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1943.

PARLIAMENT OF NEW SOUTH WALES.

DEPARTMENT OF MAIN ROADS.

EIGHTEENTH ANNUAL REPORT

FOR

Year ended 30th June, 1943.

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MAIN ROADS ACT, 1924-39.

EIGHTEENTH ANNUAL REPORT

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DEPARTMENT OF MAIN ROADS, NEW SOUTH WALES.

EIGHTEENTH ANNUAL REPORT.

FOR PERIOD 1st JULY, 1942, TO 30th JUNE, 1943.

The Honourable the Minister for Transport,
Sydney.

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.

In accordance with the provisions of Section 6 of the Main Roads Act, 1924-1939, I have the honour to submit the Eighteenth Annual Report which covers the period 1st July, 1942, to 30th June, 1943, for presentation to Parliament.

RECEIPTS AND PAYMENTS.

With a view to the exercise of the strictest economy in the use of paper and printing, the volume of this report, as in the three preceding reports, is considerably reduced.

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, 1942-43.

Item.	County of Cumberland.	Country.	Develop- mental.	Total.	Comparative figures for 1941-1942.
RECEIPTS.					
Ordinary—	£	£	£	£	£
Motor Taxation (State)	381,942	1,243,343	Cr. 15	1,625,270	1,866,761
Share of Registration and License Fees Federal Aid Roads and Works Act, 1937 (Petrol Taxation)	17,219	1,636	.....	18,855	12,535
Contributions by Councils	103,407	336,624	.....	440,031	599,294
Toll charges on Ferries	238,906	3,146	.....	242,052	221,085
Interest	3,802	5,558	.....	9,360	11,523
Hire of Department's Plant and Motor Vehicles	4,404	4,031	.....	8,435	5,374
Miscellaneous .....	.....	220,306	.....	220,306	151,684
Total	49,820	126,206	.....	176,026	82,894
Total	£ 799,500	1,940,850	Cr. 15	2,740,335	2,951,150
Special—					
State Government—					
For Ordinary Loan Works .....	.....	50,000	.....	50,000	120,514
„ Strategic Road Works .....	.....	.....	.....	.....	523,990
„ Sundry Defence Works	7,301	734	.....	8,035	13,431
„ Unemployment Relief Works .....	.....	.....	.....	.....	370,201
For Sundry Works	800	.....	.....	800	.....
Commonwealth Government—					
For Defence Works, etc.	548,011	3,228,415	.....	3,776,426	1,220,709
Miscellaneous	Cr. 28,574	22,524	Cr. 4,246	Cr. 10,296	.....
Total	£ 527,538	3,301,673	Cr. 4,246	3,824,965	2,248,845
GRAND TOTAL	£ 1,327,038	5,242,523	Cr. 4,261	6,565,300	5,199,995
PAYMENTS.					
	£	£	£	£	£
Construction of Roads and Bridges and Defence Works	622,891	3,263,480	16,893	3,903,264	2,929,818
Maintenance of Roads and Bridges and Defence Works	201,112	1,331,101	.....	1,532,213	1,301,109
Repayment of Principal and Payment of Interest and Exchange on Loans	113,900	194,334	.....	308,234	404,087
Purchase of Assets including Road Plant and Motor Vehicles	11,336	57,061	.....	68,397	108,447
Repairs and Expenses in respect of Road Plant and Motor Vehicles .....	.....	91,770	.....	91,770	80,198
Road Building Materials held in Reserve ...	118,400	.....	.....	118,400	.....
Administrative Expenses	22,654	94,386	Dr. 1,222	115,818	108,013
Miscellaneous	32,011	28,454	132	60,597	78,042
TOTAL	£ 1,122,304	5,060,586	15,803	6,198,693	5,009,714

Details of receipts and payments and of the funds available are shown in Appendices Nos. 1 to 4.

The substantial decrease in the receipts from Motor Taxation during 1942-43 was principally due to the reduction of the rates of taxation on motor vehicles by approximately 20 per cent., which operated as from 15th May, 1942, while the decreased receipts from petrol taxation were the result of petrol rationing under war conditions.

