

**New York Public Library
Humanities and Social Sciences Library
Manuscripts and Archives Division**

**Penn Central Transportation Company
(New York Central, Pennsylvania, and Long Island Railroads)**

Records, 1796 - 1986

**Compiled by Richard Salvato
rev. 2006**

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Summary

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| Main entry: | Penn Central Transportation Company |
| Title: | Penn Central Transportation Company Records, 1796-1986 |
| Size: | c.500 linear feet |
| Source: | Gift of the Consolidated Rail Corporation and the Penn Central Company |
| Restrictions: | All material closed for 25 years from date of creation |

Historical statement: The New York Central Railroad and the Pennsylvania Railroad, and their extensive networks of merged and leased lines, subsidiaries, and related businesses, rank among the most important railroads in the world., The Long Island Railroad, moreover, which merged with the Pennsylvania Railroad in 1900, has for many years been the largest suburban railroad in the United States. The New York Central Railroad and the Pennsylvania Railroad were pacesetters in the industrial development of the United States, and were the central factor in the settlement and exploitation of frontier territories in the nineteenth century. In 1968 the two giants merged to form the Penn Central Railroad. Subsequently, the Penn Central Railroad declared bankruptcy. The company's failure sent shock-waves through the national transportation system, and the U.S. government stepped in to restore confidence in rail transportation. Congress created two rail systems, Amtrak, for cross-country passenger service, and Conrail for long distance travel in the north-east. The suburban lines of the Long Island, New Haven and Hudson and Harlem lines were placed under the control of the Metropolitan Transportation Authority.

Description: The bulk of the collection reflects the decades of the 1850s through the 1930s, and includes the records of over two hundred railroad companies, real estate companies, and other related businesses, which comprised the combined rail systems of the New York Central Railroad, the Pennsylvania Railroad, and the Long Island Railroad, including merged lines, leased lines, and subsidiaries, and the pioneering Mohawk Valley lines extending from Albany to Lake Erie, and the records of the disparate lines which became the Long Island Railroad. The records include journals, ledgers, cash books, stock ledgers, etc.; and administrative, executive minutes, correspondence, annual reports, legal files, etc. In addition there is a collection of several hundred maps covering the period from 1796 to 1935.

I. Historical Note

The development of the American Railroad Industry

During the period roughly from the end of the War of 1812 to the opening in 1869 of the rail route from the Missouri River to San Francisco, a network of horse-drawn and steam-powered railways, river steamboats, barge systems, turnpikes, roads, and canals was built which resulted in a freedom, speed, and ease of travel and shipping previously unimaginable. At the heart of this transportation revolution was the railroad. Insofar as it played a principal role in the industrial revolution and spearheaded the opening up of the western territories, the railroad can be said to have made the modern United States.

The first steam-powered railroads in the United States evolved from primitive horse-drawn quarry tramlines and coal-carriers, such as the Quincey in Massachusetts, the Mauch Chunk in eastern Pennsylvania, and the Delaware & Hudson (also in Pennsylvania) which had the distinction of being the first line in America on which a locomotive was run. The first major railroad, also originally horse-drawn, was the Baltimore & Ohio chartered in 1827 to build a line from Baltimore to the Ohio River. After a decade of trial and error in England and America, the steam railroad became a workable reality in 1829 at the Rainhill tests in England where George Stephenson's award-winning engine publicly demonstrated the potential of the steam locomotive. Some of the earliest rail lines in America, such as the Baltimore & Susquehanna and the Camden & Amboy, began as toll roads—much like canals or turnpikes—on which individual transporters could operate their own equipment. In 1830 Peter Cooper experimented with his "Tom Thumb" on the Baltimore & Ohio, and in New York City in the same year the first two American-made locomotives, built for the Charleston & Hamburg Railroad, rolled out of the West Point Foundry to carry cotton to the seaboard over rails made of iron-covered wood.

Limited capital, prohibitive construction costs, and technical problems, caused the failure of virtually all the early lines. Despite the long depression of the late 1830s and early 1840s, the railroad progressed rapidly, however, and emerged at the end of the 1850s a stable industry with uniform methods of construction, and its own technology, organizational structures, fiscal arrangements, and managerial practices. The 1850s was a growth period during which many large railroads were built, among them the great east-west trunk lines.¹ In New York State alone there were nearly 4000 miles of track, of which the young New York Central Railroad had over 650 miles between Albany and Lake Erie, and the older Long Island Railroad had 95 miles between Brooklyn and Greenport near the island's tip. Earnings up to 1858 for all roads in New York State totaled well over \$20 million. By the decade's end the railroad had pretty much replaced the waterways as the nation's principal form of transportation.

The years of the railroad's ripening, 1850-1880, also saw the parallel emergence of a new national ideology. A blend of economic, social, political, and cultural rationalizations of industrial capitalism, the new consciousness undercut traditional laissez-faire principles and assumptions in what was arguably a modernization drive. This transforming process was speeded up by the alliance forged between the federal government and northern industry during the Civil War.² Initially sanctioned by military and political

¹The Pennsylvania Railroad, the Erie, and the Baltimore & Ohio. Another, the New York Central, was created in 1853 by the consolidation of the Albany & Schenectady; Schenectady & Troy; Utica & Troy; Syracuse & Utica; Rochester & Syracuse; Buffalo & Rochester; Rochester, Lockport & Niagara Falls; and Buffalo & Lockport. Each road was built to fit in with the other roads in the line and together were known as the Central Line.

