

1944.

PARLIAMENT OF NEW SOUTH WALES.



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REPORT

OF

THE COMMISSIONER FOR ROAD TRANSPORT AND TRAMWAYS,

FOR THE YEAR ENDED 30TH JUNE, 1944.

Ordered to be printed, 2 November, 1944.



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1944.

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REPORT

OF THE

COMMISSIONER FOR ROAD TRANSPORT AND TRAMWAYS

FOR THE YEAR ENDED 30TH JUNE, 1944.

Office of the Commissioner for Road Transport
and Tramways,
Sydney, 19th October, 1944.

To the Honourable the Minister for Transport.

Sir,

In accordance with the provisions of section 207 of the Transport Act, 1930, and section 50 of the State Transport (Co-ordination) Act, 1931, I have the honour to submit a report covering the operations of the Department of Road Transport and Tramways for the year ended 30th June, 1944.

TRAMWAY, TROLLEY 'BUS AND DEPARTMENTAL OMNIBUS SERVICES.

Financial Results, 1943-44.

The Tramway, Trolley 'Bus and Omnibus Services, Metropolitan and Newcastle districts combined, earned a net profit of £8,124 for the year ended 30th June last after paying all charges, including interest, exchange and sinking fund, and making reasonable provision for depreciation and for arrears of maintenance accruing in consequence of the existing manpower shortage. Net profits for the years 1942-3 and 1941-2 were £33,947 and £26,841, respectively.

In the Metropolitan area the services returned a net profit of £5,648, whilst at Newcastle a net profit of £2,476 was obtained. Results for the previous year were profits of £33,184 in the Metropolitan District and £763 at Newcastle.

The combined earnings of the Metropolitan and Newcastle services amounted to £5,700,319, an increase of £118,474 over the year 1942-43.

The net profit of £8,124 was obtained without any increase in fares, notwithstanding advances in expenditure beyond the control of the administration to the extent of over £230,000 for increases due to variations in base wage rates and awards, charges for electrical energy, and in the amount of the deficiency in the superannuation account met from tramway and omnibus funds. Every item of expenditure was continually under close examination during the year and substantial economies were effected which considerably offset the increases in uncontrollable expenditure.

A total of 557,200,000 passengers was carried in the year, which was 34,000,000 higher than in the previous year. Part of the increase, however, was due to the conversion to feeder operation of a number of omnibus services which normally extended to the city. Many passengers who previously were able to make a through journey by 'bus are now required to travel by tram and 'bus.

The transport services of the Department have been called upon to handle abnormal increases in passenger traffic due to war conditions and to the incidence of petrol rationing, the combined effect of which placed a very heavy strain upon the whole of the staff and equipment. It was necessary during the year to provide additional omnibus services to meet increased demands for the transport of employees in essential industries. Large progressive increases in traffic in the last four years which, in ordinary circumstances would have been met by an expansion in the number of vehicles and in the equipment, added to the difficulties of meeting the position with a minimum of inconvenience to the travelling public.

The scope for the provision of vehicles and equipment has been seriously restricted, because new omnibus chassis of the most satisfactory type cannot at present be imported. A limited supply of truck chassis of a medium type, suitable for conversion to accommodate single deck 'bus bodies, was obtained and they have been used to the best possible advantage as a temporary expedient.

METROPOLITAN DISTRICT TRANSPORT SERVICES.

Financial Results.

The financial results of operation of the tramway, trolley 'bus and departmental omnibus services in the Metropolitan District for the year ended 30th June, 1944, and a comparison with the previous year are shown in the following statement:—

Item.	Year ended June 30.		Increase.	Decrease.
	1944.	1943.		
Earnings	£ 5,169,451	£ 5,079,472	£ 89,979	...
Working Expenses	4,682,422	4,530,722	151,700	...
Earnings in excess of Working Expenses	487,029	548,750	...	61,721
Capital debt charges—				
Interest	233,999	243,842	...	9,843
Exchange	32,644	33,955	...	1,311
Sinking Fund	40,046	51,315	...	11,269
Loan Management Expenses.....	678	1,359	...	681
Depreciation charges and amounts written off for displaced or abandoned assets	174,014	185,095	...	11,081
	481,381	615,566	...	34,185
Net Result	Profit. 5,648	Profit. 33,184	Decrease. 27,536	

Passenger Traffic.—The numbers of passengers carried on the tramway, trolley 'bus and departmental omnibus services for the years 1943-44 and 1942-43 are shown in the following summary:—

Item.	1943-44.	1942-43.
Tramways	400,594,641	371,515,447
Trolley bus	7,390,712	6,962,716
Departmental Omnibuses	105,805,552	104,753,704
Total	513,790,905	483,231,867

Capital.—The mean capital invested in the Metropolitan Road Transport Services for the year was £7,230,713, which is £3,462 less than the figure for the previous year.

NEWCASTLE DISTRICT TRANSPORT SERVICES.

Financial Results.

Details of the financial results of tramway and departmental omnibus operations in the Newcastle District for the year ended 30th June, 1944, and a comparison with the previous year are shown in the following statement:—

Item.	Year ended June 30.		Increase.	Decrease.
	1944.	1943.		
Earnings	£ 530,868	£ 502,373	£ 28,495	£ ...
Working Expenses	463,093	415,295	47,798	...
Earnings in excess of Working Expenses	67,775	87,078	...	19,303
Capital debt charges—				
Interest	37,247	36,895	352	...
Exchange	4,664	4,513	151	...
Sinking Fund	6,407	5,831	576	...
Loan Management Expenses	95	189	...	94
Depreciation charges and amounts written off for displaced or abandoned assets	16,886	38,887	...	22,001
	65,209	86,315	...	21,016
Net Result	Profit. 2,476	Profit. 763	Improvement. 1,713	

Passenger Traffic.—The total number of passengers carried on Departmental services in the Newcastle District for the year was 43,426,554 (28,063,250 trams and 15,363,304 buses). In the previous year the figures were 24,912,599 trams and 15,063,854 buses, a total of 39,976,453.

Capital.—The mean capital invested in the Newcastle tramways and departmental omnibus services for the year ended 30th June, 1944, was £980,698.

FARE ALTERATIONS.

In a number of instances the cost of travel on trams and omnibuses was reduced by an extension in the length of fare sections and by concessions in other directions. In no case was the rate of fare increased.

STAFF.

The total number of staff in the Department at 30th June, 1944, was 13,365 (11,768 males and 1,597 females), including 2,225 employees, who have been granted leave to serve with the Defence Forces or in other war activities. See Appendix 11 for details.

ROAD TRANSPORT AND TRAMWAYS AMBULANCE CORPS.

At 31st December, 1943, 4,849 employees (4,588 males and 261 females) were qualified as members of the Road Transport and Tramways Ambulance Corps. This figure represents 36.48 per cent. of the staff employed by the Department.

