

1947.

(SECOND SESSION.)

PARLIAMENT OF NEW SOUTH WALES.

DEPARTMENT OF MAIN ROADS.

TWENTY-SECOND ANNUAL REPORT

FOR

Year ended 30th June, 1947.

Ordered to be printed, 4 December, 1947.

Wholly set up and printed in Australia, by
THOMAS HENRY TENNANT, GOVERNMENT PRINTER, SYDNEY, NEW SOUTH WALES.

1948.

[4s. 3d.]

* 63775-1 1947-174



MAIN ROADS ACT, 1924-45.

TWENTY-SECOND ANNUAL REPORT.

CONTENTS.

	PAGE.
The Minister	1
Receipts and Payments	1
Payments to the State by the Commonwealth Government from the Proceeds of the Petrol Tax	3
Review of the Financial Position of the Road Funds with particular reference to the Effect of Rising Costs	5
Alterations and Additions to the Main Roads system—	
Proclamations	8
Review of the Country Main Roads system	9
Naming of Roads	9
Rates of Assistance to Councils	10
Main Road Development Plan for the County of Cumberland	10
Planning of Newcastle and District Arterial Roads system	11
Planning of Wollongong-Port Kembla Main Roads system	12
Progress with Metropolitan Road widening schemes	13
Construction of Main Roads—	
County of Cumberland	13
Country	15
Developmental Roads and Works	16
Works carried out for Commonwealth and State Authorities	16
School of Plant Instruction	17
Road Maintenance and Improvement	18
Western Division	21
Bridges and Ferries—	
Maintenance of Bridges	23
Construction of Bridges	24
Ferries	26
Sydney Harbour Bridge—	
Financial Position	27
Capital Cost	27
Traffic	28
Maintenance	28
Plant	28
Materials and Research	29
Roadside Advertising	30
Erection of Road Signs	30
Traffic Line Marking	30
Railway Crossings on Main Roads	31
Straying Stock	31
Visit to United States	32
Office Premises	32
Main Roads Journal	32
Industrial and Employment	32
Honour Roll	33
Acknowledgments	33

APPENDICES.

Appendix No.		PAGE.
1	County of Cumberland Main Roads Fund—Statement of Receipts and Payments	35
2	Country Main Roads Fund—Statement of Receipts and Payments ...	36
3	Developmental Roads Fund—Statement of Receipts and Payments ...	37
4	Sydney Harbour Bridge Account—Income and Expenditure Account Balance Sheet	37
5	Aggregate Statement of Income and Expenditure from 1st January, 1925, to 30th June, 1941, and Aggregate Statement of Cash Receipts and Payments from 1st July, 1941, to 30th June, 1947	38
6	Summary of Loan Liabilities—Main and Developmental Roads Funds...	40
7	County of Cumberland Main Roads Fund—Summary of expenditure on construction works	41
8	Country Main Roads Fund—Summary of expenditure on construction works	46
9	Developmental Roads Fund—Summary of expenditure on construction works	50
10	County of Cumberland Main Roads Fund—Payments to Councils for road maintenance during the year 1946-47	51
11	County of Cumberland Main Roads Fund—Maintenance expenditure by the Department for the year 1946-47	52
12	Country Main Roads Fund—Expenditure during the year 1946-47, on the maintenance and improvement of Main Roads, Bridges and Ferries	56
13	Proclamation of Main Roads, 1946-47	64
14	Deproclamation of Main Roads, 1946-47	65
15	Declaration of Secondary Roads, 1946-47	65
16	Proclamation of Developmental Roads, 1946-47	66
17	Proclamation of Developmental Works, 1946-47	66
18	Length of Proclaimed Roads in New South Wales	67
19	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, 1947	67
20	Expenditure on Main and Secondary Roads by the Department and contributions by Councils from 1925-26 to 1946-47... ..	68
21	Peat's Ferry Bridge—Financial Statement and Traffic Statistics from 5th May, 1945, to 30th June, 1947	69

DEPARTMENT OF MAIN ROADS, NEW SOUTH WALES.

TWENTY-SECOND ANNUAL REPORT.

FOR PERIOD 1st JULY, 1946, TO 30th JUNE, 1947.

The Honourable the Minister for Transport,
Sydney.

In accordance with the provisions of Section 6 of the Main Roads Act, 1924-45, I have the honour to submit the Twenty-second Annual Report for presentation to Parliament. The report covers the period from 1st July, 1946, to 30th June, 1947, though a few matters referred to are carried beyond the latter date for convenience and completeness of record.

MINISTER.

During the whole period under review, the Honourable M. O'Sullivan, M.L.A., as Minister for Transport, has been in charge of the administration of the Main Roads Act.

RECEIPTS AND PAYMENTS.

The table hereunder shows particulars of the Department's receipts and payments under the Main Roads Act during the financial year 1946-47, while the corresponding figures for the preceding financial year are included for the purposes of comparison:—

Heading.	County of Cumberland Main Roads Fund.	Country Main Roads Fund.	Develop- mental Roads Fund.	Total.	Compara- tive total for 1945-46.
	£	£	£	£	£
RECEIPTS.					
Motor Vehicle Taxation	482,128	1,569,478	.....	2,051,606	1,849,812
Share of Motor Vehicle Registration and License Fees.....	16,374	13,890	.....	30,264	175,135
Portion of proceeds of Petrol Taxation levied by Common- wealth Government	307,958	1,002,501	.....	1,310,459	873,425
Contributions by Councils	236,998	7,045	.....	244,043	222,097
Repayable Loan moneys provided by State Government....	.....	300,000	100,000	400,000	300,000
Commonwealth Government for Special Commonwealth Works	Cr. 2,898	29,025	.....	26,127	77,337
Hire of Department's Plant and Motor Vehicles.....	.....	191,400	.....	191,400	131,389
Disposal of Assets	17,393	22,492	.....	39,885	42,162
Miscellaneous	77,138	28,316	.....	105,454	99,927
Total	£ 1,135,091	3,164,147	100,000	4,399,238	3,771,284
PAYMENTS.					
Maintenance—					
Ordinary Works	360,503	1,857,243	.....	2,217,746	1,810,458
Special Commonwealth Government Works	1,289	4,138	.....	5,427	Dr. 5,661
Total Maintenance	£ 361,792	1,861,381	.....	2,223,173	1,804,797
Construction—					
Ordinary Works	374,345	666,357	39,413	1,080,115	559,652
Special Commonwealth Government Works	216	82,491	.....	82,707	194,563
Total Construction	£ 374,561	748,848	39,413	1,162,822	754,215
Repayment of Principal and Payment of Sinking Fund, Interest and Exchange on Loans	65,331	196,430	.....	261,761	249,624
Purchase of Assets including Road Plant and Motor Vehicles	55,384	213,197	.....	268,581	292,078
Repairs and Expenses in respect of Road Plant and Motor Vehicles .....	.....	138,538	.....	138,538	124,819
Administrative Expenses	35,803	133,186	2,001	170,990	138,199
Suspense Accounts .....	.....	.....	.....	.....	67,822
Miscellaneous	34,137	3,027	13	37,177	45,689
GRAND TOTAL	£ 927,008	3,294,607	41,427	4,263,042	3,477,243

Details of receipts and payments and of the funds available are shown in Appendices 1 to 3.

Receipts from motor vehicle taxation during 1946-47 amounting to £2,051,606 showed an increase of £201,794 over the amount received in the previous year. This was due to the growth in the number of registered motor vehicles, particularly commercial vehicles. The number of registered vehicles in the State totalled 358,450 at the 30th June, 1947, compared with 325,043 at the 30th June, 1946. Principally on account of the reduction of approximately 20 per cent. in the rates of motor vehicle taxation on the 15th May, 1942, the amount of £2,051,606 received during 1946-47 was still short of the maximum previous total of £2,175,246 received in 1940-41.

The amount received from motor vehicle registration and license fees was reduced from £175,135 in 1945-46 to £30,264 in 1946-47. These moneys consisted principally of the residue of the proceeds of registration fees (as distinct from taxation), paid by the owners of motor vehicles, after certain expenses including the costs of administration by the Department of Road Transport and Tramways, the cost of Police supervision of traffic and the cost of some road traffic facilities had been met from the total proceeds.

The proceeds of that portion of the tax on petrol collected by the Commonwealth Government which was paid to the Department's funds totalled £1,310,459 in 1946-47, compared with £873,425 in 1945-46. The increase was due for the most part to the easing of restrictions in the use of petrol although some portion of the increase was the result of the growth in the number of registered motor vehicles. Receipts during 1946-47 exceeded the previous maximum amount of £1,229,230 which was received in 1939-40.

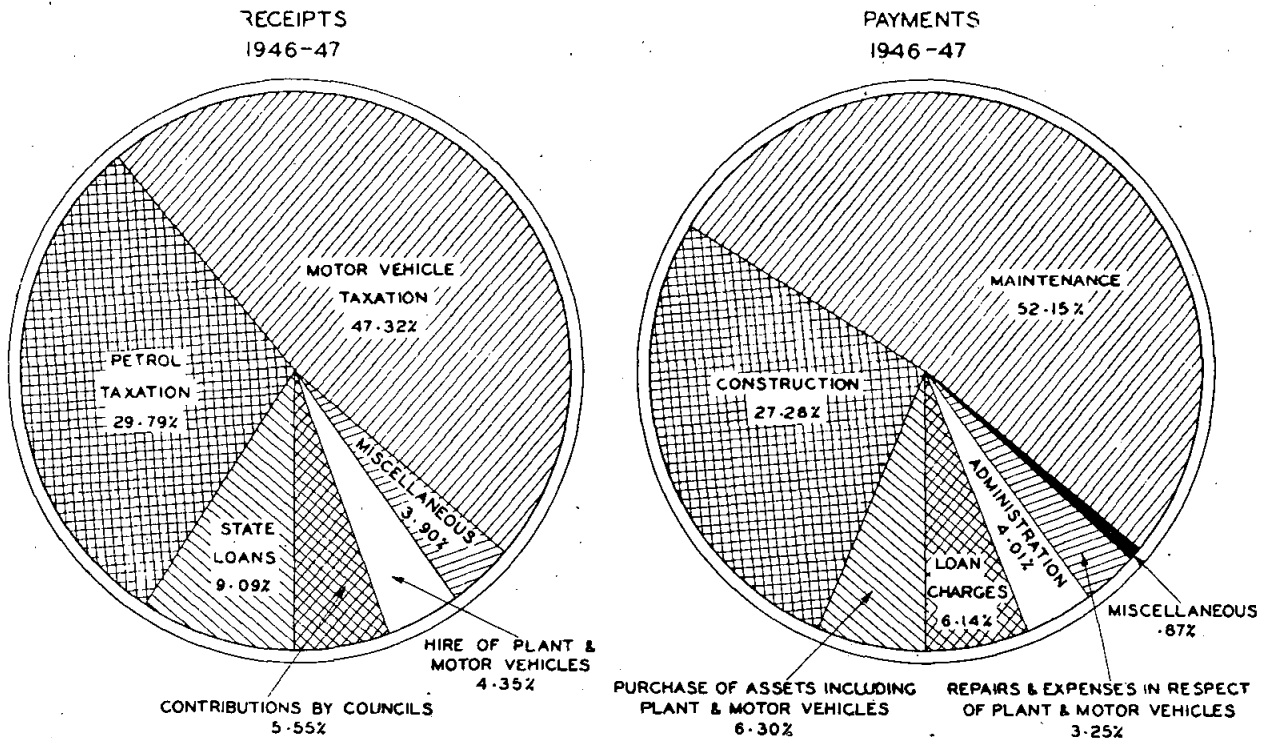
Loan moneys to the extent of £400,000 were obtained from the State Government during 1946-47, the amount being required in the absence of sufficient revenue funds to carry out the construction and reconstruction of roads and bridges. This money is repayable in the ordinary course from the revenue funds of the Department. Of the amount of £400,000, the Country Main Roads Fund received £300,000 and the Developmental Roads Fund £100,000. The Developmental Roads Fund was financed prior to 15th May, 1942, from portion of the proceeds of motor vehicle taxation, but the rates of taxation were reduced as from the date mentioned since when there has been no revenue funds available for expenditure on Developmental Roads. In view of the need for constructing a number of Developmental Roads in order to assist in the production and distribution of primary products, loan moneys were allocated by the State Government for expenditure on these works to the extent of £50,000 in 1945-46 and £100,000 in 1946-47.

Expenditure on State maintenance works increased from £1,810,458 in 1945-46 to £2,217,746 in 1946-47, a fair proportion of the increase being accounted for by rises in wages and in the cost of stores and materials.

The year 1946-47 saw a considerable expansion of activity on State construction works, the expenditure being increased from £559,652 in 1945-46 to £1,080,115 in 1946-47, which is still much less than in pre-war years.

Expenditure during 1946-47 on the purchase of assets amounted to £268,581, which included £202,227 expended on the acquisition of plant and motor vehicles. The outlay on plant and motor vehicles is abnormally high due to necessary purchases of new or slightly used plant and motor vehicles in order to replace worn-out or obsolescent items which could not be obtained during the war years and also due to the need to increase the number of plant items with a view to the greater mechanization of works.

The following diagrams show the proportions of the various items of receipts and payments during the year 1946-47:—



PAYMENTS TO THE STATE BY THE COMMONWEALTH GOVERNMENT FROM THE PROCEEDS OF THE PETROL TAX.

The payments to the State Government by the Commonwealth Government from the proceeds of the petrol tax levied by the Commonwealth Government during the ten years ended 30th June, 1947, were made in pursuance of a formal Federal Aid Roads and Works Agreement entered into between the two Governments. This Agreement expired on the 30th June, 1947, and payments as from 1st July, 1947, are to be made in accordance with the terms of the Commonwealth Aid Roads and Works Act, 1947, which was passed by the Commonwealth Parliament towards the end of 1946-47.

The principal features connected with the expired Agreement were as follows:—

- (1) (i) The proceeds of the following tax on petrol collected by the Commonwealth Government was available for distribution between the States—
 - (a) 3d. per gallon tax on imported petrol.
 - (b) 2d. per gallon tax on locally refined petrol.
- (ii) Five per cent. of the proceeds of the tax was paid to the State of Tasmania, and the remaining 95 per cent. was distributed between the other States on the basis of three-fifths according to the population of each State and two-fifths according to the area of each State.
- (iii) Certain amounts payable to the National Debt Sinking Fund were deducted from the amounts payable to the States on account of loan moneys provided by the States under an earlier Agreement. The amount involved so far as New South Wales is concerned was comparatively small, being £22,862 for the year 1946-47.
- (iv) The proceeds of all but $\frac{1}{2}$ d. per gallon of the tax paid to the States was required to be spent on roads. The proceeds of $\frac{1}{2}$ d. per gallon might be spent on roads or on other works connected with transport, as might be determined by the

State, except that one-twelfth of the proceeds of the 1d. tax mentioned might be required by the Commonwealth to be spent on the maintenance and repair of roads which approach or adjoin Commonwealth properties.

- (2) The amount received by New South Wales each year was as follows:—

	£	£
1937-38	1,143,144	
1938-39	1,176,039	
1939-40	1,229,230	
1940-41	956,352	
1941-42	599,294	
1942-43	440,031	
1943-44	* 143,957	(491,777 due).
1944-45	* 536,509	(587,519 due).
1945-46	873,425	
1946-47	1,310,459	
	<hr/>	
	8,408,440	

* The difference between the amount received and the amount due was voluntarily foregone by the State as a measure of assistance towards the war effort (£398,830).

- (3) The amount paid to New South Wales was credited to the funds of the Department of Main Roads, and the money was expended on proclaimed Main Roads, with the exception of £116,887, expended on other roads including those which approach or adjoin Commonwealth properties.
- (4) The basis of distribution of the Federal Aid moneys between the States has generally been recognised as equitable in the national interest, providing greater assistance to those States with small populations and large areas. By its operation, New South Wales received approximately 28 per cent. of the amount distributed under the expired Agreement compared with approximately 34 per cent. which it would have received had the distribution been on the basis of petrol consumed in New South Wales.
- (5) The allocation of the total tax levied on petrol by the Commonwealth Government in pre-war years and at the 30th June, 1947, was as follows:—

	Total amount of Tax.	Paid to States.
<i>Imported Petrol—</i>		
Pre-war	7d.	3d.
At 30th June, 1947	10d.	3d.
<i>Locally-refined Petrol—</i>		
Pre-war	5½d.	2d.
At 30th June, 1947	8½d.	2d.

- (6) It is estimated that the amount of petrol tax collected by the Commonwealth Government during 1946-47 was approximately £16,390,000 of which £4,797,319 was distributed to the States.

Prior to the expiration of the 1937-1947 Agreement, the State made strong representations to the Commonwealth Government that an additional 2d. per gallon of the tax levied by the Commonwealth Government should be allocated to the States for road purposes. The Commonwealth Government subsequently enacted the Commonwealth Aid Roads and Works Act, 1947, which incorporates the arrangements which are to apply for a period of three years as from 1st July, 1947,

regarding the payment to the States of portion of the petrol tax. The principal alterations of the expired Agreement are as follows:—

- (1) In calculating the gallonage payments to the States, petrol used for aviation purposes is ~~to be~~ excluded.
- (2) The maximum amount which the State may spend on works connected with transport other than roads is to be one-sixth of the proceeds received from the gallonage payments.
- (3) The State is not ~~now~~ obliged to spend a maximum of one-twelfth of the proceeds of $\frac{1}{2}$ d. of the petrol tax as may be required by the Commonwealth on roads which approach or adjoin Commonwealth properties. (The annual amount involved on the basis of receipts for 1946-47 was £18,200).
- (4) An amount of £500,000 per annum is to be provided by the Commonwealth Government for expenditure on strategic roads and roads of access to Commonwealth Properties throughout Australia. (The amount to be spent in New South Wales will depend on the relative needs of roads in this State compared with the needs of roads in other States, and this will be decided by the Commonwealth).
- (5) An amount of approximately £280,000 per annum will be paid to New South Wales for expenditure on roads (other than declared State Highways, Trunk Roads and Main Roads) through sparsely populated areas, timber country and rural areas or, if the State thinks fit, upon the purchase of road-making plant for use in areas where the purchase of such plant is beyond the resources of local authorities.
- (6) A sum of £100,000 per annum may be expended by the Commonwealth in the promotion of road safety practices throughout the Commonwealth.
- (7) The proceeds of the gallonage payments to the States shall be expended in accordance with a policy agreed to by the Commonwealth Minister for Transport and a statement of proposed allocations of this money as well as of the £280,000 per annum referred to in (5) above shall be forwarded by the State, in advance of expenditure, to the Commonwealth each year.

As a result of the new Commonwealth Act the additional amount to be disbursed by the Commonwealth Government as from 1st July, 1947, for expenditure on roads and other works connected with transport, including road safety, is equivalent to approximately one penny per gallon of the total petrol tax levied by the Commonwealth, based on the present consumption of petrol.

REVIEW OF THE FINANCIAL POSITION OF THE ROADS FUNDS WITH PARTICULAR REFERENCE TO THE EFFECT OF RISING COSTS.

The revenues of the Department available for expenditure on Main and Developmental Roads are derived principally from taxes levied on motor vehicles and on petrol. Motor vehicle taxation is imposed by the State Government and petrol taxation by the Commonwealth Government. The total proceeds of motor vehicle taxation are paid to the Department's funds, while the whole of that portion of the proceeds of the Commonwealth tax on petrol which is made available to the State is also paid to the Department's funds.

The number of motor vehicles registered in New South Wales increased from the maximum pre-war figure of 329,219 at 31st August, 1939, to 358,450 at 30th June, 1947, but owing to a reduction of approximately 20 per cent. in the rates of motor vehicle taxation as from 15th May, 1942, and which have not been restored, the total receipts from this source during 1946-47 were still less than the receipts during what might be termed the last pre-war years of 1939-40.

In addition, restrictions on the use of petrol are still in force and as a consequence the full effect of the increased number of registered motor vehicles on revenues received from the tax on petrol consumed has not been realised.

The amounts received by the Department from the proceeds of motor vehicle taxation and petrol taxation are distributed statutorily between the three road funds of the Department and the amounts paid into these funds in 1939-40 and 1946-47 were as follows:—

	County of Cumberland Main Roads Fund.		Country Main Roads Fund.		Developmental Roads Fund.		Total.	
	1939-40.	1946-47.	1939-40.	1946-47.	1939-40.	1946-47.	1939-40.	1946-47.
	£	£	£	£	£	£	£	£
Motor Vehicle Taxation ...	463,238	482,128	1,528,827	1,569,478	110,259	.....	2,102,324	2,051,606
Petrol Taxation	288,869	307,958	940,361	1,002,501	.....	.....	1,229,230	1,310,459
Total.....	£ 752,107	790,086	2,469,188	2,571,979	110,259	.....	3,331,554	3,362,065

The moneys paid into the County of Cumberland and Country Main Roads Funds are, in general, spent on the Main Roads system while the Developmental Roads moneys are spent on proclaimed Developmental Roads.

It will be seen from the above statement that the revenues received in 1946-47 in the County of Cumberland and in the Country Main Roads Funds were only very slightly in excess of the amounts received in 1939-40, while no statutory revenues were available during 1946-47 for expenditure on Developmental Roads.

In contrast to the fact that the funds received in 1946-47 for expenditure on the Main Roads system were virtually the same as those received in 1939-40, the cost of carrying out works increased to a considerable extent in 1946-47 compared with 1939-40. In addition to award variations involving increased payments to employees in respect of both wages and conditions, the cost of stores and materials rose appreciably. A notable example is the cost of bitumen which rose from a little over £8 per ton in 1939-40 to approximately £18 per ton in 1946-47. The overall increase in cost of carrying out the Department's activities in 1946-47 compared with 1939-40 was approximately 40 per cent., while the indications are that the corresponding increase for 1947-48 will be approximately 50 per cent.

It is clear that, having regard to the increased cost of carrying out works and to the absence of a corresponding increase of revenues, it is not now practicable from a financial point of view for the same volume of work to be carried out as in the pre-war years. The effect of this position is different in the case of each of the three road funds as explained below:—

County of Cumberland Main Roads Fund.

Due to the position arising from the shortage of housing, it has not been considered appropriate to proceed with road widening proposals involving the demolition or alteration of buildings, while difficulties have continued to exist in securing sufficient skilled labour as well as adequate materials for high-grade pavement construction. Consequently the normal pre-war rate of expenditure on road-widening and road-construction work in the County of Cumberland has not been reached. The result is that the substantial cash balance which accrued in the County of Cumberland Main Roads Fund during the war has increased slightly. The Department is, however, committed to the completion of a number of essential major road-widening schemes already commenced; the provision of heavy pavements or renewal of

surfaces already worn and showing signs of failure, and the replacement of old, or the building of new large bridges over the Parramatta River and other arms of the Sydney Harbour. The cash balance which has accrued in the County of Cumberland Main Roads Fund during and since the war will be required for expenditure on these and other major works with the return of conditions which will enable the Department to proceed with its normal progressive road and bridge construction programme.

Country Main Roads Fund.

The Country Main Roads Fund is suffering from a serious insufficiency of revenue.

The major portion of the statutory revenues available to the Country Main Roads Fund in the pre-war years was required to be spent on maintaining the Main Roads system as well as in meeting other inescapable commitments such as loan charges and administration expenses, the balance being used for the purpose of constructing and reconstructing roads and bridges. Of the receipts from motor and petrol taxation amounting to £2,469,188 in 1939-40, £1,507,569 was spent on maintenance work and other inescapable charges, leaving £961,619 available for construction and reconstruction works. Due principally to the rise in costs, the expenditure in 1946-47 on maintenance and other inescapable charges was increased to £2,186,858 and with a revenue of £2,571,979 the balance left for expenditure on construction and reconstruction was only £385,121. This amount was insufficient to meet the cost of necessary works, including the replacement of worn out bridges, and the position was met in 1946-47 by borrowing repayable loan funds from the State Government to the extent of £300,000 which enabled £666,357 to be spent from State funds on construction and reconstruction works in that year.

In view of the narrow margin between statutory revenues and inescapable charges, the capacity of the Fund to increase its loan charge commitments by borrowing additional repayable loan moneys is limited. With the prospect of further increases in costs subsequent to those which applied in 1946-47 it is clear that in the absence of increased revenues a considerable reduction in volume of work will need to be effected in comparison with pre-war years. This can only be managed either by reducing the expenditure on road maintenance work and thus lowering the standard of running surfaces, by practically eliminating reconstruction and new construction works, or by a combination of both features. In view of the economic need to maintain satisfactory road surface conditions for motor vehicles and also in view of the responsibility to provide for the improvement and construction of the Main Road system to assist in the continuous development of the State's resources, it is most desirable that the funds available to the Department be augmented.

As previously stated, the rates of motor vehicle taxation are at present 20 per cent. less than they were prior to 15th May, 1942.

The State, as indicated elsewhere in this report, made representations to the Commonwealth Government prior to the end of 1946-47 for an increased share of the proceeds of the Commonwealth petrol tax for expenditure on the Main Roads system, but without success.

Developmental Roads Fund.

With the reduction of motor vehicle taxation effected on the 15th May, 1942, the statutory revenues available for expenditure on proclaimed Developmental Roads ceased. In order to assist primary production, the State Government provided loan funds amounting to

£50,000 in 1945-46 and £100,000 in 1946-47 for expenditure on Developmental Road works. The expenditure has proceeded slowly up to the present owing to the limited resources available to Councils generally for the carrying out of these works.

ALTERATIONS AND ADDITIONS TO THE MAIN ROADS SYSTEM.

Proclamations.

During the year under review a number of adjustments were made to the Main Roads system by the proclamation of new Main and Secondary Roads. The new system of Main Roads which was proclaimed in August, 1946, as part of the planning of the Newcastle and District Arterial Roads system; is referred to elsewhere in this report. In other parts of the State, six roads were proclaimed as Main Roads and one road declared a Secondary Road.

Within the County of Cumberland new roads were proclaimed to improve transport facilities in cases where a marked increase in traffic was noticeable or is to be expected. In the Shire of Warringah, the road from North Manly to Dee Why was proclaimed as Main Road No. 530, and the road from French's Forest Post Office to Terrey Hills (previously Secondary Road No. 2023) was proclaimed as Main Road No. 529. In the Municipalities of Waterloo and Alexandria the road from the intersection of Dowling-street and Lachlan-street, via Lachlan-street, Bourke-street, McEvoy-street and Fountain-street to Mitchell-road, Alexandria, was proclaimed as Main Road No. 528. Lachlan-street was previously part of Secondary Road No. 2008.

In the Municipality of Windsor, the road from the junction of Macquarie and Bridge streets, via Macquarie-street and a deviation to George-street, previously Secondary Road No. 2023, was proclaimed as part of Main Road No. 184 and George-street from its junction with Bridge-street to Richmond-road, previously Main Road No. 184, was declared Secondary Road No. 2030.

In the Shire of Sutherland the road from the Prince's Highway, State Highway No. 1, to the Lugarno Ferry over the George's River was declared Secondary Road No. 2034 to complete a link in the Main Roads system from Hurstville to the Prince's Highway at Sutherland.

In view of the importance of the town of Portland to the State as a cement and coal producing centre and the increased volume of industrial traffic hauling cement, lime and coal, the road in the Shire of Blaxland, from Cullen Bullen via Portland and Wallerawang to the Great Western Highway, State Highway No. 5, near Marrangaroo, was proclaimed as Main Road No. 531.

The road from Orange, via Woodward-street and the Pinnacle to the summit of Mt. Canobolas in the Municipality of Orange and Shire of Canobolas, which is used extensively by tourist and local production traffic, was proclaimed as Main Road No. 526.

In addition, four roads were proclaimed as Developmental Roads, and seven works as Developmental Works.

As a result of these adjustments the total mileage of proclaimed roads (other than in the Western Division of the State) was increased by 118 miles from 19,952 miles to 20,070 miles.

Details of these newly proclaimed roads and works are set out in Appendices Nos. 13, 14, 15, 16 and 17.

Review of the Country Main Roads System.

During the war years it was generally not practicable to deal with applications received from Councils for the proclamation of additional Main Roads, additional Developmental Roads or Works, and the raising in status of roads already proclaimed. As a result, at the end of the war there was a large accumulation of applications, and many others were received after the end of the war.

As indicated in the last Annual Report, it was judged necessary to deal with these applications comprehensively, and at the same time to undertake a study of trends of population growth and development in the various regions of the State in order to ensure that the Main Roads system is best adapted to meet the present and potential needs of each region and the State as a whole.

The investigation has been in progress continuously during the past year, when conditions in five regions in the northern part of the State were examined. Each Council, sixty-eight in all, was interviewed by Departmental Officers and road needs discussed. Subsequently Regional Development Committees were interviewed to ascertain their views regarding the likely trends of development.

The discussions with Councils and Committees have been most helpful to the Department in its investigations and will materially assist in securing an orderly development of the system of proclaimed Main and Developmental Roads.

How far it will be practicable immediately to raise the status of existing proclaimed roads or to add to the mileage by the proclamation of additional roads will be governed by the extent to which the Department is in a position to meet the additional financial liabilities involved.

The investigation will, however, indicate the extent of road mileage eligible for proclamation and if it cannot all be proclaimed at once, information will be on hand to enable proclamations to be proceeded with as and when financial conditions permit.

The existing system of Main and Developmental Roads is shown on the map following page 8.

Naming of Roads.

Cobb Highway. To commemorate the name of the great pioneering firm of Cobb & Co., whose coaching activities of the earlier days linked three States of the Commonwealth, State Highway No. 21 which runs from Moama, via Hay and Booligal to the Barrier Highway (State Highway No. 8) near Wilcannia, was named the "Cobb Highway." This name was adopted following on representations by the various Councils concerned, and after obtaining the views of the Royal Australian Historical Society.

Lawrence Hargreave Drive. As a tribute to the memory of Lawrence Hargreave, pioneer in aeronautics, who lived in the vicinity of Coalcliff and travelled along this road to Stanwell Park to carry out his experiments at Bald Hill, and as a result of representations by the Bulli Shire Council, Main Road No. 185, previously generally known as the Lower South Coast Road, was named the "Lawrence Hargreave Drive." This road extends from the Prince's Highway near Helensburgh and thence through Stanwell Park, Coalcliff, and other coastal towns to the Prince's Highway at the foot of the Bulli Pass, near Thirroul.

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

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	66⅔
Bridgeworks (excluding footways as set out separately below)—			
(i) Construction	100	100	75
(ii) Maintenance	100	75	66⅔
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	*66⅔

* 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.

MAIN ROAD DEVELOPMENT PLAN FOR THE COUNTY OF CUMBERLAND.

Reference was made in the last annual report to the investigations which were being undertaken towards the preparation of a Main Road Development Plan to provide for present and future needs of road traffic within the County of Cumberland. These investigations were continued during the year and a tentative plan for the layout of routes over the greater part of the metropolis has been forwarded to the Cumberland County Council for its consideration. In the meantime a detailed examination of the more important routes is proceeding.

The Department has continued to make available to other interested authorities the data assembled in the course of its investigations. Maps showing Land Use and Population Density were made available to various authorities, including Government Departments, Shire and Municipal Councils in the County of Cumberland. The Cumberland County Council was authorised to use the Land Use map as a base for its Interim Development Plan.

To assist in the more detailed planning of roads in the Metropolitan area, an Origin and Destination Survey of traffic entering and leaving the inner City area, was carried out on the 23rd May, 1947, by the Joint Committee on Traffic and Parking, on which this Department is represented. The assembled data will be tabulated and analysed by the Department on behalf of the Committee, which will use it in studying traffic conditions.

During the year, a City of Sydney Roadways Planning Conference was established, the Commissioner for Main Roads being a member. This Conference will report on the planning of new, and the improvement and re-planning of existing traffic arteries within the City area, to meet the needs both of traffic proceeding to the City and of that which needs to cross the City. This Conference also will use the data obtained from the Origin and Destination Survey in the examination of the problems of arterial road planning within the City area. The data will also be used by the Department in the planning of arterial roads outside the City area but linking to arterial roads within the City area.

In the last Annual Report mention was made of the formation of the Port Roadways Development Conference and Technical Committee to consider the problem of the future road and bridge requirements of the Darling Harbour, Blackwattle Bay and Rozelle Bay areas in relation to the further development needs of the Port of Sydney. The Technical Committee submitted a preliminary report which was adopted by the Conference and by the Cumberland County Council. The further activities of the Port Roadways Conference and Technical Committee have been restricted to the area not covered by the recently formed City of Sydney Roadways Planning Technical Committee.

PLANNING OF NEWCASTLE AND DISTRICT ARTERIAL ROADS SYSTEM.

During 1945-46 the Councils of the City of Greater Newcastle and the Shire of Lake Macquarie and the Department agreed to the adoption of a plan for an expanded system of Arterial Roads for Newcastle and district, details of which were described in the last Annual Report.

Action has since been advanced by the Department towards the implementation of the plan in respect of that portion included in the system of proclaimed Main Roads. This system of Main Roads, comprising the more important routes of the Arterial Roads system, was determined for the purposes of proclamation in collaboration with the Councils concerned. It was found necessary in the proclamation of the new system, first to deproclaim the entire system of old Main Roads within the Greater City area and then, for the purpose of new proclamations, to re-organise the numbering of the various roads in order to secure continuity of each route, particularly having regard to the future development of other adjacent roads and the Main Roads system as a whole.

The new system of Main Roads, which was proclaimed in August, 1946, includes several proposed deviations, and in order to establish immediate continuity of the Main Roads pending the construction of these deviations, short lengths of temporary routes following the existing streets are being used and maintained for the purpose.

The Department has proceeded where necessary with detailed engineering surveys of the State Highways and the Trunk Roads and preliminary designs are in hand for the sections of these routes beyond the main urban areas. Considerable building and land subdivision activities in the Newcastle area during the year have necessitated the early determination of road boundaries where roads are to be widened or deviated, and advance information in this regard has been furnished to the Councils in connection with applications received by Councils for buildings and subdivisions. In some cases the Department has already taken action to acquire small parcels of land on these routes which would be absorbed in the ultimate roadway but, in general, no mass acquisition of properties is being undertaken at the present time. It is the Department's intention to carry out roadway widening as a gradual process, spread over a number of years, and such proposals will be implemented by means of realignment wherever practicable.

The Councils are collaborating with the Department in the carrying out of surveys and designs in connection with the ordinary Main Roads included in the proclaimed system. This work is being undertaken by the Councils in conjunction with the development of their own proposals for the town planning of the entire area.

There still remains an appreciable amount of engineering survey and design work to be undertaken in connection with the planned system by both Councils and the Department. This is being advanced in the first place to a stage where ultimate road boundaries can be determined and so enable the preservation of land necessary for accommodation of the future roads and, secondly, to a stage of detailed construction plans.

The actual construction of proposed new roads and the widening and improvement of existing roads provided for in the plan will not necessarily be carried out at once, but will be undertaken by stage development as warranted by the needs of road traffic. Meanwhile, the immediate need is for determination of areas required for ultimate road purposes, and to that end both the Councils and the Department are working. The co-operation and assistance afforded by the Councils in all aspects of this work are reflected in the progress already made.

PLANNING OF WOLLONGONG-PORT KEMBLA MAIN ROAD SYSTEM.

A plan for the future development of the roads system in the Wollongong-Port Kembla district was described in detail in the last Annual Report. This plan has as its object the definition of a system of future Main Roads for the purpose of development of adequate traffic facilities consistent with the needs of modern road traffic and having regard to the ultimate expansion of the district as a whole. Copies of the plan have been forwarded to the Councils, and during the year further discussions have been held concerning details of the road plan and proposed methods of implementation.

Engineering surveys for the major portion of the Main Roads plan are practically completed. Preliminary engineering designs are well advanced and in some cases the Councils have already been furnished with particulars of location and road boundaries sufficient to enable them to deal direct with building and land subdivision applications without the need for further reference to the Department. The acquisition of land for the purpose of establishing the requisite road reservations in respect of Highway routes is being undertaken by the Department, action in this respect at present being confined principally to vacant properties. At this stage it is not intended that any established buildings on the routes proposed should be demolished and removed. This would only occur as the need for actual road construction arises.

