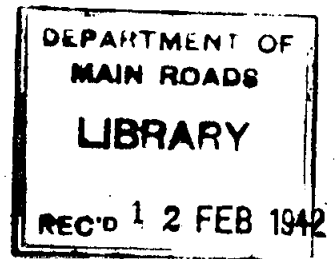


1941.
(SECOND SESSION.)



PARLIAMENT OF NEW SOUTH WALES.

DEPARTMENT OF MAIN ROADS.

SIXTEENTH ANNUAL REPORT

FOR

Year ended 30th June, 1941.

Ordered to be printed, 19 November, 1941.

Wholly set up and printed in Australia, by
ALFRED HENRY PETTIFER, ACTING GOVERNMENT PRINTER, SYDNEY, NEW SOUTH WALES.

1941.

* 88097—A 1941-85

[1s. 6d.]

MAIN ROADS ACT, 1924-39.

SIXTEENTH ANNUAL REPORT.

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DEPARTMENT OF MAIN ROADS, NEW SOUTH WALES.

SIXTEENTH ANNUAL REPORT.

FOR PERIOD 1st JULY, 1940, TO 30th JUNE, 1941.

The Honourable the Minister for Transport,
Sydney.

In accordance with the provisions of Section 6 of the Main Roads Act, 1924-39, I have the honour to submit the Sixteenth Annual Report, covering the period 1st July, 1940, to 30th June, 1941, for presentation to Parliament.

The extent of this report, as in the previous year, has been considerably curtailed as compared with preceding years. This has been occasioned by the need to observe strict economy in the use of paper and by the necessity to regulate the amount of work involved in the compilation of the report to the capacity of a staff depleted by enlistments—all arising out of conditions brought about by the war.

MINISTER.

During the year under review Lieut.-Colonel the Honourable M. F. Bruxner, M.L.A., Deputy-Premier and Minister for Transport, was in charge of the administration of the Main Roads Act up to 16th May, 1941, thus completing practically nine years from 21st May, 1932, as Minister for Transport. As a result of the General Election held on 10th May, 1941, the Government led by the Honourable Alexander Mair, M.L.A., was succeeded by the present Government under the Honourable W. J. McKell, M.L.A. On the 17th May, 1941, the Honourable Maurice O'Sullivan, M.L.A., was appointed Minister for Transport and has been in charge of the Main Roads Act since that date.

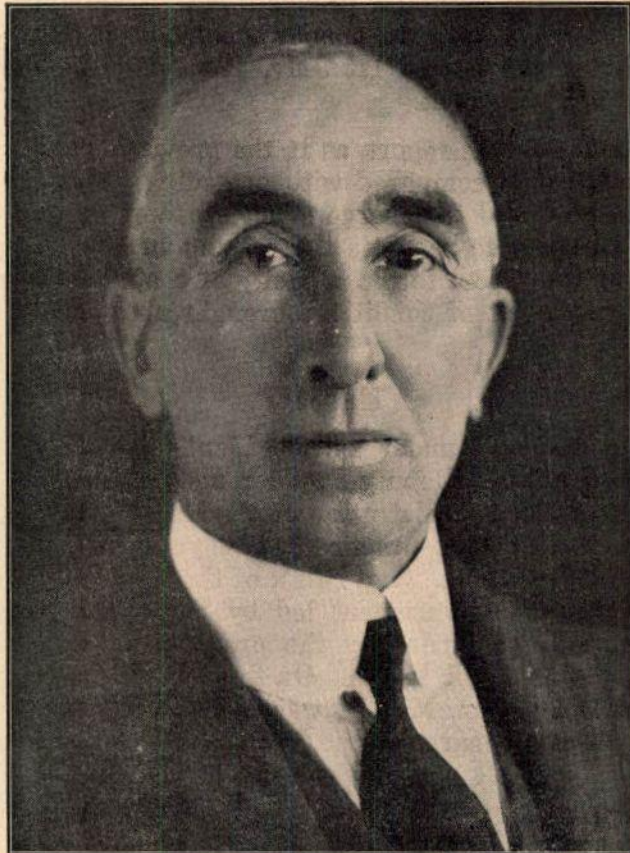
DEATH OF THE COMMISSIONER FOR MAIN ROADS— MR. H. H. NEWELL.

It is with the deepest regret that I record the death of Mr. Hugh Hamilton Newell, C.B.E., M. Inst. C.E., M.I.E. Aust., Commissioner for Main Roads, which occurred on 15th March, 1941.

The late Mr. Newell was born on 29th April, 1878, and entered the service of the Department of Public Works, N.S.W., as an Engineer Cadet in the Roads and Bridges Branch in March, 1894. After his early training in the Head Office of the Department he transferred to field duties in 1897 and for over twenty (20) years filled the positions of Field Assistant and District Engineer in a number of country centres in the State. In 1924 he went to Wollongong as District Engineer and Manager of Port Kembla Electricity Power Supply and Harbour Works.

With the constitution of the Main Roads Board in 1925 he was appointed in March of that year one of the two Engineering Members, becoming Deputy-President of the Board in January, 1928, and President four years later. With the appointment of a Board of Transport Commissioners under the Ministry of Transport Act, 1932, Mr. Newell became Commissioner for Highways and Road Transportation in March, 1932, but with the constitution of three separate Departments under the Ministry of Transport (Division of Functions) Act enacted in December, 1932, he was appointed Commissioner for Main Roads, a position he held up to the time of his death, a period of over eight years.

Mr. Newell had a unique knowledge of the whole of the State, acquired during his forty-seven years of public service, and this, together with his undoubted engineering and administrative ability, were invaluable attributes in co-ordinating main road activities. By his untiring devotion to duty throughout the whole of his years of service he was a guiding influence in pioneering, developing and improving the roads system, which will serve as a lasting monument to him. By his impartial administration he gained the esteem and respect of the Councillors and staffs of the local governing bodies of the State and secured their fullest co-operation.



The late Mr. Newell was created a Commander of the Most Excellent Order of the British Empire (C.B.E.) in 1936, and was a Member of the Institution of Civil Engineers, London, being President of the New South Wales Advisory Committee of that Institution. He was also a Member of the Institution of Engineers, Australia.

The large number of letters of condolence received by Mr. Newell's family and also by the Department was a striking tribute to his very distinguished and valuable service to the State, and to the high regard and esteem in which he was held by all those with whom he was associated.

APPOINTMENT OF COMMISSIONER AND ASSISTANT COMMISSIONER.

On the advice of the Executive Council the approval of the Governor was given to the appointment of Mr. David Craig, M. Inst. C.E., M.I.E. Aust., who held the position of Assistant Commissioner since 15th November, 1937, as Commissioner for Main Roads in terms of Section 8 of the Transport (Division of Functions) Act, 1932, for a period of seven years commencing from 17th March, 1941. From the same date Mr. A. E. Toyer, B.E., A.M.I.E. Aust., Chief Engineer of the Department, was appointed Assistant Commissioner, also for a term of seven years.

INCOME AND EXPENDITURE.