ROAD TRANSPORT AND TRAMWAYS INSTITUTE.

During the year the membership of the Road Transport and Tramways Institute increased from 6,927 to 7,170, 64 per cent. of the staff employed now being members.

EMPLOYEES WAR COMFORTS FUND.

The War Comforts Fund established by the employees for the purpose of providing comforts for members of the staff serving with the Defence Forces has now been in operation for four years and during that period 20,000 parcels have been despatched. The amount contributed to the Fund in the year ended 30th June, 1944, was £4,684, making an aggregate of £14,303 since the inception of the Fund.

SUPERANNUATION.

Employees transferred from the Railway Commissioners to the service of the Commissioner for Road Transport and Tramways when the tramways were placed under the separate administration in 1930, and who were contributors to the Railway Superannuation Account prior to the separation, are required to continue such contributions. Deductions are made from their wages or salaries at the rate of 1½ per centum and paid to the Superannuation Account from which superannuation allowances and gratuities are paid.

The total number of staff on the books of the Department as at 30th June, 1944, was 13,365 and of this number 5,170 were contributors to the Railway Superannuation Account and sixty-five were contributors to the Public Service Superannuation Fund. The balance of the staff, viz., 8,130, are not covered by any departmental superannuation scheme.

Contributions from employees to the Railway Superannuation Account are considerably below pensions and other payments, and deficiencies in the account are paid from the funds of the Department. For the year ended 30th June, 1944, the excess of payments over receipts amounted to £148,316.

MOTOR REGISTRATION AND TAXATION REVENUE.

The revenue from the registration, taxation and licensing of motor vehicles and the licensing of motor drivers for the year ended 30th June, 1944, and the figures for the previous year are shown in the following statement:—

Item.	Year ended 30th June.			
	1944.		1943.	
Tax—	£	£	£	£
Main Roads Act, 1924, and Developmental Roads Fund	1,685,126		1,617,947	
Public Vehicles Fund	62,097		56,866	
		1,747,223		1,674,813
Registration, Licensing and Miscellaneous Fees and Charges—				
Road Transport and Traffic Fund	529,084		514,386	
Public Vehicles Fund	11,923		14,582	
State Transport (Co-ordination) Fund	47,014		48,565	
		588,021		577,533
Grand Totals		2,335,244		2,252,346

See Appendix 12.

ROAD TRANSPORT AND TRAFFIC FUND.

Details of receipts and payments for the years 1943-4 and 1942-3 are shown in Appendix 13.

PUBLIC VEHICLES FUND.

Details of receipts and payments for the years 1943-4 and 1942-3 are shown in Appendix 14.

STATE TRANSPORT (CO-ORDINATION) FUND.

A statement of receipts and payments from this fund for the year 1943-4 and a comparison with the previous year are shown in Appendix 15.

PRIVATE HIRE CARS.

Private hire cars and the drivers thereof in the Metropolitan and Newcastle districts were brought under the provisions of the Transport Act, 1930, and the Public Vehicle Regulations made thereunder as from 1st August, 1943.

MOTOR REGISTRATION STATISTICS.

The number of motor vehicles registered in New South Wales at 30th June, 1944, was 285,991, representing an increase of 15,341 (5.7 per cent.) compared with the number registered at 30th June, 1943. The number of motor lorries and motor vans now registered, viz., 78,066, is the highest figure yet reached in New South Wales.

Details of registrations in force at 30th June, 1944, and 1943, are as follows:—

Classification.	30th June, 1944.	30th June, 1943.
Cars	180,442	173,188
Lorries	76,953	70,979
Tractors	1,517	1,382
Trailers—		
Pleasure	3,389	3,194
Commercial	4,232	3,679
Cycles—		
Solo	11,162	9,641
Side-car	3,735	4,523
Buses—		
Sydney	848	799
Newcastle	127	114
Vans—		
Sydney	1,057	1,100
Newcastle	56	90
Taxi-cabs—		
Sydney	1,288	1,288
Newcastle	61	61
Private Hire Cars—		
Sydney and Newcastle	495	*
Traders' Registrations—		
Cars	606	590
Cycles	20	22
Totals	285,991	270,650

* Private hire cars in Sydney and Newcastle were included in the item "Cars" in 1943

Details of the classes of current registrations in New South Wales at intervals since 1911 are given in Appendix 16.

NEW VEHICLES REGISTERED.

The importation of commercial vehicles under lend-lease arrangements has been responsible for a considerable increase in new vehicle registrations, a total of 5,191 being registered during the year ended 30th June, 1944, compared with 2,132 in the previous year. Details of the registrations are as follows:—

Classification.	Year ended 30th June.	
	1944.	1943.
Passenger Vehicles—		
Cars	173	632
Taxi-cabs (Sydney and Newcastle) ..	15	12
Buses (Sydney and Newcastle).....	63	17
Trailers (Pleasure)	344	195
Total	595	856
Goods Vehicles—		
Lorries	3,905	724
Vans (Sydney and Newcastle)	51	8
Trailers (Commercial)	503	379
Total	4,459	1,111
Motor Cycles	137	165
Grand Total	5,191	2,132

Taxi-cabs and buses outside the Metropolitan and Newcastle transport districts are included with cars, and vans outside those districts are included with lorries.

QUARTERLY REGISTRATIONS.

The following table gives totals of quarterly registrations current at 30th June, 1941, to 1944, inclusive:—

Classification.	30 June, 1944.	30 June, 1943.	30 June, 1942.	30 June, 1941.
Cars	40,363	81,938	82,300	77,506
Lorries, tractors and trailers	11,131	22,031	22,305	21,877
Cycles	2,238	6,548	7,302	8,409
Buses (Sydney and Newcastle)	66	260	264	195
Vans (Sydney and Newcastle)	143	647	694	638
Taxi-cabs (Sydney and Newcastle)	42	235	222	235
Private hire cars (Sydney and Newcastle) ..	35	*	*	*
Totals	54,018	111,659	113,087	108,950
Percentage of total vehicles registered.....	per cent. 18.9	per cent. 41.3	per cent. 42.2	per cent. 35.0

*Private hire cars in Sydney and Newcastle were included in the item "Cars" prior to 1944.

Because of the large amount of clerical work involved, both for registration and third-party insurance purposes in connection with quarterly registrations, the owners of vehicles registered on a quarterly basis were requested to consider converting to an annual basis and the number of quarterly registrations decreased from 111,659 to 54,018.

DRIVERS AND RIDERS LICENSED.