The actual construction of the new roads provided for in the plan does not form part of the immediate programme. The carrying out of this work will depend entirely on the needs of road traffic. The immediate concern at this stage is the preservation of lands at present vacant which are required for the accommodation of the future construction. In view of the extensive building and subdivision activities in the area, action to define the extent of areas required for road purposes is the first consideration. Vacant land required for future road purposes is being acquired where practicable, and in the case of the route which will pass to the east of the main Wollongong shopping centre, about seventy per cent. of the strip is already acquired or in process of acquisition between the points where the route leaves and rejoins the Prince's Highway.

In the advancement of these planning proposals the Department records appreciation of the co-operation and assistance afforded by the Councils concerned. It is recognised that only by co-ordinated effort on the part of the local authorities and the Department can such schemes be brought to a successful conclusion.

PROGRESS WITH METROPOLITAN ROAD WIDENING SCHEMES.

Earlier reports have traversed the Department's general policy regarding the widening of Metropolitan Main Roads and the methods employed in effecting the widening.

Just prior to the war the Department authorised an accelerated programme of widening with a view to pressing on with the improvement of the Metropolitan road system, but more particularly for the purpose of removing narrow congested sections or preparing roads for construction in continuity of work already carried out. Steady progress was made in the acquisition of the necessary property, but with the advent of war and the necessity for directing the Department's forces to the execution of works of a defence character, further action was deferred.

After the cessation of hostilities, the general question of road widening was reviewed. However, it was apparent that the retention of certain war-time controls, the difficult housing situation and the shortage of building materials and labour, would considerably slow down the completion of road widening projects necessitating the demolition of shops and dwellings. Nevertheless, the Department has set in motion action towards the completion of acquisitions on some of the more urgent sections as follows:—

S.H. 1, Prince's Highway, Munic. of Rockdale, Cook's River to Spring-street.

M.R. 164, Military-road, Munic. of Mosman, Cremorne Junction to Gurrigal-street.

M.R. 165, Victoria-road, Munic. of Balmain, White Bay to Iron Cove.

M.R. 165, Victoria-road, Munic. of Ryde, Gladesville Shopping Centre.

M.R. 172, Oxford-street, Munic. of Paddington, Paddington Town Hall to Centennial Park.

The rate at which the land required for these projects can be cleared of obstructions to enable road reconstruction to be commenced, will depend entirely upon the general improvement in the housing situation and the supply of building materials.

The Department is taking necessary preliminary action in respect of other widening schemes so that when circumstances are favourable a further planned programme can be put into effect.

CONSTRUCTION OF MAIN ROADS.

County of Cumberland.

There has been an increase in the extent of construction work in hand both by Day Labour and by Contract compared with 1945-46. This would have been much greater still were it not for the shortage of materials and labour and the difficulties experienced by public utility authorities in arranging adjustments of their equipment to allow the Department to undertake construction work in built-up areas. This has not only reduced the extent of the work which could be undertaken, but tended to increase the time required to complete individual works and increase costs.

To overcome difficulties in this regard the Department is now arranging, wherever possible, for public utility adjustments to be authorised well in advance of road construction operations.

One phase of road construction, which has received particular attention during the year, has been the strengthening of parking lanes and side strips at bus stops and other places on Main Roads where the pavements were failing to stand up to omnibus loading.

The principal works in progress during the year were as follows:—

Municipality of Canterbury. Main Road No. 167—Canterbury-road. Beamish-street to Sharp-street.

This work comprises the construction in cement concrete of two side strips each 11 feet wide over a length of 5,540 feet. The work on the western side was completed by the Canterbury Municipal Council, and that on the eastern side is being constructed by the Department. The work will be completed in 1947-48.

Municipality of Ryde. Main Road No. 200—Devlin-street. Willandra-street to Blaxland-road.

Two side strips each 18 feet wide over a length of 1,476 feet were constructed in cement concrete by the Department by Day Labour. The work was wholly carried out during the financial year.

Shire of Warringah. Main Road No. 159—Pittwater-road. Eurobin-avenue to William-street.

This work consists of the reconstruction of the pavement by the Department in cement concrete with subsidiary works for a length of 4,104 feet. The work will be completed in 1947-48.

Shires of Blue Mountains and Colo. Main Road No. 184. North Richmond-Mt. Tomah-Bell.

Reconstruction of Main Road No. 184 was re-commenced early in 1946 after being suspended during the war years. Construction continued during the past year and earthworks are now practically complete from Bell to Bilpin, and construction of the pavement is in progress. Work is about to commence on a further section from Bilpin to Kurrajong.

Municipalities of Homebush and Auburn. State Highway No. 5—Great Western Highway. Sections between Bridge-street and Station-street.

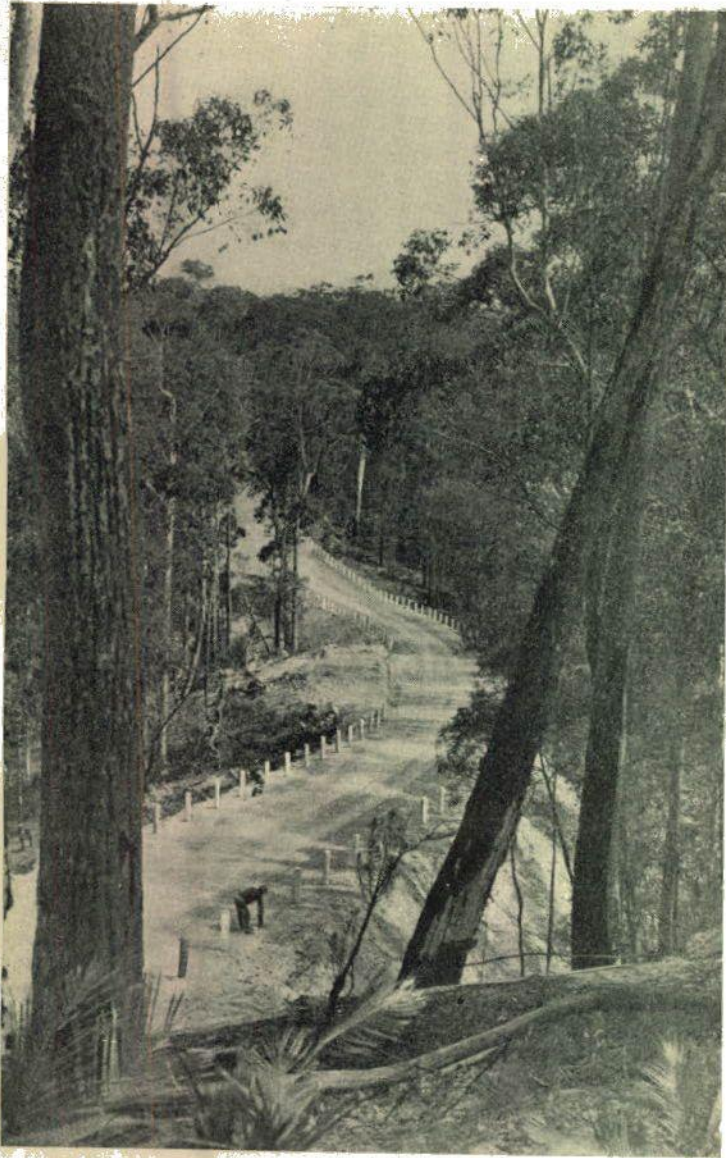
This work comprises the replacement of the central bituminous strips, 20 feet wide, with cement concrete in a number of sections aggregating 6,927 lineal feet. Construction is being carried out by contract. The work will be completed during 1947-48.

Shire of Warringah. Main Road No. 397—Wakehurst Parkway. Dalwood Homes to Narrabeen.

Main Road No. 397, between Seaforth and Narrabeen, which was formally opened to traffic and named the "Wakehurst Parkway" in March, 1946, has been completed except for a 1½-inch thick premix bituminous surface course. The main work undertaken during the year was the completion of the base course, of which a length of 3¼ miles was constructed with a 3-inch bitumen penetration course.

Municipalities of North Sydney and Lane Cove. State Highway No. 10—Pacific Highway. Crow's Nest to St. Leonards.

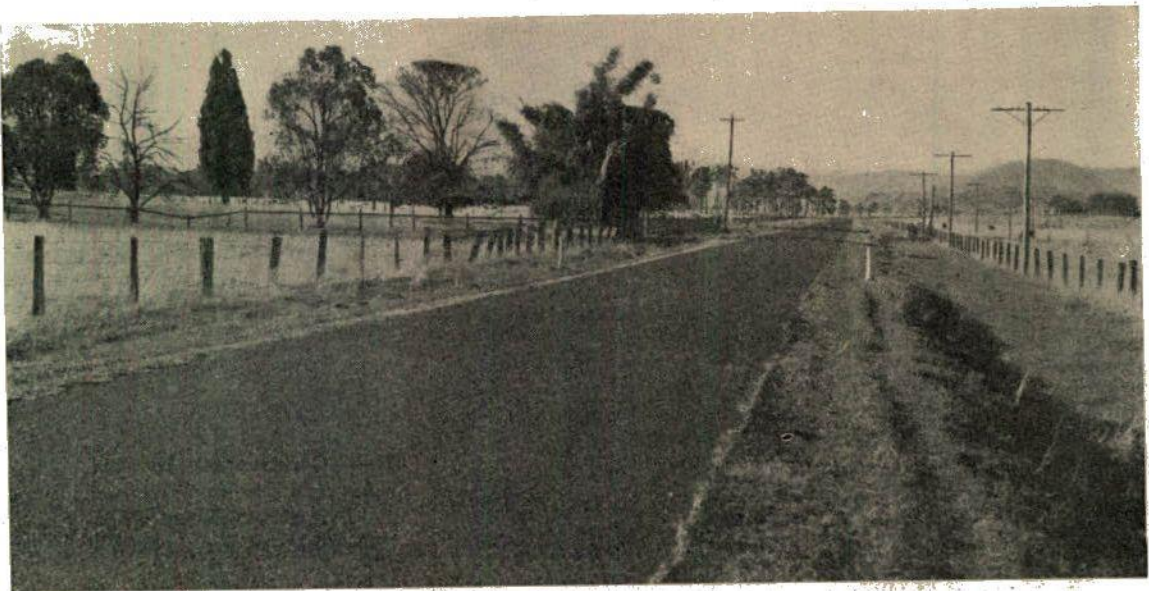
This work comprises the widening and reconstruction by the Department in cement concrete with an asphaltic concrete wearing surface of a length of 3,010 feet. Work in progress is limited to eastern side of the carriageway. Construction of the western side of the carriageway is being deferred until relocation or removal of the tramway tracks.



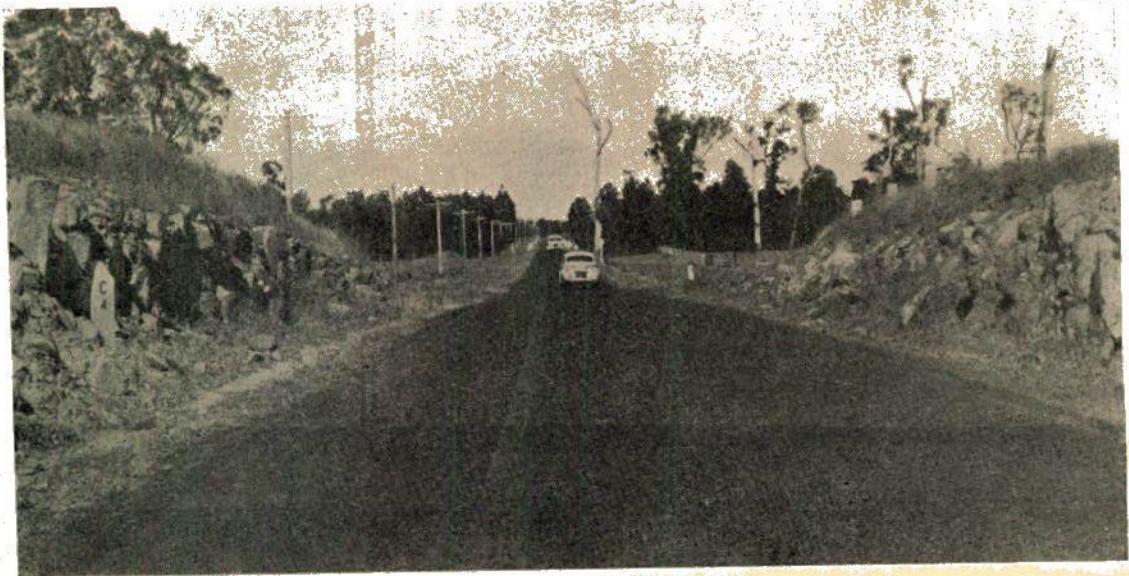
New Construction between
Bateman's Bay and Mogo, on
the Prince's Highway (S.H.
1), Shire of Eurobodalla.



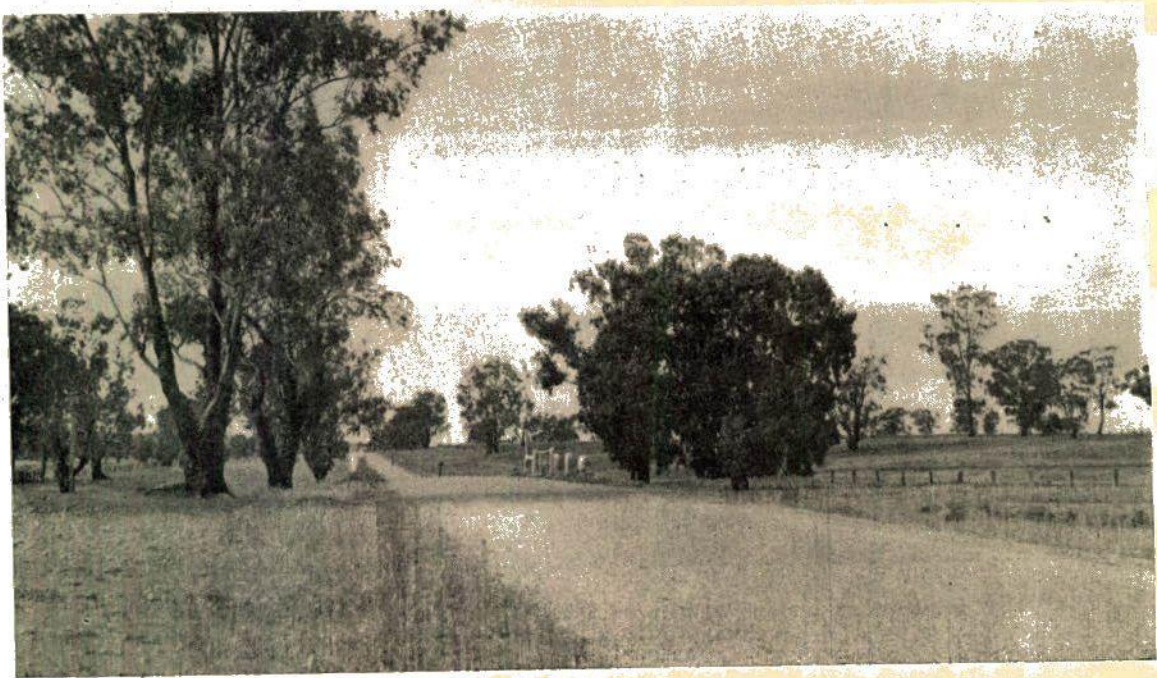
New construction in progress between Bonville and Coff's Harbour on the Pacific
Highway (S.H. 10), Shire of Bellingen.



Shire of Tomki. M.R. 140. Casino-Kyogle-Woodenbong road. Section near Kyogle Shire boundary.



Shire of Gundurimba. Coraki-Lismore road. M.R. 148. Section near Coraki.



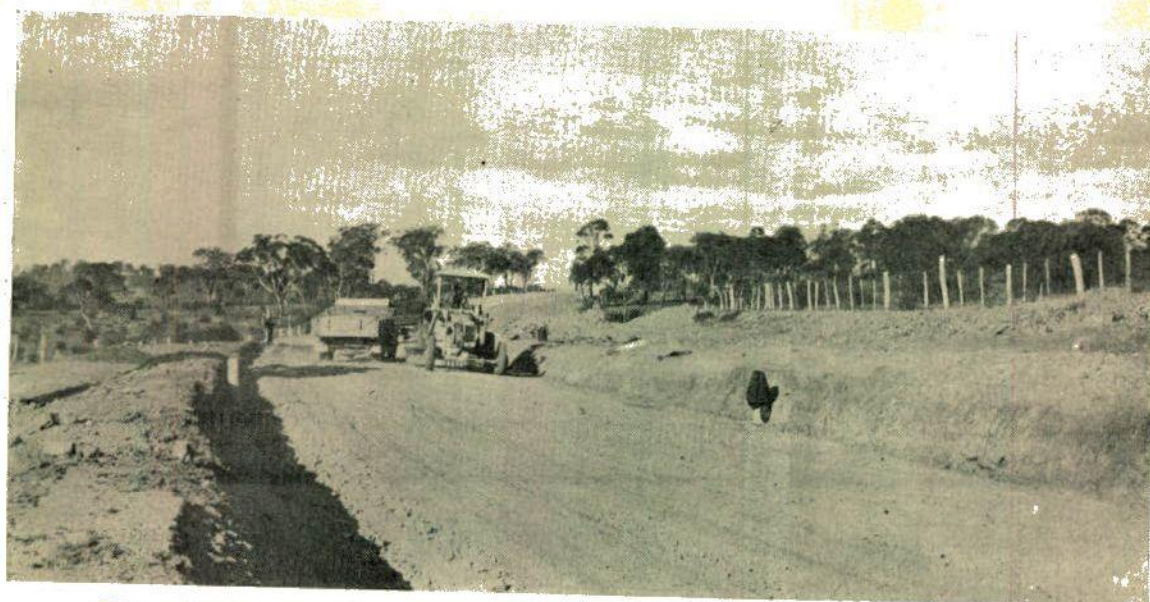
Shire of Mitchell. T.R. 57. Reconstruction and surfacing north of Wagga.



Shire of Severn. M.R. 136. New construction between Emmaville and Tent Hill.



Shire of Lake Macquarie. M.R. 217. Construction in progress between Dora Creek and Cooranbong.



Shire of Mulwaree. Hume Highway (S.H. 2). Reconstruction in progress south of Goulburn.

Country.

Five major construction works, which were commenced prior to 30th June, 1946, were continued during the past year. In addition another organisation has re-commenced work on the construction of Main Road No. 511 between Grafton and Glen Innes, and further lengths of the Pacific Highway are under construction, one work having commenced in Manning Shire by the Council by Day Labour and one work in Bellingen Shire by the Department by Day Labour.

The principal works now in hand are as follows:—

*Shire of Eurobodalla. State Highway No. 1—Prince's Highway.
Bateman's Bay towards Moruya.*

Completion of the section between Bateman's Bay and Mogo, a distance of 5½ miles, which was commenced prior to the war and suspended during the war years, was re-commenced in April, 1946, by the Department by Day Labour and work continued during the past year. This section is now substantially complete with gravel pavement, and work is being continued on the section Mogo to Moruya.

*Shire of Dorrigo. Trunk Road No. 76—Dorrigo towards Ebor and
Dorrigo to Bellingen Shire boundary.*

This work, earlier completion of which was deferred as a result of the war and which comprises mainly a length of about 7½ miles, was resumed by the Department by Day Labour in April, 1946, and continued during the past year. The bulk of the work is now complete. It is anticipated that the work will be completed by the end of 1947.

*Shires of Nymboida and Severn. Main Road No. 511—Grafton to Glen
Innes.*

Two day labour organisations are engaged on this work; one at the Glen Innes end and the other at the Grafton end of the work.

Prior to work at the Glen Innes end being closed down early in 1942, earthworks had been completed and base course gravel laid from the point at which construction was commenced at 21 miles from Glen Innes to 31 miles from Glen Innes.

The organisation on the Glen Innes end re-commenced work in March, 1946, and has made good progress.

During the year the gravel pavement was extended to 32 miles from Glen Innes and the earthworks were substantially completed to 38 miles from Glen Innes.

On the Grafton end, work was re-commenced about September, 1946. Work has been confined to the length between 26 miles and 41 miles from South Grafton where construction was in hand when the works were closed down during the war. This organisation is not yet at full strength.

*Shire of Macleay. State Highway No. 10—Pacific Highway.
Frederickton to Eungai.*

Reconstruction of the Pacific Highway from Frederickton north-erly is in progress by the Department by Day Labour. The section of 8½ miles from Frederickton to Clybucca is nearing completion with a gravel pavement and will subsequently be provided with a bituminous surface.

Work is proceeding on the section from Clybucca towards Eungai.

Shire of Manning. State Highway No. 10—Pacific Highway. Ghinni Ghinni Creek towards Coopernook.

Reconstruction of the Pacific Highway from Ghinni Ghinni Creek northerly has been commenced by Manning Shire Council by Day Labour. Work now in hand consists of reconstruction of a section of 1½ miles.

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

Reconstruction of the Pacific Highway between Raleigh and Coff's Harbour was commenced in November, 1946. Approximately 12 miles of the Highway are to be reconstructed and when completed will be provided with a bituminous surface and will result in the completion of bituminous surfacing of the Highway for the full length in Bellingen Shire.

Work to date has been confined to a length between 4 miles and 7 miles from Coff's Harbour. This organisation is being progressively built up by transfer of men and plant from Trunk Road No. 76—Dorrigo Shire, as this work nears completion.

Shires of Coonabarabran and Namoi. State Highway No. 17—Newell Highway. Coonabarabran to Narrabri.

This work, which was commenced in June, 1946, and is to provide a direct route between Coonabarabran and Narrabri, has been opened up over a length of approximately 40 miles. It is anticipated that clearing of the full length of 66 miles will be completed by the end of 1947, and the completion of the whole work by the end of 1948. Clearing, grader formation, earthworks, culvert and causeway construction is in hand and an early start is to be made on bridge construction.

DEVELOPMENTAL ROADS AND WORKS.

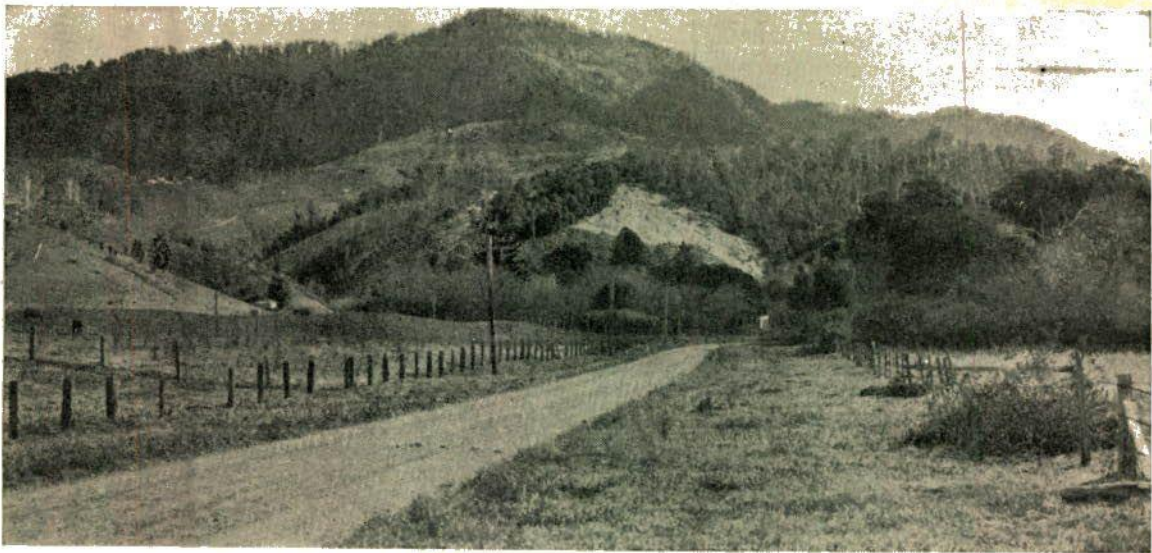
During the year approval was given to new works estimated to cost £135,119. The works approved included extension or completion of works commenced in earlier years on forty-nine Developmental Roads, commencement of four new projects, on newly proclaimed Developmental Roads or extensions of existing proclaimed roads, and construction of seven proclaimed Developmental Works.

Many Councils have been experiencing difficulty in carrying out Developmental Work for which funds have been provided. In past years, much of this work was undertaken by contractors, who during the war years took up other work. Some of these contractors are tendering for road construction work again, but, in general, there are insufficient contractors for the work offering. As a consequence, Councils with the necessary equipment are undertaking Developmental Road construction work by day labour. As more contractors return to this work and as further equipment becomes available, it is anticipated that the lag in construction operations will be gradually overcome.

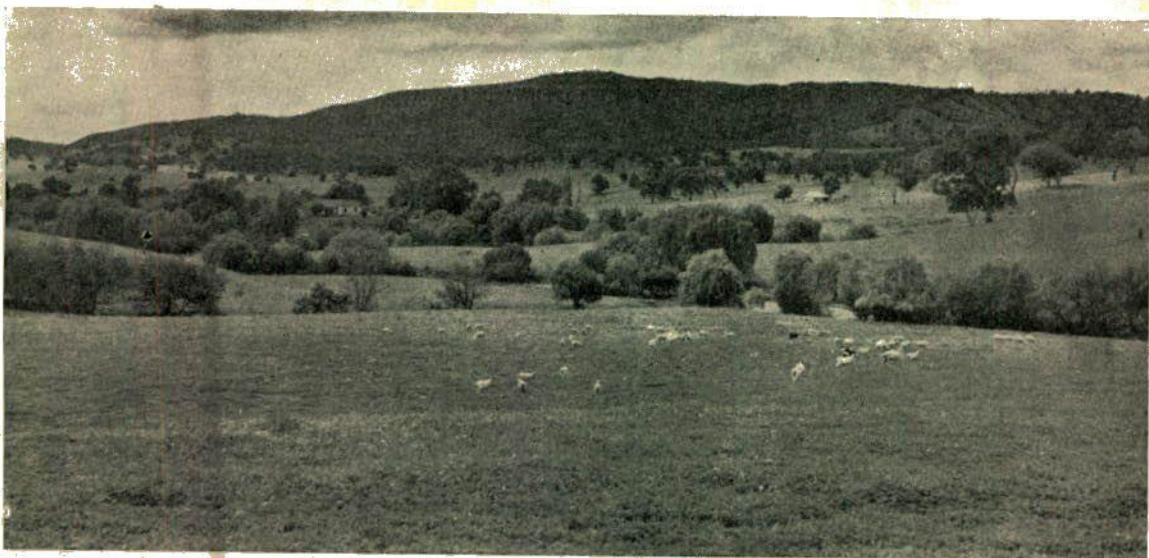
WORKS CARRIED OUT FOR COMMONWEALTH AND STATE AUTHORITIES.

The work carried out by the Department on behalf of the Commonwealth Government at Canberra Aerodrome was referred to in the last Annual Report. This included construction of runways and taxiways at a cost of approximately £145,000 (not including bituminous surfacing, which is being carried out by the Department of Works and Housing). Two runways, one 7,000 feet long by 150 feet wide, and the other 5,450 feet long by 150 feet wide, taxiways and hardstanding with a total area of 311,000 square yards were constructed by the Department with plant provided by the Department of Works and

Typical Developmental Roads and Country Served.



Shire of Byron. D.R. 1043. From Mullumbimby up main arm Brunswick River. Section 7 miles from Mullumbimby.



Shire of Kyeamba. D.R. 1117. Tumbarumba to Oberne road. View on north-east side of road.



Shire of Burrangong. D.R. 1059. Bendick Murrell Soldiers' Settlement road. View showing approach to village of Wirrimah.

Housing. One hundred and sixty-six thousand cubic yards of gravel and river sand were hauled on to the work and mixed in place to provide a stabilised pavement. Earthworks involved in the project amounted to 167,000 cubic yards and drainage work involved 5,600 lineal feet of open earth drain, 6,700 lineal feet of concrete lined drain, and 13,640 lineal feet of reinforced concrete pipe drain.

Only a few minor defence works, generally in the nature of maintenance of roads in military establishments, removals of road blocks, etc., were carried out during the year.

Works as set out hereunder were carried out for other Departments and outside bodies.

Bituminous Works.

Railway Department.
Metropolitan Water, Sewerage and Drainage Board.
Department of Public Works.
Department of Works and Housing.
Soil Conservation Service.
Councils.

Supply of Hotmix.

Metropolitan Councils.
Department of Works and Housing.
Metropolitan Water, Sewerage and Drainage Board.

Line-marking.

Department of Road Transport and Tramways.
Councils.
Homebush Abattoirs.

SCHOOL OF PLANT INSTRUCTION.

For the first half of the year the School of Plant Instruction, referred to in the last Annual Report, was continued partly at the Department's Central Workshops, Granville, and partly in the country. At Granville, twelve courses of instruction were held and 100 students attended. Courses were held for engineers, tractor operators, field fitters, motor vehicle drivers, sprayer operators and superintending officers engaged on bridge construction.

In the country, during this period, courses were held at the following centres:—

Glen Innes (Gibraltar Range).
Dorrigo.
Bourke.
Walgett.
Bateman's Bay.

Instructions in servicing and maintenance of machines and also instructions in operation were given. Eighty-six students attended and the courses held covered tractor operators, grader operators, compressor operators and other operators.

From the commencement of 1947, instruction at Granville was discontinued and the School was re-constituted on the basis of full-time instructions in the field. Three instructors visited construction works in the vicinity of Bilpin, Coonabarabran, Grafton, Coff's Harbour, Dorrigo and Frederickton, and also gave instructions to maintenance operators at established maintenance centres at Windsor, Bowenfels and Port Macquarie. Courses were given to tractor

operators and grader operators, compressor operators, other operators and field fitters, and eighty-eight students received tuition. Instruction was given in servicing and maintenance of machines and operation. In many cases, students had previously attended courses of instruction and, in these cases, emphasis was placed on instructions on operation.

Very satisfactory results are being obtained from instruction in the field especially as a follow-up to previous instruction on care and maintenance. Operators are instructed on the machines they usually operate and the men themselves are generally enthusiastic over the better results following instruction on correct operating procedure. Comparison of results prior to instruction and following instruction are being compiled, and at this stage improvement is evident but quantitative results are not available.

ROAD MAINTENANCE AND IMPROVEMENT.

In recent reports reference has been made to the deterioration in the standard of maintenance owing to shortages of manpower, materials and plant as a result of conditions during the war years. It was anticipated that in the year under review it would have been practicable to restore the roads to a condition approximating pre-war standards. However, the availability of men, materials and plant has not been sufficient to achieve this, though appreciable progress has been made.

Increased Use of Heavy Vehicles.

During the past year there has been an exceptionally rapid increase in long distance haulage on Main Roads by heavy commercial vehicles, especially on the principal State Highways such as the Hume Highway.

There are several reasons for this change in the nature and volume of traffic, but, directly or indirectly, it appears to be due mainly to effects of the war. The railways have been unable to meet all demands for long-distance transport, and, as a result, the normal restrictions under the Transport Co-ordination Act were selectively relaxed. In addition, coastal shipping services are not available to the extent of those existing in pre-war years.

Some of the increase in traffic is, of course, due to the normal increase in the number of vehicles registered. This increase in the case of commercial vehicles, including utilities, was about 40 per cent. from 1939 to 1947. The increase in the volume of heavy commercial vehicles of two-tons capacity and over has been generally much in excess of this figure.

Traffic flows are recorded continuously at ferries and at toll bridges, and the pre-war and post-war figures have been compared at some of these. In the case of the Hawkesbury River crossing at Peat's Ferry, comparing the years ended 30th June, 1939, when the ferry was in operation, and 30th June, 1947, respectively, it is found that the average daily flow of lorries of two-tons capacity and bigger has increased from 43 vehicles in 1939 to 166 vehicles in 1947, an increase of 286 per cent. During 1944 the average number of vehicles of this type crossing at Peat's Ferry was 15 only per day.

In the case of the Hunter River crossing at Hexham, the daily average figure for April, 1939, was 105 vehicles of two-tons or over, and in April, 1947, 169 vehicles, an increase of over 60 per cent. The ferry across the Hunter River between Newcastle and Stockton carried a daily average of 99 heavy vehicles in April, 1939. In April, 1947, the corresponding figure was 171 vehicles per day, an increase of 73 per cent.

Heavily-laden Trucks on the Hume Highway (S.H. 2, Shire of Gundagai).



Hume Highway. Repairing damage following recent growth of long-distance heavy haulage. (Shire of Gundagai.)



At the ferry over the Clyde River at Bateman's Bay, daily traffic of vehicles of two-tons and over increased from 31 in April, 1939, to 80 in April, 1947, an increase of 158 per cent. The increase in this case is accounted for partly by reduced coastal shipping facilities compared with pre-war years.

On the Great Western Highway on the western side of the Blue Mountains, the flow of heavy commercial vehicles during the past year has been at least four times that of 1939.

Considerable pavement damage has occurred as a result of the increased heavy traffic on the Hume Highway, particularly between Berrima and Tarcutta, and on the Great Western Highway between Mount Victoria and Lithgow. Other roads have been less obviously affected, but, nevertheless, have suffered damage in a short period which, normally, would have been spread over several years.

In the case of the Hume Highway, approximately £50,000 was spent during the past financial year in repairing exceptional pavement damage between Goulburn and Tarcutta, in addition to ordinary expenditure on maintenance and renewal, although, until the sudden increase in heavy commercial traffic, maintenance costs had been normal, even during the war years when this road was called on to carry a fair volume of military traffic.

Actual figures for 24-hour traffic flow on State Highways counted on Thursday, 17th April, 1947, are as follows:—

Highway.		Location.	Lorries of 2 tons and over and buses.	Other Vehicles.	Total Vehicles.
No.	Name.				
1	Prince's ...	At junction with Main Road No. 177, near top of Bulli Pass	216	513	729
1	Prince's ...	At junction with Main Road No. 266, north of Albion Park	215	465	680
1	Prince's ...	Bateman's Bay Ferry over Clyde River.....	122	163	285
2	Hume	At junction with Main Road No. 178 at Narellan, 3 miles north of Camden.....	545	827	1,372
5	Great West- ern.	At Mt. Victoria	419	455	874
6	Mid Western	At Abercrombie-Lyndhurst Shire boundary—(between Bathurst and Blayney)	39	106	145
7	Mitchell.....	At Abercrombie-Canobolas Shire boundary—(between Bathurst and Orange)	102	166	268
9	New Eng- land.	At Camberwell (between Singleton and Muswellbrook) ...	146	316	462
10	Pacific	Hawkesbury River Bridge at Peat's Ferry.....	248	668	916
10	Pacific	Near junction with Main Road No. 255, 3 miles south of Gosford	309	793	1,102
10	Pacific	Hexham Ferry over Hunter River	228	285	513
10	Pacific	At Raymond Terrace	241	257	498
10	Pacific	Blackman's Point Ferry over Hastings River	26	134	160
10	Pacific	Harwood Ferry over Clarence River	48	147	195
10	Pacific	Burn's Point Ferry over Richmond River.....	10	107	117

Gravel Pavements.

During the war years gravel resheeting did not keep pace with the wear of gravel pavements, and as a result the average thickness of the pavements was generally below the desirable standard at the end of the war.

Gravel pavements are being progressively brought into satisfactory condition by resheeting and grading. Many Councils are still handicapped by lack of adequate maintenance equipment, shortage of suitable labour, and scarcity of experienced contractors. The maintenance plant position, however, has improved during the year, largely as a result of the sale of graders and other equipment to the Department, the Councils and contractors by the Commonwealth Disposals Commission. There is still a large unfulfilled demand for additional motor graders.

Supply of gravel, loam, etc., has been carried out both by day labour and by contract. Competitive tenders are now being received somewhat more frequently than during recent years. It is noticeable that both Councils and contractors are adopting mechanical loading more extensively than formerly.

The approximate quantity of gravel used by the Department and Councils on Main Roads, excluding the Western Division, during 1946-47 was 1,580,000 cubic yards. This figure represents gravel used in pavements and shoulders only and makes no allowance for the quantities used in concrete work on bridges and culverts or for material used by Councils on roads other than Main Roads.

