

1944.

PARLIAMENT OF NEW SOUTH WALES.

DEPARTMENT OF MAIN ROADS.

NINETEENTH ANNUAL REPORT

FOR

Year ended 30th June, 1944.

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MAIN ROADS ACT, 1924-39.

NINETEENTH ANNUAL REPORT

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DEPARTMENT OF MAIN ROADS, NEW SOUTH WALES.

NINETEENTH ANNUAL REPORT.

FOR PERIOD 1st JULY, 1943, TO 30th JUNE, 1944.

The Honourable the Minister for Transport,
Sydney.

In accordance with the provisions of section 6 of the Main Roads Act, 1924-1939, I have the honour to submit the Nineteenth Annual Report which covers the period 1st July, 1943, to 30th June, 1944, for presentation to Parliament.

MINISTER.

During the whole of the 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 the sources of the Department's receipts during the financial year as well as the payments made under the principal classifications, while the corresponding figures for the preceding financial year are included for the purpose of comparison:—

RECEIPTS AND PAYMENTS, 1943-44.

Item.	County of Cumberland Fund.	Country Fund.	Developmental Fund.	Total.	Comparative figures for 1942-1943.
RECEIPTS.					
Ordinary—	£	£	£	£	£
Motor Taxation (State)	395,818	1,288,513	.....	1,684,331	1,625,270
Share of Motor Registration and License Fees	16,481	57,245	.....	73,726	18,855
Federal Aid Roads and Works Act, 1937 (Petrol Taxation)	33,830	110,128	.....	143,958	440,031
Contributions by Councils	232,933	5,039	.....	237,972	242,052
Hire of Department's Plant and Motor Vehicles .....	.....	206,999	.....	206,999	220,306
Disposal of Assets	21,702	64,236	.....	85,938	16,435
Miscellaneous	50,530	79,387	.....	129,917	177,386
Total	£ 751,294	1,811,547	.....	2,562,841	2,740,335
Special—					
State Government—					
For Ordinary Loan Works .....	.....	.....	.....	.....	50,000
„ Other Works	4,127	(Cr)6,447	.....	(Cr)2,320	(Cr)1,461
Commonwealth Government—					
For Defence Works, etc.	211,441	1,821,899	.....	2,033,340	3,776,426
Total	£ 215,568	1,815,452	.....	2,031,020	3,824,965
GRAND TOTAL	£ 966,862	3,626,999	.....	4,593,861	6,565,300
PAYMENTS.					
Construction—	£	£	£	£	£
Ordinary Works	112,069	306,536	9,498	428,103	452,482
Defence Works	216,755	1,007,432	.....	1,224,187	3,450,782
Total	£ 328,824	1,313,968	9,498	1,652,290	3,903,264
Maintenance—					
Ordinary Works	270,839	1,280,677	.....	1,551,516	1,112,335
Defence Works	6,086	150,638	.....	156,724	410,950
Total	£ 276,925	1,431,315	.....	1,708,240	1,523,285
Repayment of Principal and Payment of Interest and Exchange on Loans	105,170	209,736	.....	314,906	308,234
Purchase of Assets including Road Plant and Motor Vehicles	57,492	71,850	.....	129,342	77,325
Repairs and Expenses in respect of Road Plant and Motor Vehicles .....	.....	113,486	.....	113,486	91,770
Administrative Expenses	20,771	93,842	233	114,846	115,818
Miscellaneous	14,593	11,924	14	26,531	178,997
GRAND TOTAL	£ 803,775	3,246,121	9,745	4,059,641	6,198,693

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

Receipts from motor registration and license fees during 1943-44 consisted principally of the residue of the Road Transport and Traffic Fund controlled by the Department of Road Transport. The proceeds of vehicle registration fees and drivers' licence fees are paid into this fund, and the residue of the fund, after the cost of police supervision, licensing administration and road traffic facilities is met therefrom, is payable to this Department for expenditure on country main roads. No receipts from this source had been available to the Department since the 30th June, 1937, until an amount of £54,071 was received during 1943-44.

Receipts under the Federal Aid Roads and Works Act are paid to the State by the Commonwealth Government from the proceeds of the tax on petrol and the reduction from £440,031 in 1942-43 to £143,958 in 1943-44 was due to the State Government voluntarily foregoing collections of the tax made after the 30th September, 1943, as a measure of financial assistance to the Commonwealth Government in the war effort. The amount thus foregone for the year 1943-44 totalled £347,818.

The substantial decrease in expenditure on construction and in the Department's total expenditure compared with 1942-43

was due to the reduction of defence works carried out for the Commonwealth Government.

SYDNEY HARBOUR BRIDGE.

(a) 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, 1943	£	£
Expenditure from 1st July, 1943, to 30th June, 1944	412,769	
Income from 1st July, 1943, to 30th June, 1944	281,235	
Excess of Expenditure over Income for the year		131,534
Accumulated deficiency to 30th June, 1944		400,427

The deficit of £400,427 is being temporarily met from Consolidated Revenue Fund.

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

Item.	1939-40.	1940-41.	1941-42.	1942-43.	1943-44.
INCOME.					
Road Tolls on Passengers and Vehicles	£ 233,762	£ 254,011	£ 165,654	£ 126,411	£ 131,156
Railway Passengers' Tolls	80,538	85,701	98,821	111,336	116,184
Tramway Passengers' Tolls	14,042	14,608	16,545	17,822	18,971
Omnibus Passengers' Tolls	3,967	6,022	6,913	6,582	5,915
Payments by Municipal and Shire Councils	38	104	101	49	62
Other Income	8,842	8,927	8,175	8,761	8,947
Total	£ 391,189	£ 369,373	£ 296,209	£ 270,961	£ 281,235
EXPENDITURE.					
Loan Capital Charges—					
Interest	292,535	267,119	285,638	279,452	274,466
Exchange	39,892	36,790	39,155	38,418	38,409
Sinking Fund	43,868	43,919	49,173	52,279	55,097
Management Expenses	1,540	1,275	1,386	1,553	788
Maintenance and Improvement of Structure and Surroundings including Lighting and Cleaning	37,367	34,305	28,227	25,485	24,135
Special Expenditure under War Conditions		8,955	20,255	15,891	8,811
Cost of Collecting Road Tolls	10,494	10,509	10,111	9,400	9,553
Other Expenditure	1,386	1,642	1,423	1,242	1,510
Total	£ 427,082	£ 404,514	£ 435,368	£ 423,720	£ 412,769
Deficiency for the year	35,893	35,141	139,159	152,759	131,534

