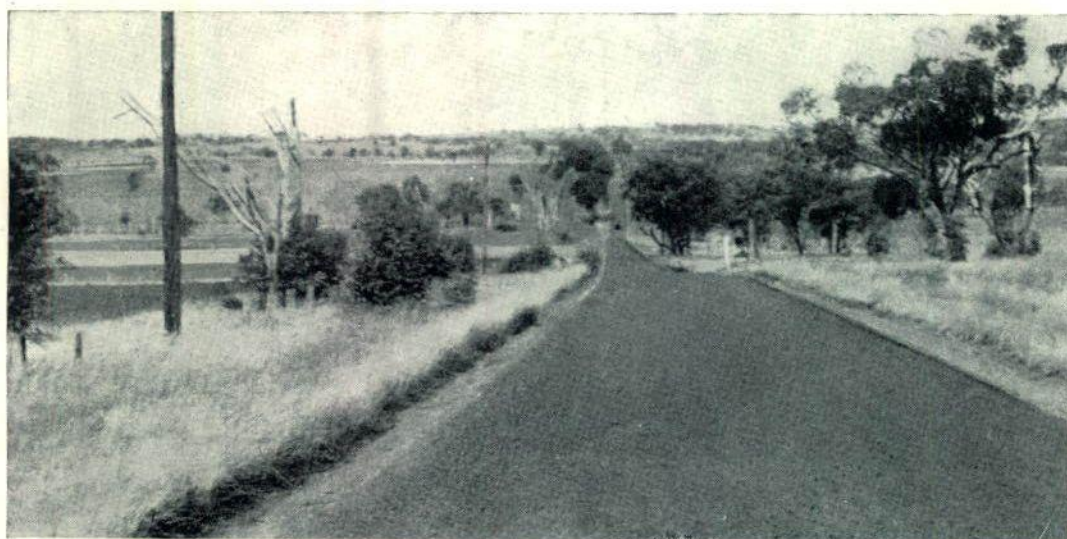
Heavy rains caused considerable losses of material on shoulders, and some edge breakage has occurred. Extensive renewal and repair work will be required. Shoulder maintenance is becoming costly where heavy traffic is being carried on pavements 16 feet to 18 feet wide. Such pavements are not wide enough for heavy vehicles to pass without some encroachment on the shoulder. In many cases widening of pavements will be necessary to reduce cost of shoulder maintenance.

Gravel and Loam.

Difficulty has been experienced in many parts of the State in obtaining suitable gravel both for unsurfaced pavements and pavements to be surface treated. The blending of variable materials to give a uniform quality in accordance with laboratory formulae has become the normal procedure in some areas. Branch testing laboratories being established in each of the Divisions will aid in this phase of the work.



Pacific Highway (S.H. 10). New bituminous surface between Stratford and Gloucester, Shire of Gloucester.



Gwydir Highway (S.H. 12). New bituminous surface west of Inverell, Shire of Macintyre.



Cobb Highway (S.H. 21). New bituminous surface between Deniliquin and Moama, Shire of Murray.

The Soils Division of the C.S.I.R.O. has rendered the Department assistance in the Deniliquin area, where reconnaissance surveys have been made as a preliminary to the selection of areas for boring to locate sandy loam deposits seldom evident on the surface.

Mechanisation.

It has been noticeable that many Councils are securing new plant for use on road work. Outlay in plant has been influenced by the difficulty in obtaining suitable labour, by a recognition of the economy and efficiency of plant use, and by the anticipation that such a course will facilitate the carrying out of future road improvement programmes.

The most common types of plant being acquired are dozers, small and medium graders and front end loaders. It has been difficult to obtain new heavy-duty graders, which are necessary to handle certain classes of work. As a result, old plant, subject to frequent breakdown, has been kept in use pending replacement.

Roadsides.

Owing to restricted funds, roadside works have been kept to a minimum and, as a consequence, little new tree planting has been carried out. Co-operation has been received from electricity and telephone authorities in the preservation of natural roadside trees, although in some cases undesirable tree destruction has occurred. In several instances, pole routes have been deviated through private property to avoid roadside trees.

Apart from the aesthetic aspect, the preservation of roadside trees is desirable as a means of preventing soil erosion, which has been especially evident during the past year as a result of exceptionally wet weather. The Department has undertaken certain preventative and curative works to combat soil erosion on roadsides.

Traffic Line-marking.

During the year maintenance of previously established traffic lines was carried out and extensions were made as follows:—

Gwydir Highway in the Shire of Macintyre.

Pacific Highway—north and south of Grafton—to close gaps.

Trunk Road No. 80 between Narrandera and Griffith.

Several light manually operated and propelled line-marking machines have been purchased by the Department. These are to assist in restoring, between visits by the large machine, short lengths of traffic line at curves, subways and other positions where exceptional wear takes place and where special hazard to traffic would exist without a well-defined line.

Experiments carried out with beads embedded in the paint film have shown good results in providing improved visibility at night. A continuous supply of beads is not yet available.

Snow Removal.

Late in July, 1949, heavy snowfalls extended over the Monaro district, causing blockage of the Monaro Highway (State Highway No. 4) between Brown Mountain, Cooma and Adaminaby, of State Highway No. 19 between Nimmitabel and the Victorian border, and of Main Road No. 286 between Berridale and Mount Kosciusko.

The Department's snow clearing equipment was employed in clearing snow from these roads, and they were re-opened to traffic within from one to three days after the falls occurred. Thanks are due to the Postmaster-General's Department and local commercial radio stations for relaying instructions between the snow area and the Department's Divisional Office at Bega during the temporary local dislocation of telephone services.

WESTERN DIVISION.

The maintenance of Main Roads in the Western Division of the State during 1949-50 was made difficult by wet weather and floods. The nature of the road surfaces in most cases is such that traffic during and after heavy rains causes severe rutting and consequently uncomfortable driving until surfaces are restored by grading. Under normal circumstances this may happen on an average of once each year, but in 1949-50 rainstorms were more frequent than usual, and this imposed a great strain on the Department's resources by the necessity for plant to be moved quickly from place to place.

Labour turnover in western areas has been heavy and recruitment difficult, as attractive employment is available in the towns, particularly at Broken Hill. The Department always provides any reasonable amenities, but the isolation of its works puts it at a disadvantage in recruiting labour.

During the year, the Department established an engineer with a Local Office and Depot at Wentworth, and has assumed direct control of all road works in an area within a radius of from 70-120 miles of that town. This area previously formed parts of the Broken Hill and Hay districts, in which road works are supervised, on behalf of this Department, by personnel of the Public Works Department. Two cottages have been provided at Wentworth for the staff.

A contract let for the aerial photographing of over 1,000 miles of road in the Western Division was commenced in June, 1950. The aerial photographs will facilitate the location of new routes and improvements to existing routes. It so happens that the photographs will also serve to record for future use the effect on roadways of the high floods experienced in the Western Division in 1949 and 1950.

The following is a summary of the principal improvement works in progress during the year:—

1. *Broken Hill District.*

- (a) State Highway No. 22. Broken Hill to Tibooburra. Construction of formation was continued, but owing to scarcity of labour, progress has been slow.
- (b) Trunk Road No. 81. Broken Hill to Silverton. The completion of the construction work by contract has been delayed, mainly due to labour and material shortages.

2. *Bourke District.*

Main Road No. 405. Bourke to Wanaaring. A raised formation throughout the length of this road had been almost completed by the elevating grader organisation.

3. *Wentworth District.*

- (a) State Highway No. 22. Dareton to Curlwaa. Bituminous surfacing over this length was carried out during the year, thus completing the provision of a bituminous surface between Wentworth and Dareton.
- (b) State Highway No. 22. Dareton to Buronga. A deviation of 10 miles is under construction. The formation has been completed and the work will be continued in 1950-51.
- (c) State Highway No. 14. Euston to Buronga. Progressive reconstruction of this section has commenced from Buronga, approximately 7 miles of new gravel pavement having been laid.
- (d) Trunk Road No. 68. Wentworth to Pooncarie. Progress has been made in the construction of a raised formation by elevating grader.

Western Division.



132-h.p. pneumatic-tyred tractor dozer diverted from road work to assist Wentworth Municipal Council, strengthening levee banks to withstand flooding from Darling River.



Floodwaters from Darling River across the Wentworth-Menindee road (T.R. 68) about 28 miles north of Wentworth. October, 1950.



New bituminous pavement between Wentworth and Dareton (S.H. 22).

BRIDGES.

During the past year, 25 new bridges were completed on Main Roads by the Department and Councils, which compares with 22 in 1948-49 and the same in 1947-48. On the other hand, there are at present 46 bridges on Main Roads closed to traffic as a result of deteriorated condition or flood damage, compared with 31 bridges at 30th June, 1949, and 89 bridges on which traffic loads are restricted, compared with 87 at the 30th June, 1949. It will be seen therefore that the rate of progress in bridge renewal is still far below needs, and that the position is deteriorating. Prior to the war, the number of bridges built each year was over twice the number being built at present.

Efforts are being made to overtake the lag in bridge construction, but these are limited on the one hand by finance and on the other hand by shortages of certain classes of skilled labour and of some materials, especially timber and steel.

Of the bridges completed during the year, 12 were constructed by the Department by day labour, 3 by Councils by day labour, and 10 by contract, the lastmentioned mainly being timber structures. Contractors still refrain to a considerable degree from tendering for bridge work, presumably due to difficulties in securing labour and materials.

In timber bridge construction one of the most unsatisfactory features is the fact that as the timber shrinks and wears the planks loosen and rattle and become increasingly difficult to keep in place. A number of experimental bridges incorporating different types and arrangements of decking intended to reduce or eliminate rattling are being designed and will shortly be built.

During the year some steel bridges have been strengthened where corrosion has taken place in weakened portions of the structure by welding reinforcing plates over the weak sections, thereby extending the life of the structure. Normal cleaning and painting of steelwork has been supplemented by the provision of a self-contained sand-blasting unit for removing corrosion from portions of the work difficult of access, before the paint is applied.

Bridge Construction.

The following are the principal works completed during the year:—

Shire of Nymboida: Trunk Road No. 74.

Reinforced concrete bridge over Clougher's Creek at Nymboida. Length 169 feet. Built by day labour by the Department.

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

Reinforced concrete bridge over Dunbible Creek, 8 miles south of Murwillumbah. Length 111 feet. This bridge is on a grade and on a curve to conform to the road grading and alignment. Built by day labour by the Department.

Shire of Tallaganda: Trunk Road No. 79.

Reinforced concrete bridge over Reedy Creek, 11 miles south of Tarago. Length 238 feet. Built by day labour by the Department.

Shire of Boorowa: Trunk Road No. 56.

Reinforced concrete bridge over Boorowa River at Boorowa. Length 168 feet. Built by day labour by the Department.

Shire of Talbragar: State Highway No. 17: Newell Highway.

Reinforced concrete culvert 2 miles south of Dubbo. Length 35 feet along road centreline. The design incorporates a drop in the form of a series of steps, in order to prevent deep scour, which has occurred below the road, from extending above the road. Built by day labour by the Department.

Municipality of Bankstown: Main Road No. 508: Henry Lawson Drive.

Reinforced concrete bridge over drainage channel near Keys Parade. Length 114 feet. Built by contract with Department by McConnell Construction Company.

Work was continued on the following during the year:—

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

Steel and concrete bridge over Iron Cove, 1,536 feet long. Contract 1, for fabrication of the steelwork, is in progress. During the year the Department authorised the purchase of some overseas steel for this work in order to expedite its completion. The contractors are the Clyde Engineering Company.

Contract 2, for the construction of the piers and abutments, is nearing completion. Contract 3, for the erection of the steelwork and construction of the pavement, has not yet been commenced, pending delivery of steelwork under Contract 1. The contractors for Contracts 2 and 3 are Hornibrook, McKenzie, Clark and Company.

Municipalities of Fairfield and Liverpool: State Highway No. 2: Hume Highway.

Reinforced concrete bridge over Cabramatta Creek. Length 155 feet. Contractors are John Grant & Son Ltd.

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

Steel and reinforced concrete bridge over Hunter River at Hexham.

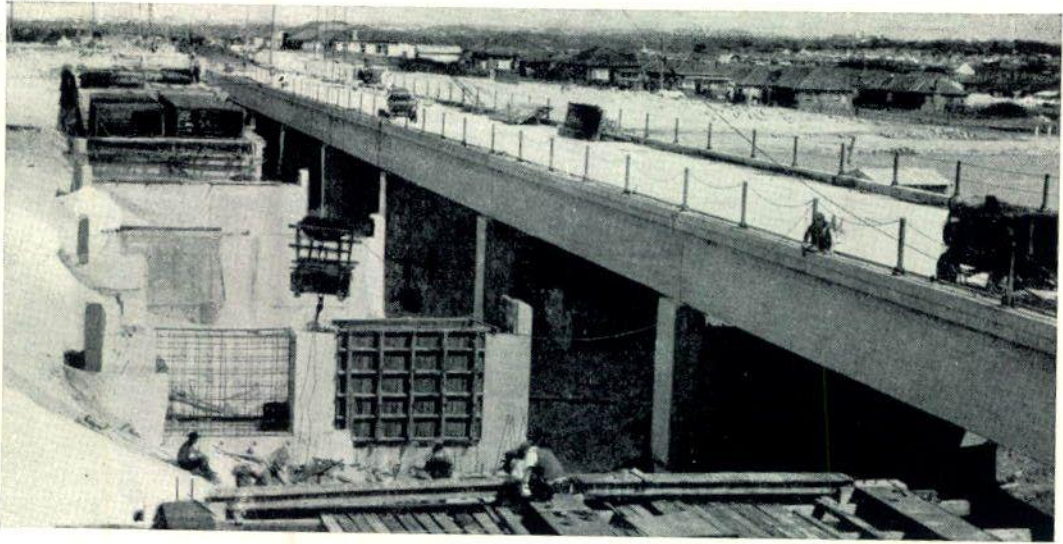
Contract 1, for the supply and fabrication of the steelwork and machinery, is almost complete. Steelwork was supplied by the State Dockyard.

Contract 2, for the construction of the piers and abutments, is in progress. Work has been handicapped by floods in the Hunter River. Contractors for Contract 2 are J. King and Son.

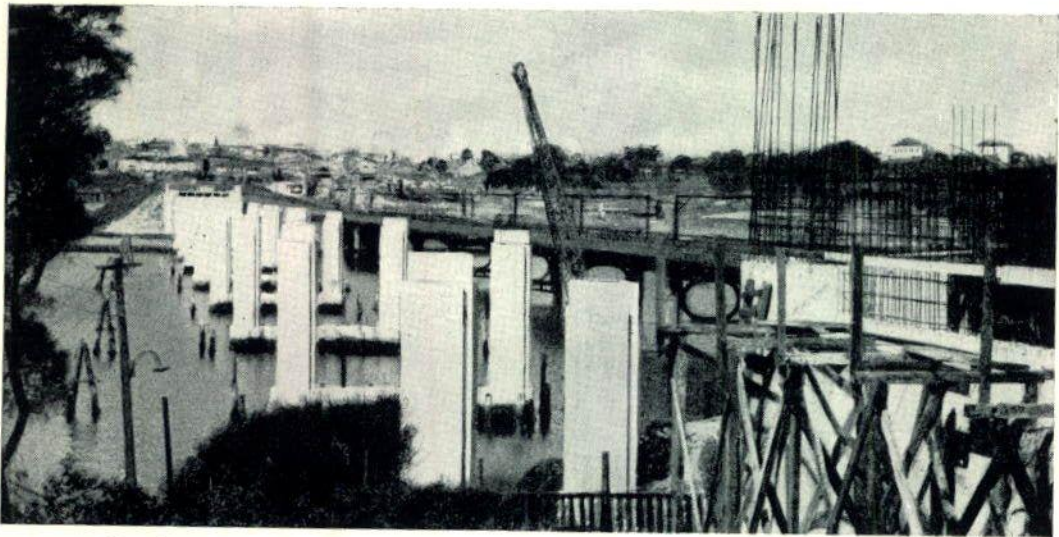
To provide additional waterway for high floods and to reduce the load on the soft material in the river banks, arrangements have been made to extend the bridge by eight beam spans on the northern approach and by two spans on the southern.

Municipality of Rockdale: Main Road No. 194: General Holmes Drive.

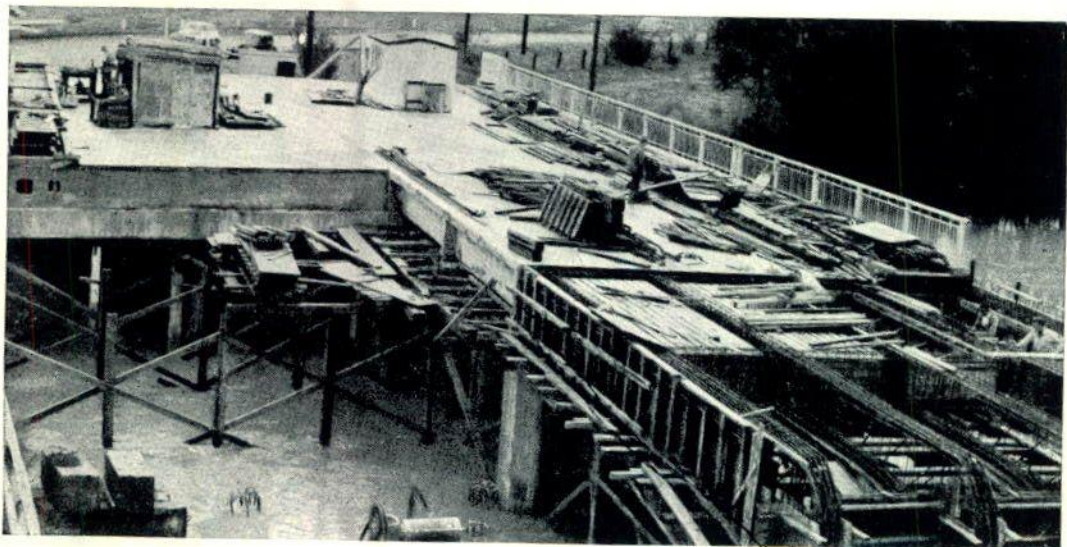
Reinforced concrete bridge over diversion of Cook's River. Length 566 feet. This structure consists of two bridges, side by side, of which the first has been almost completed. Work is in hand on the second bridge. Construction is by day labour by the Department.



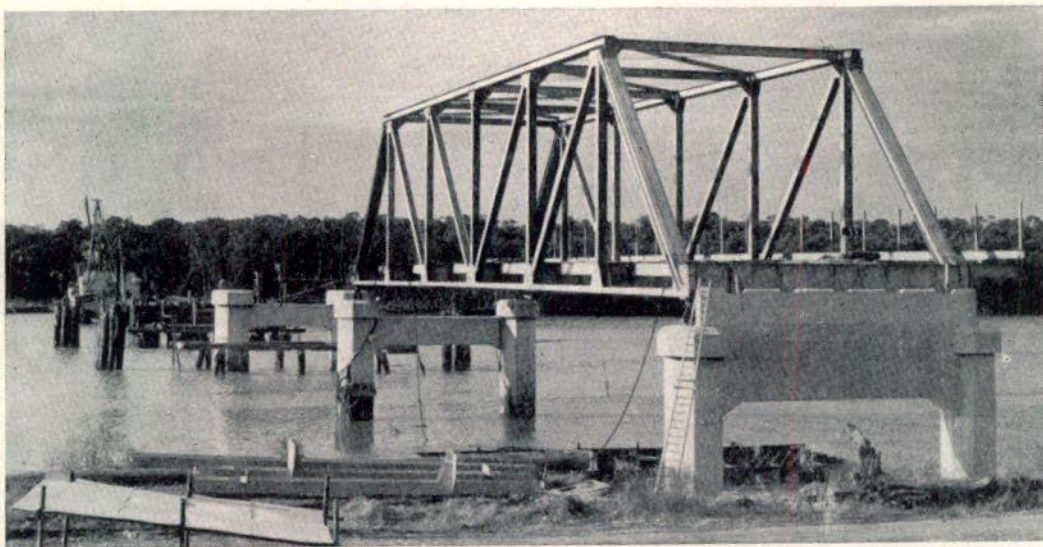
New dual bridge over Cook's River Diversion Channel. Construction in progress.
M.R. 194. Municipality of Rockdale.



New bridge over Iron Cove, Sydney Harbour. Piers and abutments. M.R. 165.
Municipalities of Leichhardt and Drummoyne.



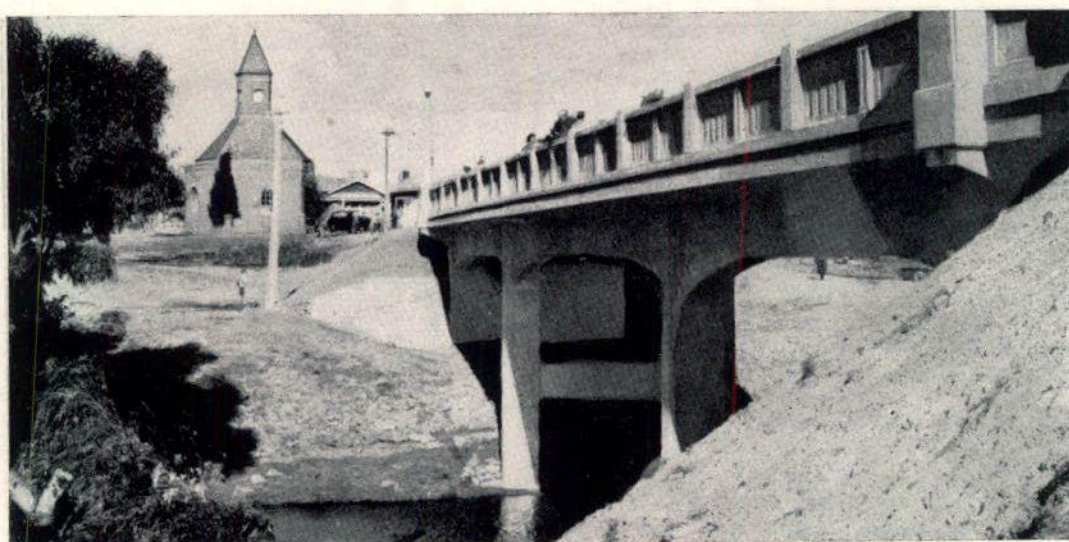
New bridge over Cabramatta Creek in progress. Hume Highway (S.H. 2),
Municipality of Liverpool.



Pacific Highway (S.H. 10). Construction in progress of steel and reinforced concrete bridge over Hunter River at Hexham. Shire of Lower Hunter.



New reinforced concrete bridge over Toubouree Lake on the Prince's Highway (S.H. 1), Shire of Shoalhaven.



New reinforced concrete bridge over the Boorowa River at Boorowa on T.R. 56, Shire of Boorowa.

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

Reinforced concrete bridge, 195 feet long, over Toubouree Lake. Work is approaching completion. Being built by day labour by the Department.

The principal new works commenced during the year are:—

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

Reinforced concrete bridge over North Coast Railway line one mile south of Murwillumbah. This bridge, which is 123 feet long on a pronounced skew, is being constructed by day labour by the Department.

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

Reinforced concrete bridge over Burringbar Creek. This bridge, which is 200 feet long of five spans, is being constructed by day labour by the Department.

Shire of Cudgegong: Main Road No. 216.

Reinforced concrete bridge over Meroo Creek. This four-span bridge is 164 feet long, and is being constructed by day labour by the Department.

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

Bridge over Deepwater River. Length 195 feet. This bridge consists of five rolled-steel beam spans on concrete piers, and a concrete deck. Being constructed by day labour by the Department.

SUPPLY OF MATERIALS, PLANT AND EQUIPMENT.

Materials and equipment have in many cases continued in short supply during the year, and extra labour and expense has necessarily been involved in making or procuring substitutes. New plant has been available to a somewhat greater extent than during recent years, but in the case of most classes cannot be obtained in sufficient numbers to meet the need for replacement of older units. As a result, the older units have to be kept in operation, involving high maintenance costs and the use of skilled labour which could otherwise be used more productively. In addition, the condition of the older plant units is such that breakdowns are frequent, resulting in either interruption to working, or creating the need for a large number of stand-by units. Larger new plant units of which delivery was taken during the year comprise thirteen heavy crawler tractors, two large 186 b.h.p. pneumatic-tyred tractor-dozers capable of speeds up to 15 miles per hour—one fitted with a snow plough, seven heavy and eight light motor graders, two fixed-cab $\frac{1}{2}$ cubic yard capacity shovel excavators and four diesel-powered 6-8-ton road rollers, and one bitumen sprayer.

The principal materials and equipment in short supply have comprised timber, bolts and rod and structural steel for bridge building, and spare parts for plant. In the case of timber, the Department employs an officer visiting sawmills, ascertaining where timber can likely be obtained, and following up orders and their delivery. In addition, during the year, the Department established a small sawmill at Bega to supply sawn timber for bridge repairs, depot and camp buildings, etc. Operations at the mill were impeded by the effect of weather conditions on forest access roads, but a useful quantity of

timber has been produced which would otherwise have been difficult to obtain. In the case of rod steel and structural steel, the Department has found it necessary to draw on overseas supplies at prices much in excess of local prices, owing to the inadequacy of local supplies. Where possible, substitute materials are used, *e.g.*, plywood is being used in place of steel for warning signs. The cabins for the toll barriers at the Sydney Harbour Bridge were built at the Central Workshop of timber, plywood and pressed wood boards, thereby obviating the need for steel, as originally proposed. The Department itself has undertaken the manufacture of bridge bolts to a limited extent at the Central Workshop, as a result of shortage of local supplies. Spare parts, while more plentiful than formerly, are still difficult to procure in some cases. As a result, much effort has been put into the rebuilding of worn parts and the manufacture of new parts at the Central Workshop.

The manufacture of twelve caravans was completed at the Central Workshop during the year.

PLANT MAINTENANCE.

The Department's organisation for plant maintenance includes field inspection of plant by qualified inspectors, field workshops for minor repairs on construction works, and a central workshop at Granville for major repairs. The men operating the plant in the field are trained in plant maintenance as well as in operation, by the Department's travelling plant school as referred to on page 40. In addition, a plant manual is supplied to each operator, so that he is fully apprised as to the care to be taken and precautions to be exercised in carrying out his work. The Department's plant inspectors include the regular inspection of pressure vessels and ferry vessels within their scope.

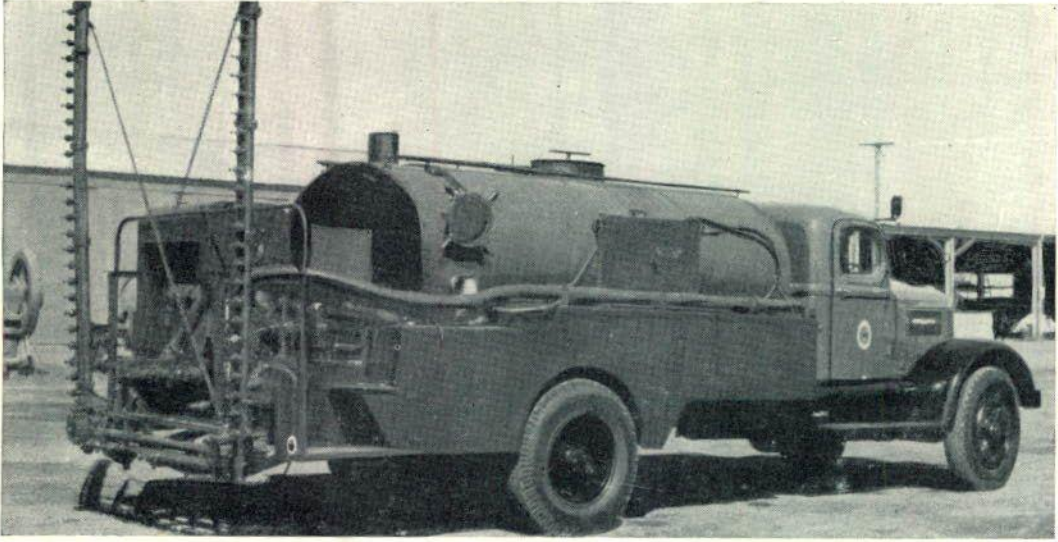
During the year, 204 major repairs and overhauls of plant items were carried out at the Central Workshop, Granville, including 30 tractors, 62 motor vehicles, 16 air compressors, 19 graders, and other items, including excavators, loaders, rollers, engines, etc. A total of 282 minor repairs to motor vehicles was also effected.

TESTING OF MATERIALS.

During the past year, progress was made in establishing additional Divisional laboratories. As mentioned in the last annual report, the objective is to bring testing work into closer relationship with the work in the field and, by reducing handling and transport of samples, to provide results in lesser time. Laboratories, additional to those already in operation at Yass and Chatswood Offices, were established at Cooma, Wentworth and Parkes, whilst arrangements for others are in hand. A mobile laboratory is being prepared for work in the Western Division.

During the year, tests of over 3,000 samples were carried out in the Department's Head Office laboratory, and, in addition, large numbers of samples were tested in Divisional laboratories. The principal materials tested comprise soils in road foundations; road gravels and rocks used in pavements; aggregates for bituminous and concrete work; concrete culvert pipes; coal for ferries; bitumen, tar and bituminous emulsion for bituminous pavements; paint for bridges and for centre line-marking; concrete used in bridges, culverts and pavements.

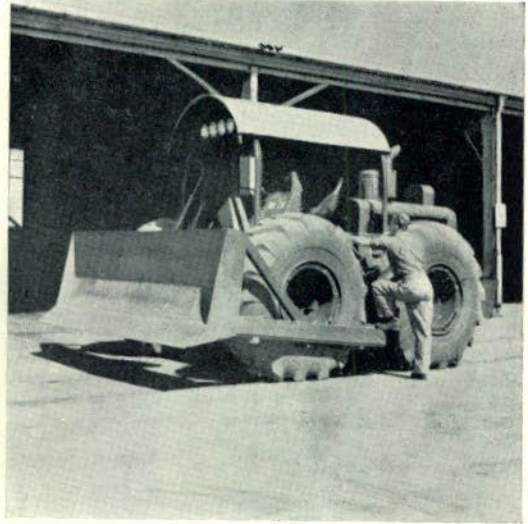
Steel is tested on the Department's behalf by the Department of Railways; cement by the Public Works Department, and water for camp use by the Sydney Metropolitan Water, Sewerage and Drainage Board.



