1934.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

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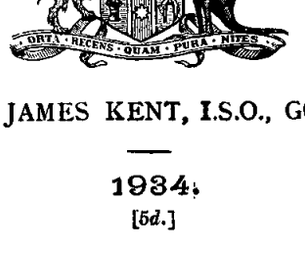
REPORT

OF

THE COMMISSIONER FOR ROAD TRANSPORT AND TRAMWAYS

FOR THE YEAR ENDED 30TH JUNE, 1934.

Ordered by the Legislative Assembly to be printed, 6 *December,* 1934.



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NEW SOUTH WALES.

REPORT

OF THE

COMMISSIONER FOR ROAD TRANSPORT AND TRAMWAYS.

(FOR THE YEAR ENDED 30TH JUNE, 1934.)

Office of the Commissioner for Road Transport and Tramways,
Sydney, 5th December, 1934.

To the Honorable 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 honor to submit a report covering the operations of the Department of Road Transport and Tramways for the year ended 30th June, 1934.

TRAMWAYS.

The Tramways undertakings of Sydney and Newcastle finished the year with a net surplus of £39,373, after meeting all charges, including interest, sinking fund and exchange, and making provision to cover depreciation of rolling stock, buildings, plant and equipment. (Details will be found on page 2.)

This satisfactory result was achieved notwithstanding the fact that the State has not yet fully recovered from the effects of the serious financial depression. The result has been encouraging and considerable progress has been made and improvement secured in the activities of the various branches of the Department in which many economies have been introduced.

I do not subscribe to the propaganda that trams are obsolete. They still remain in all the great cities of the world as the most economical method of transporting great masses of the people efficiently and at the cheapest possible fares, but it is very apparent that in the past there has been an entire absence of caution and foresight in providing sufficiently for the retiring of obsolete equipment and expenditure of new capital on improved rolling stock and equipment. I contend, moreover, that our metropolitan system requires to be supplemented to an ever-increasing extent by trackless trolleys and motor omnibuses.

The position can only be met by the exercise of the greatest care with regard to both revenue and expenditure, by writing off both current and accrued depreciation, and by direct assistance from the Government in writing off such a proportion of capital indebtedness as is no longer represented by existing assets. I have already made representations to the Government with regard to these requirements.

DEPARTMENTAL OMNIBUS SERVICES.

The accounts for the Departmental Omnibus Services show an excess of receipts over expenditure of £5,105 after providing for interest, sinking fund, exchange and depreciation. (Details are shown on page 11.)

DEPRECIATION.

Improvements in the transport services of Sydney and Newcastle in the future depend to a great extent upon the ability of the Department to find funds to meet depreciation on existing assets. The capital outlay of over £600,000 on new tramway rolling stock in itself necessitates a heavy writing down of capital indebtedness in other directions for, while expenditure on improvements of the kind confers a benefit to the public in convenience and comfort, the revenue itself is not improved to any appreciable extent. In the omnibus undertakings the amount for depreciation is being applied mainly to cover the cost of purchase of new vehicles.

The action taken this year in regard to depreciation is in accordance with the policy outlined in my previous report, and the need for proceeding as rapidly as possible with the introduction of modern vehicles into the metropolitan system necessitates the provision of increasing amounts to meet depreciation accruing through obsolescence of existing rolling stock in order that funds may be made available for replacements without adding to the already very heavy capital cost of the undertakings.

Obsolescence has never previously been taken into account in the New South Wales undertakings but the trend of transport developments in recent times has emphasised the very urgent necessity of making provision each year for such an item.

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As pointed out by Dr. G. L. Wood, M.A., of Melbourne University—

" . . . everywhere we see obsolete equipment crying-out for retirement. Everywhere, too, we see the absurdity of trying to embalm the dead and protect them with gigantic pyramids of debt represented by the book value of dead assets . . . the investor cannot take continuously from an established industry profits which are then invested in new industries, and expect both old and new capital to go on reproducing indefinitely. Sooner or later he has to admit the loss of earning power of old capital, and to accept a composition or conversion which registers the diminished earning power of sunk capital."

Motor Registration.

It is pleasing to report the substantial increase in motor vehicle registrations during the year. At the 30th June, 1934, there were 228,324 motor vehicles registered, compared with 216,057 in June, 1933, and 207,178 in June, 1932. These figures demonstrate the healthy recovery that has taken place in the motor trade. The increase in registrations is directly reflected in the improved returns from taxation and licensing revenue. Statistics and details of revenue will be found later in this report and in Appendices 43 to 45.

Traffic Facilities.

Facilities for the relief of dangerous traffic conditions have been provided at many points, particularly in the metropolitan area. The policy of establishing pedestrian laneways across busy thoroughfares, especially in the vicinity of schools, has been vigorously pursued in conjunction with the Police Department and educational authorities, while local authorities have co-operated with the Department in installing traffic domes and other facilities.

An " Electromatic " vehicle actuated traffic control installation was placed in commission in October, 1933, at the intersection of Kent and Market streets, City. The equipment has proved satisfactory, and the extension of the use of this type of automatic traffic control is under consideration.

Traffic Accidents.

Statistics relating to traffic accidents are now compiled in a comprehensive manner, and as an aid to the measures necessary to make for more effective protection of road users.

Conferences with Outside Organisations.

The policy has been continued, with excellent results, of discussing with representative organisations those matters which are of general interest to the motoring public or the motor trade.

TRAMWAYS.

Substantial Improvement in Tramway Finances.

The Tramway accounts for the Metropolitan and Newcastle District services for the year ended 30th June, 1934, show a net profit of £39,373 after meeting working expenses and all charges for interest, and exchange, and allowing for the appropriation of £33,250 for sinking fund and £209,245 for depreciation on rolling stock, buildings, plant and equipment, and the writing off of obsolete rolling stock. The net profit on the combined Metropolitan and Newcastle services in the previous year was £1,919. No provision for depreciation or the writing off of obsolete rolling stock was made in the year 1932-33. In comparing, therefore, the two years the actual improvement in 1933–34 amounts to £246,699. While showing this improvement of £246,699, the public obtained an increased benefit as compared with the previous year in the reduction in fares operating as from 1st October, 1932. This reduction was effective for the full twelve months in the year 1933–34 as compared with nine months only in the previous financial year. Concession fares introduced at an earlier date were continued during the whole of the year ended 30th June, 1934. The saving of transport costs to the general public, which amounted to approximately £397,000 in the year ended 30th June, 1933, is estimated at £506,000 for the year 1934 in respect of the actual number of passengers who travelled on the tramways. This represented an increased benefit to the travelling public of £109,000 in the year 1933–34.

In addition, further overlapping sections were introduced during the year on several lines, and the second and third fare sections on the Rosebery line were merged into one section, which involved a further concession to the public and consequent reduction in revenue.

During the last three years the financial position of the tramways has consistently improved, the results for the last four years being:—1930–31, loss, £538,495; 1931–32, loss, £290,139; 1932–33, profit, £1,919; 1933–34, net profit, £39,373 after appropriating £209,245 out of profits for depreciation and the writing off of obsolete assets. In view of the large concessions given to the public by way of reduced fares, etc., in the last two years, the results are highly satisfactory.

Prior to the financial year 1933–34 depreciation had not been charged in the Tramway accounts in New South Wales but it is the general practice in other important world centres. The need for the development of the metropolitan transport facilities in accordance with the rapidly changing world conditions and improved methods of transport necessitates the setting aside of increasing amounts each year to meet depreciation accruing through obsolescence of existing rolling stock and to make funds available for replacements without adding to the already very heavy capital costs of the Tramway system. In order to meet the position it is anticipated that it will be necessary to set aside approximately £250,000 annually for some years. This estimated annual charge represents only a reasonable amount that should be provided in the ordinary course of business and makes no provision for the writing off of existing assets in the event of the substitution in the future of other modern means of transport on any of the existing routes. The 200 new " R " type cars now being added to Tramway rolling stock will involve the addition of over £600,000 to the capital indebtedness of the Tramways.

Earnings.—As shown above the earnings for the Metropolitan Tramways for the year ended 30th June, 1934, show a decrease of £31,734 as compared with the previous year. This is due in the main to the fact that the general reduction in tramway fares brought into force on 1st October, 1932, operated for the full twelve months for the year ended 30th June, 1934, as compared with the nine months only in the previous year, an additional concession to the public amounting to approximately £109,000. Against this decrease, however, the Tramways benefited to the extent of £10,319, interest received on the sale of property and approximately £67,000 for increased traffic during the year.

Passenger Traffic.—The number of passengers carried during the year was 277,345,142, an increase of 609,413 on the previous year's figures. (See Appendix No. 21.)

Working Expenses.—Compared with the previous year Working Expenses show a decrease of £242,579. The Department's contribution to the Railway and Tramway Superannuation Account and charged to Metropolitan Tramways increased by £14,687 to £49,982 as against £35,296 in the previous year. A saving of approximately £110,000 was obtained from reductions in the State Living and Federal Basic Wages and rates of pay together with an alteration in hours worked by employees under Federal awards from 44 to 48 hours per week as from the 6th April, 1933. Further relief in expenditure was obtained during the year by a decrease of £57,360 in the payment to the Railway Department for electrical energy and a decrease of £20,390 in Family Endowment Tax payments which ceased on the 31st December, 1933.

Increased efficiency and improvement in management resulted in Working Expenses being reduced by approximately £70,000 for the year.

Capital.—The total Capital provided by the Treasury for the Metropolitan Tramways to the 30th June, 1934, was £7,713,641 (see Appendix No. 2), as compared with £7,432,692 to the 30th June, 1933, an increase of £280,949. During the year the sum of £280,700 was expended on the purchase of new "R" type cars and £60,442 on additions and duplications of existing lines, a total of £341,142. This total was offset by repayment to the Treasury of £60,193 received during the year for the sale of Tramway properties, leaving a net increase in Capital of £280,949.

The mean Capital invested in the Metropolitan Lines for the year amounted to £7,573,166. The profit on working and the charges for Interest, Sinking Fund and Exchange together with the net profit and the percentage of each item to the mean Capital invested in the Metropolitan Lines are shown by the following table :—

			Percentage on Mean Capital.	
	£	£	per cent.	per cent.
Profit on Working	.....	653,388	.....	8·63
Interest and Exchange	376,650		4·98	
Sinking Fund	29,750		·39	
Depreciation	188,243		2·48	
		594,643		7·85
Net Profit £	.....	58,745	.....	·78

NEWCASTLE TRAMWAYS.

Financial Results.

The following summary sets out the financial results of the tramway operations in the Newcastle District for the year ended 30th June, 1934, and a comparison with the results for the previous year :—

Item.	Year ended 30th June.		Increase.	Decrease.
	1934.	1933.		
Earnings—	£	£	£	£
Passengers, etc.	210,980	208,151	2,829	.....
Working Expenses	159,764	164,718	.....	4,954
Balance—				
Earnings in excess of Working Expenses	51,216	43,433	7,783	.....
Ratio of Working Expenses to Earnings	75·72%	79·13%	.....	.....

The results in the years ended 30th June, 1933, and 1934, after providing for all statutory obligations, were :—

Item.	Year ended 30th June.			
	1934.		1933.	
	£	£	£	£
Earnings in excess of Working Expenses	.....	51,216	.....	43,433
Interest and Exchange	46,086		49,700	
Sinking Fund	3,500		3,000	
Depreciation	21,002		.....	
		70,588		52,700
Net Loss £	.....	19,372	.....	9,267

Earnings.—As shown the earnings for the Newcastle Tramways for the year ended 30th June, 1934, show an increase of £2,829 or 1·36 per cent. as compared with the previous year.

The capital indebtedness of the Tramways includes the sum of £175,302, which represents the value of abandoned tramway lines, and £21,741, covering the cost of obsolete tramcars taken out of commission. In addition to these amounts the value of the city portion of the metropolitan tramway system has been depreciated to a considerable extent (estimated conservatively at £500,000) by reason of the opening of the city railway and the reduction in fares on the city railway system as from 1st November, 1933. The second class rates now operating on the city railway are at least 50 per cent. lower than the present tramway fares, and from some suburban stations no additional charge is made for travel on the city railway. This reduction in railway fares adversely affects tramway revenue to the extent of approximately £75,000 per annum.

These abandoned and depreciated assets represent at least £697,000 of the capital liability of the Tramways, upon which interest and other charges are payable annually. The payment of these charges forms a heavy and unreasonable debit against the working of the remaining services. No provision for the repayment of the capital value of abandoned and depreciated assets has been made out of the profits of the Tramways during the past years, and the Tramways should now be relieved of the liability and should not be expected to provide for the writing off out of current revenue. Representations on these lines were made to the Treasury in May, 1934, but to date the matter has not been finalised.

In the accounts for the Metropolitan Tramways for the year ended 30th June, 1934, the sum of £188,243 was set aside out of revenue to meet depreciation, but this amount is not available for repayment in reduction of the Capital deficit of the tramways as the Treasury requires that it be paid in reduction of the accumulated deficit standing on the books. The Tramways, therefore, receive no actual benefit from the writing off of depreciation, and, on the other hand, the capital indebtedness is being increased by the cost of 200 new "R" type tram cars, and the annual charges for interest, sinking fund and exchange on this additional capital impose a very heavy burden on the undertaking. The repayment of depreciation in reduction of accrued deficits as directed by the Treasury prevents steps being taken to reduce the Capital liability.

The fact that accrued depreciation in the past has never been written off further seriously aggravates the position.

Deficits accumulated since the 5th August, 1930, have arisen largely from the obligations placed upon the Administration by the Government of the day to pay wages and allow conditions above those prescribed under Awards of the Court; the continuance of omnibus services which duplicated other existing services and resulted in increased expenditure and a reduction in tramway revenue, and, latterly, in addition to these items, the reduction of tramway fares by 14 per cent. at a time when the trams were still being run at a loss. The concession to the public at the present time owing to reduced fares amounts to a loss in revenue of approximately £503,000 per annum.

These were factors not within the control of the Department at the time, and, although the financial position is sound to-day, progress is being seriously hampered by the adoption of a policy not previously followed of requiring the Commissioner to apply current revenue to write off past deficits.

So far as the management of the finances of the Tramway and Bus activities is concerned the transport legislation places the Commissioner in an autonomous position, and it is therefore not obligatory upon the Commissioner to submit estimates covering tramway and bus operations other than particulars in connection with the payment of interest, sinking fund and exchange on Capital, nor is there any necessity for the expenditure of the transport undertakings to be made the subject of appropriation by Parliament. While the Commissioner is prepared to furnish information to the Treasury as to the programme proposed to be followed during the financial year, it is undesirable that the Commissioner should be trammelled in any way in the exercise of his discretion as to financial arrangements.

METROPOLITAN TRAMWAYS.

Financial Results.

A summary of the financial operations of the services in the Metropolitan District for the year ended 30th June, 1934, as compared with the previous year, is set out hereunder :—

	Year ended 30th June.		Increase.	Decrease.
	1934.	1933.		
Earnings—	£	£	£	£
Passengers, etc.	3,026,962	3,058,696	.....	31,734
Working Expenses	2,373,574	2,616,153	.....	242,579
Balance—				
Earnings in excess of Working Expenses	653,388	442,543	210,845	.....
Ratio of Working Expenses to Earnings	78·41%	85·53%	.....	.....

The results in the years ended 30th June, 1933, and 30th June, 1934, after providing for all statutory obligations, were :—

Item.	Year ended 30th June.			
	1934.		1933.	
	£	£	£	£
Earnings in excess of Working Expenses	.....	653,388	.....	442,543
Interest	376,650		406,357	
Sinking Fund	29,750		25,000	
Depreciation	188,243		.....	
		594,643		431,357
Net Profit £	.....	58,745	.....	11,186

Working Expenses.—The relief of £4,954 in Working Expenses was obtained principally as a result of a decrease of £1,600 in the payment to the Railway Department for electrical energy, a decrease of £1,300 in Family Endowment Tax and reductions in the State Living and Federal Basic Wages and rates of pay.

Passenger Traffic.—The number of passengers carried during the year was 19,245,823, an increase of 251,436, as compared with the previous year. (See Appendix No. 21.)

The accounts for the Newcastle Tramways for the year ended 30th June, 1934, show a loss of £19,372, after meeting Working Expenses, Interest, Sinking Fund and Exchange and charging £21,002 for depreciation and the writing off of abandoned lines. In the previous year the loss was £9,267, but as no charge for depreciation and the writing off of assets was made in that year, the result for the financial year ended 30th June, 1934, represents an improvement of £10,897.

The financial position of the Newcastle Tramways has consistently improved during the last three years, the results since 1930–31 being :—

1930–31, loss £105,399; 1931–32, loss £67,144; 1932–33, loss £9,267; 1933–34, loss £19,372, after providing £21,002 for depreciation and the writing off of abandoned lines.

The results for last year are all the more satisfactory when it is remembered that up till the year 1932–33 the Newcastle System has shown a loss each year since 1915, the aggregate losses for the years 1915–16 to 1933–34 being £1,040,409.

It will be seen that for many years the transport services at Newcastle have been provided at rates considerably below cost.

Scale of Fares.

Metropolitan Lines.

The scale of fares at present in operation on the Metropolitan Lines is shown in the following statement :—

Section.	Fare.	Shopping Concession Fares between 10 a.m. and 4 p.m.
One	2d.	2d.
Two	3d.	3d.
Three	4d.	4d.
Four	5d.	4d.
Five and Six	6d.	4d.
Harbour Bridge	3d.	.....

Newcastle Lines.

The Scale of Fares operating on the Newcastle Lines is as under :—

Sections.	Fare.
1	2d.
2	3d.
3 or more sections	4d.

Reduction in Children's Tramway Fares.

A reduction in tram fares for children in the Metropolitan and Newcastle areas has been made as from 1st August, 1934. The children's age limit has been raised from under 12 years to under 14 years and the maximum fare for a child is now 1d. instead of 2d., excepting on the Sydney Harbour Bridge section and on Special and All Night trams.

Metropolitan Lines.

Lines Closed Down.

In consequence of the limited patronage, arrangements were made for the closing down of the Hurlstone Park to Summer Hill Railway Station; Henderson Road; and Ryde to Ryde Railway Station tramways. Transport for these districts is now being provided by motor omnibuses.

Duplication of Single Tramway Tracks.

Duplication of the single tramway track between Undercliffe and Earlwood terminus, between Penshurst Street and Chatswood Railway Station, and between Broughton Loop and Gower Street and Broughton Loop and the terminus on the Lane Cove line has been completed. These lines now consist of duplicate track throughout their entire length, and the elimination of the delays inseparable from single track working, and the provision of improved services has resulted. Action has also been taken to proceed with the duplication of single track on the Ryde line (including Gladesville and Iron Cove Bridges) and on the Northbridge line.

New Corridor Tram Cars.

As mentioned in my previous report, a contract was entered into for the construction of 200 new tram cars of the corridor type. The first of these cars was placed into service on the 4th October, 1933, on the Watson's Bay line. The whole service on this line is now operated with the new type cars with resultant improvement in the comfort and convenience of the travelling public, while the employment of standard modern equipment has rendered it possible to materially reduce the time of journey and secure economy in running expenses. Further "R" type cars, as supplied, are being placed in service on the Bellevue Hill line and the North Sydney lines to replace a number of the four-wheeled rolling stock previously operating on those lines. The old rolling stock is being scrapped.

At the close of the financial year, 100 of these cars had been put into service and the remainder is being delivered at the rate of two a week.

The new type cars embrace the latest developments in tram car construction. They compare very favourably with the highest standard in tramway rolling stock in use in other parts of the world and have received the unqualified approval of the public.

Electric Trolley Buses.

The experiment carried out with the two single deck electric trolley buses lent to the Department by the A.E.C. (Aust.) Proprietary, Limited, has demonstrated conclusively that this type of vehicle possesses many advantages, and the vehicles have been very well received by the public.

The advantages of silence, smooth running and flexibility of movement are pronounced, but the trolley bus, like the petrol bus, compares unfavourably with the tram in regard to head room and crush loading in heavy traffic areas.

A double deck trolley bus ("Q" type) has been acquired on loan from the A.E.C. Company. It is proposed to place this vehicle in service at an early date on the Wylde Street to City route and, at the same time, to extend the route to the Town Hall Railway Station via Park and George Streets, returning via Bathurst and Elizabeth Streets to the original route.

Overlapping Sections.

Additional overlapping sections were introduced on the North Bondi, Matraville, La Perouse, Rosebery, Narrabeen, Coogee, and Ryde lines. Particulars are shown in Appendix No. 1.

Combined Tram and Ferry Ticket System.

A combined tram and ferry ticket system between Rowntree-street, Balmain, and King and George street, City, *via* Darling-street–Erskine-street ferry was introduced on trial on the 1st November, 1933, with a view to providing residents of Balmain district with a cheaper and more direct service to and from the City.

Free Travel over Gladesville Bridge.

To protect pedestrians against the heavy vehicular traffic over the Gladesville Bridge, on which there is no pedestrian footway, approval was given for free tramway travel over the bridge.

Introduction of a Direct Service between Redfern and Botany Districts and Maroubra Bay.

A direct service was introduced on Sundays during the summer months and on holidays between the Redfern and Botany Districts and Maroubra Bay. The service was well patronised.

Maintenance of Tramway Tracks, Buildings and Works.

The permanent-way, buildings and other works have been maintained in good order during the year. A summary of the year's track maintenance operations is shown in Appendix No. 22.

76,364 tons of metal, the major quantity of which was obtained from the Railway Department's quarries, were used during the year on duplication, relaying, re-conditioning, and surface maintenance of the tracks.

At the Department's tar distillery, Wolli Creek, 111,304 gallons of crude tar were treated, producing 91,431 gallons of distilled tar and 15,603 gallons of tar oils.

New steel was electrically deposited *in situ* on 4,204 worn crossings, and 37,843 feet of rail. In addition, 5,785 rail joints were welded.

The plant installed during the previous year for the purpose of washing and reclaiming old tramway road metal has been developed, and by this means 13,705 tons were recovered at small cost and used on reconstruction works.

The provision of "Munio" Mastic alongside the head of the rail has proved so successful that this method of waterproofing has been standardised for all track construction and reconstruction works.

Greater efficiency and speedier and more economical operation have resulted from the substitution of motors of higher horse-power in three of the rail-grinding cars, and it is estimated that a saving of £8,000 per annum will be effected.

Considerable economy has resulted from the substitution of sheet asphalt for woodblocked surfaces in all reconstruction works.

Greater efficiency and economy have resulted by the use of additional pneumatic tools for breaking up concrete in connection with permanent-way operations, and in this direction the estimated saving is £9,000 per annum.

The practice of welding square crossings was introduced in substitution for the previous practice of having the crossings fabricated. It is anticipated that the new method will result in a reduction of noise and that the crossings will have a longer life.

The introduction of electric ground lighting in lieu of the old system of hurricane lamps for the guidance and protection of road traffic during tramway track reconstruction work has proved entirely successful, and an extension will be made with this method on future works.

On all major works, and on all trackwork which has been reconstructed during the last five years, expansion joints have been closed up either by the fusion welding process or by electric welding, and it is anticipated that the reduction in expansion joints in the system will result in greater comfort to tramway passengers, less repair to rolling-stock, and considerable economy in joint maintenance. To 30th June, 1934, 2,424 thermit and fusion welds have been provided, and 431 joints have also been electrically welded.

The flood-lighting of major permanent-way works in the metropolitan area has been continued with satisfactory results in efficiency and economy.

A drag-line power excavator was recently purchased, and the economies effected with this machine indicate a saving of approximately £19,000 per annum.

Tramway Overhead Wiring Staff was taken over from the Railway Department and attached to the Way and Works Branch of my Department as from 1st July, 1933. The section was completely re-organised and, in addition to increased efficiency being obtained in the overhead wiring maintenance operations, a saving of £25,000 per annum was effected.

Maintenance and Improvements to Tramway Tracks, Buildings, and Works, Newcastle District.

The permanent-way, buildings, and other works at Newcastle were maintained in good order during the year.

New steel was electrically deposited *in situ* in 435 crossings, and 1,184 feet of rail were similarly treated.

Metal received for use on the Newcastle Tramway System during the year was obtained from the Railway Department quarries at Martin's Creek, the total quantity used being 4,282 tons.

10,527 gallons of tar were used for mixing with metal, and 27,256 gallons of tar for top-dressing.

Maintenance of Rolling Stock.

(*a*) *Metropolitan Area.*

The Tramway Rolling Stock (see Appendix No. 9) was maintained in satisfactory condition during the year.

(*b*) *Newcastle District.*

The Tramway Rolling Stock at Newcastle was maintained in a satisfactory condition during the year. A large amount of repair work was carried out at the Tramway Workshops for the Railway Department, including work at Zarra-street Power Station. (See Appendix No. 9).

Randwick Workshops.

2,419 cars and 230 electric car trucks received attention during the year.

605 armatures were rewound, and minor repairs effected to 2,608 armatures.

During the year approximately 152,259 fittings were manufactured for the Tramway Overhead Wiring Section, and in addition a considerable quantity of work was done for the railway electric system, including the manufacture of 41,672 fittings.

The whole of the wiring for the motors and lighting system of the "R" type cars was carried out by the Randwick Workshops Staff.

Gordon Avenue Workshops, Newcastle.

262 electric cars received attention during the year.

TRANSPORT SERVICES APPEAL BOARD.

During the twelve months ended 30th June, 1934, one hundred and twenty-one appeals were lodged with the Transport Services Appeal Board. In one case it was not considered by the Board that it had jurisdiction to hear the appeal.

The results of the appeals in the other cases were as follows :—

Allowed	12
Modified	51
Disallowed	57
Total	120

In many cases in which the appellant either pleaded guilty or his guilt was established, the Board has restored the employee to the service. It is considered that the function of exercising clemency is one for the Administration which has the responsibility of operating the service, and not one for the Appeal Board and consequently an amendment of the Transport Act in this direction is considered to be necessary. Employees with consistently bad records have been restored to the service by the Appeal Board, and action of this kind destroys the discipline and efficiency of the administration.

TRAMWAY ADVERTISING.

The advertising business was satisfactorily maintained and the total revenue received from this source for the year amounted to £12,137.

ACCIDENTS, CLAIMS AND COMPENSATION.

The number of tramway accidents during the year totalled 3,416 in connection with which the compensation paid amounted to £12,179.

Particulars of tramway accidents and compensation paid for each of the five years ended 30th June, 1934, are set out in Appendix No. 23.

STAFF EMPLOYED.

The tramway staff employed as at 30th June, 1934, was as follows :—

Office.	Sydney.			Newcastle.			Total.		
	Salaried.	Wages.	Total.	Salaried.	Wages.	Total.	Salaried.	Wages.	Total.
Commissioner's Office, (Secretary, Staff Superintendent and Accountant)	56	8	64	...	...	...	56	8	64
Chief Traffic Manager	346	4,073	4,419	29	302	331	375	4,375	4,750
Workshops and Rolling Stock ...	101	1,375	1,476	6	69	75	107	1,444	1,551
Way and Works	61	1,441	1,502	2	99	101	63	1,540	1,603
TOTALS	564	6,897	7,461	37	470	507	601	7,367	7,968

Wage Adjustments.

On 17th April, 1934, the Full Court of the Commonwealth Court of Conciliation and Arbitration ordered that the 10 per cent. reduction, which had been in operation from 18th September, 1932, in the wage rates of 5,832 employees covered by Federal Awards should not be made after 29th April, 1934. At the same time the Court reconsidered the formula for the fixation of its Basic Wage and fixed the Basic Wage for, amongst others, the employees of this Department at £3 7s. per week, which was 5s. per week less than the basic wage then operating. The Court also authorised the application of the State Public Service Salaries Act to the employees covered by Federal Awards.

The Court having intimated that there would be an increase in the basic wage of 1s. per week from the 3rd June, the new rate of £3 8s. per week was paid as from the 29th April.

Overlapping of Awards.

The rates of pay and conditions of employment of 5,784 employees of the Department are governed by Awards of the Commonwealth Court of Conciliation and Arbitration, while 2,184 are covered by Awards of the State Industrial Commission. There is, consequently, considerable overlapping of awards. The result of this overlapping has been to create many administrative and legal difficulties and with a view to its elimination, a Federal Log providing a uniform set of wage rates and conditions to apply to all employees on the wages staff of their respective services was served by the Commissioner for Railways, New South Wales, the South Australian Railways Commissioner and the Commissioner for Road Transport and Tramways, New South Wales, upon their respective employees. Objection to this action was made by some of the unions concerned on the grounds that no bona fide dispute extending beyond the limits of any one State existed, and on 20th April, 1934, the High Court of Australia decided that such a dispute did not exist. The Federal Arbitration Court was, therefore, unable to proceed with the hearing.

Tramways Institute.

As from 14th January, 1934, the control of the Tramway section of the Railway and Tramway Institute was assumed by the Department.

The educational and recreational activities have been maintained.

In order that the administration may be kept in touch with the wishes of the members, particularly as regards the social activities of the Institute, an Advisory Committee consisting of five members of the Institute has been appointed.

At the close of the financial year, 3,836 employees were members of the Tramways Institute.

Medical Officers.

(See Appendix No. 24.)

Ambulance Corps.

On 1st January, 1934, the Department took over control of the Tramway section of the Railway and Tramway Ambulance Corps, which will be carried on as the Road Transport and Tramways Ambulance Corps.

Classes of instruction in First Aid, more particularly as regards injuries likely to be met with in Tramway operations, were held at the various offices, depots, and workshops, and were very well attended by employees.

Seventy seven (77) fully equipped ambulance boxes and fifty (50) stretchers are maintained at various points throughout the Tramway system.

At 30th June, 1934, 2,863 employees were qualified to render first aid to the injured.

(See Appendix No. 25.)

Suggestions and Inventions.

During the year 305 suggestions relative to tramway matters were submitted by the staff, 50 being adopted.

Superannuation Account.

Employees of the Department of Road Transport and Tramways who were transferred to this Department from the Railway and Tramway Commissioners on the 5th August, 1930, have continued to be covered by the Railway and Tramway Superannuation Account. Employees transferred from the Railway Department since the 5th August, 1930, also retained their superannuation rights. Staff appointed after the 5th August, 1930, are not included in the superannuation provisions.

Apart from contributions by this Department, the receipts into the Fund are obtained principally from contributions from employees at the rate of 1½ per cent. of their gross salaries or wages.

The amounts received into the Fund have decreased considerably in the last few years while the pensions, gratuities and repayments met from the Fund have substantially increased. The reduction in receipts is due to the decrease in the number of contributions through retirements, deaths, resignations, etc.

The following summary shows receipts and payments and contributions by the Department to meet deficiencies :—

	Year ended 30th June.			
	1931.	1932.	1933.	1934.
	£	£	£	£
Receipts	34,114	31,408	28,583	26,678
Payments	54,901	58,641	66,786	80,914
Deficiency met by Department	20,796	27,233	38,203	54,236
Contribution by Department for each pound paid by employees	£ s. d. 0 12 2	£ s. d. 0 17 4	£ s. d. 1 6 8	£ s. d. 2 0 7

It will be seen that the maintenance of the Superannuation Account represents an increasing annual liability to the Department. In the last three years the liability has advanced from £20,796 to £54,236, an increase of £33,440.

There are no funds in the Railway and Tramway Superannuation Account to meet existing commitments which are now being met solely out of current revenue received from contributors supplemented by funds from the Department. The utmost caution will require to be exercised to avoid increased charges on this Account.

AUSTRALIAN AND NEW ZEALAND TRAMWAYS CONFERENCE.

The Australian and New Zealand Tramways Annual Conference for 1934 was held in Sydney from 19th to 23rd March under the chairmanship of myself as Commissioner for Road Transport and Tramways, the following tramway undertakings being represented :—

Adelaide Municipal Tramways Trust,
Melbourne and Metropolitan Tramways Board,
Brisbane City Council Tramways Department,
Department of Road Transport and Tramways, New South Wales,
Hobart Municipal Council Tramways Department,
Dunedin (New Zealand) City Tramways Department,
Auckland (New Zealand) Transport Board,
Geelong Electric Tramways.

The retiring Chairman, Sir William Goodman (Adelaide), in his presidential address, referred to several developments in tramway, trolley-bus, and omnibus operations, which he had investigated whilst in England in 1933.

Mr. G. R. Steer (Brisbane) and Mr. W. Murdoch (Melbourne) also reported their observations abroad during recent tours in connection with transport matters.

The Chairman (Mr. S. A. Maddocks) presented a paper on the benefits of co-ordination and common ownership and control of urban transport, and, during the course of his remarks, outlined the transition in various parts of the world from unrestricted competition, through regulated competition, to controlled competition and common ownership. Reference was also made to the need for unified management, as advocated by Lord Ashfield in 1926, and subsequent history of amalgamations in London leading up to the passing of the London Passenger Transport Bill. The problem as it affects New South Wales was then stated and methods adopted for solving it set out.

Other subjects dealt with included :—Electrolysis arising from tramway workings; improvements in tramway track design and method of track recostruction; use of ticket issuing machines; latest developments in rolling stock; question of using trolley shoes instead of trolley wheels for tramway operations; and the latest developments abroad with regard to tramways, petrol buses, trackless trolleys and compression ignition buses. The question of the financial obligations of tramway authorities was also discussed, and the Conference passed the following resolution :—"That no tramway authority should be required to provide a more expensive form of pavement than bitumen penetrated macadam. In the event of the local government authority desiring a more costly form of pavement on tramway tracks, the difference between its cost and the cost of bitumen penetration macadam should be borne by the local governing body. In the event of such local government authority paving its streets with a less costly form of pavement than bitumen penetrated macadam, the tramway authority should not be required to pave its tracks with a more expensive form of pavement." It was also decided by the Conference that information should be collected to show the economic wastage arising from peak hour traffic in the absence of any attempt to stagger the hours of industry and retail establishments.

During the week that the Conference was sitting inspections were made of new types of rolling stock, various workshops, and track operations.

DEPARTMENTAL MOTOR-OMNIBUS SERVICES.

SERVICES OPERATED.

At the 1st July, 1933, 16 omnibus services were being operated by the Department, and during the year six (6) additional services were inaugurated, whilst a number of important alterations and extensions were made to existing services.

The following services were being operated at the 30th June, 1934 :—

Route No.	Name of Service.
3	Wylde-street—Taylor-square, Darlinghurst (Sundays only).
4	Elizabeth Bay—Taylor-square, Darlinghurst.
20	Bondi Beach—Vaucluse.
30	Bondi Junction—Central Railway Station via West Bellevue Hill.
59	Concord West—York-street, City.
65	Ashbury—Central Railway Station.
66	Watson's Bay—Bondi Junction via Rose Bay Heights. Temporarily discontinued 18th June, 1934, owing to road construction.
67	McMahon's Point—Cammaray. McMahon's Point—Benelong-road.
68	Drummoyne—Five Dock via Chiswick.
70	Campsie—Central Railway Station.
88	Enfield—Central Railway—Bondi Beach and Bondi Junction.
90	Drummoyne—Campsie via Five Dock.
92	Drummoyne—Campsie via Burwood.
94	Central Railway Station—Rookwood Cemetery (Sundays only).

Route No.	Name of Service.
136	Manly Wharf—Dee Why Beach.
137	Manly Wharf—New-street, Balgowlah.
142	Manly Wharf—Narrabeen Peninsula.
144	Manly Wharf—St. Leonards.
159	Bondi Junction—Rose Bay via East Bellevue Hill.
160	Murriverie-road, North Bondi—Bondi Junction.
192	Pyrmont—York-street, City.
227	Watson's Bay—Central Railway Station.
230	Rose Bay North—Central Railway Station.
236	Musgrave Street Wharf—Medusa-street and Balmoral.

Particulars of services established and subsequent alterations are contained in Appendix No. 31, and a map showing the routes operated as at 30th June, 1934, is included as Appendix 59.

Hurlstone Park—Summer Hill Station Service.

On the 8th July, 1933, the tramway service between Hurlstone Park and Summer Hill Station was discontinued, and on the 9th July, 1933, the Departmental motor omnibus service operating between Ashbury and Central Railway Station was permanently diverted via Summer Hill Station and supplemented during business hours by a local omnibus service between Hurlstone Park and Summer Hill Railway Station.

Wylde-street—Darlinghurst Service.

The daily omnibus service on Route No. 3, between Wylde-street and Darlinghurst, was discontinued on the 22nd January, 1934, and a trolley bus service was inaugurated between Wylde-street and Liverpool-street. The omnibus service between Wylde-street and Darlinghurst operates on Sundays only.

Depots.

During the year the temporary depot at North Bondi was closed and a large and more central depot established in Cowper Wharf-road, Woolloomooloo. The omnibus services are now grouped into three districts, and operate from the following depots :—

Western District	Parramatta-road, Burwood.
Northern District	Cowles-road, Mosman.
Eastern District	Cowper Wharf road, Woolloomooloo.

All major overhauls and repairs are carried out at the Burwood Depot, where the Department has an up-to-date plant for handling such work.

All revenue from the western district services is received at Burwood Depot, whereas the eastern and northern services' revenue is handled by the existing staffs and facilities at Rushcutter's Bay and North Sydney Tramway Depots, respectively.

Fares.

Children's fares were reduced on the majority of services on the 1st November, 1933, the scale now operating being two sections 1d., 3 and 4 sections 2d., 5 and 6 sections 3d., 7 sections and over 4d.

Substantial reductions have also been made in the general fares on certain feeder services which, during the year, were merged in the Departmental omnibus system, notably in the Drummoyne–Five Dock–Chiswick–Burwood and the Campsie districts.

Staff Employed.

The staff employed at the 30th June, 1934, was :—

	Salaried.	Wages.	Total.
Administrative and Clerical	2	20	22
Drivers	...	200	200
Conductors	...	180	180
Other traffic	...	9	9
Maintenance	...	96	96
Totals	2	505	507

The employees engaged were selected from applicants who had been employed by private operators whose services had terminated at 31st October, 1931, and from those employed by private operators whose services have been merged into the Departmental transport system.

Departmental Omnibus Services.

Financial Results.

The accounts for the year ended 30th June, 1934, show a profit of £5,105 as compared with a profit of £1,514 for the period 25th December, 1932, to 30th June, 1933, during which period the services were in operation in the previous year.

The net profit of £5,105 is arrived at after paying all charges, including Interest, Sinking Fund and Exchange, and making reasonable provision for depreciation. In addition, the sum of £5,646 was paid to the State Transport (Co-ordination) Fund in consideration of the number of routes operating in Tramway territory or replacing a Tramway Service and the franchise given to run in territory already served. The charge for depreciation amounted to £31,927 in respect of omnibuses, buildings and equipment, and the net profit of £5,105 is regarded as highly satisfactory.

Notwithstanding the considerable extension of services during the year, the amount set aside for depreciation was sufficient to cover the cost of the whole of the additional 'buses, land, buildings and equipment purchased during the year, and to leave a balance of £6,733 towards the cost of purchase of further omnibuses in the present year.

The financial results of the year's operations provide ample evidence of the ability of the Department to conduct efficient motor omnibus services in the public interest, and at the same time secure a reasonable margin of profit after meeting payments for interest, sinking fund and exchange, and also making reasonable provision for depreciation.

Having regard to the age and condition of the second-hand omnibuses purchased from private operators at the inception of the Departmental services, liberal depreciation was written off these assets, and it is the Department's policy to replace these vehicles with up-to-date rolling stock as early as possible.

During the year three of the most modern type double-deck omnibuses were placed in service, and the quotations were accepted for the supply of sixteen additional double-deck chassis, four of which will be fitted with compression ignition engines. The bodies of all these vehicles will be constructed locally, and the units will be put into commission within the next three months.

The capital indebtedness of the omnibus services was reduced during the year from £60,000 to £56,802 by a repayment to the Treasury.

The first Departmental omnibus service commenced on the 25th December, 1932. A summary of the financial operations for the year ended 30th June, 1934, and the period 25th December, 1932, to the 30th June, 1933, is shown in the following table :—

Item.	Year ended 30th June, 1934.	Period 25th December, 1932, to 30th June, 1933.
	£	£
Earnings	227,113	50,866
Working Expenses	179,584	43,625
Balance—		
Earnings in excess of Working Expenses	47,529	7,241
Ratio of Working Expenses to Earnings	79·07 per cent.	85·76 per cent.

