



ANNO NONO & DECIMO

VICTORIÆ REGINÆ.

Cap. cccli.

An Act for making a Railway from the intended *Great Northern Railway* in the Parish of *Ufford* in the County of *Northampton* to unite with the *Loop Line* of the same Railway in the Parish of *Crowland* in *Lincolnshire*. [7th August 1846.]

WHEREAS the making of a Railway from the projected *Great Northern Railway* in the Parish of *Ufford* in the County of *Northampton* to unite with the *Loop Line* of the said *Great Northern Railway* in the Parish of *Crowland* in the Parts of *Holland* in the County of *Lincoln* would be of great public Advantage: And whereas the Persons herein-after named, together with others, are willing, at their own Expence, to carry such Undertaking into execution; but the same cannot be effected 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, That the several Acts of Parliament following, (that is to say,) the Companies Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Act, 1845, and the Railways Clauses Consolidation Act, 1845, shall be incorporated with and form Part of this Act.

8 & 9 Vict.
cc. 16. 18.
and 20. in-
corporated
with this Act.

[*Local.*]

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II. And

Short Title.

II. And be it enacted, That in citing this Act in other Acts of Parliament and in legal Instruments it shall be sufficient to describe it as "The *Stamford and Spalding* Railway Act, 1846."

Subscribers incorporated.

III. And be it enacted, That *William Astell, James Arbouin, Thomas Wetherell, George Hussey Packe, and John Hawkins*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purposes of the said Undertaking, according to the Provisions of the said recited Acts and of this Act, and for other the Purposes herein and in the said recited Acts contained, and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Stamford and Spalding* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the recited Acts contained.

Capital.

IV. And whereas the estimated Expence of making the Railway is One hundred thousand Pounds; be it enacted, That the Capital of the Company shall be One hundred thousand Pounds.

Number and Amount of Shares.

V. And be it enacted, That the Number of Shares into which the Capital shall be divided shall be Four thousand, and the Amount of each Share shall be Twenty-five Pounds.

Calls.

VI. And be it enacted, That Five Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Months at the least shall be the Interval between each Call.

Interest to be paid on Calls until Railway completed.

VII. And be it enacted, That, notwithstanding any thing in the said Companies Clauses Consolidation Act contained to the contrary, it shall be lawful for the Directors of the Company to pay and allow Interest at a Rate not exceeding Five Pounds *per Centum per Annum* on all Calls paid in respect of the Capital of the Company, from the Date of Payment thereof until the Completion of the Railway: Provided always, that no Interest shall accrue to the Proprietor of any Share upon which any Call shall be in arrear in respect of such Share, or of any other Share held by the same Proprietor, while such Call shall remain unpaid.

Power to borrow Money on Mortgage.

VIII. And be it enacted, That it shall be lawful for the Company to borrow on Mortgage or Bond any Sums not exceeding in the whole the Sum of Thirty-three thousand Pounds, but no Part of such Sums shall be borrowed until the whole of the said Capital or Sum of One hundred thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up.

Mortgagees may enforce Payment of Arrears by

IX. And be it enacted, That it shall be lawful for the Mortgagees of the Company to enforce the Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver;

Receiver; and in order to authorize the Appointment of such Receiver, in the event of the Principal Monies due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Ten thousand Pounds in the whole.

Appoint-
ment of a
Receiver.

X. And be it enacted, That the Number of Directors shall be Twenty-two, and the Qualification of a Director shall be the Possession in his own Right of Fifty Shares in the Undertaking.

Number and
Qualification
of Directors.

XI. And be it enacted, That *William Astell, Edmund Denison, the Honourable Octavius Duncombe, Frederick Ricketts, Charles Chaplin, Francis Pym, John Milligan Laws, James Arbouin, Richard Ellison, John Nathaniel Foster, Thomas Wetherell, William Skinner Marshall, Francis Parker, George Hussey Packe, and Archibald Frederick Paull* shall be the first Directors of the Company.

First
Directors.

XII. And be it enacted, That the Directors appointed by this Act shall continue in Office until the first Ordinary Meeting to be held after the passing of this Act; and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body; and at the first Ordinary Meeting to be held in every Year thereafter the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in the said Companies Clauses Consolidation Act, 1845, and in this Act contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the said Companies Clauses Consolidation Act, 1845, and in this Act, or either of them.

