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(SECOND SESSION.)

PARLIAMENT OF NEW SOUTH WALES.

REPORT

OF

THE COMMISSIONER FOR ROAD TRANSPORT AND TRAMWAYS

FOR THE YEAR ENDED 30TH JUNE, 1948.

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REPORT

OF THE

COMMISSIONER FOR ROAD TRANSPORT AND TRAMWAYS

FOR THE YEAR ENDED 30TH JUNE, 1948.

Office of the Commissioner for Road
Transport and Tramways,
Sydney, 19th October, 1948.

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, 1948.

TRAMWAY, TROLLEY BUS AND DEPARTMENTAL OMNIBUS SERVICES.

The tramway, trolley bus and omnibus services operated by the Department in the Sydney and Newcastle areas sustained a loss of £675,891 for the year ended 30th June last after debiting all charges, including interest, exchange, sinking fund and depreciation. In the years 1945-46 and 1946-47, losses of £379,106 and £600,813, respectively, were recorded.

The services in the Sydney Metropolitan area showed a loss of £601,658, which is £65,565 more than the loss in the previous year. At Newcastle the loss was £74,233 compared with a loss of £64,720 in 1946-47.

The aggregate of the losses in the last three years, viz., £1,655,810, affected the financial position of the Depart-

ment to such extent that towards the end of the financial year just closed the cash resources, including moneys set aside for reserves, in both the Metropolitan and the Newcastle funds were insufficient to meet in full the payments due to the State Treasury in respect of capital debt charges: at 30th June, 1948, £208,540 11s. 4d, including £61,200 5s. 3d. for sinking fund, was unpaid.

Additional revenue of approximately £1,450,000 was obtained from fare increases of 1d. for each adult full fare as from 1st July, 1947, and approximately £300,000 from extended and new omnibus services. The total increase in revenue, viz., £1,748,577, was not sufficient, however, to meet increases in expenditure which advanced by £1,823,655 in the year.

Apart from the cost of operating the extended and new omnibus services to relieve overcrowding and to meet expanding transport requirements, which was offset to a large extent by revenue obtained on such services, practically the whole of the increased expenditure in 1947-48 is due either directly or indirectly to higher wage rates during the year and the forty-hour week from 1st July, 1947. The loss of £675,891, therefore, is the direct result of causes beyond the control of the Administration.

A summary of expenditure for the years 1946-47 and 1947-48, showing also the percentage of income required to cover each item of expenditure and the increase or decrease on each item in 1947-48, compared with 1946-47 is shown hereunder:—

Expenditure.	1946-47.		1947-48.		1947-48 Compared with 1946-47. £
	£	% of Income.	£	% of Income.	
Wages, salaries, holidays and sick pay	4,270,101	69.9	5,549,323	70.7	Inc. 1,279,222
Cost of superannuation and gratuities	247,098	4.0	266,426	3.4	" 19,328
Railway travel concessions to employees	126,744	2.1	133,014	1.7	" 6,270
Pay roll tax	107,481	1.8	140,752	1.8	" 33,271
Compensation payments	37,417	0.6	48,174	0.6	" 10,757
Printing and stationery	25,855	0.4	34,264	0.4	" 8,409
Service Licence fees on buses	6,982	0.1	8,764	0.1	" 1,782
Omnibus and trolley bus tax	20,105	0.3	24,977	0.3	" 4,822
Lorry hire for permanent way operations	24,454	0.4	30,894	0.4	" 6,440
Electric energy for traction	474,720	7.8	574,229	7.3	" 99,509
Stores and materials	796,988	13.1	925,049	11.8	" 128,061
New motors for tramcars .....	...	...	43,552	0.6	" 43,552
Miscellaneous items—Services rendered by Railway Department, medical expenses (accident cases), gas and electric light, telephones, etc.	141,144	2.3	170,018	2.2	" 28,924
Expenditure charged off to Reserve for renewals of Permanent Way...	Cr. 51,500	Cr. 0.8	Cr. 54,000	Cr. 0.7	Dec. 2,500
Depreciation	145,748	2.4	254,657	3.2	Inc. 108,909
Capital Debt charges	333,261	5.4	380,160	4.8	" 46,899
Total Expenditure	£6,706,598	109.8	£8,530,253	108.6	Inc. 1,823,655
Income	£6,105,785	100.0	£7,854,362	100.0	" 1,748,577
Net Loss	£ 600,813	9.8	£ 675,891	8.6	Retrogression 75,078

The increase of £1,279,222 in wages, salaries, holidays and sick pay is the net result of the following fluctuations:—

(a) Additional staff, overtime and day-off cancelled penalties, because of five day forty-hour week from 1st July, 1947, and extended and new omnibus services less reductions in tramway mileage	Inc.	£680,000
(b) Basic wage increases	Inc.	£242,000
(c) Award variations:—		
Saturday penalty rates..	£ 145,000	
Variations based on "Mooney Award" and "High Court Formula" for adjustment of margins—		
Traffic employees	84,000	
Other employees	110,000	
Footboard allowances	15,000	
Salaried staff awards	34,000	
Other variations	22,000	Inc. £410,000
(d) Increase in value of outstanding holidays because of basic wage and award variations	Inc.	£31,000
	Inc.	£1,363,000
(e) Less proportion of increases charged to accounts other than Working Expenses		£84,000
Net increase		£1,279,000

The trend in relation to wages and salaries is towards higher payments as demonstrated in the foregoing statement which shows that 70.7 per cent. of revenue was absorbed in the payments under this heading in 1947-48 against 69.9 per cent. in 1946-47, notwithstanding that revenue increased by £1,450,000 due to fare increases. There is little scope for reduction in any of the other items of expenditure; on the contrary, it appears that with the increasing trend in labour costs, most of these items will inevitably increase. Wages and salaries are the principal item of expenditure and as the tendency is towards higher rates, it is evident that an increase in revenue is the only major means of correcting the unsatisfactory financial position.

Up to 30th June, 1948, 238 of total post-war orders for 748 new double-deck omnibuses had been placed in service. The new vehicles, as well as providing for an improvement in the services generally, permitted the retirement of the single-deck austerity buses obtained during war years, the whole of which had reached the end of their economic life. During the year the programme of restoring operation to City termini of omnibus services which during the war years were restricted to terminate short of the City areas thereby requiring through passengers to change from omnibuses to trams and vice versa, was brought to completion. At 30th June, 1948, 668 omnibuses were in service, a net increase of 110 during the year.

A large number of the buses on order is expected to be delivered during 1948-49. These vehicles will be used in substitution for trams on certain routes, for replacement of old omnibuses and for further improvement of the services.

Since the close of the year orders have been placed for 250 tramcars of the corridor type and tenders for the supply of a further 252 double-deck omnibuses are under consideration.

The general expansion of the Departmental fleet, coupled with the higher capital cost of new vehicles compared with pre-war prices, is progressively increasing the annual charges necessary to cover depreciation and the bill for interest, exchange and sinking fund. Omnibuses in 1938-39 cost about £2,300 each whereas the price is now in the vicinity of £4,500 each. Tramcars will cost over £8,000 each for vehicles similar to those constructed in the years, 1933 to 1936, for under £3,000 each.

The charges for interest, exchange and sinking fund were £46,899 higher in 1947-48, than in 1946-47, and depreciation advanced by £108,909. There will be further increases estimated at £32,500 for interest and the other capital debt charges and £132,000 for depreciation in the year 1948-49.

Basic wage and award increases granted during 1947-48 will apply for a full year in 1948-49 compared with part only of 1947-48. The 4s. per week basic wage increase from August, 1948, will require to be met as well as further possible basic wage increases.

In addition to the advances in expenditure referred to above, further substantial increases will occur in respect of pay roll tax, superannuation, gratuities to officers under Act No. 23 of 1948, and fuel oil for omnibuses, the price of which rose by 2d. per gallon on 1st July, 1948.

Estimates recently prepared indicate that the loss for the year 1948-49 will be in the vicinity of £1,220,000, plus the cost of any basic wage or award increases during the remaining months of the financial year.

At the present rate of income, capital debt charges (estimated at £417,620 for the year 1948-49) cannot be paid to The Treasury and will need to be carried forward as an outstanding liability. In addition, it will be necessary for The Treasury to make substantial cash advances towards the payment of wages and other items of working expenses.

I am of the opinion that the only practical means of improving the unsatisfactory financial position of the transport services is by—

- an increase in fares;
- an adjustment of the excessive capital liability of the Undertaking;
- a subsidy from the Government to cover concessions in fares which may rightly be regarded in the nature of social services; and
- relief in respect of certain special expenditure which the Department is called upon by Statute to bear.

The principal avenues for consideration and the amounts which would be obtained are shown in the following tabulation.

	£
1. An additional penny on all adult fares except for one section travel	618,000 p.a.
2. An increase of 1d. over week-day rates in all adult fares on Saturdays and Sundays	290,000 p.a.
3. Children's fares, other than for school travel to be altered from 1d., 2d. and 3d. to—	
1, 2 or 3 sections—2d.	
4 or more sections—3d.	40,000 p.a.
4. Concession fares to be altered so that when half the adult fares includes a half-penny, an additional half-penny be charged instead of the deductions of one half-penny as at present	29,000 p.a.
Total	£977,000 p.a.

The over-capitalisation of the services as stated in my report for the year 1946-47 was referred to in a report dated 28th March, 1947, submitted by Mr. E. H. Swift, Auditor-General for New South Wales, following an inquiry held by him when he recommended, *inter alia*, that—

- (i) "as older trams are replaced either by omnibuses or corridor-type trams, it is reasonable that relief be given to the Department from capital indebtedness equivalent to the value at which the displaced vehicles appear in its books";
- (ii) "relief might also be given from capital indebtedness to the extent of 25 per cent. of the value at which the remaining permanent way assets taken over from the Railway Department now figure in the Department's accounts";
- (iii) "the finances of the undertaking have seriously deteriorated by reason of the unremunerative fare scale prevailing during the past few years and I recommend that the Government favourably consider making an interest free loan to the Department of £1,000,000, terms of repayment to be reviewed at the expiration of ten years."

These recommendations were subsequently supported by Mr. M. S. Wilson, Commissioner for Transport in Tasmania, and Mr. S. M. Richardson, retired Manager of the Melbourne and Metropolitan Tramways Board who at the request of the Government inquired into certain aspects of the Department's activities and submitted a joint report to the Minister for Transport on 21st August, 1947.

Regarding item (i) above, many of the tramcars taken over by the Department in 1930 were already very old. A number of them to the value of £295,000 has since been scrapped and the capital value of these cars was repaid to the Treasury. In respect of such tramcars, it is considered that it would be reasonable for the Government to assume responsibility therefor either by advancing to the Department the sum of £295,000 as a contribution without charge towards the provision of new rolling stock or by reducing the existing capital liability for new rolling stock by a similar amount.

Also, as recommended by Mr. Swift, it is considered that the Department should be relieved of the capital indebtedness represented by the book values of the remaining foot-board-type cars as such vehicles are scrapped or withdrawn from service in future.

I concur with Mr. Swift's proposals as set out in item (ii) and (iii) quoted above.

The suggested interest free loan of £1,000,000 (item (iii) above) would materially assist the Department in its present unsatisfactory cash position, although on present indications there is no prospect that profits which may be applied in repayment of any part of the £1,000,000 will be earned in the future.

