CHAPTER cxxxi.

An Act to vest the undertaking of the South Yorkshire Railway and River Dun Company in the Manchester, Sheffield, and Lincolnshire Railway Company. A.D. 1874.

[16th July 1874.]

WHEREAS the undertaking of the South Yorkshire Railway and River Dun Company is constituted, authorised, or otherwise affected by the several Acts of Parliament enumerated in the first schedule to this Act, and consists of the railways, navigations, and canals specified in the second schedule to this Act, and is connected with the undertaking of the Manchester, Sheffield, and Lincolnshire Railway Company in various places: 27 & 28 Vict. c. lxxvii.

And whereas by the South Yorkshire Railway and River Dun Company's Transfer Act, 1864, an agreement, contained in the second schedule to that Act, made the 8th day of June 1861, between the two companies, for the lease of the undertaking of the South Yorkshire Company to the Sheffield Company for the term of nine hundred and ninety-nine years, subject to the terms and conditions set forth in the said agreement, and to the provisions and modifications contained in the said Act, was confirmed, and it was by section 3 of the same Act enacted that the Sheffield Company should pay half-yearly to the South Yorkshire Company by way of rent—

(1.) A sum sufficient to pay the half-year's interest on the mortgages and debentures of the South Yorkshire Company subsisting at the time of such payment, and all rents, charges, and expenses of the said Company:

(2.) A sum sufficient to pay the half-year's dividend guaranteed or agreed to be paid by the South Yorkshire Company on their guaranteed and preference stock subsisting at the time of such payment, and on the shares or stock issued by them to the former proprietors of any of their navi-

A.D. 1874.

gations and canals by way of consideration for the purchase of such navigations and canals:

(3.) A sum sufficient to pay a half-year's dividend at the rate of five per centum per annum on the ordinary shares or stock of the South Yorkshire Company existing at the time of such payment, and on all shares or stock entitled only to the same dividends as the ordinary stock of the South Yorkshire Company, and held by the former proprietors of their navigations and canals:

(4.) One equal half part of the clear profits derived from the undertaking of the South Yorkshire Company remaining after the payment of the three several sums herein-before mentioned:

And whereas the capital of the South Yorkshire Company already authorised, created, and received, is set forth in the third schedule to this Act:

And whereas it would conduce to the public convenience if the undertaking of the South Yorkshire Company were absolutely vested in the Sheffield Company, and both companies are desirous that such a vesting should be effected upon the conditions in this Act contained:

And whereas the objects of this Act cannot be obtained without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Short title.

1. This Act may be cited for all purposes as the South Yorkshire Railway and River Dun Company's Vesting Act, 1874.

Part V. of 26 & 27 Vict. c. 92. incorporated.

2. Part V. (relating to amalgamation) of the Railways Clauses Act, 1863, except where expressly varied by this Act, is incorporated with and forms part of this Act.

Interpretation of terms.

3. In this Act the several words and expressions following have the respective meanings in this enactment assigned to them, unless there be something in the subject or context repugnant to such construction; (that is to say,)

The expression "the South Yorkshire Company" means the South Yorkshire Railway and River Dun Company:

The expression "the Sheffield Company" means the Manchester, Sheffield, and Lincolnshire Railway Company:

The expression "the two Companies" means the South Yorkshire Railway and River Dun Company, and the Manchester Sheffield, and Lincolnshire Railway Company:

The expression "the Act of 1864" means the South Yorkshire Railway and River Dun Company's Transfer Act, 1864:

The expression "the recited Acts" means the Acts enumerated in the first schedule to this Act.

Repeal of certain sections in Act of 1864.

4. Sections 2 to 12 and 33 to 43, all inclusive, of the Act of 1864, are hereby repealed.

Defining undertaking of South Yorkshire Company.