² This development helped to create the image of the railroad as less a private enterprise and more a public utility. By the time of the Civil War the interests of the industry were strongly represented in Congress and in State legislatures.

objectives, the unprecedented collaboration continued after the cease-fire, and opened the way for the rise of the big industries of the 1880s and 1890s. No industry contributed more to this process than the railroad. Nor did any industry derive greater benefits from the permissive climate that followed in the wake of industrialization. The pragmatic and liberal society of the post-Civil War era hailed the unrestricted growth of the railroad as the fundamental symbol of national unity and progress. The importance of the railroad in its prime was less as a transporter of people and freight and more as a producer of land for settlement and economic development. As a result it gained the acclaim and support of the public, and was promoted by capitalists, endorsed by scientists, favored by State land-grant policies, and protected by a grateful federal government. By the end of the 1870s the railroad industry had gained a privileged place in the nation's economy which endured well into the 1950s.

The creation and growth of the Pennsylvania Railroad

The railroad had been a factor in commercial competition since the early 1830s, and had played a key role in the plans of the merchant-capitalists of the rival cities of Baltimore, New York, and Philadelphia. In the hunt for the rich markets beyond the Appalachians, Philadelphia staked its position as the country's principal commercial and financial center, and the creation in 1846 of the Pennsylvania Railroad was the city's urgent response to the failure of the Pennsylvania public works project to provide it with a canal system to compete with New York's state-owned Erie Canal which had opened in 1825. It was also a reaction to two challenges to what remained of its western commercial empire. The more serious challenge had come from the merchants of New York who, by linking the major barge systems of the Great Lakes to the Hudson River by way of the Erie Canal and the Central Line railroads extending west from Albany, had captured much of the western trade by the end of the 1840s. Opened between 1831 and 1845, these pioneer roads, the nucleus of the New York Central Railroad, offered fast movement of passengers and freight over the lenient grades of the Mohawk Valley to and from New York City's shops and docks. Baltimore and Philadelphia had nothing to compare with this combination of rail and water transport.

The other danger lurked closer to home in the form of legislation proposed in the Pennsylvania Senate in January of 1846 authorizing the Baltimore & Ohio Railroad to expand from its base in Cumberland, Maryland, into Pennsylvania and on to the prize of Pittsburgh, which, because of its position at the point where the Allegheny and Monongahela rivers flowed together to form the Ohio River, was coveted by all three competing cities. In its bid to win the frontier markets, the Baltimore & Ohio had progressed as far as Cumberland thanks to an earlier act passed in 1828 (with subsequent extensions) by the State of Pennsylvania. The 1846 Act granted additional construction rights to the Baltimore & Ohio, but a loophole enabled Philadelphia to rush through legislation creating the Pennsylvania Railroad and by nullifying all rights previously granted by the Pennsylvania lawmakers ending the hopes of the Baltimore & Ohio's.

Begun in 1847, the railway from Philadelphia to Pittsburgh via Harrisburg and Robinson's Summit (now Altoona) crossed the Alleghenies at over 2,000 feet (only a theoretical exploit a few years earlier) and gradually descended to Johnstown and Pittsburgh. In December of 1852 a continuous, single-track line between Philadelphia and Pittsburgh was opened to trade and travel. From this start as a trunk line over the Allegheny Mountains to Pittsburgh, the Pennsylvania Railroad eventually built a network of lines ranging over 11,000 miles of rail routes from Long Island in the east, south to Louisville, west to St. Louis and Chicago, and north to Buffalo, Detroit, and Mackinaw City, Michigan. By 1875 it was the largest railroad in the U.S. and the nation's largest single employer. By the 1890s its assets were double those of any other American business. In its 122-year history the Pennsylvania Railroad incorporated hundreds of rail lines (among them the Long Island Railroad in 1900), canals, turnpikes, express companies, trolleys, ferries, bridge companies (the oldest of which was the Passaic and Hackensack Bridges dating from 1793), real estate, office buildings, coal companies, and truck and bus lines.

The New York Central Railroad and the Triumph of New York City

The tracks of the New York Central Railroad, the Pennsylvania Railroad's great rival, have long been the principal rail route in and out of New York City. Originally seventeen miles long in 1831, the New York Central Railroad in 1853 began to build its realm by consolidating eight railroads with tracks roughly paralleling the Erie Canal between the Hudson River at Albany and Troy in the east, and Lake Erie at Buffalo, in the west. The combination of these pioneer lines, the widespread canal system, and the Hudson River steamboats, raised New York City to preeminence as a financial and commercial center. In a New York *Tribune* editorial, Horace Greeley, in recognition of the New York Central's colonizing potential, labeled it "the Imperial New York Central". The city's rule over trade and industry was strengthened in 1869 when the New York Central Railroad combined with the Hudson River Railroad on the river's eastern bank to create a direct rail route from New York City and tidewater via the Hudson River Valley to Albany, and on to Buffalo, the Great Lakes, and the emergent lands beyond. This merger also became the model for future takeovers which led to the fully-developed system's gaining control of the north-east, and expanding into roughly the same mid-western territory as the Pennsylvania Railroad, although it did not extend further south than central Pennsylvania. In 1898 it took over the St. Lawrence and Adirondack Railroad in northern New York and extended lines into Canada.

