

*J. S. Kravitz*

CHARTER  
OF  
THE LONG ISLAND RAILROAD COMPANY.



AN ACT

TO INCORPORATE THE LONG ISLAND RAILROAD COMPANY.

Passed April 24, 1834. Chapter 178.

The People of the State of New York, represented in Senate and Assembly: do enact as follows:

§ 1. Valentine Hicks, William Wicks, Edmund Frost, Timothy Clows, Selah B. Strong, John Lawrence, Joseph C. Albertson, Robert W. Mott, Joshua Fanning, Alden Spooner, William F. Blydenburgh, Singleton Mitchill, Gabriel Furman, Daniel E. Smith, James Hallock, William Rockwell, and Joshua B. Smith, and all such other persons as shall become stockholders agreeably to the provisions of this act in the corporation hereby created, shall be and continue, for the term of fifty years from the passage of this act, a body corporate and politic, by the name of The Long Island Railroad Company.

§ 2. The said corporation shall have the right to construct and during its existence to maintain and continue, a railroad or railroads with a single or double track, and with such appendages as may be deemed necessary for the convenient use of the same, commencing at any eligible point adjoining Southold Bay in or near the village of Greenport, in the county of Suffolk and extending from thence, on the most practicable route through or near the middle of Long Island to a point on the water's edge in the village of Brooklyn in the county of Kings to be designated by the trustees of that village and to a point on the water's edge in the village of Williamsburg in the said county of Kings to be designated by the trustee of that village; and in like manner to construct maintain and continue a branch railroad from the said main road to Sag Harbor.



§ 3. The capital stock of the corporation hereby created shall be one million and five hundred thousand dollars; it shall be deemed personal property, and shall be divided into shares of fifty dollars.

§ 4. Samuel Hicks, Benjamin Strong, John L. Graham, Joseph Moser, Edwin Hicks, Edmund Frost, Valentine Hicks, Singleton Mitchill, Nicholas Wyckoff, William F. Blydenburgh, James H. Weeks and Joseph H. Goldsmith, shall be commissioners for receiving subscriptions to the capital stock of the said corporation and for apportioning the same among the subscribers, agreeably to the provisions of this act.

§ 5. It shall be the duty of the commissioners within one year after the passage of this act, to give notice, once a week, for four successive weeks in a newspaper published in the city of New York, and in each of the counties of Kings, Queens and Suffolk, of the time when the books will be opened at some convenient place in the said city, and in each of the said counties for receiving subscriptions to the capital stock of the said corporation.

§ 6. One or more of the said commissioners shall attend at the time and places mentioned in the said notices and for three days successively, and during at least six hours of each day, shall receive subscriptions to the capital stock of the said corporation, in conformity with the provisions of this act.

§ 7. The president and directors of the Brooklyn and Jamaica Railroad Company may, at the time so appointed subscribe for six thousand shares of the capital stock of the corporation created by this act; and the said commissioners shall thereupon allot the same to the stockholders of the said Brooklyn and Jamaica Railroad Company, apportioning to each stockholder the same number of shares as were held by such stockholder in the said last mentioned company.

§ 8. If the said president and directors of the Brooklyn and Jamaica Railroad Company shall subscribe to the stock of the corporation hereby created pursuant to the provisions of the last preceding section and the residue of the stock of the said last-mentioned corporation shall be taken pursuant to the provisions of this act within two



years from the passage of the same, it shall be the duty of the said president and directors of the Brooklyn and Jamaica Railroad Company, within three months after being notified by the said commissioners that such stock has been taken to assign, transfer and convey to the corporation hereby created, all the property rights privileges and immunities of the said Brooklyn and Jamaica Railroad Company, first deducting their surplus fund, if any there should be, and the same shall thereupon vest in the corporation hereby created, and the said Brooklyn and Jamaica Railroad Company shall thereupon cease to exist as a separate corporation. ✓

§ 9. If the said Brooklyn and Jamaica Railroad Company shall be united with the corporation hereby created pursuant to the provisions of this act the stockholders of the said Brooklyn and Jamaica Railroad Company shall be stockholders of the corporation hereby created. The amount paid in by them respectively for their shares with interest at seven per cent. from the date of such payments and the further sum of five dollars on each share deducting any dividends which they may have respectively received shall be deemed and taken as paid to the corporation hereby created at the date of the conveyance mentioned in the last preceding section.

§ 10. If the amount allowed to the stockholders of the Brooklyn and Jamaica Railroad Company, as paid by them respectively on each share pursuant to the provisions of the last preceding section, shall exceed the amount then paid by the stockholders of the corporation hereby created respectively on each share, the stockholders of the Brooklyn and Jamaica Railroad Company shall be allowed interest on the excess thus paid on their respective shares at the rate of seven per cent. per annum in any future payments.