Bituminous Surface Treatment Work.

The details below show the approximate mileages of bituminous surface treatment work carried out on State Highways and other Main Roads throughout the State, including the County of Cumberland, for the year ended 30th June, 1947:—

	By Department. (Miles)	By Councils. (Miles)	Total. Miles)
Corrective drag reseals ..	32.43	12.25	44.68
Flush seals and reseals ..	229.72	478.98	708.70

As a result of war-time conditions the riding qualities of many lengths of pavement deteriorated. A commencement has been made in the corrective treatment of such sections by road-mix reseals or with plant-mix, but, owing to the continued high price of bitumen, the extent to which it has been practicable to proceed with this work has been restricted.

For some years past, it has been the practice for the Department to invite at one time tenders for all spraying work required on Main Roads in particular districts, regardless of whether the roads are under the control of Councils or the Department. By this means, contractors can put up comprehensive proposals involving the carrying out of all works in sequence. The successful tenderer is required to enter into a separate contract with each Council and the Department.

This procedure has proved most advantageous as spraying contractors are able to submit lower tenders where their plant can proceed on a pre-arranged circuit with a minimum of travelling between each job.

In areas where Departmental spraying plant is operating the Department has continued to assist Councils by carrying out small isolated lengths for them whilst the plant is in the locality.

In the Metropolitan area the Department has a hot-mixing plant, centrally situated, from which requirements within an economical haulage distance are drawn. A hot-mixing plant has been established at Windsor for work in that area. A portable plant is available for movement from place to place for isolated work.

Binders.

Annual tenders are invited by the Department for binder requirements for roads which it maintains and also for works on State Highways maintained by Councils outside the Metropolitan area. The quantity of bitumen purchased by the Department for such works during the year was approximately 9,500 tons.

The quantity of tar purchased during the year approximated 97,000 gallons.

Approximately 1,800 tons of native asphalt were used by the Department in plant-mix work, including supply to Councils and other Departments.

Aggregates.

Difficulty has again been experienced in obtaining adequate supplies of aggregate in the country, due generally to the shortage of contractors equipped with portable plants suitable for crushing rock for bituminous works at a distance from commercial quarries. The position has been further aggravated at times due to the non-availability of railway trucks, especially in the case of material from commercial quarries.

Snow Removal.

Snow removal was undertaken as usual during the 1947 winter on the section of Main Road No. 186, between Jindabyne and Mt. Kosciuszko, and on the Monaro Highway, State Highway No. 4, between Adaminaby and Kiandra and between Yarrangobilly and Rules Point.

During the year the Matador four-wheel drive truck with snow plough attached used on this work was supplemented by another truck and plough of the same type, thereby strengthening the organisation to meet winter emergencies. Both trucks are used on other road maintenance duties when not engaged on snow removal. A motor grader fitted with a snow plough is also used on snow removal, usually between Adaminaby and Kiandra.

Snow removal in the Yarrangobilly area is carried out under the direction of the Tumut Shire Council, the work being subsidised by the Department. A snow plough, which is fitted to a hired truck, has been made available to the Council by the Department for this purpose.

The snowfall during the 1946 winter was exceptionally heavy, as described in the last Annual Report. The fall in 1947 was moderate.

Improvement Works.

During the war period only very limited improvement work was carried out, that which was done being generally of defence value or for the purpose of reducing maintenance costs. To the extent that funds can be made available and the necessary labour and materials obtained the accumulated arrears of work of this type are being progressively put in hand.

WESTERN DIVISION.

The condition of the roads, which had seriously deteriorated during the war years as a direct result of the need to transfer plant to defence works, has been steadily improved, as additional plant has become available during the year. The general plant position, however, is not yet entirely satisfactory.

Many further improvements to the roads are still necessary and works are proceeding progressively to provide these as far as funds and conditions permit.

In January, February and March, 1947, heavy monsoonal-type rain storms were experienced along the Queensland-New South Wales border, which caused temporary dislocation of traffic movements, particularly on the black soil and low-lying country. Most of the damage resulting from these heavy rains has been repaired. In some cases only temporary repairs could be effected as additional drainage facilities or minor deviations will be needed in these cases to permanently correct the position and provide for flood flow.

The road system in the Western Division and the present stage of improvement are shown in the map following page 22.

The following were the principal improvement works carried out during the year:—

State Highway No. 7: Bourke-Barrington.

The distance between Bourke and Barrington is 86 miles. This road has been progressively improved over previous years by forming and reforming and gravelling various sections. During the year 1946-47 additional gravelling was carried out to strengthen the pavement and, also, minor improvements to drainage facilities were effected.

State Highway No. 18: Walgett-Angledool-Queensland border (near Hebel).

The construction of formations and causeways on State Highway No. 18 between Walgett and the Queensland border was commenced in 1944, but owing to the need for diverting much of the plant to urgent aerodrome construction, the rate of progress was considerably retarded. Following the termination of the war with Japan, additional plant became available, which enabled the construction organisation to be expanded.

At 30th June, 1947, formation work had been completed from a point 46 miles from Walgett to Angledool (at 72 miles) and was in progress and nearing completion between Angledool and the Queensland border (at 81½ miles). Causeway construction was also in progress.

The exceptionally heavy rains experienced in this area during February and March revealed the need for certain further improvements particularly between Walgett and the Lighting Ridge Road (Main Road No. 426), investigations of which are in hand.

Main Road No. 437: Weetalibah Water Holes (State Highway No. 18) to Goodooga (Trunk Road No. 70).

As a result of the construction work carried out on this road during the year a raised formation is now available for the full distance of 27 miles between Trunk Road No. 70 at Goodooga and State Highway No. 18 at Weetalibah Water Holes.

State Highway No. 22: Buronga-Wentworth.

A crushing plant has been established near Wentworth with a view to providing aggregate for use in connection with the proposed progressive improvements (comprising minor realignment of road gravelling and bituminous surfacing and re-surfacing) of this road between Wentworth and Dareton, a distance of nine miles.

State Highway No. 22: Wentworth-Broken Hill. (A distance of 172 miles.)

Further sections of this road are now being improved by the construction of formations and causeways to link up with sections previously formed, with a view to completing the formation of all unformed lengths. The work is being carried out with an elevating grader and other plant items which were recently acquired by the Department for use in the Western Division.

State Highway No. 22: Broken Hill-Tibooburra-Queensland border. (A distance of 254 miles.)

This road provides access to the south-western corner of Queensland, the north-eastern corner of South Australia and the north-western corner of New South Wales. The improvements to the road now in progress will assist traffic between these areas and Broken Hill.

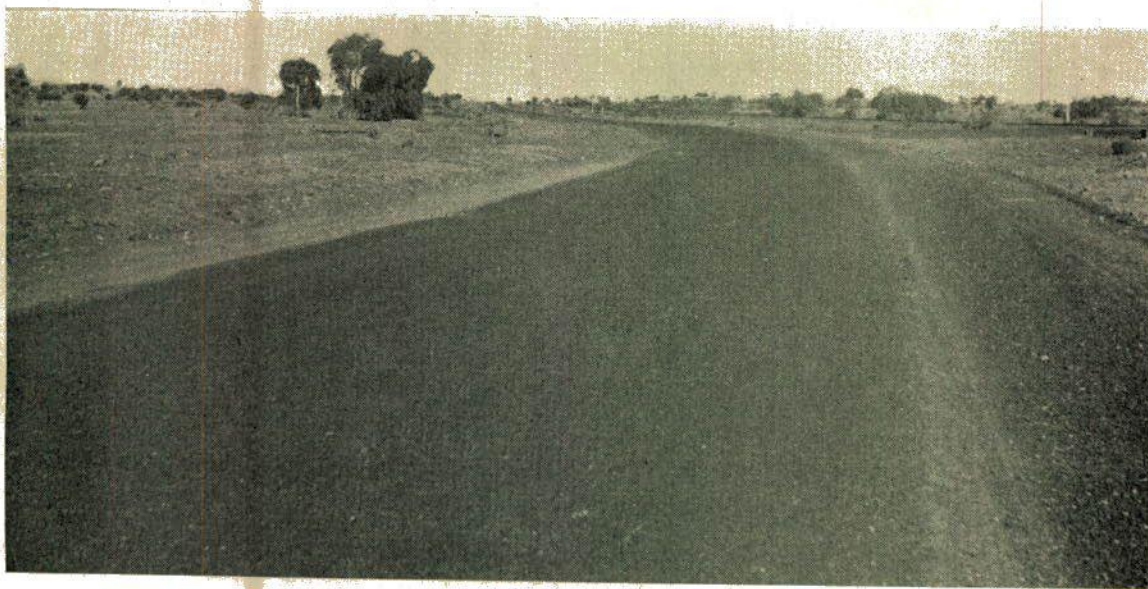
Road improvements in the Western District.



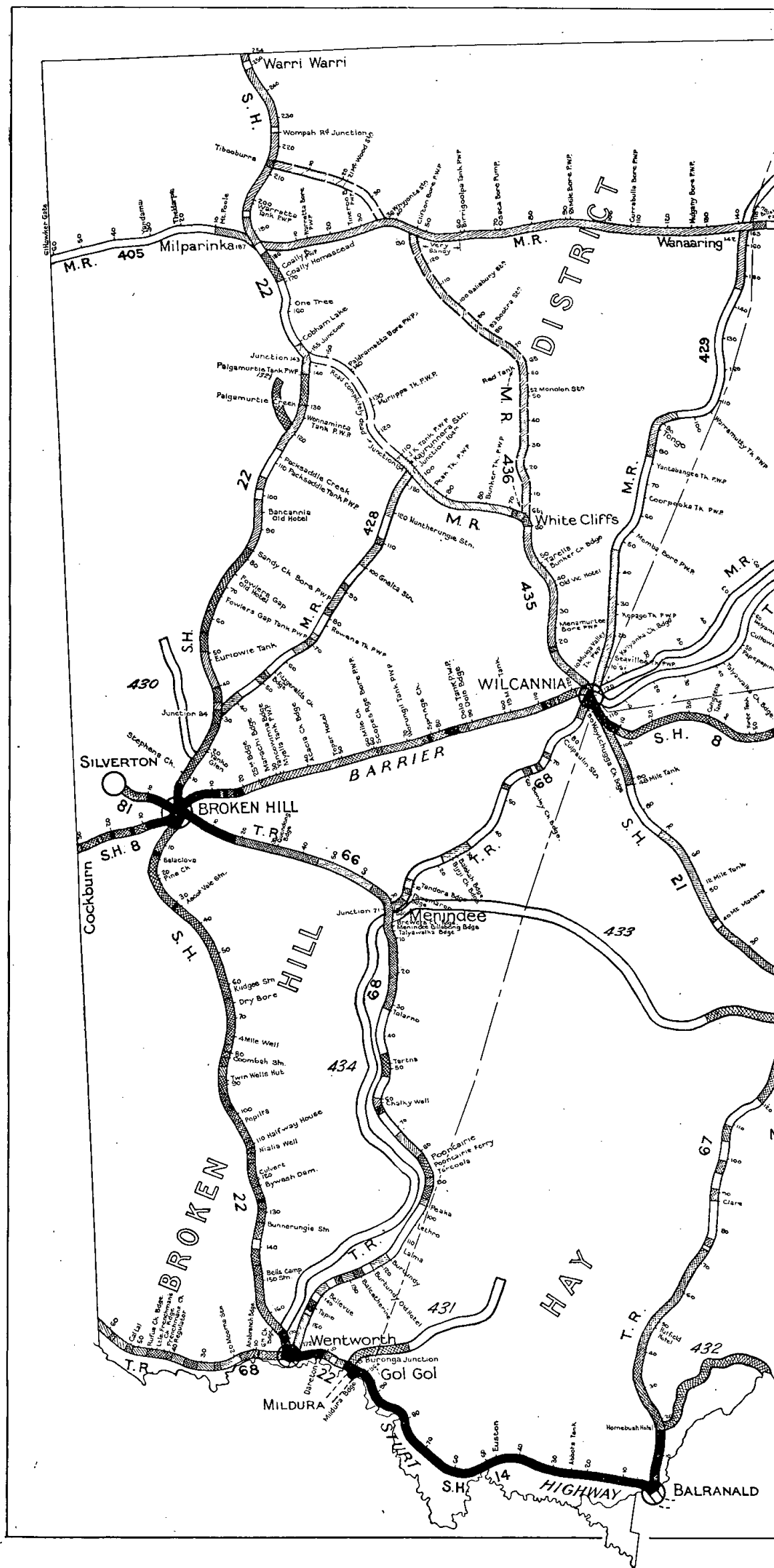
State Highway No. 18. Walgett to Queensland border. New formation constructed by elevating grader north of Angledool.

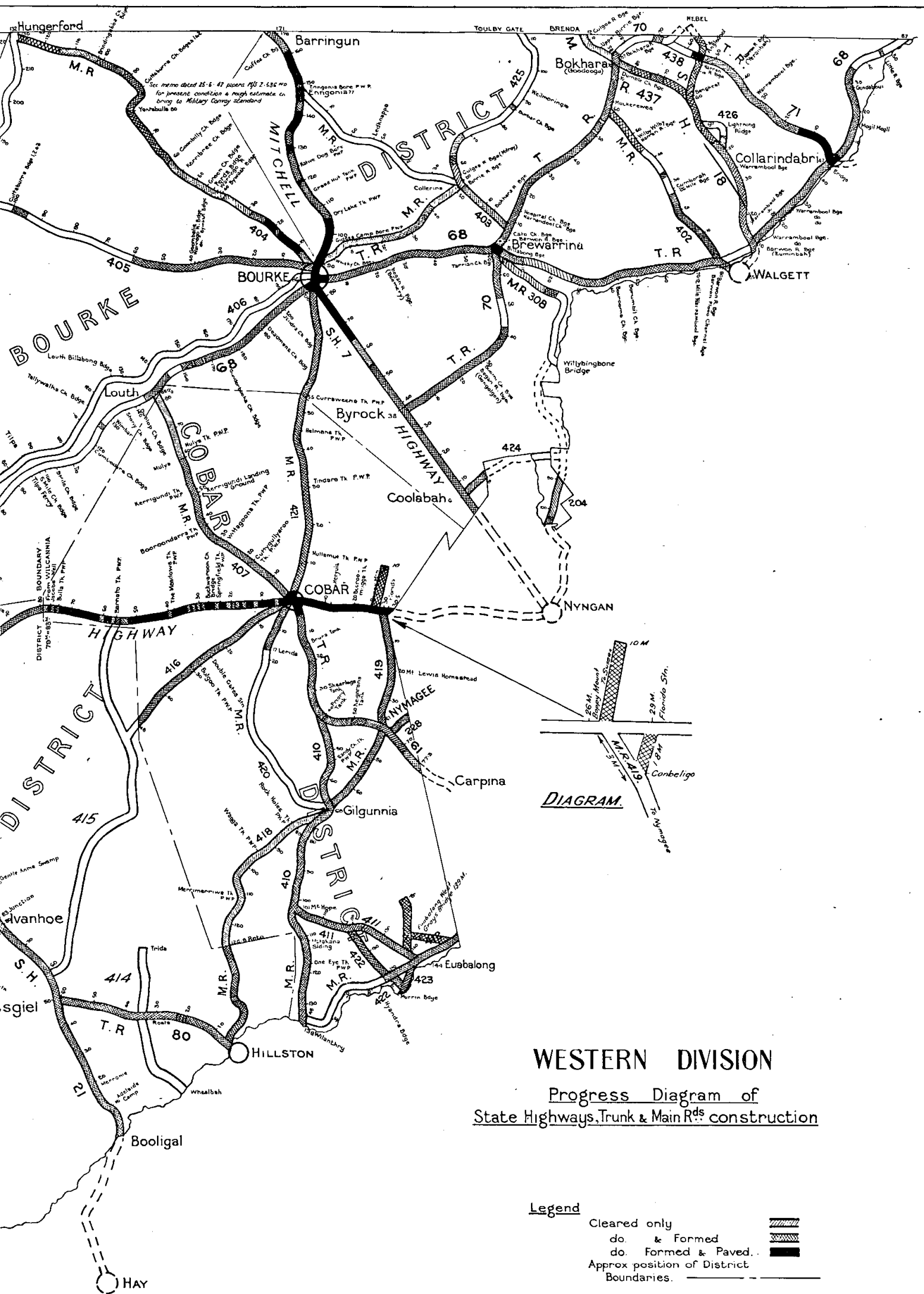


State Highway No. 22. Broken Hill-Tibooburra-road. New formation as yet unconsolidated.



Trunk Road No. 61. Nymagee to Cobar. Bituminous surface on pavement near Cobar.





The work was commenced in 1944, but owing to the shortage of suitable plant and the need for its diversion on a number of occasions to repair flood damage, progress has been retarded.

The main works carried out during the year include:—

- (a) The completion of the construction of a deviation between 65.6 miles and 71 miles (Fowlers Gap) from Broken Hill.
- (b) The construction of approximately 6 miles of deviation at Palga-murtie Creek and other Creeks between mileages 122 and 140 from Broken Hill.

These deviations are designed to eliminate sections of low-lying country traversed by the existing road and to avoid as far as practicable a number of creek crossings.

The need for other similar deviations has been investigated by surface and aerial surveys, with a view to progressively providing better conditions for traffic.

Main Road No. 404: Bourke to Hungerford.

The distance between Bourke and Hungerford is 132 miles. The improvement of this road was commenced in November, 1944, and has steadily proceeded and is now nearing completion. The work comprised the construction of formations, and in places gravelling, over clay pans, sandy lengths and stony ridges and large plains subject to inundation during heavy rains.

Main Road No. 402: Walgett to Trunk Road No. 70.

Elevating grader formations for a total length of 22 miles have been constructed over the black soil sections between Cumborah and Trunk Road No. 70. The stony ridges within the length were lightly graded to a surface formation.

Causeways still remain to be constructed.

Main Road No. 421: Bourke to Cobar.

Gravelling of the Bourke to Cobar road across a 10-mile black soil plain south of Bourke, thus converting this route into a reliable road under most weather conditions, was carried out during the year.

BRIDGES AND FERRIES.

Maintenance of Bridges.

Increases in road traffic after the end of the war have been particularly evident in the heavy fast-moving transport lorry class. Such vehicles impose a great strain on the many old timber bridges still in use throughout the Main Roads system. The Department has over a period of years built up specialist bridge gangs, including the necessary tradesmen, for maintaining timber bridges, and also maintaining steel and other structures under its direct control on the Main Roads. The services of these gangs have also been made available on occasions to Councils where the latter have not had the necessary facilities for carrying out their own repair work. Delays in replacing decayed timber bridges, and the incidence of heavy lorry traffic, as referred to above, have combined to impose a severe strain on these bridge maintenance organisations. Moreover, consumption of hardwood timber has been high and in some districts the supply of sufficient timber for the work has been very slow, owing to requirements of housing and other causes, this being particularly noticeable on the South Coast and in the Murray River areas. All these factors have made the maintenance of timber bridges a major problem.

In the maintenance of steel bridges, the shortage of linseed oil has hampered the painting of protective coverings on the steelwork. The Department has been carrying out tests on new pigments, new paints, and synthetic oils for substituting for linseed oil, with a view to increasing the range and life of the materials available for the protection of steelwork.

Major maintenance works put in hand during the year included the replacement in concrete of the timber deck of Pyrmont Bridge within the City of Sydney, and the strengthening of the steel stringer system of the bridge over the Shoalhaven River at Nowra. In both cases the work had to be carried out with the minimum of inconvenience to traffic, necessitating, in the case of Pyrmont Bridge, the pouring of the concrete at week-ends when the bridge could be closed without disrupting commercial traffic.

Construction of Bridges.

The high costs and lack of adequate supply of most bridge-making materials, and the uncertainty of the labour position, have made contractors reluctant to undertake bridge construction, and the Department has found it necessary to undertake more works by day labour. Even then the rate of replacement of bridges needing renewal is still below requirements. A still further extension of the Department's day labour bridge construction organisation appears to be inevitable.

During the year construction has been commenced, contracts have been let, or day labour construction has been authorised on thirty new bridge works.

The following are the principal works in hand during 1946-47:—

State Highway No. 9—Shire of Dumaresq. Bridge over Duval Creek (Tilbuster Bridge).

This bridge, which will replace the existing timber beam structure, will be 95 feet long overall, consisting of three reinforced concrete spans with a width of 22 feet between kerbs.

The work is being carried out under contract with the Dumaresq Shire Council by Mr. J. Gabauer and was commenced in November, 1946.

State Highway No. 10. Shire of Lower Hunter. Bridge over Hunter River at Hexham.

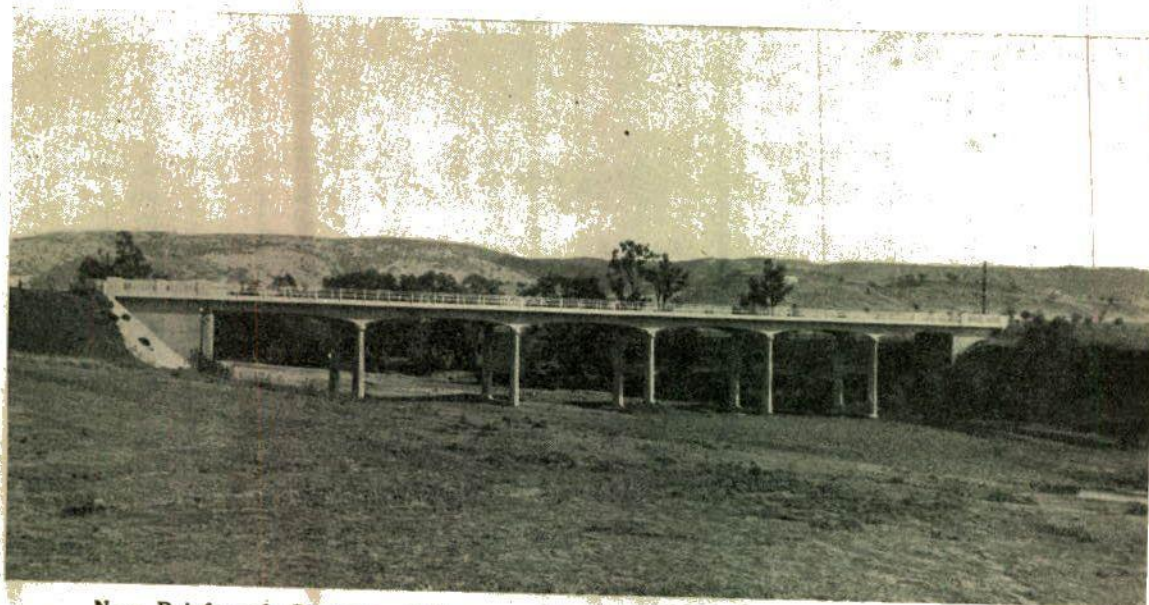
The new structure will eliminate the existing ferry crossing at Hexham, will be 843 feet 4 inches long overall, and will consist of five steel truss and two R.S.J. fixed spans, and one vertical-lift span. The maximum horizontal and vertical clearances of the lift span will be 100 feet each. The bridge will have a width of 22 feet between kerbs with one 6 feet footway.

Construction is being undertaken by contract with Messrs. James King & Sons Ltd., of Adelaide.

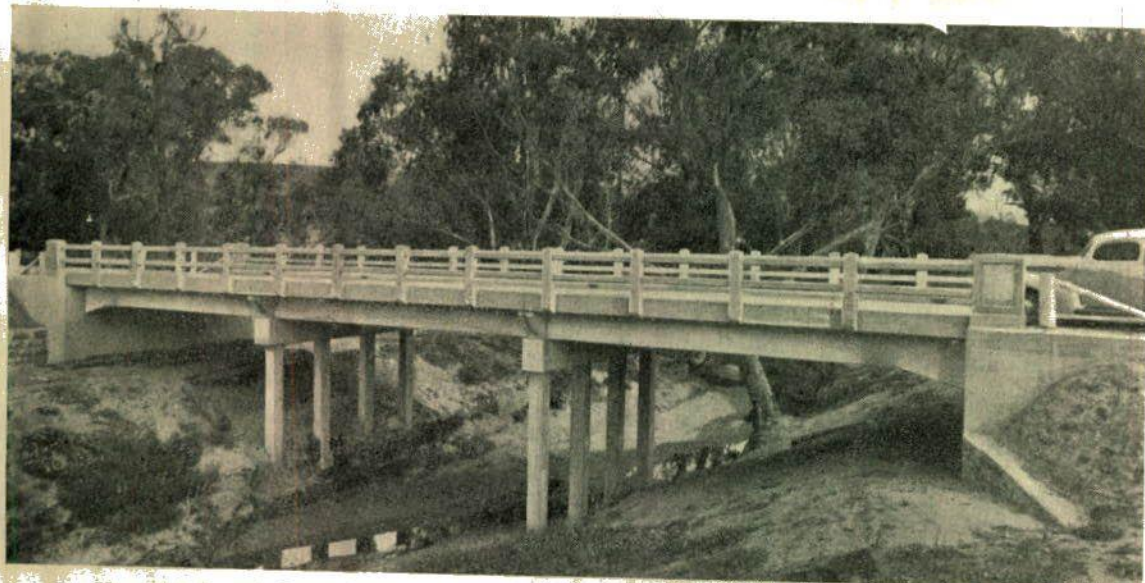
State Highway No. 10. Shire of Nambucca. Bridge over Allgomera Creek near Macksville.

The bridge is being constructed to replace an existing timber beam structure and will be 180 feet in length, consisting of four spans of 45 feet, all in reinforced concrete. The carriageway width of the new bridge will be 22 feet.

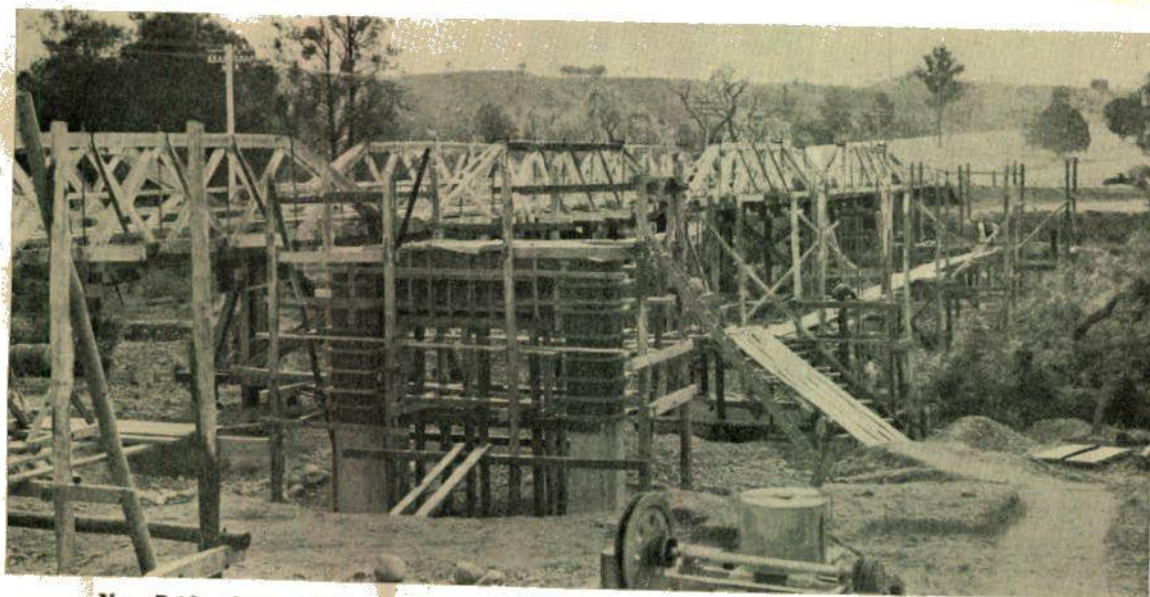
The work is being carried out under contract with the Nambucca Shire Council by Mr. H. C. Lawson, and was commenced in June, 1947.



New Reinforced Concrete Bridge over Manilla River at Upper Manilla. T.R. 63.
Shire of Mandowa.

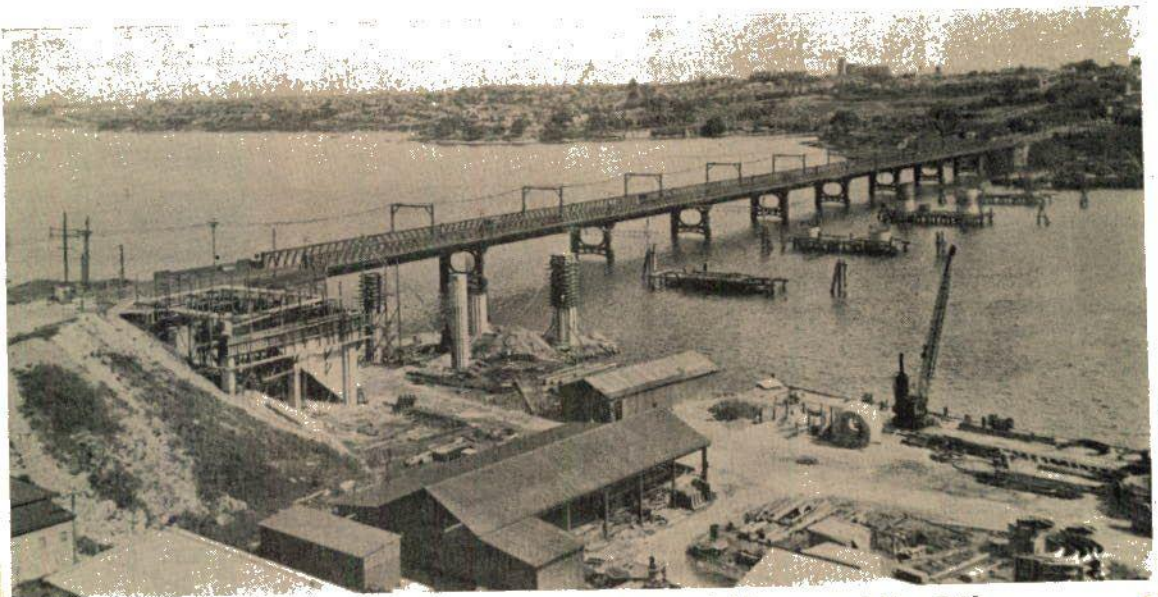


New Reinforced Concrete Bridge over Murringgo Creek near Bendick Murrell. T.R. 78.
Shire of Burrangong.

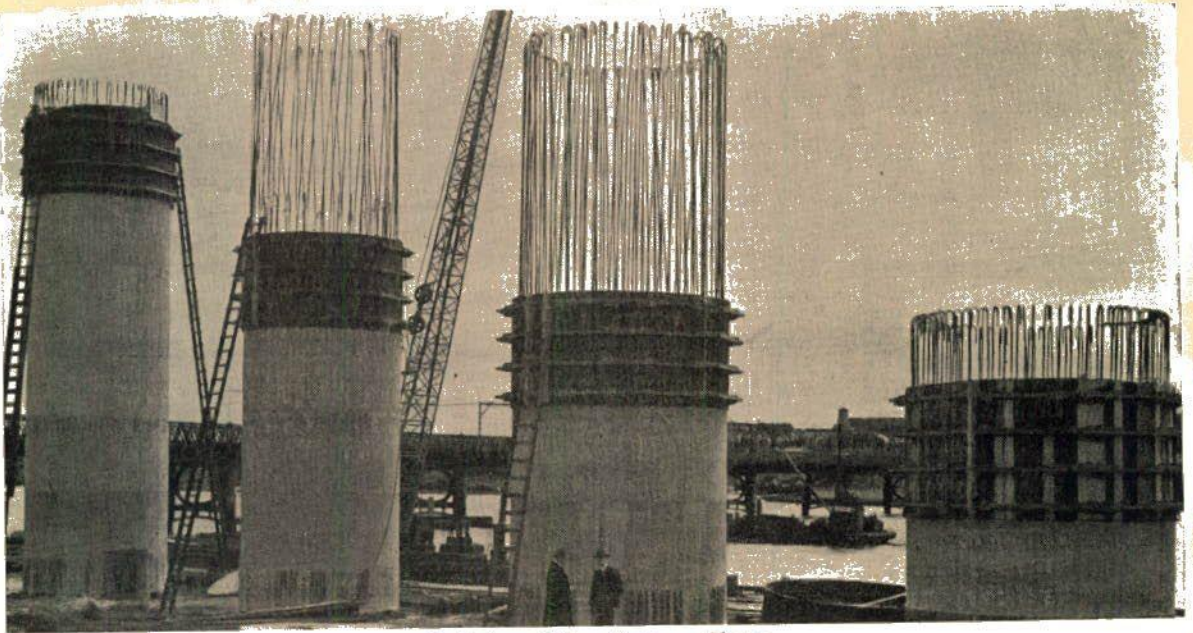


New Bridge Under Construction over Williams River at Bandongrove, to consist of Steel
Plate Girders on Concrete Piers. Shire of Wallarobba.

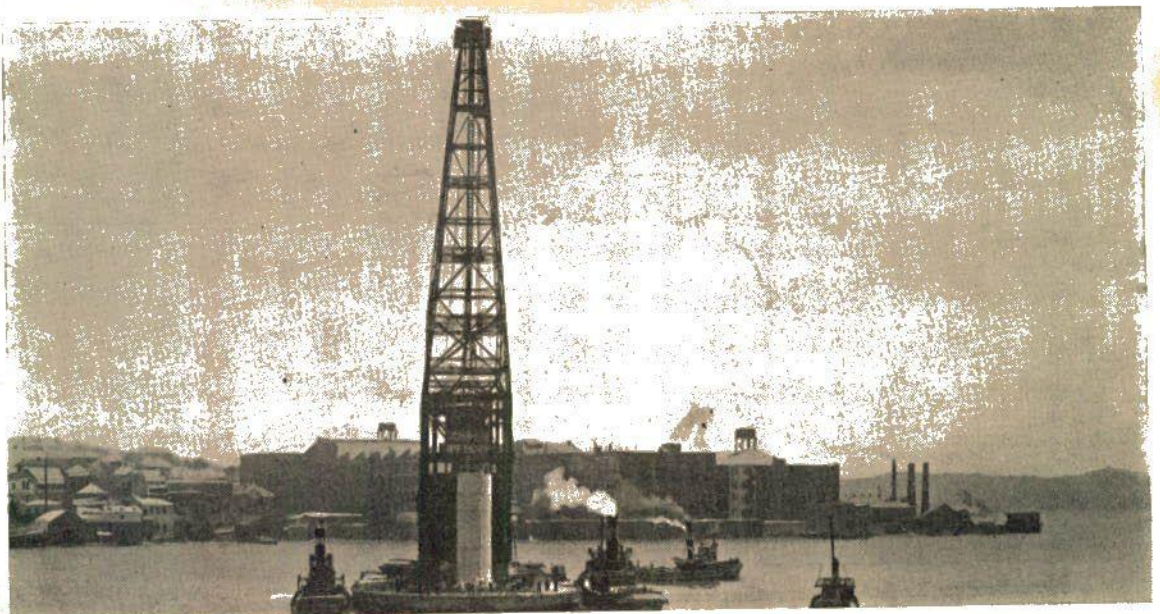
Municipalities of Balmain and Drummoyne. M.R. 165. Construction of New Bridge
over Iron Cove.



Existing Bridge and Work in Progress on Piers and Abutments of New Bridge.



Cylinders Being Cast on Shore.



Cylinder Being Conveyed to Site.

State Highway No. 10. Shire of Dorriggo. Bridge over Coff's Harbour Creek at Coff's Harbour.

The existing timber beam structure is to be replaced by a bridge 87 feet in length, consisting of three reinforced concrete spans of 29 feet, with a width of 22 feet between kerbs.

The work is being undertaken by day labour, and was commenced in May, 1947.

State Highway No. 10. Shire of Byron. Bridge over Byron Creek at Bangalow.

This bridge, which will replace the existing timber beam structure, will be 120 feet in length, consisting of three reinforced concrete spans, with a width of 22 feet between kerbs.