Licences of each type in force at 30th June, 1944, and 1943, were:—

Classification.	30th June, 1944.	30th June, 1943.
Car and Lorry Drivers	389,967	380,779
Motor Cycle Riders	24,304	23,743
Motor Omnibus Drivers (Sydney and Newcastle)	2,723	3,063
Taxi-cab Drivers (Sydney and Newcastle) ..	1,838	3,344
Private Hire Car Drivers (Sydney and Newcastle).....	626	*
Motor-van Drivers	3,944	4,043
Total	423,452	414,972

*Included in "car and lorry drivers."

VEHICLES OPERATING ON SUBSTITUTE FUELS.

Particulars of vehicles shown on the records of the Department as using producer gas, town gas, methane gas or electric batteries, as motive power at 30th June, 1944, are set out in the following table. Other fuels, such as shale oil, methol 93 and corsol, are used as substitutes for petrol, but a record of the number of vehicles using them is not available.

Classification.	Producer Gas.	Town Gas or Methane Gas	Electric Batteries.
Cars	5,052	416	18
Omnibuses	216	46	...
Taxi-cabs	364	45	...
Motor lorries and vans ..	11,021	1,510	33
Tractors	75	...	...
Motor cycles	12	3	...
Total	16,740	2,020	51

ROAD ACCIDENTS.

The number of persons killed or injured in road accidents declined by 7.8 per cent. for the year ended 30th June, 1944, notwithstanding an increase of 3.6 per cent. in the average number of motor vehicles registered. There were 6,955 accidents reported, in which 371 persons were killed and 4,719 others injured, these figures being 1.8 per cent., 13.5 per cent. and 7.4 per cent., respectively, less than in the year ended 30th June, 1943. The removal of masks from motor vehicle head-lamps and the restoration of full street lighting were important factors leading to these reductions.

The following table shows the average number of vehicles, and the number of road accidents and casualties during the past five years, together with percentage increases or decreases each year:—

Year ended June 30.	Numbers.				Percentage Increase (+) or Decrease (—).			
	Average No. of Vehicles.	Accidents.	Persons Killed.	Persons Injured.	Vehicles.	Accidents.	Persons Killed.	Persons Injured.
1940	327,334	11,200	547	8,393	per cent. + 3.6	per cent. - 5.9	per cent. - 0.9	per cent. + 0.1
1941	313,962	10,548	471	7,471	- 4.2	- 5.8	- 13.9	- 11.0
1942	288,789	7,775	480	5,548	- 8.0	- 26.3	+ 1.9	- 25.7
1943	268,673	7,085	429	5,096	- 7.0	- 8.9	- 10.6	- 8.1
1944	278,427	6,955	371	4,719	+ 3.6	- 1.8	- 13.5	- 7.4

MOTOR VEHICLE THIRD PARTY INSURANCE.

Compulsory insurance under the Motor Vehicles (Third Party Insurance) Act, 1942, commenced on the 1st February, 1943, and since that date, in respect of all vehicles for which registration has been granted or renewed, insurance was effected under the Act of the owner and any driver of the vehicle against Third Party (bodily injury) risks for periods terminating on the due dates of expiry of the registrations. Motor vehicles registered at 30th June, 1944, were covered by Third Party Insurance as required by the Act.

GOVERNMENT CHARCOAL UNDERTAKING.

Early in December, 1942, the Government Charcoal Undertaking was placed under the control of the Commissioner as Organising Manager, Charcoal Production. The Undertaking comprises a small administrative staff, three metropolitan depots for the receipt and distribution of charcoal, and a number of kiln sites throughout the State, principally in the Central Western Districts, where the charcoal is produced and whence it is despatched to the Sydney market and country centres. When the business was taken over there were thirty-six kiln sites in operation; at the end of June, 1944, there were twenty operating. The number of employees in the country has varied from a peak of 430 to the latest figure, 200.

During the period 1st December, 1942, to 30th June, 1944, the production of charcoal at Government kilns was approximately 47,000 tons. In the twelve months ended 30th June, 1944, about 30,350 tons were produced of a price value at the kiln sidings of approximately £250,000. The bulk of this output was brought to Sydney.

It is the business of the Undertaking to manufacture charcoal to the extent required to meet the demand which cannot be provided for by private manufacturers. The general position is affected by several factors, including changes in demand, manpower difficulties, shearing, harvesting, wheat earing, timber cutting requirements and seasonal conditions. In consequence, production by the Undertaking has had to be varied from time to time to avoid a glut or to build up supplies in an endeavour to avoid a shortage.

Charcoal, production of which was commenced by the State Government in July, 1941, has provided a valuable substitute fuel as a means of saving petrol. As 14 lb. of charcoal are estimated to be equivalent to one gallon of petrol, it will be readily appreciated that the output of the Undertaking during the past twelve months represents an enormous saving in petrol. On the charcoal output of 1,214,000 bags of 56 lb., this saving is estimated at 4,856,000 gallons.

In addition to the manufacture and distribution of charcoal by the Government Undertaking, the Organising Manager administers the Charcoal (Producer Gas) Act, 1941, and Regulations, including the issue of licences to manufacturers, wholesalers and re-sellers. The interests of the public as to the purchase of standard charcoal at the fixed prices are watched and manufacturers are advised as to the proper methods of production, etc. Licences in force at 30th June, 1944, were:—

Manufacturers, 603; wholesalers, 74; and retailers, 1,197. During the year private manufacturers produced approximately 44,000 tons of charcoal.

MANUFACTURE OF MUNITIONS.

The Department undertook to assist in the manufacture of munitions and work in this connection was commenced in September, 1940, and continued to the end of June, 1944. During this period a large variety of orders covering various items for the Army and Navy were dealt with.

POWERS UNDER FEDERAL REGULATIONS, ETC.

Rationing of Motor Spirit.

The Commonwealth Government's petrol rationing scheme, which since 1st October, 1940, has been administered in this State by officers of the Department, working under the direction of the State Liquid Fuel Control Board, of which the Commissioner is Chairman and Executive Officer, continued to claim considerable attention during the past year.

There are approximately 400,000 petrol consumers' licences currently in issue in this State, necessitating the full-time employment of a staff of 130 male and female officers and the assistance of officers-in-charge of country Police Stations to cope with the work.

Rationalisation of Road Transport Services.

The objective of regulating and directing road transport services in such a manner as to ensure the minimum usage of manpower, fuel, vehicles and their equipment, has been the responsibility of the Commissioner for Road Transport and Tramways, as Director of Emergency Road Transport, since the promulgation of the Regulations in 1942.

"Proper Authorities" appointed to control the transport of the wheat harvests and wool clips have met with conspicuous success, whilst much has been achieved by Rationalisation of Transport Committees set up in country areas to organise transport within their particular districts. In addition, Orders have been issued or administrative action taken to control the operations of taxi cabs and hire cars, the delivery of fruit, vegetables or flowers to or from the City Municipal Markets, the collection of eggs from farms within certain prescribed areas, the collection and delivery of laundry, "drive yourself" car services and the retail delivery of meat, groceries and a wide range of other commodities.