The only loan fund receipts during 1942-43 related to those required for the essential work of constructing the Hawkesbury River Bridge at Peat's Ferry, while State funds for the construction of strategic roads and unemployment relief works

were eliminated following the outbreak of war with Japan; the Department's efforts have since then been confined almost entirely to essential maintenance works on main roads and to the construction and maintenance of defence works with funds specially provided by the Commonwealth Government. Receipts in respect of the latter showed a considerable increase from £1,220,709 in 1941-42 to £3,776,426 in 1942-43.

The increased expenditure on both construction and maintenance works was due to the expansion of activities connected with defence requirements.

The major portion of the reduction of payments made in respect of the repayment of principal and payment of interest

and exchange on loans—£404,087 paid in 1941-42 and £308,234 in 1942-43—was caused by the cessation of payments in respect of loan expenditure incurred in past years on Developmental Roads. This position was created by the fact that the funds previously provided from the proceeds of motor taxation for the purpose of meeting the loan charges were eliminated when the rates of motor taxation were reduced in May, 1942, and these charges are now required to be met from Consolidated Revenue.

The expenditure of £118,400 on road building materials held in reserve was effected with the approval of the Commonwealth Authorities in order that the materials might be available when required at short notice for essential purposes.

It will be seen that due to the large expenditure on defence works the total payments during 1942-43 exceeded those during 1941-42 by more than one million pounds, and the 1942-43 payments were the highest made since the organisation commenced to function in 1925.

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:—

Excess of Expenditure over Income in previous years	£	£
Expenditure from 1st July, 1942, to 30th June, 1943	423,720	116,134
Income from 1st July, 1942, to 30th June, 1943	270,961	
Excess of Expenditure over Income for the year	152,759	
Accumulated deficiency to 30th June, 1943	268,893	

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

Source of Income.	1938-39.	1939-40.	1940-41.	1941-42.	1942-43.
INCOME.					
Road Tolls on Passengers and Vehicles	£ 278,297	£ 283,762	£ 254,011	£ 165,654	£ 126,411
Railway Passengers' Tolls	103,697	80,538	85,701	98,821	111,336
Tramway Passengers' Tolls	33,991	14,042	14,608	16,545	17,822
Omnibus Passengers' Tolls	4,747	3,967	6,022	6,913	6,582
Payments by Municipal and Shire Councils	154	38	104	101	49
Other Income	8,212	8,842	8,927	8,175	8,761
Total	£ 429,098	£ 391,189	£ 369,373	£ 296,209	£ 270,961
EXPENDITURE.					
Loan Capital Charges—					
Interest	294,748	292,535	267,119	285,638	279,452
Exchange	38,453	39,892	36,790	36,155	38,418
Sinking Fund	40,564	43,868	43,919	49,173	52,279
Management Expenses	1,596	1,540	1,275	1,386	1,553
Maintenance and Improvement of Structure and Surroundings including Lighting and Cleaning	36,739	37,367	34,305	28,227	25,485
Special Expenditure under War Conditions	.....	.....	8,955	20,255	15,891
Cost of Collecting Road Tolls	10,520	10,494	10,509	10,111	9,400
Other Expenditure	1,674	1,386	1,642	1,423	1,242
Total	£ 424,294	£ 427,082	£ 404,514	£ 435,368	£ 423,720

The total passenger traffic by road decreased from 12,811,000 in 1938-39 to 5,593,000 in 1942-43, while the passengers carried by rail, tram and omnibus increased from 30,623,000 in 1938-39 to 44,181,000 in 1942-43. Although the net total increase of passenger traffic was 6,340,000, the toll revenue from these sources fell by £158,581 from £420,732 in 1938-39 to £262,151 in 1942-43. The reason for this is that the toll charge per passenger is much lower in respect of those travelling by rail, tram and omnibus than is the case with those travelling in privately-owned vehicles. The average contribution per passenger during 1942-43 for each class of travel was as follows:—

Tram and omnibus	.....	263d.
Rail	.....	1.218d.
Road	.....	5.424d.

(b) Capital Cost.

The Capital Cost of the bridge to 30th June, 1943, was £9,778,745, but this amount will be reduced by approximately £150,000 upon the disposal of all surplus resumed property. The cost of the bridge construction is to be met from Sinking Fund payments spread over fifty-three years.

(c) Traffic.