After providing for all statutory obligations, the net results were as follows :—

Item.	Year ended 30th June, 1934.		Period 25th December, 1932, to 30th June, 1933.	
	£	£	£	£
Earnings in excess of Working Expenses	...	47,529	...	7,241
Payment to Co-ordination Fund	5,646			
Interest and Exchange	4,600		742	
Sinking Fund	250			
Depreciation	31,928		4,985	
		42,424		5,727
Net Profit	...	£5,105	...	£1,514

Statistical Information.

The following is a summary of the operations of the services up to 30th June, 1934, together with a comparison with the period ended 30th June, 1933 (approximately six months) :—

	Year ended 30th June, 1934.	Period 25th December, 1932, to 30th June, 1933.
Capital Expenditure—		
Omnibuses, Buildings, Plant and Machinery	£86,980	£66,326
Less Depreciation	£36,913	£4,985
Value of Capital Assets at 30th June	£50,067	£61,341
Earnings—		
Passengers, etc.	£227,113	£50,866
Working Expenses (including Depreciation and Service License Fees)	£211,512	£48,609
Route miles run	153m. 20ch.	105m. 54ch.
Bus miles run	3,353,434	835,283
Passengers carried	14,706,660	2,625,486
Working Expenses per mile (including Depreciation and Service License Fees)	15·14d.	13·96d.
Revenue per mile	16·26d.	14·61d.
Services operated	22	16
Omnibuses registered	123	88
Omnibuses in daily use	93	66

Statements in detail of financial and statistical matters are included in this report as appendices as follows :—

Appendix 28 ... ... Capital Account as at 30th June, 1934.
,, 29 ... ... General Balance Sheet as at 30th June, 1934.
,, 30 ... ... Income and Expenditure Account and Net Revenue Account for the year ended 30th June, 1934.
,, 32 ... ... Statement showing in respect of each service :—
Date of commencement.
Length of route.
Earnings.
Number of passengers carried.
Average fare per passenger.
Omnibus mileage.
Earnings per omnibus mile.
,, 33 ... ... Details of working expenses for the year ended 30th June, 1934.

ROAD TRANSPORT.

Privately Operated Motor Omnibus Services—Metropolitan.

On the 1st July, 1933, 147 privately operated motor omnibus services were in operation within the Metropolitan Transport District. In these services 281 vehicles, including regular, auxiliary and reserve omnibuses, were being operated by 110 operators.

During the year provisional service licenses were issued covering the operations of six additional services; ten routes were merged into the Departmental omnibus system, and three services were amalgamated with existing private services. At the 30th June, 1934, there were 140 services, utilising 288 omnibuses, being operated by 105 private operators.

Details of these alterations are contained in Appendix No. 34.

Motor Omnibus Services in Competition with Railways and Tramways.

At the commencement of the year five privately-operated motor omnibus services were operating on routes which were either wholly or partly competitive with railways or tramways, viz.:—

Route No.	Name of Service.	Competing with
55	Chatswood–Asquith	Railway, Chatswood to Hornsby.
47	Chatswood–Northbridge	Tramway, Penshurst-street and Victoria-avenue to Chatswood Station.
67	McMahon's Pt.–Crow's Nest	Tramway, North Sydney Station to Crow's Nest.
99	Greenwich–Crow's Nest	Tramway, Greenwich Road to Crow's Nest.
192	Pyrmont–York-street, City	Tramway, City and Pyrmont, Drummoyne, Gladesville and Ryde.

No additional services of a competitive nature were licensed during the year.

The services on Routes Nos. 55 and 47 continued to pay charges under the State Transport (Co-ordination) Act, 1931, throughout the year. Charges were also paid in respect of the service on Route No. 192 until 1st October, 1933, on which date it was merged into the Departmental omnibus system and operated in conjunction with the Concord–York Street service, Route No. 59.

As the service on Route No. 67 replaced the McMahon's Point tramway in March, 1932, and thus maintained transport facilities in this area, no charges were imposed. On the 15th February, 1934, this service and a service between McMahon's Point and the corner of Ben Boyd and Military roads, Neutral Bay, were merged into the Departmental omnibus system and the services were extended to Cammaray and Benelong-road, respectively.

The service between Greenwich and Crow's Nest on Route No. 99 had been limited to certain journeys On the 5th May, 1933, the limitation was removed and all journeys are now operating between Greenwich and the Crow's Nest shopping area. No charges under the State Transport (Co-ordination) Act, 1931, are imposed as protection is afforded the tramway by a restriction upon the picking up and setting down of passengers along the tram line between the corner of Greenwich-road and Pacific-highway and Crow's Nest.

Appendix No. 35 shows the amounts paid under the State Transport (Co-ordination) Act, 1931, in respect of the operations of competitive or partially competitive motor omnibus services in the Metropolitan Transport District during the year ended the 30th June, 1934.

Motor Omnibus Services Merged into Departmental Omnibus System.

During the year the routes of ten privately operated omnibus services were merged in the Departmental omnibus system. Particulars are shown in Appendix No. 34.

Application for Additional Privately Operated Motor Omnibus Services.

During the year, thirty applications were received for permission to operate omnibus services. As the majority of the proposed services were for areas already adequately supplied with transport facilities, and their establishment would have resulted in wasteful overlapping, only eight applications were approved. Services are now operating on six of the new routes and an early commencement will be made with the remaining two.

Substitution of Privately Operated Motor Omnibus Services for Tramway Services.

In July, 1933, consideration was given to the question of the discontinuance of the Henderson-road tramway. The continuance of the tramway service would involve the rehabilitation of the tramway track at a cost of £4,900. As the revenue earned by the tramway service was not sufficient to meet operating costs this service was discontinued on the 30th July, 1933, and the privately operated omnibus service between Newtown and Alexandria, Route No. 18, was extended in order to provide transport facilities along Henderson-road.

Owing to difficulties met in operating the extended service permission was given for the Henderson-road section to be run as a separate service, and on the 25th September, 1933, the original Route No. 18 was reverted to and a service between Newtown and Waterloo *via* Henderson-road, Route No. 19, was commenced to Elizabeth-street, Waterloo.

Ryde Railway Station–Ryde Post Office Tramway Service.

The tramway service between Ryde Railway Station and Ryde Post Office was operating at a loss and if continued heavy expenditure would have been involved in rehabilitating the track. In addition, advice has been received from the Main Roads Department that continuance of the tramway service would add materially to the cost of the proposed subway in lieu of the existing level crossing at Ryde Station.

In view of all the circumstances it was decided that the transport requirements between Ryde Railway Station and Ryde Post Office could be better met by the substitution of a motor omnibus service for the tramway service.

Owing to the isolation of the route in relation to the sphere of Departmental omnibus operations it was not considered advantageous to operate Departmental omnibuses on the route, as an extension to the Ryde Railway Station of the privately operated motor omnibus service running between Epping and Ryde Post Office would provide adequate transport facilities in lieu of the tramway service. The tramway service between Ryde Railway Station and Ryde Post Office was withdrawn on the 12th March, 1934, and the Epping–Ryde Post Office motor omnibus service was extended to the Ryde Railway Station. A trial of the extended omnibus service revealed that a separate omnibus service between Ryde Post Office and the Station would more adequately meet the transport requirements of the area, and on the 6th May separate omnibus services were commenced; one operating between the Station and the Post Office and the other between the Post Office and Epping. A system of transfer tickets was also instituted in order to meet the convenience of persons using both services.

The rates of fares charged on the abovementioned substituted motor omnibus services are the same as those previously charged on the respective tram services, and experience has shown that the motor omnibus services are adequate for public requirements.

Reductions in Fares.

During the year reductions or concessions in fares were granted in forty-six cases by operators either of their own volition or in response to representations made to them by the Department. Particulars are contained in Appendix No. 34.

Extensions or Diversions of Routes.

To meet the transport requirements of the public permission was given for thirty-nine services to be either extended, diverted or amalgamated. Particulars are contained in Appendix No. 34.

Exemption from the Provision of Conductors.

To assist operators of services which were not of a remunerative nature, or where the loading of omnibuses was limited to seated passengers, permission was given to operate at all times without conductors in fifty-seven cases, and during specified hours in forty-four cases, subject to the observance of conditions designed to ensure the safety, comfort and convenience of the passengers.

Co-ordination of Omnibus Services with the Tramway, Railway, and Ferry Services.

During the year particular attention has been given to the review of omnibus time-tables in order to improve transport facilities wherever practicable by the co-ordination of connecting omnibus services or of omnibus services connecting with tram, train, and ferry services.

Operation of Motor Omnibus Services.

The following is a resumé of various phases of the operations of privately operated motor omnibus services in the Metropolitan Transport District for the twelve months ended 30th June, 1934.

Routes and Services.

	As at 30th June, 1934.	As at 30th June, 1933.
Number of routes	139	146
Number of services actually operated	140	147
Number of operators	105	110
Number of registered omnibuses in service (regular, auxiliary and reserve)	288	281

Passengers Carried.

During the year 24,369,270 passengers were carried on privately-operated omnibus services as compared with 29,004,526 passengers carried during the previous year. The decrease of 4,635,256 passengers is largely attributable to the merging of a number of services into the Departmental omnibus system.

Financial Results.

A summary of the financial results of the operations of privately-operated motor omnibus services in the Metropolitan Transport District for the year ended 30th June, 1934, as compared with the previous year is set out hereunder. The figures are obtained from returns furnished to the Department by operators under the provisions of section 164 (2) of the Transport Act, 1930.

	Year ended 30th June.		Increase.	Decrease.
	1934.	1933.		
	£	£	£	£
Revenue	313,113	368,636	...	55,523
Expenditure	308,752	387,962	...	79,210
Balance :—				
Expenditure in excess of Revenue	...	19,326	...	...
Revenue in excess of expenditure	4,361	...	...	...
	per cent.	per cent.		
Ratio of Expenditure to Revenue	98·607	105·242	...	...

Accidents.

Motor omnibuses were involved in 46 accidents during the year resulting in injury to 20 persons.

Appendices.

More detailed statistical and other information is contained in—

Appendix No. 34—Alterations and extensions of services, additional services and alterations to fares.

Appendix No. 35—Charges paid under the State Transport (Co-ordination) Act, 1931.

Appendix No. 36—Financial and operation results.

Appendix No. 37—Statistical summary.

PRIVATELY-OPERATED MOTOR OMNIBUS SERVICES, NEWCASTLE AND DISTRICT TRANSPORT DISTRICT.

Services Operating.

On the 1st July, 1933, thirty-five motor omnibus services were in operation on thirty-five routes in the Newcastle Transport District. In these services, fifty-two motor omnibuses, including regular, auxiliary and reserve vehicles, were being operated by thirty-four operators.

The position on the 30th June, 1934, as compared with the beginning of the year is set out hereunder:—

	As at 30th June, 1934.			As at 1st July, 1933.		
	No. of Services.	No. of Omnibuses Regular	Reserve.	No. of Services.	No. of Omnibuses Regular	Reserve.
Inner suburban	10	10	2	11	11	2
Outer suburban	11	20	4	10	18	4
Country tourist	5	5	1	5	5	1
Industrial	9	11	.....	9	11	.....
Total	35	46	7	35	45	7

Of the services operated at the 30th June, 1934, excluding industrial services, six terminated in the city and the remainder were either feeders to the Tramway or the Railways, or inter-suburban, non-competitive with State owned facilities.

Alterations and Extensions.

In November, 1933, in order to provide additional facilities to the Bar Beach from the southern suburban area where direct tramway services are not available, an additional service supplementing the Broadmeadow-New Lambton-Bar Beach services was introduced on week-ends and holidays from the Adamstown Railway Station and continued until the close of the Summer period. Permission was also granted for the operator of the Hamilton Station-Bar Beach service to augment the existing facilities through the Hamilton area with an additional vehicle.

Alterations in the motor omnibus services between Mayfield West and Tighe's Hill were introduced in May, 1934, following discussion with local interests. A deviation was made in the motor omnibus route from Mayfield West so as to establish connections with the Tramway System at the Mayfield Terminus and facilitate the operation of a co-ordinated service. The altered services were not well patronised, and the original routes were reverted to on the 30th June, 1934.

Following the revision of the competitive operations of the motor omnibus service between Raymond Terrace and the Mayfield Tram Terminus through Hexham, charges were imposed under section 18 (4) of the State Transport (Co-ordination) Act, 1931, as from the 6th May, 1934, in respect of those passengers transported through from Mayfield or Sandgate to points along the route north-east of Hexham Ferry, and from points north-east of the Hexham Ferry to Sandgate or Mayfield. These charges were at the rate of ½d. for adult passengers and ¼d. for children for each mile travelled between Hexham Ferry and Mayfield.

Operations of Motor Omnibus Services.

The following is a resumé of various phases of the operation of privately-operated motor omnibus services in the Newcastle District for the twelve months ended 30th June, 1934 :—

Routes and Services.	As at 30th June, 1934.	As at 30th June, 1933.	As at 30th June, 1932.
Total number of routes	34	35	34
Total number of services actually operated	35	35	37
Total number of operators	32	34	35
Total number of registered omnibuses in service (regular, auxiliary and reserve)	53	52	55

Passengers carried.

During the year 2,671,246 passengers were carried on privately-operated motor omnibus services as compared with 2,579,712 passengers carried during the previous year, representing an increase of 91,534 passengers.

Mileage.

The mileage of motor omnibus service routes from 1931 is shown hereunder :—

	Along tramline.	Off tramline.	Total.
30th June, 1931	138	122	260
30th June, 1932	32	157	189
30th June, 1933	43	163	206
30th June, 1934	43	162	205

Financial Results.

A summary of the financial operations of private omnibus services in the Newcastle District for the year ended 30th June, 1934, as compared with previous years is set out hereunder. The figures are taken from returns furnished to the Department by operators, under the provisions of the Transport Act, 1930, section 164 (2).

	Year ended 30th June.		
	1934.	1933.	1932.
	£	£	£
Revenue	49,537	48,928	68,270
Expenditure	48,323	53,350	78,225
Balance :—			
Expenditure in excess of Revenue	.....	4,422	9,955
or			
Revenue in excess of Expenditure	1,214	.....	...
	per cent.	per cent.	per cent.
Ratio of Expenditure to Revenue	97·549	109·0377	114·582

Accidents.

Six motor omnibuses were involved in accidents during the year, but in no case was an accident directly attributable to an omnibus. One person was injured.

Appendices.

More detailed statistical and other information is contained in—

Appendix No. 38—Alteration of service, additional services and extensions.

Appendix No. 39—Charges paid under the State Transport (Co-ordination) Act, 1931.

Appendix No. 40—Financial and operating results.

Appendix No. 41—Statistical summary.

TAXI-CABS.

During the year the Department's policy has continued along the lines of the recommendations of the Departmental Committee which in 1932 investigated problems associated with the operations of taxi-cabs and private hire cars within the Metropolitan Transport District and in connection with which finality had not been reached on several matters at the time of submission of my previous annual report.

Cruising.

Since the decision given on the 21st April, 1933, by Mr. Justice Halse Rogers that the continuous slow movement of a vehicle could not in itself be regarded as loitering, consideration has been given to the question of the most effective method of controlling the practice of "cruising" by taxi-cabs, *i.e.*, the practice of driving slowly through the City streets, with a view of obtaining a hiring. Conferences in connection with the matter have been held between representatives of the Department of Road Transport, the Police Department, and the major taxi-cab organisations. Regulations designed to give the Department of Road Transport and the Police Authorities power to control the cruising of taxi-cabs were gazetted on the 15th June, 1933. Arrangements were made by the Department for the appointment in the City area of forty-nine additional stands for use between the hours of 6·30 a.m. and 6·30 p.m. and for twenty-one additional stands to be appointed for use between the hours of 6·30 p.m. and 6·30 a.m. The addition stands were established at the same time as the application of the new "cruising" regulations were commenced.

Although the Legislature in July, 1934, disallowed one of the new regulations which prohibited a taxi-cab driver from accepting hiring within 100 yards of any disengaged taxi-cab upon a public stand, the effect of the remaining regulations has been to considerably curtail the practice of "cruising."

Restriction to the Number of Passengers to be in or upon a Taxi-Cab.

In view of the number of instances which have come under notice in which taxi-cabs have been dangerously overloaded, particularly in cases where it was suspected that the vehicles were being used illegally in "jitney" services, the Public Vehicle Regulations were amended to make it an offence for more than the maximum number of passengers specified in the registration certificate to be carried on a taxi-cab. The maximum number in each case was fixed at the number which the vehicle could comfortably carry.

Colour, Design and Markings of Taxi-Cabs.

During the year, 155 taxi-cab owners were required to alter the colour or design of their vehicles in accordance with the Department's policy of requiring such an alteration where it is considered that the colour or design of a taxi-cab is an infringement or imitation of a design registered under the Trade Marks Act, 1905-22, or for which an operator has a right by user.

Fares.

A decrease in the average mileage rate of fare for the hire of taxi-cabs is disclosed by the following comparison of the numbers of taxi-cabs which operated with meters recording at the undermentioned rates as at the 30th June, 1933 and 1934 :—

Taxi-cab Meters recording 1s. Flag Fall, and a Mileage Rate of—	Number of Taxi-cabs as at—	
	30th June, 1934.	30th June, 1933.
s. d.		
1 6 per mile	221	403
1 4 ,,	2	6
1 3 ,,	49	17
1 0 ,,	681	569
0 9 ,,	46	31
0 8 ,,	8	.....
0 6 ,,	8	.....
Totals	1,015	1,026
Average mileage rate	13·24d.	14·34d.

Limitation of Number of Taxi-cabs.

There were 1,015 registered taxi-cabs in the Metropolitan Transport District on the 30th June, 1934. During the past twelve months eight new registrations were effected with restrictions as to area of operations. These were cases of licensed private hire cars operating what were virtually taxi-cab services in close proximity to tax-cab stands and thus creating unfair competition with the taxi-cabs occupying such official stands Restrictions were placed upon these additional tax-cabs in that they are not permitted to stand for hire in the City area and are only allowed to carry a fare into that area when engaged outside the area. The number of taxi-cabs operating in the Metropolitan Transport District, and especially in the City, is considered to be still in excess of present day requirements and the policy of refusing to register additional taxi-cabs for use in the City area is not being departed from.

Jitney or Taxi Bus Services.

Continuous attention has been given throughout the year to the operation of vehicles engaged in conveying passengers on regular journeys between certain points in a manner suggestive of jitney or taxi bus services. In the case of many private vehicles it was found on investigation that they were not being operated contrary to the law, but consideration is at present being given to the question of proclaiming as omnibuses several taxi-cabs which are being operated in unauthorised omnibus services.

The recent amendment to the Public Vehicles Regulations which makes it an offence for more than the maximum number of passengers specified in the registration certificate to be carried on a taxi-cab, should materially assist in eliminating this class of unauthorised service.

Private Hire Cars.

Since the restriction placed upon the registration of additional taxi-cabs in the Metropolitan Transport District there has been a considerable increase in the number of private hire cars. In some instances it has been found necessary to restrict and even to prohibit the operations of private hire cars in circumstances where it was apparent that the vehicles were operating in what were really taxi-cab services and so competing unfairly with taxi-cabs operating from authorised ranks. The position is becoming increasingly difficult, and it is apparent that the operations of private hire cars will have to be regulated in such a manner as to obviate their use in an indiscriminate manner for hirings which properly should be undertaken by licensed taxi-cab services.

Condition of Fitness of Public Vehicles.

During the year regular and frequent inspections of all public vehicles were made and in 15 cases proceedings were instituted against owners who failed to maintain their vehicles in a fit and proper condition as required by the Public Vehicle Regulations. The following is a return of inspections made during the year ended 30th June, 1934 :—

	Privately-owned Public Motor Vehicles.					
	Motor buses.	Taxi-cabs.	Motor vans.	Horse cabs.	Horse vans.	Totals.
Number of vehicles registered	288	1,015	1,944	16	55	3,318
Number of inspections made	3,181	4,309	2,403	5	5	9,903
Number found unfit and operation suspended	24	41	...	...	...	65
Number passed as fit after repairs	23	38	...	...	...	61
Number under suspension at 30th June, 1934	1	3	...	...	...	4
Number of repair notices issued	239	140	4	...	...	383

In February 1934, it was decided that motor van owners need submit their vehicles for inspection only once in twelve months, except in special circumstances, irrespective of whether registrations are on a quarterly or yearly basis.

Stands.

Numerous alterations were made to taxi-cab and motor-van ranks in the Metropolitan Transport District, and 18 new taxi-cab and 2 motor-van ranks were appointed during the year.

Appendix No. 42 shows the distribution and capacity of taxi-cab and motor-van ranks in the Metropolitan Transport District as at the 30th June, 1934.

Statistical Information.

Particulars as to the number of public vehicles other than motor omnibuses registered and licensed in the Metropolitan and Newcastle Transport Districts during the twelve months ended 30th June, 1934, are as follow:—

Metropolitan Transport District.

Type of Public Vehicle.	Number registered or licensed.			
	As at 30th June, 1934.		As at 30th June, 1933.	
Taxi-cabs	1,015		1,026	
Motor vans	1,944		1,835	
Total		2,959		2,861
Horse-drawn cabs	16		23	
Horse-drawn vans	55		60	
Total		71		83
Grand Total		3,030		2,944

Newcastle Transport District.

Taxi-cabs	36		39	
Motor vans	98		54	
Total		134		93
Horse-drawn vans	5	5		
Horse-drawn cabs	...		...	
Total		5		5
Grand Total		139		98

STATE TRANSPORT (CO-ORDINATION) ACT, 1931.

Substantial alterations were made during the past two years in the conditions governing the operation of road motor services. The policy adopted by the Department is one which aims at the most economical use in the public interest of the various types of transport available and evidence that this policy has not discouraged the use of road transport will be found in Appendix No. 44, which shows that during the year there has been a steady increase in the number of motor lorries registered from month to month and further that this increase has been much greater in the case of motor lorries than in any other classes of motor vehicles. There are at the present time more motor lorries on the roads in New South Wales than ever before.

Operation of Goods Motor Vehicles.

The maximum charge which can be levied in respect of the carriage of goods in competition with the railways for journeys exceeding 50 miles is 3d. per ton per mile based on the aggregate of the weight of the vehicle and the loading it is capable of carrying. Special consideration is given, however, to the varying phases of the problem of road-rail co-ordination and variations from the maximum charge are made to meet special circumstances.

In many cases of transport of perishable and fragile goods, the charge has been reduced to 1d. per ton per mile, and, in other instances, a flat rate charge has been imposed as in the case of hawkers and travelling showmen. In the carriage of pedigreed live-stock and of racehorses to race meetings, the charges have been reduced to 1d. and 2d. per ton per mile respectively. Exemption from the payment of charges has been granted in special circumstances in respect of goods the transport of which, other than by motor vehicle, is impracticable or unduly inconvenient, and, in general, no charges are now being imposed for the conveyance of—

(*a*) Fresh fruit and vegetables, eggs or poultry from farm to market.

(*b*) Fresh rabbits to the nearest freezing works.

(*c*) Exhibits to agricultural shows.

(*d*) Bees from place to place to follow the flow of honey.

(*e*) Unclarified honey from temporary to central depots.

(*f*) Apiary products for show purposes and not for sale or distribution.

(*g*) Calves (under 3 months old) to market.

(*h*) Hides, skins and dead wool to a central depot.

Permits at a fee of 1s. are being issued, when the circumstances warrant, for the transport, when carried free of charge, of furniture belonging to persons in destitute circumstances, and for the transport, of unemployed persons to take up employment.

Where the rail route is circuitous and unreasonably longer than the journey by road, no charges have been imposed on road motor services, *e.g.*, Hillston-Hay and Guyra-Inverell.

Permits Exempt from Charges.

Applications for permits to operate goods motor vehicles beyond a distance of 50 miles in competition with the railways are dealt with on their merits. In some cases, *e.g.*, emergency consignments, prospecting tools, etc., permits are issued upon payment of a nominal fee of 1s. and in other cases charges at reduced rates are imposed. During the year ended 30th June, 1934, permits free of charges under the Act were issued as under :—

Farmers' Concessions.	Furniture in Special Circumstances.	Prospecting Tools.	Camp Equipment.	Show Exhibits.	Samples.
171	576	76	180	166	60

Permits at reduced charges were issued as follows :—

Commodity.	Journeys made under authority of—		
	Licenses.	Permits.	Total.
Hot tar and bitumen	4	12	16
Newspapers	227	22	249
Ice-cream	102	.....	102
Pedigreed stock	1	15	16
Race horses	.....	10	10
Distilled water in jars	.....	24	24
Pickles, sauces etc. in jars	.....	24	24
Furniture	2	109	111
Other goods	55	269	324

Hawkers and Travelling Showmen.

Certain travelling retailers are dependent upon motor transport for the carriage of goods which are conveyed from place to place and sold direct to customers. Nevertheless, it is necessary that the conditions of transport of such goods should be placed as nearly as practicable on the same basis as similar goods transported to country storekeepers with whom the operators compete for business. In many cases also motor transport is essential to travelling showmen who, by the use of motor vehicles, may travel from town to town without the delay which would be experienced in some instances if they were compelled to use the train service. In such cases, therefore, charges under the Act are imposed at a flat rate which, in respect of travelling retailers, is calculated at £5 per hundredweight per annum with a maximum permissible load of five hundredweight. Motor vehicles used for the carriage of showmen's plant and equipment are authorised to operate throughout the State on payment of £5 per annum. In both cases permits are obtainable for periods of three or six months. On the 30th June, 1934, motor vehicles used by travelling retailers and travelling showmen were authorised to operate as under :—

Hawkers.	Duration of license or permit.			
Weight of permissible loading.	3 months.	6 months.	12 months.	Total.
Cwts.				
1	36	3	7	46
2	12	2	3	17
3	5	...	2	7
4	3	...	1	4
5	11	...	3	14
Travelling Showmen	7	...	8	15

Furniture.

The general question of the transportation of furniture has been under consideration during the year and representations have been made by the operators of motor vans that they be permitted to transport furniture and household effects to any part of the State without the payment of charges. Some opposition to these representations was expressed by licensees in country districts on the grounds that the volume of business offering in country centres was affected to a considerable extent by the operations of city carriers in transporting goods and furniture direct from the city by road. A further factor is that a special railroad house to house removal service is provided by the Railway Department. Having regard to all the circumstances, motor vehicles transporting furniture were not authorised to operate in competition with the railways for distances exceeding fifty miles without the payment of charges. Total or partial exemption was granted, however, in special cases, *e.g.*, necessitous circumstances where the destination of the goods was some distance from the nearest railway station or where the vehicle was lightly or only partly loaded.

Co-ordinated Road and Rail Services.

The road motor services operating for the distribution of goods from the rail at Nowra to places in he South Coast District have developed to the extent that during the year six three-ton motor lorries have been added to the service. Goods are transported to and from places as far south as Eden and depots have been established at Bega, Cobargo, Moruya, Milton and Nowra.

Passenger Services.

Public passenger vehicles are divided into four classes, *i.e.* motor omnibuses and service cars, tourist vehicles, private hire cars and taxi-cabs. Each vehicle is licensed to function within its respective class, and conditions of operation are laid down in accordance with the extent to which each class of service is necessary or desirable in the public interest, having regard to the facilities already provided by the Government-owned and other services. Section 17 (c) of the State Transport (Co-ordination) Act, 1931, provides that in dealing with applications for licenses consideration shall be given to the extent to which the needs of the proposed area or district are already served. Applications for licenses to operate passenger services were declined in those cases where it was apparent that the service would constitute a duplication of existing services which were conducted in an efficient manner and that the patronage offering on the proposed route was insufficient to warrant the introduction of an additional service.

Omnibus Services—Country Districts.

Regular passenger services are provided by privately owned omnibuses in the majority of the large country towns. The vehicles are required to be licensed under the State Transport (Co-ordination) Act, 1931, but the services are controlled by the local Municipal or Shire Authority except in respect of special trips made in competition with the railways.

A number of cross-country services operate over routes leading from the Northern Tablelands to the Coastal Districts. The lay-out of the railways and the geographical features of this area combine towards making motor transport particularly suitable in certain of the north-east portions of the State.

Well-equipped omnibus services operate in co-ordination with the railways from Tenterfield to Lismore, Glen Innes to Grafton, and over routes radiating from Armidale to Grafton, Urunga, Kempsey and Port Macquarie. In the southern districts, services are licensed to operate from Cooma to Bega and Eden, and between Nowra and Bega. Two proprietors operated in direct competition with each other between Nowra and Bega until the 15th December, 1933, when, by mutual agreement confirmed by this Department, one service was confined to the carriage of passengers between Nowra and Narooma, while the other transported passengers through from Nowra to places south of Narooma and return, thus providing for the residents in the lower coastal district a through service over that portion of the route between Narooma and Nowra.

On 30th June, 1934, 530 motor vehicles equipped for passenger transportation were licensed to operate as motor omnibuses or service cars in local and feeder services outside the Metropolitan and Newcastle Transport Districts, while 159 vehicles were licensed to operate regularly in 44 services over 31 routes in competition with the railways and subject to payment of charges under the Act. Charges in respect of 25 competitive services were imposed at a flat weekly rate and in 5 other cases approval was given for charges to be paid at a rate less than the maximum provided in the Act. Fourteen competitive services were licensed subject to payment of charges under the Act calculated at the maximum rate of 1d. per passenger per mile.

Tourist Services.

The conditions of operation of tourist vehicles, as agreed upon after several conferences with interested parties, were designed to allow as much scope as possible for the development of tourist services without intrusion on the established railway services or the opening up of regular duplicating passenger services. Since the 13th April, 1933, exemption from payment of charges has been granted in respect of any journey in competition with the railways for a distance not exceeding fifty miles. For journeys of greater distances charges have been imposed at reduced rates as set out in my previous report.

This procedure has resulted in the tourist operators being placed on a reasonable footing, and during the year additional vehicles were licensed to cope with the increased tourist traffic. The arrangement made also afforded a measure of protection to the railways, and enabled the Department to effectively control services which hitherto operated ostensibly as private hire cars, but carried passengers regularly at separate fares in competition with the railways and the legitimate tourist services.

Tourist Services—Blue Mountain Districts.

The Blue Mountain sights attract the bulk of the tourist traffic, and as the unsatisfactory methods adopted by certain local operators in the Katoomba District gave rise to complaints from time to time the Department agreed, in co-operation with the Katoomba Municipal Council, and after consultation with the local operators, to arrange a scale of fares which was made a condition of the licenses under the State Transport (Co-ordination) Act, 1931. A thorough examination was made as to the mechanical and general fitness of the whole of the vehicles engaged in the transportation of passengers within and from the Municipality of Katoomba, and arrangements were made for further inspections at regular intervals. Sixty-two vehicles were examined on the initial inspection. Thirty of these vehicles required mechanical repairs, and these repairs were effected by the owners before the vehicles were licensed.

Private Hire Cars and Taxi Cabs.

Private hire cars and taxi cabs are being licensed to operate exempt from payment of charges under the Act on journeys in competition with the railways for distances not exceeding fifty miles. Exemption from the payment of charges is also granted in respect of the conveyance of judges, legal practitioners, doctors, ministers of religion, stock and station agents, commercial travellers and insurance assessors when travelling in connection with their profession or business, on journeys of greater length. In all other cases, permits are issued on payment of charges at the reduced rate applicable to tourist services. Few vehicles licensed as private hire cars or taxi cabs operate beyond the exempted distance of fifty miles. During the year ended 30th June, 1934, 1,238 permits were issued, and of these 509 were exempt from charges.

Passenger Services—Wollongong District.

For a number of years difficulty was experienced by the Local Government bodies in controlling passenger services which operated in the Wollongong District through more than one municipality or shire. The services have now been placed on a sound footing by the Department acting in conjunction with a committee appointed by the local Municipal and Shire Councils. Conditions as to time-tables and fares have been attached to the licenses under the State Transport (Co-ordination) Act, 1931. Most of the services are competitive with the railways, and are subject to the payment of charges under the Act.

Carriage of Sporting Bodies, Dance and Picnic Parties in Country Districts.

To meet the convenience of sporting bodies, picnic parties, etc., travelling to neighbouring towns in country districts, permits were made available for transport by motor omnibuses between points although connected by rail, and charges were not imposed unless a train service was available for both the forward and return journeys. In other circumstances, in the country, and also in the Metropolitan and Newcastle districts, permits were issued on payment of charges assessed at a reduced rate.

The following is a statement of the permits issued during the twelve months ended 30th June, 1934 :—

	Exempt from Charges.	Charges Imposed.
Country Districts	1,576	120
Metropolitan and Newcastle Districts	759	232

LICENSES AND CHARGES.

At the 30th June, 1934, 159 motor omnibuses or service cars and 32 goods motor vehicles were licensed to operate subject to the payment of charges under sub-section 4 or 5 of Section 18 of the State Transport (Co-ordination) Act, 1931, as compared with 70 omnibuses or service cars and 74 motor lorries at the end of the last financial year. In respect of the operation of these vehicles and those operating under permits, charges amounting to £24,135 were collected compared with £20,896 for the year ended 30th June, 1933.

PASSENGERS ON GOODS MOTOR VEHICLES.

Applications from motor lorry owners for permission to use their vehicles for the conveyance of passengers are determined in accordance with the circumstances peculiar to each case. In the absence of regular passenger facilities, conditions were included in many licenses authorising the carriage of persons on cream lorries and, in similar circumstances, permits were issued for the conveyance by motor lorries of, *inter alia*, sporting bodies, picnic and dance parties. In the Metropolitan and Newcastle transport areas applications for permits were declined except for the carriage of—

(*a*) Social clubs visiting hospitals and similar institutions for the purpose of entertaining inmates free of charge.
(*b*) Religious bodies travelling for religious purposes.
(*c*) Surf and rowing club members (within limits) accompanying life-saving apparatus or boats and skiffs taking part in officially authorised carnivals or regattas.

Accidents to Persons Travelling on Motor Lorries.

Reports received by the Department indicate that since the 1st January, 1934, motor lorries have been involved in 44 accidents, resulting in 13 persons being killed and 78 injured.

INTERSTATE CARRIERS.

Matters incidental to the activities of interstate operators were discussed in my report for the year ended 30th June, 1933. At the present time, every motor vehicle operating in New South Wales for hire or in the course of trade or business is required to be licensed under the State Transport (Co-ordination) Act, 1931.

Goods Services.

While 82 goods motor vehicles operate regularly between Melbourne and the Riverina Area, few vehicles proceed to places in New South Wales situated more than 50 miles from the border. One motor lorry ex Victoria is licensed to operate between Albury and Wagga Wagga subject to payment of charges under Section 18 (5) of the Act, but the bulk of the loading transported from Melbourne by road for places in this State outside the radius of fifty miles is placed on rail at the nearest practicable railway station after crossing the border or at a point within the non-competitive limit. One operator, who uses motor lorries and trailers for the carriage of goods from Melbourne to towns in the southern and south-western portions of New South Wales has failed to comply with the provisions of the Act, and legal proceedings have been taken.

Passenger Services.

Proprietors of regular interstate passenger services who operate in competition with the railways in New South Wales have been required to license their vehicles and to pay charges under Section 18 (4) of the Act. Service cars are licensed to operate in this State between Balranald–Tooleybuc, Deniliquin–Moama, Leeton–Corowa, and Lismore–Tweed Heads.

Agents and Proprietors of Receiving Depots.

At the 30th June, 1934, 166 persons were licensed under the State Transport (Co-ordination) Act, 1931, under the provisions that any person who carries on business as proprietor of a receiving depot or acts as agent for a person operating a public motor vehicle shall obtain a license under the Act, and keep a complete record of all bookings made in respect of passengers or goods carried or despatched by public motor vehicles. These records are checked from time to time by officers of this Department.

Investigations and Inspections in Country Districts.

Following enquiries made in the Cessnock–West Maitland Districts, approval was given for the use of seven motor lorries for the carriage of sporting bodies or workmen to and from the collieries. In each case tax on the vehicle was collected at omnibus rates, and a condition authorising the conveyance of a maximum number of passengers was included in the license under the State Transport (Co-ordination) Act, 1931, subject to the vehicle being inspected and certified by the Police Officer-in-charge of the local District Registry as suitably fitted for the purpose. This procedure was also adopted in the Leeton District, where three motor lorries are licensed to operate for the carriage of passengers on journeys that are not in competition with the railways.

Further investigations were carried out in regard to the operation of mail and passenger services in the Glen Innes, Armidale, and Taree districts, and also in connection with the use of goods motor vehicles for passenger transportation in the Warrah Shire.

In order to ensure compliance with the provisions of the Acts administered by the Department, a systematic check was made, in co-operation with the police, of motor vehicles operated to silos in certain wheat growing areas. Early in December, 1933, inspections were carried out in the Parkes, Trundle and Peak Hill Districts and also at points between Junee and Narrandera.

The activities of carriers engaged in the transportation of goods and passengers from Victoria and Queensland to New South Wales were kept under notice and action was taken to ensure conformity with the laws of this State. This has applied more particularly in the Riverina area where, in view of the large number of public motor vehicles operating from Victoria, without regulation in that State, into New South Wales, an officer of the Department has been almost continuously employed since January, 1934.

Air Services.

Under the State Transport (Co-ordination) Act, 1931, the Commissioner is required to exercise a measure of control over air services and to require the licensing of any aircraft used for commercial purposes. Since the introduction of the Act, an air service has been operated daily by the New England Airways on the Sydney, Lismore and Brisbane route.

On the 5th February, 1934, a bi-weekly air mail service was inaugurated by the Adastra Airways Ltd. in conjunction with the Commonwealth Government between Sydney and Bega. An air service operated by the Northern Airways Ltd. has been introduced between Sydney and Newcastle. The first trip was made on the 11th June last and two trips are made daily.

A number of enquiries have been received from persons interested in the establishment of air services within the State and further development may be expected in this sphere in the future.

The present policy of the Department is to permit, without restriction, the establishment of air services provided the aircraft to be used is suitable for the purpose and has been registered and certified by the Commonwealth authorities as airworthy. The licensee is required to arrange for a satisfactory passenger risk insurance cover.

No charges are being imposed in respect of services operating in competition with the Railways but this aspect of the matter will be subject to review from time to time as the circumstances warrant. The granting of a license for a particular route does not in any way confer upon the licensee a franchise or monopoly in respect of such route.

Suspension and Variation of Conditions of Licenses.

The powers contained in the Act for the cancellation or variation of licenses are not exercised unless breaches of the conditions are flagrant, deliberate or continuous. During the year two (2) licenses for goods motor vehicles were suspended consequent upon the licensees continuing to disregard their obligations under the Act despite the fact that convictions had been recorded against them. In three (3) other cases of frequent and persistent evasions the conditions contained in the licenses were varied.

Motor Registration and Taxation.

Revenue.

The total revenue from motor vehicle registration, taxation and licensing for the year ended 30th June, 1934, compared with that for the year ended 30th June, 1933, was as follows:—

	Year ended 30th June—	
	1934.	1933.
Tax—	£	£
Main Roads Act, 1924, Accounts	1,263,100	1,158,931
Public Vehicles Fund	38,009	34,293
Total £	1,301,109	1,193,244
Registration, Licensing and Miscellaneous Fees—		
Road Transport and Traffic Fund	425,073	382,114
Public Vehicles Fund	9,130	3,236
State Transport (Co-ordination) Fund	40,926	34,731
Total £	475,129	420,081
Grand Total £	1,776,238	1,613,305

Notwithstanding the concessions granted under the State Transport (Co-ordination) Act in June, 1932, and relief in tax and fees given in other directions, as referred to in the last Annual Report, which have been continued and extended during the year, there has been an increase of £162,933 over the revenue collected during the preceding year. This represents an increase of approximately 9 per cent. and may be attributed to general trade recovery and rehabilitation of the motoring industry.

Detailed figures are contained in Appendices 45 to 49.

Motor Registration Statistics.

At the end of June, 1934, there were 228,324 motor vehicles registered compared with 216,057 in June, 1933, and 207,178 in June, 1932. The peak of registrations was reached in March, 1930, when there were 251,329 vehicles registered. During the 12 months ended 30th June, 1934, there were 11,952 new vehicles (excluding motor cycles) registered—more than double the number of new registrations during the previous 12 months. The weekly averages of registrations of new vehicles (except motor cycles) month by month, compared with the corresponding month of the previous year were :—

	Weekly Averages.	
	1933-34.	1932-33.
July	137	75
August	159	87
September	182	84
October	197	117
November	226	122
December	303	155
January	207	102
February	203	113
March	191	114
April	206	125
May	272	122
June	295	122

Particulars of registrations of the various classes of vehicles are included in Appendix No. 43 and shown graphically in Appendix No. 44.

