

A TABLE

OF

EXISTING RAILROAD CORPORATIONS IN THE STATE OF NEW YORK, AND OF LEGISLATIVE ENACTMENTS APPERTAINING TO RAILROAD CORPORATIONS, WHICH HAVE ONLY A LOCAL APPLICATION.

A considerable number of railroad corporations which have been created under the laws of this State, either by special charters passed by the Legislature or by organization under the general railroad acts, together with the local legislative enactments affecting such companies, have been omitted from this compilation, for the reason that such corporations are reported by the State engineer to have become extinct. (See State Engineer's Report on Railroads for 1880, p. 47, *et seq.*) In all cases where the date of incorporation is not given, by a reference to the Session Laws the date of such incorporation is understood to mean that of the filing of articles of association in the office of the secretary of state. In the last-named cases the calendar year is given as the date of incorporation until 1862, and afterwards the fiscal year is given.

Addison, Osceola and Cowanesque Valley Railroad.—(Addison to Penn. State line.) (1878.)

Adirondack Railroad.—(No. 1, Adirondack Iron Works to Clear Pond; now part of Adirondack Railroad.) Incorporated, 1839, chap. 120. Time for completion of road extended, Laws 1862, chap. 90; Laws 1865, chap. 60. Aid to, Laws 1863, chap. 236; Am'd Laws 1863, chap. 718; Laws 1871, chap. 857. May extend road, Laws 1865, chap. 250. Lands of, exempt from taxation, Laws 1868, chap. 850.

Adirondack Railroad.—(No. 2, Saratoga to Rochester [1863], formerly Adirondack Estate Railroad; see Lake Ontario and Hudson River, also Sackett's Harbor and Saratoga Railroads). May construct road to North bounds of State, Laws 1872, chap. 864. Build branch to Caldwell, Laws 1872, chap. 695.

Adirondack Estate Railroad.—(Saratoga Springs or Balston to the Sacandaga river [1860]; formerly Lake Ontario and Hudson River [which see]). Probably merged into Adirondack Railroad.

Albany Railway.—(Albany [1863]).

Albany Railroad.—Same year, is extinct.

Albany Railroad.—See privileges granted by city of Albany to, confirmed, Laws 1864, chap. 183; Am'd Laws 1869, chap. 743. Rate of fare on, Laws 1869, chap. 743.

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- Albany to Kenwood.**—(Same year.) Project abandoned.
- Albany and Northern Railroad.**—(Albany to Eagle Bridge 1851; dissolved and name changed to Albany, Vermont and Canada in 1856, and in 1859 reorganized as Albany and Vermont [which see]), municipal aid to, Laws 1854, chap. 63.
- Albany and Saratoga Railroad.**—(Albany to Saratoga), [1852] abandoned.
- Albany and Schenectady Railroad.**—(Albany to Schenectady, [1847]). Mohawk and Hudson changed to, Laws 1847, chap. 91. Report required of, Laws 1847, chap. 270. May borrow money, Laws 1851, chap. 20. May consolidate with Schenectady and Troy Railroad Co. etc., Laws 1853, chap. 76. Incorporated for Albany and Schenectady Turnpike, Laws 1867, chap. 459. Consolidated with New York Central, chap. 76, Laws 1853. See Mohawk and Hudson R. R. Co.
- Albany and Schenectady Turnpike.**—Railroad franchise conferred on, Laws 1830, chap. 319.
- Albany and Susquehanna Railroad.**—Albany to Binghamton, [1851]). Leased to Delaware and Hudson Canal Company, (state engineer's report 1880. Municipal aid to, Laws 1852, chap. 113; Laws 1852, chap. 195; Laws 1852, chap. 373; Laws 1856, chap. 64; Laws 1857, chap. 401; Laws 1863, chap. 18; Laws 1864, chap. 402; Laws 1865, chap. 145; Laws 1870, chap. 585. Time to construct road extended, Laws 1853, chap. 42. May increase capital stock, Laws 1859, chap. 384. State aid to, Laws 1867, chap. 164; Laws 1863, chap. 70. Time for completion of, extended, Laws 1857, chap. 398; Laws 1867, chap. 747.
- Allegany Valley Railroad.**—Railroad corporations may subscribe to capital stock of, Laws 1854, chap. 13. (Not given in State Engineer's Report.)
- Albany and Vermont Railroad.**—Albany to Eagle Bridge [1859]). Formerly Albany and Northern Railroad (which see), and afterwards Albany, Vermont and Canada. The road between Albany and Waterford Junction is leased to the Rensselaer and Saratoga Railroad. (State Engineer's Report 1880.) May construct branch road, Laws 1863, chap. 11.
- Albany, Vermont and Canada Railroad.**—(Albany to Eagle Bridge [1856]). Formerly Albany Northern and changed to Albany and Vermont.
- Albany and West Stockbridge Railroad.**—(Greenbush to West Stockbridge.) Name changed from Castleton and West Stockbridge Railroad, Laws 1836, chap. 262. (See Castleton and West Stockbridge), and consolidated with Boston and Albany in 1871. Charter amended, Laws 1838, chap. 96; Laws 1840, chap. 111. Municipal aid to, Laws 1837, chap. 390; Laws 1839, chap. 340; Laws 1841, chap. 347. May increase capital stock, Laws 1841, chap. 290. Rate of fare on, Laws 1866, chap. 912. Last act bound with Laws 1867, p. 12.
- Allegany Central Railroad.** (Consolidation, [1881]). Olean, Cattaraugus Co. to Swain's, Allegany Co.
- Allegany Central Railroad.**—(1881). Friendship to Swain's Station, Allegany Co.
- American and Mexican Railroad and Telegraph.**—Incorporated, Laws 1863, chap. 359.

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- Amsterdam Street Railroad.**—(Village of Amsterdam [1873]). Fare upon and weight of rail, Laws 1874, chap. 375.
- Amsterdam, Chautauqa and Northern Railroad.**—(Town of Amsterdam, Montgomery county [1879]).
- Anglo-Mexican Railway.**—Incorporated, Laws 1873, chap. 295. Charter amended, Laws 1874, chap. 526.
- Astoria and Hunter's Point Railroad.**—(Astoria to Hunter's Point [1867]). Reorganized under same name in 1877. Incorporated, Laws 1867, chap. 662. May change route of road, Laws 1868, chap. 411. May extend its road, Laws 1872, chap. 789.
- Atlantic Avenue Railroad.**—(Brooklyn [1872]). Formerly Brooklyn and Jamaica. Portion leased to Long Island. May extend its tracks, Laws 1872, chap. 704. May construct road in Buffalo Avenue, etc., Laws 1873, chap. 703. Steam power on Atlantic avenue east of Flatbush avenue, Laws 1876, chap. 187.
- Atlantic and Great Western Railroad.**—(Salamanca to Dayton, Ohio [1859]). Part of this road formed part of the Erie and New York City Railroad reorganized. Authorizing sale of whole or part of "The Erie and New York City Railroad" to, Laws 1860, chap. 234. Atlantic and Great Western Railroad (in N. Y.) may consolidate with Buffalo extension of, Laws 1865, chap. 614.
- Atlantic and Great Western Railroad.**—(Salamanca, N. Y., to Dayton, Ohio [1872]). Formerly Atlantic and Great Western of New York and Pennsylvania. Reorganized as New York, Pennsylvania and Ohio in 1880.
- Atlantic and Great Western (of New York) Railroad.**—(1872.) Formerly Atlantic and Great Western of New York, reorganized. Changed to Atlantic and Great Western Railroad of New York and Pennsylvania.
- Atlantic and Great Western Railroad of New York and Pennsylvania.**—(1872.) Changed to Atlantic and Great Western.
- Atlantic and Pacific Railroad.**—Incorporated, Laws 1853, chap. 635.
- Attica and Arcade Railroad.**—(Attica to Arcade [1880]). Reorganization under same name, Laws of 1880, chap. 577. Act for relief of, Laws 1880, chap. 577.
- Attica and Buffalo Railroad.**—(Attica to Buffalo). Consolidated with Tonawanda Railroad into Buffalo and Rochester, chap. 236, Laws 1850; and subsequently consolidated into New York Central, chap. 76, Laws 1853. Incorporated, Laws 1836, chap. 242. Charter amended, Laws 1838, chap. 283; Laws 1843, chap. 169; Laws 1847, chap. 29; Laws 1849, chap. 113. Construction of, in city of Buffalo, Laws 1843, chap. 169. Report required of, Laws 1844, chap. 335; Laws 1847, chap. 270. Acts of commissioners of, confirmed, Laws 1842, chap. 80.
- Attica and Hornellsville Railroad.**—(Attica to Hornellsville.) Name changed to Buffalo and New York City Railroad, Laws 1851, chap. 77 (which see). Consolidated with Buffalo, New York and Erie. Incorporated, Laws 1845, chap. 336. Charter amended, Laws 1849, chap. 353; Laws 1850, chap. 5; Laws 1851, chap. 77; Laws 1852, chap. 162. May purchase Buffalo and Rochester Railroad, Laws, 1851, chap. 76. Railroad companies may subscribe to capital stock of, Laws 1851, chap. 117.

- Auburn, City of.**—Authorizing street railroad in, Laws 1871, chap. 527. Corporate name, Laws 1873, chap. 743. (See East Genesee Street and Seward Avenue Railway) Cars, how driven or propelled, Laws 1878, chap. 444.
- Auburn to Binghamton.**—Public use of railroad from, declared, Laws 1849, chap. 71.
- Auburn and Owasco Lake Railroad.**—(Auburn to foot of Owasco Lake.) Reorganized under same name in 1880; charter amended, Laws 1872, chap. 292.
- Auburn and Rochester Railroad.**—(Auburn to Rochester.) Consolidated with Auburn and Syracuse and name changed into Rochester and Syracuse, laws 1850, chap. 239, and subsequently consolidated into New York Central, Laws 1853, chap. 76. Incorporated, Laws 1836, chap. 349. Charter amended, Laws 1837, chap. 11; Laws 1838, chap. 290; Laws 1841, chap. 184. State aid to, Laws 1840, chap. 195. Report required of, Laws 1844, chap. 335; Laws 1847, chap. 270. Tonawanda Railroad may connect with, Laws 1844, chap. 50. Regarding location of track of, Laws 1846, chap. 179. May borrow money, Laws 1847, chap. 93.
- Auburn and Syracuse Railroad.**—(Auburn to Syracuse) Name changed to Rochester and Syracuse, and consolidated with Auburn and Rochester, Laws 1850, chap. 239, and subsequently consolidated into New York Central; Laws 1853, chap. 76. Incorporated, Laws 1834, chap. 228. Authorizing sale of State lands to, Laws 1837, chap. 158. State aid to, Laws 1838, chap. 293. Charter amended 1838, chap. 57; Laws 1839, chap. 257; Laws 1847, chap. 231. Report required of, Laws 1844, chap. 335; Laws 1847, chap. 270.
- Auburn to Wilton Brook.**—Construction of railroad authorized, Laws 1872, chap. 716.
- Ausable River Plankroad Company.**—May convert road into a railroad, Laws 1874, chap. 512.
- Avenue C Railroad (N. Y. City).**—(1869.) Reorganized as the Houston, West Street and Pavonia Ferry in 1874. Construction of, authorized, Laws 1868, chap. 625. May extend its road, Laws 1871, chap. 19.
- Avon, Genesee and Mount Morris Railroad.**—(Avon to Mount Morris [1860]). Formerly Genesee Valley. Reorganized under this name in 1860. Leased to N. Y., L. E. and W. R. R. May increase rate of fare, Laws 1863, chap. 249. May extend its road and increase capital stock, Laws 1871, chap. 394.
- Babylon Railroad (Long Island).**—Incorporated, Laws 1871, chap. 517.
- Bath Ferry to Douw's Point.**—(See Rensselaer county.) Construction of road authorized, Laws 1874, chap. 634. Time extended, Laws 1875, chap. 323; Laws 1878, chap. 184.
- Bath and Hammondsport Railroad.**—(Bath to Hammondsport [1872]). Weight of rails, Laws 1873, chap. 405.
- Bay Bidge Contracting Company.**—Incorporated chap. 805, Laws 1872.
- Bay Shore Railroad.**—(Flushing to Whitestown [1866]). Project abandoned.
- Black River and Morristown Railroad.**—(Philadelphia, N. Y., to Morristown [1870]). Operated by Utica and Black River Railroad. To legalize acts of Commissioners of Morristown, Laws 1872, chap. 856.

- Black River and Oswegatchie Railroad.**—Incorporated, Laws 1866, chap. 558. Not given in State Engineer's Report.
- Black River and St. Lawrence Railroad.**—(Carthage, Jefferson county, to Russell, St. Lawrence county [1868]). May apply for appraisal of lands, Laws 1868, chap. 182. Act to legalize articles of association of, Laws 1869, chap. 579. Municipal aid to, Laws 1868, chap. 115; Am'd Laws 1870, chap. 669. Authorized to carry passengers and property, Laws 1871, chap. 826. Time extended, Laws 1878, chap. 97.
- Black River and Utica Railroad.**—(Utica to Clayton [1853]). Reorganized as Utica and Black River in 1861 (which see). Municipal aid to, Laws 1853, chap. 278; Laws 1858, chap. 1; and see, Laws 1866, chap. 426; Am'd Laws 1867, chap. 870; see also, Laws 1870, chap. 28, § 17. May Apply for appraisal of land, Laws 1854, chap. 12. Act for relief of mortgagees of, Laws 1860, chap. 134. May increase rate of fare, Laws 1856, chap. 117. Time for construction of extended, Laws 1857, chap. 226.
- Bleeker Street and Fulton Ferry Railroad (N. Y. City.)**—Given in State Engineer's Report for 1880 as 1865; see Laws 1860 chap. 514 as to railroad in Bleeker and Fulton streets. In regard to license tax, laws 1872, chap. 467. May extend tracks, Laws 1872, chap. 199. Leasing of road authorized, Laws 1875, chap. 389. Title of act changed. (*Id.*)
- Blossburgh and Corning Railroad.**—(Corning to Pennsylvania State line [1854]). Formerly Tioga Railroad, then Corning and Blossburgh and consolidated into Corning, Cowansque and Antrim Railroad in 1873. May increase capital stock, etc., Laws 1864, chap. 193.
- Bloss Coal Mining and Railroad Co., (Pa.)**—May hold lands in this State, Laws 1868, chap. 54.
- Booneville and Constableville Railroad.**—(Booneville to Constableville [1858]). Abandoned.
- Boston and Albany Railroad.**—(Boston to Albany [1871]). Formerly Albany and West Stockbridge, and The Hudson and Boston, and Boston and Albany Company of Massachusetts.
- Boston, Albany and Schenectady Railroad.**—(Schenectady to Petersburg [1877]). Consolidated into New York, Boston, Albany and Schenectady.
- Boston, Hartford and Erie Ferry Extension Railroad.**—(1864.) Consolidated into Boston, Hartford and Erie in 1864.
- Boston, Hartford and Erie Extension.**—(Fishkill to Connecticut State line [1864]). May consolidate with Boston, Hartford and Erie Railroad, Laws 1864, chap. 385.
- Boston, Hartford and Erie Railroad.**—(Fishkill to Connecticut State line [1864]). Formerly Boston, Hartford and Erie; Boston, Hartford and Erie Extension, and Boston, Hartford and Erie Ferry Extension. For consolidation of roads, see Laws 1864, chap. 385. Name changed in 1873 to New York and New England. (Regarding mortgage of, see Laws 1866, chap. 385.) Completion of, by New York and New England Railroad. Extended, Laws 1873, chap. 550.
- Boston, Hoosic Tunnel and Albany Railroad.**—(Stephentown to Albany [1873]).

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- Boston, Hoosic Tunnel and Western Railroad.**—(Troy to Lake Ontario [1877]).
- Boston, Hoosic Tunnel and Western Railway.**—State line Vermont and Massachusetts and International Bridge to Buffalo, N. Y.
- Boston to Hudson River.**—Act to facilitate construction of railroad from, Laws 1828, chap. 213.
- Boston, New York and Western Railroad.**—(Schenectady to Utica [1980]).
- Bowery Bay and Hunter's Point Railroad Company of Long Island City.**—All Long Island City (1881).
- Bradford, Eldred and Cuba Railroad.**—Cuba to New York and Pennsylvania State line (1881).
- Brantford and Buffalo Joint Stock Railroad.**—Municipal aid to, Laws 1852, chap. 147. (Not given in State Engineer's Report.)
- Brighton Railroad No. 1.**—(Coney Island [1880]).
- Brighton Railroad No. 2.**—(Coney Island [1880]).
- Brighton Beach Railway.**—(County of Kings [1879]).
- Brighton Beach and New York Railroad.**—(Coney Island [1880]).
- Broadway Railroad, Brooklyn.**—(1858.) Construction of authorized, Laws 1858, chap. 303. Act relating to laying of tracks of, Laws 1860, chap. 461. Route of authorized, Laws 1861, chap. 222. Additional privileges to, Laws 1873, chap. 788.
- Broadway Central Underground Railroad.**—South Ferry, New York city, to northern terminus Tenth avenue (1880).
- Broadway and Rockaway Beach Railroad.**—(Foot Broadway, Brooklyn, to East New York [1880]).
- Broadway and Seventh Avenue Railroad (N. Y. City).**—Incorporated, Laws 1860, chap. 513. Change of route of, Laws 1866, chap. 506. Amended, Laws 1867, chap. 904. *Also given in State Engineer's Report for 1880 as formed in 1864.*
- Broadway Underground Railroad.**—(Park Place and Broadway, New York city, to Fourteenth street and Broadway [1880]). Beach Pneumatic Transit Co., changed to Broadway Underground *Railway* Co., Laws 1880, chap. 454.
- Broadway Underground Connecting Railroad**—(South Ferry, New York city to Kingsbridge [1880]), abandoned.
- Brooklyn, city of.**—See Buffalo avenue.
- Brooklyn, Bath and Coney Island Railroad.**—(Greenwood to Coney Island [1862]). Sold in 1868, and owned by C. G. Gunther. Construction of, authorized, Laws 1862, chap. 407.
- Brooklyn, Bath and Coney Island Railroad.**—(Brooklyn to Coney Island [1879]), reorganized.
- Brooklyn and Canarsie Railroad.**—Consolidated with South Brooklyn and Bergen Street Railroad, Laws 1865, chap. 558. (Not given in State Engineer's Report.)
- Brooklyn Central Railroad.**—(Brooklyn [1859]). Consolidated with Brooklyn and Jamaica Railroad, Laws 1860, chap. 460.

- Brooklyn Central and Jamaica Railroad.**—(Brooklyn to Jamaica [1860]). Formerly Brooklyn Central and the Brooklyn and Jamaica. Consolidated by chap. 460, Laws of 1860. (See Brooklyn and Brooklyn and Jamaica No. 2.) Agreement with Brooklyn City Railroad confirmed, Laws 1861, chap. 39. May change route of its road, Laws 1863, chap. 510. See Laws 1868, chap. 539.
- Brooklyn City Railroad.**—(Brooklyn [1853]). Act in relation to construction of, Laws 1854, chap. 77; Am'd Laws 1855, chap. 274. Agreement with Brooklyn Central and Jamaica Railroad confirmed, Laws 1861, chap. 39. May lay track on Flatbush Plankroad, Laws 1860, chap. 392. May extend road along certain avenues, Laws 1872, chap. 171.
- Brooklyn City Elevated Railroad.**—(Brooklyn to Woodburn [1875]).
- Brooklyn City Elevated Railroad.**—(Brooklyn and New York [1879]).
- Brooklyn City, Hunter's Point and Prospect Park Railroad.**—(Hunter's Point to South Ferry, Brooklyn [1868]). Name changed to Brooklyn Cross-town in 1872, Laws 1872, chap. 153. Route of, extended, Laws 1870, chap. 605.
- Brooklyn City and Newton Railroad.**—(Brooklyn to Newton [1860]). May issue preferred stock, etc., Laws 1866, chap. 680. Change of track authorized, Laws 1869, chap. 736. May extend their double track, Laws 1872, chap. 165. Compensation for tracks used. (*Id.*)
- Brooklyn and Coney Island Railroad.**—(Coney Island to Brooklyn [1876]). Abandoned.
- Brooklyn and Coney Island Central Railroad.**—Brooklyn and Coney Island [1877]).
- Brooklyn, Coney Island and Rockaway Railroad.**—(Brooklyn to Rockaway [1878]), formerly Brooklyn, Flatbush and Coney Island.
- Brooklyn Cross-Town Railroad.**—(Hunter's Point to Erie Basin [1872]). Name changed from Brooklyn City, Hunter's Point and Prospect Park, Laws 1872, chap. 453. Extension of tracks, Laws 1874, chap. 574.
- Brooklyn Elevated Railway.**—Restriction of right to lay tracks, Laws 1880, chap. 459.
- Brooklyn Elevated and Atlantic Beach Railroad.**—(Brooklyn to town of Gravesend [1879]).
- Brooklyn Elevated, Silent, Safety Railroad.**—(Brooklyn to Jamaica.) Name changed in 1875. Incorporated, Laws 1874, chap. 585. Charter amended, Laws 1875, chap. 422.
- Brooklyn, Flatbush and Coney Island Railroad No. 1.**—(Flatbush to Coney Island [1866]). Name changed to Brooklyn, Coney Island and Rockaway in 1878. Construction of, authorized, Laws 1866, chap. 671. Also given in State Engineer's Report as 1869.
- Brooklyn, Flatbush and Coney Island Railroad No. 2.**—(Coney Island [1869]). Name changed to Brooklyn, Coney Island, and Rockaway in 1878.
- Brooklyn, Flatbush and Coney Island Railway.**—(1877.) (Brooklyn to Coney Island.) Formerly Flatbush.
- Brooklyn, Flatbush and Rockaway Beach Railroad.**—(Kings county [1879]).