The sources from which the Department's income was derived during the year as well as the nature of the expenditure are set out in the table hereunder, which also shows the corresponding figures for the previous year:—

Heading.	County of Cumberland.	Country.	Developmental.	Total.	Comparative Total for 1939-1940.
INCOME.					
Ordinary—	£	£	£	£	£
Motor Taxation (State)	458,287	1,527,595	189,364	2,175,246	2,102,324
Share of Registration and License Fees	16,413	2,196	.....	18,609	16,942
Federal Aid Roads and Works Act, 1937 (Petrol Taxation)	224,743	731,609	.....	956,352	1,229,230
Contributions by Councils	236,732	5,634	.....	242,366	232,492
Toll charges on Ferries	13,481	16,182	.....	29,663	36,351
Interest	3,182	12,379	.....	15,561	12,476
Miscellaneous	22,294	10,948	1,527	34,769	21,856
Total	£ 975,132	2,306,543	190,891	3,472,566	3,651,671
Special—					
State Government—					
For Ordinary Loan Works	39,509	121,183	.....	160,692	253,000
„ Strategic Road Works	315,108	564,140	.....	879,248	13,000
„ Unemployed Relief Works ...	202,697	507,478	99,200	809,375	750,133
Commonwealth Government—					
For Defence Works, &c. ...	13,004	147,415	.....	160,419	295,200
Total	£ 570,318	1,340,216	99,200	2,009,734	1,311,333
GRAND TOTAL	£ 1,545,450	3,646,759	290,091	5,482,300	4,963,004
EXPENDITURE.					
Construction of Roads and Bridges	915,900	1,976,966	171,389	3,064,255	2,727,159
Maintenance of Roads and Bridges	261,889	1,096,747	.....	1,358,636	1,458,558
Western Division Roads .....	.....	95,611	.....	95,611	118,454
Repayment of Principal and payment of Interest on Loans	148,646	197,393	71,752	417,791	383,840
Administrative Expenses	25,434	77,653	4,091	107,178	108,078
Miscellaneous	8,254	9,827	.....	18,081	341
Total Expenditure	£ 1,360,123	3,454,197	247,232	5,061,552	4,796,430

A slight increase of motor taxation receipts is shown for the year. This was due to the proceeds of the increase of motor taxation by 12½ per cent. as from the 1st December, 1939, being received for a full year, whereas the increase only applied for a portion of 1939-40. There was actually a decrease in the number of motor vehicles registered during 1940-41 owing to war conditions, the chief factor in this regard being the introduction of petrol rationing. These conditions also affected the income from petrol taxation, which dropped appreciably.

A reduction of income by way of loan moneys from the State Treasury for ordinary loan works was experienced, but this was more than offset by the receipt of special moneys to the extent of £879,248 for the purpose of constructing a number of roads indicated by the Commonwealth Authorities to be of strategic importance. The State Government at the same time continued to subsidise unemployed relief road works and the amount provided for this purpose in respect of works carried out directly by the Department or by Councils under the Department's supervision totalled £809,375. The Department has also continued to carry out numerous other works of a defence character for the Commonwealth Government.

The expenditure aggregating £5,061,552 was higher than in any year since the Main Roads Act was passed in 1924, this being due to the provision of special Governmental funds for construction works as stated in the previous paragraph. The amount so provided during the year in this regard totalled £2,009,734. The funds available to the

Department for expenditure on its ordinary activities were £179,105 less than in the previous year, principally on account of a falling off in receipts from petrol taxation as previously mentioned. With the gradual reduction throughout the year of petrol allowed under the rationing scheme the revenue funds available will be still further restricted. It is anticipated that with cash balances carried forward at the end of 1940-41, it will be possible to meet interest and loan repayment obligations and essential maintenance costs during the ensuing financial year, but the balance available for constructional works will be limited.

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 Income over Expenditure in previous years		58,165
Expenditure from 1st July, 1940, to 30th June, 1941	*404,514	
Income from 1st July, 1940, to 30th June, 1941	369,373	
		<hr/>
Excess of Expenditure over Income for the year		*35,141
		<hr/>
Accumulated Surplus to 30th June, 1941		£23,024
		<hr/>

*This figure takes into account a net credit of £27,131 in respect of loan charges relating to previous years.

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

Source of Income.	1936-37.	1937-38.	1938-39.	1939-40.	1940-41.
INCOME.	£	£	£	£	£
Road Tolls on Vehicles and Passengers	234,283	261,428	278,297	283,762	254,011
Railway Passengers' Contributions	113,838	115,880	103,697	80,538	85,701
Tramway Passengers' Contributions	54,607	54,716	33,991	14,042	14,608
Omnibus Passengers' Contributions		5,042	4,747	3,967	6,022
Payments by Municipal and Shire Councils	65,712	33,516	154	38	104
Other Income	9,165	8,522	8,212	8,842	8,927
TOTAL.....£	477,605	479,104	429,098	391,189	369,373
EXPENDITURE.					
Loan Capital Charges—					
Interest	286,504	296,066	294,748	292,535	267,119
Exchange	37,652	38,339	38,453	39,892	36,790
Sinking Fund	35,492	38,884	40,564	43,868	43,919
Management Expenses	2,916	3,021	1,596	1,540	1,275
Maintenance and Improvement of Structure and Surroundings including Lighting and Cleaning	33,235	46,421	36,739	37,367	34,305
Special Expenditure under War Conditions					8,955
Cost of Collecting Road Tolls	8,505	10,111	10,520	10,494	10,509
Other Expenditure	1,308	1,910	1,674	1,386	1,642
TOTAL	405,612	434,752	424,294	427,082	404,514

The drop in revenue is due principally to a falling off in road traffic under war conditions, and it is to be expected that road toll revenue will fall still further during 1941-42 on account of restrictions in the use of petrol.

(b) Capital Cost.

The capital cost of the bridge to 30th June, 1941, was £9,782,863, 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 and payments to the Sinking Fund totalled £337,982 to 30th June, 1941.

(c) Traffic.

The number of the various classes of travellers over the bridge during 1940-41 and the proportion of revenue provided by each class during the same period are as follow:—

	No.	Toll Revenue.	Percentage of Total Passengers.	Percentage of Total Toll Revenue.
		£		
Rail Travellers	16,257,000	85,701	34.76	23.78
Tram and Omnibus Travellers	18,815,000	20,630	40.23	5.73
Road Travellers	11,700,000	254,011	25.01	70.49
Total	46,772,000	360,342	100.00	100.00

CONSTRUCTION AND MAINTENANCE OF MAIN ROADS.

During the year under review the Department's organisation was called upon to continue the construction of major works on main roads of defence value. These works were required to be carried out with the greatest degree of expedition, and this called for the maximum use of available plant and personnel.

Reference was made in the last Annual Report to works undertaken for the relief of unemployment. This scheme was continued throughout the year to provide full-time and part-time employment at various locations throughout the State.

Owing to reduction in normal revenues, the commencement of many construction and improvement works had to be deferred. The works retained in the programme were those which were necessary to maintain existing assets or which were called for from considerations of safety or to alleviate existing unsatisfactory conditions.