QUARTERLY REGISTRATIONS.

Since the scheme was introduced 56,302 vehicles have been registered on a quarterly basis. Of these, 33,741 were vehicles registered for the first time or after previous registration had been allowed to lapse and 22,561 were vehicles where the annual registration on expiry had been carried forward on a quarterly basis. Since 1st December, 1932, 13·2 per cent. of all registrations effected have been on a quarterly basis.

At the end of the first quarter 79·3 per cent. of the registrations taken out on a quarterly basis were renewed as quarterly registrations and 3·1 per cent. as annual registrations. In succeeding quarters the percentages were :—

	Quarterly.	Annual.
	per cent.	per cent.
At end of 2nd Quarter	85·6	1·7
At end of 3rd Quarter	83·8	1·8
At end of 4th Quarter	75·1	10·4

Experience under the quarterly registration scheme leaves no doubt as to the public demand for short term registration facilities and owners of lorries more particularly have taken advantage of the facilities offered. The number of lorries registered quarterly constitute 17·5 per cent. of the total number on the roads, whereas cars registered quarterly represent only 14·4 per cent. of the total.

LICENSING OF DRIVERS.

Increased attention was paid to the physical fitness and general capacity of drivers to hold licenses with safety to the public, and a particular aspect was with regard to persons suffering from epilepsy or diabetes. The application form for a license or a renewal of a license has been amended to include a specific declaration by the applicant in these and other matters. Generally speaking, and except in special cases, epilepsy is a bar to a person obtaining a license, whilst the fullest medical evidence of fitness is required before a license is issued to a diabetic.

During the year 151 licenses were suspended or cancelled by magistrates and 77 were suspended or cancelled by the Commissioner and 76 applications for licenses were refused by the Commissioner. In the majority of cases the licenses were suspended or cancelled following convictions for driving under the influence of liquor or for driving in a manner dangerous to the public and, in some cases where the applicants were suffering from such disabilites as to render them physically unfit to be the holders of licenses with safety to the public or where the applicants' records showed that they were unfit to hold a license with safety to the public, licenses were refused. The Commissioner also dealt on the lines of cancellation or suspension with the licenses of a number of public motor vehicle drivers who continually committed breaches of the Regulations or showed in other ways that they were not fit to drive vehicles with safety to the public. In a number of cases the Commissioner as a disciplinary measure issued licenses for a limited period and/or with special conditions.

At the end of the year there were 320,801 drivers of motor vehicles licensed compared with 309,854 at the end of June, 1933. Particulars of each class of license in force as at 30th June, 1934, and 30th June, 1933, are as follows :—

	30th June, 1934.	30th June, 1933.
Car and lorry drivers	285,955	275,456
Cycle riders	28,481	28,447
Bus drivers	1,444	1,579
Taxi-cab drivers	1,913	1,802
Motor van drivers	3,008	2,570
	320,801	309,854

Details regarding refusal, suspension and cancellation of licenses for the year ended 30th June, 1934, are shown in Appendix No. 56.

Registration Labels.

As set out in my report for the year ended 30th June, 1933, a scheme for the display of registration labels on motor vehicles was introduced on the 1st December, 1932, to safeguard revenue that was being lost through the use of unregistered vehicles.

From 1st December, 1933, *i.e.*, twelve months after the scheme was introduced, all registered vehicles were required to have registration labels attached. Following the adoption of registration labels in this State and in Victoria action was taken on similar lines during the year in Queensland and the Federal Capital Territory and advice has been received that the issue of registration cards in South Australia will be discontinued and the use of windscreen labels adopted. In view of the fact that the four eastern States had adopted the scheme, proposals were submitted by this Department to the other registration authorities that the colours of the labels should be uniform in each State for each year and in Queensland, Victoria and New South Wales the colour of the label for registrations expiring in 1935 is green with black printing, a distinction between the various States being drawn by the shape and design of the label.

Interim Labels.—Interim labels are issued at country district registries available for one month and at Metropolitan registries available for fourteen days, in order to avoid inconvenience to the motoring public, in those cases where some time must reasonably elapse between the date of payment of the registration charges to a registry and the receipt of the registration label from the Head Office.

District Motor Registries.

During the year, the police were relieved of duties in connection with motor registration and licensing at Kogarah and Wollongong District Registries and the registries at these two places, in addition to those at Parramatta, Burwood, North Sydney, Hornsby and Manly, are now staffed with officers of this Department. As set out in my last report, this Department took over the work at the District Motor Registry at Newcastle on 9th November, 1931. Under an arrangement with the Commissioner for Railways, the services of the Railway District Superintendent are being utilised as the representative of the Commissioner for Road Transport at Newcastle.

In order to relieve congestion at the Head Office in Phillip-street, Sydney, an area at the rear of the building occupied by this Department, and forming part of the residue following on Elizabeth-street widening resumptions and demolitions was made available by the City Council, and is utilised by the Department for the examination of motor vehicles submitted for registration.

Technical Education of Officers.

With a view to enabling officers to acquire a working knowledge of the construction of motor vehicles, arrangements were made with the Sydney Technical College to commence a special course in motor construction for officers of this Department. A class of fifty officers was taken at the beginning of the first term of the College, and an additional class, comprising forty officers, was taken at the beginning of the second term of the present year.

Tourist Trailers.

Approval was given, by direction of the Minister, for exemption from taxation of any trailer weighing not more than 5 cwt. unladen, drawn by a motor car, and used solely for the carriage of camping equipment. Such vehicles, when fitted with two wheels only, are not required to be equipped with an independent braking system, unless their unladen weight exceeds 5 cwt.

Tax on Vehicles Owned and Used by Primary Producers.

A reduction of 50 per cent. of the tax is allowed in respect of motor lorries and tractors, and total exemption from tax in the case of trailers, owned by primary producers, and not let out on hire, and used by them solely or principally for carrying their own produce or materials, provisions, or commodities of any kind for use in their business or occupation as primary producers, or in their household.

During the past year, Ministerial approval has been given for exemption from tax in respect of any tractor which is used solely for the performance of work on farms (*e.g.*, hauling a chaffcutter or thresher or other machinery used for agricultural work), and which travels on the public roads only to a limited extent when proceeding to or from a farm : Provided that the weight and equipment of the vehicles shall not be such as to cause damage to public roads, bridges or culverts.

Rebate of Tax in Respect of Motor Vehicles owned by Incapacitated Returned Soldiers.

Following the practice of previous years, a rebate of 90 per cent. of the tax payable on motor vehicles was allowed to incapacitated soldiers who are the registered owners of motor vehicles, and whose incapacity is of such a nature that motor transport is necessary, and who comply with certain other conditions laid down by the Premier's Department.

The Department of Road Transport is recouped by the Premier's Department to the full extent of the rebates allowed. The rebate was granted to 386 applicants during the twelve months ending 30th June, 1934, the amount involved being £1,796 0s. 2d.

Amendments to Regulations.

During the year the Regulations administered by the Department governing road transport were amended in various respects to keep pace with developments in the motor industry, to provide for smoother administrative working, and to incorporate provisions to cover new features of registration and licensing activities. Some of the amendments not referred to in other parts of this report are :—

Traffic Control Light Signals.

Following the installation of the electromatic traffic control signal at the intersection of Kent and Market streets, regulations were made under the Motor Traffic Act to govern the flow of traffic at this intersection. Similar regulations regarding the control of other than motor vehicular traffic at intersections controlled by traffic control light signals are under consideration by the Commissioner of Police.

Windscreen Wipers.

Following upon the consideration by a conference of motoring organisations and other interested bodies, convened by the Department, the regulations under the Motor Traffic Act were amended to provide that, subject to certain exceptions, all motor vehicles shall be fitted with efficient windscreen wipers.

Three-wheeled Vehicles.

As the use of motor cycles and side-boxes and other three-wheeled vehicles for the carriage of goods has increased considerably, the regulations were amended to provide for their more effective control, particularly when being used for public hire purposes.

Traders' Plates.

From time to time during the year cases came under notice of the misuse of traders' plates. The regulations were amended, and the conditions under which a trader's plate can be used have been clarified.

Front Number Plates.

Owing to the lack of uniformity in the position and type of front number plates on motor vehicles, the regulations were amended to require, *inter alia*, that these plates be affixed in a position not more than 3 feet and not less than 1 foot from the ground in the centre of the front of the vehicle, or not more than 1 ft. 6 in. to the right-hand side of the centre.

Traffic Accidents.

With a view to building up data in connection with the provision of traffic facilities, the revision of regulations to more effectively safeguard pedestrians and other road users and the improvement of street traffic generally records of all traffic accidents reported by the police are being compiled in the Department. In addition to the statistical recording of the number and nature of accidents, an attempt is being made to analyse the causes of accidents on the lines adopted in Great Britain and the United States of America, so that remedial measures on the lines of traffic facilities, road discipline, etc., may be attempted. It is recognised that an analysis of causes cannot be regarded as definite, for there are frequently many factors involved which do not come to the notice either of the reporting official or any other person, particularly in fatal accidents where the principal witness has perhaps been the victim. Nevertheless, useful data can be obtained and, by recording all ascertainable contributory causes, definite information is available to carry on a campaign for greater road safety. Figures for the year are set out in Appendices Nos. 50, 51 and 52, and the causes of accidents occurring during the first six months of 1934 are tabulated in Appendix No. 52. A review of the figures is included as Appendix No. 52. These figures indicate that the human factor was responsible for approximately 84·8 per cent. of fatal accidents which occurred during the period covered and that only 3·6 per cent. were unavoidable. The various factors involved are shown graphically in Appendix No. 52.

The number of fatalities during the twelve months ended 30th June, 1934, was 319 and, of these, 121 were pedestrians. Figures for previous years are available only for calendar years and no direct comparison can, therefore, be made. The monthly average of fatalities was 26·6 compared with 26·7 during the calendar year 1933 and 24·3 during 1932. In view of the increase in the number of vehicles on the road, approximately 5 per cent. over the past twelve months, this improvement is encouraging but cannot be regarded as satisfactory. Motoring organisations are assisting in the inculcation of safe driving practices but intensive education of the pedestrian and pedal cyclist is necessary also. The number of accidents to children of school age is remarkably low, a tendency which has been noticed in other parts of the world, and this is, no doubt, due to the activities of Safety First and other organisations in the schools and to observance by vehicular traffic of official warning signs and road markings.

Compulsory Third Party Insurance.

Comprehensive investigations have been made as to legislation and experience in other parts of the world with a view to the consideration of legislation to provide for the compulsory insurance of the owners of motor vehicles against third party risks. Valuable information has been obtained and developments in other States are being watched closely.

Compression Ignition Engines.

A feature of automative development during the past few years has been the commercial application of the compression ignition engine to road vehicles, particularly in the case of heavy goods vehicles and omnibuses. Progress has been rapid in Great Britain and, at the present time, there are 21 makes of compression ignition engines on the British market for use in vehicles ranging from 30 cwt. capacity upwards. It is estimated that there are 12,000 vehicles in use in England—omnibuses, long distance lorries and London–Glasgow Coach Service. According to overseas reports, early difficulties with regard to maintenance, lubrication and exhaust smoke have been practically eliminated in the latest models. Fuel consumption is approximately half that of petrol vehicles and the price of fuel is now about half that of petrol. It appears, however, that the cost of maintenance is generally higher than that of a petrol engine. Very little progress has been made in this State, or in fact in Australia, during the past year with this type of engine, but suitable fuels are now available in quantities and it may be expected that progress during the ensuing year will be more rapid. Four double decked omnibuses fitted with heavy oil engines will shortly be placed in service by the Department on various routes in the Metropolitan area. Of interest also are the tests which are being carried out in Central Australia with the 15-ton tractor trailer unit which has been constructed by the Oversea Mechanical Transport Directing Committee for use in sparsely settled areas which cannot support a railway or heavily constructed road. This vehicle, which comprises an 8-wheeled tractor and two 8-wheeled trailers is powered with a 60 h.p. oil engine and tests so far carried out show that the cost of operation is approximately 4d. per ton mile.

Heavy oil fuel is now admitted free of customs duty and it is probable that, if the use of compression ignition engines extends, the revenue from petrol duties available for road purposes will be diminished. In Great Britain this situation was met in the 1933 Budget by an increase of the license duties for vehicles using heavy oil as fuel.

Transport Legislation in Other States.

Victoria.

A Transport Regulation Act to provide for the regulation in Victoria of goods and passengers' transport was assented to on the 29th December, 1933, and expressed to come into force on 1st January, 1934. Provision is made for the licensing by a Board of the operations of commercial goods and passenger vehicles, except omnibuses, in the Metropolitan area and in the urban areas of Ballarat, Bendigo and Geelong, but applications for licenses for vehicles operating solely within 25 miles of the General Post Office, Melbourne, in any of the urban districts, or within 20 miles from the place of business of the owner must be granted without variation. This applies also to vehicles owned and used by a person solely for carrying his own goods and to vehicles used for a variety of specified purposes, including the conveyance of primary produce. It is a condition of every license that a vehicle is to be maintained in a fit and serviceable condition, that industrial awards are observed, and that hours of driving do not exceed a number specified in the Act. The Board was appointed on 18th April, 1934, and regulations were made under the Act on 5th June, 1934.

Western Australia.

The State Transport (Co-ordination) Act was assented to on 4th January, 1934, and comes into force on 1st July, 1934. The Act provides for the licensing of commercial goods and passenger vehicles and aircraft operating south of the twenty-sixth parallel of south latitude, except goods vehicles operating within 15 miles of the place of business of the owner or the General Post Office, Perth, or vehicles that are used for carrying specified goods, including primary produce. The Board is empowered to attach conditions with respect to routes, areas, and records to be kept, and, in respect of omnibuses, fares and time-tables and other conditions to prevent uneconomic competition with railways or tramways. The Board appointed under the Act may investigate the question of transport generally in the light of service to the community and may recommend the closing or partial suspension of the service of any railway or tramway in cases where the Board considers that requirements can best be met by road transport.

Conferences with Outside Organisations.

During the year various conferences were held with representatives of motorists' organisations and the motor trade, and the following questions, *inter alia*, were discussed :—

(*a*) The registration of motor cycles and side boxes for the conveyance of goods.
(*b*) The equipment of motor vehicles with wind-screen wipers.
(*c*) The position of front and rear number plates.
(*d*) Improvement of traffic facilities on Gladesville Bridge.
(*e*) Cruising by taxi-cabs.
(*f*) Operations of taxi-cabs, private hire cars, and tourist vehicles in competition with the railways.
(*g*) The use of motor vehicles on public roads for the purpose of speed trials and tests.
(*h*) Overtaking on bridges and culverts, and crossing centre of road at grade or curve.
(*i*) The equipment of motor vehicles with rear vision mirrors.
(*j*) Parking restrictions in the City of Sydney and the inner Metropolitan Suburbs.
(*k*) Application of Motor Vehicles (Taxation) Act to vehicles not wholly manufactured within the British Empire.
(*l*) Precedence of traffic entering or crossing through routes.

Excellent results have been achieved by the adoption of the policy of discussing matters concerning the operation of motor vehicles with representative organisations, and this policy will be continued.

Road Transport and Traffic Fund.

The Road Transport and Traffic Fund receive all fees charged under the Motor Traffic Act 1909–30, and all fees charged under the Transport Act, 1930, with the exception of annual service license fees, which are paid to the credit of the Public Vehicles Fund. Expenditures from the Road Transport and Traffic Fund include all administrative and other expenses of the Department other than 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 transport and traffic; police services in connection with the registration of vehicles and the licensing of drivers, and half the cost of surface maintenance of pavements between tramway tracks and for a space of 18 inches on either side of the rails. The balance standing to the credit of the fund at the close of a financial year is paid to the credit of the Country Main Roads Fund.

Details of receipts and disbursements for the year 1932–33 and 1933–34 are shown in Appendix No. 46.

Public Vehicles Fund.

Motor Tax and Service License Fees in Respect of Motor Omnibuses.

Motor Tax and Service License Fees collected in respect of motor omnibuses operating in the Metropolitan and Newcastle Transport Districts are paid into the Public Vehicles Fund constituted under the Transport Act, 1930, and these moneys are distributed in accordance with section 204 (3) (*a*) and (*b*) of that Act.

During the year ended 30th June, 1934, two distributions were made to the Department of Main Roads and the Councils of the several municipalities and shires of those areas in which are located the public roads which are used by registered motor omnibuses, and to the Colonial Treasurer in reduction of the tramways capital debt.

The distributions for the year ended 30th June, 1934, are summarised as follow :—

Metropolitan Transport District.

Participants.	Motor Tax.	Service License Fees.	Total.
	£ s. d.	£ s. d.	£ s. d.
Department of Main Roads	3,618 16 5	303 17 10	3,992 14 3
Municipal and Shire Councils	5,658 5 2	721 15 3	6,380 0 5
Colonial Treasurer	.....	1,028 7 11	1,028 7 11
Totals ..... £	9,277 1 7	2,054 1 0	11,331 2 7

The principal participants in the amount of £6,380 0s. 5d. distributed to the several Councils were as follow :—

Canterbury (£486 5s. 2d.).
Ashfield (£318 10s. 11d.).
Waverley (£288 16s. 1d.).
Bankstown (£256 16s. 7d.).
Kur-in-gai (£234 12s. 0d.).
Bexley (£221 4s. 8d.).
City of Sydney (£452 7s. 8d.).
Kogarah (£303 5s. 6d.).
Woollahra (£270 8s. 4d.).
Rockdale (£250 11s. 2d.).
Hurstville (£229 7s. 3d.).
Manly (£206 18s. 0d.).

Newcastle Transport District.

Participants.	Motor Tax.	Service License Fees.	Total.
	£ s. d.	£ s. d.	£ s. d.
Department of Main Roads	722 10 8	183 16 5	906 7 1
Municipal and Shire Councils	730 1 7	106 1 11	836 3 6
Colonial Treasurer	.....	264 18 10	264 18 10
Totals ..... £	1,452 12 3	554 17 2	2,007 9 5

The principal participants in the amount of £836 3s. 6d. distributed to the several Councils were :—

Lake Macquarie (£274 11s. 3d.).
Waratah (£188 17s. 0d.).
New Lambton (£68 18s. 9d.).
City of Newcastle (£40 4s. 2d.).
Hamilton (£94 18s. 10d.).
Wallsend (£52 15s. 4d.).

State Transport (Co-ordination) Fund.

All license and miscellaneous fees and charges imposed under the provisions of the State Transport (Co-ordination) Act, 1931, in respect of the operation of public motor vehicles are paid to the fund which is required to meet the cost of administering the Act.

With the approval of the Minister, payments may be made to the Government Railways Fund or the Tramways Fund from time to time out of any balance remaining on the fund.

Details of receipts and disbursements on the fund for the year 1932–33 and 1933–34 are shown in Appendix No. 48.

Legal Proceedings.

During the period under review, proceedings have been taken under the State Transport (Co-ordination) Act, 1931, with a view to regulating and co-ordinating the operation of road transport vehicles throughout the State, particularly to enforce compliance with the conditions of licenses issued under the Act and to prevent the unauthorised carriage of persons on vehicles constructed for the carriage of goods.

As compared with previous years, it has not been found necessary in as large a number of cases to take proceedings to enforce the provisions of the State Transport (Co-ordination) Act, 1931, in respect of the taking out of licenses for public vehicles, a fact which will indicate that in this respect the provisions of the Act are being more strictly complied with.

In the Metropolitan and Newcastle and District Transport Districts, legal action has been necessary to enforce the provisions of the Transport Act, 1930, more particularly in directions that would ensure the regular running of motor omnibuses in accordance with time-tables and in a condition that would provide for the safety and comfort of passengers.

In the Metropolitan Transport District a large number of cases have arisen through the irregular operation of taxi-cabs.

Under the Motor Traffic Act, 1909-1930, proceedings have been taken to enforce the licensing and regulation of motor vehicle drivers and the registration of motor vehicles. Particular attention has been paid to the use of unregistered vehicles and the use of motor vehicles which are not in safe condition as regards brakes or other equipment.

Particulars of convictions or prosecutions instituted by this Department during the year ended 30th June, 1934, are shown in Appendix No. 55.

Traffic Facilities.

The Traffic Facilities Committee attached to the Department continued to function throughout the year, and was strengthened by the addition of the City Engineer. It is pleasing to report the measure of co-operation now existing between this Department, local authorities, and the several other Departments concerned with the question of traffic facilities.

In continuance of the settled policy, consideration was given to the provision at many points of facilities to relieve traffic conditions and safeguard pedestrians, and, in addition, many requests for the provision of traffic facilities were investigated during the year. Facilities provided were the installation of 65 traffic domes, 2 of which were electrically illuminated: the painting of crossing places at 122 schools, and at 18 locations in the city proper, together with the erection of a number of traffic signs of the "School—Drive Slowly," "Caution—Drive Slowly," and "No Parking" types. Particulars of these facilities are shown in Appendix No. 54.

In addition to the traffic facilities installed, and subsequently maintained, by this Department, others which had been installed by the Department of Main Roads and various Councils were taken over and will be maintained by this Department.

To assist traffic on curves, hill crests, and at several street intersections, traffic direction lines have been laid down at a number of locations, situated in the main on the State highways in the county of Cumberland.

Although the cost of maintaining painted lines is comparatively heavy, no satisfactory substitute has yet been evolved. The merits of the various types of road markers available will continue to receive close attention. It is interesting to note that after years of research painted lines are becoming increasingly popular in London for defining pedestrian crossing places and traffic direction lines.

Traffic Facilities.

Traffic facilities installed and/or maintained by this Department at the date of presentation of this report are set out in Appendix No. 54 under the following headings :—

1. *Traffic Control Light Signals.*—Light signals for the control of vehicular traffic at intersections.
2. *Traffic Beacons.*—Flashing red light with warning notice to indicate a dangerous intersection or locality.
3. *Street Lighting.*—Any special street lighting designed to improve the safety of traffic and/or pedestrians.
4. *Traffic Domes.*—Domes at intersections for the guidance of traffic in turning.
5. *School Crossing Places.*—Lines marked across the road pavement in the vicinity of schools.
6. *Pedestrian Crossing Places.*—Lines across the road pavement to form laneways.
7. "*School—Drive Slowly*" *Signs.*—Signs erected near schools as a warning to drivers.
8. "*School—Drive Slowly*" *Signs and* "*Children Crossing*" *Flags.*—Signs near schools with a flag placed in position when children are crossing.
9. "*Caution—Drive Slowly*" *Signs.*—Signs erected at various points warning drivers of possible danger points.
10. *Miscellaneous Signs.*—Various types of signs.

This list is not a complete statement of all traffic facilities but only of those installed by the Department or installed by another authority, local council, Police Department or Department of Main Roads, but subsequently taken over by this Department for maintenance purposes. In the City area, pedestrian crossing places have also been installed at four points in the City by business firms with the approval of this Department and the Police Department. The whole cost of painting the lines and subsequent maintenance is being met by these firms.

Street Lighting.

Further consideration has been given to the question of street lighting at important intersections in the City and suburbs, particularly where police are stationed on point duty. An experimental flood-lighting unit has been installed at the intersection of College and Park Streets by the City Council on behalf of this Department and negotations are at present proceeding with the Council for the determination of a basis upon which the installation may become a permanent arrangement and similar installations provided at other places.

Safety Zones.

The illumination of tramway safety zones after the removal of the safety standards at night has been given close consideration and expenditure has been authorised for the flood-lighting of eleven zones in the City proper where pedestrian and vehicular traffic is heavy and experiments are being conducted with a view to the improvement of the visibility of the standards at other tramway safety zones where the traffic is not so heavy.

Automatic Traffic Control Signals.

On the 13th October, 1933, "Electromatic" vehicle actuated traffic control equipment was put into service at the intersection of Kent and Market Streets as a trial installation.

This type of signal differed from any other previously erected in Australia by reason of the fact that irritating delays, occasioned by each street being allowed a fixed interval of time to pass traffic through the intersection irrespective of the volume of traffic in that street, were eliminated by the installation in the roadway of a detector pad which operated automatically when vehicles passed over it.

The equipment has proved very efficient and as a result of the trial the conclusion has been arrived at that the most suitable equipment for Sydney was that of a type similar to that installed at Kent and Market streets.

The question of installing similar equipment at other intersections in the City and suburbs is under consideration.

Technical Section.

Vehicle Inspection.

During the year 9,903 inspections were made of the mechanical and general fitness of public motor vehicles. In 65 cases vehicles were found to be unfit and owners were required to discontinue their operation until they were put into a satisfactory state of repair. In 183 cases repairs that were not of such a nature as to require the withdrawal of the vehicle from service were required to be effected.

Technical Committee.

This Committee is composed of Engineers of the Departments of Main Roads, Road Transport and Tramways, Sydney Technical College and of a well-known city firm of motor engineers. During the year the Committee continued its activities and dealt with and advised upon a number of problems which arose in connection with the construction and maintenance of motor vehicles. Regulations under the Motor Traffic Act, which were the subject of close study by the Committee for a long period, and designed to bring motor vehicle braking requirements into line with modern engineering practice, were gazetted on the 8th June, 1934.

Attention is now being given by the Committee to the revision of the Regulations governing the braking requirements of public vehicles registered under the Transport Act, 1930; to the adoption of measures for the minimising of glare from the headlamps of motor vehicles, and to the incidence of lights generally on motor vehicles from the point of view of public safety.

Permits to Certify to the Fitness of Motor Vehicles.

The practice has been extended of issuing permits to motor distributors to certify to the fitness of new motor vehicles, subject to compliance with certain conditions including the submission of type vehicle for inspection and strict conformity with the requirements of the Regulations under the Motor Traffic Act.

Appreciation of Work of Staff.

In concluding this report, I wish to express my appreciation of the efficiency, loyalty and devotion to duty of the staff both in the administrative and operative branches. All sections of the Department have been very busily occupied, and the year concluded has been marked by considerable improvement and development in the public interest. Expressions of appreciation of the thoughtfulness and courtesy of the staff to the public with whom they come in contact have appeared from time to time in the Press and have reached me through various other channels.

S. A. MADDOCKS,
Commissioner.

APPENDIX 1.

OVERLAPPING FARE SECTIONS.

Metropolitan Lines.

Date Commenced.	Lines.	Sections.
1 Sept., 1930	George-street	1st–2nd
1 „ 1930	Pitt-street	1st–2nd
6 Oct., 1930	Balmoral	3rd–4th
6 „ 1930	Balmain and Drummoyne	2nd–3rd
6 „ 1930	Ashfield	2nd–3rd
20 „ 1930	Botany	1st–2nd
17 Nov., 1930	Watson's Bay	2nd–3rd
22 Dec., 1930	Watson's Bay	3rd–4th
22 „ 1930	North Sydney	1st–2nd
22 „ 1930	Ashfield	4th–5th
29 „ 1930	Botany and Daceyville	2nd–3rd
29 „ 1930	Dulwich Hill, Addison-road, and Earlwood	2nd–3rd
2 Mar., 1931	North Sydney	2nd–3rd
9 „ 1931	Watson's Bay (extension of overlapping section already in operation).	2nd–3rd
23 „ 1931	Earlwood	3rd–4th
30 „ 1931	Ashfield (extension of overlapping section already in operation).	2nd–3rd
27 April, 1931	Clovelly	2nd–3rd
3 Aug., 1931	La Perouse	2nd–3rd
28 Sept., 1931	Kogarah, Sans Souci (during certain hours)	1st–2nd
16 Nov., 1931	Lane Cove (North Sydney)	1st–2nd
14 Mar., 1932	La Perouse	4th–5th
21 „ 1932	Manly-Spit	2nd–3rd
20 „ 1932	North Sydney	Milson's Point—North Sydney.
10 Oct. 1932	Botany and Daceyville at McEvoy-street	2nd–3rd
10 „ 1932	Ashfield-Mortlake at Clyde-street	1st
2 Nov., 1932	Elizabeth-street via Chalmers-street at Devonshire-street	1st–2nd
30 Jan., 1933	Manly-Narrabeen at Council Chambers	3rd–4th
13 Feb., 1933	Ashfield-Burwood-Mortlake-Cabarita at "The Ritz" Theatre (during certain hours)	4th–5th
8 May, 1933	Chatswood at Mowbray-road	2nd–3rd
8 „ 1933	Lane Cove at St. Leonards Railway Station	1st–2nd
17 Feb., 1934	Matraville at Woolwash	4th–5th
16 Mar., 1934	Rosebery at McEvoy-street	2nd–3rd
16 „ 1934	Manly–Narrabeen–Harbord at Keirle Park	1st–2nd
28 May, 1934	Coogee at Alison-road	2nd–3rd
28 „ 1934	Ryde at Wharf-road	4th–5th
18 June, 1934	North Bondi and Bronte at Newland-street	2nd–3rd

Newcastle Lines.

3 Nov., 1930	Wallsend, Waratah, Adamstown, and Mayfield	1st–2nd
3 „ 1930	Wallsend and Waratah	2nd–3rd
3 „ 1930	Mayfield	2nd–3rd
22 Dec., 1930	Wallsend	3rd–4th
22 „ 1930	Glebe	1st–2nd
19 Jan., 1931	Port Waratah	2nd–3rd
26 „ 1931 to 7 Feb., 1931	All lines (except Merewether Beach and Glebe)	1st–2nd
30 Mar., 1931	Port Waratah	2nd–3rd
8 June, 1931	Wallsend	4th–5th
1 Feb., 1932	Port Waratah	1st–2nd
13 „ 1932	Carrington and Port Waratah at Bishopgate-street	1st–2nd

APPENDIX 2.

METROPOLITAN TRAMWAYS.

CAPITAL ACCOUNT as at 30th June, 1934.

EXPENDITURE.				RECEIPTS.			
Particulars.	To 30th June, 1933.	1st July, 1933, to 30th June, 1934.	Total.	Particulars.	To 30th June, 1933.	1st July, 1933, to 30th June, 1934.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
To Land	309,704 19 3	Cr. 15,563 7 11	294,141 11 4	By Capital Provided by Treasury—			
,, Permanent Way	2,744,819 16 7	24,926 13 6	2,769,746 10 1	*Interest bearing*—			
,, Buildings	589,690 18 2	Cr. 5,016 19 4	584,673 18 10	Payment to Treasury from Public Vehicles Fund in reduction of Capital liability of Metropolitan Tramways	7,394,696 18 9	281,978 0 2	7,676,674 18 11
,, Signals and Interlocking	26,543 12 3	539 1 0	27,082 13 3		.....	Cr. 1,028 7 11	Cr. 1,028 7 11
,, Water Supply Works	17,023 1 4	Cr. 514 0 0	16,509 1 4		7,394,696 18 9	280,949 12 3	7,675,646 11 0
,, Overhead Wiring	267,265 9 7	10,492 8 10	277,757 18 5				
,, Rolling Stock—Electric Stock	2,402,482 14 5	202,013 6 1	2,604,496 0 6				
,, Steam Stock	3,847 0 0	.....	3,847 0 0	*Non-interest bearing Capital*—			
,, Workshop Buildings	261,303 11 2	.....	261,303 11 2	(Contributions by the Treasury from Consolidated Revenue)	37,994 19 7	.....	37,994 19 7
,, Plant and Machinery	276,085 5 1	2,450 12 4	278,535 17 5				
,, Electric Power System—Low Tension Feeders	364,404 19 5	3,489 10 11	367,894 10 4				
	7,263,171 7 3	222,817 5 5	7,485,988 12 8	,, Capital Reserves—			
,, *Less* Depreciation—Rolling Stock	.....	46,752 0 0	46,752 0 0	Land and Buildings sold—			
Other Assets	.....	44,328 0 0	44,328 0 0	Receipts in excess of cost	.....	36,857 7 7	36,857 7 7
		91,080 0 0	91,080 0 0				
	7,263,171 7 3	131,737 5 5	7,394,908 12 8	Contribution from Public Vehicles Fund (*vide* section 204 (3b) of Transport Act, No. 18 of 1930)	18,175 12 8	1,028 7 11	19,204 0 7
,, To Balance to General Balance Sheet	187,696 3 9	187,098 2 4	374,794 6 1				
£	7,450,867 11 0	318,835 7 9	7,769,702 18 9	£	7,450,867 11 0	318,835 7 9	7,769,702 18 9

C. H. PARKES,
Accountant.

APPENDIX 3.

METROPOLITAN TRAMWAYS—ALL LINES.

GENERAL BALANCE SHEET as at 30th June, 1934.

LIABILITIES.	£ s. d.	£ s. d.
Balance from Capital Account	.....	374,794 6 1
Money held in Trust—		
Guarantees for Freight Payments and Contracts	.....	195 5 0
Sundry Creditors—		
Unclaimed Wages	58 5 1	
Payments in advance—		
Miscellaneous Accounts	1,100 0 0	
Miscellaneous Earnings	13,701 0 0	
Accrued Wages	44,089 14 7	
		58,948 19 8
Outstanding Accounts—		
Various (£ 34,647 19 2)		
Suspense Accounts (£ 1,536 18 7)		
	36,184 17 9	
Colonial Treasurer—		
Temporary Advance (£ 282,050 0 0)		
Interest (£ 170,549 0 0)		
	452,599 0 0	
		488,783 17 9
Reserves—		
Sinking Fund Reserve	.....	160,419 0 0
Fire Insurance Fund	.....	405 0 0
Overdraft at Bank—Drawing Account	.....	3,618 0 0
		1,087,164 8 6

ASSETS.	£ s. d.	£ s. d.
Stores and Materials on hand, etc.—		
Amount held by Government Railways	175,000 0 0	
Less Balance owing to Railway Department for June issues	35,337 16 7	
	139,662 3 5	
Amount due by Railways for manufactured goods delivered (£ 8,914 18 8)		
Goods in course of manufacture (£ 2,386 13 1)		
	11,301 11 9	
		150,963 15 2
Sundry Debtors—		
Public Departments and Contractors	7,839 8 10	
Miscellaneous	2,014 19 4	
Prepaid Wages and Salaries	195 16 5	
Outstanding Fares, etc.	4,560 17 8	
Prepaid Accounts	15 2 4	
	14,626 4 7	
Less Reserve for bad and doubtful debts	511 6 5	
		14,114 18 2
Sinking Fund	.....	79,269 0 0
Metropolitan Transport Trust General Fund	.....	284,949 10 9
Floating Advances	.....	3,618 0 0
Cash in hand and in transit	.....	11,118 2 10
Revenue Appropriation Account	.....	543,131 2 4
		1,087,164 8 6

C. H. PARKES,
Accountant.

APPENDIX 4.

METROPOLITAN TRAMWAYS.

INCOME AND EXPENDITURE ACCOUNT and NET REVENUE ACCOUNT for Year ended 30th June, 1934, showing also the corresponding figures for the previous Year.

	Year ended 30th June—					
	1934.			1933.		
	£	s.	d.	£	s.	d.
To Administrative and General Charges	46,605	14	4	46,086	18	6
„ Maintenance and Renewal of Way and Structures	457,104	10	6	512,498	0	4
„ Maintenance and Renewal of Plant	252,333	6	9	287,509	10	10
„ Power Expenses	392,472	1	9	444,957	4	9
„ Traffic Expenses	1,175,075	2	4	1,289,805	5	1
„ Contribution to Railway Superannuation Account	49,982	18	9	35,296	4	3
„ Surplus on Working carried to Net Revenue Account	653,388	6	7	442,542	13	4
Grand Total £	3,026,962	1	0	3,058,695	17	1

	Year ended 30th June—					
	1934.			1933.		
	£	s.	d.	£	s.	d.
By Passengers, etc.	3,026,962	1	0	3,058,695	17	1
Grand Total £	3,026,962	1	0	3,058,695	17	1

NET REVENUE ACCOUNT.

	£	s.	d.	£	s.	d.
To Interest on Loan Capital	321,920	0	0	344,957	0	0
„ Exchange on Interest	54,730	0	0	61,400	0	0
„ Sinking Fund Contribution	29,750	0	0	25,000	0	0
„ Depreciation	188,243	0	0	.....		
„ Net Profit transferred to Revenue Appropriation Account	58,745	6	7	11,185	13	4
Grand Total £	653,388	6	7	442,542	13	4

	£	s.	d.	£	s.	d.
By Surplus on Working brought down	653,388	6	7	442,542	13	4
Grand Total £	653,388	6	7	442,542	13	4

REVENUE APPROPRIATION ACCOUNT for the year ended 30th June, 1934.

	£	s.	d.	£	s.	d.
To Balance from last Account	601,876	8	11	By Profit transferred from Net Revenue Account	58,745	6	7
				„ Balance, being accumulated deficit carried forward	543,131	2	4
£	601,876	8	11	£	601,876	8	11

APPENDIX 5.

METROPOLITAN TRAMWAYS.

STATEMENT OF ACCOUNT OF THE WORKING EXPENSES AND EARNINGS for the Year ended 30th June, 1934, as compared with Year ended 30th June, 1933.

City and Suburban (Electric).

Working Expenses.	Year ended 30th June— 1934.	1933.	Earnings.			Year ended 30th June— 1934.	1933.
	£ s. d.	£ s. d.				£ s. d.	£ s. d.
To Maintenance of Way and Structures	398,213 5 10	441,363 17 3	By Passengers, etc.—				
,, Maintenance and Renewals of Plant	221,334 13 10	255,584 12 0		1934. No.	1933. No.		
,, Power Expenses	325,154 4 9	372,045 14 2					
,, Traffic Expenses	974,189 17 2	1,076,476 13 4		225,865,170	226,979,751	2,531,265 13 6	2,557,460 9 5
,, Compensation	10,653 19 3	6,240 7 8					
,, General Charges	81,026 17 3	68,206 16 7					
£	2,010,572 18 1	2,219,918 1 0				£ 2,531,265 13 6	2,557,460 9 5

North Syndey (Electric).

To Maintenance of Way and Structures	38,840 13 2	46,659 8 8	By Passengers, etc—				
,, Maintenance and Renewals of Plant	19,128 13 7	19,648 2 8		1934. No.	1933. No.		
,, Power Expenses	36,304 14 6	40,064 16 10					
,, Traffic Expenses	126,317 6 3	137,901 5 9	North Sydney Lines	25,338,303	24,720,990		
,, General Charges (including Compensation)	11,064 6 3	9,334 16 2	Sydney Harbour Bridge	9,637,731	8,343,974		
			Total	34,976,034	33,064,964	328,891 1 2	331,738 1 4
£	231,655 13 9	253,608 10 1				£ 328,891 1 2	331,738 1 4

Manly to Narraheen and Manly to The Spit (Electric).

To Maintenance of Way and Structures	12,571 2 2	9,746 9 8	By Passengers, etc.—				
,, Maintenance and Renewals of Plant	3,386 1 6	3,365 14 6		1934. No.	1933. No.		
,, Power Expenses	9,327 16 9	10,625 13 8					
,, Traffic Expenses	25,423 15 6	27,906 1 11		5,146,192	5,475,283	62,291 6 9	65,842 7 5
,, General Charges (including Compensation)	2,346 7 1	1,675 13 5					
£	53,055 3 0	53,319 13 2				£ 62,291 6 9	65,842 7 5

Ashfield to Mortlake and Cabarita (Electric).