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- Brooklyn, Fort Hamilton and Coney Island Railroad.**—New Utrecht to Gravesend, Kings county (1881).
- Brooklyn and Jamaica Railroad No 1.**—(Brooklyn to Jamaica.) Consolidated with Brooklyn Central and Jamaica in 1860, Laws 1860, chap. 460. Consolidated with Brooklyn Central Railroad Company, Laws 1860, chap. 460. (See Brooklyn Central and Jamaica.) Incorporated, Laws 1832, chap. 256. Charter amended, Laws 1848, chap. 273; Laws 1860, chap. 450. May lease its road to Long Island Railroad, Laws 1836, chap. 94. May alter route of part of Brooklyn and Jamaica Turnpike, Laws 1837, chap. 377.
- Brooklyn and Jamaica Railroad No. 2.**—(Brooklyn to Jamaica [1866]). See State Engineers Report for 1880, to have formerly been Central Jamaica and Brooklyn, and sold to Atlantic Avenue Railroad in 1872.
- Brooklyn and Long Island City Railroad.**—(Greenwood Cemetery to Fulton Ferry [1880].)
- Brooklyn and Montauk Railroad.**—(Brooklyn to Patchogue [1880].) Reorganization of South-side of Long Island, and Southern of Long Island. Authorized to change date of annual meeting, Laws 1881, chap. 78.
- Brooklyn and Rockaway Beach Railroad.**—(East New York to Canarsie [1864]). Part of road leased to New York and Manhattan Beach Railroad. May abandon part of its road, Laws 1864, chap. 172; Laws 1866, chap. 366. May extend road to Hunter's Point, Laws 1871, chap. 759.
- Brooklyn, Rockaway and Coney Island Railroad.**—(1881.) Flatbush to Rockaway Beach. Branch to Gravesend.
- Brooklyn Underground Railroad.**—(1881.) Brooklyn.
- Brooklyn and Winfield Railroad.**—(Kings and Queens counties [1869].) Construction of, authorized, Laws 1869, chap. 718. Name changed to Brooklyn, Winfield and Newton Railroad, Laws 1870, chap. 612. (See Brooklyn, Winfield and Newton Railroad.)
- Brooklyn, Winfield and Newtown Railroad.**—(Kings and Queens counties [1870]). Name changed from Brooklyn and Winfield, Laws 1870, chap. 612. May extend its road, Laws 1871, chap. 622. (See Brooklyn and Winfield Railroad.) To close part of road and grant of additional privileges, Laws 1872, chap. 705. Completion of, time extended, Laws 1874, chap. 575. Time extended, Laws 1878, chap. 206.
- Buffalo (City of.)**—Fares on street railroads, passenger tickets, etc., Laws 1875, chap. 600.
- Buffalo and Alleghany Valley Railroad.**—(Buffalo to Attica and Alleghany Valley Railroad [1853]). Consolidated with Buffalo and Washington in 1866 (see Laws 1865, chap. 439), and name changed to Buffalo, New York and Philadelphia, Laws 1871, chap. 429. (See these two Roads.) May sell road to Buffalo and Pittsburgh Railroad, Laws 1858, chap. 231. May extend road, Laws 1862, chap. 143.
- Buffalo Avenue and other Streets and Avenues in Brooklyn.**—Atlantic Avenue Railroad Company, authorized to construct road in, Laws 1873, chap. 703.
- Buffalo, Aurora and Southeastern Railway.**—(1881.) Aurora, Erie county, to Hume, Alleghany county.

- Buffalo and Bradford Railroad.**—May consolidate with Buffalo and Pittsburgh Railroad, Laws 1858, chap. 102. Consolidated in 1859 into Buffalo, Bradford and Pittsburgh, and in 1875 consolidated into New York, Pennsylvania and Erie Coal and Railway Company. (See Buffalo and Pittsburgh Railroad.)
- Buffalo, Bradford and Pittsburg Railroad.**—(Carrolton, N. Y., to Gillesville, Pa., [1859]). Formerly Buffalo and Pittsburgh, and Buffalo and Bradford. Time for completion of, extended, Laws 1860, chap. 40.
- Buffalo Branch of the Erie Railway.**—(Attica to Hornersville [1861]). Formerly part of the Buffalo and New York City. Consolidated with Erie.
- Buffalo, Chataqua Lake and Pittsburgh Railroad.**—(Broncton, N. Y., to Corry, Pa., [1879]). Formerly Buffalo, Corry and Pittsburg, and Corry and State Line; reorganized as Pittsburgh, Titusville and Buffalo in 1880.
- Buffalo City Railroad.**—(Buffalo [1877]).
- Buffalo, Cleveland and Chicago Railway.**—(1880.) Buffalo to State Line, Chautauqua county.
- Buffalo and Conhocton Valley Railroad.**—(Buffalo to Corning [1850]). Name changed to Buffalo, Corning and New York Railroad, Laws 1852, chap. 41. (See Buffalo, Corning and New York Railroad.)
- Buffalo, Corry and Pittsburgh Railroad.**—(Brocton to Corry, Pa. [1868.]) (See Buffalo and Oil Creek Cross-cut.) Act in regard to supply of water required for, Laws 1868, chap. 847. Railroad companies may loan credit to, Laws 1869, chap. 715. To issue bonds for towns in Chautauqua county, Laws 1872, chap. 876.
- Buffalo, Corning and New York Railroad.**—(Buffalo to Corning [1852]). Name changed from Buffalo to Conhocton Valley Railroad, Laws 1852, chap. 41. (That part from Bataiva to Corning was sold to the Buffalo, New York and Erie Railroad in 1852.) May increase capital stock, Laws 1854, chap. 146. Time for completion of, extended, Laws 1855, chap. 460.
- Buffalo Creek Railroad.**—(Buffalo [1869]).
- Buffalo Creek Transfer Railroad.**—(1881.) Buffalo.
- Buffalo East Side Street Railroad.**—(Buffalo.) Incorporated, Laws 1870, chap. 774. Charter amended, Laws 1871, chap. 886. Charter amended, Laws 1872, chap. 372. Corporate act amended, Laws 1873, chap. 512. Extending time to build road, Laws 1873, chap. 172. Powers of, Laws 1874, chap. 246. Relative to powers of, Laws 1875, chap. 599. Laying tracks on, (*Id.*) Construction of tracks on, B. E. S. *Street Railway*, Laws, 1875, chap. 437. Time extended, Laws 1879, chap. 144.
- Buffalo and Erie Railroad No. 1.**—(Buffalo to Pennsylvania State line.) Incorporated, Laws 1832, chap. 129. Charter amended, Laws 1836, chap. 263.
- Buffalo and Erie Railroad No. 2.**—(1867.) (Buffalo, N. Y., to Erie, Pa.) Formerly Buffalo and State Line, and the Buffalo, Erie and Northeast. In 1869 consolidated into Lake Shore and Michigan Southern. (See Buffalo and State Line, and Buffalo Erie and Northeast Railroads.)
- Buffalo Erie Basin Railroad.**—(Buffalo [1876]).
- Buffalo Extension of Atlantic and Great Western Railroad.**—May consolidate with Atlantic and Great Western Railroad (in New York), Laws 1865, chap. 614. (Not given in State Engineer's Report.)

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Buffalo and Jamestown Railroad.—(Buffalo to Pennsylvania State line [1872]). Reorganized as Buffalo and Southwestern in 1878. City of Buffalo to subscribe to capital stock of, Laws 1872, chap. 185.

Buffalo and Lake Huron Railroad.—(Buffalo [1858]). May purchase and hold real estate, Laws 1857, chap. 360. Declared a corporation under general act of 1850, Laws 1858, chap. 121.

Buffalo Lehigh Railroad.—Buffalo (1881).

Buffalo and Lockport Railroad.—(Buffalo to Lockport [1852]). Consolidated with New York Central, Laws 1853, chap. 76.

Buffalo and New York City Railroad.—(Buffalo to New York [1851]). Name changed from the Attica and Hornersville (which see), Laws 1851, chap. 77. That portion from Buffalo to Attica was sold to the Buffalo, New York and Erie. That portion from Attica to Hornersville changed to Buffalo Branch of the Erie. (See State Engineer's Report.) May construct branch road, Laws 1853, chap. 168; Laws 1853, chap. 525. May increase capital stock, Laws 1854, chap. 356.

Buffalo, New York and Erie Railroad.—(Buffalo to Corning [1857]). Formerly the Buffalo, Corning and New York, and New York City (which see). Leased to New York, Lake Erie and Western. Manner of acquiring real estate for, Laws 1858, chap. 29.

Buffalo, New York and Philadelphia Railroad.—(Buffalo to Emporium, Pa. [1871.]) Name changed from the Buffalo and Washington Railroad, Laws 1871, chap. 429. (See Buffalo and Washington Railroad; see, also, Buffalo and Allegany Valley Railroad.) To guarantee bonds of other railroad companies, Laws 1872, chap. 601.

Buffalo and Niagara Falls Railroad.—(Buffalo to Niagara Falls.) Consolidated with Lewiston Railroad, Laws 1851, chap. 275 (amended, Laws 1853, chap. 46). United in New York Central Railroad, chap. 76, Laws 1873. Incorporated, Laws 1834, chap. 269. Charter amended, Laws 1841, chap. 73; Laws 1846, chap. 213; Laws 1849, chap. 252. May loan credit to railroad from Lockport to Tonawanda, Laws 1852, chap. 297.

Buffalo Niagara Slip Railroad.—(Buffalo [1877]).

Buffalo and Oil Creek Cross-Cut Railroad.—(Brocton to Corry, Pennsylvania [1865]). Consolidated into Buffalo, Corry and Pittsburgh Railroad in 1868 (which see). Municipal aid to, Laws 1857, chap. 711; Laws 1866, chap. 430. May consolidate with Cross-Cut Railroad of Pennsylvania, Laws 1867, chap. 753.

Buffalo and Pittsburgh Railroad.—(Buffalo to Pennsylvania State line [1852]). Consolidated with Buffalo and Bradford into Buffalo, Bradford and Pittsburgh in 1859 (see Laws 1858, chap. 102), and in 1875 consolidated into New York, Pennsylvania and Erie Coal and Railway Company. Weight of iron rails used by, Laws 1856, chap. 151. Time for completion of, extended, Laws 1857, chap. 219. May consolidate with Buffalo and Bradford Railroad, Laws 1858, chap. 102. May purchase, Buffalo and Allegany Railroad, Laws 1858, chap. 231. Municipal aid to, Laws 1853, chap. 256; Laws 1853, chap. 351; Laws 1854, chap. 337; Laws 1859, chap. 348; Laws 1864, chap. 344; Laws 1868, chap. 795; Laws 1871, chap. 656. May terminate road at north Pennsylvania State Line, Laws 1853, chap. 496. May use iron rail of less than prescribed weight, Laws 1856, chap. 151.

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- Buffalo, Pittsburgh and Western Railroad.**—(1881.) Not stated; a consolidation.
- Buffalo Pittsburgh and Western Railroad.**—(Buffalo to Portland [1880]).
- Buffalo and Rochester Railroad.**—Formed from Attica and Buffalo Railroad and Tonawanda Railroad, chap. 236, Laws of 1850, and subsequently consolidated with New York Central; chap. 76, Laws of 1853. May convey road to Attica and Hornellsville Railroad, Laws 1851, chap. 76. Time for completion of, extended, Laws 1852, chap. 91. May consolidate with Rochester, Lockport and Niagara Falls Railroad, Laws 1853, chap. 76.
- Buffalo, Rochester and Pittsburgh Railroad.**—(1881.) Machias, Cattaraugus county, to Buffalo.
- Buffalo Street Railroad.**—(Buffalo [1860]). Act for relief of, Laws 1866, chap. 479. May purchase Niagara Street Railroad, Laws 1868, chap. 322. To make advances and contracts with Buffalo East-side Street Railway Company, Laws 1872, chap. 474. Empowered to guarantee certain bonds, Laws 1874, chap. 183. Laying tracks on, Laws 1875, chap. 599. Relative to powers of. (*Id.*) Fares and tickets on, Laws 1877, chap. 202.
- Buffalo and State Line Railroad.**—(Buffalo to Pennsylvania State line [1848]). Consolidated with Erie and Northeast Railroad of Pennsylvania into the Buffalo and Erie, Laws 1867, chap. 66 (see Buffalo and Erie Railroad No. 9). Public use of, declared, Laws 1848, chap. 301. Railroads may loan credit to, Laws 1850, chap. 147. Organization of, confirmed, Laws 1852, chap. 43. May purchase or lease property of Erie and Northeast Railroad Company, Laws 1857, chap. 362.
- Buffalo and Southwestern Railroad.**—(Buffalo to Jamestown [1878]). Formerly Buffalo and Jamestown.
- Buffalo and Springville Railroad.**—(Hamburgh to Springville [1871]). To change terminus, Laws 1872, chap. 138. (Abandoned.)
- Buffalo, Syracuse and Albany Railroad.**—(Buffalo to Albany [1878]). Consolidated into New York, Albany and Buffalo in 1880.
- Buffalo, Tonawanda and Niagara Falls Railroad.**—(Tonawanda to Black Rock [1853]). Abandoned.
- Buffalo and Washington Railroad.**—(Buffalo to Emporium, Pennsylvania [1865]). Consolidated with Buffalo and Alleghany Valley Railroad, Laws 1865, chap. 439. Name changed to Buffalo, New York and Philadelphia Railroad, Laws 1871, chap. 429. May consolidate with Sinnomohoning and Portage Railroad, Laws 1866, chap. 672. May apply for appraisal of lands, Laws 1868, chap. 122. Municipal aid to, Laws 1864, chap. 344; Laws 1866, chap. 840; Laws 1866, chap. 849; Laws 1868, chap. 143; Laws 1868, chap. 308; Laws 1868, chap. 334; Laws 1868, chap. 666; Laws 1868, chap. 719; Laws 1869, chap. 331; Laws 1870, chap. 670.
- Buenaventura and Conca Valley Railroad.**—(South America.) Incorporated, Laws 1874, chap. 431.
- Bushwick Railroad.**—(Brooklyn [1867]). Extension of tracks authorized, Laws 1874, chap. 582.
- Butler Street Railroad.**—(Brooklyn.) Construction of railroad in, Laws 1873, chap. 705.

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- Cananjoharie and Catskill Railroad.**—(Canajoharie to Catskill.) Incorporated, Laws 1830, chap. 265. Charter amended, Laws 1837, chap. 217. Municipal aid to, Laws 1837, chap. 321. State aid to, Laws 1838, chap. 240. Partly built and abandoned.
- Canandaigua and Corning Railroad.**—(Canandaigua to Corning.) Name changed to Canandaigua and Elmira in 1852; now Elmira, Jefferson and Canandaigua. Incorporated, Laws 1845, chap. 328. Charter amended, Laws 1846, chap. 181; Laws 1847, chap. 70; Laws 1849, chap. 129; Laws 1850, chap. 54.
- Canandaigua and Elmira Railroad.**—(Canandaigua to Elmira [1852]). Formerly Canandaigua and Corning, changed to Elmira, Canandaigua and Niagara Falls in 1857. Now Elmira, Jefferson and Canandaigua. See last named road.
- Canandaigua and Niagara Falls Railroad.**—(Canandaigua to Niagara Falls [1851]). Re-organized in 1858 as Niagara Bridge and Canandaigua Railroad.
- Canandaigua, Palmyra and Ontario Railroad.**—(Canandaigua to Lake Ontario [1872]). May construct swing bridge over Erie Canal at Palmyra, Laws 1873, chap. 284. Time extended, Laws 1874, chap. 66; Laws 1877, chap. 181.
- Canal Railroad.**—(Elmira to Horseheads [1878]).
- Canarsie to Gravesend.**—Railroad from, authorized, Laws 1863, chap. 513.
- Carthage, Watertown and Sackett's Harbor Railroad.**—(Carthage to Sackett's Harbor [1869]). Leased to Utica and Black River. Town aid to, Laws 1869, chap. 79; Am'd Laws 1870, chap. 52.
- Castleton and West Stockbridge Railroad.**—(Castleton to West Stockbridge, Mass.) Name changed to Albany and West Stockbridge Railroad, Laws 1836, chap. 262 (see Albany and West Stockbridge Railroad), and afterwards consolidated into Albany and Boston in 1871. Incorporated, Laws 1834, chap. 292.
- Catskill Mountain Railroad.**—(Catskill to Polenville [1880]).
- Cayuga Railway.**—(1875, see [Cayuga Lake Railroad]). In 1878 re-organized as Cayuga Southern.
- Cayuga Lake Railroad.**—(Cayuga to Ithaca [1867]). Re-organized as Cayuga Railway, 1875. Town aid to, Laws 1859, chap. 314; Am'd Laws 1870, chap. 152.
- Cayuga and Midland Railroad.**—(Auburn to Ithaca [1871]). Dissolved Laws 1873, chap. 662.
- Cayuga Southern Railroad.**—Cayuga to Ithaca [1878]). Formerly Cayuga. Consolidated into the Geneva, Ithaca and Sayre in 1879. (See Laws 1879, chap. 73.)
- Cayuga and Susquehanna Railroad.**—(Ithaca to Oswego). Name changed from Ithaca and Oswego Railroad, Laws 1843, chap. 221. See Ithaca and Oswego Railroad Company. Incorporated, Laws 1843, chap. 221. Charter amended, Laws 1846, chap. 180; Laws 1847, chap. 150; Laws 1851, chap. 103. Use of pier granted to, Laws 1850, chap. 231. Capital stock of, reduced, Laws 1859, chap. 94.

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- Cazenovia and Canastota Railroad.**—(Madison County [1868]). Re-organized as Cazenovia and Canastota Railway in 1873. (From Cazenovia to Canastota) and in 1873 changed to Cazenovia, Canastota and DeRuyter Railroad, (which see). Rate of passenger fare of, Laws 1869, chap. 145. Municipal aid to, Laws 1868, chap. 140.
- Cazenovia and Canastota Railway** —(Cazenovia to Canastota [1873]). Formerly Cazenovia and Canastota Railroad, in 1873 changed to Cazenovia, Canastota and DeRuyter.
- Cazenovia, Canastota and DeRuyter Railroad.**—(Canastota to DeRuyter [1873]). Formerly Cazenovia and Canastota, and the Cazenovia and DeRuyter Railroad Companies. Reorganized in 1876.
- Cazenovia, Canastota and DeRuyter Railroad.**—Canastota to DeRuyter [1876]). In 1876 reorganized.
- Cazenovia and DeRuyter Railroad.**—(Cazenovia to DeRuyter [1872]). Consolidated into Cazenovia, Canastota and DeRuyter in 1873. Increased fare, Laws 1872, chap. 122.
- Central Railroad (of New Jersey).**—Appropriation for, Laws 1873, chap. 760.
- Central Railroad (of Long Island).**—(Flushing to Bellespage [1871]). Consolidated into Flushing, North Shore and Central in 1874. May construct draw-bridge over Flushing Creek, Laws 1871, chap. 921.
- Central City Railroad.**—(Syracuse [1860]).
- Central Cross-town Railroad.**—(New York [1873]).
- Central Park, North and East River Railroad.**—(New York [1860]). Incorporated, Laws 1860, chap. 511.
- Central Railroad Extension.** (Farmingdale to Fire Island [1873]). Consolidated into Flushing, North Shore and Central in 1874.
- Central Saratoga Railroad.**—(Schenectady to Saratoga [1878]).
- Central Tunnel Railway.**—City Hall park to Grand Central depot, New York city (1881).
- Central Tunnel Railway.**—New York city (1881).
- Chambers Street Cross-town Railroad.**—(Chambers street, New York city [1880]).
- Chamber's Street Railroad.**—(New York [1877]). Abandoned.
- Charlotte Lake View Railroad.**—(Charlotte to Lake Ontario [1875]).
- Charlotte and Lake View Railroad.**—(Charlotte to west line of town of Greece, Monroe Co. [1881]).
- Chatauque County Railroad.**—(Centre of Slindon to Pennsylvania state line [1851]). Abandoned.
- Chateaugay Railroad.**—(County of Clinton [1879]).
- Chemung Railroad.**—(Jefferson to N. Y. and E. R. R.) Leased to New York, Lake Erie and Western R. R. Incorporated, Laws 1845, chap. 350. Charter amended, Laws 1847, chap. 96; Laws 1853, chap. 82; Laws 1857, chap. 286. May connect with and lease other roads, Laws 1872, chap. 241. Increase capital stock. (Id.)
- Cherry Valley and Mohawk River Railroad.**—(Cherry Valley to New York Central R. R. [1864]). Name changed to Cherry Valley, Sharon and Al-

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bany in 1869, Laws 1869, chap. 147 (which see). Municipal aid to, Laws 1864, chap. 255. Time for completion of, extended, Laws 1866, chap. 488. May connect with Albany and Susquehanna Railroad, Laws 1867, chap. 932.