As a result of the curtailment of the construction programme it was imperative in many cases to incur greater expenditure on the maintenance of existing pavements, and this situation will continue until such time as funds may become available to permit reconstruction to be undertaken.

For many years imported bitumen has been used extensively as a binder for road pavements of all descriptions. The quantities available throughout the year have been greatly reduced owing to restrictions of various kinds arising out of war conditions. These quantities are likely to be still further reduced. Whatever stocks, therefore, are on hand in New South Wales should only be used for work where binders of local origin are not regarded as entirely suitable. This is the practice which is being generally followed by the Department.

In order to adjust the Department's practices to conform to the shortage of bitumen, considerable experimental work has been done on new processes or improvements on previous practices with a view to their adoption for the Department's work. These investigations have included means for using local tars to the best advantage, either applied by spraying, or mixed on the road or in a mixing machine prior to being laid. These measures have permitted the restricted supplies of imported binders to be conserved for classes of work

where the properties of the material are made the most use of and, at the same time, has enabled considerable quantities of local products to be used. In this work, the Department has availed itself of the co-operation of the suppliers to the fullest extent.

During the year funds had to be provided for the repair of damage caused by disastrous floods to the main roads in certain areas, particularly in the Central Western and North-Western Divisions. These floods caused extensive damage to bridges, culverts and road pavements.

In the Annual Report for the year ended 30th June, 1939, reference was made to the progress in centre-line marking of the more heavily trafficked sections of the State Highways. The work carried out during this year was mainly the re-marking of existing lines. There were, however, two major departures from previous practice, namely, the marking of a broken or dashed line instead of a continuous line, and the 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. The use of a broken or dashed line consisting of 20-foot dashes separated by 20-foot spaces in lieu of the continuous line was adopted with the object of economising in paint. Experience has already shown that the line so marked has not reduced its efficiency. Continuous lines are still retained for double line marking, but these are only placed on sections of the road where visibility is restricted and represent only a small percentage of the total length of line.

The modification in the method of double-lining comprises the use of white lines associated with the ordinary yellow centre-line. The white line is placed alongside the yellow centre-line in order to provide the "double line" required under the Motor Traffic Regulations, but it is 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 significance of this marking is that a driver shall not cross the double line when the white line is on his left-hand side of the centre of the road. Having passed the selected spot on the crest or curve, he will find the white line on his right-hand side of the centre of the carriage-way, and, subject to the ordinary requirements of safety, he may cross it for the purpose of overtaking another vehicle.

BRIDGE CONSTRUCTION.

From the inception of the Main Roads Board in 1925 to 30th June, 1941, the construction of 1,053 bridges, aggregating 19 miles 155 feet in length, at a cost of £2,786,670, has been authorised, including 51 bridges at a cost of £100,451 for the year ended 30th June, 1941.

A description of the bridge under construction over the Hawkesbury River at Peat's Ferry on the Pacific Highway (State Highway No. 10), was given in the Annual Report for the year ended 30th June, 1939. In the next Annual Report, reference was made to the sudden sinking of the caisson for Pier 2. A new section has since been constructed, lowered into position and joined to the previously constructed section and dredging carried out to permit the caisson to reach a satisfactory foundation level. On the northern side of the river, permanent concrete piles have been driven in five of the piers. The whole of the steelwork required has been forwarded to the site and arrangements are in hand for the erection of the two main spans, each 448 feet in length. A commencement has been made with the construction of the approaches on the northern side of the river.

The steel and concrete bridge over the Murray River at Nyah, which was referred to in the last Annual Report, has been completed and opened to traffic.

Other bridges in course of erection are comparatively small and are more or less of a standard type.

Severe floods occurred in certain parts of the State during the year and six bridges were either badly damaged or completely destroyed. Immediate repairs were effected where possible to the damaged bridges, but where the structures had been completely destroyed, temporary crossings have been provided until new permanent structures can be constructed.

The reduction in revenue arising out of war conditions has necessitated the retention of many bridges which should properly be replaced. Heavy repair work and strengthening of some of these have been undertaken in order to maintain them in serviceable condition. Normally the cost would not be regarded as justifiable, but it is much less than the cost of a new structure. Funds, however, are not available to meet the cost of replacement of all worn-out bridges. If revenue continues to decline it may become necessary to close some of these worn-out bridges to traffic in cases where a reasonable by-pass can be provided.

WESTERN DIVISION.

The roads in the Western Division of the State are being progressively improved by the use of modern roadmaking plant. In addition to the general maintenance of the more important roads, improvement works such as erection of culverts, and forming and gravelling of sections of road subject to flooding, where traffic may be held up during wet weather, are continuously being carried out. The total cost of work during 1940-41 amounted to £108,005. Particular success has been achieved with an elevating grader which was referred to in the last Annual Report. This machine has been used to carry out heavy formation work on the Barrier Highway (State Highway No. 8), between Broken Hill and Wilcannia, and is now working between Broken Hill and Wentworth on Trunk Road No. 69.

A commencement was made during the year with the construction of the Broken Hill to Silverton road (Trunk Road No. 81). A length of 8 miles 950 feet has been completed, made up of 2 miles 1,042 feet within the City of Broken Hill and 5 miles 5,188 feet from the city boundary towards Silverton. The former section was carried out by the Council by day labour and the latter section by the Department by contract.

DEVELOPMENTAL ROADS AND WORKS.

In the year under review, approval was given to proposals for new construction works estimated to cost £72,915. This amount provided for the extension or completion of works commenced during earlier years on twenty-five developmental roads, for fresh projects on eight newly proclaimed roads or extensions of existing developmental roads, and for the construction of sixteen proclaimed developmental works.

Throughout the year many applications have been received from Councils for the proclamation of new developmental roads, the extension of existing developmental roads, and the proclamation of particular works as developmental works. The various proposals were investigated and those considered suitable for assistance from Developmental Roads funds have been proclaimed and funds provided to permit work to proceed or they have been scheduled with a view to proclamation as and when funds can be provided.

Space does not permit a detailed description of the forty-nine works in hand, most of which were of a comparatively light character, but mention might be made of two important bridges which were authorised for construction during the year. The construction as a "developmental work" of a low-level timber beam bridge over the Dumaresq River at Mingoola has been completed. This bridge provides access from settlements in Queensland to State Highway No. 16 in New South Wales, and the cost of the work has been shared equally between the Queensland Road Authorities and this Department. A commencement has been made with the construction as a "developmental work" of a timber beam and concrete bridge over the Horton River at Elcombe, 16 miles north-west of Bingara on the Bingara-Gravesend road. The present crossing is impassable during wet seasons and the construction of the bridge will remove a serious obstacle to traffic on this road.

ASSISTANCE IN WAR EFFORT.

In furthering the State Government's policy of maximum co-operation with the Commonwealth Government, the Department has assisted as follows:—

- (a) the construction of strategic and tactical roads for national defence purposes both within the State and in the Northern Territory, including roads to and within military camps, aerodromes, etc. Many of these works were required at very short notice and rapid reorganisation of plant dispositions and personnel were consequently necessary, in cases involving the institution of shift work.