The work, which was commenced in June, 1947, is being carried out by contract with the Department by Messrs. Beattie & Frost.

State Highway No. 12. Shire of Nymboida. Low Level Bridge over Nymboida River at Buccarumbi.

The bridge being built at this site will replace the steel lattice and timber truss bridge washed away during an exceptional flood in March, 1946. It will be 280 feet long overall, consisting of eight timber beam spans of 35 feet on concrete piers and abutments and the width between kerbs will be 16 feet.

The work is being carried out by the Department by day labour and was commenced in June, 1947.

Shire of Barraba. Trunk Road No. 63. Bridge over Cobbadah Creek.

To replace a burnt-out timber structure a new bridge 234 feet in length, and comprising four spans of reinforced concrete, is to be erected.

A contract for the construction of this bridge has been let to the McLean Construction Company.

Municipality of Lismore. Trunk Road No. 65. Bridge over Lagoon Creek near Lismore.

A new bridge, 114 feet long overall, consisting of three spans of 30 feet 6 inches and two spans of 11 feet 2½ inches, all in reinforced concrete, will replace the existing timber beam structure. The bridge will have a carriageway width of 22 feet.

The work is being carried out under contract with the Department by Messrs. Beattie & Frost, and was commenced in July, 1946.

Shire of Mulwaree. Trunk Road No. 79. Bridge over Mulwaree Ponds (Inveralochy Bridge).

This bridge, which will replace the existing timber beam structure, will be 278 feet long overall, consisting of five reinforced concrete spans with a width of 22 feet between kerbs.

The work is being carried out by the Department by day labour and was commenced in May, 1947.

Municipalities of Balmain and Drummoyne. Main Road No. 165. Bridge over Long Cove (Iron Cove Bridge).

The existing narrow and over-stressed wrought-iron, lattice-girder bridge, is to be replaced by a structure 1,536 feet long overall, consisting of seven steel truss spans and four plate girder spans, all on reinforced concrete piers. It will be 44 feet wide between kerbs,

with two footways. Provision has been made in the design for conversion of one span to a lifting span in the future should this be necessary.

The construction of the new bridge is being undertaken by contract with Messrs. Hornibrook, McKenzie & Clark Pty. Ltd.

A separate contract has been placed with Messrs. Clyde Engineering Co. Ltd. for the manufacture, supply and delivery of all steelwork.

Shire of Rylstone. Main Road No. 215. Bridge over Cudgegong River at Rylstone.

Construction of a new bridge by the Department by day labour was commenced in May, 1947, to replace the existing timber truss structure. It will be 290 feet in length, consisting of five spans of 50 feet and one span of 40 feet, all in reinforced concrete, and will have a width of 24 feet between kerbs.

Municipality of Ku-ring-gai. Main Road No. 366. Temporary Bridge over Cockle Creek at Bobbin Head.

The timber beam structure at this site was washed away some time ago. A temporary steel structure (military type), 229 feet long overall, consisting of three spans and with a width between kerbs of 10 feet 10 inches was completed by the Department by day labour in January, 1947.

Shire of Wallarobba. Road Dungog to Wangat. Bridge over Williams River at Bandongrove.

A worn-out timber truss structure is to be replaced by a bridge 421 feet 3 inches long overall, comprising six continuous steel plate-girder spans with reinforced concrete deck.

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

A contract has been let to Messrs. T. C. Pollard, of Carrington, for the manufacture, supply and delivery of the steelwork.

Shire of Cudgegong. Road Mudgee to Wilbertree. Bridge over Cudgegong River at Wilbertree.

This bridge, which will replace a worn-out timber truss bridge, will be on greatly improved alignment. The work is being carried out by the Department by day labour.

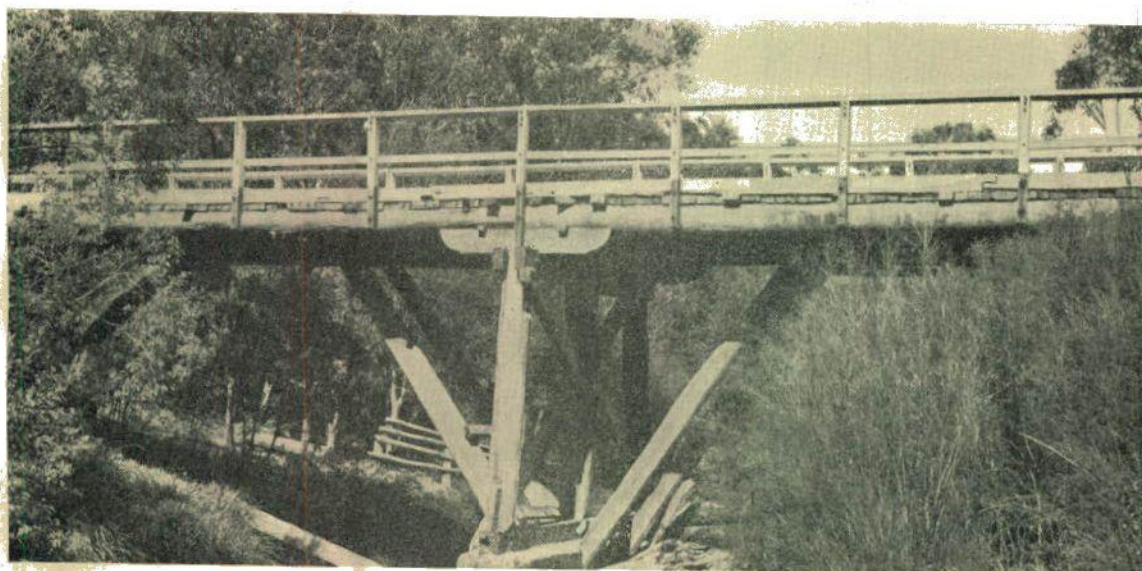
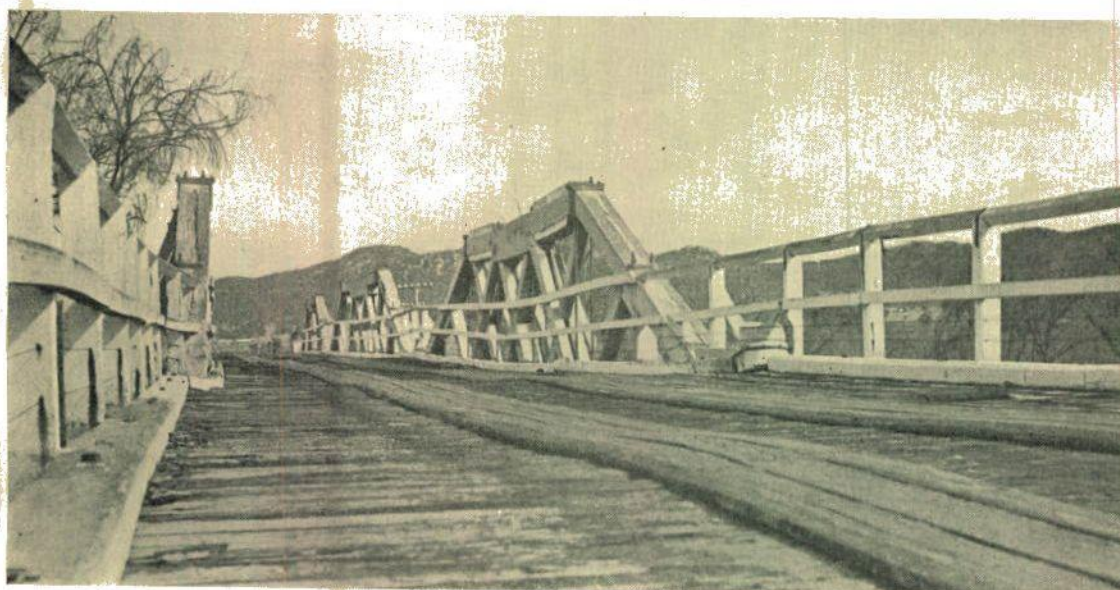
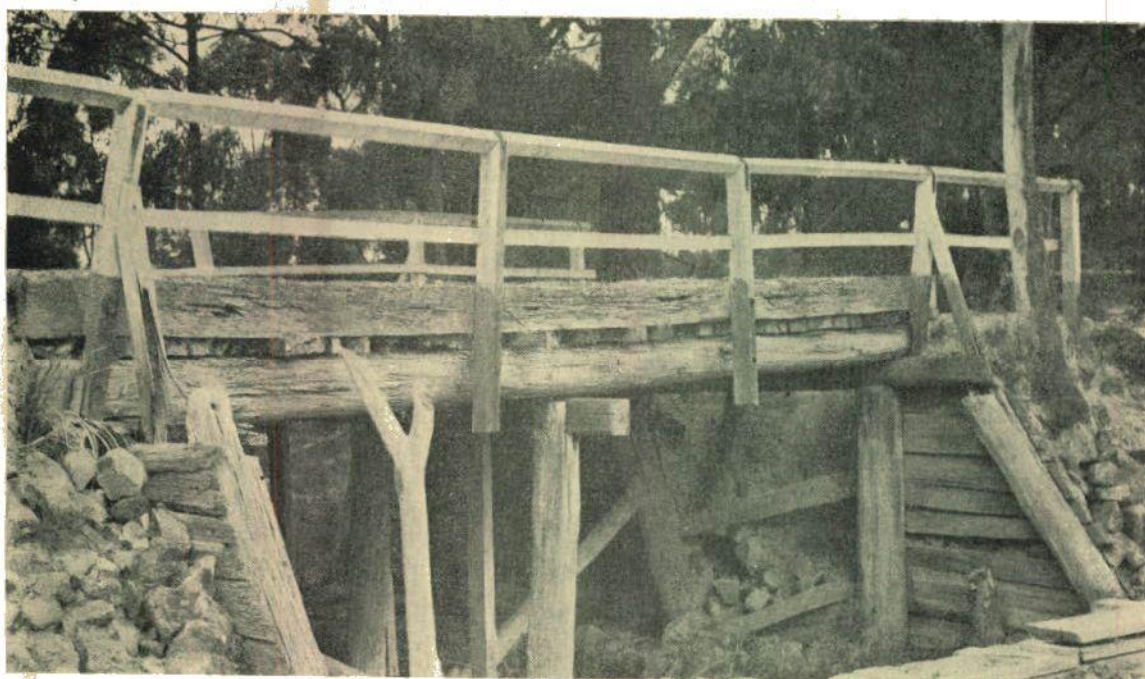
A contract has been let to Mr. S. E. Statham, of Newcastle, for the manufacture, supply and delivery of the steelwork.

Ferries.

The s.s. *Lurgurena* was placed in service on the Newcastle-Stockton Ferry in December, 1946, and is supplemented by the s.s. *Kooroongaba* at week-ends and holidays to cope with peak loads.

Tenders have been invited for two new rope ferry vessels, one to be placed at Berowra on Main Road No. 332, and the other for replacement of another of the Hawkesbury River ferries.

Typical Old Bridges on Main Roads Requiring Early Renewal.



SYDNEY HARBOUR BRIDGE.

Financial Position.

The complete accounts relating to the bridge for the year 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, 1946 ⁷		495,140
Income from 1st July, 1946 ⁷ to 30th June, 1947 ⁸	519,129	545,241
Expenditure from 1st July, 1946 ⁷ to 30th June, 1947 ⁸	487,888	
	433,832	
	437,787	
Excess of income over expenditure for the year 1947-48	85,297	50,101
Accumulated deficiency to 30th June, 1947 ⁸		495,140
		409,843

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.	1942-43.	1943-44.	1944-45.	1945-46.	1946-47.	
	£	£	£	£	£	
<i>Income.</i>						
Road Tolls on Passengers and Vehicles	126,411	131,156	150,370	225,554	321,496	352,089
Railway Passengers' Tolls	111,336	116,184	119,253	134,005	130,561	130,460
Tramway Passengers' Tolls	17,822	18,971	19,165	18,955	18,163	16,670
Omnibus Passengers' Tolls	6,582	5,915	6,236	6,592	8,444	9,710
Rents	8,746	8,798	7,424	8,559	9,190	9,553
Other Income	64	211	94	62	34	308
Total Income	270,961	281,235	302,542	393,727	487,888	519,129
<i>Expenditure.</i>						
Loan Charges—						
Interest	279,452	274,466	275,487	271,430	266,260	256,512
Exchange	38,418	38,409	38,436	36,787	35,648	30,701
Sinking Fund	52,279	55,097	65,465	66,608	65,531	66,272
Management Expenses	1,553	788	1,377	1,069	1,473	1,144
Total Loan Charges	371,702	368,760	380,765	375,894	368,912	354,429
Maintenance and Improvement of structure and surroundings including Lighting and Cleaning ..	25,485	24,135	24,889	32,013	52,986	43,005
Special Expenditure under War Conditions	15,891	8,811	2,788	563	34	
Cost of collecting Road Tolls	9,400	9,553	9,931	11,411	14,023	20,778
Other Expenditure	1,242	1,510	1,503	1,326	1,882	2,286
Total Expenditure	423,720	412,769	419,876	421,207	437,787	433,832
Deficiency for the year	152,759	131,534	117,334	27,480	50,101	85,297
Surplus for the year					50,101	
Accumulated deficiency at end of year	268,893	400,427	517,761	545,241	495,140	409,843

The considerably increased revenue from road tolls in 1946-47 was due to increased traffic following on the easing of petrol restrictions during the year. This increase resulted in a surplus on operations for the year, the first since 1938-39. Substantial deficits were incurred during the war years due to the reduction of road traffic, but the amount of £545,241 brought forward at the beginning of 1946-47 was reduced during the year by £50,101 and the total deficit at the 30th June, 1947, was £495,140.

Capital Cost.

The capital cost of the Sydney Harbour Bridge to 30th June, 1947, and the sources of finance were as follows:—

Capital Cost.		Sources of Finance.	
	£		£
Main and Approach Spans	7,138,269	Repayable loan funds provided by the State Government	8,066,395
Acquisition of land and property	1,020,011	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	14,490
	9,746,329		9,746,329
	9,746,329		9,746,329

Resumed properties still on hand are valued at £138,000, 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 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 loan liability outstanding at 30th June, 1947, was £7,536,740.

Traffic.

Road vehicles totalling 7,911,000 crossed the bridge during 1946-47, 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.
Rail Travellers	23,577,000	£130,564	98.06	27.28	d. 1.330
Tram and Omnibus Travellers	24,266,000	26,007	99.17	5.56	263 266
Road Travellers	14,107,900	321,496*	22.77	67.16	5.469*
Total	61,950,900	478,064	100.00	100.00	1.855
	62,600,000	509,328			1.453

* Inclusive of vehicles. The average contribution per traveller in respect of those using passenger vehicles other than omnibuses was approximately 4.393.

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.

As mentioned in the last Annual Report, a complete re-paint of the structure is being carried out, which will take five years to complete.

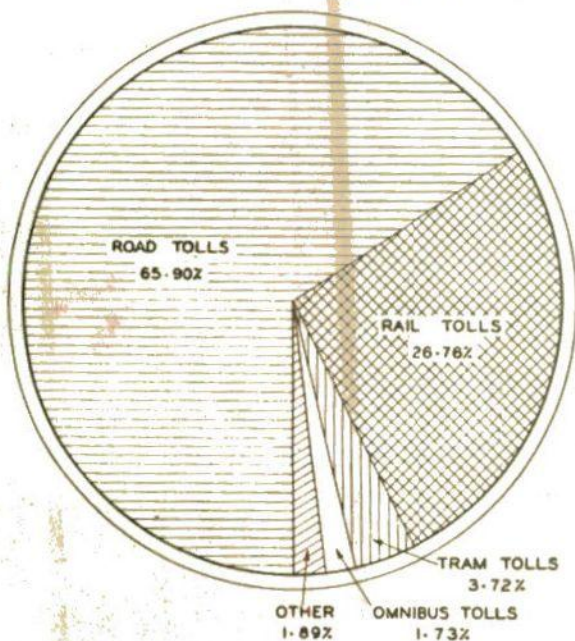
PLANT.

The plant available to Councils and the Department is still inadequate to meet needs. This is a result partly of the compulsory acquisition of maintenance and other equipment by the Commonwealth Government during the war years, partly due to the extensive wear and tear caused to plant which was used on defence works while remaining in the ownership of civil authorities, and partly to the non-availability of new replacement plant during the war years.

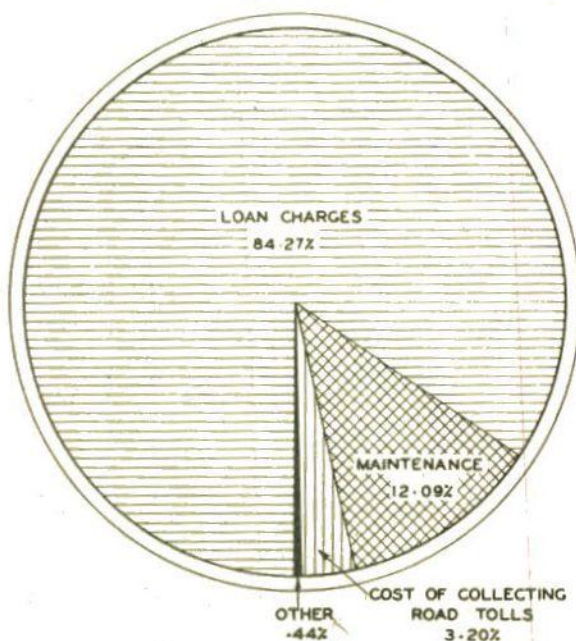
Since the end of the war a large amount of Commonwealth-owned plant has become available for sale to Councils and Government Departments, most of this equipment not being new. The obtaining of this plant has, in the absence of other sufficient sources of supply, proved of the greatest value, but it has only gone part of the way to meeting needs.

SYDNEY HARBOUR BRIDGE 1946-47

INCOME
£487,888 *£519,129*



EXPENDITURE
£437,787 *£532,832*



PASSENGERS CARRIED



The Department was represented on the State Allocation Committee which deals with the distribution of this plant, and was represented also on the Sub-Committee charged with the allotment of plant to Shire and Municipal Councils.

In order to assist the Councils in the acquisition and repair of plant units, the Department carried out inspections and, when required, advised Councils regarding valuations.

In addition, the Department undertook on behalf of Councils the supervision of the overhaul and repair in Sydney workshops of plant items which Councils had purchased from the Commonwealth Government.

A regular supply of new crawler-type tractors and of new motor graders is the first essential for the re-establishment of efficient mechanical operations on Main Roads, and unfortunately in spite of the large amount of plant disposed of by the Commonwealth Government, requirements in these respects are still far from being met, especially in the case of motor graders. It appears likely that little more plant will be available from Commonwealth sources.

Both the Department and Councils have found it essential to endeavour to keep at work plant units which normally would have been discarded long ago. Costs of overhauls and repairs in such cases are proving a heavy burden, and great difficulty is experienced in many cases in arranging for this work, both on account of labour shortages and high labour turnover, and due to difficulty of securing essential materials and parts. Further, the age of the plant results in frequent breakdowns and consequent disorganisation and extra expense.

The acute shortage of utilities and motor cars has continued and has resulted in it being necessary to expend considerable sums on the repair of old vehicles to keep them in a roadworthy condition.

The arrangement whereby the Department of Main Roads acts as agent for the Commonwealth Department of Works and Housing to control that Department's Plant Depot at Rosehill was continued throughout the year.

The reconstruction of the Department's Central Workshop, Granville, was continued by an extension of the Paint and Cleaning Shop, and the provision of a Bitumen Distributor Testing equipment.

MATERIALS AND RESEARCH.

In the last Annual Report reference was made to research work in progress as follows:—

- (1) The development of a method to determine the thickness of flexible pavements, i.e., all pavements, other than cement concrete.
- (2) The selection and use of gravels.
- (3) Methods of test for aggregate for bituminous surfacing.
- (4) Viscosities for binders used in bituminous surface treatment work.

During the past year, investigations regarding pavement thickness determination and quality of gravels have been completed. The results reached are now being tentatively applied on some of the Department's works for trial purposes, prior to consideration for adoption on Main Road works generally.

The investigation into methods of test of aggregates, previously referred to, comprised a comparison between the "Los Angeles" method of test used by the Department, and a somewhat simpler test

devised in Great Britain. However, the results of comparison of the two methods were not found to be consistent in testing local materials, and it was decided to adhere to the existing test procedure.

The investigation into the viscosities of binders used in surface treatment work was continued during the year. Results up to that time were published in detail in the journal "Main Roads" for March, 1947.

ROADSIDE ADVERTISING.

The display of advertising signs and hoardings on private property, including that fronting Main Roads, is regulated primarily by the Councils under the provisions of the Local Government Act, and the Councils control the nature and size of the signs.

In the Annual Report for the year ended 30th June, 1945, reference was made to the Main Roads (Amendment) Act, 1945, in which provision was made for the extension of control of advertising signs on Main Roads to land adjacent to Main Roads. This enables the Department to require the removal of any such signs as are considered prejudicial to the safety of the travelling public, whether erected with the Council's permission or not. The person directed to remove any such sign or hoarding, may appeal to the Minister for Transport, whose decision is final.

Signs which are prejudicial to the safety of the travelling public are regarded as falling within the following groups:—

- (a) Signs which obscure traffic warning signs or obscure definite road hazards which would otherwise be apparent to the vehicle driver.
- (b) Flashing signs which by their varying intensity from light to dark, or changing of colours, adversely affect the driver's vision and definition of the road pavement or objects upon it.
- (c) Still signs illuminated or floodlit in such a manner as to seriously impair the driver's vision and definition of the road pavement or objects upon it.
- (d) Signs not falling within the definitions in (a), (b) and (c) but which can be regarded as dangerous to such an extent as to create a traffic hazard.

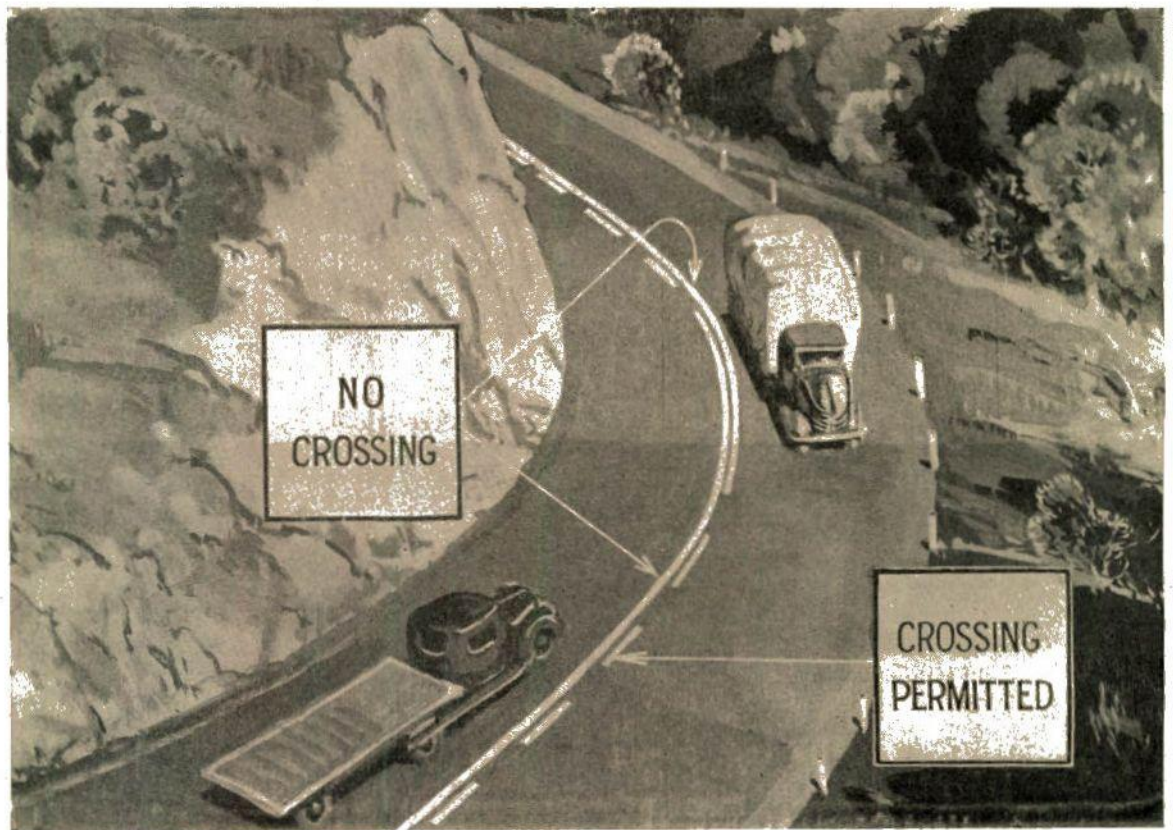
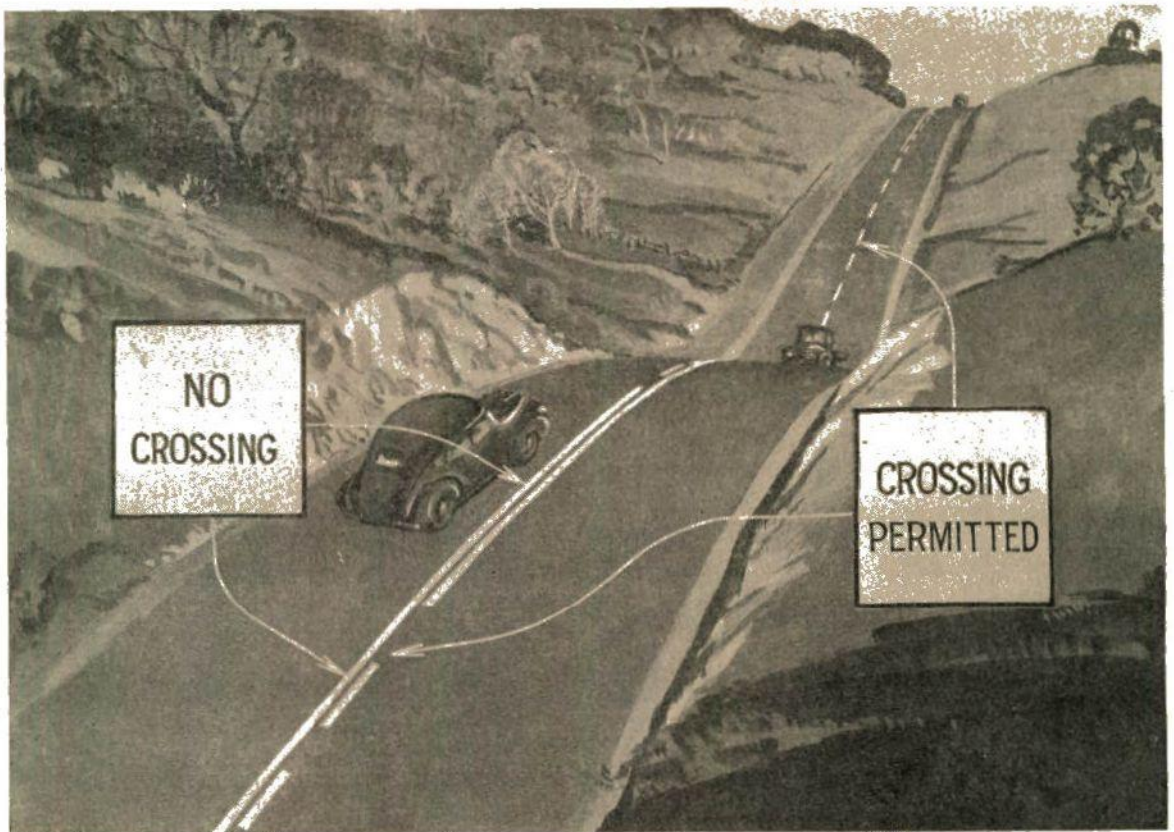
ERECTION OF ROAD SIGNS.

During the year the Standards Association of Australia issued its revised Standard Code for the erection of road signs. In accordance with its usual procedure the Association utilised the services of all interested organisations, including representatives of local governing authorities and State Departments, and this Department took an active part in formulating the revised code. The Department supplied a copy of the code to each Municipal and Shire Council. All new Main Road signs will conform with the revised code, and existing signs adjusted to conform when these are due for renewal.

The erection of signs has been retarded by shortages in supply of reflectors and to a lesser extent steel plate. The maintenance of signs has also been adversely affected by difficulty in securing adequate quantities of paint materials and, in particular, linseed oil.

TRAFFIC LINE MARKING.

The maintenance of centre-line marking on bituminous and concrete pavements has been carried out by the Department during the year. In general, the marking of a centre-line has been confined to pavements over 16 feet in width. A section of 16-foot pavement, however, has been lined experimentally and the results are being observed.



SINGLE BROKEN STRIPE

Vehicles may cross when overtaking, subject to road being clear.

TWO STRIPES - ONE BROKEN AND ONE CONTINUOUS

Vehicles may cross when overtaking from the side on which the broken line is placed, subject to the road being clear ahead.

TWO STRIPES - BOTH CONTINUOUS

Vehicles may not cross from either side.

The total length of pavements marked with a centre-line is 2,070 miles.

Prior to 1940-41 line marking was carried out by painting a continuous yellow line, with double yellow lines on curves or crests where visibility was so restricted that overtaking by vehicles would be dangerous. During 1940-41 there were two major departures from previous practice, namely, the marking of a broken or dashed line instead of a continuous line, and a modification in the method of double-lining by which a differentiation was made between the directions of travel on each side of a curve or crest. This latter comprised the use of white lines associated with the ordinary yellow line, the white line being placed on the left-hand side of the centre-line as viewed by a driver in approaching the crest or curve from either side.

The 1946 Conference of State Road Authorities, at which the Department was represented, decided that the type of line as adopted by the American Association of State Highway Officials, viz., normal,—dashed line, and where no passing is allowed,—a full line placed on the side from which passing is prohibited, be recommended for use as standard throughout Australia, and that all State Road Authorities should endeavour to arrange for legislation to conform to this standard. It was also decided that in view of different pavement conditions it was not considered desirable to specify colour in any legislation or regulation. Following this decision the Department has recommended that this system of line marking be adopted in this State.

The illustrations facing this page indicate how the new method of traffic striping would appear.

RAILWAY CROSSINGS ON MAIN ROADS.

A summary of the position in regard to the improvement at railway crossings on Main Roads was given in the last Annual Report, wherein it was indicated that level crossings on Main Roads would be examined jointly in the field by an engineer of the Department of Railways and an engineer of the Department of Main Roads. The Survey was to determine what safety provisions and minor works were necessary at crossings to improve conditions and to ensure that the maximum warning of the hazard was provided. At the same time a list of crossings, whose elimination in the comparatively near future was desirable on the grounds of safety or because of long delays to road traffic, was to be prepared.

The representatives of the two Departments commenced their investigations during the year and over 100 level crossings were examined.

STRAYING STOCK.

In certain parts of the State, particularly in the dairying districts, straying stock on the roads is again creating a serious menace. Statistics made available by the Road Safety Council indicate that during the year ended 30th June, 1946, one person was killed and forty-five people were injured in accidents attributable to straying stock. The position showed no improvement during the year ended 30th June, 1947, when two people were killed and fifty-four injured. The responsibility for the control of straying stock rests with the Shire and Municipal Councils which are empowered under the Local Government Act to deal with the problem. Any cases which come under the notice of the Department are taken up with the Councils concerned, with a view to action being taken to ensure that the danger to the travelling public is minimised as far as is possible.

VISIT TO UNITED STATES.

Towards the latter part of the year under review, the Department's Materials and Testing Engineer, Mr. A. T. Britton, B.Sc., B.E., left for a visit to the United States to study modern methods used there in the selection and use of road making materials, and other matters. Mr. Britton's tour embraced southern, south-western and western States where American conditions most closely resemble those of New South Wales.

OFFICE PREMISES.

Reference was made in the last Annual Report to the establishment of the Central Murray Division, with Headquarters at Deniliquin. Temporary premises are being occupied pending the construction of a suitable office building for which the necessary land has been acquired.

Since its establishment, the South Western Division, with Headquarters at Wagga, has been housed in a portion of the Lands Department building. Sufficient floor space was not available to meet present needs and it became necessary to seek other premises. A building was secured and converted into offices. The transfer to these premises was effected during the year.

The Metropolitan and Outer Metropolitan Divisions which were transferred to locations in the suburbs during the war years are now located as follows:—

Metropolitan Division: 28 Ennis-road, Milsons Point.

Outer Metropolitan No. 1 Division: Town Hall, Crystal-street, Petersham.

Outer Metropolitan No. 2 Division: 405 Victoria-avenue, Chatswood.

MAIN ROADS JOURNAL.

In the last Annual Report, reference was made to the Department's journal "Main Roads" and to action which had been taken to resume publication following cessation during the war years. The first issue following resumption was published in September, 1946, and others have followed at quarterly intervals. The journal is fulfilling its purpose in disseminating information regarding the Department's and Council's activities, the development of road-making practices, and other matters of interest to those concerned with roads and road transport. The issues published since resumption have been received with favour both in Australia and abroad.

INDUSTRIAL AND EMPLOYMENT.

During the war period wage pegging regulations were in operation which restricted alterations in rates of remuneration to the extent that increases to employees could only be granted by a wage fixing authority on proof that an anomaly existed, and then only after the approval of the Chief Judge of the Commonwealth Industrial Court had been obtained. Since the war, amendments to the Regulations have, to a large extent, removed restrictions on increases in wage rates, and this has resulted in numerous applications to the Industrial Court and to the Department for variations in rates of pay for officers and employees. During the year, three new Awards have been made and proceedings commenced in respect of a further five. In addition, fifty-two variations of Awards affecting the employees of the Department have been made by the State Industrial Commission during the year and thirteen additional applications were part heard at 30th June, 1947.

The Department is pleased to record that its works have been free from any industrial stoppages throughout the year. As in previous years a number of contentious matters related to the employment of labour and the conditions of working were amicably settled at conferences between the Unions concerned and the Department. The number of personnel engaged on the maintenance and construction of Main and Developmental Roads at 30th June, 1947, was 5,270. Of this number, 2,896 were engaged on day labour works by the Department, sixty-two on contracts, whilst 2,312 were employed by Shire and Municipal Councils on works wholly or partially financed by the Department.

HONOUR ROLL.

The Honour Roll of the officers and employees of the Department who served in the 1939-45 war, was published in the last Annual Report and included a list of those who had received awards. Since publication of that report further awards were announced, and these are as follows:—

For gallant and distinguished service in the Malayan campaign:

DISTINGUISHED SERVICE ORDER.

Major John A. L. Shaw.

For distinguished services in the South-west Pacific area:—

MENTION IN DESPATCHES.

Colonel Alfred E. Toyer.

Major Keith E. Blacket.

Major Douglas A. White.

Major Ronald E. Playford.

Major Russell J. S. Thomas.

Lieutenant Edmund B. H. Henning.

ACKNOWLEDGMENTS.

In concluding this review of the activities of the Department for the financial year ended 30th June, 1947, I desire to express grateful appreciation of the continued loyal and able assistance so wholeheartedly given by officers and employees of the Department.

To the Minister in Charge, the Hon. M. O'Sullivan, M.L.A., Minister for Transport, Main Roads Organisations in other States of the Commonwealth, other State Departments and Corporate Bodies and their staffs, Executive Committee of the Shires Association and Local Government Association, to 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.

24th Nov., 1947.

Appendix No. 1.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1947.