The Long Island Railroad

For years railroad-men had dreamed of a rail line from New York City to Boston via the most direct route along the Connecticut shore of Long Island Sound. The construction of such a rail line was delayed until the 1840s by high construction costs, and a technology not yet able to cope with the numerous hills and rivers of Connecticut. In the meantime, the New York State Legislature in 1834 chartered the Long Island Railroad to build a combination rail and steamship route ninety-four miles along the sparsely-inhabited spine of Long Island to Greenport at the island's eastern end. At Greenport passengers and freight were transferred to ferries which transported them across Long Island Sound to Stonington, Connecticut, where the railroad journey was resumed. When the 'impossible' was accomplished and a direct rail route was opened in 1848, the Long Island Railroad suffered considerable financial loss, and was forced to abandon the rail-steamship-rail route. The position of the Long Island Railroad in the middle of the island prevented it from serving the old south-shore villages. For most of the early railroads (especially the Pennsylvania Railroad and New York Central Railroad) expansion was the key to survival; and, in the case of the successful lines, which had by the 1880s achieved a quasi-public status, expansion meant monopoly by merger.³ This was true of the modern Long Island Railroad, which became the largest suburban line in the United States by creating a loop of new lines, and merged or leased lines, between Manhattan/Brooklyn and Montauk on the south shore, and Greenport on the north shore, using Jamaica, Mineola, Hicksville, and Riverhead as connection points. When the Long Island Railroad reached Montauk at the island's eastern tip it found itself hemmed in with nowhere to go because the New York Central Railroad blocked any hope of a western outlet, which required crossing the Hudson River. Successful expansion in a relatively small and restricted geographical area made suburban railroads, like the Long Island Railroad, vulnerable to takeover by larger railroads with special needs, deeper reserves of capital, and wider bases of operations. In this case it was the Pennsylvania Railroad, which coveted the Long Island Railroad's access to Manhattan, its facilities on Brooklyn's industrial waterfront, and its command of Long Island's recreational resources and rapidly-growing suburbs. In 1900 the Pennsylvania

³ In the last three decades of the nineteenth century the Pennsylvania Railroad and the New York Central became models of expansionism, overwhelming railroad after railroad with reserves of capital. As the network of their lines grew so did their social and economic importance and with it their political influence.

Railroad gained control of the Long Island Railroad by acquiring 56% of its stock, but allowed it considerable autonomy. In 1966 the Long Island Railroad was purchased by the Metropolitan Commuter Transportation Authority of New York State.

Merger of the Pennsylvania Railroad and the New York Central Railroad, and the financial collapse of Penn Central

Railroad passenger and freight services in the northeast had long been divided between the Pennsylvania Railroad and New York Central Railroad when the two giants formally agreed in 1962 to merge. Both systems continued to operate autonomously until 1968 when the approval of the U.S. Supreme Court opened the way for the rivals to merge as The Pennsylvania Railroad-New York Central Railroad Company. Almost immediately the name was changed to Penn Central. As a condition of the merger imposed by the Interstate Commerce Commission, Penn Central acquired as well the bankrupt New York, New Haven, & Hartford Railroad. In addition to inheriting 40,000 miles of track in 16 states, the District of Columbia, and two Canadian provinces, by the end of 1968 the Penn Central Company was faced with serious cash shortages linked to financial and passenger service problems. When Penn Central failed to reverse the critical cash situation by cutting back on capital expenditure, the company suffered a \$63 million operating loss. In 1969 the name was changed to Penn Central Transportation Company, and a parent holding company was formed which took the name Penn Central Company. Heavy losses continued—\$62.7 million in the first quarter of 1970 alone—forcing the company in March of 1970 to discontinue thirty-four east-west long-distance trains. After the U.S. Government withdrew a \$200 million guarantee the Penn Central Transportation Company collapsed, and filed for reorganization. This breakdown culminated in the largest bankruptcy in U.S. history, with losses to shareholders, bondholders, and other investors alone, amounting to billions of dollars.⁴

The creation of Amtrak and Conrail

In the wake of the company's failure the national transportation system itself was seriously threatened, and the U.S. Government stepped in to avert panic and restore confidence in the railroad industry. As part of an administrative slimming-down process the Long Island Railroad in 1968, the New Haven in 1971, and the Hudson and Harlem lines of the New York Central Railroad in 1972, were placed under the jurisdiction of the Metropolitan Transportation Authority. In 1971 the Government established the National Railroad Passenger Corporation (Amtrak) to run long-distance passenger service; and in 1973 Congress created the U.S. Railway Association to reorganize the rail system of the Penn Central Transportation Company. Another step in the Government's bid to aid the ailing national rail system was taken three years later when the Consolidated Rail Corporation (Conrail) was formed by Congress to take over the Penn Central Transportation Company and the viable portions of six other bankrupt northeastern railroads: The Central Railroad Company of New Jersey, Erie Lackawanna Railway Company (Erie Railroad, and the Delaware, Lackawanna & Western Railroad) Lehigh and Hudson River Railway Company, Lehigh Valley Railroad Company, Pennsylvania Railroad-Reading Seashore Lines, and the Reading Company. In 1978 the Penn Central Transportation Company, which had been responsible for railroad operations, was reorganized again, this time as a general holding company with subsidiaries in real estate and manufacture. In an attempt to recoup its losses, Conrail in 1981