The decision of the Commonwealth Government to have constructed a road from Tennant Creek to Birdum, in the Northern Territory, was reached in order to give effect to the proposal that rail and road transport communication between Adelaide and Darwin be established to meet all weather conditions. The construction of the section from Milner's Lagoon to Birdum—a length of 87 miles—was entrusted to this Department. Men and equipment, with the exception of an advance party consisting mainly of surveyors which travelled overland, were transported by sea to Darwin and then by rail to Birdum in September, 1940. To enable the work to be completed before the advent of the wet season and in view of its isolation, it was necessary to make the maximum use of modern road-making plant and to ensure that the organisation was self-contained and equipped to meet any emergency which might arise. The personnel numbered 170 in all and included engineers, surveyors, clerks, foremen, gangers, tradesmen, plant operators and a few unskilled men. The actual construction work was commenced on 21st September, 1940, and was completed on 29th November, 1940. A small maintenance organisation was retained on the road until the end of August, 1941. The constructional work consisted of clearing, forming and gravelling of pavement 16 feet wide with causeways and drainage;

- (b) the construction in conjunction with the Shire and Municipal Councils of roads in approach to and within Commonwealth properties;
- (c) the selection and purchase of road plant for military purposes;
- (d) the provision at selected locations of supplies of bridging materials for use during an emergency;
- (e) the supply of detailed information and maps in respect to roads and allied subjects.

In order that the maximum co-operation may be attained, the Department has kept in continuous touch with the Military Authorities through the State Liaison Officer and latterly through the State War Effort Co-ordination Committee and also by direct contact.

OFFICERS AND EMPLOYEES ENGAGED IN THE FIGHTING FORCES.

The number of officers and employees who have enlisted up to the close of the financial year in the Naval, Military and Air Forces of the Commonwealth, together with the number of personnel who were called up for military training during the year are as set out below:—

	On Active Service.	Home Service including Militia.	Total.
Officers	83	73	156
Other full-time Employees	99	35	134
	182	108	290

The Department has not placed any obstacle in the way of men desiring to enlist for active service abroad, but in advising the Service Departments of its permission, has indicated that the qualifications and experience of the person enlisting should be fully utilised.

With regard to voluntary enlistments and compulsory trainees, it has been necessary in a few cases to ask that the period of training be deferred for short periods.

The difference between the pay received while on civil duty and that received while in the forces is being made up either wholly or in part, in accordance with Government direction, to any person enlisting.

EMPLOYMENT.

The major works of construction undertaken by the Department either for defence purposes or for the relief of unemployment on a full-time or rationed relief basis, together with the works of construction and maintenance financed from its ordinary revenues, have been the means of providing employment for a considerable number of men during the year.

The total reached a maximum of 14,007 in October, 1940, this figure including the full complement of men rostered to special unemployment relief works and those engaged by Shire and Municipal Councils on main and developmental roads works wholly or partially financed by the Department. With a number of works approaching completion, the total was reduced to 12,089 in June, 1941.

ACKNOWLEDGMENTS.

The urgency of works carried out as measures arising out of War conditions has placed continuous pressure on officers and employees of the Department. Enlistments for service both at home and abroad since the commencement of the War have depleted the ranks of experienced officers and employees. This in turn has thrown greater responsibilities on those remaining. To that pressure and responsibility the response has left nothing to be desired, and I have to express grateful appreciation to one and all for their loyal, constant and able assistance.

As stated in the previous report, the opportunity is taken to express to each one who has enlisted the appreciation of his work for the Department and to extend to him the best wishes of all for a safe return in full health and vigour on completion of duty with the fighting services.

To the former Minister for Transport, Lieut.-Colonel the Hon. M. F. Bruxner, D.S.O., M.L.A., 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, 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.

10th November, 1941.

Appendix No. 1.

COUNTY OF CUMBERLAND MAIN ROADS FUND.

INCOME AND EXPENDITURE ACCOUNT FOR THE TWELVE MONTHS ENDED 30TH JUNE, 1941.

A.—Maintenance and Miscellaneous.

EXPENDITURE.	£	s.	d.	£	s.	d.	INCOME.	£	s.	d.	£	s.	d.	
30th June, 1941—							30th June, 1941—							
To Maintenance of Roads and Bridges—							By Share of Motor Taxes in accordance with							
Maintenance Grants to Councils	87,302	2	8				Section 10 (1) Main Roads Act,				458,287	4	4	
Maintenance by Department	174,526	0	9				1924–1939				16,413	9	10	
				261,888	3	5	" Transfer from Public Vehicles Fund							
„ Repayment of Principal and Payment of							" Requisitions upon Suburban Councils in				215,129	12	1	
Interest on Loans—							accordance with Section 11, Main							
Section 13 (1–4c) Main Roads Act,	102,863	12	4				Roads Act, 1924–1939							
1924–1939							" Income under Federal Aid Roads and	230,115	6	6				
Section 13 (5) Main Roads Act, 1924–	6,065	6	6				Works Act, 1937				224,742	13	0	
1939							Less Payments to National Debt Sinking	5,372	13	6				
Section 181 (c) Local Government Act,	37,413	8	11				Fund							
1919							„ Councils' Contributions towards Main-				108	7	6	
Exchange on Remittances of Interest	2,303	10	7				tenance of Main and Secondary							
to London, etc.				148,645	18	4	Roads							
„ Special War Expenditure				7,909	2	1	„ Miscellaneous Income—							
„ Miscellaneous Expenditure				344	19	9	Interest	3,181	18	4				
„ Administrative Expenses—							Toll Charges on Ferries	13,481	1	4				
Salaries	19,586	15	1				Other	9,846	15	4	26,509	15	0	
Rent, Printing, Stationery, General														
Expenses, etc.	5,847	14	7											
„ Balance carried forward to part "B" ...				25,434	9	8								
				496,968	8	6								
				£	941,191	1	9				£	941,191	1	9

B.—Construction.

EXPENDITURE.	£	s.	d.	£	s.	d.	INCOME.	£	s.	d.	£	s.	d.	
30th June, 1941—							30th June, 1941—							
To Construction and Reconstruction of Main and Secondary Roads and Bridges—							By Balance brought forward from part "A"				496,968	8	6	
From Revenue				316,569	15	1	" Grants provided by the State Government for Expenditure in terms of Section 10 (1) of the Main Roads Act, 1924–1939—							
From Loan Funds provided by the State—							1. From Loan Funds—							
(a) For Ordinary Road works	47,173	17	0				(a) For Ordinary Road works ...	39,508	15	7				
(b) " Unemployment Relief							(b) " Relief of Unemployment							
Works (Strategic Roads)	315,108	0	0				(Strategic Roads)	315,108	0	0				
				362,281	17	0								
From Revenue Funds provided by the State Government for Unemployed Relief Works				197,192	13	9	2. From Revenue for Relief of Unemployment	354,616	15	7				
From Contributions by Councils towards Construction of Main and Secondary Roads				19,415	7	10	" Contributions by Councils towards Construction on Main and Secondary Roads	202,697	0	0	557,313	15	7	
From Contributions by other Departments and Bodies for Construction on Main Roads				7,301	3	4	" Contributions by other Departments and Bodies for—				21,602	8	11	
From Miscellaneous Receipts				134	10	7	(a) Construction on Main and Secondary Roads	9,870	18	11				
From Funds provided by the Commonwealth Government for Roads and Defence Works in and about Military Camps				13,004	9	9	(b) Miscellaneous Road Works	2,333	5	3	12,204	4	2	
							" Funds provided by the Commonwealth Government for Roads and Defence Works in and about Military Camps...				13,004	9	9	
" Balance, being Excess of Income over Expenditure for the year 1940/41...				185,328	0	2	" Miscellaneous Income				134	10	7	
				£	1,101,227	17	6				£	1,101,227	17	6

BALANCE-SHEET AS AT 30TH JUNE, 1941.