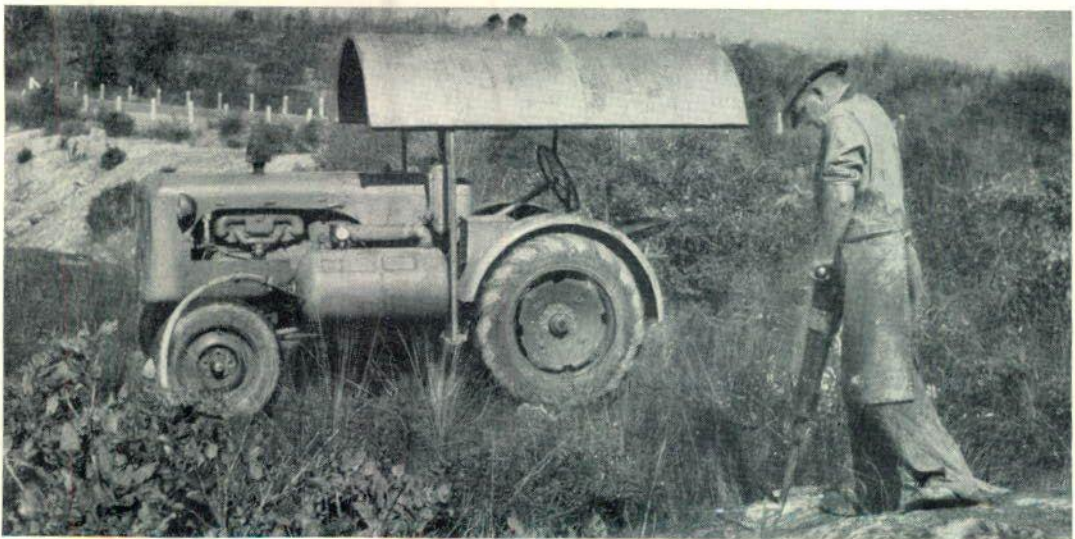
Bitumen sprayer.



6-8 ton diesel road roller.



132 h.p. pneumatic tyred Tractor-dozer.



Combined tractor and compressor unit.

SECTION III—TOLL BRIDGES.

SYDNEY HARBOUR BRIDGE.

Financial Position.

The complete accounts relating to the Bridge for the year 1949-50 are set out in Appendix No. 4, but the result of the year's operations may be summarised as follows:—

	£	£
Accumulated excess of expenditure over income to 30th June, 1949		293,075
Income from 1st July, 1949, to 30th June, 1950	609,936	
Expenditure from 1st July, 1949, to 30th June, 1950	468,309	
Excess of income over expenditure for the year 1949-50		141,627
Accumulated deficiency to 30th June, 1950 ..		151,448

Deficits are temporarily met from Consolidated Revenue Fund.

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

Item.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	Total since Bridge was Opened on 19th March, 1932.
INCOME.						
Road Tolls on Passengers and Vehicles	£ 225,554	£ 321,496	£ 352,488	£ 380,795	£ 438,898	£ 4,381,612
Railway Passengers' Tolls	134,005	130,561	130,460	132,662	130,729	1,955,119
Tramway Passengers' Tolls	18,955	18,163	16,670	14,955	13,801	538,093
Omnibus Passengers' Tolls	6,592	8,444	9,710	12,041	13,593	95,813
Rents	8,559	9,190	9,453	11,247	12,768	149,227
Councils' Contributions	32	22	14	9	...	734,393
Other Income	30	12	334	93	147	1,460
Total Income	393,727	487,888	519,129	551,802	609,936	7,855,717
EXPENDITURE.						
Loan Charges—						
Interest	271,430	266,260	256,512	245,974	241,957	5,319,101
Exchange	36,787	35,648	30,701	26,752	26,172	735,846
Sinking Fund	66,608	65,531	66,272	67,887	68,949	895,243
Management Expenses	1,069	1,473	1,144	1,331	1,932	40,286
Total Loan Charges	375,894	368,912	354,629	341,944	339,010	6,990,476
Maintenance and Improvement of Structure and Surroundings, including Lighting and Cleaning	27,242	42,362	43,005	56,392	70,691	604,326
Alterations to Approach Archways for Occupation by Tenants	4,771	10,574	13,134	10,083	3,243	72,879
Cost of Collecting Road Tolls	11,411	14,023	20,778	24,535	30,430	223,732
Construction of Toll Barriers and Toll Office .....	...	...	...	...	22,097	22,097
Other Expenditure	1,889	1,916	2,286	2,080	2,838	93,655
Total Expenditure	421,207	437,787	433,832	435,034	468,309	8,007,165
Deficiency for the Year	27,480	...	...	...	...	...
Surplus for the Year .....	...	50,101	85,297	116,768	141,627	...
Accumulated Deficiency at end of Year	545,241	495,140	409,843	293,075	151,448	...

The surplus of £141,627 on total operations in 1949-50 was used in reduction of the substantial deficit which accrued during the war years because of the recession of road traffic. The accumulated net deficit at 30th June, 1950, was £151,448.

Capital Cost.

The capital cost of the Sydney Harbour Bridge to 30th June, 1950, 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	8,067,139
Acquisition of Land and Property.....	1,019,860	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
	£9,743,252		£9,743,252

Resumed properties still on hand are valued at £273,000 and upon their disposal the proceeds will be credited to the capital expenditure shown above. The Bridge was officially opened on 19th March, 1932. The loan funds amounting to £8,067,139 used for its construction are being repaid by the sinking fund method over a period of fifty-three years ending in approximately 1985, and the net liability outstanding at 30th June, 1950, was £7,316,662.

Traffic.

Road vehicles totalling 11,841,000, including approximately 387,000 omnibuses, crossed the Bridge during 1949-50, 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.
		£	per cent.	per cent.	d.
Rail Travellers	23,136,000	130,729	34.08	21.90	1.356
Tram and Omnibus Travellers...	25,001,000	27,394	36.82	4.59	.263
Road Travellers.....	20,600,000	*438,898	29.10	73.51	*5.113
Total	68,737,000	597,021	100.00	100.00	2.083

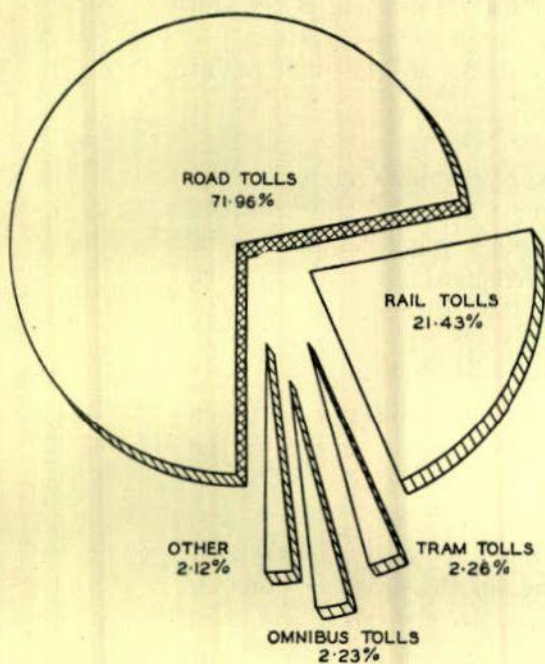
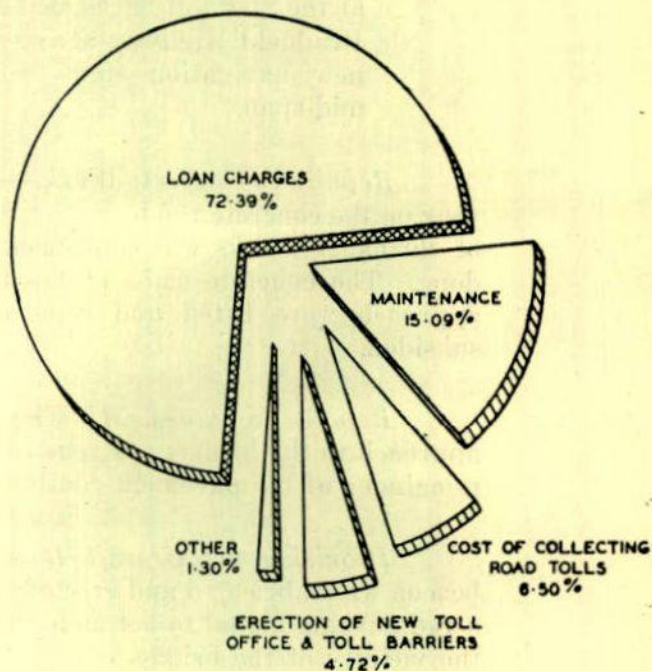
* Inclusive of vehicles. The average contribution per traveller in respect of those using passenger vehicles other than omnibuses was approximately 4.48d.

The volume of passenger traffic of the various classes is shown in the accompanying diagrams, which also disclose the proportions of the several items of income and expenditure.

Maintenance.

General Repainting.—During the year under review the repainting of the structure, commenced in March, 1946, has been continued. Approximately 54 per cent. of the total area of the metalwork including interior surfaces, has been repainted since the commencement of the general repainting programme. The year's painting programme provided for a strength of thirty-nine painters, excluding ironworkers and riggers. Owing to the continued scarcity of suitable labour, the actual strength of painters averaged only twenty-seven. The progress of the work was thus retarded to this extent, and was also adversely affected by the heavy rainfall during the year.

SYDNEY HARBOUR BRIDGE 1949-50

INCOME
£ 609,936EXPENDITURE
£ 466,309

PASSENGERS CARRIED



Other Maintenance Work on Structures.—That portion of the maintenance and improvement work carried out by the boilermaker personnel included the following:—

- (1) Caulking of crevices between the surfaces of steelwork in contact, for the purpose of preventing corrosion in inaccessible places. This work applies particularly to the crevices between the lacing-bars and edges of webs of the lower chords of the approach spans.

Caulking was also carried out around the seatings of fourteen lines of stringer girders supporting the deck of the main span to prevent distortion of the angle cleats due to corrosion. The total length of main span stringers is $4 \frac{1}{3}$ miles.

- (2) The provision of steel ramps welded to the edges of splice plates on the top flanges of the upper chords of the arch for the purpose of improving the crane tracks. This work extends over a total length of 3,400 feet.
- (3) The removal of 316 metal covers over ends of the 14-inch diameter pins supporting the deck across girders to enable the pins to be reconditioned and the pinhole clearances to be cleaned out.
- (4) Reconditioning of the pipe handrails of the access stairways over the upper and lower chords of the arch.

- (5) The fabrication and erection of improved runway girders for the transfer of the painting gantry from one approach span to another.
- (6) Making of metalwork frames for a number of miscellaneous purposes, including twelve new portable signs for traffic lanes at the new toll barrier, and roadway directional signs for the Bradfield Highway across the bridge, and metal housings for new navigation signs beneath the deck of the bridge at mid-span.

Repairs to Concrete Work.—Repairs were carried out during the year on the concrete rendering on the retaining walls, and the grouting of shrinkage cracks was continued. Much of this work remains to be done. The concrete slabs of the footway pavement on the southern approach were lifted and repaired where the filling beneath had subsided.

Repairs to Pavement.—The asphalt pavement on the northern approach to the bridge was renewed during the year. Patching on the remainder of the pavement continued.

Provision of Aircraft Beacon.—During the year an aircraft beacon was fabricated and erected on the crown of the arch for housing a red flashing signal to act as a warning beacon to aircraft passing in the vicinity of the bridge.

Paint Mixing.—All the paint required during the year for steel bridges maintained by the Department throughout the State, including Sydney Harbour Bridge, was prepared in the mixing plant at the Sydney Harbour Bridge.

Experimental Work.—Extensive accelerated paint tests have been carried out during the year, with a view to improving the effectiveness of paints used as priming and covering coats. Information obtained as a result of these tests has enabled the Department to judge the effective lasting powers of a number of proprietary paints in comparison with paint mixed at the Harbour Bridge mixing plant. Investigations have also been made in regard to spray painting in suitable locations and at points where it is difficult to apply paint by brushing.

Accommodation for Employees.—Pending the provision of permanent accommodation for employees located at the northern end of the bridge, temporary showers with a hot-water service were provided and the latter extended to the existing washing accommodation in the north-east pylon. Tenders have been invited for the erection of a new local office to be located in the basement area of the southern pylon, where additional change-room accommodation is also being provided.

New Toll Barrier.—The number of toll lanes was increased during the year 1949-50 from six to twelve by the construction of a new toll barrier 400 feet south of the old barrier. The work included the widening of the southern approach to the Sydney Harbour Bridge (Bradfield Highway) as part of the scheme involving the construction of the Circular Quay Highway. On completion of the Circular Quay Highway it will be necessary for an additional four toll lanes to be provided. The additional toll facilities already made available have served to relieve the traffic congestion which previously existed, particularly during peak hours.

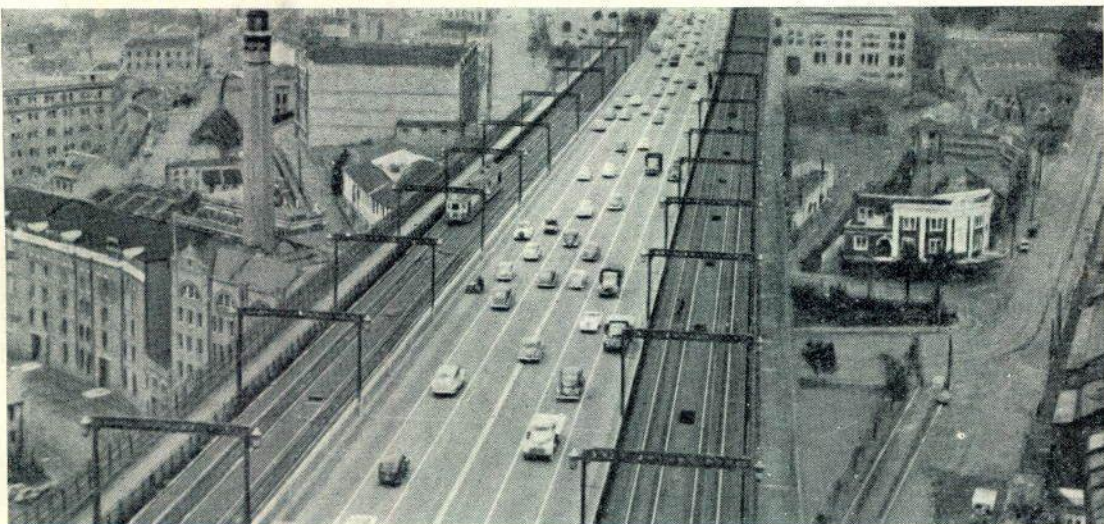
Sydney Harbour Bridge.
New Toll Barriers.



Traffic passing through barriers.



Detail of barriers.



Traffic on southern approach spans during morning peak period.

To face page 36.

PEAT'S FERRY BRIDGE.

Financial Position.

The following statement shows the results for 1949-50 and earlier years:—

Item.	1946-47.	1947-48.	1948-49.	1949-50.	Total since Bridge was Opened on May 5th, 1945.
	£	£	£	£	£
Receipts from Tolls	40,470	41,104	46,259	62,361	214,449
Payments—					
Toll Collection Expenses	3,445	4,388	4,409	*11,590	29,037
Interest on Loan	13,039	12,536	12,016	10,751	63,996
Management Expenses of Loan .....	...	...	60	85	145
	16,484	16,924	16,485	22,426	93,178
Revenue Surplus	23,986	24,180	29,774	39,935	121,271
Accumulated Revenue Surplus	13,642	23,597	38,643	63,330	...
Repayment of Loan	14,225	14,728	15,248	62,849	120,790
Net Surplus	(—) 583	8,869	23,395	481	481
Outstanding Loan Liability at end of year	361,825	347,097	331,849	269,000	...

* Includes £5,807 for the provision of additional toll lanes.

The substantial rise in toll during 1949-50 was due to the increased traffic which occurred both during the 1949 Coal Strike and following the abolition of petrol rationing in February, 1950. The revenue surplus of £39,935 in 1949-50 is the largest achieved since the Bridge was open in May, 1945, and as a result the accumulated surplus grew to £63,330. During the year an arrangement was made with the Treasury for surplus cash to be applied in reduction of the loan liability in place of the previous arrangement whereby the debt on the Bridge was to be extinguished over a period of twenty years by fixed half-yearly instalments of principal and interest. The new arrangement should result in the loan liability being liquidated much earlier than originally planned, and also in a considerable saving of interest charges and toll collection expenses. Of the accumulated surplus of £63,330 mentioned above, £62,849 was paid to the Treasury during 1949-50 under this new arrangement and the loan debt was accordingly reduced to £269,000 as at 30th June, 1950.

The total cost of the Bridge was £491,506, of which £101,717 was met from the revenues of the County of Cumberland and Country Main Roads Fund and the balance of £389,789 was met from Loan Funds advanced by the State Government.

Traffic.

The following statement shows the number of toll paying vehicles which crossed the Bridge annually since 1st June, 1945:—

Type of Vehicle.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	Percentage Increases.	
						1949-50 over 1948-49.	1949-50 over 1945-46.
						per cent.	per cent.
Light Vehicles (Motor Cycles, Cars and Utilities)	262,447	421,615	442,923	475,256	639,877	135	244
Lorries up to 3-tons tare	21,062	47,233	50,505	56,140	73,125	130	347
Vehicles exceeding 3-tons tare	5,902	23,746	23,454	33,076	48,294	146	818
Total, all Vehicles	289,411	492,594	516,882	564,472	761,096	135	263

The increase in traffic has been continuous year by year in respect of all classes of vehicles, except that during 1947-48 vehicles exceeding 3-tons tare remained stationary as compared with the previous year. The year 1945-46 may be regarded as the last year of the war and the large increase in traffic in the following year was therefore to be expected. The growth of traffic then continued steadily until in 1949-50 a sudden increase took place apparently owing to the discontinuance of petrol rationing. Probably the most interesting feature is the rapid growth in heavy vehicle traffic which multiplied eight times during the five-year period ending on 30th June, 1950.

SECTION IV.—MISCELLANEOUS.

REGULATION OF WEIGHT OF LOADS ON MAIN ROADS.

The amendment of Ordinance 30c under the Local Government Act, foreshadowed in the last annual report, was proclaimed in Government Gazette No. 122 of 28th July, 1950. Amendment was required to cover adequately the change in types of vehicles which has occurred since the former Ordinance was promulgated in 1934, and to secure a greater measure of uniformity among the States of the Commonwealth.

The amendment provides, in general, for some increase in the loading for most types of vehicles which, because of their axle and tyre equipment and axle spacing, may carry heavier loads without undue damage to roads and bridges. In the case of those vehicles with inadequate tyre equipment or unsuitable axle spacing, the amendment provides for some reduction in loading. An important provision of the amendment is that the one scale of limitations applies to all Main Roads, instead of different limitations within and outside the Metropolitan Traffic Area as provided for in the Ordinance before amendment.

The amended limitations are based on a maximum axle load of 18,000 lb. (8 tons) on dual tyred axles.

Provision is included in the amended Ordinance for some increased overall loading to operate for two years (*i.e.*, until 30th June, 1952), to enable adjustment of vehicles and loading to the new limitations. Provision is also made for increased overall loading up to 4½ tons for four-axled rigid vehicles having two steering axles which are registered within twelve months from 28th July, 1950.

In view of the extensive damage caused to Main Roads by vehicles carrying excessive loading, the Department found it necessary during the latter part of the year to institute more rigid enforcement of the Ordinance, and field inspectors were appointed for this purpose. During this period 86 warnings were issued and 63 prosecutions instituted. In all cases prosecutions were successful and fines imposed by the Courts.

Ordinance 30c includes a provision for the issue of permits for the loading of particular vehicles in excess of the limitations imposed by the Ordinance. The number of special permits issued during the year totalled 290 and these generally applied to non-divisible loads.

Following on the field checks a large number of inquiries have been made by operators, importers, manufacturers, and transport interests generally, respecting load limitations, and for the assessment of the loading permitted on particular vehicles.

The field checks have indicated that, in general, operators and transport interests fully realise and are prepared to co-operate in the control of loading for the purpose of avoiding excessive damage to roads and bridges.

The Department has been assisted in enforcing load limitations by the co-operation extended by the Commissioner of Police in making available from the Police Traffic Branch officers to accompany the Department's field inspectors in certain cases. The Department also received considerable assistance from various associations and kindred bodies concerned in the transport industry in finalising the amendments of Ordinance 30c, which have now been gazetted.

STRAYING STOCK.

As referred to in past reports straying stock continues to be a hazard to vehicular traffic.

The following tabulation sets out the persons killed and injured which have been attributed to straying stock during the past five years:—

Year.	Deaths.	Injured.
1945-46	1	45
1946-47	2	54
1947-48	3	54
1948-49	2	65
1949-50	3	55

The figures quoted include both Main Roads and non-main roads.

Councils have the powers under section 426 of the Local Government Act to impound stock found straying on Main Roads.

RAILWAY LEVEL CROSSINGS.

Reference was made in the last annual report to a programme of minor improvements which were being effected at railway level crossings. This programme has been continued during the year ended June, 1950. It is a joint one, the work within the railway boundaries at crossings being in general a matter for the Department of Railways and on the approaches for the Department of Main Roads. The improvements are directed towards reducing the hazard that exists at level crossings and include new signs, relocation of signs, guide posts around curves, minor roadworks, automatic devices to warn gatekeepers of a train's approach and removal of trees and banks to improve visibility. The works being undertaken are those recommended by the Level Crossing Committee, which is a joint Committee of Officers from the two Departments. The Committee has examined two hundred and fifty of the five hundred and eighty level crossings on Main Roads and has recommended improvements at about two hundred of them. The work recommenced at the various crossings is either completed or arrangements made for it to be undertaken.

INSTRUCTION ON PLANT MAINTENANCE AND OPERATION.

Instruction of plant operators in the care, maintenance and operation of plant, was continued during the past year along the same lines as in 1948-49. All instruction was given in the field.

For the first five months of the year, two instructors were engaged on plant instruction and one instructor was employed full-time on the training of personnel in the use of tungsten carbide tipped rock drill bits. For the remainder of the year, two instructors have been engaged on field instruction.

During the year, instruction was given to the Department's operators at works based on the following centres:—

Coff's Harbour, Gibraltar Range, Frederickton, Port Macquarie, Sandy Flat, Broken Hill, Deniliquin, Prestons, Kiama, Wagga Wagga, Murrurundi and Cooma.

In all, 174 employees of the Department received instruction on plant operation and maintenance, and in addition to these, gangers and fitters attended courses of instruction in order that they would be in a better position to supervise the servicing of machines and to check that instruction given was being observed. Instruction was given on all types of plant in use, but the main groups of trainees were tractor operators (52), grader operators (33), compressor operators (30), and truck drivers (19).

In addition, a course of one week's duration was given to five operators of Wakool Shire Council and a three-day course to three operators of Carrathool Shire Council.

Field instruction to plant operators is considered essential to keep up a high standard of operation, to ensure that plant is being properly maintained and to provide new operators with the necessary training to equip them for their job.

EMPLOYMENT AND INDUSTRIAL.

During the year eight new awards have been made by the Industrial Commission affecting employees of the Department and one industrial agreement was negotiated by the Department with the union concerned.

The awards and agreement were:—

- Foremen (Department of Main Roads) Award.
- Ferries (National) Award.
- Firemen and Deckhands (Department of Main Roads) Award.
- Bridge Operators Award.
- Toll Collectors (Department of Main Roads) Award.
- Watchmen, Caretakers and Cleaners Award.
- Gangers (State) Award.
- Merchant Service Guild Award.
- General Officers (Department of Main Roads) Industrial Agreement.

Variations were also made to the following awards through the Industrial Commission or Conciliation Committees:—

- Labourers, General (State) Award—five variations.
- Quarries (State) Award—two variations.
- Painters (State) Award—two variations.
- Bridge and Wharf Carpenters Award—three variations.
- Gangers (State).
- Surveyors, Field Hands (State).
- Engine Drivers (P.W.D., &c.) Award.
- Cooks (Department of Main Roads) Award.
- Rockchoppers and Sewer Miners Award.
- Carpenters and Joiners (Apprenticeship) Award.
- Bricklayers and Tuckpointers (Apprenticeship) Award.
- Plumbers Award.
- Electricians (State) Award.

Notwithstanding current labour shortages it has generally been found possible to secure requirements of unskilled or semi-skilled labour to maintain the strength of existing establishments. In the skilled trades, it has not been possible to fulfil requirements for fitters and painters, but in other trades vacancies have usually been filled, although often after some delay.

The Department has experienced similar difficulty to other State Construction Authorities in recruiting staff in adequate numbers to replace officers who have left its service through retirement or resignation. This difficulty applies to all sections of the staff.

The number of wages employees engaged on maintenance and construction of Main and Developmental Roads at 30th June, 1950, was 5,587. Of this number, 3,055 were engaged on day labour works by the Department; 82 on contracts, while 2,450 were employed by Shire and Municipal Councils on works wholly or partially financed by the Department.

ROAD SAFETY EXHIBITIONS.

The exhibitions conducted by the Road Safety Council of New South Wales in the Sydney Town Hall from 29th August to 10th September, 1949, were referred to in the last annual report. Further exhibitions were held by the Council at Newcastle from 7th to 17th February, 1950, Wollongong from 1st to 6th May, 1950, Tamworth from 22nd to 29th June, 1950, and Glen Innes from 10th to 15th July, 1950. Exhibits prepared by the Department of Main Roads were included in each of these exhibitions, and comprised models of centre line-marking, and design of road intersections.

SYDNEY ROYAL EASTER SHOW EXHIBIT.

An exhibit was displayed by the Department at the Royal Agricultural Society's Easter Show, 1950. It had for its theme the completion of twenty-five years' work under the Main Roads Act.

A modelled relief map of the State showing the Main Roads system in colours formed the central feature, flanked by display cases in which were shown typical cross sections cut from various classes of road pavement, statistical data in pictorial form, and the Department's journal "Main Roads." This was supplemented by two island structures on which were displayed coloured illuminated photographs illustrating the development of roads and bridges during the past twenty-five years, the changes that have occurred in vehicles and road building equipment, developmental roads serving country areas, and safety furnishings and works on Main Roads.

MAIN ROADS JOURNAL.

The publication of the Department's quarterly journal "Main Roads" was continued throughout the year. A particular feature was the March, 1950, number which took the form of a special issue to commemorate twenty-five years of operations under the Main Roads Act.

HOUSING FOR OFFICERS.

In the last annual report reference was made to action being taken to provide cottages, on a rental basis, for officers stationed in country towns. This is being done by the erection of cottages or the purchase of existing houses. Ten cottages have been built or acquired and occupied by officers, viz.:—

Three at Port Macquarie, two at both Bega and Wentworth, and one in each of the towns of Deniliquin, Grafton and Yass.

Action is proceeding towards the provision of further cottages at Parkes (4), Deniliquin (3), Goulburn (2), Tamworth (1), Yass (1), Grafton (1) and Bega (1).

VISITORS FROM OVERSEAS.

By arrangement with the Commonwealth Office of Education a Civil Engineer from India, Mr. B. P. Patel, and a Technical Assistant from British North Borneo, Mr. C. P. Jayasuriya, both of whom were awarded fellowships financed by the United Nations Organisation, were attached to the Department during the year to study New South Wales methods of road planning, construction and maintenance.

VISITS ABROAD.

During the year an invitation was extended to Australia by the United States Government to send representatives to a course in American highway practice, being conducted by the United States Public Roads Administration for the benefit of officials and engineers of foreign highway departments.

Mr. J. A. L. Shaw, D.S.O., B.E., M.I.E. (Aust.), Chief Engineer, is attending the course as a representative of the Department.

ACKNOWLEDGMENTS.

In concluding this review of the activities of the Department for the financial year ended 30th June, 1950, I desire to express appreciation of the continued loyal and able assistance so wholeheartedly 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 Association and Shires Association, and Municipal and Shire Councils and their officers, the Department extends thanks for uniform courtesy, co-operation and assistance.

A. E. TOYER,

Commissioner for Main Roads.

27th October, 1950.

SECTION V—APPENDICES.

Appendix No. 1.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1950.

A.—Maintenance and Miscellaneous.

RECEIPTS.		£ s. d.		£ s. d.		PAYMENTS.		£ s. d.		£ s. d.	
To Cash Balance at 30th June, 1949—						By Maintenance and minor improvement of Roads and Bridges—					
(a) Revenue Moneys	1,089,940	6	7			Grants to Councils	107,637	7	3		
(b) Moneys provided by State Authorities and the Commonwealth Government for the purpose of carrying out special works.....	15,311	11	0			By Department	413,403	11	7	521,040	18 10*
„ Share of Motor Taxes in accordance with Section 10 (1) Main Roads Act, 1924-50				1,105,251	17 7	„ Repayment of Principal and Payment of Interest, Exchange and Sinking Fund on Loans—					
„ Transfer from Public Vehicles Fund.....				636,008	2 4	Section 13 (1-4c) Main Roads Act, 1924-50	(Dr.) 0	9	0		
„ Requisition upon Councils in accordance with Section 11, Main Roads Act, 1924-50				29,427	17 1	Section 13 (5) Main Roads Act, 1924-50	5,617	8	7		
„ Receipts from funds paid to the State under Section 6 (1) of the Commonwealth Aid Roads and Works Act, 1947-1949				274,489	19 0	Repayment by Municipal and Shire Councils of Unemployment Relief Advances	93	17	8	6,710	17 3
„ Rent from property				387,806	3 11	„ Peat's Ferry Bridge Expenses, including repayment of Principal and Interest on Loans				85,263	9 7
„ Toll collections—Peat's Ferry Bridge.....				17,717	12 0	„ Purchase of Assets				28,398	5 2
„ Contributions by Councils towards maintenance on Main and Secondary Roads				62,361	6 5	„ Maintenance of roads of approach to Commonwealth Properties (Federal Aid Roads and Works Agreement, 1937).....				1,043	16 5
„ Miscellaneous				270	2 0	„ Works connected with transport (other than roadworks) Section 6 (3) (a) Commonwealth Aid Roads and Works Act, 1947-1949				5,992	10 0
				12,458	12 2	„ Maintenance Works from Funds provided by the Commonwealth Government for strategic roads and roads of access to Commonwealth property (Commonwealth Aid Roads and Works Act, 1947-1949)				2,000	0 0
						„ Administration Expenses				61,045	13 1
						„ Miscellaneous				10,832	5 1
						„ Transfer as temporary loan to Country Main Roads Fund under Clause 2 of Main Roads (Finances Adjustment) Act, 1949				500,000	0 0
						„ Suspense Accounts				19,536	4 3
						„ Balance carried forward to Part "B"				1,240,868	19 8
										1,284,922	14 1
										£2,525,791	13 9

* 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"	1,284,922	14	1			By Construction and reconstruction of Main and Secondary Roads and Bridges—					
„ Funds provided by the State Department of Transport for Sundry Works	793	6	10			From Revenue	733,540	8	6		
„ Funds provided by the State Government for work on Bradfield Highway	11,000	0	0			From Contributions by Councils	3,760	1	11		
„ Funds provided by the Commonwealth Government for Special Works	17,000	0	0			From Contributions by Other Departments and Bodies	7,923	2	11	745,223	13 4*
„ Receipts from Sale of Property and Land Residues.....	9,217	8	6			„ Work on Bradfield Highway from Funds provided by the State Government.....				16,916	2 1
„ Contributions by Councils towards construction of Main, Secondary and other roads	3,262	6	10			„ Sundry Works from Funds provided by the Department of Road Transport, N.S.W.				1,992	13 2
„ Miscellaneous	10,160	18	6			„ Special Works from Funds provided by the Commonwealth Government				20,283	4 8
						„ Miscellaneous				116	3 4
						„ Cash Balance at 30th June, 1950—				784,531	16 7
						(a) Revenue Moneys.....	548,912	0	3		
						(b) Moneys provided by State Authorities and the Commonwealth Government for the purpose of carrying out special works	2,912	17	11	551,824	18 2
										£1,336,356	14 9

* For details see Appendix No. 7.