Although the total number of passengers crossing the bridge was greater by 7,780,000 in 1943-44 than in 1938-39, the revenue from tolls decreased by £148,506 during the same period. This position arises from the fact that while there has been a substantial increase of rail, tram and omnibus passengers, there has been a decrease of road travel, but the toll charge for road travellers is considerably higher than that for rail, tram and omnibus passengers. The average contribution per passenger during 1943-44 for each class of travel was as follows:—

	d.
Tram and omnibus	263
Rail	1.228
Road (inclusive of motor vehicle)	5.409

(b) Capital Cost.

The capital cost of the bridge to 30th June, 1944, was £9,761,878, but this amount will be reduced by approximately £150,000 upon the disposal of all surplus resumed property. The portion of the cost of the bridge construction met from repayable loan funds is £8,099,444, which is to be repaid over a total period of fifty-three years, ending in approximately the year 1985.

(c) Traffic.

The number of the various classes of travellers over the bridge and the proportion of revenue provided by each class during 1943-44 are as follows:—

	No.	Toll Revenue.	Percentage of Total Passengers.	Percentage of Total Toll Revenue.	Contribution per Passenger.
		£			d.
Rail Travellers	22,699,000	116,184	44.3	42.7	1.228
Tram and Omnibus Travellers	22,696,000	24,888	44.3	9.1	.263
Road Travellers	5,819,000	131,156*	11.4	48.2	5.409*
Total	51,214,000	272,226	100.0	100.0	1.276

*Inclusive of motor vehicles.

(d) Amendment of Road Toll Charges.

The regulations relating to the control of the Sydney Harbour Bridge were amended as from the 1st January, 1944, so as to extend the age of children granted free travel by road from under fourteen years to under fifteen years. This amendment was made in recognition of the extension of the school-leaving age from fourteen to fifteen years.

CONSTRUCTION AND MAINTENANCE OF ROADS AND BRIDGES.

Arising out of diversion of resources to war activities there has been a very substantial lowering of the condition of main roads throughout the State.

Gravel pavements on State highways have been kept in fairly satisfactory condition, but the pavement thickness has

been slowly worn down, and on many reconstructed sections the pavement will need to be built up again before bituminous sealing can be undertaken. Gravel pavements on trunk and main roads have deteriorated to a greater extent. Very little gravel resheeting has been carried out on these roads during the past four years and long lengths are now in urgent need of strengthening.

Bituminous-surfaced pavements have been maintained to a reasonable standard with the exception of some sections where failures have occurred through poor quality materials having been used, higher grade materials not being available. Although these roads are at present capable of coping with lighter present-day traffic, the pavements have been worn down to such an extent that a sudden increase in traffic to that of pre-war is likely to result in breaking up of pavements on a large scale.

Large expenditures on bridges have been incurred on works of a temporary nature in order to keep them safe for traffic and considerable sums will be required later to replace structures which would ordinarily have been renewed during recent years.

Drainage facilities and the general appearance of main roads have fallen far below the Department's standards. Available manpower and plant have been engaged mainly on works regarded as essential to keep roads trafficable and little attention has been given to drains, watertables, culverts and roadside work. Extensive work of this nature will be required in the next few years.

Although the falling off of traffic as a whole has reduced the wear on pavements, its effect on bituminous surfaces has to some extent been detrimental, as the kneading effect of motor traffic is beneficial to such pavements. In areas where Military and Air Force establishments have been set up, the consequential heavy concentrated traffic has caused damage to road pavements and shoulders and, although in cases the damage has been repaired at the cost of Commonwealth Authorities, the wear and tear on the pavements and shoulders still continue. In effect, the general falling off of traffic has not relieved the road burden to any great extent, and in areas where traffic has increased it is so concentrated as to cause damage to pavements which were not constructed to carry large numbers of vehicles of the weight now in use.

The steady flow of enlistments in the Services and transfers to war industries and the Civil Constructional Corps have taken a heavy toll of the Department's experienced officers and employees. The larger and better part of the Department's plant has been transferred to works connected with the prosecution of the war, and this source has also absorbed most of the contractors who were normally available to the Department and Councils for the carrying out of works. The supply and delivery of materials required for essential road works have not been easy, and this applies especially to timber for the maintenance of bridges. Further, in addition to carrying on and supervising its own works, the Department and Councils have undertaken and carried out defence works of an extensive character with the reduced manpower and plant available. The Shire and Municipal Councils have encountered the same difficulties as the Department, especially in connection with the supervision and administration of works, since a large percentage of local government engineers and clerks has enlisted in the Services or has been transferred to works directly connected with the war effort.

The main roads of the State are deteriorating more rapidly with the passing of time and considerable expenditure will be required in the near future to halt this process and to recover pre-war standards, quite apart from improvements.

Throughout the year road construction works were limited to those where pavements had deteriorated on heavily-trafficked sections to such an extent that improvement became essential to meet military and civilian transport needs. Bridge construction was limited to structures necessary to keep road communications open, where replacement or new construction could no longer be delayed.