Cherry Valley, Sharon and Albany Railroad.—(Cherry Valley to A. and S. R. R. [1869]). Name changed from Cherry Valley and Mohawk Railroad, Laws 1869, chap. 147. May extend its road, Laws 1871, chap. 209. (See Cherry Valley and Mohawk Railroad) Owned by Delaware and Hudson Canal Company. Time for completion of, extended, Laws 1866, chap. 320.

Christopher and Tenth Street Railroad.—(New York [1873]).

Christopher and other streets, New York city.—Construction of railroad authorized, Laws 1873, chap. 301.

Chittenango depot to village of Cazenovia.—Act in aid of construction of railroad from, Laws 1868, chap. 876.

City and Town of Oswego Railroad.—Incorporated, Laws 1872, chap. 839.

City Line and Canarsee Railroad.—(Kings county [1869]). Abandoned.

City of Poughkeepsie Railroad.—(Poughkeepsie [1878]). (See Poughkeepsie City Railroad; name changed from.)

Clayton and Theresa Railroad.—(Clayton to Theresa Junction [1871]). Leased to Utica and Black River Railroad.

Clifton Iron Company.—Railroad franchise conferred on, Laws 1868, chap. 195.

Clinton County.—(See Tram roads.)

Clove Branch Railroad.—(Clove Branch Junction to Sylvan Lake [1869]). Extension of road of, Laws 1869, chap. 68; Am'd Laws 1870, chap. 502.

Clyde and Sodus Bay Railroad.—(Clyde to Sodus Bay [1853]). Abandoned.

Columbia County.—(See Tram roads.)

Columbia, South America, railroad in.—(See Western Railroad Company.)

Concourse Railroad.—(Coney Island [1880]).

Coney Island and Brooklyn Railroad.—(Brooklyn to Coney Island [1860]). Construction of, authorized, Laws 1861, chap. 324. May extend its road, Laws 1868, chap. 675. Act relief for Laws 1872; chap. 365.

Coney Island Beach Railroad.—(Coney Island [1877]). Abandoned

Coney Island Center and Safety Rails Elevated Railroad.—(Coney Island [1880]).

Coney Island and East River Railroad.—(Coney Island to Brooklyn [1876]). In 1877 consolidated into Brooklyn, Flatbush and Coney Island.

Coney Island Elevated Railroad.—(Coney Island [1880]).

Coney Island High and Low Water Mark Railroad.—(Coney Island [1877]). Abandoned.

Coney Island and Rockaway Railroad.—(Coney Island to Rockaway [1878]).

Coney Island, Sheepshead Bay and Ocean Avenue Railroad.—(Ocean Park way, Coney Island to Jockey Club Race Track [1880]).

Coney Island Surf Railroad.—(Coney Island [1877]).

- Coney Island Sea View Elevated Railroad.**—(Coney Island [1880]).
- Coney Island Transit Railroad.**—(Coney Island Iron Pier to Jockey Club Race Track [1880]).
- Connecting Terminal Railroad.**—(Buffalo [1881]).
- Cooperstown and Susquehanna Valley Railroad.**—Cooperstown to Colliers [1865]. Municipal aid to, Laws 1865, chap. 753; Laws 1867, chap. 422; Laws 1869, chap. 519. Certain privileges granted to, Laws 1866, chap. 787.
- Corning and Blossburgh Railroad.**—(Corning to Pennsylvania state line [1851]). Name changed from Tioga Railroad, Laws 1851, chap. 90. Name changed to Blossburgh and Corning in 1854 (which see).
- Corning, Cowansque and Antrem Railroad.**—(Corning, N. Y., to Antrem, Pa., [1873]). Formerly Blossburgh and Corning Leased to Fall Brook Coal Company. May extend road and acquire land, Laws 1874, chap. 337.
- Corning, Cowansque and Antrem Railroad.**—Corning, N. Y., to Antrem, Pa., [1853,]. (See Blossburgh and Corning Railroad). Leased to Fall Brook Coal Company.
- Corning and Seneca Lake Railroad.**—(Corning to Reading [1864]).
- Cornwall Suspension Bridge Railroad.**—(Fishkill to Newburgh Branch, Erie Railway [1868]). Abandoned
- Cortland and Homer Horse Railroad.**—Cortland to Homer, all in Cortland county (1882).
- Cross-Cut Railroad (Pa.)**—May consolidate with Buffalo and Oil Creek Cross-Cut Railroad, Laws 1867, chap. 753.
- Delaware, Lackawana and Western Railroad.**—May make contract in this State. Laws 1855, chap. 244. May purchase lands in this State, Laws 1864, chap. 124. May purchase real estate in city of New York, Laws 1865, chap. 406.
- Delhi and Middleton Railroad.**—(Delhi to Middleton [1871]). Sale of stock of, owned by town of Andes, Laws 1875, chap. 153.
- Dry Dock, East Broadway and Battery Railroad (New York).**—(1864.) Construction of, authorized, Laws 1860, chap. 512. May extend road, Laws 1866, chap. 866; Laws 1866, chap. 883. Also given in State Engineer's Report for 1880, as formed in 1864.
- Dunkirk, Alleghany Valley and Pittsburgh Railroad.**—(Dunkirk to Oil City, Pa. [1873.]) Formerly Dunkirk, Warren and Pittsburgh Railroad, and Warren and Vincenango (a Pennsylvania corporation).
- Dunkirk and Chautauqua Lake Railroad.**—(Dunkirk to Oil Creek, Pa. [1865.]) Merged into Buffalo, Corry and Pittsburgh in 1868.
- Dunkirk, Chautauqua Lake and Pittsburgh Railroad.**—(Brockton, N. Y., to Corry, Pa. [1879.]) Reorganization of the Buffalo, Corry and Pittsburgh. Consolidated into Buffalo, Chautauqua Lake and Pittsburgh.
- Dunkirk and Fredonia Railroad.**—(Dunkirk to Fredonia [1866]). Incorporated, Laws 1864, chap. 265. Charter amended, Laws 1866, chap. 34. Also stated, in State Engineer's Report, to have been formed in 1866.
- Dunkirk and Junction Railroad.**—(Dunkirk to Brocton [1879]).

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Dunkirk, Warren and Pittsburgh Railroad No. 1.—(Dunkirk to Conewago Creek [1867]). Conewago Valley of Virginia in 1870 into the Dunkirk, Warren and Pittsburgh. Municipal aid to, Laws 1867, chap. 672; Laws 1868, chap. 427; Laws 1870, chap. 282.

Dunkirk, Warren and Pittsburgh Railroad No. 2.—(Dunkirk, N. Y., to Warren, Pa. [1870.]) Formerly Dunkirk, Warren and Pittsburgh (No. 1), and the Conewago Valley consolidated in Dunkirk, Allegany and Pittsburgh Railroad in 1873.

Dutchess and Columbia Railroad.—(Town of Copake, Columbia county, to near Dumesport, Dutchess county [1866]). In 1873 consolidated into New York, Boston and Northern, was foreclosed, and in 1877 reorganized as Newburgh, Dutchess and Connecticut (Fishkill and Pine Plains). (See New York, Boston and Northern.) Act to facilitate acquisition of real estate required by, Laws 1867, chap. 486; Am'd Laws 1869, chap. 184. Municipal aid to, Laws 1868, chap. 201. May change northern terminus of road, Laws 1868, chap. 184.

East Genesee St. and Seward Avenue Railway (Auburn).—Incorporated, Laws 1871, chap. 527.

East Genesee St. and Second Avenue Railway.—(City of Auburn [1871]). Corporate name, Laws 1873, chap. 743. Amending act of 1871, chap. 527. Authorizing Railroad in Auburn.

East Genesee St. and Seward Avenue Railway.—(1880) New York city.

East New York and Jamaica Railroad.—(Along Jamaica and Brooklyn Plank-road from city line of Brooklyn to Jamaica Village, (1863). (See East New York and Jamaica Bay Railroad. Incorporated, Laws 1863, chap. 507. Charter amended, Laws 1865, chap. 760; Laws 1866, chap. 80. May consolidate with Jamaica and Brooklyn Plank-road Company, Laws 1871, chap. 224. This road is not given in the State Engineer's Report

East New York and Jamaica Bay Railroad.—(Jamaica to East New York). State Engineer's Report for 1880 says, formed in 1865 and reorganized as Jamaica, Woodhaven and Brooklyn in 1872. (See the last named roads).

East River Bridge and Coney Island Steam Transit Company.—(1881.) Brooklyn.

East River and Connecticut Railway.—(1881) Port Morris to Port Chester; branches to Hall's Corners and Fort Schuyler.

East Side Railway.—(New York [1869]). Abandoned.

East Side and Mount Vernon Railway.—(Westchester County along Bronx River [1881]).

Eastern Railroad Company of Long Island.—(East New York to Rockaway Beach [1879]).

Eastern Branch of the Dutchess and Columbia Railroad.—(Dutchess County [1868]). Abandoned.

Edinburgh (Saratoga Co.) to Mohawk Valley.—Construction of railroad from, authorized, Laws 1872, chap. 875.

Eighth Avenue Railroad.—(New York [1855]). Extension of route, running of cars and General Railroad act applied to Laws 1874, chap. 478.

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- Elevated Railway.**—(Greenwich Street, New York). Construction of, authorized, Laws 1867, chap. 489. Time for construction of, extended, Laws 1868, chap. 855. (Not given in State Engineer's Report).
- Elmira, Canandaigua and Niagara Falls Railroad.**—Canandaigua to Watkyns [1857]. Formerly Canandaigua and Elmira. Re-organized as Elmira, Jefferson and Canandaigua in 1859. (See last named road.)
- Elmira Connecting Railroad Company.**—(Elmira [1882]).
- Elmira, Jefferson and Canandaigua Railroad.**—(Watkyns to Canandaigua [1859]). Formerly Elmira, Canandaigua and Niagara Falls. (See Canandaigua and Corning, Canandaigua and Elmira and Elmira, Canandaigua and Niagara Falls Railroad.)
- Elmira and Horseheads Railway.**—(Horseheads to Elmira [1871]). Construction of, authorized, Laws 1866, chap. 659. Act 1866, revived, Laws 1870, chap. 233. Articles of association confirmed, Laws 1871, chap. 442.
- Elmira State Line Railroad.**—(Elmira to Laurenceville [1872]). Leased to Tioga Railroad Company of Pa.
- Elmira and Williamsport Railroad No. 1.**—(Elmira to Penn. State Line). Incorporated, Laws 1832, chap. 216. Charter revived, Laws 1864, chap. 190. This road reported as extinct, by State Engineers Report of 1880, but the Williamsport and Elmira Railroad (which see) was in 1860, re-organized under the name of the Elmira and Williamsport Railroad.
- Elmira and Williamsport Railroad No. 2.**—(Elmira to Williamsport, Pa. [1860]). Formerly Williamsport and Elmira. Now leased to Northern Central.
- Erie Railway.**—(Jersey City to Dunkirk [1861]). Formerly New York and Erie Railroad (which see). Reorganized as the New York, Lake Erie and Western Railroad in 1877. Concerning organization of, upon foreclosure sale of New York and Erie Railroad, Laws 1862, chap. 66. May increase capital stock, Laws 1864, chap. 561. May run cars through certain streets in city of Buffalo, Laws 1866, chap. 851. Restrictions in regard to directors of, Laws 1868, chap. 278; Amended, Laws 1869, chap. 916. A repeal of classification of directors, Laws 1872, chap. 117. Repeal of sections 3 and 4 of chap. 278 of Laws of 1868, Laws 1874, chap. 586.
- Erie and Black Rock Railroad.**—(1882). City of Buffalo.
- Erie and Genesee Valley Railroad.**—(Mount Morris to Burns [1868]). Leased to New York, Lake Erie and Western. Municipal aid to, Laws 1853, chap. 287; Laws 1868, chap. 442; Laws 1869, chap. 648. May apply for appraisal of lands, Laws 1869, chap. 336.
- Erie International Railroad.**—(Buffalo to International Bridge [1872]). Leased to New York, Lake Erie and Western.
- Erie and Niagara River Railroad.**—Buffalo to North Tonawanda, Niagara county (1882).
- Erie and New York City Railroad.**—(Little Valley Creek to West line State of New York [1852]). In 1860 38 miles was sold to the Atlantic and Great Western Railroad. Balance supposed to be abandoned. Sale of, to the Atlantic and Great Western Railroad, authorized, Laws 1860, chap. 234. Municipal aid to, Laws 1855, chap. 132; Laws 1862, chap. 95. Time for com-

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pletion of, extended, Laws 1857, chap. 82; Laws 1862, chap. 357. Relative to satisfaction of judgments against, Laws 1854, chap. 236. May acquire title to real estate, how, Laws 1853, chap. 592. (See Erie Railway.) Extension of time to complete, Laws 1872, chap. 163.

Essex County.—(See Tram roads).

Far Rockaway Beach Railroad.—(Queens County [1868]). Consolidating with South Side Railroad in 1872.

Far Rockaway Beach Railroad.—(Village of Far Rockaway [1881]).

Fayetteville and Syracuse Plank Road.—May lay railroad track, Laws 1868, chap. 829. May lay wooden rail, Laws 1869, chap. 389.

Fifth Ward Railroad.—(Syracuse [1868]). Construction of, authorized, Laws 1868, chap. 151.

Fishkill to Easterly Line of New York State.—Public use of railroad from, declared, Laws 1848, chap. 338.

Fishkill and Newburgh Railroad.—(D. and C. Railroad to Newburgh [1876]).

Flushing Railroad.—(Flushing to point on East river, Kings county [1852]). Reorganized as New York and Flushing Railroad in 1859, and consolidated with Flushing and Woodside, and Flushing and North Side Railroad in 1872. (See Laws 1869, chap. 142; see those roads.) May construct draw-bridge across Flushing Creek, Laws 1853, chap. 164; A'md, Laws 1854, chap. 258.)

Flushing and College Point Railroad.—(Flushing to Shattonport and College Point [1866]). Project abandoned.

Flatbush, Coney Island Park and Concourse Railroad.—(Prospect Park to Coney Island [1876]). In 1877 consolidated into Brooklyn, Flatbush and Coney Island.

Flushing and North Side Railroad.—(Hunter's Point to Roslyn [1868]). May construct draw-bridge over Flushing Creek, Laws 1870, chap. 123. May receive additional fare, Laws 1870, chap. 775. May consolidate with Flushing and Woodside, and New York and Flushing Railroad, Laws 1869, chap. 142. (New name to be Flushing and Northside.) See those roads consolidated into Flushing, North Shore and Central in 1874. (See New York and Flushing Railroad.)

Flushing North Shore and Central Railroad.—(1875.) (Long Island City to Babylon.) Formerly Flushing and North Side; Central, Central Extension, Whitestone and Westchester; North Shore, North Shore and Port Washington, and Roslyn and Hunter's Point. Leased to Long Island Railroad.

Flushing Village Railroad.—(F, N. S. and C. to N. S. R. R. [1871]). Abandoned.

Flushing and Woodside Railroad.—(Woodside to Flushing [1864]). Consolidated with Flushing and North Side, and New York and Flushing into Flushing and Northside, Laws, 1869, chap. 142. (See those roads.) Flushing and North Side Railroad may purchase stock of, Laws 1869, chap. 142.

Fonda and Fultonville Railroad.—(Fonda to Fultonville [1875]). F. and F. Horse Railroad fare upon, fixed and regulated, Laws 1875, chap. 141.

- Fonda, Johnstown and Gloversville Railroad.**—(Fonda to Gloversville [1867]). Articles of Association of, legalized and confirmed, Laws 1867, chap. 716. Municipal aid to, Laws 1867, chap. 17; Laws 1867, chap. 81; Laws 1868, chap. 588. Required to restore public highway to its original line, Laws 1869, chap. 911. Certain claims of town of Johnstown against, discharged, Laws 1870, chap. 305. Rate of fare on, Laws 1873, chap. 412. May purchase Gloversville and Northville R. R., Laws 1880, chap. 124.
- Fonda and Ogdensburgh Railroad.**—Incorporated, Laws 1866, chap. 894. (Not given in State Engineer's Report.)
- Forest of Dean Iron Mine to Hudson River.**—Construction of railroad from, authorized, Laws 1865, chap. 273.
- Forestport, Grant's Mills and Black River Railroad.**—Incorporated, Laws 1867, chap. 949. The Forestport R. R. incorporated, Laws 1868, chap. 505, is given in the State Engineer's Report as extinct, but no mention is made of the above road.
- Fort Hamilton and Coney Island Railroad.**—(Fort Hamilton, New Utrecht to Gravesend, Coney Island [1881]).
- Forty Second Street Cross-town Railroad.**—(New York [1877]).
- Forty Second Street or Grand Street Ferry Railroad.**—(New York [1863]).
- Forty Second Street, Manhattenville and St. Nicholas Avenue Railroad.**—(New York [1878]).
- Frankfort and Ilion Railroad.**—(Frankfort to Ilion [1871]). (See Frankfort and Ilion Street Railroad).
- Frankfort and Ilion Street Railroad.**—(Frankfort to Ilion). Frankfort and Ilion Horse Railroad authorized to use steam motive power, Laws 1873, chap. 396. Frankfort and Ilion Street Railroad declared body corporate and may construct horse power railroad, Laws 1873, chap. 430.
- Friendship Railroad.**—(Friendship to Portville [1881]).
- Garnerville Railroad.**—(N. J. and N. Y. R. R., to Haverstraw [1875]).
- Genesee and Cattaraugus Railroad.**—Incorporated, Laws 1837, chap. 435. Not mentioned in State Engineer's Report.
- Genesee Valley Railroad.**—(Avon to Mount Morris [1856]). Now changed to Avon, Genesee and Mount Morris in 1860, (which see).
- Genesee Valley Canal Railroad.**—(Rochester to Millgrove [1880]).
- Genesee and Water Street Railroad (Syracuse).**—(1866). Provisions of general act construed with reference to, Laws 1866, chap. 388. May extend its road, Laws 1871, chap. 829. May extend track, Laws 1874, chap. 254.
- Geneva and Ithaca Railroad.**—(Geneva to Ithaca [1870]). Consolidated into Geneva, Ithaca and Athens in 1874. May extend its road, Laws 1873, chap. 800.
- Geneva, Ithaca and Athens Railroad.**—(State line to Geneva [1874]). Formerly Ithaca and Athens and Geneva and Ithaca. In 1876 reorganized as Geneva, Ithaca and Sayre.
- Geneva, Ithaca and Sayre Railroad.**—(Ithaca to Penn. State line [1877]). Formerly Geneva, Ithaca and Athens (which see). Authorized to purchase Cayuga Southern Railroad, Laws 1879, chap. 78.

- Geneva and Hornellsville Railroad.**—(Geneva to Hornellsville [1876]). Formerly Geneva and Southwestern and Geneva Southwestern and Hornellsville. In 1876 consolidated into Geneva, Hornellsville and Pine Creek.
- Geneva, Hornellsville and Pine Creek Railroad.**—(Geneva to West Branch Pa. [1876]). Formerly Geneva and Hornellsville, and the Rochester, Hornellsville and Pine Creek. Act legalizing the consolidation of, Laws 1876, chap. 74.
- Geneva and Lyons Railroad.**—(Geneva to Lyons [1878]). Leased to New York Central and Hudson River Railroad.
- Geneva and Southwestern Railroad.**—(Geneva to Bloods Corners [1871]). Consolidated into Geneva and Hornellsville, in 1876 (which see). Title to land, how acquired, Laws 1874, chap. 320.
- Geneva, Southwestern and Hornellsville Railroad.**—(County of Stuben [1873]). Consolidated into Geneva and Hornellsville in 1876.
- Gilbert Elevated Railroad.**—(New York.) Now Metropolitan Elevated Railroad (which see). Incorporated, chap. 885, Laws 1872. Corporate act amended, Laws 1873, chap. 837. Time for completion of, extended, Laws 1874, chap. 275.
- Glen's Falls Railroad.**—(Fort Edward to Glen's Falls [1867]). Leased to Rensselaer and Saratoga Railroad. May extend road to village of Caldwell, Laws 1873, chap. 87.
- Glen's Falls Railroad (Extension)**—Glen's Falls to village of Caldwell (1880).
- Glendale and East River Railroad.**—(Brooklyn to Glendale [1874]). Leased to New York and Manhattan Beach Railroad. Weight of rails upon, Laws 1874, chap. 475.
- Gloversville and Kingsboro Railroad.**—(Gloversville to Kingsboro [1874].) Fare and weight of rails regulated on Gloversville and Kingsboro Street Railroad, Laws 1874, chap. 60.
- Gloversville and Northville Railroad.**—(Gloversville to Northville [1872].) Leased to Fonda, Johnstown and Gloversville Railroad Company. Rate of charges, Laws 1872, chap. 454. Granting rights and privileges of general railroad act, Laws 1874, chap. 61.
- Goshen and Deckertown Railroad.**—(Goshen to Jersey State line [1868]). Leased to New York, Lake Erie and Western Railroad. Weight of rail used by, Laws 1868, chap. 384.
- Grand Street Ferry and Middle Village Railroad.**—(Kings and Queens counties [1879]). Formerly Metropolitan, and reorganized as North Second Street and Middle Village Railroad in 1870.
- Grand Street and Newtown Railroad.**—(Brooklyn.) Incorporated, Laws 1860, chap. 462. Charter amended, Laws 1862, chap. 199; Laws 1863, chap. 217. Rate of fare on, Laws 1867, chap. 554. May construct double track, etc., Laws 1870, chap. 746.
- Grand Street, Prospect Park and Flatbush Railroad.**—(Brooklyn to Kings county [1870]). May extend road, etc., Laws 1870, chap. 530; Am'd, Laws 1871, chap. 743. Relief of, Laws 1872, chap. 813.
- Grand Trunk Railway (of Canada).**—Legal proceedings against, regulated, Laws 1868, chap. 752. May purchase real estate in city of Buffalo, Laws 1874, chap. 459.

