For the purpose of cost estimation the preliminary expenses have been divided into sub-heads of land, formation, bridge-work, fencing, electric telegraph, permanent way and ballast, stations, plant and general charges. Land should preferably be acquired in abundance which can later on be sold on higher rates thus getting enough revenues for future improvements. Formation should be made in such a way that it requires the least possible cutting or filling. For the construction of bridge-work, the old girders removed from the older lines in the course of strengthening may be preferred over timber. Well-seasoned timber resistant to white ants should serve the purpose and may prove to be economical. Fencing will not be required for a banch line like the one considered in the example. For the electric telegraph facility, wires and the telegraph instruments are all leased from Government Telegraph Department. Therefore, no money is required under the two heads of fencing and electric telegraph. Smallness of the siding accommodation at English roadside stations on lines with light traffic is a good example which should be adopted for Punjab country-side lines. Building work economy can be achieved by reducing the number of men to be accommodated, adopting cheap types of contruction and reducing the present scale of accommodation per man. The last option is undesirable in view of the importance of having a healthy working environment and contented staff.

The economy in employing less men can be justified to achieve the object of earning an average rate of interest of 5.5%. For this purpose a graph between capital expenditures and rate of pay per month, sucessfully adopted in France during critical situation of man-power in Summer of 1918, may also be adopted in this country. As evident from figures included in the paper it is possible to cheaply group all the points and the block instruments under the hand of one man without causing any delay to traffic as long as two trains at a time have to be dealt with. Sweepers and Bhisties do not perform whole time duties and live in villages usually sttuated close to the stations, therefore, no accommodation may be provided for them at stations. Construction cost of buildings may be reduced by the use of mud concrete or sun-dried bricks treated with silicate of soda. Possibility of timber building construction should also be explored for finding new cheap and efficient ways of construction. Platforms and signals are expensive luxuries and should be avoided for light traffic. Simple furniture and weighing machines should be provided at the stations. Adding costs