§ 11. If any stockholder or stockholders of the Brooklyn and Jamaica Railroad Company shall signify his or their determination not to become a stockholder of the corporation hereby created to the commissioners, or either of them, at the time first appointed by them to receive subscriptions to the said capital stock, the share or shares of such stockholders shall be deducted from the number of shares allotted to the stockholders of the said Brooklyn and Jamaica Railroad Company; and when such company



shall transfer their property and rights to the corporation hereby created pursuant to the provisions of the eighth section of this act, the stockholder or stockholders so signifying such determination shall be entitled to demand and receive from the corporation hereby created the sums of money previously paid by him or them on his or their shares, with interest thereon at the rate of seven per cent. per annum, and the further sum of five dollars on each share, deducting therefrom the amount of dividends thereon previously received by him or them.

§ 12. Each subscriber for stock at the time he subscribes shall pay to the commissioners five dollars on each share of the stock subscribed for by him.

§ 13. If at the expiration of the time mentioned in the sixth section of this act, it shall appear that more than the requisite number of shares has been subscribed it shall be the duty of the commissioners forthwith to apportion the shares not taken by the Brooklyn and Jamaica Railroad Company among the subscribers in such manner as they shall deem most for the interest of said corporation.

§ 14. If the capital stock shall not be fully taken up during the time specified in the sixth section, it shall be the duty of the commissioners from time to time to take such further measures as they may deem necessary to fill the subscription for the stock.

§ 15. The concerns of the said corporation shall be managed by a board of thirteen directors who shall be chosen annually by and from among the stockholders.

§ 16. As soon as may be after the stock has been thus apportioned, the commissioners shall give a notice of the time and place at which a meeting of the stockholders will be held for the choice of thirteen directors. Such notice shall be published once in each week for three weeks successively, prior to the time therein appointed for such election, in a newspaper printed and published in the City of New York, and in the Counties of Suffolk, Queens and Kings.

§ 17. At the time and place appointed for the purpose the commissioners, or a majority of them, shall attend and the stockholders present or their proxies duly appointed in writing shall proceed to elect by ballot thirteen direc-



tors; the commissioners present shall preside at the election and shall certify the result under their hands, which certificate shall be recorded in the books of the corporation and shall be sufficient evidence of the election of the directors therein named. All future elections of such directors shall be conducted in the manner prescribed in the By-Laws of the corporation.

§ 18. Each stockholder shall be allowed as many votes as he owns shares of stock at the commencement of any such election, and a plurality of votes shall determine the choice; but no stockholder shall be allowed to vote at any election after the first for any stock that shall have been assigned to him at any time within thirty days prior to the time at which such election shall be held.

§ 19. The directors shall hold their offices for one year following their election or appointment and until others are elected or appointed in their places; they shall appoint one of their number as president, and some suitable person secretary of the corporation.

§ 20. In addition to the general powers given by the Revised Statutes to corporations, the corporation hereby created shall have power to prescribe the manner in which the said roads shall be used, by what force the carriages to be used thereon may be propelled, and the rates of toll for the transportation of persons or property thereon; it shall have power also by its officers, agents and servants, to enter upon any of the lands lying within the contemplated range of the said railroad, for the purpose of examining, surveying and establishing its lines.

§ 21. The said corporation may also construct, purchase or hire docks or wharves at the easterly termination of the said road for the convenient use of the same. And the title of this State to any land covered with water, which may be requisite for the construction of such docks or wharves and which may be taken for that purpose without injury to the navigation of the waters thereof, shall be conveyed to the said corporation by the commissioners of the land office.

§ 22. The said corporation may also, either separately or in conjunction with any other railroad company incorporated by the laws of this or any other State, purchase



or employ one or more steamboats for the conveyance of passengers and goods between the eastern termination of the said railroad and any other railroad incorporated by the Legislatures of Connecticut or Rhode Island.

§ 23. The said corporation may acquire title to the lands through which the said railroad shall be laid by purchase or voluntary cession. If any of the owners of the said lands is an infant or insane, and such infant has a guardian, or such insane person a committee, it shall be lawful for such guardian or committee to agree to convey the land of such infant or insane person to the said corporation; and on such agreement being reported by such guardian or committee to the Vice-Chancellor of the First Circuit, and approved by him as conducive to the interests of such infant or insane person, the said Vice-Chancellor may authorize the said guardian or committee to, and such guardian or committee may thereupon convey to the said corporation the right title and interest of such infant or insane person in and to such lands.

§ 24. In case the corporation shall not be able to acquire the title to such lands as may be requisite for the said railroads or the use thereof by purchase or voluntary cession it shall be lawful for the said corporation to appropriate so much of such lands as may be necessary to its own use for the purposes contemplated by this act on complying with the provisions of the six following sections.

§ 25. The directors of the corporation hereby created may present a petition to the said Vice-Chancellor setting forth, by some proper description, the lands which are wanted for the construction of the said railroads or the appendages thereto and the names of the owners (or if the title thereto is in dispute, of the claimants), thereof, if known; distinguishing with convenient certainty if it can be done, the parcels claimed in severalty by the respective owners or claimants, and their title or claim to the same, whether as tenants, reversioners or remaindermen, and praying for the appointment of appraisers to assess the damages which the owners of such lands will severally sustain by reason of the appropriation thereof by the said corporation to its own use.