The number of the various classes of travellers over the bridge and the proportion of revenue provided by each class during 1942-43 are as follows:—

	No.	Toll Revenue.	Percentage of Total Passengers.	Percentage of Total Toll Revenue.	Contribution per Passenger.
Rail Travellers	21,924,000	£ 111,336	44.1	42.5	d. 1.218
Tram and Omnibus Travellers	22,257,000	24,404	44.7	9.3	263
Road Travellers	5,593,000	126,411	11.2	48.2	5.424
Total	49,774,000	262,151	100.0	100.0	1.264

CONSTRUCTION AND MAINTENANCE OF ROADS AND BRIDGES.

The only road and bridge construction works undertaken during the year were those which were necessary to provide traffic facilities on routes required for both military and civilian transport. All works of new construction and improvement which could not be regarded as essential under wartime conditions have been deferred. Broadly, new works put in hand were on roads where the condition of the carriageway was such as to cause inconvenience and delay to traffic and excessive wear and tear on motor vehicles, and on bridges where new or reconditioned structures were necessary to keep road communications open, particularly where roads are used by heavy military vehicles.

Even with such a limited programme of construction and improvement the Department experienced difficulty in carrying the works through to completion. This was brought about by the diversion of man-power and plant to special defence works. A further factor which militated against expeditious completion was the delays in obtaining essential materials, in particular steel and timber for bridge works.

The satisfactory maintenance of the main road system has become a matter of increasing difficulty due to diversion of plant to defence works, loss of experienced personnel, and the slow delivery of gravel, crushed stone, timber, etc., by contractors. Many Councils and their staffs have met the challenge to effective maintenance, and by adoption of simple grading equipment and by special attention to drainage have

preserved good riding conditions. In some areas, however, unusual traffic concentrations arising out of war needs, and other reasons, have resulted in the deterioration of the pavement. This inevitably results in greater tyre wear, increased petrol consumption, and higher wear and tear on vehicles. At the same time the impact effect causes earlier pavement failure than would otherwise occur. The Department is paying special attention to areas of this kind and providing Councils with the greatest possible assistance. The fact is that traffic is being carried almost entirely on pre-war pavements. In the case of gravel pavements the maximum life will be obtained by maintaining an even surface, and this will give cheapest transport. Loss of gravel by traffic and weather is continuous, however, and pavement failures are increasing. Extensive gravel resheeting is called for, but cannot always be arranged with prevailing restrictions on use of lorries for haulage and shortages of man-power and plant. In the case of bituminous roads, the main handicap is shortage of asphaltic bitumen, but man-power and plant shortages are contributing factors. However, at present, the great bulk of the main road system is continuing satisfactorily to serve its purpose, but it cannot do so indefinitely, under conditions such as have prevailed in the past year, and the whole position is being kept constantly under observation. It is clear, however, that the cash balances which are accumulating will be quickly absorbed when man-power, plant and materials are available to carry out remedial work and work necessary to preserve existing assets.

The shortage of bituminous materials has been acute, and this has prevented the surfacing or resurfacing of pavements where, under normal conditions, such work would be regarded as essential. The distribution of tar and bitumen has been controlled and the Department is represented on the Committees set up for this purpose.

Replacement of a number of structures which were destroyed by floods was carried out. The low level bridge over the Manilla River at Upper Manilla on Trunk Road No. 63 is being replaced by a high level reinforced concrete bridge. The bridge over the Hunter River at Bowman's Crossing on Main Road No. 213 where two spans and their piers were washed out, is being extended by a further two spans of timber on concrete piers. The bridge at Two-mile Creek on State Highway No. 7 is being replaced by a reinforced concrete structure. All of these works are nearing completion.

In April, 1943, the bridge over the Macquarie River at Narromine was partially destroyed by fire, which burnt the main pier, and the two composite truss spans dropped into the water. Work has commenced on the dismantling and rebuilding, and to provide traffic facilities in the meantime a low level bridge has been constructed.

The need to strengthen bridges throughout the State to meet military requirements, absorbed the activities of a large percentage of the Department's bridge maintenance personnel. In addition, a large number of bridge employees was sent to defence works outside the State. This resulted in the amount of attention which would have been given to structures requiring normal maintenance and repairs being greatly reduced.