⁴For a brief but informative history of the Penn Central affair see *The Financial Collapse of the Penn Central Company. Staff Report of the Securities and Exchange Committee to the Special Subcommittee on Investigations*. U.S. Government Printing Office, Washington, D.C., 1972.

began a period of technological modernization, and two years later it converted solely to freight, a change that involved selling the remainder of its local passenger lines and equipment to state-run commuter authorities, and Canadian lines to Canadian rail companies. In 1987 Conrail went public, and in January of 1990, the company announced plans to buy back more than a third of its shares and to establish an employee stock ownership arrangement.

Penn Central Railroad Historical Records Project

Under pressure from the federal government to cut expenses and streamline its operations, Conrail set up a timetable for the destruction of all pre-1968 records. At the request of Conrail and the Penn Central Corporation a consortium of seven archival repositories⁵ undertook in 1984 to dispose of 360,000 linear feet of what remained of the records of the Pennsylvania Railroad (including the records of the Long Island Railroad, the nation's largest commuter line) and the New York Central Railroad. These records, which comprise an exceptionally rich source for studying business and labor histories, were in line for destruction. Acting quickly to meet the disposal deadline imposed by Conrail, the unique coalition of historians and archivists created the Penn Central Railroad Historical Records Project to assess the research potential of the records. Based on a preliminary plan, a decision was made to distribute the records among the original seven members of the consortium (and later two new members, the Ohio Historical Society, and the Baker Library at Harvard University). In 1984 the Penn Central Railroad Historical Records Project was funded by the National Historical Publications and Records Commission, and the task of surveying the huge archives was begun. The survey was supervised by a steering committee consisting of one representative from each depository. The process of appraisal and selection was finished in 1986 and the consortium was disbanded.

⁵New York Public Library, Hagley Museum and Library, New Jersey State Archives, Pennsylvania Historical and Museum Commission, Pennsylvania University, the Urban Archives at Temple University, and the Bentley Library of the University of Michigan.

II. Regional distribution of the Penn Central Records

It may safely be argued that modern business bookkeeping began in the mid-19th century with J. Edgar Thomson and the Pennsylvania Railroad.⁶ The railroad's home office in New York was compelled to set up new accounting and managerial methods to deal with the sheer volume of complex information that poured in every day from the expanding system's field agents.

As might be expected, over the years the two giants accumulated huge masses of records, adding layer upon layer of complexity with each new line, merger, lease, subsidiary, or takeover. Of the records that survive, 7,241 linear feet are from the Pennsylvania Railroad and 718 linear feet are from the New York Central Railroad. The records of the New York Central Railroad system and the Pennsylvania Railroad (including the records of the Long Island Railroad) were distributed by the consortium in accordance with geographical proprietary factors, as follows:

Manuscripts & Archives Division, New York Public Library

The records of New York Central Railroad, Pennsylvania Railroad, and Long Island Railroad that were received by the Library consist of the usual sorts of account books which comprise the archives of most large businesses, including journals, ledgers, cash books, tax ledgers, and stock ledgers; and administrative files, such as executive minutes, departmental files, correspondence, annual reports, and legal files. The New York Public Library *did not receive any photographs*. The photographs of the New York Central Railroad were purchased by the Kalmbach Publishing Company of Milwaukee.

The largest part of the collection the Library received from Conrail consists of approximately 562 feet of the archives of the New York Central Railroad for the period 1825-1974. Under Conrail the former New York Central Railroad headquarters in New York City was closed and most of the operating files were destroyed. The only New York Central Railroad records that survive are the administrative files that were combined with the Pennsylvania Railroad records after the 1968 merger and absorbed into the Pennsylvania Railroad's records storage facility. In this collection of New York Central Railroad records there are, besides the parent company, over one hundred and fifty subsidiary, support, and cover companies, each of which generated its own records. The bulk of the records span the period roughly from the Civil War to the 1920s and consists of the files of the parent company; leased and subsidiary companies east of Buffalo; and historic predecessors (including the pioneer lines between Albany and Troy in the east, and Buffalo and Niagara Falls in the west) which merged in 1853 to form the nucleus of the modern New York Central Railroad; the Hudson River Railroad which merged with the New York Central Railroad in 1869 to link New York City and Buffalo; and the New York & Harlem Railroad.