§ 26. On the presentment of such petition, the said Vice-Chancellor shall appoint a day for the hearing of the parties and direct such notice as he shall deem reasonable to be given of the time and place of hearing; and in case it shall appear that any of the owners or claimants of the said lands is a feme covert, an infant, or insane or otherwise incompetent to take proper care of his or her interest it shall be the duty of the said Vice-Chancellor to appoint some discreet and responsible person to act in the premises in his or her behalf.

§ 27. At the time appointed for such hearing, the said Vice-Chancellor shall appoint three disinterested freeholders, residents on Long Island, for the purpose of assessing such damages; and in the order for their appointment, shall direct what lands are to be appropriated by the said corporation for the purposes aforesaid.

§ 28. The said appraisers after being sworn before some officer authorized to administer oaths, honestly and impartially to assess such damages shall proceed by viewing the said lands and by such other evidence as the parties may produce before them, to ascertain and assess the damages which each individual owner whether his estate be in possession, reversion or remainder (or in case of a disputed title, which the true owner, naming all the claimants) will sustain by the appropriation of his or her land for the use or accommodation of such railroad or its appendages.

§ 29. The said appraisers shall make a report to the said Vice-Chancellor in writing under their hands and seals reciting the order for their appointment and specifying the several parcels of land described therein with requisite certainty, the names of the owners or claimants of the respective parcels if known, and if not known stating that fact, and specifying also the damages which the owners of the said respective parcels will sustain by reason of the appropriation of the same for the purposes aforesaid; and in case either of the parties is dissatisfied with the assessment the said Vice-Chancellor may, on the hearing of the parties in interest modify the assessment as shall appear to be just.

§ 30. The rights of any future claimants to any of the lands which may be taken by the said corporation for the



use of the said railroads or any of their appendages, shall at any future time be ascertained, valued and acquired for the use of the said corporation, in the manner directed in the six preceding sections.

§ 31. On payment of the damages thus assessed, together with the expenses of assessment as the same shall be settled by the said vice-chancellor, or on depositing the amount thereof for the use of such owners in either of the banks of the Village of Brooklyn as the said vice-chancellor shall direct, the said corporation shall immediately become entitled to the use of the said lands for the purposes aforesaid; and the report of the said appraisers with the order of the said vice-chancellor modifying the same in case the same shall have been modified, may be recorded in the proper office in the same manner and with the like effect as deeds are recorded without any other proof than the certificate of the said vice-chancellor that the report is genuine.

§ 32. The corporation shall be bound to repair all public highways, bridges, railroads and water-courses, which may be injured in constructing the said railroads or their appendages, and shall restore them as far as practicable to as good a condition as they were in before they became injured.

§ 33. The said corporation shall be allowed two years from the passage of this act, for the commencement of the construction of the said railroad; and in case the said railroad from Greenport to Brooklyn and Williamsburgh shall not be completed within six years thereafter, the privileges herein granted shall be forfeited.

§ 34. The said corporation shall construct the said road to both Brooklyn and Williamsburgh, and the said branch to Sag Harbor at the same time with the main road, if it shall appear to the directors, from the report of the engineers or surveyors employed to survey the route of the main road and the said branch that the capital stock of the said corporation subscribed will be sufficient for the purpose.

§ 35. Every person who shall wilfully injure the said railroad or any of its appendages, shall forfeit to the use of the said corporation a sum equal to three times the



amount of damages occasioned by such injury, to be recovered with costs of suit in the name of such corporation in an action of debt.

§ 36. No street or lane in Brooklyn or Williamsburgh shall be taken by the said corporation for the said railroads without the previous permission of their respective corporations nor shall steam power be used on any part of the railroads within either of the said places without such permission.

§ 37. The directors of the said corporation shall at the end of every year after the construction of the said railroad shall have been commenced and for the term of fifteen years after the same shall have been completed cause to be filed in the office of the Secretary of State, a detailed account of all the moneys expended during the year in constructing the said railroad and its appendages and in superintending and keeping the same in repair; and a similar account of the income derived by tolls or otherwise from the use of the said railroad, to the end that a just estimate may be made of the profits received by the said corporation therefrom; such account shall be verified by the oaths of at least two of the directors or other officers of the said corporation.

§ 38. If the legislature of this State shall at the expiration of ten and within fifteen years from the completion of said road make provision by law for the repayment to the said corporation of the amount expended by them in the construction of their railroads, together with all moneys expended by them for permanent fixtures for the use of the said railroads with interest on the said sums from the time of their expenditure, at the rate of ten per centum per annum together with all moneys expended by said company for repairs or other necessary expenses for the purposes of said roads, after deducting the amount of tolls received on said roads, then the said railroads with all their fixtures and appurtenances shall vest in and become the property of the people of this State.