The construction of the bridge over the Hawkesbury River at Peat's Ferry on the Pacific Highway (State Highway No. 10) was continued throughout the year. The caisson on pier 2, which had caused such unexpected delays in the construction programme, was satisfactorily founded at 241 feet below low-water level in February, 1943. All other major piers have been completed. The floating into position of two large 440-feet truss spans was successfully carried out. All plate girder spans have been erected and approximately 60 per cent. of the concrete deck has been laid. The only works now remaining to be completed are eight 40-feet approach spans on the northern side, the concreting and surfacing of the decks of the second truss span and the balance of the girder spans and the approaches. It is anticipated that the structure will be opened to traffic before June, 1945.

From the inception of the Main Roads Board in 1925 to 30th June, 1944, the construction of 1,127 bridges—aggregating 20.24 miles in length, at a cost of £2,953,062—has been authorised, including 11 bridges at a cost of £35,756, for the year ended 30th June, 1944.

POST-WAR RECONSTRUCTION.

The Department has submitted to the Government a programme of works suitable to be undertaken during a two-year transition period following cessation of hostilities. These embrace new road and bridge works estimated to cost £5,023,197 and deferred maintenance, and renewal works at an estimated cost of £1,789,930. It is anticipated that these proposals will be considered with other Governmental works by the National Works Council during the current year.

Plans for many of the works have been completed and others are in course of preparation. Progress is limited, however, on account of the large number of engineers, surveyors and draftsmen who are still in the fighting forces. Some plans are sufficiently advanced to enable large numbers of men to be quickly employed whenever men, materials, plant and funds become available.

Although the volume of work carried out from Revenue Funds has been substantially reduced during the war years, the accumulation of moneys in the Country Fund is small. This has resulted from higher unit costs of work and reduction of revenues. Deferred country works can only be undertaken, therefore, in the immediate post-war period by provision of special funds.

ASSISTANCE IN THE WAR EFFORT.

The volume of work carried out by the Department in New South Wales during the year for the Military and Air Force authorities was much less than in preceding years, due to the completion of most major projects. The Department continued to accept responsibility for maintenance, including bituminous work on certain roads in and leading to defence establishments, certain classes of maintenance work at Government munition factories, and bituminous surfacing at a number of aerodromes. Some of these works have been carried out by Municipal or Shire Councils in co-operation with the Department.

In the last Annual Report a resume was given of the Department's operations in the Northern Territory. Work was continued throughout the year. The road from Darwin to Larrimah was maintained and progressively handed over to the Commonwealth as its organisation became established for the purpose of continuing maintenance operations. Additional drainage and strengthening work was carried out between Darwin and the Hayes Creek area, and the section of road between Darwin and Adelaide River was provided with a bituminous surface. Extensive constructional work was also carried out on aerodrome runways, taxiways, hide-outs and access roads thereto.

The Department's technical staff has continued to carry out tests and to give advisings as required to Commonwealth Authorities in connection with the design of pavements for roads and aerodromes.

OFFICERS AND EMPLOYEES ENGAGED IN THE FIGHTING FORCES.

The number of officers and employees of the Department who have enlisted up to 30th June, 1944, in the Naval, Military and Air Forces of the Commonwealth, together with the number of personnel in the Militia and Home Forces, is as under:—

	On Active Service.	Home Service including Militia.	Total.
Officers	288	26	314*
Other Employees	191	69	260†
	479	95	574

* Includes 32 Discharged.
9 Casualties.

† Includes 70 Discharged.
6 Casualties.

CASUALTIES ON ACTIVE SERVICE.

It is with deep regret that I have to record the deaths during the year on active service of the following officers of the Department:—

Flight Sergeant P. J. Ratcliffe.
Flying Officer F. S. G. Chidgey.
Pilot Officer R. R. G. Porter.

Flight Sergeant P. J. Ratcliffe, prior to enlisting in the R.A.A.F. in June, 1942, was employed as a junior draftsman in the Metropolitan Divisional Office. He was 20 years of age and unmarried. Sergeant Ratcliffe has been reported as "Killed in Air Operations Abroad" in November, 1943.

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Flying Officer F. S. G. Chidgey was a clerk in one of the Department's local offices. He was 32 years of age and joined the Department's staff as a junior in 1928, being stationed at Sydney and various country divisional and local offices. He enlisted in the R.A.A.F. in June, 1942, and was reported "Missing in Air Operations" from England in February, 1944, and later presumed dead. A widow and three children survive him.

Pilot Officer R. R. G. Porter was employed as a junior clerk. He joined the Department's staff in 1935, being stationed at Sydney, Newcastle and Bateman's Bay. He enlisted in the R.A.A.F. in July, 1940, and was reported as "Missing on a Non-operational Flight from Canada" in October, 1943. He has since been presumed dead. Pilot Officer Porter was 25 years of age and unmarried.

PRISONERS OF WAR.

The following officers of the Department have been officially reported as Prisoners of War:—

Major J. A. L. Shaw, A.I.F. (Moulmein, Burma).
 Lieut. J. I. Miller, A.I.F. (Java).
 Sgt. A. H. Cuthbert, A.I.F. (Java).
 Spr. R. M. Bennett, A.I.F. (Moulmein, Burma).
 Sig. E. A. Richardson, A.I.F. (Tokyo).
 Gnr. J. E. Foyle, A.I.F. (Japanese hands).
 F/O. P. V. McDade, R.A.A.F. (Germany).
 F/Sgt. A. E. Ashley, R.A.A.F. (Germany).
 Sgt. K. W. Campbell, R.A.A.F. (Germany).
 Sgt. W. B. R. Smith, R.A.A.F. (Germany).

DECORATIONS.

The following decorations have been awarded to officers of the Department:—

Paymaster-Lieutenant N. J. Cunningham, M.B.E.
 Lieutenant-Colonel R. A. J. Tompson, O.B.E.
 Flying Officer B. Moon, D.F.M.
 Lieutenant F. N. Chaston, M.C.
 Flight-Lieutenant H. J. Tamblyn, D.F.C.
 Pilot Officer E. C. Priest, D.F.C.

Paymaster-Lieutenant Cunningham, M.B.E., has been in the Royal Australian Naval Reserve for 18 years and on active

service since August, 1939. Prior to enlisting for active service he was employed as an assistant engineer.