To Maintenance of Way and Structures	5,433 12 2	9,021 6 1	By Passengers, etc.—				
,, Maintenance and Renewals of Plant	2,959 5 3	3,324 9 8		1934. No.	1933. No.		
,, Power Expenses	9,118 16 11	10,069 16 4					
,, Traffic Expenses	25,677 18 11	27,883 0 7		7,385,394	7,367,055	68,376 11 3	68,183 1 0
,, General Charges (including Compensation)	1,977 8 0	1,720 1 10					
£	45,167 1 3	52,018 14 6				£ 68,376 11 3	68,183 1 0

METROPOLITAN TRAMWAYS—*continued.*

Statement of Account of Working Expenses and Earnings for the Year ended 30th June, 1934, as compared with Year ended 30th June, 1933—*continued.*

Working Expenses.	Year ended 30th June— 1934.	Year ended 30th June— 1933.	Earnings.			Year ended 30th June— 1934.	Year ended 30th June— 1933.
Rockdale to Brighton-le-Sands (Electric).							
To Maintenance of Way and Structures	£ s. d. 514 19 2	£ s. d. 431 17 11	By Passengers, etc.—				
,, Maintenance and Renewals of Plant	972 15 2	969 16 0		1934.	1933.		
,, Power Expenses	1,494 9 1	1,691 0 4		No.	No.		
,, Traffic Expenses	5,716 0 6	5,858 14 9		1,708,293	1,673,993	14,616 10 4	14,391 18 9
,, General Charges (including Compensation)	481 11 8	379 16 10					
£	9,179 15 7	9,331 5 10				£ 14,616 10 4	14,391 18 9
Kogarah to Sans Souci (Steam).							
To Maintenance of Way, Works, and Stations	1,401 1 8	4,568 7 0	By Passengers, etc.—				
,, Locomotive Power	11,069 7 1	10,512 6 3		1934.	1933.		
,, Repairs and Renewals of Plant	4,563 18 5	4,555 16 2		No.	No.		
,, Traffic Expenses	5,615 1 9	6,555 16 2		2,264,059	2,174,683	21,520 18 0	21,079 19 2
,, General Charges (including Compensation)	1,171 1 5	1,017 17 8					
£	23,820 10 4	27,210 3 3				£ 21,520 18 0	21,079 19 2
Sutherland to Cronulla (Steam). (Service discontinued as from 13th February, 1932.)							
To Maintenance of Way, Works and Stations	96 17 2	121 12 11	By Passengers, etc.—				
,, Locomotive Power	2 12 8	*Cr.* 52 2 10		1934.	1933.		
,, Repairs and Renewals of Plant	*Cr.* 12 1 0	60 19 10		No.	No.		
,, Traffic Expenses	2 4 5	31 5 2		Nil.	Nil.	.....	.....
,, General Charges	.....	.....					
£	89 13 3	161 15 1				£	.....
Arncliffe to Bexley (Steam). (Service discontinued as from 1st January, 1927.)							
To Maintenance of Way, Works and Stations	32 19 2	585 0 10	By Passengers, etc.—				
				1934.	1933.		
				No.	No.		
				Nil.	Nil.	.....	.....
£	32 19 2	585 0 10				£	.....
Total Working Expenses £	2,373,573 14 5	2,616,153 3 9	Total Earnings			£	3,026,962 1 0	3,058,695 17 1
Balance (after paying Working Expenses) £	653,388 6 7	442,542 13 4		1934.	1933.		
				No.	No.		
£	3,026,962 1 0	3,058,695 17 1		277,345,142	276,735,729	£	3,026,962 1 0	3,058,695 17 1

APPENDIX 6.

METROPOLITAN TRAMWAYS.

CITY AND SUBURBAN ELECTRIC LINES.

(As shown in Appendix 5, *i.e.*, excluding North Sydney, Manly to Narrabeen and Manly to The Spit, Ashfield to Mortlake and Cabarita, and Rockdale to Brighton-le-Sands Lines.)

ABSTRACT OF WORKING EXPENSES for the Years ended 30th June, 1934, and 30th June, 1933.

	Year ended 30th June,	
	1934.	1933.
Maintenance of Way and Structures—	£	£
Proportion of Salaries and Expenses of Engineer and Staff	14,284	15,004
Repairs and Renewals of Permanent Way	330,424	365,356
Repairs and Renewals of Electrical Way Appliances	39,066	54,077
Repairs and Renewals of Buildings and Improvements	14,440	6,927
£	398,214	441,364
Maintenance and Renewals of Plant—		
Proportion of Salaries and Expenses of Engineer and Staff	2,049	2,192
Repairs to Power Plant	3,942	4,886
Repairs and Renewals of Electric Cars	215,344	248,506
£	221,335	255,584
Power Expenses—		
Electrical Energy Purchased £	325,154	372,046
Traffic Expenses—		
Proportion of Salaries and Expenses of Chief Traffic Manager and Staff	36,520	40,125
Wages of Conductors and Motormen	694,057	766,227
Wages of other Traffic Employees	77,947	89,611
Cleaning and Oiling Cars	61,426	69,451
Stationery, Tickets, Uniforms, Stores, etc.	33,197	31,968
Watering and Sanding Track	17,461	18,215
Ticket Check	53,581	60,880
£	974,189	1,076,477
Compensation—		
Personal Injuries, including Legal and Medical Expenses	8,564	4,269
Damage to Vehicles and other Property, including Legal Expenses	2,090	1,971
£	10,654	6,240
General Charges—		
Proportion of Head Office Charges and Sundries	39,396	38,457
Contributions to Railway Superannuation Account	41,631	29,750
£	81,027	68,207
Total £	2,010,573	2,219,918

APPENDIX 7.

METROPOLITAN TRAMWAYS.

NORTH SYDNEY ELECTRIC LINES.

(As shown in Appendix 5.)

ABSTRACT OF WORKING EXPENSES for the Years ended 30th June, 1934, and 30th June, 1933.

	Year ended 30th June,	
	1934.	1933.
Maintenance of Way and Structures—	£	£
Proportion of Salaries and Expenses of Engineer and Office Staff	1,035	1,281
Repairs and Renewals of Permanent Way	30,585	36,002
Repairs to Electrical Way Appliances	6,342	8,782
Repairs to Buildings and Improvements	879	594
£	38,841	46,659
Maintenance and Renewals of Plant—		
Repairs to Power Plant	51	113
Repairs to Cars	19,077	19,535
£	19,128	19,648
Power Expenses—		
Electrical Energy Purchased £	36,305	40,065
Traffic Expenses—		
Proportion of Salaries and Expenses of Chief Traffic Manager and Staff	8,726	9,561
Wages of Conductors and Motormen	93,463	100,123
Wages of other Traffic Employees	6,656	8,383
Cleaning and Oiling Cars	6,873	8,095
Stationery, Tickets, Uniforms, etc.	3,634	4,520
Cleaning, Watering, and Sanding Track	2,216	2,327
Ticket Check	4,749	4,892
£	126,317	137,901
Compensation—		
Personal Injuries, Damage to Vehicles, etc., including Legal and Medical Expenses £	1,286	903
General Charges—		
Proportion of Head Office Charges £	9,779	8,432
Total £	231,656	253,608

APPENDIX 8.

METROPOLITAN TRAMWAYS.

The working of the Tramways in sections for the Years ended 30th June, 1934, and 1933 :—

	Year ended 30th June.	
	1934.	1933.
	£	£
City and Suburban—Electric Lines (excluding North Sydney, The Spit to Manly, Harbord and Narrabeen, Ashfield to Mortlake and Cabarita Park, and Rockdale to Brighton-le-Sands Lines).		
Length. m. ch. / Length of single track. m. ch.		
Tramways ..... 118 9 / 218 78		
Trolley 'Bus Service ..... 1 73 / 3 7		
Total ..... 120 2 / 222 5		
Book Value of Construction and Equipment at 30th June	6,380,434	6,172,938
Gross Earnings	2,531,265	2,557,461
Working Expenses	2,010,573	2,219,918
Interest on Capital invested and Exchange	312,748	337,236
Sinking Fund	24,703	20,744
Depreciation	153,683	.....
Profit or Loss	*Profit* 29,558	*Loss* 20,437
1934. / 1933.		
Tram-car Miles ..... 27,879,610 / 28,459,140		
North Sydney—Electric.—Length, 24 miles 56 chains. Length of single track, 46 miles 19 chains.		
Book Value of Construction and Equipment at 30th June	690,169	666,618
Gross Earnings	328,891	331,738
Working Expenses	231,656	253,608
Interest on Capital Invested and Exchange	34,124	36,419
Sinking Fund	2,695	2,242
Depreciation	18,036	.....
Profit	42,380	39,469
1934. / 1933.		
Tram-car Miles ..... 4,153,368 / 4,056,279		
The Spit to Manly, Harbord and Narrabeen—Electric.—Length, 11 miles 48 chains. Length of single track, 16 miles 36 chains.		
Book Value of Construction and Equipment at 30th June	291,471	288,596
Gross Earnings	62,291	65,842
Working Expenses	53,055	53,320
Interest on Capital invested and Exchange	14,484	15,766
Sinking Fund	1,144	971
Depreciation	3,311	.....
Loss	9,703	4,215
1934. / 1933.		
Tram-car Miles ..... 660,289 / 665,442		
Ashfield to Mortlake and Cabarita Park—Electric.—Length, 8 miles 38 chains. Length of single track, 15 miles 9 chains.		
Book Value of Construction and Equipment at 30th June	173,655	174,261
Gross Earnings	68,377	68,183
Working Expenses	45,167	52,019
Interest on Capital invested and Exchange	8,629	9,520
Sinking Fund	682	586
Depreciation	2,939	.....
Profit	10,960	6,058
1934. / 1933.		
Tram-car Miles ..... 690,570 / 690,836		
Rockdale to Brighton-le-Sands—Electric.—Length, 1 mile 49 chains. Length of single track, 1 mile 49 chains.		
Book Value of Construction and Equipment at 30th June	37,879	38,315
Gross Earnings	14,617	14,392
Working Expenses	9,180	9,331
Interest on Capital invested and Exchange	1,883	2,093
Sinking Fund	149	129
Depreciation	1,094	.....
Profit	2,311	2,839
1934. / 1933.		
Tram-car Miles ..... 139,947 / 138,870		
Kogarah to Sans Souci—Steam.—Length, 5 miles 45 chains. Length of single track, 6 miles 79 chains.		
Book Value of Construction and Equipment at 30th June	51,116	51,627
Gross Earnings	21,521	21,080
Working Expenses	23,820	27,210
Interest on Capital invested and Exchange	2,540	2,820
Sinking Fund	200	174
Depreciation	85	.....
Loss	5,124	9,124
1934. / 1933.		
Tram-car Miles ..... 289,967 / 288,621		
Sutherland to Cronulla—Steam.—Length, 7 miles 32 chains. Length of single track, 7 miles 32 chains. Line closed down. Passenger service discontinued from 3rd August, 1931, and goods traffic from 13th February, 1932.		
Book Value of Construction and Equipment at 30th June	36,265	45,816
Gross Earnings	.....	...
Working Expenses	90	162
Interest on Capital invested and Exchange	2,242	2,503
Sinking Fund	177	154
Depreciation	9,095	.....
Loss	11,604	2,819
1934. / 1933.		
Tram-car Miles .... / ...		
Arncliffe to Bexley—Steam (Service discontinued as from 1st January, 1927).		
Working Expenses	33	585
Loss	33	585
Total, Metropolitan Lines—Length, 179 miles 30 chains. Length of single track, 315 miles 69 chains.		
Book Value of Construction and Equipment at 30th June	7,660,989	7,438,171
Gross Earnings	3,026,962	3,058,696
Working Expenses	2,373,574	2,616,153
Interest on Capital Invested and Exchange	376,650	406,357
Sinking Fund	29,750	25,000
Depreciation	188,243	.....
Profit	58,745	11,186
1934. / 1933.		
Tram-car Miles ..... 33,813,751 / 34,299,182		

APPENDIX 9.

METROPOLITAN TRAMWAYS.

RETURN showing the number of City and Suburban Passenger Fares collected, Tram Mileage, Earnings, Working Expenses, Percentage of Working Cost to Earnings, Capital Spent on Lines Open, Excess of Earnings over Working Expenses, and Percentage to Capital Invested for each Year from 1879 to 1934, inclusive.

CITY AND SUBURBAN ELECTRIC LINES.

(Excluding North Sydney, Manly to Narrabeen, and Manly to the Spit, Ashfield to Mortlake and Cabarita, and Rockdale to Brighton-le-Sands Lines.)

Year.	Length of Line.	Number of Passenger Fares Collected.	Tram Mileage.	Total Earnings.	Working Expenses.	Earnings per Tram Mile.	Working Cost per Tram Mile.	Percentage of Working Cost to Gross Earnings.	Earnings in Excess of Working Expenses. *	Capital Spent on Lines Open.	Percentage of Profit to Total Capital Invested.
	miles.			£	£	d.	d.		£	£	
1879†	1½	443,341	13,270	4,416	2,278	79·87	41·19	51·59	2,138	22,269	33·00
1880	4	2,086,897	84,074	18,980	13,444	54·18	38·38	70·83	5,536	60,218	12·34
1881	9½	7,090,125	296,906	62,549	52,107	50·56	42·12	83·31	10,442	169,450	6·16
1882	22	15,269,100	670,649	126,202	103,136	45·16	36·91	81·72	23,066	412,561	6·80
1883	25	25,684,285	1,076,096	190,699	178,877	42·53	39·89	93·80	11,822	544,105	2·22
1884	27½	30,202,303	1,242,491	219,942	215,167	42·48	41·56	97·83	4,775	643,111	0·76
1885	27½	‡39,594,753	1,220,500	223,340	207,995	43·91	40·90	93·13	15,345	708,109	2·17
1886	27½	52,977,578	1,222,943	226,367	201,737	44·42	39·59	89·12	24,630	742,113	3·37
1887	29½	50,108,256	1,220,026	214,125	201,468	42·12	39·63	94·08	12,657	731,582	1·76
1888	29½	51,563,197	1,246,543	221,060	204,227	42·56	39·32	92·38	16,833	742,555	2·22
1889	29½	52,810,026	1,338,386	225,833	206,092	40·49	36·95	91·25	19,741	771,255	2·56
1890	30½	57,463,650	1,474,646	249,508	207,517	40·60	36·46	83·17	41,991	790,555	5·31
1891	33½	62,676,636	1,553,048	270,365	221,505	41·78	34·23	81·92	48,860	857,455	5·74
1892	37	65,299,063	1,613,443	279,321	229,145	41·55	34·09	82·04	50,176	932,907	5·54
1893	38	63,588,885	1,681,232	271,041	214,824	38·69	30·67	79·26	56,217	947,775	5·94
1894	40½	58,773,094	1,737,846	250,809	206,554	34·64	28·53	82·35	44,255	954,035	4·64
1895	40½	54,173,917	1,740,235	230,583	186,081	31·80	25·66	80·70	44,502	962,037	4·62
1896	40½	53,317,979	1,845,626	227,525	187,811	29·59	24·42	82·54	39,714	961,778	4·13
1897	40½	55,859,740	2,121,017	238,023	195,142	26·93	22·08	81·98	42,881	968,925	4·42
1898	40½	56,319,743	2,198,351	239,858	201,904	26·18	22·04	84·18	37,954	973,419	3·90
1899	40½	61,568,035	2,329,751	262,045	220,193	26·99	22·68	84·03	41,852	977,107	4·28
		No. of Passengers.									
1900	43½	53,470,533	3,106,185	315,930	268,504	24·41	20·75	84·99	47,426	1,338,006	4·06
1901	48¾	74,665,744	5,208,510	438,668	366,018	20·21	16·86	83·44	72,650	1,535,958	4·77
1902	58	84,654,971	7,203,600	495,538	429,093	16·51	14·30	86·59	66,445	2,059,515	3·34
1903	66½	102,837,118	11,115,765	593,306	511,878	12·81	11·05	86·28	81,428	2,442,791	3·37
1904	66½	108,559,785	13,280,587	633,477	521,896	11·45	9·43	82·39	111,581	2,507,540	4·45
1905	73½	120,973,934	14,413,273	697,971	583,360	11·62	9·71	83·58	114,611	2,931,583	3·91
1906	73½	125,756,680	14,246,845	730,508	552,723	12·31	9·31	75·66	177,785	2,966,704	5·99
1907	75¼	134,088,696	14,516,536	777,140	607,381	12·85	10·04	78·16	169,759	2,968,560	5·72
1908	78	148,729,916	15,329,695	865,632	687,843	13·55	10·77	79·46	177,789	2,988,931	5·99
1909	88½	161,289,058	16,411,533	941,612	732,080	13·77	10·71	77·75	209,532	3,401,667	6·64
1910	94½	173,897,034	17,743,868	1,018,836	831,299	13·78	11·24	81·59	187,537	3,881,392	5·05
1911	97¼	197,871,083	19,107,419	1,161,184	946,671	14·59	11·89	81·53	214,513	4,029,389	5·48
1912	98	227,668,638	20,293,800	1,329,862	1,083,483	15·73	12·82	81·47	246,379	4,379,866	5·90
1913	104½	248,720,735	22,338,080	1,458,088	1,284,674	15·66	13·80	88·11	173,414	5,233,774	3·63
1914	105½	260,696,726	23,685,660	1,603,532	1,349,428	16·25	13·67	84·15	254,104	5,966,961	4·49
1915	110¼	240,545,317	22,242,010	1,651,585	1,301,986	17·82	14·05	78·83	349,599	6,176,905	5·77
1916	111¼	242,686,337	21,937,619	1,656,585	1,301,531	18·12	14·24	78·57	355,054	6,332,434	5·67
1917	112¼	244,712,191	20,884,254	1,665,663	1,376,993	19·14	15·82	82·67	288,670	6,390,688	4·54
1918	112¾	212,372,470	17,650,438	1,643,604	1,290,547	22·35	17·55	78·52	353,057	6,445,501	5·51
1919	113	222,111,451	20,094,167	1,832,911	1,481,332	21·89	17·69	80·82	351,579	6,478,340	5·48
1920	113	269,255,935	21,811,695	2,370,309	1,990,070	26·08	21·90	83·96	380,239	6,501,865	5·86
1921	114½	277,687,038	23,272,165	2,831,072	2,316,023	29·19	23·88	81·81	515,049	6,624,821	7·86
1922	115¼	271,384,691	23,784,739	2,938,236	2,314,185	29·65	23·35	78·76	624,051	6,858,972	9·23
1923	115½	272,938,712	24,261,186	2,945,634	2,380,485	29·14	23·55	80·82	565,149	7,116,222	8·09
1924	116¾	280,312,845	25,768,606	2,969,698	2,404,565	27·66	22·40	80·97	565,133	7,573,320	7·69
1925	117¼	275,800,312	26,524,531	2,923,615	2,416,772	26·45	21·87	82·66	506,843	7,713,143	6·67
1926	117¾	273,503,883	26,345,721	2,900,406	2,486,587	26·42	22·59	85·52	419,819	7,918,905	5·36
1927	118	279,671,372	26,462,405	3,030,973	2,627,045	27·49	23·83	86·67	403,928	8,110,571	5·03
1928	118	279,910,753	26,815,216	3,674,124	3,005,564	32·88	26·90	81·80	668,560	8,179,291	8·21
1929	118½	271,715,054	26,670,031	3,621,441	3,053,977	32·59	27·48	84·33	567,464	8,325,838	6·82
1930	118½	252,449,735	24,882,590	3,151,082	2,843,447	29·22	26·37	90·24	307,635	8,340,227	3·69
1931	118½	216,516,644	24,863,131	2,508,554	2,458,306	24·21	23·73	97·99	50,248	6,250,644	0·80
1932	118½	226,932,236	27,593,718	2,679,209	2,390,423	23·30	20·78	89·22	288·786	6,131,251	4·71
1933	118¼	226,979,751	28,469,140	2,557,460	2,219,918	21·57	18·72	86·80	337·542	6,172,938	5·47
1934	120	225,865,170	27,879,610	2,531,265	2,010,573	21·79	17·31	79·43	520,692	6,380,434	8·16

* Interest and Sinking Fund Charges for all Lines shown in Appendix 8.

† The line was opened for three and a half months only in 1879, and for part of this period was worked with horse-power.

‡ Up to the year 1885, 3d. cash fares and 2d. tickets were counted as single fares; from 1886 to 1899, inclusive, all tickets issued were at 1d. values d cash fares paid are in this return calculated at same rate.

APPENDIX 10.

TRAMWAY ROLLING STOCK AS AT 30th JUNE, 1934, AND 30th JUNE, 1933.

Description of Vehicles.	Seating Capacity.	No. of Vehicles.	
		At 30th June, 1934.	At 30th June, 1933.
METROPOLITAN TRAMWAYS.			
Passenger Stock—			
Electric—			
"E" Type	45	146	198
"H" "	50	2	2
"J" "	50	45	47
"K" "	50	107	107
"LP" "	70	153	153
"M" "	70	2	2
"N" "	70	95	95
"O" "	80	618	618
"OP" "	80	8	8
"P" "	80	258	258
"R" "	48	100	...
Total	...	1,534	1,488
Steam	70	27	31
Total Passenger Stock	...	1,561	1,519
Service Stock—			
Electric	...	102	102
Steam	...	1	1
Total Service Stock	...	103	103
Steam Motors	...	30	25
Total number of Vehicles	...	1,694	1,647
NEWCASTLE TRAMWAYS.			
Passenger Stock—			
Electric—			
"LP" type	70	98	98
Trail Cars (converted from steam cars)	70	13	17
Total	...	111	115
Steam	70	15	16
Total Passenger Stock	...	126	131
Service Stock—			
Electric	...	11	11
Steam	...	8	9
Total Service Stock	...	19	20
Steam Motors	...	3	8
Total number of Vehicles	...	148	159
Grand Total Metropolitan and Newcastle Lines	...	1,842	1,806

APPENDIX 11.

METROPOLITAN TRAMWAYS.

STATEMENT showing the dates of opening and length of line of the various sections of the lines to 30th June, 1934.

			Lines Open for Traffic.	
			Street Miles.	Length of Single Track.
		Bridge-street to Central-square Waiting Shed (formerly Railway) via Elizabeth-street, Eddy-avenue and Pitt-street.	m. c. l.	m. c. l.
15 Sept.,	1882	Bridge-street to Hunter-street	0 19 0	0 38 0
15 ,,	1879	Hunter-street to Hay-street	0 79 0	1 78 0
15 Aug.,	1882	Pitt-street and Eddy-avenue Junction to Central-square Waiting Shed	0 11 0	0 22 0
2 Nov.,	1902	Hay-street to Pitt-street and Eddy-avenue Junction, *via* Elizabeth-street and Eddy-avenue	0 28 0	0 56 0
24 Dec.,	1908	Rawson-place from Eddy-avenue to George-street	0 8 0	0 8 0
			1 65 0	3 42 0
		Randwick, Coogee and Clovelly.		
14 Sept.,	1880	Liverpool-street Junction to Darlinghurst Junction	0 42 75	1 5 50
14 ,,	1880	Darlinghurst Junction to Randwick Racecourse	2 5 50	4 11 0
19 Mar.,	1881	Randwick Racecourse to High-street	1 6 0	2 12 0
25 Jan.,	1883	High-street to Coogee	1 37 50	2 75 0
31 Dec.,	1881	Cricket Ground Loop	0 24 0	0 48 0
8 Sept.,	1906	Sports Ground Loop	0 40 25	1 0 50
5 April,	1909	Connection from Waverley Line to Park-road, *via* Green's-road	0 22 0	0 44 0
3 Aug.,	1912	Darley-road to Carrington-road	1 37 0	2 74 0
2 April,	1913	Carrington-road to Clovelly	1 7 0	2 14 0
14 May,	1916	Extension to Military Hospital, Randwick	0 14 0	0 21 0
			8 76 0	17 65 0
		Waverley, Bondi and Bronte.		
12 Mar.,	1881	Darlinghurst Junction to Ocean-street	1 47 0	3 14 0
13 April,	1881	Ocean-street to Waverley Old Terminus	1 25 10	2 50 20
4 June,	1887	Waverley Old Terminus to Macpherson-street Junction	0 12 0	0 24 0
20 Oct.,	1890	Macpherson-street Junction to Waverley Cemetery	0 49 0	1 18 0
24 May,	1884	Bondi Junction to Fletcher-street	1 12 0	2 24 0
28 Sept.,	1887	Fletcher-street to Bondi Aquarium Junction	0 24 75	0 49 50
19 Feb.,	1894	Bondi Aquarium Junction to Bondi Beach	0 48 50	1 17 0
22 May,	1911	Waverley Cemetery to Bronte	0 49 0	1 18 0
16 Feb.,	1929	Bondi Beach (Curlewis-street) to Hastings-parade, North Bondi	0 43 75	1 7 50
			6 71 10	13 62 20
		Waverley to Randwick.		
4 June,	1887	Macpherson-street Junction to Allison-road Junction	1 18 0	1 18 0
		Oxford-street to Dacey-avenue, via Crown-street and Baptist-street.		
15 Sept.,	1881	Oxford-street to Cleveland-street	0 66 0	1 52 0
28 Aug.,	1908	Dowling-street (Dacey-avenue to Todman-avenue)	0 20 0	0 40 0
3 June,	1909	Cleveland-street to Phillip-street, *via* Baptist-street	0 31 50	0 63 0
30 Sept.,	1911	Baptist-street to Dowling-street (Dacey-avenue)	0 39 0	0 78 0
2 May,	1927	Dowling-street and Todman-avenue to Carminga-street	0 12 50	0 23 25
			2 9 0	4 16 25
		Railway Station to Glebe and Forest Lodge.		
15 Aug.,	1882	East side Terminus-street to Forest Lodge Junction	0 48 87	1 17 74
15 ,,	1882	Forest Lodge Junction to St. John's road	0 31 75	0 63 50
15 ,,	1882	St. John's road to Pyrmont Bridge road (Forest Lodge)	0 25 25	0 50 50
15 ,,	1882	Glebe Junction to Glebe Point (old Terminus)	0 77 60	1 75 20
12 Dec.,	1896	Glebe Point (old Terminus) to Leichhardt-street	0 4 19	0 8 38
			2 27 66	4 55 32
		Forest Lodge to Lilyfield, Balmain and Birchgrove.		
2 May,	1892	Forest Lodge, Pyrmont Bridge road to Barnes-street Junction, and Evans-street to Merton-street	1 40 0	3 0 0
24 Oct.,	1892	Merton-street to Gladstone Park (Balmain)	1 8 0	2 16 0
24 Nov.,	1902	Gladstone Park to Nicholson-street (Balmain)	0 48 0	1 16 0
14 Sept.,	1903	Nicholson-street to Darling-street Wharf (Balmain)	0 7 0	0 7 0
28 Jan.,	1908	Annandale (Booth-street)	0 48 0	1 16 0
10 April,	1909	Lilyfield (Johnson-street to Piper-street)	0 46 25	1 12 50
14 Nov.,	1910	Union-street (Pyrmont) to Evans-street, Balmain	1 39 75	2 79 50
8 Aug.,	1917	Darling-street, Balmain, to Wharf-road, Snail's Bay	0 49 0	1 18 0
22 Jan.,	1924	Lilyfield (Piper-street to Brennan-street)	0 7 50	0 15 0
15 Aug.,	1925	Lilyfield (Brennan-street to Abattoirs-road)	0 9 50	0 19 0
			6 63 0	13 39 0

Appendix 11—continued.

METROPOLITAN TRAMWAYS—continued.

STATEMENT showing the dates of opening and length of line of the various sections of the lines—continued.

			Lines Open for Traffic.	
			Street Miles.	Length of Single Track.
		Drummoyne and Ryde.	m. c. l.	m. c. l.
29 Dec.,	1902	Darling-street Junction to Parramatta River (Drummoyne)	2 12 0	4 4 0
13 June,	1910	Drummoyne to Hatton's Flat (Ryde)	3 51 0	5 66 25
7 Sept.,	1914	Ryde to Ryde Railway Station	1 25 0	1 25 0
			7 8 0	11 15 25
		Newtown to Dulwich Hill, Earlwood, Summer Hill, Hurlstone Park, Petersham and Canterbury.		
2 Oct.,	1882	City-road (late Newtown-road) Junction to Newtown Bridge	1 27 0	2 54 0
31 Dec.,	1881	Newtown Bridge to Marrickville (Illawarra-road)	1 69 0	3 58 0
14 Aug.,	1889	Marrickville to Dulwich Hill	0 74 75	1 69 50
25 Jan.,	1909	Addison-road	2 0 0	4 0 0
9 Nov.,	1912	Marrickville to Undercliffe	1 13 0	2 26 0
15 Mar.,	1913	Livingstone-road to Petersham Station	0 30 50	0 61 0
21 June,	1913	Dulwich Hill to Hurlstone Park	0 70 50	1 61 0
11 Jan.,	1915	Hurlstone Park to Summer Hill	1 40 0	1 40 0*
28 Sept.,	1914	Petersham Station to Norton-street, Leichhardt	0 60 0	1 3 50
4 July,	1921	Hurlstone Park to Canterbury Station	0 77 0	1 62 0
18 Feb.,	1924	Undercliffe to Earlwood	1 19 25	2 38 50
			13 1 0	23 73 50
		Forest Lodge Junction to Leichhardt, Balmain, Five Dock and Abbotsford.		
18 June,	1883	Forest Lodge Junction to Johnson-street	1 33 0	2 66 0
1 May,	1884	Johnson-street to Short-street	1 1 50	2 3 0
10 Dec.,	1887	Short-street to Leichhardt Terminus	0 38 70	0 77 40
14 Oct.,	1890	Marion-street Junction to Five Dock	2 39 0	4 78 0
1 Aug.,	1893	Five Dock to Abbotsford	1 30 50	2 61 0
6 May,	1912	Leichhardt to Balmain (1st Section)	0 39 0	0 78 0
23 Dec.,	1912	„ „ (2nd Section)	0 61 50	1 43 0
			8 3 20	16 6 40
		Erskineville.		
25 Jan.,	1909	George-street, Sydney, to Erskineville Station	2 16 50	3 72 50
		Newtown Bridge to Cook's River and Marrickville to Cook's River.		
... Dec.,	1891	Newtown Bridge to St. Peters	0 63 0	1 46 0
6 Aug.,	1900	St. Peters to Cook's River	1 76 0	3 70 0
1 Jan.,	1917	Victoria-road, Marrickville, to King-street, St. Peters	0 66 0	1 52 0
			3 45 0	7 8 0
		Zetland Junction to Botany.		
17 May,	1882	Zetland Junction to Botany Terminus	6 39 25	12 78 50
7 April,	1906	Lord's-road Junction to Ascot Racecourse	0 16 90	0 33 80
20 Nov.,	1906	Extension of Ascot Racecourse Line	0 22 10	0 44 20
22 Mar.,	1913	Cleveland-street to Redfern-street, *via* Regent-street	0 20 0	0 40 0
22 „	1913	Castlereagh-street to Elizabeth-street, *via* Redfern-street	0 11 0	0 22 0
			7 29 25	14 58 50
		Botany Cemetery.		
11 Aug.,	1902	Botany Terminus Junction (Springvale) to Yarra Junction	2 46 50	2 46 50
		Zetland, Rosebery, and Dowling-street Car Shed.		
22 Dec.,	1902	Foveaux-street Junction to Bourke-street, Waterloo	1 45 0	3 10 0
28 Aug.,	1908	Zetland Terminus to Todman-avenue and Dowling-street	0 43 50	0 43 50
1 Mar.,	1909	Zetland Terminus to Botany Line, *via* Bourke-street	0 20 0	0 20 0
22 „	1913	Baptist-street to Elizabeth-street, *via* Phillip-street	0 25 0	0 50 0
15 Sept.,	1924	Bourke-street, Waterloo to Crewe-place, Rosebery	0 61 25	0 79 75
			3 34 75	5 43 25
		Mitchell-road.		
22 Jan.,	1902	Raglan-street (Botany Line) to St. Peters Railway Bridge	1 34 0	2 68 0

* Service discontinued since 9th July, 1933; track not yet removed.

Appendix 11—*continued.*

METROPOLITAN TRAMWAYS—*continued.*

STATEMENT showing the dates of opening and length of line of the various sections of the lines—*continued.*

			Lines Open for Traffic.	
			Street Miles.	Length of Single Track.
		Woolloomooloo.	m. c. l.	m. c. l.
9 Aug.,	1915	College-street Junction to Woolloomooloo Bay	0 42 0	1 4 0
17 April,	1916	Extension, Woolloomooloo to McQuade's Point	0 22 75	0 45 50
18 Aug.,	1918	Further extension to No. 2 Shed on No. 1 Wharf	0 15 0	0 15 0
			0 79 75	1 64 50
		College-street.		
28 Sept.,	1927	Boomerang-street to Oxford-street	0 30 50	0 61 0
		Henderson-road.		
25 Mar.,	1907	Mitchell-road to Erskineville-road	0 31 75	0 31 75*
3 May,	1909	Erskineville-road to Railway Station	0 16 0	0 16 0*
		*Service discontinued since 31-7-33. Track not yet removed.	0 47 75	0 47 75
		Redfern to Moore Park.		
25 Aug.,	1891	Castlereagh-street to Junction with Randwick Line	1 6 0	2 12 0
25 „	1891	Cricket Ground Loop	0 20 0	0 40 0
2 Oct.,	1909	Castlereagh-street (City-road)	0 64 50	1 49 0
15 Dec.,	1909	Regent-street connection (Cleveland to Meagher streets)	0 10 0	0 20 0
			2 20 50	4 41 0
		Cleveland-street to Little Bay, Maroubra Bay and Racecourse Loop.		
12 Sept.,	1900	Cleveland-street to Kensington Racecourse	1 30 0	2 60 0
22 Oct.,	1900	Kensington Racecourse to Rifle Range Junction	1 0 0	2 0 0
26 Dec.,	1900	Bunnerong-road to Randwick Racecourse	0 52 0	1 24 0
19 „	1901	Rifle Range Junction to Little Bay	3 65 0	7 50 0
30 Sept.,	1907	Cleveland-street to Ascot-street (Third road in Moore Park)	0 70 0	0 70 0
6 Nov.,	1907	Dacey-avenue (Randwick-road to Dowling-street)	0 35 0	0 70 0
21 Mar.,	1921	Maroubra Junction to Maroubra Bay	1 37 0	2 45 0
			9 49 0	17 79 0
		La Perouse.		
11 Aug.,	1902	Little Bay to La Perouse	1 1 50	2 3 0
		George-street and Pyrmont.		
8 Sept.,	1899	Circular Quay to John-street (Pyrmont)	3 18 0	6 36 0
27 Mar.,	1911	Quay-street Junction to Harris-street, *via* Quay-street and Ultimo-road	0 24 0	0 48 0
4 Sept.,	1922	York-street Loop (from Druitt and George streets to Market and George streets, *via* York-street)	0 9 0	0 9 0
			3 51 0	7 13 0
		Miller's Point.		
19 Aug.,	1901	Fire Station (Circular Quay) to Miller's Point	0 52 75	1 25 50
		Daceyville.		
17 Jan.,	1910	Botany-road to Rosebery Park Racecourse	0 72 0	1 64 0
16 Nov.,	1910	Rosebery Park Racecourse Extension	0 20 0	0 40 0
18 Aug.,	1913	Bunnerong-road to Rosebery Park Racecourse	0 66 50	1 53 0
			1 78 50	3 77 0
		Extension from Bridge and Phillip streets to Circular Quay.		
22 Dec.,	1902	From and to Phillip and Bridge streets Junction, *via* Bridge and Young streets, Circular Quay, and Phillip-street	0 25 0	0 25 0

Appendix 11—*continued.*

METROPOLITAN TRAMWAYS—*continued.*

STATEMENT showing the dates of opening and length of line of the various sections of the lines—*continued.*

			Lines Open for Traffic.	
			Street Miles.	Length of Single Track.
		Pitt and Castlereagh streets and Central Railway Station.	m. c. l.	m. c. l.
18 Dec.,	1901	Castlereagh and Hay streets to Pitt and Hay streets, *via* Castlereagh-street, Circular Quay and Pitt-street	2 49 50	2 49 50
1 Mar.,	1902	Balloon Loop, Circular Quay to Fort Macquarie	0 30 0	0 60 0
4 Aug.,	1906	Pitt and Hay streets to Castlereagh and Hay streets, *via* Central Station	0 35 50	0 35 50
			3 35 0	3 65 0
		Bellevue Hill.		
1 Feb.,	1909	Elizabeth-street to Bellevue Hill	3 57 0	7 34 0
26 „	1909	Bellevue Hill Line to Waverley Line, *via* Ocean-street	0 14 0	0 28 0
21 Dec.,	1914	Bellevue Hill to Bondi Beach	1 28 0	2 56 0
			5 19 0	10 38 0
		Connecting Lines—Liverpool, Elizabeth, Castlereagh, Pitt and George streets.		
30 July,	1905	Elizabeth-street into Castlereagh-street, *via* Hay-street	0 5 0	0 5 0
18 Feb.,	1906	Connecting line, Elizabeth and Pitt streets, *via* Bathurst-street	0 9 25	0 9 25
18 „	1906	Connecting line, Liverpool-street to Castlereagh-street, *via* Liverpool-street	0 5 0	0 5 0
18 „	1906	Double Junction, Liverpool-street into Elizabeth-street (to Railway)	0 3 50	0 7 0
18 Dec.,	1901	Castlereagh-street to Gipps-street, *via* Hay-street and Pitt-street	0 20 50	0 30 50
6 Nov.,	1916	Bent-street to Pitt-street, *via* Spring-street	0 10 25	0 10 25
6 Sept.,	1926	Phillip-street to Bligh-street, *via* Bent-street	0 5 0	0 5 0
10 Jan.,	1927	George-street to Pitt-street, *via* Hay-street	0 9 0	0 9 0
20 Feb.,	1933	Goulburn-street Down to Elizabeth-street Down	0 2 0	0 2 0
			0 69 50	1 3 0
		Campbell-street Line.		
12 April,	1911	Castlereagh-street to Flinders-street	0 53 0	1 21 0
		Ocean-street.		
19 Sept.,	1894	Erskine-street to Ocean-street	2 38 50	4 77 0
27 Feb.,	1911	Foot of Erskine-street to Day-street	0 6 75	0 13 50
			2 45 25	5 10 50
		Rose Bay.		
4 Oct.,	1898	Ocean-street to Rose Bay Wharf	1 24 0	2 46 25
10 Sept.,	1900	Rose Bay Wharf to Dover-road	1 3 0	2 6 0
			2 27 0	4 52 25
		South Head.		
11 May,	1903	Dover-road to Watson's Bay Signal Station	1 71 0	3 57 25
18 Jan.,	1909	Signal Station to Watson's Bay Wharf	0 65 0	0 65 0
			2 56 0	4 42 25
		North Sydney.		
†*22 May,	1886	Dind-street, Milson's Point, to Lavender street	0 31 25	0 62 50
†*22 Sep.,	1909	Junction and Blue streets to Miller-street, *via* Walker and Mount streets	0 14 50	0 29 0
22 May,	1886	Mount and Miller streets to Ridge-street	0 33 0	0 66 0
17 July,	1893	Ridge-street to Lane Cove road	0 59 60	1 39 20
25 April,	1898	Lane Cove road to Willoughby	2 44 85	5 9 70
20 Sept.,	1893	Falcon-street Junction to Spit-road Junction	2 5 50	4 11 0
1 Mar.,	1897	Spit-road Junction to Mosman	1 35 49	2 71 0
27 Oct.,	1900	Military-road (Spit-road Junction) to The Spit	1 51 75	3 23 50
24 July,	1908	Willoughby to Chatswood	0 70 0	1 60 0
17 May,	1909	Falcon-street Junction to Suspension Bridge	0 70 25	1 60 50
*27 Sept.,	1909	McMahon's Point to Blue and Miller streets	0 60 0	1 40 0
22 May,	1886	Blue-street to Mount-street, *via* Miller-street	0 8 50	0 17 0
27 Sept.,	1909	Mount and Miller streets to Crow's Nest, *via* Lane Cove road	0 71 0	1 62 0
7 Feb.,	1914	Suspension Bridge to Northbridge (Section 1)	0 24 0	0 24 0
21 Mar.,	1914	„ „ (Section 2)	0 59 75	0 59 75
9 Oct.,	1916	Taronga Park (Avenue-road to New Zoological Gardens)	1 1 25	2 0 50
27 „	1917	„ (New Zoological Gardens to Wharf)	0 60 75	0 60 75
13 Aug.,	1919	Raglan-street Junction to Military-road and Gordon-street	0 28 75	0 57 50
29 May,	1922	Gordon-street and Military-road to Balmoral Beach	1 4 50	2 9 0
20 Nov.,	1923	Connection, Chatswood and Mosman Lines at Falcon and Miller streets	0 5 0	0 10 0
17 Dec.,	1923	Military-road to Bradley's Head road, *via* King Max street	0 10 25	0 20 50
27 July,	1924	Glen-street to Alfred-street, *via* Dind-street, Milson's Point	0 11 75	0 23 50
19 Mar.,	1932	Wynyard Station to Miller and Blue streets (via Sydney Harbour Bridge)	2 11 25	4 18 75
			19 52 94	37 35 65

* Services discontinued 19th March, 1932. † Portions of Tracks disconnected.