From the inception of the Main Roads Board in 1925 to 30th June, 1943, the construction of 1,116 bridges—aggregating 20.09 miles in length, at a cost of £2,917,306 has been authorised, including nineteen bridges at a cost of £39,670 for the year ended 30th June, 1943.

POST-WAR RECONSTRUCTION.

The Department has been asked to submit to the New South Wales Reconstruction Advisory Committee a programme of works suitable for post-war reconstruction. Action has been taken accordingly, and the Department is co-operating with the Shire and Municipal Councils to ensure that overlapping does not occur and that there is a minimum of waste effort in programming so far as the proclaimed roads of the State are concerned. Plans for many road and bridge works have been completed, and others are in course of preparation in order that men can be immediately absorbed as they become available. Progress is limited, however, on account of the large number of Engineers, Surveyors and Draftsmen who have joined the armed forces.

ASSISTANCE IN THE WAR EFFORT.

Throughout the year under review the Department co-operated to its utmost extent with the Commonwealth Authorities in carrying out most extensive defence works, necessitated by the definite threat to the safety of the country. This was done by diverting the Department's constructional and much of its maintenance organisation to the actual execution of defence works. A considerable number of the Department's employees was enlisted in the Civil Constructional Corps. In addition, the Department made available trained and experienced technical officers to advise on or administer many matters directly associated with defence activities. The Department's skilled personnel and modern plant have also been at

the disposal of the Commonwealth Authorities for use on works other than those carried out by the Department itself. Practically all defence works during the year were carried out on behalf of the Allied Works Council, using Civil Constructional Corps labour.

Whilst for National Security reasons full details of the works carried out cannot be published, these can be briefly summarised as follows:—

Works Outside New South Wales.

(1) Reference has been made in previous reports to the Department's activities in the Northern Territory. Operations commenced there in 1940, when the Department constructed that portion of the overland road between Dunmara and Larrimah, a length of 86.5 miles. In 1941 the road from Darwin to Adelaide River (excluding the short length from Darwin to the R.A.A.F. Aerodrome), a length of 68.5 miles, was constructed to a standard to meet military requirements, and runway construction was carried out on aerodromes. In addition a survey was conducted for the location of a road from the then northern terminus of the overland road at Larrimah to Adelaide River, and bridge sites were selected throughout. In 1942 the Department constructed a further section of the road over a length of 148 miles extending south from Adelaide River to Katherine. Seven road bridges were built and three rail bridges were decked to carry road traffic. In addition many other works of varying nature were constructed. In 1943 the maintenance and bituminous surfacing of part of the section from Darwin to Larrimah (332 miles) were undertaken. Extensive additional drainage and strengthening work are also being carried out between Darwin and Adelaide River, as well as various miscellaneous works, including construction of aerodromes. The organisation at present consists of approximately 800 men with plant and motor trucks.

(2) The Department's organisation was called upon at short notice to undertake road construction work in the State of Queensland. Operations were commenced in September, 1942, and the road was handed over as a complete project on 1st May, 1943. The Department constructed 249 miles and raised 153 miles to a higher standard—402 miles in all. Extensive plant was used and over 2,000 men engaged on the project. The Department supplied the directing management staff and portion of the plant. The Allied Works Council supplied Civil Constructional Corps labour, the balance of the plant and messing and medical services.

Works Within New South Wales.

(1) Construction of strategical and tactical roads for national defence purposes and of roads in connection with military establishments.

(2) The construction, in conjunction with the Shire and Municipal Councils of roads in approach to, and within, Commonwealth properties.

(3) The maintenance of roads in approach to, and within, Commonwealth properties, and the partial maintenance of roads, paths and tarmac areas in R.A.A.F. Stations.

(4) The strengthening of bridges throughout the State to carry heavy military traffic, including tanks on transporters, and preparing structures for demolition in the event of invasion. This work also was done partly by Councils.

(5) The construction of concrete work for gun emplacements and of excavation and concrete work for fuel tanks for several large inland fuel depots.

(6) The construction of aerodromes, runways and dispersal areas throughout the State.

(7) The construction at Munition Factories of roads, of cleanways and of bituminous floors of large total area in buildings.