Lieutenant-Colonel Tompson, O.B.E., of the Royal Australian Engineers, was employed as a supervising engineer prior to enlisting for military service in April, 1940.

Flying Officer Moon, D.F.C., enlisted in the R.A.A.F. in February, 1941. Prior to enlistment he was employed as a junior draftsman.

Lieutenant Chaston, M.C., of the Royal Australian Engineers, was employed as a junior draftsman in the Wagga Wagga Divisional Office prior to enlisting for military service.

Flight Lieutenant Tamblyn, D.F.C., was employed as a clerk in Head Office prior to enlisting in the R.A.F. in England in December, 1939.

Pilot Officer Priest, D.F.C., enlisted in the R.A.A.F. in February, 1942, and prior to enlistment was employed as a junior draftsman in the Glen Innes Divisional Office.

MENTIONED IN DESPATCHES.

Lieutenant R. D. Gossip prior to enlistment was employed as an assistant engineer in Head Office.

ACKNOWLEDGMENTS.

The large volume of work, outside ordinary main road work, undertaken by the Department to assist in the war effort continued to throw a heavy strain on its reduced staff. Again I am happy to express my grateful thanks for their loyal, constant and able assistance throughout the difficult period.

With the greatly-improved Allied military position the Department can confidently look forward to the earlier return of members of its staff with the fighting services than seemed possible only a year ago. Meanwhile it extends its best wishes for their safety and well being.

To the Honourable M. O'Sullivan, M.L.A., Minister for Transport, Main Roads Organisations in other States of the Commonwealth, other State Departments, Corporate Bodies and their staffs, and to Municipal and Shire Councils and their officers, the Department extends thanks for uniform courtesy, co-operation and assistance.

D. CRAIG,

Commissioner for Main Roads.

18th October, 1944.

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1944.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Cash Balance at 30th June, 1943—							By Maintenance of Roads and Bridges—						
(a) Main Roads Funds	493,181	15	9				Grants to Councils	47,911	19	6			
(b) Moneys held in trust on behalf of other authorities for the purpose of carrying out special works	48,651	19	1				By Department	222,085	7	7			
				541,833	14	10	„ Repayment of Principal and Payment of Interest on Loans—				269,997	7	1
„ Share of Motor Taxes in accordance with Section 10 (1) Main Roads Act, 1924-1939				395,817	14	4	Section 13 (1-4c), Main Roads Act, 1924-1939	84,136	16	5			
„ Transfer from Public Vehicles Fund				16,481	16	6	Section 13 (5), Main Roads Act, 1924-1939	6,173	6	7			
„ Requisitions upon Suburban Councils in accordance with Section 11, Main Roads Act, 1924-1939				232,543	7	2	Section 181 (c), Local Government Act, 1919	13,314	12	3			
„ Receipts under Federal Aid Roads and Works Act, 1937	35,173	5	1				Exchange on Remittances of Interest to London, etc.	1,545	11	8			
Less Payments to National Debt Sinking Fund	1,843	3	4								105,170	6	11
				33,830	1	9	„ Special War Expenditure				6,308	9	7
„ Repayment of moneys advanced to Councils and interest thereon							„ Purchase of Assets				57,491	11	8
„ Councils' contributions towards Maintenance of Main and Secondary Roads				6,408	10	9	„ Administrative Expenses				20,770	17	9
„ Funds provided by the State Government for Maintenance of Ku-ring-gai Chase Roads				417	10	8	„ Maintenance of Ku-ring-gai Chase Roads from funds provided by the State Government				841	18	8
„ Funds provided by the Commonwealth Government for Maintenance of Defence Works				800	0	0	„ Maintenance of Defence Works from Funds provided by the Commonwealth Government				6,086	3	5
„ Receipts from the sale of Assets				18,420	14	10	„ Miscellaneous				759	16	0
„ Miscellaneous				21,701	16	11	„ Suspense Accounts				7,524	6	4
				30,770	18	2					474,950	17	5
				£1,299,026	5	11	„ Balance carried forward to Part "B" ...				824,075	8	6
											£1,290,026	5	11

RECEIPTS.		PAYMENTS.	
	£ s. d.		£ s. d.
To Balance brought forward from Part "A"	824,075 8 6	By Construction and Reconstruction of Main and Secondary Roads and Bridges—	
" Grants provided by the State Government from Revenue for War Emergency Work—Roadwork at Munition Factories	3,326 18 7	From Revenue	111,794 5 4
" Funds provided by the Commonwealth Government for Defence Works	193,019 16 6	From Revenue Funds provided by the State Government—	
" Receipts from Sale of Property and Land Residues	8,224 3 10	For War Emergency Work, Roadwork at Munition Factories.....	3,119 12 1
" Contributions by Councils towards Construction on Main and Secondary Roads	Cr. 27 12 5	Adjustment of Funds made available for Unemployment Relief Works	Dr. 2,065 16 2
" Contributions by Other Departments and Bodies for Construction on Main and Secondary Roads	Cr. 2,099 0 5	From Funds provided by the Commonwealth Government for Defence Works	
" Miscellaneous	7,224 15 10	Adjustment of Contributions by Councils towards construction of Main and Secondary Roads	Dr. 532 5 4
		Adjustment of Contributions by other Departments and Bodies for Construction of Main Roads	Dr. 246 9 6
			328,824 8 8
		" Cash Balance at 30th June, 1944—	
		Main Roads Funds	665,437 13 0
		Moneys held in Trust on behalf of other Authorities for the purpose of carrying out Special Works	39,482 8 9
			704,920 1 9
	£1,033,744 10 5		£1,033,744 10 5

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, 1944.