The bulk of the Pennsylvania Railroad records went to other members of the consortium (see the below distribution entries). The Manuscripts and Archives Division of the New York Public Library received records spanning the years, 1897-1956, including the files of the Financial Department; the files of the Legal Department, 1903-1966; and c.194 feet of the corporate records for the period 1835-1968 of the Long Island Railroad which merged with the Pennsylvania Railroad in 1900. It is pertinent to remind researchers that in the Pennsylvania Railroad records there are records of the Long Island Railroad, including annual reports, minutes, legal files, and the files of the New York Zone under whose jurisdiction the Long Island Railroad

⁶For a comprehensive treatment of this theme see Alfred D. Chandler, Jr., *The Visible Hand: The Managerial Revolution in American Business* (Cambridge, Mass., 1977).

operated. The New York Public Library did not receive any of the operating records of the Pennsylvania Railroad. These records were divided between the Hagley Museum and Library and the Pennsylvania Historical & Museum Commission (see below). The Library did receive the correspondence and files of the Real Estate Department dealing with the Pennsylvania Railroad Station; files of the Legal Department relating to the New York Zone and chiefly to Long Island Railroad matters; and some files of the Supervisor of Motive Power Expenditures. The Library also received the Corporate Files, 1972-1986, of the Penn Central Railroad; the records of the Pennsylvania Railroad Tunnel & Terminal Railroad sub-systems; the Pennsylvania Railroad Terminal Real Estate Company; the New York Connecting Railroad; and the Stuyvesant Real Estate Company, all of which were subsidiaries of the Pennsylvania Railroad.

In reboxing the records of the New York Central Railroad, Pennsylvania Railroad, and Long Island Railroad, the random order in which they were received (lacking an organizational scheme) was retained. The container list has been organized alphabetically by name.

PLEASE NOTE: In 2001 the New York Public Library received from the Penn Central Corporation additional records. They consist chiefly the minutes of meetings of the Boards of Directors of various railroads and subsidiary organizations including the 51st Street Realty Corporation Minutes, Hudson River Bridge Company at Albany, Long Island Railroad, New York and Harlem Railroad, New York Central Railroad Development Corporation, New York Central Railroad Transport Company, New York Connecting Railroad, Pennsylvania Railroad Tunnel & Terminal Railroad, and one new accession, the Canadian Pacific Car & Passenger Transfer Company. For restrictions, dates, and box/volume numbers, see "Additions" on page 30.

In addition, the records given to The New York Public Library included 286 reels of microfilm of minutes of board of directors, stockholders and committee meetings, comptroller's office general books, and valuation department records. These include records of many records of railroads whose original records were given to the other repositories listed below.

A brief description follows of the records received by the other members of the Consortium. For more information contact the institutions.

Baker Library, Harvard University

Added to its collection of the older records of the Boston & Albany subsystem of the New York Central Railroad.

Bentley Historical Library, University of Michigan

Received the minutes, financial records, and stock records of the Michigan Central, and the Lake Shore & Michigan Southern Railway covering the territory between Buffalo and Chicago as well as relevant surviving fragments of the New York Central Railroad Lines West. The Bentley Library also received the records of the Grand Rapids & Indiana line of the Pennsylvania Railroad.

Manuscripts & Archives Department, Hagley Museum and Library

Received 244 cubic feet of the records of the Philadelphia Wilmington and Baltimore Railroad, and well over 2000 cubic feet of the administrative and departmental records of the parent Pennsylvania Railroad including a set of minutes, the files of the vice-presidents for Finance, Operations, and Personnel, and the files of the Superintendent of the Wage Bureau.

New Jersey State Archives

Received the corporate records of the historical United Railroad and Canal Corporation, the West Jersey and Seashore Railroad Company, and the Pennsylvania-Reading Seashore Lines. The State Archives also acquired the managerial records of the New York Zone, General Superintendent, New Jersey Grand Division.

Ohio Historical Society

Received the records of the Cleveland, Cincinnati, Chicago & St. Louis and Toledo & Ohio Central subsystems, covering the territory between Cleveland and St. Louis.

Division of Archives & Manuscripts, Pennsylvania Historical and Museum Commission

Received the corporate records of the Pennsylvania Railroad plus the Northern Central, Cumberland Valley, and other sub-systems in eastern and central Pennsylvania. The Museum also received the records of the Manor Real Estate Company, Susquehanna Coal Company, Pennsylvania Canal Company and the Union and Empire freight lines.

Pennsylvania State University

Received the corporate records of most western Pennsylvania subsidiaries of both the Pennsylvania Railroad and the New York Central Railroad, the operating records of the Central Region of the Pennsylvania Railroad, and the records of the Clearfield Bituminous Coal Company.

Urban Archives at Temple University

Received the administrative files of the Pennsylvania Railroad's Relief Department, Pension Department, and Provident Loan Association. The Archives also received the files of the Law & Real Estate Project relevant to Philadelphia.

