

WARWICK FARM RAILWAY
(AMENDMENT) ACT.

Act No. 17, 1924.

An Act to authorise the chairman of the committee of the Australian Jockey Club or his assigns to deviate and extend part of the course of a certain line of railway authorised to be constructed by the Warwick Farm Railway Act Extension Act, 1911, and to authorise the chairman of the committee of the said club or his assigns to maintain and control the railway when so deviated and extended; to amend the said Act; to extend the provisions of section one hundred and forty-five of the Government Railways Act, 1912, to the railway; and for purposes connected therewith. [Assented to, 24th October, 1924.]

**George V,
No. 17.**

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Warwick Farm Railway (Amendment) Act.

George V,
No. 17.

BE it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows :—

Short title.

1. This Act may be cited as the "Warwick Farm Railway (Amendment) Act, 1924," and shall be read with the Warwick Farm Railway Extension Act, 1911, in this Act referred to as the Principal Act.

Authority to
construct and
maintain
railway.

2. (1) It shall be lawful for the chairman of the committee of the Australian Jockey Club to construct and maintain a railway from a point on the line of railway authorised to be constructed by the Principal Act, distant about four chains in a south-easterly direction from the road from Liverpool to Sydney, in a general south-easterly direction to a point about five chains from the left bank of George's River.

(2) The course of the railway authorised to be constructed by the Principal Act as authorised to be deviated and extended by this Act is set out in the Schedule hereto.

Railway to be
held subject
to Warwick
Farm
Railway Act
Extension
Act, 1911.

3. (1) The railway so authorised by the Principal Act and the deviation and extension authorised by this Act when constructed shall be held, maintained, and controlled by the chairman of the committee of the Australian Jockey Club or his assigns upon and subject to the terms, conditions, and provisions contained in the Principal Act with respect to the line of railway thereby authorised.

(2) The provisions of section forty-two of the Principal Act shall apply to the railway authorised to be constructed under the Principal Act as deviated and extended under the authority of this Act.

Application
of s. 145 of
Act, 1912
No. 30.

4. The provisions of section one hundred and forty-five of the Government Railways Act, 1912, shall extend to the railway authorised to be constructed under the Principal Act as deviated and extended under the authority of this Act.

Savings.

5. Nothing in this Act shall affect the past operation of the Principal Act or prejudice any rights accrued, offences committed, proceedings taken, or things done thereunder.

THE SCHEDULE.

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COMMENCING on the Great Southern Railway at a point distant in a southerly direction about one thousand three hundred yards from the Cabramatta Station: thence bearing south-easterly in a curved line through land formerly the property of the trustees of the estate of the late Thomas Moore, and now the property of the chairman of the committee of the Australian Jockey Club, to the road from Liverpool to Sydney, as the same is now fenced and used for the purposes of the said railway; thence across the said road from Liverpool to Sydney; thence again in south-easterly direction through other land now the property of the chairman of the committee of the Australian Jockey Club in a curved line bearing generally south-east about twenty chains; thence by a curved line bearing generally easterly about six chains, and thence generally easterly along part of a road one hundred feet wide purchased by the Australian Jockey Club, such road forming the southern boundary of portion 253, parish of St. Luke, county of Cumberland, and terminating about five chains from the left bank of George's River.