- Gravesend Avenue Railroad.**—(County of Kings.) Construction of railroad on, Laws 1873, chap. 531.
- Great Valley and Bradford Railroad.**—(Great Valley, N. Y., to state line of Pennsylvania [188]).
- Great Western Railroad.**—(Canada West). Railroads may take stock in, Laws 1851, chap. 157. Proceedings against, regulated, Laws 1857, chap. 84.
- Greene Railroad No. 1.**—(Greene to N. Y. and E. R. R.) Extinct.
- Greene Railroad No. 2.**—(Chenango Forks to Greene [1870]). Leased to Delaware, Lackawanna and Western.
- Greenwich Railroad Equipment Company.**—Incorporated, Laws 1871, chap. 261.
- Greenwich and Johnsonville Railway.**—(Greenwich to Johnsonville [1879]). Reorganization of the Greenwich and Johnsonville Railroad.
- Greenwich and Johnsonville Railroad No. 1.**—(Greenwich to Johnsonville [1869]). Formerly Union Village and Johnsonville. (See G. and J. R. R. No. 2).
- Greenwich and Johnsonville Railroad No. 2.**—(Greenwich and Johnsonville [1874]). Name changed from Union Village and Johnsonville (which see) and reorganized in 1879 as the Greenwich and Johnsonville Railway Co.
- Greenpoint, Prospect Park and Greenwood Railroad.**—(Brooklyn, Greenpoint to Greenwood [1866]). Construction of, authorized, Laws 1866, chap. 822.
- Greenpoint and Williamsburgh Railroad.**—(Brooklyn [1864]). Incorporated, Laws 1864, chap. 323. May consolidate with Nassau Railroad, of Brooklyn, Laws 1868, chap. 576.
- Greenwood and Coney Island Railroad.**—(Brooklyn to Coney Island [1872]). Consolidated into the Prospect Park and Coney Island in 1875. Act for the relief of, Laws 1874, chap. 307.
- Hackensack and New York Railroad.**—May extend road into this State, Laws 1870, chap. 304. May build draw-bridge over Minnisceongo Creek, Laws 1871, chap. 193. (Not given in State Engineer's Report.)
- Hallett's Cove Railway.**—Incorporated, Laws 1828, chap. 205. Charter amended, Laws 1832, chap. 111; Laws 1837, chap. 3. (Not mentioned in State Engineer's Report.)
- Harlem Bridge, Morrisania and Fordham Railroad.**—(Fordham to Harlem River [1862]). Construction of, authorized, Laws 1863, chap. 361. Weight of rails, etc., used by, Laws 1866, chap. 815; Laws 1871, chap. 658. Fare allowed on, Laws 1867, chap. 892. May lay track in Lincoln Avenue, Laws 1871, chap. 658.
- Harlem Extension Railroad.**—Chatham Four Corners to Rutland, Vt. [1870]). Formerly Lebanon Springs and the Bennington and Rutland Company of Montreal; also Pine Plains and Albany, in 1872 consolidated with New York, Boston and Montreal, and in 1877 that portion in this State was foreclosed and sold.
- Harlem River and Port Chester Railroad.**—(Harlem River to New York, New Haven and Hartford Railroad [1867]). Leased to New York, New Haven and Hartford. Incorporated, Laws 1866, chap. 763. Charter amend-

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- ed, Laws 1869, chap. 722; Laws 1871, chap. 605. Charter amended, Laws 1873, chap. 48.
- Harlem River and Port Chester Rapid Transit Railroad.**—(129th Street, N. Y. City, to Westchester Avenue [1880]).
- Hempstead and Rockaway Railroad.**—(Hempstead to Valley Stream [1870]). In 1871 consolidated into New York and Hempstead. Foreclosed and sold in 1875. Reorganized as the Southern Hempstead Branch.
- Herkimer and Mohawk Street Railroad.**—Herkimer to Mohawk [1871]. Declared body corporate and powers conferred on, Laws 1874, chap. 161.
- Herkimer, Mohawk and Ilion Railroad.**—Incorporated, Laws 1865, chap. 770. (Not mentioned in State Engineer's Report.)
- Herkimer, Newport and Polan Narrow Gauge Railroad.**—(Herkimer to Polan [1880]).
- Hicksville and Cold Spring Branch Railroad.**—(Hicksville to Syosset [1853]). Now owned by Long Island Railroad. Incorporated, Laws 1851, chap. 306. Time for completion of, extended, Laws 1859, chap. 138.
- Highland Junction Railroad.**—Mattewan, Dutchess county to Cornwall Station, Orange county. (1881).
- Highland Trans. Hudson Railroad.**—Pine Hill, Orange county, to Dutchess Junction, Dutchess county. (1881).
- Horseheads to Elmira.**—Construction of railroad from, authorized, Laws 1866, chap. 659. Act of 1866 revived, Laws 1870, chap. 233.
- Hoosack Tunnel and Saratoga Railroad.**—Troy to Saratoga and Fish Creek to Schuylerville. (1881)
- Housatonic and Northern Railroad.**—May accept grant for railroad purposes, made by State of Connecticut, Laws 1865, chap. 672. (Not given in State Engineer's report).
- Houston West Street and Pavonia Ferry Railroad.**—(New York city [1874]). Formerly Avenue C. Railroad, (which see).
- Hudson and Berkshire Railroad.**—(Hudson to West Stockbridge, Mass.) Reorganized as the Hudson and Boston in 1854, and consolidated into Boston and Albany in 1871. Incorporated, Laws 1828, chap. 304. See, also, Laws 1832, chap. 302; Laws 1834, chap. 302. Charter amended, Laws 1837, chap. 113; Laws 1840, chap. 87; Laws 1846, chap. 317. Certain lands granted to, Laws 1839, chap. 380; Amended Laws 1849, chap. 366. Municipal aid to, Laws 1837, chap. 412. State aid to, Laws 1840, chap. 179. Comptroller authorized to suspend legal proceedings against, Laws 1850, chap. 237.
- Hudson and Boston Railroad.**—(Western Railroad to Boston [1855]). Formerly Hudson and Berkshire consolidated into Boston and Albany in 1871. (See Hudson and Berkshire Railroad.)
- Hudson and Kinderhook Railroad.**—(Hudson to Kinderhook [1871]). Abandoned.
- Hudson River Railroad.**—(New York to Albany). Incorporated, Laws 1846, chap. 216. Charter amended, Laws 1848, chap. 30; Laws 1850, chap. 9. Municipal aid to, Laws 1850, chap. 323. May build bridge over Nepperhan Creek, Laws 1866, chap. 705. Restrictions in regard to directors of, Laws

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1868, chap. 278; Am'd, Laws 1869, chap. 916. Consolidated into the New York Central and Hudson River in 1869.

Hudson River, Suspension Bridge and New England Railway.—Name changed from Hudson Highland and Suspension Bridge Company, Laws 1870, chap. 769 (from N. Y., L. E. and W. R. R. to Conn. State line; said in State Engineer's Report for 1880 to be extinct). But see chap. 123, Laws 1874, extending time for completion of Hudson, Suspension Bridge and New England Railway, and chap. 420, Laws 1880, extending time for completion of last-named company.

Hudson Tunnel (of New York) Railroad.—(Hudson river opposite New York city [1880.]) Consolidated in 1880 with Tunnel Railroad Company of New Jersey, under name of Hudson Tunnel Railroad Company.

Hudson Tunnel Railroad.—(Hudson river opposite New York city [1880]). Formerly Hudson Tunnel of New York.

Hudson Tunnel Railway Company Consolidation.—New York to Jersey City (1881).

Hunter's Point, Newtown and Flushing Turnpike Road Company.—Railroad franchise conferred on, Laws 1867, chap. 527.

Hunter's Point and South Side Railroad.—(Fresh ponds to East river [1870]. In 1872 consolidated with South Side Railroad.

Ilion Street Railroad.—Ilion to N. Y. C. and H. R. R. R. [1875]. Abandoned.

Ithaca, Auburn and Western Railroad.—(Auburn to Ithaca [1876]). Operated by Utica, Ithaca and Elmira.

Ithaca and Athens Railroad.—Ithaca to Athens [1870]). Name changed from Ithaca and Tonawanda Railroad, Laws 1870, chap. 23. (See Ithaca and Tonawanda Railroad.) In 1874 consolidated into Geneva, Ithaca and Athens. (See Geneva, Ithaca and Athens, and also Geneva, Ithaca and Sayre.) Rate of passenger fare on, Laws 1873, chap. 510. Town of Ithaca may issue bonds, Laws 1877, chap. 382.

Ithaca and Cortland Railroad.—(Ithaca to Cortlandville [1869]). Name changed to Utica, Ithaca and Elmira in 1872.

Ithaca and Owego Railroad.—(Ithaca to Oswego). Name changed to Cayuga and Susquehanna, chap. 221, Laws 1843. (See Cayuga and Susquehanna Railroad Co.) Incorporated, Laws 1828, chap. 21. Charter amended, Laws 1832, chap. 75; Laws 1834, chap. 261; Laws 1840, chap. 344. State aid to, Laws 1838, chap. 295.

Ithaca and Tonawanda Railroad.—(Ithaca to near Waverly [1866]). Name changed to Ithaca and Athens in 1870, Laws 1870, chap. 23. Municipal aid to, Laws 1866, chap. 645, Laws 1867, chap. 872.

Jackson and Steinway Avenue Railroad of Long Island.—(Long Island City [1879]).

Jamestown Railroad.—(Jamestown to D. K. and P. R. R. [1871]). Abandoned.

Jamaica and Brooklyn Railroad.—(Jamaica to East New York [1880]). Formerly Jamaica, Woodhaven and Brooklyn, and previous to that East New York and Jamaica Bay (see those roads).

- Jamaica, Woodhaven and Brooklyn Railroad.**—(Jamaica to East New York [1872]). Formerly East New York and Jamaica Bay and consolidated into Jamaica and Brooklyn Railroad Company in 1880. For the act authorizing the consolidation see Laws 1879 chap. 156.
- Jerome Park Railroad.**—(Harlem Railroad to Jerome Park [1880]).
- Jersey City and Albany.**—(Fort Clinton to New Jersey State line [1873]). Formerly Ridgefield Park and Rockland Central. Reorganized in 1878 as the Jersey City and Albany Railway Company.
- Jersey City and Albany Railway.**—(Jersey City, N. J., to Tappan, N. Y., [1879]). Reorganization of the Jersey City and Albany Railroad. Consolidated into the Jersey City and Albany Railway Company of N. Y. and N. J.
- Jersey City and Albany Railway Company of New York and New Jersey.**—(Jersey City, N. J., to Tappan, N. Y., [1879]). Formerly J. C. and Albany of N. Y., also J. C. and Albany of N. J.
- Johnstown, Gloversville and Kingsboro Railroad.**—(Johnstown to Kingsboro [1874]). Johnstown, Gloversville and Kingsboro Horse Railroad. Weight of rails, fare, release of capital stock and privileges conferred. Laws 1874, chap. 255.
- Junction Railroads.**—(New York Central and Hudson River Railroad to Niagara River [1870]). Consolidated into that company in 1879.
- Junction Canal and Railroad.**—Incorporated, Laws 1866, chap. 570. The Junction Railway of Chemung county is given in State Engineer's Report as extinct. This road is not mentioned, but is probably extinct.
- Kings Bridge and Yonkers Railroad.**—Kings Bridge to Yonkers [1876].
- Kings County.**—Provisions as to railroad crossings in, Laws 1869, chap. 609. Amended, Laws 1875, chap. 551.
- Kings County Railroad.**—(Coney Island to Parkville [1878])
- Kings County Central Railroad.**—Brooklyn to Coney Island [1876]. Leased to New York and Manhattan Beach Railroad.
- Kings County Elevated Railroad.**—Brooklyn, Kings County [1879].
- Kingston City Railroad.**—(Kingston to Rondout [1879]). Reorganization of the Kingston and Rondout, N. Y.
- Kingston and Rondout Railroad.**—Kingston to Rondout [1865]). May purchase franchises of Union Plank Road Company. Laws 1866, chap. 110.
- Lake Champlain and Dannemora Prison.**—Construction of railroad authorized, Laws 1878, chap. 148.
- Lake Champlain and Moriah Railroad.**—(Mineville to Port Henry [1868]). Act for relief of, Laws 1872, chap. 501.
- Lake Ontario Railroad.**—(Orange to Lewiston [1874]). Formerly Lake Ontario Shore. In 1875 consolidated into Rome, Watertown and Ogdensburgh Railroad.
- Lake Ontario, Auburn and New York Railroad.**—(Fairhaven to Lake Ontario [1852]). May apply for appraisal of lands, Laws 1854, chap. 231. Authorizing appointment of commissioners to appraise lands taken by, Laws 1857, chap. 380; Amended, Laws 1858, chap. 300. Corporate exist-

ence, etc., of, continued, Laws 1861, chap. 184; see, also Laws 1869, chap. 805. Municipal aid to, Laws 1860, chap. 405. Reorganized as Lake Ontario and Auburn in 1856. The latter road extinct.

Lake Ontario and Hudson River Railroad.—(Sacketts Harbor to S. and S. Railroad). Name changed from Sackett's Harbor and Saratoga Railroad, Laws 1857, chap. 280. Name again changed to Adirondack estate Railroad in 1860, which was probably merged into Adirondack Railroad in 1868. Act to facilitate construction of, Laws 1860, chap. 37. Extending^g time for completion of, Laws 1861, chap. 45. (See Sackett's harbor and Saratoga Railroad).

Lake Ontario Southern Railroad.—(Sodus Point, N. Y., to West Branch, Pa. [1880]). Consolidation of Ontario Southern and Geneva, Hornellsville and Pine Creek.

Lake Ontario Shore Railroad.—(Oswego to Lewistown [1868]). Sold and reorganized as Lake Ontario in 1874. (Orange to Lewiston). Consolidated with Watertown and Rome and Potsdam and Watertown, into Rome, Watertown and Ogdensburgh in 1875. Municipal aid to, Laws 1868, chap. 811; Laws 1869, chap. 241; Laws 1871, chap. 127. Vote of town of Greece legalized, Laws 1872, chap. 167. Rochester to aid, Laws 1872, chap. 182. Last mentioned act repealed, Laws 1874, chap. 318. Town of Webster, Monroe county, may issue bonds, Laws 1877, chap. 348.

Lake and River Improvement and Railroad and Land Company of the New York Wilderness.—Incorporated, Laws 1865, chap. 683.

Lake Shore and Michigan Southern Railroad.—(Buffalo to Chicago [1869]). Buffalo and Erie Railroad, consolidated with this road.

Lansingburgh and Cohoes Railroad.—Lansingburgh and Cohoes [1880].

Lansingburgh and Troy Railroad.—(Troy to Lansingburgh [1853]). Incorporated, Laws 1836, chap. 372. New company organized in 1853; name changed to Troy and Lansingburgh in 1860.

Lansingburgh and Troy Railroad.—(Lansingburgh to Troy [1872]). Extinct.

Lansingburgh and Troy Steam Railroad.—Fare regulated, Laws 1874, chap. 372.

Lebanon Springs Railroad.—(Town of Ghent to Lebanon Springs [1852]). Consolidated into Harlem Extension in 1870. May construct extension of their road, Laws 1853, chap. 25; Am'd, Laws 1853, chap. 461. Time for completion of, extended, Laws 1857, chap. 150; Laws 1860, chap. 285; Laws 1862, chap. 444; Laws 1867, chap. 46. May construct branch road, and create preferred stock, Laws 1864, chap. 145. Municipal aid to, Laws 1866, chap. 373. Railroads may take stock in. Laws 1855, chap. 350. Towns in Columbia and Rensselaer counties to aid in completion of, Laws 1881, chap. 385.

Lehigh Valley Railway.—Buffalo to village of Lancaster, Erie county (1882).

Lehigh Valley Railway.—City of Buffalo (1880).

Lewiston Railroad.—(Lewiston to Lockport and Niagara Falls Railroad.) See act for consolidation with Buffalo and Niagara Falls Railroad, Laws 1851, chap. 275; Am'd, Laws 1853, chap. 46. United in New York Central Railroad, Laws 1853, chap. 76. Incorporated, Laws 1836, chap. 260. To

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relay track with heavy iron rail, Laws 1848, chap. 256. May change location of road, Laws 1850, chap. 105. Time allowed for construction of road, Laws 1853, chap. 40.

Liverpool and Syracuse Railroad.—(Liverpool to Syracuse [1868]). Construction of, authorized, Laws 1868, chap. 709. Abandoned.

Long Beach Marine Railway.—(1881). Long Beach hotel to end of Long Beach. All in Queens county.

Lockport and Buffalo Railroad.—Lockport to N. Tonawanda [1871]).

Lockport and Niagara Falls Railroad.—(Lockport to Niagara Falls). Name changed to Rochester, Lockport and Niagara Falls in 1850, and subsequently consolidated with New York Central, Laws 1853, chap. 76. (See Rochester, Lockport and Niagara Falls R. R. Incorporated, Laws 1834, chap. 177. Charter amended, Laws 1841, chap. 122; Laws 1847, chap. 408. To relay track with heavy iron rail, Laws 1849, chap. 259. May straighten and improve its track, Laws 1851, chap. 227. Act for relief of creditors of, Laws 1850, chap. 111. May increase capital stock, Laws 1837, chap. 99; Laws 1842, chap. 36

Locust Grove and Brighton Beach Railroad.—(Locust Grove to Brighton Beach [1879]).

Long Island Railroad.—(Greenport to Brooklyn.) Incorporated, Laws 1834, chap. 178. Charter amended, Laws 1839, chap. 277; Laws 1845, chap. 116; Laws 1845, chap. 289; Laws 1847, chap. 166; Laws 1853, chap. 146; Laws 1857, chap. 152; Laws 1859, chap. 444; Laws 1860, chap. 65; Laws 1861, chap. 252; Laws 1861, chap. 577; Laws 1862, 413. May increase capital stock, Laws 1867, chap. 368. May take lease of Brooklyn and Jamaica Railroad, Laws 1836, chap. 94. May construct branch road, Laws 1836, chap. 358; Laws 1869, chap. 101. State aid to, Laws 1840, chap. 193. Time for reimbursement of stock issued by State in aid of, fixed, Laws 1858, chap. 36. Act supplementary to charter, Laws 1859, chap. 444. Closing tunnel of, in Atlantic street (Brooklyn), Laws 1859, chap. 484; Am'd, Laws 1860, chap. 100. Municipal aid to, Laws 1869, chap. 101. Use of steam in Atlantic Avenue, Brooklyn, Laws 1876, chap. 187.

Long Island City Shore Railroad.—(Hunters Point to Astoria [1874]). Act authorizing construction of railroad in Long Island City from Thirty-fourth Street Ferry to Ninety-second Street Ferry, Laws 1874, chap. 221.

Long Island City and Flushing Railroad.—(Long Island City to Flushing, branch to Whitestone, all in Queens county [1881]).

Long Island City and Calvary Cemetery Railroad.—(Long Island City to Winfield). Incorporated, Laws 1871, chap. 681.

Long Island City and Maspeth Railroad.—(Long Island City [1873]). Given in State Engineer's Report for 1880 as extinct. Act for relief of, Laws 1880, chap. 224.

Madison Avenue Underground Railroad.—(23d Street, N. Y. city, to Harlem River [1880]).

Manhattan Railroad.—(New York [1876]).

Manhattan and other streets, New York City.—Construction of road authorized, Laws 1873, chap. 285. Amended, Laws 1875, chap. 483.