Container List

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| 52078 Corporation | 227 | | | Board docket, 1957 |
| 52078 Corporation | 253 | | | Minutes, 1955-61 |
| Addison Railroad | 227 | | | Board docket, 1920-22 |
| Akron & Barberton RR Co. | | | 51 | Minutes, 4/11/1905 – 11/17/1919. |
| Albany & Schenectady | | 252-255 | | Minutes, 1847-53 |
| Albany Pier Proprietors | 35 | | | Minutes, 1825-1970 |
| Albany Pier Proprietors | | | 40 | Minutes, 3/24/1909 – 3/28/1951. |
| Alice Jones Corp. | 27 253 | | | Board docket, 1955 Minutes, 1955-59 |
| Allegheny & Western RR Co | | | 64 | Minutes, 5/21/1918 – 5/29/1918. |
| Alliance & Northern RR | | | 51 | Minutes, 4/8/1891 – 6/2/1902. |
| Amer. Niagara RR Corp. | | | 51 | Minutes, 12/15/1920 – 5/9/1947. |
| American Niagara | 35 | | | Minutes, 1920-47 |
| Atlantic Avenue Elevated | 1 | | | Minutes, 1890-1918 |
| Aurora & Cincinnati RR | | | 51 | Minutes, 12/23/1875 – 12/29/1877. |
| Bailey Run, Sugar Creek and Athens | | | 51 | Minutes, 5/5/1920 – 3/2/1938. |
| Battle Creek and Sturgis RR Co. | | | 31 | Index to and minutes, Nov. 13, 1889 – June 7, 1950 (indexed only from June 6, 1945 – June 7, 1950) |
| Bay City & Battle Creek | | | 51 | Minutes, 9/11/1889 – 9/16/1916. |
| Beech Creek Coal & Core | | | 83 | Minutes, 1/10/1901 – 1/28/1948. |
| Beech Creek Ext. | | | 51 | Minutes, 4/18/1901 – 3/31/1905. |
| Beech Creek Extension RR Company | | | 31 | Index to and minutes, May 12, 1905 – Dec. 13, 1950. |
| Beech Creek RR Company | | | 32 | Minutes, June 29, 1886 – May 5, 1950 (indexed only from June 7, 1920 – May 5, 1950) |
| Beech Creek, Clearfield & Southwestern | | | 51 | Minutes, 3/6/1883 – 1/13/1892. |
| Belle Fontaine & Ind. | | | 51 | Minutes, 12/22/1864 – 5/13/1868; 6/2/1848-11/24/1864. |
| Brooklyn & Long Island Cable Railway | 1 | | | Minutes, 1884-88 |
| Brooklyn & Long Island Truck Line RR | 1 | | | Minutes, 1883 |
| Brooklyn, New York & Jersey City Terminal Railway | 371 | | | Board papers, 1880s, 1890s |
| Brooklyn, New York & Jersey City Terminal Railway | 12 | | | Minutes, 1893-1903. In New York & New Jersey Underground volume. |
| Brooklyn, New York & New Jersey Terminal Railway | 220 | | | Stock ledger, 1898-1901 |
| Buchanan & St. Joseph River | | | 51 | Minutes, 10/11/1894 – 4/24/1912. |
| Buffalo & Erie | | | 51 | Minutes, 7/13/1867 – 8/10/1869. |
| Buffalo & Erie Basin RR | 35 | | | Minutes, 1876-1913 |

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| Buffalo & Mississippi | | | 51 | Minutes, 5/25/1838 – 6/7/1851; 9/10/1848 – 2/27/1855. |
| Buffalo & Niagara Falls RR | | oversize 99 | | General ledger, 1843-44 |
| Buffalo & St. Line | | | 51 | Minutes, 3/27/1848 – 4/29/1867. |
| Buffalo, Erie & Basin | | | 51 | Minutes, 7/6/1876 – 5/21/1912. |
| Buffalo, Thousand Island & Port | | | 51 | Minutes, 5/19/1890 – 12/28/1909. |
| Buffalo, Thousand Island & Port | 196, 198, 257 | | | Report to NYPSC 1909-19 |
| Buffalo, Thousand Island & Portland RR | 35 | | | Minutes, 1890-1909 |
| Cairo Transfer Co. | | | 52 | Minutes, 12/24/1880 – 6/9/1897. |
| Cairo Vincennes & Chicago | | | 51 | Minutes, 4/25/1889 – 10/19/1901. |
| Cairo Vincennes & Chicago | | | 52 | Minutes, 10/15/1902 – 12/11/1912. |
| Calumet Western RR Co. | | | 34 | Minutes, April 16, 1903 – April 12, 1951. |
| Cambria & Indiana RR Co. | | | 34 | Minutes, Nov. 17, [1948?] – March 20, 1951. |
| Cambria County RR Co. | | | 52 | Minutes, 4/16/1898 – 5/6/1898. |
| Canada & Michigan Tunnel. Co. | | | 52 | Minutes, 5/4/1888 – 9/15/1905. |
| Canada Southern Bridge Co. | | | 52 | Minutes, 8/20/1813 – 6/15/1932. |
| Canada Southern Railway | 229 | | | Board dockets, 1921-67 |
| Canada Southern RR Company | | | 34 | Minutes, Jan. 13, 1870 – June 6, 1945 |
| Canoe Creek RR Co. | | | 52 | Minutes, 6/18/1900 – 3/19/1901. |
| Carbojel, Inc. | 253 | | | Minutes, 1955-59 |
| Carbon & Other Creek Valley | | | 52 | Minutes, 10/25/1872 – 4/1/1873. |
| Caro & Lake Huron RR | | | 52 | Minutes, 2/5/1901. |
| Carthage & Adirondack | | | 52 | Minutes, 3/17/1883 – 1/8/1913. |
| Carthage & Adirondack RR | | oversize 180 | | Balance sheet, 1893-94 |
| Carthage & Adirondack RR | | oversize 62, 124, 179, 226 | | General journals, 1883-1913 |
| Carthage & Adirondack RR | | oversize 59-61 | | General ledger, 1893-99 |
| Carthage & Adirondack RR | 28 | | | Minutes, 1883-1913 |
| Carthage & Adirondack RR | | oversize 60 | | Stock ledgers, 1889-93 |
| Carthage Watertown & Sacketts Harbor | | | 52 | Minutes, 4/5/1869 – 4/14/1913. |
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| Webster Coal & Core | | | 82 | Minutes, 1/8/1900 – 5/9/1947. |
| Weehawken Ferry Co. | | | 82 | Minutes, 12/18/1854 – 5/7/1878. |
| Weehawken Ferry Company | 212 | | | General ledger, 1881 |
| Weehawken Ferry Company | 26 | | | Minutes, 1854-78 |
| Weehawken Transportation Company | 22 | | | Minutes, 1871 (in Midland Terminal & Ferry Company volume) |
| West Branch Coal Co. | | | 82 | Minutes, 3/29/1896 – 3/2/1915. |
| West Jamaica Land Company | 216 | | | General journal, 1918-22; |
| West Jamaica Land Company | | | | General ledger, 1911-11 |
| West Jamaica Land Company | 11 | | | Minutes, 1882-1922 |
| West Jamaica Land Company | 220 | | | Stock ledger, 1883-1922 |
| West Shore & International Bridge RR | 26 | | | Minutes, 1882-89 |
| West Shore & International Bridge Ry Co. | | | 82 | Minutes, 5/29/1882 – 4/24/1892. |