§ 39. The said corporation shall be subject to the restrictions and liabilities imposed by such parts of the eighteenth chapter of the first part of the Revised Statutes as are not repealed.

§ 40. The Legislature may at any time alter, modify or repeal this act.



AN ACT

TO AUTHORIZE THE CONSTRUCTION OF A BRANCH RAILROAD  
FROM THE LONG ISLAND RAILROAD TO THE VILLAGE  
OF HEMPSTEAD IN QUEENS COUNTY.

Passed May 16, 1836. Chapter 358.

The People of the State of New York; represented in  
Senate and Assembly: do enact as follows:

§ 1. It shall and may be lawful for the Long Island  
Railroad Company to construct, maintain and continue  
a branch railroad from some convenient point on their  
main railroad to some proper place or point in or near the  
village of Hempstead in Queens County.

§ 2. The said branch may be constructed under the  
same provisions of law, as are now applicable to their  
main road and subject to the same restrictions and con-  
trol. And it shall and may be lawful for said company  
to ask and receive toll or fare on said branch as on other  
parts of said railroad.

§ 3. This act shall take effect immediately after the  
passage thereof; and the Legislature may at any time  
alter, modify, or repeal the same.

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AN ACT

TO AMEND THE CHARTER OF THE LONG ISLAND RAILROAD  
COMPANY.

Passed April 29, 1839. Chapter 277.

The People of the State of New York represented in  
Senate and Assembly, do enact as follows:

SECTION 1. The Long Island Railroad Company are  
hereby authorized to increase their capital by a sum not  
exceeding seven hundred and fifty thousand dollars and  
to issue and sell stock for the same, from time to time as  
the Board shall deem proper.



§ 2. The said corporation may borrow from time to time such sum or sums of money as may be necessary to complete their railroad in the whole not exceeding the amount of their capital stock actually paid in and may issue and dispose of their bonds for any amount so borrowed and are hereby authorized to mortgage any part of their corporate property and privileges to secure the payment of said bonds. And the said directors may confer upon the holders of any bond they may issue for any money so borrowed for the use of said road the right to convert the principal due thereon into stock of the said corporation at any time not exceeding five years from the date of said bonds under such regulations as the said directors may see fit to adopt.

§ 3. The said corporation are hereby authorized to construct such branch railroads in any part of Long Island as they may deem expedient and necessary in cases where the landholders may offer the land required for those purposes; free of expense; but no branch road shall be constructed at the expense of the said corporation until they shall have completed and ready to put into operation the main track of their said road.

§ 4. The directors of said company may call for and demand of the stockholders and subscribers for stock all such sums of money as are or shall be subscribed by them respectively which said sums such stockholders and subscribers are hereby declared liable to pay, at such times and in such proportions as the said directors shall deem best for the interest of the company and upon failure to pay any installment on a call made by order of the Board after public notice printed for thirty days in any two newspapers published in the City of New York, the said directors may declare the shares of such subscribers or stockholders, so failing to pay, forfeited and such shares with all previous payments thereon, shall be thereby forfeited and become the property of the said corporation and the said corporation shall proceed to sell such forfeited stock at the Stock Exchange in the City of New York and out of the proceeds of such sale shall first pay the said installment, and all interest and expenses which may have accrued by reason of the failure to pay such installments when due and the balance thereof shall be paid to the late holder of the said forfeited stock, or to any one having a legal right thereto.



§ 5. The time for completing said road is hereby extended ten years.

§ 6. The Legislature may at any time alter or repeal this act.

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AN ACT

TO AMEND AN ACT ENTITLED "AN ACT TO INCORPORATE THE LONG ISLAND RAILROAD COMPANY."

Passed May 2, 1845, by a two-thirds vote. Chapter 116. The People of the State of New York, represented in Senate and Assembly, do enact as follows:

§ 1. The Long Island Railroad Company are hereby authorized to run steamboats to the termination of the Fall River Railroad in the State of Massachusetts, for the transportation of freight and passengers.

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AN ACT

TO AMEND AN ACT ENTITLED "AN ACT INCORPORATING THE LONG ISLAND RAILROAD COMPANY," PASSED APRIL 24, 1834.

Passed May 14, 1845. Chapter 289.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

§ 1. The President and Directors of the Long Island Railroad Company are hereby required to cause a good and sufficient fence, to be constructed on each side of said road, together with good and sufficient cattle guards, to be constructed on each side of all public and private roads which cross said railroad, excepting so much of said railroad as is constructed through the City of Brooklyn, to be completed to the approval of the fence viewers of the several towns through which said road is constructed on or before the first day of October, eighteen hundred and forty-five. The said fence and guards to be kept in repair by said company.