A.—Maintenance and Miscellaneous.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Cash Balance at 30th June, 1946—							By Maintenance of Roads and Bridges—						
(a) Revenue Moneys	1,261,165	15	10				Grants to Councils	74,324	6	7†			
(b) Moneys provided by State and Commonwealth Governments for the purpose of carrying out special works	10,341	16	3				By Department	283,488	4	10‡	357,812	11	5
„ Share of Motor Taxes in accordance with Section 10 (1), Main Roads Act, 1924–1945				1,271,507	12	1	„ Repayment of Principal and Payment of Interest, Exchange and Sinking Fund on Loans—						
„ Transfer from Public Vehicles Fund				482,127	7	7	Section 13 (1–4c), Main Roads Act, 1924–1945	59,435	10	1			
„ Requisitions upon Suburban Councils in accordance with Section 11, Main Roads Act, 1924–1945				16,374	7	5	Section 13 (5), Main Roads Act, 1924–1945	5,296	7	3			
„ Receipts under Federal Aid Roads and Works Act, 1937	313,330	11	6				Repayment by Municipal and Shire Councils of Unemployment Relief Advances	380	13	0			
Less Payments to National Debt Sinking Fund	5,372	13	10				Management Expenses of Loans	218	8	6	65,330	18	10
„ Rent from property				307,957	17	1	„ Peat's Ferry Bridge Expenses, including repayment of Principal and Interest on Loans				30,709	6	4§
„ Toll Collections—Peat's Ferry Bridge				14,319	16	5	„ Special War Expenditure				Dr. 970	1	5
„ Funds provided by the Commonwealth Government for Maintenance of Defence Works				32,179	11	11*	„ Purchase of Assets				55,383	19	8
„ Miscellaneous							„ Administrative Expenses				35,802	15	0
„ Suspense Accounts				310	15	0	„ Maintenance of roads of approach to Commonwealth properties, Federal Aid Roads and Works Agreement, 1937				2,600	2	11
				22,498	0	4	„ Maintenance of Defence Works from Funds provided by the Commonwealth Government				1,289	10	½
				8,508	3	0	„ Miscellaneous				3,855	2	1
											551,904	5	0
							„ Balance carried forward to Part "B" ...				1,839,639	11	2
											£2,391,543	16	2
				£2,391,543	16	2							

* See also Part "A" of Receipts and Payments Statement of the Country Main Roads Fund and Appendix No. 21.

† For details see Appendix No. 10.

‡ For details see Appendix No. 11.

§ For details see Appendix No. 21.

B.—Construction.

RECEIPTS.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Balance brought forward from Part "A"	1,839,639	11	2	By Construction and Reconstruction of Main and Secondary Roads and Bridges—						
„ Funds provided by the State Housing Commission of N.S.W. for Sundry Works	3,260	8	0	From Revenue	366,983	14	11			
„ Funds provided by the State Government for War Emergency Work at Munition Factories	75	5	10	„ Contributions by Councils	1,195	1	9	368,178	16	
„ Funds provided by the Commonwealth Government for Defence Works	Cr. 3,208	11	7	„ Sundry Works from Funds provided by the State Housing Commission of N.S.W.				6,165	11	
„ Receipts from Sale of Property and Land Residues	13,237	10	11	„ Defence works from Funds provided by the Commonwealth Government				216	2	1
„ Contributions by Councils towards Construction on Main, Secondary and other Roads	701	10	9	„ Miscellaneous				543	0	5
„ Miscellaneous	988	10	2							
				Cash Balance at 30th June, 1947—				376,103	10	11
				(a) Revenue Moneys	1,476,482	4	10			
				(b) Moneys provided by State and Commonwealth Governments for the purpose of carrying out Special Works	3,108	9	6	1,479,590	14	4
								£1,854,694	5	3

* 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, 1947, in accordance with the provisions of the Audit Act, 1902–1945.

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, 1947.

Sydney,
8th December, 1947.E. H. SWIFT,
Auditor-General for New South Wales.

Appendix No. 2.

COUNTRY MAIN ROADS FUND.

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1947.

A.—Maintenance and Miscellaneous.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Cash Balance at 30th June, 1946—							By Maintenance of Roads and Bridges—						
(a) Revenue Moneys	229,767	1	3				Grants to Councils	1,063,331	9	9			
(b) Moneys provided by State and Commonwealth Governments for the purpose of carrying out special works	259,251	5	1				By Department	791,958	17	3	1,855,290	7	0*
				489,018	6	4	„ Repayment of Principal and Payment of Interest, Exchange and Sinking Fund on Loans—						
„ Share of Motor Taxes in accordance with Section 20 (1) of the Main Roads Act, 1924-1945				1,569,478	1	1	Under Section 21 of the Main Roads Act, 1924-1945	193,898	3	10			
„ Transfer from Public Vehicles Fund				3,441	15	5	Payments to Treasury in respect of repayment by Municipal and Shire Councils of Unemployment Relief Advances	1,952	16	8			
„ Transfer from Road Transport and Traffic Fund				10,448	2	0	Management Expenses of Loans	579	6	6	196,430	7	0
„ Receipts under the Federal Aid Roads and Works Act, 1937	1,019,991	1	10				„ Special War Expenditure				1,389	8	11
Less—Payments to National Debt Sinking Fund	17,489	16	2	1,002,501	5	8	„ Administrative Expenses				133,185	15	10
				8,290	10	7†	„ Repairs and Expenses in respect of Plant and Motor Vehicles				138,537	15	9
„ Toll Collections—Peat's Ferry Bridge ..				191,399	15	3	„ Purchase of Assets				213,196	6	3
„ Hire of Department's Plant and Motor Vehicles				22,491	19	10	„ Advances to Councils Repayable				700	0	0
„ Receipts from the sale of Assets				(Cr)9,547	9	5	„ Maintenance of Roads of Approach to Commonwealth Properties, Federal Aid Roads and Works Agreement, 1937				1,951	17	5
„ Funds provided by the Commonwealth Government for Maintenance of Defence Works				27,056	16	6	„ Maintenance of Defence Works carried out from Funds provided by the Commonwealth Government				4,138	2	4
„ Miscellaneous							„ Miscellaneous				938	7	7
							„ Suspense Accounts				5,813	16	11
											2,551,572	5	0
							„ Balance carried forward to Part "B" ...				763,006	18	3
				£3,314,579	3	3					£3,314,579	3	3

* For details see Appendix No. 12.

† See also Part "A" of Receipts and Payments Statement of the County of Cumberland Main Roads Fund and Appendix No. 21.

B.—Construction.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Balance brought forward from Part "A"				763,006	18	3	By Construction and Reconstruction of Main Roads and Bridges—						
„ Funds provided by the State Government from General Loans for Ordinary Road Works	300,000	0	0				From Revenue	258,539	0	9			
„ Revenue for Sundry Works	900	0	0	300,900	0	0	„ Councils' contributions	2,873	6	8			
							„ Contributions by other Departments and Bodies	1,363	8	9	262,775	10	2
„ Funds provided by the Commonwealth for Defence Works				38,572	11	2	„ Works from Funds provided by the State Government—						
„ Councils' contributions towards construction of Main Roads				3,373	6	8	(a) Revenue for special works	3,089	11	9			
„ Miscellaneous				1,554	11	7	(b) Loans—Ordinary Road Works	395,552	5	5	398,641	17	2
							„ Defence Works from Funds provided by Commonwealth Government				661,417	13	4*
							„ Works on Roads of Approach to Commonwealth Properties, Federal Aid Roads Works Agreement, 1937				82,491	0	3
											4,940	0	0
							„ Cash Balance at 30th June, 1947—				748,848	13	7
							(a) Revenue Moneys	254,653	7	0			
							(b) Moneys provided by State and Commonwealth Governments for the purpose of carrying out special works	103,905	7	1	358,558	14	1
				£1,107,407	7	8					£1,107,407	7	8

* For details see Appendix No. 8.

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, 1947, in accordance with the provisions of the Audit Act, 1902-1945.

The above statement, in my opinion, is a correct record of the receipts and payments of the Country Main Roads Fund during the year ended 30th June, 1947.

Sydney,
8th December, 1947.

E. H. SWIFT,
Auditor-General for New South Wales

Appendix No. 3.

DEVELOPMENTAL ROADS FUND.

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1947.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Cash Balance at 30th June, 1946—							By Construction of Developmental Roads—						
(a) Revenue Moneys	14,857	13	10				From Revenue	6,667	6	8			
(b) Loan moneys provided by the State Government	32,664	0	0				„ Loan Funds provided by the State Government	32,746	0	2			
				47,521	13	10					39,413	6	10
„ Funds provided by the State Government from General Loans				100,000	0	0	„ Administrative Expenses				2,000	19	10
							„ Miscellaneous				13	1	0
													41,427 7 8*
							„ Cash Balance at 30th June, 1947—						
							(a) Revenue Moneys	7,724	17	3			
							(b) Loan Moneys provided by the State Government	98,369	8	11			106,094 6 2
				£	147,521	13 10					£	147,521	13 10

* For details see Appendix No. 3.

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, 1947, in accordance with the provisions of the Audit Act, 1902-1945.

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, 1947.

Sydney, 8th December, 1947.

E. H. SWIFT,
Auditor-General for New South Wales.

Appendix No. 4.

SYDNEY HARBOUR BRIDGE ACCOUNT.

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1947.

EXPENDITURE.	£	s.	d.	£	s.	d.	INCOME.	£	s.	d.
To Cost of Collecting Road Tolls				14,023	7	1	By Road Tolls	321,496	6	5
„ Maintenance, Lighting and Cleaning and Minor Improvements				52,936	9	7	„ Railway Tolls	130,560	9	0
„ Construction of New Toll House, preliminary costs				250	0	0	„ Tramway Tolls	18,163	1	11
„ Special Expenditure under War Conditions				34	2	11	„ Omnibus Tolls	8,444	4	10
„ Maintenance of Properties				284	9	1	„ Contributions by Councils	22	0	4
„ Loan Charges—							„ Rents from Properties	9,190	8	5
Interest	266,259	13	0				„ Miscellaneous	12	0	3
Exchange	35,647	11	8							
Sinking Fund	65,531	7	11							
Management Expenses of Loans	1,473	1	6							
				368,911	14	0				
„ Miscellaneous					1	15	3			
„ Administrative Expenses					1,345	12	1			
				437,787	10	0				
„ Balance being excess Income over Expenditure for the year 1946-47				50,101	1	11				
				£487,888	11	11				
								£487,888	11	11

BALANCE SHEET AS AT 30TH JUNE, 1947.

LIABILITIES.				ASSETS.					
	£	s.	d.	£	s.	d.	£	s.	d.
Sundry Creditors—							Cash in Hand	1,865	19 4
Salaries and Wages accrued due				1,394	19	1	Cash at Treasury	1,466	9 10
Goods and Services				3,529	14	3			
State Treasury—							Payments in Advance		
Interest, Exchange and Sinking Fund	287,437	1	1				Sundry Debtors—		
Advance (Repayable) from Consolidated							Road Transport Commissioner for amount		
Revenue to meet Deficit at the 30th							due for work carried out	4,246	5 9
June, 1944	224,310	2	0						
				511,747	3	7	Railways, Commissioner for—		
Contractors' Deposits				718	16	0	Railway Contributions	12,698	7 1
Miscellaneous				986	13	7	Councils for Bridge Rate and Interest	747	10 1
							Miscellaneous	1,459	13 2
							Stock on Hand		
							Office Furniture and Fittings	328	2 10
							Less Depreciation	164	5 9
							Income and Expenditure Account—		
							Accumulated deficiency at 30th June, 1946	545,241	3 10
							Less Surplus for the year 1946-47	50,101	1 11
							Accumulated deficiency at 30th June, 1947		
				£	518,377	6 6			

NOTE.—The capital cost of the Bridge at 30th June, 1947, was £9,746,329, against which resumed properties not yet disposed of were valued at £138,000. The portion of the capital cost met from repayable loan funds was £8,063,395 of which £7,536,740 was still owing at 30th June, 1947.

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, 1947, in accordance with the provisions of the Audit Act, 1902-1945.

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, 1947, according to the best of my information and to the explanations given to me and as shown by such books and accounts.

Sydney, 8th December, 1947.

E. H. SWIFT,
Auditor-General for New South Wales.

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, 1947.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

Heading.	1st Jan., 1925, to 30th June, 1940.	1940-41.	1941-42 Cash Receipts.	1942-43 Cash Receipts.	1943-44 Cash Receipts.	1944-45 Cash Receipts.	1945-46 Cash Receipts.	1946-47 Cash Receipts.	Total.
INCOME.									
(a) Revenue—	£	£	£	£	£	£	£	£	£
Motor Taxation (State)	5,031,934	474,701	406,941	399,161	412,269	416,439	454,380	498,502	8,094,357
Commonwealth Government (Petrol Tax) ..	2,170,803	224,743	140,834	103,407	33,830	126,080	205,255	307,958	3,312,910
Councils' contributions	4,288,910	236,840	217,451	238,906	232,933	235,723	216,884	236,998	5,904,645
Consolidated Revenue	83,947	.....	.....	.....	.....	.....	.....	.....	83,947
Unemployed Relief Grants	3,706	202,697	62,000	(Cr.) 14,221	.....	(Cr.) 4,332	.....	.....	249,850
Grants by State Government for Sundry Works .....	.....	.....	500	800	800	(Cr.) 465	1,007	.....	2,642
Grants by State Government for War Emergency Work .....	.....	.....	13,432	7,005	3,327	253	.....	75	24,092
Funds provided by State Housing Commission for Sundry Works .....	.....	.....	.....	.....	.....	.....	12,391	3,260	15,651
Contributions by Other Departments	35,740	12,204	236	187	(Cr.) 2,099	184	.....	.....	46,452
Miscellaneous	324,072	26,644	41,012	57,839	74,331	49,733	65,228	82,688	722,447
Suspense Accounts .....	.....	.....	30,812	.....	.....	72,322	.....	8,508	111,642
(b) Loans—	.....	.....	.....	.....	.....	.....	.....	.....	.....
State Government for—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ordinary Works	1,410,597	39,509	50,000	.....	.....	.....	.....	.....	1,500,106
Unemployed Relief Works	449,704	.....	.....	.....	.....	.....	.....	.....	449,704
Strategic Road Works .....	.....	815,108	224,260	(Cr.) 14,057	.....	.....	.....	.....	525,311
Loans raised by Councils	693,613	.....	.....	.....	.....	.....	.....	.....	693,613
(c) Funds provided by Commonwealth Govern- ment for construction and maintenance of defence works	60,747	13,005	176,507	548,011	211,441	104,577	38,917	(Cr.) 2,898	1,150,307
Total	14,554,673	1,545,451	1,363,985	1,327,038	966,862	1,000,514	994,062	1,135,091	22,887,676
Less Payments to Consolidated Revenue in accordance with the Finance Adjustment (Further Provisions) Act, 1933	46,000	.....	.....	.....	.....	.....	.....	.....	46,000
Total	14,508,673	1,545,451	1,363,985	1,327,038	966,862	1,000,514	994,062	1,135,091	22,841,676
EXPENDITURE.									
Maintenance—	.....	.....	.....	.....	.....	.....	.....	.....	.....
(a) Roads and Bridges within N.S.W.	3,626,153	261,888	218,235	195,958	270,913	253,314	298,699	361,061	5,486,221
(b) Works other than roads and bridges within N.S.W. ....	.....	.....	.....	5,154	6,012	24,658	19,311	731	55,866
Construction—	.....	.....	.....	.....	.....	.....	.....	.....	.....
(a) Roads and Bridges within N.S.W.	7,043,508	902,312	654,381	156,867	114,189	118,002	195,491	374,345	9,559,095
(b) Works other than roads and bridges within N.S.W.	8,747	13,453	200,943	466,024	214,635	63,991	62,284	216	1,030,293
Interest and Loan Repayment—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Principal	1,900,284	115,962	81,161	62,929	58,541	27,335	23,824	24,984	2,295,020
Interest	1,130,250	23,040	41,660	37,862	33,025	31,230	28,844	26,301	1,352,212
Exchange and Management Expenses	75,696	2,304	4,548	5,014	4,447	4,651	3,905	3,403	103,973
Sinking Fund	48,356	7,341	7,915	8,095	9,157	10,514	10,552	10,638	112,568
Special War Expenditure	8,733	7,909	15,272	14,340	6,308	6,065	1,905	(Dr.) 970	59,562
Purchase of Assets .....	.....	.....	1,442	11,336	57,492	54,779	43,801	55,384	224,234
Administrative Expenses	293,675	25,434	28,641	22,654	20,771	19,916	33,779	35,803	480,673
Miscellaneous	32,181	479	1,161	2,695	760	106	19,585*	35,107*	92,074
Suspense Accounts .....	.....	.....	.....	133,376	7,525	.....	71,449	.....	212,350
Total	14,167,583	1,360,122	1,255,359	1,122,304	803,775	614,561	813,429	927,008	21,064,141

* Includes Interest and Principal repaid to the Treasury on account of Loan Money advanced towards the cost of construction of the Pent'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, 1947—continued.

COUNTRY MAIN ROADS FUND.

Heading.	1st Jan., 1925, to 30th June, 1940.	1940-41.	1941-42 Cash Receipts.	1942-43 Cash Receipts.	1943-44 Cash Receipts.	1944-45 Cash Receipts.	1945-46 Cash Receipts.	1946-47 Cash Receipts.	Total.
INCOME.									
(a) Revenue—	£	£	£	£	£	£	£	£	£
Motor Taxation (State)	17,517,955	1,529,791	1,325,108	1,244,980	1,345,758	1,428,038	1,570,567	1,583,368	27,546,465
Commonwealth Government (Petrol Tax)	8,019,205	781,609	458,480	336,624	110,128	410,429	668,170	1,002,501	11,737,126
Councils' contributions	204,135	5,634	3,634	3,146	5,039	5,798	5,213	7,045	239,644
Consolidated Revenue	396,318	.....	.....	.....	.....	.....	.....	.....	396,318
Unemployment Relief Grants	57,674	507,478	284,701	8,467	(Cr.) 6,447	(Cr.) 170	.....	.....	861,703
Grants by State Government from Revenue for Sundry Works .....	.....	.....	.....	734	.....	(Cr.) 116	.....	900	1,518
Contributions by Other Departments, etc.	73,661	10,381	2,963	2,629	8,295	23,337	3,833	5,882	130,981
Hire of Department's Plant and Motor Vehicles .....	.....	.....	151,684	220,306	206,999	161,662	131,389	191,400	1,063,440
Miscellaneous	432,608	29,127	23,571	133,166	131,362	63,459	59,630	49,840	922,763
Suspense Accounts .....	.....	.....	.....	.....	3,966	1,314	.....	(Cr.) 5,814	(Cr.) 534
Transfer from Country Main Roads Fund to Developmental Roads Fund in accordance with Finance Adjustment (Further Provisions) Act, 1933	*337,500	.....	.....	.....	.....	.....	.....	.....	*337,500
(b) Loans—	.....	.....	.....	.....	.....	.....	.....	.....	.....
State Government for—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ordinary Loan Works	2,831,028	121,183	70,514	50,000	.....	.....	250,000	300,000	3,623,325
Unemployment Relief Works	1,590,130	.....	.....	.....	.....	.....	.....	.....	1,590,130
Strategic Road Works	13,000	564,140	299,730	14,057	.....	.....	.....	.....	890,927
(c) Funds provided by Commonwealth Government for construction and maintenance of defence works	234,453	147,415	1,044,201	3,228,414	1,821,899	528,735	38,420	20,025	7,072,562
.....	31,033,267	.....	.....	.....	.....	.....	.....	.....	55,728,868
Less Payments to Consolidated Revenue in accordance with the Finance Adjustment (Further Provisions) Act, 1933	154,000	.....	.....	.....	.....	.....	.....	.....	154,000
Total	30,879,267	3,616,758	3,664,566	5,242,523	3,626,999	2,623,386	2,727,222	3,164,147	55,574,868
EXPENDITURE.									
Cash Payments.									
Maintenance—	.....	.....	.....	.....	.....	.....	.....	.....	.....
(a) Roads and Bridges within N.S.W.	13,304,325	1,102,358	1,075,216	925,498	1,281,477	1,356,364	1,512,801	1,861,576	22,509,615
(b) Roads and Bridges outside N.S.W. ....	.....	.....	6,499	399,672	124,966	163,592	Dr. 29,638	(Dr.) 2,189	662,902
(c) Works other than roads and bridges within N.S.W. ....	.....	.....	1,159	5,838	17,795	19,527	3,624	1,994	49,937
(d) Works other than roads and bridges outside N.S.W. ....	.....	.....	.....	93	7,077	(Dr.) 782	.....	.....	6,388
Construction—	.....	.....	.....	.....	.....	.....	.....	.....	.....
(a) Roads and Bridges within N.S.W.	14,831,278	1,836,296	1,071,365	422,542	341,410	312,602	335,417	668,329	19,819,230
(b) Roads and Bridges outside N.S.W. ....	.....	77,626	375,867	1,657,876	511,724	42,906	(Dr.) 4,449	638	2,662,210
(c) Works other than roads and bridges within N.S.W.	20,329	62,913	450,481	950,415	205,037	228,379	88,908	3,942	2,010,494
(d) Works other than roads and bridges outside N.S.W. ....	.....	.....	91,429	282,647	255,795	447,332	46,197	75,939	1,140,330
Interest and Loan Repayment—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Principal	291,948	22,403	28,222	29,449	49,561	25,518	24,813	24,673	496,647
Interest	796,166	124,691	120,781	118,836	111,625	111,192	104,507	116,846	1,604,644
Exchange and Management Expenses	107,597	23,948	17,731	16,787	15,575	16,583	14,873	15,239	228,335
Sinking Fund	102,652	26,291	29,428	29,262	32,975	38,573	38,306	39,672	397,159
Special War Expenditure	27,535	9,827	17,041	23,746	11,181	10,036	4,498	1,889	105,253
Repairs and Expenses in respect of Plant and Motor Vehicles .....	.....	.....	80,191	91,770	113,486	137,520	124,819	138,538	686,324
Purchase of Assets .....	.....	.....	107,005	57,061	71,850	45,776	248,277	213,197	743,166
Administrative Expenses	806,261	77,653	75,672	94,386	93,843	98,816	103,616	133,186	1,453,433
Miscellaneous	41,235	132	630	2,337	742	333	19,691	1,638	69,743
Suspense Accounts .....	.....	.....	37,547	2,371	.....	.....	(Dr.) 3,627	.....	36,591
Total	30,889,326	3,454,198	3,580,584	5,060,586	3,246,121	3,054,272	2,632,723	3,294,607	54,718,417

* Debits.

DEVELOPMENTAL ROADS FUND.

Heading.	1st Jan., 1925, to 30th June, 1940.	1940-41.	1941-42 Cash Receipts.	1942-43 Cash Receipts.	1943-44 Cash Receipts.	1944-45 Cash Receipts.	1945-46 Cash Receipts.	1946-47 Cash Receipts.	Total.
INCOME.									
(a) Revenue—	£	£	£	£	£	£	£	£	£
Motor Taxation (State)	120,162	189,364	147,248	(Cr.) 15	.....	.....	.....	.....	456,759
Commonwealth Government	366,540	.....	.....	.....	.....	.....	.....	.....	366,540
Councils' contributions	1,559	.....	.....	.....	.....	500	.....	.....	2,059
Contributions by Other Departments .....	.....	1,500	696	.....	.....	.....	.....	.....	2,196
Consolidated Revenue	139,650	.....	.....	.....	.....	.....	.....	.....	139,650
Unemployment Relief Grants	64,643	99,290	23,500	(Cr.) 4,246	.....	.....	.....	.....	133,097
Miscellaneous	22,458	27	.....	.....	.....	.....	.....	.....	22,485
Transfer from Country Main Roads Fund to Developmental Roads Fund, vide Finance Adjustment (Further Provisions) Act, 1933	337,500	.....	.....	.....	.....	.....	.....	.....	337,500
(b) Loans—	.....	.....	.....	.....	.....	.....	.....	.....	.....
State Government for—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ordinary Works	1,127,647	.....	.....	.....	.....	.....	50,000	100,000	1,277,647
Unemployment Relief Works	525,488	.....	.....	.....	.....	.....	.....	.....	525,488
Total	2,705,647	290,091	171,444	(Cr.) 4,261	.....	500	50,000	100,000	3,313,421
EXPENDITURE.									
Cash Payments.									
Maintenance of roads and bridges	1,554	.....	.....	.....	.....	.....	.....	.....	1,554
Construction of roads and bridges	2,472,935	171,390	85,332	16,893	9,498	13,560	30,277	39,413	2,839,298
Interest and Loan Repayment—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Interest	112,765	54,776	52,770	.....	.....	.....	.....	.....	220,311
Exchange and Management Expenses	17,460	7,820	7,503	.....	.....	.....	.....	.....	32,792
Sinking Fund	24,634	9,147	12,369	.....	.....	.....	.....	.....	46,160
Administrative Expenses	55,276	4,091	3,700	(Dr.) 1,222	233	509	804	2,001	63,392
Miscellaneous	36	.....	6,096	132	14	28	10	13	6,329
Total	2,684,660	247,233	167,770	15,803	9,745	14,097	31,091	41,427	3,209,826

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, 1947—continued.

TOTAL ALL ROAD FUNDS.

Heading.	1st Jan., 1925, to 30th June, 1940.	1940-41.	1941-42 Cash— Receipts.	1942-43 Cash— Receipts.	1943-44 Cash— Receipts.	1944-45 Cash— Receipts.	1945-46 Cash— Receipts.	1946-47 Cash— Receipts.	Total.
INCOME.									
(a) Revenue—	£	£	£	£	£	£	£	£	£
Motor Taxation (State)	22,670,051	2,193,856	1,879,297	1,044,126	1,758,057	1,845,377	2,024,947	2,081,870	36,097,581
Commonwealth Government (Petrol Tax)	10,556,548	956,352	599,294	440,031	143,958	536,509	873,425	1,310,459	15,416,576
Councils' contributions	4,494,604	242,474	221,085	242,052	237,972	242,021	222,097	244,043	6,146,348
Consolidated Revenue	619,915	.....	.....	.....	.....	.....	.....	.....	619,915
Unemployment Relief Grants	126,023	809,375	370,201	(Cr.) 10,000	(Cr.) 6,447	(Cr.) 4,502	.....	.....	1,284,650
Grants by State Government for—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sundry Works .....	.....	.....	500	1,534	800	(Cr.) 581	1,007	900	4,160
War Emergency .....	.....	.....	13,432	7,005	3,327	253	.....	75	24,092
Funds provided by State Housing Commission for Sundry Works .....	.....	.....	.....	.....	.....	.....	12,391	3,260	15,651
Contributions by Other Departments	109,401	24,035	3,895	2,816	6,196	23,521	3,833	5,882	179,620
Hire of Department's Plant and Motor Vehicles .....	.....	.....	151,684	220,306	206,999	161,662	131,389	191,400	1,063,440
Miscellaneous	780,038	55,798	64,583	191,005	205,693	113,192	124,858	132,528	1,667,695
Suspense Accounts .....	.....	.....	30,812	.....	3,966	73,636	.....	2,694	111,108
(b) Loans—	.....	.....	.....	.....	.....	.....	.....	.....	.....
State Government for—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ordinary Loan Works	5,369,872	160,692	120,514	50,600	.....	.....	300,000	400,000	6,401,078
Unemployment Relief Works	2,565,322	.....	.....	.....	.....	.....	.....	.....	2,565,322
Strategic Road Works	13,000	879,248	523,990	.....	.....	.....	.....	.....	1,416,234
Loans by Councils	693,613	.....	.....	.....	.....	.....	.....	.....	693,613
(c) Funds provided by Commonwealth Government for Defence Works	295,200	160,420	1,220,708	3,776,425	2,033,340	633,312	77,337	26,127	8,222,860
Less Payments to Consolidated Revenue in accordance with the Finance Adjustment (Further Provisions) Act, 1933	200,000	.....	.....	.....	.....	.....	.....	.....	200,000
Total	£ 48,093,587	5,482,300	5,199,095	6,565,300	4,593,861	3,624,400	3,771,284	4,399,238	81,720,965
EXPENDITURE.									
Maintenance—	.....	.....	.....	.....	.....	.....	.....	.....	.....
(a) Roads and Bridges within N.S.W.	10,932,032	1,454,246	1,293,451	1,121,456	1,552,390	1,609,678	1,811,500	2,222,637	27,997,390
(b) Roads and Bridges outside N.S.W. ....	.....	.....	6,499	399,672	124,966	163,502	(Dr.) 29,638	(Dr.) 2,189	662,902
(c) Works other than roads and bridges within N.S.W. ....	.....	.....	1,159	10,992	23,807	44,185	22,935	2,725	105,803
(d) Works other than roads and bridges outside N.S.W. ....	.....	.....	.....	93	7,077	(Dr.) 782	.....	.....	6,388
Construction—	.....	.....	.....	.....	.....	.....	.....	.....	.....
(a) Roads and Bridges within N.S.W.	24,347,721	2,009,998	1,811,078	596,302	465,097	444,164	561,185	1,082,084	32,217,632
(b) Roads and Bridges outside N.S.W. ....	.....	77,626	375,887	1,657,876	511,726	42,906	(Dr.) 4,449	638	2,662,210
(c) Works other than roads and bridges within N.S.W.	29,076	76,366	651,424	1,416,439	419,672	202,370	151,282	4,158	3,040,787
(d) Works other than roads and bridges outside N.S.W. ....	.....	.....	91,429	232,647	255,795	447,332	46,197	75,939	1,149,339
Interest and Loan Repayment—	.....	.....	.....	.....	.....	.....	.....	.....	.....
Principal	2,192,232	138,425	109,383	92,378	108,102	52,853	48,637	49,657	2,791,667
Interest	2,039,181	202,507	215,211	156,698	144,650	142,422	133,351	143,147	3,177,167
Exchange and Management Expenses	200,753	34,081	20,782	21,801	20,022	21,234	18,778	18,647	365,098
Sinking Fund	235,642	42,779	49,712	37,357	42,132	49,087	48,558	50,310	555,877
Special War Expenditure	36,268	17,736	32,313	38,086	17,489	16,101	6,403	419	164,815
Repairs and Expenses, Plant and Motor Vehicles .....	.....	.....	80,191	91,770	113,486	137,520	124,819	138,538	686,324
Purchase of Assets .....	.....	.....	108,447	68,397	129,342	100,555	292,075	268,581	967,400
Administrative Expenses	1,153,212	107,178	108,013	115,818	114,847	119,241	138,190	170,990	2,027,498
Miscellaneous	78,452	611	7,887	5,164	1,516	472	39,286*	36,758*	165,146
Suspense Accounts .....	.....	.....	37,847	135,747	7,525	.....	67,822	.....	248,941
Total	£ 47,239,569	5,061,553	5,009,713	6,198,693	4,059,641	3,682,930	3,477,243	4,263,042	78,992,384

* 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. Section 21 (3, 3A and 3B) Treasury.	Developmental Roads Fund. Section 29 (4) Treasury.	Total All Funds.
	Section 13 (5) Councils.	Section 13 (4A, 4B and 4C) Treasury.	Total.			
Gross Liability assumed—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Prior to 1st July, 1946	540,898 7 4	1,805,115 11 3	2,346,013 18 7	4,337,652 5 2	1,559,519 9 11	8,243,185 13 8
During 1946-47 .....	.....	.....	.....	300,000 0 0	100,000 0 0	400,000 0 0
Total	£ 540,898 7 4	1,805,115 11 3	2,346,013 18 7	4,637,652 5 2	1,659,519 9 11	8,643,185 13 8
Repayment of Principal and Sinking Fund Contributions—	.....	.....	.....	.....	.....	.....
Prior to 1st July, 1946—	.....	.....	.....	.....	.....	.....
By Department	521,238 15 0	798,635 11 1	1,319,874 6 1	617,930 1 2	23,500 10 10	1,961,304 18 1
Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement .....	.....	111,918 3 8	111,918 3 8	400,927 8 9	67,561 15 5	580,407 7 10
Total prior to 1st July, 1946	£ 521,238 15 0	910,553 14 9	1,431,792 9 9	1,018,857 9 11	91,062 6 3	2,541,712 5 11
During 1946-47—	.....	.....	.....	.....	.....	.....
By Department	4,460 16 7	36,920 14 7	41,381 11 2	70,153 5 9	.....	111,534 16 11
Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement .....	.....	6,184 15 4	6,184 15 4	23,892 6 0	6,821 7 4	36,898 8 8
Total during 1946-47	£ 4,460 16 7	43,105 9 11	47,566 6 6	94,045 11 9	6,821 7 4	148,433 5 7
Total to 30th June, 1947—	.....	.....	.....	.....	.....	.....
By Department	525,699 11 7	835,556 5 8	1,361,255 17 3	688,083 6 11	23,500 10 10	2,072,839 13 0
Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement .....	.....	118,102 19 0	118,102 19 0	424,819 14 9	74,383 2 9	617,305 16 6
Total to 30th June, 1947	£ 525,699 11 7	953,659 4 8	1,479,358 16 3	1,112,903 1 2	97,883 13 7	2,690,145 11 6
Net Liability at 30th June, 1947	£ 15,198 15 9	851,456 6 7	866,655 2 4	3,524,749 3 6	1,501,635 16 4	5,953,040 2 2

Appendix No. 7.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

SUMMARY OF EXPENDITURE ON CONSTRUCTION WORKS.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Expenditure from Department's Funds.				Works Completed.	
				To 30 June, 1946.	1946-47.			To 30 June, 1947.	Length.
					Road construction including adjustment of Public Utilities.	Land for widening.	Total.		
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	M. ft.
STATE HIGHWAYS.									
PRINCE'S HIGHWAY.									
Kogarah	1	Belmore-road to George's River Bridge	Cement concrete	10,273 11 11	15 9 5		15 9 5	10,289 1 4	
Newtown	1	Newtown Bridge	Reconstruction of bitumen pavement	2,450 0 0	(Cr.) 411 13 4		(Cr.) 411 13 4	2,038 6 8	
Kogarah	1	Heath-road to Conway-road	Widening	22 19 6		30 5 0	30 5 0	53 4 6	
	1	Kogarah Bay Creek to Conway-road	Widening	4 19 9		45 8 10	45 8 10	50 8 7	
	1	Corner of Hamer-street	Widening			21 18 6	21 18 6	21 18 6	
Rockdale	1	At Bay-street	Widening	9,424 18 11		31 10 0	31 10 0	9,456 8 11	
	1	Cook's River to Forest-road	Widening	13,728 0 0		1 4 6	1 4 6	13,729 4 6	
	1	Forest-road to Spring-street	Widening			3 0 0	3 0 0	3 0 0	
Sutherland	1	Sutherland Station	Widening	1 7 0		0 3 6	0 3 6	1 10 6	
	1	George's River Bridge to Kingsway	Widening	1,904 15 7		6 10 4	6 10 4	1,911 5 11	
Total				£	(Cr.) 396 3 11	140 0 8	(Cr.) 256 3 3		
HUME HIGHWAY.									
Ashfield	2	Milton-street to Thomas-street	Reconstruction of footpath		43 15 0		43 15 0	43 15 0	
Bankstown	2	Chapel-road to Avon-street	Footpaving		169 17 2		169 17 2	169 17 2	
	2	Near Auburn-road	Extension of water main		43 3 10		43 3 10	43 3 10	
	2	Prospect Creek	Duplication of road and bridge	672 19 7		139 10 8	139 10 8	812 10 3	
	2	Cook's River to Chapel-road	Widening	16,098 0 0		150 4 4	150 4 4	16,248 4 4	
	2	Robertson-road to Miller-road	Widening	85 7 11		19 6 10	19 6 10	104 14 9	
	2	The Avenue to Wilkins-street	Widening	14 1 9		525 9 6	525 9 6	539 11 3	
Burwood and Enfield	2	Burwood-road to Coronation-parade	Concrete	1,757 15 9	776 13 8		776 13 8	2,534 9 5	
Liverpool	2	Macquarie-street	Widening			79 16 0	79 16 0	79 16 0	
Total				£	1,033 9 8	914 7 4	1,947 17 0		
GREAT WESTERN HIGHWAY.									
Auburn and Homebush	5	Bridge-street to Station-street	Concrete central strip		13,245 5 8		13,245 5 8	13,245 5 8	
Blue Mountains	5	Mount York road junction	Widening			0 3 6	0 3 6	0 3 6	
	5	Springwood	Deviation			0 3 6	0 3 6	0 3 6	
	5	Bodington to Wentworth Falls	Deviation	288 10 10		1 4 10	1 4 10	289 15 8	
Holroyd	5	Near Mort-street	Rider main		66 7 6		66 7 6	66 7 6	
	5	Hackney-street	Concrete bridge	2,213 17 5	776 3 6		776 3 6	2,990 0 11	
Drummoyne	5	Courland-street to Harris-road	Widening (adjustment of land acquisition)			1 1 0	1 1 0	1 1 0	
Holroyd	5	From the Boundary of Parramatta-City to the boundary of Blacktown Municipality.	Widening	6,872 8 9		477 12 5	477 12 5	7,350 1 2	
Parramatta	5	Proposed Parramatta South By-Pass	Acquisition of land	2,792 8 11		104 6 5	104 6 5	2,896 15 4	
	5	Bobart-street to Marsden-street	Widening	23 0 0		2 5 6	2 5 6	25 5 6	
Total				£	14,087 16 8	586 17 2	14,674 13 10		

Appendix No. 7—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.

