

width between lines being 6 feet. In addition to this, two sidings will be required, one on each side the goods shed, and also other sidings as directed, with the necessary turnouts, connections, and other arrangements, the total clear length not to exceed 3,600 feet, exclusive of the through siding of 1,200 feet as above.

Other intermediate stations.

Similar stations will be required at M'Kenzie's corner, and at a point as yet undefined.

Terminal station.

57. The terminal station at Houlton-road will require a house of ten rooms, the cost not to exceed £600; goods shed, equivalent to three times the accommodation specified for Eel River; engine-house, with shop, smith fire, ash-pits, and all the requisite accommodation for cleaning engines and doing the ordinary repair. A 50 foot turntable to be included within the house. The house to contain three engines on the proper sidings.

Passengers platforms to be 400 feet $\times$ 20 feet, properly constructed of timber.

A woodshed of the usual construction, 200 feet $\times$ 25 feet $\times$ 16 feet, to plate high pitch roof.

Sidings to be constructed to hold 40 square trucks, in addition to those specified for the Eel River.

The requisite cattle pens to be erected with a loading wharf.

58. Three watering places, with tanks of the same size as those in the engine-house at St. Andrew's, to be constructed where directed, in addition to one of double capacity to be fixed in the engine shed at the terminus, with the engines, mains, and all requisite apparatus for water supply, as the circumstances may require.

59. Turnouts will be required every three miles, with a clear length of 1,200 feet, with a width of 6 feet clear of the main line, and a lay-by siding of 300 feet clear length; "clear length" in all these cases will be measured from the point where the siding first becomes 6 feet clear of the other lines.

Walter M. Russell
Engineer

HENRY CARR,
 FREDERICK C. BRADLEY,

24th March, 1860.