The estimate of £977,000 increased revenue per annum that could be obtained from an adjustment in the fare scale together with a saving in capital debt charges of approximately £38,000 per annum if adjustments of the capital indebtedness referred to above were effected, would be insufficient to meet the estimated rate of loss in the current year of £1,220,000.

The loss of revenue to the Department in respect of the carriage of old age and invalid pensioners at concession fares and a continuance of the present rate payable by school children as allowed for in the suggested alteration in the fare scale, amounting in the aggregate to approximately £184,000 per annum should rightly be regarded as a social service and be covered by a subsidy from the Government.

The cost of railway travel concessions and a contribution towards gratuities payable to employees upon retirement in certain cases as provided for by Act No. 46 of 1943 and Act No. 23 of 1948, respectively, in respect of staff appointed since the constitution of the Department by the Transport Act, 1930, also should be borne by the Government. The Department pays the whole cost of the passes and the gratuities. The anticipated expenditures under these headings in the year 1948-49 are £80,000 and £7,000, respectively, but the amounts will progressively increase in future years.

The Department pays each year the excess of expenditure over income in respect of employees covered by the Railway Superannuation Account. The deficiency in the year 1948-49 is estimated to be in the region of £274,000, and whilst the undertaking could be expected to make some contribution in this direction it is not reasonable that the whole of the loss in respect of a scheme based on unsound financial principles should be met from Departmental revenue.

In the year 1947-48 the amount received from contributions by existing employees covered by the scheme was £29,100. Payments for pensions and other benefits amounted to £295,377. The rate of outgoings is rapidly increasing and the income is diminishing progressively with retirements. It is expected the peak deficiency will be reached in about the year 1958-59 and will be approximately £440,000 for the year.

On the basis of the present position in regard to the Superannuation Account I am of opinion the Government should contribute 50 per cent. of the deficiency each year, the remaining 50 per cent. to be borne by the Department.

The implementation of the foregoing financial adjustments would cover the present rate of losses on the transport services and leave a balance of £200,000 per annum to meet anticipated basic wage increases and probable increases in the prices of stores and materials. The adjustments proposed, however, would not place the accounts for the financial year 1948-49 on a satisfactory basis as the losses being incurred at the rate of approximately £100,000 per month from July to the date of the adjustments would not be covered.

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, 1948, and a comparison with the previous year are shown in the following statement:—

Item.	Year ended June 30.		Increase.	Decrease.
	1948.	1947.		
Earnings	£ 7,110,905	£ 5,512,280	£ 1,598,625	.....
Working Expenses	7,151,064	5,624,641	1,526,423	.....
Loss on working	40,159	112,361	72,202	Improvement.
Capital Debt charges—				.....
Interest	250,151	207,134	43,017	.....
Exchange	31,203	27,655	3,608	.....
Sinking Fund	54,480	53,223	1,257	.....
Loan Management Expenses	1,003	1,200	.....	197
Depreciation charges and amounts written off for displaced or abandoned assets	224,602	134,520	90,082	.....
	561,499	423,732	137,767
Net Result	Loss. 661,658	Loss. 536,093	Retrogression. 65,565	

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Passenger Traffic:—The numbers of passengers carried on the tramway, trolley bus and Departmental omnibus services for the years 1947-48 and 1946-47 are shown in the following summary:—

Item.	1947—48.	1946—47.
Tramways	354,522,000	386,969,000
Trolley Buses	6,391,000	7,156,000
Departmental Omnibuses	132,865,000	120,173,000
Total	493,778,000	514,298,000

Capital:—The mean capital invested in the Metropolitan Road Transport Services for the year was £7,916,368, which is £741,195 more than the figure for the previous year.

NEWCASTLE AND DISTRICT TRANSPORT SERVICES.

Financial Results.

Details of the financial results of the tramway and Departmental omnibus operations in the Newcastle district for the year ended 30th June, 1948, and a comparison with the previous year are shown in the following statement:—

Item.	Year ended June 30.		Increase.	Decrease.
	1948.	1947.		
Earnings	£ 743,457	£ 593,505	£ 149,952	.....
Working Expenses	744,372	602,947	141,425	.....
Loss on working	915	9,442	8,527	Improvement.
Capital debt charges—				.....
Interest	32,708	33,184	.....	476
Exchange	3,704	3,908	.....	204
Sinking Fund	6,720	6,790	.....	70
Loan Management Expenses	131	168	.....	37
Depreciation charges and amounts written off for displaced or abandoned assets	30,055	11,228	18,827	.....
	73,318	55,278	18,040	.....
Net Result	Loss. 74,233	Loss. 64,720	Retrogression. 9,513	

Passenger Traffic: The total number of passengers carried on Departmental services in the Newcastle district for the year was 43,429,000 (23,029,000 trams and 20,400,000 buses). In the previous year the figures were 25,640,000 trams and 18,230,000 buses, a total of 43,870,000.

Capital:—The mean capital invested in the Newcastle tramways and Departmental omnibus services for the year ended 30th June, 1948, was £981,721.

TRAMWAY AND DEPARTMENTAL OMNIBUS SERVICES.

The restoration of "feeder" services to operate to pre-war City termini was completed during the year, and the Department continued to extend routes and increase the operating frequencies of services where practicable. However, an acute staff shortage precluded full implementation of plans for the development of existing services and extension of Departmental omnibus operations generally.

In the tramway section the staff shortage was even more serious than in the omnibus section, and it was necessary to curtail tramway services on the various lines. Unless there is a considerable improvement in the staff position, further curtailments in the tramway services will be unavoidable.

INCREASE IN FARES.

As from 1st July, 1947, the adult fare by tram, trolley bus and omnibus was increased by 1d. per journey. No increase was made in children's fares. The shopping concession which operated on trams between 10.0 a.m. and 4.0 p.m. was abolished.

PROTECTION AND COLLECTION OF REVENUE.

Owing to the shortage of manpower it was necessary to curtail the number of street assistant conductors employed. A substantial improvement in the staff position will be necessary before fare collection can be placed on a satisfactory basis.

Officers in plain clothes and in uniform carried out extensive ticket examinations. In addition, plain-clothes officers were employed on fare-evasion duties, and as a result of their activities 1,480 persons were convicted and fined.

TWO-WAY FREQUENCY MODULATION WIRELESS SYSTEM.

A two-way frequency modulation wireless communication system was established between Head Office and Traffic Inspectors operating in motor vehicles. The system proved to be particularly effective in restoring normal running of the tram and omnibus services after delays due to accidents and occurrences of a special nature.

On the occasion of the 1948 Royal Easter Show, traffic to and from the Showground was supervised and directed with the aid of the wireless communication system which enabled heavy concentrations of intending passengers to be lifted speedily.

ADVERTISING.

Income derived from advertising on Departmental vehicles and property amounted to £20,378, and after deducting salaries, wages, expenses and commissions, a net profit of £13,445 resulted.

FORTY-HOUR WORKING WEEK.

On July 1, 1947, the provisions of the State Industrial Arbitration (Forty Hours Week) Amendment Act, 1947, were applied to the employees of this Department who had previously worked in excess of that number of hours each week.

STAFF.

The total number of staff in the Department at June 30, 1948, was 13,664, compared with 12,854 on June 30, 1947. Notwithstanding the increase of 810 employees during the year, the introduction of the forty-hour week from July 1, 1947, had the effect of worsening the staff position, and at June 30, 1948, the Department was in need of 1,400 additional employees.

The fullest possible use is being made of female labour and the number of conductresses employed rose from 437 in 1947 to 600 in 1948.

Details of the number of staff employed in the various Branches are shown in Appendix No. 7.

COMMONWEALTH RECONSTRUCTION TRAINING SCHEME.

Assistance in the Commonwealth Reconstruction Training Scheme was continued during the year by providing employment for trainee tradesmen in the electrical and mechanical engineering and building trades groups. At July 1, 1947, forty-seven trainees were employed and this number was increased to seventy-five at June 30, 1948.

ROAD TRANSPORT AND TRAMWAYS INSTITUTE.

During the year the membership of the Road Transport and Tramways Institute increased from 8,487 to 9,698, or 71 per cent. of the total staff. There were increased enrolments in classes of instruction in Departmental and commercial subjects, and keen interest was shown in various organised sporting competitions. The libraries were well patronised and 40,983 books are available in the twenty-one branches.

ROAD TRANSPORT AND TRAMWAYS AMBULANCE CORPS.

At 31st December, 1947, there were 3,918 qualified members of the Road Transport and Tramways Ambulance Corps, including 150 females. During the year, 758 employees were successful in passing the various examinations, 103 of whom were new members; 28 per cent of the staff are members of the Corps.

SUPERANNUATION AND GRATUITIES.

Of the total staff of 13,664 on the books of the Department at the 30th June, 1948, 3,672 were contributors to the Railway Superannuation Account and fifty-eight to the Public Service Superannuation Fund. Employees appointed since 1930 who have not contributed to any superannuation scheme are entitled to benefits under the Transport (Officers' Gratuities) Amendment Act, 1948.

The staff contributing to the Railway Superannuation Account are those who were transferred to this Department, consequently upon the Transport undertaking being separated from the Railway Administration in 1930. Contributions from the employees to this Account are considerably below pensions and other payments and the deficiency on the Account for the year met from Departmental funds was £266,277.

The Transport (Officers' Gratuities) Amendment Act, 1948, which applies retrospectively to September 1, 1946, provides for the payment of gratuities in certain circumstances to officers who are retired after not less than ten years

service and who throughout such service have not contributed to any superannuation fund. Officers retired under 60 years of age, otherwise than by reason of total incapacity for work, receive a gratuity equivalent to one week's salary or wages for each complete year of service up to a maximum of thirteen weeks. Officers retired over 60 years of age or retired by reason of total incapacity for work irrespective of age at the date of retirement receive a gratuity equivalent to two weeks' salary or wages for each complete year of service. Upon the death of an officer covered by the scheme a gratuity of two weeks' salary or wages for each complete year of service shall be payable to his widow, dependent children or dependent relatives. The gratuity in each case shall be calculated at the rate of salary or wages payable immediately prior to retirement or death. Employees do not contribute to the scheme and the whole cost of the gratuities is met from Departmental funds.

ROUTE MILEAGE.

At 30th June, 1948, the route mileage of the tramway, trolley bus and Departmental omnibus services was as under:—

Tramways.								
Metropolitan—			Street Mileage.		Single Track.			
			ms.	ch.	lks.	ms.	ch.	lks.
In service			142	34	85	269	33	69
Not in service			8	12	90	12	19	84
Total			150	47	75	281	53	53
Sidings, Loops and Crossovers (approx.) ...			.....			40	26	0
Newcastle—								
In service			20	30	70	36	60	85
Not in service .....			...	...	...	...	...	...
Total			20	30	70	36	60	85
Sidings, Loops and Crossovers (approx.) ...			.....			3	33	0
Trolley Bus Services.								
Metropolitan—			Two-way Route.		One-way Route.		Total Route	
			ms.	chns.	ms.	chns.	ms.	chns.
Wyde Street, Potts Point to Sydney			1	14	1	4	2	18
Town Hall			4	24	2	8	6	32
Rockdale-Kogarah-Sans Souci.....			5	38	3	12	8	50
Total			5	38	3	12	8	50

Departmental Omnibus Services.

