

	Mls.	chs.				£	s.	d.
Bridges at	66	77, two 25 feet openings under railway	...	...	...	290	0	0
"	70	40, two 30 feet openings under railway	...	...	...	360	0	0
"	73	36, one 25 feet opening over railway	...	...	...	300	0	0
"	75	25, one 30 feet opening under railway	...	...	...	180	0	0
"	77	48, two 30 feet openings under railway	...	...	...	360	0	0
"	82	14, one 15 feet opening under railway	...	...	...	90	0	0
"	87	61, one 25 feet opening under railway	...	...	...	150	0	0
"	90	10, thirty-three 30 feet openings under railway	...	...	...	7,000	0	0
Culverts, five 2-feet openings at £22 10 each			...	...	...	112	10	0
" twelve 3-feet openings at £28			...	...	...	336	0	0
" four 4-feet openings at £30			...	...	...	120	0	0
" one 5-feet opening at £35			...	...	...	35	0	0
" four 6-feet openings at £45			...	...	...	180	0	0
" one 8-feet opening at £55			...	...	...	55	0	0
" four 10-feet openings at £65			...	...	...	260	0	0
Level Crossings, Gates, &c., twenty-eight			...	...	...
Estimated accommodation, No. 20—48 at £20			...	...	...	960	0	0
Fencing, Ditch and Bank, 100 miles at £60 per mile			...	...	...	6,000	0	0
Points, Switches, Signals, and one Turntable			...	...	...	1,800	0	0
Laying Permanent Way, 50 miles; Stations and Sidings, 3—53 miles at £50 per mile...			...	...	...	2,650	0	0
Station, Goods and Engine Shed at Clutha			...	...	...	2,500	0	0
Five Platforms and Sheds on line			...	...	...	1,200	0	0
Water Tanks			...	...	...	300	0	0
Purchase of Land			...	...	...	2,500	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 Waggon at £85 each			...	...	...	3,400	0	0
Ten covered Goods Waggon at £110 each			...	...	...	1,100	0	0
Two Brake Waggon at £150 each			...	...	...	300	0	0
						£148,118	11	9
Contingencies, 10 per cent.			...	...	...	14,811	0	0
						£162,929	11	9
Engineering expenses, 5 per cent.			...	...	...	8,146	0	0
Total			...	...	...	£171,075	11	9

6th July, 1871.

WM. BRUNTON, C.E.

ATHOL TO KINGSTON.

No. 3.

Mr. BRUNTON to the Hon. W. GISBORNE.

SIR,—

Princes Street, Dunedin, 7th August, 1871.

I have the honor to submit plan, section, report, and estimate of that portion of the Invercargill and Kingston Railway situated between Athol and Kingston, in length, with branch goods line to shore of Wakatipu Lake, 18 miles 5 chains.

In order to obtain a workable gradient out of Kingston, I have been forced to keep the main passenger station some 60 feet above the level of the lake, and from thence have provided a branch line for goods to its shore, the passenger terminus is in the proper position for continuing the line to Queenstown at some future time if required.

It appears to me, that formerly (not easy to define) the water from this lake had its outlet at Kingston, and ran over the ground which I now recommend the line to take. The bottom of this valley is composed altogether of shingle; the earthwork will not be very expensive, or ballast either, but the soil is not adapted for sod-walls, which in my former estimates I recommended for fencing; I am therefore forced to take a more expensive mode of enclosing the railway line.

The Mataura River being sometimes close under precipitous hills on one side, and again crossing the valley and running close under the same character hills on the other, necessitates me crossing it three times; the present road or track crosses it five.

Over this section there is not a single road formed, and the ground having never been surveyed, no roads are provided for by the authorities. In this case I have made an approximate estimate of the crossings which ultimately will most likely be required.

As this section will be a small portion of main line which on its being constructed will be provided with rolling stock, I have not estimated for any.

I have, &c.,

WM. BRUNTON, M.I.C.E.

The Hon. W. Gisborne, Minister for Works,
Wellington.