Such Direc-
tors to con-
tinue in Office
until first
Meeting
after passing
of Acts.

XIII. And be it enacted, That a Quorum of a Meeting of Directors shall be Five.

Quorum of
Directors.

XIV. And be it enacted, That the Number of Directors of which Committees appointed by the Directors shall consist shall be not less than Three, and the Quorum of such Committees shall be such as the Directors shall at the Time of appointing the said Committee prescribe.

Committee
of Directors.

XV. And be it enacted, That all Advertisements relating to the Affairs of the Company shall be inserted in at least One Newspaper of each of the Counties of *Northampton* and *Lincoln*.

Newspapers
for Insertion
of Adver-
tisements.

XVI. And whereas Plans and Sections of the Railway, showing the Line and Levels thereof, and also Books of Reference, containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same is intended to pass, have been deposited with the Clerks of the Peace of

Railway to
be made ac-
cording to
deposited
Plans.

of the County of *Northampton* and of the *Kesteven* and *Holland* Divisions of the County of *Lincoln*; be it enacted, That, subject to the Provisions in this and the said recited Acts contained, it shall be lawful for the Company to make and maintain the Railway and Works in the Line and upon the Lands delineated on the said Plans and described in the said Books of Reference and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Company not to take certain Lands.

XVII. And be it enacted, That nothing in this Act contained shall authorize the Company to make any lateral Deviation into any Lands not numbered upon the said Plans, or, being numbered thereon, not described in the said Books of Reference, without the Consent in Writing of the Owner and Occupier thereof.

Line of Railway.

XVIII. And be it enacted, That the Railway shall commence in the Parish of *Ufford* in the County of *Northampton* by a Junction with the projected *Great Northern* Railway, and shall pass through the following Places, (that is to say,) *Ashton*, *Ufford*, *Marey*, and *Deeping Gate*, in the Liberty of *Peterborough* in the said County of *Northampton*, *Tallington*, *Market Deeping*, *Deeping St. James*, and *Deeping Fen*, in the Parts of *Kesteven* in the County of *Lincoln*, and *Crowland* in the Parts of *Holland* in the said last-mentioned County, and shall terminate by a Junction with the Loop Line of the said *Great Northern* Railway in the said Parish of *Crowland*.

Land for extraordinary Purposes.

XIX. And be it enacted, That the Quantity of Land to be taken by the Company for extraordinary Purposes shall not exceed Twenty Acres.

Certain public Roads may be crossed on the Level.

XX. And be it enacted, That the following Turnpike Roads and public Roads, being numbered in the deposited Plan as follows, may be crossed by the Railway on the Level, that is to say, N^o 8, 34, 47, 52, and 63, in the Parish of *Marey*, N^{os} 8. and 9. in the Parish of *Market Deeping*, and N^{os} 18, 28, 40, and 54, in the Parish of *Deeping St. James*.

Compulsory Purchase of Lands limited.

XXI. And be it enacted, That the Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Five Years from the passing of this Act.

Period for Completion of Works.

XXII. And be it enacted, That the Railway shall be completed within Seven Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the recited Acts granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as shall then be completed.

Tolls.

XXIII. And be it enacted, That it shall be lawful for the Company to demand any Tolls for the Use of the Railway not exceeding the following; (that is to say,)

1. In

1. In respect of the Tonnage of all Articles conveyed upon the Railway or any Part thereof, whether in Carriages belonging to the Company or otherwise, *per Ton per Mile* as follows: Tonnage on Articles of Merchandize.

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per Ton per Mile* not exceeding One Penny: Provided always, that for Dung, Compost, or other Manure conveyed in return Carriages which have already carried Coal between the same Places the Company may not charge a greater Sum than One Halfpenny *per Ton per Mile*:

For all Coal, Coke, Culm, Charcoal, and Cinders, if conveyed on the Railway a Distance of Twenty-five Miles, Three Farthings, but if conveyed a Distance of less than Twenty-five Miles, One Penny *per Ton per Mile*:

For all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, *per Ton per Mile* not exceeding One Penny, if the same be conveyed on the said Railway a Distance exceeding Twenty-five Miles, but if the same be conveyed only Twenty-five Miles, or a less Distance, then a Sum not exceeding One Penny Halfpenny:

For all Corn and other Grain, Malt and Flour, if conveyed on the Railway a Distance of Twenty-five Miles, Five Farthings, but if conveyed a less Distance than Twenty-five Miles, Two-pence *per Ton per Mile*:

For all Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils, Timber, Stones, and Deals, Nails, Anvils, Vices, and Chains, and for all Sugar and other Groceries, Cotton and other Wools, Drugs, Hides, Dyewoods, Earthenware, Metals, except Iron, manufactured Goods, and all other Wares, Merchandize, Articles, Matters, or Things not in this Act otherwise particularly specified, *per Ton per Mile* not exceeding Two-pence:

For every Carriage, of whatever Description, having more than Two Wheels, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, whether belonging to the Company or otherwise, *per Mile* not exceeding Four-pence Halfpenny, and a like Sum of Two-pence and One Farthing *per Mile* for any fractional Part of a Ton beyond One Ton which any such Carriage may weigh.

2. In respect of Passengers and Animals conveyed upon the Railway in Carriages, whether belonging to the Company or otherwise, as follows: Tolls for Passengers and Cattle.

For any Person conveyed in or upon any such Carriage, being a First-class Carriage, *per Mile* not exceeding Two-pence: Provided always, that for any fractional Part of Sixpence beyond an integral Number of Sixpences payable by such Person the Company shall be entitled to demand Sixpence:

For every Person conveyed in a Second-class Carriage, a Sum not exceeding Three Halfpence *per Mile*: Provided always, that the Second-class Carriages belonging to the Company shall be closed, and shall have Glass Windows:

[Local.]

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For

For every Person conveyed in a Third-class Carriage, a Sum not exceeding One Penny *per* Mile: Provided always, that the Company may charge for any shorter Distance than Six Miles a Sum not exceeding Sixpence, and that for any fractional Part of Three-pence beyond Three-pence or a Multiple thereof they shall be entitled to charge Three-pence: Provided also, that the Third-class Carriages of the Company shall be covered, and have Seats for the Passengers, and the Company shall be compelled to convey such Carriages along the Railway every Day as often and upon such Conditions as the Board of Trade shall from Time to Time prescribe:

For every Horse, Mule, Ass, or other Animal requiring a separate Box, conveyed upon the Railway, whether in a Carriage belonging to the Company or otherwise, *per* Mile not exceeding Three-pence:

For Cattle, Calves, Pigs, Sheep, or Lambs, whether alive or dead, Poultry, Meat, or Fish, conveyed in or upon any such Carriage, *per* Mile not exceeding Four-pence Halfpenny *per* Ton.

Tolls to include Use of locomotive Power.

XXIV. Provided always, and be it enacted, That in the said Tolls shall be included the Toll for the Use of Engines for propelling the Carriages on the said Railway, and that no further Charge than is herein-before stated shall be made by the Company for the Use of such Engines: Provided also, that nothing herein contained shall be construed to prevent the Company from charging any reasonable Sum for the Use of such Engines and Carriages for Express Trains.

Regulations as to the Tolls.

XXV. And be it enacted, That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

For Articles or Persons conveyed on the Railway for a less Distance than Six Miles the Company may demand, in addition to the prescribed Tolls for Conveyance, a reasonable Charge for the Expence of stopping, loading, and unloading:

For a Fraction of a Mile less than a Mile, or beyond any integral Number of Miles, the Company may demand Tolls on Merchandize for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

For a Fraction of a Ton the Company may demand Toll, excepting as aforesaid, according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton:

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

XXVI. And

XXVI. And with respect to small Packages and single Articles of great Weight, be it enacted, That, notwithstanding the Rate of Tolls herein-before prescribed, the Company may lawfully demand the Tolls following; (that is to say,) Tolls for separate Parcels.

For the Carriage of small Parcels on the Railway as follows:

For any Parcel not exceeding Fourteen Pounds in Weight, if carried a Distance of not more than Twenty-five Miles, Sixpence; and if carried a greater Distance than Twenty-five Miles, One Shilling:

For any Parcel not exceeding Twenty-eight Pounds in Weight for any Distance, Two Shillings:

And for any Parcel not exceeding Fifty-six Pounds in Weight for any Distance, Two Shillings and Sixpence:

And for Parcels exceeding Fifty-six Pounds in Weight the Company may demand any Sum which they think fit:

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding Fourpence *per Ton per Mile*:

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, the Company may demand such Sum as they shall think fit.