Total Route Mileages.		
Metropolitan	308 mls.	40 chns.
Newcastle	113 mls.	

ROLLING STOCK.

The following statement gives particulars of the Departmental fleet as at 30th June, 1948:—

Type.	Seating Capacity.	Metro-politan.	New-castle.	Total
Tramcars—				
R (Corridor)	48	No. 195	No. ...	No. 195
R1 "	56	55	...	55
P (Footboard)	80	258	...	258
O & OP (Footboard)	80	626	...	626
N "	60/70	65	...	65
LP "	70	153	97	250
K "	50	77	...	77
E "	45	10	...	10
Totals .....	...	1,439	97	1,536
Trolley Buses—				
Single Deck .....	...	2	...	2
Double Deck .....	...	23	...	23
Totals .....	...	25	...	25
Omnibuses—				
Single Deck .....	...	68	4	72
Double Deck .....	...	512	84	596
Totals .....	...	580	88	668

In addition to Departmental vehicles shown above, 674 omnibuses were being operated by private owners in the Metropolitan and Newcastle transport districts on the 30th June, 1948.

Details are as under:—

	Metropolitan.	Newcastle.	Total.
Double Deck	5	...	5
Single Deck	579	90	669
Total	584	90	674

Country districts are served wholly by private bus operators. At 30th June, 1948, there were 1,158 vehicles with a carrying capacity exceeding eight passengers.

ELECTRICAL ENERGY CONSUMED.

For the Metropolitan area, electrical energy amounting to 146,909,560 kW hours was obtained from the Department of Railways and 950,000 kW hours from the Sydney County Council during the year ended 30th June, 1948. Of the total of 147,859,560 kW hours, 141,202,273 kW hours were used for tramway traction, 1,639,567 for trolley bus traction and 5,017,720 for general purposes.

In the Newcastle area, 8,517,224 kW hours of electrical energy were obtained from the Department of Railways (8,393,264 for tramway traction and 123,960 for general purposes).

NEW OMNIBUS DEPOT AT KINGSGROVE.

On 22nd February, 1948, operations were commenced from a new omnibus depot at Kingsgrove.

The depot is located in Richland-street, Kingsgrove, on the northern side of the East Hills railway line, a little over a quarter of a mile from Kingsgrove Railway Station. The total area occupied by the depot is 246,346 square feet (slightly over 5½ acres). Accommodation is provided for 140 buses, of which number 94 are to be stored in the open.

The lay-out and construction were planned along modern lines with all essential facilities and conveniences. The administrative building provides all the necessary offices for the depot master, inspectorial and clerical staffs and includes a muster room equipped with steel lockers for the use of the employees. A separate building provides rest rooms and other facilities for conductresses together with a common meal room for male and female staffs. Rooms with recreational and educational facilities are also included in this building. Tennis courts have been constructed and provision has been made for practice cricket pitches.

A loud-speaker system is installed and is operated from the offices of the depot master and the depot sub-inspectors. Amplifiers are located in the muster hall, pay-in lobby and at various outdoor points within the depot area.

On arrival at the depot, omnibuses proceed in turn to the fuelling islands where fuel tanks and radiators are filled, tyres are inspected and oil checked. If no mechanical attention or cleaning is required the omnibus is then driven to a spacious concrete storage area where it is marshalled ready for subsequent despatch. If mechanical attention is required, the vehicle is driven to the covered-in workshop section of the depot where there are ten inspection pits, two of which are used for greasing purposes and eight for servicing. Vehicles to be cleaned are driven to bays especially equipped for the purpose.

MOTOR REGISTRATION AND TAXATION REVENUE.

Revenue collections from the registration, taxation and licensing of motor vehicles and the licensing of motor drivers for the years ended 30th June, 1948, and 1947, were as follows:—

	Year ended 30th June.			
	1948.		1947.	
Tax—	£	£	£	£
Main Roads Act, 1924	2,282,256		2,065,753	
Public Vehicles Fund	81,464		72,342	
		2,363,720		2,138,095
Registration, licensing and miscellaneous fees and charges—				
Road Transport and Traffic Fund	733,743		683,760	
Public Vehicles Fund	14,244		11,897	
State Transport (Co-ordination) Fund	377,788	1,125,775	119,692	815,349
Grand Totals		3,489,495		2,953,444

For details, see Appendix 8.

ROAD TRANSPORT AND TRAFFIC FUND.

The Road Transport and Traffic Fund receives all fees in respect of the registration and licensing of motor vehicles and the licensing of motor drivers collected under the Motor Traffic Act, 1909-1945, the Transport Act, 1930-1948, and the Motor Tax Management Act, 1914-1930, with the exception of service licence fees, which are paid into the Public Vehicles Fund.

Payments from the Fund cover administration and other expenses of the Department (excluding those in respect of the Transport Services of the Department and the administration of the State Transport (Co-ordination) Act, 1931); the cost of police supervision and control of road traffic; police services in connection with the registration of vehicles and the licensing of drivers; traffic facilities; road safety activities and half the cost of surface maintenance of pavements between tramway tracks and for a space of eighteen inches on either side of the rails.

The total revenue collected in the year just closed, apart from a grant of £16,800 from the Commonwealth Government for road safety purposes, was £733,743. After meeting the various expenses chargeable to the Fund the balance was insufficient by £94,150 8s. 10d. to pay in full the amount necessary to recoup Consolidated Revenue for the value of Police services in respect of road transport and traffic, the registration of vehicles and the licensing of drivers.

Details of receipts and payments from the Road Transport and Traffic Fund for 1947-48 and 1946-47 are shown in Appendix 9.

PUBLIC VEHICLES FUND.

The Public Vehicles Fund is credited with tax collected in respect of motor omnibuses and other public vehicles operating in the Metropolitan and Newcastle transport districts and service licence fees on omnibuses operating in such districts.

Payments from the Fund include a distribution of tax on motor omnibuses to the Department of Main Roads, Municipalities and Shires; a distribution of service licence fees to the Department of Main Roads, Municipalities and Shires and to the Colonial Treasurer in reduction of the capital debt of the Department's transport services; and expenditure on the improvement of traffic facilities from receipts of tax on other public vehicles.

A statement of receipts and payments from this Fund for the years 1947-48 and 1946-47 is shown in Appendix 10.

STATE TRANSPORT (CO-ORDINATION) FUND.

The State Transport (Co-ordination) Fund receives licence and permit fees on vehicles registered to operate as public motor vehicles and charges in respect of the carriage of goods or passengers on journeys in competition with the Railways or Tramways as imposed under the provisions of the State Transport (Co-ordination) Act, 1931.

The cost of administration of the Act is payable from the Fund and the balance distributed to the credit of Railway and Tramway revenue.

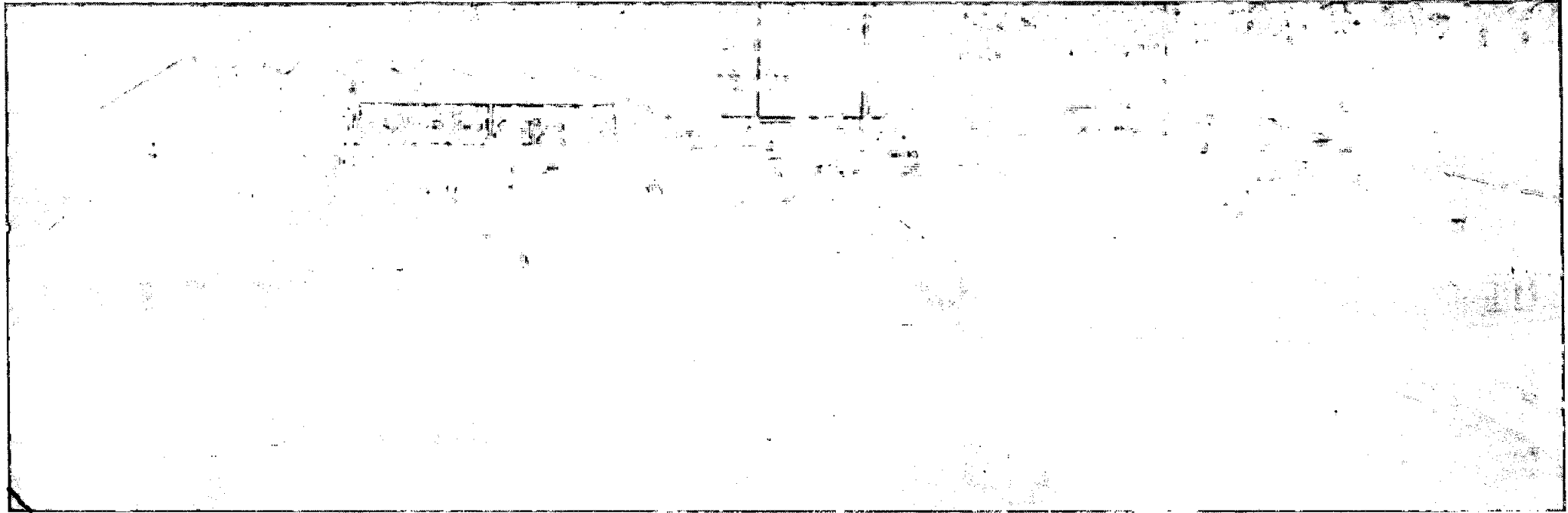
A statement of receipts and payments from this Fund for the year 1947-1948 in comparison with the previous year is shown in Appendix 11.

The increase in the receipts for the year 1947-48 as compared with 1946-47 was due for the most part to increased payments under the Act from the operation of motor lorries carrying goods between New South Wales and adjoining States and, to some extent, to the expansion of passenger motor services on tourist routes.

Owing to the curtailment of railway services due to the shortage of coal and other causes, the demand for permits to carry goods by road over long distances has been exceptionally heavy. In pursuance of the established policy, charges were imposed as a condition of licences or permits where there was evidence to show that the road journeys would compete with the railways for distances exceeding fifty miles.

MOTOR REGISTRATION STATISTICS.

At 30th June, 1948, there were 397,410 motor vehicles registered in New South Wales, an all-time peak for registrations in the State. Since 30th June, 1947, an increase in registrations of 38,960, or 10.9 per cent., has been recorded. The pre-war peak, recorded in August, 1939, was 329,219. The number of motor lorries and vans registered exceeds the pre-war peak figure of 77,698 by 49,715, or 64.0 per cent.