- Manhattan Beach and West Brighton Railroad.**—(Manhattan Beach to West Brighton Beach [1879]).
- Manheim and Salisbury Railroad.**—From Utica and Schenectady Railroad to Nicholasville) Name changed to Mohawk and St. Lawrence Railroad, Laws 1837, chap. 387 (which see). Incorporated, Laws 1834, chap. 105. Charter amended, Laws 1836, chap. 442.
- Marine Railroad.**—(Coney Island [1878]).
- Marginal Railroad.**—(Coney Island [1877]).
- Mayville Extension Railroad.**—(Fairport, Chautauqua county, to Mayville [1881]).
- Mechanicsville and Fort Edward Railroad.**—(Schuylerville to Mechanicsville [1880]).
- Metropolitan Railroad.**—(Kings and Queens counties, Brooklyn [1864]. Reorganized as Grand Street Ferry and Middle Village in 1869. Reorganized as North Second Street and Middle Village in 1870. Construction of, authorized, Laws 1866, chap. 910.
- Metropolitan Dining Room Car Company.**—Authorized to contract with Railroad companies in New York city, Laws 1874, chap. 433; A'md, Laws 1875, chap. 82. Additional fare. (*Id.*)
- Metropolitan Elevated Railroad.**—(New York.) Formerly Gilbert Elevated (which see). Name changed by order of the court (1878).
- Mexican Southern Railroad.**—(Republic of Mexico.) Act of incorporation, Laws 1881, chap. 36.
- Metropolitan Transit Company.**—(New York). Incorporated, Laws 1872, chap. 833. Construct bridges over Harlem River (*Id.*)
- Mexican, Oriental, Inter-Oceanic and International Railroad.**—See amended articles of assessment. Republic of Mexico (1881).
- Mexican Pacific Railway.**—Goraymas, Sonora, Mexico. Tehuantepec, Oaxaca (1881).
- Middle Central Railroad.**—(Sodus Bay to Waverly [1878]).
- Middleburgh and Schoharie Railroad.**—(Middleburgh to Schoharie [1867]). Municipal aid to, Laws 1867, chap. 808; amended, Laws 1868, chap 57. Weight of rail used by, Laws 1868, chap. 57.
- Middletown and Crawford Railroad.**—(Crawford Junction to Pine Bush [1868]). Municipal aid to, Laws 1868, chap. 783. Weight of rail used by, Laws 1871, chap. 453.
- Middletown, Unionville and Water Gap Railroad.**—(Middletown to New Jersey State line [1866]). Leased to New Jersey Midland. Weight of rail used by, Laws 1868, chap. 365.
- Midwout, Amersport and Coney Island Railroad.**—County of Kings [1877]).
- Mohawk and Hudson Railroad.**—(Albany to Schenectady). Name changed to Albany and Schenectady, Laws 1847, chap. 91. Consolidated into New York Central Railroad, Laws 1853, chap. 76. (See Albany and Schenectady Railroad.) Incorporated, Laws 1826, chap. 253. Charter amended, Laws 1828, chap. 122. May construct branch road, 1832, chap. 70. May increase capital stock, Laws 1834, chap. 20; Laws 1834, chap. 39. May discontinue

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part of road, borrow money, etc., Laws 1873, chap. 383. May construct new section of road, Laws 1838, chap. 224.

Mohawk and Ilion (Horse) Railroad.—(Mohawk to Ilion [1870]). Steam motive power authorized, Laws 1873, chap. 396. Act for relief of, Laws 1874, chap. 294.

Mohawk and Lake Erie Railway.—Syracuse to Buffalo and International Bridge. (1881). Branch to Rochester.

Mohawk and St. Lawrence Railroad and Navigation Company.—(1837). Name changed from U. and S. Railroad Company to Piasco Lake, Manheim and Salisbury Railroad, Laws 1837, chap. 387. (See Manheim and Salisbury Railroad). Extinct.

Mohawk Valley Railroad.—(Utica to Schenectady [1851]). Consolidated into New York Central, Laws 1873, chap. 76. May consolidate with Syracuse and Utica Railroad, Laws 1853, chap. 76.

Monroe and Greenwood Lake Railroad.—(Monroe to Greenwood lake [1877]).

Monticello and Port Jervis Railroad.—(Monticello to Port Jervis [1868]). Reorganized as Port Jervis and Monticello in 1875. Organization, etc., of confirmed, Laws 1869, chap. 111. Municipal aid to, Laws 1868, chap. 553; Am'd, Laws 1869, chap. 96. Town bonds issued by commissioners in aid of, legalized, Laws 1871, chap. 809.

Montgomery and Erie Railroad.—(Montgomery to Goshen [1866]). Leased to Erie. Municipal aid to, Laws 1867, chap. 387.

Montreal and Plattsburgh Railroad.—(Plattsburgh to Canada line [1868]). Formerly Plattsburgh and Montreal (which see). Consolidated into New York and Canada in 1873, chap. 219.

Myrtle Avenue Branch Railroad.—(Brooklyn [1881]).

Nanuet and New City Railroad.—(Nanuet to New City [1871]). Operated by N. Y. L. E. and W. R. R.

Nassau Railroad (Brooklyn).—(Kings and Queens counties [1865]). Consolidated into Brooklyn City, Hunter's Point and Prospect Park in 1868. Construction of, authorized, Laws 1866, chap. 833. Change of route of, Laws 1868, chap. 286. May consolidate with Greenpoint and Williamsburgh Railroad, Laws 1868, chap. 576.

Nassau Drawingroom Car Company.—May contract with railroad company in Brooklyn, Laws 1874, chap. 445.

New Brighton and Onondaga Valley Railroad.—(New Brighton to Patterson, Conn.) Incorporated, Laws 1869, chap. 580. Charter amended, Laws 1870, chap. 243.

Newburgh, Dutchess and Connecticut Railroad.—(Fishkill to Pine Plains [1877]). Formerly Dutchess and Columbia.

Newburgh and Kingston Railroad.—(Orange and Ulster counties [1869]). Abandoned.

Newburgh and New York Railway.—(Greenwood Junction to Vail's Gate Junction [1865]). Merged into Erie Railway in 1871.

New England, New York and Tarrytown Railroad.—(New Jersey State line to Albany county [1878]).

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- New Jersey and Hudson River Railroad.**—New Jersey State line to Lloyd, Ulster county. (1881).
- New Jersey and New York Railroad.**—(Erie Junction to Stony Point [1875]). Authorized to extend road, Laws 1875, chap. 119.
- New York City.**—Railroad in certain streets and avenues in upper part of city, Laws 1873, chap. 825. Amended, Laws 1875, chap. 483. (See Manhattan street).
- New York City Rapid Transit Railroad.**—(New York). Incorporated, Laws 1872, chap 834. (Underground).
- New York and Albany Railroad No. 1.**—(New York to Albany). Incorporated, Laws 1832, chap. 162. Charter amended, Laws 1833, chap. 275; Laws 1836, chap. 268; Laws 1837, chap. 411; Laws 1838, chap. 299; Laws 1842, chap. 184. May borrow money, Laws 1839, chap. 183. Time for completion of, extended, Laws 1871, chap. 258. Extinct.
- New York and Albany Railroad No. 2.**—(Albany to Jersey City [1867]). Consolidated into New York, Albany and Buffalo in 1880. Albany to issue bonds for, Laws 1872, chap. 578; completion of, extended, Laws 1874, chap. 493; time extended, Laws 1878, chap. 319.
- New York, Albany and Buffalo Railroad.**—(New York to Buffalo [1880]). Consolidation of New York and Albany Railroad and Buffalo, Syracuse and Albany.
- New York and Atlantic Railroad.**—(Thirty-seventh Street and Ninth Avenue, Brooklyn, to Tunnisons, Coney Island Avenue [1880]).
- New York and Atlantic Coast Railroad.**—(Bay Ridge to Hecks Beach [1880]).
- New York, Bay Ridge and Jamaica Railroad.**—(Bay Ridge to New Lots Road [1876]). Leased to the New York and Manhattan Beach Railroad.
- New York and Brighton Beach Railroad.**—(Locust Grove to Brighton Beach [1879]).
- New York Bridge Company.**—Railroad franchise conferred on, Laws 1869, chap. 26.
- New York and Boston Railroad.**—(Harlem River to Lake Mahopac [1869]). In 1873 consolidated into New York, Boston and Northern, but in 1876 reorganized as New York, Westchester and Putnam.
- New York, Boston and Albany Railroad.**—(New York to Albany [1880]). Consolidated into New York, Boston, Albany and Schenectady.
- New York, Boston, Albany and Schenectady Railroad.**—(New York to Schenectady [1880]). Consolidation of New York, Boston and Albany with Hoosac Tunnel and Albany Railroad, and the Boston, Albany and Schenectady Railroad.
- New York and Boston Inland Railroad.**—(1881). Yonkers to Rye, Westchester county.
- New York, Boston and Northern Railroad.**—Conn. State line to Harlem River [1873]). Formerly Dutchess and Columbia, Putnam and Dutchess and the New York and Boston. In 1873 consolidated into New York, Boston and Montreal, which latter road was composed of the New York, Boston and

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Northern and the Harlem Extension Company, and is now extinct. (See roads above mentioned.)

New York and Brooklyn Elevated Railroad.—(4th Avenue and 42d street, N. Y. city, to Brooklyn [1880]).

New York and Boston Iron Tubular Tunnel Company.—Incorporated, and railroad franchise conferred on, Laws 1868, chap. 550. Charter amended, Laws 1869, chap. 253.

New York and Brooklyn Marine Railroad.—(Fulton street, N. Y. city, to Fulton street, Brooklyn [1880]).

New York and Brooklyn Railway Dock Company.—Incorporated. Laws 1827, chap. 303.

New York, Brooklyn and Rockaway Railroad.—(1880). Flatbush to Rockaway Inlet.

New York, Brooklyn and Sea Beach Railroad.—(Brooklyn to intersection of the New York and Sea Beach Railroad, and Bay Ridge and Manhattan Beach Railroad [1878]).

New York, Brooklyn and Sea Shore Railroad.—(Brooklyn to Rockaway [1877]).

New York and Canada Railroad.—(Whitehall to Canada line [1872]). Formerly Whitehall and Plattsburgh and the Montreal and Plattsburgh. Leased to Delaware and Hudson Canal Company. Facilitate construction of, and extending laws relating thereto to Whitehall and Plattsburgh Railroad Company, Laws 1872, chap. 169. Amendment of last cited act, Laws 1872, chap. 265. Consolidation of Whitehall and Plattsburgh, New York and Canada, and Montreal and Plattsburgh into a new corporation by name of New York and Canada, Laws 1873, chap. 219. Additional powers conferred on, Laws 1873, chap. 130. Act to facilitate construction of, Laws 1874, chap. 178. Bonds town of Plattsburgh, Laws 1876, chap. 230. Sale of stock of, by certain municipal corporations, Laws 1876, chap. 408. In regard to bonds, Am'd Laws 1877, chap. 463.

New York and Canada Bridge and Tunnel Company.—Incorporated, and railroad franchise conferred on, Laws 1872, chap. 505.

New York Central Railroad.—(Albany to Buffalo.) Formed by consolidating the Albany and Schenectady, Schenectady and Troy, Utica and Schenectady, Syracuse and Utica, Rochester and Syracuse, Buffalo and Lockport, Mohawk Valley, Syracuse and Utica direct, Buffalo and Rochester, Rochester, Lockport and Niagara Falls, chap. 76, Laws 1853. And afterwards consolidated with Hudson River into the New York Central and Hudson River in 1869 (see Hudson River Railroad). Relative to payment of fare on, Laws 1857, chap. 228; Am'd Laws 1858, chap. 137. May erect railroad station in village of Geddes, Laws 1860, chap. 452. May run cars in streets of Buffalo, Laws 1866, chap. 851. Highway tax of, how applied, Laws 1862, chap. 120. Restrictions in regard to directors of, Laws 1868, chap. 278; Am'd Laws 1869, chap. 916. May increase capital stock. Laws 1869, chap. 918. Disposition of highway tax paid by, Laws 1862, chap. 120; Am'd Laws 1871, chap. 430. Highway tax town of Mentz, Laws 1872, chap. 66.

New York Central and Hudson River Railroad.—(Buffalo to New York [1871]). Consolidation of the New York Central and Hudson River Rail-

road. Eligibility of director, repeal of, chap. 278, Laws 1868; Laws 1875, chap. 586. Fare to Buffalo Driving Park, Laws 1875, chap. 416. Fare to Rochester Driving Park, Laws 1875, chap. 417. To bridge tracks at Yonkers and grant of lands in Hudson river, Laws 1877, chap. 474. Act for relief of company and city of Rochester, Laws 1880, chap. 147.

New York Central and Niagara River Railroad.—(New York Central and Hudson River Railroad to Niagara River [1877]). Leased to New York Central and Hudson River Railroad.

New York City Central Underground Railway.—(New York [1868]). Reorganized as New York Underground in 1880. Incorporated, Laws 1868, chap. 230. Charter amended, Laws 1869, chap. 824.

New York, Chicago and St. Louis Railway.—Buffalo to Chicago. (1881)

New York City and Northern Railroad.—(New York to Brewsters [1878]).

New York and Coney Island Railroad.—(County of Kings [1879]).

New York, Connecticut and Eastern, of New York Railroad.—(Greenwich to New York city [1880]).

New York Construction Company.—Incorporated, Laws 1872, chap. 799.

New York and East River Railroad.—New York to New Haven, Conn., by connecting lines from town of Rye, N. Y. (1881.)

New York and Erie Railroad.—(New York to Lake Erie). Reorganized as Erie Railway Company in 1860. (See chap. 160, Laws 1860, as to reorganization on foreclosure and sale; see also chap. 66, Laws 1862, as to organization of new company as Erie Railway; see Erie Railway, *ante*. Subsequently reorganized as the New York, Lake Erie and Western Railroad in 1877). Incorporated, Laws 1832, chap. 224. Charter amended, Laws 1833, chap. 182; Laws 1836, chap. 247; Laws 1842, chap. 227; Laws 1844, chap. 118; Laws 1857, chap. 256; Laws 1860, chap. 160; Laws 1861, chap. 119; Laws 1862, chap. 66. Survey of route authorized, Laws 1834, chap. 311. Commissioners appointed to determine route of, Laws 1846, chap. 199. State aid to, Laws 1836, chap. 170; Laws 1836, chap. 226; Laws 1840, chap. 196; Laws 1845, chap. 325; Laws 1846, chap. 318. Sale of, postponed, and company allowed to resume construction of road, Laws 1843, chap. 200. May construct branch to Newburgh, Laws 1845, chap. 49; constructed, Laws 1848, chap. 261. Incorporation of purchasers of, under foreclosure sale, Laws 1861, chap. 119. (See Erie Railway, *ante*.) Redemption of State stock issued to, Laws 1872, chap. 722.

New York Elevated Railroad.—(New York [1872]). Completion of, authorized and required, Laws 1875, chap. 595. Regulating construction of. (*Id.*)

New York, Fort Hamilton and Coney Island Railroad.—(Utrecht to Gravesend [1880]).

New York and Flushing Railroad.—(Long Island city to Penny Bridge [1859]). Formerly Flushing Railroad (which see). Weight of rail used by, Laws 1861, chap. 105. May be consolidated with Flushing and Woodside Railroad and Flushing and Northside Railroad, Laws 1869, chap. 142. New name to be Flushing and Northside. (See Flushing and Northside Railroad.)

New York and Harlem Railroad.—(Twenty-third Street to Harlem river). That part operated by steam leased to New York Central and Hudson River

Railroad Company. Incorporated, Laws 1831, chap. 263. Charter amended, Laws 1832, chap. 93; Laws 1835, chap. 101; Laws 1836, chap. 305; Laws 1837, chap. 55; Laws 1839, chap. 166; Laws 1840, chap. 242; Laws 1845, chap. 333; Laws 1846, chap. 200; Laws 1848, chap. 143; Laws 1849, chap. 75; Laws 1849, chap. 317. Relating to use of streets of New York by, Laws 1859, chap. 387; Laws 1867, chap. 880. Par value of shares, reduced, Laws 1855, chap. 297. Increase of capital stock, regulated, Laws 1852, chap. 152; Laws 1853, chap. 28. Restrictions in regard to directors of, Laws 1868, chap. 278; amended, Laws 1869, chap. 916. Relation to bridges of, Laws 1857, chap. 207. Act in relation to new passenger depot of, in the city of New York, Laws 1869, chap. 919. To extend tracks through certain streets and avenues in New York city for small cars only, Laws 1872, chap. 825.

New York and Hempstead Railroad.—(Hempstead to Valley Stream [1871]). Formerly Hempstead and Rockaway Railroad and New York and Hempstead Plains, reorganized as South Hempstead Branch. In 1874 the Hempstead and Rockaway Railroad was foreclosed and reorganized as the Southern Hempstead Branch.

New York and Hempstead Plains Railroad.—(Bay Ridge to Hempstead [1870]). Consolidated into New York and Hempstead in 1871 (which see).

New York, Housatonic and Northern Railroad.—May accept grant for railroad purposes, from State of Connecticut, Laws 1865, chap. 672. Act in relation to, Laws 1868, chap. 363. Time extended 5 years, Laws 1873, chap. 179.

New York, Greenwood and Coney Island Railroad.—(Brooklyn [1879]).

New York, Kingston and Syracuse Railroad.—(Rondout to Syracuse [1872]). Formerly Rondout and Oswego (which see). In 1875 reorganized as Ulster and Delaware. Extension of road, etc., Laws 1873, chap. 683. Section 3 of act for extension of, repealed, Laws 1880, chap. 384.

New York, Lackawanna and Western Railway.—Amended articles of association (1881).

New York, Lackawanna and Western Railroad.—Binghamton to Suspension Bridge [1880]).

New York, Lake Erie and Western Railroad.—(New York to Buffalo [1878]). Formerly Erie Railway. (See Erie Railway, and also New York and Erie Railroad.)

New York and Long Beach Railroad.—(Ocean Point to Long Beach [1880]).

New York, Long Island and Rockaway Railroad.—(Fresh Pond to Von Wicklems [1879]). Abandoned.

New York and Mahopac Railroad.—(Golden Bridge to Lake Mahopac [1871]) Leased to New York Central and Hudson River Railroad.

New York and Manhattan Beach Railroad.—(Brooklyn to Coney Island [1877]).

New York and New England Railroad.—(Boston, Mass., to Hudson river [1873]). Name changed from Boston, Hartford and Erie (which see). Time for completion extended, Laws 1875, chap. 225. Time extended, Laws 1878, chap. 218.

- New York and New Haven Railroad.**—May extend its road from Connecticut line to connect with New York and Harlem Railroad, Laws 1846, chap. 195.
- New York, New Haven and Hartford Railroad.**—Lands conveyed to, by village of Mount Vernon, Westchester county, Laws 1874, chap. 362.
- New York Northern Railroad.**—(Schenectady to Ogdensburgh [1880]). Charter amended, Laws 1880, chap. 391.
- New York, Ontario and Western Railroad.**—(1880). See New York and Oswego Midland.
- New York and Oswego Midland Railroad.**—(Oswego to New Jersey State line [1866]). Reorganized as New York, Ontario and Western in 1880. Municipal aid to, Laws 1866, chap. 398; Laws 1867, chap. 917; Laws 1868, chap. 61; Laws 1869, chap. 84. May extend road, Laws 1871, chap. 298. May consolidate with Utica, Clinton, and Binghampton Railroad, etc., Laws 1870, chap. 794. Act to facilitate, construction of, Laws 1872, chap. 823. Town of Liberty may subscribe for stock, Laws 1873, chap. 737. Purchase of L. O. A. N. Y. R. R. Co., Laws 1873, chap. 348. May construct branch road. (*Id.*) May increase capital stock, Laws 1873, chap. 838. Redemption of bonds, Laws 1874, chap. 363. Taxation of, Laws 1874, chap. 296. Amending chap. 398 of 1866, in regard to municipal aid, Laws 1876, chap. 134; Laws 1866, chap. 398. Amended, Laws 1877, chap. 379. City of Oswego, tax to pay bonds for, Laws 1877, chap. 314. Act to facilitate, construction of, amended, Laws 1881, chap. 52.
- New York, Pennsylvania and Erie Coal and Railway.**—(See Buffalo and Pittsburgh Railroad and Buffalo and Bradford Railroad).
- New York, Pennsylvania and Ohio Railroad.**—(Salamanca, N. Y., to Dayton, Ohio [1880]). Formerly Atlantic and Great Western.
- New York, Pennsylvania and Western Railroad.**—(1881). Town of Wil-ling, Allegany county, to Buffalo, Erie county.
- New York and Rockaway Railroad.**—(Jamaica to Rockaway [1871]). Leased to Long Island Railroad. May construct draw bridge over Foster's meadow canal, Laws 1871, chap. 615.
- New York and Rockaway Beach Railroad.**—(New York to Rockaway [1876]). Abandoned.
- New York, Rockaway and Long Island Railroad.**—(38th Street and 9th Avenue, Brooklyn, to Avenue 9 and 95th Street [1880]).
- New York and Sea Beach Railroad.**—(County of Kings [1876]).
- New York, Sea Beach and Coney Island Railroad.**—(County of Kings [1878]).
- New York and South American Contract Company.**—Incorporated, Laws 1872, chap. 796.
- New York Tunnel Railroad.**—Washington Square, N. Y. city, to 4th Avenue improvement [1880]).
- New York Tunnel Railway.**—(1881). Amended articles.
- New York and Western Railroad.**—(Division line of New York and New Jersey to Canandaigua [1853]). Project abandoned.