Appendix 11—*continued.*

METROPOLITAN TRAMWAYS—*continued.*

STATEMENT showing the dates of opening and length of line of the various sections of the lines—*continued.*

			Lines Open for Traffic.	
			Street Miles.	Length of Single Track.
		Gore Hill and Burns Bay road.	m. c l.	m. c. l.
24 Feb.,	1900	Lane Cove Junction to Gore Hill	1 4 0	2 8 0
22 Mar.,	1909	Gore Hill to Burns Bay road	1 36 75	2 30 25
			2 40 75	4 38 25
		Cremorne Line.		
18 Dec.,	1911	Spofforth-street Junction to Cremorne	1 48 0	3 16 0
		Neutral Bay.		
25 June,	1900	Neutral Bay Junction to Neutral Bay	0 74 0	1 9 0
		Rockdale to Brighton-le-Sands.		
7 June,	1914	Rockdale Station to Brighton-le-Sands (Bay-street and Esplanade)	1 20 0	1 20 0
28 Mar.,	1929	Bay-street to Teralba-avenue, Brighton-le-Sands	0 29 50	0 29 50
			1 49 50	1 49 50
		Sutherland to Cronulla.		
		(Services discontinued as from 2nd August, 1931. Tracks not yet removed).		
12 June,	1911	Sutherland Railway Station to Cronulla	7 32 0	7 32 0
		Ashfield to Mortlake and Cabarita Park.		
3 Sept.,	1891	Liverpool-road to Enfield	1 78 0	3 76 0
15 ,,	1899	Ashfield Station to Liverpool-road	0 12 50	0 18 0
16 ,,	1901	Enfield to Mortlake	5 30 0	9 69 0
31 July,	1907	Burwood-road to Cabarita Park	0 77 25	1 6 25
			8 37 75	15 9 25
		Kogarah to Sans Souci.		
10 Sept.,	1887	Kogarah to Sans Souci	4 71 0	6 25 0
24 Dec.,	1908	Kogarah Loop	0 54 0	0 54 0
			5 45 0	6 79 0
		Arncliffe to Bexley.		
		Services discontinued as from 1st January, 1927. Portion of track not yet removed.		
13 Oct.,	1909	Arncliffe Railway Station to Bexley	2 4 0	2 4 0
		The Spit to Manly, Harbord, Brookvale and Narrabeen.		
14 Feb.,	1903	East Esplanade, Manly, towards Pittwater	1 7 0	2 6 0
20 April,	1910	Curl Curl to Brookvale	2 9 0	4 16 0
9 Jan.,	1911	The Spit to Manly	2 77 0	4 50 50
3 Aug.,	1912	Brookvale to Collaroy Beach	3 21 0	3 21 0
8 Dec.,	1913	Collaroy Beach to Narrabeen	1 27 0	1 27 0
21 ,,	1925	Harbord Junction (Queenscliff-road) to Harbord	0 67 25	0 75 25
			11 48 25	16 35 75
		Total	179 41 15	313 66 82
		Sidings, Loops and Cross-overs	.....	48 33 0
		METROPOLITAN TROLLEY BUS SERVICE.		
22 Jan.,	1934	Wylde-street to Elizabeth and Liverpool streets, City	1 73 0	3 7 0
		Connection Wylde-street to Rushcutters Depot	.....	0 40 0

APPENDIX 12.

METROPOLITAN TRAMWAYS.

STATEMENT showing the Capital Cost of the various sections of the Lines at 30th June, 1934.

Lines open for Traffic.		Length.	Total Cost.	Average Cost per mile.
		m. ch. lks.	£	£
Railway to Bridge-street		1 65 0	97,149	53,599
Bridge-street to Circular Quay		25 0	7,338	23,482
Randwick, Coogee and Little Coogee		8 76 0	210,459	23,516
Waverley, Bondi and Bronte		6 71 10	211,455	30,696
Elizabeth-street to Bellevue Hill and Bondi Beach		5 19 0	122,502	23,389
Waverley to Randwick		1 18 0	9,463	7,725
Oxford-street to Dacey-avenue, via Crown-street and Baptist-street		2 9 0	63,058	29,850
Railway to Glebe and Forest Lodge		2 27 66	53,049	22,615
Forest Lodge to Balmain, Lilyfield and Birchgrove		6 63 0	211,722	31,193
Glebe Junction to Newtown, Dulwich Hill, Earlwood, Summer Hill, Hurlstone Park, Petersham and Canterbury		13 1 0	295,986	22,746
Forest Lodge Junction to Leichhardt, Balmain, Five Dock and Abbotsford		8 3 20	219,661	27,321
Balmain to Drummoyne and Ryde Railway Station		7 8 0	94,705	13,339
Zetland Junction to Botany, Rosebery Park Racecourse and Daceyville		9 27 75	179,499	19,204
Newtown to St. Peters and Cook's River and Marrickville to Cook's River		3 45 0	191,778	53,832
George-street to Erskineville Station		2 16 50	66,627	30,199
Castlereagh-street to Flinders-street		53 0	27,694	41,802
Redfern to Moore Park		2 20 50	46,276	20,510
College-street to Woolloomooloo Bay and McQuade's Point		79 75	19,190	19,250
Zetland, Rosebery and Dowling-street Car Shed		3 34 75	125,307	36,486
Ocean-street to Day-street		2 45 25	140,968	54,945
Rose Bay, Dover-road and Watson's Bay		5 3 0	81,537	16,186
George and Harris streets		3 51 0	182,044	50,046
Kensington Line to Little Bay, Maroubra Bay and Racecourse Loop		9 49 0	115,833	12,050
George-street to Miller's Point		52 75	14,935	22,650
Pitt and Castlereagh streets and Central Station		4 24 50	170,967	39,702
Botany-road to St. Peters Bridge and Erskineville Station		2 1 75	32,204	15,928
Little Bay to La Perouse, Springvale and Yarra Junction		3 48 0	38,303	10,640
College-street Line		30 50	33,050	86,689
North Sydney Lines		24 55 69	475,022	19,235
The Spit to Manly and Manly to Harbord and Narrabeen		11 48 25	224,817	19,376
Ashfield to Mortlake and Cabarita		8 37 75	108,437	12,800
*Arncliffe to Bexley		.....	.....	.....
Kogarah to Sans Souci		5 45 0	43,129	7,753
†Sutherland Railway Station to Cronulla		7 32 0	35,616	4,813
Brighton-le-Sands		1 49 50	14,832	9,163
Liverpool-street to Wylde-street—Trolley Omnibus Service		1 73 0	10,218	5,343
Low Tension Feeder Cables—	£			
City and Suburban	278,071			
Ashfield to Mortlake and Cabarita	16,218			
North Sydney Lines	52,901			
The Spit to Manly, Harbord and Narrabeen	16,372			
Brighton-le-Sands Line	3,448			
		.....	367,010	.....
Total Mileage and Cost		179 30 15	4,341,840	24,205
	£			
Rolling Stock	2,608,182			
Machinery	271,138			
Workshops	262,437			
Furniture	2,392			
Store Advance Account	175,000			
		.....	3,319,149	18,504
Totals and average costs, all charges		179 30 15	7,660,989	42,709

* Arncliffe to Bexley, 2 miles 4 chains. Services discontinued, but part of track not yet removed. Capital cost written off to Working Expenses.

† Sutherland to Cronulla Line. The passenger service was discontinued from the 3rd August, 1931, and goods service from 13th February, 1932, when the line was closed to traffic.

APPENDIX 13.

METROPOLITAN TRAMWAYS.

STATEMENT showing alterations to Tramway Capital during the year ended 30th June, 1934.

	Land.	Construction of Permanent Way, Stations, Engineering, &c.	Total.
	£ s. d.	£ s. d.	£ s. d.
Additions to lines, buildings, &c.	*Cr.* 15,563 7 11	22,385 7 6	6,821 19 7
Rolling stock, electric	.....	202,013 6 1	202,013 6 1
Overhead wiring system	.....	10,492 8 10	10,492 8 10
Feeder cables	.....	3,489 10 11	3,489 10 11
	Cr. £15,563 7 11	238,380 13 4	222,817 5 5

APPENDIX 14.

NEWCASTLE TRAMWAYS.

CAPITAL ACCOUNT as at 30th June, 1934.

EXPENDITURE. Particulars.	To 30th June, 1933.	1st July, 1933. to 30th June, 1934.	Total.
	£ s. d.	£ s. d.	£ s. d.
To Land	36,948 14 5	*Cr.* 461 0 0	36,487 14 5
,, Permanent Way	462,429 12 9	*Cr.* 12,384 7 7	450,045 5 2
,, Buildings	150,500 14 3	*Cr.* 889 7 6	149,611 6 9
,, Signals and Interlocking	5,751 0 6	*Cr.* 106 0 0	5,645 0 6
,, Water Supply Works	1,965 1 10	*Cr.* 30 0 0	1,935 1 10
,, Overhead Wiring	66,888 18 0	*Cr.* 69 19 9	66,818 18 3
,, Rolling Stock—			
Steam Stock	466 0 0	.....	466 0 0
Electric Stock	146,068 0 0	*Cr.* 481 0 0	145,587 0 0
,, Plant and Machinery	16,628 18 0	.....	16,628 18 0
,, Electric Power—Low Tension Feeders	14,850 0 0	.....	14,850 0 0
,, Lines not yet opened	16,913 16 9	.....	16,913 16 9
	919,410 16 6	*Cr.* 14,421 14 10	904,989 1 8
Less Depreciation—Rolling Stock	.....	1,384 0 0	1,384 0 0
Other Assets	.....	5,630 0 0	5,630 0 0
	.....	7,014 0 0	7,014 0 0
	919,410 16 6	*Cr.* 21,435 14 10	897,975 1 8
To Balance to General Balance Sheet	.....	20,996 7 4	20,996 7 4
£	919,410 16 6	*Cr.* 439 7 6	918,971 9 0

RECEIPTS. Particulars.	To 30th June, 1933.	1st July, 1933. to 30th June, 1934.	Total.
	£ s. d.	£ s. d.	£ s. d.
By Capital provided by Treasury—			
General Loan Account	.....	*Cr.* 439 7 6	.....
,, Payment to Treasury from Public Vehicles Fund in reduction of Capital Liability of Newcastle Tramways	.....	*Cr.* 264 18 10	.....
	917,552 8 6	*Cr.* 704 6 4	916,848 2 2
,, Capital Reserve—			
Contribution from Public Vehicles Fund (vide Section 204 (3b) of Transport Act, of 1930)	1,858 8 0	264 18 10	2,123 6 10
£	919,410 16 6	*Cr.* 439 7 6	918,971 9 0

C. H. PARKES, Accountant.

APPENDIX 15.

NEWCASTLE TRAMWAYS.

GENERAL BALANCE-SHEET as at 30th June, 1934.

LIABILITIES.	£ s. d.	£ s. d.
Balance from Capital Account	.....	20,996 7 4
Money held in Trust	.....	1 0 0
Payments Received in Advance	.....	573 0 0
Sundry Creditors—		
Accrued Wages	2,095 2 7	
Outstanding Accounts—		
Government Railways (£ s. d. 1,320 4 5)		
Suspense Accounts (92 3 7)		
Various (3,740 0 2)		
	5,152 8 2	
Colonial Treasurer		
Temporary Advance (73,800 0 0)		
Interest (54,800 0 0)		
Exchange (8,120 0 0)		
	136,720 0 0	143,967 10 9
Reserves—		
Sinking Fund Reserve	21,436 0 0	
Fire Insurance Reserve	40 0 0	
		21,476 0 0
£		187,013 18 1

ASSETS.	£ s. d.	£ s. d.
Sundry Debtors—		
Public Departments and Contractors	528 1 2	
Outstanding Fares, etc.	561 10 9	
	1,089 11 11	
Less Reserve for Bad and Doubtful Debts	8 1 0	
		1,081 10 11
Prepaid Wages and Salaries	.....	22 19 11
Sinking Fund	.....	11,706 0 0
Cash in hand or in transit	.....	1,676 0 10
Newcastle and District Transport Trust General Fund	.....	1,964 9 2
Revenue Appropriation Account	.....	170,562 17 3
£		187,013 18 1

C. H. PARKES, Accountant.

APPENDIX 16.

NEWCASTLE TRAMWAYS.

INCOME AND EXPENDITURE ACCOUNT and NET REVENUE ACCOUNT for the year ended 30th June, 1934, showing also the corresponding figures for the previous year.

	Year ended 30th June—				Year ended 30th June—	
	1934.	1933.			1934.	1933.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.
To Administrative and General Charges	3,153 16 2	2,632 9 3	By Passengers, etc.		210,980 0 10	208,151 8 4
„ Maintenance and Renewals of Way and Structures	24,420 6 2	19,327 3 4				
„ Maintenance and Renewals of Plant	15,719 18 11	17,805 11 3				
„ Power Expenses	23,029 8 11	24,308 17 4				
„ Traffic Expenses	89,879 10 0	98,334 7 0				
„ Contribution to Railway Superannuation Account	3,561 9 2	2,210 0 0				
„ Surplus on Working carried to Net Revenue Account	51,215 11 6	43,433 0 2				
Grand Total £	210,980 0 10	208,151 8 4	Grand Total £		210,980 0 10	208,151 8 4

NET REVENUE ACCOUNT.

	£ s. d.	£ s. d.			£ s. d.	£ s. d.
To Interest on Loan Capital	39,425 15 0	42,100 0 0	By Surplus on Working brought down		51,215 11 6	43,433 0 2
„ Exchange on Interest	6,660 0 0	7,600 0 0	„ Net Deficit transferred to Revenue Appropriation Account		19,372 3 6	9,266 19 10
„ Sinking Fund Contribution	3,500 0 0	3,000 0 0				
„ Depreciation	21,002 0 0	.....				
Grand Total £	70,587 15 0	52,700 0 0	Grand Total £		70,587 15 0	52,700 0 0

REVENUE APPROPRIATION ACCOUNT for the year ended 30th June, 1934.

	£ s. d.		£ s. d.
To Balance from last Account	151,190 13 9	By Balance, being accumulated deficit carried forward	170,562 17 3
„ Loss transferred from Net Revenue Account	19,372 3 6		
	170,562 17 3		170,562 17 3

APPENDIX 17.

NEWCASTLE TRAMWAYS.

ABSTRACT OF WORKING EXPENSES for the Years ended 30th June, 1934 and 1933.

	Year ended 30th June—	
	1934.	1933.
Maintenance of Way and Structures—	£	£
Proportion of Salaries and Expenses of Engineer and Office Staff	412	406
Maintenance of Lines, Sidings, Bridges, Buildings, etc.	24,008	18,921
£	24,420	19,327
Maintenance and Renewals of Plant—		
Repairs and Renewals of Electric Cars, etc.	15,858	17,643
Repairs and Renewals of Steam Motors and Cars	*Cr.* 129	*Cr.* 1
Repairs to Power Plant	*Cr.* 9	164
£	15,720	17,806
Power Expenses—		
Wages of Locomotive Drivers, Firemen, Cleaners, and others	2	.....
Coal, Coke, Water, and other Running Stores	.....	.....
Electrical Energy Purchased	23,027	24,309
	23,029	24,309
Traffic Expenses—		
Proportion of Salaries and Expenses of Chief Traffic Manager and Office Staff	4,693	4,864
Wages of Motormen, Conductors, and other Traffic Employees	72,313	79,218
Cleaning and Oiling Cars	3,443	3,981
Cleaning, Watering, and Sanding Track	1,628	1,633
Ticket Check	5,103	5,587
Sundry Charges, including Stores, Uniforms, etc.	2,649	2,975
£	89,829	98,258
Compensation—		
Personal Injuries, Damage to Vehicles, etc., including Legal and Medical Expenses	51	76
General Charges—		
Proportion of Head Office Charges	3,154	2,632
Contribution to Railway Superannuation Account	3,561	2,310
£	6,715	4,942
Total £	159,764	164,718

APPENDIX 18.

NEWCASTLE TRAMWAYS.

SUMMARY OF WORKING for the Years ended 30th June, 1934–1933.

	1934.	1933.
Length, 34 miles 7 chains.		
Length of single track, 52 miles.		
	£	£
Total cost of Construction and Equipment	904,989	919,411
Gross Earnings	210,980	208,151
Working Expenses	159,764	164,718
Interest on Capital invested	39,426	42,100
Exchange	6,600	7,600
Sinking Fund	3,500	3,000
Depreciation	21,002	.....
Loss	19,372	9,267
1934. 1933.		
Tram car miles 2,561,766 2,561,340		

APPENDIX 19.

NEWCASTLE TRAMWAYS.

STATEMENT showing the dates of opening and length of line of the various sections of the Newcastle Tramways to the 30th June, 1934.

			Lines Open for Traffic.	
			Street Miles.	Length of Single Track.
			mls. chs. lks.	mls. chs. lks.
31 Dec.,	1887	Perkins-street to Plattsburg	8 5 8	15 44 50
23 ,,	1893	Perkins-street to Parnell-place		
19 April,	1894	Hannell-street to Merewether (Glebe)	1 70 78	3 60 0
19 ,,	1894	Hannell-street Junction to Hannell and Albert streets	0 45 35	0 79 35
19 ,,	1894	Albert-street and Maitland-road to Tighe's Hill	0 71 50	1 63 0
13 Aug.,	1900	Belford-road to Glebe-road, Adamstown	1 3 0	2 1 0
14 Jan.,	1901	Tighe's Hill to Mayfield	0 76 69	1 71 80
3 Nov.,	1902	Darby and Hunter-streets Junction to Patrick-street, Merewether	1 11 24	2 22 48
21 Sept.,	1903	Mitchell-street to Merewether Beach, Newcastle	1 13 41	2 24 82
27 April,	1907	Adamstown Junction to the Newcastle Racecourse	1 16 0	1 56 0
19 Dec.,	1910	Plattsburg to West Wallsend	7 40 0	7 40 0*
15 Jan.,	1912	Wallsend to Speers' Point	2 67 50	2 67 50*
23 Sept.,	1912	Hannell-street and Albert-street to Carrington	1 18 0	1 65 50
20 July,	1914	Wickham to Maryville	0 60 0	0 71 50
20 Jan.,	1915	Broadmeadow to Waratah	2 23 75	3 9 25
18 Dec.,	1916	Maryville to Steelworks	1 20 0	1 55 0
13 Dec.,	1923	Tudor-street to Ivy-street, via Maitland-road	0 43 0	1 6 0
17 ,,	1923	Scott-street to Crown-street, via Telford and Hunter streets	0 49 0	0 49 0
2 Nov.,	1924	Parnell-place to Telford-street, via Shortland Park	0 13 0	0 13 0
		Total	34 7 30	51 79 70
		Sidings, Loops and Cross-overs	.....	7 20 0

* Passenger services discontinued as from 2nd November, 1930.

APPENDIX 20.

NEWCASTLE TRAMWAYS.

STATEMENT showing the Capital Cost of the Tramways at the 30th June, 1934.

	Length.	Total Cost.	Average Cost per mile.
	mls. chs. lks.	£	£
*Newcastle and District—All Lines	34 7 30	643,724	18,882
£			
Rolling Stock 146,053			
Machinery 16,629	...	244,351	7,167
Low Tension Feeder Cables and Overhead Wiring 81,669			
Total and average cost, all charges	34 7 30	888,075	26,049

* Excludes unopened line Steelworks to Pt. Waratah, £16,914.

APPENDIX 21.

Statement of Passengers carried—Tramways.

Metropolitan Tramways.		1934.	1933
City and Suburban	(Electric)	225,865,170	226,979,751
North Sydney	(Electric)	25,338,303	24,720,990
Manly-Narrabeen, Harbord, Manly-The Spit	(Electric)	5,146,192	5,475,283
Ashfield to Mortlake and Cabarita	(Electric)	7,385,394	7,367,055
Rockdale-Brighton-le-Sands	(Electric)	1,708,203	1,673,993
Kogarah-Sans Souci	(Steam)	2,264,059	2,174,683
Sydney Harbour Bridge		9,637,731	8,343,974
Total		277,345,142	276,735,729
Newcastle Tramways.		1934.	1933.
Newcastle	(Electric)	19,245,823	18,994,387
Total—All Lines		296,590,965	295,730,116

APPENDIX 22.

MAINTENANCE AND IMPROVEMENTS OF TRAMWAY TRACKS, ETC.

Particulars.	Miles.	Chains.	Links.
Metropolitan Tramways—			
Relaying	3	15	75
Reconditioning, including Minor Fettling, Resurfacing and Resleepering	18	72	0
Junctions, Renew	1	20	0
Curves, Relaid	...	18	75
Curves, Rerailed	2	2	50
Newcastle Tramways—			
Reconditioning, including Resleepering	5	64	0

APPENDIX 23.

COMPARATIVE STATEMENT showing particulars of Tramway Accidents, Metropolitan and Newcastle, and Compensation Paid for five years, 1930-34.

Year.	Accidents.	Fatal Accidents.	Compensation Paid.	Per cent of Compensation to Revenue.
			£	
1930	4,438	29	17,269	8s. 10d. = .44%
1931	3,743	24	8,537	5s. 8d. = .28%
1932	3,303	30	10,432	6s. 4d. = .31%
1933	3,552	30	10,548	6s. 5d. = .32%
1934	3,381	35	12,179	8s. 0d. = .40%

APPENDIX 24.

STATEMENT SHOWING WORK PERFORMED BY THE MEDICAL SECTION ON BEHALF OF THE COMMISSIONER FOR ROAD TRANSPORT AND TRAMWAYS—YEAR ENDING 30TH JUNE, 1934, COMPARED WITH YEAR ENDING 30TH JUNE, 1933.

	Year ended 30th June, 1934.	Year ended 30th June, 1933.
Examinations at Office—		
Cases of Illness or Injury sustained Off Duty	1,754	1,703
Cases of Injury on Duty	3,725	2,984
Applicants for Holidays, Change of Duty, etc.	700	280
Applicants for Employment	658	562
Periodical Eye-sight Examinations	163	164
Retrenched Hands	.....	.....
Cases Reported and Dealt With—		
Cases of Illness or Injury sustained Off Duty	2,032	1,748
Cases of Injury on Duty	966	825
Claim Cases—		
Examined, Reported on, Attendance at Court, etc.	51	75
Health Matters	5	8
Medical Accounts—		
Number dealt with	179	113
Totals	10,233	8,462

APPENDIX 25.

INSTRUCTIONAL WORK OF RAILWAY AND TRAMWAY AMBULANCE CORPS.

Particulars.	Year ended 30th June—		Increase.	Decrease.
	1934.	1933.		
Classes Conducted	24	27	...	3
New Members admitted by Examination	131	105	26	...
Efficiency Members qualified for Awards	644	556	88	...
Total Number Passed	775	661	114	...
Number of Fully equipped Ambulance Boxes	77	74	3	...
Number of Stretchers	50	53	...	3

APPENDIX 26

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS SUPERANNUATION ACCOUNT.

Statement showing Receipts and Payments on the New South Wales Government Railways and Tramways Superannuation Account in respect of employees of the Department of Road Transport and Tramways only, who are covered by the Account, and the deficiency for the year ended 30th June, 1934, met from the Funds controlled by the Commissioner for Road Transport and Tramways.

A statement showing the total Receipts and Payments on the Account and other information covering both the Railway Department and the Department of Road Transport and Tramways is published in the Annual Report of the Commissioner for Railways.

Receipts.	£	s.	d.
1½ per cent. deductions from—Wages	21,906	18	9
Salaries	3,403	5	7
Proceeds of insurance policies	1,323	13	3
Lump sums paid in discharge of liability	2	11	9
Repayment of Overpaid Pension		9	8
Unclaimed pensions repaid to Account	27	1	5
Refund of amounts overpaid on account of re-employed and deceased officers	13	18	5
Total	26,677	18	10

Payments.	£	s.	d.
Superannuation allowances—Section 113	71,226	8	3
Gratuities	2,166	0	10
Refunds	6,342	4	6
Insurance Premiums	783	6	5
Proceeds of insurance policies	388	10	5
Medical fees	7	8	4
Total	80,913	18	9

Summary.

	£	s.	d.	£	s.	d.
Total payments of pensions, gratuities, etc.				80,913	18	9
Total receipts from employees				26,677	18	10
Deficiency for year representing contributions payable from Departmental Funds :—						
Metropolitan Transport Trust General Fund	49,982	18	9			
Newcastle and District Transport Trust General Fund	3,561	9	2			
Road Transport and Traffic Fund	691	12	0			
				54,235	19	11

APPENDIX 27.

CERTIFICATE RESPECTING STORES.

I hereby certify that the stock of stores held by the Commissioner for Railways to supply the requirements of the Commissioner for Road Transport and Tramways has been carefully and systematically inspected during the year, and I estimate its value as on the 30th June, 1934, as £117,365 13s. 6d., viz. :—

Metropolitan Transport Trust... ... ... £112,718 17s. 10d.
Newcastle Transport Trust ... ... £ 4,646 15s. 8d.

as per details which I append.

Location of Stores.	For Department of Road Transport and Tramways.	
	Percentage.	Value.
Metropolitan.		£ s. d.
District Store, Randwick	Various	48,615 0 0
Metropolitan Car Sheds	100	4,338 0 0
Wolli Creek (Way and Works Depot)	100	23,216 0 0
Kogarah-Sans Souci, large coal	100	266 1 8
	.....	£76,435 1 8
General Store, Eveleigh	Various	3,287 12 3
Steel Works, Chullora	Various	706 5 8
Signal Works, Chullora	Various	425 10 4
	.....	£4,419 8 3
Power Station Miscellaneous Material:—		
Leichhardt	33⅓	5,150 1 5
Ultiomo Power Station	33⅓	1,753 13 9
White Bay Power Station	33⅓	4,505 17 6
	.....	£11,409 12 8
Power Station Small Coal :—		
Ultimo and White Bay	33⅓	6,450 4 7
Enfield Reserve Stack	33⅓	8,783 8 6
	.....	£15,233 13 1
Materials in Sub-Stations :—		
Prince Alfred	42⅔	4,365 3 6
City	60	99 12 0
Leichhardt	100	445 0 0
Darlinghurst	33⅓	311 6 8
	.....	£5,221 2 2
Total	.....	£112,718 17 10
Newcastle.		
Way and Works depot, Ivy-street, Hamilton	100	2,813 1 9
Gordon-avenue Car Shed	100	694 16 1
District Store, Newcastle	Various	174 14 0
Zarra-street Power Station, small coal	10	252 18 5
Do do miscellaneous items	10	493 7 4
Electrical Store, Hamilton	Various	217 18 1
Total	.....	£4,646 15 8
Grand Total	.....	£117,365 13 6

W. B. HUDSON,
Comptroller of Stores.

Appendix 28

DEPARTMENTAL MOTOR OMNIBUS SERVICES.

CAPITAL ACCOUNT AS AT 30TH JUNE, 1934.

Expenditure. Particulars.	To 30th June, 1933.	1st July, 1933, to 30th June, 1934.	Total.	Receipts. Particulars.	To 30th June, 1933.	1st July, 1933, to 30th June, 1934.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
To Land and Buildings	14,954 13 4	1,251 10 1	16,206 3 5	By Capital provided by Treasury	60,000 0 0	.....	60,000 0 0
„ Omnibuses	43,996 2 11	19,365 9 8	63,361 12 7	*Less* Repayments to Treasury in Reduction of Capital Liability	.....	3,198 10 0	3,198 10 0
„ Plant and Machinery	7,374 17 2	37 17 11	7,412 15 1				
	66,325 13 5	20,654 17 8	86,980 11 1				
Less Depreciation	4,985 2 0	31,927 17 6	36,912 19 6				
	61,340 11 5	*Cr.* 11,272 19 10	50,067 11 7				
To Balance	*Cr.* 1,340 11 5	8,074 9 10	6,733 18 5				
	60,000 0 0	*Cr.* 3,198 10 0	56,801 10 0	£	60,000 0 0	*Cr.* 3,198 10 0	56,801 10 0

C. H. PARKES,
Accountant.

Appendix 29.

DEPARTMENTAL MOTOR OMNIBUS SERVICES.

GENERAL BALANCE-SHEET AS AT 30TH JUNE, 1934.

Liabilities.	£ s. d.	£ s. d.	Assets.	£ s. d.	£ s. d.
Balance from Capital Account	.....	6,733 18 5	Stores and material on hand	5,936 16 3	
Sundry Creditors—			Goods in course of manufacture	491 13 7	
Unclaimed Wages	11 11 8			6,428 9 10	
Accrued Salaries and Wages	4,120 1 4		*Less* Discounts	42 0 0	
Accrued Shop Charges, etc.	1,541 7 10				6,386 9 10
Outstanding Accounts	1,883 1 1		Sundry Debtors—		
		7,556 1 11	Public Departments and Contractors	100 14 9	
Reserves—			Outstanding Fares, etc.	208 9 11	
Reserve for Tyre Renewals	.....	1,760 14 8			309 4 8
Sinking Fund	.....	250 0 0	Sinking Fund Investment Account ...	.....	250 0 0
Revenue Appropriation Account	.....	6,619 12 1	Metropolitan Transport Trust General Fund	.....	14,621 18 3
			Cash in hand and in transit	.....	1,333 9 0
			Prepaid Accounts	.....	19 5 4
		£22,920 7 1			£22,920 7 1

C. H. PARKES,
Accountant.

Appendix 30.

DEPARTMENTAL MOTOR OMNIBUS SERVICES.

INCOME AND EXPENDITURE ACCOUNT AND NET REVENUE ACCOUNT for year ended 30th June, 1934
Showing also the corresponding figures for the period 25th December, 1932, to 30th June, 1933.

	Year ended 30th June, 1934.	25th December, 1932, to 30th June, 1933.		Year ended 30th June, 1934.	25th December, 1932, to 30th June, 1933.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Operation Expenditure	136,031 10 4	35,968 9 10	By Passengers, etc.....	227,112 17 4	50,865 10 2
„ Repairs and Maintenance of Omnibuses and Equipment.....	37,915 9 0	4,087 0 1			
„ Hire of Omnibuses	.....	2,068 13 5			
„ Service License Fees.....	5,636 13 3	1,500 0 0			
„ Surplus on working carried to Net Revenue Account	47,529 4 9	7,241 6 10			
£	227,112 17 4	50,865 10 2	£	227,112 17 4	50,865 10 2

NET REVENUE ACCOUNT.

To Depreciation on Omnibuses, Plant Equipment and Buildings ...	31,927 17 6	4,985 2 0	By Surplus on working brought down	47,529 4 9	7,241 6 10
„ Co-ordination Charges	5,646 0 0	.....			
„ Interest on Loan Capital	3,930 0 0	742 0 0			
„ Exchange on Interest	670 0 0	.....			
„ Sinking Fund Contribution	250 0 0	.....			
„ Net Profit transferred to Revenue Appropriation Account	5,105 7 3	1,514 4 10			
£	47,529 4 9	7,241 6 10	£	47,529 4 9	7,241 6 10

REVENUE APPROPRIATION ACCOUNT for the year ended 30th June, 1934.

	£ s. d.		£ s. d.
To Balance being accumulated surplus carried forward	6,619 12 1	By Balance from last account	1,514 4 10
		„ Profit transferred from Net Revenue Account	5,105 7 3
£	6,619 12 1		6,619 12 1

C. H. PARKES,
Accountant.

APPENDIX 31.

OPERATIONS of Departmental Omnibus Services during the period between 25th December, 1932, and 30th June, 1934.

Route No.	Name of Service.	Date of commencement or alteration.	Remarks.
3	Wylde-street–Taylor-square, Darlinghurst.	1 Oct., 1933	Service taken over by Department.
		22 Jan., 1934	Daily service discontinued owing to the inauguration of trolley 'bus service. Petrol 'bus service to Wylde-street operated on Sundays only.
4	Elizabeth Bay—Taylor-square, Darlinghurst.	1 Oct., 1933	Service taken over by Department.
20	Bondi Beach—Vaucluse	15 April, 1934	Service taken over by Department.
		2 June, 1934	Overlapping section introduced between Carrara-avenue and New South Head road.
30	Bondi Junction—Central Railway Station *via* West Bellevue Hill.	8 Mar., 1933	Service established *via* West Bellevue Hill and King's Cross.
59	Concord West—York-street, City.	27 Jan., 1933	Service established between Central Concord and York-street, City.
		2 April, 1933	Extended to Concord West (Killoola-street).
65	Ashbury—Central Railway Station.	9 ,, 1933	Original service inaugurated *via* Petersham Station.
		18 June, 1933	Diverted *via* Prospect-road, Smith and Lackey streets, Summer Hill.
		9 July, 1933	Route permanently diverted *via* Summer Hill Station, also a local service operated between Hurlstone Park and Summer Hill Station in lieu of tram service.
66	Watson's Bay—Bondi Junction *via* Rose Bay Heights.	26 Mar., 1933	Service established between Rose Bay Heights and Bondi Junction.
		21 May, 1933	Extended to Watson's Bay.
		11 Mar., 1934	Portion of route between Watson's Bay and Bondi Junction via Rose Bay Heights discontinued and service diverted *via* Dover and New South Head roads and amalgamated with Route No. 159.
		18 June, 1934	Service discontinued (road construction).
67	McMahon's Point—Cammaray; McMahon's Point—Benelong-road.	15 Feb., 1934	Service originally operated to Crow's Nest and Military-road as Routes Nos. 67 and 163. Taken over by Department, and each extended to Cammaray and Benelong-road, respectively.
68	Drummoyne—Five Dock, *via* Chiswick.	1 Sept., 1933	Service taken over by Department.
		19 Nov., 1933	Route and timetable adjusted with Route 90 and fares reduced.
70	Campsie—Central Railway Station, *via* Croydon Park and South Ashfield.	24 June, 1934	New service established.
88	Enfield—Central Railway (extended to Bondi Beach, *via* East Bellevue Hill).	9 April, 1933	Original service *via* Mina Rosa and Portland streets to Arthur-street.
		28 May, 1933	Diverted *via* Liverpool-road and Austin-avenue to Arthur-street.
		18 June, 1933	Diverted *via* Croydon-avenue to Arthur-street.
		26 Nov., 1933	Service diverted *via* Liverpool and Parramatta roads.
		18 Dec., 1933	Amalgamated with Route No. 159, to provide through service between Enfield and Bondi Beach.
		24 June, 1934	Certain trips diverted to Bondi Junction.
90	Drummoyne—Campsie, *via* Five Dock.	23 April, 1933	Service taken over by Department.
		19 Nov., 1933	Service diverted *via* Ingham-avenue. Fares reduced.
92	Drummoyne—Campsie, *via* Burwood.	24 June, 1934	Route 93 and part of route 38 merged in Departmental transport system and amalgamated with route 90, making combined additional service between Campsie and Drummoyne.
94	Central Railway Station—Rookwood Cemetery.	28 May, 1933	Service established between Annandale and Rookwood Cemetery, *via* Strathfield Station.
		25 June, 1933	Diverted *via* Parramatta-road.
		4 Mar., 1934	Service extended from Annandale to Central Railway Station.
136	Manly Wharf—Dee Why Beach.	29 May, 1933	Private service discontinued on 27th May, 1933, owing to lack of patronage. Major portion of route served by Departmental service.
		20 Aug., 1933	Service diverted *via* Abbotts-road.
		20 Dec., 1933	Service diverted *via* Curl Curl Bridge.
		30 May, 1934	Merged with Route 139 and diverted *via* Crown and Dowling streets, Queenscliff.
137	Manly Wharf—New-street, Balgowlah.	7 ,, 1933	Service operating between Manly Wharf and Condamine-street taken over by Department and extended to New-street.
142	Manly Wharf—Narrabeen Peninsula.	31 Dec., 1932	Original service between Manly Wharf and Narrabeen Peninsula, *via* Pittwater-road.
		9 April, 1933	Diverted *via* Queenscliff.
144	Manly Wharf–St. Leonards ...	25 Dec., 1932	Service established between Manly Wharf and Cremorne Junction.
		19 Feb., 1933	Extended to junction of Waters and Military roads, *via* Macpherson-street, Gerard-street, and Benelong-road.
		19 Mar., 1933	Waters-road portion discontinued, and service operated between Manly Wharf and Cremorne Junction.
		26 ,, 1933	Extended to St. Leonards Station on Sundays only.
		1 April, 1933	Extended to St. Leonards Station daily.
		7 May, 1933	Diverted *via* Woodland-street, Manly, to supplement local service (Route No. 137).
159	Bondi Junction—Rose Bay, *via* East Bellevue Hill.	14 ,, 1933	Original service operated between North Bondi and Central Railway Station.
		19 June, 1933	Diverted to Bondi Junction, *via* Birriga-road.
		19 Nov., 1933	Diverted to Bondi Beach.
		18 Dec., 1933	Amalgamated with route No. 88, and local service inaugurated between Rose Bay and Bondi Junction.
		11 Mar., 1934	Local service amalgamated with Route 66.
		18 June, 1934	Route 66 discontinued and local service inaugurated between Rose Bay and Bondi Junction during business hours.
		24 ,, 1934	Amalgamated with Route 88.

Appendix 31—*continued.*

Route No.	Name of Service.	Date of commencement or Alteration.	Remarks.
160	Murriverie-road, North Bondi—Bondi Junction.	18 June 1933	Taken over by Department.
192	Pyrmont—York-street, City ...	1 Oct., 1933	Service taken over by Department and operated in conjunction with Concord–York-street Route 59. Adult fare reduced from 3d. to 2d.
227	Watson's Bay—Central Railway Station.	21 May, 1933	Service established to Central Railway Station, *via* King's Cross.
230	Rose Bay North—Central Railway Station.	12 Mar., 1933	Original service between South Head Cemetery and Central Railway Station.
		21 May, 1933	Service between Kimberley-street and South Head Cemetery discontinued, but was included in Route 66, Watson's Bay–Bondi Junction, *via* Rose Bay Heights.
		11 Mar., 1934	Service extended to South Head Cemetery and Watson's Bay.
		18 June, 1934	Temporary curtailment of route at Towns-road (road construction) and alterations between Curlewis-street and Bondi Junction; also Oxford-street in lieu of Nelson and Queen streets, Woollahra. Reduction in certain fares.
236	Musgrave-street Wharf—Medusa street and Balmoral.	8 May, 1933	Service originally operated as Routes Nos. 156 and 236. Taken over by Department. Routes extended and combined.

APPENDIX 32.

DEPARTMENTAL MOTOR OMNIBUS SERVICES.

STATEMENT showing, in respect of each Service, Date of Commencement, Length of Route, Earnings, number of passengers carried, average fare per passenger, omnibus mileage and the earnings per omnibus mile for the twelve months ended 30th June, 1934.