Pools of heavy cartage vehicles which have been established in the Sydney and Newcastle areas have done an excellent job in the movement of a huge quantity of goods on a highly organised basis.

Distribution of Tyres and Tubes.

A Control of Rubber (Distribution of Motor Tyres and Tubes) Order aiming at controlling by permit the sale and distribution of motor tyres and tubes was introduced in August, 1942. The administration was vested, in so far as New South Wales is concerned, in the Commodities Control Section of the Department of Supply and Shipping, acting in collaboration with the Director of Emergency Road Transport.

The dual control was found to be unwieldy and on and from the 1st July, 1944, complete responsibility, on behalf of the Commonwealth Controller of Rubber, for the administration of the Order in this State passed to the Director. Approximately sixty male and female officers, including twenty-five taken over from the Department of Supply and Shipping, are employed on the work, whilst very considerable assistance is received from War Agricultural and other country committees which review applications by residents within their areas and submit their recommendations to the Director for final determination.

Control of Automotive Spare Parts.

A close liaison is maintained with the Deputy Controller of Automotive Spare Parts, and consumers whose priority allocations do not enable them to purchase parts are required to submit applications for review and recommendation by the Director of Emergency Road Transport.

Release of New Vehicles.

Control over the release of new vehicles in New South Wales continues to be exercised by the Director of Emergency Road Transport. Practically the only vehicles available to date have been of the truck type of 30 cwt. and upwards, and during the past year 5,520 of these vehicles have been released to essential users.

Automotive Industries War Advisory Committee.

An Automotive Industries War Advisory Committee (of which an officer of the Department is Chairman and Executive Member) established to assist with the handling of the many problems arising from the shortage of manpower, equipment, etc., in garages and motor vehicle workshops, has functioned very successfully and is continuing to do so. The work of the committee has contributed in no small measure to the continued mobility of essential transport under trying conditions.

The centering of emergency road transport control, liquid fuel rationing, release of tyres and tubes, lease-lend vehicles and allied matters in the one authority—the State road transport administration—gives a complete and compact organisation for the overall consideration and treatment of road transport problems.

APPRECIATION.

I desire to place on record my sincere appreciation of the loyal and efficient service rendered by all sections of the staff.

C. N. NEALE, Commissioner.

GENERAL BALANCE SHEET as at 30th June, 1944.

C. H. PARKES, Chief Accountant.

Sydney,
10th October, 1944.

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

APPENDIX 2.
METROPOLITAN TRANSPORT DISTRICT.
TRAMWAYS.

CAPITAL ACCOUNT—RECEIPTS AND EXPENDITURE to 30th June, 1944.

EXPENDITURE.				RECEIPTS.			
Particulars.	To 30th June, 1943.	1st July, 1943, to 30th June, 1944.	Total.	Particulars.	To 30th June, 1943.	1st July, 1943, to 30th June, 1944.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
To Land	245,092 3 7	13,314 13 11	258,406 17 6	By Capital Indebtedness to Treasury—			
„ Permanent Way	2,511,799 10 5	.....	2,511,799 10 5	Interest bearing Capital	6,887,934 1 6	Repayment— 7,411 3 4	
„ Administrative Building	159,250 8 9	.....	159,250 8 9				
„ Buildings	595,343 18 5	.....	595,343 18 5				
„ Signals and Interlocking	26,287 12 11	.....	26,287 12 11	Payment to Treasury from Public			
„ Overhead Wiring	265,463 16 8	.....	265,463 16 8	Vehicles Fund in reduction of Capital			
„ Rolling Stock—				liability of Metropolitan Tramways ...	.....	5,413 19 3	
Electric Stock	2,629,567 3 7	.....	2,629,567 3 7				
Electric Trolley Buses.....	80,278 15 7	.....	80,278 15 7		6,887,934 1 6	12,825 2 7	6,875,108 18 11
„ Workshop Buildings	232,822 19 8	.....	262,822 19 8	Non-interest bearing Capital—			
„ Plant and Machinery.....	282,192 13 7	Cr. 17,730 0 0	264,462 13 7	(Contributions by the Treasury from			
„ Sub-stations—				Consolidated Revenue)	40,520 19 7	.....	40,520 19 7
Land	22,581 10 6	.....	22,581 10 6				
Buildings	65,480 10 11	.....	65,480 10 11	„ Capital Reserves—			
Batteries	10,054 10 7	.....	10,054 10 7	Land and Buildings sold—			
Other Equipment.....	258,521 19 8	.....	258,521 19 8	Receipts in excess of cost	51,148 11 5	3,820 17 3	54,969 8 8
„ Electric Power System—							
Low Tension Feeders	357,824 18 11	.....	357,824 18 11	Contribution from Public Vehicles Fund			
	7,772,562 13 9	Cr. 4,415 6 1	7,768,147 7 8	(vide section 204 (3b) of Transport			
				Act, No. 18 of 1930)	75,349 10 3	5,413 19 3	80,763 9 6
„ Less Depreciation Reserve	1,068,712 0 0	114,195 0 0	1,182,907 0 0		126,498 1 8	9,234 16 6	135,732 18 2
	6,703,850 13 9	Cr. 118,610 6 1	6,585,240 7 8				
„ Balance to General Balance Sheet	351,102 9 0	115,020 0 0	466,122 9 0		7,054,953 2 9	3,590 6 1	7,051,362 16 8
	£ 7,054,953 2 9	Cr. 3,590 6 1	7,051,362 16 8				

APPENDIX 3.
METROPOLITAN TRANSPORT DISTRICT.

DEPARTMENTAL MOTOR OMNIBUS SERVICES.

CAPITAL ACCOUNT—RECEIPTS AND EXPENDITURE to 30th June, 1944.

EXPENDITURE.						RECEIPTS.			
Particulars.	To 30th June, 1943.	1st July, 1943, to 30th June, 1944.	Assets transferred to & from Newcastle District.	Assets scrapped and written off to Depreciation Reserve.	Total.	Particulars.	To 30th June, 1943.	1st July, 1943, to 30th June, 1944.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
To Land and Buildings	54,401 2 2	7,405 0 5	.....	.....	61,806 2 7	By Capital provided by			
Omnibuses	883,862 17 9	2,651 3 3	+19,168 10 5	.....	905,682 11 5	Treasury	296,845 11 7	Repayment—	
„ Plant and Machinery	16,352 1 3	2,138 18 9	.....	.....	18,491 0 0			—300 0 0	
„ Less Depreciation Reserve	954,616 1 2	12,195 2 5	+19,168 10 5	.....	985,979 14 0	„ Adjustment of Loan			
	734,988 14 1	60,388 18 11	—4,780 9 7	.....	790,597 3 5	Capital—Assets transferred to and from Newcastle Services — Net			
						increase		+23,949 0 0	
	219,627 7 1	Cr.48,193 16 6	+23,949 0 0		195,382 10 7		296,845 11 7	+23,649 0 0	320,494 11 7
„ To Balance to General Balance Sheet †	77,218 4 6	47,893 16 6	.....	.....	125,112 1 0				
Totals	296,845 11 7	Cr. 300 0 0	+23,949 0 0	.....	320,494 11 7	Totals	296,845 11 7	+23,649 0 0	320,494 11 7

APPENDIX 4.

