

New Zealand.

ANALYSIS.

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2. Certain railways authorized.	Schedule.

1914, No. 67.

AN ACT to authorize the Construction of certain Railways.

Title.

[5th November, 1914.]

BE IT ENACTED by the General Assembly of New Zealand in Parliament assembled, and by the authority of the same, as follows:—

Short Title.

1. This Act may be cited as the Railways Authorization Act, 1914.

Certain railways authorized.

2. The Governor may from time to time, in the name and on behalf of His Majesty, undertake or enter into contracts for the construction of the railways mentioned in the Schedule hereto to the extent specified in that Schedule.

How cost to be defrayed.

3. The cost of constructing such railways shall be paid out of moneys to be appropriated for that purpose by Parliament.

Act to be deemed a special Act.

4. This Act shall be deemed to be a special Act (authorizing the construction of such railways to the extent specified in the Schedule hereto) within the meaning and for the purposes of the Public Works Act, 1908, which Act is, so far as applicable, hereby incorporated with this Act.

Schedule.

SCHEDULE.

Name of Railway.	Extent authorized.
1. Whangarei – North Auckland ...	(1.) A branch line from the authorized line near the boundary of Sections 54 and 55, Ruarangi Parish, to a quarry in or near Sections 32, 34, and 35, Maungakaramea Parish. Length about four miles. (2.) A branch line from Mangapai on the authorized line to Waipu. Length about sixteen miles.

SCHEDULE—*continued.*

Name of Railway.	Extent authorized.
2. Kaipara – Waikato (Hunty – Awaroa Extension and Manurewa and Karaka deviations)	(1.) An extension of the authorized line from its present terminus to near Basley's Corner (Burnt Bridge) in Section 25, Parish of Pepepe. Length about two miles and a half. (2.) A deviation leaving the authorized line at about 14 miles 25 chains on the existing railway chainage, and running on the eastern side of the authorized line to a junction therewith at about 16 miles 52 chains on the said chainage. Length about 2 miles 25 chains. (3.) A deviation leaving the authorized line at about 25 miles on the existing railway chainage, and running on the eastern side of the authorized line to a point at about 26 miles 12 chains on the said chainage where it crosses the authorized line, and running on the western side of the said line to a junction therewith at about 27 miles on the said chainage. Length about two miles.
3. North Island Main Trunk ...	A branch line from the railway siding in the New Zealand Railways Metal Reserve adjoining Te Kuiti 2B Block No. 4 to the limestone - deposits in Scenic Reserve, all in Block IV, Otanake Survey District. Length about 50 chains.
4. East Coast Main Trunk ...	A branch line from the authorized line in Rēpongaere A Block to a quarry in Section 79, all in Block IV, Patutahi Survey District. Length about one mile and a quarter.
5. Stratford Main Trunk (Tahora deviation)	A deviation commencing at Tahora on the authorized line, and running in an easterly direction to the Heao Valley, and thence by that valley in a northerly direction to the authorized line near Tātu. Length about seventeen miles.
6. Foxton – New Plymouth ...	A branch line from the authorized line between Greatford and Kakariki to gravel - deposits in or adjacent to the Rangitikei River bed. Length about four miles.
7. Eltham – Opunake (Manaia Branch)	A branch line from the Manaia Road crossing on the authorized line to Manaia. Length about five miles and a half.