A.—Maintenance and Miscellaneous.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Cash Balance at 30th June, 1943—							By Maintenance of Roads and Bridges—						
Main Roads Funds	548,381	17	8				Grants to Councils	655,220	2	0			
Moneys held in trust on behalf of other authorities for the purpose of carrying out special works .....(Cr.)	103,855	16	9				By Department	625,456	15	8	1,280,676	17	8
				444,526	0	11	„ Repayment of Principal and Payment of Interest on Loans—						
„ Share of Motor Taxes in accordance with Section 20 (1) of the Main Roads Act, 1924–1939				1,288,512	19	9	Section 21 of the Main Roads Act, 1924–1939	202,610	16	4			
„ Transfer from Public Vehicles Fund				3,173	9	6	Exchange on Remittances of Interest to London, etc.	7,124	18	0			
„ Transfer from Road Transport and Traffic Fund				54,071	2	8	„ Special War Expenditure				209,735	14	4
„ Receipts under the Federal Aid Roads and Works Act, 1937	114,500	3	11				„ Administrative Expenses				11,181	0	3
Less—Payments to National Debt Sinking Fund	4,372	9	2				„ Repairs and Expenses in respect of Plant and Motor Vehicles				113,485	18	8
				110,127	14	9	„ Purchase of Assets				71,849	10	9
„ Repayment of Moneys advanced to Councils and Interest thereon				6,738	4	5	„ Maintenance of Defence Works carried out from funds provided by the Commonwealth Government				150,637	16	1
„ Contributions by Councils towards Maintenance of Main Roads				2,307	18	1	„ Miscellaneous				743	19	7
„ Hire of Department's Plant and Motor Vehicles				206,999	4	10	„ Balance carried forward to Part "B" ...				808,360	4	8
„ Receipts from the sale of Assets				64,236	4	11							
„ Funds provided by the Commonwealth Government for maintenance of Defence Works				502,029	17	10							
„ Miscellaneous				53,834	2	0							
„ Suspense Accounts				3,966	1	5							
				£2,740,523	1	1					£2,740,523	1	1

B.—Construction.

RECEIPTS.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Balance brought forward from Part "A"	808,369	4	8	By Construction and Reconstruction of Main Roads and Bridges—						
„ Funds provided by the Commonwealth for Defence Works	1,319,868	10	1	From Revenue				281,307	15	4
„ Councils' Contributions towards Construction of Main Roads	2,731	1	0	From Funds provided by the State Government—						
„ Contributions by other Departments and Bodies towards Construction of Main Roads	5,874	18	11	(a) Loans—Ordinary Road Works	23,202	12	1			
„ Miscellaneous	8,974	11	11	(b) Revenue—Unemployment Relief Works (Dr.)	3,057	13	4			
„ Adjustment by refund to Treasury of unexpended balances of funds contributed by the State Government from Revenue for relief of unemployment .....(Cr.)	6,447	0	6					20,144	18	9
				Funds provided by Commonwealth Government for Defence Works ...				1,007,431	14	3
				Councils' Contributions towards the Construction of Main Roads				2,592	6	2
				Contributions by other Departments and Bodies towards Construction of Main Roads				2,490	16	10
				Cash Balance at 30th June, 1944—				1,313,967	11	4
				Main Roads Funds	202,022	13	2			
				Moneys held in Trust or on behalf of other Authorities for the purpose of carrying out Special Works	533,381	1	7	825,403	14	9
								£2,139,371	6	1

D. CRAIG,
Commissioner for Main Roads.

J. A. FARLEY,
Acting Accountant.

The books and accounts of the Department of Main Roads have been examined and audited for the year ended 30th June, 1944, in accordance with the provisions of the Audit Act, 1902.

I have to state that, in my opinion, the above statement is a correct record of the receipts and payments of the Country Main Roads Fund during the year ended 30th June, 1944, according to the best of my information and to the explanations given to me and as shown by such books and accounts.

Sydney,
18th October, 1944.

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, 1944.

RECEIPTS.	£	s.	d.	PAYMENTS.	£	s.	d.
To Cash Balance at 30th June, 1943—				By Construction of Developmental Roads from Revenue	9,497	15	3
Available for ordinary purposes	51,954	7	1	„ Miscellaneous	13	18	3
				„ Administrative Expenses.....	233	1	7
					9,744	15	1
				„ Cash Balance at 30th June, 1944—			
				Available for ordinary purposes	42,209	12	0
	£51,954	7	1		£51,954	7	1

D. CRAIG,
Commissioner for Main Roads.

J. A. FARLEY,
Acting Accountant.

The books and accounts of the Department of Main Roads have been examined and audited for the year ended 30th June, 1944, in accordance with the provisions of the Audit Act, 1902.

I have to state that, in my opinion, the above statement is a correct record of the receipts and payments of the Developmental Roads Fund during the year ended 30th June, 1944, according to the best of my information and to the explanations given to me and as shown by such books and accounts.

Sydney, 18th October, 1944.

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

Appendix No. 4.
SYDNEY HARBOUR BRIDGE ACCOUNT.

INCOME AND EXPENDITURE ACCOUNT FOR THE TWELVE MONTHS ENDED 30TH JUNE, 1944.

EXPENDITURE.	£	s.	d.	£	s.	d.	INCOME.	£	s.	d.
To Cost of Collecting Road Tolls				9,553	8	5	By Road Tolls.....	131,156	7	6
„ Maintenance, including Lighting and							„ Railway Tolls	116,184	1	10
Cleaning and Minor Improvements				24,135	1	0	„ Tramway Tolls.....	18,971	1	0
„ Special Expenditure under War							„ Omnibus Tolls	5,914	9	10
Conditions				8,810	15	2	„ Contributions by Councils	61	12	11
„ Maintenance of Properties				589	6	3	„ Rents from Properties	8,798	2	6
„ Loan Charges—							„ Miscellaneous	149	3	10
Interest	274,466	1	7					281,234	19	5
Exchange	38,408	17	2				„ Balance, being excess Expenditure over Income for the			
Sinking Fund	55,096	11	8				year 1943-44.....	131,593	10	3
Management Expenses of Loans	788	0	5							
				368,759	10	10				
„ Administrative Expenses				906	14	1				
„ Miscellaneous				13	13	11				
				£412,768	0	8				
								£412,768	9	8

BALANCE SHEET AS AT 30TH JUNE, 1944.