XXVII. And be it enacted, That every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred Pounds in Weight for First-class Passengers, Sixty Pounds in Weight for Second-class Passengers, and Forty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof. Passengers Luggage.

XXVIII. Provided always, and be it enacted, That all the aforesaid Tolls shall be charged according to the direct Distance, as measured upon the Ordnance Map, between the Places from and to which the Passengers, Goods, and Articles shall be conveyed on the Railway, and not according to the Length of the Railway between those Places. Tolls to be charged according to direct Distance upon Ordnance Map.

XXIX. And be it enacted, That if any Disputes or Difference shall arise between the Company and any other Companies using the Railway, concerning any Cause, Matter, or Thing wherein the Safety or Convenience of the Public may be concerned, such Dispute or Difference shall, at the Request of either Party, be referred to the Board of Trade, whose Decision thereof shall be final. Disputes with other Companies to be referred to the Board of Trade.

XXX. And whereas the Undertaking hereby authorized will be a Branch of the *Great Northern* Railway for the Construction of which a Bill Power to sell the Railway to the Great Northern

Railway
Company.

a Bill is now pending in Parliament, and the said Undertaking might very advantageously to the Public be constructed and worked by the *Great Northern Railway Company*; That it shall be lawful for the Company incorporated by this Act, by and with the Authority of Three Fifths of the Shareholders thereof who may be present, either personally or by Proxy, at some Extraordinary General Meeting of such Company specially called for the Purpose, to sell, transfer, and dispose of, and for the *Great Northern Railway Company*, by and with the Authority of Three Fifths of the Shareholders thereof who may be present, either personally or by Proxy, at some Extraordinary General Meeting of such Company specially called for the Purpose, to purchase or accept the Undertaking by this Act authorized, either before or after the Execution or Completion thereof, for such Consideration and upon such Terms and Conditions as the said Companies may mutually agree upon, subject to the existing Liabilities affecting the same, and subject also to the Provisions of this Act, and of "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845."

Form and
Effect of
Conveyance.

XXXI. And be it enacted, That the Conveyance or Assignment of the said Undertaking may be in the Form in the Schedule to this Act annexed, or to the like Effect, with such Alterations therein or Additions thereto as the Circumstances of the Case and the Terms of the Purchase or Transfer may render necessary; and such Conveyance shall be under the Common Seals of both the said Companies, and shall, when so executed, be effectual to vest the said Undertaking, and all the Rights, Privileges, Powers, and Authorities by this Act, and the "Lands Clauses Consolidation Act, 1845," and the "Railways Clauses Consolidation Act, 1845," respectively given to the Company hereby incorporated, and also the said Railway and all Works belonging thereto, and the Ground and Soil thereof respectively, and all and every other the Lands, Tenements, and Hereditaments, Rights, Easements, and Appurtenances whatsoever, and all Books, Maps, Plans, and other Documents, and also, if so expressed, all the Personal Property, Monies, or Effects of or to which the Company hereby incorporated may by virtue of this Act or by any other Means whatsoever be seised, possessed, or entitled, at Law or in Equity, at the Time of the Execution of such Conveyance, absolutely, in the *Great Northern Railway Company*, and the said Undertaking shall thenceforth become and form Part of the Undertaking of the *Great Northern Railway*, subject nevertheless and without Prejudice to any Mortgages, Charges, or Incumbrances which at the Time of the Execution of such Conveyance may be upon or affect the Company hereby incorporated, or any of the Property of said Company.

Notice of
Execution to
be given in
the Gazette.

XXXII. And be it enacted, That Notice of the Execution of such Conveyance shall be inserted in the *London Gazette*.

On Execution
of the Con-
veyance,
Powers of
the Company
to cease.