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- New York, Westchester and Boston Railroad.**—(Port Morris to Port Chester [1872]).
- New York, Westchester and Putnam Railroad.**—(Reorganization of New York and Boston Railroad [1877]).
- New York, West Shore and Buffalo Railroad.**—(Piermont to Buffalo [1880]).
- New York, West Shore and Buffalo Railway.**—Consolidation of North River Railroad Company and New York, West Shore and Buffalo Railway (1881).
- New York, West Shore and Chicago Railroad.**—(Hoboken to Buffalo [1870]). Reorganized as New York, West Shore and Buffalo Railroad in 1880.
- New York, Woodhaven and Rockaway Railroad.**—(Long Island City to Rockaway Beach [1877]).
- New York Underground Railroad.**—(City Hall, New York city to Harlem Bridge [1880]). Formerly New York City Central Underground (which see).
- Newtown and Flushing Railroad.**—(Winfield to Flushing [1871]). Leased to Long Island. May construct drawbridge over Flushing creek, Laws 1871, chap. 513.
- New Williamsburgh and Flatbush Railroad.**—(Brooklyn [1874]). Formerly Williamsburgh and Flatbush.
- Niagara Bridge and Canandaigua Railroad.**—(Canandaigua to Niagara Falls [1858]). Formerly Canandaigua and Niagara Falls Railroad (1851). Reorganized under the above name in 1858, and now leased to N. Y. C. and H. R. R. R.
- Niagara Falls Branch Railroad.**—(Niagara Falls to R. W. and O. R. R. [1876]).
- Niagara Falls and Lake Ontario Railroad.**—(Canandaigua and Niagara Falls Railroad to Suspension Bridge [1852]). Abandoned.
- Niagara Falls Suspension Bridge Company.**—Railroad franchise conferred on, Laws 1867, chap. 239.
- Niagara River Railroad.**—(Niagara Falls to Lewiston [1852]). Abandoned.
- Niagara Street Railroad.**—(Buffalo [1859]). Sold to Buffalo Street Railroad in 1868. Company dissolved. Manner of acquiring land for, Laws 1860, chap. 145. Grant to, confirmed, Laws 1867, chap. 131. Buffalo Street Railroad may purchase, Laws 1868, chap. 322.
- Ninth Avenue Railroad.**—(New York [1859]). Confirming grant to, Laws 1860, chap. 411. May use portion of track of Dry Dock, East Broadway and Battery Railroad, Laws 1866, chap. 868.
- North and East Greenbush Horse Railroad.**—(Greenbush [1882]).
- North River Railroad.**—(Fort Montgomery to Albany [1880]).
- North River Railroad.**—Consolidation of Jersey City and Albany Railway Company and North River Railway Company (1881).
- North Second Street and Middleville Railroad.**—(Brooklyn [1871]). See Metropolitan of Brooklyn and Grand Street Ferry and Middle Village Railroads.

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- North Side (Staten Island) Railroad.**—(Woods Point to N. E. end [1871]). Abandoned.
- North Shore (of Long Island) Railroad.**—(Jamaica to Orient [1870]). Consolidated into Flushing, North Shore and Central in 1874. Time extended, Laws 1874, chap. 368.
- North Shore and Port Washington Railroad.**—(Manhasset to Sand Point [1874]). In 1874 consolidated into Flushing, North Shore and Central.
- Northern Railroad.**—(Ogdensburgh to Lake Champlain). Reorganized as Ogdensburgh and Lake Champlain in 1864. (See Ogdensburgh and Lake Champlain Railroad). Incorporated, Laws 1845, chap. 324. May borrow money, Laws 1847, chap. 25. Compensation of trustees of second mortgage bonds of, Laws 1865, chap. 286. Time for construction of, extended, Laws 1854, chap. 60. May increase capital stock, Laws 1851, chap. 228. May take stock in railroad to Pottsdam, Laws 1851, chap. 262. May extend road, Laws 1851, chap. 342. Stockholders and bondholders of, authorized to form Ogdensburgh and Champlain Railroad, Laws 1855, chap. 401. Formation of railroad in place of late, authorized, Laws 1857, chap. 199. Amended Laws, 1858, chap. 230; Amended, Laws 1864, chap. 142.
- Northern Railroad (of New Jersey).**—May construct part of its road in this State, Laws 1858, chap. 253.
- Northern Railroad (of Long Island).**—(Long Island City to Port Washington, Queens Co., [1881]).
- Northern Extension of Rochester, Nevada and Pittsburgh Railroad.**—(Mount Morris to Rochester [1872]). Consolidated into Rochester, Nevada and Pennsylvania No. 2. Act ratifying consolidation, Laws 1872, chap. 764 (see Rochester, Nevada and Pennsylvania No. 2, and Rochester, Nevada and Pittsburgh Railroad).
- Northern New York Railroad.**—(Ogdensburgh to Carthage [1870]). Abandoned.
- Northern Pacific Railway.**—Concurrent resolutions relative to, Laws 1867, page 2494.
- Northern Railroad and Navigation Company.**—Consolidation with Rochester, Nunda and Pennsylvania Railroad. Ratified, Laws 1873, chap. 24.
- Nyack and Northern Railroad.**—(Upper Piermont to Nyack [1869]). Leased to North Railway of New Jersey.
- Oak Hill Iron Railroad.**—(Town of Livingston to the Hudson river [1880]).
- Oakwood Street Railroad.**—(Syracuse.) May change route of its road, Laws 1871, chap. 901. (Not given in State Engineer's Report.)
- Ocean Beach and Sheepshead Bay Railway.** (Town of Gravesend, county of Kings [1880]).
- Ocean Palace Elevated Railroad.**—(Coney Island [1877]).
- Ogdensburgh Railroad.**—(1857). Formerly Northern Railroad, afterwards changed to Ogdensburgh and Lake Champlain. (See those roads.)
- Ogdensburgh, Clayton and Rome Railroad.**—(Ogdensburgh to Rome [1853]). Municipal aid to, Laws 1853, chap. 283. Amended, Laws 1860, chap. 327. May apply for appraisal of lands, Laws 1854, chap. 11. Project abandoned.

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Ogdensburgh and Lake Champlain Railroad.—(Ogdensburgh to Rouse's Point). Reorganized from Northern Railroad in 1864. Northern Railroad dissolved and new railroad authorized in place of, Laws 1857, chap. 199. Amended Laws 1858, chap. 230. Amended Laws 1864, chap. 142. (See Northern Railroad.) Changed to Ogdensburgh Railroad in 1857. Incorporated in place of Northern Railroad dissolved, Laws 1857, chap. 199. Charter amended, Laws 1866, chap. 27. Survey of, authorized, Laws 1838, chap. 300; Laws 1840, chap. 233; Laws 1848, chap. 346. Municipal aid to, Laws 1866, chap. 182; Am'd Laws 1869, chap. 313. May construct branch road, Laws 1866, chap. 182. To grant facilities for transportation to Plattsburgh and Montreal Railroad, Laws 1866, chap. 46. May issue additional stock, Laws 1871, chap. 790. May issue preferred stock, Laws 1877, chap. 385. May subscribe for stock to Oswegatchie Bridge Company, Laws 1877, chap. 453. Additional fare authorized, Laws 1878, chap. 258. Authorizing bonds and mortgage, Laws 1880, chap. 73.

Ogdensburgh and Morristown Railroad.—(Morristown to Ogdensburgh [1877]). Leased to Utica and Black River.

Ogdensburgh Marine Railroad.—May borrow money, Laws 1854, chap. 21.

Olean Railroad.—(Olean to Allentown, county of Allegany, [1881]).

Olean Street Railroad.—(Town of Olean [1880]).

Olean, Bradford and Warren Railroad.—(Olean to Pennsylvania State line [1878]).

Olean village to Erie Railway depot at Olean.—Act authorizing construction of railroad from, Laws 1868, chap. 679; Am'd Laws 1872, chap. 752.

Oneida Horse Railroad.—(Oneida.) Incorporated, Laws 1874, chap. 369.

One Hundred and Twenty-fifth Street Railroad.—(New York [1871]). Leased to Third Avenue Railroad. Sale of franchise for, Laws 1870, chap. 504.

Ontario Southern Railroad.—(Sodus Point to Hall's Corners [1876]). (See Sodus Point and Southern Railroad, and Lake Ontario Southern Railway.) Consolidated into Lake Ontario Southern Railway in 1880.

Orange County Railroad.—(Orange County [1877]). Abandoned.

Orange and Sussex Canal Co.—Railroad franchise conferred on, Laws 1828, chap. 169.

Oswego.—(See city and town of Oswego Railroad.)

Oswego (towns in county of).—May aid in construction of railroad in said county, Laws 1869, chap. 451.

Oswego.—East Bridge and other streets in construction of road authorized, Laws 1873, chap. 738.

Oswego—(Fortification Grounds in city of). Consent State of New York, granted to railroads to cross, Laws 1870, chap. 70.

Oswego, Binghampton and New York Railroad.—(Oswego, Binghampton and New York [1855]). Time for completion of, extended, Laws 1857, chap. 242. Abandoned.

Oswego Marine Railroad.—Incorporated, Laws 1831, chap. 196. Not given in State Engineer's Report.

- Oswego Northern and Eastern Railroad.**—(Oswego to Rome and Watertown Railroad [1853]). Project abandoned.
- Oswego Railroad Bridge Company.**—Incorporated, and railroad franchise conferred on, Laws 1872, chap. 399.
- Oswego and Rome Railroad.**—(Oswego to Rome [1863]). Leased to Rome, Watertown and Ogdensburgh. Weight of rail used by, Laws 1863, chap. 292. May issue preferred stock, Laws 1866, chap. 544. Buildings of, in city of Oswego, how located, etc., Laws 1865, chap. 245.
- Oswego and Syracuse Railroad.**—(Oswego to Syracuse). Incorporated, Laws 1839, chap. 270. Charter amended, Laws 1841, chap. 17. Charter revived, Laws 1845, chap. 320. Charter amended, Laws 1847, chap. 65. May consolidate with Syracuse and Binghampton Railroad, Laws 1853, chap. 205. May erect railroad station in village of Geddes, Laws 1860, chap. 452. May change time for election of directors, Laws 1864, chap. 188. Transportation of freight on, Laws 1847, chap. 270.
- Owasco River Railway.**—(1881). Auburn to Fleming, Cayuga county.
- Park Avenue Railroad.**—(Brooklyn [1870]). Consolidated into Prospect Park and Coney Island in 1875. Construction of, authorized, Laws 1870, chap. 600. Extension of track, and for relief of, Laws 1874, chap. 448.
- Panama Railroad.**—Incorporated, Laws 1849, chap. 284. Charter amended, Laws 1855, chap. 364.
- Peekskill Iron Company.**—Railroad franchise conferred on, Laws 1872, chap. 823.
- Penn Yan and Geneva Railroad.**—(S. B. and C. Railroad to Geneva [1875]).
- Penn Yan and New York Railroad.**—(Penn Yan to Dresden [1877]). Extending time of completion of, Laws 1880, chap. 185.
- Pennsylvania and Erie Coal and Railroad.**—(Carrolton, N. Y. into Pennsylvania [1875]). Formerly Buffalo, Brad. and Pitts. Railroad, whose line was leased and operated by the Erie.
- People's Railroad.**—(Jamaica to Brooklyn [1880]).
- Piermont West Shore Railroad.**—(New Jersey State line to Piermont [1857]).
- Pine Plains and Albany Railroad.**—(Pine Plains to Chatham [1872]) Consolidated with Harlem Extension.
- Pittsburgh, Titusville and Buffalo Railroad.**—(Bevelon, N. Y., to Irvinton, Pa. [1890]). Formerly Buffalo Chautauqua Lake and Pittsburgh.
- Plank Road Railroad.**—(Hemstead to village of Jamaica). Not given in State Engineer's Report. Incorporated, Laws 1866, chap. 749. Charter amended, Laws 1871, chap. 716. Time to complete railroad, Laws 1874, chap. 118.
- Plattsburgh and Rouse's Point Railroad.**—(Plattsburgh to near Rouse's Point [1851]). May construct draw-bridge over Big Chazy River, Laws 1851, chap. 520. Abandoned.
- Plattsburgh and Montreal Railroad.**—(Plattsburgh to Canada line.) Reorganized as Montreal and Plattsburgh in 1868. Consolidated into New York and Canada in 1873. Public use of, declared, Laws 1849, chap. 265. May increase rate of fare, Laws 1858, chap. 154. Number of directors of, reduced, Laws 1866, chap. 486. To grant facilities for transportation to Og-

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densburgh and Lake Champlain Railroad, Laws 1866, chap. 46. Act for benefit of holders of mortgage bonds of, Laws 1867, chap. 376.

Pneumatic Transit Company.—(N. Y. city.) Incorporated Laws 1868, chap. 842. Charter amended. Laws 1869, chap. 512.

Poughkeepsie City Railroad.—(Poughkeepsie [1866]). Name changed to City of Poughkeepsie in 1878. Incorporated, Laws 1866, chap. 368. See, also, Laws 1869, chap. 654. Charter amended, Laws 1874, chap. 619. Running of cars upon, charter amended, Laws 1875, chap. 444.

Poughkeepsie and Grand Junction Railroad No. 1.—(Town of Floyd to a junction with the Walkill Valley [1879]). Consolidated into Poughkeepsie and Grand Junction.

Poughkeepsie and Grand Junction Railroad No. 2.—(Hudson river to Howells [1879]). Consolidation of the Poughkeepsie Grand Junction with the State Line and Eastern.

Poughkeepsie, Hartford and Boston Railroad.—(Hudson river to Connecticut State line [1875]). Formerly owned by Poughkeepsie and Eastern.

Portage and Cuba Low Grade Railroad.—(Portage, Livingston county, to Cuba, Allegany county [1882]).

Port Dickinson and Chenango River Railroad.—(From the Syracuse, Binghamton and New York Railroad near the public highway at the Phelps farm, to Chenango river; all in Port Dickinson [1881]).

Port Jervis and Monticello Railroad.—(Port Jervis to Monticello [1875]). Formerly Monticello and Port Jervis (which see.)

Potsdam and Montreal Railroad.—(Norwood to Fort Covington [1881]).

Pottsdam and Watertown Railroad.—(1852.) Watertown and Rome Railroad to Northern Railroad. Consolidated with Watertown and Rome and Lake Ontario Shore, into Rome, Watertown and Ogdensburgh in 1860. May commence construction of its road, Laws 1852, chap. 160. Discharge of judgment against, Laws 1853, chap. 229. May increase rate of fare, Laws 1859, chap. 217.

Prospect Park and Coney Island Railroad.—(Fulton Ferry to Coney Island [1867]).

Prospect Park and Coney Island Railroad.—(Brooklyn to Coney Island [1875]). Formerly Park Avenue and Greenwood and Coney Island.

Prospect Park and Clarkson Street Railroad.—(Town of Flatbush [1878]).

Prospect Park and Flatbush Railroad.—(County of Kings [1876]).

Prospect Park and Seaside Railroad.—(Prospect Park to Flatlands [1879]).

Pullman Pacific Car Company.—Incorporated, Laws 1868, chap. 319.

Putnam and Dutchess Railroad.—(New York and Boston Railroad to Hopewell [1871]). Consolidated into New York, Boston and Northern in 1873.

Ranvenswood, Hallett's Cove and Williamsburgh Turnpike.—Railroad franchise conferred on, Laws 1860, chap. 198. See, also, Laws 1863, chap. 494.

Rensselaer County, Bath Ferry to Douw's Point.—Construction of horse railroad authorized, Laws 1873, chap. 483. (See Bath Ferry to Douw's point.)

- Rensselaerville and Berne Railroad.**—(Gallupville to south line of Albany county [1869]). Abandoned.
- Rensselaer and Saratoga Railroad.**—(Troy to Ballston Spa). Leased and operated by Delaware and Hudson Canal Company. Incorporated, Laws 1832, chap. 131. Charter amended, Laws 1842, chap. 232. Capital stock increased, Laws 1836, chap. 118. May borrow money, Laws 1838, chap. 280. Manner of forming train, Laws 1864, chap. 107.
- Rhinebeck and Connecticut Railroad.**—(Rhinecliff to State line [1870]). May extend its road, Laws 1873, chap. 215.
- Richfield Springs and Cherry Valley Railroad.**—(Richfield Springs to Cherry Valley [1881]).
- Ridgefield and New York Railroad.**—(Chartered under laws of Connecticut). Authorized to extend road in Westchester county, Laws 1872, chap. 553. May erect cast-iron plates instead of boards, Laws 1873, chap. 207.
- Rio de Janeiro Street Railroad.**—Management of, regulated, Laws 1870, chap. 763. (Not given in State Engineer's Report.)
- Rochester and Brighton Railroad.**—Rate of fare on, etc., Laws 1865, chap. 754. (Not given in State Engineer's Report.)
- Rochester City and Brighton Railroad.**—(Rochester [1862]). May operate railroad, etc., Laws 1869, chap. 34.
- Rochester and Charlotte Railroad.**—(1881). Rochester to Charlotte, Monroe county.
- Rochester and Genesee Valley Railroad.**—(Rochester to Portage [1851]). Leased to the New York, Lake Erie and Western. Election of directors for, Laws 1851, chap. 387, § 290; Am'd, Laws 1867, chap. 59. Municipal aid to, Laws 1853, chap. 287. City of Rochester authorized to sell stock of, Laws 1860, chap. 430; Am'd, Laws 1868, chap. 232.
- Rochester and Genesee Valley Canal Railroad.**—(Mount Morris to Cuba [1879]).
- Rochester, Hornellsville and Pine Creek Railroad.**—(Hornellsville to State line [1872]). Consolidated with Geneva, Hornellsville and Pine Creek Railroad. Acts to confirm acts and orders of county judge, etc., Laws 1874, chap. 638.
- Rochester and Irondequoit Railroad.**—Rochester to Irondequoit [1878]).
- Rochester and Lake Ontario Railroad.**—(Rochester to Charlotte [1852]). In 1853 this road, in connection with the Rochester, Lockport and Niagara Falls Railroad, consolidated with N. Y. C. Time for completion of, extended, Laws 1879, chap. 353.
- Rochester and Lake Ontario Railroad.**—(Rochester to Lake Ontario [1879]). Route confirmed, Laws 1880, chap. 314.
- Rochester, Lake Side and Braddock's Bay Railroad.**—Rochester (1881).
- Rochester and Lockport Railroad.**—(Rochester to Lockport). Now part of the New York Central and Hudson River Railroad. Incorporated, Laws 1837, chap. 427. Charter amended, Laws 1838, chap. 303.
- Rochester, Lockport and Niagara Falls Railroad.**—(Lockport to Niagara Falls [1850]). Name was changed from Lockport and Niagara Falls Railroad (which see) and consolidated into New York Central, Laws 1853, chap.

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76. May straighten its track, Laws 1851, chap 227. May loan its credit to railroad from Lockport to Tonawanda, Laws 1852, chap. 297.
- Rochester, New York and Pennsylvania Railroad.**—Consolidation of Rochester, Nunda and Pittsburgh Railroad, and Rochester, New York and Pennsylvania Railroad. (1881).
- Rochester, New York and Pennsylvania.**—Mount Morris to Ross's Junction on N. Y. L. E. and W. Railway. (1881).
- Rochester, Nunda and Pennsylvania Railroad No. 1.**—(Mount Morris to Amity [1870]. Now Rochester, Nunda and Pittsburgh. City of Rochester to issue bonds, Laws 1872, chap. 183. Consolidation with certain other roads, Laws 1872, chap. 764. See Rochester, Nunda and Pennsylvania No. 2.
- Rochester, Nunda and Pennsylvania Railroad No. 2.**—Rochester to Penn. line [1872]). Formerly Rochester, Nunda and Pennsylvania, and the Rochester, Nunda and Pennsylvania Extension; also Northern Railroad and Navigation company in 1877. Reorganized as Rochester, Nunda and Pittsburgh. Bonds, town of Chili, may exchange for stock, Laws 1873, chap. 2. Bonds, town of York, Laws 1873, chap. 1. Consolidation with Northern Railroad and Navigation company, confirmed, Laws 1873, chap. 24 To construct and operate their branches of railroad, Laws 1873, chap. 532. Proceedings of commissioners in bonding towns, legalized, Laws 1873, chap. 291. Bonds of Rochester city in aid of, Laws 1874, chap 248. City of Rochester may exchange bonds, Laws 1876, chap. 377.
- Rochester, Nunda and Pennsylvania Extension Railroad.**—(Belvedere to Pennsylvania State line [1872]). Changed to Rochester, Nunda and Pennsylvania Railroad. Act ratifying consolidation, Laws 1872, chap. 764; see Rochester, Nunda and Pittsburgh. Portville may issue bonds, Laws 1873, chap. 216.
- Rochester, Nunda and Pittsburgh Railroad.**—(Rochester to Pennsylvania State line [1877]). Formerly Rochester, Nunda and Pennsylvania No. 2. (See that road.)
- Rochester and Ontario Belt Railway.**—(Irondequoit Bay to Rochester [1882]).
- Rochester and Pine Creek Railroad.**—(Castle Station to Caledonia [1870]). Name changed to Silver Lake, Laws of 1877, chap. 57. Rate of passenger fare on, Laws of 1871, chap. 549.
- Rochester and Pittsburgh Railroad.**—(1881.) Consolidation of R. and P. R. R. Co., R. and Charlotte R. R. Co., Buffalo, Rochester and Pittsburgh R. R. Co., Great Valley and Bradford R. R. Co., Bradford and State Line R. R. Co., and the Pittsburgh and N. Y. R. R. Co.
- Rochester and Southern Railroad.**—(Rochester to Hemlock lake, Livingston county [1881]).
- Rochester and State Line Railroad.**—(Rochester to Pennsylvania State line [1870]). Rochester to issue bonds in aid of, Laws 1872, chap. 185. Certain corporations to subscribe for bonds of, Laws 1872, chap. 178 Act for relief of, Laws 1872, chap. 576. Rochester city may issue bonds in aid of, Laws 1874, chap. 29. Exchange of bonds, Laws 1875, chaps. 21 and 174. To amend articles of association, Laws 1876, chap. 84. First mortgage bonds, sale of, Laws 1876, chap. 66.