METROPOLITAN TRANSPORT DISTRICT

TRAMWAYS AND DEPARTMENTAL MOTOR OMNIBUS SERVICES.

INCOME AND EXPENDITURE ACCOUNT for Year ended 30th June, 1944, showing also the corresponding figures for the previous Year.

	Year ended 30th June—							Year ended 30th June—					
	1944.			1943.				1944.			1943.		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
To Administrative and General Charges	238,980	17	11	256,993	1	3	By Passengers, etc—Tramway Services.....	4,004,483	11	4	3,841,406	6	11
„ Contribution to Railway Superannuation Account	136,515	15	11	126,359	8	9	„ Omnibus „	1,164,967	11	10	1,238,066	1	2½
Tramway Services.													
To Maintenance and Renewal of Way and Structures	296,856	18	1	277,891	12	1	Passengers Carried—	1944.	1943.				
„ „ „ „ of Low Tension Feeders and Overhead Way	72,498	4	0	66,961	7	10							
„ „ „ „ of Plant	440,866	19	10	378,268	14	4							
„ Electric Power for Traction.....	497,591	19	6	470,344	5	11							
„ Traffic Expenses (including Compensation)	1,869,253	4	4	1,785,750	13	3							
„ Fire Insurance Reserve	1,265	2	8	10,000	0	0	Tramway Services	407,985,000	378,478,000				
„ Depreciation—Current	114,195	0	0	102,966	0	0	Omnibus „	105,806,000	104,754,000				
							Total	513,791,000	483,232,000				
Omnibus Services.													
To Maintenance and Renewals of Motor Omnibuses and Equipment	223,282	9	8	278,717	6	4	Totals						
„ Traffic Expenses.....	883,476	17	6	854,431	5	4							
„ Service License Fees	6,736	2	11	9,274	4	0							
„ Motor Omnibus Tax	15,097	10	9	15,729	18	10							
„ Depreciation—Current	*59,818	14	3	*69,942	5	5							
To Surplus on Working carried to Net Revenue Account	313,015	5	10	375,842	4	9½							
Totals	£ 5,169,451	3	2	5,079,472	8	1½							
* Metropolitan Services—Amount shown in Capital Account Adjustment for Omnibuses transferred to and from Newcastle													
	£	s.	d.	£	s.	d.							
	60,388	18	11	73,140	18	7							
	570	4	8	3,198	13	2							
£	59,818	14	3	69,942	5	5							

APPENDIX 5.
METROPOLITAN TRANSPORT DISTRICT.
TRAMWAYS AND DEPARTMENTAL MOTOR OMNIBUS SERVICES.

NET REVENUE ACCOUNT AND GENERAL RESERVE for year ended 30th June, 1944, showing also the corresponding figures on Net Revenue Account for the previous year.

EXPENDITURE.				RECEIPTS.			
Particulars.		Year ended 30th June, 1944.	Year ended 30th June, 1943.	Particulars.		Year ended 30th June, 1944.	Year ended 30th June, 1943.
		£ s. d.	£ s. d.			£ s. d.	£ s. d.
Tramway Services.				NET REVENUE ACCOUNT.			
To Interest on Tramway Loan Capital	...	224,091 14 7	232,941 8 4	By Surplus on Working transferred from Income and Expenditure Account	...	313,015 5 10	375,842 4 9½
„ Exchange on Interest	...	31,462 4 4	32,251 17 0				
„ Sinking Fund Contribution	...	38,862 7 0	50,151 12 10				
„ Loan Management Expenses	...	649 5 5	1,300 3 4				
„ Accrued Depreciation	...	.....	12,186 14 10				
Omnibus Services.							
To Interest on Omnibus Loan Capital	...	9,907 7 0	10,900 5 11				
„ Exchange on Interest	...	1,181 15 4	1,703 12 4				
„ Sinking Fund Contribution	...	1,833 17 8	1,163 5 5				
„ Loan Management Expenses	...	29 2 7	58 14 7				
To Net Profit Transferred to General Reserve	...	5,647 11 11	33,184 10 2½				
Total	...	£ 313,015 5 10	£ 375,842 4 9½	Total	...	£ 313,015 5 10	£ 375,842 4 9½
GENERAL RESERVE.							
			£ s. d.				£ s. d.
To Balance, being accumulated profit carried forward	...	...	104,880 14 9½	By Balance from Revenue Appropriation Account	...	...	99,233 2 10½
	...	...		„ Profit transferred from Net Revenue Account	...	...	5,647 11 11
Total	...	...	£ 104,880 14 9½	Total	...	...	£ 104,880 14 9½

GENERAL BALANCE-SHEET AS AT 30TH JUNE, 1944.

C. H. PARKES, Chief Accountant.

In my opinion this balance sheet correctly sets out the financial position of the Newcastle and District Transport Trust Fund as at 30th June, 1944, according to the best of my information and to the explanations given to me and as shown by such books and accounts.

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

APPENDIX 7.
NEWCASTLE AND DISTRICT TRANSPORT DISTRICT.
TRAMWAYS.

CAPITAL ACCOUNT—Receipts and Expenditure to 30th June, 1944.

EXPENDITURE.				RECEIPTS.			
Particulars.	To 30th June, 1943.	1st July, 1943, to 30th June, 1944.	Total.	Particulars.	To 30th June, 1943.	1st July, 1943, to 30th June, 1944.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
To Land	44,514 9 11	Cr. 620 17 0	43,893 12 11	By Capital Indebtedness to Treasury—		Repayment—	
„ Permanent Way	363,836 4 2	.....	363,836 4 2	General Loan Account .....	.....	620 17 0	.....
„ Buildings	144,431 10 3	.....	144,431 10 3	„ Payment to Treasury from Public Vehicles Fund			
„ Signals and Interlocking	4,521 0 6	.....	4,521 0 6	in reduction of Capital Liability of New-			
„ Overhead Wiring	62,333 18 0	.....	62,333 18 0	castle Tramways .....	.....	961 5 0	.....
„ Rolling Stock—							
Electric Stock	145,555 12 0	.....	145,555 12 0	„ Capital Reserve—	900,683 19 0	1,582 2 0	899,101 17 0
„ Plant and Machinery	13,926 9 11	.....	13,926 9 11	Contribution from Public Vehicles Fund			
„ Electric Power—Low Tension Feeders.....	14,850 0 0	.....	14,850 0 0	(vide Section 204 (3b) of Transport			
				Act, of 1930)	5,637 0 9	961 5 0	6,598 5 9
	793,969 4 9	Cr. 620 17 0	793,348 7 9				
Less Depreciation Reserve.....	53,692 0 0	2,823 0 0	56,515 0 0				
	740,277 4 9	Cr. 3,443 17 0	736,833 7 9				
To Balance to General Balance Sheet.....	166,043 15 0	2,823 0 0	168,866 15 0				
£	906,320 19 9	Cr. 620 17 0	905,700 2 9	£	906,320 19 9	620 17 0	905,700 2 9

APPENDIX 8.