LIABILITIES.	£	s.	d.	ASSETS.	£	s.	d.	£	s.	d.	
Sundry Creditors—				Cash in Hand	481	11	9				
Salaries and Wages accrued due	647	1	11	Cash at Treasury.....	9,995	6	1	10,476	17	10	
Goods and Services	373	4	6						0	6	8
State Treasury—Interest, Exchange and Sinking Fund	420,105	10	7	Payments in advance							
Contractors' Deposits	45	4	0	Sundry Debtors—							
Miscellaneous	176	1	3	Councils for Bridge Rate and Interest.....	1,970	1	4				
				Railway Commissioner for Railway Con-							
				tributions	4,680	3	1				
				County of Cumberland Main Roads Fund	381	6	8				
				Miscellaneous	2,731	18	8	9,763	9	9	
									543	0	0
				Stock on Hand							
				Office Furniture and Fittings	260	17	2				
				Less Depreciation	124	14	0				
								136	3	2	
				Income and Expenditure Account—							
				Balance at 30th June, 1943	268,893	14	7	20,919	17	5	
				Add Deficiency for the year 1943-44.....	131,533	10	3				
								400,427	4	10	
								£421,347	2	3	

NOTE.—The capital cost of the bridge at 30th June, 1944, was £9,761,878. These figures will be reduced with the disposal of residues of land.

The portion of this amount met from repayable loan funds is £8,099,444.

D. CRAIG,
Commissioner for Main Roads.

J. A. FARLEY,
Acting Accountant.

The books and accounts of the Department of Main Roads have been examined and audited for the year ended 30th June, 1944, in accordance with the provisions of the Audit Act, 1902.

I have to state that, in my opinion, this balance-sheet correctly sets out the financial position of the Sydney Harbour Bridge Account as at 30th June, 1944, according to the best of my information and to the explanations given to me and as shown by such books and accounts.

Sydney, 18th October, 1944.

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

Appendix No. 5.
SUMMARY OF LOAN LIABILITIES—MAIN ROADS FUNDS.

Particulars.	Total Loan Liability undertaken, or amount of Loan raised.	Repayment of Principal and Sinking Fund Contributions.					Liability at 30th June, 1944.
		By the Department of Main Roads, New South Wales.			By Common- wealth Government under Financial Agreement and Federal Aid Roads Agreement.	Total.	
		To 30th June, 1943.	During 1943-44.	Total.			
<i>County of Cumberland Main Roads Fund.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Section 13 (1 and 2)—Colonial Treasurer	323,306 3 6	323,306 3 6	.....	323,306 3 6	.....	323,306 3 6	.....
Section 13 (5)—Councils	540,898 7 4	507,773 18 3	4,776 17 9	512,550 16 0	.....	512,550 16 0	28,347 11 4
Total Inherited Liabilities £	864,204 10 10	831,080 1 9	4,776 17 9	835,856 19 6	.....	835,856 19 6	28,347 11 4
Section 13 (4, 4a, 4b & 4c)—Colonial Treasurer	1,637,747 0 0	684,103 3 4	49,851 16 1	733,954 10 5	99,548 11 11	833,503 11 4	804,243 8 8
Section 181 (c) Local Government Act, 1919 (Councils' Guaranteed Loans)	689,831 5 9	673,092 8 11	12,688 16 4	685,781 5 3	.....	685,781 5 3	4,050 0 6
	2,327,578 5 9	1,357,195 12 3	62,540 12 5	1,419,736 4 8	99,548 11 11	1,519,284 16 7	808,293 9 2
Total	£ 3,191,782 16 7	2,188,275 14 0	67,317 10 2	2,255,593 4 2	99,548 11 11	2,355,141 16 1	836,641 0 6
<i>Country Main Roads Fund.</i>							
Section 21 (3)—Unemployment Relief Loans	118,750 0 0	9,433 0 4	375 9 11	9,808 10 3	.....	9,808 10 3	108,941 9 9
Ordinary Loans	370,000 0 0	211,942 0 7	42,243 10 4	254,185 10 11	.....	254,185 10 11	115,814 9 1
	488,750 0 0	221,375 0 11	42,619 0 3	263,994 1 2	.....	263,994 1 2	224,755 18 10
Section 21 (3a, 3b)—Unemployment Relief Loans	719,113 3 6	194,353 2 0	32,975 9 4	227,328 11 4	354,632 10 4	581,961 1 8	2,794,520 6 10
Ordinary Loans	2,657,368 5 0	194,353 2 0	32,975 9 4	227,328 11 4	354,632 10 4	581,961 1 8	2,794,520 6 10
Total	£ 3,865,231 8 6	415,728 2 11	75,594 9 7	491,322 12 6	354,632 10 4	845,955 2 10	3,019,276 5 8
<i>Developmental Roads Fund.</i>							
Section 29 (4)—Unemployment Relief Loans	324,430 18 6	23,500 10 10	.....	23,500 10 10	54,267 2 9	77,767 13 7	1,431,751 16 4
Ordinary Loans	1,185,088 11 5	23,500 10 10	.....	23,500 10 10	54,267 2 9	77,767 13 7	1,431,751 16 4
Total	£ 1,509,519 9 11	23,500 10 10	.....	23,500 10 10	54,267 2 9	77,767 13 7	1,431,751 16 4
Grand Total—All Roads Funds	£ 8,566,533 15 0	2,627,504 7 9	142,911 19 9	2,770,416 7 6	508,448 5 0	3,278,864 12 6	5,287,669 2 6

Appendix No. 6.

PROCLAMATION OF MAIN ROADS, 1943-44.