5. The undertaking of the South Yorkshire Company, to which the provisions of this Act apply, is hereby declared to be and mean all the railways and works and all the navigation and canals specified in the second schedule to this Act, and all other railways, works, navigations, and canals, and the lands, tenements, and hereditaments, stations, wharves, towing-paths, warehouses, approaches, and conveniences connected therewith respectively, and all other the property and estate, moneys and assets, whether real or personal, belonging to or authorised to be constructed or acquired by the South Yorkshire Company by virtue of the Acts enumerated in the said first schedule to this Act, or of any other Acts which may have been heretofore passed, or which may be passed in the present session of Parliament, and all rights, powers, and privileges, with regard to the possession, enjoyment, and management of the said railways, navigations, canals, and works, including the power to levy tolls and other charges, which now belong to or are vested in the South Yorkshire Company, or in the Sheffield Company, by virtue of the Act of 1864, and also the rights, powers, privileges, interests, or estate which the South Yorkshire Company, or the Sheffield Company, by virtue of that Act, possesses in or enjoys over any railways, stations, navigations, canals, or works belonging to any other company, and either jointly or in common with any other company, and all contracts made by or on behalf of the South Yorkshire Company, and all rents, duties, and liabilities payable by or attaching to that company or to their undertaking or any part thereof.

Dissolution thereof and vesting of its undertaking in Sheffield Company.

6. Upon and from the passing of this Act, the South Yorkshire Company shall be dissolved, excepting for the purpose of winding up its affairs and its undertaking as herein-before defined, and all its estate, right, title, and interest in and to the said undertaking, and all the rights, privileges, easements, powers, and authorities incident to or affecting the same shall, subject to the existing charges, debts, leases, covenants, contracts, obligations, and liabilities

A.D. 1874.

of the South Yorkshire Company then affecting the same, become and be absolutely vested in the Sheffield Company, and shall and may be held, possessed, enjoyed, and used, exercised, and executed by the Sheffield Company in the same manner and to the same extent as they respectively were or could or might if this Act had not passed have been held, possessed, enjoyed, used, exercised, or executed by the South Yorkshire Company, and thereupon and thenceforth the undertaking of the South Yorkshire Company shall become part of the undertaking of the Sheffield Company, and shall be called and known by the name of the Manchester, Sheffield, and Lincolnshire Railway, and the corporate seal of the Manchester, Sheffield, and Lincolnshire Railway Company shall be used instead of and have the same force and effect as the seal of the South Yorkshire Company.

Provision for conversion and redemption of stock of South Yorkshire Company.

7. Upon the passing of this Act, the five per cent. irredeemable preference stock, 1866, and the five per cent. irredeemable preference stock, 1872, of the South Yorkshire Company shall become irredeemable five per cent. South Yorkshire rentcharge stock of the Sheffield Company, and the redeemable five per cent. guaranteed stock, 1860, and the redeemable five per cent. preference stock, 1863, of the South Yorkshire Company shall become redeemable five per cent. South Yorkshire rentcharge stock of the Sheffield Company, subject to the power of redemption under which the same is now held, the guaranteed four per cent. stock of the South Yorkshire Company shall also become four per cent. guaranteed South Yorkshire rentcharge stock of the Sheffield Company, and the ordinary stock of the South Yorkshire Company shall become a seven per cent. South Yorkshire rentcharge stock of the Sheffield Company, the first half-yearly payment of which shall be considered as having accrued on the fifteenth day of August one thousand eight hundred and seventy-three, subject nevertheless to a power in the Sheffield Company to redeem such last-named stock on payment of one hundred and forty pounds for each one hundred pounds of such stock after six months notice given by circular transmitted by post to the address of each holder of such stock as appearing on the books of the Company, and the holders of the said several South Yorkshire rentcharge stocks shall be entitled to dividends at the rate designated in each such rentcharge stock.

Revenue of the South Yorkshire Company to belong to Sheffield Company.

8. As from the first day of January one thousand eight hundred and seventy-three, all the tolls, rates, rents, and revenue of the South Yorkshire Company, which shall have accrued from that day shall, after payment of all sums and dividends by this Act directed to be paid, belong to and be the property of the Sheffield Company.

Dividends on shares to be paid half-yearly.