Route No.	Service.	Date of Commencement.	Length of Route.	Earnings.	No. of Passengers Carried.	Average Fare per Passenger.	Omnibus Mileage.	Earnings per Omnibus Mile.
		1933-34.	m. ch.	£		d.		d.
3	Wylde-street, Pott's Point–Darlinghurst (Taylor-square)	1 Oct., 1933	1 14	1,972	210,305	2·25	25,996	18·21
4	Elizabeth Bay (Elizabeth Bay road)–Darlinghurst (Taylor-square)	1 „ 1933	1 6	2,162	238,807	2·17	28,850	17·99
20	Vaucluse–Bondi Beach	15 April, 1934	3 77	927	82,439	2·70	25,758	8·64
30	Bondi Junction–Central Railway Station, *via* West Bellevue Hill	12 Mar., 1933	5 17	20,669	1,551,961	3·20	266,744	18·60
59	Concord West (Killoola-street)–York-street, City	27 Jan., 1933	10 47	35,061	1,831,950	4·59	449,764	18·71
65	Ashbury–Central Railway Station	9 April, 1933	7 25	13,587	901,299	3·62	240,601	13·55
66	Bondi Junction–Rose Bay Heights, *via* East Bellevue Hill	26 Mar., 1933	4 18	2,272	192,007	2·84	58,358	9·34
67	McMahon's Point–Cammaray (Carter-street), *via* Crows Nest	15 Feb., 1934	3 36	1,233	142,185	2·08	29,652	9·98
67	McMahon's Point–Benelong-road, North Sydney	15 „ 1934	3 31	886	91,964	2·31	21,970	9·68
68	Drummoyne–Five Dock and Chiswick (Lyons-road)	1 Sept., 1933	4 20	2,415	278,819	2·07	61,806	9·38
70	Campsie Railway Station–Central Railway Station, *via* Croydon Park	24 June, 1934	7 60	115	6,732	4·10	3,753	7·34
88	Enfield (Broadway)–Central Railway Station	9 April, 1933	7 35	20,293	967,543	5·04	316,200	15·40
88	Central Railway Station–Bondi Jct.	14 May, 1933	7 5	10,314	674,782	3·67	170,894	14·49
	„ „ Bondi Beach	.....	6 54					
90	Drummoyne–Campsie, *via* Croydon Station	23 April, 1933	6 0	12,027	1,062,737	2·72	159,875	18·05
92	Drummoyne–Campsie, *via* Burwood Station	24 June, 1934	7 28	178	15,893	2·69	3,374	12·66
94	Central Railway Station–Rookwood Cemetery	28 May, 1933	9 69	1,069	47,255	5·43	13,456	19·06
136	Manly Wharf–Dee Why (*via* Queenscliffe)	28 „ 1933	5 35	6,505	364,622	4·28	113,505	13·75
137	Manly Wharf–New-street, Balgowlah	7 „ 1933	2 20	3,032	242,942	3·00	46,635	15·61
142	Manly Wharf–Narrabeen	31 Dec., 1932	8 17	1,641	66,896	5·89	40,622	9·69
144	Manly Wharf–St. Leonard's Station	25 „ 1932	8 5	18,877	593,737	7·64	215,678	21·01
159	Rose Bay–Bondi Junction	18 „ 1933	2 35	289	33,384	2·08	8,885	7·80
160	Murriverie-road, Nth Bondi–Bondi Jct.	18 June, 1933	2 32	8,208	840,168	2·34	134,910	14·60
192	Pyrmont–York-street, City	3 Oct., 1933	0 76	4,546	532,278	2·05	47,027	23·20
227	Watson's Bay–Central Railway Station	21 May, 1933	7 37	16,594	898,981	4·43	233,668	17·04
230	Central Railway Station—							
	Rose Bay Heights	26 Mar., 1933	6 55	32,469	2,104,100	3·70	496,577	15·69
	Rose Bay North	.....	6 32					
236	Musgrave-street Wharf–Medusa-street	19 April, 1933	3 13	8,168	697,091	2·81	120,103	16·32
	„ „ Balmoral	.....	3 1					
	Special Services	.....	.....	1,604	35,783	10·76	18,773	20·50
	Totals—All Services	.....	153 20	227,113	14,706,660	3·71	3,353,434	16·26

SUMMARY—ALL SERVICES.

	Year ended 30th June, 1934.	Year ended 30th June, 1933.
Number of passengers carried	14,706,660	2,625,486
Omnibus mileage	3,353,434	835,283
Total earnings	£227,113	50,865
Earnings per omnibus mile	16·26d.	14·61d.
Average fare per passenger	£ 3·71d.	£ 4·65d.
Working expenses (including service license fees)	179,584	43,624
Add depreciation	31,928	4,985
	211,512	48,609
Working expenses per omnibus mile	15·14d.	13·96d.

APPENDIX 33.

DEPARTMENTAL MOTOR OMNIBUS SERVICES.

ABSTRACT OF WORKING EXPENSES for year ended 30th June, 1934, and period 25th December, 1932, to 30th June, 1933.

	Year ended 30th June, 1934.	25th December, 1932, to 30th June, 1933.
Operation Expenditure—	£ s. d.	£ s. d.
Supervision	8,377 13 6	2,373 14 11
Ticket Check	400 7 10	457 8 6
Wages of Drivers and Conductors	71,431 15 4	17,415 15 10
Petrol and Oil	36,835 12 6	9,924 10 5
Tyres and Tubes	8,411 7 6	1,746 13 0
Insurance, Printing, Advertising, etc.	4,031 0 5	1,797 19 2
Cleaning and Greasing Omnibuses	3,392 17 11	1,417 7 2
Uniforms and Equipment for Employees	896 0 8	600 0 10
Rent and Alterations to Premises, etc.	2,148 0 6	235 0 0
Waiting Seats and Time-table Boards	106 14 2	.....
	136,031 10 4	35,968 9 10
Repairs and Maintenance of Omnibuses and Equipment	37,915 9 0	4,087 0 1
Hire of Omnibuses	.....	2,068 13 5
Service License Fees	5,636 13 3	1,500 0 0
	£179,583 12 7	£43,624 3 4

APPENDIX 34.

OPERATIONS OF PRIVATELY-OWNED MOTOR OMNIBUSES IN THE METROPOLITAN TRANSPORT DISTRICT FOR THE TWELVE MONTHS ENDED 30TH JUNE, 1934.

	Particulars.	Number of Routes operated.	Number of Services operated.	Number of Licensees.	Number of Omnibuses engaged.
Alterations in the number of routes, services, licensees and omnibuses.	Current at 1st July, 1933...	146	147	110	281
	Additional for year	6	6	4	36
	Terminations and amalgamations for year.	13	13	9	29
	Current at 30th June, 1934...	139	140	105	288

ADDITIONAL SERVICES.

Route No.	Name of Service.	Date of Commencement.	Remarks.
19	Newtown-Waterloo	25 Sept., 1933	In substitution for tramway service.
41	Bonnyrigg (Mulgoa and Cabramatta roads)-Green Valley and Liverpool Railway Station.	31 July, 1933	.....
42	Liverpool Station and Milperra Bridge *via* Chipping Norton, Hammondville and Hillview.	11 July, 1933	Portion of route between Liverpool Station and Hillview discontinued—19th September, 1933.
53	Chatswood Railway Station-Mowbray road West.	14 May, 1934	.....
57	Liverpool-Bringelly	13 June, 1934	.....
58	Liverpool-Bringelly	21 Nov., 1933	.....

PRIVATELY OPERATED OMNIBUS SERVICES MERGED INTO THE DEPARTMENTAL OMNIBUS SYSTEM.

Route No.	Name of Service.	Date.	Remarks.
3	Wylde-street-Darlinghurst	30 Sept., 1933	Trolley Bus service Mondays to Saturdays. Omnibus service on Sundays.
4	Elizabeth Bay-Darlinghurst	30 Sept., 1933	Departmental omnibus service. Route unaltered.
20	Vaucluse-Bondi Beach	14 April, 1934	Departmental omnibus service. Route unaltered.
38	Burwood-Earlwood *via* Campsie	23 June, 1934	Portion of route between Burwood and Campsie included in Departmental service Drummoyne to Campsie *via* Burwood, Route No. 92; Campsie to Earlwood portion still privately operated.
67	McMahon's Point-Crow's Nest ...	14 Feb., 1934	Combined with Route No. 163, and extended to Cammaray and Benelong-road.
68	Lyons-road, Drummoyne-Five-Dock *via* Chiswick.	31 Aug., 1933	Departmental omnibus service co-ordinating with Departmental services on Routes Nos. 10 and 92.
93	Dobroyd Point-Burwood	23 June, 1934	Portions of route between the corner of Dalhousie-street and Parramatta-road and Burwood Station merged into Departmental services on Routes Nos. 59 and 92.
139	Manly Wharf-Queenscliffe	29 May, 1934	Merged into Departmental service, Manly Wharf to Dee Why, Route No. 136.
163	McMahon's Point-Ben Boyd road, Mosman.	14 Feb., 1934	Combined with Route No. 67, and extended to Benelong-road and Cammaray.
192	Pyrmont-York-street, City	30 Sept., 1933	Departmental omnibus service. Route unaltered.

EXTENSIONS AND AMALGAMATIONS OF SERVICES.

Route No.	Name of Service.	Date.	Alteration.	Remarks.
20	Bondi Beach-Vaucluse ...	11 Aug., 1933	Extended to intersection Fitzwilliam-road and Parsley-avenue.	Merged in Departmental omnibus system on 15th April, 1934.
24	Bankstown-Salt Pan Creek	11 Sept., 1933	Extended to One Tree Point.	....
35, 39	Campsie-Punchbowl ... / Campsie-The Broadway / Enfield.	19 Mar., 1934	Services amalgamated. Now known as Route No. 39. Campsie Station-corner Water-street and Punchbowl-road and The Broadway, Enfield.	The portion of Route No. 35 between Punchbowl Station and corner Water-street and Punchbowl-road, was discontinued.
36, 216	The Broadway, Enfield-Belmore. / Strathfield, South Strathfield.	2 Jan., 1934	Services amalgamated. Now known as Strathfield-Belmore, Route No. 216.	.....
39	Campsie-Portland-street, Enfield.	16 Dec., 1933	Extended to The Broadway, Enfield.	.....
43	Canterbury Station-Campsie Station.	11 Sept., 1933	Extended to Sharp-street, Belmore	.....
80	Fairfield Station-Wetherill Park *via* Smithfield.	17 Aug., 1933	Extended to Horsley Park Post Office.	.....
82	Epping Station-Corner Church-street and Pennant Hills road.	12 Mar., 1934	Extended to Malton-road, Epping	Portion of service between corner Church-street and Pennant Hills road and corner Pennant-parade and Ray-road discontinued.

Appendix 34—*continued.*

EXTENSIONS AND AMALGAMATIONS OF SERVICES—*continued.*

Route No.	Name of Service.	Date.	Alteration.	Remarks.
89	Epping (Malton-road)-Ryde Post Office.	12 Mar., 1934	Extended to Ryde Station	Portion of road between Malton-road and Epping Station has been amalgamated with the route of the service between Epping and Ray-road, Route No. 82.
102	Lidcombe Station-Homebush Station.	24 Dec., 1933	Extended to Rookwood Cemetery	This extension operated on Sundays only.
104	Hornsby Station-East Hornsby (Palmerston-road).	26 Aug., 1933	Extended to Normanhurst Railway Station.	Reverted to Palmerston-road on 20th October, 1933.
119	Rozelle Bay-Newtown Railway Bridge.	16 Aug., 1933	Extended to intersection of Barnes-street and Commercial-road.	.....
122	Kogarah Station-Locksley-road.	4 Sept., 1933	Extended to Hurstville Station ...	.....
135	Manly Wharf-Bower-street	24 Sept., 1933	Extended to North Head on Sundays only.	.....
184	Pennant Hills-Castle Hill	9 Mar., 1934	Extended to New Line, Castle Hill and Pennant Hills road. On Saturday nights only.	.....
191	Pymble Station-St. Ives and Hassall Park.	20 Nov., 1933	Extended to Terrey Hills (corner Frenchs and Pittwater roads).	.....
		30 Jan., 1934	Extended to Duffy's-road	.....
200	Parramatta-Rogan's Hill, Kellyville and Baulkham Hills Masonic Schools.	25 Aug., 1933	Extended to Rouse Hill and the Vineyards.	Extension to Vineyards was discontinued on 13th December, 1933. Extension to Rouse Hill discontinued on 8th June, 1934.
		1 Oct., 1933	Extended to Lake Parramatta on Sundays and holidays.	Operated as a daily service as from the 20th December, 1933.
		1 Oct., 1933	Extended to Koala Park on Sundays and holidays.	.....
205	Ryde Post Office-North Ryde, Northern Suburbs Cemetery and Field of Mars Cemetery to Gladesville.	30 April, 1934	Extended to intersection of Magdala and Cressy roads.	.....
214 217	Strathfield Station-Wallis-avenue. Strathfield Station-Elsie-street.	1 July, 1933	.....	Services amalgamated, now known as Strathfield Station-Ada-avenue and Elsie-street, Route No. 214.
237	Kensington-Brighton-le-Sands.	5 Oct., 1933	Extended to Ramsgate	.....

DIVERSIONS OF SERVICES.

Route No.	Name of Service.	Date diverted.	Diversion via—	Remarks.
18	Alexandria-Newtown	31 July, 1933	Henderson-road, which was previously covered by a Tramway service. Reverted to original route on 25th September, 1933, and new service, Newtown-Waterloo, Route No. 19, inaugurated.	.....
20	Vaucluse-Bondi Beach ...	15 Jan., 1934	Gould and Matilda streets, Campbell-parade, returning *via* Campbell-parade, Warner's-avenue, etc.	.....
35	Punchbowl-The Broadway, Enfield.	16 Dec., 1933	Diverted to Campsie Station in lieu of The Broadway, Enfield.	.....
46	Campsie-Punchbowl	23 Feb., 1934	Croydon, Lakemba and Colin streets, Punchbowl-road, to Wileys-avenue, returning *via* Wileys-avenue, Lakemba and Croydon streets, etc.	.....
67	McMahon's Point-Crow's Nest.	28 Oct., 1933	Blue, Walker and Mount streets (Mondays to Saturdays).	.....
83	Hurstville-Intersection of Penshurst-street and Broad Arrow road.	6 July, 1933	That portion of Penshurst street, between Forest-road and Railway-parade, Railway-parade and Apsley-street to Penshurst Picture Theatre (certain trips).	.....
	Hurstville-Narwee	26 Feb., 1934	Stoney Creek road and Mercury-street in lieu of Penshurst-street.	.....
95	Chatswood-Gladesville ...	6 April, 1934	Diverted to Willoughby Domestic Science School on certain journeys.	.....
163	McMahon's Point-Ben Boyd road, Mosman,	28 Oct., 1933	Walker and Mount streets	.....
172	Parramatta-Eastwood ...	29 May, 1934	Diverted on certain journeys *via* Darcy, Allen, Hassall, Harris, McArthur and Thomas streets, in order to cater for pupils travelling to and from the Domestic Science School, Parramatta.	.....

Appendix 34—*continued.*

DIVERSIONS OF SERVICES—*continued.*

Route No.	Name of Service.	Date diverted.	Diversion via—	Remarks.
173	Parramatta	29 May, 1934	Diverted on certain journeys *via* Darcy, Allen, Hassall, Harris, McArthur and Thomas streets, in order to cater for pupils travelling to and from the Domestic Science School, Parramatta.	
180	Blacktown-Parklea-Parramatta.	5 June, 1934	Railway-square, Flushcombe, Newton- Walters and Great Western roads.	
181	Parramatta-Beecroft	19 Feb., 1934	Pennant, O'Connell, Clifford, Barney and Church streets.	
188	Punchbowl Station-Mortdale Station and Henley Pleasure Grounds.	3 Oct., 1933	Belmore-road in lieu of Bonds-road	
212	Belmore-Earlwood Tram Terminus.	1 July, 1933	Homer-street (between Summit-street and Kingsgrove-road) and Kingsgrove-road to William-street in lieu of Summit-street, Gretchen-avenue, Main-street, and William-street (between Main-street and Kingsgrove-road.	
215	Strathfield Station-South Strathfield.	2 Jan., 1934	Deviations on Sundays and holidays only. Strathfield Station - The Broadway, Enfield, and Strathfield Station-Corner South-street and Barker-road.	
224	Tambourine Bay-Northwood Wharf.	7 May, 1934	Gentle-street between Centennial and Hallam avenues, Hallam-avenue and Garling-street, in lieu of Centennial-avenue between Gentle and Garling streets.	
237	Brighton-le-Sands-Kensington.	26 Aug., 1933	Reverted to original route	Diversion *via* King-street, Old Botany road, Ross Smith avenue and Roslyn-street, discontinued.
241	Hurstville-Cronulla	29 Nov., 1933	Nicholson-parade on certain journeys.	

ALTERATIONS TO FARES.

Route No.	Name of Service.	Date of Alteration.	Nature of Alteration.
1	Auburn—Skarratt-street	2 Aug., 1933	Concession fares. Books of 12 tickets at 3d. each for 2s. 6d.
7	Arncliffe—Bexley	12 Dec., 1933	Weekly concession fares introduced.
8	Arncliffe—Bexley	12 Dec., 1933	Weekly concession fares introduced.
15	Auburn—Skarratt-street	2 Aug., 1933	Concession fares. Books of 12 tickets at 3d. each for 2s. 6d.
16	Auburn—Newington	19 Feb., 1934	Overlapping section introduced.
22	Bankstown—Milperra and Vale of Ah	2 Aug., 1933	Weekly concession fares introduced.
		10 Aug., 1933	Weekly concession fares reduced.
23	Bankstown—East Hills, Georges River and Picnic Point.	2 Aug., 1933	Weekly concession fares introduced.
		10 Aug., 1933	Weekly concession fares reduced.
24	Bankstown—Salt Pan Creek	5 Sept., 1933	Weekly concession fares introduced.
27	Bankstown—Strathfield	4 Aug., 1933	Weekly concession fares introduced.
40	Cabramatta—Bonnyrigg	29 Aug., 1933	Through fare reduced.
		1 Dec., 1933	Weekly concession fares and school children's weekly concession fares introduced.
45	Canley Vale—Bibby's-road and Edensor Park	6 July, 1933	School children's and workmen's weekly concession fares introduced.
50	Taren Point—Lilli Pilli and Port Hacking	5 Jan., 1934	Sectional travel and through fare reduced.
55	Chatswood—Asquith	9 Aug., 1933	Sectional fare between Hornsby and Asquith reduced.
		29 May, 1934	Sectional travel reduced.
60	Glenorie—Castle Hill	23 Feb., 1934	Weekly rates of fares for school children reduced.
79	Eastwood Station—Waterloo-road *via* Vimiera-road.	29 Aug., 1933	Weekly concession fares introduced.
80	Fairfield Station—Wetherill Park and Horsley Park Post Office.	29 Nov., 1933	Weekly concession fares introduced.
83	Hurstville—Narwee	12 Oct., 1933	Weekly concession fares introduced.
85	Eastwood—Waterloo-road	29 Aug., 1933	Sectional fares reduced, and weekly concession fares introduced.
		17 Oct., 1933	Sectional fares and through fare reduced.
95	Chatswood—Gladesville	14 Aug., 1933	Fares reduced.
98	Granville—South Granville	28 Dec., 1933	Sectional rate of fare for children reduced, also special fare for workmen.
101	Parramatta—Pennant Hills	6 Mar., 1934	Return fares.
103	Hornsby—Galston and Arcadia	27 Feb., 1934	Concession fare. (Picture trips on Fridays.)
105	Granville—South Granville	28 Dec., 1933	Sectional rate of fare for children reduced, also special fare for workmen.
106	Hurstville—Connell's Point	14 Feb., 1934	Fares reduced.
		1 April, 1934	Weekly concession fares introduced.

Appendix 34—*continued.*

ALTERATIONS TO FARES—*continued.*

Route No.	Name of Service.	Date of Alteration.	Nature of Alteration.
107	Hurstville—Kingsgrove	6 July, 1933	Weekly concession fares introduced.
108	Hurstville—Penshurst and Lugarno	20 Oct., 1933	Through fare reduced.
112	Rockdale—Stoney Creek road	11 Dec., 1933	Workmen's concession fares introduced.
125	Lidcombe—Bankstown	2 Aug., 1933	Weekly concession fares introduced.
149	Narrabeen—Newport	25 Oct., 1933	Fares reduced and weekly concession fares introduced.
150	Narrabeen—Palm Beach	25 Oct., 1933	Fares reduced and weekly concession fares introduced.
171	Parramatta—Pipe Head	12 Dec., 1933	Fares reduced.
		2 Aug., 1933	Weekly concession fares introduced.
		15 Jan., 1934	Overlapping sections introduced.
172	Eastwood—Parramatta	29 Dec., 1933	2d. sections introduced and through fare reduced.
173	Parramatta—Ryde	29 Dec., 1933	Through fare reduced.
		11 May, 1934	Through fare reduced.
177	Parramatta—Prospect	29 Dec., 1933	Fares reduced.
179	Parramatta—Wentworthville South	27 Dec., 1933	Fares reduced.
181	Parramatta—Beecroft	11 Dec., 1933	School children's and weekly concession fares introduced.
		15 Feb., 1934	Fares reduced.
184	Pennant Hills—Castle Hill	29 May, 1934	Return fares.
189	Punchbowl—Bankstown	3 July, 1933	Concession fares at reduced rates.
190	Punchbowl—Chullora	3 July, 1933	Concession fares at reduced rates.
191	Pymble Station—St. Ives and Terrey Hills	29 Aug., 1933	Weekly concession fares introduced.
196	Rockdale—Brighton-le-Sands	2 Aug., 1933	Workmen's daily concession fares introduced.
201	Roseville Station—Roseville chase	18 May, 1934	Fares reduced.
209	Granville—Old Guildford	2 Aug., 1933	Weekly concession fares introduced.
223	Turramurra—Kuringai Chase and Bobbin Head.	11 Jan., 1934	Return fares.
226	Wahroonga—Pymble	11 Aug., 1933	Weekly concession fares introduced.

APPENDIX 35.

STATEMENT showing charges paid under the State Transport (Co-ordination) Act, 1931, in respect of the operations of competitive motor omnibus services in the Metropolitan Transport District during the twelve months ended 30th June, 1934.

Route No.	Name of Service.	Date of commencement of Competitive Operations.	Charges Paid 1st July, 1933, to 30th June, 1934.	Remarks.
			£ s. d.	
47	Chatswood–Northbridge and Castle Crag	22 May, 1933	154 0 0	Service still operating.
55	Chatswood–Asquith	2 Nov., 1931	398 0 0	,, ,,
89	Epping Station to Ryde Station, *via* Ryde Post Office	12 Mar., 1934	177 0 0	,, ,,
192	Pyrmont–York-street	2 Nov., 1931	802 0 0	Discontinued on 30th September, 1933.

APPENDIX 36.

METROPOLITAN TRANSPORT DISTRICT.

OPERATIONS OF PRIVATELY-OPERATED MOTOR OMNIBUSES for the Year ended 30th June, 1934.

Period.	Value of Omnibuses, plant and equipment.	Total Revenue.	Total Expenditure.	Net Profit.	Net Loss.	Omnibus Mileage.	Passengers carried.
	£	£	£	£	£		
Year ended 30th June, 1929	568,727	1,446,876	1,293,437	153,439	...	16,911,793	89,845,001
Year ended 30th June, 1930	618,035	1,540,455	1,398,120	142,335	...	19,927,783	94,481,982
Year ended 30th June, 1931	486,797	1,357,505	1,352,649	4,856	...	19,548,162	92,125,207
Year ended 30th June, 1932	211,447	624,102	668,117	...	44,015	11,012,921	43,544,551
Year ended 30th June, 1933	151,573	368,636	387,962	...	19,326	8,060,840	29,004,526
Quarter ended 30th September, 1933	140,921	75,349	76,707	...	1,358	1,919,380	5,861,775
Quarter ended 31st December, 1933	138,255	78,620	76,177	2,443	...	1,915,942	6,028,375
Quarter ended 31st March, 1934	136,035	82,277	78,593	3,684	...	1,944,960	6,396,773
Quarter ended 30th June, 1934	135,422	76,867	77,275	...	408	1,859,321	6,082,347
Year ended 30th June, 1934	135,422	313,113	308,752	4,361	...	7,639,603	24,369,270

APPENDIX 37.

OPERATIONS OF PRIVATELY-OPERATED MOTOR OMNIBUSES IN THE METROPOLITAN TRANSPORT DISTRICT FOR THE YEAR ENDED 30TH JUNE, 1934.

Total number of registered omnibuses in service at 30th June, 1934	260	
Licensed carrying capacity	.....	6,300
Total number of registered omnibuses in reserve at 30th June, 1934	28	
Licensed carrying capacity	.....	898
	288	7,198
Total book value of registered omnibuses at 30th June, 1934	£76,303	
Total book value of other plant and equipment at 30th June, 1934	£59,119	
Total book value of assets at 30th June, 1934		£135,422
Total number of passengers carried for the year ended 30th June, 1934		24,369,270
Total number of omnibus miles run during the year ended 30th June, 1934		7,639,603
Total revenue for the year ended 30th June, 1934		£313,113
Total expenditure for the year ended 30th June, 1934		£308,752
Excess of revenue over expenditure		£4,361
Average revenue per passenger		3·084d.
Average expenditure per passenger		3·041d.
Average revenue per mile		9·836d.
Average expenditure per mile		9·699d.
Ratio of expenditure to revenue		98·607%
Ratio of profit to total value of assets		3·223%
Capital expenditure during the year		£21,680
Number of employees at 1st July, 1933		563
Number of employees at 30th June, 1934		599

These figures have been compiled from data supplied by owners in returns furnished under the Transport Act, 1930.

APPENDIX 38.

OPERATIONS OF PRIVATELY-OPERATED MOTOR OMNIBUSES IN THE NEWCASTLE AND DISTRICT TRANSPORT DISTRICT FOR THE TWELVE MONTHS ENDED 30TH JUNE, 1934.

ADDITIONAL SERVICES.

Name of Service.	Date of Commencement.	Remarks.
Swansea–Catherine Hill Bay	16 Sept., 1933	Previously included in Catherine Hill Bay–Swansea–Broadmeadow Service.
Adamstown Railway–Bar Beach	11 Nov., 1933	Provisional service only, which terminated on 24th March, 1934.

SERVICES DISCONTINUED.

Name of Service.	Date of Discontinuance.	Remarks.
Frith-street, Mayfield–Tighe's Hill	31 July, 1933	Discontinued by reason of insufficient patronage.
Speer's Point–Cardiff–Sandgate Cemetery (Sundays).	7 Aug., 1933	Discontinued owing to competitive nature of service.

ALTERATION OF ROUTES.

Name of Service.	Date of Alteration.	Remarks.
Cardiff Heights–Mayfield Tram Terminus	7 Aug., 1933	Extended to Cardiff Railway Station to co-ordinate with Railway Service.
,, ,,	20 Dec., 1933	Extended to Georgetown, *via* Waratah Hospital.
Raymond Terrace–Mayfield Tram Terminus	20 ,, 1933	,, ,, ,,
Tighe's Hill–Tourle-street, Mayfield, *via* Hanbury-street.	7 May, 1934	Altered to provide co-ordination system with tramway at Mayfield Terminus. Original route reverted to on 30th June, 1934.
Tighe's Hill–Estell-street, and Mayfield–Mayfield West.	25 June, 1934	Readjustment of routes on representations of local authorities.

NEWCASTLE OMNIBUS SERVICES.

ALTERATIONS TO FARES.

Route No.	Name of Service.	Date of Alteration.	Nature of Alteration.
4	Broadmeadow–Warner's Bay	12 Dec., 1933	Fares reduced.
20	Cardiff Railway Station–Georgetown	29 Jan., 1934	Fares between Cardiff Station and Wallsend reduced.
21	Raymond Terrace–Mayfield and Georgetown.	— Feb., 1934	Application to reduce fares withdrawn when charges under the State Transport (Co-ordination) Act, 1931, imposed in respect of competition with the trams between Hexham and Waratah.
22	Broadmeadow–Redhead	5 ,, 1934	Fares reduced.
23	Broadmeadow–Swansea	5 ,, 1934	,,
24	Speer's Point–Broadmeadow	5 ,, 1934	,,
29	Swansea–Belmont Station	5 ,, 1934	,,

APPENDIX 39.

STATEMENT showing charges paid under the State Transport (Co-ordination) Act, 1931, in respect of the operations of competitive motor omnibus services in the Newcastle Transport District during the twelve months ended 30th June, 1934.

Route No.	Name of Service.	Date of commencement of Competitive Operations.	Charges Paid 1st July, 1933, to 30th June, 1934.	Remarks.
			£ s. d.	
21	Raymond Terrace–Mayfield	6 May, 1934	23 0 0	Service still operating.
33	Bulladelah–Newcastle Railway Station	4 June, 1933	7 0 0	„ „
33	„ „	7 Mar., 1932	13 0 0	„ „
34	Tea Gardens–Newcastle Railway Station	7 „ 1932	7 0 0	„ „

APPENDIX 40.

NEWCASTLE TRANSPORT DISTRICT.

PRIVATELY-OPERATED MOTOR OMNIBUS OPERATIONS FOR THE TWELVE MONTHS ENDED 30TH JUNE, 1934.

Period.	Value of Omnibuses Plant and Equipment.	Total Revenue.	Total Expenditure.	Net Profit.	Net Loss.	Omnibus Mileage.	Passengers Carried.
	£	£	£	£	£		
Year ended 30th June, 1931	76,448	140,110	139,914	196	...	3,113,477	8,248,000
Year ended 30th June, 1932	35,984	68,270	78,225	...	9,955	1,915,747	3,758,928
Year ended 30th June, 1933	23,575	48,928	53,350	...	4,422	1,390,957	2,579,712
Quarter ended 30th September, 1933	24,063	11,662	11,905	...	243	324,381	613,757
Quarter ended 30th December, 1933	21,618	13,178	12,276	902	...	338,463	668,822
Quarter ended 31st March, 1934	21,439	13,063	12,573	490	...	352,255	703,048
Quarter ended 30th June, 1934	20,065	11,634	11,569	65	...	329,678	685,619
Year ended 30th June, 1934	20,065	49,537	48,323	1,214	...	1,344,777	2,671,246

APPENDIX 41.

OPERATIONS OF PRIVATELY-OPERATED MOTOR OMNIBUSES IN THE NEWCASTLE TRANSPORT DISTRICT FOR THE YEAR ENDED 30TH JUNE, 1934.

Particulars.		Number of Routes Operated.	Number of Services Operated.	Number of Licensees.	Number of Omnibuses Engaged.
Alterations in the number of Routes, Services, Licensees and Omnibuses.	Current at 1st July, 1933	34	35	34	52
	Additions during the year	1	2	...	7
	Terminations during the year	1	2	2	6
	Current at 30th June, 1934	34	35	32	53

Total number of registered omnibuses in service at 30th June, 1934	46	...
Licensed carrying capacity	...	1,174
Total number of registered omnibuses in reserve at 30th June, 1934	7	...
Licensed carrying capacity	...	159
	53	1,333

Total book value of registered omnibuses at 30th June, 1934	14,812	
Total book value of other plant and equipment at 30th June, 1934	5,253	
Total book value of assets at 30th June, 1934		20,065
Total number of passengers carried for the year ended 30th June, 1934		2,671,246
Total number of omnibus miles run during the year ended 30th June, 1934		1,344,777
Total revenue for the year ended 30th June, 1934		49,537
Total expenditure for the year ended 30th June, 1934		48,323
Excess of revenue over expenditure		1,214
Average revenue per passenger		4·451d.
Average expenditure per passenger		4·342d.
Average revenue per mile		8·841d.
Average expenditure per mile		8·624d.
Ratio of expenditure to revenue		97·549%
Ratio of profit to total value of assets		6·05%
Capital expenditure during the year		£1,678
Number of employees at 1st July, 1933		93
Number of employees at 30th June, 1934		104

These figures have been compiled from data supplied by owners in returns furnished under the Transport Act, 1930.

APPENDIX 42.

DISTRIBUTION and capacity of taxi-cab, horse-drawn cab, motor van and horse-drawn van ranks in the Metropolitan Transport District.

Taxi-cab Ranks.

	Continual Ranks.		Intermittent Ranks.	
	No.	Capacity.	No.	Capacity.
City area	31	528	13	366
Metropolitan Transport District outside the City area	101	422	4	63
Total	132	950	17	429

Grand Total—149 taxi-cab ranks, capable of accommodating 1,379 taxi-cabs.

HORSE-DRAWN CAB RANKS.

City area	5	13	...	...
Metropolitan Transport District outside the City area	3	14	...	...
Total	8	27	...	...

Grand Total—8 horse-drawn cab ranks, capable of accommodating 27 horse-drawn cabs.

COMBINED TAXI-CAB AND HORSE-DRAWN CAB RANKS.

City area	1	6	6	390
Metropolitan Transport District outside the City area	8	46	1	100
Total	9	52	7	490

Grand Total—16 combined taxi-cab and horse-drawn cab ranks, capable of accommodating 542 cabs.

MOTOR VAN RANKS.

City area	18	183	...	...
Metropolitan Transport District outside the City area	25	93	...	...
Total	43	276	...	...

Grand Total—43 motor van ranks, capable of accommodating 276 motor vans.

HORSE-DRAWN VAN RANKS.

City area	1	1	...	...
Metropolitan Transport District outside the City area	2	7	...	...
Total	3	8	...	...

Grand Total—3 horse-drawn van ranks, capable of accommodating 8 horse-drawn vans.

ON TRIAL—TAXI-CAB RANKS.

City area	3	11	...	...
Metropolitan Transport District outside the City area	7	19	...	...
Total	10	30	...	...

Grand Total—10 taxi-cab ranks, capable of accommodating 30 taxi-cabs.

HORSE-DRAWN CAB RANKS.

City area	...	...	...	...
Metropolitan Transport District outside the City area	...	...	...	...
Total	...	...	...	...

Grand Total—... horse-drawn cab rank, capable of accommodating ... cab.

MOTOR VAN RANKS.

City area	...	...	...	...
Metropolitan Transport District outside the City area	1	1	...	...
Total	1	1	...	...

Grand Total—1 motor van rank, capable of accommodating 1 motor van.

APPENDIX 43.

REGISTRATIONS IN FORCE.

Motor Vehicles in New South Wales.

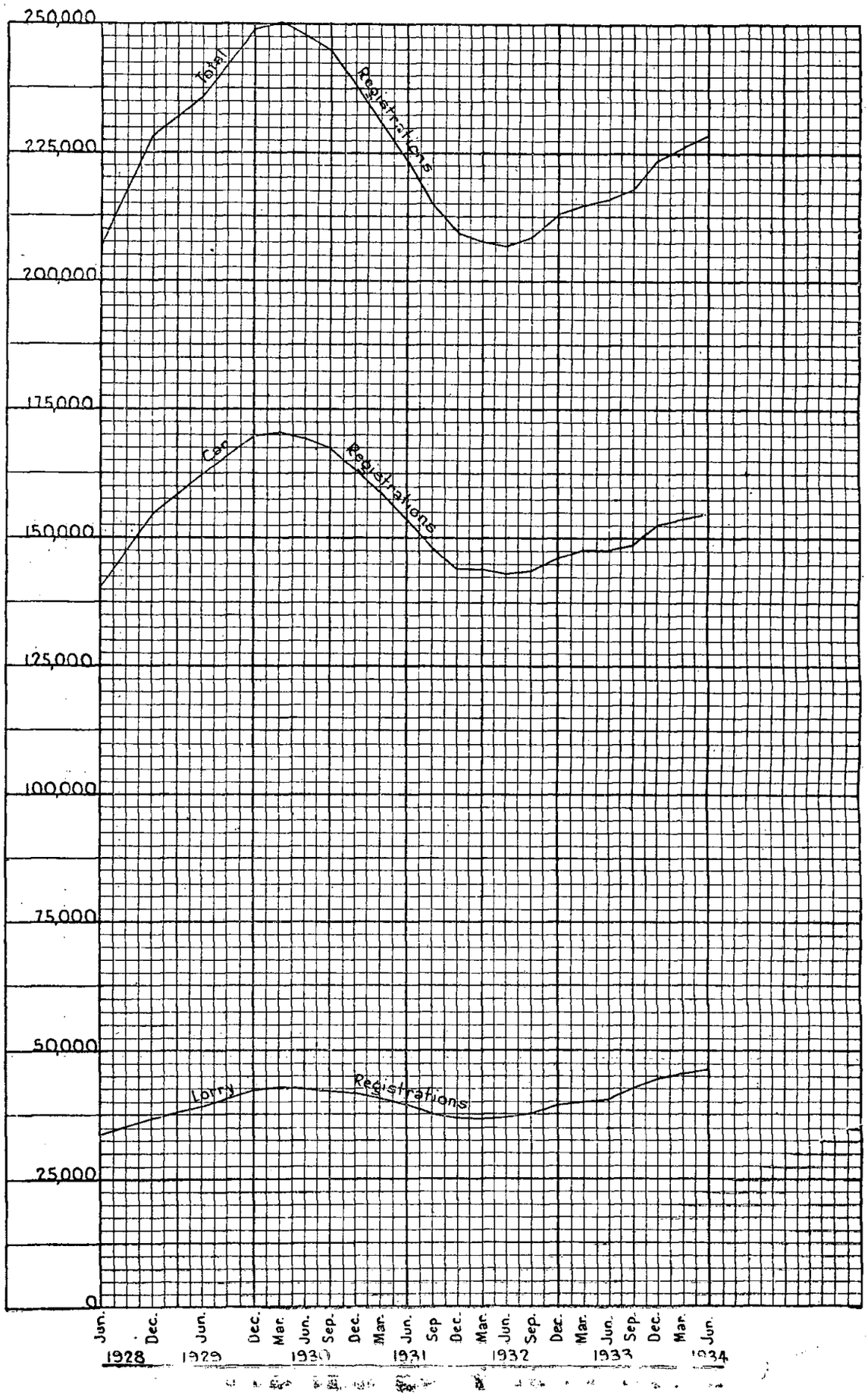
At End of Year or Month.	Public Vehicles. (Metropolitan and Newcastle*).			Other Vehicles.			Trader's Plates.	All Vehicles.
	Cab.	Van.	Bus.	Car.	Lorry.	Cycle.		
1911	175	3	4	3,975	...	2,788	...	6,945
1916	268	32	12	14,175	845	7,070	254	22,656
1921	407	376	180	28,665	3,524	11,291	413	44,856
1926	779	1,723	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—March	1,351	2,272	628	171,492	43,371	30,198	2,017	251,329
June	1,340	2,235	640	169,495	43,074	29,410	2,065	248,259
September	1,233	2,194	643	167,812	42,821	28,514	1,890	245,107
December	1,221	2,186	523	164,169	42,278	27,258	1,593	239,228
1931—January	1,218	2,165	559	161,776	41,886	26,815	1,339	235,758
February	1,161	2,145	610	160,248	41,480	26,593	1,203	233,440
March	1,159	2,152	640	158,833	41,088	26,345	1,095	231,312
April	1,125	2,130	639	156,580	40,552	25,938	975	227,939
May	1,113	2,101	660	154,421	39,897	25,584	878	224,654
June	1,078	2,092	676	154,096	39,696	25,453	790	223,881
July	1,077	2,061	627	151,760	39,055	24,955	682	220,217
August	1,071	2,039	637	151,117	38,710	24,770	605	218,949
September	1,052	2,011	649	148,874	38,123	24,330	498	215,537
†October	1,058	2,003	701	145,393	37,266	23,289	488	210,198
November	1,076	1,995	733	144,432	37,175	23,049	475	208,935
December	1,091	1,967	776	144,749	37,259	23,124	458	209,424
1932—January	1,085	1,932	736	144,529	37,098	23,003	443	208,826
February	1,067	1,882	396	144,592	36,848	22,962	440	208,187
March	1,068	1,875	385	144,749	36,823	22,964	437	208,301
April	1,068	1,849	389	144,478	36,818	23,014	424	208,040
May	1,069	1,846	372	144,151	36,758	22,888	419	207,503
June	1,070	1,836	362	143,970	36,782	22,741	417	207,178
‡July	1,068	1,842	353	144,550	37,931	22,924	411	209,079
August	1,071	1,847	352	144,468	38,088	22,987	413	209,226
September	1,068	1,851	351	144,668	38,327	23,032	416	209,713
October	1,069	1,854	346	144,822	38,634	22,972	421	210,118
November	1,066	1,854	346	144,973	39,244	22,969	431	210,883
December	1,068	1,861	360	147,043	40,036	23,037	429	213,834
1933—January	1,069	1,873	370	147,704	40,355	22,947	426	214,744
February	1,066	1,880	378	148,101	40,623	22,925	433	215,406
March	1,062	1,854	392	148,116	40,814	22,754	432	215,424
April	1,064	1,863	423	148,329	40,970	22,783	426	215,858
May	1,062	1,865	420	148,220	41,252	22,693	431	215,943
June	1,066	1,877	415	148,127	41,484	22,653	435	216,057
July	1,055	1,927	439	148,158	41,921	22,523	442	216,465
August	1,054	1,945	438	148,513	42,302	22,459	441	217,152
September	1,051	1,945	437	149,075	42,738	22,460	453	218,159
October	1,050	1,963	436	149,805	43,129	22,442	462	219,287
November	1,049	1,983	443	150,859	43,823	22,547	478	221,182
December	1,052	1,985	450	152,851	44,630	22,751	492	224,211
1934—January	1,055	1,973	458	153,500	44,993	22,712	501	225,192
February	1,051	2,005	450	153,843	45,168	22,689	512	225,718
March	1,050	2,020	456	154,164	45,439	22,709	523	226,361
April	1,051	2,026	459	154,501	45,755	22,692	538	227,022
May	1,052	2,023	458	154,859	46,163	22,677	566	227,708
June	1,051	2,043	456	155,063	46,558	22,571	582	228,324

* Newcastle included from 1st October, 1930.

† Figures adjusted on a new basis to show actual number of vehicles on the road. Numbers slightly deflated as a result.