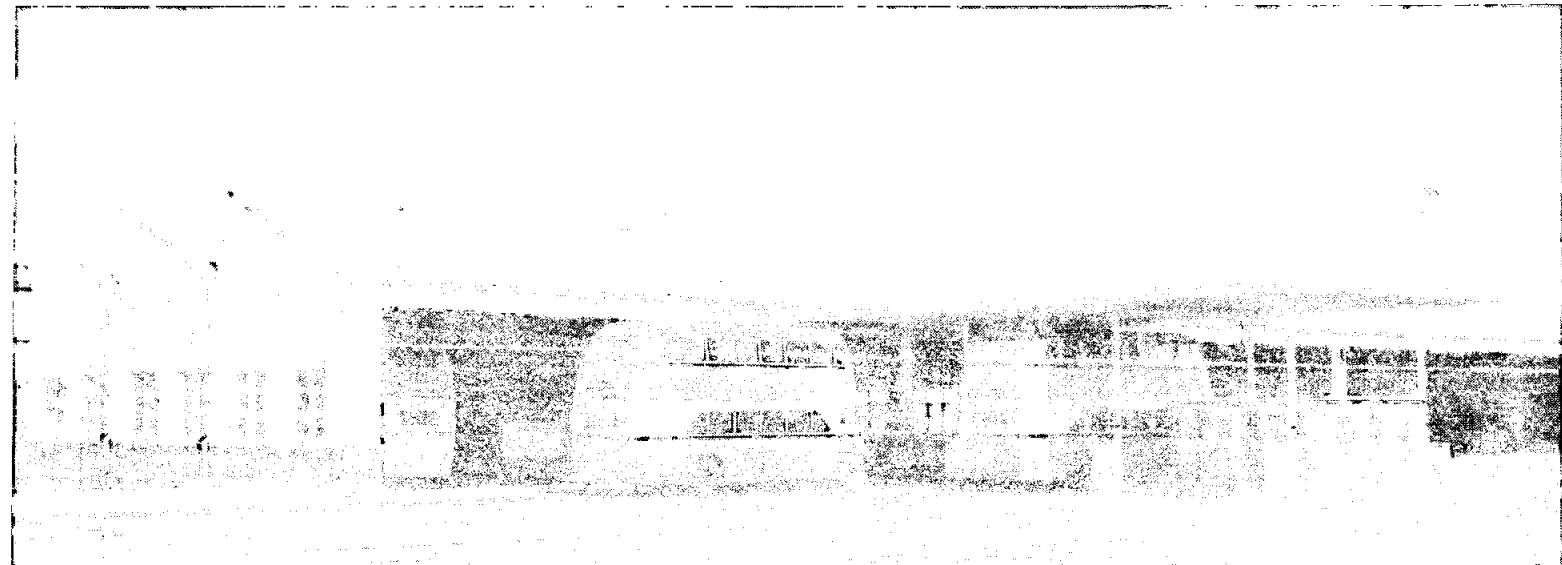
★

KINGSGROVE OMNIBUS DEPOT.

Above: General view of Depot.

Right: Fuelling Bays and portion of Garage.

★



Details of registrations current at 30th June, 1948 and 1947, and 31st August, 1939, are as follows:—

Classification.	30th June, 1948.	30th June, 1947.	31st Aug. 1939. (Pre-war Peak).
Cars	210,552	195,923	214,585
Lorries	125,946	112,125	75,956
Tractors	3,398	2,374	1,080
Trailers—			
Pleasure	10,066	7,886	3,402
Commercial	8,251	6,826	3,099
Cycles—			
Solo	23,501	19,316	17,109
Sidecar	6,575	5,856	6,886
Buses—			
Sydney	1,274	1,020	705
Newcastle	162	149	89
Country Districts	1,158	1,032	546
Vans—			
Sydney	1,353	1,325	1,622
Newcastle	114	94	120
Country Districts	†	†	†
Taxi-cabs—			
Sydney	1,566	1,370	1,270
Newcastle	66	61	61
Country Districts	926	874	618
Private Hire Cars—			
Sydney and Newcastle	496	491	*
Country Districts	445	468	785
Tourist Vehicles—			
Sydney	54	†	†
Newcastle	1	101	99
Country Districts	68	...	...
Traders' Registrations—			
Cars	1,355	1,106	1,137
Cycles	83	54	50
Total	397,410	358,450	329,219

* Private hire car figure for August, 1939, included under "Cars".

† Vans in Country Districts included under "Lorries".

‡ Details not available.

Details of the classes of registrations in New South Wales at intervals since 1911 are given in Appendix 12.

QUARTERLY REGISTRATIONS.

Of the total number of motor vehicles registered in New South Wales at 30th June, 1948 and 1947, the number in each class registered on a quarterly basis was as follows:—

Classification.	30th June, 1948.	30th June, 1947.
Cars	19,488	25,579
Lorries, Tractors and Trailers	11,553	11,546
Cycles	1,920	2,349
Buses (Sydney and Newcastle)	58	78
Vans (Sydney and Newcastle)	102	194
Taxi-cabs (Sydney and Newcastle)	13	31
Private Hire Cars (Sydney and Newcastle)	6	25
Total	33,140	39,802
Percentage of total vehicles registered	8.8%	11.1%

NEW VEHICLES REGISTERED.

In the twelve months ended 30th June, 1948, 34,172 new vehicles were registered in New South Wales, compared with 19,662 in the previous year. Details of the new vehicles registered are as follows:—

Classification.	Year ended 30th June.	
	1948.	1947.
Passenger Vehicles—		
Cars	16,659	7,997
Taxi-cabs (Sydney and Newcastle)	133	8
Buses (Sydney and Newcastle)	329	116
Trailers (Pleasure)	2,016	2,086
Total	19,137	10,207
Goods Vehicles—		
Lorries	9,507	5,636
Vans (Sydney and Newcastle)	123	105
Trailers (Commercial)	954	864
Total	10,584	6,605
Motor Cycles	4,451	2,850
Grand Total	34,172	19,662

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

DRIVERS AND RIDERS LICENSED.

Licences of each type in force at 30th June, 1948 and 1947, were:

Classification.	30th June, 1948.	30th June 1947.
Car and Lorry Drivers	541,415	517,591
Motor Cycle Riders	43,334	38,286
Motor Omnibus Drivers (Sydney and Newcastle)	4,306	3,483
Taxi-cab Drivers (Sydney and Newcastle)	4,306	3,742
Private Hire Car Drivers (Sydney and Newcastle)	941	971
Motor Van Drivers (Sydney and Newcastle)	5,211	4,876
Total	599,513	568,949

MOTOR TRAFFIC BREACHES.

The number of breach reports submitted by the Police for offences under the Motor Traffic Act, the Transport Act and Regulations under these Acts continued to increase. Reports submitted during 1946-47 and 1947-48 were 147,539 and 201,336, respectively, an increase of 36.46 per cent.

Particulars of serious offences involving disqualification of persons from holding licences, appeals against decisions of the Court, and the refusal, suspension and cancellation of licences by the Commissioner, are contained in Appendix 13.

DISTRICT MOTOR REGISTRIES.

Ten district motor registries were taken over from the Police Department and staffed by officers of this Department during the year, viz., Casino, Cowra, Gosford, Inverell, Kempsey, Lithgow, Moree, Murwillumbah, Nowra and Young.

In continuation of the policy to relieve the Police as much as possible of duties in connection with motor registration work and the licensing of drivers, five additional district motor registries will be taken over as soon as practicable, viz., Cessnock, Forbes, Glen Innes, Gunnedah and Queanbeyan.

ROAD ACCIDENTS IN NEW SOUTH WALES.

During the year ended 30th June, 1948, 13,669 road accidents in which 508 persons were killed and 8,557 injured, were reported by the Police to have occurred in New South Wales. These figures represent an increase of 673 (5.2 per cent.) in accidents, but a decrease of 195 (2.2 per cent.) in injured compared with the previous year. The total for persons killed remained unchanged.

The following table shows the average number of vehicles registered, road accidents and persons killed and injured in these accidents during each of the past ten years, together with the percentage increases or decreases for each year.

Year ended 30th June.	Number.				Percentage Increases (+) or Decreases (—).			
	Average No. of Vehicles.	Acci-dents.	Persons Killed.	Persons In-jured.	Vehicles.	Acci-dents.	Persons Killed.	Persons In-jured.
1939 ...	316,558	11,906	552	8,388	+ 7.6	— 5.3	— 9.8	— 2.6
1940 ...	327,834	11,200	547	8,398	+ 3.6	— 5.9	— 0.9	+ 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	372	4,719	+ 3.6	— 1.8	— 13.5	— 7.4
1945 ...	293,083	7,889	370	5,351	+ 5.3	+ 13.4	— 0.5	+ 13.3
1946 ...	311,299	10,565	488	7,342	+ 6.2	+ 33.9	+ 31.9	+ 37.2
1947 ...	344,002	12,996	508	8,752	+ 10.5	+ 23.0	+ 4.1	+ 19.2
1948 ...	379,636	13,669	508	8,557	+ 10.4	+ 5.2	—	— 2.2

PARLIAMENTARY SELECT COMMITTEE ON ROAD ACCIDENTS.

On 28th October, 1947, the Legislative Assembly appointed a Select Committee "to inquire into and report upon means of minimising the appalling road accident casualty rate."

The Department gave all possible assistance in the furnishing of information and giving evidence.

EXHIBITS ON ROAD SAFETY.

The Department, in conjunction with the Road Safety Council of New South Wales, staged an exhibit on road safety at the 1948 Royal Agricultural Society's Show in Sydney. The exhibit comprised a moving traffic diorama, an animated photo quiz, a braking distance machine and a number of panels in colour drawing attention to various aspects of the road accident problem. Road safety literature was distributed.

The exhibit attracted wide public attention. Sections of the exhibit were displayed at Sydney and Newcastle during the respective Health Weeks in these cities.

INSPECTION OF MOTOR VEHICLES AT AUTHORISED INSPECTION STATIONS.

During the war, and for some time thereafter, it was impracticable to keep the scheme for the compulsory annual inspection of motor vehicles on the high level of efficiency originally intended. Strenuous efforts have been made during the past year to ensure that in the interests of road safety, the rules for Authorised Inspection Stations are again closely observed, and defective vehicles repaired or put out of use.

A Committee of Review, comprised of representatives of the Motor Traders' Association of N.S.W., Service Station Association of N.S.W., the Institute of Automotive Mechanical Engineers, and the Institution of Automotive and Aeronautical Engineers, with a Departmental Chairman, was set up on the 29th April, 1948, to make recommendations in cases where the proprietor or examiner at an authorised inspection station had come under notice for some breach of the rules governing the inspection scheme. Arising out of the deliberations of this Committee, suitable action was taken against proprietors and examiners in several cases.

There were 1,967 authorised inspection stations and 3,482 approved examiners at 30th June, 1948.

PERMITS TO CERTIFY TO THE FITNESS OF NEW MOTOR VEHICLES.

The practice of issuing permits to motor distributors to certify to the fitness of new motor vehicles for registration purposes has been continued. During the year four additional motor trading firms were granted permits, bringing the total number to 28.

Permits issued authorise the certification of 53 different makes and body styles of vehicles of 1947 year model, and 34 vehicles of 1948 year model. In addition, a caravan manufacturer has been authorised to certify to the fitness of caravans of standard design.

INSPECTION OF PRIVATELY OPERATED PUBLIC MOTOR VEHICLES.

Monthly inspections of omnibuses operated by private owners in the Metropolitan and Newcastle transport districts were made by Departmental officers, whilst supervision by frequent inspection ensured that taxi-cabs were kept in a thoroughly serviceable condition. New vehicles put into service were omnibuses, 99, and taxi-cabs, 133.

Omnibuses and taxi-cabs outside the transport districts are subject to examination by Departmental officers twice a year.

SUBMISSION OF DEVICES FOR USE ON MOTOR VEHICLES.

During the year a number of inventions, including anti-glare devices, direction indicators, a wristlet strap reflector and an automatic hydraulic brake adjuster were submitted and investigated by technical officers of the Department. In several cases where the merits of the devices justified such action approval was given with the concurrence of the Police authorities for the use of the devices on motor vehicles.

TAXI-CABS AND PRIVATE HIRE CARS.

Metropolitan Transport District.