§ 2. The fence viewers of each town through which said road is constructed within three days after being notified by said company, or an agent duly authorized, shall visit said road in their respective towns, and if the fences and cattle guards so constructed are sufficient in their



opinion, they shall give the said company a certificate to that effect; and if the said fences and cattle guards are not sufficient they shall cause a notice to that effect to be served on the President, Secretary or Treasurer of said Company within five days after viewing the same and if the said company shall neglect for the space of five days after having been notified of the insufficiency of any fence or cattle guards or parts of fence or cattle guards to make the same sufficient, and procure the certificate of the fence viewers of the town where the same shall be located the said company shall forfeit and pay to the overseers of the poor of the town where the said fence and guard shall be located for the use of the town, the sum of five dollars for every day such fence and guards shall so remain insufficient; and after the said first day of October, eighteen hundred and forty-five, whenever complaint shall be made to the said fence viewers that the fences or cattle guards so to be constructed, are not constructed or are out of repair, they shall proceed to examine the same and if they shall find said fences or cattle guards not constructed, or insufficient, or out of repair they shall cause a notice of the same to be served on the officers aforesaid, and within the time above mentioned; and if said fences and cattle guards are not constructed or repaired within five days after such notice, the said company shall in like manner forfeit and pay to the overseers of the poor as above mentioned, the sum of five dollars for every day such fence or cattle guards shall so remain not constructed or not repaired.

§ 3. If at any time the fence viewers in their opinion shall deem it impossible for said company to repair said fences or cattle guards in the time above specified, they may extend the same to such time as in their opinion the case may require.

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AN ACT

TO AMEND THE CHARTER OF THE LONG ISLAND RAILROAD COMPANY.

Passed April 30, 1847. Chapter 166.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

§ 1. The Long Island Railroad Company are hereby authorized to increase their capital by a sum not exceeding



seven hundred and fifty thousand dollars, and to issue and sell stock for the same, from time to time, as the Board of Directors shall deem proper, for the purposes of widening cuts and embankments, building station houses, relaying eleven miles or more of their track, with heavy iron rail, weighing not less than fifty-six pounds to the yard, liquidating debts and giving greater accommodation to the public.

§ 2. The Board of Directors of said company, shall have power to fill vacancies that may occur in the said Board of Directors, by death, resignation or other causes other than the limitation of a regular term of office.

§ 3. The time for completing said road is hereby extended ten years.

§ 4. The said railroad company shall before they commence the transportation to Williamsburgh of passengers on that portion of said railroad to be constructed to the village of Williamsburgh as provided in their said charter pay to the president and directors of the Williamsburgh Turnpike Road and Bridge Company, for the stockholders of the said company the sum of thirty-seven dollars and fifty cents for each and every share of stock in said Turnpike Road and Bridge Company.

§ 5. As soon as the said railroad company shall pay or tender to the president and directors of said Williamsburgh Turnpike Road and Bridge Company the sum specified in the last preceding section then the said railroad company shall be entitled to, and shall possess all the rights, privileges, property and estate of said Turnpike Company and shall be subject to the same duties, liabilities, pains and penalties and after completing the said railroad may abandon said turnpike giving notice thereof to the Commissioners of Highways and then the said turnpike shall be kept in repair in the same manner as other highways; but until the said turnpike road is abandoned the said company shall keep it in as good repair as it now is.

§ 6. This act shall take effect immediately.



## AN ACT

FOR THE RELIEF OF THE PRESIDENT AND DIRECTORS OF  
THE WILLIAMSBURGH TURNPIKE ROAD AND  
BRIDGE COMPANY.

Passed April 11, 1853. Chapter 146.

The People of the State of New York, represented in  
Senate and Assembly, do enact as follows:

§ 1. Sections four and five of the act entitled "An Act  
to amend the Charter of the Long Island Railroad Com-  
pany," passed April 30, 1847, are hereby repealed.

§ 2. This act shall take effect immediately.

## AN ACT

RELATIVE TO RAILROADS ON LONG ISLAND IN THIS STATE.

Passed April 13, 1853. Chapter 220.

The People of the State of New York, represented in  
Senate and Assembly, do enact as follows:

§ 1. Every Railroad Corporation on Long Island  
formed pursuant to the provisions of the general Railroad  
Act, or under any act of the Legislature of this State,  
heretofore passed whose railroad has been constructed  
and is now in use shall have the right to use their said  
road, in the same manner, and to propel their cars over  
the same, throughout its entire length with the like motive  
power as that used by them thereon at the time of the  
passing of this act, and also to regulate the time and man-  
ner in which passengers and property shall be transported  
over the same provided however that the Supreme Court  
of this State upon the application of any person or persons  
or bodies corporate conceiving themselves aggrieved by  
the manner in which any such corporation use their road,  
and upon notice of such application served upon such  
corporation, together with copies of all papers upon which  
the same is founded, not less than thirty days previously  
thereto may at a general term thereof held in the district  
where such road or some part thereof is located, for good  
cause shown, make an order regulating and directing the  
manner in which the motive power on such road shall be  
used.



