

An Act in addition to "An Act to incorporate the Vermont and Massachusetts Rail-road Corporation." *Chap 262.*

BE it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows :

SECTION 1. The location of the Vermont and Massachusetts Rail-road may be filed at any time within one year from and after the termination of the present session of this Legislature; and said company shall be allowed the same time for completing all sections of their rail-road, above and westerly of the point of junction with the Winchendon Rail-road, as they now have for completing that part which lies west of Baldwinsville; and all forfeitures to which said company may be subject, under prior acts in relation to said company, by omitting to file their location, or to complete any portion of their rail-road west of said point of junction with said Winchendon Rail-road, in any shorter time, are hereby remitted. But in case said location shall not be filed, and said rail-road completed within the time limited by this act, the charter of said company shall be void.

Time for location and completion of road.

SECTION 2. Said company shall, within six months from and after the termination of the present session of this Legislature, elect whether their main road is to pass from Montague through Northfield, or from Montague through Greenfield and Bernardston, and shall file within said six months, a certificate of such election with the county commissioners for the county of Franklin, which filing shall be binding upon said company, as to the final location of their main road, unless such election be desired by the Connecticut River Rail-road Company, and such desire be so certified by them to the county commissioners for the county of Franklin, and to the Vermont and Massachusetts Rail-road Company.

Choice of location; filing of the same, &c.

SECTION 3. Said company, in locating and constructing that portion of their rail-road, which shall be between the point of junction aforesaid and South Royalston, are hereby empowered to adopt a route diverging from their present chartered line, in manner following, viz: commencing at some convenient point in Westminster, westwardly of Whitman's village, or in Gardner or Ashburnham; and thence running through the town of Gardner to the valley of the Otter River; and thence by such line as shall be found most feasible, through Templeton to a point in their chartered line, between Gibson's Mill and the village of South Royalston.

Route may be adopted for a portion of road, diverging from that of the charter.

SECTION 4. The said company, in relation to the new line of their rail-road hereby authorized, shall enjoy all the rights, powers and privileges, and be subject to all the duties,

Rights, &c., in relation to new road, to be the same as under the charter.

restrictions, liabilities and reservations set forth in their original charter.

Branch roads
may be built,
Provided, &c.

SECTION 5. In case said company shall elect to locate and construct their main road through the towns of Greenfield and Bernardston, as named in their charter, they are hereby authorized to build a branch road for the accommodation of the town of Northfield, diverging from the main trunk at some convenient point between Grout's Tavern in Montague and the Vermont line; thence running in the best direction to some point in the town of Northfield, east of Connecticut River. And in case said company shall locate and build their main road through Northfield, as named in their charter, they are hereby authorized to construct a branch road, commencing at some convenient point near said Grout's Tavern, and thence running across the Connecticut River, near the mouth of Deerfield River, and uniting with the Connecticut River Rail-road, in the town of Deerfield, near the Deerfield River, or any where between said Deerfield River and the village of Greenfield.

Branch road
may be built to
connect, &c.

SECTION 6. The Vermont and Massachusetts Rail-road Company and the Connecticut River Rail-road Company, or either of them, in case they shall agree thereto, and on such terms and in such a manner as they shall agree, may connect their roads by a branch rail-road, extending from some point on the Vermont and Massachusetts Rail-road, in Montague, to the Connecticut River Rail-road, in that part of Deerfield known as South Deerfield, crossing the Connecticut River by a bridge, at the point which they shall find most convenient for such purpose; and in the location and construction of such branch, shall be subject to the general provisions of this act, as far as they are applicable to the same: *provided, however*, that if such connection is formed, then the power granted by this act to the Vermont and Massachusetts Rail-road Company to build a branch road from some point near Grout's Tavern, in Montague, to the Connecticut River Rail-road, at or near Deerfield River or Greenfield, shall be void. [*Approved by the Governor, April 16, 1846.*]

Provided, &c.

Chap 263. An Act authorizing the Nashua and Lowell Rail-road Corporation to surrender a portion of the Middlesex Turnpike.

BE it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows :

Charter of part
of turnpike
may be surren-
dered.

SECTION 1. The Nashua and Lowell Rail-road Corporation may surrender the charter of that part of the Middlesex Turnpike belonging to them, which lies within the bounds of the towns of Tyngsboro' and Chelmsford, in the county of Middlesex, and the said Middlesex Turnpike Corporation, created by an act passed on the fifteenth day of June, in the