At 30th June, 1948, there were 1,566 taxi-cabs operating in the Metropolitan transport district, compared with 1,370 at the end of June, 1947. Of the 1,566 taxi-cabs, 1,135 were licensed to operate from stands throughout the Metropolitan transport district, 24 to stand for hire in suburban areas generally, and 407 were restricted to operate from specified suburban stands.

During the year approval was given for the registration and licensing of 106 unrestricted taxi-cabs and 53 restricted taxi-cabs. Four of the additional restricted taxi-cab licences approved were in substitution for private hire car licences. At the close of the year 99 of the additional unrestricted and 44 of the restricted taxi-cabs had been placed on the road. All of the additional unrestricted and 51 of the restricted taxi-cabs will be operated by ex-servicemen.

Private hire cars operating in the Metropolitan transport district at 30th June, 1948, numbered 474. Approval was given during the year for the registration and licensing of 21 additional private hire cars and up to 30th June, 1948, 14 of this number had been placed in service. Seventeen of the additional private hire cars will be operated by ex-servicemen and 1 by an ex-servicewoman.

In view of a request from the Commonwealth Liquid Fuel Control Board that, except in cases where exceptional circumstances are present, no additional taxi-cabs and private hire cars be licensed until the petrol supply position improves, the Department has discontinued for the time being the general review which was being made as to the adequacy or otherwise of hire vehicle facilities in suburban areas.

Newcastle Transport District.

Taxi-cabs and private hire cars operating in the Newcastle transport district at 30th June, 1948, numbered 66 and 22, respectively.

Approval was given for the issue of six additional restricted taxi-cab licences and one additional private hire car licence. The additional vehicles will be operated by ex-servicemen.

PRIVATELY OPERATED MOTOR OMNIBUS SERVICES.

Metropolitan Transport District.

At 30th June, 1948, there were 584 omnibuses being used by 116 operators on 175 routes.

Approval was given during the year for seven new services and 24 extensions of existing services.

As a result of higher operating costs increases in fares in respect of 101 services were approved. The increases generally did not exceed 1d. per journey for adults, or more than 1s. in the case of weekly tickets.

Newcastle Transport District.

At 30th June, 1948, there were 90 omnibuses being used by 14 operators on 27 routes.

Increases in fares were approved in respect of 25 routes.

AMENDMENTS TO REGULATIONS DURING 1947-48.

Marked Centre Lines.

The Regulations with regard to the centre lines marked on the roads were amended to provide for the introduction of a new system which will be brought into use as the existing lines wear out and will conduce to greater uniformity as regards the form and number of centre lines used throughout Australia.

Motor Vehicle "Defect" Notices.

A procedure has been introduced whereby "defect" notices are issued by members of the Police Force or officers of the Department of Road Transport and Tramways to the registered owners on detection of defective motor vehicles, thereby ensuring that such vehicles will be promptly repaired or adjusted and, if unsafe, will be put out of commission pending repairs or adjustments.

Extension of Duration of Learners' Permits.

With a view to reducing traffic hazards by encouraging new drivers and riders to obtain additional tuition and thereby become more competent before obtaining licences, the duration of permits to learn to drive or ride motor vehicles has been extended from one month to two months.

Vehicles Carrying Explosives or Inflammable Liquid Approaching Railway Level Crossings.

A regulation was made requiring that when a vehicle carrying explosives or inflammable liquid is approaching a railway level crossing where there are no railway gates and no flagman is on duty, the driver must stop the vehicle not less than 10 feet nor more than 50 feet from the crossing and the vehicle must remain stationary until it is safe for it to proceed.

Red Cross Vehicles Conveying Blood for Urgent Transfusions.

The Regulations were amended to provide for the fitting in approved cases of a siren or similar device to Red Cross vehicles used for the conveyance of blood for urgent transfusions. During the passage of any such vehicle, the drivers of other vehicles are required to yield the right of way.

Interference with Funeral Corteges and Other Authorised Processions.

In order to minimise accident risks which occur when vehicles interfere with the free passage of funeral corteges or other authorised processions, a regulation was made prohibiting the negligent or wilful interruption by motor vehicles of such processions.

Vehicles Visiting the Australian Capital Territory from New South Wales and vice versa.

Legislation came into force in the Australian Capital Territory during the year providing for third party insurance for motor vehicles and granting exemption from such requirements in the case of a motor vehicle insured under the law of New South Wales and temporarily in the Capital Territory. Reciprocal arrangements were made, therefore, in respect of any vehicle insured under the law of the Australian Capital Territory and temporarily in New South Wales.

TRAFFIC CONTROL LIGHT SIGNALS AND SCHOOL SIGNS.

Traffic control light signals were installed at two intersections during the year, bringing the total number of signal installations to 61. Ten sets of signals have yet to be installed to complete the order for 50 sets placed in 1939.

With the object of having a uniform sign displayed at all schools, a more conspicuous type of "School" sign has been designed, in conjunction with the Standards Association of Australia, for use throughout the Commonwealth.

RATIONING OF MOTOR SPIRIT.

The Commissioner, as Chairman and Executive Officer of the State Liquid Fuel Control Board, has continued to administer the Commonwealth Government's petrol rationing scheme which was introduced in October, 1940.

During the year the Commonwealth Government found it necessary to survey the position because of the difficulty of obtaining supplies from overseas. Reductions in rations were imposed on 1st October, 1947, when all licences were reduced 10 per cent. and a further overall reduction of another 10 per cent. was made effective from 1st January, 1948.

A general review of the rations allowed to business users for motor cars was commenced on 1st June, 1948, and will continue until all classifications of licences have been reviewed.

RELEASE OF NEW MOTOR VEHICLES.

On 1st February, 1948, the release of new motor vehicles of motor car and utility truck types was relinquished by the Commissioner as Director of Emergency Road Transport and assumed by the Commonwealth Department of Transport.

VISIT ABROAD BY OFFICERS.

Messrs. A. A. Shoebridge, Assistant Commissioner, and S. B. Berry, Accounts Officer, who proceeded overseas on 20th May, 1947, to investigate administrative and operational aspects of the tramway and motor omnibus undertakings and matters of road transport administration and control, returned on 4th December, 1947.

APPRECIATION.

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

C. N. NEALE, Commissioner.

APPENDIX 1.
METROPOLITAN TRANSPORT DISTRICT.
TRAMWAYS AND DEPARTMENTAL MOTOR OMNIBUS SERVICES.
 BALANCE SHEET AS AT 30TH JUNE, 1948.

LIABILITIES.				ASSETS.			
Capital—	Tramways. £ s. d.	Omnibuses. £ s. d.	£ s. d.	Fixed Assets—	Tramways. £ s. d.	Omnibuses. £ s. d.	£ s. d.
General Loan Account	9,054,114 19 11	1,921,553 19 3		Land and Buildings	1,271,343 8 0	220,426 17 8	
Less—				Permanent Way	2,538,087 3 4	.....
Sinking Fund Contributions	618,631 3 3	13,362 14 9		Substations and Direct Current Elec- tric Distribution System	1,013,193 18 9	.....
Repayments	2,307,124 17 3	134,543 16 5		Rolling Stock	2,706,470 19 2	2,130,530 17 4	
Remission	150,000 0 0	.....		Plant and Machinery	275,526 3 6	54,704 2 7	
	3,075,756 0 6	147,906 11 2			7,804,621 12 9	2,405,661 17 7	
Interest Bearing Capital	5,978,358 19 5	1,773,647 8 1		Less Depreciation	1,572,325 0 0	982,937 16 4	
Consolidated Revenue Fund—					6,232,296 12 9	1,422,724 1 3	
Non-interest Bearing Capital	40,520 19 7	.....					7,655,020 14 0
Total Capital Indebtedness at 30th June, 1948	6,018,879 19 0	1,773,647 8 1	7,792,527 7 1	Stores and Materials—	£ s. d.		
Reserves and Provisions—				On hand	460,553 2 4		
Sinking Fund	£ s. d.			In course of manufacture	24,087 16 5		
Asset Realisation—surplus	686,473 14 7			Advance to Department of Railways	50,000 0 0		534,640 18 9
Public Vehicles Fund—Statutory Contribution (debt reduction)	54,969 8 8						
Holidays Accrued	102,919 13 10			Current Assets—			
Fire and Public Risk Insurance	414,455 6 9			Prepayments	2,330 0 4		
Arrears of Maintenance	57,500 0 0			Guarantees	410 0 0		
	162,816 14 3		1,480,134 18 1	Sundry Debtors	58,210 12 1		
Current Liabilities—				Cash—	£ s. d.		
Guarantee Deposits	3,843 4 2			At Treasury	81,462 11 0		
Payments received in advance	22,054 12 3			On hand or in transit ...	25,599 8 4		
Unclaimed Wages and Salaries	6,298 3 10				107,061 19 4		168,012 11 9
Accrued Wages and Salaries	139,732 1 8			Accumulated Deficiency—			
Sundry Creditors	223,500 3 11			At 30th June, 1947	824,003 19 9		
Colonial Treasurer—				Add—Deficiency, year 1948	601,657 10 2		
Unpaid debt charges	115,245 3 5		510,673 9 3				1,425,661 9 11
	£		9,783,335 14 5			£	9,783,335 14 5

12

C. H. PARKES, Chief Accountant, 30th August, 1948.

The books and accounts of the Metropolitan Transport District have been examined and audited for the year ended 30th June, 1948, in accordance with the provisions of Section 208 of the Transport Act, 1930-45. In my opinion this balance sheet correctly sets out the financial position as at 30th June, 1948, 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.

Sydney, 15th October, 1948.

APPENDIX 2.

METROPOLITAN TRANSPORT DISTRICT.

TRAMWAYS AND DEPARTMENTAL MOTOR OMNIBUS SERVICES.

INCOME AND EXPENDITURE ACCOUNT for Year ended 30th June, 1948, showing also the corresponding figures for the previous Year.