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- Rochester and State Line Railway (reorganization).**—(Rochester to Pennsylvania State line [1881]).
- Rochester and Syracuse Railroad.**—Formed from a consolidation of Auburn and Syracuse and Auburn and Rochester, Laws 1860, chap. 239, and subsequently consolidated into New York Central, Laws 1853, chap. 76. The property of the Syracuse and Rochester direct was transferred to the Rochester and Syracuse in 1850.
- Rochester and Windsor Beach Railway.**—(Rochester to Irondequoit Bay, Lake Ontario.
- Rockaway Railway.**—(Far Rockaway to Rockaway Beach [1871]). Consolidated with South Side Railway in 1873.
- Rockaway Elevated Railroad.**—(Far Rockaway to Rockaway Beach [1878]).
- Rockaway Beach and Far Rockaway Marine Railroad.**—(Far Rockaway Beach to extreme west end of Rockaway Beach [1879]).
- Rockaway Beach Transit Company.**—(Rockaway Beach [1881]).
- Rockland Central Railroad.**—(Upper Piermont to Haverstraw [1870]). Consolidated with Jersey City and Albany in 1873.
- Rockaway Surf Railroad.**—(Rockaway Beach Iron Pier to New Hotel, Rockaway Beach Improvement Company [1880]).
- Rome and Clinton Railroad.**—Rome to Clinton [1869]). Leased to Delaware and Hudson Canal Company, but operated by Delaware, Lackwana and Western. Municipal aid to, Laws 1869, chap. 592; Am'd Laws 1870, chap. 505. Rome city may sell stock of, Laws 1880, chap. 249.
- Rome and Oswego Railroad.**—May abandon part of its road, Laws 1854, chap. 30. May sell or lease part of its road, Laws 1855, chap. 452. (Not given in State Engineer's Report.)
- Rome, Watertown and Ogdensburgh Railroad.**—(Rome to St. Lawrence River [1860]). Formed by consolidation of Watertown and Rome, Potsdam and Watertown and Lake Shore Railroads. (See the foregoing named roads.) May subscribe for stock of Oswegatchie Bridge Company, Laws 1877, chap. 453.
- Rondout and Oswego Railroad.**—(Rondout to Oneonta and Colliersville [1866]). Name changed to New York, Kingston and Syracuse in 1872 (which see). Municipal aid to, Laws 1866, chap. 648; Laws 1867, chap. 838; Laws 1869, chap. 11; Laws 1870, chap. 397; Laws 1871, chap. 682. May increase rate of fare, Laws 1870, chap. 510. Extension of, by steam ferry, Laws 1871, chap. 458. To extend its road and change name to New York, Kingston and Syracuse Railroad, Laws 1872, chap. 604. Amending chap. 510 of Laws 1870, as to increase of fare, Laws 1876, chap. 373. Providing for extension of, repealed, Laws 1880, chap. 382.
- Roslyn and Huntington Railroad.**—(Roslyn to Northport [1874]). Consolidated into Flushing, North Shore and Central.
- Sackett's Harbor Railroad.**—Extending power of, to purchase land, Laws 1855, chap. 122. (This road not given in State Engineer's Report.)
- Sackett's Harbor and Ellisburgh Railroad.**—(Sackett's Harbor to Ellisburgh [1851]). Name changed to Sackett's Harbor, Rome and New York (which see). Act in relation to, Laws 1851, chap. 403. May increase rates of fare, Laws 1857, chap. 740.

- Sackett's Harbor, Rome and New York Railroad.**—(Sackett's Harbor to Pierpont [1860]). Name changed from Sackett's Harbor and Ellisburgh (which see.) Capital stock reduced, Laws 1860, chap. 343. (Abandoned.)
- Sackett's Harbor and Saratoga Railroad No. 1.**—(Sackett's Harbor to Saratoga and Schenectady Railroad). Name changed to Lake Ontario and Hudson River Railroad, Laws 1857, chap. 280. Incorporated, Laws 1848, chap. 207. Charter amended, Laws 1851, chap. 72; Laws 1853, chap. 244; Laws 1855, chap. 122. May construct portion of its road in Warren and Essex counties, Laws 1854, chap. 273. Lands of, exempt from taxation, Laws 1857, chap. 98 (See Lake Ontario and Hudson River Railroad.)
- Sackett's Harbor and Saratoga Railroad No. 2.**—Given in State Engineer's Report as formed in 1852, from Sackett's Harbor to S. and S. R. R. and name changed to L. O. and H. R. R. in 1857.
- Salamanca and Warren Railroad.**—(Salamanca to line between New York and Pennsylvania, near Alleghany river [1880]).
- Salamanca, Bradford and Alleghany River Railroad Co. of New York.**—(State line between New York and Pennsylvania, near Alleghany river to Salamanca [1880]).
- Santa Martha Railroad.**—(Santa Martha, U. S. Columbia, to Lagoon of Cerro de San Antonio [1881]).
- Saranac River Plankroad Company.**—Authorized to lay rails on road, Laws 1873, chap. 597.
- Saratoga (Towns in County of).**—May aid in construction of railroad from Mechanicsville to towns of Moreau and Fort Edward, etc., Laws 1868, chap. 334; Laws 1869, chap. 514.
- Saratoga and Hudson River Railroad.**—(Athens to Saratoga [1864]). Stock transferred to New York Central Railroad in 1867.
- Saratoga Lake Railroad.**—(Saratoga Springs around Saratoga Lake [1880]). Act to increase corporate powers of, Laws 1881, chap. 67.
- Saratoga and Mount McGregor Railway.**—Saratoga to Mount McGregor, Saratoga county, [1881]).
- Saratoga, Mount McGregor and Lake George Railroad.**—(Saratoga Springs to Caldwell, Warren county, [1882]).
- Saratoga and Schenectady Railroad.**—(Saratoga Springs to Schenectady). Leased to R. and S. and operated by D. and H. Canal Company. Incorporated, Laws 1831, chap. 43. Charter amended, Laws 1831, chap. 144. May use part of track of Utica and Schenectady Railroad, Laws 1838, chap. 282.
- Saratoga Springs (Village of).**—Railroad in, authorized, Laws 1870, chap. 675.
- Saratoga and Washington Railroad.**—(Saratoga Springs to Whitehall). Reorganized as Saratoga and Whitehall in 1855, and now part of Rensselaer and Saratoga Railroads. Incorporated, Laws 1834, chap. 249. Charter amended, Laws 1840, chap. 109; Laws 1844, chap. 267; Laws 1847, chap. 58; Laws 1848, chap. 74. Time for completion of, extended, Laws 1850, chap. 149.
- Saratoga and Whitehall Railroad.**—(1855). Formerly Saratoga and Washington Railroad (which see). Now part of Rensselaer and Saratoga Railroad.

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- Schenectady and Ogdensburgh Railroad.**—Survey for route of, authorized, Laws 1866, chap. 897. Not given in State Engineer's Report.
- Schenectady and Duanesburgh Railroad.**—(Schenectady to Duanesburgh [1873]). Formerly Schenectady and Susquehanna No. 2. Leased to Delaware and Hudson Canal Co.
- Sea Breeze Avenue Railroad.**—Coney Island (1880).
- Schoharie (Village of).**—Construction of horse-railway in, authorized, Laws 1871, chap. 281. Time for construction extended, Laws 1873, chap. 414.
- Schenectady and Duanesburgh Railroad.**—(Schenectady to Duanesburgh [1873]). Formerly Schenectady and Susquehanna No. 2. Leased to Delaware and Hudson Canal Co.
- Schenectady and Ogdensburgh Railroad.**—Survey for route of, authorized, Laws 1836, chap. 897. (Not given in State Engineer's Report.)
- Schenectady and Ogdensburgh Narrow Gauge Railway.**—(Schenectady to Northville, Fulton county [1881]. Expected to extend to Ogdensburgh.)
- Schenectady and Susquehanna No. 1.**—Incorporated, Laws 1846, chap. 308. Schenectady to New York and Erie Railway. Extinct.
- Schenectady and Susquehanna Railroad No. 2.**—(Schenectady to Albany and Susquehanna Railroad [1869]). Reorganized as Schenectady and Duanesburgh in 1873.
- Schenectady and Troy Railroad.**—(Schenectady to Green Island.) Consolidated into New York Central Railroad, chap. 76, Laws 1853. Incorporated, Laws 1836, chap. 427. Charter amended, Laws 1839, chap. 31. State aid to, Laws 1840, chap. 299. Capital stock increased, Laws 1843, chap. 135. Authorizing tax in city of Troy for payment of debts of, Laws 1850, chap. 224. May consolidate with Albany and Schenectady Railroad, etc., Laws 1853, chap. 76. Report required of, Laws 1847, chap. 270.
- Schenectady and Utica Railway.**—(Schenectady to Utica [1865]). Project abandoned.
- Schenectady and Utica Railroad.**—(1865). Time for construction of road extended, Laws 1869, chap. 751. Project abandoned.
- Schoharie Valley Railroad No. 1.**—Schoharie to Junction, A. and S. R. R. [1865]). Sold and reorganized under same name in 1874, and reorganized as Schoharie Valley Railway (*Schoharie to Central Bridge* in 1880). Number of directors of, reduced, Laws 1867, chap. 616. Municipal aid to, Laws 1866, chap. 160; Laws 1868, chap. 307; Laws 1871, chap. 889. Repeal of chap. 889 of 1871, and re-enactment thereof, Laws 1872, chap. 743. Election of directors, Laws 1872, chap. 743. Reduced number of directors, Laws 1873, chap. 416.
- Schoharie Valley Railroad No. 2.**—(Schoharie to Albany and Susquehanna Railroad [1874]). Sold and reorganized under same name. Reorganized as Schoharie Valley Railway in 1880 (see Schoharie Valley Railroad No. 1).
- Schoharie Valley Railway.**—(Schoharie to Central Bridge [1880]). Formerly Schoharie Valley Railroad.
- Sea Side Elevated Railroad.**—(Coney Island [1880]).
- Sea Side Transit Railroad.**—(Fulton Street Brooklyn to Gravesend [1880]).
- Sea View of Coney Island Railroad.**—(Coney Island [1880]).

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- Second Avenue Railroad (New York).**—(1853.) May construct draw-bridge across Harlem River, Laws 1855, chap. 373. May discontinue portion of road, Laws 1857, chap. 319; Laws 1857, chap. 551. To extend and operate track, Laws 1872, chap. 240.
- Sedge Bank Railroad.**—(Brooklyn to Coney Island [1876]).
- Seneca Falls and Waterloo Railroad.**—Incorporated, Laws 1866, chap. 197. (Not given in State Engineer's Report).
- Seneca Street Railroad (Buffalo).**—Acts of common council in reference to, confirmed, Laws 1866, chap. 375. (Not given in State Engineer's Report).
- Silver Lake Railroad.**—(Perry to East Gainesville [1869]). Municipal aid to, Laws 1869, chap. 25.
- Silver Lake Railroad.**—Gainesville to Caledonia [1877]). Formerly Rochester and Pine Creek.
- Sheepshead Bay and Coney Railroad.**—(Kings County [1877]).
- Sinnomahoning Portage Railroad (Pa.)**—Buffalo and Washington Railroad may consolidate with, Laws 1866, chap. 672.
- Sixth Avenue Railroad.**—(New York [1852]).
- Skaneateles Railroad No. 1.**—(Skaneateles to Albany and Susquehanna R. R.) Name changed to Skaneateles and Jordan Railroad, Laws 1841, chap. 135. Incorporated, Laws 1836, chap. 371. Charter amended, Laws 1838, chap. 68; Laws 1841, chap. 135; Laws 1845, chap. 50. Re-incorporated, Laws 1866, chap. 635. New charter amended, Laws 1867, chap. 175; Laws 1868, chap. 383. Weight of rails used by, Laws 1866, chap. 662; Am'd Laws 1867, chap. 699; Am'd Laws 1869, chap. 188. (See Skaneateles and Jordan Railroad, extinct.)
- Skaneateles Railroad No. 2.**—(Skaneateles to Junction [1866]). Authorized to operate steamboats, Laws 1876, chap. 315.
- Skaneateles and Jordan Railroad.**—(Skaneateles to Jordan [1841]). Formerly Skaneateles Railroad. Extinct.
- Staten Island Railroad No. 1.**—(Town of Southfield to town of Westfield.) Incorporated, Laws 1836, chap. 425. May run steam ferry-boats, Laws 1853, chap. 61; Laws 1857, chap. 107. Time for construction of railroad extended, Laws 1853, chap. 453; Laws 1855, chap. 266.
- Staten Island Railroad No. 2.**—(Tottenville to Vanderbilt Landing [1852]).
- Staten Island Railroad No. 3.**—(Tottenville to Vanderbilt Landing [1873]). Reorganized to own and run ferry-boats, Laws 1873, chap. 680.
- Staten Island Bridge Company.**—Railroad franchises conferred on, Laws 1870, chap. 795.
- Staten Island Horse Railroad.**—(Staten Island [1866]). Reorganized as Staten Island Shore in 1869.
- Staten Island and New Jersey Bridge and Railway.**—(See S. I. and N. J. Suspension Bridge and R. R. Co. Extension of time to commence work, Laws 1881, chap. 348.
- Staten Island and New Jersey Suspension Bridge and Railroad.**—Incorporated, Laws 1873, chap. 619. Charter amended, Laws 1875, chap. 150. Name changed to Staten Island and New Jersey Bridge and Railway Company, Laws 1878, chap. 153.

- Staten Island Rapid Transit Railroad.**—(Smithfield to Port Richmond [1880]).
- Staten Island Shore Railroad.**—(Staten Island [1864]). Reorganized under same name in 1869. Formerly Staten Island Horse, of 1866.
- Staten Island North and South Shore Railroad.**—(Northfield to Southfield Station [1881]).
- State Line and Eastern Railroad.**—(Gardner Station to Port Jervis.) Consolidated into Poughkeepsie and Grand Junction (1879).
- Sterling Mountain Railroad.**—(Sterling Junction to Lakeville [1864]).
- Stoney Clove and Catskill Mountain Railroad.**—(Phœnicia, Ulster county, to Hunter, Greene county [1881]).
- Sodus Point Railroad.**—Relative to inspectors of election for directors of, Laws 1855, chap. 174; Am'd, Laws 1856, chap. 152.
- Sodus Point and Southern Railroad.**—(Sodus Point to Gorham [1852]). Reorganized as Ontario Southern in 1876, and consolidated into Lake Ontario Southern in 1880. Municipal aid to, Laws 1853, chap. 361; Am'd, Laws 1854, chap. 361. Railroads may subscribe to capital stock of, Laws 1853, chap. 425. Appointing inspectors of election for directors of, Laws 1855, chap. 174. Time for completion of, extended, Laws 1860, chap. 284; Laws 1870, chap. 240. May construct vertical wall on Erie canal, Laws 1873, chap. 766. Appropriation for. (*Id.*)
- South Brooklyn Railroad.**—(Brooklyn [1879]).
- South Brooklyn Central Railroad.**—(Brooklyn [1877]). Formerly South Brooklyn and Park.
- South Brooklyn and Park Railroad.**—(Brooklyn [1870]). Reorganized in 1877 as South Brooklyn Central.
- South Cairo and East Durham Railroad.**—(South Cairo, Greene county, to East Durham [1881]).
- South Ferry Railroad.**—(New York [1874]).
- South Ferry and Seaside Direct Transit Company.**—(Brooklyn to Coney Island Beach [1881]).
- South Side Railroad (L. I.)**—(Islep to Brooklyn [1861]). Reorganized as Brooklyn and Montauk in 1880. Certain privileges granted to, Laws 1861, chap. 106. Capital stock increased, Laws 1866, chap. 135. May alter par value of shares of capital stock, Laws 1871, chap. 854. Time for completion of, extended, Laws 1864, chap. 245; Laws 1866, chap. 135. May extend its road, Laws 1867, chap. 369. May use steam-dummy in streets of Brooklyn, Laws 1869, chap. 878. Build branches, extend line and purchase stock for consolidation, Laws 1872, chap. 863. Authorizing New York and Southside Railroad to purchase road of, Laws 1874, chap. 311.
- Southfield Branch.**—(Southfield to Southfield Furnace [1868]).
- Southern Central Railroad.**—(Fairhaven to Pennsylvania State line [1866]). Municipal aid to, Laws 1852, chap. 375; Laws 1866, chap. 433; Amended, Laws 1867, chap. 433; Amended, Laws 1867, chap. 918; Amended, Laws 1868, chap. 173. Time for completion of, extended, Laws 1870, chap. 245. Act to facilitate construction, amended, Laws 1873, chap. 498. To regulate passenger fares, Laws 1873, chap. 145. Bonds city of Auburn, Laws 1876, chap. 107.

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- Southern Hemstead Railroad.**—(Southside Railroad to Hemstead [1875]). Formerly New York and Hempstead leased to Long Island.
- Southern of Long Island Railroad.**—(Brooklyn to Patchague [1874]). Leased to Long Island. Reorganized as the Brooklyn and Montauk in 1880.
- Southern Westchester Railroad.**—N. Y. H. and V. to Harlem River [1871]). Consolidated with New York, Housatonic and Northern in 1872.
- Smithtown and Port Jefferson Railroad.**—(Northport to Port Jefferson [1870]). Operated by Long Island Railroad.
- Speer's Quick Transit Railroad.**—(Brighton Beach Hotel to Sea Beach Palace, Kings county [1879]).
- Springville and Sardinia Railroad.**—(Springville to Sardinia Junction [1878]).
- Spuyten Duyvil and Port Morris Railroad.**—(Spuyten Duyvil to Port Morris [1868]). Operated by N. Y. C. and H. R. R. Construction of, authorized, Laws 1867, chap. 706.
- St Lawrence and Franklin (towns in counties of).**—May aid in construction of railroad in said counties from Potsdam Junction to Province line, Laws 1868, chap. 727.
- Suburban Rapid Transit Co.**—New York. (1880.)
- Suspension Bridge and Erie Junction Railroad.**—(Buffalo [1869]). Leased to N. Y., L. E. and Western Railroad.
- Syracuse (city of).**—Authorizing construction of railroads in certain streets of, Laws 1871, chap. 92; Laws 1859, chap. 483.
- Syracuse and Binghamton Railroad.**—(Geddes to Binghamton [1851]). Reorganized as Syracuse and Southern in 1856. Municipal aid to, Laws 1852, chap. 114. May consolidate with Oswego and Syracuse Railroad, Laws 1853, chap. 205. (See Oswego and Syracuse Railroad).
- Syracuse, Binghamton and New York Railroad.**—(Geddes to Binghamton.) Formerly Syracuse and Binghamton, then Syracuse and Southern, and that name changed to Syracuse, Binghamton and New York, Laws 1857, chap. 214. (See above roads.) May purchase Union R. R. and liability of stockholders, Laws 1858, chap. 274.
- Syracuse and Chenango Railroad.**—(Syracuse to Earlville [1873]). Formerly Syracuse and Chenango Valley. In 1877 reorganized as Syracuse, Chenango and New York. (See those roads.) May purchase Syracuse and Chenango Valley R. R., Laws 1873, chap. 782.
- Syracuse, Chenango and New York Railroad.**—(1877). (See Syracuse and Chenango and Syracuse and Chenango Valley Railroads.)
- Syracuse and Chenango Valley Railroad.**—(Syracuse to Norwich [1868]). Reorganized as Syracuse and Chenango in 1873 (which see). See also Syracuse, Chenango and New York. Municipal aid to, Laws 1868, chap. 541; Laws 1868, chap. 570; Laws 1869, chap. 60; Laws 1871, chap. 789. Subscription to stock of, regulated, Laws 1871, chap. 834. May take transfer of property, etc., of Syracuse, Fayetteville and Manlius Railroad, Laws 1868, chap. 74. (See Syracuse, Fayetteville and Manlius Railroad.)
- Syracuse to De Witt.**—Construction of railroad authorized, Laws 1873, chap. 776.

