

## ALTERNATIVE SCHEME (3).

Station at present site for passenger and local-goods traffic. Sorting-yard at Awapuni (as in alternative scheme 4). Engine-depot between station and sorting-yard.

Main Street to be diverted to west side of railway, and West Street closed.

Double track, Longburn to Awapuni. Four tracks, Awapuni to Palmerston North.

Bridge at Cook Street. Pitt Street subway to be extended. Overbridges at all crossings north of Square. One bridge at Square.

	<i>Estimate.</i>	£	£
Station-yard, &c.	.. .. .	100,000	
Sorting-yard	.. .. .	100,000	
Engine-depot	.. .. .	50,000	
Diversion Main Street	.. .. .	20,000	
Double track, Longburn to Awapuni; four tracks, Awapuni to passenger-station		50,000	
			320,000
Bridges—			
Cook Street	.. .. .	70,000	
Extension Pitt Street subway	.. .. .	20,000	
Square to Terrace End*	.. .. .	350,000	
			440,000
Roading	.. .. .		40,000
			800,000
Contingencies	.. .. .		50,000
Total	.. .. .		£850,000

If special surfaces for overbridges, add £30,000. Compensation for closing south side of Square and for closing West Street crossing not included. If bridge at West Street required, add £30,000 to £40,000.

## ALTERNATIVE SCHEME (4).

High-level passenger-station on present site, with high-level tracks to Terrace End and underbridges at each end of Square and each street-crossing. High-level track continued southward to Kairanga Road crossing, thence descending gradient (1 in 132) to about 86½ m.

Sorting and local-goods yards between 85 m. (Rongotea Road) and 86¼ m.—that is, yard at Awapuni.

Double track, Longburn to Palmerston North Station (passenger). Three tracks, sorting-yard to passenger-station.

	<i>Estimate.</i>	£	£
High-level passenger-station (buildings, platforms, tracks, &c.)	.. .. .	100,000	
Concrete wall, Main Street	.. .. .	70,000	
Filling	.. .. .	170,000	
Temporary work	.. .. .	100,000	
Extra cost of work during construction	.. .. .	30,000	
			470,000
Sorting and local-traffic yard, Awapuni	.. .. .		100,000
Engine-depot	.. .. .		50,000
High-level passenger-station to Terrace End	.. .. .	425,000	
Terrace End to runout	.. .. .	10,000	
West Street to Kairanga Road	.. .. .	30,000	
Kairanga Road to runout	.. .. .	20,000	
Bridges—			
Square northwards (eight)	.. .. .	50,000	
Pitt and Cook Streets	.. .. .	40,000	
West Street and Kairanga Road	.. .. .	12,000	
			587,000
Double track, Longburn to Awapuni; four tracks, Awapuni to passenger-station			50,000
Roading	.. .. .		60,000
			1,317,000
Contingencies	.. .. .		133,000
Total	.. .. .		£1,450,000

(Say, £1,500,000.)

\* See plans Nos. 28969 and 28970, also note on scheme (2).