Summary of Expenditure on Construction Works—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Expenditure from Department's Funds.				Works Completed.	
				To 30 June, 1946.	1946-47.			To 30 June, 1947.	Length.
					Road construction including adjustment of Public Utilities.	Land for widening.	Total.		
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	M. ft.
PACIFIC HIGHWAY.									
Hornsby	10	Near Asquith	Drainage improvement		26 4 10		26 4 10	26 4 10	
	10	Peat's Ferry Bridge	Concrete and steel bridge (half cost only in County of Cumberland Fund).	219,716 5 5	157 15 7		157 15 7	219,874 1 0	
	10	Peat's Ferry Bridge	North approach (half cost only in County of Cumberland Fund).	3,583 7 2	(Cr.) 4 5 6		(Cr.) 4 5 6	3,570 1 8	
Ku-ring-gai	10	Pearce's Corner to Hookham's Corner	Widening	56 2 0		226 19 10	226 19 10	283 1 10	
	10	Near Gladstone-parade, Lindfield	Drainage		1 8 10		1 8 10	1 8 10	
	10	Boundary-street to Treatt's-road	Widening			1 1 0	1 1 0	1 1 0	
	10	Corner of Womerah-avenue	Fencing		24 10 6		24 10 6	24 10 6	
	10	Pacific Highway	Widening (adjustment of costs)			26 1 7	26 1 7	26 1 7	
	10	Near St. John's-avenue	Adjustment of water main		30 2 2		30 2 2	30 2 2	
Lane Cove and North Sydney	10	Crow's Nest to St. Leonards Station	Concrete pavement	77,079 17 8	11,901 18 7	0 17 6	11,902 16 1	88,982 13 9	
Lane Cove	10	Broughton-road to Mowbray-road	Widening	10,176 7 9		1,839 16 3	1,839 16 3	12,016 4 0	
Willoughby	10	Vicinity of Findlay-avenue	Drainage		197 19 0		197 19 0	197 19 0	
	10	Mowbray-road to Boundary-street	Widening			4,225 9 6	4,225 9 6	4,225 9 6	
		Total		£	12,335 14 0	6,320 5 8	18,655 19 8		
THE NORTH-SOUTH LINK HIGHWAY.									
Fairfield	13	Orchardleigh-street	Widening			1 11 0	1 11 0	1 11 0	
Balmain	13	Woodville-road	Widening	48 0 8		44 12 3	44 12 3	92 12 11	
Holroyd	13	Woodville-road	Widening	1 0 0		40 5 7	40 5 7	41 5 7	
		Total		£		86 8 10	86 8 10		
		TOTAL STATE HIGHWAYS		£	27,060 16 5	8,047 19 8	35,108 16 1		
ORDINARY MAIN ROADS.									
Balmain and Drummoyno	165	Iron Cove	Concrete and steel bridge	417 15 3	39,608 15 4		39,608 15 4	40,026 10 7	
Balmain	165	Terry-street to Iron Cove Bridge	Bridge approaches	8,560 2 6		0 3 6	0 3 6	8,560 6 0	
Bankstown	167	Claribel-street to Milperra-road	Widening		286 18 8		286 18 8	286 18 8	
	167	River-road to Milperra Bridge	Bituminous seal		2,250 0 0		2,250 0 0	2,250 0 0	
	167	Chapel-road to George's River	Widening	20 16 0		154 17 0	154 17 0	175 13 0	
	190	Near White-street	Remove and re-erect front fence		8 18 3		8 18 3	8 18 3	
	190	Chapel-road	Widening	7 4 9		39 5 9	39 5 9	46 10 6	
Bankstown	508	Denman-road to Endeavour-road	Base course, pipe culvert and box culvert		2,025 1 4		2,025 1 4	2,025 1 4	
	508	Milperra-road to Fleurbaix-avenue	Earthworks, base course and pipe culverts.		1,000 0 0		1,000 0 0	1,000 0 0	

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

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Expenditure from Department's Funds.				Works Completed.	
				To 30 June, 1946.	1946-47.			To 30 June, 1947.	Length.
					Road construction including adjustment of Public Utilities.	Land for widening.	Total.		
				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	M. ft.
ORDINARY MAIN ROADS—continued.									
Bankstown (continued)	508	State Highway No. 2 to Denman-road, Beale-street to Milperra-road, Maxwell-street to MacLaurin-avenue.	Premixed bituminous surface		10,000 0 0		10,000 0 0	10,000 0 0	
	508	Picnic Point to Little Salt Pan Creek	Formation		2,600 0 0		2,600 0 0	2,600 0 0	
	508	Liverpool-road (Landsdowne) to Forest-road (Peakhurst).	Widening—land acquisitions	2,601 19 5		100 15 10	100 15 10	2,702 15 3	
Baulkham Hills	160	Improvement of drainage	Drainage easement			1 4 6	1 4 6	1 4 6	
	184	Improvement near Hamner's-road	Widening	19 4 0		2 5 6	2 5 6	21 9 6	
Blue Mountains	184	Bell to Bilpin	Earthworks and gravel pavement	26,056 6 10	70,107 8 0		70,107 8 0	105,163 14 10	
	184	Mount Victoria Station	Surface, seal and drainage improvements		520 5 4		520 5 4	520 5 4	
	184	Bell to Mount Victoria	Extension of surfacing and drainage improvements.	4 10 3		29 5 11	29 5 11	33 16 2	
Bulli	513	Junction State Highway No. 1 to top of Bulli Pass.	Gravel pavement and bituminous surface treatment.	13,936 9 2	154 18 11		154 18 11	13,791 8 1	
	185	Thirroul	Widening	1 8 0		0 1 9	0 1 9	1 9 9	
	185	Lower South Coast road	Drainage	2 1 9		21 2 9	21 2 9	23 3 9	
	185	Coledale	Widening			1 8 0	1 8 0	1 8 0	
	185	Near Wrexham-road	Widening	3 8 3		70 2 3	70 2 3	73 10 6	
Canterbury	167	Beamish-street to Sharpe-street.	Concrete side strips	6,522 5 9	4,615 9 11		4,615 9 11	11,137 15 8	
	167 and 315	South-eastern side of Canterbury-road	Extension of watermain		145 11 6		145 11 6	145 11 6	
	167	At Burwood-road junction	Widening			22 3 8	22 3 8	22 3 8	
	167	Opposite Stacy-street	Widening			2 5 0	2 5 0	2 5 0	
	315	Canary-road	Drainage			0 12 6	0 12 6	0 12 6	
Castlereagh	315	Castlereagh-road	Widening	246 7 8		4 7 9	4 7 9	250 15 5	
Colo	184	Redbank Creek, North Richmond	Bridge approaches	2,954 7 2	225 10 11		225 10 11	3,179 18 1	
	184	Redbank Creek, North Richmond	Concrete bridge	4,348 13 8	(Cr.) 27 5 10		(Cr.) 27 5 10	4,321 7 10	
	184	Near Hawkesbury River Railway Bridge.	Widening			1 8 0	1 8 0	1 8 0	
	184	Kurrajong	Adjustment of utilities (Postmaster-General).		27 9 3		27 9 3	27 9 3	
	184	Little Wheeney Creek	Concrete bridge		5,934 12 10		5,934 12 10	5,934 12 10	
Concord	200	Mary-street	Improve visibility		7 18 3		7 18 3	7 18 3	
Dundas	158	Marsden-road	Widening			30 8 6	30 8 6	30 12 0	
	158	At Tomah-street junction	Improvement of corners	0 3 6		1 7 0	1 7 0	1 7 0	
Drumoyne	165	Victoria-road	Widening and easement			0 3 6	0 3 6	0 3 6	
	395	From State Highway No. 5 to Secondary Road No. 2013.	Concrete side strips	3,915 13 4	733 2 10		733 2 10	4,648 16 2	
	395	Hampton-road to College-street	Concrete side strips	11,303 16 8	1,556 1 11		1,556 1 11	12,859 18 7	
Enfield	315	Cook's River	Approaches to proposed bridge	24 3 7		59 19 4	59 19 4	84 2 11	
Ermington and Rydalmere	165	Victoria-road	Widening			0 7 0	0 7 0	0 7 0	
Granville	Ex-National work.	Duck Creek at Mona-street	Concrete bridge	996 11 3	349 7 8		349 7 8	1,345 13 11	
	Ex-National work.	Duck Creek at Mona-street	Approaches to bridge			2 0 6	2 0 6	2 0 6	
Hornsby	139	Lyne-road to Copeland-street	Concrete side strips		2,288 2 6		2,288 2 6	2,288 2 6	
	136	Castle Hill-road	Improvement of bends	69 17 6		13 0 0	13 0 0	82 17 6	

Appendix No. 7—continued.

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

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Expenditure from Department's Funds.					Works Completed.	
				To 30 June, 1946.	1946-47.			To 30 June, 1947.	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.	
ORDINARY MAIN ROADS—continued.										
Hornsby	373	Carlingford-road to State Highway No. 13.	Extension			1 13 0	1 13 0	1 13 0		
Hunter's Hill	165	Crown-street	Re-location pole and post		11 1 4		11 1 4	11 1 4		
	165	Riverside School to Crown-street	Kerbing and guttering		38 10 0		38 10 0	38 10 0		
Hurstville	168	Near First-street and Hymen-street	Improvement of bends	92 10 9		6 16 10	6 16 10	99 7 7		
	315	Beverly Hills Station to Ponyara-road	Kerbing and guttering		72 0 7		72 0 7	72 0 7		
	508	Intersection Hymen-street and Forest-road.	Widening	61 7 9		0 19 6	0 19 6	62 7 3		
Kogarah	315	Australia-street to Belmore-place	Bituminous macadam pavement		6,500 0 0		6,500 0 0	6,500 0 0		
Ku-ring-gai	366	Near Normurra-avenue	Drainage easement		49 3 11		49 3 11	49 3 11		
	366	Cockle Creek at Bobbin Head	Temporary military type steel tubular bridge.		2,178 13 8		2,178 13 8	2,178 13 8		
Lane Cove	373	Tantallon-road to Frazer-street	Kerbing and guttering		118 15 5		118 15 5	118 15 5		
	373	Near Munro-street	Widening at omnibus stops		624 5 8		624 5 8	624 5 8		
	373	Epping to St. Leonards road.	Widening—adjustment of acquisition costs.			677 15 0	677 15 0	677 15 0		
Manly	164	The Spit	Approaches to proposed new bridge	5,007 10 6		23 18 3	23 18 3	5,031 8 9		
	397	Opposite Balgowlah School	Widening			1 1 0	1 1 0	1 1 0		
Mascot	183	Gardener's-road to Ricketty-street	Kerbing and guttering	300 0 0	200 0 0		200 0 0	500 0 0		
North Sydney	164	Miller-street to Merlin-street	Completion of bituminous side strips		52 4 11		52 4 11	52 4 11		
	164	Miller-street to Merlin-street	Adjustment of land acquisitions.			2 7 6	2 7 6	2 7 6		
Nepean	164	Thompson Creek to Badgery Creek.	Widening			0 3 6	0 3 6	3 16 6		
	155	Mulgoa-road	Widening	3 13 0		540 3 7	540 3 7	1,289 3 7		
Paddington	172	Oatley-road to Centennial Park		749 0 0		1,135 4 6	1,135 4 6	33,576 4 6		
Penrith	154	Kingswood to Cross Roads	Widening	32,441 0 0		6 11 3	6 11 3	198 6 3		
	155	Gordon and Leyland streets	Widening	111 3 9		0 10 0	0 10 0	111 13 9		
Randwick	317	Paine-street to Wild-street	Kerbing and guttering		32 2 11		32 2 11	32 2 11		
	183	Gardener's road	Widening	42 11 6		14 7 0	14 7 0	56 18 6		
Richmond	155	Hobartville to March-street	Drainage		19 9 10		19 9 10	19 9 10		
Rockdale	199	Rocky Point road.	Easement for stormwater channel	1 5 0	270 0 0		277 7 8	278 12 8		
	169	Bay-street	Widening			135 12 9	135 12 9	135 12 9		
Ryde	139	Blaxland-road	Formation of footway		45 14 7		45 14 7	45 14 7		
	158	Between Terry's-road and Marsden-road.	Widening	162 12 5		4 4 0	4 4 0	166 16 5		
	165	Near St. Ann's street	Widening	0 3 6		146 13 8	146 13 8	146 17 2		
	165	Princes-street to Forsyth-street	Widening—adjustment of land acquisitions.			1 7 0	1 7 0	1 7 0		
	165	Darvall-street to Marsden-road	Widening	804 0 0		5 6 9	5 6 9	809 6 9		
	139 and 200	Willandra-avenue and Lane Cove road	Concrete edge slabs		8,572 5 0		8,572 5 9	8,572 5 9		
	139	Great North road to Main Road No. 191.	Widening	2,698 0 0		11 3 4	11 3 4	2,709 3 4		
	200	Morrison-road to Small-street	Lowering of footpath		44 15 3		44 15 3	44 15 3		
	200	At Devlin-street	Widening	1,631 5 8		0 10 10	0 10 10	1,631 16 6		
	200	Between Junction-street and Willandra-avenue.	Widening	865 2 9		2 13 0	2 13 0	867 15 9		
Sutherland	393	National Park	Concrete causeway		488 16 3		488 16 3	488 16 3		
Vaucluse	339	Intersection with New South Head road.	Stormwater drainage		100 0 0		100 0 0	100 0 0		
Warringah	159	Eurobin-avenue to William-street	Concrete pavement	4,861 4 1	28,920 18 10		28,920 18 10	33,782 2 11		

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

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Expenditure from Department's Funds.					Works Completed.	
				To 30 June, 1946.	1946-47.			To 30 June, 1947.	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.	
ORDINARY MAIN ROADS—continued.										
Warringah—continued	397	Dalwood Homes to Narrabeen	Earthworks, gravel and broken stone pavement with bituminous macadam surface course.	8,725 9 6	26,242 14 9		26,242 14 9	34,968 4 3		
	162	Deviations at Tumbledown Dick, Foley's and Sugar-Loaf Hills.	Adjustment of acquisitions			143 4 10	143 4 10	143 4 10		
	328	Roseville-road	Widening			1 4 6	1 4 6	1 4 6		
Windsor	154	Narellan to Windsor	Widening			2 6 0	2 6 0	2 6 0		
	181	Cattai Creek	Concrete bridge	9,505 2 7	1,865 11 8		1,865 11 8	11,370 14 3		
	181	Cattai Creek	Approaches to bridge	3,392 11 9	3,934 10 2		3,934 10 2	7,327 1 11		
	181	At 5-Sm. from Windsor	Earthworks and gravel pavement		77 15 2		77 15 2	77 15 2		
Wollondilly	179	Appin to Broughton Pass	Earthworks and gravel pavement		1,750 0 0		1,750 0 0	1,750 0 0		
Woollahra	172	Near Grosvenor-street	Drainage		59 4 6		59 4 6	59 4 6		
	173	William-street to Gladswood Gardens	Concrete pavement	788 0 0	1,684 13 8		1,684 13 8	2,472 13 8		
	173	New Beach-road to Mona-road	Concrete pavement		1,983 17 4		1,983 17 4	1,983 17 4		
	173	Ocean-avenue to Bellevue-road	Widening			8,838 15 6	8,838 15 6	8,838 15 6		
		Total—Ordinary Main Roads			239,356 2 9	12,270 16 3	251,626 19 0			
SECONDARY ROADS.										
Alexandria	2005	Buckland-street	Drainage		18 13 8		18 13 8	18 13 8		
Bexley	2014	Mainerd-avenue to Miller-avenue and corner Slade-street.	Kerbing and guttering	17 4 2	0 3 3		0 3 3	17 7 5		
Blacktown	2012	Eastern Creek	Concrete bridge		4,119 8 9		4,119 8 9	4,119 8 9		
Burwood	2027	At Conder-street	Concrete pavement	53 17 10	3,047 6 4		3,047 6 4	3,101 4 2		
Drummoyne	2013	Murralong-avenue to Harrabrook-avenue	Drainage		113 1 3		113 1 3	113 1 3		
Marrickville	2021	Illawarra-road	Widening			1 5 0	1 5 0	1 5 0		
Mascot	2008	Gardener's-road to Coward-street	Kerbing and guttering	671 15 4	50 15 5		50 15 5	722 10 9		
Petersham	2028	Railway-terrace and Gordon-street	Concrete pavement		716 11 11		716 11 11	716 11 11		
Windsor	2030	Macquarie-street	Widening			65 15 0	65 15 0	65 15 0		
		Total—Secondary Roads			8,066 0 7	67 0 0	8,133 0 7			

SUMMARY.

	£	s.	d.	£	s.	d.
State Highways	35,108	16	1			
Main Roads	251,626	19	0			
Secondary Roads	8,133	0	7			
Miscellaneous Small Works	1,370	9	9			
				296,239	5	5
Survey, Design, Supervision, etc.				71,895	17	1
Commission paid in terms of Section 42 of the Main Roads Act, 1924-45				43	14	2
Total as per Receipts and Payments Statement, Appendix No. 1—Part "B"	£368,178	16	8			

Appendix No. 8.

COUNTRY MAIN ROADS FUND.

SUMMARY OF EXPENDITURE ON CONSTRUCTION WORKS.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Expenditure from Department's Funds.			Works Completed.	
				To 30-6-46.	1946-47.	To 30-6-47.	Length.	Total Cost (including any contributions by Councils).
STATE HIGHWAYS.								
PRINCE'S HIGHWAY.								
Eurobodalla	1	Between Bateman's Bay and Moruya.....	Earthworks and gravel pavement	£ 8,747 1 5	£ 56,472 19 0	£ 65,220 0 5	M. ft.	£ s. d.
Gerringong	1	Moruya River at Moruya	Temporary timber bridge	14,008 2 3	(Cr.) 17 3 5	13,990 18 10	0 804	13,990 18 10
North Illawarra	1	Near Toolijooa	Fine crushed rock pavement and bituminous surface treatment.	8,379 18 5	6,105 11 1	14,485 9 6		
Shellharbour	1	Adjacent to Princess Theatre, Corrimal.....	Minor improvement including drainage and widening footpath.	307 3 0	33 11 5	340 14 5		
Wollongong and Central Illawarra	1	At 69-6 m. south of Shellharbour Railway Station	Concrete culvert	1,161 17 9	1,827 14 9	2,989 12 6		
	1	At 57-39 m.	Concrete culvert	110 14 6	1,179 16 7	1,290 11 1		
					£65,602 9 5			
HUME HIGHWAY.								
Mulwaree	2	Over Run O'Waters Creek and Barkers.....	Concrete bridges		170 0 0	170 0 0		
	2	Between Goulburn Municipal Boundary and junction of State Highway No. 3.	Earthworks and gravel pavement		7,250 0 0	7,250 0 0		
					£7,420 0 0			
GREAT WESTERN HIGHWAY.								
Lithgow	5	Farmer's Creek	Concrete bridge	3,298 3 7	371 0 9	3,669 4 4		
	5	Farmer's Creek	Approaches to bridge	294 14 7	6,514 17 3	6,809 11 10		
					£6,885 18 0			
MID-WESTERN HIGHWAY.								
Abercrombie	6	5 m. 100 ft. to 6 m. 900 ft. from Bathurst Municipal Boundary.	Earthworks and gravel pavement		7,000 0 0	7,000 0 0		
	6	From 6 m. 900 ft. to 7 m. 1,000 ft. from Bathurst Municipal Boundary.	Earthworks and gravel pavement		3,750 0 0	3,750 0 0		
Lyndhurst	6	Spring Creek	Concrete bridge		5,255 4 5	5,255 4 5		
Weddin	6	Between 158 m. 2,200 ft. and 178 m. 2,045 ft.	Bituminous surface treatment	12,661 0 9	1,043 19 8	13,705 0 5		
	6	Barlingal Creek	Concrete bridge		500 0 0	500 0 0		
	6	From 221 m. 678 ft. to	Bituminous surface treatment		4,254 16 0	4,254 16 0		
					£21,804 0 1			
MITCHELL HIGHWAY.								
Bourke District	7	Between Bourke and Queensland Border	Formation and gravel pavement	28,977 9 2	2,494 2 1	31,471 11 3		
					2,494 2 1			
NEW ENGLAND HIGHWAY.								
Dumaresq	9	Duval Creek.....	Concrete bridge with approaches		2,693 5 10	2,693 5 10		
Peel	9	Between 8 m. 2,000 ft. and 9 m. 2,000 ft. south of Tamworth.	Gravel pavement and bituminous surface treatment	3,137 13 4	346 1 11	3,483 15 3		
Tenterfield	9	W. Patterson's property	Fencing		203 0 0	203 0 0		
Warrah	9	Page's River	Concrete bridge with approaches	3,604 17 6	1,464 3 3	5,069 0 9		
					£4,706 11 0			

Appendix No. 8—continued.

COUNTRY MAIN ROADS FUND—continued.
Summary of Expenditure on Construction Works—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Expenditure from Department's Funds.			Works Completed.	
				To 30-6-46.	1946-47.	To 30-6-47.	Length.	Total Cost (including any contributions by Councils).
PACIFIC HIGHWAY.								
Byron	10	South of Crabbe's Creek, Railway mileage 130 m. 76 ch.	Subway for road traffic.....	£ 3,804 2 1	£ 318 2 2	£ 4,122 4 3	M. ft.	£ s. d.
Byron	10	Byron Creek at Bangalow	Concrete Bridge		2,962 13 1	2,962 13 1		
Bellingen and Dorrigo	10	Between 1 m. north of Raleigh and Coff's Harbour, 373-19 m. to 387-6 m.	Earthworks and culverts		11,492 13 2	11,492 13 2		
Dorrigo	10	Coff's Harbour Creek	Concrete bridge with approaches	576 10 3	5,463 4 5	6,039 14 8		
Erina	10	Hawkesbury River at Peat's Ferry.....	Concrete and steel bridge (half cost only in Country Main Roads Fund).	219,716 5 5	157 15 8	219,874 1 1		219,874 1 1 (See also Hornsby Shire Appendix No. 7.)
	10	Peat's Ferry Bridge—Northern Approach.....	Gravel pavement and bituminous surface treatment (half cost only in Country Main Roads Fund).	3,583 7 2	(Cr.) 4 5 7	3,579 1 7.		3,579 1 7 (See also Hornsby Shire Appendix No. 7.)
Lower Hunter.....	10	Hunter River at Hexham	Concrete and steel bridge with approaches.....	995 17 1	18,671 13 4	19,667 10 5		
Macleay	10	Between Kempsey and Clybucca	Earthworks and gravel pavement	806 15 4	38,892 18 10	39,699 14 2		
Manning	10	From Ghinni Ghinni Creek north from 1,400 ft. to 1 m. 4,500 ft.	Earthworks and gravel pavement		7,600 0 0	7,600 0 0		
Stroud	10	Karuah River at Booral	Concrete bridge with approaches	27,198 7 2	18,895 0 2	46,093 7 4		
					£104,449 15 3			
OXLEY HIGHWAY.								
Coonabarabran	11	Castlereagh River	Widen timber bridge and construct footway.....	2,549 0 3	108 12 5	2,657 12 8		
GWYDIR HIGHWAY.								
Boomi	12	Moree to Collarenebri, 55 m. 13 ch. to 58 m.	Gravel pavement	524 8 8	1,260 16 7	1,785 5 3	2 67	1,785 5 3
Nymboida	12	Nymboida River	Concrete bridge		348 5 4	348 5 4		
	12	O.B.X. Creek	Timber bridge		550 0 0	550 0 0		
Yallaroi	12	Kaloona-Warialda, 37 m. 700 ft. to 38 m. 1,415 ft.	Gravel pavement	200 0 0	1,387 4 3	1,587 4 3		
	12	Kaloona-Warialda, 27 m. 3,700 ft. to 30 m. 300 ft.	Gravel pavement		1,742 13 0	1,742 13 0		
					£5,288 19 2			
STATE HIGHWAY No. 16.								
Lismore	16	Hollingworth Creek	Timber footway to bridge	167 0 0	9 16 11	176 16 11		
Tenterfield	16	12 m. 1,415 ft. west of Tenterfield	Concrete culvert with approaches		1,964 10 0	1,964 10 0		
Yallaroi	16	Tucka Tucka Creek	Timber bridge with approaches	1,768 6 7	824 17 11	2,593 4 6		
					£2,799 4 10			
NEWELL HIGHWAY.								
Coonabarabran	17	Coonabarabran to Narrabri	Earthworks and gravel pavement	529 9 6	32,125 16 0	32,655 5 6		
Goobang	17	Billabong Creek	Concrete bridge	5,100 5 9	1,039 1 0	6,139 6 9		
	17	Billabong Creek	Approaches to concrete bridge		4,592 6 5	4,592 6 5		
Gulgandra.....	17	Between 25-3 m. and 34-2 m. from Gulgandra	Bituminous surface treatment	4,465 16 6	2,830 18 9	7,296 15 3		
Talbragar	17	Coolbaggie Creek	Concrete bridge with approaches	4,368 0 3	6,355 15 7	10,723 15 10		
	17	Brocklehurst to Gulgandra Shire Boundary	Earthworks and gravel pavement		3,393 3 1	3,393 3 1		
					£50,337 0 10			
STATE HIGHWAY No. 18.								
Bourke District	18	Walgett to Goodooga	Formation	9,753 6 1	16,720 3 3	26,473 9 4		
					£16,720 3 3			
			Total, State Highways.....		£288,616 16 4			

Appendix No. 8—continued.

COUNTRY MAIN ROADS FUND—continued.

Summary of Expenditure on Construction Works—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Expenditure from Department's Funds.			Works Completed.	
				To 30-6-46.	1946-47.	To 30-6-47.	Length.	Total Cost. (including any contributions by Councils).
TRUNK AND ORDINARY MAIN ROADS.								
				£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
Barraba	63	Cobbadah Creek	Concrete bridge with approaches		5,715 1 2	5,715 1 2		
Blaxland	55	Cox's River	Concrete bridge with approaches	5,300 1 7	5,841 2 0	11,141 3 7		
Bellingen	76	Marx Hill Creek	Concrete culvert with approaches	1,312 1 11	1,541 9 1	2,853 11 0	0 1,100	2,853 11 0
Bulli and North Illawarra	513	Wollongong to top of Bulli Pass	Gravel pavement and bituminous surface treatment	5,559 13 7	1,892 0 6	7,451 14 1		
Burrangong	78	Murringo Creek	Concrete bridge with approaches	122 4 3	5,904 6 0	6,026 10 3		
Byron	65	Maori Creek	Concrete culvert with approaches	3,100 0 0	300 0 0	3,400 0 0		
	65	Paddy's Creek	Concrete culvert with approaches		2,700 0 0	2,700 0 0		
Coolah	55	At 66-6 m. and 67-17 m. from Gunnedah	Timber bridges	2,224 13 8	343 3 5	2,567 17 1		
	62	10 m. 4,780 ft. to 12 m. 371 ft. from Coolah	Earthworks and gravel pavement	2,000 0 0	600 0 0	2,600 0 0		
Cudgong	55	McDonald's Creek	Concrete bridge	9,415 13 0	(Cr.) 8 12 5	9,407 0 7		
Ex National Work		Cudgong River	Concrete and steel bridge with approaches	3,267 7 4	10,791 11 7	14,058 18 11		
Ex National Work		Cudgong River	Supply of steelwork for bridge		1,105 13 2	1,105 13 2		
	216	Goorangore Creek	Temporary causeway		45 0 0	45 0 0		
Dorrigo and Nymboida	76	Ebor to Dorrigo and Dorrigo to Bellingen Shire Boundary	Earthworks and fine crushed rock and gravel pavement	154,074-11 4	43,230 5 1	197,304 16 5		
Eurobodalla	271	8-6 m. from Moruya	Timber bridge with approaches	200 0 0	1,270 0 0	1,470 0 0		
Greater Newcastle	107	Raspberry Gully	Concrete bridge	2,450 0 0	73 3 4	2,523 3 4		
Gulgong	55	Hobbins Creek	Concrete bridge with approaches	3,591 17 2	69 9 11	3,661 7 1		
Holbrook	331	Wantagong Creek	Concrete bridge		1,000 0 0	1,000 0 0		
Hume	278	Fowler's Swamp	Concrete bridge with approaches	12 8 6	2,698 17 0	2,711 5 6		
Jamberoo	266	Minnamurra River	Concrete bridge		29 12 6	29 12 6		
Kearsley	218	Heddon-Greta Railway bridge	Gravel pavement and bituminous surface treatment		200 0 0	200 0 0		
	220	Deviation to overcome closure of portion of Developmental Road No. 1124 and construction of bridge over Middle Creek.	Concrete bridge with approaches and gravel pavement	6,439 16 9	96 2 10	6,535 19 7		
	220	5½ m. to 6½ m. north of Cessnock	Gravel pavement	1,000 0 0	454 13 11	1,454 13 11		
Lake Macquarie	223	Cocked Hat Creek	Concrete culvert		600 0 0	600 0 0		
	337	Charlestown to Shire Boundary	Gravel pavement and bituminous surface treatment		4,000 0 0	4,000 0 0		
Lismore	65	Lagoon Creek	Concrete bridge		2,492 1 0	2,492 1 0		
Mitchell	57	6 m. to 10-65 m. from Wagga Wagga Post Office towards Albury.	Gravel pavement and bituminous surface treatment		1,500 0 0	1,500 0 0		
	57	2 m. 4,795 ft. to 6 m. 500 ft. north of Wagga Wagga	Bituminous surface treatment		1,860 0 0	1,860 0 0		
Mulwaree	256	Woolshed Creek	Timber bridge with approaches	1,250 0 0	37 11 8	1,287 11 8		
	79	Inverloch Creek	Concrete bridge with approaches		1,102 12 8	1,102 12 8		
Murray	391	5-8 m. to 6-55 m. from Barmah Ferry	Earthworks and loam pavement		400 0 0	400 0 0		
Namoi	343	Gunidgea Creek	Timber beam bridge with approaches		500 0 0	500 0 0		
Nymboida	511	26 m. 4,700 ft. to 28 m. 700 ft. from Grafton	Fencing		96 10 0	96 10 0		
	511	Grafton-Jackadgery-Glen Innes road, 26 m. to 41 m. from Grafton.	Earthworks and gravel pavement	359 3 11	32,421 18 3	32,781 2 2		
Oberon	253	Oberon to Jenolan Caves	Earthwork and gravel pavement	28,566 6 6	1,071 4 9	29,637 11 3		
	253	Fish River	Concrete Bridge	8,378 16 9	242 11 7	8,621 8 4		8,621 4 8
Patrick Plains	181	Whittingham to Broke	Gravel pavement and culverts	2,929 13 3	(Cr.) 91 11 4	2,838 1 11		
	503	Parson's Creek	Timber bridge	1,500 0 0	402 2 10	1,902 2 10		

Appendix No. 8—continued.

COUNTRY MAIN ROADS FUND—continued.

Summary of Expenditure on Construction Works—continued.

City, Municipal or Shire Area.	Road No.	Location of Work.	Class of Construction.	Expenditure from Department's Funds.			Works Completed.	
				To 30-6-46.	1946-47.	To 30-6-47.	Length.	Total Cost (including any contributions by Councils).
TRUNK AND ORDINARY MAIN ROADS—continued.								
Rylstone	54	Four Mile Creek	Concrete bridge	£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
	54	Flaggy Creek	Concrete bridge		1,500 0 0	1,500 0 0		
	215	Cudgong River at Rylstone	Concrete bridge		2,500 0 0	2,500 0 0		
Severn	511	Glen Innes-Grafton Gibraltar Range Section	Concrete bridge		4,903 19 6	4,903 19 6		
Shellharbour	262	Macquarie Rivulet	Earthworks and gravel pavement	7,631 0 2	61,395 16 3	69,026 16 5		
	262	Macquarie Rivulet	Concrete bridge		2,155 19 6	2,155 19 6		
Tenterfield	374	Macquarie Rivulet	Gravel approaches to concrete bridge		1,248 4 1	1,248 4 1		
Terania	65	4½ m. to 6½ m. from Tenterfield	Earthworks and gravel pavement	3,811 4 5	(Cr.) 207 1 10	3,604 2 7	1 3,960	3,604 2 7
	141	7-2 m., 7-4 m. and 7-6 m. from Lismore	Concrete culverts		1,000 0 0	1,000 0 0		
Turon	54	North of Rocky Creek	Remove and re-erect fencing		34 9 9	34 9 9		
Urana	59	Winburndale Rivulet	Concrete bridge and approaches		2,000 0 0	2,000 0 0		
	59	Cockatoo Creek	Concrete bridge and approaches	4,508 5 2	288 8 0	4,796 13 2		
Wakool	319	At 19 m. 3,530 ft. from Shire Boundary	Concrete culvert and approaches	1,000 0 0	137 16 1	1,137 16 1		1,137 16 1
Wallerobba	Ex	5 m. and 1 m. south of Moulamein	Timber bridges		4 11 8	4 11 8		
	National Work.	Williams River at Bandongrove	Concrete and steel bridge	5,012 10 1	16,058 10 6	21,071 0 7		
	Ex	Williams River at Bandongrove	Supply and delivery of steel for bridge		4,244 14 8	4,244 14 8		
	National Work.							
Weddin	236	Ooma Creek	Concrete bridge	37 12 2	500 0 0	537 12 2		
Wollondilly	259	Werriberri Creek	Timber bridge and approaches		1,750 0 0	1,750 0 0		
Wollongong and Central Illawarra	295	Tom Thumb Lagoon	Widening timber bridge and approaches	14,342 14 3	306 4 11	14,648 19 2		
Bourke District	404	Bourke to Hungerford	Formation and gravel pavement	28,047 15 5	17,597 16 9	45,645 12 2		
Total, Trunk and Ordinary Main Roads					£249,947 10 4			
SUMMARY.								
State Highways				288,616 16 4				
Trunk and Ordinary Main Roads				249,947 10 4				
Miscellaneous small works				996 15 10				
Commission paid in terms of Section 42 Main Roads Act, 1924-45					539,561 2 6			
Survey, Design and Supervision, including design for Councils' works					433 19 2			
Acquisition of land for widening					119,525 10 5			
					1,897 1 3			
Total expenditure on construction of classified main roads as per Appendix No. 2—Part "B"					£661,417 18 4			

Appendix No. 9.
DEVELOPMENTAL ROADS FUND.
SUMMARY OF EXPENDITURE ON CONSTRUCTION WORKS.