9. The dividends at the rates aforesaid, in the several South Yorkshire stocks aforesaid, shall be paid by the Sheffield Company by way of rent to the holders of the same, in equal half-yearly portions, on the fifteenth day of February and the fifteenth day of August in every year, and shall be paid without any deduction, except for income tax, and subject to the provisions of the Railway Companies Act, 1867, for the protection of rolling stock and plant used or provided by the Sheffield Company, and subject also to the provisions of the next following section.

Receipts from South Yorkshire Company primary security for dividends.

10. The gross receipt from the undertaking of the South Yorkshire Company, subject to the deduction of thirty-eight per cent., which for this purpose is as between the two companies to be taken as the amount of working and other expenses usually payable out of revenue, shall form the primary fund for payment of the several dividends by this Act directed to be paid, and no part of such receipts shall be applicable to the payment of any of the liabilities or dividends of the Sheffield Company or the preference or other stock of that Company until the dividends by this Act payable shall have been first discharged, and in the event of those receipts not being sufficient to pay the said dividends, the balance or deficiency thereon shall be paid by the Sheffield Company, nevertheless subject to and without prejudice to the prior payment of the mortgagees, annuitants, and preferential shareholders of the Sheffield Company who, under the Act of 1864, would have been entitled to be paid in preference to the shareholders of the South Yorkshire Company.

Saving rights of Sheffield Company's preference stock.

Separate accounts to be kept.

11. The accounts of all gross receipts from the undertakings of the South Yorkshire Company as above defined shall be so kept as to show with precision all such receipts distinct from the receipts of other parts of the undertaking of the Sheffield Company, and in such gross receipts the rates to be credited by the Sheffield Company in respect of general through railway traffic passing over the South Yorkshire undertaking, excepting coal, coke, culm, cinders, and ironstone, shall consist of such a terminal, if any, as shall be agreed upon, or, in default of agreement, as is usual, according to the clearing house rules, and an equal mileage proportion of the whole charge in respect of the mileage for which such traffic traverses the South Yorkshire undertaking, after deduction of terminals and the sums paid out to other companies, and in respect of coal, coke, culm, cinders, and ironstone, passing on, to, or from other lines over the South Yorkshire undertaking, the charge to be so credited shall never be less than a terminal of threepence, and after deducting another equal terminal, an equal mileage proportion

A.D. 1874.

of the residue of the total charge: Provided that the total gross credit to the South Yorkshire undertaking shall never be less than sixpence a ton.

Provision in case of default in payment of dividends.

12. In the event of any default arising in the payment of the several sums and dividends by this Act directed to be paid, and so often as such default shall happen, it shall be lawful for the stockholders to whom any sums and dividends by this Act directed to be paid shall for the time being have become payable and be in arrear, at any meeting called by any six of such stockholders, to be convened at some place to be specified in the notice convening the meeting, at a time not less than fourteen days after the publication of such notice in any newspaper circulating in Doncaster and Sheffield, and in a London daily paper, to appoint some person to be a receiver of all such gross receipts, and thereupon such receiver so appointed shall be entitled to receive all such gross receipts, subject to the deductions aforesaid, and to apply the same in payment of all arrears then due, or from time to time accruing, of such sums or dividends by this Act directed to be paid, and so soon as all such arrears shall be fully discharged, and the costs of such receiver paid, the powers of such receiver shall cease; and the Sheffield Company shall afford to such receiver all requisite facilities to enable him to ascertain and receive such gross receipts accordingly.

Debentures and debenture stock of South Yorkshire Company to become debentures and debenture stock of Sheffield Company.

13. Upon the passing of this Act, the debentures and debenture stock of the South Yorkshire Company shall, subject nevertheless to the liability of the South Yorkshire as to the payment thereof subsisting at the passing of this Act, become debentures and debenture stock of the Sheffield Company, and the Sheffield Company shall be liable to discharge the obligations of the South Yorkshire Company in respect of the same.

Providing for exchange of certificates.