A. E. TOYER,
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, 1950, 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, 1950.

Sydney, 13th October, 1950.

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

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1950.

A.—Maintenance and Miscellaneous.

* For details see Appendix No. 11.

B.—Construction.

* For details see Appendix No. 8.

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, 1950, 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 **Cum gratia** Main Roads Fund during the year ended 30th June, 1950.

Sydney, 13th October, 1950.

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

Appendix No. 3.
DEVELOPMENTAL ROADS FUND.

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1950.

RECEIPTS.		£	s.	d.	£	s.	d.	PAYMENTS.		£	s.	d.	£	s.	d.
To Cash Balance at 30th June, 1949—								By Construction and Reconstruction of Developmental Roads—							
(a) Revenue Moneys—								From Ordinary Revenue		20	11	8			
1. Ordinary Revenue.....		3,780	11	5				From Moneys provided under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-1949		136,845	4	8			
2. Moneys provided under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-1949		91,397	2	9				From Moneys provided by the State Government from Consolidated Revenue for the cost of repairing flood damage on developmental roads		1,235	4	8			
3. Moneys provided by the State Government for the cost of repairing flood damage		9,050	0	0						138,101	1	0			
		104,227	14	2			159,032	8	7						
(b) Loan Moneys provided by the State Government		54,804	14	5				From Loan Moneys provided by the State Government.....		11,504	5	5			
„ Receipts from funds paid to the State under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-1949							120,000	0	0				149,605	6	5*
								„ Administration Expenses.....					1,059	19	3
								„ Miscellaneous					0	9	0
								„ Cash Balance at 30th June, 1950—					150,665	14	8
								(a) Revenue Moneys—							
								1. Ordinary Revenue.....		2,690	11	6			
								2. Moneys provided under Section 6 (4) of the Commonwealth Aid Roads and Works Act, 1947-1949		74,551	18	1			
								3. Moneys provided by the State Government for the cost of repairing flood damage		7,814	15	4			
										85,066	4	11			
								(b) Loan Moneys provided by the State Government		43,300	9	0			
													128,366	13	11
							£279,032	8	7				£279,032	8	7

* For details see Appendix No. 9.

A. E. TOYER,
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, 1950, 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, 1950.

Sydney, 13th October, 1950.

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

Appendix No. 4.

SYDNEY HARBOUR BRIDGE ACCOUNT.

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1950.

EXPENDITURE.		£	s.	d.	£	s.	d.	INCOME.		£	s.	d.
To Cost of Collecting Road Tolls					30,430	5	11	By Road Tolls		438,898	3	3
„ Maintenance, Lighting and Cleaning and Minor Improvements					70,691	6	9	„ Railway Tolls		130,729	8	9
„ Alterations to Archways for Occupation by Tenants					3,243	6	3	„ Tramway Tolls		13,801	0	6
„ Construction of Toll Office and Toll Barriers					22,096	18	10	„ Omnibus Tolls		13,592	10	0
„ Maintenance of Properties					342	12	5	„ Rents from Properties		12,768	9	6
„ Loan Charges—								„ Miscellaneous		146	17	3
Interest		241,957	7	5								
Exchange		26,172	0	2								
Sinking Fund		68,949	7	10								
Management Expenses of Loans		1,931	12	3								
					339,010	7	8					
„ Miscellaneous					214	13	0					
„ Administration Expenses					2,280	5	9					
					468,309	16	7					
„ Balance being Excess Income over Expenditure for the year 1949-50.....					141,626	12	8					
					£609,936	9	3					
										£609,936	9	3

BALANCE SHEET AS AT 30TH JUNE, 1950.

LIABILITIES.		£	s.	d.	ASSETS.		£	s.	d.	£	s.	d.
Sundry Creditors—					Cash in Hand		1,433	14	6			
Salaries, Wages and Superannuation accrued due.....		2,123	8	9	Cash at Treasury		4,487	11	2			
Goods and Services		2,778	14	11						5,921	5	8
Rents Received in Advance		223	13	6	Payments in Advance					78	10	1
State Treasury—					Sundry Debtors—							
Interest, Exchange and Sinking Fund		168,691	14	7	Commissioner for Road Transport—							
Contractors' Deposits		22	5	6	Tramways and Omnibus Contributions...		44	17	1			
Miscellaneous		1,087	9	3	Commissioner for Railways—							
					Railway Contributions		13,814	0	1			
					Councils for Bridge Rate and Interest.....		232	16	6			
					Miscellaneous		1,235	19	9			
										15,327	13	5
					Stock on Hand					1,282	12	8
					Furniture, Fittings and Equipment		1,330	5	2			
					Less Depreciation		461	4	0			
										23,479	3	0
					Income and Expenditure Account—							
					Accumulated Deficiency at 30th June, 1949		293,074	16	2			
					Less Surplus for the year 1949-50.....		141,626	12	8			
					Accumulated Deficiency at 30th June, 1950					151,448	3	6
										£174,927	6	6
							£174,927	6	6			

The books and accounts of the Department of Main Roads have been examined and audited for the year ended 30th June, 1950, 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 Department of Main Roads in relation to operations connected with the Sydney Harbour Bridge as at 30th June, 1950, according to the best of my information and the explanations given to me, and as shown by such books and accounts.

Sydney, 13th October, 1950.

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

Appendix No. 4A.
SYDNEY HARBOUR BRIDGE.
STATEMENT OF CAPITAL.

	£	s. d.	£	s. d.		To 30/6/1949. £ s. d.	Year 1949-50. £ s. d.	Total. £ s. d.
EXPENDITURE ON CONSTRUCTION—					FUNDS APPLIED IN LIQUIDATION OF CAPITAL DEBT—			
General Loan Account	8,067,139	6 3			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
Contributions by Shires and Municipalities together with 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	667,451 0 6	83,026 1 10	750,477 2 4
Public Works Fund		5 4 0			Cash in Hand			136,284 18 8
			9,743,252	2 5*				2,552,205 12 7
					Balance of Capital Cost at 30th June, 1950			7,191,046 9 10
			£9,743,252	2 5				£9,743,252 2 5

* Includes the cost of properties resumed in connection with the construction of the Bridge. Resumed properties still on hand are valued at £273,000 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, 1950:
COUNTY OF CUMBERLAND MAIN ROADS FUND.

Heading.	Income and Cash Receipts.	Cash Receipts.							Total.
	1st Jan., 1925, to 30th June, 1943.	1943-44.	1944-45.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	
(a) Revenue—									
Motor Taxation and Fees (State)	£ 6,312,737	£ 412,299	£ 416,439	£ 454,380	£ 498,502	£ 540,569	£ 614,085	£ 665,436	£ 9,914,447
Commonwealth Government (Petrol Tax) Councils' Contributions	2,639,787	33,880	126,080	205,255	307,958	406,660	325,246	387,808	4,432,622
Consolidated Revenue (State)	4,982,107	232,933	235,723	216,684	236,998	243,639	232,235	278,022	6,658,541
Unemployed Relief Grants (State)	83,947								83,947
Grants by State Government and Instrumentalities for Sundry Works	254,182		(Cr.) 4,332						249,850
Contributions by Other Departments	21,737	4,127	(Cr.) 212	13,398	3,335	6,000	5,000	11,793	65,178
Miscellaneous	48,367	(Cr.) 2,099	184				75	9,371	55,898
Suspense Accounts	450,467	74,331	49,733	65,228	82,688	78,040	83,841	102,546	986,874
	30,812		72,322		8,508		62,826		174,468
	14,824,143								22,621,825
Less Payments to Consolidated Revenue (State) in accordance with the Finance Adjustment (Further Provisions) Act, 1933	46,000								46,000
Total	£ 14,778,143	755,421	895,937	955,145	1,137,989	1,274,908	1,323,308	1,454,974	22,575,826
(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 Government for the purpose of carrying out special works	798,270	211,441	104,577	38,917	(Cr.) 2,898	34,696	39,201	17,000	1,241,204
Grand Total	£ 18,745,147	966,862	1,000,514	994,062	1,135,091	1,309,604	1,362,509	1,471,974	26,985,763
Heading.	Expenditure and Cash Payments.	Cash Payments.							Total.
	1st Jan., 1925 to 30th June, 1943.	1943-44.	1944-45.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	
Maintenance and Minor Improvement—									
(a) Roads and Bridges within N.S.W.	£ 4,302,234	£ 270,913	£ 253,314	£ 298,699	£ 361,061	£ 413,139	£ 433,922	£ 524,085	£ 6,857,367
(b) Works other than roads and bridges within N.S.W.	5,154	6,012	24,658	19,311	731	2,066	7,491	5,993	71,416
Total	£ 4,307,388	276,925	277,972	318,010	361,792	415,205	441,413	530,078	6,928,783
Construction and Reconstruction—									
(a) Roads and Bridges within N.S.W.	8,757,068	114,189	118,002	195,491	374,345	473,063	667,813	782,422	11,482,393
(b) Works other than roads and bridges within N.S.W.	689,167	214,635	63,991	62,284	216	4,111	763	1,993	1,037,160
Total	£ 9,446,235	328,824	181,993	257,775	374,561	477,174	668,576	784,415	12,519,553
Interest and Loan Repayment—									
Principal	2,160,336	58,541	27,335	23,824	24,984	701,211	5,146	5,477	3,006,854
Interest	1,232,812	33,025	31,230	28,844	26,301	6,242	436	234	1,359,124
Exchange and Management Expenses ..	87,562	4,447	4,651	3,905	3,408	849	(Dr.) 63		104,759
Sinking Fund	71,767	9,157	10,514	10,552	10,638	(Dr.) 76	(Dr.) 40		112,452
Total	£ 3,552,417	105,170	73,730	67,125	65,331	708,226	5,479	5,711	4,583,189
Purchase of Assets	12,778	57,492	54,779	43,801	55,384	27,896	23,160	28,398	303,688
Administration Expenses	370,404	20,771	19,916	33,779	35,803	39,728	55,658	61,046	637,105
Miscellaneous	82,770	7,068	6,171	21,490*	34,137*	38,146*	37,432*	96,216*	323,430
Transfer on loan to Country Main Roads Fund under provisions of Clause 2 of Main Roads (Finance Adjustment) Act, 1949								500,000	500,000
Suspense Accounts	133,376	7,525		71,449		108,359		19,536	340,245
Grand Total	£ 17,905,368	803,775	614,561	813,429	927,008	1,814,734	1,231,718	2,025,400	26,135,998

* Includes interest and principal repaid to 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, 1950—continued.

COUNTRY MAIN ROADS FUND.

Heading.	Income and Cash Receipts.	Cash Receipts.							Total.
	1st Jan., 1925, to 30th June, 1943.	1943-44.	1944-45.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	
(a) Revenue—	£	£	£	£	£	£	£	£	£
Motor Taxation and Fees (State)	21,617,834	1,345,758	1,428,938	1,570,567	1,583,368	1,725,782	1,902,338	2,079,181	33,253,766
Commonwealth Government (Petrol Tax)	9,545,898	110,128	410,429	668,170	1,002,501	1,323,807	1,058,775	1,262,433	15,382,141
Commonwealth Government—For expenditure on roads in sparsely populated areas .....	.....	.....	.....	.....	.....	.....	.....	7,230	7,230
Councils' contributions	216,549	5,039	5,798	5,213	7,045	6,035	5,363	7,456	258,498
Consolidated Revenue (State)	396,318	.....	.....	.....	.....	.....	.....	.....	396,318
Unemployed Relief Grants (State)	858,320	(Cr.) 6,447	(Cr.) 170	.....	.....	.....	.....	.....	851,703
Grants by State Government and Instrumentalities for Sundry Works	734	.....	(Cr.) 116	.....	900	47,095	58,177	(Cr.) 14,433	92,357
Contributions by other Departments	89,634	8,295	23,337	3,833	5,882	.....	43	3,178	134,202
Hire of Department's Plant and Motor Vehicles	371,990	206,999	161,662	131,389	191,400	260,018	314,006	340,016	1,986,480
Miscellaneous	618,472	131,362	63,459	59,630	49,840	29,530	27,878	46,869	1,027,040
Suspense Accounts .....	.....	3,966	1,314	.....	(Cr.) 5,814	3,574	.....	1,080	4,120
Transfer on loan from County of Cumberland Main Roads Fund under provisions of Sec. 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	(Dr.) 337,500	.....	.....	.....	.....	.....	.....	.....	(Dr.) 337,500
Less Payments to Consolidated Revenue (State) in accordance with the Finances Adjustment (Further Provisions) Act, 1933	33,378,249	.....	.....	.....	.....	.....	.....	.....	53,556,355
.....	154,000	.....	.....	.....	.....	.....	.....	.....	154,000
Total	£ 33,224,249	1,805,100	2,094,651	2,438,802	2,835,122	3,404,841	3,366,580	4,233,010	53,402,355
(b) Loans—									
State Government for—									
Ordinary Loan works	3,073,325	.....	.....	250,000	300,000	250,000	.....	.....	3,873,325
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	.....	.....	6,354,382
(c) Moneys provided by Commonwealth Government for the purpose of carrying out special works	4,654,483	1,821,899	528,735	38,420	29,025	3,937	16,164	125,031	7,217,694
Grand Total	£ 43,433,114	3,626,999	2,623,386	2,727,222	3,164,147	3,658,778	3,382,744	4,358,041	66,974,431
Heading.	Expenditure and Cash Payments.	Cash Payments.							Total.
	1st Jan., 1925 to 30th June, 1943.	1943-44.	1944-45.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	
Maintenance and Minor Improvement—	£	£	£	£	£	£	£	£	£
(a) Roads and Bridges within N.S.W.	16,497,397	1,281,477	1,356,364	1,512,801	1,861,576	2,070,227	1,937,710	2,332,423	28,849,975
(b) Roads and Bridges outside N.S.W.	406,171	124,966	163,592	(Dr.) 29,638	(Dr.) 2,189	2,157	19	.....	665,078
(c) Works other than roads and bridges within N.S.W.	6,997	17,795	19,527	3,624	1,994	1,718	1,148	1,148	53,951
(d) Works other than roads and bridges outside N.S.W.	93	7,077	(Dr.) 782	.....	.....	.....	.....	.....	6,388
Total	£ 16,910,658	1,431,315	1,538,701	1,486,787	1,861,381	2,074,102	1,938,877	2,333,571	29,575,392
Construction and Reconstruction—									
(a) Roads and Bridges within N.S.W.	18,161,481	341,410	312,602	335,417	668,329	828,446	1,108,312	1,371,609	23,127,606
(b) Roads and Bridges outside N.S.W.	2,111,389	511,726	42,906	(Dr.) 4,449	638	75	(Dr.) 76	.....	2,662,209
(c) Works other than roads and bridges within N.S.W.	1,484,138	205,037	228,379	88,998	3,942	6,897	3,685	.....	2,021,076
(d) Works other than roads and bridges outside N.S.W.	324,076	255,795	447,332	46,197	75,939	(Dr.) 84	.....	.....	1,149,255
Total	£ 22,081,084	1,313,968	1,031,219	466,163	748,848	835,334	1,111,921	1,371,609	28,960,146
Interest and Loan Repayment—									
Principal	372,082	49,561	25,518	24,813	24,673	25,724	26,571	12,708	561,650
Interest	1,160,474	111,625	111,192	104,507	116,846	115,924	114,074	108,575	1,943,217
Exchange and Management Expenses ..	166,063	15,575	16,583	14,873	15,239	15,109	12,517	13,086	269,045
Sinking Fund	247,633	32,975	38,573	38,306	39,672	49,585	64,020	22,676	533,440
Total	£ 1,946,252	209,736	191,866	182,499	196,430	206,342	217,182	157,045	3,307,352
Repairs and Expenses in respect of Plant and Motor Vehicles	171,961	113,486	137,520	124,819	138,538	122,077	183,004	220,007	1,211,412
Purchase of Assets	164,066	71,850	45,776	248,277	213,197	120,163	75,378	263,686	1,202,393
Administration Expenses	1,053,972	93,843	98,816	103,616	133,186	143,790	163,283	184,120	1,974,626
Miscellaneous	122,483	11,923	10,374	24,189	3,027	372	176	1,386	173,930
Suspense Accounts	40,218	.....	.....	(Dr.) 3,627	.....	.....	2	.....	36,593
Grand Total	£ 42,490,694	3,246,121	3,054,272	2,632,723	3,294,607	3,502,180	3,689,823	4,531,424	66,441,844

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, 1950—continued.

DEVELOPMENTAL ROADS FUND.

Heading.	Income and Cash Receipts.	Cash Receipts.							Total.
	1st Jan., 1925, to 30th June, 1943.	1943-44.	1944-45.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	
(a) Revenue—	£	£	£	£	£	£	£	£	£
Motor Taxation (State)	456,759	.....	.....	.....	.....	.....	.....	.....	456,759
Commonwealth Government (Petrol Tax)	366,540	.....	.....	.....	.....	.....	.....	.....	366,540
Commonwealth Government—for Expen- diture on roads in sparsely populated areas .....	.....	.....	.....	.....	.....	120,857	52,794	120,000	293,651
Councils' contributions	1,559	.....	500	.....	.....	.....	.....	.....	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, <i>vide</i> Finances Adjustment (Further Pro- visions) Act, 1933	337,500	.....	.....	.....	.....	.....	.....	.....	337,500
Total	£ 1,509,786	.....	500	.....	.....	120,857	62,794	120,000	1,813,937
(b) Loans—									
State Government for—									
Ordinary Works	1,127,647	.....	.....	50,000	100,000	50,000	.....	.....	1,327,647
Unemployed Relief Works	525,488	.....	.....	.....	.....	.....	.....	.....	525,488
Total	£ 1,653,135	.....	.....	50,000	100,000	50,000	.....	.....	1,853,135
Grand Total	£ 3,162,921	.....	500	50,000	100,000	170,857	62,794	120,000	3,667,072

Heading.	Expenditure and Cash Payments	Cash Payments.							Total.
	1st Jan., 1925 to 30th June, 1943.	1943-44.	1944-45.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	
Maintenance of Roads and Bridges	£ 1,554	£	£	£	£	£	£	£	£ 1,554
Construction of Roads and Bridges	2,746,550	9,498	13,560	30,277	39,413	101,037	75,860	149,606	3,165,801
Total	£ 2,748,104	9,498	13,560	30,277	39,413	101,037	75,860	149,606	3,167,355
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
Administration Expenses	59,845	233	509	804	2,001	1,661	1,998	1,060	68,111
Miscellaneous	6,264	14	28	10	13	152	5	.....	6,486
Grand Total	£ 3,113,466	9,745	14,097	31,091	41,427	102,850	77,863	150,666	3,541,205

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, 1950—continued.

TOTAL ALL ROAD FUNDS.

Heading.	Income and Cash Receipts. 1st Jan., 1925, to 30th June, 1943.	Cash Receipts.							Total.
		1943-44.	1944-45.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	
(a) Revenue—	£	£	£	£	£	£	£	£	£
Motor Taxation and Fees (State)	28,387,330	1,758,057	1,845,377	2,024,947	2,081,870	2,286,351	2,516,423	2,744,617	43,624,972
Commonwealth Government (Petrol Tax)	12,552,225	143,958	536,509	873,425	1,310,459	1,730,467	1,384,021	1,650,239	20,181,303
Commonwealth Government—for Expenditure on roads in sparsely populated areas	5,200,215	237,972	242,021	222,097	244,043	120,857	52,794	127,230	300,881
Councils' Contributions	619,915	.....	.....	.....	.....	249,674	237,593	285,473	6,919,093
Consolidated Revenue (State)	1,295,599	(Cr.) 6,447	(Cr.) 4,502	.....	.....	.....	10,000	.....	629,915
Unemployed Relief Grants (State)	22,471	4,127	(Cr.) 328	13,398	4,235	53,095	63,177	(Cr.) 2,640	157,535
Grants by State Government and Instrumentalities for Sundry Works	140,197	6,196	23,521	3,833	5,882	.....	118	12,549	192,296
Contributions by other Departments and Bodies	371,990	206,999	161,662	131,389	191,400	269,018	314,006	340,016	1,986,480
Hire of Department's Plant and Motor Vehicles	1,091,424	205,693	113,192	124,858	132,528	107,570	111,719	149,415	2,036,399
Miscellaneous	30,812	3,960	73,636	.....	2,694	3,574	62,826	1,080	178,583
Suspense Accounts .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Transfer on loan from County of Cumberland Main Roads Fund under provisions of Clause 2, Main Roads (Finances Adjustment) Act, 1949 .....	.....	.....	.....	.....	.....	.....	.....	500,000	500,000
Less Payments to Consolidated Revenue in accordance with the Finances Adjustment (Further Provisions) Act, 1933	49,712,178	.....	.....	.....	.....	.....	.....	.....	77,992,117
.....	200,000	.....	.....	.....	.....	.....	.....	.....	200,000
Total	£ 49,512,178	2,560,521	2,991,088	3,393,947	3,973,111	4,800,606	4,752,682	5,807,984	77,792,117
(b) Loans—									
State Government for—									
Ordinary Loan Works	5,701,078	.....	.....	300,000	400,000	300,000	.....	.....	6,701,078
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	.....	.....	11,376,251
(c) Moneys provided by Commonwealth Government for the purpose of carrying out special work	5,452,763	2,033,340	633,312	77,337	26,127	38,633	55,365	142,031	8,453,898
Grand Total	£ 65,841,182	4,693,861	3,624,400	3,771,284	4,399,238	5,139,239	4,808,047	5,950,015	97,627,266
Heading.	Expenditure and Cash Payments. 1st Jan., 1925, to 30th June, 1943.	Cash Payments.							Total.
		1943-44.	1944-45.	1945-46.	1946-47.	1947-48.	1948-49.	1949-50.	
Maintenance and Minor Improvements—									
(a) Roads and Bridges within N.S.W. ...	20,801,185	1,552,390	1,609,678	1,811,500	2,222,637	2,483,366	2,371,632	2,856,508	35,708,896
(b) Roads and Bridges outside N.S.W. ...	406,171	124,966	163,592	(Dr.) 20,638	(Dr.) 2,189	2,157	19	.....	665,078
(c) Works other than roads and bridges within N.S.W.	12,151	23,807	44,185	22,935	2,725	3,784	8,639	7,141	125,367
(d) Works other than roads and bridges outside N.S.W.	93	7,077	(Dr.) 782	.....	.....	.....	.....	.....	6,388
Total	£ 21,210,600	1,708,240	1,816,673	1,804,797	2,223,173	2,489,307	2,380,290	2,863,649	36,505,729
Construction and Reconstruction—									
(a) Roads and Bridges within N.S.W. ...	29,665,099	465,097	444,164	561,185	1,082,087	1,402,546	1,851,985	2,303,037	37,775,800
(b) Roads and Bridges outside N.S.W. ...	2,111,339	511,726	42,906	(Dr.) 4,449	638	75	(Dr.) 76	.....	2,662,209
(c) Works other than roads and bridges within N.S.W.	2,173,305	419,672	292,370	151,282	4,158	11,008	4,448	1,993	3,058,236
(d) Works other than roads and bridges outside N.S.W.	324,076	255,795	447,332	46,197	75,939	(Dr.) 84	.....	.....	1,149,255
Total	£ 34,273,869	1,652,290	1,226,772	754,215	1,162,822	1,413,545	1,856,357	2,305,630	44,645,500
Interest and Loan Repayment—									
Principal	£ 2,532,418	£ 108,102	£ 52,853	£ 48,637	£ 49,657	£ 726,935	£ 31,717	£ 18,185	£ 3,663,504
Interest	2,613,597	144,650	142,422	133,351	143,147	122,166	114,510	108,809	3,622,652
Exchange and Management Expenses	286,417	20,022	21,234	18,778	18,647	16,958	12,454	13,086	406,696
Sinking Fund	366,490	42,132	49,087	48,858	50,310	49,509	63,980	22,676	692,042
Total	£ 5,797,922	314,906	265,596	249,624	261,761	914,568	222,661	162,756	8,189,794
Repairs and Expenses in respect of Plant and Motor Vehicles	171,961	113,486	137,520	124,819	138,538	122,077	188,004	220,007	1,211,412
Purchase of Assets	176,844	129,342	100,555	292,078	268,581	148,059	98,538	292,084	1,606,081
Administration Expenses	1,484,221	114,847	119,241	138,199	170,990	185,179	220,939	246,226	2,679,842
Miscellaneous	211,517	19,005	16,573	45,689*	37,177*	38,670*	37,613*	97,600*	503,844
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	173,594	7,525	.....	67,822	.....	108,359	2	19,538	376,840
Grand Total	£ 63,509,528	4,059,641	3,682,930	3,477,243	4,263,042	5,419,764	4,999,404	6,707,490	96,119,042

* 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. 6.

SUMMARY OF LOAN LIABILITIES—MAIN AND DEVELOPMENTAL ROADS FUNDS.

Particulars.	County of Cumberland Main Roads Fund.			Country Main Roads Fund.			Developmental Roads Fund.	Total, All Funds.
	Section 13 (5) of Main Roads Act, 1924-1950—Councils.	Section 13 (4A, 4B and 4C) of Main Roads Act, 1924-1950—Treasury.	Total.	Section 21 (3, 3A and 3B) of Main Roads Act, 1924-1950—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, 1924-1950—Treasury.	
GROSS LIABILITY ASSUMED—	£	£	£	£	£	£	£	£
Prior to 1st July, 1949	540,898	1,805,116	2,346,014	4,887,652	.....	4,887,652	1,709,519	8,943,185
During 1949-1950 .....	.....	.....	.....	.....	500,000	500,000	.....	500,000
Total to 30th June, 1950	540,898	1,805,116	2,346,014	4,887,652	500,000	5,387,652	1,709,519	9,443,185
REPAYMENT OF PRINCIPAL AND SINKING FUND CONTRIBUTIONS—								
Prior to 1st July, 1949—								
By Department	535,510	1,544,523	2,080,033	866,514	.....	866,514	23,500	2,970,047
„ Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement...	.....	118,103	118,103	454,268	.....	454,268	84,138	656,509
Total prior to 1st July, 1949	535,510	1,662,626	2,198,136	1,320,782	.....	1,320,782	107,638	3,626,556
During 1949-1950—								
By Department	5,388	26,986	32,374	70,115	.....	70,115	.....	102,489
„ Commonwealth Government under Financial Agreement .....	.....	.....	.....	7,966	.....	7,966	4,188	12,154
Total during 1949-1950	5,388	26,986	32,374	78,081	.....	78,081	4,188	114,643
Total to 30th June, 1950—								
By Department	540,898	1,571,509	2,112,407	936,629	.....	936,629	23,500	3,072,536
„ Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement...	.....	118,103	118,103	462,234	.....	462,234	88,326	668,663
Total to 30th June, 1950	540,898	1,689,612	2,230,510	1,398,863	.....	1,398,863	111,826	3,741,199
NET LIABILITY AT 30TH JUNE, 1950.....	Nil.	115,504	115,504	3,488,789	500,000	3,988,789	1,597,693	5,701,986

Appendix No. 7.
COUNTY OF CUMBERLAND MAIN ROADS FUND.
SUMMARY OF EXPENDITURE ON CONSTRUCTION AND RECONSTRUCTION WORKS.

