

MEMORANDUM ON RAILWAYS

BY

THE ENGINEER-IN-CHIEF.

PRESENTED TO BOTH HOUSES OF THE GENERAL ASSEMBLY, BY COMMAND OF
HIS EXCELLENCY.

WELLINGTON.

—
1872.

MEMORANDUM ON RAILWAYS.

3 D—No. 5A.

MEMORANDUM ON RAILWAYS.

Province.	Name.	Length. M. ch.	Estimated Cost.			Previous Appropriation (for Works only).	Additional Appropriation required.
			Works. £	Land. £	Engineering and Office. £	Total. £	
Auckland	Kaipara Railway ...	17 0	51,000	...	...	51,000	£
	Riverhead to Auckland ...	23 0	115,000	7,000	...	127,500	...
	Auckland to Mercer ...	46 0	285,000	44,500	5,500	344,000	67,500
	Napier to Waipukerau ...	45 0	182,230	9,000	14,500	200,000	132,500
Hawke's Bay	Waitara to Wanganui ...	11 0	55,000	3,000	8,770	60,500	29,000
	Wellington to Masterton ...	70 0	350,000	21,000	2,500	388,500	10,500
	Manawatu to Wanganui ...	58 0	192,000	5,000	17,500	206,000	38,500
	Nelson to Foxhill ...	20 20	90,500	6,500	9,000	101,500	90,000
Marlborough	Picton to Blenheim ...	19 0	116,516	4,000	4,584	126,000	24,550
	Rangiora to North Bank of North Kowai ...	15 0	87,500	3,500	4,500	95,500	46,000
	Addington to Rangiora ...	17 0	102,000	...	...	102,000	20,500
	Selwyn to Rakaia ...	11 21	83,000	...	...	88,000	10,000
Canterbury	Rakaia to Ashburton ...	20 0	81,500	4,000	3,500	89,000	40,000
	Ashburton to Temuka ...	32 0	176,000	3,500	8,500	188,000	24,000
	Temuka to Timaru ...	12 0	67,000	3,500	3,500	74,000	115,040
	Moeraki to Waitaki ...	40 0	237,000	12,000	12,000	261,000	7,000
Otago	Dunedin to Clutha ...	51 8	276,500	35,500	14,000	326,000	99,000
	Tokomairiro to Lawrence ...	20 0	143,000	5,500	7,500	156,000	70,500
	Invercargill to Mataura ...	39 56	137,000	4,000	7,000	148,000	56,000
	Winton to Kingston ...	70 0	227,500	7,000	9,500	244,000	37,000
Auckland	Waitaki Bridge ...	...	60,000	...	...	60,000	51,500
	Coal Field Railways.	637 25	3,120,246	178,500	137,754	3,436,500	25,000
	Kawa Kawa ...	8 0	40,000	500	2,000	42,500	994,030
	Brunner to Greymouth ...	7 0	50,000	2,400	2,000	54,400	2,500
Westland	Mount Rochfort ...	12 0	66,000	1,500	3,000	70,500	28,150
	Branch Railways.	27 0	156,000	4,400	7,000	167,400	10,500
	Rangiora to Oxford ...	21 0	...	...	...	...	41,150
	Kaiapoi to Eyreton ...	10 0	...	...	...	...	...
Canterbury	Racecourse to Southbridge ...	27 40	...	...	...	...	...
	Waimate to Main Line ...	6 0	...	...	...	...	...
	Malvern to Rolleston... ..	35 40	...	...	...	...	...
	...	100 0	260,000	10,000	13,000	283,000	...
						150,350	132,650

For references a, b, c, d, see next page.

SUMMARY.

Province.	Name.	Length.	Estimated Cost.			Previous Appropriation (for Works only).	Additional Appropriation required.
			Works.	Land.	Engineering and Office.		
		M. ch.	£	£	£	£	£
	Main Lines	637 25	3,120,246	178,500	137,754	2,442,410	994,090
	Coal Field Railways	27 0	156,000	4,400	7,000	126,250	41,150
	Branch Railways	100 0	260,000	10,000	13,000	150,350	132,650
	Totals	764 25	3,536,246	192,900	157,754	2,719,010	1,167,890

- a. The previous appropriation was for a Tramway, to cost £2,000 a mile; the appropriation now asked for is for a Railway.
b. The present estimate includes a Bridge over the Rakaiia, not previously provided for.
c. The present estimate includes Bridges over the Rangitata, Orari, and Hinds, not previously provided for.
d. The former appropriation was not founded on any estimate, the Engineer's estimate, which amounted to £186,149, having been received too late.

The total estimated cost for Works amounts to £3,661,516, against £2,719,010 formerly appropriated, the difference being £942,506. This difference is accounted for as follows :—

Rise in cost of Iron	£450,000
Rakaiia Bridge, not formerly provided for	40,000
Rangitata, Orari, and Hinds Bridges, not formerly provided for	80,000
Increased rates for Work	247,230
	£817,230
To this add—Approximate estimate for Purchase of Land	192,900
Engineering and Office	157,760
Total	£1,167,890

In the estimate on which the former appropriation was founded, the prices were based on those paid for comparatively small works on Roads, &c., and sometimes the lowest of these was taken as the standard. It will be found, however, that large works cannot be carried out for the same rates, and I have therefore added £200,000 to the estimates on this account, as well as a sum of £450,000 for the rise in iron which has taken place since the former estimates were framed. In other respects, the former estimates have not been altered, and as they were founded on mere trial lines, they can only be regarded as approximate.

JOHN CARUTHERS.