

Formation, Track, and Structures.

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| Putaruru to 46 $\frac{3}{4}$ m. (proposed junction for extension to Taupo), near Oruanui:— | |
| (a.) Cuttings and embankments— | |
| 0 m. (Putaruru) to 5 m. (Lichfield), nil. | £ |
| 5 m. to 46 $\frac{3}{4}$ m. = 41 $\frac{3}{4}$ miles at £400... | 16,700 |
| (b.) Bridges— | |
| Putaruru to Kopok (550 ft. at £6) ... | 3,300 |
| Kopok to Waikato River ... | ... |
| Waikato River (250 ft. at £20) ... | 5,000 |
| Waikato River to 46 $\frac{3}{4}$ m. ... | 8,300 |
| (c.) Track— | 25,000 |
| Strengthening track at curves ... | 6,600 |
| General renewals ... | 1,740 |
| Stop-blocks and locks at sidings ... | 60 |
| (d.) Clearances— | 8,400 |
| Water-tanks, sheds on, to alter ... | 200 |
| (e.) Stations— | |
| Additional sidings, four at £300 ... | 1,200 |
| Shelter-sheds and conveniences at eight existing and four additional stopping-places—twelve at £100 ... | 1,200 |
| | 2,400 |
| Total ... | £36,000 |
| 46 $\frac{3}{4}$ m. to Mokai (50 $\frac{1}{2}$ m.):— | |
| (a.) Cuttings and embankments, three miles and three-quarters at £400... | 1,500 |
| (b.) Bridges ... | 800 |
| (c.) Track ... | 50 |
| (d.) Clearances ... | 100 |
| (e.) Stations, shelter-sheds, and conveniences ... | ... |
| Total ... | £2,450 |
| Putaruru to 46 $\frac{3}{4}$ m. ... | 36,000 |
| 46 $\frac{3}{4}$ m. to Mokai ... | 2,450 |
| | 38,450 |
| Contingencies ... | 1,550 |
| Total ... | £40,000 |

Formation, track, and structures—total £40,000.

Rolling-stock.

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|--|---------|
| | £ |
| Additional engines, two at £5,000 ... | 10,000 |
| Additional wagons, twenty-five at £700 ... | 17,500 |
| Passenger-cars, two at £1,000 ... | 2,000 |
| Total ... | £29,500 |
| (Say, £30,000.) | |

Summary of Estimated Cost.

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|--------------------------------------|---------|
| | £ |
| Formation, track, and structures ... | 40,000 |
| Rolling-stock ... | 30,000 |
| Total ... | £70,000 |

NOTE.—The estimated costs of work from Putaruru to 46 $\frac{3}{4}$ m. and from that point to Mokai are stated separately, as, in the event of an extension being made to Taupo, it might be desired to work the short piece of railway from the junction to Mokai for the purposes of the Timber Company alone, as at present. The cost of installing to some extent automatic air-brakes has not been included, although this might be found necessary. The cost of this work would be about £100 for each engine and £50 for each car or wagon fitted.

2. ESTIMATED COST OF BRINGING THE RAILWAY TO NEW ZEALAND GOVERNMENT STANDARD FOR SECONDARY LINES.

Cuttings to be minimum width of 15 ft. Embankments to be minimum width of 12 ft. Curves, minimum radius 5 chains. Gradients, ruling gradient 1 in 35, eased for curvature. Bridges to be suitable strength for all railway wagon stock. Rails to be 55 lb. per yard. Structures to standard clearances. Stations to N.Z.R. standards. Dwellinghouses for railway staff.