‡ Government vehicles included for the first time. The number varies only slightly from month to month; approximately 1,700 vehicles added.

APPENDIX 44.



MOTOR VEHICLE REGISTRATIONS
1928-1934

APPENDIX 45.

MOTOR REGISTRATION SECTION.

SUMMARY of Total Collections for the year 1st July, 1933, to 30th June, 1934.

	£ s. d.	£ s. d.
TAX—		
Special Deposits Account—Main Roads Act, 1924—		
Motor Vehicles (other than Public Motor Vehicles)	1,272,390 2 1	
Less Refunds	9,290 0 10	
		1,263,100 1 3
Special Deposits Account—Public Vehicles Fund—		
Public Motor Vehicles	38,536 16 11	
Less Refunds	527 10 0	
		38,009 6 11
Total Tax £		1,301,109 8 2
FEES (AND SUNDRIES)—		
Road Transport and Traffic Fund—		
*Motor Traffic Act, 1909–30		410,625 5 7
*Transport Act, 1930		9,217 15 0
* Details shown in following Statement.		
Motor Tax Management Act, 1914		1,485 10 0
		421,328 10 7
Less Refunds		467 17 4
		420,860 13 3
Sundries—		
Search Fees, Exchange, etc.	2,527 19 10	
Unclaimed Moneys	52 13 5	
Miscellaneous	1,631 13 6	
		4,212 6 9
Total £		425,073 0 0
Special Deposits Account—Public Vehicles Fund—		
Service License Fees		9,133 3 4
Less Refunds		3 13 4
		9,129 10 0
State Transport (Co-ordination) Fund—		
Fees and other Charges		41,187 4 6
Less Refunds		261 0 5
		40,926 4 1
Total Fees and Sundries £		475,128 14 1
Grand Total £		1,776,238 2 3

STATEMENT SHOWING DETAILS OF FEES COLLECTED.

Motor Traffic Act, 1909–30.				Transport Act, 1930.			
Section.	@	Number.	Amount.	Section.	@	Number.	Amount.
			£ s. d.				£ s. d.
Motor Vehicles—				Motor Vehicles—			
Cars—				Motor Cabs—			
Annual	£1	134,438	134,438 0 0	Annual	£1	898	898 0 0
,,	15/5	1	0 15 5	First Quarter	£1	276	276 0 0
First Quarter	£1	27,658	27,658 0 0	Subsequent Quarters	5/–	641	160 5 0
Subsequent Quarters	5/–	52,105	13,026 5 0	Motor Vans—			
Lorries—				Annual	£1	1,718	1,718 0 0
Annual	£1	37,484	37,484 0 0	First Quarter	£1	475	475 0 0
First Quarter	£1	11,883	11,883 0 0	Subsequent Quarters	5/–	955	238 15 0
Subsequent Quarters	5/–	18,395	4,598 15 0	Motor Omnibuses—			
Cycles—				Annual	£2	315	630 0 0
Annual	2/6	20,128	2,516 0 0	First Quarter	£2	81	162 0 0
First Quarter	2/6	4,546	568 5 0	Subsequent Quarters	10/–	143	71 10 0
Subsequent Quarters	2/6	4,559	569 17 6	Three-wheel Vehicles—			
				Annual	£1	14	14 0 0
Licenses—				First Quarter	£1	5	5 0 0
Driver's	10/–	285,955	142,977 10 0	Motor Vehicle Licenses—			
Rider's	5/–	28,481	7,120 5 0	Motor Cab Driver's	10/–	1,913	956 10 0
Permits	5/–	33,702	8,425 10 0	Motor Van Driver's	10/–	3,008	1,504 0 0
				Motor Omnibus Driver's	10/–	1,444	722 0 0
Miscellaneous—				Motor Omnibus Conductor's	10/–	243	121 10 0
Transfers	5/–	38,318	9,579 10 0	Three-wheel Vehicle Driver's	10/–	5	2 10 0
No. Plates (Damaged)	2/–	24,673	2,467 6 0	Horse Vehicles—			
,, (Lost)	10/–	1,543	771 10 0	Cabs	£1	16	16 0 0
Remade Plates (Large)	5/–	2,931	732 15 0	Vans	£1	60	60 0 0
,, (Small)	2/6	...	.....	Omnibuses	£1	...	.....
Lost Certificates	2/6	3,558	444 15 0	Horse Vehicle Licenses—			
,, Labels	2/6	6,328	791 0 0	Cab Driver's	5/–	18	4 10 0
Trader Cars	£8	563	4,504 0 0	Van Driver's	5/–	61	15 5 0
,, Plate	£3/6/8	1	3 6 8	Omnibus Driver's	5/–	...	.....
,, ,,	£1	3	3 0 0	Omnibus Conductor's	5/–	...	.....
,, Cycles	£2	31	62 0 0	Miscellaneous—			
				Transfers	5/–	362	90 10 0
				Permits	5/–	991	247 15 0
				Badges and Plates (Lost)	10/–	130	65 0 0
				,, ,, (Dgd.)	2/6	318	39 15 0
				Remade Plates (Large)	5/–	106	26 10 0
				,, ,, ,,	7/6	1	0 7 6
				,, ,, (Small)	2/6	4	0 10 0
				Taximeter Test Fee	10/–	1,075	537 10 0
				,, ,, ,,	5/–	436	109 0 0
				Misc. Decl. Lost License	2/6	75	9 7 6
				Bus Permits	5/–	...	.....
				Reseal of Taximeter	5/–	118	29 10 0
				Sub. License or Certificate	2/6	...	.....
				Appn. for Service Lic.	£3	...	.....
				,, ,, ,,	£2	...	.....
				,, ,, ,,	£1	...	.....
				Transfer Service Lic.	£1	10	10 0 0
				Cancel. of Service License	5/–	...	.....
				Duplicate Labels	2/6	10	1 5 0
Total	...	737,284	410,625 5 7	Total	...	15,925	9,217 15 0

APPENDIX 46.

ROAD TRANSPORT AND TRAFFIC FUND.

STATEMENT OF RECEIPTS AND PAYMENTS for the Year ended 30th June, 1934, and a comparison with the previous year.

Receipts.

	Year ended 30th June, 1934.	Year ended 30th June, 1933.
	£ s. d.	£ s. d.
Motor Traffic Act, 1909-30	410,625 5 7	368,800 6 6
Motor Tax Management Act, 1914	1,485 10 0	1,494 10 0
Transport Act, 1930	9,217 15 0	8,293 7 6
	421,328 10 7	378,588 4 0
Less Refunds	467 17 4	398 6 5
	420,860 13 3	378,189 17 7
Exchange, Search Fees, etc.	2,805 7 7	2,921 0 8
Unclaimed Moneys	43 2 1	24 7 10
Miscellaneous	1,363 17 1	818 16 2
	425,073 0 0	381,954 2 3
Security Deposits		
Balance brought from 30th June	160 0 0	
Receipts	80 0 0	160 0 0
£	425,313 0 0	382,114 2 3

Payments.

	Year ended 30th June, 1934.			Year ended 30th June, 1933.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries	70,601 19 3			66,316 7 3		
Expenses	1,437 17 9			1,317 5 9		
Overtime	130 14 3			348 8 6		
Tea Money	447 5 10			333 17 6		
Family Endowment	784 5 9			1,894 13 3		
Workers' Compensation Insurance Premiums	9 10 5			13 0		
Contribution to Railway and Tramway Superannuation Account	691 12 0			580 0 0		
Rent	3,374 8 11			3,286 13 3		
Cleaning	221 8 9			618 2 4		
Motor Hire and Conveyance	346 16 1			221 0 5		
Freight and Cartage	592 5 6			288 16 11		
Railway Passes issued to Employees	1,014 5 4			1,837 11 5		
Purchase and Maintenance of Motor Vehicles	894 15 5			1,363 16 4		
Postal and Telegraphic Service	8,488 8 3			6,617 14 3		
Office Stores	609 9 6			568 11 9		
Printing and Stationery	6,488 8 5			5,539 10 7		
Power, Light and Heating	777 11 9			473 18 8		
Exchange	448 17 2			504 1 5		
Laundry	25 7 11			17 18 7		
Books, Periodicals and Papers	12 1 4			23 11 7		
Fees for Professional and Expert Services				46 13 10		
Rates				.....		
Maintenance of Office Furniture, Machines and Instruments	132 10 10			175 4 11		
Repairs and Maintenance of Buildings	697 15 5			247 3 7		
Telephone Charges	1,115 14 9			879 19 5		
Removal Expenses				19 16 7		
Furniture, Machines and Office Equipment	268 15 6			441 5 11		
Minor Expenses	45 0 6			132 12 6		
	£ 99,657 6 7			94,101 9 6		
Less Proportion charged to— £ s. d.						
Departmental Omnibus Services 2,327 19 8			539 3 7			
State Transport (Co-ordination) Fund 16,768 11 7			17,849 11 1			
Metropolitan and Newcastle Tramways 17,379 17 3			12,000 0 0			
	36,476 8 6			30,388 14 8		
	63,180 18 1			63,712 14 10		
Recoup to Consolidated Revenue Fund of value of Police Services in respect of Road Transport and Traffic Registration of Vehicles and Licensing of Drivers	155,031 10 8			173,485 4 11		
Auditor General's Fees	400 0 0			.....		
Technical Advisory Committee	8 8 0			10 10 0		
Transport Advisory Committee				927 16 10		
Trackless Trolley bus Investigation	9 13 1			26 0 8		
Motor Vehicle Registration Labels	1,953 7 9			239 11 8		
Motor Vehicle Number Plates	3,455 11 11			2,600 6 6		
Provision of Traffic Facilities	748 1 8			3,495 14 11		
Surface Maintenance adjoining Tram Tracks	23,001 1 2			28,749 5 1		
	£ 247,788 12 4			273,247 5 5		
Payment to Country Main Roads Fund under Section 202 Transport Act, 1930	177,284 7 8			108,706 16 10		
	£ 425,073 0 0			381,954 2 3		
Security Deposits						
Refunds	20 0 0					
Balance at 30th June	220 0 0			160 0 0		
£	425,313 0 0			382,114 2 3		

C. H. PARKES,
Accountant.

APPENDIX 47.

PUBLIC VEHICLES FUND—(SPECIAL DEPOSITS ACCOUNT).

STATEMENT OF RECEIPTS, EXPENDITURE AND DISTRIBUTIONS for the Year ended 30th June, 1934, and a comparison with the previous year.

Receipts.

Head of Receipt.	1934.	1933.
	£ s. d.	£ s. d.
Balances brought forward—		
From 30th June, 1933	86,889 14 10	.....
„ 30th June, 1932	.....	83,264 8 10
Tax—		
Motor Omnibuses—		
Metropolitan	8,174 14 9	8,322 8 8
Newcastle	1,611 12 2	1,375 16 2
Totals, Motor Omnibuses £	9,786 6 11	9,698 4 10
Other Public Vehicles—		
Metropolitan	27,113 10 4	23,979 19 4
Newcastle	1,109 9 8	614 18 5
Totals, other Public Vehicles £	28,223 0 0	24,594 17 9
Service License Fees—		
Metropolitan	8,656 9 0	2,602 0 4
Newcastle	473 1 0	634 4 11
Totals £	9,129 10 0	3,236 5 3
Grand Totals £	134,028 11 9	120,793 16 8

Expenditure and Distributions.

	1934.	1933.
	£ s. d.	£ s. d.
Distribution of tax on Motor Omnibuses to Department of Main Roads, Councils and Shires—		
Metropolitan	9,277 1 7	5,652 3 9
Newcastle	1,452 12 3	1,781 8 6
Totals £	10,729 13 10	7,433 12 3
Expenditure from Receipts of Tax on other Public Vehicles—		
Metropolitan—		
Improved Traffic Facilities	907 6 11	146 8 1
Newcastle—		
Improved Traffic Facilities	.....	137 18 10
Totals £	907 6 11	284 7 0
Distribution of Service License Fees—		
Metropolitan	2,054 1 0	23 616 11 1
Newcastle	554 17 2	2 569 11 6
Total £	2,608 18 2	26,186 2 7
Balances on Fund at 30th June—		
Tax—		
Motor Omnibuses—		
Metropolitan	13,956 11 11	15,058 18 9
Newcastle	1,845 17 9	1,686 17 10
Other Public Vehicles—		
Metropolitan	92,276 17 2	66,070 13 9
Newcastle	2,064 11 6	955 1 10
Service License Fees—		
Metropolitan	9,215 6 5	2 612 18 5
Newcastle	423 8 1	505 4 8
£	119,782 12 10	86,889 14 10
Grand Totals £	134,028 11 9	120,793 16 8

C. H. PARKES,
Accountant.

APPENDIX 48.

STATE TRANSPORT (CO-ORDINATION) FUND.

Statement of Receipts and Payments for the Year ended 30th June, 1934, and a comparison with the period 1st November to 30th June of the previous year.

Receipts.	Year ended 30th June, 1934.			1st November, 1931, to 30th June, 1933.			Payments.	Year ended 30th June, 1934.	1st November, 1931 to 30th June, 1933.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Balance brought forward from 30th June, 1932	.....	.....	17,436 0 9	.....	.....	39,769 7 0	Administrative Expenses—		
State Transport (Co-ordination) Act, 1931—							Salaries and Wages	11,649 16 3	14,077 13 8
License Fees	15,635 5 0			12,650 10 0			General Expenses	5,586 7 7	4,669 12 0
Less Refunds	38 6 0			42 1 3				17,236 3 10	18,747 5 8
		15,596 19 0			12,608 8 9				
Miscellaneous Fees	814 7 3			1,020 10 1			Payment to Police Department for services in connection with the supervision of the State Transport (Co-ordination) Act	.....	1,597 12 2
Less Refunds	0 11 0			6 7 5					
		813 16 3			1,014 2 8				
Police Court Penalties	382 6 7			217 5 9					
Less Refunds	.....			4 0 0					
		382 6 7			213 5 9			£ 17,236 3 10	20,344 17 10
Revenue in respect of the carriage of passengers	14,714 19 3			11,667 19 6					
ess Refunds	30 15 8			26 9 2			Security Deposits—Refunds in excess of collections as per contra	.....	120 0 0
		14,634 3 7			11,641 10 4		Payments to Commissioner for Railways and Commissioner for Road Transport and Tramways 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—		
Revenue in respect of the carriage of goods	9,531 16 5			9,316 9 1					
Less Refunds	82 17 9			62 7 3					
		9,448 18 8			9,254 1 10				
			40,926 4 1			34,731 9 4	Railways—		
Security Deposits—							Passenger charges	5,284 10 5	6,052 1 9
Receipts	108 10 0			55 0 0			Goods charges	5,991 5 10	26,741 16 0
Less Refunds	31 0 0			175 0 0				11,275 16 3	32,793 17 9
		77 10 0							
			77 10 0						
Refunds in excess of Receipts to contra	.....	.....	.....	120 0 0	.....	.....	Tramways—		
							Passenger charges	2,253 4 6	3,806 0 0
							Balance in Fund at 30th June	27,674 10 3	17,436 0 9
£	.....	.....	58,439 14 10	.....	.....	74,500 16 4	£	58,439 14 10	74,500 16 4

C. H. PARKES,
Accountant.

APPENDIX 49.

STATE TRANSPORT (CO-ORDINATION) FUND.

DETAILS OF COLLECTIONS for period 1st July, 1933, to 30th June, 1934.

	@	Originals.		Renewals.		Total.	
		No.	Amount.	No.	Amount.	No.	Amount.
License Fees—			£ s. d.		£ s. d.		£ s. d.
Motor Omnibus	5/-	183	45 15 0	632	158 0 0	815	203 15 0
,,	2/6	14	1 15 0	...	.....	14	1 15 0
,, Quarterly	2/6	151	18 17 6	771	96 7 6	922	115 5 0
Taxi-cab	5/-	199	49 15 0	1,005	251 5 0	1,204	301 0 0
,,	2/6	13	1 12 6	1	0 2 6	14	1 15 0
,, Quarterly	2/6	93	11 12 6	1,037	129 12 6	1,130	141 5 0
Private Hire Car	5/-	423	105 15 0	1,299	324 15 0	1,722	430 10 0
,,	2/6	133	16 12 6	1	0 2 6	134	16 15 0
,, Quarterly	2/6	186	23 5 0	1,158	144 15 0	1,344	168 0 0
Goods Motor Vehicle—Ordinary	5/-	7,086	1,771 10 0	25,851	6,462 15 0	32,937	8,234 5 0
,, ,,	2/6	471	58 17 6	...	.....	471	58 17 6
Goods Motor Vehicle—Ordinary, Quarterly	2/6	7,146	893 5 0	25,662	3,207 15 0	32,808	4,101 0 0
Goods Motor Vehicle—Primary Producer	2/6	2,177	272 2 6	7,008	876 0 0	9,185	1,148 2 6
Goods Motor Vehicle—Primary Producer	1/3	...	.....	...	.....	...	.....
Goods Motor Vehicle—Primary Producer, Quarterly	2/6	362	45 5 0	955	119 7 6	1,317	164 12 6
Motor Cycle and Side Car—Ordinary,	5/-	416	104 0 0	754	188 10 0	1,170	292 10 0
,, ,, ,,	2/6	62	7 15 0	...	.....	62	7 15 0
Motor Cycle and Side Car—Ordinary Quarterly	2/6	177	22 2 6	494	61 15 0	671	83 17 6
Motor Cycle and Side Car—Primary Producer	2/6	1	0 2 6	1	0 2 6	2	0 5 0
Passenger and Goods Vehicle	2/6	...	.....	...	.....	...	.....
Proprietor or Agent	£1	54	54 0 0	110	110 0 0	164	164 0 0
	...	19,347	3,504 0 0	66,739	12,131 5 0	86,086	15,635 5 0
Less Refunds	...		.....	...	.....	...	38 6 0
£	...	...	.....	...	.....	...	15,596 19 0
Miscellaneous Fees—							
Permit	1/-	...	.....	...	.....	15,276	763 16 0
Books of Permit Applications	5/-	...	.....	...	.....	32	8 0 0
Transfer—Public Motor Vehicle	5/-	...	.....	...	.....	...	.....
,, Agent or Proprietor	10/-	...	.....	...	.....	2	1 0 0
Duplicate License—Public Motor Vehicle	2/6	...	.....	...	.....	...	.....
Duplicate License—Agent or Proprietor	2/6	...	.....	...	.....	...	.....
Police Court Penalties	...	...	.....	...	.....	192	382 6 7
Miscellaneous	...	...	.....	...	.....	308	41 11 3
	...	...	.....	...	.....	...	1,196 13 10
Less Refunds	...	...	.....	...	.....	...	0 11 0
£	...	...	.....	...	.....	...	1,196 2 10
Revenue in Respect of Carriage of Passengers—							
Motor Omnibus	...	...	.....	...	.....	1,930	13,993 17 1
Taxi-cab	...	...	.....	...	.....	277	125 1 9
Private Hire Car	...	...	.....	...	.....	544	479 0 2
Goods Motor Vehicle	...	...	.....	...	.....	79	117 0 3
Passenger and Goods Motor Vehicle	...	...	.....	...	.....	...	.....
	...	...	.....	...	.....	...	14,714 19 3
Less Refunds	...	...	.....	...	.....	...	30 15 8
£	...	...	.....	...	.....	...	14,684 3 7
Revenue in Respect of Carriage of Goods—							
Goods Motor Vehicle	...	...	.....	...	.....	2,407	9,531 16 5
Less Refunds	...	...	.....	...	.....	...	82 17 9
£	...	...	.....	...	.....	...	9,448 18 8
Security Deposits	...	...	.....	...	.....	4	108 10 0
Less Refunds	...	...	.....	...	.....	...	108 10 0
£	...	...	.....	...	.....	...	.....
Grand Total ..... £	...	...	.....	...	.....	107,137	40,926 4 1

APPENDIX 50.

ROAD ACCIDENTS IN NEW SOUTH WALES.

July, 1933–June, 1934.

TABLE A.

Number of Accidents, Fatalities, Injuries, etc.

Area.	No. of Accidents.	Fatalities.	Persons Injured.	Deaths per 1,000 Vehicles.	Injuries per 1,000 Vehicles.
Sydney Metropolitan	6,615	205	4,356	.....	.....
Newcastle	162	22	263	.....	.....
Country	504	92	889	.....	.....
	7,281	319	5,508	1·4	24·7

TABLE B.

Vehicles to which Accidents are Attributed.

	Cars.	Lorries.	Motor Cycles.			Omni-buses.	Taxi-cabs.	Bicycles.	Trams.	Horse Vehicles.	Other.
			Solo.	Pillion.	Sidecar.						
Fatal	112	57	23	14	16	...	6	44	24	12	1
Non-fatal	3,312	1,065	562	71	135	52	338	566	466	383	22
Persons killed	116	58	23	17	16	...	6	44	24	12	3
Persons injured	2,671	715	516	136	167	21	165	580	412	92	33

TABLE C.

Persons Involved in Accidents.

	Killed.	Injured.	Total.
Pedestrians	121	1,981	2,102
Drivers and passengers of vehicles	198	3,527	3,725

TABLE D.

Age and Sex of Persons Killed or Injured.

	Male.	Female.	Total.
0 – 4	109	65	174
5 –10	309	147	456
11–14	229	77	306
15–20	668	340	1,008
21–50	1,784	631	2,415
51-60	449	204	653
Over 60	238	69	307
Not stated	346	162	508

TABLE E.

Location of Accidents.

(Six months January–June, 1934.)

Age	Killed.	Injured.	No Fatality or Injury.
At intersections	42	901	572
Not at intersections	126	2,002	888
Railway level crossing	1	13	10
	169	2,916	1,470

APPENDIX 51.

CAUSES OF ACCIDENTS.

	Killed.	Injured.	Total.
Driver or rider—			
Skidding on roadway	39	392	431
Cutting in	2	62	64
Failure to exercise care at intersection	18	654	672
Excessive speed	21	177	198
Not keeping to left	20	331	351
Swerving to avoid vehicle or animal	11	160	171
Overtaking without sufficient clearance	20	315	335
Turning in front of other vehicle without warning	5	166	171
Level crossing	2	2	4
Colliding with bridge, culvert or other roadside obstruction	8	84	92
Vehicle overloaded (passengers)	...	6	6
Rounding corner on wrong side	...	29	29
Started in gear	...	7	7
Reversing without due care	3	23	26
Follow other vehicle too closely	1	11	12
Failing to give right of way	5	181	186
Failing to obey signal	...	20	20
Careless or negligent driving	8	179	187
Insufficient clearance to avoid halting vehicle	...	49	49
Clinging to other vehicle	1	1	2
Dazzled by sun	...	18	18
Vision obscured by rain	1	45	46
Vision obscured by vehicle	...	22	22
Vehicle—			
Defective mechanism	16	240	256
Dazzling headlights	4	30	34
Unattended, out of control	3	15	18
Pedestrian—			
Crossing without due care	34	675	709
Walking in roadway	9	154	163
Running across roadway	16	270	286
Passing from behind or in front of stationary vehicle	15	114	129
Hesitating and/or faltering in crossing	16	162	178
Playing in roadway	7	84	91
Boarding vehicle in motion	4	49	53
Alighting from moving vehicle on wrong side	2	42	44
Slipping or falling in crossing	...	12	12
Stepping from refuges without care	...	20	20
Stepping from kerb without care	1	83	84
Standing in roadway	...	16	16
Lying in roadway	3	8	11
Falling from moving vehicle	22	180	202
Horses shying or bolting	8	49	57
Obstruction in roadway	...	13	13

APPENDIX 52.

ROAD ACCIDENTS IN NEW SOUTH WALES.

During the year ended 30th June, 1934, 7,281 road accidents were reported in New South Wales, involving fatal injuries to 319 persons and less serious injuries to 5,508 others. The numbers in the Metropolitan, Newcastle and country districts were :—

	No.	Fatal.	Injured.
Metropolitan	6,615	205	4,356
Newcastle	162	22	263
Country	504	92	889
State	7,281	319	5,508

Of the 319 killed, motor vehicles were responsible in 236 cases and of the 5,508 injured motor vehicles were responsible in 4,391 cases. The fatality rate was 1·07, and the injury rate 19·9 per 1,000 vehicles registered; 3·9 and 73·2 respectively per 1,000,000 gallons of petrol imported into New South Wales, and 12·27 and 234·9 respectively per 100,000 population. It is interesting to compare the U.S.A. figures, which show the death rate per 100,000 population to be 24·3 in 1933, and the figures for Great Britain which, during the same year, show a fatality rate of 15·9 per 100,000 population.

The rates per 100,000 population in the various districts were :—

	Accidents.	Fatal.	Injuries.
Metropolitan	535·6	16·5	352·6
Newcastle	147·27	20·0	239·09
Country	40·64	7·4	71·7

Two features of these figures are that the death rate in the Newcastle district is higher than elsewhere, and that the injury rate in the country exceeds the accident rate. This latter might be due to the fact that many accidents in the country which involve minor property damage are not reported. In the metropolitan area 1 in every 32 accidents had fatal consequences, whereas in Newcastle 1 in every 7·4, and in the country 1 in 5·4 were fatal.

Of the 319 persons killed, 121, or 37·9 per cent. were pedestrians and 198 drivers or passengers in vehicles. Of the injured, 1,981, or 35·9 per cent. were pedestrians and 3,527 drivers or passengers.

Appendix 52—*continued.*

The percentages in each age group of the 5,827 persons killed and injured were :—

Age.	No.	Per cent.	Each Age in Group.
0 – 4	174	2·986	0·746
5 –10	456	7·827	1·565
11–14	306	5·252	1·751
15–20	1,008	17·30	3·46
21–50	2,415	41·45	1·43
51–60	653	11·20	1·24
Over 60	307	5·269	.....
Not stated	508	8·718	.....

During the six months ended 30th June, 1934, there were 42 fatal accidents and 901 accidents involving injury at intersections. Similar figures were not taken out for the previous six months. This indicates that only 24·8 per cent., fatal accidents and 30·9 per cent. of those involving injuries occur at intersections. Of the accidents involving property damage only however, 38·8 per cent. occurred at intersections. These indicate that greater care is displayed at intersections, and that speed on the open road may be regarded as a prevalent cause of accidents.

The following table shows the number of accidents attributable to the various classes of vehicles. These figures are necessarily arbitrary, but have been taken out carefully, and are as close as can possibly be obtained :—

	Cars.	Lorries.	Motor Cycles.			Omni-buses.	Taxi-cabs.	Bicycles.	Trams.	Horse Vehicles.	Other.
			Solo.	Pillion.	Sidecar.						
Fatal	112	57	23	14	16	...	6	44	24	12	1
Non-fatal	3,312	1,065	562	71	135	52	338	566	466	383	22

The percentages which each bear to the whole are :—

	Cars.	Lorries.	Motor Cycles.			Omni-buses.	Taxi-cabs.	Bicycles.	Trams.	Horse Vehicles.	Other.
			Solo.	Pillion.	Sidecar.						
Fatal	36·2	18·4	7·8	4·5	5·1	0·00	1·9	14·2	7·7	4·2	...
Non-fatal	47·5	15·3	8·06	1·02	1·9	0·94	4·74	8·12	6·68	5·8	...
Persons killed	36·3	18·2	7·2	5·3	5·01	0·00	1·9	13·8	7·5	4·7	...
Persons injured	48·5	12·98	9·4	2·5	3·03	0·4	2·99	10·5	7·5	2·2	...

These percentages do not take into consideration the number of each type of vehicle on the road, and are, therefore of little value for comparative purposes. On the basis of 1,000 motor vehicles registered (mean over 12 months), the following comparison is shown with respect to persons killed or injured :—

	Persons per 1,000 Vehicles.	
	Killed.	Injured.
Cars	0·76	17·56
Lorries	1·31	16·11
Cycle—Solo	2·54	41·43
,, Sidecar	2·33	23·51
Buses	.....	46·87
Taxi-cabs	5·70	156·94

The figures for buses and taxi-cabs must, however, be considered in the light of the small numbers and the fact that they represent only a few vehicles in a small geographical area and, further, that the mileage operated per vehicle per annum is probably greater than with the other classes. In the absence of data with respect to the number in each class, bicycles and horse-drawn vehicles cannot be included in this comparison, but the numbers attributed to bicycles are particularly high.

During the first six months of the year attempts were made to allocate one cause only to an accident. Experience showed that this was impossible, and the practice was commenced of recording all causes, both main and contributory. The figures given are, therefore, not complete, but give a relative view of the position.

The main causes were :—

Driver responsible :—
- Skidding on roadway ..... (39)
- Overtaking and cutting in ..... (22)
- Excessive speed ..... (21)
- Not keeping to left ..... (20)
- Careless at intersections ..... (18)
- Careless driving ..... (8)

Pedestrian :—
- Crossing without care ..... (34)
- Running across roadway ..... (16)
- Hesitating and faltering in crossing ..... (16)
- Passing from behind or in front of stationary vehicle ..... (15)
- Walking in roadway ..... (9)
- Playing in roadway ..... (7)

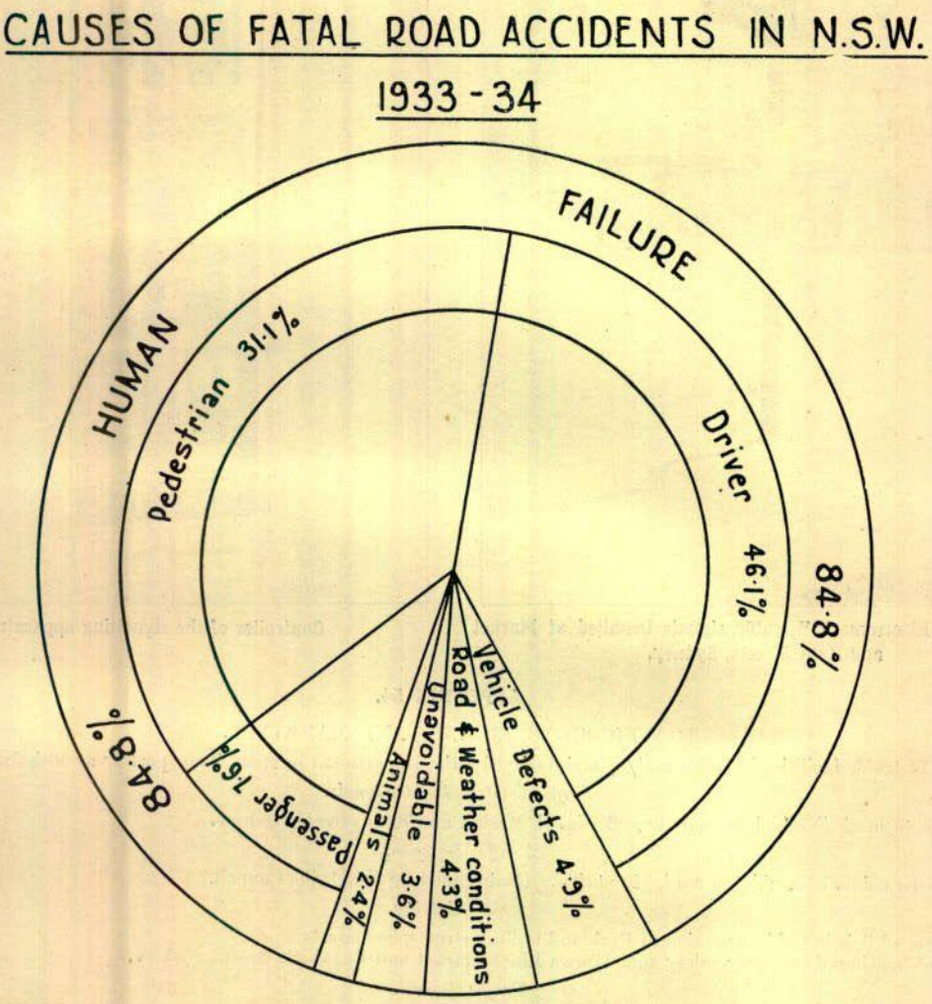
Vehicle :—
- Defective mechanism ..... (16)
- Dazzling headlights ..... (4)

(The figures in brackets indicate the number of fatal accidents arising from each cause.)

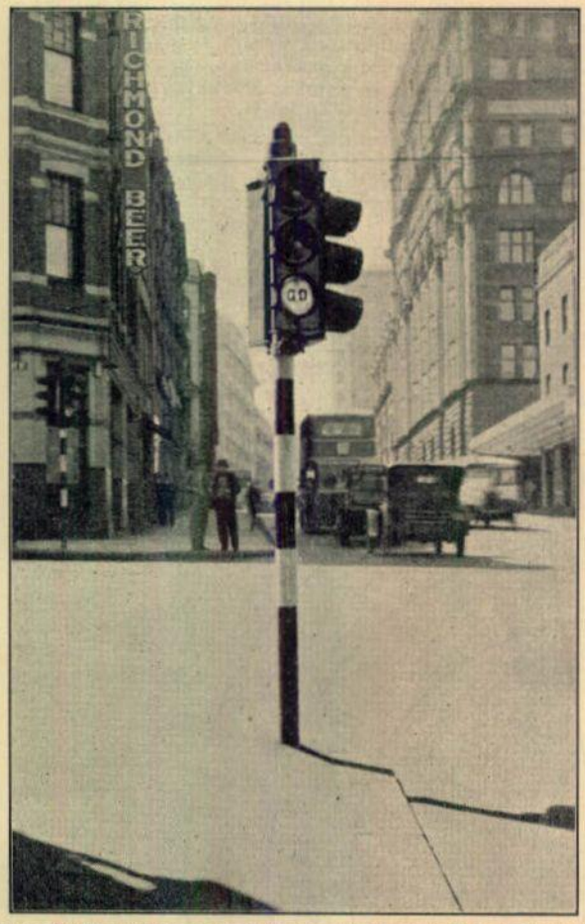
Appendix 52—*continued.*

The analysis indicates that there is a definite need for educating pedestrians to cross roadways carefully and not hesitate or falter in crossing. On the drivers' side, skidding is the most prevalent cause of accidents, and this is, no doubt, due in part to excessive speed, having regard to weather conditions and the state of the road. Overtaking and cutting-in is a prevalent cause of accidents, and this received some attention during the year when regulations were made prohibiting overtaking on hills and curves where visibility is restricted. Particular attention is drawn to the number of accidents caused by drivers not keeping to the left. This occurs particularly on curves and open highways.

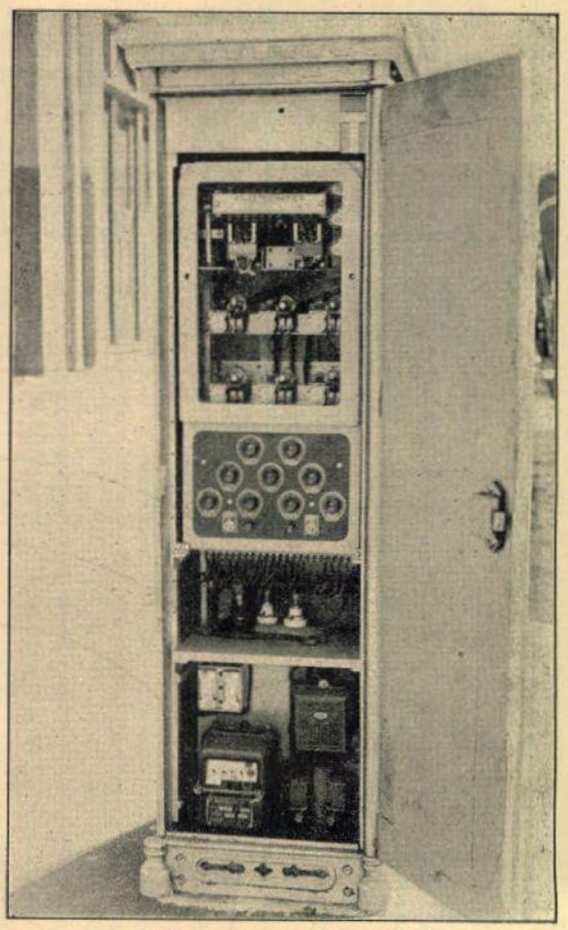
Of the fatal accidents, 46·1 per cent. were caused by drivers, 31·1 per cent. by pedestrians, 7·6 per cent. by passengers, 2·4 per cent. by animals, and 4·9 per cent. by vehicular defects, and 3·6 per cent. were actually unavoidable on the part of the persons involved. These latter were cases where a driver swerved to avoid an accident and, in one case, where vision was obscured by rain. Human failure was responsible for 84·8 per cent. of the fatal accidents, vehicle defects 4·9 per cent., road and weather conditions 4·3 per cent., and animals 2·4 per cent.



APPENDIX 53.



One of the "Electromatic" traffic signals installed at Market and Kent Streets, Sydney.



Controller of the signalling apparatus.

APPENDIX 54.

TRAFFIC SIGNS, SIGNALS AND MARKINGS.

List of traffic facilities installed and/or maintained by the Department of Road Transport as at 30th June, 1934.

Traffic Control Light Signals.

"Electromatic" vehicle-actuated traffic signal, Market and Kent streets, Sydney.

Traffic Beacons.

Forest-road and Dumbleton-road, Hurstville. (Maintained by Hurstville Council.)

Street Lighting.

Overhead lighting of intersection of Park and College streets, Sydney.
Flood-lighting of tramway safety zone (Down Line), Market and Elizabeth streets, Sydney.

Traffic Domes.

Municipality or Shire.	Location.	Municipality or Shire.	Location.
City of Sydney—	Hay and Elizabeth streets.	City of Sydney— *continued.*	Missenden-road and Carillon-avenue.
	Liverpool and Day streets.		Cardigan-street and Salisbury-road.
	Sussex and Market streets.		Missenden and Parramatta roads.
	Sussex and Goulburn streets.		City-road and Myrtle-street.
	Kent-street and Argyle-place.		Cleveland and Regent streets.
	Carrington and Wynyard streets.		Regent and Meagher streets.
	Carrington and Margaret streets.		Bourke and Fitzroy streets.
	Clarence and Jamieson streets.		Bourke and Foveaux streets.
	Bradfield-highway and Upper Fort street.		Dowling and Fitzroy streets (4 domes).
	Upper Fort street (at bend near Bradfield-highway).		Campbell and Crown streets.
	Elizabeth-street and St. James road.		Randle and Elizabeth streets.
	Macquarie and Bent streets.		City-road and Darlington-road.
	Macquarie and Hunter streets.		City-road and Carillon-avenue.
	Macquarie and Bridge streets.		Cleveland and Bourke streets (2 domes).
	Liverpool and Sussex streets.		Cleveland and Dowling streets.
	Macquarie-place and Bridge street.		Drivers'-avenue and Lang-road.
	Hay and Sussex streets.		Flinders-street and Moore Park road.
	Eddy-avenue Bus Terminus.		Green's-road and Moore Park road.
	Phillip and King streets.		Oxford-street and Darlinghurst-road.
	Pitt-street at Railway Square entrance to Central Railway Station.		Darlinghurst-road and Macleay-street.
	Pitt-street and Eddy-avenue.		Roslyn-road and Roslyn Gardens.
	Erskine and Day streets (2 domes).		Elizabeth Bay road, Ithaca-road and Roslyn Gardens (4 domes).
	Fowler and Mallett streets.		Cathedral and Palmer streets.
			Pyrmont Bridge road and Jones-street.
			Pyrmont Bridge road and Wattle-crescent.

Appendix 54—*continued.*

Traffic Domes—continued.

Municipality or Shire.	Location.	Municipality or Shire.	Location.
Ashfield	Parramatta-road and Dover-street.	Parramatta	Church and Lansdowne streets.
	Parramatta-road and Liverpool-road.		Church and Ross streets (2 domes).
Hunter's Hill	Joubert-street and Gladesville-road.		Church-street and Victoria-road.
Hurstville.....	Mort's-road and Victoria-avenue.	Petersham	West-street and Railway-terrace.
	Mort's-road and Cook-street.		Brighton-street and West-street.
	Park-road and Cross-street.		Hunter-street and Railway-terrace.
	The Avenue and Cross-street.	Rockdale	Prince's-highway and Bay-street.
	Penshurst-street and Stoney Creek road (2 domes).		Prince's-highway and Frederick-street.
		Strathfield	Clarendon-street at approach to Railway Subway.
	Penshurst-street and Victoria-avenue.		
Kogarah	Bown's-road and Railway-parade.		North approach to subway at Strathfield Railway Station.
	Rocky Point road and Ramsgate-road.		
	Tanner's-avenue and Park-road.	Country	Great Western highway and The Mall, Leura.
	Planthurst and Park roads.		
	Woniora-road and Hillcrest-avenue.		Great Western highway near level crossing, Katoomba.
	Butler-road and Ormonde-parade.		
	Belmore-road and Hurstville-road.		Windsor-road and Kingswood-road, Richmond.
Ku-ring-gai	Tryon-road and Lindfield-avenue.		Windsor-road and Castlereagh-road, Richmond.
	Tryon-road and Nelson-street.		
Lane Cove	Pacific-highway and Longueville-road.		Richmond-road and Lennox-street, Richmond.
North Sydney ...	Bradfield and Pacific highways (electrically illuminated).		
			Richmond-road and Prospect-road, Windsor.
	Bradfield-highway and Lavender-street (electrically illuminated).		
			Richmond-road and George-street, Windsor.
	Bradfield-highway and Ennis-road.		
	High-street and Clark-road.		