LIABILITIES.				ASSETS.						
	£	s.	d.	£	s.	d.	£	s.	d.	
Sundry Creditors—							Cash in Hand	163	4	8
Goods and Services	58,370	11	6				Cash at Treasury	228,474	13	4
Salaries and Wages Accrued due	11,945	12	5							
Contractors' Deposits	26,612	11	11				Payments in Advance			
Interest Accrued due	2,203	1	3				Commonwealth Treasury Bonds and Fixed			
Commonwealth Government—Advances							Deposit Receipts deposited by Contractors			
for Special Defence Works	6,995	10	3							
Miscellaneous	5,559	6	11	111,686	14	3	Sundry Debtors—			
				1,441	0	11	Councils under Section 11, Main Roads			
Insurance and General Reserve							Act, 1924–1939	16,352	19	11
Income and Expenditure Account—							Commonwealth Government—Federal			
Balance at 30th June, 1940	366,883	13	11				Aid Roads and Works Act, 1937	16,969	3	6
Add Surplus for year 1940/41	185,328	0	2				State Treasury—Motor Tax	33,227	10	0
							Other Main Roads Funds	34,126	18	11
Accumulated Surplus				552,211	14	1	Miscellaneous	47,254	9	3
							Advances to Councils for Roadwork			
							Stock on Hand and Goods in course of			
							manufacture			
							Depot Land, Buildings, Furniture, Instru-			
							ments, etc.	72,566	12	10
							Less Depreciation	36,174	7	1
							Residue of Land and Buildings acquired for			
							Road Improvement			
				£	665,339	9	3			

NOTE.—In addition to the liabilities as stated above, repayment has to be made over varying terms on years of loans chargeable to the County of Cumberland Main Roads Fund as provided in Section 13 of the Main Roads Act, 1924–1939, and Section 181 (c) of the Local Government Act, 1919. The principal amount of such loans outstanding at 30th June, 1941, was £1,082,669 12s. 6d.

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, 1941, 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.

In conjunction with and subject to such report, I have to state that, in my opinion, this balance-sheet correctly sets out the financial position of the County of Cumberland Main Roads Fund as at 30th June, 1941, according to the best of my information and the explanations given to me and as shown by such books and accounts.

JOHN R. MOORE,
Deputy Auditor-General.

10th December, 1941.

Appendix No. 2.

COUNTRY MAIN ROADS FUND.

INCOME AND EXPENDITURE ACCOUNT FOR THE TWELVE MONTHS ENDED 30TH JUNE, 1941.

A.—Maintenance and Miscellaneous.

EXPENDITURE.				INCOME.			
	£	s.	d.		£	s.	d.
30th June, 1941—				30th June, 1941—			
To Maintenance of Roads and Bridges—				By Share of Motor Taxes in accordance with			
Maintenance Grants to Councils	723,638	12	3	Section 20 (1) of the Main Roads Act,			
Maintenance by Department	372,700	10	4	1924–1939			1,527,594 11 5
Maintenance by Other Government				„ Transfer from Public Vehicles Fund			2,196 8 3
Authorities	407	9	2	„ Income under Federal Aid Roads and			
				Works, Act, 1937	749,098	17	7
„ Maintenance and Improvement of				Less Payments to National Debt			
Western Division Roads				Sinking Fund	17,489	16	6
„ Repayment of Principal and Payment of							731,609 1 1
Interest on Loans, Section 21 of the				„ Contributions by Councils towards Main-			
Main Roads Act, 1924–1939, including				tenance of Main Roads			3,617 3 6
Exchange on Remittances of Interest				„ Miscellaneous Income—			
to London				Interest	12,379	5	11
„ Special Expenditure under War Con-				Toll Charges on Ferries	16,182	1	9
ditions				Other	433	16	11
„ Administrative Expenses—							28,995 4 7
Salaries	58,663	1	3				
Travelling Expenses, Rent, Printing,							
General Expenses, etc.	18,990	5	11				
„ Balance carried forward to Part “B”							
							</

B.—Construction.

EXPENDITURE.				INCOME.			
	£	s.	d.		£	s.	d.
30th June, 1941—				30th June, 1941—			
To Construction and Reconstruction of Main Roads and Bridges—				By Balance brought forward from Part "A"			816,781 16 2
From Revenue			668,719 11 7	„ Grants by the State Government—			
From Funds provided by the State Government—				(1) From Loans—			
(1) Loans—				(a) For Ordinary Road Works.....	121,183	4	5
(a) Ordinary Road Works	130,491	10	8	(b) Relief of Unemployment			
(b) Unemployment Relief Works (Strategic Roads).....	564,140	0	0	(Strategic Roads)	564,140	0	0
					685,323	4	5
	694,631	10	8	(2) From Revenue for Relief of Unemployment	597,478	0	0
(2) Revenue—							1,192,801 4 5
Unemployment Relief Works	453,119	9	4	„ Contribution by Commonwealth Government—			
			1,147,751 0 0	(a) For Roads and Defence Works	134,414	12	4
„ Funds provided by Commonwealth Government for—				(b) For Relief of Unemployment ...	13,000	0	0
(a) Unemployment Relief Works	14,605	19	1				147,414 12 4
(b) Defence Roads and Works in and about Military Camps ...	134,414	12	4	„ Councils' Contributions towards Construction of Main Roads			2,017 4 2
			149,020 11 5	„ Contributions by other Departments and Bodies towards construction of Main Roads			10,381 8 1
„ Councils' Contributions			2,183 17 6	„ Miscellaneous Income			132 0 8
„ Contributions by other Departments and Bodies towards construction of Main Roads			9,159 3 5				
„ Miscellaneous Receipts			132 0 8				
„ Balance, being excess of Income over Expenditure for the year 1940-41 ...			192,562 1 3				
	£	2,169,528	5 10				£ 2,169,528 5 10

BALANCE-SHEET AS AT 30TH JUNE, 1941.