(8) Miscellaneous works, such as lopping of trees, adjustment of overhead wires and provision of side tracks to permit passage of outsize military vehicles and transport of aircraft.

Miscellaneous.

(1) The sampling and testing of, and advice on the use of, materials for aerodromes and road construction, etc., including the development of methods to determine pavement thickness.

(2) The supply of detailed information and maps in respect to roads and allied subjects. At the request of the Military Authorities, the Department appointed a Liaison Officer for the purpose of keeping the Military Authorities continuously advised as to the condition of all roads in the State.

OFFICERS AND EMPLOYEES ENGAGED IN THE FIGHTING FORCES.

The number of officers and employees of the Department who have enlisted up to 30th June, 1943, 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	246*	42	288
Other Employees ...	161	76	237
	<hr/> 407	<hr/> 118	<hr/> 525

* 15 Discharged.
6 Casualties.

CASUALTIES ON ACTIVE SERVICE.

During the year advice was received of the death on active service of the following officers of the Department:—

Mr. S. M. Brown.
Lieut. E. J. Smith.
Sergeant W. D. Henderson.
Sergeant G. E. Twigg.
Private A. K. Wilson.

Mr. S. M. Brown, Assistant Maintenance Engineer, was killed in an aeroplane crash near Kokoda, New Guinea, in May, 1943. At the time of his death he was serving with the United States Forces, having been loaned in a technical capacity. Mr. Brown, who was 56 years of age, joined the Department in 1926. He served as an officer in the 1914-1918 World War. He is survived by a widow and daughter.

Lieutenant E. J. Smith, who was employed as an Engineering Draftsman, died of injuries accidentally received in April, 1943, while on active service. He was 25 years of age and unmarried. Lieutenant Smith joined the staff as a junior in 1938, and at the time of his enlistment in June, 1940, was attached to the Metropolitan Division.

Sergeant W. D. Henderson was an Engineering Draftsman in the Glen Innes Divisional Office. He was 32 years of age and joined the staff as a Junior Draftsman in 1927, being stationed

at Sydney, Queanbeyan, Goulburn and Glen Innes. He enlisted in the R.A.A.F. in December, 1940, and was killed in air operations over Germany in January, 1943. A widow and two children survive him.

Sergeant G. E. Twigg was an Engineering Draftsman in the Newcastle Divisional Office prior to enlisting in the R.A.A.F. in March, 1941. He was 29 years of age, unmarried, and prior to joining the staff in October, 1939, was employed by the Queensland Main Roads Commission. Sergeant Twigg was reported missing in air operations from England in December, 1941, and has been presumed dead.

Private A. K. Wilson was employed as a junior in the Legal Branch, Head Office, from January, 1937, until the date of his enlistment in February, 1941. He was 21 years of age and was killed in action in New Guinea. Prior to enlistment Private Wilson had completed three years of the course leading to the Degree of LL.B.

In the previous Annual Report reference was made to a number of officers posted missing. Since that time nearly all of them have been officially reported as Prisoners of War, and their early return to Australia fit and well is the earnest wish of all.

ACKNOWLEDGMENTS.

The extensive works in connection with the defence of Australia undertaken by the Department again threw a heavy strain on its staff. Every member, however, readily responded to the special call made on his or her services, and I am happy to record my grateful appreciation for their loyal, constant and able assistance.

Again the opportunity is taken to express the Department's best wishes to all those members of its staff who are with the Fighting Forces for a speedy victory and safe return in full health and vigour to their peace-time duties.

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.

4th November, 1943.

Appendix No. 1.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1943.