14. Any proprietor of preferential or ordinary shares or stock, or shares or stock entitled only to the same dividends as the ordinary stock, of and in the South Yorkshire Company, who shall send or deliver the certificate for such shares or stock respectively to the secretary of the Sheffield Company, at the principal office of that company, to be exchanged and cancelled, shall receive in the stead of such certificate another certificate for stock of the same nominal value in the Sheffield Company, which certificate shall bear the name of "Manchester, Sheffield, and Lincolnshire, South Yorkshire rentcharge stock," and shall also bear the name or quality of such stock as aforesaid, and shall entitle the holders thereof to the dividends payable half-yearly attaching to such stock: Provided always, that until such exchange, the certificates for shares or stock in the

South Yorkshire Company shall have and possess the same rights and advantages as would be incident to such certificates if they had been issued under the provisions of this enactment.

Sheffield Company may create and issue new shares in their undertaking.

15. The Sheffield Company may, for the purposes of the conversion by this Act authorised, create and issue new shares or stock in their undertaking of the amount and bearing the several rates of dividend as by this Act prescribed.

Power for the Sheffield Company to apply capital.

16. The Sheffield Company may, for the purposes of the purchase or redemption of the said seven per cent. South Yorkshire rentcharge stock, apply any money which they are for the time being authorised to raise independently of this Act, and which is not required for the purposes for which the same was authorised to be raised, and may raise such further moneys as may be necessary, either by the creation of new shares or new stock, ordinary or preference, or partly ordinary and partly preference, as the Sheffield Company from time to time think fit.

Tolls and charges to be levied by Sheffield Company.

17. The Sheffield Company may demand and receive in respect of the use of the railway forming parts of the undertaking of the South Yorkshire Company, as defined in the second schedule to this Act, rates, tolls, and charges only on the scale specified in the Act of 1864, and in respect of navigations and canals forming parts of the undertaking aforesaid, the tolls and duties only specified in Schedule A. to the South Yorkshire, Doncaster, and Goole Railway Act, 1847.

Sale of superfluous lands.

18. The Sheffield Company may sell, on chief rents or otherwise, any lands, houses, or buildings vested in the South Yorkshire Company previously to the passing of this Act, and not required for the purposes of the undertaking of the South Yorkshire Company.

Present and future rights and liabilities under recited Acts saved.

19. Everything before the passing of this Act done and suffered respectively under the recited Acts or any of them shall be as valid and effectual as if this Act had not been passed, and this Act shall accordingly be subject and without prejudice to everything so done and suffered respectively, and to all rights, liabilities, claims, and demands, both present and future, which, if this Act had not been passed, would be incident to or consequent on any and everything so done and suffered respectively; and with respect to all such things so done and suffered respectively, and all such rights, liabilities, claims, and demands, the Sheffield Company shall, to all intents and purposes, represent the South Yorkshire Company.

Contracts not to be affected.

20. All contracts, covenants, agreements, conveyances, leases, mortgages, bonds, and securities, which may have been made or

A.D. 1874.

entered into with, to, or in favour of, or by, or for, or obligatory upon, the South Yorkshire Company previously to the passing of this Act, shall be and remain as good, valid, and effectual in favour of, against, and in reference to the Sheffield Company, and may be proceeded on and enforced in the same manner by or against the Sheffield Company, to all intents and purposes, as if that company had been a party to and executed the same, or had been named or referred to therein instead of the South Yorkshire Company.

Actions, &c. not to abate.

21. No action, suit, prosecution, or other proceeding whatsoever commenced previously to the passing of this Act, either by or against the South Yorkshire Company, shall abate or be discontinued or prejudicially affected by reason of the vesting of the undertaking of the South Yorkshire Company in the Sheffield Company, but on the contrary, the same shall continue and take effect in favour of and against the Sheffield Company, in the same manner in all respects as the same would or might have continued and taken effect in favour of or against the South Yorkshire Company.

Saving rights of all companies and persons in Acts of 1864 and 1847.

22. Nothing in this Act contained shall alter, abridge, or in any way interfere with the rights, powers, privileges, remedies, or exemptions of any company or person mentioned in, or preserved, or given to any such company or person by the Act of 1864, or the South Yorkshire, Doncaster, and Goole Railway Act, 1847.

Deposit for future Bills not to be paid out of capital.