LIABILITIES.				ASSETS.							
	£	s.	d.	£	s.	d.	£	s.	d.		
Sundry Creditors—							26	13	3		
Goods and Services	45,601	19	6				184,607	14	5		
Salaries and Wages accrued due	26,835	4	11								
Contractors' Deposits	10,600	15	3								
State Treasury—Loan Charges	6,274	15	1								
Other Main Roads Funds	31,234	18	6								
Miscellaneous	45	17	6								
				120,594	10	9					
Plant and Motor Vehicles Operating Account				30,395	11	2					
Insurance and General Reserve				4,698	9	11					
Income and Expenditure Account—											
Balance as at 30th June, 1940	448,598	12	9				55,240	1	6		
Add Surplus for 1940–41	192,562	1	3				108,263	13	1		
Accumulated Surplus				641,160	14	0	8,603	0	5		
							Commonwealth Government for expendi- ture on Roads and Defence Works ...	12,022	11	7	
							Advances to Councils for Roadwork				
							Stock on Hand				
							Roadmaking Plant, Motor Vehicles and other Equipment	655,391	13	5	
							Less Depreciation	374,432	13	6	
							Divisional Establishments and Local Depots—				
							Land, Buildings, etc.	29,625	7	6	
							Less Depreciation	5,226	11	5	
							Residue of Land and Buildings acquired for Road Improvement				
				£	706,849	5	10	£	796,849	5	10

NOTE.—In addition to the liabilities stated above, repayment has to be made over varying terms of years on Loans chargeable to the Country Main Roads Fund, as provided in Section 21 of the Main Roads Act, 1924–1939. The principal amount of such loans outstanding on 30th June, 1941, was £3,244,687 9s. 10d.

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, 1941, 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.

In conjunction with and subject to such report, I have to state that, in my opinion, this balance-sheet correctly sets out the financial position of the Country Main Roads Fund as at 30th June, 1941, according to the best of my information and the explanations given to me and as shown by such books and accounts.

10th December, 1941.

JOHN R. MOORE,
Deputy Auditor-General.

Appendix No. 3.

DEVELOPMENTAL ROADS FUND.

INCOME AND EXPENDITURE ACCOUNT FOR THE TWELVE MONTHS ENDED 30TH JUNE, 1941.

EXPENDITURE.			£	s.	d.	£	s.	d.	INCOME.			£	s.	d.	£	s.	d.
30th June, 1941—									30th June, 1941—								
To Construction of Developmental Roads—									By Share of Motor Taxation in accordance								
From Revenue			70,220	16	7				with Main Roads (Amendment) Act,								
„ Funds provided by the State—									1939			246,363	16	5			
From Loans for Ordinary				£	s.	d.			Less Transfers to other Funds			57,000	0	0			
Works				5,862	5	3									189,363	16	5
From Revenue for Unem-																	
ployment Relief Works			93,806	8	8												
						99,668	13	11									
Contributions by other Departments and															99,200	0	0
Bodies			1,500	0	0			171,389	10	6							
„ Repayment of Principal and Payment of																	
Interest on Loans under provisions of															1,500	0	0
Main Roads (Amendment) Act No. 42,																	
1939—																	
Interest			54,776	5	0												
Exchange				7,550	7	5											
Sinking Fund				9,146	15	3											
Loan Management Expenses				278	7	0									20	19	5
								71,751	14	8							
Administrative Expenses—																	
Salaries			3,106	0	10												
Travelling Expenses, Rent, Printing, etc.			985	6	8												
								4,091	7	6							
Balance, being excess of Income over																	
expenditure for the year 1940-41								42,858	3	2							
			£			290,090	15	10						£	290,090	15	10

BALANCE-SHEET AS AT 30TH JUNE, 1941.

LIABILITIES.			£	s.	d.	£	s.	d.	ASSETS.			£	s.	d.	£	s.	d.	
Sundry Creditors—									Cash at Treasury						68,344	15	8	
Goods and Services			803	18	0				Payments in Advance						1	16	3	
Salaries and Wages accrued due			589	17	11				Stock on hand						1,491	3	0	
State Treasury for Interest, Exchange and									Sundry Debtors—									
Sinking Fund			2,685	19	5				State Treasury—for Motor Tax			18,108	2	2				
Other Main Roads Funds			2,564	4	6				Miscellaneous			124	1	9				
Miscellaneous			28	0	8			6,672	0	6					18,232	3	11	
Income and Expenditure Account—																		
Balance at 30th June, 1940			38,539	15	2													
Add Surplus for the year 1940-41			42,858	3	2													
Accumulated Surplus								81,397	18	4								
						£		88,069	18	10				£		88,069	18	10

NOTE.—In addition to the liabilities stated above, repayment has to be made over varying terms of years on loans chargeable to the Developmental Roads Fund, as provided in section 29 of the Main Roads Act, 1924-1939. The principal amount of such loans outstanding at 30th June, 1941, was £1,467,529 17s. 3d.

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, 1941, 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.

In conjunction with and subject to such report, I have to state that, in my opinion, this balance-sheet correctly sets out the financial position of the Developmental Roads Fund as at 30th June, 1941, according to the best of my information and the explanations given to me and as shown by such books and accounts.

10th December, 1941.

JOHN R. MOORE,
Deputy Auditor-General.

Appendix No. 4.

SYDNEY HARBOUR BRIDGE ACCOUNT.

INCOME AND EXPENDITURE ACCOUNT FOR THE TWELVE MONTHS ENDED 30TH JUNE, 1941.

EXPENDITURE.	£	s. d.	£	s. d.	INCOME.	£	s. d.
30th June, 1941—					30th June, 1941—		
To Cost of Collecting Road Tolls			10,508	11 11	By Road Tolls	254,011	9 6
„ Maintenance, including Lighting and					„ Contributions by Railway Passengers	85,700	16 3
Cleaning and Minor Improvements			34,305	8 9	„ Contributions by Tramway Passengers	14,608	8 8
„ Special Expenditure under War					„ Contributions by Omnibus Passengers	6,021	17 10
Conditions			8,955	3 0	„ Contributions by Councils	103	14 7
„ Maintenance of Properties			670	18 8	„ Rents from Properties	8,927	4 1
„ Loan Charges—					„ Miscellaneous		1 11
Interest	267,119	7 8				369,373	7 10
Exchange	36,789	17 5			„ Balance, being excess Expenditure over Income for the		
Sinking Fund	43,918	18 5			year 1940-41	35,140	14 9
Management Expenses of Loans	1,274	15 7	*340,102	19 1			
„ Administrative Expenses—							
Salaries	631	18 10					
Rent, Printing, Stationery, etc.	339	2 4	971	1 2			
			£	404,514		£	404,514
				2 7			2 7

BALANCE-SHEET AS AT 30TH JUNE, 1941.

