

APPENDICES.

APPENDIX A.

RETURN OF TRAFFIC CARRIED ON MAIN LINE BETWEEN LEVIN AND MARTON FROM 1ST FEBRUARY, 1920, TO 5TH FEBRUARY, 1921.

Division.	Passenger Traffic.		Goods Traffic.				
	Number of Passengers.	Revenue.	Cattle.	Sheep.	Other Live-stock and Goods other than Minerals.	Minerals.	Revenue.
<i>Thorndon to Levin (inclusive).</i>	Number.	£	Number.	Number.	Tons.	Tons.	£
1. To and from Marton and stations north thereof (Main Trunk and branches)	119,863	239,265	703	6,061	65,335	7,604	142,608
2. To and from Pukepapa – New Plymouth and intermediate stations and branches	60,058	62,511	1,075	5,375	23,667	10,137	55,615
3. To and from Koputaroa–Greatford and intermediate stations	151,738	57,710	6,253	79,867	86,128	33,177	173,452
4. To and from Terrace End – Napier–Wairarapa	68,532	64,394	1,249	11,689	35,791	10,364	84,012
<i>Koputaroa–Greatford (inclusive).</i>							
5. Local traffic .. .. .	232,957	18,357	1,318	50,090	22,308	4,025	10,582
6. To and from Terrace End – Napier–Wairarapa	116,926	30,820	12,108	311,075	21,498	1,691	33,688
7. To and from Marton and stations north thereof (Main Trunk and branches)	83,079	56,786	9,027	133,074	55,407	15,945	78,945
8. To and from Pukepapa – New Plymouth and intermediate stations and branches	57,148	23,580	6,887	107,901	18,329	1,179	25,403
<i>Terrace End – Napier – Wairarapa.</i>							
9. To and from Marton and stations north thereof (Main Trunk and branches)	36,426	66,131	10,472	221,328	65,804	31,491	134,167
10. To and from Pukepapa – New Plymouth and intermediate stations and branches	18,957	16,274	8,320	170,198	17,539	11,275	39,498

NOTE.—If the new line were made between Levin and Marton the only traffic which would go over it would be the local traffic (i.e., traffic to and from stations on the new line) and the traffic specified in items 1 and 2 above. All the other traffic specified in items 3 to 10 would still have to go over the present line, and the new line would be useless for the purposes thereof.

APPENDIX B.

PALMERSTON NORTH DEVIATION.—NOTES AND ESTIMATES.

PROPOSED SCHEME.

Deviation Longburn to junction with main line (near 91½ m.) beyond Terrace End, and, temporarily, junctions with existing and Napier lines for east coast traffic. Length, 6 miles 70 chains.

Double track throughout. Third track from station-yards to junction with Napier line.

Later direct line from junction for Napier line to Whakaronga Station. Length, 2½ miles. Single track.

Main passenger and local station, large sorting-yard, and engine-depot.

All road-crossings bridged.

	<i>Estimate.</i>					£
Main deviation, station-yards, locomotive-depot, &c.	..	..	..	..	..	600,000
Line to Whakaronga .. .. .	..	..	..	..	..	50,000
						650,000
Contingencies .. .. .	..	..	..	..	..	50,000
						700,000
Total .. .. .	..	..	..	..	..	700,000
Deduct value of present station-site, to be sold	..	..	..	..	..	200,000
						500,000
Total net cost	..	..	..	..	..	£500,000