City, Municipal or Shire Area.	Road or Work No.	Location of Work.	Class of Construction.	Expenditure from Department's Funds.			Works Completed.	
				To 30-6-46.	1946-47.	To 30-6-47.	Length.	Total Cost (including any contributions by Councils).
				£ s. d.	£ s. d.	£ s. d.	M. ft.	£ s. d.
Bogan	1163	25.2 m. to 34 m. from Main Road 346 at Daroube	Clearing and forming		1,250 0 0	1,250 0 0		
	1177	Girilambone-Booramugga, between 17 m. and 21 m. 78 ch.	Clearing and forming	1,750 0 0	(Cr.) 204 15 6	1,545 4 6		
Central Illawarra	3042	Prince's Highway to Wongawilli Colliery	Re-forming and gravelling	2,000 0 0	2,500 0 0	4,500 0 0		
Cobbora	1004	Between 15 m. and 17 m. from Murrumbong	Forming and gravelling	1,200 0 0	1,158 18 6	2,358 18 6		
Coolah	1189	Weetaliba to Piamba, via Gamble Creek	Forming and gravelling		2,750 0 0	2,750 0 0		
Coolamon	1091	Section 7 m. 287 ft. to 9 m., 2,400 ft. from Marrar	Clearing, forming and gravelling	1,000 0 0	987 1 9	1,987 1 9		
	1091	Section 9 m. 2,400 ft. to 13 m. 2,054 ft. from Marrar	Clearing, forming and gravelling		1,000 0 0	1,000 0 0		
Gloucester	1110	Waukivory Bridge	Flood damage repairs		205 17 4	205 17 4		
	1150	Barnard River 23.1 m. from Gloucester	Two concrete causeways	900 0 0	268 6 1	1,168 6 1		
	1150	Little Manning River 22.5 m. from Gloucester	Concrete causeway	286 0 0	(Cr.) 5 17 4	280 2 8		
	1150	Gloucester Bridge	Flood damage repairs		375 0 0	375 0 0		
Harwood	1049	From Tullymorgan northerly—section 0 m. to 1 m. 2,642 ft.	Clearing, forming and gravelling		2,000 0 0	2,000 0 0		
Hastings	1056	Camden Haven River at Top Crossing	Gravel approaches to bridge.	2,101 9 2	(Cr.) 27 14 4	2,073 14 10		
	1094	Between 4 m. 2,400 ft. and 5 m. 1,295 ft. on the Kindee Creek Branch.	Forming and gravelling	500 0 0	1,400 0 0	1,900 0 0		
Hume	1152	Section 5 m. 661 ft. to 8 m. 5,029 ft. from Hopefield.	Forming and gravelling	2,000 0 0	1,300 0 0	3,300 0 0		
Illabo	1114	At Cooper's Flat 2,430 ft. length, 8½ m. from Illabo.	Forming and gravelling		1,000 0 0	1,000 0 0		
Kyeamba	1117	Section from Westbrook to Oberne (2 m.)	Forming and gravelling		1,500 0 0	1,500 0 0		
Kyogle	1129	Doubtful Creek at Hogan's	Timber bridge		200 0 0	200 0 0		
Lachlan	1169	Between 24 m. 4,066 ft. and 36 m. 605 ft., Tottenham to Bobadah Road.	Clearing, forming and gravelling		1,000 0 0	1,000 0 0		
	1187	Between 4½ m. and 18 m. from Condobolin	Gravelling causeways, etc.	2,000 0 0	173 1 2	2,173 1 2		
	1187	Between 17 m. 4,622 ft. and 29 m. 997 ft.—Condobolin—Palesthan.	Gravel pavement and causeways		1,000 0 0	1,000 0 0		
Liverpool Plains	3051	Breeza via Piallaway Settlement to Carroll—Section 10.5 m. to 12.1 m.	Earthworks and gravel pavement		500 0 0	500 0 0		
MacIntyre	3045	Woodstock Road—Length of 3 m. 2,689 ft. from junction with State Highway 12.	Forming and gravelling	3,383 0 0	(Cr.) 27 3 0	3,355 17 0		
Manning	1150	Khatambuhl Creek	Timber bridge and approaches	1,000 0 0	1,000 0 0	2,000 0 0		
Murray	1172	Mathoura via Aratula to Tocumwal—road 22 m. to 25 m.	Clearing, forming and loaming		700 0 0	700 0 0		
Nambucca	1075	Taylor's Arm Road and North Arm Road	Flood damage repairs		300 0 0	300 0 0		
	1078	1½ m. from Maules Creek towards "Willowdale"	Clearing, forming and gravelling	1,000 0 0	990 0 0	1,990 0 0		
Namoi	1167	Deviation between 14.75 m. and 15.6 m. on Glen Innes to Emnawille Road.	Clearing, forming and gravelling		600 0 0	600 0 0		
Severn	3032	17 m. 3,890 ft. to 19 m. 2,060 ft. from Bulladelah.	Gravel pavement	1,500 0 0	2,000 0 0	3,500 0 0		
	1110	Between 6.9 m. and 9.5 m. and 9.8 m. to 10.2 m. from Bulladelah.	Re-forming and gravelling	750 0 0	1,852 15 0	2,602 15 0		
Terania	1085	Halliwells to Wongavale Public School	Clearing, gravel and pipe culverts	2,000 0 0	1,920 0 4	3,920 0 4		
Timbregongie	1184	Between Main Road 354 and Wyanga Railway Station	Gravel pavement and shoulders		1,000 0 0	1,000 0 0		
Toinkl	1046	Edenville, Leeville to Middle Creek and Sextonville.	Flood damage repairs		1,100 0 0	1,100 0 0		
	1125							
	1129							
Tumbarumba	1171	Between 2 m. 600 ft. and 2 m. 1,000 ft. and 2 m. 2,400 ft. and 2 m. 3,410 ft. at Towong.	Supply, erect, and paint guide posts		20 0 0	20 0 0		
Wakool	1146	Moulamein to Nacurrie in sections	Forming and culverts	700 0 0	116 11 5	816 11 5		
Wallarobba	1128	Gresford to Upper Allyn	Concrete causeways and culverts	2,700 0 0	41 2 11	2,741 2 11		
Waugoola	1098	Bangaroo Station to North Bangaroo between 10 m. 2,159 ft. and 11 m. 2,687 ft.	Forming and gravelling		1,000 0 0	1,000 0 0		
	1156	Goolagong (0 m.) towards Bumbaldry (9 m.)	Forming and gravelling		1,243 12 0	1,243 12 0		
Weddin	3028	Bumbaldry to Goolagong	Forming and gravelling		2,750 0 0	2,750 0 0		
Woodburn	3030	Between 0 m. 5,152 ft. and 2 m. 4,100 ft. from M.H. 151 to S.H. 16.	Forming and gravelling	3,800 0 0	127 14 6	3,927 14 6	2 462	4,653 6 7
Yallaroi	1192	3 m. to 6 m. from Gravesend	Forming and gravelling	3,400 0 0	1,054 9 11	4,454 9 11		
Yanko	1108	Between Barellan and Bland Shire boundary	Forming and gravelling		1,000 0 0	1,000 0 0		
Total expenditure on road construction					39,119 0 9			
Survey, Design and Supervision					292 9 9			
Administrative Expenses					2,000 19 10			
Miscellaneous Expenses					14 17 4			
Total as per Receipts and Payments Statement, Appendix No. 3					£41,427 7 8			

Appendix No. 10.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

PAYMENTS TO COUNCILS FOR ROAD MAINTENANCE DURING THE YEAR 1946-47.

Municipal or Shire Area.	Amount of Grant.		Municipal or Shire Area.	Amount of Grant.	
	£	s. d.		£	s. d.
STATE HIGHWAYS.			Ordinary Main Roads—continued.		
S.H. 1—Prince's Highway—			M.R. 315—Strathfield	237	13 6
Newtown	*64	4 0	318— "	146	9 10
S.H. 10—Pacific Highway—			199—Sutherland	*122	4 3
Hornsby	447	12 1	227— "	1,234	2 9
Ku-ring-gai	4,064	16 8	173—Vaucluse	*58	10 1
S.H. 13—North-South Link Highway—			339— "	158	10 1
Baulkham Hills	525	9 1	159—Warringah	499	8 3
Hornsby	973	5 9	162— "	237	6 8
Total, State Highways.....	£5,946	19 7	164— "	2,291	6 10
			174— "	1,797	7 4
ORDINARY MAIN ROADS.			172—Waverley	527	14 5
M.R. 183—Alexandria	*15	8 9	339— "	680	2 3
193— "	*131	3 6	340— "	119	7 10
528— "	299	4 5	191—Willoughby	710	11 0
167—Ashfield	16	18 7	328— "	*38	7 3
167—Bankstown	1,617	0 11	177—Wollondilly	788	9 10
190— "	1,806	17 8	179— "	1,644	5 8
508— "	1,213	11 8	172—Woollahra	79	12 0
157—Baulkham Hills	36	10 0	173— "	92	1 2
160— "	7,952	1 10	339— "	51	2 6
182— "	2,120	0 10	Total, Ordinary Main Roads	£61,710	1 10
168—Bexley.....	256	8 10			
167—Canterbury	3,290	7 0	SECONDARY ROADS.		
155—Castlereagh.....	251	1 9	S.R. 2008—Alexandria	5	9 7
181—Colo	216	2 1	2011— "	91	18 3
225— "	398	17 6	2013—Ashfield.....	*0	4 11
200—Concord	*95	9 6	2014— "	59	14 8
315— "	*130	11 7	2018— "	9	13 6
295—Drummoyne.....	619	3 4	2027— "	34	13 6
139—Eastwood	37	2 10	2028— "	29	4 8
373— "	495	17 9	2014—Bexley	359	1 6
193—Erskineville	*9	17 11	2012—Blacktown	1,367	5 3
523—Glebe	100	0 0	2027—Burwood	109	17 8
318—Homebush	50	0 0	2020—Cabramatta and Canley Vale	364	6 1
139—Hornsby	584	0 7	2014—Canterbury	209	13 0
156— "	243	15 11	2013—Drummoyne.....	30	16 8
161— "	457	8 8	2024—Eastwood	44	11 2
332— "	3,588	6 5	2014—Enfield	25	14 1
366— "	30	14 7	2016—Hornsby	81	19 5
373— "	227	13 0	2033—Hunter's Hill	21	13 9
168—Hurstville	2,234	13 0	2031—Lane Cove	96	2 8
315— "	511	3 6	2007—Leichhardt	0	11 3
508— "	54	15 7	2013— "	49	8 9
194—Kogarah	489	12 4	2025—Manly	73	14 10
199— "	86	5 3	2007—Marrickville	226	14 10
315— "	323	15 3	2021— "	*33	19 3
162—Ku-ring-gai	2,248	3 9	2008—Mascot	262	11 5
328— "	1,553	8 6	2019—Mosman	*5	14 6
366— "	1,303	12 10	2020—Nepean	250	5 3
190—Lidcombe	300	0 0	2005—Newtown	46	14 2
167—Liverpool	417	4 11	2019—North Sydney	149	16 0
159—Manly	352	14 7	2029— "	*10	13 0
164— "	590	8 6	2007—Petersham	0	8 8
397— "	189	8 2	2018— "	432	17 11
344—Mascot	*12	11 5	2028— "	356	11 3
164—Mosman	*50	10 9	2014—Rockdale.....	118	8 7
400— "	56	5 3	2032— "	31	17 11
154—Nepean	2,541	8 2	2033—Ryde	*162	1 9
155— "	2,808	6 2	2020—St. Mary's	1,150	2 2
167—Newtown	132	6 9	2022— "	299	17 10
193— "	52	17 7	2034—Sutherland	*11	18 6
164—North Sydney	310	17 0	2023—Warringah	*436	19 6
172—Paddington	998	16 3	2029—Willoughby	*53	16 2
173— "	41	18 0	2030—Windsor	44	14 8
155—Penrith	50	0 0	Total, Secondary Roads	£5,721	3 4
167—Petersham	260	2 2	Total, All Roads	£73,378	4 9
168—Rockdale	865	12 6	Commission paid to various Councils vide		
169— "	337	9 7	Section 42 of the Main Roads Act, 1924-1945	946	1 10
194— "	2,396	11 5	Total as per Receipts and Payments Statement,		
139—Ryde	817	1 2	Appendix No. 1—Part "A"	£74,324	6 7
162— "	539	10 11			
165— "	573	11 0			
191— "	1,273	12 1			
200— "	*173	7 11			
373— "	631	14 6			

* Refund of Grant.

Appendix No. 11.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

MAINTENANCE EXPENDITURE BY THE DEPARTMENT FOR THE YEAR 1946-47.

Road and Section.	On General Road Maintenance.	On Special Maintenance, including Surfacing, Reconditioning, Graveling, and Minor Improvement Works, Storm Damage and Upkeep of Ferries and Major Bridges.
	£ s. d.	£ s. d.
STATE HIGHWAYS.		
State Highway No. 1—Prince's Highway—		
Cleveland-street to George's River Bridge	1,671 10 0	2,031 8 8
George's River Bridge to Main Road No. 512 at Heathcote	1,734 3 1	5,611 7 2
Main Road No. 512 at Heathcote to junction with Main Road No. 185 at Helensburgh	695 17 11	6,679 8 3
Main Road No. 185 at Helensburgh to foot of Bulli Pass	1,462 19 0	1,711 7 4
Minor Structures, signposts, safety fencing, etc., between George's River Bridge and foot of Bulli Pass	246 5 8	.....
Building up shoulders between George's River Bridge to foot of Bulli Pass.....	.....	446 19 10
£	5,810 15 8	16,480 11 3
State Highway No. 2—Hume Highway—		
S.H. 5 to Bankstown Municipal Boundary—		
Bituminous pavement	3,514 16 8	1,593 10 9
Concrete lengths	578 12 5	.....
Bankstown Municipal Boundary to Cross Roads	1,763 2 10	2,702 13 1
Cross Roads to Camden Bridge—		
Bituminous pavement	965 8 1	291 12 1
Concrete length.....	437 17 6	.....
Replacement of trees between Bankstown Municipal Boundary and Camden Bridge.....	.....	193 10 0
Minor Structures, signposts, safety fencing, etc., between Bankstown Municipal Boundary and Camden Bridge	215 6 4	31 6 1
Bridge over Nepean River at Camden .....	.....	1,602 15 8
£	7,475 3 10	6,415 7 8
State Highway No. 5—Great Western Highway—		
City Boundary to Holroyd Municipal Boundary—		
Bituminous pavement	2,857 7 8	1,170 10 4
Concrete length	1,665 16 5	.....
Bridge over Prospect Creek .....	.....	211 5 7
Holroyd Municipal Boundary to Victoria Bridge, Penrith (excluding concrete section in Penrith)	8,039 1 7	.....
Concrete section in Penrith.....	201 7 11	.....
Victoria Bridge, Penrith to Blaxland Shire Boundary	8,793 11 5	.....
£	21,557 5 0	1,381 15 11
State Highway No. 10—Pacific Highway—		
Alfred-street to Boundary-street, Roseville—		
Bituminous pavement	566 19 11	277 10 7
Concrete length.....	992 2 0	.....
Boundary-street, Roseville to Pearce's Corner	Maintenance by Kuring-gai Municipal Council.	
Pearce's Corner to Hookham's Corner	Maintenance by Hornsby Shire Council.	
Hookham's Corner to Kangaroo Point	8,663 7 7	.....
£	10,222 9 6	277 10 7
State Highway No. 13—The North-South Link Highway—		
S.H. 2 to Carlingford-road—		
Bituminous pavement	3,223 0 3	458 17 7
Concrete lengths	638 10 4	.....
Lennox Bridge, Parramatta .....	.....	69 9 9
S.H. 2 to S.H.5—Re-gravelling shoulders .....	.....	450 7 10
£	3,861 10 7	978 15 2
Total, State Highways	£ 48,927 4 7	25,534 0 7

Appendix No. 11—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.

Maintenance Expenditure by the Department for the year 1946-47—continued.

Road and Section.	On General Road Maintenance.	On Special Maintenance, including Surfacing, Reconditioning, Graveling, and Minor Improvement Works, Storm Damage and Upkeep of Ferries and Major Bridges.
	£ s. d.	£ s. d.
ORDINARY MAIN ROADS.		
Main Road No. 139— Epping Railway Overbridge to Carlingford-road, Dundas	131 14 10	.....
Main Road No. 154— Bituminous pavement from Nepean Shire Boundary via Bowman's Corner to Richmond	2,680 9 1	.....
Gravel pavement between Windsor and Bowman's Corner	162 6 4	.....
Main Road No. 155— M.R. 184 to Castlereagh Municipal Boundary	243 6 2	.....
Castlereagh Municipal Boundary to Penrith Municipal Boundary	Maintenance by Castlereagh Municipal Council.	.....
Penrith Municipal Boundary to S.H. 5	Maintenance by Penrith Municipal Council.	.....
S.H. 5 to Nepean Shire Boundary	198 8 6	.....
Main Road No. 158— Pennant Hills road to Victoria-road	724 8 8	.....
Main Road No. 162— Ku-ring-gai Municipal Boundary to M.R. 164 at Mona Vale	2,089 8 8	2,770 2 1
De Burgh's Bridge .....	.....	272 12 5
Main Road No. 163— M.R. 184 to Richmond Aerodrome Gates	45 17 7	.....
Main Road No. 164— Narrabeen Bridge to Palm Beach	2,906 6 10	846 19 2
Spit Bridge .....	.....	1,713 0 2
Main Road No. 165— City Boundary to S.H. 13 at Parramatta— Bituminous pavement	1,498 18 4	.....
Concrete lengths	1,204 7 9	.....
Glebe Island Bridge .....	.....	5,762 10 11
Iron Cove Bridge .....	.....	791 11 10
Gladesville Bridge .....	.....	3,281 13 1
Main Road No. 166— M.R. 165 to S.H. 10— Bituminous pavement	116 3 2	.....
Concrete length	734 1 8	.....
Figtree Bridge .....	.....	55 14 6
Main Road No. 167— Milperra Bridge .....	.....	91 5 3
Main Road No. 170— Cleveland-street to M.R. 171— Bituminous pavement	1,326 15 7	} 5,897 5 8
Concrete lengths	183 2 9	
Main Road No. 172— Paddington Municipal Boundary to Bondi Junction	122 12 5	.....
Main Road No. 174— M.R. 162 to Warringah Shire Boundary	447 14 3	84 6 10
Main Road No. 175— M.R. 171 to Prince Henry Hospital	83 12 10	.....
Main Road No. 177— S.H. 2 at Cross Roads to Appin	2,208 1 8	7,766 8 9
Appin to Wollondilly Shire Boundary	Maintenance by Wollondilly Shire Council.	.....
Wollondilly Shire Boundary to S.H. 1	220 5 9	882 9 9
Minor structures, handrails, etc., on sections maintained by the Department	98 16 7	144 8 8
Bridge over Loddon River .....	.....	316 12 7
Main Road No. 178— M.R. 177 at Campbelltown to S.H. 2 at Narellan	674 6 7	12 5 1
Main Road No. 181— M.R. 184 to end of tar at Maroota	1,866 10 11	.....
End of tar at Maroota to Webb's Creek Ferry	1,579 13 10	.....
Main Road No. 182— M.R. 184 to Windsor Bridge	32 6 8	.....
Main Road No. 183— M.R. 171 to S.H. 1— Bituminous pavement	151 17 3	.....
Concrete lengths	232 16 5	.....
Main Road No. 184— S.H. 13 to Hunt's Creek— Bituminous pavement	83 0 6	552 19 8
Concrete lengths	9 6 7	.....
Hunt's Creek to Richmond Bridge (excluding concrete sections in Windsor and Richmond)	36,891 11 6	.....

Appendix No. 11—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.

Maintenance Expenditure by the Department for the year 1946-47—continued.

Road and Section.	On General Road Maintenance.	On Special Maintenance, including Surfacing, Reconditioning, Graveling, and Minor Improvement Works, Storm Damage and Upkeep of Ferries and Major Bridges.
	£ s. d.	£ s. d.
Ordinary Main Roads—continued.		
Main Road No. 184—continued.		
Concrete sections in Windsor and Richmond	755 4 2	.....
Richmond Bridge to end of surfacing at 12 miles from Richmond Bridge	2,669 3 10	.....
12 miles from Richmond Bridge to Mount Victoria	5,198 11 3	.....
Main Road No. 185—		
S.H. 1 at Helensburgh to foot of Bulli Pass	2,847 4 9	7,829 8 10
Bridge over Hick's Creek .....	.....	122 4 6
Bridge over Hewitt's Creek .....	.....	54 0 8
Main Road No. 191—		
Fuller's Bridge .....	.....	441 2 3
Northbridge Bridge .....	.....	312 2 10
Main Road No. 193—		
M.R. 170 to S.R. 2005	47 13 10	.....
Main Road No. 194—		
Botany-road to Cook's River Bridge	123 9 1	20 6 8
Cook's River Bridge, Mascot .....	.....	844 9 11
Main Road No. 199—		
M.R. 194 to Taren Point—		
Bituminous pavement	70 14 10	.....
Concrete length	42 1 11	.....
Taren Point Ferry .....	.....	6,176 14 6
Main Road No. 225—		
M.R. 181 in Wiseman's Village to Wiseman's Ferry	172 3 1	.....
Main Road No. 309—		
Berry-street, Granville	79 19 7	44 12 0
Main Road No. 315—		
S.H. 2 to Wiley's Avenue—		
Bituminous pavement	1,544 2 10	.....
Concrete lengths	27 5 9	.....
Main Road No. 317—		
M.R. 171 to Maroubra Bay	150 1 2	.....
Main Road No. 327—		
M.R. 171 to Belmore-road	235 3 10	1,612 6 4
Main Road No. 328—		
Roseville Bridge to M.R. 164, Dee Why	1,025 12 4	961 11 3
Roseville Bridge .....	.....	627 12 8
Main Road No. 330—		
City-road to Dowling-street	142 17 2	4 14 4
Main Road No. 344—		
M.R. 171 to Sutherland-street—		
Bituminous pavement	935 8 4	.....
Concrete length	30 13 3	.....
Main Road No. 366—		
Ku-ring-gai Lodge Gates to Mount Colah Lodge Gates	807 18 1	.....
Main Road No. 373—		
M.R. 166 to Lane Cove River—		
Bituminous pavement	255 9 3	.....
Concrete length	208 9 10	.....
Lane Cove River and Stringy-bark Creek Bridges .....	.....	36 11 4
Main Road No. 393—		
S.H. 1 at Loftus to M.R. 185 at top of Bald Hill	1,928 14 8	13,533 13 4
Upper Causeway to S.H. 1 at Waterfall	185 0 7	2,224 9 3
Provision of safety fencing on both sections .....	.....	78 6 7
Flat Rock Bridge .....	.....	18 0 4
Main Road No. 397—		
Manly Municipal Boundary to Oxford Falls	729 7 9	677 5 5
Bridge over Middle Creek at 7 m. 800 ft. ....	.....	310 1 6
Main Road No. 400—		
Whiting Beach road—Zoo—Whiting Beach road	40 14 1	.....
Main Road No. 512—		
S.H. 1 at Heathcote to S.H. 2 at Liverpool	1,533 19 8	6,313 3 9
Holdsworthy Bridge .....	.....	140 14 3
Main Road No. 513—		
Sealed pavement—0 m. to 0.40 m. ....	.....	682 3 1
Main Road No. 515—		
S.H. 2 at Liverpool to Blacktown Shire Boundary	1,066 10 8	2,706 14 0
Blacktown Shire Boundary to S.H. 5	226 15 1	.....
Main Road No. 525—		
M.R. 174 to M.R. 174 via Coal and Candle Creek road	849 2 9	181 8 7
Total—Ordinary Main Roads	£ 82,878 3 1	77,196 4 7

Appendix No. 11—continued.

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued.

Maintenance Expenditure by the Department for the year 1946-47—continued.

Road and Section.	On General Road Maintenance.	On Special Maintenance, including Surfacing, Reconditioning, Graveling, and Minor Improvement Works, Storm Damage and Upkeep of Ferries and Major Bridges.
SECONDARY ROADS.		
Secondary Road No. 2005— M.R. 193 to S.H. 1	106 0 5	.....
Secondary Road No. 2008— Botany-road to Short-street	46 10 5	.....
Secondary Road No. 2034— Woronora Bridge .....	.....	29 5 2
Total—Secondary Roads	152 10 10	29 5 2
Total—All Roads	131,957 18 6	102,759 10 4
MISCELLANEOUS.		
Bridges and ferries not on classified roads .....	.....	30,781 5 3
Maintenance of garden plots.....	.....	324 16 9
Restoration of road openings.....	.....	778 8 3
Traffic line marking .....	.....	2,994 14 0
Miscellaneous.....	.....	13,891 11 9
Total as per Receipts and Payments Statement— Appendix No. 1—Part “A” .....	.....	283,488 4 10

Appendix No. 12.

COUNTRY MAIN ROADS FUND.

EXPENDITURE DURING THE YEAR 1946-47 ON THE MAINTENANCE AND 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	147	17	10	
Berry	"	10,814	4	3	
Bulli	"	5,893	9	11	
Cambewarra	"	39	4	9	
Clyde	"	8,753	2	2	
Eurobodalla	"	19,989	18	4	
Gerrington	"	5,447	18	4	
Illawarra Central	"	1,077	17	2	
Illawarra North	"	1,099	18	11	
Imlay	"	11,483	9	6	
Jamberoo	"	435	2	5	
Kiama	"	807	19	9	
Mumbulla	"	8,271	6	3	
Nowra	"	647	11	0	
Shellharbour	"	756	11	0	
South Shoalhaven	"	399	8	9	
Ulladulla	"	2,301	8	3	
Wollongong	Council	165	12	3	
					78,532 0 10
S.H. 2—Hume Highway—					
Albury	Council	1,224	19	10	
Camden	Department	354	12	3	
Demondrille	"	10,435	1	5	
Goodradigbee	"	12,204	5	6	
Goulburn	"	2,036	10	0	
Gundagai	"	22,023	19	1	
Gunning	"	12,904	3	4	
Holbrook	"	15,753	2	1	
Hume	"	2,252	0	3	
Kyeamba	"	3,911	18	6	
Mulwaree	Council	12,903	1	5	
Nattai	"	8,702	3	4	
Wingecarribee	"	3,755	1	3	
Wollondilly	Department	10,565	6	11	
Yass	"	2,199	13	8	
					121,225 18 10
S.H. 3—Federal Highway—					
Gunning	Department	10,893	14	3	
Mulwaree	Council	1,135	3	11	
Yarrowlumla	Department	2,390	14	3	
					14,419 12 5
S.H. 4—Monaro Highway—					
Bega	Department	92	4	1	
Cooma	Council	961	8	10	
Gundagai	Department	83	4	2	
Imlay	"	579	7	2	
Monaro	Council	3,511	15	6	
Mumbulla	Department	8,240	15	4	
Snowy River	"	7,376	9	6	
Tumut	Council	5,246	2	5	
					26,091 7 0
S.H. 5—Great Western Highway—					
Bathurst	Department	820	12	7	
Blaxland	"	10,631	10	1	
Lithgow	"	548	8	2	
Turon	"	3,253	5	0	
					15,253 15 10
S.H. 6—Mid-Western Highway—					
Abercrombie	Council	2,067	18	6	
Bathurst	Department	97	15	4	
Bland	Council	8,110	4	3	
Carrathool	"	8,287	8	1	
Cowra	"	250	0	0	
Grenfell	"	1,165	4	5	
Lyndhurst	"	4,950	0	0	
Waradgerly	"	1,628	17	9	
Waugoola	"	1,700	0	0	
Weddin	"	1,298	12	3	
					29,556 0 7
S.H. 7—Mitchell Highway—					
Abercrombie	Council	937	14	8	
Amaroo	"	1,600	0	0	
Bathurst	Department	107	19	7	
Bogan	Council	3,853	6	10	
Canobolas	"	8,902	12	11	
Cobbora	"	712	8	8	
Dubbo	"	20	17	8	
Macquarie	"	1,996	7	5	

Appendix No. 12—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1946-47 on the Maintenance and 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.
State Highways—continued.			
S.H. 7—Mitchell Highway—continued.			
Marthaguy	Department	3,251	15 0
Molong	Council	275	0 0
Narromine	Department	93	17 2
Nyngan	Council	483	6 1
Orange	"	150	0 0
Talbragar	"	1,944	19 6
"	Department	2,463	1 3
Timbreebongie	"	7,986	2 5
Wellington	Council	206	2 4
			34,985 11 6
S.H. 8—Barrier Highway—			
Bogan	Council	2,077	3 7
Nyngan	"	173	8 4
			2,250 11 11
S.H. 9—New England Highway—			
Armidale	Council	186	17 10
Cockburn	"	6,967	3 7
Dumaresq	"	1,978	1 9
Glen Innes	"	1,600	14 10
Gostwyck	"	5,603	5 8
Guyra	"	5,902	0 5
Kearsley	Department	1,442	14 8
Kyogle	Council	1,094	0 8
Lower Hunter	Department	1,637	6 3
Maitland	Council	942	0 2
"	Department	1,293	6 5
Murrurundi	Council	200	0 0
Muswellbrook Shire	Department	2,438	12 6
Muswellbrook Municipality	"	137	5 0
"	Council	50	0 0
Nundle	"	677	9 7
Patrick Plains	Department	5,687	19 7
Peel	Council	558	4 4
Scone	"	316	7 10
Singleton	"	50	0 0
Severn	"	17,014	9 10
Tamarang	"	1,500	0 0
Tamworth	"	326	2 3
Tenterfield Shire	"	22,437	7 6
Tenterfield Municipality	"	1,929	1 8
Upper Hunter	Department	2,992	15 10
Uralla	Council	105	3 0
Warrah	"	4,477	13 1
			89,546 4 3
S.H. 10—Pacific Highway—			
Ballina	Council	(Cr.) 81	0 4
Bellingen	"	3,000	0 0
Byron	"	5,524	16 8
Dorrigo	Department	10,126	18 3
Gloucester	Council	3,341	17 7
Gosford	Department	7,205	1 10
"	Council	81	6 7
Greater Newcastle	"	1,264	9 6
"	Department	201	12 10
Harwood	Council	4,590	18 3
Hastings	Department	6,733	1 9
Kempsey	"	272	3 1
Lake Macquarie	"	4,172	3 2
Lower Hunter	"	629	11 11
Maclean	Council	333	5 6
Macleay	Department	5,956	8 6
Manning	Council	8,398	5 1
"	Department	153	18 11
Murwillumbah	Council	1	17 7
Nambucca	"	8,263	4 9
Orara	Department	4,086	13 4
Port Macquarie	"	342	10 10
Port Stephens	Council	1,100	0 0
South Grafton	"	160	18 4
Stroud	"	6,039	18 0
Taree	"	100	0 0
Tintenbar	"	2,955	3 5
Tweed	"	2,812	2 7
Ulmara	Department	2,468	4 9
Woodburn	Council	6,171	2 9
Wyong	Department	6,480	9 11
			102,887 5 4

Appendix No. 12—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1946-47 on the Maintenance and 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.
State Highways—continued.					
S.H. 11—Oxley Highway—					
Apsley	Council	9,157	16	0	
Coonabarabran	"	8,830	0	0	
Gulgandra	"	5,955	8	0	
Gunnedah	"	678	10	8	
Hastings	Department	12,096	12	8	
Liverpool Plains	Council	5,635	13	2	
Marthaguy	Department	2,319	15	8	
Peel	Council	12,077	10	4	
Tamworth	"	74	9	10	
Timbrellongie	Department	2,783	5	9	
Walcha	Council	1,569	16	8	
					61,178 18 9
S.H. 12—Gwydir Highway—					
Boolooroo	Council	3,649	6	1	
Boomi	"	12,111	17	5	
Glen Innes	"	92	14	2	
Inverell	"	1,882	1	11	
Macintyre	"	9,882	1	1	
Moree	"	628	3	6	
Nymboida	"	6,361	7	2	
Severn	"	6,835	16	0	
South Grafton	"	50	12	3	
Walgett	"	154	18	4	
Yallaro	"	4,443	3	0	
					46,092 0 11
S.H. 14—Sturt Highway—					
Kyeamba	Department	10,046	13	11	
Mitchell	"	9,804	14	4	
Murrumbidgee	Council	7,232	18	6	
Wagga Wagga	"	1,962	4	7	
Wakool	"	526	2	6	
Waradgery	"	3,873	16	4	
"	Department	6,141	14	11	
					39,588 5 1
S.H. 15—Yass-Canberra Road—					
Goodradigbee	Department	22,951	9	4	
Yarrowlumla	"	5,797	4	7	
					28,748 13 11
S.H. 16—					
Ashford	Council	4,365	18	0	
Boolooroo	"	3,892	19	5	
Casino	"	619	2	8	
Cockburn	"	161	16	7	
Glen Innes	"	1,379	2	0	
Gundurimba	"	3,086	13	11	
Kyogle	Department	5,394	0	2	
Lismore	Council	565	13	2	
Tenterfield Shire	"	8,810	17	6	
Tenterfield Municipality	"	2,243	13	0	
Tintenbar	"	176	19	2	
Tomki	"	362	10	10	
"	Department	448	2	3	
Yallaro	Council	459	0	0	
					31,966 8 8
S.H. 17—Newell Highway—					
Berrigan	Department	3,724	9	6	
Bland	Council	1,547	4	0	
Boolooroo	"	8,919	0	5	
Coolamon	"	1,233	5	3	
Coonabarabran	"	170	0	0	
Dubbo	"	200	5	7	
Forbes	"	489	7	5	
Gulgandra	"	1,208	14	3	
Goobang	Department	5,779	3	3	
Jemalong	Council	3,154	13	2	
Jerilderie	Department	2,538	11	7	
Moree	Council	444	19	9	
Namoi	"	4,408	0	9	
Narrabri	"	200	0	0	
Narrandera	"	276	9	1	
Parkes	"	20	15	6	
"	(Cr.)	803	4	0	
Peak Hill	Department	1,177	18	11	
Talbragar	"	4,981	7	7	
Timbrellongie	"	4,562	14	2	
Urana	"	2,443	5	10	
Weddin	Council	5,601	7	9	
Yanko	"	1,185	7	3	
"	Department	1,541	11	3	
					56,570 5 3

Appendix No. 12—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1946-47 on the Maintenance and 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.
State Highways—continued.			
S.H. 18—			
Coonamble	Council	152	5 2
Gilgandra	"	5,060	4 11
Walgett	"	265	14 2
Wingadee	"	6,100	0 0
			11,578 4 5
S.H. 19—			
Bibbenluke	Council	4,853	10 10
Bombala	"	257	0 6
Cooma	"	1,427	17 9
Monaro	"	5,744	18 1
Yarrowlumla	"	489	13 2
			12,773 0 4
S.H. 20—			
Albury	Council	388	12 0
Berrigan	Department	4,729	7 10
Coreen	"	6,538	14 1
Corowa	Council	100	0 0
Hume	Department	8,169	9 6
			19,926 3 5
S.H. 21—			
Deniliquin	Council	3,254	15 8
Moama	"	5,393	0 2
Murray	"	1,895	1 3
Waradgery	"	6,605	16 4
Windouran	"	4,350	0 0
			21,498 18 5
Total—State Highways			£844,669 2 6

TRUNK AND ORDINARY MAIN ROADS.