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, 1949.	1949-50.			To 30th June, 1950.	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.											
Greater Wollongong	1	Junction with road to Sublime Point.	Improvement of junction	Department	3,056 19 0	698 14 2	.....	698 14 2	3,755 13 2	.....	.....
Kogarah	1	Lot No. 46	Filling	do	.....	4 4 0	.....	4 4 0	4 4 0	.....	4 4 0
Do	1	Belmore-road to George's River Bridge.	Concrete pavement	do	80,321 14 4	28,605 12 10	3,933 13 7	32,539 6 5	112,861 0 9	.....	.....
Do	1	Kogarah Bay Creek to Belmore-road.	do do	do	151 18 4	1,582 12 6	35 19 7	1,618 12 1	1,770 8 5	.....	.....
Do	1	Gray-street to Kogarah Bay Creek	Widening	do	32 4 6	.....	1,430 17 10	1,430 17 10	1,463 2 4	.....	.....
Rockdale	1	No. 832, Rocky Point road.	Adjustment of water service	do	.....	7 0 0	.....	7 0 0	7 0 0	.....	7 0 0
Do	1	No. 109, Prince's Highway, Arncliffe.	Filling	do	.....	33 7 9	.....	33 7 9	33 7 9	.....	33 7 9
Do	1	Cook's River to Forest-road.	Widening	do	917 4 1	.....	97 8 5	97 8 5	1,014 12 6	.....	.....
Do	1	Frederick-street to Catherine-street	do	do	3,843 7 5	.....	2,592 0 0	2,592 0 0	6,435 7 5	.....	.....
Do	1	Forest-road to Spring-street	do	do	1,427 5 10	.....	15 1 9	15 1 9	1,442 7 7	.....	.....
Do	1	Banksia-avenue to Bay-street	do	do	.....	.....	212 3 1	212 3 1	212 3 1	.....	.....
Rockdale and Kogarah	1	President-avenue to Rocky Point road.	Concrete pavement	do	225 5 8	12,462 5 10	.....	12,462 5 10	12,687 11 6	.....	.....
Sutherland	1	Southern approach to George's River Bridge.	Improvement at toll barrier	do	.....	2,970 13 6	.....	2,970 13 6	2,970 13 6	.....	.....
Do	1	Loftus level crossing to Waterfall	Widening pavement	do	.....	1,756 18 6	.....	1,756 18 6	1,756 18 6	.....	.....
Do	1	Sutherland Station	Removal of tram sheds	do	0 3 6	.....	271 16 6	271 16 6	272 0 0	.....	.....
Do	1	Intersection with Kingsway	Widening pavement	do	.....	.....	2 10 0	2 10 0	2 10 0	.....	.....
Do	1	At Box-road	Splaying corner	do	.....	.....	1 15 0	1 15 0	1 15 0	.....	.....
Sydney	1	Junction with Secondary Road No. 2005.	Improvement of junction	do	.....	11 13 8	1,543 2 11	1,554 16 7	1,554 16 7	.....	.....
					.....	48,133 2 9	10,136 8 8	58,269 11 5	.....	.....	.....
HUME HIGHWAY.											
Ashfield	2	Queen-street to Lion-street	Concrete pavement	Department	7,349 9 2	35,878 2 5	.....	35,878 2 5	43,227 11 7	.....	.....
Bankstown	2	Southern carriageway between Fenwick-street and Horton-street.	do	do	.....	843 12 11	.....	843 12 11	843 12 11	.....	.....
Do	2	Near Railway Signal Workshops, Chullora.	Kerbing and guttering	do	.....	19 0 0	.....	19 0 0	19 0 0	.....	.....
Do	2	Dutton-street	Laying rider main	do	.....	110 17 0	.....	110 17 0	110 17 0	.....	110 17 0
Do	2	Saltash Creek	Concrete culvert	do	.....	4 8 4	.....	4 8 4	4 8 4	.....	.....
Do	2	Bass Hill	Establishment of migrants' camp	do	.....	212 12 6	.....	212 12 6	212 12 6	.....	.....
Do	2	Cook's River to Chapel-road	Widening	do	16,283 15 1	.....	10 10 0	10 10 0	16,294 5 1	.....	.....
Do	2	Chapel-road to The Boulevard	do	do	55 10 0	.....	9 2 0	9 2 0	64 12 0	.....	.....
Do	2	Chapel-road to Wilkins-street	do	do	2 3 6	.....	13 5 8	13 5 8	15 9 2	.....	.....
Do	2	Prospect Creek	Duplication of road and bridge	do	1,394 10 11	.....	132 13 10	132 13 10	1,527 4 9	.....	.....
Do	2	North Bankstown Public School	Pedestrian overbridge	do	.....	4 10 0	.....	4 10 0	4 10 0	.....	.....
Do	2	Robertson-road to Miller-road	Widening	do	11 11 0	.....	49 12 8	49 12 8	61 3 8	.....	.....
Do	2	The Avenue to Wilkins-street	do	do	21 1 10	.....	1,048 5 4	1,048 5 4	1,069 7 2	.....	.....
Burwood	2	Burwood-road to The Boulevard	Concrete pavement	do	12 15 0	297 9 6	113 13 6	411 3 0	423 18 0	.....	.....
Do	2	Greenhills-street to Croydon-avenue	Widening	do	.....	.....	1 15 0	1 15 0	1 15 0	.....	.....
Camden	2	Narellan level crossing	Additional warning indicator	do	.....	1,113 18 3	.....	1,113 18 3	1,113 18 3	.....	1,113 18 3
Fairfield	2	Near Carrington-street	Drainage	do	.....	476 19 9	.....	476 19 9	476 19 9	.....	476 19 9
Do	2 and 13	Intersection of State Highway No. 2 and State Highway No. 13.	Improvement of intersection	do	10 18 8	.....	2 12 0	2 12 0	13 10 8	.....	.....

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 30 June, 1949.	1949-50.			To 30 June, 1950.	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.
HUME HIGHWAY—continued.											
Liverpool	2	Scott-street to Elizabeth-street	Concrete pavement	Department	13,239 10 9	14,542 19 11	88 1 0	14,631 0 11	27,870 11 8	.....	.....
Do	2	Bigges-street to George-street	Widening	do .....	.....	.....	1 10 0	1 10 0	.....	.....	.....
Do	2	Moore-street to Lachlan-street	do	do	11 4 6	.....	84 7 3	84 7 3	95 11 9	.....	.....
Do	2	Atkinson-road to Cross Roads	do	do	243 0 6	.....	541 1 1	541 1 1	784 1 7	.....	.....
Liverpool and Camden	2	Cross Roads to Camden Bridge	do	do .....	.....	15,398 5 11	.....	15,398 5 11	15,398 5 11	.....	.....
Liverpool and Fairfield	2	Cabramatta Creek	Concrete bridge	do	9,672 13 8	6,569 18 0	.....	6,569 18 0	16,242 11 8	.....	.....
Do	2	do	Approaches to bridge	do .....	.....	274 9 4	.....	274 9 4	274 9 4	.....	.....
Strathfield	2	At Mr. P. Geary's property	Widening	do	49 16 11	.....	0 10 0	0 10 0	50 6 11	.....	.....
					.....	75,742 13 10	2,101 9 4	77,844 3 2	.....	.....	.....
GREAT WESTERN HIGHWAY.											
Ashfield	5	Battle Bridge to Rogers-avenue	Concrete pavement	Department	36,438 16 7	42,921 2 7	.....	42,921 2 7	79,359 19 2	.....	.....
Blacktown	5	Prospect Deviation to Penrith	Widening and bituminous surfacing	do	49,108 13 0	37,094 9 0	0 15 0	37,095 4 0	86,202 2 0	.....	.....
Do	5	Near Beaconsfield-road	Drainage easement	do	1 15 0	.....	0 5 0	0 5 0	2 0 0	.....	.....
Do	5	William-street to Chatsworth-road	do	do	0 15 0	.....	7 0 0	7 0 0	7 15 0	.....	.....
Do	5	Toongabbie-road to Ponds-road	Widening	do	3 15 0	.....	0 10 0	0 10 0	4 5 0	.....	.....
Blue Mountains	5	At Mt. York-road	Improvement of junction	do	38 7 6	.....	3 13 6	3 13 6	42 1 0	.....	.....
Do	5	Near Acacia-avenue, Leura	Widening	do	2 0 0	.....	11 10 0	11 10 0	13 10 0	.....	.....
Do	5	At Springwood	Deviation	do	1,887 6 1	.....	12 0 9	12 0 9	1,899 6 10	.....	.....
Burwood and Concord	5	Intersection with Burwood-road	Reconstruction following removal of tram tracks.	do .....	.....	1,150 0 1	.....	1,150 0 1	.....	.....	.....
Holroyd	5	At Hackney-street	Concrete culvert	do	2,990 0 11	66 11 2	.....	66 11 2	3,056 12 1	.....	.....
Do	5	Proposed Parramatta South By-Pass.	Acquisition of land	do	4,859 3 2	.....	2,242 8 5	2,242 8 5	7,101 11 7	.....	.....
Do	5	Hawkesbury-road to Toongabbie-road.	Widening	do .....	.....	.....	2,751 12 0	2,751 12 0	2,751 12 0	.....	.....
Parramatta	5	Property of Electric Light and Power Supply Corporation.	Filling	Do .....	.....	36 2 4	.....	36 2 4	36 2 4	.....	36 2 4
Total .....					.....	81,268 5 2	5,029 14 8	86,297 19 10	.....	.....	.....
PACIFIC HIGHWAY.											
Hornsby	10	Hornsby to Peat's Ferry Bridge	Improvement of bends	Department .....	.....	.....	182 19 8	182 19 8	182 19 8	.....	.....
Do	10	Pearce's Corner to Hookham's corner.	Widening	do	631 8 7	.....	253 15 8	253 15 8	885 4 3	.....	.....
Do	10	At Mt. Colah Overbridge	Improvement of alignment	do .....	.....	.....	41 0 5	41 0 5	41 0 5	.....	.....
Ku-ring-gai	10	Near Warragal-road	Stormwater drainage	Council .....	.....	113 9 9	.....	113 9 9	113 9 9	.....	.....
Do	10	Lots 4, A and D, Pymble	Widening	do .....	.....	291 0 0	.....	291 0 0	291 0 0	.....	.....
Do	10	Garden plot at Lindfield	Levelling garden plot	Department .....	.....	4 12 1	.....	4 12 1	4 12 1	.....	4 12 1
Do	10	At St. John's Church of England, Gordon.	Removal of retaining wall and fence.	Council .....	.....	1,455 16 0	.....	1,455 16 0	1,455 16 0	.....	.....
Do	10	Bobbin Head road to Warrangi-street	Widening	Department	4 19 0	.....	36 1 9	36 1 9	41 0 9	.....	.....
Do	10	Boundary-street to west of Treatt's-road.	do	do	3,964 2 6	.....	1,335 3 9	1,335 3 9	5,299 6 3	.....	.....
Lane Cove and Willoughby	10	Broughton-road to Mowbray-road	Widening and adjustment of properties.	do	12,381 10 3	2,978 13 6	114 4 3	3,092 17 9	15,474 8 0	.....	.....
Lane Cove and North Sydney	10	Crows Nest to St. Leonard's Station	Concrete pavement	do	98,978 5 11	796 12 9	170 1 8	966 14 5	99,945 0 4	0 3010	99,945 0 4
Willoughby	10	Mowbray-road to Boundary-street	Widening	do .....	.....	.....	2,215 5 0	2,215 5 0	2,215 5 0	.....	.....
Total .....					.....	5,640 4 1	4,348 12 2	9,988 16 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 30 June, 1949.	1949-50.			To 30 June, 1950.	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.
NORTH-SOUTH LINK HIGHWAY.											
Baulkham Hills and Hornsby	13	Carlingford-road to Thompson's Corner.	Widening	Department	.....	.....	6 16 0	6 16 0	6 16 0	.....	.....
Hornsby	13	Observatory Hill to Thompson's Corner.	Reconstruction and widening	do	4 0 0	809 4 5	.....	809 4 5	813 4 5	.....	.....
Parramatta	13	Near No. 575, Woodville-road.	Paving area	do	.....	247 0 5	.....	247 0 5	247 0 5	.....	247 0 5
Do	13	Burnside-street to Macarthur-street	Kerbing and guttering	Council	.....	206 3 0	.....	206 3 0	206 3 0	.....	.....
Do	13	Osgood-street to Kimberley-street	do	do	.....	183 18 1	.....	183 18 1	183 18 1	.....	328 7 6
Do	13	At Guildford-road	Improvement of intersection	Department	.....	21 15 2	21 15 2	21 15 2	21 15 2	.....	.....
Do	13	Woodville-road	Widening	do	281 9 8	420 5 10	420 5 10	420 5 10	701 15 6	.....	.....
Do	13	At Church of England Girls' Home	Drainage easement	do	1 15 0	9 12 0	9 12 0	9 12 0	11 7 0	.....	.....
					.....	1,446 5 11	458 9 0	1,904 14 11	.....	.....	.....
Total State Highways					.....	212,230 11 9	22,074 13 10	234,305 5 7	.....	.....	.....
ORDINARY MAIN ROADS.											
Auburn	190	Subway under railway line at Church-street, Lidcombe.	Widening	Department	24,211 3 9	8,230 6 8	.....	8,230 6 8	32,441 10 5	.....	.....
Bankstown	167	At Mavis-street	Formation	Council	.....	70 0 0	.....	70 0 0	70 0 0	.....	.....
Do	167	At Factory of R. S. Morris & Co. Pty. Ltd.	do	do	.....	114 13 0	.....	114 13 0	114 13 0	.....	114 13 0
Do	167	At De Havilland Aircraft Assembly area.	Improvement of entrance	do	.....	79 7 8	.....	79 7 8	79 7 8	.....	197 10 10
Do	167	At Mr. Keogh's garage at corner of Gibson-avenue.	Kerbing and guttering	do	.....	52 9 2	.....	52 9 2	52 9 2	.....	93 15 8
Do	167	River-road to Milperra Bridge.	Bituminous surfacing	do	4,183 4 10	633 2 1	166 10 0	799 12 1	4,982 16 11	0 2400	4,982 16 11
Do	167	Near Moxon-road	Concrete culvert and approaches	do	.....	2,500 0 0	.....	2,500 0 0	2,500 0 0	.....	.....
Do	167	South side Clements-avenue to Turvey-street.	Kerbing and guttering	do	404 17 6	(Cr.) 27 14 8	.....	(Cr.) 27 14 8	377 2 10	0 2642	1,508 11 5
Do	167 and 190.	At No. 2 Chapel-road	Dish gutter	do	.....	17 9 9	.....	17 9 9	17 9 9	.....	.....
Do	190	Western side of Main Road No. 190 in vicinity of Eldridge-road.	Kerbing and guttering	do	.....	177 11 5	.....	177 11 5	177 11 5	.....	358 13 9
Do	190	At No. 462 Chapel-road	Alterations to vehicular entrance	do	336 17 0	24 12 2	.....	24 12 2	361 9 2	.....	361 9 2
Do	508	Denman-road to Endeavour-road	Basecourse, pipe culvert and box culvert.	do	5,384 19 3	707 2 1	.....	707 2 1	6,092 1 4	.....	.....
Do	508	Milperra-road to Fleurbaix-avenue	Basecourse, pipe culverts	do	.....	6,040 14 5	.....	6,040 14 5	6,040 14 5	.....	.....
Do	508	Key's Parade	Concrete bridge	Department	5,591 3 0	2,820 3 0	.....	2,820 3 0	8,411 6 0	.....	.....
Do	508	Eastern approach to Little Salt Pan Creek.	Formation	Council	.....	4,000 0 0	.....	4,000 0 0	4,000 0 0	.....	.....
Do	508	Bullecourt-avenue to Maxwell-avenue.	Stone basecourse and surfacing	do	.....	6,000 0 0	.....	6,000 0 0	6,000 0 0	.....	.....
Do	508	Liverpool-road (Lansdowne) to Forest-road (Peakhurst).	Widening	Department	3,256 18 6	.....	506 6 1	506 6 1	3,763 4 7	.....	.....
Baulkham Hills	160	Glenorie to Maroota	Bituminous surfacing	Council	.....	15,000 0 0	.....	15,000 0 0	15,000 0 0	.....	.....
Do	160	Dural to Wiseman's Ferry	Deviation and widening	Department	79 7 1	.....	(Cr.) 5 0 0	(Cr.) 5 0 0	74 7 1	.....	.....
Do	160	Near intersection with William-street.	Widening	do	.....	.....	3 5 0	3 5 0	3 5 0	.....	.....
Do	184	At property of H. J. Wade.	Drainage easement	do	.....	.....	2 0 0	2 0 0	2 0 0	.....	.....
Baulkham Hills and Hornsby	160	Near Hastings-road	Improve alignment	do	.....	.....	192 9 3	192 9 3	192 9 3	.....	.....
Do	181	20 m. 900 ft. to 24 m. 440 ft. from McGrath's Hill.	Bathworks, gravelling and culverts	do	.....	16,280 8 3	.....	16,280 8 3	16,280 8 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 30 June, 1949.	1949-50.			To 30 June, 1950.	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.											
Blacktown and Baulkham Hills.	184	Second Ponds Creek near Rouse Hill.	Concrete bridge	Department	2,756 9 11	5,343 1 6	.....	5,343 1 6	8,099 11 5	.....	.....
Blacktown and Fairfield	515	Liverpool to Wailgrove	Widening	do	.....	.....	17 9 7	17 9 7	17 9 7	.....	.....
Blue Mountains and Colo	184	Bell through Bilpin to Kurrajong Heights.	Earthworks and gravel pavement	do	226,922 13 11	22,204 18 7	41 7 11	22,246 6 6	249,169 0 5	.....	.....
Do do	184	0 m. to 16.5 m. from Mt. Victoria.	Bituminous surfacing.....	do	40,161 8 1	11,717 18 7	.....	11,717 18 7	51,879 6 8	.....	.....
Do do	184	Mt. Victoria to Kurrajong Heights Post Office.	do	do	.....	2,720 0 4	.....	2,720 0 4	2,720 0 4	.....	.....
Do do	184	At Mt. Tomah	Widening and deviation	do	.....	.....	2 10 0	2 10 0	2 10 0	.....	.....
Botany	170	West of Cranbrook-street	Footpath paving.....	do	2 15 0	.....	13 19 0	13 19 0	16 14 0	.....	.....
Do	170	Corner of Botany-road and Park-road.	Improvement of corner.....	do	126 4 0	.....	4 8 0	4 8 0	130 12 0	.....	.....
Do	183	Botany-road to Prince's Highway (State Highway No. 1).	Widening	do	.....	.....	6 5 0	6 5 0	6 5 0	.....	.....
Do	344	South flank from Bunnerong-road to Denison-street.	Bituminous surfacing.....	Council	.....	208 0 0	0 5 0	208 5 0	208 5 0	.....	.....
Campbelltown	177	Bunburry Curran Creek	Approaches to bridge	Department	.....	.....	7 9 6	7 9 6	7 9 6	.....	.....
Canterbury	167	Junction with Burwood-road	Improvement of corner.....	do	191 17 6	37 10 7	.....	37 10 7	229 8 1	.....	.....
Do	167	At Jeffrey-street	Drainage	do	.....	462 5 11	.....	462 5 11	462 5 11	.....	462 5 11
Do	167	Cook's River	Approaches to bridge	do	22 4 11	682 5 11	.....	682 5 11	704 10 10	.....	.....
Do	167	Junction with Mount-avenue	Improvement of intersection	do	467 19 3	1,172 12 7	.....	1,172 12 7	1,640 11 10	.....	.....
Do	167	Fore-street to Beamish-street	Concrete pavement	do	.....	2,564 8 11	.....	2,564 8 11	2,564 8 11	.....	.....
Do	167	Opposite Stacey-street	Widening	do	.....	.....	15 18 0	15 18 0	15 18 0	.....	.....
Do	167 and 315	Intersection of Canterbury-road and Wiley's-avenue.	do	do	4 17 6	.....	(Cr.) 1 10 0	(Cr.) 1 10 0	3 7 6	.....	.....
Canterbury and Hurstville	315	Broadarrow-road to Constance-street.	Concrete centre strip	do	3,765 4 11	379 13 9	.....	379 13 9	4,144 18 8	0 1435	4,144 18 8
Colo	184	Little Wheeney Creek	Concrete bridge	do	5,643 16 1	(Cr.) 1 2 4	.....	(Cr.) 1 2 4	5,642 13 9	0 60	.....
Do	184	0 m. to 1 m. 200 ft. at Kurrajong.	Earthworks and gravel pavement	do	15,344 10 3	336 4 4	.....	336 4 4	15,680 14 7	.....	.....
Do	184	Redbank Creek, North Richmond	Approaches to bridge	do	3,209 2 5	.....	(Cr.) 19 15 6	(Cr.) 19 15 6	3,189 6 11	.....	.....
Concord	200	Intersection of Concord-road and Yaralla-street.	Footway paving	Council	.....	24 0 0	.....	24 0 0	24 0 0	.....	.....
Do	200	Waratah-street to Myall-street.	Concrete pavement	do	14,420 6 9	17,110 12 2	.....	17,110 12 2	31,530 18 11	.....	.....
Do	200	Myall-street to 5,640 ft. south of Yaralla-street.	do do	Department	1,524 9 0	1,274 2 8	.....	1,274 2 8	2,798 11 8	.....	.....
Do	200	Approach to State Highway No. 5	Widening	do	0 5 0	.....	9 8 0	9 8 0	9 13 0	.....	.....
Do	200	Junction with Welbank-street.	do	do	.....	.....	15 8 1	15 8 1	15 8 1	.....	.....
Do	200	Junction with Victoria-avenue	do	do	.....	.....	10 3 5	10 3 5	10 3 5	.....	.....
Drummoyne	165	Cambridge-road to Gladesville Bridge.	Improvement of bends	Council	506 2 7	564 15 1	.....	564 15 1	1,070 17 8	.....	.....
Do	395	At Moore-street	Drainage	do	.....	262 0 0	.....	262 0 0	262 0 0	.....	.....
Greater Wollongong	185	Stoney Creek	Concrete bridge	Department	278 0 0	7,912 19 5	.....	7,912 19 5	8,190 19 5	.....	.....
Do	185	Kelly's Creek	Concrete culvert and deviation.	do	.....	228 2 1	2 15 0	230 17 1	230 17 1	.....	.....
Do	185	Thirroul Overbridge	Widening	do	.....	.....	0 5 0	0 5 0	0 5 0	.....	.....
Hornsby	139	At 1 m. 2378 ft.	Drainage improvement	Council	.....	105 0 0	.....	105 0 0	105 0 0	.....	.....
Do	156 and 160	Intersection of Main Road No. 156 and Main Road No. 160.	Widening	Department	.....	.....	0 10 0	0 10 0	0 10 0	.....	.....
Do	373	Extension from Pennant-parade to State Highway No. 13.	do	do	1 3 6	.....	452 15 3	452 15 3	453 18 9	.....	.....
Hunters Hill	166	Lane Cove Valley Express-way	do	do	.....	.....	444 5 5	444 5 5	444 5 5	.....	.....
Hurstville	168	Near Stoney Creek road	Kerbing, guttering and drainage.	Council	.....	272 9 7	.....	272 9 7	272 9 7	.....	.....
Do	508	Intersection with Forest-road	Widening	Department	.....	.....	1 5 0	1 5 0	1 5 0	.....	.....
Do	508	Belmore-road to Forest-road	do	do	.....	.....	86 5 3	86 5 3	86 5 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 30 June, 1949.	1949-50.			To 30 June, 1950.	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.											
Hurstville and Canterbury...	315	Constance-street to Tooroonga-terrace.	Concrete pavement	Department	15,995 14 1	1,084 1 6	.....	1,084 1 6	17,079 15 7	0 72	17,079 15 7
Kogarah	194	State Highway No. 1 to Wyec-street.	Kerbing and guttering	Council .....	.....	(Cr.) 250 0 0	.....	(Cr.) 250 0 0	(Cr.) 250 0 0	.....	.....
Ku-ring-gal	162	Near Kitchener-street, St. Ives ..	Stormwater drainage	do .....	.....	15 1 2	.....	15 1 2	15 1 2	.....	37 13 0
Do	162	Adjacent to De Burgh's Bridge ..	Widening	do .....	.....	6 12 4	.....	6 12 4	6 12 4	.....	.....
Do	162	Cowan-road to Rosedale-road	Widening bend	Department	2 14 0	.....	25 11 2	25 11 2	28 5 2	.....	.....
Do	328	Allan-street to Rowe-street	Widening and reconstruction	Council	500 0 0	500 0 0	.....	500 0 0	1,000 0 0	.....	.....
Do	328	Intersection of Babbage-road and Addison-avenue.	Widening	Department .....	.....	.....	0 5 0	0 5 0	0 5 0	.....	.....
Lane Cove	166	Rosenthal-avenue to Sutherland-street.	Drainage easement	do .....	.....	.....	2 0 0	2 0 0	2 0 0	.....	.....
Lane Cove, Hornsby and Ryde.	373	Epping to St. Leonard's road	Widening	do	1,593 1 1	.....	981 11 2	981 11 2	2,574 12 3	.....	.....
Leichhardt	165	Hornsey-street to Terry-street	do	do .....	.....	.....	4 10 0	4 10 0	4 10 0	.....	.....
Do	165	Terry-street to Iron Cove Bridge ..	do	do .....	.....	.....	190 17 3	190 17 3	190 17 3	.....	.....
Leichhardt and Drummoyne	165	Iron Cove	Concrete and steel bridge	do	129,468 18 9	40,047 17 7	(Cr.) 4 0 0	40,043 17 7	169,512 16 4	.....	.....
Do	165	do	Approaches to bridge	do	18,590 12 2	563 8 10	.....	563 8 10	19,154 1 0	.....	.....
Liverpool	512	George's River at Liverpool	Bridge and approaches	do .....	.....	.....	3 0 0	3 0 0	3 0 0	.....	.....
Do	515	Liverpool to Wallgrove	Widening	do .....	.....	.....	3 3 0	3 3 0	3 3 0	.....	.....
Do	515	Brickmaker's Creek	Concrete culverts	do .....	.....	1,098 6 0	.....	1,098 6 0	1,098 6 0	.....	.....
Liverpool and Penrith	154	13 m. 2,100 ft. to 17 m. 200 ft. from Narellan.	Gravel pavement	Council	10,000 0 0	7,663 17 8	.....	7,663 17 8	17,663 17 8	.....	.....
Manly	159	Curl Curl Creek	Concrete bridge	Department	17 10 10	3,961 12 1	.....	3,961 12 1	3,979 2 11	.....	.....
Do	159	Gilbert-street to Raglan-street ..	Concrete pavement	do	9,594 8 2	9,927 17 3	.....	9,927 17 3	19,522 5 5	.....	.....
Do	159	Adjacent to Belgrave-street	do	do .....	.....	824 7 7	.....	824 7 7	824 7 7	.....	.....
Do	397	Brook-road to Dalwood Homes	Widening and footways	Council .....	.....	2,000 0 0	.....	2,000 0 0	2,000 0 0	.....	.....
Do	397	At property of G. Mangraviti	Provision of access	do .....	.....	75 13 1	.....	75 13 1	75 13 1	.....	75 13 1
Mosman	164	Southern approach to Spit Bridge ..	Widening	Department .....	.....	2,194 13 2	.....	2,194 13 2	2,194 13 2	.....	.....
Do	164	Cremorne Junction to Gurrigal-street.	do	do	8 4 0	.....	36 17 6	36 17 6	45 1 6	.....	.....
Mosman and Manly	164	Over Middle Harbour at The Spit ..	Steel and concrete bridge	do .....	.....	5 0 8	.....	5 0 8	5 0 8	.....	.....
North Sydney	164	Near Water's-road	Stormwater drainage	Council	100 0 0	119 18 2	.....	119 18 2	219 18 2	.....	241 10 3
Do	164	Corner of Falcon-street and Miller-street.	do	Department .....	.....	309 18 11	.....	309 18 11	309 18 11	.....	.....
Parramatta	158	Opposite Perry-street	Removal of trees	do .....	.....	4 10 2	.....	4 10 2	4 10 2	.....	4 10 2
Do	158	Tomah-street to Grimes-lane	Widening	do .....	.....	.....	0 5 0	0 5 0	0 5 0	.....	.....
Do	165	Norton-street to Macarthur-street ..	Drainage, kerbing and guttering ..	Council	250 0 0	374 5 6	.....	374 5 6	624 5 6	.....	624 5 6
Do	165	Near Rippon Avenue	Widening	Department	364 13 2	.....	63 8 11	63 8 11	428 2 1	.....	.....
Do	165	Subiaco-road to Atkins-road	do	do	62 5 0	.....	191 17 11	191 17 11	254 2 11	.....	.....
Do	165	Property of Holeproof Pty. Ltd.	Provision of access	do	45 3 10	2 16 10	.....	2 16 10	48 0 8	.....	.....
Do	184	Near Board-street	Gully pit	Council .....	.....	5 2 1	.....	5 2 1	5 2 1	.....	20 8 8
Do	532	Spurway-street, Dundas	Widening	Department .....	.....	.....	189 2 6	189 2 6	189 2 6	.....	.....
Do	Ex	Parramatta River at O'Connell-street.	Approaches to bridge	do .....	.....	258 16 11	.....	258 16 11	258 16 11	.....	258 16 11
Parramatta and Auburn	National Work	Duck Creek at Mona-street	Concrete bridge	do	15,199 11 10	492 17 8	.....	492 17 8	15,692 9 6	.....	.....
Do	do	do	Approaches to bridge	do	3,169 12 6	3,639 10 8	.....	3,639 10 8	6,809 3 2	.....	.....
Parramatta, Blacktown and Baulkham Hills	184	Hunts Creek	Concrete bridge	do	594 0 5	6,047 13 6	.....	6,047 13 6	6,641 13 11	.....	.....
Do	184	do	Approaches to bridge	do .....	.....	93 5 7	.....	93 5 7	93 5 7	.....	.....