- Syracuse, Fayetteville and Manlius Railroad.**—(Syracuse to Manlius [1867]).
- Syracuse, Fayetteville and Manlius Railroad.**—(1867), Organization of, confirmed, Laws 1867, chap. 916. May transfer its property, etc., to the Syracuse and Chenango Valley Railroad, Laws 1868, chap. 711. (See Syracuse and Chenango Valley Railroad.) Project abandoned.
- Syracuse and Geddes Railroad.**—(Geddes to Syracuse [1863]). Construction, authorized, Laws 1861, chap. 192; Laws 1863, chap. 406.
- Syracuse, Geneva and Corning Railroad.**—(Geneva to Corning [1875]). Leased to Fall Brook Company.
- Syracuse Junction Railroad.**—(Onondaga county [1873]). Consolidated into New York Central and Hudson River Railroad in 1879.
- Syracuse Northern Railroad.**—(Syracuse to the Rome, Watertown and Ogdensburgh Railroad [1868]). Reorganized as the Syracuse and Northern in 1875. Municipal aid to, Laws 1868, chap. 544; Laws 1868, chap. 571; Laws 1869, chap. 66. May mortgage its property, Laws 1871, chap. 372. May construct swing-bridge over Oswego canal, Laws 1871, chap. 353. Construct swing-bridge over Oswego and Erie canal in Syracuse, Am'd, Laws 1872, chap. 282. May extend road, Laws 1872, chap. 476. Extend road, mortgage property and issue bonds, Laws 1872, chap. 124. Construct bridge over canal at Syracuse, Am'd, Laws 1873, chap. 99.
- Syracuse and Northern Railroad.**—(Syracuse to Rome, Watertown and Ogdensburgh Railroad [1875]). Formerly Syracuse Northern. In 1876 consolidated with Rome, Watertown and Ogdensburgh Railroad.
- Syracuse and Northwestern Railroad.**—(Syracuse to Mexico [1869]). Consolidated with Syracuse, Phoenix and Oswego in 1875.
- Syracuse and Northwestern Railroad.**—(Syracuse to Syracuse, Phoenix and Oswego Railroad [1874]). In 1875 consolidated with Syracuse, Phoenix and Oswego Railroad.
- Syracuse to Onondaga Hill.**—Construction of railroad from, authorized, Laws 1870, chap. 511. Act amended, Laws 1872, chap. 750.
- Syracuse and Onondaga Railroad No. 1.**—(Syracuse to stone quarries [1836]). Incorporated, Laws 1836, chap. 348. Extinct.
- Syracuse and Onondaga Railroad No. 2.**—(Syracuse to Oakwoods [1863]). Construction of, authorized, Laws 1863, chap. 340. Time within which may organize, Laws 1866, chap. 582. May construct branch road, Laws 1869, chap. 695.
- Syracuse and Onondaga Valley Railroad.**—Incorporated, Laws 1866, chap. 384. (Not given in State Engineer's Report.)
- Syracuse and Ontario Railroad.**—Syracuse to Volney, Oswego county (1881).
- Syracuse, Phoenix and Oswego Railroad.**—Liverpool to N. Y. and O. M. R. R. [1872]). Exemption from taxation in Oswego, Laws 1878, chap. 309.
- Syracuse and Rochester Direct Railroad.**—(Syracuse to Rochester [1850]). Property transferred to Rochester and Syracuse Railroad.
- Syracuse and Southern Railroad.**—(Geddes to Binghamton). Formerly Syracuse and Binghamton, (which see). Name changed to Syracuse, Bing-

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hamton and New York, Laws 1857, chap. 214. (See Syracuse, Binghamton and New York Railroad).

Syracuse and Southwestern Railroad.—(Syracuse to U. C. and B. R. R. [1877]). Project abandoned.

Syracuse and Utica Railroad.—(Syracuse to Utica). Consolidated into New York Central, Laws 1853, chap. 76. Incorporated, Laws 1836, chap. 292. Charter amended, Laws 1841, chap. 24. Report required of, Laws 1844, chap. 355; Laws 1847, chap. 270. May borrow money, Laws 1845, chap. 342. May consolidate with Rochester and Syracuse Railroad, etc., Laws 1853, chap. 76.

Syracuse, Utica Direct Railroad.—(Syracuse to Utica [1853]). Consolidated into New York Central, Laws 1853, chap. 76.

Third Avenue Railroad (New York).—(1853). May lay switch in 130th street, Laws 1867, chap. 237.

Thirty-Second street Railroad.—(City of New York [1880]).

Tioga Railroad.—Name changed to the Corning and Blossburg Railroad, Laws 1851, chap. 90. And Corning and Blossburgh changed to Blossburgh and Corning in 1854, (which see).

Tram-Roads in certain counties.—Construction of, authorized, Laws 1865, chap. 448. Extended, Laws 1868, chap. 364. Act amended and extended to other counties, Laws 1877, chap. 356. (1865 Essex and Warren, 1868 Dutchess, Putnam, Westchester and Oswego, 1877 Columbia and Warren counties).

Troy and Albia Railroad.—(Troy to Albia [1866]). Provisions of general railroad act construed with reference to, Laws 1866, chap. 334; Amended, Laws 1869, chap. 80. May extend road, Laws 1867, chap. 779.

Troy and Bennington Railroad.—(Hoosac junction to Vermont State line [1852]). Leased to Troy and Boston.

Troy and Boston Railroad.—(Troy to Massachusetts State line [1849]). May lease part of Western Vermont Railroad and build branch, Laws 1851, chap. 533. Time for construction of, extended, Laws 1855, chap. 128; Laws 1857, chap. 518. May erect freight depot, etc., in city of Troy, Laws 1859, chap. 109. Rate of fare on, Laws 1867, chap. 193. Chapter 193 of Laws 1867 repealed, Laws 1869, chap. 607. Amending chap. 607 of 1869 as to rate of fare, Laws 1876, chap. 351.

Troy City Railroad.—(Troy [1867]). Abandoned.

Troy and Cohoes Railroad.—(Troy to Cohoes [1862]). Leased to Troy and Lansingburgh. Provisions of general railroad act construed with reference to, Laws 1863, chap. 85. Rate of fare on, Laws 1871, chap. 71.

Troy and Chatham Railway.—(Troy to Chatham [1881]).

Troy to Easterly Line of Rensselaer County.—Public use of railroad from, declared, Laws 1848, chap. 173; Laws 1849, chap. 329.

Troy and Greenbush Railroad.—(Troy to Greenbush.) Leased to New York Central and Hudson River Railroad. Incorporated, Laws 1845, chap. 323. May increase its capital stock, Laws 1848, chap. 38.

Troy and Lansingburgh Railroad.—(Troy to Lansingburgh). Name changed from Lansingburgh and Troy R. R. in 1860. Provisions of general

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act construed with reference to, Laws 1861, chap. 295. Powers extended, Laws 1873, chap. 812. (See Lansingburgh and Troy Railroad.)

Troy Turnpike and Railroad.—(Troy to West line of Vermont.) Incorporated, Laws 1831, chap. 182. Charter amended, Laws 1835, chap. 25; Laws 1837, chap. 169; Laws 1838, chap. 185; Laws 1839, chap. 368. Charter revived, Laws 1846, chap. 320. May transfer part of road-bed to city of Troy, Laws 1856, chap. 50. Abandoned.

Troy Union Railroad.—(City of Troy). Operated by the N. Y. C. and H. R. R. R., Troy and Boston and Rensselaer and Saratoga. Construction of, authorized, Laws 1851, chap. 255. Taxation of, regulated, Laws 1853, chap. 462. Redemption of town bonds issued in aid of, Laws 1862, chap. 59. City of Troy to raise money by taxation to pay interest on bonds issued in aid of, Laws 1859, chap. 286.

Tonawanda Railroad.—(Rochester to Attica.) Consolidated with Attica and Buffalo into Buffalo and Rochester, chap. 236, Laws of 1850, and subsequently consolidated into New York Central, chap. 76, Laws 1853. Incorporated, Laws 1832, chap. 241. Charter amended, Laws 1840, chap. 116; Laws 1844, chap. 17. Report required of, Laws 1844, chap. 335; Laws 1847, chap. 270. State aid to, Laws 1840, chap. 200. May connect with Auburn and Rochester Railroad, Laws 1844, chap. 50. Rate of fare on, Laws 1846, chap. 292. Time for completion of, extended, Laws 1848, chap. 151.

Tonawanda, Genesee Valley and Pine Creek Railroad.—(Bushford, Allegany county, to Pennsylvania State line, near Genesee river [1881]).

Tonawanda Valley Extension Railroad.—(Currier's Corners, Wyoming county, to Sardinia, Erie county [1880]).

Tonawanda Valley Railroad.—(Attica to Sardinia Junction [1880]).

Tonawanda Valley and Cuba Railroad.—(Arcade, Wyoming county, to Cuba, Allegany county [1881]).

The Tonawanda Valley and Cuba Railroad.—(Consolidation of Tonawanda Valley Railroad Company, Tonawanda Valley Extension Railroad Company and Tonawanda Valley and Cuba Railroad Company.)

Tonawanda, Wiscay and Genesee Valley Railroad.—(Arcade, Wyoming county, to Caneadea, Allegany county [1881]).

Twenty-third Street Railroad (New York).—Construction of, authorized, Laws 1869, chap. 823. (Also given in State Engineer's Report for 1880, as formed in 1872.) Act amending act authorizing construction of, Laws 1872, chap. 521. Sale of, to Sidney A. Yeoman's & Co. Franchise on him, Laws 1872, chap. 591. May extend tracks, Laws 1873, chap. 100.

Twenty-third and other streets, New York city.—Construction of road authorized, Laws 1873, chap. 160.

Ulster and Delaware Railroad.—(Rondout to Oneonta [1875]). (Formerly New York, Kingston and Syracuse.) See Rondout and Oswego Railroad.

Union Railroad.—(Buffalo [1869]). Consolidated into Buffalo Creek in 1869.

Union Railroad.—(Syracuse [1852]). Sold to Syracuse, Binghamton and New York in 1857.

Union Railroad.—(State line to Suffern [1851]). Leased to New York, Lake Erie and Western. Sold to Syracuse, Binghamton and New York. Syracuse, Binghamton and New York Railroad may purchase road, etc., of, Laws 1858, chap. 274.

United States Harveyway Construction Co.—Brooklyn and New York cities. Illustrative lines to be laid in both places. (1882).

University Railway (Syracuse).—Incorporated, Laws 1871, chap. 516. (Not given in State Engineer's report). Corporate act amended, Laws 1873, chap. 653.

Union Village and Johnsonville Railroad.—(Union Village to Johnsonville [1867]). Name changed to Greenwich and Johnsonville in 1874. Weight of rail used by, Laws 1867, chap. 172. May change name to Greenwich and Johnsonville Railroad, Laws 1869, chap. 341. Municipal aid to, Laws 1869, chap. 340. Acts done in names of Greenwich and Johnsonville Railroad legalized, Laws 1874, chap. 250.

Upper Hudson Railroad.—(Schuylerville to Fort Edward [1872]). Consolidated with S. and U. H. R. R. in 1872.

Utica and black River Railroad.—(Utica to town of Philadelphia, N. Y. [1861]). Formerly Black River and Utica, (which see). Municipal aid to, Laws 1866, chap. 624; Amended, Laws 1868, chap. 240; Amended, Laws 1869, chap. 832. Time for completion of, extended, Laws 1866, chap. 327. May apply for appraisal of lands, Laws 1866, chap. 827. Rate of fare, Laws 1877, chap. 92. Town of Wilna, Jefferson county issue bonds to redeem other bonds, Laws 1877, chap. 313, (see chap. 624 of Laws of 1866).

Utica City Railroad.—(Utica [1862]). In 1868 was authorized to change its name to Utica and Waterville. May change name to Utica and Waterville Railroad, Laws 1864, chap. 177. Municipal aid to, Laws 1866, chap. 376. May apply for appraisal of lands, Laws 1866, chap. 627.

Utica, Chenango and Cortland Railroad.—(Cortland to Otselle [1870]). Extension of, Laws 1872, chap. 351. Extension of road and other matters, Laws 1874, chap. 438. Extension of time to complete, Laws 1881, chap. 83.

Utica, Chenango and Susquehanna Valley Railroad.—(Utica to Binghamton [1866]). Leased to Delaware, Lackawana and Western. May apply for appraisal of land, Laws 1866, chap. 664; Amended, Laws 1867, chap. 232; Amended, Laws 1869, chap. 290. Act in relation to, Laws 1868, chap. 261. May extend road, Laws 1869, chap. 280. Municipal aid to, Laws 1866, chap. 50; Laws 1866, chap. 364; Amended, Laws 1867, chap. 234; Laws 1867, chap. 581. Time for completion of, extended, Laws 1870, chap. 508.

Utica, Clinton and Binghamton Railroad.—(Utica to Smith's Valley [1868]). Name changed from the Utica and Waterville Railroad, Laws 1868, chap. 51. Municipal aid to, Laws 1869, chap. 77. May consolidate with New York and Oswego Midland Railroad, Laws 1870, chap. 794. May use swing-bridge over Erie Canal, Laws 1871, chap. 350. (See Utica and Waterville Railroad.) May extend road, Laws 1873, chap. 289.

Utica, Horseheads and Elmira Railroad.—(Horseheads to Ithaca [1870]). Consolidated into Utica, Ithaca and Elmira in 1872.

- Utica and Ilion Narrow Gauge Railroad.**—(Utica to Ilion [1877]). Abandoned.
- Utica, Ithaca and Elmira Railroad.**—(Elmira to Cortland [1872]). Formerly Ithaca and Cortland and the Utica Horseheads and Elmira. In 1878 reorganized as Utica, Ithaca and Elmira Railway. To extend road and confirm purchase of road bed, Laws 1872, chap. 594. May extend road and fill in canal, Laws 1873, chap. 834.
- Utica, Ithaca and Elmira Railway.**—(Elmira to Cortland [1878]). See Utica, Ithaca and Elmira Railroad *supra*.
- Utica and Mohawk Railroad.**—(Utica to Mohawk [1874]).
- Utica and Mohawk Street Railroad.**—(Utica to Mohawk [1869]). Incorporated, Laws 1869, chap. 894. Corporate act, amended, Laws 1872, chap. 612.
- Utica and Schenectady Railroad.**—(Schenectady to Utica). Consolidated into New York Central Railroad, Laws 1853, chap. 76. Incorporated, Laws 1834, chap. 294. Charter amended, Laws 1844, chap. 335. May carry U.S. mail, Laws 1837, chap. 12. May carry extra baggage, Laws 1837, chap. 363. May borrow money, Laws 1845, chap. 342. Report required of, Laws 1847, chap. 270. May consolidate with Syracuse and Utica Railroad, Laws 1853, chap. 76.
- Utica and Syracuse Air Line Railroad.**—Utica to Syracuse [1880]).
- Utica and Waterville Railroad.**—(Utica to Waterville [1867]). Name changed from Utica City Railroad, Laws 1864, chap. 177. May change name to Utica, Clinton and Binghamton Railroad, Laws 1868, chap. 51. (See Utica, Clinton and Binghamton Railroad.)
- Valley Railroad.**—(State line to Binghamton [1869]). Leased to Delaware Lackawana and Western.
- Van Brunt Street and Erie Basin Railroad.**—(Brooklyn [1861]). May lay track in Elizabeth street, Laws 1867, chap. 533. Relief of, Laws 1873, chap. 502.
- Vesey Street to South Ferry, New York City.**—Construction of railroad authorized, Laws 1874, chap. 503. Act amended, Laws 1875, chap. 393.
- Waddington (Town of, St. Lawrence Co.)**—May aid in construction of branch road, Laws 1869, chap. 313.
- Walkill Valley Railway.**—(Montgomery to Albany [1866]). Reorganized under the name of the Walkill Valley Railroad in 1877. Municipal aid to, Laws 1866, chap. 880; Am'd, Laws 1867, chap. 816; Laws 1868, chap. 45; Laws 1868, chap. 311; Laws 1870, chap. 762. May extend road, Laws 1868, chap. 311; Laws 1870, chap. 268; Laws 1870, chap. 762. May connect with other railroads, Laws 1867, chap. 757.
- Walkill Valley Railroad.**—(Montgomery to Albany [1877]). Reorganized. Formerly Walkill Valley Railway.
- Warren County.**—(See Tram roads.)
- Warsaw (village of).**—Construction of railroad in, authorized, Laws 1869, chap. 553.
- Warwick Valley Railroad.**—(Warwick to Grey Court [1860]). Weight of rail used by, Laws 1861, chap. 328. May extend its road, Laws 1866, chap. 620.

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Washington County Central Railroad.—Time for constructing road extended, Laws 1855, chap. 403. (This road not given in State Engineer's Report.

Washington Street and State Asylum Railroad.—(Binghamton [1872]). May construct road through asylum grounds, Laws 1873, chap. 55.

Watervliet Turnpike Company and Railroad.—(Cohoes to Albany [1862]). Railroad franchise conferred on Watervliet Turnpike Co., Laws 1862, chap. 233. Act amended, Laws 1872, chap. 71.

Watkins Village to Havana Village (Schuyler Co.)—Construction of railroad from, authorized, Laws 1872, chap. 561. (W. and H. Street Railway, time extended, Laws 1874, chap. 367.)

Watertown and Rome Railroad.—(Rome to Watertown.) Consolidated with Potsdam and Watertown and Lake Ontario Shore, into Rome, Watertown and Ogdensburgh. Incorporated, Laws 1832, chap. 173. Charter revived, Laws 1836, chap. 283; Laws 1837, chap. 346; Laws 1845, chap. 337; Laws 1847, chap. 147. Charter amended, Laws 1849, chap. 235; Laws 1853, chap. 336. To endorse and guarantee the bonds of Potsdam and Watertown Railroad, Laws 1854, chap. 154. Time of holding election for directors of, changed, Laws 1857, chap. 473.

Waverly and State Line Railroad.—(Waverly to Penn. State line [1867]). Leased to Penn. and N. Y. Canal and Railroad Company, a Pennsylvania Corporation.

Wellsville, Bolivar and Eldred Railroad.—(1881). Wellsville to Ceres, Allegany county.

Wellsville, Condersport and Pine Creek Railroad.—(1881). Wellsville to Pennsylvania State line.

Wellsville and Fillmore Railroad.—(1881). Wellsville to Fillmore, Allegany county.

Wellsville, Honeyoye and Ceres Railroad.—(1882). Willing, Allegany county to Ceres.

Westhester (County of).—Construction of railroad in certain towns of, authorized, Laws 1860, chap. 143.

Westchester County Railroad—(Township of Westchester to Mt. Vernon [1878]). Project abandoned.

Westchester Railway.—(White Plains, N. Y., to Dansbury, Conn. [1881]).

West End and Glenwood Railroad.—(Union to Binghamton [1876]).

West Farms and Morrisania.—Authorizing construction of railroad, Laws 1863, chap. 361; Am'd Laws 1867, chap. 992; Am'd Laws 1871, chap. 658; Am'd Laws 1873, chap. 517. Route of, and fare on, Laws 1874, chap. 553. Route of tracks, Laws 1875, chap. 295.

West Side and Yonkers (patent) Railway.—(New York to Yonkers [1866]). Name changed to West Side Patent Elevated Railway in 1868. Extinct. May construct elevated railway in counties of New York and Westchester, Laws 1867, chap. 489. Time for construction of, extended, Laws 1868, chap. 855.

Western Railroad.—(Columbia, South America). Charter of, Laws 1875, chap. 268. Charter amended, Laws 1878, chap. 830.

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West Troy and Green Island Railroad.—(West Troy to Green Island [1871]). Owned by Delaware and Hudson.

Whitehall and Plattsburgh Railroad.—(Whitehall to Plattsburgh [1866]). Consolidated into New York and Canada. Public use of, declared, Laws 1849, chap. 294. Municipal aid to, Laws 1853, chap. 176; Laws 1867, chap. 874. State aid to, Laws 1867, chap. 103; Amended, Laws 1869 chap. 352. May construct roads across certain bays and inlets, Laws 1868, chap. 40. May increase fare, and establish ferry, Laws 1869, chap. 682. Repeal of § 2 of chap. 682, Laws 1869, Laws 1871, chap. 686. Time for constructing, extended, Laws 1871, chap. 844. (Given in State Engineer's Report, as formed 1866.) Consolidated into New York and Canada, Laws 1873, chap. 219.

Whitestone and Westchester Railroad.—(Village of Westchester [1872]). Consolidated with Flushing, North Shore and Central in 1874.

Williamsport and Elmira Railroad.—(Elmira, N. Y., to Williamsport, Pa. [1850]). Reorganized as Elmira and Williamsport in 1860, now leased to Northern Central. May construct part of its road in this State, Laws 1850, chap. 233. Municipal aid to, Laws 1852, chap. 303.

Williamsburgh and Flatbush Railroad.—(Brooklyn [1866]). Reorganized as New Williamsburgh and Flatbush in 1873. Route of road, authorized, Laws 1866, chap. 771.

Williamsburgh and Coney Island Railroad.—(Coney Island to Brooklyn [1864]). Abandoned.

Woodside and Flushing Railroad.—May construct draw-bridge over Flushing creek; Laws 1864, chap. 251. Weight of rail used by, Laws 1864, chap. 251. (This road not given in State Engineer's Report.)

Yates Avenue and Flatbush Railroad.—(Brooklyn to Flatbush [1880]).

Yonkers Rapid Transit Railroad.—King's Bridge, N. Y., to Yonkers [1879]).