

ALTERNATIVE SCHEME (1).

Passenger and local-goods traffic at present station-site. Sorting-yard (land, earthworks, and tracks) north of present station-site (say, about 92 m.). Small sorting-yard (interchange sidings) on Napier line, with tracks to main sorting-yard. Engine-depot, say, south of present station-site, with special track thereto.

Double track, Longburn to Palmerston North: these tracks to be placed in centre of road and railway reserve. Extra track, Palmerston North to main sorting-yard, and regrading of present track (present gradient 1 in 63).

Retain present level crossings. Main Street widened (on railway land), and shunting over Square and West Street.

<i>Estimate.</i>								£
Passenger and local-goods station .. .. .	..	..	..	..	..	..	..	100,000
Main sorting-yard .. .. .	..	..	..	..	..	..	..	80,000
Subsidiary sorting-yard on Napier line, and tracks to main sorting-yard .. .. .	..	..	..	..	..	..	..	20,000
Engine-depot, &c. .. .. .	..	..	..	..	..	..	..	50,000
Double track, Longburn to Palmerston North .. .. .	..	..	..	..	..	..	..	50,000
Extra track, Palmerston to sorting-yard, and regrading of track .. .. .	..	..	..	..	..	..	..	50,000
								350,000
Contingencies .. .. .	..	..	..	..	..	..	..	50,000
Total								<u>£400,000</u>

ALTERNATIVE SCHEME (2).

Station (low level) at present site to deal with all business except locomotive-depot.

Bridge over centre of Square to allow of shunting to northern (eastern) side of Square.

Purchase of property south of West Street to enable all present area to be utilized and for shunting facilities south end. West Street to be closed. This purchase to extend to Kairanga Road.

Main Street to be diverted to west (or north) side of railway as far as Kairanga Road.

Cook Street to be bridged, and Pitt Street subway extended.

Overbridges, with necessary approaches, at all crossings north of Square.

Double track, Longburn to Palmerston North.

This scheme would serve for a limited time only. Shunting, and passage of engines to and from engine-depot, would be carried on over Kairanga Road level crossing.

<i>Estimate.</i>								£
Station-yard, buildings, &c. .. .. .	..	..	..	..	..	..	..	150,000
Engine-depot .. .. .	..	..	..	..	..	..	..	50,000
Property .. .. .	..	..	..	..	..	..	..	50,000
Diversion Main Street, roading, &c. .. .. .	..	..	..	..	..	..	..	20,000
Double track, Longburn to Palmerston North, and separate tracks to engine-depot .. .. .	..	..	..	..	..	..	..	50,000
Bridges—								£
Cook Street .. .. .	..	..	..	..	..	..	..	70,000
Extension Pitt Street subway .. .. .	..	..	..	..	..	..	..	35,000
Square to Terrace End (seven)* .. .. .	..	..	..	..	..	..	..	350,000
								<u>455,000</u>
								775,000
Contingencies .. .. .	..	..	..	..	..	..	..	50,000
								825,000
If specially prepared surfaces for overbridges (concrete, tarred macadam, or other) add .. .. .	..	..	..	..	..	..	..	30,000
Total								<u>£855,000</u>

(Say, £850,000, compensation for closing south side of Square not included.)

* See plan No. 28970. Arrangement would not be considered satisfactory to public and owners of property in neighbourhood. Compensation would have to be paid to owners of property purchased, increasing cost by at least 50 per cent. See also plan No. 23969 for bridge at Square.