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, 1949.	1949-50.			To 30th June, 1950.	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.											
Penrith	155	3 m. 3,600 ft. to 5 m. 1,750 ft.....	Earthworks and gravel pavement	Council	11,106 8 11	5 4 9	4 0 0	9 4 9	11,115 13 8	.....	.....
Do	155	At Wallacia	Widening	Department .....	.....	.....	24 0 0	24 0 0	24 0 0	.....	.....
Randwick	171	At property of G. Pitkin	Filling	do .....	.....	110 18 7	.....	110 18 7	110 18 7	.....	110 18 7
Do	171	At lot 4 near Australia-avenue.....	do	do .....	.....	121 17 8	.....	121 17 8	121 17 8	.....	121 17 8
Do	171	Perry-street to Australia-avenue.....	Widening	do .....	.....	.....	298 3 8	298 3 8	298 3 8	.....	.....
Rockdale	168	Dunmore-street to Croydon-road	do	do .....	.....	2 15 0	37 17 9	37 17 9	40 12 9	.....	.....
Do	169	Bay-street	do	do	166 10 4	.....	19 12 0	19 12 0	186 2 4	.....	.....
Do	194	Grand-parade	do	do .....	.....	.....	0 15 0	0 15 0	0 15 0	.....	.....
Do	194	Cook's River at Mascot	Concrete bridge	do	16,491 9 8	50,191 19 2	.....	50,191 19 2	66,683 8 10	.....	.....
Do	194	President-avenue to Ramsgate-road	Reconstruction and surfacing	Council .....	.....	1,000 0 0	.....	1,000 0 0	1,000 0 0	.....	.....
Ryde	139	Great North road to Main Road No. 191.	Widening	Department	2,710 7 10	.....	4 17 0	4 17 0	2,715 4 10	.....	.....
Do	158	Near Brush Farm Park	do	do .....	.....	.....	98 1 1	98 1 1	98 1 1	.....	.....
Do	158	Fronting No. 405, Marsden-road.....	do	do .....	.....	13 10 6	.....	13 10 6	13 10 6	.....	13 10 6
Do	165	Approximately 165 feet east of Shepherd-street.	Removal of tree	Council .....	.....	100 0 0	.....	100 0 0	100 0 0	.....	100 0 0
Do	165	Endeavour-street to Marsden-street	Widening	Department	15,046 13 10	7,210 6 1	82 17 8	7,293 3 9	22,339 17 7	.....	.....
Do	165	Belmore-street to Shepherd-street	do	do .....	.....	500 0 0	.....	500 0 0	500 0 0	.....	.....
Do	165	Church-street to St. Anne's street	do	do .....	.....	1,338 19 9	.....	1,338 19 9	1,338 19 9	.....	.....
Do	165	Pittwater-road to Prince's-street.....	do	do .....	.....	.....	46 17 2	46 17 2	46 17 2	.....	.....
Do	191	Twin-road to Epping-road	Widening and correction of crossfall	Council .....	.....	3,000 0 0	.....	3,000 0 0	3,000 0 0	.....	.....
Do	200	Devlin-street	Relocation of omnibus terminus.....	Department .....	.....	649 19 10	.....	649 19 10	649 19 10	.....	.....
Do	200	do	Widening	do	1,678 10 9	.....	150 0 0	150 0 0	1,828 10 9	.....	.....
Strathfield	315	Punchbowl-road	Widening	do .....	.....	.....	12 17 0	12 17 0	12 17 0	.....	.....
Sutherland	227	Port Hacking road at Prince's Highway.	do	do .....	.....	.....	1 15 0	1 15 0	1 15 0	.....	.....
Do	393	Causeway at Audley (National Park).	Strengthening and widening	do .....	.....	4,000 0 0	.....	4,000 0 0	4,000 0 0	.....	.....
Sydney	170 and S.R. 2008	Intersection of Main Road No. 170 and Secondary Road No. 2008.	Improvement of drainage system	do	2 0 0	.....	747 18 9	747 18 9	747 18 9	.....	.....
Do	172	Green's-road to Jersey-road.....	Widening	do .....	.....	.....	3,695 11 8	3,695 11 8	3,695 11 8	.....	.....
Do	523	Near Ross-street	Installation of rider main	do .....	.....	96 14 6	.....	96 14 6	96 14 6	.....	96 14 6
Warringah and Manly	159 and 164	Eurobin-avenue, Manly to Warringah Shire Council Chambers.	Concrete pavement	do	114,062 7 7	40,722 10 5	309 9 2	41,031 19 7	155,094 7 2	.....	.....
Do	162	Foley's Hill to Mona Vale	Widening	do	9 0 0	.....	9 2 3	9 2 3	18 2 3	.....	.....
Do	162	At Terrey Hills	Drainage easement	do	1 0 0	.....	1 0 0	1 0 0	2 0 0	.....	.....
Do	162	Deviation at Tumbledown Dick, Foley's and Sugarloaf Hills.	Adjustment of acquisitions	do	590 9 10	.....	116 0 10	116 0 10	706 10 8	.....	.....
Do	164	Lovett-street to Curl Curl Creek.....	Concrete pavement	do .....	.....	3,672 5 10	.....	3,672 5 10	3,672 5 10	.....	.....
Do	164	Narrabeen Lagoon	Concrete bridge	do	391 3 8	1,640 3 10	.....	1,640 3 10	2,031 7 6	.....	.....
Do	164	Pacific-parade to Dee Why parade	Concrete pavement	do	159 8 10	23,092 6 9	0 5 0	23,092 11 9	23,252 0 7	.....	.....
Do	164	At Waterloo-street, Narrabeen	Improvement of junction	Council .....	.....	175 11 8	490 4 7	665 16 3	665 16 3	.....	.....
Do	164	Pine-avenue to Pacific-parade	Concrete pavement	Department .....	.....	1,038 17 3	1,197 3 6	2,236 0 9	2,236 0 9	.....	.....
Do	164	Lovett-street to Kentwell-road	Widening	do .....	.....	.....	0 5 0	0 5 0	0 5 0	.....	.....
Do	164	Nabilla-road to Ilika-road	Drainage easement	do .....	.....	.....	0 5 0	0 5 0	0 5 0	.....	.....
Do	164	Narrabeen to Palm Beach	Widening	do .....	.....	.....	25 0 8	25 0 8	25 0 8	.....	.....
Do	174	At Bayview	Pipe culvert and restoration of roadway	Council	314 19 2	500 0 0	2 15 0	502 15 0	817 14 2	.....	.....
Do	328	Roseville-road	Widening	Department .....	.....	.....	53 1 5	53 1 5	53 1 5	.....	.....
Do	397	Mirrool-street to 9 m. 2,300 ft.....	Reconstruction	do .....	.....	34 1 6	.....	34 1 6	34 1 6	.....	.....
Do	529	French's Forest Post Office to Main Road No. 162 at Terrey Hills.	Deviation	do .....	.....	348 0 0	2 15 0	350 15 0	350 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, 1949.	1949-50.			To 30th June, 1950.	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.											
Warringah	530	North Manly to Dee Why	Widening	Department	438 8 10		16 1 10	16 1 10	454 10 8		
Windsor	154 and 184	Bowman's Corner to Windsor ..	Earthworks and gravel pavement	do	10,070 11 3	14,087 18 4		14,087 18 4	24,158 9 7		
Do	154	At George-street	Drainage easement	do			0 15 0	0 15 0	0 15 0		
Do	181	At 5.8 m. from Windsor	Widening	do	1,479 6 8		8 4 4	8 4 4	1,487 11 0		
Do	181	Immediately south of Cattai Creek	Improvement of grading	do	7,129 9 7		0 5 0	0 5 0	7,129 14 7		
Do	181	McGrath's Hill to Cattai Creek...	Drainage easement	do			2 0 0	2 0 0	2 0 0		
Do	184	Fitzgerald-street to Day-street ..	Widening	do	0 15 0		5 0 0	5 0 0	5 15 0		
Windsor and Baulkham Hills	181	Cattai Creek	Concrete bridge	do		6 15 4		6 15 4	6 15 4		
Wollondilly	179	Appin to Broughton Pass	Earthworks and gravel pavement	Council	6,800 0 0	41 10 5		41 10 5	6,841 10 5	0 3168	6,841 10 5
Wollahra	173	Darling Point road to Ocean-avenue	Widening	Department	2 0 6		0 5 0	0 5 0	2 5 6		
Do	173	Salisbury-street to Robertson-place	do	do			2 15 0	2 15 0	2 15 0		
Do	339	Near Cambridge-road to Salisbury-street.	Concrete pavement	Council	13,126 10 7	13,260 13 4	218 4 8	13,478 18 0	26,605 8 7		
Total—Ordinary Main Roads					£	386,323 2 9	11,358 1 0	397,681 3 9	.....	
SECONDARY ROADS.											
Ashfield	2028	Fleet-street to Hume Highway (State Highway No. 2).	Widening	Department			0 5 0	0 5 0	0 5 0		
Ashfield and Drummoyne ..	2013	Iron Cove Creek	Approaches to bridge	do	5 0 0		5 8 7	5 8 7	10 8 7		
Burwood	2027	Burwood-road to Shaftesbury-road	Widening concrete pavement	Council		433 18 1		433 18 1	433 18 1		
Marrickville	2007	At property of G. Scott	Adjustment of fencing	do		24 2 4		24 2 4	24 2 4		24 2 4
Do	2007.	Southern shoulder from Sydenham Station approach to Victoria-road.	Concrete pavement	do		1,000 0 0		1,000 0 0	1,000 0 0		
North Sydney	2019	Northern corner of Harriette-street and Wycombe-road.	Improvement of corner	do		14 2 2		14 2 2	14 2 2		56 8 5
Sydney	2011	McEvoy-street to Bourke-road ..	Concrete pavement	do		4,047 3 8		4,047 3 8	4,047 3 8		
Total—Secondary Roads					£	5,519 6 3	5 13 7	5,524 19 10	.....	

SUMMARY.

	£ s. d.	£ s. d.
State Highways	234,305 5 7	
Main Roads	397,681 3 9	
Secondary Roads	5,524 19 10	
Miscellaneous Small Works	2,338 3 11	
Survey, Design, Supervision, etc.		639,849 13 1
Commission paid in terms of Section 42 of the Main Roads Act, 1924-50		104,676 7 7
Proportion of School of Plant Instruction Expenses		321 16 8
		375 16 0
Total as per Receipts and Payments Statement, Appendix No. 1—Part "B"		£745,223 13 4

Appendix No. 8.

COUNTRY MAIN ROADS FUND.

Summary of Expenditure on Construction and Reconstruction Works.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Constructing Authority.	Expenditure from Department's Funds.			Works Completed.							
					To 30-6-49.	1949-50.	Total to 30-6-50.	Length.	Total Cost (including any contributions by Councils).						
					£	s.	d.	£	s.	d.	M.	ft.	£	s.	d.
STATE HIGHWAYS.															
PRINCE'S HIGHWAY.															
Eurobodalla	1	Tuross River	Steel and concrete bridge	Department	248	6	2	91	14	1	340	0	3		
Do	1	Bateman's Bay	do do	do	5,513	11	10	10,167	13	7	15,681	5	5		
Do	1	Jerremadra Creek	Concrete bridge	do	60	4	6	7,917	1	1	7,977	5	7		
Do	1	Tilba Tilba to Cobargo	Strengthening and surfacing	do	34,647	5	3	329	0	7	34,976	5	10	12	2640
Do	1	Bateman's Bay to Bodalla	Earthworks and gravelling	do	251,645	11	6	99,395	11	2	351,041	2	8		34,967 5 10
Do	1	Bateman's Bay to Bodalla. Section 0 m. 2538 ft. to 7 m. 2,320 ft.	Bituminous surfacing	do	8,251	12	5	2,498	12	1	10,750	4	6	6	5062
Do	1	Bateman's Bay to Bodalla. Section 7 m. 2,900 ft. to 14 m. 4,114 ft.	do do	do				13,305	18	8	13,305	18	8		
Do	1	Lynch's Creek	Concrete bridge	do			0 18 0	12	7	4	13	5	4		
Imlay	1	288 m. 5,000 ft. to 289 m. 1,200 ft.	Earthworks and gravelling	do				3,042	15	11	3,042	15	11		
Do	1	Bega to Wolumla	Bituminous surfacing	do				10,017	19	11	10,017	19	11		
Do	1	Merimbula to Pambula	do do	do				6,488	8	3	6,488	8	3		
Mumbulla	1	Brogo River to Alsop's Creek	Strengthening and surfacing	do	5,928	5	5	659	2	2	6,587	7	7		
Do	1	Cobargo to Brogo River	Earthworks, gravelling and drainage	do	808	8	2	40,253	9	1	41,061	17	3		
Shoalhaven	1	Millard's Creek at Ulladulla	Concrete bridge	do	13,522	14	2	945	2	6	14,467	16	8		
Do	1	Tabourie Creek 10 m. South of Milton	Concrete bridge and approaches	do	927	13	9	14,314	5	7	15,241	19	4		
								£209,439 2 0							
HUME HIGHWAY.															
Gunning	2	3 m. west of Gunning	Concrete culvert	Department	1,530	13	10	239	7	3	1,770	1	1		
Do	2	158 m. 3,000 ft. to 161 m. 1,500 ft. near Gunning	Reconstruction and realignment	do	1,494	5	10	12,043	11	11	13,537	17	9		
Goulburn	2	Railway bridge 129 m. 4,534 ft. to 130 m.	Widening and improvement of approaches	do				338	17	2	338	17	2		
Kyeamba	2	Keajura Creek	Concrete bridge	do				3,966	0	3	3,966	0	3		
Do	2	Tareutta Creek	do do	do	2,505	18	3	1,694	10	1	4,200	8	4		
Mulwaree	2	Goulburn Municipal Boundary to State Highway No. 3.	Reconstruction	Council	11,700	0	0	(Cr.) 887	18	2	10,812	1	10	2	50
Do	2	133 m. 4,000 ft. to 135 m. 4,050 ft.	Bituminous surfacing	do	2,507	18	3	(Cr.) 243	14	10	2,264	3	5	2	50
Mittagong and Wingecarribee	2	Wingecarribee River at Berrima	Footway bridge	Department				956	14	1	956	14	1		
								£18,107 7 9							
MONARO HIGHWAY.															
Cooma and Monaro	4	0 m. 2,356 ft. to 2 m. 3,418 ft. west from Cooma	Gravelling and culverts	Council	2,100	0	0	10,400	0	0	12,500	0	0		
Snowy River	4	2 m. 3,418 ft. to 4 m. 3,000 ft. west from Cooma	Earthworks and gravelling	Department	221	17	6	10,869	3	3	11,091	0	9		
Tumut	4	Gilmore to Tumut	Bituminous surfacing	Council				1,073	19	7	1,073	19	7		
Do	4	35.7 m. to 37.7 m. from State Highway No. 2	do do	do				2,044	17	8	2,044	17	8		
								£24,388 0 6							
GREAT WESTERN HIGHWAY.															
Bathurst and Turon	5	Denison Bridge	Construction of footway	Department				2,641	16	6	2,641	16	6		
Blaxland	5	Eastern side of Lett River	Earthworks and gravel pavement	do	14,099	12	11	16,436	1	0	30,535	13	11		
								£19,077 17 6							

Appendix No. 8—continued.

COUNTRY 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 30-6-49.	1949-50.	Total to 30-6-50.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
MID-WESTERN HIGHWAY.									
Abercrombie	6	5 m. 100 ft. to 6 m. 900 ft. from Bathurst Municipal Boundary.	Earthworks, culverts and gravelling	Council	11,000 0 0	126 1 3	11,126 1 3	1 800	11,126 1 3
Do	6	Sections between 2 m. 2,340 ft. and 7 m. 562 ft. from Bathurst Municipal Boundary.	Surface treatment	do	3,496 0 0	653 19 2	4,149 19 2	.....	.....
Bland.....	6	56.09 m. to 61.09 m. west of Grenfell.....	Bituminous surfacing.....	do .....	.....	2,049 17 0	2,049 17 0	.....	.....
Lyndhurst.....	6	158 m. 2,200 ft. to 163 m. 11 ft. and 168 m. to 178 m. 2,045 ft.	do do	Department ..	14,269 18 8	2 9 5	14,272 8 1	.....	.....
Waugoola	6	Waugoola Creek at Milton	Concrete bridge	do .....	.....	5,610 7 8	5,610 7 8	.....	.....
					£8,442 14 6				
MITCHELL HIGHWAY.									
Bogan and Nyngan	7	347.34 m. to 361.74 m. from Sydney	Bituminous surfacing.....	Council .....	.....	3,000 0 0	3,000 0 0	.....	.....
NEW ENGLAND HIGHWAY.									
Dumaresq	9	Duval Creek (Tilbuster)	Concrete bridge and approaches	Council	7,692 5 5	355 10 10	8,047 16 3	.....	.....
Do	9	1.8 m. to 2.4 m. north of Armidale	Earthworks and gravel pavement	do	2,011 6 3	(Cr.) 74 2 3	1,937 4 0	— 3500	1,937 4 0
Upper Hunter	9	4,224 ft. north of Wingen Railway Station	Concrete culvert	Department ..	1,028 15 8	79 10 6	1,108 6 2	.....	.....
Severn	9	Marowan Creek	Approaches to bridge	Council .....	.....	2,918 14 6	2,918 14 6	.....	.....
Do	9	do do	Concrete bridge	Department ..	.....	254 14 4	3,437 11 7	.....	.....
Do	9	432 m. 4,200 ft. to 435 m. 3,500 ft.	Earthworks and gravel pavement	Council .....	.....	4,100 5 6	4,100 5 6	.....	.....
Do	9	Deepwater Creek	Concrete and steel bridge	Department ..	0 9 0	10,239 3 8	10,239 12 8	.....	.....
Tenterfield	9	Bluff Rock to Deepwater.....	Earthworks and gravel pavement	do	33,811 7 2	54,657 14 7	88,469 1 9	.....	.....
					£72,531 11 8				
PACIFIC HIGHWAY.									
Bellingen and Dorrigo	10	1 m. north of Raleigh to Coff's Harbour	Earthworks and gravel pavement	Department ..	94,932 10 0	59,948 16 8	154,881 6 8	.....	.....
Bellingen	10	Middle Boambee Creek	Concrete bridge	do	11,382 7 1	(Cr.) 0 3 9	11,382 3 4	.....	.....
Do	10	Pine Creek	do	do	10,583 9 11	5,752 6 10	16,335 16 9	.....	.....
Do	10	Manarm Creek	Two concrete bridges	do	1,046 10 6	8,627 11 8	9,674 2 2	.....	.....
Do	10	Coff's Harbour to 8 m. south	Bituminous surfacing	do .....	.....	3,605 10 11	3,605 10 11	.....	.....
Byron	10	Subway south of Crabbe's Creek	Earthworks and surfacing of approaches	Council	5,161 12 2	2,100 0 0	7,261 12 2	.....	.....
Do	10	Byron Creek at Bangalow	Concrete bridge and approaches	do	10,694 19 8	1,800 0 0	12,494 19 8	.....	.....
Copmanhurst	10	State Forest between Grafton and Casino	Fencing	Department ..	.....	287 9 2	287 9 2	.....	.....
Dorrigo	10	Coff's Harbour Creek	Concrete bridge and approaches	do	10,117 5 6	168 13 8	10,285 19 2	.....	.....
Gloucester	10	168.66 m. to 177.5 m.	Reconstruction and surfacing	Council	4,000 0 0	14,712 9 0	18,712 9 0	.....	.....
Hastings	10	Heron's Creek to State Highway No. 11 262.4 m. to 272.76 m.	Reconditioning and surfacing	Department ..	4,230 1 7	17,215 3 1	21,445 4 8	.....	.....
Hastings and Macleay	10	Telegraph Point to Kempsey Municipal Boundary	Earthworks, gravelling and culverts	do	0 13 6	49,587 7 9	49,588 1 3	.....	.....
Kempsey	10	Macleay River at Kempsey	Reconstruction of bridge	do	1,101 7 5	204 18 9	1,306 6 2	.....	.....
Lake Macquarie	10	Swansea	Steel bridge	do .....	.....	4 6 8	4 6 8	.....	.....
Lower Hunter	10	Hunter River at Hexham	do	do	85,847 15 10	19,028 17 10	104,876 13 8	.....	.....
Do	10	do do	Northern approach to bridge	do	26,073 18 10	8,627 3 10	34,701 2 8	.....	.....
Macleay and Nambucca	10	Frederickton to Allomera Creek	Earthworks and gravel pavements	do	137,001 17 2	10,392 13 7	147,394 10 9	.....	.....
Do	10	do do	Bituminous surfacing	do .....	.....	6,851 7 8	6,851 7 8	.....	.....
Manning	10	Hillview Turnoff to Purfleet Mission Station	Gravelling, culverts and surfacing	Council	4,000 0 0	6,011 19 1	10,011 10 1	.....	.....
Do	10	From Ghinni Ghinni Creek north for 2 m.	Bituminous surfacing	do .....	.....	2,221 7 10	2,221 7 10	.....	.....
Do	10	Holey Flat Creek to Stewart's River	Earthworks and gravel pavement	Department ..	.....	20,486 15 7	20,486 15 7	.....	.....
Nambucca.....	10	Allomera Creek	Concrete bridge	Council	5,804 6 2	6 15 0	5,811 1 2	.....	.....
Stroud	10	Deep Creek to Booral	Bituminous surfacing	do .....	.....	16,000 0 0	16,000 0 0	.....	.....

Appendix No. 8—continued.

COUNTRY 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 30-6-49.	1949-50.	Total to 30-6-50.	Length.	Total cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
PACIFIC HIGHWAY—continued.									
Taree	10	Macquarie Street to Brown's Creek Bridge	Reconstruction	Council .....	.....	1,000 0 0	1,000 0 0	.....	.....
Tintenbar	10	Emigrant Creek	Concrete culvert and approaches	do	1,010 0 0	26 17 4	1,036 17 4	.....	.....
Tweed	10	Dunbible Creek	Concrete bridge	Department	15,003 17 8	3,628 17 5	18,632 15 1	.....	.....
Do	10	1 m. south of Murwillumbah	Concrete railway overbridge	do	4 17 8	15,506 2 9	15,511 0 5	.....	.....
Do	10	Burringbar Creek	Concrete bridge	do	45 0 0	11,105 0 4	11,150 0 4	.....	.....
Woodburn	10	504 m. 540 ft. to 504 m. 4,204 ft.	Reconstruction and surfacing	Council .....	.....	4,800 0 0	4,800 0 0	.....	.....
Wyong	10	Wallarah Creek Bridge	Raising of approaches	Department	2 6 11	14 6 8	16 13 7	.....	.....
						£289,722 15 4			
GWYDIR HIGHWAY.									
Moree	12	25 m. from Eastern Municipal Boundary	Concrete culvert and approaches	Council	298 0 0	145 5 8	443 5 8	.....	443 5 8
Nymboida	12	Nymboida River at Buccarumbi	Approaches to bridge	Department	8,545 1 9	1,065 3 7	9,610 5 4	.....	.....
Do	12	do do	Concrete bridge	do	19,062 15 3	84 3 11	18,978 11 4	.....	.....
Severn	12	Furracabad Creek	do	do	5,855 7 5	113 7 9	5,968 15 2	.....	.....
Do	12	do	Approaches to bridge	Council	4,231 13 0	917 8 10	5,149 1 10	.....	.....
Do	12	Wellington Creek	Concrete and steel bridge	Department .....	.....	19 3 11	19 3 11	.....	.....
Yallaro	12	201 m. to 205 m. 1,216 ft. from Grafton	Strengthening and surfacing	Council	7,525 0 10	13 13 11	7,511 6 11	.....	.....
Do	12	182-8 m. to 188-8 m. from Grafton	Bituminous surfacing	do	800 0 0	2,516 7 11	3,316 7 11	.....	.....
Do	12	177-08 m. to 182-8 m. and 206 m. to 214-6 m. from Grafton.	Supply of aggregate	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
						£6,678 19 10			
STURT HIGHWAY.									
Wagga Wagga	14	Edward and Docker streets	Elimination of causeway	Council .....	.....	600 0 0	600 0 0	.....	.....
Wentworth	14	Buronga to Bonnie Cliffs	Bituminous surfacing	Department	1,696 12 2	13,026 7 2	14,722 19 4	.....	.....
Yanko	14	7-5 m. to 10-78 m. west of Narrandera	Earthworks and gravel pavement	do	7,731 17 6	1,296 15 1	9,028 12 7	3 1473	9,028 12 7
						£14,923 2 3			
STATE HIGHWAY NO. 16.									
Lismore	16	Wilson's Creek	Temporary timber bridge	Department .....	.....	1,435 15 7	1,435 15 7	.....	.....
Tenterfield	16	Swamp Creek	Timber bridge and approaches	Council .....	.....	3,250 0 0	3,250 0 0	.....	.....
						£4,685 15 7			
NEWELL HIGHWAY.									
Berrigan	17	Tocumwal to Finley 1 m. 500 ft. to 11m. 4,100 ft.	Bituminous surfacing	Department	2,619 18 3	6,034 0 9	8,653 19 0	.....	.....
Coonabarabran and Namoi	17	Coonabarabran to Narrabri	Earthworks and gravel pavement	do	89,172 13 10	303 7 0	89,476 0 10	.....	.....
Do	17	do do	Six timber bridges	do .....	.....	9,536 10 2	9,536 10 2	.....	.....
Goobang and Parkes	17	1 m. to 6 m. 3,600 ft. north of Parkes	Gravel pavement	do .....	.....	180 13 5	180 13 5	.....	.....
Goobang	17	17 m. 5,000 ft. to 19 m. 2,960 ft. from Parkes	Reconstruction and surfacing	do	3,362 10 8	0 0 4	3,362 10 4	.....	.....
Do	17	11 m. 3,476 ft. to 14 m. 900 ft. and 16 m. 2,949 ft. to 17 m. 4,900 ft. from Forbes.	do	do	1,720 0 8	13,202 8 0	14,922 8 8	.....	.....

Appendix No. 8—continued.

COUNTRY 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 30-6-49.	1949-50.	Total to 30-6-50.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
NEWELL HIGHWAY—continued.									
Gilgandra	17	28 m. to 35 m. 1,533 ft. north of Dubbo	Bituminous surfacing	Council	7,298 15 3	(Cr.) 69 0 0	7,227 15 3	7 1533	7,227 15 3
Jerilderie	17	Algdgerie Creek	Concrete culvert	Department	7 0 9	(Cr.) 17 0 0	(Cr.) 9 19 3	.....	.....
Moree	17	1 m. from State Highway No. 12	Concrete culvert and approaches	Council	962 0 0	478 8 0	1,440 8 0	.....	1,440 8 0
Namoi	17	6-4 m. to 7-6 m. north of Narrabri	Reconstruction and culverts	do	1,740 0 0	93 12 7	1,833 12 7	1 1056	1,833 12 7
Do	17	351 m. 07 chains, Railway mileage near Narrabri West. do do do	Railway crossing	Department .....	.....	5 0 0	5 0 0	.....	.....
Do	17	do do do	Approaches to level crossing	Council .....	.....	430 0 0	430 0 0	.....	.....
Talbragar	17	1 m. 4,840 ft. south of Dubbo	Concrete culvert	Department	4,919 11 9	2,533 11 7	7,444 3 4	.....	.....
Urana	17	27-86 m. to 29-47 m. and 33-7 m. to 42-07 m.	Gravelling	do .....	.....	6,018 8 7	6,018 8 7	.....	.....
					£38,729 19 9				
STATE HIGHWAY No. 18.									
Bourke	18	Walgett to Goodooga	Formation	Department	29,540 19 1	1 5 9	29,542 4 10	.....	.....
Walgett	18	North and South of Walgett	Loaming and surfacing	Council	11,316 0 0	(Cr.) 736 13 11	10,579 6 1	10 1762	10,579 6 1
					(Cr.) £735 8 2				
STATE HIGHWAY No. 19.									
Bombala	19	Bombala River to Bombala Railway Station	Earthworks, gravelling and drainage	Council	2,250 0 0	1,045 0 0	3,295 0 0	.....	.....
Do	19	29 m. 3,935 ft. to 30 m. 2,300 ft.	do do do	do .....	.....	3,600 0 0	3,600 0 0	.....	.....
					£4,645 0 0				
STATE HIGHWAY No. 20.									
Albury and Hume	20	1-95 m. to 8-51 m. from Albury	Bituminous surfacing	Department	4,959 15 9	238 13 3	5,198 9 0	.....	.....
Hume	20	12-26 m. to 15-7 m. and 18-96 m. to 22-06 m. west of Albury.	do	do .....	.....	7,278 0 11	7,278 0 11	.....	.....
Do	20	16-75 m. to 17-89 m. west of Albury	do	do .....	.....	922 6 10	922 6 10	.....	.....
					£8,439 1 0				
STATE HIGHWAY No. 21.									
Murray	21	Moama to Deniliquin	Reconstruction and surfacing	Council .....	.....	19,976 10 2	19,976 10 2	.....	.....
Windouran	21	32 m. 4,000 ft. to 36 m. 4,471 ft. north of Deniliquin	Forming and loaming	do	1,000 0 0	2,933 3 4	3,933 3 4	.....	.....
Do	21	Wanganella	Forming	do .....	.....	1,403 9 1	1,403 9 1	.....	.....
					£24,313 2 7				
STATE HIGHWAY No. 22.									
Broken Hill	22	Sections between Broken Hill and Tibooburra.....	Formation	Department	18,401 2 7	9,819 0 4	28,220 2 11	.....	.....
Do	22	Broken Hill to Buronga	Raised formation	do	10,155 6 9	(Cr.) 618 0 4	9,537 6 5	.....	.....
Wentworth	22	Dareton to Buronga	Forming and gravel pavement	do .....	.....	4,697 18 2	4,697 18 2	.....	.....
					£13,898 18 2				

Appendix No. 8—continued.

COUNTRY 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 30-6-49..	1949-50.	Total to 30-6-50.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	m. ft.	£ s. d.
STATE HIGHWAY NO. 24.									
Tenterfield	24	3 m. 370 ft. to 10 m. 3,939 ft. from Tenterfield	Earthworks and gravel pavement	Council		7,200 0 0	7,200 0 0		
Do	24	Tarban Creek	Timber bridge	do		500 0 0	500 0 0		
						£7,700 0 0			
			Total—State Highways			£767,988 0 3			
TRUNK AND ORDINARY MAIN ROADS.									
Barraba	63	Cobbadah Creek	Concrete bridge and approaches	Department	13,837 13 2	21 1 7	13,858 14 9		
Bellingen	76	8-26 m. to 16-16 m.	Gravel resheeting and supply of screenings for surfacing.	Council		700 0 0	700 0 0		
Blaxland	55	Jews Creek	Concrete bridge	Department	2,154 16 2	9,143 17 1	11,298 13 3		
Do	55	Cox's River	Approaches to bridge	Council	11,325 0 0	275 0 0	11,600 0 0		
Do	55	3-8 m. to 17-32 m. from State Highway No. 5.	Reconstruction and surfacing	do	22,700 0 0	15,750 0 0	38,450 0 0		
Boorowa	241	Pudman Creek	Concrete bridge	Department	29 15 8	2,590 4 11	2,620 0 7		
Do	56	Boorowa River	do	do	12,790 1 10	8,777 17 6	21,567 19 4		
Do	56	do	Approaches to bridge	Council		1,020 0 0	1,020 0 0		
Boree	377	Longs Corner 35-5 m. from Orange	Concrete culvert	do		761 19 1	761 19 1		1,142 18 7
Do	377	Murga Creek	Concrete culvert and approaches	do		1,000 0 0	1,000 0 0		
Bogan	346	5 m. from Nyngan	do do do	do		982 6 0	982 6 0		
Bourke	404	Bourke to Hungerford	Earthworks and gravelling	Department	49,623 3 9	(Cr.) 89 2 6	49,534 1 3		
Do	68	Wilcannia to Mungindi	Raised formation	do	15,528 17 4	(Cr.) 119 10 3	15,409 7 1		
Do	405	Bourke to Wanaaring to Urisinga	Formation and culverts	do	16,868 14 6	23,823 5 6	40,692 0 0		
Broken Hill	81	8 m. 915 ft. from Broken Hill to Silverton to Penrose Park.	Forming and gravelling	do	8,508 5 3	(Cr.) 345 4 3	8,163 1 0		
Do	81	Broken Hill to Silverton to Penrose Park	Bituminous surfacing	do	9,880 12 7	(Cr.) 242 0 6	9,638 12 1		
Burrangong	78	Young Municipal Boundary to Demondrille Shire Boundary.	Earthworks and gravel pavement	Council	5,715 0 0	2,331 15 1	8,046 15 1		
Do	241	16 m. 2,150 ft. to 16 m. 4,710 ft. from Young.	Earthworks, gravelling and culverts	do	1,250 0 0	(Cr.) 331 15 1	918 4 11	0 2560	1,377 7 5
Canobolas	61	2 m. 1,350 ft. to 11 m. 4,154 ft. from Orange	Strengthening and surfacing	do	1,600 11 5	1,000 0 0	2,600 11 5		
Conargo	331	5 m. 3,472 ft. to 10 m. 3,472 ft. and 25 m. to 30 m. from Deniliquin.	Forming, loaming and surfacing	do	11,000 0 0	1,200 0 0	12,200 0 0		
Do	331	10 m. 3,472 ft. to 12 m. 4,495 ft. from Deniliquin.	Reconstruction and surfacing	do		3,089 1 6	3,089 1 6		
Cobar	420	Barton-street to Cobar Hospital	do do	Department		2,863 19 10	2,863 19 10		
Coolah	55	Vaughan's Gully	Concrete culvert and approaches	Council		500 0 0	500 0 0		
Coolamon	387	5 m. 3,700 ft. to 8 m. 1,933 ft. east of Beckom	Reconstruction and gravelling	do		1,300 0 0	1,300 0 0		
Coonabarabran	55	44 m. to 47 m. from Gunnedah	Bituminous surfacing	do		500 0 0	500 0 0		
Crookwell	201	11 m. 4,400 ft. to 12 m. 4,532 ft. from Crookwell	Reconstruction and surfacing	do		1,700 0 0	1,700 0 0		
Cudgong	55	26 m. 300 ft. to 27 m. 650 ft. from Blaxland Shire Boundary.	Earthworks and gravel pavement	Department	22,208 4 8	1,741 11 3	23,949 15 11		
Do	216	Goorangore Creek	Concrete bridge	do	10,797 6 9	(Cr.) 267 11 2	10,529 15 7		
Do	216	do	Approaches to bridge	Council		1,328 0 0	1,328 0 0		
Do	216	Meroo Creek	Concrete bridge	Department		10,429 17 4	10,429 17 4		
Do	Ex	Cudgong River at Wilbertree	Concrete and steel bridge	do	22,890 10 8	3,860 3 11	26,750 14 7		
Do	National Work	do do	Steelwork for bridge	do	4,978 17 1	(Cr.) 4,978 17 1			
Do	do	do do	Approaches to bridge	do	883 3 9	1,805 1 1	2,688 4 10		
Demondrille	78	Wombat to Burrangong Shire Boundary (2-8 m.)	Strengthening and surfacing	Council		700 0 0	700 0 0		
Deniliquin	388	Hardinge-street, Deniliquin	Timber bridge and approaches	do	900 0 0	133 2 0	1,033 2 0		

Appendix No. 8—continued.