Abercrombie	Council	5,480	5 7
Amaroo	"	4,497	8 10
Apsley	"	700	0 0
Ashford	"	7,001	5 11
Ballina	"	70	0 0
Balranald	"	150	0 0
Barraba Municipality	"	534	0 0
Barraba Shire	"	2,300	0 0
Bathurst	"	28	12 8
Bega	"	87	7 10
Bellingen	"	2,460	0 0
Berrigan	"	1,600	0 0
Berry	Department	309	17 10
Bibbenluke	Council	4,613	16 10
Bingara	"	3,833	10 11
Bland	"	5,806	7 8
Blaxland	"	2,746	19 8
"	Department	8,646	13 9
Bogan	Council	4,095	9 1
Bombala	"	43	5 7
Boolooroo	"	5,106	17 3
Boomi	"	8,463	14 10
Booroowa	"	5,257	10 6
Boree	"	7,519	3 5
Bowral	"	1,350	0 0
Bulli	Department	7,134	8 5
Burrangong	Council	6,495	0 0
Byron	"	2,223	6 10
Cambewarra	Department	12,257	3 10
Camden	Council	264	11 4
Canobolas	"	5,952	8 9
Carrathool	"	4,187	8 3
Casino	"	365	8 1
Cessnock	"	2,108	3 0
Clyde	"	1,589	15 2
Cobbora	"	8,141	12 8
Cockburn	"	3,759	2 11
Colo	"	4,685	13 2
"	Department	9,993	1 0
Conargo	Council	3,700	0 0
Condobolin	"	1,400	0 0
Coolah	"	5,750	0 0
Coolamon	"	2,400	0 0
Coonabarabran	"	7,350	0 0

Appendix No. 12—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1946-47 on the Maintenance and 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.
Trunk and Ordinary Main Roads—continued.			
Coonamble	Council	956	8 8
Cootamundra	"	200	0 0
Copmanhurst	"	6,988	5 1
Coreen	"	3,533	8 1
Corowa	"	362	0 0
Cowra	"	1,650	0 0
Crookwell	"	6,800	0 0
Cudgegong	Department	6,745	6 4
"	Council	3,300	0 0
Culcairn	"	2,137	0 0
Demondrille	"	3,516	17 9
Deniliquin	"	427	6 10
Dorrigo	"	7,370	15 7
Dubbo	"	100	0 0
Dumaresq	"	8,603	19 9
Dungog	"	863	2 3
Erina	"	600	0 0
Eurobodalla	"	3,946	11 5
Forbes	"	51	7 7
Gilgandra	"	2,742	14 5
Goobang	"	6,315	7 2
Goodradigbee	"	4,500	8 2
Gosford	"	352	17 4
Gostwyck	"	7,144	18 3
Goulburn	"	2,300	0 0
Grafton	"	750	0 0
Grafton South	"	100	0 0
Greater Newcastle	"	6,139	17 10
Grenfell	"	314	18 3
Gulgong	"	3,208	4 6
Gundagai	"	1,047	12 0
Gundurimba	"	2,410	0 0
Gunnedah	"	533	9 7
Gunning	"	3,880	15 1
Guyra	"	3,644	3 5
Harwood	"	2,622	2 3
Hastings	"	1,774	8 7
Holbrook	"	6,514	0 0
Hume	"	9,000	0 0
Illabo	"	7,000	0 0
Illawarra Central	"	1,100	0 0
"	Department	1,140	5 4
Illawarra North	"	2,167	9 5
Inlay	Council	3,948	10 6
Inverell	"	1,542	4 8
Jamberoo	"	1,023	8 4
Jemalong	"	7,500	0 0
Jerilderie	"	2,050	0 0
Jindalee	"	3,150	3 3
Junee	"	(Cr.) 21	17 4
Kearsley	"	4,900	0 0
Kempsey	"	100	0 0
Kiama	Department	93	4 1
Kyeamba	Council	2,750	0 0
Kyogle	"	15,350	0 0
Lachlan	"	11,520	12 6
Lake Macquarie	"	9,231	4 5
Leeton	"	7,273	14 6
Lismore	"	1,220	0 0
Lithgow	"	250	0 0
Liverpool Plains	"	3,500	0 0
Lockhart	"	7,771	6 10
Lower Hunter	"	2,706	11 1
Lyndhurst	"	2,018	17 7
Macintyre	"	7,982	1 3
Macleay	"	6,344	17 10
Macquarie	"	2,250	0 0
Maitland	"	2,844	8 3
Mandowah	"	1,607	3 0
Manilla	"	100	0 0
Manning	"	7,742	7 7
Marthaguy	"	6,160	10 2
Merriwa	"	10,000	0 0
Mitchell	"	3,000	0 0
Moama	"	100	0 0
Molong	"	197	3 0
Monaro	"	127	6 6

Appendix No. 12—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1946-47 on the Maintenance and 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.
Trunk and Ordinary Main Roads—continued.					
Moree	Council	763	6	1	
Mudgee	"	61	3	2	
Mullumbimby	"	28	10	9	
Mulwaree	"	10,896	11	10	
Mumbulla	"	3,170	13	4	
Murray	"	3,663	9	6	
Murrumbidgee	"	600	0	0	
Murrumburrah	"	250	0	0	
Murwillumbah	"	18	0	0	
Muswellbrook Shire	"	3,036	3	4	
Nambucca	"	1,630	0	0	
Namoi	"	10,500	0	0	
Narrabri	"	200	0	0	
Narraburra	"	7,891	0	0	
Narrandera	"	63	15	5	
Narromine	"	414	11	2	
Nattai	"	6,550	0	0	
Nundle	"	3,711	2	0	
Nymboida	"	4,900	0	0	
Nyngan	"	121	17	7	
Oberon	"	1,672	13	0	
"	Department	2,748	13	6	
Orange	Council	192	18	1	
Orara	"	1,820	0	0	
Parkes	"	387	5	9	
Patrick Plains	"	7,801	8	11	
"	Department	3,510	7	10	
Peak Hill	Council	167	3	4	
Peel	"	3,273	7	8	
Port Macquarie	"	300	0	0	
Port Stephens	Department	4,563	10	7	
"	Council	1,868	19	1	
Queanbeyan	"	458	15	10	
Quirindi	"	220	10	11	
Rylstone	"	4,700	0	0	
"	Department	6,926	11	7	
Scone	Council	200	0	0	
Severn	"	3,053	6	7	
Shellharbour	"	1,708	14	9	
"	Department	1,430	14	2	
Singleton	Council	50	0	0	
Snowy River	"	2,570	0	0	
"	Department	5,398	18	10	
Stroud	Council	7,814	2	3	
Talbragar	"	1,201	0	9	
Tallaganda	"	7,900	0	0	
Tamarang	"	3,000	0	0	
Tamworth	"	200	0	0	
Temora	"	700	0	0	
Tenterfield Shire	"	4,400	5	10	
Terania	"	6,000	0	0	
Timbregongie	"	3,566	5	6	
Tintenbar	"	760	0	0	
Tomki	"	2,220	0	0	
Tumbarumba	"	7,675	18	1	
Tumut	"	4,661	9	8	
Turon	"	3,260	12	10	
Tweed	"	2,590	0	0	
Upper Hunter	"	5,750	0	0	
Uralla	"	100	0	0	
Urana	"	3,741	6	3	
Wade	"	5,677	17	6	
Wagga Wagga	"	1,513	17	10	
Wakool	"	5,500	0	0	
Walcha	"	1,091	10	1	
Walgett	"	3,000	0	0	
Wallarobba	"	4,221	9	4	
Waradgery	"	3,000	0	0	
Warrah	"	1,750	0	0	
Warren	"	5,178	14	7	
Waugoola	"	3,200	0	0	
Weddin	"	1,870	3	8	
Wellington	"	35	0	0	
Windouran	"	2,500	0	0	
Wingadec	"	4,924	7	5	
Wingecarriboo	"	4,725	10	10	
Wingham	"	400	11	11	
Wollondilly	"	4,300	0	0	

Appendix No. 12—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1946-47 on the Maintenance and 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.
Trunk and Ordinary Main Roads—continued.			
Wollongong	Council	18	2 2
Woodburn	Department	327	7 7
Woy Woy	Council	2,407	5 4
Wyong	"	764	19 4
Yallaroi	"	500	0 0
Yanko	"	6,350	17 11
Yarrowlunla	"	3,300	0 0
Yass	"	5,132	6 6
Young	"	50	0 0
		750	0 0
Total—Trunk and Ordinary Main Roads			695,174 18 3
Total—All Roads			£1,539,844 0 9

MAINTENANCE OF BRIDGES.

Outer Metropolitan No. 1 Division—	£	s.	d.	£	s.	d.
State Highways	10,620	16	11			
Main Roads	819	17	4			
				11,440	14	3
Outer Metropolitan No. 2 Division—						
State Highways	459	14	0			
Trunk Roads	6	0	0			
Main Roads	252	1	6			
Developmental or other roads	168	15	9			
				886	11	3
Southern Division—						
State Highways	5,254	6	0			
Trunk Roads	641	14	4			
Main Roads	1,188	17	9			
Developmental or other roads	365	3	5			
				7,450	1	6
Lower Northern Division—						
State Highways	2,469	16	3			
Trunk Roads	47	14	2			
Main Roads	9,632	9	7			
Developmental or other roads	3,063	11	7			
				15,213	11	7
Upper Northern Division—						
State Highways	1,246	10	6			
Trunk Roads	585	12	4			
Main Roads	674	4	11			
Developmental or other roads	1,247	12	0			
				3,753	19	9
South-Western Division—						
State Highways	115	4	0			
Trunk Roads	120	0	9			
Main Roads	1,503	18	6			
Developmental or other roads	1,352	1	7			
				3,091	4	10
Central Western Division—						
State Highways	1,805	9	6			
Main Roads	467	4	7			
Developmental or other roads	885	9	11			
				3,158	4	0
North-Western Division—						
State Highways	2,732	19	3			
Trunk Roads	741	1	0			
Main Roads	802	14	10			
Developmental or other roads	20	12	10			
				4,297	7	11

Appendix No. 12—continued.

COUNTRY MAIN ROADS FUND—continued.

Expenditure during the year 1946-47 on the Maintenance and Improvement of Main Roads, Bridges and Ferries—continued.

MAINTENANCE OF BRIDGES—continued.

	£	s.	d.	£	s.	d.	£	s.	d.
North-Eastern Division—									
State Highways	4,767	13	2						
Trunk Roads	14	0	9						
Main Roads	4,106	19	2						
Developmental or other roads	269	19	6						
						9,158	12	7	
South Coast Division—									
State Highways	7,959	17	8						
Main Roads	1,369	4	3						
Developmental or other roads	222	5	11						
						9,551	7	10	
Central Murray Division—									
State Highways	2,796	13	9						
Main Roads	1,239	4	7						
Developmental or other roads	85	19	9						
						4,121	18	1	
									72,123 13 7

MAINTENANCE OF FERRIES.

Lower Northern Division—									
State Highways	9,905	3	9						
Main Roads	41,887	11	3						
Developmental or other roads	4,097	1	4						
						55,889	16	4	
South-Western Division—									
Main Roads	339	8	11						
						339	8	11	
North-Eastern Division—									
State Highways	13,174	9	10						
Main Roads	7,312	3	5						
Developmental or other roads	2,597	18	7						
						23,084	11	10	
South Coast Division—									
State Highways	13,347	3	5						
						13,347	3	5	
Central Murray Division—									
Main Roads	1,356	2	11						
Developmental or other roads	290	1	2						
						1,646	4	1	
									94,307 4 7

WESTERN DIVISION.

Expenditure by the Department	132,268	10	9						
Grants to Councils	6,282	18	0						
						138,551	8	9	

MISCELLANEOUS.

Commission paid in terms of Section 42 of the Main Roads Act.....				11,687	7	8			
Miscellaneous	(Cr.)	1,223	8	4					
						10,463	19	4	
Total as per Receipts and Payments Account—Appendix No. 2 Part “A”						£1,855,290	7	0	

Appendix No. 13.

PROCLAMATION OF MAIN ROADS, 1946-47.

During the year the following new Roads and alterations and extensions to existing Main Roads were proclaimed :—

Shire or Municipality.	Date of Proclamation.	Road No.	Description.	Mileage.	Remarks.
Orange Municipality and Canobolas Shire.	12-7-46	526	From the intersection of Woodward-street and Summer-street (Mitchell Highway S.H. No. 7) Orange, via Woodward-street and Pinnacle-road generally southerly and westerly via The Pinnacle to the summit of Mount Canobolas.	m. ch. 11 60	New Main Road.
City of Greater Newcastle	16-8-46	10	From the intersection of Lake Macquarie road and Main Road No. 108, South Adamstown, via Lake Macquarie road and Stewart-avenue to the intersection of Stewart-avenue and Parry-street, Newcastle (with branch from intersection of Stewart-avenue and Parry-street easterly via Parry-street and King-street to the intersection of King-street and Darby-street, Newcastle) thence via Parry-street to its intersection with Tudor-street.	4 30	New route of the Pacific Highway through Newcastle.
Lake Macquarie Shire and City of Greater Newcastle.	16-8-46	23	From the Pacific Highway (S.H. No. 10) south of Charlestown by deviation generally north-westerly and northerly to Charlestown-road thence by Charlestown-road, Jesmond, Birmingham Gardens, Sandgate-road and a deviation to the Pacific Highway north of Sandgate.	9 77	New Main Road proclaimed State Highway No. 23.
City of Greater Newcastle	16-8-46	82	From the intersection of Tudor-street and Parry-street (S.H. No. 10), Newcastle, via Parry-street, Gordon-avenue, Donald-street, Brisbane-road, thence by deviation to Young-street, thence via Young-street and Hartley-street to the intersection of State Highway No. 23 and Newcastle-road, Jesmond.	4 00	New Main Road proclaimed Trunk Road No. 82.
" "	16-8-46	188	From the intersection of Hunter-street and Merewether-street (M.R. No. 108), Newcastle, via Hunter-street, Darby-street, and Macquarie-street to its intersection with Union-street—from the intersection of Tauranga-street and Lambton-road via Tauranga-street a deviation, Young-road and a deviation to Waratah-road.	2 40	Extension of existing Main Road.
Lake Macquarie Shire	23-5-47	217	Workshops-road from a point half mile north-east of intersection with Main Road No. 223 (Cross Roads) to Main Road No. 223 Cardiff West.	— 35	New Main Road—branch road from the WallSEND-Wyong-road (Main Road No. 217).
City of Greater Newcastle	16-8-46	316	From the Pacific Highway (S.H. No. 10) at the intersection of Stewart-avenue and Parry-street, Newcastle, via Stewart-avenue and a deviation to Hannell-street and from the junction of Hannell-street and Gross-street via Gross-street, Smith-street, Crebert-street and Bull-street to the intersection of Werribee-street and Maitland-road (S.H. No. 10), Mayfield.	3 50	Extension of Main Road No. 316 (Hannell-street).
Lake Macquarie Shire	16-8-46	325	From the Pacific Highway (S.H. No. 10) north of Belmont generally easterly and northerly via Redhead and Dudley to the Pacific Highway south of Charlestown.	7 41	Extension of existing Main Road.
City of Greater Newcastle	16-8-46	326	From the intersection of Tocal-road and Lambton-road (M.R. No. 223), New Lambton, via Tocal-road and Turton-road to Georgetown-road.	1 09	New Main Road being a branch road of Main Road No. 326.
Lake Macquarie Shire	16-8-46	527	From the Pacific Highway (S.H. No. 10) north of Belmont, generally north-westerly and northerly to the Charlestown-Warners Bay road (M.R. No. 325) at Warners Bay, thence from that road north of Warners Bay to the Newcastle-Kurri-Kurri road (M.R. No. 223) at Cardiff.	8 23	New Main Road.
Windsor Municipality	13-9-46	184	From the junction of Macquarie-street and Bridge-street, Windsor, via Macquarie-street and a deviation to George-street, Windsor.	— 60	Previously Secondary Road No. 2030.
Waterloo and Alexandria Municipalities.	8-11-46	528	From the intersection of Dowling-street and Lachlan-street, Waterloo, via Lachlan-street, Bourke-street, McEvoy-street and Fountain-street to Mitchell-road (Sec. Road No. 2005) Alexandria.	1 25	New Main Road—Lachlan-street was previously part of Secondary Road No. 2008.
Warringah Shire	31-1-47	529	From the Roseville-Dee Why road (M.R. No. 328) at French's Forest Post Office generally northerly to the Pymble-Mona Vale road (M.R. No. 162) Terrey Hills.	3 68	New Main Road—previously Secondary Road No. 2023.
" "	7-3-47	530	From Pittwater-road (M.R. No. 130) near Harbord-road, North Manly, generally north-easterly via disused tramway route to Cavill-street, thence via deviation to the intersection of Lawrence-street and Oliver-street, thence via Oliver-road and extension to Bennett-street, thence via Bennett-street, Adams-street and a road across the bridge over Harbord Lagoon, Griffin-road, The Strand and Howard-avenue to Pittwater-road (M.R. No. 164) Dee Why.	8 15	New Main Road.
Blaxland Shire	6-6-47	531	From the Marrangaroo-Mudgee-road (T.R. No. 55) at Cullen Bullen via Portland and Wallerawang to the Great Western Highway (S.H. No. 5) approximately 2 miles westerly from Marrangaroo.	14 00	New Main Road.

In addition, by *Government Gazette* of the 17th January, 1947, the Lower South Coast Road (Main Road No. 185) from the Prince's Highway (State Highway No. 1) near Helensburgh to the Prince's Highway at Thirroul was named the Lawrence Hargrave Drive and by *Government Gazette* of the 9th May, 1947, State Highway No. 21 from the bridge over the Murray River at Moama to the Barrier Highway (State Highway No. 8) near Wilcannia via Deniliquin, Wanganella, Hay, One Tree, Booligal and Ivanhoe was named the Cobb Highway.

Appendix No. 14.

DEPROCLAMATION OF MAIN ROADS, 1946-47.

During the year the following roads or sections of roads were removed from the list of Main Roads :—

Shire or Municipality.	Date of Proclamation.	Road No.	Description.	Mileage.	Remarks.
City of Greater Newcastle	16-8-46	10	From Lake Macquarie road South Adamstown northerly via Union-street, Brunker-road, Belford-street and Tudor-street, to Parry-street Newcastle.	m. ch. 3 35	This section of State Highway No. 10 now proclaimed Main Road No. 108.
City of Greater Newcastle and Lower Hunter Shire.	16-8-46	107	From the intersection of Alma-road and Lambton-road, New Lambton via Lambton-road, Howe-street, Moorehead-street and Elder-street to Croudace-street—and from the intersection of Nelson-street and Robert-street Wallsend via Nelson-street, Macquarie-street, and Minmi-road to the West Wallsend-Minmi road at Minmi.	6 50	The section between Broadmeadow junction and New Lambton has been reproclaimed Main Road 223 and the section from Croudace-street, Lambton to Cowper-street, Wallsend has been reproclaimed part of Trunk Road No. 82 and Part of Main Road 217.
City of Greater Newcastle	16-8-46	118	Union-street, Newcastle, from Hunter-street (M.R. 108) to Macquarie-street.	1 00	Route altered and road reproclaimed.
Lake Macquarie Shire and City of Greater Newcastle.	16-8-46	337	From Charlestown to Mayfield	7 26	Main Road No. 337 has been superseded by State Highway No. 23, Main Road No. 223, Trunk Road No. 82, and Main Road No. 188.
City of Greater Newcastle	16-8-46	352	Sandgate to Wallsend	3 53	Main Road No. 352 has been superseded by Main Road No. 217 and State Highway No. 23.
" " "	16-8-46	364	From the intersection of Macquarie-street (M.R. No. 188) and Lingard-street via Lingard-street, Barr-street, and Frederick-street to Ridge-street, Merewether.	— 67	Deproclaimed—this road is not part of the revised Newcastle Main Roads system.

Appendix No. 15.

DECLARATION OF SECONDARY ROADS, 1946-47.

During the year the following new road, and alteration of existing secondary road were declared :—

Shire or Municipality.	Date of Declaration.	Road No.	Description.	Mileage.	Remarks.
Windsor Municipality	20-9-46	2030	From the junction of George-street and Bridge-street (M.R. No. 182) Windsor via George-street to Richmond-road (M.R. No. 184).	m. ch. — 60	Alteration to route of Main Road No. 184 George-street, Windsor was previously the route of Main Road No. 184. This route has now been altered to via Macquarie-street, Windsor.
Sutherland Shire	30-5-47	2034	From the Prince's Highway (S.H. 1) Sutherland via East-parade, The Grand Parade, Linden-street, Moira-street, Mersey-street, the bridge over the Woronora River, Menai-road and Old Illawarra road to the Lugarno Ferry over the George's River.	7 16	New Secondary Road.

Appendix No. 16.

PROCLAMATION OF DEVELOPMENTAL ROADS, 1946-47.

During the year the following Developmental Roads were proclaimed :—

Shire or Municipality.	Date of Proclamation.	Road No.	Description.	Mileage.	Remarks.
Colo Shire	13-9-46	1194	From the bridge over Wrights Creek generally southerly along the eastern side of the Macdonald River to the Wiseman's Ferry-Gosford road (M.R. No. 225) at Wiseman's Ferry.	m. ch. 9 32	New Developmental Road providing access to Wiseman's Ferry from farms along the Macdonald River and Wrights Creek.
Blackheath Municipality Blue Mountains and Blaxland Shires.	18-10-46	1195	From the junction of Shipley-road and Megalong-road 0.8 miles west of the Great Western Highway (S.H. No. 5) Blackheath via Megalong-road generally southerly and westerly to Cox's River with a branch from a point approximately 6.2 miles from Blackheath generally southerly to Megalong Post Office.	15 56	New Developmental Road providing access to the railway at Blackheath from the Kanimbla and Megalong Valleys.
Clyde Shire	8-11-46	1196	From the Prince's Highway (S. H. No. 1) approximately 1 mile south of Wandrawandian Creek in the Parish of Wandrawandian, County of St. Vincent generally easterly through portions 7, 1, 2, 5, 4 and 6, Parish of Farnham to Sussex Inlet.	8 16	New Developmental Road to provide all weather access from Nowra via the Prince's Highway to Sussex Inlet.
Wade Shire	7-3-47	1197	From the Narrandera Hillston-road (T.R. No. 89) at Griffith generally south-westerly to the north-eastern corner of Portion 203 Parish of Baillie, County of Cooper, thence westerly to the north-western corner of that portion, thence southerly to the south-western corner of Portion 201 Parish of Baillie, being part of the road from Griffith to Benereambah.	6 60	New Developmental Road giving access to the railway at Griffith.

Appendix No. 17.

PROCLAMATION OF DEVELOPMENTAL WORKS, 1946-47.

During the year the following Developmental Works were proclaimed :—

Shire or Municipality.	Date of Proclamation.	Road No.	Description.	Mileage.	Remarks.
Macintyre Shire	27-9-46	3048	The construction of that part of the Glenesk road commencing at a point 2.8 miles from its junction with the Delungra-Graman-road (M.R. No. 134) near Reedy Creek and extending northerly for 3.3 miles to a point on the western boundary of Portion 147, Parish of Burnett, County of Burnett.	m. ch. 3 24	To provide all weather access to the Delungra-Graman road (Main Road No. 134) and thence to the railway at Delungra.
Wakool Shire	4-10-46	3049	The construction of the road from Speewa Water Trust Settlement to the Speewa Ferry over the Murray River being a length of 1.1 miles northerly from the bank of the Murray River.	1 8	To provide all weather access to the Speewa Ferry and thence to Swan Hill via the Murray Valley Highway.
Marthaguy Shire	11-10-46	3050	The construction of a timber bridge and immediate approaches over Long Plain Cowal on the road from Quambone via Sandy Camp to Coolabah.	— —	To provide all weather access to Quambone and the railway at Coonamble.
Liverpool Plains Shire	18-10-46	3051	The construction of the road from Breeza via Piallaway Settlement to Carroll between 10.5 miles and 12.1 miles from Breeza.	1 48	To provide all weather access to Gunnedah and Tamworth via the Oxley Highway.
Yallaroi Shire	18-10-46	3052	The construction of a timber bridge and immediate approaches over Cox's Creek at 25 miles north of Warialda on the road from Warialda to North Star.	— —	To provide all weather access to the railway at Warialda via the Yetman-Warialda road (Trunk Road No. 63).
Erina and Kearsley Shires.....	18-10-46	3053	The construction of 2½ miles of the Calga-Kulnura-Bucketty road from 10 miles north of Kulnura to the Wiseman's Ferry-Singleton road (M.R. No. 181) at Bucketty.	2 40	The completion of this section of road will complete the construction from the Pacific Highway at Calga some 10 miles north of the Hawkesbury River to the Wiseman's Ferry-Wolloribi-road (Main Road No. 181) at Bucketty.
Jemalong Shire	11-4-47	3054	The construction of portion of the road linking the Forbes-Grenfell road at approximately 12 miles south of Forbes with the Colletts Crossing road (D.R. No. 1004), the construction commencing at approximately 2 miles from the Forbes-Grenfell road and extending generally easterly for a length of 1½ miles.	1 40	To provide all weather access to Forbes via the Forbes-Grenfell road.

Appendix No. 18.

LENGTH OF PROCLAIMED ROADS IN N.S.W.

Date.	Main Roads.				Secondary Roads (Metropolitan Area).	Develop- mental Roads.	Grand Total.
	State Highways.	Trunk Roads.	Ordinary Main Roads.	Total.			
	miles.	miles.	miles.	miles.	miles.	miles.	miles.
A.—Eastern and Central Divisions of the State—							
At 30th June, 1926	*	*	*	12,840	.....	.....	12,840
" 1927	*	*	*	13,054	19	1,307	14,380
" 1928	3,581	2,370	7,539	13,490	20	2,206	15,716
" 1929	3,548	2,342	7,664	13,554	43	2,328	15,925
" 1930	3,646	2,298	7,901	13,845	65	2,490	16,400
" 1931	3,652	2,321	7,849	13,822	86	2,450	16,358
" 1932	3,666	2,337	7,813	13,816	94	2,449	16,359
" 1933	3,673	2,343	8,133	14,149	93	2,344	16,586
" 1934	3,843	2,354	8,697	14,894	93	2,372	17,359
" 1935	3,849	2,435	8,875	15,159	100	2,431	17,690
" 1936	3,846	2,424	8,984	15,254	100	2,379	17,733
" 1937	3,844	2,424	9,197	15,465	102	2,419	17,986
" 1938	5,223	2,179	8,832	16,234	99	2,490	18,823
" 1939	5,183	2,371	9,039	16,593	93	2,469	19,155
" 1940	5,178	2,371	9,459	17,008	94	2,578	19,680
" 1941	5,162	2,369	9,573	17,104	92	2,696	19,892
" 1942	5,163	2,371	9,590	17,124	81	2,741	19,946
" 1943	5,158	2,370	9,593	17,121	80	2,739	19,940
" 1944	5,145	2,369	9,610	17,124	80	2,749	19,953
" 1945	5,139	2,369	9,596	17,104	78	2,757	19,939
" 1946	5,147	2,367	9,611	17,125	78	2,749	19,952
" 1947	5,162	2,378	9,644	17,184	81	2,805	20,070
†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
†C.—Whole State—							
At 30th June, 1947	6,501	3,731	12,653	22,885	81	2,805	25,771

* 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 2,309 miles as at the 30th June, 1947.

Appendix No. 19.

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, 1947.

Division.	State Highways.				Trunk Roads.				Ordinary Main Roads.				Secondary Roads.				Totals.			
	Maintained by Depart- ment.		Maintained by Councils.		Maintained by Depart- ment.		Maintained by Councils.		Maintained by Depart- ment.		Maintained by Councils.		Maintained by Depart- ment.		Maintained by Councils.		Maintained by Depart- ment.		Maintained by Councils.	
	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%	Miles.	%
County of Cumberland—																				
Metropolitan	49	88	7	12	...	...	...	...	91	38	150	62	5	8	37	92	143	42	194	58
Outer Metropolitan No. 1	52	90	6	10	...	...	...	...	91	59	63	41	...	...	28	100	143	60	97	40
Outer Metropolitan No. 2	73	92	6	8	...	...	...	...	129	65	68	35	...	...	13	100	202	70	87	30
Sub-total	174	90	19	10	...	...	...	...	311	53	281	47	3	4	78	96	488	56	378	44
Country—																				
Outer Metropolitan No. 1	81	77	24	23	...	...	...	...	59	25	180	75	...	...	...	...	140	41	204	59
Outer Metropolitan No. 2	57	67	23	33	44	20	176	80	116	19	490	81	...	...	...	...	217	24	694	76
Southern	192	72	74	28	...	...	303	100	...	...	884	100	...	...	...	...	192	13	1,261	87
Lower Northern	312	69	139	31	...	...	51	100	92	9	889	91	...	...	...	...	404	27	1,079	73
Upper Northern	...	...	740	100	...	...	134	100	...	...	685	100	...	...	...	...	...	...	1,559	100
South-Western	303	45	376	55	...	...	417	100	...	...	1,322	100	...	...	...	...	303	13	2,115	87
Central-Western	230	29	571	71	...	...	492	100	...	...	1,573	100	...	...	...	...	230	8	2,636	92
North-Western	...	...	554	100	...	...	520	100	...	...	1,013	100	...	...	...	...	...	...	2,087	100
North-Eastern	109	27	296	73	...	...	152	100	...	...	691	100	...	...	...	...	109	9	1,139	91
South Coast	351	72	137	28	...	...	24	100	31	8	380	92	...	...	...	...	352	41	541	59
Central Murray	86	22	309	78	...	...	65	100	...	...	647	100	...	...	...	...	86	8	1,021	92
Sub-total	1,721	35	3,248	65	44	2	2,334	98	208	3	8,764	97	...	...	...	...	2,063	13	14,336	87
Grand Total	1,895	37	3,267	63	44	2	2,334	98	609	6	9,035	94	3	4	78	96	2,551	15	14,714	85

Appendix No. 20.

EXPENDITURE ON MAIN AND SECONDARY ROADS BY THE DEPARTMENT OF MAIN ROADS AND CONTRIBUTIONS BY COUNCILS
FROM 1925-26 TO 1946-47.

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.		
	£		£		£	pence.
1925-26	317,124	46	363,166	54	685,290	42
1926-27	707,665	73	262,058	27	969,723	44
1927-28	871,647	73	324,212	27	1,195,859	46
1928-29	824,852	68	390,589	32	1,215,441	52
1929-30	1,045,400	73	388,629	27	1,434,029	49
1930-31	498,953	57	382,432	43	881,385	46
1931-32	285,255	46	337,196	54	622,451	41
1932-33	386,348	58	276,826	42	663,174	40
1933-34	479,558	66	247,649	34	727,207	38
1934-35	672,685	72	256,377	28	929,062	40
1935-36	552,859	69	246,924	31	799,783	39
1936-37	561,057	70	244,678	30	805,735	39
1937-38	772,171	77	236,119	23	1,008,290	42
1938-39	798,275	77	235,904	23	1,034,179	50
1939-40	1,096,077	83	231,463	17	1,327,540	48
1940-41	1,109,829	82	242,109	18	1,351,938	49
1941-42	824,223	78	228,923	22	1,053,146	46
1942-43	408,863	62	247,998	38	656,861	49
1943-44	347,766	59	245,138	41	592,904	48
1944-45	288,287	54	247,117	46	535,404	48
1945-46	514,538	69	229,348	31	743,886	44
1946-47	679,402	73	257,346	27	936,748	49
	14,042,834	70	6,127,201	30	20,170,035	45

Appendix No. 20—continued.

B.—Country.

Year.	Expenditure from Main Roads Funds, excluding Councils' Contributions.		Councils' contributions to works.				Total Expenditure.	Rate per £ of U.C.V. of Councils contributions.		
	Amount.	Percentage of total expenditure.	Maintenance Amount.	Construction Amount.	Total.	Percentage of total expenditure.		Maintenance.	Con- struction.	Total.
	£		£	£	£		£	pence.	pence.	pence.
1925-26	776,084	76	201,306	43,450	244,756	24	1,020,840	30	06	36
1926-27	1,524,087	83	213,537	92,273	305,810	17	1,829,897	30	13	43
1927-28	1,876,004	80	366,276	116,633	482,909	20	2,359,513	50	16	66
1928-29	2,308,373	87	220,864	119,109	340,093	13	2,648,436	29	16	45
1929-30	2,720,207	88	269,074	99,558	368,632	12	3,089,739	34	13	47
1930-31	1,764,640	91	128,742	33,800	162,542	9	1,927,182	16	04	20
1931-32	1,049,070	78	260,956	37,205	298,221	22	1,347,291	34	05	39
1932-33	1,591,890	85	215,906	69,306	285,212	15	1,877,102	31	10	41
1933-34	1,781,646	87	225,906	49,948	275,854	13	2,057,500	34	07	41
1934-35	1,940,726	86	281,754	47,950	309,704	14	2,250,430	40	07	47
1935-36	1,973,059	89	202,313	31,233	233,546	11	2,206,605	31	05	36
1936-37	2,480,714	89	247,116	51,740	298,856	11	2,779,570	40	08	48
1937-38	2,576,910	90	219,178	57,443	276,621	10	2,853,531	36	09	45
1938-39	2,479,852	90	203,090	83,005	286,095	10	2,765,947	31	09	44
1939-40	3,244,198	92	213,856	80,044	294,000	8	3,538,198	31	12	43
1940-41	3,308,025	94	155,337	60,673	215,910	6	3,523,935	22	09	31
1941-42	2,587,126	93	157,943	34,965	192,908	7	2,780,034	23	05	23
1942-43	1,785,698	91	145,381	22,053	167,439	9	1,953,137	21	03	24
1943-44	2,120,045	91	188,453	14,188	202,641	9	2,322,686	27	02	29
1944-45	2,144,468	91	200,707	20,323	221,030	9	2,365,498	28	02	30
1945-46	2,523,956	90	278,956	17,193	296,149	10	2,820,105	39	03	42
1946-47	3,193,042	91	310,877	19,548	330,425	9	3,523,467	43	03	46
	47,750,420	89	4,886,528	1,201,695	6,090,223	11	53,840,643	32	08	40

Appendix No. 20—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 £ of U.C.V. of Councils' contributions.
	Amount.	Percentage of total expenditure.	Amount.	Percentage of total expenditure.		
	£	per cent.	£	per cent.	£	pence.
1925-26	1,093,208	64	612,922	36	1,706,130	39
1926-27	2,231,752	79	567,868	21	2,799,620	43
1927-28	2,748,251	77	807,121	23	3,555,372	56
1928-29	3,133,225	81	730,652	19	3,863,877	49
1929-30	3,765,607	83	758,161	17	4,523,768	48
1930-31	2,263,593	81	544,974	19	2,808,567	34
1931-32	1,334,325	68	635,417	32	1,969,742	40
1932-33	1,978,238	78	562,038	22	2,540,276	41
1933-34	2,261,204	81	523,503	19	2,784,707	40
1934-35	2,613,411	82	566,081	18	3,179,492	44
1935-36	2,525,918	84	480,470	16	3,006,388	38
1936-37	3,041,771	85	543,534	15	3,585,305	44
1937-38	3,349,081	87	512,740	13	3,861,821	43
1938-39	3,278,127	86	521,999	14	3,800,126	47
1939-40	4,340,275	89	525,463	11	4,865,738	45
1940-41	4,417,854	91	458,019	9	4,875,873	39
1941-42	3,411,349	89	421,831	11	3,833,180	35
1942-43	2,194,561	84	415,437	16	2,609,998	34
1943-44	2,467,811	85	447,779	15	2,915,590	36
1944-45	2,432,755	84	468,147	16	2,900,902	37
1945-46	3,038,494	85	525,497	15	3,563,991	42
1946-47	3,872,444	87	587,771	13	4,460,215	47
	61,793,254	83	12,217,424	17	74,010,678	42

Appendix No. 21.

PEAT'S FERRY BRIDGE.

FINANCIAL STATEMENT AND TRAFFIC STATISTICS FROM THE 5TH MAY, 1945, TO THE 30TH JUNE, 1947.

Heading.	5th May, 1945, to 30th June, 1945.	1945-46.	1946-47.	Total.
	£	£	£	£
Receipts—				
Tolls	2,258	21,997	40,470*	64,725
Payments—				
Toll Collection	474	4,732†	3,445	8,651
Loan repayment, Interest and Exchange .....	.....	29,394	27,264	56,658
Total	474	34,126	30,709 §	65,309
Surplus.....	1,784	.....	9,761	.....
Deficiency .....	.....	12,129	.....	584
Traffic Statistics—				
Motor Cars, Utilities, Motor Cycles and Cycles.....	18,503	262,447	421,615	702,565
Other Vehicles	1,549	26,964	70,979	99,492
Total Number of Vehicles.....	20,052	289,411	492,594	802,057

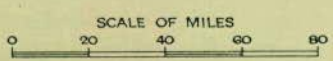
* See Appendix No. 1, Part "A." and Appendix No. 2, Part "A."

† Includes non-recurring expenditure amounting to £1,540.

§ See Appendix No. 1, Part "A."



NEW SOUTH WALES SHOWING MAIN AND DEVELOPMENTAL ROAD SYSTEMS



Date of Map 30th June 1947

REFERENCE

STATE HIGHWAYS	6
TRUNK ROADS	55
MAIN ROADS	350
DEVELOPMENTAL ROADS	1160



For details see Inset Map

For details see map of Sydney & District

- MUNICIPALITIES**
- North Illawarra
 - Wollongong
 - Shellharbour
 - Kiama
 - Jamberoo
 - Gerrington
 - Broughton Vale
 - Berry
 - South Shoalhaven