During the year the following Main Roads were proclaimed :—

Shire or Municipality.	Date of Proclamation.	No.	Description.	Mileage.	Remarks.
Copmanhurst Shire	16-7-43	521	From Main Road No. 150 at Carr's Creek Junction via Dilkoon and Gurrangong to Main Road No. 151 at Boylston.	19.42M.	New main road providing a more direct main road connection between Grafton and Casino.
Central Illawarra Shire and Shellharbour Municipality.	14-1-44	522	From Port Kembla via Windang and Shellharbour to the Prince's Highway near Shellharbour Railway Station.	11.09M.	New main road providing main road connection between Wollongong and the Prince's Highway at Shellharbour Railway Station via Port Kembla and Shellharbour.

In addition, by Gazette of the 28th January, 1944, a short length of State Highway No. 6, within the Municipality of Hay, was deproclaimed and re-proclaimed as part of State Highway No. 21.

Appendix No. 7.

PROCLAMATION OF DEVELOPMENTAL ROADS, 1943-44.

There were no new developmental roads, or extensions to existing developmental roads proclaimed during the year 1943-44.

Appendix No. 8.

PROCLAMATION OF DEVELOPMENTAL WORKS, 1943-44.

During the year the following Developmental Works were proclaimed :—

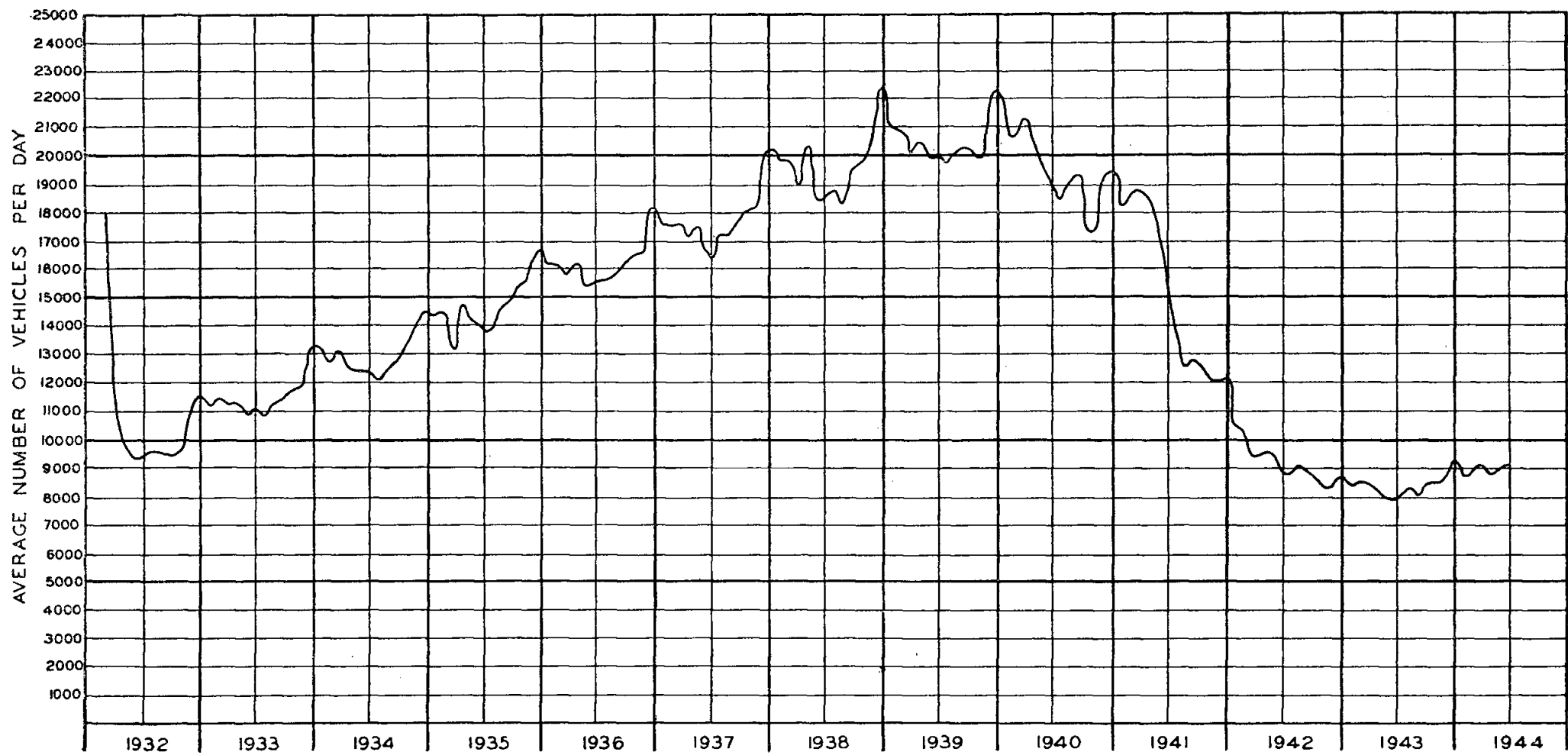
Shire.	Date of Proclamation.	No.	Description.	Mileage.	Remarks.
Central Illawarra	26-11-43	3042	The construction from 1.25M. to 3.5M. from State Highway No. 1 of the West Dapto Road being the road from Prince's Highway at Kembla Grange to Wongawilli Colliery.	2.55M.	To provide all-weather access from the Prince's Highway at Kembla Grange to the Wongawilli Colliery.
Kyogle	24-3-44	3043	The construction of the Upper Duck Creek Road between approximately 8M. and 9M. 2,900 feet from Main Road No. 361 at Old Bonalbo.	1.55M.	To provide all-weather access from dairy farms at the head of Duck Creek to the Sandilands-Woodenbong Road (Main Road No. 361) and thence to the Casino-Tenterfield Road (State Highway No. 16).

Appendix No. 9.

LENGTH OF PROCLAIMED ROADS FROM 1925-26 TO 1943-44.