§ 2. This act shall take effect upon condition that the strip of land owned by the Brooklyn and Jamaica Railroad Company on the south side of Atlantic Avenue between the Gowanus-lane and Classon-avenue, shall be ceded to the City of Brooklyn as and for a public street, on such terms and conditions, as shall be agreed on by and between the said company, and the City of Brooklyn, and said company are hereby authorized to cede the same, and said city to agree as aforesaid, and such agreement shall be in writing and be recorded in the office of the Register of the County of Kings.

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AN ACT

TO AMEND THE CHARTER OF THE LONG ISLAND RAILROAD COMPANY.

Passed March 23, 1857. Chapter 152.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Long Island Railroad Company is hereby authorized and empowered to purchase and own, along and adjoining the route of their road, on either side thereof east of Hyde Park station in the town of Hempstead, in addition to the width that said company may now legally hold, other lands for the purpose of constructing double tracks, depots or sidings, the widening of excavations and for the erection and maintenance of fences, hedges, or other devices for the prevention and lessening of snow drifts along said road; which said lands are hereby limited to one hundred feet additional at any place along their track; and shall not in any place, together with the land now owned by said company, exceed one hundred and fifty feet in width.

§ 2. In case said company cannot agree with the owner or owners of land so required, then it shall have the right to acquire title to the same in the manner and by the special proceedings prescribed by the act entitled "An Act to authorize the formation of Railroad Corporations and to regulate the same, passed April second, eighteen hundred and fifty.



§ 3. It shall not be lawful for the said company to use any portion of said land thus acquired, for any other purposes than those mentioned in the first section of this bill.

§ 4. This act shall take effect immediately.

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AN ACT

SUPPLEMENTARY TO THE "CHARTER OF THE LONG ISLAND RAILROAD COMPANY."

Passed April 18, 1859. Chapter 444.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION. 1. The Long Island Railroad Company are hereby authorized to take and accept a lease of any railroad on Long Island, now connecting with said Long Island Railroad, or that may hereafter be connected therewith, and to run and operate and hold the same, under the general powers and subject to the liabilities of the charter of said Long Island Railroad Company.

§ 2. And said Long Island Railroad Company are further authorized to become the purchasers, in whole or in part, of the stock or bonds issued, or to be issued by said connecting road or roads, built or to be built or to guarantee the payment of said bonds, principal and interest; provided the giving said guarantee shall have been first authorized and approved at a meeting of the stockholders of said Long Island Railroad Company, by a majority of two-thirds in interest of the stockholders attending said meeting.

§ 3. The general railroad act of this State, passed April second, eighteen hundred and fifty, is so amended as to allow the Long Island Railroad Company to use upon their road or any of the branches used by them, rails of fifty pounds in weight to the lineal yard; provided said rails be of American manufacture.

§4. That the law authorizing land to be purchased and taken for the prevention of snow drifts along the route of the Long Island Railroad, passed March twenty-third, eighteen hundred and fifty-seven, be and the same is hereby amended, so as to extend along the lengths of the



several branches constructed or leased or which may be constructed or leased by said Long Island Railroad Company, except along the Brooklyn and Jamaica Railroad from Jamaica to Brooklyn and within the limits of any incorporated village.

§ 5. The said Long Island Railroad Company may also purchase or employ one or more steamboats or lighters, for the conveyance of their passengers and freight between the steam terminus of their road at Hunter's Point and the City of New York, provided that the same shall in no manner interfere with the rights of the Mayor, Aldermen and Commonalty of the City of New York.

§ 6. The said, The Long Island Railroad Company shall not be authorized to make any change of its present running termination at the South Ferry Brooklyn, until such company shall have complied with the provisions of an act entitled "An Act to provide for the closing of the entrances of the tunnel of the Long Island Railroad Company in Atlantic street in the City of Brooklyn and restoring said street to its proper grade, and for the relinquishment by said company of its rights to use steam power within said city," and this act is passed upon condition that all the provisions of the contract authorized to be made with said company or its assigns, in and by said act, shall be well and truly kept and performed and this act is to take effect, so far as the allowance of the change of terminus, only upon the passage of said act, and upon a compliance with the terms thereof.

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### AN ACT

TO AMEND THE CHARTER OF THE LONG ISLAND RAILROAD COMPANY.

Passed March 12, 1860. Chapter 65.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Long Island Railroad Company is hereby authorized to construct or extend its railroad from Jamaica to the East River at, or near Hunter's Point, in Queens County, and to maintain, operate and hold the



same, under the provisions of its charter, and the provisions of the act to authorize the formation of railroad corporations, and to regulate the same, passed April second, eighteen hundred and fifty, with the amendments thereto.

§2. The said Long Island Railroad Company may, at its option, purchase the New York and Jamaica Railroad, now in the course of construction between the points named in the first section of this bill, on such terms and conditions as may be mutually agreed upon between the said Long Island Railroad Company, and the proprietors of the said New York and Jamaica Railroad Company. All proceedings taken by said New York and Jamaica Railroad Company for the purpose of constructing said road and acquiring title to land, may be adopted and continued by said Long Island Railroad Company, as fully and with the same legal effect, as the said proceedings could have been continued by the said New York and Jamaica Railroad Company, if no such sale had taken place; or the said Long Island Railroad Company, at its option, may institute proceedings under its Charter for the purpose of securing the right of way for said road.