LIABILITIES.	£	s. d.	£	s. d.	ASSETS.	£	s. d.	£	s. d.
<i>Sundry Creditors—</i>					Cash in Hand	1,080	6 3		
Salaries and Wages accrued due	1,123	14 4			Cash at Treasury	15,091	10 3	16,171	16 6
Goods and Services	1,247	11 1			Payments in Advance				6 8
State Treasury—Proceeds of Sale of					<i>Sundry Debtors—</i>				
Residue Lands	33	3 0			Councils for Bridge Rate and Interest...	3,979	12 0		
State Treasury—Interest, Sinking Fund					Railway Commissioner for Railway Con-				
and Exchange	859	3 7			tributions	2,433	19 3		
Other Main Roads Funds	327	15 11			Road Transport Commissioner for				
Contractors' Deposits	3	9 0			Tramway and Omnibus Contributions	1,872	12 2		
			3,594	16 11	Miscellaneous	1,465	9 1	9,751	12 6
<i>Income and Expenditure Account—</i>								529	14 10
Balance at 30th June, 1940	58,165	5 11			Stock on Hand	249	7 8		
Less—Deficiency for the year 1940-41 ...	* 35,140	14 9			Office Furniture and Fittings	83	10 1		
					Less Depreciation			165	17 7
Accumulated Surplus			23,024	11 2					
			£	26,619				£	26,619
				8 1					8 1

* This figure takes into account a nett credit of £27,131 0s. 1d., in respect of loan charges relating to previous years.

NOTE.—The capital cost of the Bridge at 30th June, 1941, was £9,782,863. The amount to be repaid and on which interest, sinking fund and exchange is chargeable, however, is £8,102,930. These figures will be reduced with the disposal of residues of land.

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, 1941, 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.

In conjunction with and subject to such report, 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, 1941, according to the best of my information and the explanations given to me and as shown by such books and accounts.

10th December, 1941.

JOHN R. MOORE,
Deputy Auditor-General.

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, 1941.
		By the Department of Main Roads.			By Common- wealth Government under Financial Agreement and Federal Aid Roads Agreement.	Total.	
		To 30th June, 1940.	During 1940-41.	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	494,548 4 5	4,225 2 1	498,773 6 6	.....	498,773 6 6	42,125 0 10
Total Inherited Liabilities	864,204 10 10	817,854 7 11	4,225 2 1	822,079 10 0	.....	822,079 10 0	42,125 0 10
Section 13 (4, 4a, 4b & 4c)—Colonial Treasurer	1,637,747 0 0	536,885 11 8	57,494 16 11	594,380 8 7	80,984 19 7	675,365 8 2	962,381 11 10
Section 181 (c) Local Government Act, 1919 (Councils' Guaranteed Loans)	689,831 5 9	578,891 14 11	32,776 11 0	611,668 5 11	.....	611,668 5 11	78,162 19 10
	2,327,578 5 9	1,115,777 6 7	90,271 7 11	1,206,048 14 6	80,984 19 7	1,287,033 14 1	1,040,544 11 8
Total	3,191,782 16 7	1,933,681 14 6	94,496 10 0	2,028,128 4 6	80,984 19 7	2,109,113 4 1	1,082,669 12 6
<i>Country Main Roads Fund.</i>							
Section 21 (3)—Unemployment Relief Loans	118,750 0 0	6,628 13 11	893 10 0	7,522 3 11	.....	7,522 3 11	111,227 16 1
Ordinary Loans	370,000 0 0	152,405 8 5	18,969 4 5	171,374 12 10	.....	171,374 12 10	198,625 7 2
	488,750 0 0	159,034 2 4	19,862 14 5	178,896 16 9	.....	178,896 16 9	309,853 3 3
Section 21 (3a, 3b)—Unemployment Relief Loans	719,113 3 6	112,967 12 8	22,695 2 2	135,662 14 10	285,470 3 5	421,132 18 3	2,934,834 6 7
Ordinary Loans	2,636,854 1 4	112,967 12 8	22,695 2 2	135,662 14 10	285,470 3 5	421,132 18 3	2,934,834 6 7
	3,355,967 4 10	112,967 12 8	22,695 2 2	135,662 14 10	285,470 3 5	421,132 18 3	2,934,834 6 7
Total	3,844,717 4 10	272,001 15 0	42,557 16 7	314,559 11 7	285,470 3 5	600,029 15 0	3,244,687 9 10
<i>Developmental Roads Fund.</i>							
Section 20 (4)—Unemployment Relief Loans	324,430 18 6	4,300 0 0	6,830 18 4	11,130 18 4	34,372 18 0	45,503 16 4	1,467,529 17 3
Ordinary Loans	1,188,602 15 1	4,300 0 0	6,830 18 4	11,130 18 4	34,372 18 0	45,503 16 4	1,467,529 17 3
Total	1,513,033 13 7	4,300 0 0	6,830 18 4	11,130 18 4	34,372 18 0	45,503 16 4	1,467,529 17 3
Grand Total—All Main Roads Funds	8,549,533 15 0	2,209,933 9 6	143,885 4 11	2,353,818 14 5	400,828 1 0	2,754,640 15 5	5,794,886 19 7

Appendix No. 6.

PROCLAMATION OF NEW MAIN ROADS, 1940-41.

During the year the following new main roads and extensions of existing main roads were proclaimed :—

Shire or Municipality.	Date of Proclamation.	Road No.	Description of Road.	Mileage.	Remarks.
Blacktown and Nepean Shires, Liverpool, Cabramatta and Canley Vale and Fairfield Municipalities.	30/8/40	515	From the intersection of Hume Highway (S. H. 2.) and Hoxton Park Road, Liverpool, via Hoxton Park Road, and Mulgoa Road to Cecil Park thence northerly to Wallgrove Road and by that road to its intersection with the Great Western Highway S.H. 5. at Rooty Hill.	m. ch. 12 44	New main road. The proclamation of this road provides main road connection between the Hume Highway at Liverpool and the Great Western Highway at Rooty Hill.
Lithgow Municipality, Blaxland and Blue Mountains Shires.	6/10/40	516	From the Richmond-Mt. Victoria Road (M. R. 184) at Bell to the Great Western Highway (S.H. 5.) at Bowenfels.	11 56	New main road. The proclamation of this road provides main road connection between the Great Western Highway at Mount Victoria to the Great Western Highway at Bowenfels via Bell and Lithgow.
Port Stephens Shire	1/11/40	517	From the Pacific Highway (S.H. 10) near Raymond Terrace to the Stockton-Nelson Bay Road (M.R. 108) near Salt Ash.	9 11	New main road.
Port Stephens Shire	1/11/40	518	From the Woodville - Clarencetown Road (M.R. 301) at Seaham via Italia and Medowie to the Stockton - Nelson Bay Road (M.R. 108) near Williamtown.	18 09	New main road.
Colo Shire	20/12/40	519	From the Windsor-Sackville Road (M.R. 182) at Wilberforce via Rocky Hall to a deviation of the Lower Kurrajong-Singleton Road (M.R. 503) at Blaxland Ridge.	8 10	New main road providing access to the Kurrajong-Putty-Singleton road from Richmond and Wilberforce.
Severn Shire	20/12/40	511	From the Gwydir Highway (S. H. 12) approx. 21 miles east of Glen Innes generally north-easterly to the Nymboida Shire Boundary.	24 00	Extension of M.R. 511 from the Nymboida-Severn Shire Boundary to the Gwydir Highway 21 miles east of Glen Innes.
Yarrowlumla and Tallaganda Shires.	10/1/41	270	From the Queanbeyan - Bateman's Bay Road (T. R. 51) near Queanbeyan, via Molonglo, Foxlow and Captain's Flat to the Braidwood-Moruya Road (M.R. 271) near Braidwood.	51 05	Alteration to route of M.R. 270 to provide Main Road access to Captain's Flat from Queanbeyan and Braidwood.
Oberon Shire	21/2/41	520	From the Hartley-Jenolan Caves-Bathurst Road (M.R. 253) near Jenolan Caves to Kanangra Walls.	17 56	New main road from Jenolan Caves to Kanangra Walls.
Woy Woy Shire ...	6/6/41	349	From Woy Woy level crossing via Rawson Street and Ocean Beach Road to West Street, thence generally southerly and south-westerly to Patonga.	7 53	Extension of M.R. 349 from Woy Woy to Patonga.
Total				160 04	

Appendix No. 7.