COUNTRY 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 30-6-49.	1949-50.	Total to 30-6-50.	Length.	Total cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	m. ft.	£ s. d.
TRUNK AND ORDINARY MAIN ROADS—continued.									
Dorriggo and Nymboida	76	Bellingen Shire Boundary to Dorriggo and Dorriggo to 10 m. 1,957 ft. towards Ebor.	Earthworks and surfacing	Department	90,606 7 7	6,436 10 3	97,042 17 10	.....	.....
Dumaresq	74	4-4 m. to 8-5 m. from Armidale	Earthworks and gravel pavement	Council .....	.....	1,000 0 0	1,000 0 0	.....	.....
Gilgandra	77	19 m. from Gilgandra	do do	do	3,080 7 2	1,000 0 0	4,080 7 2	.....	.....
Goobang	234	0 m. to 1 m. 605 ft. from State Highway No. 17...	Gravel pavement	do	800 0 0	306 8 3	1,106 8 3	1 605	1,659 12 5
Do	81	14 m. 4,330 ft. to 22 m. 5,067 ft. from Manildra	Gravel pavement and surfacing	do	2,000 0 0	4,500 0 0	6,500 0 0	.....	.....
Gosford	225	7-7 m. to 15-5 m. from Gosford	Reconditioning and surfacing	do	2,000 0 0	3,000 0 0	5,000 0 0	.....	.....
Do	504	Kincumber to Avoca Bridge	do do	do .....	.....	3,000 0 0	3,000 0 0	.....	.....
Gundurimba	147	Eltham to Pearce's Corner	Reconstruction and surfacing	do	4,000 0 0	3,700 0 0	7,700 0 0	.....	.....
Harwood	152	McFarlane's Bridge to Camp Creek	Reconstruction and gravelling	do	2,400 0 0	168 0 0	2,568 0 0	.....	.....
Holbrook	331	Ralvona Creek	Concrete bridge and approaches	do	1,008 1 7	2,233 18 0	3,241 19 7	Bridge 80 Approaches 2,199	4,319 19 0
Do	331	3 m. to 7-45 m. from Holbrook	Reshaping, resheeting and sealing	do	713 12 3	3,489 2 0	4,202 14 3	.....	.....
Do	331	0 m. to 6 m. east of Holbrook	Reconstruction and surfacing	do .....	.....	1,610 18 0	1,610 18 0	.....	.....
Hume	125	From Jindera 3 m. towards Wallundry	Bituminous surfacing	do .....	.....	1,000 0 0	1,000 0 0	.....	.....
Illabo	78	20-71 m. to 21-525 m. from Wagga Wagga	Reconstruction and surfacing	do	1,368 0 0	(Cr.) 184 1 1	1,183 18 11	0 4300	1,578 11 10
Do	57	11 m. 307 ft. to 15 m. 3,100 ft. from Mitchell Shire Boundary.	do do	do .....	.....	3,000 0 0	3,000 0 0	.....	.....
Jindalee	387	Bland Creek	Temporary crossing	do	63 0 0	3 7 0	66 7 0	.....	.....
June	78	Main and Cross streets	Culvert	do .....	.....	246 17 7	246 17 7	.....	246 17 7
Kearsley	220	6 m. 1,100 ft. to 8 m. from Cessnock	Earthworks, gravelling and culverts	do	1,000 0 0	7,600 0 0	8,600 0 0	.....	.....
Do	220	Mulbring to Lake Macquarie Shire Boundary	Earthworks, gravelling and surfacing	do .....	.....	8,000 0 0	8,000 0 0	.....	.....
Kyogle	361	Toooloom Creek 6-61 m. from Woodenbong	Timber bridge	do	2,817 2 3	561 15 3	3,378 17 6	.....	.....
Do	361	31 m. 3,400 ft. to 31 m. 4,700 ft. from Woodenbong	Realignment	do	650 0 0	140 0 0	790 0 0	.....	.....
Do	85	38 m. to 54-93 m. from Casino	Strengthening and surfacing	do	19,300 0 0	10,251 6 8	29,551 6 8	.....	.....
Lachlan	230	57 m. 280 ft. to 58 m. 3,700 ft. from Condobolin...	Earthworks and gravel pavement	do .....	.....	800 0 0	800 0 0	.....	.....
Do	501	15 m. to 18 m. from Lake Cargelligo	Construction	do .....	.....	1,000 0 0	1,000 0 0	.....	.....
Lake Macquarie	217	Dora Creek to Avondale	Forming and gravelling	do	3,400 0 0	600 0 0	4,000 0 0	.....	.....
Leeton	80	6-48 m. to 12-95 m. from Leeton towards Narrandera	Reconstruction and surfacing	do	6,350 18 1	(Cr.) 24 12 6	6,326 5 7	6 2482	8,435 0 9
Do	80	6-38 m. to 12-68 m. west of Leeton	Gravelling and surfacing	do	1,000 0 0	6,400 0 0	7,400 0 0	.....	.....
Lockhart	57	24-5 m. to 30-3 m. from Wagga Wagga	Bituminous surfacing	do	3,500 0 0	(Cr.) 149 1 0	3,350 19 0	5 4554	4,467 18 8
Do	59	40-7 m. to 45 m. from Wagga Wagga	do	do	3,667 0 0	140 7 10	3,807 7 10	4 1320	5,076 10 5
Do	59	29-4 m. to 37-8 m. from Wagga Wagga	do	do .....	.....	4,590 0 0	4,590 0 0	.....	.....
Lismore	65	Lagoon Creek	Bridge and approaches	do	7,621 14 1	123 10 10	7,745 4 11	Bridge 114 Approaches 216	5,931 14 1 1,813 10 10
Do	306	1 m. 2,178 ft. to 2 m. 924 ft. from Lismore	Realignment and reconstruction	do	1,800 0 0	3,300 0 0	5,100 0 0	.....	.....
Macleay	75	Figtree and Midnight Creeks	Approaches to bridges	do .....	.....	800 0 0	800 0 0	.....	.....
Macintyre	78, 134, 135, 136, 137, 187	Surface treatment of Main Roads	Provision of aggregate	do .....	.....	2,050 0 0	2,050 0 0	.....	.....
Mitchell	57	6 m. 500 ft. to 11 m. 3,070 ft. north of Wagga Wagga	Gravelling and surfacing	do	2,000 0 0	5,110 8 2	7,110 8 2	.....	.....
Mullumbimby	306	Saltwater Creek	Concrete culvert	do	993 14 0	56 7 2	1,050 1 2	.....	1,398 16 11
Mulwaree	79	Mulwaree Ponds at Inveralochy	Concrete bridge	Department	26,979 1 2	(Cr.) 2,551 17 10	24,427 3 4	.....	.....
Do	79	do do	Approaches to bridge	Council	2,900 0 0	378 15 11	3,278 15 11	0 3680	3,278 15 11
Muswellbrook	209	Sandy Hollow to Hollydean	Earthworks and gravel pavement	do	1,710 0 0	374 1 5	2,084 1 5	3 0	3,126 2 2
Murrumbidgee	358	17-75 m. to 18-5 m. from Willow Tree	Forming and gravel pavement	do .....	.....	500 0 0	500 0 0	.....	.....
Moree	232	1-5 m. from Junction of State Highways Nos. 12 and 17.	Concrete culvert and approaches	do	740 0 0	356 15 8	1,096 15 8	.....	1,462 7 7
Narrandera	80	Narrandera	Alterations to railway underbridge	Department .....	.....	622 3 3	622 3 3	.....	.....

Appendix No. 8—continued.

COUNTRY 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 30-6-49.	1949-50.	Total to 30-6-50.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	m. ft.	£ s. d.
TRUNK AND ORDINARY MAIN ROADS—continued.									
Newcastle	188	Russell-road at Main Road No. 107 at New Lambton	Reconstruction and surfacing	Council	400 0 0	(Cr.) 19 14 2	380 5 10	0 540	1,421 0 0
Do	188	Edith-street, Waratah	Drainage, kerbing and guttering	do	2,780 0 0	500 0 0	3,280 0 0		
Do	82	Crounce-street to Newcastle	Construction and surfacing	do		9,719 14 2	9,719 14 2		
Do	103	Fullerton-street, Stockton	Gravel pavement and surfacing	do	500 0 0	1,100 0 0	1,600 0 0		
Nymboida	74	Koukandowie Creek	Three timber bridges	do		2,500 0 0	2,500 0 0		
Do	74	Clougher's Creek	Concrete bridge	Department	16,973 17 9	(Cr.) 629 17 2	16,344 0 7		
Do	74	do	Approaches to bridge	do		4,500 0 0	4,500 0 0		
Do	511	29 m. to 44 m. 1,550 ft. from Grafton	Earthworks and gravel pavement	do	41,620 13 11	914 8 5	42,535 2 4		
Orange	526	State Highway No. 7 to Canobolas Shire Boundary	Earthworks and surfacing	Council		1,000 0 0	1,000 0 0		
Patrick Plains	Ex	Cockfighter Creek	Temporary low level bridge and approaches	Department		4,750 16 6	4,750 16 6		
Do	National Work								
Peel	503	Macdonald River	Timber bridge	do		4,591 5 11	4,591 5 11		
Do	130	10 m. to 18-24 m. and 20 m. to 22-8 m.	Gravelling and surfacing	do	2,500 0 0	2,000 0 0	4,500 0 0		
Rylstone	55	7 m. 3,800 ft. to 10 m. 2,600 ft. from Southern Shire Boundary.	Reconditioning and surface treatment	do		917 4 4	917 4 4		
Do	215	Cudgegong River	Concrete bridge	do	16,094 5 3	(Cr.) 163 2 7	15,931 2 8		
Do	215	0 m. 3,234 ft. to 2 m. 594 ft. south of Rylstone	Earthworks and gravelling	Council		1,000 0 0	1,000 0 0		
Do	215	Kandos to Ilford 4 m. 750 ft. to 4 m. 2,586 ft.	do	do		500 0 0	500 0 0		
Do	215	Kandos to Ilford 4 m. 2,586 ft. to 5 m. 1,700 ft.	do	do		528 0 0	528 0 0		
Do	215	Kandos to Ilford 6 m. 1,284 ft. to 6 m. 5,148 ft.	do	do		850 0 0	850 0 0		
Do	215	Kandos to Ilford 6 m. 5,148 ft. to 8 m. 5,130 ft.	do	do		1,128 0 0	1,128 0 0		
Do	215	Kandos to Ilford 8 m. 5,310 ft. to 10 m. 2,400 ft.	do	do		2,500 0 0	2,500 0 0		
Do	215	Kandos to Ilford 4 m. 750 ft. to 10 m. 2,400 ft.	do	do		2,500 0 0	2,500 0 0		
Severn	511	38 m. from Glen Innes towards Grafton	Bituminous surfacing	do		2,500 0 0	2,500 0 0		
Shellharbour	522	5-37 m. to 8-11 m. from Main Road No. 295	Earthworks and gravel pavement	Department	11,640 9 0	46,510 12 4	58,151 1 4		
Shoalhaven	293	Boolong Road to Bomaderry Railway Goods Yard	Reconstruction and surfacing	Council	3,973 0 0	721 11 5	4,694 11 5	2 3907	7,041 17 2
Snowy River	286	4 m. 2,961 ft. to 8 m. 2,500 ft. from Cooma	do	Department	2,169 19 7	(Cr.) 108 17 7	2,061 2 0	0 1036	2,061 2 0
Do	286	11 m. between Cooma and Berridale	Bituminous surfacing	Council	5,549 0 0	(Cr.) 954 16 3	4,594 3 9		
Do	286	4 m. 1,000 ft. to 4 m. 2,961 ft.	Earthworks and gravel pavement	do		2,154 16 3	2,154 16 3		
Tallaganda	79	Reedy Creek	do	do		338 0 0	638 0 0		
Do	79	do	Concrete bridge	do	5,265 17 1	17,372 11 11	22,638 9 0		
Tenterfield	374	10 m. 4,100 ft. to 12 m. 915 ft. from Tenterfield	Approaches to bridge	do		8 4 10	8 4 10		
Do	374	Glen Lyon Creek	Earthworks and gravel pavement	do	2,100 0 0	2,842 0 0	4,942 0 0		
Terania	142	11 m. 4,321 ft. to 13 m. 1,058 ft. from Lismore	Concrete culvert	do	2,446 0 0	60 18 3	2,506 18 3		
Do	65	4-721 m. to 6-942 m. from Lismore	Earthworks and culverts	do	5,950 0 0	200 0 0	6,150 0 0		
Tomki	83	1-1 m. to 5-57 m. from Casino	Reconstruction and surfacing	do		1,500 0 0	1,500 0 0		
Tumbarumba	282	Spring Creek	do	do	2,000 0 0	1,000 0 0	3,000 0 0		
Do	284	7 m. 3,080 ft. to 8 m. from Tumbarumba	Concrete culvert and approaches	do	800 0 0	126 10 11	926 10 11		1,389 16 5
Do	278	Manus Creek	Reconstruction and realignment	do	500 0 0	400 0 0	900 0 0		
Do	—	Murray River near Biggara	Concrete bridge and approaches	do		2,000 0 0	2,000 0 0		
Turon	54	Winburndale Rivulet	Timber bridge	Department		16 19 11	16 19 11		
Urana and Coreen	131 and 323	Oaklands to Coreen Shire Boundary	Concrete bridge and approaches	Council	7,154 0 0	(Cr.) 11 0 0	7,143 0 0	Bridge 123 Approaches 3,750	7,143 0 0
Wade	80	2-5 m. to 8-5 m. east of Griffith	Strengthening and gravelling	do	1,056 7 8	1,841 3 6	2,897 11 2		
Do	80	8-5 m. to 12-1 m. east of Griffith	Reconstruction and surfacing	do	6,200 0 0	(Cr.) 539 19 6	5,660 0 6	6 0	7,546 14 0
Wallarobba	Ex National Work	Williams River at Bandongrove	do	do	3,500 0 0	155 14 1	3,655 14 1	3 3168	4,874 5 5
			Concrete and steel bridge	Department	30,181 19 8	5,189 3 9	35,371 3 5		

Appendix No. 8—continued.

COUNTRY 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 30-6-49.	1949-50.	Total to 30-6-50.	Length.	Total cost (including any contributions by Councils).
TRUNK AND ORDINARY MAIN ROADS—continued.									
Wallerobba	Ex National Work.	Williams River at Bandongrove	Steelwork for bridge	Department	6,099 14 9	(Cr.) 6,099 14 9	.....	.....	.....
Wakool	296	Moulamein to level crossing	Earthworks and gravelling	Council .....	.....	300 0 0	300 0 0	.....	.....
Wentworth	68	Wentworth to Menindie	Forming, causeways and drainage	Department	503 4 6	13,085 19 6	13,589 4 0	.....	.....
Do	68	South Australian Border to Wentworth	Formation	do	12,129 2 3	358 14 1	12,487 16 4	.....	.....
Wollondilly	259	Werribee Creek	Bridge and approaches	Council	2,250 0 0	(Cr.) 202 4 10	2,047 15 2	0 960	2,728 16 10
Woodburn	149	11.85 m. to 17 m. from State Highway No. 10.....	Reconstruction and surfacing	do	6,668 13 4	2 1 1	6,668 14 5	.....	.....
Yanko	80	Hay Road Canal	Concrete bridge	do	1,505 10 7	213 8 5	1,718 19 0	.....	.....
Total—Trunk and Ordinary Main Roads.....					£307,663 16 5				

SUMMARY.

	£	s.	d.	£	s.	d.
State Highways	767,988	0	3			
Trunk and Ordinary Main Roads	307,663	16	5			
Miscellaneous Small Works	(Cr.) 376	1	10			
				1,075,275	14	10
Commission paid in terms of Section 42, Main Roads Act, 1924-50.....				2,134	17	2
Survey, Design and Supervision, including design for Councils' works				164,099	10	2
Acquisition of Land for Widening				23,233	3	11
Proportion of School of Plant Instruction Expenses				678	14	2
Sundry Works on other than Main Roads				236	12	9
Total as per Receipts and Payments Statement, Appendix No. 2—Part "B"	£1,265,658	13	0			

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 30-6-49.	1949-50.	Total to 30-6-50.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
Bellingen	1134	Restoration of bridges and road following flood damage.	Flood damage repairs	Council	2,005 0 4	1,400 0 0	3,405 0 4	.....	.....
Do	1136	do do do do	do	do .....	.....	464 0 0	464 0 0	.....	.....
Berrigan	1172	0 m. to 3.2 m. from Tocumwal	Reforming	do .....	.....	500 0 0	500 0 0	.....	.....
Do	1172	4.6 m. to 13.7 m. from Tocumwal	Forming, boxing and loaming	do .....	.....	500 0 0	500 0 0	.....	.....
Bingara	1186	4 m. to 6 m. 4,100 ft. to crossing at Ironbark Creek	Forming and gravelling	do .....	.....	200 0 0	200 0 0	.....	.....
Bland	1123	State Highway No. 6 northwards to Broilga Corner	Clearing, forming and gravelling	do	1,600 0 0	200 0 0	1,800 0 0	5 528	1,868 10 11
Blue Mountains	1195	0 m. 4,400 ft. to 3 m. 2,491 ft., Blackheath towards Cox's River.	Earthworks and gravelling	do .....	.....	3,700 0 0	3,700 0 0	.....	.....
Do	1195	1 m. 1,200 ft. to 2 m. 2,500 ft.	do do	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Bogan	1163	25.2 m. to 34.4 m. from Main Road No. 346 at Daroubie.	Forming, gravelling and culverts	do	1,750 0 0	750 0 0	2,500 0 0	.....	.....
Do	1177	Girilambone to Booramugga, 5 m. 32 chns. to 21 m. 78 chns.	Clearing and formation	do	2,045 4 6	780 0 0	2,825 4 6	.....	.....
Do	1210	1 m. 4,400 ft. to 3 m. 4,000 ft. from Main Road No. 204 at Fairview.	Earthworks, formation and culverts	do .....	.....	2,600 0 0	2,600 0 0	.....	.....
Do	1210	3 m. 4,200 ft. from Main Road No. 204	Concrete culvert	do .....	.....	500 0 0	500 0 0	.....	.....
Booolooroo	1200	9 m. to 13 m. from Pallamallawa	Earthworks and gravelling	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Boorowa	1058	Reid's Flat to Wattamondra	Five concrete causeways	do	400 0 0	420 0 0	820 0 0	.....	.....
Burrangong	1159	3 m. 1,819 ft. to 3 m. 4,384 ft. and 4 m. 1,355 ft. to 4 m. 2,372 ft. Clifton to Brimbaree.	Forming, culverts and approaches	do	2,000 0 0	335 18 10	2,335 18 10	0 3582	2,335 18 10
Do	3073	Access road to Maimuru Soldiers' Settlement 3.1 m. to 4.1 m. and 5.0 m. to 5.6 m.	Earthworks, gravelling and culverts	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Byron	1043	No. 5 crossing and between crossings Nos. 23 and 24	Culvert and surfacing	do .....	.....	1,000 0 0	1,000 0 0	.....	.....
Carrathool	1016	12 m. to 20 m. from Hillston	Clearing and forming	do	1,000 0 0	700 0 0	1,700 0 0	.....	.....
Do	1065	Full length of road—12 m.	Clearing and forming	do	1,300 0 0	100 0 0	1,400 0 0	12 0	1,603 5 7
Cockburn and Peel	1093	Peel River at Somerton	Timber bridge	do	4,000 0 0	750 0 0	4,750 0 0	.....	.....
Colo	1194	1 m. 3,100 ft. to 2 m. 1,800 ft. from Wiseman's Ferry	Earthworks and gravelling	do .....	.....	2,914 12 6	2,914 12 6	.....	.....
Condobolin	1187	42.7 chns. within the Municipality	Forming, gravelling and causeways	do	100 0 0	400 0 0	500 0 0	.....	.....
Coolah	3037	Butheroo Creek at Neilrex	Timber bridge and approaches	do	1,500 0 0	750 0 0	2,250 0 0	.....	.....
Coolamon	1091	0 m. to 3 m. 4,450 ft. from intersection with Developmental Road No. 1097.	Forming, gravelling and culverts	do .....	.....	1,680 0 0	1,680 0 0	.....	.....
Do	1180	Four sections between 10 m. 3,290 ft. and 18 m. 2,737 ft. from Main Road No. 240.	Clearing, forming and gravelling	do	1,500 0 0	800 0 0	2,300 0 0	.....	.....
Coonabarabran	1170	2 m. 400 ft. to 4 m. 180 ft. from Main Road No. 334	Earthworks and gravelling	do	3,200 0 0	51 1 6	3,251 1 6	.....	.....
Do	1112	Access-road to Goolhi Soldiers' Settlement, length of 4 miles from State Highway No. 11.	do do	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Copmanhurst	1179	5 m. 500 ft. to 6 m. 130 ft. from Main Road No. 150 on Grafton-Baryulgil Road.	Earthworks and gravel pavement	do	3,000 0 0	54 7 1	3,054 7 1	.....	.....
Gloucester	1110	4.35 m. to 13.9 m. from Gloucester	Culverts	do .....	.....	2,500 0 0	2,500 0 0	.....	.....
Do	1150	Tout's Crossing to Giro, 30 m. to 36 m. from Gloucester.	Deviation	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Do	1150	At Cundle Flat	River Crossing	do .....	.....	600 0 0	600 0 0	.....	.....
Do	1167	Little Manning River at 21.8 m. and 22 m.	Causeways	do .....	.....	1,120 0 0	1,120 0 0	.....	.....
Gloucester and Stroud	1110	19 m. 930 ft. to 21 m. 1,600 ft. from Gloucester	Earthworks, gravel pavement and box culvert	do	8,000 0 0	1,000 0 0	9,000 0 0	.....	.....
Goobang	1158	16 m. 800 ft. to 20 m. 3,626 ft. Trundle to Euchabel	Gravelling	do .....	.....	1,407 0 0	1,407 0 0	.....	.....
Do	1162	0 m. to 3 m. 1,539 ft. from Bulgandramine Bridge towards Oak Bridge.	Forming, gravelling and causeways	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Do	1162	Lagoon Creek	Causeway and culvert	do .....	.....	1,393 0 0	1,393 0 0	.....	.....
Do	1162	5 m. 2,789 ft. to 9 m. 2,835 ft.	Clearing, forming and gravelling	do	1,000 0 0	1,000 0 0	2,000 0 0	.....	.....
Gulgong	1037	Goolma Creek at Jordan's Crossing	Timber bridge	Department	2,447 15 10	(Cr.) 447 15 10	2,000 0 0	.....	.....
Do	1037	do do do	Approaches to bridge	Council	500 0 0	447 15 10	947 15 10	.....	.....
Do	1037	Goolma Creek at Shearman's Crossing	Timber bridge	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Do	1037	do do do	Approaches to bridge	do .....	.....	1,500 0 0	1,500 0 0	.....	.....
Do	1181	1 m. to 3 m. 262 ft. from Trunk Road No. 77	Clearing, forming and culverts	do	2,750 0 0	(Cr.) 50 11 9	2,899 8 3	2 262	2,899 8 3

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 30-6-49.	1949-50.	Total to 30-6-50.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
Gundurimba	1132	Upper Pelican Creek Road for a length of 1.7 m.	Formation, gravelling and culverts	Council		3,000 0 0	3,000 0 0		
Harwood	1049	0 m. to 1 m. 2,642 ft. from Tullymorgan.	Forming, culverts and gravelling	do	2,100 0 0	119 15 5	2,219 15 5	1 2642	2,219 15 5
Do	1203	Pacific Highway (State Highway No. 10) to Developmental Road No. 1049.	Clearing and forming	do		300 0 0	300 0 0		
Hastings	1094	5 m. 1,295 ft. to 5 m. 4,520 ft. on Kindee Road.	Earthworks, gravelling and culvert	do	1,000 0 0	800 0 0	1,800 0 0		
Do	1094	Upper Forbes River Road	Flood damage repairs	do		800 0 0	800 0 0		
Holbrook	3055	Stoney Creek, approximately 2 m. from Carabost.	Concrete culvert	do	1,800 0 0	43 12 0	1,843 12 0		
Illabo	3060	Wantiool Creek	Three causeways with culverts	do		2,730 0 0	2,730 0 0		
Imlay	1045	Kiah to Lower Towamba	Widening and provision of passing places.	do		500 0 0	500 0 0		
Jemalong	1199	Carawandool to Waroo	Gravelling.	do		700 0 0	700 0 0		
Jerilderie	1211	3 m. 500 ft. to 7 m. 1,820 ft. from Jerilderie.	Forming and loaming	do		960 0 0	960 0 0		
Do	1211	7.35 m. to 8.1 m. and 9.2 m. to 10.95 m. from Jerilderie.	do	do		1,000 0 0	1,000 0 0		
Kyeamba	1117	42 m. to 45 m. from Wagga Wagga. Oberne to Tumberumba-road.	Earthworks, gravelling and culverts	do	3,500 0 0	1,899 12 8	5,399 12 8		
Do	1117	45.5 m. to 49 m. from Wagga Wagga	Forming, gravelling and culvert	do		4,000 0 0	4,000 0 0		
Kyogle	1129	Doubtful Creek at Hogans at 12.35 m.	Timber bridge	do	200 0 0	531 15 8	731 15 8		
Do	1141	Kyogle to Iron Pot Creek 13 m. 1,497 ft. to 14 m. 3,200 ft. from Kyogle.	Earthworks and gravelling	do	2,000 0 0	1,300 0 0	3,300 0 0		
Do	3065	9 m. 4,900 ft. to 10 m. 5,000 ft. from Main Road No. 151.	Earthworks, stone base course	do	1,000 0 0	1,495 0 0	2,495 0 0		
Lachlan	1169	24 m. 4,066 ft. to 36 m. 665 ft. from Tottenham.	Clearing, forming and gravelling	do	3,700 0 0	16 3 1	3,716 3 1	10 1879	3,716 3 1
Liverpool Plains	1112	Access road to Goolih Soldiers' Settlement 19.2 m. from Trunk Road No. 72.	Formation, gravelling and causeway	do		1,200 0 0	1,200 0 0		
Do	3051	11.25 m. to 11.87 m. Carrol to Breeza.	Earthworks and gravelling	do	2,793 8 0	206 12 0	3,000 0 0	1 3168	3,043 19 7
Lockhart	1014	2 m. 4,400 ft. to 5 m. 2,299 ft. from Boree Creek.	Clearing, forming, gravelling, culverts and causeway.	do		630 0 0	630 0 0		
Macintyre	1166	0.55 m. to 3.90 m. Cherry Tree to Mt. Russell.	Restoration of flood damage	do		100 0 0	100 0 0		
Do	1198	Reedy Creek	Improvement of causeway	do		300 0 0	300 0 0		
Do	3056	Gragin Estate Access-road. State Highway No. 12 to Reedy Creek.	Earthworks, culverts and gravelling.	do	4,468 0 0	(Cr.) 476 11 0	3,981 9 0	7 540	3,981 9 0
Do	1198	From State Highway No. 12 to Yallaroi Shire Boundary.	do do do	do		476 11 0	476 11 0		
Do	1207	Access Road to Kings Plain and Waterloo Soldiers' Settlements.	Formation, pavement and culverts.	do		2,000 0 0	2,000 0 0		
Macleay	1048	Frog Gully	Concrete culvert	do		470 0 0	470 0 0		
Manning	1150	Khatambuhl Creek	Timber bridge and approaches	do	2,500 0 0	187 8 8	2,687 8 8	0 1200	2,687 8 8
Do	1150	Kitti Kitti to Cundell Flat	Deviation	do		6,400 0 0	6,400 0 0		
Merriwa	1102	9.41 m. to 12.41 m. from Trunk Road No. 62 at Bow	Widening and gravelling	do		920 0 0	920 0 0		
Do	1102	1 m. to 4 m. from Trunk Road No. 62 at Bow	do	do		1,060 0 0	1,060 0 0		
Mitchell	3067	West of Currawarna	Reconstruction and gravelling.	do		1,000 0 0	1,000 0 0		
Do	3067	Four sections totalling 3.4 m.	Clearing, forming, gravelling and causeways	do		400 0 0	400 0 0		
Do	3067	Further section of 5.45 m.	Reconstruction and resheeting	do		710 0 0	710 0 0		
Mumbulla	1214	Ryan D'Arcy Road. 0 m. to 1.725 m. from State Highway No. 4.	Earthworks and gravelling	do		1,830 0 0	1,830 0 0		
Murray	1172	25 m. to 34 m. from Tocumwal	Forming and culverts	do	1,000 0 0	1,150 0 0	2,150 0 0		
Namoi	1167	Black Mountain Creek at 15.1 m. from Baan Baa.	Concrete causeway	do		700 0 0	700 0 0		
Narraburra	1091	3 m. 4,450 ft. from intersection with Developmental Road No. 1097.	Clearing, earthworks and gravel pavement.	do	1,000 0 0	800 0 0	1,800 0 0		
Do	1091	0 m. to 3 m. 4,450 ft. from intersection with Developmental Road No. 1097.	Clearing, forming, causeway and culverts.	do		1,680 0 0	1,680 0 0		
Patrick Plains	1051	Belford to Rothbury	Formation, gravelling, causeways	do		1,500 0 0	1,500 0 0		
Do	1053	3 m. to 6 m. 4,245 ft. from State Highway No. 9.	Clearing, forming, gravelling	do		915 0 0	915 0 0	3 4245	1,652 4 5
Peel	3058	Timbumburi Creek 0.75 m. from Duri	Timber bridge	do	1,200 0 0	1,800 0 0	3,000 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 30-6-49.	1949-50.	Total to 30-6-50.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
Severn	1207	Access road to Kings Plains and Waterloo Soldiers' Settlements. Section 2 m. eastward of Macintyre Shire Boundary.	Formation, gravelling and culverts	Council .....	.....	2,000 0 0	2,000 0 0	.....	.....
Shoalhaven	1196	2 m. 117 ft. to 5 m. towards Sussex Inlet	Gravel pavement	do	800 0 0	2,200 0 0	3,000 0 0	.....	.....
Do	1196	4 m. 141 ft. to 5 m. 362 ft. and 6 m. 4,700 ft. to 7 m. 4,143 ft.	Earthworks, gravelling and culverts	do .....	.....	3,000 0 0	3,000 0 0	.....	.....
Do	1196	5 m. 2,700 ft. to 6 m. 4,700 ft.	do do	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Stroud	1110	17 m. 3,890 ft. to 19 m. 2,062 ft. from Bulahdelah	Earthworks, culverts and gravelling	do	3,500 0 0	36 19 5	3,536 19 5	1 3390	3,536 19 5
Do	1110	Myall River 2 m. from Bulahdelah	Reconstruction of timber bridge	do .....	.....	1,850 0 0	1,850 0 0	.....	.....
Talbragar	1135	15 m. 2,400 ft. to 18 m. 1,450 ft., Benelong Bridge to Terrabella Bridge.	Earthworks, gravelling and culvert	do	4,500 0 0	3,000 0 0	7,500 0 0	.....	.....
Tamarang	1213	2.5 m. to 7.2 m. from State Highway No. 9.....	Earthworks and gravelling	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Tenterfield	1148	Rocky River bridge	Concrete walls in approach and pavement.....	do .....	.....	266 4 4	266 4 4	.....	266 4 4
Do	1201	Woodenbong Creek	Timber bridge	do .....	.....	500 0 0	500 0 0	.....	.....
Do	1201	do do	Approaches to bridge	do .....	.....	500 0 0	500 0 0	.....	.....
Tomki	1125	Hildebrand's Bridge	Replacement of timber bridge	do	500 0 0	1,500 0 0	2,000 0 0	.....	.....
Tumbarumba	1117	1 m. 2,900 ft. to 4 m. 3,600 ft. from original Developmental Road No. 1117 towards Kyeamba Shire Boundary.	Clearing, earthworks and culvert	do	3,000 0 0	174 4 9	3,174 4 9	2 5200	3,174 4 9
Do	1117	7.5 m. to 8.86 m. and 9.08 m. to 10.66 m.	Gravelling	do .....	.....	1,018 1 0	1,018 1 0	2 4963	1,018 1 0
Do	1171	Tooma River (Greg Greg Bridge No. 1)	Replacement of bridge	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Do	1191	6.6 m. to 7.36 m. from Main Road No. 278	Forming, gravelling and culverts	do .....	.....	655 0 0	655 0 0	.....	.....
Do	3069	Ournie Creek on Manderoo-Ournie Road	Concrete culvert and approaches	do .....	.....	774 0 0	774 0 0	.....	.....
Tumut	1038	Tumut-Micalong Road	Reforming, gravelling, surfacing and culverts.....	do	500 0 0	2,064 0 0	2,564 0 0	.....	.....
Upper Hunter	1109	8.0 m. to 8.5 m. from Main Road No. 105	Clearing, forming and gravelling	do .....	.....	300 0 0	300 0 0	.....	.....
Do	1109	9.75 m. to 10.4 m. from Main Road No. 105	Forming and culverts	do .....	.....	1,500 0 0	1,500 0 0	.....	.....
Urana	1014	2 m. 4,400 ft. to 5 m. 2,299 ft. from Boree Creek.....	Clearing, forming and gravelling	do .....	.....	890 0 0	890 0 0	.....	.....
Do	1152	Billabong Creek at Rand	Concrete bridge	do	2,000 0 0	8,700 0 0	10,700 0 0	.....	.....
Wade	1197	1.25 m. to 4 m. from Griffith	Forming and gravelling	do .....	.....	1,800 0 0	1,800 0 0	.....	.....
Wakool	1011	2 m. to 7.7 m. from Barham	Forming and loaming	do	1,000 0 0	1,229 6 3	2,229 6 3	.....	.....
Do	1146	0.2 m. to 0.5 m. and 3.3 m. to 4.15 m. Moulamein-Nacurrie.	Forming	do .....	.....	400 0 0	400 0 0	.....	.....
Wallarobba	3062	Gresford-Lostock-Carrabella-Upper Paterson	Four concrete crossings and approaches	do	3,000 0 0	2,000 0 0	5,000 0 0	.....	.....
Do	3062	do do do	Two concrete crossings and deviation	do .....	.....	2,000 0 0	2,000 0 0	.....	.....
Wellington	1057	8 m. 4,200 ft. to 9 m. 4,200 ft. Ballimore-Wendora road.	Forming, gravelling and culverts	do .....	.....	1,000 0 0	1,000 0 0	.....	.....
Woodburn	1203	0 m. to 0.75 m. and 2.5 m. to 3.8 m. from State Highway No. 10.	Clearing and forming	do .....	.....	1,500 0 0	1,500 0 0	.....	.....
Wyong	1077	Jilliby Creek	Timber bridge and gravel approaches	do	1,000 0 0	(Cr.) 284 3 8	715 16 4	Bridge 60 Approaches 1200	1,431 12 8