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| West Shore & Ontario Term Co. | | | 83 | Minutes, 7/11/1883 – 5/22/1901. |
| West Shore & Ontario Terminal Company | | oversize 73 | | General ledger, 1883-86 |
| West Shore & Ontario Terminal Company | 26 | | | Minutes, 1883-1901 |
| West Shore & Ontario Terminal RR | | oversize 73, 130 | | General ledger, 1883-86 |
| West Shore RR | | oversize 184 | | Balance sheets, 1885-89 |
| West Shore RR | 229 | | | Board dockets, 1920-52 |
| West Shore RR | 21 | | | Court brief, 1885, U.S. Trust Co. vs West Short RR. |
| West Shore RR | 214 | 21, 53, 54, 103-106 | | General journals, 1881-1915 |
| West Shore RR | | oversize 58, 107, 108 | | General ledgers, 1884-99 |
| West Shore RR | 21 | oversize 264-266 | | Minutes, 1885-1952 |
| West Shore RR | | | 48 | Minutes, 10/13/1886 – 10/12/1949. |
| West Shore RR Group | | oversize 13, 21, 53, 54 | | General ledgers, 1884-85 |
| West Side & Yonkers Railway | 20 | | | Minutes, 1879-87 |
| West Side & Yonkers Ry Co. | | | 83 | Minutes, 8/12/1819 – 7/18/1887. |
| Westchester & Long Island Tunnel RR | 11 | | | Minutes, 1893 |
| Western Air Line Cons. Corp. | | | 82 | Minutes, 7/11/1881 – 6/19/1890. |
| Western Realty & Terminal Company | 228 | | | Board dockets, 1918-56 |
| Western Realty & Terminal Company | 48 | | | Minutes, 1953-56 |
| Western Transit Co. | | | 82 | Minutes, 12/5/1883 – 4/18/1924. |
| Western Transportation Co. | | | 82 | Minutes, 10/12/1875 – 6/26/1889. |
| Wheeling & Cleveland RR Co. | | | 83 | Minutes, 8/6/1895 – 2/27/1901. |
| White Water RR Co. | | | 83 | Minutes, 5/9/1878 – 12/16/1913. |
| Whitestone & Westchester RR | 2 | | | Minutes, 1871-74 (in Flushing & Woodside RR) |
| Windsor Beach & Ontario RR | 224 | | | General journal, 1887-88; General ledger, 1887-88 |
| Windsor Beach & Ontario RR Co. | | | 83 | Minutes, 11/29/1887 – 2/20/1888. |
| Yonkers Rapid Transit Co. | | | 83 | Minutes, 3/20/1879 – 11/9/1887. |
| Yonkers Rapid Transit Company | 223 | | | General ledger, 1887-88 |
| Yonkers Transit Railway | 20 | | | Minutes, 1879-87 |
| Youngstown & Pittsburgh RR Co. | | | 83 | Minutes, 4/13/1877 – 1/21/1878. |
| Youngstown & Southern Ry Co. | | | 49 | Minutes, 1/28/1947 – 3/30/1951. |
| Zanesville & Western Ry Co. | | | 83 | Minutes, 10/18/1902 – 1/26/1938. |

| Name | Box | Volume | Reel | Contents |
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| Zanesville Terminal RR Co. | | | 48 | Minutes, 4/7/1902 – 4/25/1945. |
| Zanesville Terminal RR Co. | | | 49 | Minutes, 12/4/1945 – 6/15/1950. |

