

New Zealand.



ANALYSIS.

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| <p style="text-align: center;">Title.</p> <p>1. Short Title.</p> <p>2. Certain railways authorized.</p> | <p>3. How cost to be defrayed.</p> <p>4. Act to be deemed a special Act. Schedule.</p> |
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1929, No. 22.

Title.	AN ACT to authorize the Construction of certain Railways. [7th November, 1929.]
	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, 1929.
Certain railways authorized.	2. The Governor-General 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, 1928, which Act is so far as applicable hereby incorporated with this Act.

SCHEDULE.

Schedule.

Name of Railway.	Extent authorized.
1. Wellington-Napier (Lower Hutt Valley Duplication)	A branch line leaving the existing Lower Hutt Valley Railway at about 1 mile 64 chains on the railway chainage and running generally to the southward of the existing line, to Point Howard, Port Nicholson. Length about 2 miles 30 chains.
2. Midland	From the end of the authorized line at Murchison to Inangahua. Length about 28 miles 40 chains.
3. South Island Main Trunk ..	From the end of the authorized line at the Clarence River to Parnassus. Length about 54 miles.
4. East Coast Main Trunk ..	From a point on the existing line from Gisborne to Ngatapa, southwards via Wharerata to a junction with the authorized line from Wairoa to Waikokopu. Length about 35 miles.