23. The Sheffield Company shall not, out of any money by this Act authorised to be raised, pay or deposit any sum which, by any standing order of either House of Parliament, now or hereafter in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising that Company to construct any other railway or to execute any other work or undertaking.

Companies not exempt from provision of present and future general Acts.

24. Nothing in this Act contained shall exempt the two Companies or their undertakings from the provisions of any general Act relating to railways, or the better and more impartial audit of the accounts of railway companies, now in force or which may hereafter pass during this or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the maximum rates of fares and charges, or of the rates for small parcels.

Expenses of Act.

25. All costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Sheffield Company

FIRST SCHEDULE.

Local and Personal Acts constituting or affecting the Undertaking of the South Yorkshire Company.

12 Geo. I. Cap. 38.

An Act for making the River Dun, in the west riding of the county of York, navigable from Holmstile in Doncaster up to the utmost extent of Tinsley Westward, a township within two miles of Sheffield.

13 Geo. I. Cap. 20.

An Act for improving the navigation of the River Dun from a place called Holmes-stile, in township of Doncaster, in the county of York, to Wilsick House, in the parish of Barmby Dun, in the said county.

6 Geo. II. Cap. 9.

An Act to explain and amend two Acts of Parliament, one made in the twelfth and the other in the thirteenth year of His late Majesty's reign, for making navigable the River Dun, in the county of York, and for the better perfecting and maintaining the said navigation, and for uniting the several proprietors thereof into one company.

13 Geo. II. Cap. 11.

An Act for the more effectual improving the navigation of the River Dun from a place called Wilsick House, in the parish of Barmby Dun, in the county of York, to Fishlock Ferry, in the same county.

1 & 2 Geo. IV. Cap. 46.

An Act for improving the navigation of the River Dun, and for altering the course thereof, by making certain new cuts or canals from the same, and for amending, altering, and enlarging the powers granted to the River Dun Company by several Acts relating to the said navigation.

7 Geo. IV. Cap. 97.

An Act for improving the navigation of the River Dun and for altering the course thereof by making certain new cuts or canals from the same, and for amending, altering, and enlarging the powers granted to the company of proprietors by several Acts now in force.

33 Geo. III. Cap. 115.

An Act for making and maintaining a navigable canal from the River Dun navigation cut, in the township of Swinton, to or near the town of Barnsley, in the parish of Silkstone, in the west riding of the county of York, and certain collateral cuts branching out of the said canal.

39 & 40 Geo. III. Cap. 37.

An Act to enable the Dearne and Dove Canal Company to finish and complete the said canal and the several collateral cuts branching therefrom, and for

A.D. 1874.

explaining, amending, and enlarging the powers of an Act passed in the thirty-third year of the reign of His present Majesty, for making and maintaining the said canal and collateral cuts, and for increasing the tolls thereby granted.

10 & 11 Vict. Cap. 291.

An Act for making several lines of railway between Peniston, Barnsley, Elsecar, and Doncaster, in the west riding of Yorkshire, to be called "The South Yorkshire, Doncaster, and Goole Railway," and for authorising the purchase of part of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, and of the Dun Navigation, and Dearne and Dove Canal, of which Act the short title is "The South Yorkshire, Doncaster, and Goole Railway Act, 1847."

11 & 12 Vict. Cap. 65.

An Act to authorise the South Yorkshire, Doncaster, and Goole Railway Company to construct a branch railway to the Great Northern Railway at Doncaster, of which Act the short title is "The South Yorkshire, Doncaster, and Goole Railway Act, 1848."

13 & 14 Vict. Cap. 35.

An Act to authorise deviations in the line of the South Yorkshire, Doncaster, and Goole Railway, the extension of the Elsecar branch of the said railway at Tankersley, and the amendment of the Acts relating to the said railway, of which Act the short title is "The South Yorkshire, Doncaster, and Goole Railway (Deviation and Extension of Elsecar Branch) Act, 1850."

13 & 14 Vict. Cap. 57.