A.—Maintenance and Miscellaneous.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Cash Balance at 30th June, 1942—							By Maintenance of Roads and Bridges—						
(a) Main Roads Funds	317,869	4	3				Grants to Councils	35,195	6	6			
(b) Moneys held in trust on behalf of other authorities for the purpose of carrying out special works	19,231	0	0				By Department	160,323	0	2	195,518		
„ Share of Motor Taxes in accordance with Section 10 (1) Main Roads Act, 1924-1939				337,100	4	3	„ Repayment of Principal and Payment of Interest on Loans—						
„ Transfer from Public Vehicles Fund				381,942	4	2	Section 13 (1-4c), Main Roads Act, 1924-1939	75,298	14	1			
„ Requisitions upon Suburban Councils in accordance with Section 11, Main Roads Act, 1924-1939				17,218	9	10	Section 13 (5), Main Roads Act, 1924-1939	6,388	3	11			
„ Receipts under Federal Aid Roads and Works Act, 1937	108,779	19	9				Section 181 (c), Local Government Act, 1919	30,380	15	10			
Less Payments to National Debt Sinking Fund	5,372	13	5	238,218	10	7	Exchange on Remittances of Interest to London, etc.	1,822	11	5			
„ Repayment of moneys advanced to Councils and interest thereon				103,407	6	4	„ Special War Expenditure				113,900	5	3
„ Councils' contributions towards Maintenance of Main and Secondary Roads				7,716	6	9	„ Purchase of Road-making Materials for reserve purposes				14,340	9	3
„ Funds provided by the Commonwealth Government for Maintenance of Defence Works				40	0	7	„ Purchase of Assets				118,399	13	11
„ Funds provided by the State Government for Maintenance of Ku-ring-gai Chase Road				1,462	10	0	„ Administrative Expenses				11,835	12	0
„ Cash Receipts from the sale of Assets				800	0	0	„ Maintenance of Ku-ring-gai Chase Roads from funds provided by the State Government				22,058	10	7
„ Miscellaneous				146	10	0	„ Maintenance of Defence Works from Funds provided by the Commonwealth Government						
				29,758	1	5	„ Miscellaneous				5,348	5	3
							„ Suspense Accounts				2,694	12	1
							„ Balance carried forward to Part "B" ...				14,976	5	5
											618,397	16	9
				£1,117,811	1	11					£1,117,811	1	11

B.—Construction.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Balance brought forward from Part "A"				618,397	16	9	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 and Trench Digging				7,005	0	1	From Revenue				128,310	18	1
„ Funds provided by the Commonwealth Government for Defence Works				546,540	1	2	From Loan Funds provided by the State Government—						
„ Receipts from Sale of Property and Land Residues				5,896	7	10	For ordinary Road Works	14,583	18	11			
„ Contributions by Councils towards Construction on Main and Secondary Roads				646	17	11	For Strategic Roads	Dr. 386	14	1	14,197	4	10
„ Contributions by Other Departments and Bodies for Construction on Main and Secondary Roads and Minor Works				186	14	7	From Revenue Funds provided by the State Government—						
„ Miscellaneous				14,321	8	6	For Unemployment Relief Works ...	1,136	10	2			
							For War Emergency Work, Roadwork at Munitions Factory and Trench Digging	5,689	7	3			
				1,193,003	6	10	From Funds provided by the Commonwealth Government for Defence Works				471,599	10	9
Less Transfer and/or refund of moneys made available by the State Government and unused—							From Contributions by Councils towards construction of Main and Secondary Roads						
1. From Loans for Strategic Roads—Transferred to Country Main Roads Fund	14,057	9	2				From Contributions by other Departments and Bodies for Construction of Main Roads				974	6	7
2. From Revenue for Relief of Unemployment—Transferred to Country Main Roads Fund	10,221	0	0								1,083	5	2
Refunded to State Treasury	4,000	0	0				„ Cash Balance at 30th June, 1943—				622,891	2	10
							Main Roads Funds	493,181	15	9			
							Moneys held in Trust on behalf of other Authorities for the purpose of carrying out Special Works	48,651	19	1			
				28,278	9	2					541,833	14	10
				£1,164,724	17	8					£1,164,724	17	8

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, 1943, in accordance with the provisions of the Audit Act, 1902. All information and explanations required by me have been obtained and my report has been forwarded to the Colonial Treasurer.

I have to state that, in my opinion, the above statement is a correct record of the receipts and payments of the County of Cumberland Main Roads Fund during the year ended 30th June, 1943, according to the best of my information and the explanations given to me and as shown by such books and accounts.

Sydney,
1st November, 1943.

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, 1943.