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 30-6-49.	1949-50.	Total to 30-6-50.	Length.	Total Cost (including any contributions by Councils).
					£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
Yallaroi	1198	Macintyre Shire Boundary to 10 m. 891 ft.	Formation and pipe culverts	Council		1,158 0 0	1,158 0 0	.....	.....
Do	1198	10 m. 891 ft. to Ashford Shire Boundary	Gravelling	do		2,000 0 0	2,000 0 0	.....	.....
Do	1198	10.5 m. north of State Highway No. 12 easterly for 7.5 miles.	Forming, gravelling and culverts	do	3,300 0 0	3,200 0 0	6,500 0 0	.....	.....
Do	1198	Arm of Reedy Creek	Improvement of causeway	do		200 0 0	200 0 0	.....	.....
Do	1198	10 m. 191 ft. to 10 m. 891 ft.	Gravelling	do		50 0 0	50 0 0	.....	.....
Do	1198	7 m. to 10 m. 891 ft. and section 9 miles easterly from 10 m. 891 ft.	do	do		1,000 0 0	1,000 0 0	.....	.....
Do	1200	County Boundary Road 13 m. to 15 m. 2,515 ft....	do	do		1,200 0 0	1,200 0 0	.....	.....
Yanko	1014	4 m. 3,070 ft. to 6 m. from State Highway No. 14...	Formation, gravelling and culverts	do		593 18 11	593 18 11	1 3729	916 17 8
Do	1108	0 m. 4,755 ft. to 10 m. 4,000 ft. north of Barellan...	Formation and gravelling	do		1,406 1 1	1,406 1 1	.....	.....
		Miscellaneous small works .....	.....	.....		28 15 0	.....	.....	.....
		Miscellaneous Construction:—	.....	.....			.....	.....	.....
		Long Service Leave .....	.....	.....		21 4 2	.....	.....	.....
		Plant Instruction School Expenses .....	.....	.....		1 14 0	.....	.....	.....
		Total Expenditure on road construction .....	.....	.....		149,807 12 11	.....	.....	.....
		Survey, Design and Supervision .....	.....	.....		(Cr.) 2 6 6	.....	.....	.....
		Administration Expenses .....	.....	.....		1,059 19 3	.....	.....	.....
		Miscellaneous Expenses .....	.....	.....		0 9 0	.....	.....	.....
		Total as per Receipts and Payments Statement, Appendix No. 3 .....	.....	.....		£150,665 14 8	.....	.....	.....

Appendix No. 10.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

EXPENDITURE DURING THE YEAR 1949-50 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	9,776	7	5			
Kogarah	"	2,558	16	6			
Marrickville	"	343	18	9			
Rockdale	"	1,261	0	1			
Sutherland	"	9,031	0	2			
Sydney	"	90	4	8			
"	Council	33	13	2			
					23,095	0	9
S.H. 2—Hume Highway—							
Ashfield	Department	1,801	4	10			
Bankstown	"	5,741	15	2			
Burwood	"	701	12	0			
Camden	"	2,396	8	6			
Fairfield	"	1,192	0	6			
Liverpool	"	6,811	4	6			
Strathfield	"	1,425	15	5			
					20,070	0	11
S.H. 5—Great Western Highway—							
Ashfield	Department	858	10	0			
Auburn	"	1,506	10	0			
Blacktown	"	4,167	0	4			
Blue Mountains	"	38,563	16	8			
Burwood	"	693	2	0			
Concord	"	704	12	0			
Drummoyne	"	524	4	0			
Holroyd	"	1,625	6	11			
Leichhardt	"	818	4	3			
Marrickville	"	817	18	0			
Parramatta	"	756	0	0			
Penrith	"	3,670	13	10			
Strathfield	"	754	14	0			
Sydney	"	83	18	1			
					55,544	10	1
S.H. 10—Pacific Highway—							
Hornsby	Department	6,042	11	10			
Ku-ring-gai	Council	1,356	12	6			
"	Department	6,145	0	0			
Lane Cove	"	197	16	0			
North Sydney	"	693	2	0			
Willoughby	"	378	2	0			
					14,813	4	4
S.H. 13—							
Bankstown	Department	981	16	6			
Baulkham Hills	Council	156	12	10			
Fairfield	Department	980	2	6			
Hornsby	Council	2,746	18	11			
Parramatta	Department	3,147	0	10			
					8,012	11	7
Total—State Highways					£121,535	7	8

ORDINARY MAIN ROADS.

		£	s. d.	£	s. d.
Ashfield	Council	12	18 0		
Auburn	"	5,267	16 8		
Bankstown	Department	339	2 7		
"	Council	11,180	18 8		
Baulkham Hills	"	7,367	0 10		
"	Department	9,979	14 5		
Blacktown	Council	2,520	6 0		
"	Department	1,896	5 6		
Blue Mountains	"	14,763	13 11		
Botany	Council	29	12 2*		
"	Department	2,569	2 4		
Burwood	"	558	17 10		
"	Council	330	0 0		
Camden	Department	395	16 11		
"	Council	884	13 0		
Campbelltown	Department	5,543	1 11		
"	Council	1,500	0 0		
Canterbury	"	116	0 0		
"	Department	4,512	9 2		
Colo	"	8,831	5 8		
"	Council	4,309	11 2		

*Refund of Grant.

Appendix No. 10—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.

Expenditure during the year 1949-50 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.			
		£	s. d.	£	s. d.
Concord	Council	1,150	9 11		
"	Department	1,182	11 9		
Drummoyne	"	2,596	16 1		
"	Council	135	14 5		
Fairfield	"	3,128	11 1		
"	Department	1,691	16 1		
Greater Wollongong	"	23,174	10 0		
Hornsby	Council	5,802	11 10		
"	Department	2,953	10 1		
Hunter's Hill	"	3,189	15 6		
Hurstville	Council	2,586	16 2		
"	Department	78	4 0		
Kogarah	"	153	0 8		
"	Council	1,400	18 11		
Ku-ring-gai	"	3,011	3 8		
"	Department	11,712	6 0		
Lane Cove	"	7,063	17 1		
Leichhardt	"	10,200	11 5		
Liverpool	Council	1,591	8 8		
"	Department	12,149	8 2		
Manly	"	2,767	18 10		
"	Council	1,915	9 3		
Marrickville	Department	31	10 0		
"	Council	192	16 8		
Mosman	Department	2,700	16 4		
"	Council	786	6 4		
North Sydney	"	802	14 10		
Parramatta	Department	3,146	10 1		
Penrith	"	9,374	18 7		
"	Council	2,263	12 1		
Randwick	"	186	10 10		
"	Department	1,656	5 6		
Rockdale	"	21,738	4 7		
"	Council	1,922	4 7		
Ryde	"	5,608	17 8		
"	Department	1,333	10 9		
Strathfield	"	473	7 9		
"	Council	166	7 6		
Sutherland	"	3,559	6 7		
"	Department	13,575	6 5		
Sydney	"	374	9 3		
"	Council	1,188	4 11		
Warringah	"	11,622	13 11		
"	Department	30,602	3 7		
Waverley	Council	3,045	1 8		
"	Department	65	10 0		
Willoughby	Council	1,260	17 10		
Windsor	Department	12,379	15 3		
Wollondilly	Council	1,882	16 2		
Woollahra	"	1,996	4 2		
"	Department	131	2 0		
Total—Ordinary Main Roads				£316,554 17 10	

SECONDARY ROADS.

		£	s. d.	£	s. d.
Ashfield	Council	386	3 3		
Blue Mountains	"	200	0 0		
Botany	"	0	16 10*		
Burwood	"	195	7 11		
Canterbury	"	708	15 1		
"	Department	2	15 4		
Colo	Council	1,500	0 0		
Drummoyne	"	47	16 6		
Fairfield	"	132	6 11		
Hornsby	"	424	16 4		
Hunter's Hill	"	111	2 10		
Lane Cove	"	52	9 6		
Leichhardt	"	200	8 5		
Manly	"	306	6 6		
Marrickville	"	307	19 8		
"	Department	2	15 4		
Mosman	Council	291	2 5		
North Sydney	"	1,465	11 1		
Rockdale	"	687	17 6		
Ryde	"	487	6 2		
Sutherland	"	3,031	2 8		
"	Department	13	15 11		

*Refund of Grant.

Appendix No. 10—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.

Expenditure during the year 1949-50 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.					
		£	s.	d.	£	s.	d.
Sydney	Department	41	2	10			
"	Council	712	9	4			
Willoughby	"	162	19	7*			
Windsor	"	100	0	0			
Total—Secondary Roads					11,245	15	1
Total—All Roads.....					£449,336	0	7

MISCELLANEOUS.							
		£	s.	d.	£	s.	d.
Bridges and Ferries not on Classified Roads .....	.....	20,064	10	10			
Maintenance of Depot Buildings, Fences, etc. ....	.....	1,340	5	0			
Restoration of Road Openings .....	.....	3,612	13	6			
Traffic Striping .....	.....	7,071	6	3			
Signposting by Department .....	.....	461	13	5			
Proportion of School of Plant Instruction Expenses .....	.....	249	16	8			
Pavement Research Expenses .....	.....	2	6	1			
Commission paid in terms of Section 42, Main Roads Act, 1924–50 .....	.....	1,061	7	2			
Payments to Councils for Long-service Leave .....	.....	215	19	7			
Signposting by Councils .....	.....	129	7	6			
Miscellaneous .....	.....	37,495	12	3			
					71,704	18	3

Total as per Receipts and Payments Statement—Appendix No. 1, Part “A” ...	£521,040 18 10
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* Refund of Grant.

Appendix No. 11.

COUNTRY MAIN ROADS FUND.

EXPENDITURE DURING THE YEAR 1949-50 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.			
		£	s. d.	£	s. d.
STATE HIGHWAYS.					
S.H. 1—Prince's Highway—					
Bega	Department	631	18 0		
Eurobodalla	"	29,762	13 4		
Gerrington	"	3,904	13 3		
Greater Wollongong	"	6,549	14 3		
"	Council	2,300	0 0		
Imlay	Department	20,406	16 8		
Jamberoo	"	1,461	16 1		
Kiama	"	1,126	13 1		
Mumbulla	"	12,896	17 6		
Shellharbour	"	1,577	6 8		
Shoalhaven	"	67,002	8 8	147,620	17 6
S.H. 2—Hume Highway—					
Albury	Council	680	7 8		
Camden	Department	1,375	14 4		
Demondrille	"	5,168	11 3		
Goodradigbee	"	16,902	13 4		
Goulburn	"	1,845	17 4		
"	Council	49	3 11		
Gundagai	Department	44,170	0 10		
Gunning	"	14,926	7 4		
Holbrook	"	3,557	12 7		
Hume	"	2,372	2 10		
Kyeamba	"	13,421	13 1		
Mittagong	Council	11,648	6 7		
Mulwaree	"	7,394	18 5		
Wingecarribee	"	6,449	15 10		
Wollondilly	Department	13,766	6 8		
Yass	"	2,278	2 7	146,007	14 7
S.H. 3—Federal Highway—					
Gunning	Department	2,403	16 6		
Mulwaree	Council	1,529	1 2		
Yarrowlumla	Department	3,787	10 10	7,720	8 6
S.H. 4—Monaro Highway—					
Bega	Department	149	15 2		
Cooma	Council	136	17 1		
Gundagai	Department	840	1 4		
Imlay	"	870	16 9		
Monaro	Council	808	9 9		
Mumbulla	Department	9,131	0 10		
Snowy River	"	14,143	10 3		
Tumut	Council	16,478	19 1	42,559	10 3
S.H. 5—Great Western Highway—					
Bathurst	Department	1,134	10 7		
Blaxland	"	16,399	9 2		
Lithgow	"	1,163	7 1		
Turon	"	10,738	1 4	29,435	8 2
S.H. 6—Mid-Western Highway—					
Abercrombie	Council	2,206	13 7		
Bathurst	Department	338	16 2		
Bland	Council	12,667	3 10		
Carrathool	"	11,706	4 9		
Cowra	"	333	6 1		
Grenfell	"	220	17 0		
Hay	"	110	1 10		
Lyndhurst	"	5,250	17 0		
Waradgery	"	1,513	19 9		
Waugoola	"	1,700	0 0		
Weddin	"	12,900	2 6	48,948	2 6
S.H. 7—Mitchell Highway—					
Abercrombie	Council	2,889	0 6		
Ameroo	"	4,840	0 2		
Bathurst	Department	147	9 10		
Bogan	Council	4,816	0 5		

* Refund to Grant.

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1949-50 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.			
		£	s. d.	£	s. d.
S.H. 7—Mitchell Highway—continued.					
Canobolas	Council	3,845	9 3		
Dubbo	"	1,112	6 10		
Marthaguy	Department	6,153	16 1		
Molong	Council	291	10 1		
Narromine	Department	603	19 1		
Orange	Council	546	0 7		
Nyngan	"	244	7 0		
Talbragar	"	1,000	0 0		
"	Department	3,471	9 1		
Timbregongie	"	6,125	8 4		
Wellington	Council	5,229	10 0		
				41,316	7 3
S.H. 8—Barrier Highway—					
Bogan	Council	3,059	11 2		
Nyngan	"	188	5 11		
				3,247	17 1
S.H. 9—New England Highway—					
Armidale	Council	2,859	16 2		
Cockburn	"	6,993	19 4		
Dumaresq	"	2,358	0 11		
Glen Innes	"	293	17 0		
Guyra	"	2,870	19 6		
Kearsley	Department	2,303	7 3		
Kyogle	Council	4,547	11 4		
Lower Hunter	Department	3,073	16 3		
Maitland	Council	4,600	0 0		
"	Department	1,502	2 5		
Murrurundi	"	23,826	4 1		
"	Council	2,593	8 9		
Muswellbrook Shire	Department	4,036	6 0		
Muswellbrook Municipality	"	195	8 9		
"	Council	50	0 0		
Nundle	"	2,748	0 1		
Patrick Plains	Department	5,998	10 5		
Peel	Council	5,893	4 2		
Scone	"	1,260	12 3		
Singleton	"	54	11 10		
Severn	"	3,779	8 4		
Tamarang	"	7,582	17 9		
Tamworth	"	2,195	17 3		
Tenterfield Shire	"	18,509	18 11		
Tenterfield Municipality	"	1,079	8 6		
Upper Hunter	Department	4,630	12 7		
Uralla	Council	3,233	17 5		
				119,071	17 3
S.H. 10—Pacific Highway—					
Ballina	Council	2,034	11 10		
Bellingen	Department	1,846	19 1		
"	Council	2,718	3 3		
Byron	"	2,963	4 5		
Dorrigo	"	7,613	1 0		
Gloucester	"	5,998	7 4		
Gosford	Department	16,488	13 10		
"	Council	68	6 11		
Harwood	"	636	3 10		
Hastings	Department	11,180	13 9		
Kempsey	"	2,119	19 7		
Lake Macquarie	Council	5	3 1*		
"	Department	12,789	15 7		
Lower Hunter	"	1,764	9 0		
Maclean	Council	306	15 6		
Macleay	Department	6,855	17 4		
Manning	Council	5,434	4 1		
"	Department	466	16 5		
Nambucca	Council	1,056	15 7		
"	Department	7,394	18 8		
Newcastle	Council	3,312	13 8		
Orara	Department	6,728	16 6		
Port Macquarie	"	2,272	0 1		
Port Stephens	Council	1,800	0 0		
South Grafton	"	412	1 9		
Stroud	"	6,749	19 3		
Taree	"	1,400	0 0		
Tintenbar	"	3,889	7 1		

* Refund of Grant.

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1949-50 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.			
		£	s. d.	£	s. d.
S.H. 10—Pacific Highway—continued.					
Tweed	Council	26,778	1 7		
Ulmarra	Department	654	18 4		
Woodburn	Council	7,562	13 10		
Wyong	Department	14,813	10 11		
				166,106	16 11
S.H. 11—Oxley Highway—					
Apsley	Council	5,120	0 10		
Cockburn	"	895	6 1		
Coonabarabran	"	8,853	10 5		
Gilgandra	"	2,615	18 0		
Gunnedah	"	14	2 8		
Hastings	Department	12,525	3 10		
Liverpool Plains	Council	500	0 0		
Marthaguy	Department	1,274	4 8		
Peel	Council	792	11 7		
Tamworth	"	134	12 8		
Timbrehongie	Department	5,303	0 0		
Walcha	Council	700	0 0		
				38,728	10 9
S.H. 12—Gwydir Highway—					
Boolooroo	Council	8,343	1 10		
Boomi	"	7,624	11 8		
Glen Innes	"	176	14 4		
Inverell	"	367	7 7		
Macintyre	"	11,086	9 9		
Moree	"	1,103	10 4		
Nymboida	"	5,551	6 2		
Severn	"	11,114	9 8		
South Grafton	"	942	17 1		
Walgett	"	1,801	2 5		
Yallaro	"	4,591	8 5		
				52,702	19 3
S.H. 14—Sturt Highway—					
Hay	Council	99	2 10		
Kyeamba	Department	2,850	16 11		
Mitchell	"	3,024	9 1		
Murrumbidgee	Council	4,800	0 0		
Wagga Wagga	"	215	10 8		
Wakool	"	7,063	14 2		
Waradgery	"	3,054	0 10		
Yanko	Department	10,855	1 6		
				31,932	16 0
S.H. 15—Yass-Canberra Road—					
Goodradigbee	Department	1,047	8 5		
Yarrowlunla	"	212	13 11		
				1,260	2 4
S.H. 16—					
Ashford	Council	4,344	9 9		
Ballina	"	120	16 3		
Boolooroo	"	1,707	19 4		
Casino	"	160	0 0		
Gundurimba	"	13,339	14 9		
Kyogle	Department	9,231	12 6		
Lismore	Council	1,529	6 4		
Tenterfield Shire	"	10,899	7 1		
Tenterfield Municipality	"	324	8 4		
Tintenbar	"	164	17 5		
Tomki	"	4,883	13 10		
"	Department	1,226	16 2		
Yallaro	Council	841	12 6		
				48,774	14 3
S.H. 17—Newell Highway—					
Berrigan	Department	11,944	3 5		
Bland	Council	4,332	16 2		
Boolooroo	"	13,273	4 0		
Coolamon	"	1,300	0 0		
Coonabarabran	"	1,146	9 7		
Dubbo	"	763	7 4		
Forbes	"	50	0 0		
Gilgandra	"	482	16 4		

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1949-50 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.			
		£	s.	d.	£ s. d.
S.H. 17—Newell Highway—continued.					
Goobang	Department	6,252	14	7	
Jemalong	Council	2,200	0	0	
Jerilderie	Department	7,486	19	11	
Moree	Council	902	6	2	
Namoi	"	6,132	3	11	
Narrabri	"	200	0	0	
Parkes	"	591	1	6	
"	Department	372	9	6	
Peak Hill	"	1,928	3	3	
Talbragar	"	8,813	0	3	
Timbregongie	"	3,360	12	5	
Urana	"	6,285	17	2	
Weddin	Council	2,426	2	7	
Yanko	"	1,696	6	2	
"	Department	6,894	2	0	
					88,834 16 3
S.H. 18—					
Coonamble	Council	3,019	4	6	
Gilgandra	"	5,358	7	9	
Walgett	"	3,598	17	7	
Wingadee	"	5,167	18	7	
					17,144 8 5
S.H. 19—					
Bibbenluke	Council	3,000	0	0	
Cooma	"	113	2	11	
Monaro	"	4,691	10	3	
Yarrowlumla	"	2,270	0	0	
					10,074 13 2
S.H. 20—					
Berrigan	Department	2,020	0	8	
Conargo	Council	385	0	0	
Coreen	Department	4,888	10	6	
Corowa	Council	1,202	16	3	
Deniliquin	"	34	14	4	
Hume	Department	4,603	7	4	
					13,134 9 1
S.H. 21—Cobb Highway—					
Deniliquin	Council	895	6	7	
Hay	"	290	15	4	
Moama	"	838	6	0*	
Murray	"	5,177	0	0	
Waradgery	"	2,974	2	8	
Windouran	"	5,000	0	0	
					13,498 18 7
S.H. 23—					
Newcastle	Council	212	13	8*	
Lake Macquarie	"	55	3	1	
					157 10 7*
S.H. 24—					
Tenterfield Shire	Council	616	6	6	
					616 6 6
Total—State Highways		£1,068,610 4 0			

TRUNK AND ORDINARY MAIN ROADS.

		£	£
Abercrombie	Council	7,400	0 0
Amaroo	"	3,350	0 0
Apsley	"	200	0 0
Armidale	"	100	0 0
Ashford	"	6,867	19 8
Ballina	"	100	0 0
Balranald	"	111	15 9
Barraba Municipality	"	170	18 2
Barraba Shire	"	5,372	0 0
Bathurst	"	15	9 2
Bega	"	51	11 4
Bellingen	"	11,789	16 11
Berrigan	"	4,000	0 0

* Refund of Grant.

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1949-50 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.
Bibbenluke	Council	3,800	0 0
Bingara	"	2,850	0 0
Bland	"	7,500	0 0
Blaxland	"	10,391	17 1
"	Department	6,701	9 6
Blue Mountains	"	361	18 3
Bogan	Council	7,000	6 0
Boolooroo	"	7,700	0 0
Boomi	"	6,400	0 0
Boorowa	"	5,200	0 0
Boree	"	7,500	0 0
Bowral	"	217	3 10
Burrangong	"	12,159	0 9
Byron	"	5,796	8 9
Camden	"	668	0 0
Canobolas	"	2,000	0 0
Carrathool	"	10,596	19 1
Casino	"	667	1 8
Cessnock	"	300	0 0
Cobbora (to 31-12-49)	"	7,070	10 2
Cockburn	"	1,900	0 0
Colo	"	3,094	15 11
"	Department	8,081	3 2
Conargo	Council	2,185	0 0
Condobolin	"	1,500	0 0
Coolah	"	4,050	0 0
Coolamon	"	7,000	0 0
Coonabarabran	"	7,000	0 0
Coonamble	"	3,200	0 9
Cootamundra	"	161	7 4
Copmanhurst	"	10,400	14 3
Coreen	"	1,600	0 0
Corowa	"	400	0 0
Cowra	"	150	0 0
Crookwell	"	8,500	0 0
Cudgegong	Department	9,003	7 11
"	Council	4,500	0 0
Culcairn	"	5,000	0 0
Demondrille	"	6,568	0 0
Deniliquin	"	669	13 7
Dorrigo	"	11,100	0 0
Dumaresq	"	5,654	12 3
Dungog	"	325	2 5
Eurobodalla	"	2,594	0 0
Forbes	"	50	0 0
Gilgandra	"	3,404	15 9
Glen Innes	"	344	0 0
Goobang	"	7,500	0 0
Goodradigbee	"	5,700	0 0
Gosford	"	7,615	8 5
Grafton City	"	103	2 11
Greater Wollongong	"	3,000	0 0
"	Department	9,626	7 11
Grenfell	Council	300	0 0
Gulgong	"	3,037	6 8
Gundagai	"	2,420	16 4
Gundurimba	"	7,399	0 0
Gunnedah	"	50	0 0
Gunning	"	3,650	0 0
Guyra	"	3,700	0 0
Harwood	"	875	16 0
Hastings	"	1,800	0 0
Hay	"	84	0 0
Holbrook	"	8,501	7 8
Hume	"	5,289	6 1
Illabo	"	3,559	16 9
Imlay	"	5,205	4 8
Inverell	"	326	5 7
Jamberoo	"	700	0 0
Jemalong	"	5,500	0 0
Jerilderie	"	6,500	0 0
Jindalee	"	5,967	18 3
Junee	"	1,103	15 4
Kearsley	"	8,080	0 9
Kempsey	"	289	19 2

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1949-50 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.
Kiama	Department	19	19	0	
Kyeamba	Council	7,102	17	7	
Kyogle	"	3,837	12	0	
Lachlan	"	11,750	0	0	
Lake Macquarie	"	8,062	7	1	
Leeton	"	3,645	4	1	
Lismore	"	550	15	0	
Lithgow	"	123	19	7	
Liverpool Plains	"	3,000	0	0	
Lockhart	"	14,799	1	0	
Lower Hunter	"	1,700	0	0	
Lyndhurst	"	1,800	0	0	
Macintyre	"	4,800	0	0	
Maclean	"	20	7	7	
Macleay	"	15,114	13	1	
Macquarie	"	700	0	0	
Maitland	"	1,300	0	0	
Mandowla	"	1,500	0	0	
Manilla	"	100	0	0	
Manning	"	4,276	11	4	
Marthaguy	"	11,500	0	0	
Merriwa	"	5,630	0	0	
Mitchell	"	7,021	18	8	
Mittagong	"	5,360	0	0	
Moama	"	200	0	0	
Molong	"	50	0	0	
Monaro	"	100	0	0	
Moree	"	135	19	4	
Mudgee	"	67	2	3	
Mullumbimby	"	121	10	9	
Mulwaree	"	10,250	0	0	
Mumbulla	"	2,500	0	0	
Murray	"	3,236	0	0	
Murrumbidgee	"	1,100	0	0	
Murrumburrah	"	400	0	0	
Murrurundi	"	500	0	0	
Muswellbrook Municipality	"	12	0	0	
Muswellbrook Shire	"	4,000	0	0	
Nambucca	"	1,794	17	3	
Namoi	"	12,433	14	7	
Narrabri	"	200	0	0	
Narraburra	"	4,390	14	3	
Narrandera	"	181	0	0	
Narromine	"	150	0	0	
Newcastle	"	5,500	0	0	
Nundle	"	2,700	0	0	
Nymboida	"	4,100	0	0	
Nyngan	"	264	1	9	
Oberon	"	6,300	0	0	
"	Department	4,367	10	8	
Orange	Council	1,016	7	5	
Orara	"	1,520	0	0	
Parkes	"	650	0	0	
Patrick Plains	"	5,000	0	0	
"	Department	9,084	4	1	
Peak Hill	Council	25	0	0	
Peel	"	3,350	0	0	
Port Stephens	"	3,816	8	4	
Queanbeyan	"	301	18	4	
Quirindi	"	86	0	1	
Rylstone	"	5,200	0	0	
"	Department	10,090	17	0	
Scone	Council	78	18	2	
Severn	"	2,176	1	9	
Shellharbour	"	1,350	0	0	
"	Department	3,736	19	10	
Shoalhaven	Council	1,250	0	0	
"	Department	14,435	4	0	
Singleton	Council	50	0	0	
Snowy River	"	6,129	9	9	
"	Department	6,832	15	0	
Stroud	Council	10,401	0	6	
Talbragar	"	800	0	0	
Tallaganda	"	7,692	10	3	
Tamarang	"	4,498	6	9	
Tamworth	"	169	2	10	
Taree	"	700	0	0	

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1949-50 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.
Temora	Council	453	12 10		
Tenterfield Shire	"	2,900	8 10		
Terania	"	2,000	0 0		
Timbreebongie	"	3,000	0 0		
Tintenbar	"	2,150	0 0		
Tomki	"	790	2 0		
Tumbarumba	"	4,000	0 0		
Tumut	"	10,200	0 0		
Turon	"	5,213	1 7		
Tweed	"	10,742	8 4		
Upper Hunter	"	7,500	0 0		
Uralla	"	3,750	0 0		
Urana	"	11,867	13 5		
Wade	"	3,884	5 5		
Wagga Wagga	"	323	14 9		
Wakool	"	14,185	0 0		
Walcha	"	50	0 0		
Walgett	"	9,651	8 0		
Wallerobba	"	3,103	11 8		
Waradgery	"	3,900	0 0		
Warren	"	1,000	0 0		
Waugoola	"	5,500	0 0		
Weddin	"	4,388	14 8		
Wellington	"	2,000	0 0		
Windouran	"	4,235	3 0		
Wingadee	"	5,904	9 8		
Wingecarribee	"	7,113	15 4		
Wingham	"	222	19 10		
Wollondilly	"	6,889	2 2		
"	Department	541	9 2		
Woodburn	Council	1,747	0 0		
Wyong	"	1,984	3 8		
Yallaro	"	3,150	0 0		
Yanko	"	2,300	0 0		
Yarrowluma	"	8,500	0 0		
Yass	"	159	5 0		
Young	"	807	6 8		
Total—Trunk and Ordinary Main Roads				796,052	6 10
Total—All Roads				£1,864,662	10 10

* Refund of Grant.

