

When suitable material for ballast is not found immediately on the line, the sleepers may be laid on formation, being carefully tamped with dry earth. The Contractor will be permitted to run ballast and material trains over the line thus laid at a speed not exceeding ten miles an hour, but the ballasting and lifting must be proceeded with with all possible despatch.

The changes of gradients shall be made by a gradual curve.

There are to be 2,050 sleepers per mile, to be spaced as directed. The following timbers to be used to the extent of not less than 75 per cent. of the whole: Totara, jarrah, Oregon pine, kauri, or puriri. The remaining 25 per cent. may be of matai (*Podocarpus spicata*) or birch (*Fagus fusca* or *Solandri*). They shall be 7 feet long, and 7 inches by 5 inches, all of heart. They are to be flatted top and bottom, true and out of wind; but any extra width beyond 7 inches need not be removed. The rail seats are to be accurately adzed to a correct bevel.

The rails will weigh 40 lb. to the yard; they will be jointed with Ibbotson's patent steel clip-joint, weighing about 12 lb. each joint, and fastened to the sleepers by six fang-bolts to each rail, and two spikes to each sleeper where fang-bolts are not used. The rails and fastenings will be delivered to the Contractor at the ship's side at Wellington, and he shall be responsible for all materials delivered to him.

Use of Permanent-way Materials by Contractor.

14. Permanent-way materials shall not be laid down or employed, without written permission of the Engineer, within 100 yards of the face of any excavation or the end of any embankments, nor used for hauling earthwork before the ballast is laid. When the Contractor shall have complied with the above requirements he may use the rails and other permanent-way materials for the purpose of hauling earthwork or materials on other parts of the line.

Sidings.

15. The Contractor shall construct at his own cost, at such points as may be indicated by the Engineer, half a mile of sidings, including the necessary earthworks ballast, sleepers, and laying of permanent-way, similar to that of the main line, without the points and crossings. He shall also make and construct, wherever required, such station-grounds, buildings, points, crossings, extra sidings, telegraph and other things required for station accommodation, and shall furnish the Engineer monthly with a detailed statement showing their actual cost, exclusive of all cost of management, properly supported by vouchers or as otherwise directed, and to this cost a sum equal to £10 per centum shall be added for Contractor's profits, and this amount shall be in addition to the contract sum.

Rolling-stock.

16. The Contractor shall take delivery from the ship's side at Wellington of the articles of rolling-stock enumerated below, and shall land, erect, and place the same on the line in working order, and bear all costs of the same.

List of Rolling-stock.—2 locomotives, 6 carriages and brake-vans, and 6 wagons.

Use of Rolling-stock.

17. The Government will furnish the Contractor with such locomotives and rolling-stock as they may have on the line, the Contractor to pay the wages of the engine-drivers and stokers, who must be approved by the Engineer, and to furnish fuel, water, oil, grease, waste, &c., at his own expense. The Contractor shall also return such rolling-stock as may be lent to him in as good order as when received by him—reasonable wear and tear excepted. In the event of the Government being unable to supply locomotives and rolling-stock when needed by the Contractor, an extension of time will be granted for the completion of the contract; such extension of time to be fixed by the Engineer.

Contingencies, &c.

18. The Contractor shall include in his tender a sum of £500 to be expended in the erection of a shipping wharf at the termination of the line in the River Waitara, according to plans hereafter to be furnished, the work to be done at such schedule prices as will apply.

19. The Contractor shall include in his tender a sum of £500 to be expended in coffer dams if required. Any sum not so expended shall be deducted from his contract.

WAITARA AND NEW PLYMOUTH.—LIST A.

Drawing No.	1.—Plan and sections, Sheets No. 1A and 1 to 8.
"	2.—Road crossings.
"	3.—Cross sections, cuttings, and embankments.
"	*4.—Over-bridge (Liardet Street) at 0 mile 32 chains.
"	*5.—Bridge at 0 mile 35 chains.
"	*6.—Bridge over Huatoki River at 0 mile 39 chains.
"	*7.—Over-bridge (Powderham Street) at 0 mile 48 chains.
"	*8.—Bridge over Mangotuku River at 0 mile 55 chains.
"	9.—Bridge over Henui River at 0 mile 39 chains.
"	10.—Details for ditto.
"	11.—Over-bridge (Mangorei Road) at 0 mile 50 chains.
"	12.—Bridge over Waiwakaio River at 1 mile 30 chains.
"	13.—Bridge at 1 mile 38 chains.
"	14.—Bridge at 1 mile 74 chains.
"	15.—Bridge at 2 miles 19.50 chains.
"	16.—Bridge at 2 miles 27.50 chains.
"	17.—Bridge over Mangaoraka River at 6 miles 20 chains.

* These are within township (on Sheet No. 1A).