An Act to authorise the abandoning of certain portions of the South Yorkshire, Doncaster, and Goole Railway, a deviation thereof near Doncaster, and the amendment of the Acts relating thereto, of which Act the short title is "The South Yorkshire Railway and River Dun Act, 1850."

9 & 10 Vict. Cap. 354.

An Act for making certain lines of railway in the west riding of the county of York to be called "The Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway," of which Act the short title is "The Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Act, 1846."

14 & 15 Vict. Cap. 46.

An Act to authorise deviations of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway between Sheffield and Barnsley, and to amend the Acts relating to the said railway, of which Act the short title is "The Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway Deviation and Amendment Act, 1851."

55 Geo. III. Cap. 65.

An Act for making and maintaining a navigable canal from Sheffield to Tinsley, in the west riding of the county of York.

11 & 12 Vict. Cap. 94.

An Act for vesting in the Manchester, Sheffield, and Lincolnshire Railway Company the Sheffield Canal, of which Act the short title is "The Sheffield Canal Purchase Act, 1848."

12 & 13 Vict. Cap. 75.

An Act to transfer the Sheffield Canal to the company of proprietors of the Navigation of the River Dun, of which Act the short title is "The Sheffield Canal Transfer Act, 1849."

33 Geo. III. Cap. 117.

An Act for making and maintaining a navigable canal from the River Dun navigation cut at or near Stainforth, in the west riding of the county of York, to join and communicate with the River Trent, at or near Keadby, in the county of Lincoln, and also a collateral cut from the said canal to join the said River Dun, in the parish of Thorne, in the said riding.

38 Geo. III. Cap. 47.

An Act for amending and enlarging the powers of an Act passed in the thirty-third year of the reign of His present Majesty for making and maintaining a navigable canal from the River Dun navigation cut, at or near Stainforth, in the west riding of the county of York, to join and communicate with the River Trent at or near Keadby in the county of Lincoln, and also a collateral cut from the said canal to join the said River Dun, in the parish of Thorne, in the said riding.

49 Geo. III. Cap. 71.

An Act to enable the company of proprietors of the Stainforth and Keadby Canal Navigation to raise a further sum of money for the discharge of their debts and to finish and complete the said canal navigation, and for amending the several Acts passed relative thereto.

12 & 13 Vict. Cap. 29.

An Act to vest the Stainforth and Keadby Canal in the company of proprietors of the Navigation of the River Dun, of which Act the short title is "The Stainforth and Keadby Canal Purchase Act, 1849."

15 & 16 Vict. Cap. 153.

An Act to enable the South Yorkshire Railway and River Dun Company to transfer their undertaking to the Great Northern Railway Company, of which Act the short title is "The South Yorkshire Railway and River Dun Company's Transfer Act, 1852."

22 & 23 Vict. Cap. 101.

An Act to amend the Acts relating to the South Yorkshire Railway and River Dun Company, and to regulate the crossing of certain roads by the railway of the Company, of which the short title is "The South Yorkshire Railway and River Dun Company's Act, 1859."

A.D. 1874.

24 & 25 Vict. Cap. 169.

An Act for the extension of the South Yorkshire Railway across the Trent near Keadby in Lincolnshire, and for granting further powers to the South Yorkshire Railway and River Dun Company, the short title of which is "The South Yorkshire Railway Amendment Act, 1861."

25 & 26 Vict. Cap. 129.

An Act to authorise the South Yorkshire Railway and River Dun Company and the Manchester, Sheffield, and Lincolnshire Railway Company to contribute funds towards and to acquire the undertaking of the Trent, Ancholme, and Grimsby Railway Company, the short title of which is "The Trent, Ancholme, and Grimsby Railway Act, 1862."

25 & 26 Vict. Cap. 141.

An Act to enable the South Yorkshire Railway and River Dun Company to make railways near Sheffield and Thorne, and to exercise other powers, the short title of which is "The South Yorkshire Railway (Sheffield and Thorne) Act, 1862."

25 & 26 Vict. Cap. 211.