BRIDGES.

	£	s. d.	£	s. d.	£	s. d.
Outer Metropolitan Division—No. 1						
State Highways	4,260	15 1				
Main Roads	224	6 3				
Developmental or other roads						
			4,485	1 4		
Outer Metropolitan Division—No. 2						
State Highways	675	15 11				
Trunk Roads	502	9 3				
Main Roads	1,693	14 6				
Developmental or other roads	501	2 9				
			3,373	2 5		
Southern Division—						
State Highways	7,581	19 9				
Trunk Roads	392	12 1				
Main Roads	457	4 3				
Developmental or other roads	89	4 10				
			8,521	0 11		
Lower Northern Division—						
State Highways	8,837	2 9				
Trunk Roads	271	18 6				
Main Roads	4,204	11 9				
Developmental or other roads	3,306	6 10				
			16,619	19 10		

Appendix No. 11—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1949-50 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	1,957	11	6						
Trunk Roads	1,225	1	6						
Main Roads	256	16	1						
Developmental or other roads	3,966	8	11						
				7,405	18	0			
South Western Division—									
State Highways	1,424	6	0						
Trunk Roads	486	0	9						
Main Roads	2,723	4	1						
Developmental or other roads									
				4,633	10	10			
Central Western Division—									
State Highways	1,766	12							
Trunk Roads	1,498	18	3						
Main Roads	333	9	0						
Developmental or other roads	1,543	2	2						
				5,142	1	7			
North Western Division—									
State Highways	2,392	14	7						
Trunk Roads	2,431	1	6						
Main Roads	1,666	7	2						
Developmental or other roads	1,358	18	7						
				7,849	1	10			
North Eastern Division									
State Highways	11,667	13	7						
Trunk Roads	43	2	2						
Main Roads	4,063	4	4						
Developmental or other roads	749	13	10						
				16,523	13	11			
South Coast Division—									
State Highways	6,419	5	6						
Main Roads									
Developmental or other roads	1,751	10	0						
				8,170	15	6			
Central Murray Division—									
State Highways	6,222	13	7						
Main Roads	2,174	12	6						
Developmental or other roads	110	6	2						
				8,507	12	3			
							91,231	18	5

FERRIES.

	£	s.	d.	£	s.	d.	£	s.	d.
Lower Northern Division—									
State Highways	16,753	3	2						
Main Roads	64,155	4	4						
Developmental or other roads	6,621	17	9						
				87,530	5	3			
South Western Division—									
Main Roads	656	17	2						
				656	17	2			
North Eastern Division—									
State Highways	14,689	6	2						
Main Roads	11,966	6	8						
Developmental or other roads	3,715	9	10						
				30,371	2	8			
South Coast Division—									
State Highways	9,295	7	5						
				9,295	7	5			
Central Murray Division—									
Main Roads	1,629	16	9						
Developmental or other roads	499	18	5						
				2,129	15	2			
							129,983	7	8

WESTERN DIVISION.

Expenditure by Department	170,309	17	1			
Grants to Councils	3,892	4	2			
				174,202	1	3

Appendix No. 11—*continued.*COUNTRY MAIN ROADS FUND—*continued.*

Expenditure during the year 1949-50 on the Maintenance and Minor Improvement of Main Roads,
Bridges and Ferries—*continued.*

	MISCELLANEOUS.	£	s.	d.	£	s.	d.
Traffic striping	10,316	0	4			
Proportion of School of Plant Instruction Expenses	1,147	9	4			
Pavement Research Expenses		6	18			
Commission paid in terms of Section 42, Main Roads Act, 1924-50	14,954	3	11			
Payments to Councils for Long Service Leave	1,927	10	9			
Signposting by Councils	1,347	5	6			
Miscellaneous	42,238	14	4			
						71,938	2 6
Total as per Receipts and Payments Statement—Appendix No. 2 Part "A"						£2,332,018	0 8

Appendix No. 12.

PROCLAMATION OF MAIN ROADS, 1949-50.

DURING THE YEAR the following new Main Roads were proclaimed.

Shire or Municipality.	Date of Proclamation.	Road No.	Description.	Mileage.	Remarks.
				m. ch.	
Hastings Shire	19-8-49	538	From the Wingham-Comboyne Road (Main Road No. 112, near Comboyne via Kendall and Kew to Laurieton.	25 60	New Main Road. Section from Comboyne to Kendall was previously Developmental Road No. 1056.
Carrathool Shire	26-8-49	539	From the Narranderra-Griffith Road (Trunk Road No. 80) at the south-western boundary of portion 249, Parish of Tenningerie, County of Cooper, southerly along the existing road to Benerambah Street, Village of Whifton, thence westerly along Benerambah Street, thence southerly along Ballandry Street within that village, thence southerly through reserve for common and the existing road along Travelling Stock Reserve 1167 to Travelling Stock and Camping Reserve 33615, thence westerly along the existing road to Griffith-Darlington Point Road (Main Road No. 321) near Darlington Point.	15 20	New Main Road.
Bellingen Shire	26-8-49	540	Loop road from the Pacific Highway (State Highway No. 10) approximately 6 miles south of Coff's Harbour via Sawtell to the Pacific Highway approximately 4 miles south of Coff's Harbour near Middle Boambee Creek Bridge.	6 41	New Main Road.
Tweed Shire	26-8-49	541	From the Lismore-Murwillumbah Road (Main Road No. 142) at Murwillumbah along the north bank of the Tweed River via North Tungulgun and Terranora to the Pacific Highway (State Highway No. 10) near Barneys Point.	14 58	New Main Road known as Tumbulgum Road.
Illabo and Gundagai Shires and Junee Municipality.	26-8-49	243	From the Lismore-Junee Road (Trunk Road No. 78) at Junee via Eurongilly and Nangus to the Hume Highway (State Highway No. 2) at Gundagai.	39 10	Extension of Main Road No. 243—Part previously Developmental Road No. 1114.
Coolamon, Mitchell and Lockhart Shires.	23-9-49	543	From the Wagga Wagga-Albury Road (Trunk Road No. 57) at The Rock, generally northerly via Collingullie, Mundowey Bridge and Millwood to the Wagga Wagga-Ardlethan Road (Main Road No. 240) at Coolamon.	36 29	New Main Road.
Gundagai Shire	7-10-49	280	From the Gundagai Shire boundary near Mount Horeb to the Hume Highway (State Highway No. 2) at Tumbalong.	3 76	Extension.
Dorrigo Shire	7-10-49	542	From the Pacific Highway (State Highway No. 10) at Woolgoolga via Beach Street to Carrington Street.	0 56	New Main Road.
Kyogle, Tomki and Gundurimba Shires, Lismore Municipality.	14-10-49	544	From the Kyogle-Casino Road (Trunk Road No. 83) at Cedar Point via Bentley and Tuncester, to the Casino-Ballina Road (State Highway No. 16) at South Lismore.	24 31	New Main Road. Section from Cedar Point to the Upper Lismore-Casino Road, previously Developmental Road No. 1047.
Ballina Municipality	25-11-49	545	From the intersection of Bentuick Street and Cherry Street (Pacific Highway, State Highway No. 10) via Bentuick Street and the bridge over North Creek to the lighthouse at East Ballina.	2 36	New Main Road.
Culcairn and Hume Shires	11-11-49	547	From the Albury-Urana Road (Main Road No. 125) at Jindara, via Walla Walla to the Culcairn-Walbundry Road (Main Road No. 331) at Walla Park approximately 11 miles west of Culcairn.	18 75	New Main Road.
✓ Ashfield, Canterbury and Burwood Municipality.	13-1-50	549	From the junction of Milton Street and Liverpool Road (Hume Highway, State Highway No. 2) Ashfield via Milton Street and Georges River Road to Coronation Parade (Main Road No. 315).	2 01	New Main Road, part previously Secondary Road No. 2014.
Mandowa, Peel and Cockburn Shires.	27-1-50	553	From the Manilla-Tamworth Road (Trunk Road No. 63) at Moonaran to the Oxley Highway (State Highway No. 11) at Somerton.	12 32	New Main Road, part previously Developmental Road No. 1093.
Macintyre Shire	27-1-50	554	From the Gwydir Highway (State Highway No. 12) near Little Plain, generally westerly to the Delungra-Bingara Road (Main Road No. 134) approximately 34 miles south of Delungra.	4 70	New Main Road.
Berrigan Shire	17-2-50	551	From the Barooga-Cobram Road (Main Road No. 226), generally easterly for approximately 1.6 miles to the Tocumwal-Corowa Road (Main Road No. 550).	1 48	New Main Road.
Hornsby Shire	24-2-50	548	From Galston Road (Main Road No. 161) Galston to the Old Northern Road (Main Road No. 160) Middle Dural.	1 35	New Main Road.
Macleay Shire	24-2-50	556	From the Kempsey-Jerseyville Road (Main Road No. 198) at Gladstone via Smithtown to the Pacific Highway (State Highway No. 10) at Sevenoaks.	2 26	New Main Road.
✓ Blacktown Shire, Windsor and Penrith Municipalities.	3-3-50	537	From Marsden Park to Bowmans Corner	4 06	Extension.
Gundurimba and Tintinbar Shires.	3-3-50	555	From the Pacific Highway (State Highway No. 10) near Wardell via Meerschaum Vale, Rous Hill and Tregear to the Lismore-Ballina Road (State Highway No. 16) at Goonellabah.	17 05	New Main Road.
Blaxland Shire	3-3-50	557	From the Great Western Highway (State Highway No. 5) at Meadow Flat to the Wallerawang-Portland Road (Main Road No. 531) at Piper's Flat.	6 70	New Main Road.
Oberon and Blaxland Shires.	17-3-50	558	From the Oberon-Taranga Road (Main Road No. 255) at Oberon, generally easterly to the Hartley-Jenolan Caves Road (Main Road No. 253) near Hampton.	14 75	New Main Road, part previously Developmental Road No. 1033.
Eurobodalla Shire	17-3-50	560	From the Princes Highway (State Highway No. 1) at Bateman's Bay to Batehaven at a point approximately 8 miles from the Princes Highway (State Highway No. 1).	3 00	New Main Road.
Canobolas Shire	17-3-50	559	From the Millthorpe-Orange Road (Main Road No. 245) at Whiteleys Junction near Spring Hill, to the Mitchell Highway (State Highway No. 7) at Shadforth.	2 50	New Main Road.
Imlay Shire	31-3-50	561	From the Princes Highway (State Highway No. 1) at Eden, along Imlay Street for a length of approximately 48 chains to Eden Wharf.	0 48	New Main Road.
Imlay Shire	31-3-50	562	From the Princes Highway (State Highway No. 1) at Merimbula for a length of approximately 14 miles to Merimbula Wharf.	1 60	New Main Road.
Bibbenluke Shire	21-4-50	568	From the Nimmitabel-Bombala Road (State Highway No. 19) at Bibbenluke to the Wyndham-Bombala Road (Main Road No. 274) at Cathcart.	6 00	New Main Road.
Berrigan and Jerilderie Shires.	26-5-50	564	From the Newell Highway (State Highway No. 17) at Wunnamurra, via Mairjimmy to the Saverlake-Finley Road (State Highway No. 20) at Berrigan.	18 08	New Main Road.
Gulgong Shire	2-6-50	565	From the Mudgee-Gulgong Road (Trunk Road No. 55) at Bellindefante Bridge to the Wellington-Gulgong Road (Main Road No. 233) near Guntawang.	5 68	New Main Road.
Bombala Municipality	2-6-50	566	From the junction of Stephen Street (State Highway No. 19) and High Street, Bombala, and extending along High Street to Bombala Railway Station.	0 14	New Main Road.
Mumbulla Shire	16-6-50	320	From the Tibba-Bega Road (Main Road No. 272) at the junction with Lamont Street, Bermagui via Lamont Street to Bermagui Wharf.	0 26	Extension.

By Government Gazette of 12th August, 1949, Main Roads Nos. 140 and 521 and part of Main Roads Nos. 150 and 151 between the Gwydir Highway at South Grafton and the New England Highway near Woodenbong, were reclassified as Trunk Road No. 83.

By Government Gazette of 9th September, 1949, Main Road No. 387 between the Hume Highway at Bowral and the West Wyalong-Wagga Wagga Road (Trunk Road No. 57) at Temora, was reclassified as Trunk Road No. 84.

By Government Gazette of 11th November, 1949, the route of Main Road No. 195 between Victoria Street, Kurri Kurri and Stanford Street, Pelaw Main was altered from Boundary Street to Railway Street.

Appendix No. 12—continued.

PROCLAMATION OF MAIN ROADS, 1949-50—continued.

DURING THE YEAR the following new Main Roads were proclaimed.—continued.

By *Government Gazette* of 25th November, 1949, Main Road No. 278 between the Monaro Highway near Gilmore and the bridge over the Murray River at Jingellie was reclassified as Trunk Road No. 85, also that portion between Jingellie and the Hume Highway near Mullengandra was renumbered Main Road No. 282.

By *Government Gazette* of 25th November, 1949, Main Road No. 221 between Balranald and the bridge over the Murray River at Swan Hill was reclassified as part of Trunk Road No. 67.

By *Government Gazette* of 27th January, 1950, Main Road No. 374 from the Tenterfield-Yetman Road (State Highway No. 16) near Tenterfield to the Queensland Border at Wallangarra was reclassified State Highway No. 24.

By *Government Gazette* of 17th February, 1950, the route of State Highway No. 20 from a point approximately 3½ miles north of Corowa to Tocumwal was altered to via Buraja, Lowesdale, Savernake, Berrigan and Finley to Deniliquin, that portion of State Highway No. 20 and Main Road No. 299 between a point approximately 3½ miles north of Corowa and the Wahgunyah Bridge over the Murray River was reclassified as Trunk Road No. 80, that portion of State Highway No. 20 between Trunk Road No. 86 at Corowa and Tocumwal was reclassified as Main Road No. 550, that portion of Trunk Road No. 59 between Jerilderie and Deniliquin was reclassified Main Road No. 552, that portion of Main Road No. 131 between a point approximately 3½ miles north of Corowa and Lowesdale was reclassified State Highway No. 20, that portion of Main Road No. 299 between a point on the new route of State Highway No. 20 approximately 8½ miles west of Lowesdale, and Berrigan was reclassified as State Highway No. 20, and that portion of Main Road No. 331 between Berrigan and Deniliquin was reclassified as State Highway No. 20.

By *Government Gazette* of 3rd March, 1950, Main Road No. 249 between the Federal Capital Territory boundary and the Federal Highway near Sutton was reclassified as part of Trunk Road No. 52.

Appendix No. 13.

SECONDARY ROADS, 1949-50.

There were no Secondary Roads declared and no alterations of existing Secondary Roads have been effected during the year.

Appendix No. 14.

PROCLAMATION OF DEVELOPMENTAL ROADS, 1949-50.

DURING THE YEAR the following new Developmental Roads were proclaimed.

Shire or Municipality.	Date of Proclamation.	Road No.	Description.	Mileage.	Remarks.
Manning Shire	1-7-49	1209	From Cooplacurripa Homestead, approximately 38 miles north-west of Mount George Railway Station for a distance of approximately 12 miles to the Apsley Shire boundary and within Manning Shire, being part of the road from Mount George via Rocks Crossing, Cooplacurripa and Hungry Hill to Nowendoc.	m. ch. 12 00	To provide access to the coast and assist in the further development of the rapidly expanding local dairying industry.
Woodburn and Harwood Shires.	15-7-49	1203	From the Pacific Highway (State Highway No. 10) approximately 19 miles south of Woodburn near Tabbimoble Creek, generally westerly and southerly via Jackybulbin to the Richmond Range at the junction of Developmental Road No. 1049 and the road to Banyabba.	8 65	To provide access for the haulage of timber and assist in the further development of the area.
Jerilderie Shire	26-8-49	1211	South Coree Road from the Jerilderie-Deniliquin Road (Trunk Road No. 59) at the north-eastern corner of portion 163, Parish of Jerilderie South, County of Urana, generally south-westerly to the road along the eastern boundary of portion 12, Parish of Coree South, thence generally southerly to the Jerilderie Shire boundary at the south-eastern corner of portion 65 Parish of Boorabool.	17 48	To assist in the further development of the area which is to be applied to Soldier Settlement, and will be included in the extension of the Berriquin Irrigation District.
Bogan Shire	26-8-49	1210	The Fairview-Canonba Road, from the Nyngan-Colone Road (Main Road No. 204) at Fairview approximately 11-3 miles north-east of Nyngan, generally north-easterly to the junction with the Warren-Colone Road at Duck Creek Bridge, Canonba.	7 52	To provide access from sheep stations for the haulage of wool, fodder and stock to Main Road No. 204
Gundurimba Shire	14-10-49	1132	Pelican Creek Road from Tomki Shire boundary to the Clonva-Caniaba Road within portion 48, Parish of South Gundurimba, County of Rous.	1 60	Extension of Developmental Road No. 1132.
Berrigan Shire	21-10-49	1212	The Tocumwal-Tuppal Road, from the Tocumwal-Deniliquin Road (Developmental Road No. 1172) approximately 3-3 miles west of the junction with State Highway No. 20, generally north-westerly to the Berrigan Shire boundary.	8 10	To provide access to rural areas.
Tamarang Shire	11-11-49	1213	The Wallabadah-Woolshed Road branching off the New England Highway (State Highway No. 9) in the Village of Wallabadah and proceeding generally south-easterly along the northern side of Quirindi Creek to a point approximately 7-20 miles from the highway.	7 48	To provide all weather access to Wallabadah Soldier Settlement
Terania Shire	26-5-50	1202	From the Cawongla-Wongavale Road (Developmental Road No. 1085) at the southern boundary of portion 44, Parish of Boorabee, County of Rous, approximately 1 mile north-west of Wongavale Public School, generally westerly and south-westerly, thence generally north-westerly to a point on Bungabee Range in Portion 112, Parish of Boorabee, approximately 4 miles from Developmental Road No. 1085.	4 0	To assist in further development of farm lands.
Mumbulla Shire	2-6-50	1214	From the Monaro Highway (State Highway No. 4) near Moran's Crossing, thence along the northern side of the Bomboka River for a distance of approximately 6 miles to the junction with the Bomboka-Yankee Gap Road.	6 0	To assist in the opening up of land for grazing and dairying with the attendant by-products from these industries.
Liverpool Plains and Coonabarabran Shires.	2-6-50	1112	From the eastern boundary of portion 36 Parish of Denison, generally south-westerly along the eastern side of Dannadie and Head Station Creeks to the southern boundary of the Goolhi Closer Settlement Estate.	11 70	Extension of Developmental Road No. 1112.

Appendix No. 14—continued.

DEPROCLAIMED OR ALTERED DEVELOPMENTAL ROADS, 1949-50.

DURING THE YEAR the following Developmental Roads were deproclaimed or altered.

Shire or Municipality.	Date of Proclamation.	Road No.	Description.	Mileage.	Remarks.
Hastings Shire	19-8-49	1056	Road from Comboyne to Kendall	m. ch. 18 64	Deproclaimed. Now proclaimed Main Road No. 538.
Illabo Shire	26-8-49	1114	From the Junee-Cootamundra Road (Trunk Road No. 78) at Illabo generally southerly to the Junee-Gundagai Road (Main Road No. 243) at Eurongilly.	11 31	Part only deproclaimed. Now forms part of Main Road No. 243 from Junee to Gundagai.
Kyogle and Tomki Shires	14-10-49	1047	From Cedar Point Railway Station via Back Creek and Bentley Siding to the Upper Lismore-Casino Road.	13 12	Deproclaimed. Now forms part of Main Road No. 544 from Cedar Point to Lismore.
Carrathool and Bland Shires.	6-1-50	1017	From the Mid-Western Highway (State Highway No. 6) at Rankin's Springs via Monia Gap to the Hillston-Griffith Road (Main Road No. 254) at Hillston.	56 52	Now proclaimed Main Road No. 368.
Carrathool Shire	6-1-50	1018	From Langtree Railway siding generally easterly to its intersection with Developmental Road No. 1068 at the north-eastern corner of portion 8, Parish of Parker, County of Nicholson.	7 55	Part only deproclaimed.
Yanco and Carrathool Shires.	6-1-50	1026	From Mid-Western Highway (State Highway No. 6) at Erigolia Railway Siding generally southerly to Binya Railway Siding.	21 70	Part only between the Mid-Western Highway and Hannan Railway Station deproclaimed.
Bland and Carrathool Shires.	6-1-50	1027	The road from Binya via Taleeban to Moeyong within Bland and Carrathool Shires.	34 12	Deproclaimed.
Bland Shire	6-1-50	1028	From Euratha Siding southerly and easterly to the Weethalle-Barellan Road (Developmental Road No. 1029) at the north-eastern corner of portion 2, Parish of Kolkilbertoo East, County of Cooper, within Bland Shire.	11 27	Deproclaimed.
Oberon Shire.....	6-1-50	1035	The road from O'Connell Plains to the Tarana-Oberon Road, commencing from Snakes Valley via Carlwood Station within Oberon Shire.	9 40	Deproclaimed.
Carrathool Shire	6-1-50	1066	From the north-west corner of portion 4 Parish of Bellingerambie South, County of Nicholson, and extending generally easterly to the north-eastern corner of portion 6, Parish of Lachlan, County of Nicholson.	20 00	Deproclaimed.
Carrathool Shire	6-1-50	1069	From the railway siding on Hillston Line in Parish of Bolton, County of Nicholson, and extending north-easterly to the South-eastern corner of portion 15, Parish of Weerie, County of Nicholson.	5 72	Deproclaimed.
Carrathool Shire	6-1-50	1070	From Yannagi Railway Station and extending easterly for a distance of 6 miles to the north-east corner of portion 29, Parish of Denny, County of Sturt.	5 72	Deproclaimed.
Penrith Municipality	6-1-50	1101	From St. Mary's Railway Station northerly along Llandilo Road to Ropes Creek.	1 40	Deproclaimed.
Wakool Shire	6-1-50	1107	From the Balranald-Moulamein Road 21 miles from Balranald, north-easterly via Perekerton Railway Siding to the north-western corner of portion 8, Parish of Perekerton, County of Wakool.	11 43	Deproclaimed.
Cockburn and Peel Shires	27-1-50	1093	From the Mandowa Shire boundary near Wiseman's Arm via Garthowen and Attunga Railway Stations, to the Somerton-Moonaran Road (Main Road No. 553) at approximately 2 miles north of the Oxley Highway at Somerton.	21 18	Part only deproclaimed. Now forms part of Main Road No. 553.
Oberon and Blaxland Shires.	17-3-50	1033	From the Oberon-Tarana Road (Main Road No. 255) at Oberon generally easterly to the Hartley-Jenolan Caves Road (Main Road No. 253) near Hampton.	14 78	Deproclaimed. Now proclaimed Main Road No. 558.

Appendix No. 15.

PROCLAMATION OF DEVELOPMENTAL WORKS, 1949-50.

DURING THE YEAR the following Developmental Works were proclaimed.

Shire or Municipality.	Date of Proclamation.	Work No.	Description.	Mileage.	Remarks.
Boomi Shire	12-8-49	3070	The construction of a timber beam bridge and immediate approaches over Mehi River at Combadello Crossing at approximately 17 miles west of Moree on the road from Combadello to Merrywine bore.	m. ch.	To provide all-weather access.
Tumbarumba Shire	7-10-49	3069	The construction of a concrete box culvert and immediate approaches over Ournie Creek approximately 19 miles south of Tumbarumba on the Munderoo-Ournie Road.	.....	To improve access through the fertile Mannus-Munderoo Valley.
Walgett and Marthaguy Shires.	21-4-50	3072	The construction of part of the Carinda via Marra Creek to Brewarrina, road from a point approximately 11.9 miles west from its junction with the Walgett-Warren Road (Main Road No. 333) westerly to the intersection with Developmental Work No. 3021 at a point approximately 1.3 miles east of Billybingbore Bridge over Marra Creek.	10 56	To provide access from sheep country to the Walgett or Brewarrina Railway and a suitable direct connection between Carinda and the Western Division.
Burrangong Shire.....	23-6-50	3073	The construction of part of the Maimuru Soldier Settlement road in two sections between 3.2 miles to 4.1 miles and 5.0 miles to 5.6 miles from the junction with the Young-Grenfell Road (Main Road No. 239) within the Shire of Burrangong.	1 40	To assist in the further development of the Maimuru Soldier Settlement.

By Government Gazette of 23rd September, 1949 Developmental Work No. 3008 was deproclaimed, now forming part of the road from Coolamon to The Rock (Main Road No. 543).

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.			
A.—Eastern and Central Divisions of the State—	miles.	miles.	miles.	miles.	miles.	miles.	miles.
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
†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
†C.—Whole State—							
At 30th June, 1950.....	6,513	4,031	12,628	23,172	68	2,783	26,023

* 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 2,617 miles as at the 30th June, 1950.

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, 1950.

Division.	State Highways.				Trunk Roads.				Ordinary Main Roads.				Secondary Roads.				Totals.			
	Maintained by Department.		Maintained by Councils.		Maintained by Department.		Maintained by Councils.		Maintained by Department.		Maintained by Councils.		Maintained by Department.		Maintained by Councils.		Maintained by Department.		Maintained by Councils.	
	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%
County of Cumberland—																				
Metropolitan	47	84	9	16	...	...	...	...	118	48	126	52	2	5	39	95	167	49	174	51
Outer Metropolitan No. 1	52	98	1	2	...	...	...	...	92	64	51	36	7	100	...	...	151	74	52	26
Outer Metropolitan No. 2	73	87	11	13	...	...	...	...	132	53	117	47	...	...	20	100	205	58	148	42
Sub-total	172	89	21	11	...	...	...	...	342	54	294	46	9	13	59	87	523	58	374	42
Country—																				
Outer Metropolitan No. 1	148	87	23	13	...	...	1	100	51	18	234	82	...	...	...	...	199	44	258	56
Outer Metropolitan No. 2	57	67	28	33	44	17	215	83	94	14	597	86	...	...	...	...	195	19	840	81
Southern	192	72	75	28	...	...	380	100	...	...	831	100	...	...	...	...	192	13	1,286	87
Lower Northern	339	71	141	29	...	...	51	100	37	4	1,018	96	...	...	...	...	376	24	1,210	76
Upper Northern .....	...	...	746	100	...	...	132	100	...	...	682	100	...	...	...	...	...	...	1,660	100
South Western	311	46	368	54	...	...	507	100	...	...	1,339	100	...	...	...	...	311	12	2,214	88
Central Western	229	29	570	71	...	...	463	100	...	...	1,544	100	...	...	...	...	229	8	2,577	92
North Western	25	4	530	96	...	...	520	100	...	...	1,020	100	...	...	...	...	25	1	2,070	99
North Eastern	89	24	286	76	...	...	271	100	...	...	614	100	...	...	...	...	89	7	1,171	93
South Coast	283	67	138	33	...	...	23	100	31	8	351	92	...	...	...	...	314	38	512	62
Central Murray	86	20	347	80	...	...	65	100	...	...	623	100	...	...	...	...	86	8	1,035	92
Sub-total	1,759	35	3,252	65	44	2	2,628	98	213	2	8,853	98	...	...	...	...	2,016	12	14,733	88
Grand Total	1,931	37	3,273	63	44	2	2,628	98	555	6	9,147	94	9	13	59	87	2,539	14	15,107	86

Appendix No. 18.

EXPENDITURE ON MAIN AND SECONDARY ROADS BY THE DEPARTMENT OF MAIN ROADS AND CONTRIBUTIONS BY COUNCILS FROM 1925-26 TO 1949-50.

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
	13,870,975	67	6,967,340	33	20,838,315	45

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	1,522,818	83	213,537	92,273	305,810	17	1,828,628	30	13	43
1927-28	1,375,410	80	366,276	116,633	482,909	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	2,664,483	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	260,956	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	225,906	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	65,760	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
	55,370,397	88	5,892,336	1,396,768	7,289,104	12	62,659,501	33	08	41

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
	69,241,372	83	14,263,983	17	83,505,355	43