	Year ended 30th June—					Year ended 30th June—				
	1948.		1947.			1948.		1947.		
	£	s. d.	£	s. d.		£	s. d.	£	s. d.	
To Administrative and General Charges—										
Administrative and General Expenses including the supervision and handling of Stores and Materials	149,546	14	11	122,707	18	1	4,983,623	4	6	
Road Transport and Tramways Institute.....	23,181	8	11	18,361	2	6	2,127,282	2	0	
Advertising on Departmental property—Salaries, Wages, Expenses and Commissions	6,377	13	8	5,507	10	9				
Payroll Tax	128,386	5	9	97,999	13	11				
Cost of Railway Travel Concessions to Employees.....	123,794	4	7	117,761	0	10				
Railway Superannuation Account—Department's Proportion of Deficiency	245,013	11	0	232,272	8	8				
Gratuities to Officers—Act No. 23 of 1948	5,625	0	3							
To Operation and Maintenance of Tramways—										
Maintenance and Renewal of Way, Buildings and Structures...	404,515	19	10	353,564	14	10				
Maintenance and Renewal of Overhead Way and Low Tension Feeders	97,808	5	0	78,036	2	9				
Maintenance and Renewal of Rolling Stock and Equipment...	745,065	3	1	577,341	9	3				
Electric Power for Traction including Substation Expenditure	608,422	13	0	499,653	15	3				
Cleaning and Oiling Vehicles	142,785	12	0	109,801	14	9				
Cleaning and Sanding of Tracks	35,708	15	3	31,700	14	5				
Traffic Expenses (including Accident Compensation)	2,442,545	0	4	1,926,239	14	6				
Trolley Bus Tax	1,048	13	4	1,000	13	8				
To Operation and Maintenance of Omnibus Services—										
Maintenance and Renewal of Buildings	15,182	14	8	10,191	12	3				
Maintenance and Renewal of Omnibuses and Equipment	457,109	0	2	361,049	13	10				
Fuel Oil and Petrol	114,377	15	9	106,286	0	4				
Cleaning and Oiling Vehicles	87,101	13	1	73,935	12	11				
Tyres and Tubes	71,357	7	11	59,851	13	1				
Service License Fees	7,300	4	2	5,588	17	0				
Motor Omnibus Tax	20,689	9	5	16,249	13	4				
Traffic Expenses (including Accident Compensation)	1,218,120	18	4	819,538	10	9				
To Provision for Depreciation—										
Tramways	97,828	0	0	98,472	0	0				
Omnibus Services	126,774	1	8	36,048	0	9				
To Sinking Fund Contribution—										
Tramways	51,315	14	11	50,828	4	7				
Omnibus Service	3,164	1	8	2,394	13	7				
Totals	£ 7,430,146	2	8	5,812,383	6	7	Totals	£ 7,430,146	2	8

By Income from Passengers, Carriage of Mails, Rents, etc.—			
Tramways	4,983,623	4	6
Omnibus Services	2,127,282	2	0
Passengers Carried—			
	1948	1947	
Tramway services	360,913,000	394,125,000	
Omnibus „	132,865,000	120,173,000	
Total.....	493,778,000	514,298,000	
Total Income	£ 7,110,905	6	6
By Loss on Working carried to Net Revenue Account			
319,240 16 2			
300,103 8 1			
Totals			
£ 7,430,146 2 8			
5,812,383 6 7			

APPENDIX 3.

METROPOLITAN TRANSPORT DISTRICT.

TRAMWAYS AND DEPARTMENTAL MOTOR OMNIBUS SERVICES.

NET REVENUE ACCOUNT for year ended 30th June, 1948, showing also the corresponding figures for the previous year

	Year ended 30th June—						Year ended 30th June—					
	1948.			1947.			1948.			1947.		
	£	s.	d.	£	s.		d.	£	s.	d.	£	s.	d.
To Loss on Working carried from Income and Expenditure Account	319,240	16	2	300,103	8	1						
To Capital Debt Charges in Respect of Tramways—												
Interest on Loan Capital	207,998	10	0	188,811	9	0						
Exchange on Interest	26,032	13	5	25,161	8	6						
Loan Management Expenses	885	18	1	1,141	6	3						
To Capital Debt Charges in Respect of Omnibus Services—												
Interest on Loan Capital	42,152	3	0	18,322	19	4						
Exchange on Interest	5,230	1	7	2,493	5	8						
Loan Management Expenses	117	7	11	58	17	5						
Total	£ 601,657	10	2	536,092	14	3						

REVENUE APPROPRIATION ACCOUNT.

	£	s. d.		£	s. d.
To Balance from Last Account	874,403	19 9	By Fire Insurance Fund—amounts provided in previous years—withdrawn	50,400	0 0
To Loss transferred from Net Revenue Account	601,657	10 2	By Balance, being accumulated deficit	1,425,661	9 11
Total	£ 1,476,061	9 11	Total	£ 1,476,061	9 11

APPENDIX 4.
NEWCASTLE AND DISTRICT TRANSPORT DISTRICT.
TRAMWAYS AND DEPARTMENTAL MOTOR OMNIBUS SERVICES.

BALANCE SHEET AS AT 30TH JUNE, 1948.

LIABILITIES.				ASSETS.			
Capital—	Tramways. £ s. d.	Omnibuses. £ s. d.	£ s. d.	Fixed Assets—	Tramways. £ s. d.	Omnibuses. £ s. d.	£ s. d.
General Loan Account	942,525 11 0	112,219 13 9		Land and Buildings	194,843 1 2	921 10 1	
Less—				Permanent Way	368,357 4 8		
Sinking Fund Contributions	74,403 8 2	2,579 14 0		Direct Current Electric Distribution System	77,183 18 0		
Repayments	43,365 15 4	4,606 0 11		Rolling Stock	145,755 12 0	223,325 18 7	
	117,774 3 6	7,285 14 11		Plant and Machinery	13,923 9 11	1,033 4 11	
Interest Bearing Capital	824,751 7 6	104,933 18 10		Less Depreciation	799,866 5 9	225,280 13 7	
					66,279 0 0	181,386 8 4	
Total Capital Indebtedness at 30th June, 1948	824,751 7 6	104,933 18 10	929,685 6 4		733,587 5 9	43,894 5 3	777,481 11 0
Reserves and Provisions—							
Sinking Fund	£ s. d.			Current Assets—			
Asset Realisation—surplus	83,803 10 10			Prepayments	585 17 10		
Public Vehicles Fund—Statutory Contribution (debt reduction)	2,744 2 0			Sundry Debtors	1,119 0 10		
Holidays Accrued	10,593 6 9			Cash—			
Fire and Public Risk Insurance	44,970 11 6			At Treasury	£ s. d.		
	2,550 0 0			On hand or in transit	15,887 13 10		
			144,666 11 1		4,859 16 10		
Current Liabilities—						20,747 10 8	22,452 9 4
Guarantee Deposits	27 0 0			Accumulated Deficiency—			
Payments received in advance	2,079 10 8			At 30th June, 1947	276,814 6 11		
Unclaimed Wages and Salaries	90 17 2			Add—Deficiency, year 1948	74,233 1 7		
Accrued Wages and Salaries	14,691 11 6						351,047 8 6
Sundry Creditors	27,645 9 5						
Colonial Treasurer—							
Unpaid debt charges	32,095 2 8						
			76,629 11 5				
			£1,150,981 8 10				£1,150,981 8 10

C. H. PARKES, Chief Accountant, 30th August, 1948.

The books and accounts of the Newcastle and District Transport District have been examined and audited for the year ended 30th June, 1948, in accordance with the provisions of Section 208 of the Transport Act, 1930-45. In my opinion, this balance sheet correctly sets out the financial position as at 30th June, 1948, according to the best of my information and the explanations given to me, and as shown by such books and accounts.

Sydney, 15th October, 1948.

E. H. SWIFT,
Auditor-General of N.S.W.

APPENDIX 5.

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

INCOME AND EXPENDITURE ACCOUNT for the year ended 30th June, 1948, showing also the corresponding figures for the previous year.

	Year ended 30th June—			Year Ended 30th June—	
	1948.	1947.		1948.	1947.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Administrative and General Charges—			By Income from Passengers, Carriage of Mails, Rents, etc.—		
Administrative and General Expenses, including the supervision and handling of Stores and Materials	14,322 14 8	11,356 16 7			
Road Transport and Tramways Institute	1,390 0 8	1,172 6 4			
Advertising on Departmental property—Salaries, Wages, Expenses and Commissions	555 2 3	475 4 6	Tramways	326,154 17 4	279,968 10 6
Payroll Tax	11,942 7 11	9,183 12 0			
Cost of Railway Travel Concessions to Employees	9,220 3 5	8,982 18 11	Omnibus Services	417,302 1 7	313,536 11 7
Railway Superannuation Account—Department's Proportion of Deficiency	15,639 3 3	14,825 18 0			
Gratuities to Officers—Act No. 23 of 1948	148 0 0	.....	Passengers Carried:—		
To Operation and Maintenance of Tramways—			Tramway Services	1948. 23,029,000	1947. 25,640,000
Maintenance and Renewal of Way, Buildings and Structures	39,633 13 0	39,483 10 6	Omnibus Services	20,400,000	18,230,000
Maintenance and Renewal of Overhead Way and Low Tension Feeders	8,831 16 2	6,991 0 9	Total	43,429,000	43,870,000
Maintenance and Renewal of Rolling Stock and Equipment	38,678 8 6	32,397 0 9			
Electric Power for Traction, including Substation Expenditure	32,253 2 6	28,615 10 0			
Cleaning and Oiling Vehicles	6,287 7 10	4,850 5 10			
Cleaning and Sanding of Tracks	2,331 11 8	1,754 8 11			
Traffic Expenses (including Accident Compensation)	182,518 15 11	141,461 12 9			
To Operation and Maintenance of Omnibus Services—			Total Income	£ 743,456 18 11	593,505 2 1
Maintenance and Renewal of Buildings	2,232 0 8	520 17 0			
Maintenance and Renewal of Omnibuses and Equipment	97,038 0 10	81,863 6 4			
Fuel Oil and Petrol	24,906 12 8	23,822 3 0			
Cleaning and Oiling Vehicles	16,746 5 1	13,753 1 4			
Tyres and Tubes	21,000 9 4	22,294 8 10			
Service License Fees	1,464 8 4	1,393 6 4			
Motor Omnibus Tax	3,237 15 10	2,854 10 8			
Traffic Expenses (including Accident Compensation)	213,944 0 1	154,895 10 6			
To Provision for Depreciation—			By Loss on Working carried to Net Revenue Account	37,690 6 3	27,460 7 10
Tramways	2,337 0 0	2,395 0 0			
Omnibus Services	27,717 15 11	8,833 9 4			
To Sinking Fund Contribution—					
Tramways	6,486 2 11	6,428 12 10			
Omnibus Services	234 5 9	360 17 11			
Totals	£ 781,147 5 2	620,965 9 11	Totals	£ 781,147 5 2	620,965 9 11

APPENDIX 6.

**NEWCASTLE AND DISTRICT TRANSPORT DISTRICT.
TRAMWAYS AND DEPARTMENTAL MOTOR OMNIBUS SERVICES.**

NET REVENUE ACCOUNT for year ended 30th June, 1948, showing also the corresponding figures for the previous year.

	Year ended 30th June—							Year ended 30th June—					
	1948.			1947.				1948.			1947.		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
To Loss on Working carried from Income and Expenditure Account	37,690	6	3	27,460	7	10	By Loss on Year's Operations carried to Revenue Appropriation Account						
To Capital Debt Charges in Respect of Tramways—													
Interest on Loan Capital	26,954	13	3	27,843	16	7							
Exchange on Interest	3,402	4	2	3,654	19	11							
Loan Management Expenses	122	8	1	157	4	0							
To Capital Debt Charges in Respect of Omnibus Services—													
Interest on Loan Capital	2,377	16	5	1,898	11	10							
Exchange on Interest	301	7	9	252	14	9							
Loan Management Expenses	8	14	4	10	13	6							
To Interest on Temporary Loan	3,375	11	4	3 441	16	10							
Total	£ 74,233	1	7	64,720	5	3	Total	£ 74,233	1	7	64,720	5	3

REVENUE APPROPRIATION ACCOUNT.

	£	s. d.		£	s. d.
To Balance from Last Account	381,814	6 11	By Grant from Colonial Treasurer to liquidate Temporary Loan	100,000	0 0
To Loss transferred from Net Revenue Account	74,233	1 7	By Fire Insurance Fund—amounts provided in previous years—withdrawn	5,000	0 0
Total	£ 456,047	8 6	By Balance, being accumulated deficit	351,047	8 6
			Total	£ 456,047	8 6

APPENDIX 7.