NEWCASTLE AND DISTRICT TRANSPORT DISTRICT.

DEPARTMENTAL MOTOR OMNIBUS SERVICES.

CAPITAL ACCOUNT: Receipts and Expenditure to 30th June, 1944.

EXPENDITURE.						RECEIPTS.			
Particulars.	To 30th June, 1943.	1st July, 1943, to 30th June, 1944.	Assets transferred to and from Metropolitan District.	Assets scrapped and written off to Depreciation Reserve.	Total.	Particulars.	To 30th June, 1943.	1st July, 1943, to 30th June, 1944.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
To Land and Buildings	1,129 7 6	Cr. 478 2 6	.....	-39 3 6	612 1 6	By Capital provided by Treasury...		Repayment. -478 2 6	
„ Omnibuses	145,496 7 8	30,328 13 1	-19,168 10 5	-55 18 8	156,600 11 8	„ Adjustment of Loan Capital			
„ Plant and Machinery	880 2 0	.....	.....	.....	880 2 0	Assets transferred to and from			
	147,505 17 2	29,850 10 7	-19,168 10 5	-95 2 2	158,092 15 2	Metropolitan District—			
Less Depreciation Reserve	120,070 13 8	13,492 18 10	+ 4,780 9 7	-95 2 2	138,248 19 11	Net Decrease		-23,949 0 0	
	27,435 3 6	16,357 11 9	-23,949 0 0	.....	19,843 15 3		93,018 5 1	-24,427 2 6	68,591 2 7
Balance to General Balance Sheet	65,583 1 7	16,835 14 3	.....	.....	48,747 7 4				
Totals	93,018 5 1	Cr. 478 2 6	-23,949 0 0	.....	68,591 2 7	Totals	93,018 5 1	-24,427 2 6	68,591 2 7

APPENDIX 9.

NEWCASTLE AND DISTRICT TRANSPORT DISTRICT.

TRAMWAY AND DEPARTMENTAL MOTOR OMNIBUS SERVICES.

INCOME AND EXPENDITURE ACCOUNT for the year ended 30th June, 1944, showing also the corresponding figures for the previous year.

	Year ended 30th June—					Year ended 30th June—								
	1944.			1943.			1944.			1943.				
	£	s.	d.	£		s.	d.	£	s.	d.	£	s.	d.	
To Administrative and General Charges	20,504	18	8	21,098	11	10	By Passengers, etc.—Tramway Services	297,045	10	5½	272,769	3	9½	
„ Contribution to Railway Superannuation Account	8,448	15	0	7,925	11	3	„ Omnibus „	233,822	7	0	229,603	19	3½	
TRAMWAY SERVICES.														
„ Maintenance and Renewals of Way and Structures	14,288	1	5	15,623	10	2	PASSENGERS CARRIED.							
„ „ „ „ „ Low Tension Feeders and Overhead Way	7,016	9	2	6,466	18	11		1944.	1943.					
„ „ „ „ „ Plant	23,875	10	3	13,787	14	3	Tramway Services	28,063,000	24,912,000					
„ Electric Power for Traction	25,813	10	0	23,592	7	10	Omnibus Services	15,363,000	15,064,000					
„ Traffic Expenses (including Compensation)	137,118	18	0	118,319	0	10		43,426,000	39,976,000					
„ Fire Insurance Reserve	160	0	0	1,000	0	0								
„ Depreciation—Current	2,823	0	0	3,364	0	0								
OMNIBUS SERVICES.														
„ Maintenance and Renewals of Motor Omnibuses and Equipment	58,953	18	5	55,831	6	7								
„ Traffic Expenses	162,919	3	11	142,511	12	4								
„ Service Licence Fees	1,521	7	1	1,808	16	7								
„ Motor Omnibus Tax	2,472	10	0	2,329	10	0								
„ Depreciation—Current	(a) 14,063	3	6	(a) 14,901	1	6								
„ Proportion of payments under Section 158c of the Transport Act of 1930, etc., written off														
To Surplus on Working carried to Net Revenue Account	50,888	12	0½	68,813	1	0								
TOTALS	530,867	17	5½	502,373	3	1	TOTALS	£	530,867	17	5½	502,373	3	1
Newcastle Services—Amount shown in Capital Account ... £														
Adjustment for Omnibuses transferred to and from Sydney £														
£														

APPENDIX 10.

NEWCASTLE AND DISTRICT TRANSPORT DISTRICT.
TRAMWAY AND DEPARTMENTAL MOTOR OMNIBUS SERVICES.

NET REVENUE ACCOUNT AND REVENUE APPROPRIATION ACCOUNT for the year ended 30th June. 1944.

	Year ended 30th June, 1944.	Year ended 30th June, 1943.		Year ended 30th June, 1944.	Year ended 30th June, 1943.
NET REVENUE ACCOUNT.					
TRAMWAY SERVICES.	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Interest on Temporary Loan	3,592 3 5	3,540 10 10	By Surplus on Working Brought Down	50,888 12 0½	68,813 1 0
„ Interest on Tramway Loan Capital	30,326 12 11	30,325 4 8			
„ Exchange on Interest	4,210 9 1	4,097 8 7			
„ Sinking Fund Contribution	6,000 10 2	5,475 17 11			
„ Loan Management Expenses	85 12 6	170 13 5			
„ Accrued Depreciation .....	.....	20,622 1 1			
OMNIBUS SERVICES.					
To Interest on Omnibus Loan Capital	3,327 8 1	3,020 18 9			
„ Exchange on Interest	453 13 10	415 5 6			
„ Sinking Fund Contribution	406 13 9	354 13 2			
„ Loan Management Expenses	9 6 5	17 19 0			
„ Net Profit Transferred to Revenue Appropriation A/c.....	2,476 1 10½	763 8 1			
	£ 50,888 12 0½	68,813 1 0		£ 50,888 12 0½	68,813 1 0
REVENUE APPROPRIATION ACCOUNT.					
To Balance from Last Account	£ 288,628 13 3		By Net Profit transferred from Net Revenue Account	£ 2,476 1 10½	
			„ Balance, being accumulated deficit carried forward	286,152 11 4½	
	£ 288,628 13 3			£ 288,628 13 3	

APPENDIX 11.