XXXIII. And be it enacted, That when and so soon as the said Conveyance shall have been executed by both of the said Companies the Powers of the Company hereby incorporated shall cease and determine, and such Company shall be dissolved and cease to exist, and all the Rights, Privileges, Powers, and Authorities by this Act,
and

and by the Lands Clauses Consolidation Act, 1845, and the Railways Clauses Consolidation Act, 1845, respectively conferred on or given to the Company hereby incorporated, shall be applied to and be deemed and taken to be and shall be vested in the *Great Northern Railway Company*, and may lawfully be used, exercised, and enjoyed by the last-mentioned Company or Directors thereof, or of their Officers, Agents, and Servants, under the same Penalties and Provisions and Restrictions as are applicable to or imposed upon the Company hereby incorporated, and the Corporate Seal of the *Great Northern Railway Company* be used when necessary in reference thereto, in like Manner in every respect as though the said Undertaking forming Part of the Undertaking of the *Great Northern Railway* and the *Great Northern Railway Company* had been originally authorized to carry the same into effect, instead of the Company hereby incorporated.

XXXIV. And be it enacted, That all Contracts, Agreements, Conveyances, Mortgages, Bonds, and Securities which may have been made or entered into, to or in favour of or by or for the Company hereby incorporated, previously to the Execution of such Conveyance, shall be and remain as good, valid, and effectual, in favour of, against, and in reference to the *Great Northern Railway Company*, and may be proceeded on and enforced in the same Manner, by or against the *Great Northern Railway Company*, to all Intents and Purposes, as if such Company had been a Party to and executed the same, or had been named or referred to therein instead of the Company hereby referred to. Contracts not to be affected.

XXXV. And be it enacted, That for the Purpose of the Purchase or Execution of the Undertaking hereby authorized it shall be lawful for the said *Great Northern Railway Company*, if they see fit, by and with such Authority as aforesaid, to create such an additional Number of Shares and to borrow such Sum of Money as may be necessary for completing such Purchase, or for constructing and working such Undertaking, provided the Amount to be raised by such Shares, together with any other Sum which may be subscribed and paid under the Powers of this Act, shall not exceed the Amount of Capital authorized to be raised by this Act for the Purposes thereof, and provided that the Amount to be so borrowed shall not exceed One Third of the said Capital; and no Money whatever shall be so borrowed until One Half of the Money to be raised by Shares shall have been actually paid up. Enabling the Great Northern Railway Company to raise Money by Shares, &c.

XXXVI. Provided always, and be it enacted, That in calculating the Dividends upon such Shares Reference shall be had to any Difference between the Amount of Calls made thereon and the Amount of Calls paid upon the original Company at the Time of the Declaration of such Dividends. Dividends on new Shares.

XXXVII. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway*; and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *Local.* Railway to be subject to the Provisions of 1 & 2 Vict. c. 98.,

3 & 4 Vict.
c. 97.,
5 & 6 Vict.
c. 55., and
7 & 8 Vict.
c. 85.

intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament*; and for other Purposes in relation to Railways; be it enacted, That nothing in this Act contained shall be held to exempt the said Railway or the said Company from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railway and Company as far as the same shall be applicable thereto.

Railway to
be subject to
Provisions of
any future
general Act.

XXXVIII. Provided always, and be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized from the Provisions of any general Act relating to this Act, or of any general Act relating to Railways, which may pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act.

Public Act.

XXXIX. And be it enacted, That this Act shall be a Public Act, and shall be judicially taken notice of as such.

SCHEDULE.

Form of Conveyance of the Undertaking.

THIS Indenture, made the _____ Day of _____ in the Year of our Lord _____ between the Stamford and Spalding Extension Railway Company of the one Part, and the Great Northern Railway Company of the other Part, witnesseth, That the Stamford and Spalding Railway Company, in consideration of the Sum of _____ to them paid by the Great Northern Railway Company, the Receipt whereof is hereby acknowledged, and by virtue and in pursuance and under the Authority of the Stamford and Spalding Railway Act, 1846, do hereby convey all that the Undertaking authorized by the said Act, and the Powers and Authorities thereby given for making and completing the same, unto the Great Northern Railway Company, absolutely and for ever, but subject to all existing Liabilities affecting the same, and subject also to the Provisions of the said Act; and the said Great Northern Railway Company do hereby accept and take the same Undertaking, subject to the Liabilities as aforesaid, and to the Provisions of the said Act. In witness, &c.

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