PROCLAMATION OF DEVELOPMENTAL ROADS 1940-41.

During the year the following new Developmental Roads and extensions of existing roads were proclaimed:—

Shire or Municipality.	Date of Proclamation.	Road No.	Description of Road.	Mileage.	Remarks.
Narraburra and Coolah Shires.	4/4/41	1091	From southern boundary of Narraburra Shire generally south-easterly via Winchendon Vale to The Rock.	m. ch. 12 26	Extension of D.R. 1091 providing an all weather road between Pucawan Railway Siding and The Rock. This road was proclaimed in lieu of a section of 7 miles of D.R. 1097 between Winchendon Vale and Renneck.
Coolah Shire	4/4/41	1189	The road from the Coolah-Coonabarabran Road (M.R. 396) at Weetaliba generally southerly and westerly via Gamble Creek to the Merrygoen-Binnaway Road near Plambra Railway Station approx. 5 miles from Binnaway.	23 00	New developmental road providing access to the railway at Plambra and Weetaliba.
Condobolin Municipality, Lachlan Shire.	10/4/41	1187	From the Condobolin-Cobar Road (T. R. 61) approx. 3 miles from Condobolin generally north-westerly along the Palisthan Road to its junction with D.R. 1029 at approx. 21 miles from Condobolin.	19 40	New developmental road providing access to Condobolin.
Imlay Shire.....	10/4/41	1188	From the Prince's Highway (S.H. 1) approximately 19½ miles south of Eden generally easterly to the Womboyne River.	7 05	New developmental road providing access to the Prince's Highway and thence to Eden.
Walgett Shire	24/4/41	1190	The road from the Walgett-Dangar Bridge Road (M.R. 127) near Walgett generally westerly to Womatt Creek Bridge approx. 20 miles from Walgett.	15 60	New developmental road providing access to the railway at Walgett.
Tumbarumba Shire	24/4/41	1191	The road from the Tumbarumba-Little Billabong Road (M.R. 284) at approx. 8½ miles from Tumbarumba generally southerly, via Munderoo Crown Subdivision to the Tumbarumba-Jingellie Road (M.R. 278) at approx. 14 miles from Tumbarumba	10 76	New developmental road providing direct access from Munderoo to the railway at Tumbarumba.
Yallaroi Shire	24/4/41	1192	The road from the Gwydir Highway (S.H. 12) near Gravesend generally southerly to Elcombe.	12 40	New developmental road providing access to the railway at Gravesend.
Waugoola Shire	16/5/41	1098	From Bangaroo Soldiers' Settlement to the Bridge over the Belubula River at North Bangaroo.	3 20	Extension of D. R. 1098 providing further access to Bangaroo Railway siding.
Yallaroi Shire	6/6/41	1183	From North Star Railway Siding generally easterly to the bridge over Otteleys Creek at approx. 15½ miles from North Star.	15 60	Extension of D.R. 1183 providing further access to North Star Railway Siding.
Total				120 07	

Appendix No. 8.

PROCLAMATION OF DEVELOPMENTAL WORKS, 1940-41.

During the year the following Developmental Works were proclaimed:—

Shire or Municipality.	Date of Proclamation.	No.	Description.	Mileage.	Remarks.
Marthaguy	10/1/41	3021	The construction of the Nyngan-Marra Creek-Brewarrina Road, from the Carinda Road at approximately 1·3 miles east of Willy-bingbone Bridge for a distance of approximately 7 miles 64 chains southerly.	m. ch. 7 64	To provide access to a new bridge over Marthaguy Creek and thence to Nyngan.
Boomi	14/3/41	3023	The construction of a timber beam bridge and immediate approaches of the Mehi bridge on the road from Merrywinebone to the Gwydir Highway (S.H. 12) near the 64-mile post from Moree.		To provide all weather access from Merrywinebone to Moree and Collarenebri via the Gwydir Highway.
Liverpool Plains.....	21/3/41	3022	The construction of a timber beam bridge and immediate approaches over Tuleumba Creek on the Gunnedah-Barraba Road, approximately 20 miles from Gunnedah.		The construction of this bridge will provide all weather access to the railway and Oxley Highway at Gunnedah.
Culcairn	21/3/41	3024	The construction of the road from Jindera, via Walla Walla to Alma Park between 23·8 and 24·8 miles from Jindera.	1 00	To provide all weather access to the Railway at Walla Walla.
Wingadee	10/4/41	3025	The construction of timber bridges and immediate approaches over Big and Little Terrigal Creeks, on the road from Quambi bone via Sandy Camp to Coolabah.		To provide all weather access to Quambi bone and thence to the railway at Coonamble.
Jemalong.....	10/4/41	3026	The construction of the road from the Forbes-Grenfell road at approx. 12 miles south of Forbes and extending generally easterly for a length of approx. 2 miles.	2 00	To provide all weather access to the Forbes-Grenfell road and thence to the railway at Forbes.
Cobbora	18/4/41	3027	The construction of the road from Merrygoen to Neilrex between 4m 2,600 feet and 9m 2,900 feet from Merrygoen.	5 04	To provide access to the railway at Merrygoen.
Weddin	18/4/41	3028	The construction of the Bumbaldry-Goolagong road from the Mid-Western Highway (S.H. 6) near Bumbaldry for a distance of approximately 6 miles northerly.	6 00	To provide access to the Mid-western Highway at Bumbaldry and thence to Cowra and Grenfell.
Ashford	24/4/41	3029	The construction of the road from Wallangra to Coolatai between approximately 13 miles and 5 miles westerly from the Inverell-Yetman Road (M.R. 187.)	3 20	To provide all weather access to the Inverell-Yetman road at Wallangra.
Woodburn	6/6/41	3030	The construction of a 4-mile section from Ellangowan Public School of the road from the Grafton-Casino road (M.R. 151) via Tatham to State Highway No. 16 at 8 miles from Casino, known as the Emu Park Road.	4 00	To provide all weather access to S.H. 16.

Appendix No. 9.

LENGTH OF PROCLAIMED ROADS FROM 1925-26 TO 1940-41.

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

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