The number of staff in the various branches of the Department at June 30, 1944, was as follows :—

	Sydney.			Newcastle.			Total.		Grand Total.
	Salary.	Wages.	Total.	Salary.	Wages.	Total.	Salary.	Wages.	
MALE STAFF.									
Traffic—									
Tramway Division	231	4,531	4,762	23	348	371	254	4,879	5,133
Omnibus Division	50	1,599	1,649	...	188	188	50	1,787	1,837
Mechanical and Electrical Engineering—									
Tramway Division	103	2,055	2,158	8	107	115	111	2,162	2,273
Omnibus Division	33	597	630	2	38	40	35	635	670
Civil Engineering	40	675	715	2	38	40	42	713	755
Road Transport.....	442	93	535	8	2	10	450	95	545
Accounts, Staff, Secretarial, Stores, Legal, Medical	418	115	533	19	3	22	437	118	555
TOTALS—MALES	1,317	9,665	10,982	62	724	786	1,379	10,389	11,768
FEMALE STAFF.									
Traffic—									
Tramway Division	8	224	232	1	...	1	9	224	233
Omnibus Division	2	630	632	...	148	148	2	778	780
Mechanical and Electrical Engineering—									
Tramway Division	8	89	97	...	...	...	8	89	97
Omnibus Division	2	...	2	...	...	...	2	...	2
Civil Engineering	3	...	3	...	...	...	3	...	3
Road Transport.....	324	14	338	3	...	3	327	14	341
Accounts, Staff, Secretarial, Stores, Legal, Medical	141	...	141	...	...	...	141	...	141
TOTALS—FEMALES	488	957	1,445	4	148	152	492	1,105	1,597
TOTAL STAFF (MALES AND FEMALES).									
Traffic—									
Tramway Division	239	4,755	4,994	24	348	372	263	5,103	5,366
Omnibus Division	52	2,229	2,281	...	336	336	52	2,565	2,617
Mechanical and Electrical Engineering—									
Tramway Division	111	2,144	2,255	8	107	115	119	2,251	2,370
Omnibus Division	35	597	632	2	38	40	37	635	672
Civil Engineering	43	675	718	2	38	40	45	713	758
Road Transport.....	766	107	873	11	2	13	777	109	886
Accounts, Staff, Secretarial, Stores, Legal, Medical	559	115	674	19	3	22	578	118	696
GRAND TOTAL	1,805	10,622	12,427	66	872	938	1,871	11,494	*13,365

* Of the total staff of 13,365 shown above, 2,225 (2,198 males and 27 females) have been granted leave to serve with the Defence Forces or in other war activities.

APPENDIX 12.
MOTOR REGISTRATION SECTION.

Summary of Total Collections for the year 1st July, 1943, to 30th June, 1944.

		£	s.	d.	£	s.	d.
Tax—							
Special Deposits Account—Main Roads Act, 1924—							
Motor Vehicles (other than Public Motor Vehicles)		1,694,282	5	5			
Less Refunds		9,156	14	1			
					1,685,125	11	4
Special Deposits Account—Public Vehicles Fund—							
Public Motor Vehicles		62,315	12	2			
Less Refunds		218	2	3			
					62,097	9	11
Total Tax		£			1,747,223	1	3
FEES (AND SUNDRIES)—							
Road Transport and Traffic Fund—							
Motor Traffic Act, 1909-30		510,278	15	6			
Transport Act, 1930		10,808	12	0			
Motor Tax Management Act, 1914		675	0	0			
		521,762	7	6			
Less Refunds		538	9	8			
					521,223	17	10
Sundries—							
Search Fees, Exchange, etc.		479	7	4			
Unclaimed Moneys		222	5	2			
Miscellaneous		7,167	18	3			
		7,869	10	9			
Less Refunds		9	0	7			
					7,860	10	2
Total		£			529,084	8	0
Special Deposits Account—Public Vehicles Fund—							
Service License Fees		11,923	1	6			
					11,923	1	6
State Transport (Co-ordination) Fund—							
Fees and other Charges		47,312	5	5			
Less Refunds		298	15	5			
					47,013	10	0
Total Fees and Sundries		£			588,020	19	6
Grand Total		£			2,335,244	0	9

APPENDIX 13.

ROAD TRANSPORT AND TRAFFIC FUND.

STATEMENT OF RECEIPTS AND PAYMENTS for the Year ended 30th June, 1944, and a comparison with 1943.