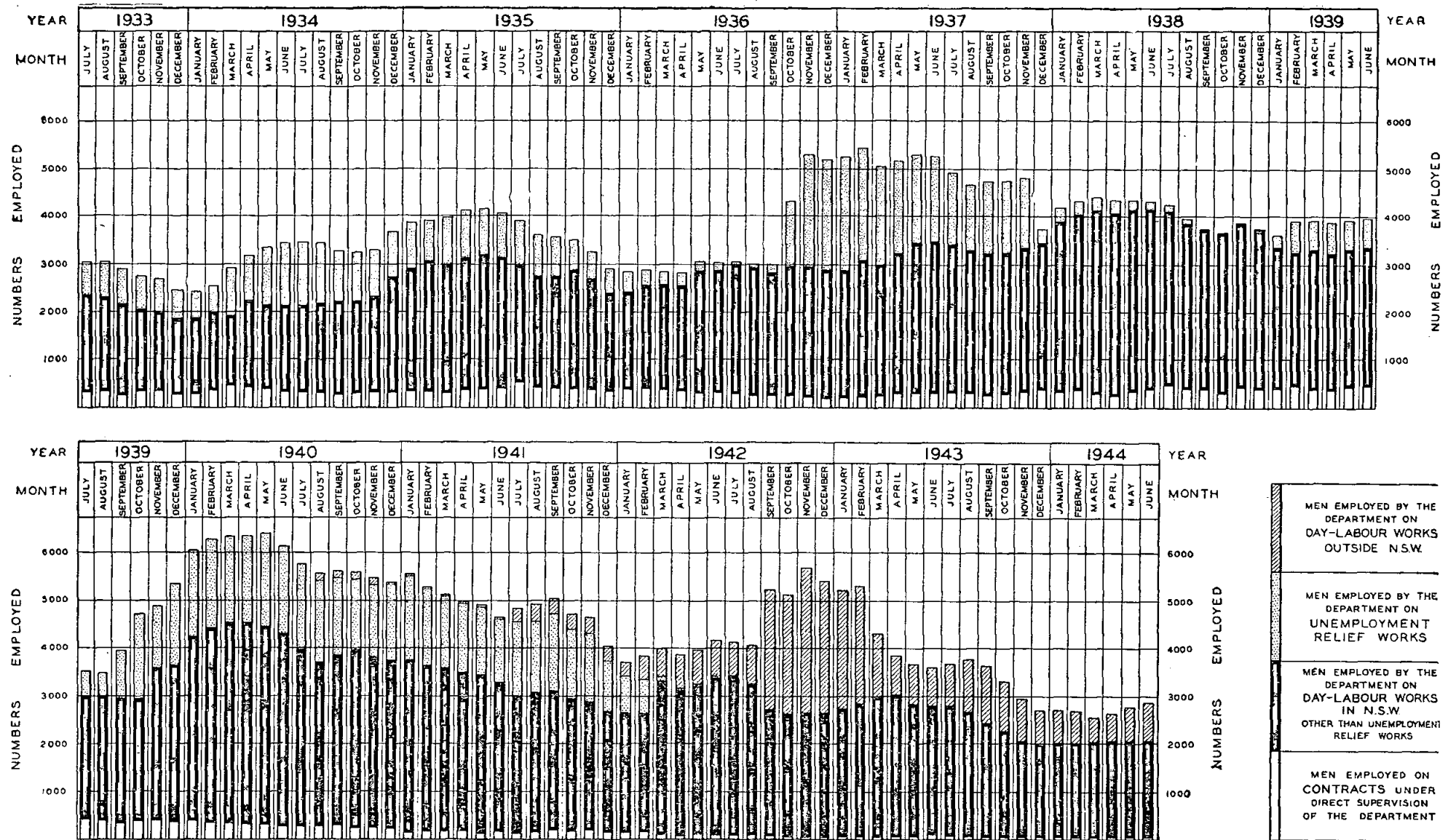
Period.	Main Roads.			Total.	Secondary Roads (Metropolitan Area).	Developmental Roads.	Total.
	State Highways.	Trunk Roads.	Ordinary Main Roads.				
As at	miles.	miles.	miles.	miles.	miles.	miles.	miles.
30-6-26	*	*	*	12,840	...	...	12,840
30-6-27	*	*	*	13,054	19	1,307	14,380
30-6-28	3,581	2,370	7,539	13,490	20	2,206	15,716
30-6-29	3,548	2,342	7,664	13,554	43	2,328	15,925
30-6-30	3,646	2,298	7,901	13,845	65	2,490	16,400
30-6-31	3,652	2,321	7,849	13,822	86	2,450	16,358
30-6-32	3,666	2,337	7,813	13,816	94	2,449	16,359
30-6-33	3,673	2,343	8,133	14,149	93	2,344	16,586
30-6-34	3,843	2,354	8,697	14,894	93	2,372	17,359
30-6-35	3,849	2,435	8,875	15,159	100	2,431	17,690
30-6-36	3,846	2,424	8,984	15,254	100	2,379	17,733
30-6-37	3,844	2,424	9,197	15,465	102	2,419	17,986
30-6-38	5,223	2,179	8,832	16,234	99	2,490	18,823
30-6-39	5,183	2,371	9,039	16,593	93	2,469	19,155
30-6-40	5,178	2,371	9,459	17,008	94	2,578	19,680
30-6-41	5,162	2,369	9,573	17,104	92	2,696	19,892
30-6-42	5,163	2,371	9,590	17,124	81	2,741	19,946
30-6-43	5,158	2,370	9,593	17,121	80	2,739	19,940
30-6-44	5,145	2,369	9,610	17,124	80	2,749	19,953

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



Appendix No. 10.

SYDNEY HARBOUR, BRIDGE
AVERAGE DAILY TRAFFIC SINCE OPENING



VARIATION IN NUMBER OF MEN EMPLOYED BY DEPARTMENT OF MAIN ROADS, 1933-1944.
Appendix No. 11.