The number of staff in the various branches of the Department at June 30, 1948, was as follows :—

	Sydney.			Newcastle.			Total.		Grand Total.
	Salary.	Wages.	Total.	Salary.	Wages.	Total.	Salary.	Wages.	
MALE STAFF.									
Traffic—									
Tramway Division	216	4,048	4,264	31	439	470	247	4,487	4,734
Omnibus Division	60	2,119	2,179	7	377	384	67	2,496	2,563
Mechanical and Electrical Engineering—									
Tramway Division	136	1,962	2,098	9	121	130	145	2,083	2,228
Omnibus Division	45	889	934	1	73	74	46	962	1,008
Civil Engineering	63	877	940	2	92	94	65	969	1,034
Road Transport.....	421	38	459	8	1	9	429	39	468
Accounts, Staff, Secretarial, Stores, Legal, Medical	469	130	599	25	3	28	494	133	627
TOTALS—MALES	1,400	10,063	11,473	83	1,106	1,189	1,493	11,169	12,662
FEMALE STAFF.									
Traffic—									
Tramway Division	3	165	168	1	...	1	4	165	169
Omnibus Division .....	...	439	439	...	1	1	...	440	440
Mechanical and Electrical Engineering—									
Tramway Division	4	...	4	...	...	...	4	...	4
Omnibus Division	2	...	2	...	...	...	2	...	2
Civil Engineering .....	...	...	...	...	...	...	...	...	...
Road Transport.....	240	...	240	3	...	3	243	...	243
Accounts, Staff, Secretarial, Stores, Legal, Medical	107	37	144	...	...	...	107	37	144
TOTALS—FEMALES	356	641	997	4	1	5	360	642	1,002
TOTAL STAFF (MALES AND FEMALES).									
Traffic—									
Tramway Division	219	4,213	4,432	32	439	471	251	4,652	4,903
Omnibus Division	60	2,558	2,618	7	378	385	67	2,936	3,003
Mechanical and Electrical Engineering—									
Tramway Division	140	1,962	2,102	9	121	130	149	2,083	2,232
Omnibus Division	47	889	936	1	73	74	48	962	1,010
Civil Engineering	63	877	940	2	92	94	65	969	1,034
Road Transport.....	661	38	699	11	1	12	672	39	711
Accounts, Staff, Secretarial, Stores, Legal, Medical	576	167	743	25	3	28	601	170	771
GRAND TOTAL	1,766	10,704	12,470	87	1,107	1,194	1,853	11,811	13,664

* Of the total staff of 13,664 shown above, 32 males have been granted leave to serve with the Interim Air Force, Interim Army or the British Commonwealth Occupational Forces.

APPENDIX 8.

MOTOR REGISTRATION SECTION.

Summary of Total Collections for the year 1st July, 1947, to 30th June, 1948.

		£	s.	d.	£	s.	d.
TAX—							
Special Deposits Account—Main Roads Act, 1924—							
Motor Vehicles (other than Public Motor Vehicles)		2,296,987	11	1			
Less Refunds		14,731	2	0			
					2,282,256	9	1
Special Deposits Account—Public Vehicles Fund—							
Public Motor Vehicles		82,022	19	1			
Less Refunds		559	0	1			
					81,463	19	0
Total Tax		£			2,363,720	8	1
FEES (AND SUNDRIES)—							
Road Transport and Traffic Fund—							
Motor Traffic Act, 1909–30		699,668	0	9			
Transport Act, 1930		16,263	14	0			
Motor Tax Management Act, 1914		998	15	0			
		716,930	9	9			
Less Refunds		816	9	6			
					716,114	0	3
Sundries—							
Search Fees, Exchange, etc.		903	5	2			
Unclaimed Moneys		368	3	7			
Compulsory Vehicle Examination—Service Station Fees		1,989	5	4			
Miscellaneous		14,367	15	9			
					17,628	9	10
Total		£			733,742	10	1
Special Deposits Account—Public Vehicles Fund—							
Service License Fees		14,250	2	8			
Less Refunds		6	2	6			
					14,244	0	2
State Transport (Co-ordination) Fund—							
Fees and other Charges		380,043	2	5			
Less Refunds		2,255	7	7			
					377,787	14	10
Total Fees and Sundries		£			1,125,774	5	1
Grand Total		£			3,489,494	13	2

Fines and Costs amounting to £1,512 15s. 0d. collected on behalf of the Commonwealth Government in connection with Liquid Fuel Control are not included in the above statement.

APPENDIX 9.

ROAD TRANSPORT AND TRAFFIC FUND.

STATEMENT OF RECEIPTS AND PAYMENTS for the Year ended 30th June, 1948, and a comparison with 1947.

Receipts.			Payments.					
	Year ended 30th June, 1948.	Year ended 30th June, 1947.		Year ended 30th June, 1948.	Year ended 30th June, 1947.			
	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Motor Traffic Act, 1909-30	699,668 0 9	653,077 14 4	Salaries and Expenses	362,224 11 2	.....	329,709 9 9	.....
Motor Tax Management Act, 1914	998 15 0	856 17 6	Overtime .....	.....	.....	.....	.....
Transport Act, 1930	16,263 14 0	15,071 18 6	Tea Money	547 10 10	.....	283 7 9	.....
	716,930 9 9	669,006 10 4	Contribution to Railway Superannuation Account	4,524 8 3	.....	5,091 0 0	.....
Less Refunds	816 9 6	655 1 11	Rent	9,461 16 5	.....	9,352 14 0	.....
	716,114 0 3	668,351 8 5	Motor Hire and Conveyance	286 17 11	.....	107 4 0	.....
Exchange, Search Fees, etc.	903 5 2	751 8 11	Freight and Cartage	1,772 12 8	.....	1,145 9 9	.....
Unclaimed Moneys	368 3 7	364 3 2	Railway Passes issued to Employees	2,474 13 8	.....	2,866 3 2	.....
Miscellaneous	14,367 15 9	12,353 18 6	Purchase and Maintenance of Motor Vehicles	3,393 1 1	.....	6,279 12 6	.....
	731,753 4 9	681,820 19 0	Postal and Telegraphic Service	23,957 12 10	.....	22,451 9 10	.....
Compulsory Vehicle Examination Service Station Fees	1,989 5 4	1,938 18 6	Office Stores	2,711 2 10	.....	3,588 7 2	.....
Less Refunds .....	.....	.....	Printing and Stationery	16,988 18 8	.....	15,806 11 10	.....
	1,989 5 4	1,938 18 6	Power, Light and Heating	1,936 17 9	.....	1,882 4 5	.....
	.....	.....	Exchange	641 15 6	.....	607 1 5	.....
Contribution by Commonwealth Government to the Road Safety Council	16,800 0 0	.....	Maintenance of Office Furniture, Machines and Instruments	1,109 19 10	.....	1,151 8 6	.....
	750,542 10 1	683,759 17 6	Alterations and Maintenance of Buildings and provision of equipment	3,694 11 5	.....	3,322 17 1	.....
	.....	.....	Telephone Charges	3,610 1 2	.....	3,447 19 10	.....
	.....	.....	Furniture, Machines and Office Equipment	1,753 19 4	.....	1,888 2 10	.....
	.....	.....	Fees for professional and expert services	1,925 14 0	.....	953 8 0	.....
	.....	.....	Federal Pay Roll Tax	8,866 13 1	.....	8,010 0 7	.....
	.....	.....	Minor Expenses	4,373 17 0	.....	3,530 17 8	.....
	.....	.....	Legal Cases and Fees	1,055 12 3	.....	1,766 8 8	.....
	.....	.....	Road Safety Council	23,208 4 1	.....	12,301 1 9	.....
	.....	.....		£ 480,529 11 9	.....	435,542 18 7	.....
	.....	.....	Less Expenditure for other services recouped to this Fund from—	£ s. d.	.....	.....	.....
	.....	.....	State Transport (Co-ordination) Fund	36,673 12 3	18,308 5 2	.....	.....
	.....	.....	Metropolitan and Newcastle Tramways and Departmental Omnibus Services	84,268 3 4	70,880 19 10	.....	.....
	.....	.....		£120,941 15 7	89,189 5 0	.....	.....
	.....	.....	Liquid Fuel Control Board	.....	.....	.....	.....
	.....	.....	Do do	20,584 16 9	29,866 15 3	.....	.....
	.....	.....	Fines and costs	.....	13,368 12 4	.....	.....
	.....	.....	Emergency Road Transport Activities	15,153 14 10	.....	.....	.....
	.....	.....		£35,738 11 7	.....	.....	.....
	.....	.....	Recoup to Consolidated Revenue Fund of value of Police Services in respect of Road Transport and Traffic Registration of Vehicles and Licensing of Drivers	397,465 11 2	336,280 0 0	.....	.....
	.....	.....	Less Amount received from Police Department for sale of Motor Cars	3,536 0 0	.....	.....	.....
	.....	.....		393,929 11 2	336,280 0 0	.....	.....
	.....	.....	Less Amount recouped from State Transport (Co-ordination) Fund	6,000 0 0	2,000 0 0	.....	.....
	.....	.....		387,929 11 2	334,280 0 0	.....	.....
	.....	.....	Less Amount included above under "Road Safety Council"	5,650 0 0	.....	.....	.....
	.....	.....		382,279 11 2	334,280 0 0	.....	.....
	.....	.....	Auditor General's Fees	200 0 0	.....	300 0 0	.....
	.....	.....	Motor Vehicle Registration Labels	1,589 1 11	.....	1,377 10 2	.....
	.....	.....	Motor Vehicle Number Plates	5,920 19 11	.....	5,567 5 1	.....
	.....	.....	Provision of Traffic Facilities	12,003 12 0	.....	11,294 4 8	.....
	.....	.....	Surface Maintenance adjoining Tram Tracks	24,700 0 6	.....	17,374 10 0	.....
	.....	.....		£ 750,542 10 1	.....	673,311 15 6	.....
	.....	.....	Payment to Country Main Roads Fund under Section 202 Transport Act, 1930 .....	.....	.....	10,448 2 0	.....
	.....	.....		£ 750,542 10 1	.....	683,759 17 6	.....
Security Deposits—	.....	.....	Security Deposits—	.....	.....	.....	.....
Balance brought from 30th June	4,215 0 0	3,895 0 0	Refunds	650 0 0	.....	718 0 0	.....
Receipts	770 0 0	1,038 0 0	Balance at 30th June	4,335 0 0	.....	4,215 0 0	.....
	755,527 10 1	688,692 17 6		£ 755,527 10 1	.....	688,692 17 6	.....

C. H. PARKES, Chief Accountant,

30th August, 1948.

Audited and found correct.

E. H. SWIFT,

Auditor-General for New South Wales.

Sydney, 15th October, 1948.

APPENDIX 10.

PUBLIC VEHICLES FUND—(SPECIAL DEPOSITS ACCOUNT).

STATEMENT OF RECEIPTS, EXPENDITURE AND DISTRIBUTIONS for the Year ended 30th June, 1948, and a comparison with the previous year.