An Act to authorise the construction of a railway from the Bradford, Wakefield, and Leeds Railway at Wakefield to the South Yorkshire Railway at Barnby-upon-Dun, and of certain branch railways, to be called "The West Riding and Grimsby Railway," the short title of which is "The West Riding and Grimsby Railway Act, 1862."

26 & 27 Vict. Cap. 146.

An Act to enable the South Yorkshire Railway and River Dun Company to alter their authorised line, to purchase the Barnsley Coal Railway, and for other purposes relating to the same company, the short title of which is "The South Yorkshire Railway Act, 1863."

27 & 28 Vict. Cap. 19.

An Act to enable the South Yorkshire Railway and River Dun Company to extend their railway to the Midland Railway at Barnsley, the short title of which is "The South Yorkshire Railway Act, 1864."

27 & 28 Vict. Cap. 77.

An Act to authorise the transfer of the undertaking of the South Yorkshire Railway and River Dun Company to the Manchester, Sheffield, and Lincolnshire Railway Company, the short title of which is "The South Yorkshire Railway and River Dun Company's Transfer Act, 1864."

29 & 30 Vict. Cap. 86.

An Act to authorise the South Yorkshire Railway and River Dun Company to widen and improve a portion of their railway and to abandon other portions thereof, and for other purposes relating to the same railway, the short title of which is "The South Yorkshire Railway Act, 1866."

30 & 31 Vict. Cap. 4.

An Act for conferring powers on the Manchester, Sheffield, and Lincolnshire Railway Company with respect to the construction and abandonment of works and in relation to their capital, and for conferring other powers on that company and on the South Yorkshire Railway Company in relation to the Trent, Ancholme, and Grimsby Railway, and for other purposes, the short title of which is "The Manchester, Sheffield, and Lincolnshire Railway (Additional Powers) Act, 1867."

35 & 36 Vict. Cap. 178.

An Act for conferring further powers on the Manchester, Sheffield, and Lincolnshire Railway Company in relation to their own undertaking and to the undertakings of other companies, and for amending the Acts relating to and making further provision respecting the South Yorkshire Railway and River Dun Company, the Sheffield and Midland Railway Companies Committee, the Macclesfield, Knutsford, and Warrington Railway Company, the Macclesfield Committee, and the Oldham, Ashton-under-Lyne, and Guide Bridge Junction Railway Company, and for other purposes, the short title of which is "The Manchester, Sheffield, and Lincolnshire Railway Company (Additional Powers) Act, 1872."

SECOND SCHEDULE.

Railways, Navigations, and Canals comprised in Undertaking of South Yorkshire Company.

A railway (No. 1), herein-after referred to as the main line, commencing at Barnsley, in the parish of Silkstone, in the west riding of the county of York, by a junction with the Lancashire and Yorkshire Railway, and terminating by a junction with the Great Northern Railway in the parish of Doncaster, in the said west riding of the county of York.

A railway (No. 2), commencing by a junction with the main line, in the township of Balby with Hexthorpe, in the parish of Doncaster, and terminating by a junction with the Great Northern Railway, in the same parish.

A railway (No. 3), called for distinction "the Worsborough Branch," commencing by a junction with the main line in the parish of Darfield, in the west riding of the county of York, and terminating at Worsborough in the same parish.

A railway (No. 4), called for distinction "the Elsecar Branch," commencing by a junction with the main line in the said parish of Darfield, and terminating at Elsecar, in the parish of Wath-upon-Dearne, in the said west riding of the county of York.

A railway (No. 5), called for distinction "the Sheffield Branch," commencing by a junction with the main line in the said parish of Darfield, and terminating by a junction with the Sheffield and Rotherham Branch of the Midland Railway, in the parish of Ecclesfield, in the said west riding of the county of York.

A railway (No. 6), called for distinction "the Sheffield Branch Extension," commencing by a junction with the lastly described railway (No. 5), in the

A.D. 1874.

township of Kimberworth, in the parish of Rotherham, and terminating by a junction with the main line of the Manchester, Sheffield, and Lincolnshire Railway at a point known as Woodburne Junction, in the township of Attercliffe-cum-Darnall, in the parish of Sheffield, all in the said west riding of the county of York.