School Crossing Places.

Municipality or Shire.	School.	Location of Lines.
City of Sydney	Bourke-street	Bourke-street.
		Mort-street.
	Crown-street	Crown-street.
	Camperdown	Parramatta-road.
		Australia-street.
	St. Joseph's	Missenden-road.
	St. Peter's	Crown-street.
	St. Bridget's Kindergarten	Kent-street.
	St. Patrick's	Grosvenor-street.
	Plunkett-street	Sir John Young Crescent.
	Sydney Boys' High School	Anzac-parade.
		Cleveland-street.
	Sydney Girls' High School	Anzac-parade,
		Cleveland-street.
	Cleveland-street High School	Chalmers-street,
		Cleveland-street.
	Darlinghurst Junior Technical	Womerah-avenue,
		Barcom-avenue,
		Liverpool-street.
	William-street	College-street.
	Riley-street Infants	Riley-street,
		Collins-street.
	Ultimo	Bridge-road.
Alexandria	Alexandria	Mitchell-road.
Ashfield	Ashfield.....	Liverpool-road.
	Haberfield	Parramatta-road.
Auburn	North Auburn	Parramatta-road.
	Auburn	Auburn-road.
	St. Joseph's	Queen-street.
		Alice-street.
Balmain	Rozelle Boys'	Darling-street.
	Rozelle Girls'	Weston-road.
	St. Joseph's, Rozelle	Weston-road.
	Gladstone Park, Balmain	Darling-street.
	St. Thomas', Rozelle	Weston-road.
Bankstown.....	Bass Hill	Liverpool-road.
	North Bankstown	Hume Highway.
	Bankstown	Waterloo-road.
	St. Felix's Presbytery	Liverpool-road.
Baulkham Hills.....	Carlingford	Church-street,
		Rickard-street.
	Baulkham Hills	Windsor-road.
Bexley	Bexley	Forest-road.
	Arncliffe Convent	Forest-road.
Botany	Bay-street	Botany-road.
	Matraville	Bunnerong-road.
		Beauchamp-road.
	Banksmeadow	Botany-road.
Burwood	Burwood	Conder-street.
Canterbury	Campsie	Beamish-street.
		South-parade.
	Earlwood	Homer-street.
	Lakemba	Wiley's-avenue.

Appendix 54—*continued.*

School Crossing Places—continued.

Municipality or Shire.	School.	Location of Lines.
Canterbury	Punchbowl	Canterbury-road.
		Rossmore-avenue.
	R.C. Convent, Lakemba	Lakemba-street,
		Garrong-road,
	St. Felix's Presbytery	Rossmore-avenue.
Concord	Concord	Burwood-road.
		Stanley-street,
		Crane-street,
		Broughton-street.
	North Strathfield	Concord-road.
		Correys-avenue.
	St. Mary's Girls	Parramatta-road.
		Broughton-street.
Darlington	Darlington	Darlington-road.
	St. Keirans	Golden Grove street.
Enfield	Croydon Park	George's River road.
Erskineville	Erskineville	Swanson-street.
	St. Mary's Convent	Swanson-street.
Hornsby	Beecroft	Beecroft-road.
	Thornleigh	Pennant Hills road.
	Waitara Convent	Pacific Highway.
Hurstville	Hurstville	Forest-road.
	Dumbleton	Dumbleton-road.
	Penshurst	Arcadia-street.
		Forest-road.
Kogarah	Blakehurst	Prince's Highway.
	Sans Souci	Rocky Point road.
	Mortdale	Coleborne-avenue.
Ku-ring-gai	Abbotsleigh	Pacific Highway.
Leichhardt	Leichhardt	Marion-street.
		Norton-street.
Manly	Balgowlah	Sydney-road.
	Manly	Darling-road.
	West Manly	Griffiths-street.
		Hill-street.
Marrickville	Dulwich Hill	Marrickville-road.
	Marrickville West	Livingstone-road.
		Beauchamp-street.
	St. Brigid's	Livingstone-road.
		Marrickville-road.
Mascot	Daceyville	Bunnerong-road.
	Mascot	King-street,
		Botany-road.
Mosman	Mosman	Military-road.
	Marist Bros.	Military-road.
	Middle Harbour	Macpherson-street.
Newtown	Newtown	King-street.
		Enmore-road.
	Edgeware-road	Edgeware-road.
	Newtown North	Missenden-road.
		King-street.
	Newtown Infants	Australia-street.
	St. Pius Convent	Edgeware-road.
Newtown	St. Joseph's	Lennox-street.
	Camdenville	Wells-street.
		Laura-street.
North Sydney	Crow's Nest	Pacific Highway.
	North Sydney	Miller-street.
	North Sydney Girls' High	Pacific Highway.
Paddington	Sacred Heart	Oxford-street.
Petersham	Crystal-street	Fort-street.
		Crystal-street.
	Petersham	Gordon-street.
	Stanmore	Cavendish-street.
		Holt-street.
		Cambridge-street.
	St. Thomas	Parramatta-road.
		Railway-terrace.
Randwick	St. Brigidine Convent	Coogee Bay road.
	Kensington	Anzac-parade.
	Maroubra Junction	Anzac-parade.
	Marist Bros.	Alison-road.
	Rainbow-street	Rainbow-street.
	St. Anthony's	Arden-street.
	Sacred Heart	Avoca-street.
	Sacred Heart, Kensington	Kensington-road
Redfern	Redfern	Redfern-street.
		George-street.
Rockdale	Arncliffe	Forest-road.
Ryde	Ryde	Victoria-road.
	West Ryde	Hillview-street.
		Victoria-road.
	Eastwood	Rowe-street.
St. Peters	St. Peters	King-street.
Strathfield	Homebush	The Crescent.
		Rochester-street.
	South Strathfield	Liverpool-road.
Sutherland	Sylvania	Prince's Highway.

Appendix 54—*continued.*

School Crossing Places—continued.

Municipality or Shire.	School.	Location of Lines.
Warringah	Narrabeen	Ocean-street.
		Pittwater-road.
	Stewart House	Carrington-parade.
	Brookvale	Pittwater-road.
Waterloo	Gardener's-road	Gardener's-road.
		Botany-road.
	Mount Carmel	Elizabeth-street.
		Wellington-street.
	Waterloo	Botany-road.
Waverley	Waverley	Cowper-street.
	St. Clare's Convent	Carrington-road.
	St. Charles Christian Bros.	Carrington-road.
Willoughby	Narremburn	Willoughby-road.
	Willoughby	Penshurst-street.
		Mowbray-road.
Woollahra	Rose Bay	Albermarle-avenue.
		Wilberforce-avenue.
Country	Corrimal	Prince's Highway.
	Fairy Meadow	Prince's Highway.
	Springwood	Great Western Highway.
	Richmond Rural	Windsor-street.

Pedestrian Crossing Places.

Municipality or Shire.	Street.	Location.
City	George-street	Wynyard Station Entrance.
		Martin-place (3 sets).
	Pitt-street	Eddy-avenue.
		Imperial Arcade.
	Elizabeth-street	Bathurst-street.
		Liverpool-street.
		Market-street.
	Queen's Square	St. James Station Entrance to King-street.
	Druitt-street	George-street.
	York-street	Druitt-street.
	Hunter-street	Wynyard Station Entrance.
	Park-street	Elizabeth-street.
		Castlereagh-street.
		Pitt-street.
		George-street.
	Railway Square	Railway Yard to north of Quay-street.
Kogarah	Railway-parade	Railway-parade at Carlton Station Steps.
Willoughby	Hampden-road	Hampden-road at Railway Subways (2 sets).

Traffic Direction Lines.

Municipality or Shire.	Location.	Length.
		Feet.
City	Sydney Harbour Bridge	8,118
Ashfield	Great Western Highway at Dover-street	80
	Great Western Highway and Hume Highway	140
	Great Western Highway at Orpington-street	80
Dundas	Pennant Hills road at Carlingford Overbridge	100
Holroyd	Great Western Highway and Woodville-road, Granville	160
Hunter's Hill	Figtree Bridge	200
	Salter-street and Manning-road, Gladesville	100
Hurstville	Forest-road and Dumbleton-road	100
	Forest-road and Durham-street	150
Lane Cove	Pacific Highway and Longueville-road	150
	Burns Bay road, near Works of Mangrovite Belting Ltd.	600
Manly	Sydney-road, near Spit Bridge	203
	Commonwealth-parade	238
Mosman	Spit-road, foot of Spit Hill	184
	Southern approach to Spit Bridge	40
Newtown	King-street at Enmore-road Tramway Safety Zone	87
Petersham	Great Western Highway and Old Canterbury road	50
Strathfield	Strathfield Railway Subway	130
	The Boulevarde at the Avenue, Station Square	80
Vaucluse	Hopetoun-avenue (4 locations)	600
Country	Prince's Highway, Engadine	400
	Prince's Highway and Lower South Coast road, Helensburgh	300
	Prince's Highway, North Wollongong, at Railway Overbridge	260
	Hume Highway, Picton Railway Subway	165
	Hume Highway, Camden	39

Appendix 54—*continued*.

Traffic Direction Lines—continued.

Municipality or Shire.	Location.	Length.
		feet
Country	Great Western Highway—	
	Knapsack Gully Bridge, Glenbrook	300
	Springwood Shopping Centre	200
	Springwood Subway	400
	Linden	250
	Hazelbrook	340
	Lawson	300
	Wentworth Falls at 59·4 m.	500
	Wentworth Falls at 62·2 m.	200
	Leura	300
	Katoomba	150

"*School—Drive Slowly*" *Signs.*

Municipality or Shire.	School.	Number of Signs.
City	Ultimo	2
Bankstown	Bankstown	2
Blacktown	Westmead Junior Technical	2
Burwood	Croydon	1
Canterbury	South Lakemba Infants	2
	Punchbowl	3
Hornsby	Hillside	2
Hurstville	Lugarno	2
Ku-ring-gai	Abbotsleigh, Wahroongah	2
	Audley Girls'	2
Lidcombe	St. Joseph's	2
Leichhardt	Leichhardt	1
Manly	Balgowlah Methodist Sunday School	2
Marrickville	St. Brigid's	4
	Marrickville	3
Warringah	Narrabeen	1
	Stewart House, Curl Curl	2
Country	North Yarrunga	2
	Exeter	2
	Springwood Public	5
	Springwood Convent	5
	Wingham	2
	Purefleet Aborigines' (near Taree)	4

"*School—Drive Slowly*" *Signs with* "*Children Crossing*" *Flags.*

Municipality or Shire.	School.	Number of Signs.
Ashfield	Ashfield	2
Granville	St. Thomas Sunday School	2
Newtown	Newtown Public	2
Willoughby	Chatswood	2

"*Caution—Drive Slowly*" *Signs.*

Municipality or Shire.	Location.
Blacktown	Sunnyhold-road at Blacktown-road.
Canterbury	Floss-street, at Hurlstone Park Railway Overbridge.
Lane Cove	Chisholm and Greendale streets and Greenwich-road (4 signs).
North Sydney	Falcon and Alfred streets.
Petersham	Constitution and Windsor roads.
	Arlington and Union streets.
Willoughby	Hampden-road, in vicinity of Artarmon Railway Station (3 signs).

Miscellaneous Signs.

Municipality or Shire.	Location.	Type of Sign.
City	Kirketon-road, Darlinghurst	No Parking.
	Railway Square and Quay-street	No Turn to Right.
	Bradfield Highway	No Parking or Turning on Bradfield Highway (2 signs).
	Bradfield Highway	Pedestrians Must Use Subways to Cross Roadway (2 signs).
Ashfield	Liverpool-road at Hercules-street	Beware of Trams.
Auburn	Auburn-road and South-parade	Red Triangle—Warning.
Bankstown	William-street and Auburn-road at Hume Highway.	Cross Roads (2 signs).
	Chapel and Rookwood roads at Hume Highway.	Cross Roads (2 signs).

Appendix 54—*continued.*

Miscellaneous Signs—continued.

Municipality or Shire.	Location.	Type of Sign.
Hurstville	Forest-road, Lugarno	No Parking (6 signs).
Kogarah	Belmore-road and Hillcrest-avenue, Hurstville.	Cross Roads (4 signs).
	Park-road at Prince's Highway	Red Triangle—Warning (2 signs).
Manly	White and West streets, Balgowlah	Cross Roads Below.
Marrickville	New Canterbury road and Eltham-street	Beware of Trams.
Mosman	Military and Spit roads	No Parking (6 signs).
	Spit-road, near Parriwi-road	No Parking (7 signs).
	Mosman-street	No Parking.
	Belmont-road, near Military-road	Cross Roads.
	Taronga Park Zoo	One Way Traffic (3 signs).
		No Parking and One Way Traffic (2 signs).
Newtown	Newtown Bridge	Keep to the Left.

APPFNDIX 55.

STATEMENT OF CONVICTIONS ON PROSECUTIONS INSTITUTED BY THE COMMISSIONER FOR ROAD TRANSPORT.

State Transport (Co-ordination) Act, 1931, and Regulations.

Advertisements—failure to comply with provisions of the Act	1
Agent—unlicensed	1
Failure to stop public motor vehicle on demand of officer	5
License—failure to carry	9
breach of condition	34
Persons—carry on goods motor vehicle	118
Returns—failure to furnish	1
Tickets—failure to issue to omnibus passengers	1
Unauthorised journey	2
Unladen weight of vehicle—failure to display	24
Unlicensed public motor vehicle	14
Total	210

Transport Act, 1930, and Regulations for Public Vehicles—Metropolitan Transport District.

Public vehicles—	
Driver—	
Badge—failure to carry	2
failure to produce for inspection	1
Change of address—failure to notify	1
Unlicensed driver	1
Conductor—	
Unlicensed	1
Taxi-cabs—	
Owner—	
Brakes—inefficient	5
Taxi-meter—not kept in good order	1
Driver—	
Attract notice by calling	73
Drive in prohibited area	13
Interfere with taxi-meter	1
Overload taxi-cab	1
Stand at a place not a stand	19
Stand at engaged stand whilst not engaged	1
Touting—for passengers (aiding and abetting)	3
for passengers	39
for passengers (leave taxi-cab)	2
Motor omnibuses—	
Owner—	
Brakes—failure to keep in serviceable condition	10
Conductor—failure to provide	2
Insurance—failure to lodge premium receipt on renewal	1
Omnibus—failure to provide for journey	9
Overloading of omnibus	19
Returns—failure to furnish	3
Unauthorised journey performed	1
Unauthorised route—use omnibus on	1
Driver and conductor—	
Journey—failure to complete	3
Overloading of omnibus	23
Smoke in motor omnibus	1
Time-table—failure to adhere to	95
Passenger—ride on step of omnibus	1
Unregistered vehicle—allow to be driven (owner)	1
drive	11
False statement—obtain a license by	1
Total	346

Appendix 55—*continued.*

Transport Act, 1930, *and Regulations for Public Vehicles—Newcastle and District Transport District.*

Motor omnibuses—	
Owner—	
Brakes—failure to keep in serviceable condition	1
Conductor—failure to provide	1
Insurance—failure to lodge premium receipt on renewal	2
Overloading of omnibus	9
Omnibus—failure to provide for journey	2
Unauthorised journey—performed	1
Unlicensed person—permit to act as driver	1
Driver and conductor—	
Badge—failure to notify loss	1
Drive omnibus without conductor	6
Overloading of omnibus	15
Passenger—allow to ride on step of omnibus	2
allow to be seated on right of driver's seat	1
Time-table—failure to adhere to	17
Unlicensed motor omnibus driver	2
Unlicensed motor van driver	3
Total	64

Motor Traffic Act, 1909–1930, *and Regulations, and Motor Tax Management Act*, 1914, *and Regulations.*

Brakes—inefficient	29
Cut corner	1
"Cut out" use on motor cycle	2
Driver—not in position to have control of motor vehicle	8
unlicensed	78
Drive—in a manner dangerous	2
negligently	1
otherwise than in accordance with permit	1
Failure to notify alteration in construction or use of vehicle	1
False declaration	1
False statement	1
Footrests on motor cycle—failure to provide	1
Headlights—inefficient on motor car	54
inefficient on motor cycle	3
Lamps—failure to provide on motor vehicle	3
License—failure to carry	3
Light—not on side car	4
Loading—excess length of	1
excess width of	1
no red flag on rear of	1
Name and address of owner not displayed on motor lorry	7
Number plate—article resembling	1
calculated to deceive	4
damaged. Drive with	10
damaged. Failure to pay for	1
fictitious	8
front No. plate. Failure to provide	15
not properly affixed	3
numbers obliterated on	2
rear plate on motor cycle. Failure to provide	2
Unlawful possession of	10
use plate issued for another vehicle	2
Pillion passenger—allowed to be carried without approved seat	16
carried without approved seat	17
Registration label—mutilated	3
not affixed	13
Silencer—inefficient	13
Stand contrary to notice	1
Tail lights—inefficient on motor car	44
Trader's plate—attached to vehicle conveying goods	1
failure to keep record of	15
illegal use of	6
Trader's plate label—failure to display	1
Tram—drive past stationary	5
stand vehicle between footpath and stationary	1
Unlicensed driver—permit to drive	40
Unregistered vehicle—drive	53
owner driving or allowing to be driven	65
Total	555

Motor Traffic Act, 1909–1930, *and Regulations.*

Failure to renew registration or return number plate. Failure to renew or return driver's license. Failure to apply for transfer. Failure to notify disposal.	Requests issued, 4,293, leading to convictions on request or convictions on summonses following non-appearance on request	2,160
	Total	2,715
	Grand Total	3,335

APPENDIX 56.

REFUSAL, SUSPENSION AND CANCELLATION OF LICENSES; APPEALS; RESTORATION OF LICENSES AND ISSUE OF PERMITS FOR THE YEAR ENDED 30TH JUNE, 1934.

Licenses Suspended or Cancelled.

Cause of Suspension or Cancellation.	Cancelled or Suspended by—	
	Court.	Commissioner.
Driving under the influence of intoxicating liquor	129*	26*
Furious or dangerous driving	22	12
Stealing	...	10
False pretences	...	5
Miscellaneous	...	20
Physical disabilities	...	4
Totals	151	77

Licenses refused by Commissioner	76
Licenses restored by Commissioner	132
Permits to drive issued by Commissioner following suspension or cancellation of license...	134

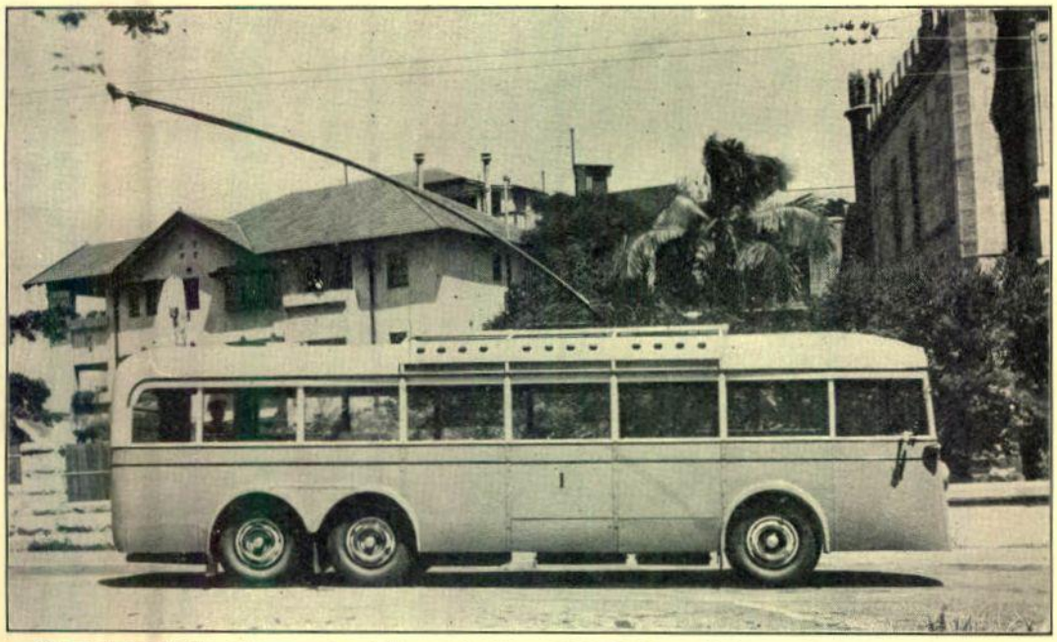
Appeals against Refusal, Suspension or Cancellation of Licenses.

	Upheld.	Dismissed.
Against refusal, suspension or cancellation imposed by Court	7	7
,, ,, ,, Commissioner	4	4
Totals	11	11

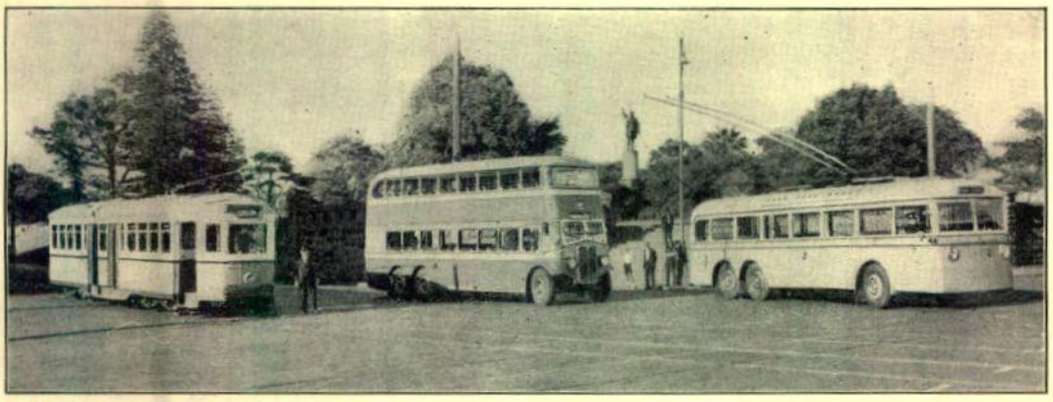
*The suspensions or cancellations arose out of 312 convictions for driving whilst under the influence of intoxicating liquor. Twenty persons were unlicensed drivers at the time of conviction.

APPENDIX 57.

Double-deck Trolley Bus, running between the Town Hall Railway Station and Wylde-street, Potts Point. Furnished with rubber latex cushioned seats for 33 passengers in the upper saloon and 30 in the lower saloon. Length of body, overall—26 feet. Weight unladen—14,500 lb. Regenerative control. Colouring—Green and cream and black lining.



Single-deck Trolley Bus, running between the Town Hall Railway Station and Wylde-street, Potts Point. Furnished with rubber latex cushioned seats for 34 passengers. Length of body, overall—30 feet. Weight unladen—16,200 lb. Non-regenerative control. Colouring—Green and cream with black lining.



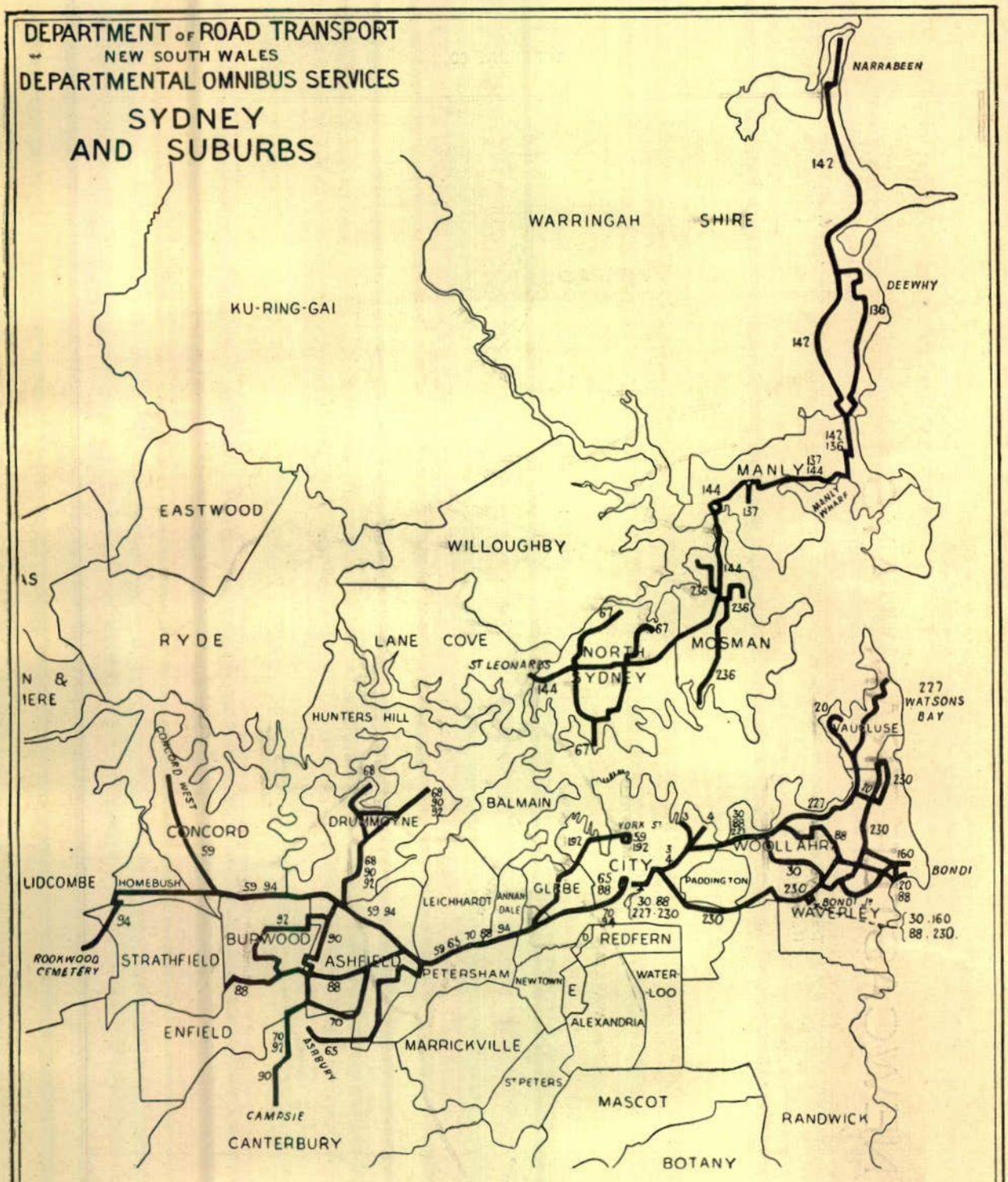
Types of improved rolling stock in use on Sydney's Metropolitan transport systems.—Corridor-type Tramcar, 73-seater Omnibus, Electric Trolley Bus.

APPENDIX 58.

LEYLAND.—New double-deck Bus, mounted on Leyland 6-cylinder petrol engined "Titan" chassis. Running on Railway-Rose Bay North route. Power is transmitted by Torque Converter in lieu of conventional gear box, which ensures smooth acceleration and mechanical protection of transmission. Rear loading platform and staircase are enclosed, and full headroom provided in central aisles on both decks. Seating capacity, 30 upper deck and 26 lower decks; total, 56. Overall height, unladen—14 feet 2 inches. Finished in panels of red lacquer with cream bands along windows and with black lines. Roof is painted a deep brown.

A.E.C. "Q." TYPE.—New double-deck Bus, built on A.E.C. 6-cylinder petrol engined "Q." type chassis, running on Railway-Rose Bay North route. Power is transmitted through a Wilson self-changing gear box to large single rear tyres. The engine is mounted amidships on the right-hand side and the loading platform is at the front directly under the driver's observation. Interior steel-panelled staircase is immediately behind driver, connecting central aisles of upper and lower decks. Full headroom is provided in both aisles. Seating capacity, 34 upper deck and 29 lower deck: total, 63. Overall height, unladen—14 feet 2 inches. Finished in red lacquer panels with cream bands along windows and with black lines. Roof is painted a deep brown.

APPENDIX 59.



KEY

Route No	Service	Route No	Service
3	Wylde St - Taylor Square. Darlinghurst.	92	Drummoyne - Campsie via Burwood Station
4	Elizabeth Bay - Taylor Sq. Darlinghurst.	94	Central Rly-Stn. - Rookwood Cemetery
20	Vaucluse - Bondi Beach.	136	Manly Wharf - Dee Why Beach
30	Bondi Jn. - Central Rly. via West Bellevue Hill.	137	Manly Wharf - New St Balgowlah
59	Concord West - York St City	142	Manly Wharf - Narrabeen Peninsula
65	Ashbury - Central Railway Station	144	Manly Wharf - St Leonards
67	McMahons Pt - Cammeray & Benelong Rd	160	Murriverie Rd Nth Bondi - Bondi Junction.
68	Drummoyne - Chiswick & Five Dock	192	Pyrmont - York St City
70	Campsie Stn - Central Rly. Stn. via Croydon Pk	227	Watsons Bay - Central Railway Station
88	Enfield - Bondi Beach & Bondi Junction via Central Rly. Stn. & East Bellevue Hill.	230	Rose Bay North & Rose Bay Heights - - Central Railway Station.
90	Drummoyne - Campsie via Croydon Stn	236	Musgrave St Whf - Medusa St & Balmoral.

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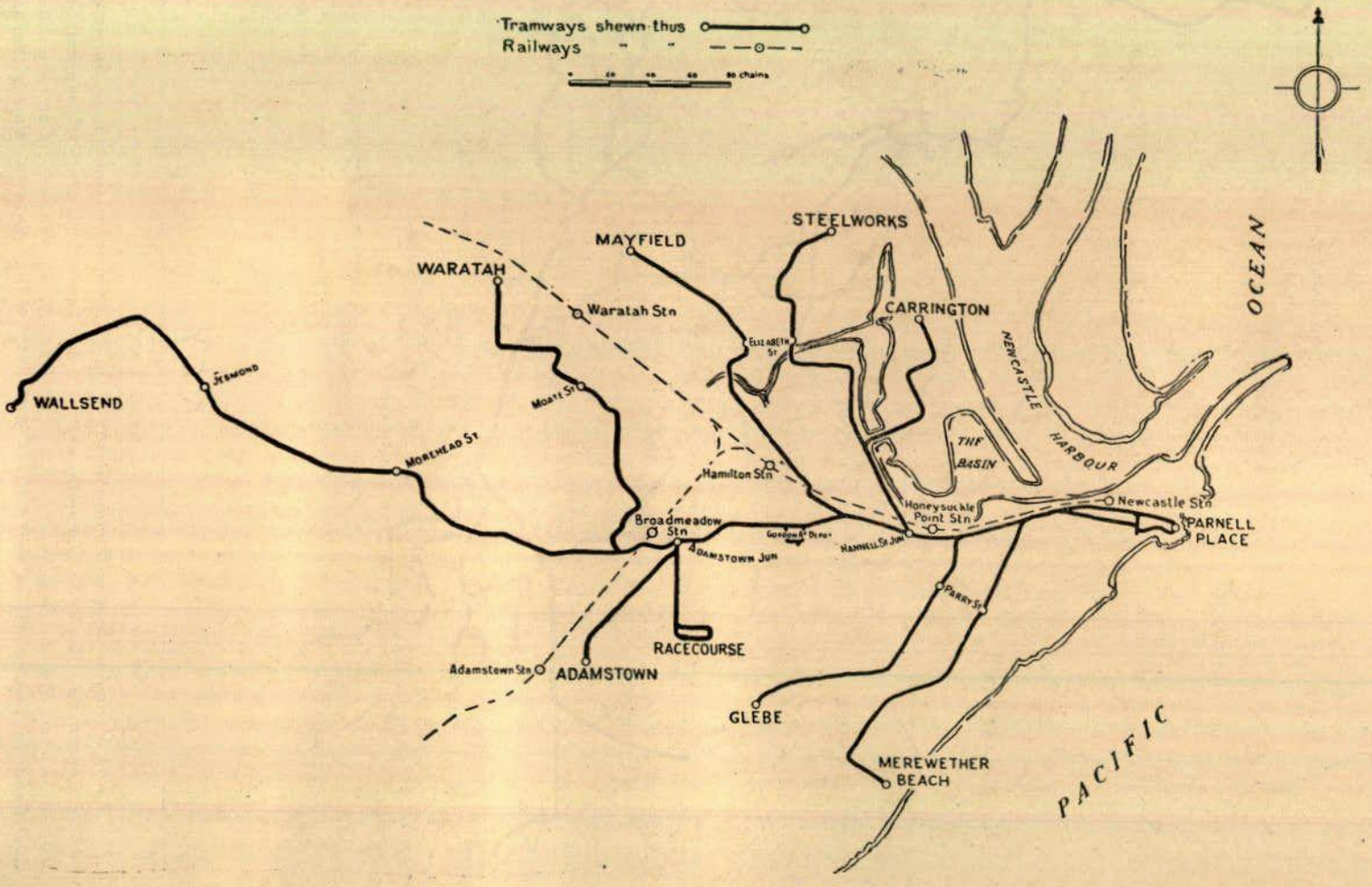
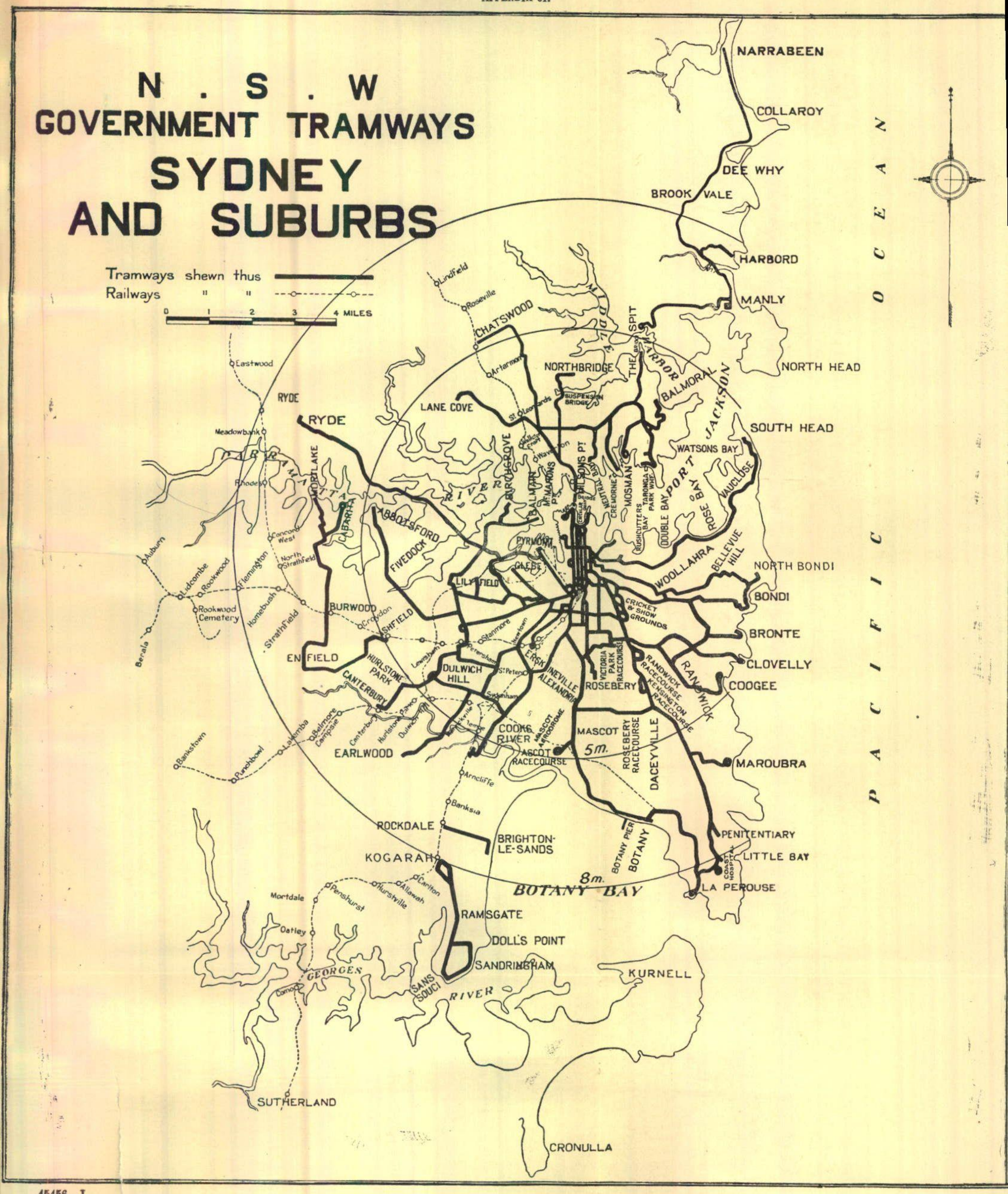
NEWCASTLE TRAMWAYS




N . S . W
GOVERNMENT TRAMWAYS
SYDNEY
AND SUBURBS
Tramways shewn thus
Railways " "
0 1 2 3 4 MILES
NARRABEEN
COLLAROY
DEE WHY
BROOK VALE
HARBORD
MANLY
NORTH HEAD
SOUTH HEAD
WATSONS BAY
VAUCLUSE
ROSE BAY
DOUBLE BAY
PORT JACKSON
BALMORAL
THE SPIT
MIDDLE HARBOR
NORTHBRIDGE
SUSPENSION BRIDGE
CHATSWOOD
Lindfield
Roseville
Artarmon
St. Leonards
LANE COVE
Wavertown
BURCHGROVE
BALMAIN
McMAHONS PT.
MILSONS PT.
NEUTRAL BAY
CREMORNE
MOSMAN
RUSHCUTTERS BAY
TARONGA PARK WHF.
WOOLLAHRA
BELLEVUE HILL
NORTH BONDI
BONDI
BRONTE
CLOVELLY
COOGEE
RANDWICK
RANDWICK RACECOURSE
KENSINGTON RACECOURSE
CRICKET & SHOW GROUNDS
VICTORIA PARK RACECOURSE
ROSEBERY
MASCOT
ROSEBERY RACECOURSE
DACEYVILLE
MAROUBRA
PENITENTIARY
LITTLE BAY
COAST HOSPITAL
LA PEROUSE
BOTANY PIER
BOTANY
BOTANY BAY
5m.
8m.
MASCOT AERODROME
ASCOT RACECOURSE
COOKS RIVER
ERSKINEVILLE
ALEXANDRIA
St. Peters
Stanmore
Newtown
Petersham
Lewisham
DULWICH HILL
Sydenham
Tempe
Arncliffe
Banksia
ROCKDALE
BRIGHTON-LE-SANDS
KOGARAH
Carlton
Allawah
Hurstville
Penshurst
Mortdale
Oatley
RAMSGATE
DOLL'S POINT
SANDRINGHAM
SANS SOUCI
GEORGES RIVER
Como
SUTHERLAND
KURNELL
CRONULLA
PACIFIC OCEAN
RYDE
Eastwood
Meadowbank
Rhodes
PARRAMATTA RIVER
MORTLAKE
CABARITA
ABBOTSFORD
FIVEDOCK
PYRMONT
GLEBE
LILYFIELD
Concord West
North Strathfield
Flemington
Homebush
Strathfield
Rookwood
Lidcombe
Auburn
Rookwood Cemetery
Berala
BURWOOD
Croydon
ASHFIELD
ENFIELD
HURLSTONE PARK
CANTERBURY
Belmore
Campsie
Lakemba
Punchbowl
Bankstown
Canterbury
Hurlstone Park
Dulwich Hill
EARLWOOD