Receipts.				Expenditure and Distributions.					
Head of Receipt.	1948.		1947.			1948.		1947.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Balances brought forward—					Distribution of tax on Motor Omnibuses to				
From 30th June, 1946			346,918	19 5	Department of Main Roads, Municipalities				
„ 30th June, 1947	368,885	13 1			and Shires—				
					Metropolitan	42,384	17 5	34,687	6 11
					Newcastle	6,730	11 0	5,806	11 8
					Totals	£ 49,115	8 5	40,493	18 7
Tax—									
Motor Omnibuses—					Expenditure from Receipts of Tax on other				
Metropolitan	41,977	4 8	35,719	5 11	Public Vehicles—				
Newcastle	6,531	8 5	5,625	10 7	Improved Traffic Facilities—				
Totals, Motor Omnibuses	£ 48,508	13 1	41,344	16 6	Metropolitan	7,498	14 5	8,861	8 11
					Newcastle	455	10 6	984	6 6
Other Public Vehicles—					Total	£ 7,954	4 11	9,845	15 5
Metropolitan	31,357	3 8	29,609	18 8					
Newcastle	1,598	2 3	1,386	19 1	Distribution of Service License Fees—				
Totals, other Public Vehicles	£ 32,955	5 11	30,996	17 9	Metropolitan	12,744	8 5	10,205	18 1
					Newcastle	2,237	18 4	1,726	7 0
Service License Fees—					Total	£ 14,982	6 9	11,932	5 1
Metropolitan	12,307	3 8	10,068	0 6					
Newcastle	1,936	16 6	1,828	18 0	Balances on Fund at 30th June—				
Totals	£ 14,244	0 2	11,896	18 6	Tax—				
					Motor Omnibuses—				
					Metropolitan	13,071	5 8	13,478	18 5
					Newcastle	1,921	5 0	2,120	7 7
					Other Public Vehicles—				
Grand Totals	£ 464,593	12 3	431,157	12 2	Metropolitan	359,540	3 8	335,681	14 5
					Newcastle	15,930	15 0	14,788	3 3
					Service License Fees—				
					Metropolitan	1,646	8 10	2,083	13 7
					Newcastle	431	14 0	732	15 10
						£ 392,541	12 2	368,885	13 1
					Grand Totals	£ 464,593	12 3	431,157	12 2

C. H. PARKES, Chief Accountant,
30th August, 1948.

Audited and found correct.

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

Sydney, 15th October, 1948.

APPENDIX 11.

STATE TRANSPORT (CO-ORDINATION) FUND.

Statement of Receipts and Payments for the Year ended 30th June, 1948, and a comparison with the previous year.

Receipts.	Year ended 30th June, 1948.			Year ended 30th June, 1947.			Payments.	Year ended 30th June, 1948.	Year ended 30th June, 1947.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.
1st July—Balance brought forward .....	.....		98,586 15 6	.....		54,328 17 4			
State Transport (Co-ordination) Act, 1931—							Administrative Expenses—		
License Fees	37,270 15 0			33,435 0 0			Salaries and Wages	27,043 8 7	10,968 4 5
Less Refunds	106 2 0	37,164 13 0		87 7 6	33,347 12 6		General Expenses	11,493 16 5	8,137 5 9
Miscellaneous Fees	3,748 7 0			3,670 3 4				38,537 5 0	19,105 10 2
Less Refunds	0 12 0	3,747 15 0		.....	3,670 3 4		Payment to Police Department for services in connection with the supervision of the State Transport (Co-ordination) Act.....	6,000 0 0	2,000 0 0
Police Court Penalties }		4,853 0 11		442 8 0	442 8 0		£	44,537 5 0	21,105 10 2
Legal Costs Recovered } .....				.....	
Revenue in respect of the carriage of pas- sengers	56,921 17 2			30,136 10 1			Payments to Commissioner for Railways and Commissioner for Road Transport and Tram- ways under the provisions of section 26 (7) of the State Transport (Co-ordination) Act of Revenue collected in respect of the carriage of passengers and goods—		
Less Refunds	90 7 8	56,831 9 6		202 13 10	29,933 16 3		Railways—		
Revenue in respect of the carriage of goods	277,249 2 4		377,787 14 10	52,909 7 6		119,692 5 8	Passenger charges	86,556 3 6	14,353 14 1
Less Refunds	2,053 5 11	275,190 16 5		611 1 11	52,298 5 7		Goods charges	319,761 12 5	39,928 11 0
Security Deposits—							Tramways—		
Balance from previous year	577 0 0			332 0 0			Passenger charges	268 19 7	41 12 3
Receipts—year	265 0 0	842 0 0		250 0 0	582 0 0	577 0 0		406,586 15 6	54,328 17 4
Less Refunds		175 0 0	667 0 0		5 0 0		Security Deposits held at 30th June.....	667 0 0	577 0 0
							Balance in Fund at 30th June	25,250 9 10	98,586 15 6
£			477,041 10 4			174,598 3 0	£	477,041 10 4	174,598 3 0

21

C. H. PARKES, Chief Accountant,
30th August, 1948.

Audited and found correct.

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

Sydney, 15th October, 1948.

APPENDIX 12.

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	1,348	1,157	911	.....	177,247	82,782	14,360	636	278,441
1944	1,352	1,079	1,016	533	183,833	89,604	15,546	644	293,607
1945	1,362	1,159	1,049	491	187,921	99,363	17,900	752	309,997
1946	1,358	1,372	1,103	480	194,973	120,367	23,499	1,077	344,229
1947—January	1,358	1,373	1,103	483	195,570	122,057	23,833	1,084	346,861
February	1,364	1,385	1,112	483	196,153	123,401	24,222	1,097	349,217
March	1,390	1,396	1,125	486	196,670	124,888	24,522	1,118	351,595
April	1,403	1,409	1,133	487	197,242	126,350	24,755	1,128	353,907
May	1,420	1,419	1,151	489	197,830	127,842	24,980	1,146	356,277
June	1,431	1,419	1,168	491	198,398	129,211	25,172	1,160	358,450
July	1,444	1,417	1,190	493	199,441	130,790	25,368	1,183	361,326
August	1,459	1,424	1,220	488	200,424	132,591	25,659	1,216	364,481
September	1,491	1,425	1,255	494	201,607	134,398	25,997	1,245	367,912
October	1,518	1,425	1,290	491	203,249	136,169	26,529	1,258	371,929
November	1,550	1,421	1,316	487	204,180	137,862	26,920	1,278	375,014
December	1,580	1,431	1,349	490	205,433	140,108	27,408	1,289	379,088
1948—January	1,590	1,431	1,361	494	206,205	141,564	27,810	1,291	381,746
February	1,598	1,446	1,360	494	207,233	142,646	28,199	1,310	384,286
March	1,613	1,445	1,380	496	208,358	143,885	28,718	1,331	387,226
April	1,615	1,451	1,409	498	209,901	145,224	29,327	1,362	390,787
May	1,627	1,456	1,413	497	211,576	146,350	29,718	1,393	394,030
June	1,632	1,467	1,436	496	213,204	147,661	30,076	1,438	397,410

* 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.

§ Includes tractors and trailers.

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

APPENDIX 13.

STATEMENT OF CHARGES FOR OFFENCES FOR WHICH CONVICTION INVOLVES
AUTOMATIC DISQUALIFICATION FOR THE YEAR ENDED 30th JUNE, 1948.

Type of Offence.	Discharged. (Section 556A.)	Convicted.	Unlicensed Drivers Involved.
Drive whilst under the influence	488	946	147
Drive manner or speed dangerous	12	97	21
Not stop after accident (Section 8 (1), Motor Traffic Act, 1909-1945.)	4	20	4
Total	504	1,063	172

AUTOMATIC DISQUALIFICATION BY REASON OF CONVICTIONS FOR THE
ABOVEMENTIONED OFFENCES.

Type of Offence.	One Year.	Three Years.	Additional Periods.	Total.
Drive whilst under the influence.....	864	71	11	946
Drive manner or speed dangerous ...	82	13	2	97
Not stop after accident (Section 8 (1), Motor Traffic Act, 1909-1945).	15	5	...	20
Total	961	89	13	1,063

APPEALS AGAINST CONVICTIONS INVOLVING AUTOMATIC DISQUALIFICATION UNDER
THE MOTOR TRAFFIC ACT, 1909-1945.

	Allowed.		Disallowed.
	Unconditionally.	Dismissed, Discharged. (Section 556A.)	
	29	145	125

STATEMENT OF SUSPENSION AND CANCELLATION OF LICENCES AND APPLICATIONS
REFUSED BY THE COMMISSIONER FOR THE YEAR ENDED 30th JUNE, 1947.

Reason.	Licence Suspended or Cancelled.	Application Refused.
Drinking habits	2	74
Criminal convictions	34	83
Traffic convictions	47	26
Criminal and traffic convictions.....	...	12
Convictions in other States	5	...
Physical disabilities	34	104
Miscellaneous	3	40
Total	125	339

APPEALS AGAINST COMMISSIONER'S DECISION TO CANCEL, SUSPEND OR REFUSE
A LICENCE.

Suspensions and Cancellations by Commissioner.		Refusals by Commissioner.	
Allowed.	Disallowed.	Allowed.	Disallowed.
2	3	1	3

APPENDIX 13.

STATEMENT OF CHARGES FOR OFFENCES FOR WHICH CONVICTION INVOLVES
AUTOMATIC DISQUALIFICATION FOR THE YEAR ENDED 30th JUNE, 1948.

Type of Offence.	Discharged. (Section 556A.)	Convicted.	Unlicensed Drivers Involved.
Drive whilst under the influence	488	946	147
Drive manner or speed dangerous	12	97	21
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A LICENCE.

Suspensions and Cancellations by Commissioner.		Refusals by Commissioner.	
Allowed.	Disallowed.	Allowed.	Disallowed.
2	3	1	3

APPENDIX 13—continued.

STATEMENT OF SERIOUS OFFENCES WHICH DO NOT INVOLVE AUTOMATIC
DISQUALIFICATION FOR THE YEAR ENDED 30th JUNE, 1948.

Type of Offence.	Discharged. (Section 556A.)	Convicted.	Suspension or Disqualification Ordered by Court.
Fail to stop after accident (Section 8 (3) and (4), Motor Traffic Act, 1909-1945).	19	179	...
Negligent driving	190	1,272	2
Exceed speed limit	46	2,972	2
Total	255	4,423	4

APPEALS AGAINST SUSPENSIONS OR DISQUALIFICATIONS IMPOSED BY COURT FOR
THE ABOVE OFFENCES.

Allowed-- Disqualification or Suspension Raised.	Disallowed-- Disqualification or Suspension to Stand.
...	...

In each of the foregoing statements the number of appeals allowed is included in the total
number of convictions, disqualifications, refusals, etc.

APPENDIX 13—continued.

STATEMENT OF SERIOUS OFFENCES WHICH DO NOT INVOLVE AUTOMATIC
DISQUALIFICATION FOR THE YEAR ENDED 30th JUNE, 1948.

Type of Offence.	Discharged. (Section 556A.)	Convicted.	Suspension or Disqualification Ordered by Court.
Fail to stop after accident (Section 8 (3) and (4), Motor Traffic Act, 1909-1945).	19	179	...
Negligent driving	190	1,272	2
Exceed speed limit	46	2,972	2
Total	255	4,423	4

APPEALS AGAINST SUSPENSIONS OR DISQUALIFICATIONS IMPOSED BY COURT FOR
THE ABOVE OFFENCES.

Allowed— Disqualification or Suspension Raised.	Disallowed— Disqualification or Suspension to Stand.
...	...

In each of the foregoing statements the number of appeals allowed is included in the total number of convictions, disqualifications, refusals, etc.