A railway (No. 7), called for distinction "the Midland Branch," commencing by a junction with the main line in the parish of Wath-upon-Dearne, and terminating by a junction with the main line of the Midland Railway near the Swinton Station on that railway, in the said parish of Wath-upon-Dearne.

A railway (No. 8), called for distinction "the Barnsley Coal Railway," commencing by a junction with the main line in the township of Ardsley, in the parish of Darfield, and terminating at Applehaigh Lane, in the township of Notton, in the parish of Royston, in the west riding of the county of York.

A railway (No. 9), called for distinction "the Doncaster and Keadby Branch," commencing by a junction with the Great Northern Railway in the said parish of Doncaster, and terminating on the bank of the River Trent, at or near Keadby, in the parish of Althorpe, in the county of Lincoln

A railway (No. 10), called for distinction "the Keadby Extension," commencing by a junction with the lastly described railway (No. 10) in the township of Keadby, and the parish of Althorpe, in the county of Lincoln, and terminating by a junction with the Trent, Ancholme, and Grimsby Railway, in the township of Brumby, in the parish of Frodingham, in the said county of Lincoln.

A railway (No. 11), called for distinction "the Thorne Branch," commencing by a junction with the Doncaster and Keadby Branch, in the parish of Thorne, and terminating in the said parish by a junction with the branch of the North-eastern Railway from Thorne to Staddlethorpe.

A railway (No. 12), commencing by a junction with the railway herein-before described as the "Sheffield Branch Extension," at Tinsley, in the parish of Sheffield, and terminating by a double junction with the main line in the parish of Mexborough, in the west riding in the county of York.

All colliery and other branches and sidings leading out of any of the before-mentioned railways, and which have been constructed by the South Yorkshire Company, and were at the passing of this Act used as part of the undertaking of that Company.

The navigation of the River Dun from Tinsley, in the parish of Sheffield, in the west riding of the county of York, to a place called Wilsick House in the parish of Barnby-upon-Dun in the same county, together with all cuts, branches, locks, dams, banks, and other works connected therewith, and at any time heretofore forming part or parcel of the said navigation.

The Dearne and Dove Canal, commencing from the River Dun navigation, in the township of Swinton, in the parish of Wath-upon-Dearne, and terminating at or near Barnsley, in the parish of Silkstone, by a junction with the Barnsley Canal, and all collateral cuts branching out of the said canal, together with all locks, docks, and works connected therewith, and heretofore forming part or parcel thereof.

The Stainforth and Keadby Canal, commencing from the River Dun navigation at or near Stainforth, in the west riding of the county of York, to the River Trent at or near Keadby, in the county of Lincoln, and all collateral cuts from the said canal, together with all locks, docks, and works connected therewith, and heretofore forming part or parcel thereof.

The Sheffield Canal, commencing in the parish of Sheffield, and terminating by a junction with the River Dun navigation at Tinsley, in the west riding of the county of York, together with all branches, cuts, locks, docks, and works connected therewith, or heretofore enjoyed as part or parcel thereof.

THIRD SCHEDULE.

STATEMENT of CAPITAL of SOUTH YORKSHIRE COMPANY, authorised, created, and received on the thirty-first day of December one thousand eight hundred and seventy-three.

SHARE CAPITAL.

Order of priority.	Description of Stock and Shares.	Amount authorised and created.	Amount received.
		£	£
1	Guaranteed 4 per cent. stock - - -	448,980	448,980
2	Redeemable 5 per cent. guaranteed stock, 1860 -	500,000	500,000
3	Redeemable 5 per cent. preference stock, 1863 -	260,000	260,000
4	Irredeemable 5 per cent. preference stock, 1866 -	220,000	220,000
5	Irredeemable 5 per cent. preference stock, 1872 -	270,000	270,000
6	Ordinary stock - - - - -	741,020	741,020
	£	2,440,000	2,440,000

LOAN CAPITAL.

Authorised - - - -	£1,315,936	17 2
Received - - - -	£1,203,756	17 2

LONDON: Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE, Printers to the Queen's most Excellent Majesty. 1874.