A relatively less expensive construction at serviceable standards can be achieved by constructing, as a first step, only what is absolutely necessary. The remaining portions can be gradually constructed from the actual operational earnings. Specifications of bridges and buildings must be relaxed and modified to suite the needs of the time. Bridges on a railway line contribute substantially to the overall cost of the track. Need for a bridge must thoroughly be evaluated and should only be constructed if absolutely necessary. It may be wise to accept the possibility of holding up a certain amount of water for short periods or even a washout once in ten or fifteen years in the absence of a bridge. For essential bridges, cheap methods of construction may be employed even at the expense of durability. Cost of bridges can be further reduced by building them for a life of about 15 years. Heavy construction for a life span of 30,50 or 100 year turns out to be uneconomical because the lines are always subject to changes for meeting the requirements of doubling the line or increased loads long before the end of this useful life. Later investment is always possible by saving money on compound interests. Enormous advantage of compound over simple interest is obvious. Present methods must be modified to follow the examples set by less developed parts of Canada, the United States and parts of Africa. The principle of sacrificing durability for the sake of economy also applies to buildings. The present expensive construction of permanent buildings should be replaced with the absolutely necessary structures and those too not in everlasting fashion, keeping the possibility open for improvement when necessary in the light of modern scientific knowledge. The maintenance of such structures may prove to be a problem for engineers but better education of Indian Staff can solve this problem successfully.

The Author has worked out an example of an imaginary branch railway line; 50 miles long, with a 5'-6" guage to practically demonstrate the cost comparisons associated with his different proposals already discussed. A total of five stations at an average spacing of 10 mile has been considered in addition to the junction. Two of the stations will at first be crossing stations, one the terminus, and two will be flag stations with small goods sidings. The sharpest curve is 3° and gradient is 1/500 or easier. Bridges are required for an average 100 feet of waterway per mile at most.