Receipts.			Payments.				
	Year ended 30th June, 1944.	Year ended 30th June, 1943.		Year ended 30th June, 1944.	Year ended 30th June, 1943.		
	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	
Motor Traffic Act, 1909-30	510,278 15 6	495,134 3 2	Salaries and Expenses	229,776 3 7	217,934 12 7		
Motor Tax Management Act, 1914... ..	675 0 0	932 10 0	Overtime	300 9 2	975 0 9		
Transport Act, 1930	10,808 12 0	10,877 4 6	Tea Money	16 12 8	10 18 4		
	521,762 7 6	506,943 17 8	Workers' Compensation Insurance Premiums				
Less Refunds	538 9 8	652 11 8	Contribution to Railway Superannuation Account	3,351 1 1	3,303 5 5		
	521,223 17 10	506,291 6 0	Rent	7,009 15 6	5,410 13 2		
Exchange, Search Fees, etc.	479 7 4	568 18 0	Motor Hire and Conveyance	78 0 4	98 10 10		
Unclaimed Moneys	213 4 7	124 15 2	Freight and Cartage	1,003 10 5	1,020 5 5		
Miscellaneous	5,447 5 7	2,001 0 8	Railway Passes issued to Employees	2,133 13 0	2,170 13 0		
	527,363 15 4	508,985 19 10	Purchase and Maintenance of Motor Vehicles	9,094 19 10	4,772 5 6		
Compulsory Vehicle Examination			Postal and Telegraphic Service	19,772 11 1	22,347 7 10		
Service Station Fees	1,450 12 8	1,456 2 4	Office Stores	2,207 12 6	2,187 8 7		
Less Refunds			Printing and Stationery	13,332 13 9	11,149 11 3		
	1,450 12 8	1,456 2 4	Power, Light and Heating	1,029 5 6	1,048 14 11		
			Exchange	473 6 9	504 1 9		
			Laundry	189 1 7	175 18 0		
			Books, Periodicals and Papers	158 15 5	83 12 0		
			Maintenance of Office Furniture, Machines and Instruments	723 19 10	458 12 6		
			Alterations and Maintenance of Buildings and provision of equipment	1,669 10 5	840 2 10		
			Telephone Charges	3,224 18 7	2,516 8 6		
			Furniture, Machines and Office Equipment... ..	701 10 11	179 13 3		
			Federal Pay Roll Tax	5,476 2 11	4,833 7 1		
			Minor Expenses	4,160 5 0	2,100 0 0		
			Legal Cases and Fees	1,360 6 8	431 11 11		
				£ 307,244 6 6	284,552 15 10		
			Less Expenditure for other services recouped to this Fund from—				
			Departmental Omnibus Services	16,786 0 9	13,709 19 8		
			State Transport (Co-ordination) Fund	14,702 12 1	18,318 10 8		
			Metropolitan and New-castle Tramways	38,457 10 11	35,425 17 1		
			Liquid Fuel Control Board	40,037 18 9	52,524 7 6		
			Do do	4,661 1 9			
			Fines and costs				
			Emergency Road Transport Activities	22,838 9 6	17,917 4 7		
			Government charcoal undertaking	2,997 16 9			
				140,481 10 6	137,895 19 6		
			Recoup to Consolidated Revenue Fund of value of Police Services in respect of Road Transport and Traffic Registration of Vehicles and Licensing of Drivers	287,161 10 5	340,566 3 1		
			Auditor General's Fees	300 0 0	300 0 0		
			Motor Vehicle Registration Labels	590 18 3	941 3 1		
			Motor Vehicle Number Plates	2,726 11 4	2,075 8 1		
			Provision of Traffic Facilities	3,350 9 4	4,175 16 7		
			Surface Maintenance adjoining Tram Tracks	13,841 0 0	15,727 0 0		
				£ 474,743 5 4	510,442 2 2		
			Payment to Country Main Roads Fund under Section 202 Transport Act, 1930	54 071 2 8			
				£ 528,814 8 0			
Security Deposits—			Security Deposits—				
Balance brought from 30th June,	3,221 10 0	3,193 2 0	Refunds	135 0 6	230 0 0		
Receipts	270 0 0	258 8 6	Balance at 30th June	3,356 10 0	3,221 10 6		
	£ 582,305 18 6	513,893 12 8		£ 532,305 18 6	513,893 12 8		

C. H. PARKES,
Chief Accountant.

Audited and found correct.

Sydney,
10th October, 1944.E. H. SWIFT,
Auditor General.

APPENDIX 15.

STATE TRANSPORT (CO-ORDINATION) FUND.

Statement of Receipts and Payments for the Year ended 30th June, 1944, and a comparison with the previous year.

[illegible]

C. H. PARKES,
Chief Accountant.

Audited and found correct.
E. H. SWIFT,
Auditor General.

APPENDIX 16.

Motor Vehicles in New South Wales.—REGISTRATIONS CURRENT.

At End of Year or Month.	Public Vehicles. (Metropolitan and Newcastle*).				Other Vehicles.			Traders' Plates.	All Vehicles.
	Cab.	Van.	Bus.	Private** Hire Car.	Car.	Lorry.	Cycle.		
1911.....	175	3	4	...	3,975	...	2,788	...	6,945
1916.....	268	32	12	...	14,175	845	7,070	254	22,656
1921.....	407	376	180	...	28,665	3,524	11,291	413	44,856
1926.....	779	1,723	486	...	104,675	22,986	25,424	1,320	157,393
1927.....	997	2,016	525	...	129,985	30,517	28,054	1,803	193,897
1928.....	1,173	2,126	565	...	155,403	37,129	30,882	1,940	229,218
1929.....	1,364	2,274	612	...	170,039	42,594	30,655	2,022	249,560
1930.....	1,221	2,186	523	...	164,169	42,278	27,258	1,593	239,228
1931†.....	1,091	1,967	776	...	144,749	37,259	23,124	458	209,424
1932†.....	1,068	1,861	360	...	147,043	40,036	23,037	429	213,834
1933.....	1,052	1,985	450	...	152,851	44,630	22,751	492	224,211
1934.....	1,053	2,067	488	...	161,342	50,514	22,793	655	238,912
1935.....	1,063	2,085	526	...	172,156	57,529	23,119	776	257,254
1936.....	1,155	2,036	567	...	183,406	65,221	23,418	909	276,712
1937.....	1,194	1,914	672	...	198,925	74,227	24,049	1,075	302,056
1938.....	1,260	1,782	733	...	212,002	81,643	24,353	1,167	322,940
1939.....	1,341	1,765	825	...	216,443	83,977	23,009	1,194	328,554
1940.....	1,357	1,641	870	...	207,446	82,767	21,275	1,007	316,363
1941.....	1,359	1,534	881	...	188,561	82,977	18,946	901	295,159
1942.....	1,350	1,260	901	...	171,967	77,964	14,818	651	268,911
1943—January.....	1,350	1,240	904	...	172,414	78,325	14,810	589	269,632
February.....	1,350	1,227	910	...	172,735	78,374	14,632	588	269,816
March.....	1,349	1,214	913	...	172,865	78,380	14,395	592	269,648
April.....	1,349	1,206	914	...	173,142	78,620	14,290	599	270,120
May.....	1,349	1,197	914	...	173,180	78,846	14,254	603	270,343
June.....	1,349	1,190	913	...	173,188	79,234	14,164	612	270,650
July.....	1,349	1,185	915	...	173,442	79,694	14,156	614	271,355
August.....	1,348	1,180	919	...	173,735	80,116	14,099	618	272,015
September.....	1,348	1,171	903	...	174,188	80,553	14,127	625	272,915
October.....	1,348	1,161	907	...	174,931	81,047	14,166	631	274,191
November.....	1,348	1,166	913	...	175,930	81,730	14,224	632	275,943
December.....	1,348	1,157	911	...	177,247	82,782	14,360	636	278,441
1944—January.....	1,347	1,158	914	...	177,773	83,296	14,410	609	279,507
February.....	1,348	1,157	922	...	178,301	83,863	14,498	608	280,697
March.....	1,348	1,151	929	...	178,988	84,473	14,597	611	282,097
April.....	1,349	1,152	934	...	179,541	85,031	14,717	614	283,338
May.....	1,349	1,142	942	...	180,002	85,780	14,801	620	284,636
June.....	1,349	1,113	975	498	180,442	86,091	14,897	626	285,991

* Newcastle included from 1st October, 1930.

† Figures adjusted on a new basis as from 1st October, 1931, to show actual number of vehicles on the road. Numbers slightly deflated as a result.

‡ Government vehicles included for the first time. Approximately 1,700 vehicles added.

** Private hire cars included in cars before June, 1944.