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## THE BUFFALO AND WASHINGTON RAILWAY COMPANY (1866)

### CORPORATE TITLE

The Buffalo and Washington Railway Company.

### INCORPORATION

Incorporated under—

Special Act of the Legislature of Pennsylvania of March 30, 1866,  
General laws of Pennsylvania, and  
Special Act of the Legislature of New York of April 18, 1866.

Consolidation of Sinnemahoning Portage Railroad Company and The  
Buffalo and Washington Railway Company (1865).

Agreement of Consolidation and Merger dated August 6, 1866, was  
filed in the office of the Secretary of State of New York, September 29,  
1866, and in the office of the Secretary of the Commonwealth of Penn-  
sylvania, October 3, 1866.

### ORGANIZATION

October 3, 1866. Agreement of Consolidation and Merger named officers  
and Directors. George W. Tift was the first President and William  
Wallace the first Chief Engineer, and he was succeeded October 17,  
1867 by Peter Emslie. B. C. Rumsey was elected President October  
10, 1868.

**CORPORATE TERMINATION**

The name of the Company was changed to Buffalo, New York and Philadelphia Railway Company under authority of Special Act of the Legislature of New York of April 12, 1871, and Special Act of the Legislature of Pennsylvania of February 18, 1871.

**CAPITALIZATION**

*Capital Stock*

*Issued—*

12,423 shares, \$100. par value each subscribed for;  
 paid in ..... \$498,551.92

*Control—*No record.

Entire stock was exchanged, par for par, for original stock of successor company.

*Bonds*

None issued.

**TERMINI AND DESCRIPTION (At date of corporate termination—1871)**

*Miles*

The Charter of the Company provided for the construction of a railroad from Buffalo, New York, to Emporium, Pennsylvania. At the time the name of the Company was changed to Buffalo, New York and Philadelphia Railway Company (April 12, 1871) its completed railroad extended from Buffalo to South Wales, New York.. 19.2

**CONSTRUCTION**

*From New York Central R.R. near Seneca Street, Buffalo to Aurora (East Aurora) New York, 14.40 miles.*

Commenced in July, 1867, and completed and opened for operation in February 1868. There was one large bridge over the Buffalo River at Buffalo.

*Aurora to South Wales, New York, 4.80 miles*

Commenced about July 1870 and probably completed during the fall of 1870.

*South Wales to Olean, New York, about 48.3 miles*

Commenced about September, 1870, but not completed by this Company.

DeGraff and Smith were the Contractors between Buffalo and South Wales. The contract price was \$22,500. per mile, exclusive of right of way, and including some equipment the quantity of which could not be ascertained. Donald Robertson was the Contractor between South Wales and Port Allegany. The contract price was \$19,500. per mile.

Between Buffalo and Olean the terrain is partly rolling and partly hilly. There are 69 curves, the sharpest of which is 3° 47' except at the junction at Buffalo and in Olean Yard. Most of the curves are 2° and less. The maximum grades are 1.12% against southbound movement and 0.48% against northbound movement.

The entire road was constructed with one main track, gauge 4' 8½", cross ties 6" x 6" x 9', rail 56 lb., iron.

#### EQUIPMENT

In 1871 the Company owned 2 locomotives, 2 passenger cars, 1 baggage car, and 16 freight cars.

#### OPERATION

*February 1868 to April 12, 1871 (date of change of name)*

By the Company's own organization.