§ 3. This act shall take effect immediately.

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## AN ACT

TO AMEND THE CHARTER OF THE LONG ISLAND RAILROAD COMPANY.

Passed April 15, 1861. Chapter 252.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Long Island Railroad Company shall have and be entitled to the exclusive use and occupancy of the bulkheads, wharves, docks, piers and slips now owned by such company or occupied by it under a conveyance, lease or contract therefor, from the owners thereof at or near Hunter's Point, in the County of Queens, for the purposes of its business.

SECTION 2. It shall be the duty of any officers who are now or shall be hereafter empowered to regulate and station vessels in the waters adjacent to such bulkheads,



wharves, docks, piers and slips, or any of them, whenever requested by said corporation, to prohibit and prevent all boats, ships and vessels from mooring or lying at or adjoining or in front of such bulkheads, docks, wharves and piers or any of them, while the same are required by said corporation for its use and accommodation, or from interfering with the beneficial use of such bulkheads, wharves, piers and slips by the said corporation.

SECTION 3. All acts and parts of acts inconsistent herewith are hereby repealed.

SECTION 4. This act shall take effect immediately.

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AN ACT

TO AMEND CHAPTER TWO HUNDRED AND SEVENTY-SEVEN OF THE LAWS OF EIGHTEEN HUNDRED AND THIRTY-NINE ENTITLED "AN ACT TO AMEND THE CHARTER OF THE LONG ISLAND RAILROAD COMPANY.

Passed April 21, 1862; three-fifths being present. Chapter 413.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The third section of the act entitled "An Act to Amend the Charter of the Long Island Railroad Company," passed April twenty-ninth, eighteen hundred and thirty-nine, is hereby amended so as to read as follows:

The said corporation are hereby authorized to construct such branch railroad in any part of Long Island, except the County of Kings, as they may deem expedient and necessary, subject to the provisions of the general railroad law, provided that no such branch railroad be constructed west of the eastern boundary of the village of Jamaica.

§ 2. This act shall take effect immediately.

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AN ACT

AUTHORIZING THE LONG ISLAND RAILROAD COMPANY TO INCREASE THEIR CAPITAL STOCK.

Passed April 12, 1867; three-fifths being present. Chapter 368.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:



SECTION 1. The provisions of the ninth section of the act entitled "An act to authorize the formation of Railroad Corporations, and to regulate the same," passed April second, eighteen hundred and fifty, authorizing the increase of the Capital Stock of any company formed under said act, are hereby extended and made applicable to the Long Island Railroad Company.

§ 2. This act shall take effect immediately.

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AN ACT

TO REVISE THE CHARTER OF LONG ISLAND CITY.

Passed April 13, 1871. Three-fifths being present.  
Chapter 461.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

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Title XI.

Miscellaneous Provisions.

§ 19. Nothing in this act shall be construed as granting to the Mayor or Common Council of said city or either of them or to any officer of said city power to prohibit or control in any manner the use of steam power on any railroad from any part of Long Island to the East River and such railroad companies shall have unobstructed right to run to the East River with their locomotives and cars, but shall furnish suitable guards or signals at the street crossings, for the proper protection of the public.

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IN THE MATTER OF THE EXTENSION OF THE CORPORATE EXISTENCE OF THE LONG ISLAND RAILROAD COMPANY.

STATE OF NEW YORK, SS.:

We, the undersigned stockholders of The Long Island Railroad Company, and holders of the number of shares of the stock of said company set opposite our respective names, and holders of more than two-thirds in amount of the stock held by the stockholders of such corporation in pursuance of the statute in such case made and provided. Do hereby certify that we consent to the continuance and

extension of the railroad corporation known as the Long Island Railroad Company, a corporation created under and by virtue of Chapter 178 of the laws of the State of New York, passed April 24th, 1834, and entitled "An act to incorporate the Long Island Railroad Company," and we hereby further certify that we consent that the continuance and extension of such corporate existence be for the term of two hundred and fifty years beyond and in addition to the term fixed in the act of incorporation above referred to.

Dated, July 26th, 1883.