A.—Maintenance and Miscellaneous.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.
To Cash Balance at 30th June, 1942—							By Maintenance of Roads and Bridges—						
Main Roads Funds	234,231	10	1				Grants to Councils	482,523	5	8			
Moneys held in trust on behalf of other authorities for the purpose of carrying out special works	28,357	2	7				By Department	372,569	3	10			
				262,588	12	8	By other Government Authorities.....	162	9	8	855,254	19	2
Share of Motor Taxes in accordance with Section 20 (1) of the Main Roads Act, 1924-1939				1,243,343	2	11	Maintenance and Improvement of Western Division Roads				70,244	2	11
Transfer from Public Vehicles Fund.....				1,636	8	3	Repayment of Principal and Payment of Interest on Loans, Section 21 of the Main Roads Act, 1924-1939, including Exchange on Remittances of Interest				194,334	6	4
Receipts from Federal Aid Roads and Works Act, 1937	354,113	12	6				Special War Expenditure				23,745	9	0
Less—Payments to National Debt Sinking Fund	17,489	16	7	336,623	15	11	Administrative Expenses.....				94,386	2	8
Repayment of Moneys advanced to Councils and Interest thereon				11,072	9	11	Repairs and Expenses in respect of Plant and Motor Vehicles				91,769	10	8
Contributions by Councils towards Maintenance of Main Roads				2,198	18	9	Purchase of Assets				57,060	17	2
Hire of Department's Plant and Motor Vehicles				220,306	2	0	Maintenance of Defence Works carried out from funds provided by the Commonwealth Government				405,602	6	6
Funds provided by the Commonwealth Government for maintenance of Defence Works				16,288	14	3	Miscellaneous				2,336	14	7
Miscellaneous.....				248,304	17	6	Suspense Accounts				2,370	14	5
				73,364	15	6	Balance carried forward to Part "B" ...				618,622	5	3
				£2,415,727	17	8					£2,415,727	17	8

B.—Construction.

RECEIPTS.	£	s.	d.	£	s.	d.	PAYMENTS.	£	s.	d.	£	s.	d.	
To Balance brought forward from Part "A"				618,622	5	3	By Construction and Reconstruction of Main Roads and Bridges—							
Grants by the State Government—							From Revenue				231,018	17	6	
From Loans for ordinary Loan Works	50,000	0	0				From Funds provided by the State Government—							
From Revenue for Sundry Works ...	733	14	11	50,733	14	11	(1) Loans—							
Funds provided by the Commonwealth for Defence Works				2,980,109	6	5	(a) Ordinary Road Works	29,210	4	2				
Councils' Contributions towards Construction of Main Roads				947	9	1	(b) Strategic Roads	6,880	1	8	36,090	5	10	
Contributions by other Departments and Bodies towards Construction of Main Roads				800	0	0	(2) Revenue—							
Miscellaneous				34,269	5	3	(a) Unemployment Relief Works	12,517	13	8				
Adjustment of unexpended balances of funds contributed by the State Governments							(b) Sundry Works	491	7	10	13,009	1	6	
Transferred from other Roads Funds ...							From Funds provided by Commonwealth Government for Defence Works				2,079,183	9	8	
From Loans for Strategic Defence Roads	14,057	9	2				From Councils' Contributions towards the Construction of Main Roads.....				947	9	1	
From Revenue for Relief of Unemployment	14,466	16	2				From Contributions by other Departments and Bodies towards Construction of Main Roads				3,231	1	9	
	28,524	5	4								3,263,480	5	4	
Less—Refund to Treasury on account Consolidated Revenue	6,000	0	0	22,524	5	4	Cash Balance at 30th June, 1943—							
							Main Roads Funds	548,381	17	8				
							Moneys held in Trust or on behalf of other Authorities for the purpose of carrying out Special Works ...Cr.	103,855	16	9	444,526	0	11	
				£3,708,006	6	3					£3,708,006	6	3	

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, 1943, in accordance with the provisions of the Audit Act, 1902. All information and explanations required by me have been obtained, and my report has been forwarded to the Colonial Treasurer.

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, 1943, according to the best of my information and the explanations given to me and as shown by such books and accounts,

Sydney,
1st November, 1943.

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

Appendix No. 5.

SUMMARY OF LOAN LIABILITIES—MAIN ROADS FUND.

