

FURTHER PAPERS RELATING TO

Enclosure 2 in No. 1.

APPROXIMATE ESTIMATE—Otago Southern Trunk Railway.

Invercargill and Mataura Section—length, 40 miles 20 chains; single line of railway, 3 feet 6 inch gauge; weight of rails, 36 lbs. to the yard.

				£	s.	d.
Earthwork—						
Main Line	...	...	232,478	cub. yds.		
Deviations and Approaches	...	...	21,412	"		
Stations and Sidings	...	...	14,000	"		
				267,890, at 1s. 1d. per cubic yard ... 14,510 14 2		
Ballast—						
Main Line	...	...	88,550	cub. yds.		
Stations and Sidings	...	...	4,400	"		
				92,950, at 1s. 8d. per cubic yard ... 7,745 16 8		
Rails—						
Main Line	...	...	2,295	tons		
Stations and Sidings	...	...	114	"		
				2,409, at £9 per ton ... 22,885 10 0		
Dog-spikes, Fish-plates, and Bolts—						
Main Line	...	...	91	tons		
Stations and Sidings	...	...	4 $\frac{1}{2}$	"		
				95 $\frac{1}{2}$, at £10 per ton ... 955 0 0		
Sleepers—						
Main Line	...	...	85,008	sleepers		
Stations and Sidings	...	...	4,224	"		
				89,232, at 2s. each ... 8,923 4 0		
Bridges at						
	Mls.	chs.				
	0	16,	superstructure to be renewed ... 200 0 0			
"	1	34,	one 25 feet span ... 150 0 0			
"	5	70,	three 25 feet span ... 450 0 0			
"	9	7,	one 25 feet span ... 150 0 0			
"	25	51,	two 25 feet span ... 300 0 0			
"	31	56,	three 30 feet span ... 540 0 0			
"	36	49,	one 15 feet span ... 90 0 0			
"	40	11,	twenty 30 feet span ... 4,000 0 0			
Culverts, seventeen 3-feet openings at £28 each...						
"			four 4-feet openings at £30 each ... 120 0 0			
"			one 5-feet opening at £35 ... 35 0 0			
"			eight 6-feet openings at £45 each ... 360 0 0			
"			two 10-feet openings at £65 each ... 130 0 0			
Level Crossings, Gates, &c., twenty-five at £20 each ... 500 0 0						
Fencing Ditch and Bank, eighty miles at £15 per chain ... 4,800 0 0						
Points, Switches, and one Turntable ... 1,500 0 0						
Laying Permanent Way, Main Line, 40 miles 20 chains at £50 per mile ... 2,012 10 0						
Stations and Sidings, 2 miles at £50 per mile ... 100 0 0						
Rolling Stock—						
Four Locomotives at £1,500 each ... 6,000 0 0						
Four composite Carriages at £300 each ... 1,200 0 0						
Forty open Goods Waggons at £85 each ... 3,400 0 0						
Ten covered Goods Waggons at £110 each ... 1,100 0 0						
Two Break Waggons at £150 each ... 300 0 0						
Stations—						
Six Platforms and Sheds at £250 each ... 1,500 0 0						
Water Tanks ... 300 0 0						
Land—Purchase of about ninety-four acres ... 1,000 0 0						
Engineering expenses ... 4,250 0 0						
Contingencies, 10 per cent. ... 8,980 0 0						
Total				£98,963 14 10		

MATAURA TO CLUTHA.

No. 2.

Mr. BRUNTON to the Hon. W. GISBORNE.

SIR,—

Princes Street, Dunedin, 6th July, 1871.

I have the honor to forward with this plan section and estimate of the "Long Ford" and "Clutha" section of the Otago Southern Trunk Railway.

In a former report on the country over which the Invercargill and Long Ford section of this line runs, I characterized it as one rarely to be met with for favourable features in railway construction. The character of the country now in question is much the reverse; it being difficult from its irregularities, and involving a largely increased amount of earthwork, in order to obtain a line not having by steep grades a permanent bar to its success. This after many trial sections I have been able to obtain, as will be seen from the section and plan, the steepest gradient being 1 in 92, and the