NAMES OF STOCKHOLDERS.	NO. OF SHARES.
Austin Corbin .....	41066
Henry Graves .....	22400
H. W. Maxwell .....	11500
J. R. Maxwell.....	17000
G. S. Moulton .....	600
Maxwell & Graves.....	3965
J. K. O. Sherwood.....	1100
F. W. Dunton, Cash.....	700
W. G. Wheeler.....	1100
C. F. Norton.....	356
Mills, Robeson & Smith.....	400
D. C. Corbin.....	908
J. D. Campbell.....	600
P. W. Gallaudett & Co.....	1300
A. M. Kidder & Co.....	1200
James G. King's Sons.....	5852
Sam Sloan .....	400
Dumont Clarke .....	1000
A. W. Durkee & Co.....	500
Grant & Ward .....	650
Colburn, Day & Field.....	400
A. M. Ferris & Kimball.....	400
Savin & Vanderhoff.....	1400
Lawson, Douglass & Co.....	600
Harriot & Noyes .....	600
Charles E. Maxwell .....	200
Wm. B. Kendall.....	352
Henry Martin .....	200
Horace K. Thurber.....	2000
Turner Manuel & Co.....	800
Francis O. French.....	2000



Edward Sweet & Co.....	900
H. Knickerbacker & Co.....	1010
H. L. Richards, Guardian, C. S. Tappen, Atty..	100
Wm. F. Buckley.....	440
Chauncey & Gwynne Bros.....	194
Chas. J. Spencer.....	700
Demas Barnes .....	704
David Fairbanks .....	800
J. H. Ketcham .....	2000
Ferd. W. Peck.....	3200
Clarence J. Peck.....	200
Edward Tuck .....	6000
H. M. Requa.....	100
Susan Dyckman, Per H. M. Requa, Atty.....	100

STATE OF NEW YORK, }  
 City and County of New York, } ss.: 137997

On the 26th day of July, in the year of Our Lord one thousand eight hundred and eighty-three, before me personally came Austin Corbin, Cyrus W. Field, Jr. (a member of the firm of Colburn, Day & Field), Frederick W. Dunton, Henry Graves, Henry Graves a member of the firm of Maxwell & Graves, Henry W. Maxwell, Gilman S. Moulton, James K. O. Sherwood and William G. Wheeler, and on the 27th day of July in the same year, before me personally came Dumont Clarke, Daniel C. Corbin, James D. Campbell, Augustus W. Durkee, a member of the firm of A. W. Durkee & Co.; Andrew M. Ferris, a member of the firm of A. M. Ferris & Kimball, Peter W. Gallaudett, a member of the firm of P. W. Gallaudett & Co.; Jesse R. Grant, a member of the firm of Grant & Ward, James G. K. Duer, a member of the firm of J. G. King's Sons, Amos M. Kidder, a member of the firm of A. M. Kidder & Co.; Robert C. Lawson, a member of the firm of Lawson, Douglass & Co.; William P. Robeson, a member of the firm of Mills, Robeson & Smith, Carroll F. Norton, Elisha W. Vanderhoff, a member of the firm of Savin & Vanderhoff, and Samuel Sloan, and on the 28th day of the same year before me personally came Henry Martin, Charles Maxwell, Julius M. Noyes, a member of the firm of Harriot & Noyes; Archibald Turner, a member of the firm of Turner, Manuel & Co.; Horace K. Thurber, William B. Kendall, Demas Barnes, William F. Buckley, Francis O. French, David Fairbanks, Henry Knickerbacker, a member of the



firm of Henry Knickerbacker & Co.; C. S. Tappen, attorney in fact for Harriet L. Richards, as guardian; Charles J. Spencer, Daniel Chauncey, Jr., a member of the firm of Chauncey & Gwynne Bros., and Frederick Van Lennet, a member of the firm of Edward Sweet & Co.; and on the 30th day of July, in the same year before me personally came Edward Tuck, Clarence Peck, John R. Maxwell and Ferdinand W. Peck; and on the 21st day of August, in the same year, before me personally came Henry M. Requa and Henry M. Requa, as attorney in fact for Susan Dyckman, all of whom being known to me and to me known to be the persons described in and who executed the foregoing instrument, and also known to me to be such firm members, attorneys in fact and trustee as above stated, and severally acknowledged that they executed the same, and each of said firm members acknowledged that they executed the same as the act and deed of his said firm and said Henry Graves, trustee, acknowledged that he executed the same as such trustee, and said Henry M. Requa, attorney in fact for Susan Dyckman, acknowledged that he executed the same as the act and deed of said Susan Dyckman, and said C. S. Tappen, attorney in fact for said Harriet L. Richards, guardian, acknowledged that he executed the same as the act and deed of said Harriet L. Richards, guardian.

JAMES S. ALLEN,  
Notary Public (36),  
N. Y. Co.

STATE OF NEW YORK, }  
City and County of New York, } ss.:

On the first day of August, in the year one thousand eight hundred and eighty-three, before me personally came John H. Ketcham, to me known and known to me to be one of the persons described in and who executed the foregoing instrument, and acknowledged that he executed the same.

JOSEPH B. BRAMAN,  
Notary Public (No. 107),  
City and County of New York.

[Endorsed:]

In the matter of the Extension of the Corporate Existence of "The Long Island Railroad Company.

State of New York,  
Office of Secretary of State,  
Filed and Recorded, Sept. 7, 1883,  
ANSON S. WOOD,  
Deputy Secretary of State.