Particulars.	Total Loan Liability undertaken, or amount of Loan raised.	Repayment of Principal and Sinking Fund Contributions.					Liability at 30th June, 1943.
		By the Department of Main Roads New South Wales.			By Commonwealth Government under Financial Agreement and Federal Aid Bonds Agreement.	Total.	
		To 30th June, 1942.	During 1942-43.	Total.			
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<i>County of Cumberland Main Roads Fund.</i>							
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	502,992 8 2	4,781 10 1	507,773 18 3	.....	507,773 18 3	33,124 9 1
Total Inherited Liabilities £	864,204 10 10	826,298 11 8	4,781 10 1	831,080 1 9	.....	831,080 1 9	33,124 9 1
<i>Section 13 (4, 4a, 4b & 4c)—Colonial Treasurer</i>							
Section 181 (c) Local Government Act, 1919 (Councils' Guaranteed Loans)	1,637,747 0 0	646,679 7 0	37,423 16 4	684,103 3 4	93,363 16 5	777,466 19 9	860,280 0 3
	689,831 5 9	643,921 8 11	28,565 4 1	672,426 13 0	.....	672,426 13 0	17,404 12 0
	2,327,578 5 9	1,290,600 15 11	65,929 0 5	1,356,529 16 4	93,363 16 5	1,449,893 12 9	877,684 13 0
Total	£ 3,191,782 16 7	2,116,899 7 7	70,710 10 6	2,187,609 18 1	93,363 16 5	2,280,973 14 6	910,809 2 1
<i>Country Main Roads Fund.</i>							
<i>Section 21 (3)—</i>							
Unemployment Relief Loans	118,750 0 0	8,456 6 11	976 13 5	9,433 0 4	.....	9,433 0 4	109,316 19 8
Ordinary Loans	370,000 0 0	191,207 1 8	20,734 18 11	211,942 0 7	.....	211,942 0 7	158,057 19 5
	488,750 0 0	199,663 8 7	21,711 12 4	221,375 0 11	.....	221,375 0 11	267,374 19 1
<i>Section 21 (3a, 3b)—</i>							
Unemployment Relief Loans	719,113 3 6	165,091 1 4	29,262 0 8	194,353 2 0	331,564 11 4	525,917 13 4	2,850,563 15 2
Ordinary Loans	2,657,368 5 0	165,091 1 4	29,262 0 8	194,353 2 0	331,564 11 4	525,917 13 4	2,850,563 15 2
Total	£ 3,865,231 8 6	364,754 9 11	50,973 13 0	415,728 2 11	331,564 11 4	747,292 14 3	3,117,938 14 3
<i>Developmental Roads Fund.</i>							
<i>Section 29 (4)—</i>							
Unemployment Relief Loans	324,430 18 6	23,500 10 10	.....	23,500 10 10	47,635 14 6	71,136 5 4	1,438,383 4 7
Ordinary Loans	1,185,088 11 5	23,500 10 10	.....	23,500 10 10	47,635 14 6	71,136 5 4	1,438,383 4 7
Total	£ 1,509,519 9 11	23,500 10 10	.....	23,500 10 10	47,635 14 6	71,136 5 4	1,438,383 4 7
Grand Total—All Main Roads Funds	£ 8,566,533 15 0	2,505,154 8 4	121,684 3 6	2,626,838 11 10	472,564 2 3	3,099,402 14 1	5,467,131 0 11

Appendix No. 6.

PROCLAMATION OF MAIN ROADS, 1942-43.

There were no Main Roads proclaimed or deproclaimed during the year, except a minor alteration to the route of Main Road No. 154 in the Municipality of Windsor, where the route was altered from George Street to Macquarie Street. This alteration now gives improved alignment and additional clearance under the railway near Windsor Railway Station. The total length of the road is also reduced by approximately 5 chains.

Appendix No. 7.

PROCLAMATION OF DEVELOPMENTAL ROADS.

There were no new roads, or extensions to existing roads proclaimed during the year 1942-43.

Appendix No. 8.

DEVELOPMENTAL WORKS.

The work of construction of the Upper Duck Creek Road between 5 miles 4000 feet and 7 miles 5241 feet from Main Road No. 361 at Old Bonalbo in Kyogle Shire was proclaimed Developmental Work No. 3041 on 27th November, 1942.

The construction of this section of the Upper Duck Creek Road was necessary to provide all-weather access from Saw Mills and 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 1942-43.

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

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