| | | | |
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| 2001 Additions | | | |
| 51 st Street Realty Corp. | | <u>A1</u> | Minutes, 1955-1981. <u>A1 Closed until the year 2007</u> |
| Canadian Pacific Car & Passenger Transfer Co. | | A2 | Minutes, 1930-1971 |
| Hudson River Bridge Company at Albany | | <u>A3</u> | Minutes, 1938-1981. <u>A3 Closed until the year 2007</u> |
| Long Island Railroad | | A4 | Minutes, 1961-1966 |
| New York & Harlem Railroad | | A5 | Minutes, 1958-1972 |
| New York Central Railroad Development Corp. | | A6, <u>A7</u> | Minutes, 1955-1970; Minutes, 1971-1979. <u>Vol. A7 closed until the year 2005</u> |
| New York Central Railroad Transport Co. | | A8-A11 | Corporate records, Minutes, 1960-1963; Minutes, 1960-1970; Minutes, 1964-1972; Minutes, 1971-1972 |
| New York Connecting Railroad | | <u>A12</u> | Minutes, 1961-1981. <u>Vol. A12 closed until the year 2007</u> |
| Pennsylvania Tunnel & Terminal Railroad | | A13, <u>A14</u> | Minutes, 1941-1974; Minutes, 1975-1982. <u>Vol. A14 closed until the year 2008</u> |
| | B1 | | Annual Reports, 1960-1967; Appointments and Resignations, 1942; 1960-1969; Authority for Expenditures, 1966; Elections of Directors, 1957, 1958, 1961, 1967-1969; Miscellany |
| Pennsylvania Railroad | B1 | | Authority for Expenditures, 1961-1968; Charges to Road & Equipment |

Map List

| Map# | Container | Date | Name | Place and description |
|------|-----------|------|--|---|
| 1061 | Box 393 | | Adirondack & St. Lawrence RR | Beauharnois and part of Huntingdon, Canada |
| 486 | Box 392 | 1901 | Albany & Rensselaer | Street map |
| 1412 | Tube 12 | 1871 | Albany Pier Company | Property |
| 1666 | Box 386 | 1927 | | Auburn, Cayuga County |
| 1070 | Box 385 | | | Batavia, Genessee County |
| 492 | Box 391 | 1895 | | Batavia, Genessee County. Proposed system of sewage and drainage |
| 661 | Box 385 | | | Bath. |
| 1089 | Box 391 | | | Bellevue, Niagara County |
| 963 | Box 385 | | | Black Rock Harbor, Erie County |
| 987 | Box 386 | 1847 | | Black Rock Harbor and Erie Canal. |
| 1082 | Box 385 | 1914 | Black Rock River Land & Railroad Company | Black Rock Harbor. Copy. |
| 666 | Box 389 | | Blossburg & Corning RR. | Route from Pennsylvania border to Erwin Center along the Tioga River, Steuben County. |
| 42 | Box 385 | 1858 | | Buffalo. |
| 1220 | Box 386 | | | Buffalo. Lands on Buffalo Creek and Lake Erie. |
| 1055 | Box 386 | 1847 | | Buffalo and Black Rock Harbors. Part of the city showing proposed harbor and Erie Canal improvements. |
| 1021 | Box 385 | | Buffalo & Lockport RR | Buffalo. Map and profile of the amended road between the Erie Canal and Erie Street. Copy. |
| 252 | Box 386 | 1853 | Buffalo & Lockport RR | Tonawanda Village, Niagara County |
| | Box 431 | | Buffalo & Lockport RR | Buffalo, Tonawanda, Wheatfield. Map damaged by fire in 1895. |
| 457 | Box 390 | | Buffalo & Niagara Falls RR | Tonawanda |
| | Box 425 | 1896 | Buffalo & Niagara Falls RR | Town of Wheatfield, Niagara County. Formerly volume 7. |
| 427 | Box 391 | 1851 | Buffalo & Rochester RR | Plan and profile of route through Genessee County. |
| | Oversize | 1854 | Canandaigua & Niagara Falls RR | Map and profile. |
| 833 | Box 386 | 1888 | | Canastota, Madison County. Right of way and connections through the town. |
| 500 | Box 385 | | | Catskill. Greene County. North End. |
| 757 | Tube 5 | | Central Railroad of New Jersey | Passaic area. |
| 1638 | Box 385 | | | Crooked Lake, Penn Yan, Yates County. Lands. 14 maps. |
| 1148 | Box 389 | 1897 | Depew Improvement Company | Depew. Lands. |
| 1085 | Box 389 | 1914 | Dolgeville & Salisbury | Salisbury Center, Herkimer County. |

| Map# | Container | Date | Name | Place and description |
|-----------|-----------|-------|--------------------------------|---|
| | | | RR | |
| 1413 | Box 389 | | | East Albany, Rensselaer County. Property. |
| 763 | Box 391 | | | East Albany, Rensselaer County. |
| | | c1888 | Elmira, Cortland & Northern RR | Lands in Canastota, Madison County See Map 833, Box 386 |
| 1022 | Box 389 | 1822 | | Genesee Falls, Wyoming County. Copy. |
| 895 | Box 385 | | Genesee Falls RR | Rochester, Monroe County. |
| 698 | Box 391 | 1910 | | Greenbush, Rensselaer County. Map of the Northern Section. Copy of much earlier map. |
| 82 | Box 391 | 1827 | | Land in the 12 Ward (Harlem) of the City of New York. |
| 80 | Box 391 | 1796 | | Map of the common land (Harlem) between the three mile and six mile stones. Copy. |
| 78 | Box 391 | 1824 | | Harlaem (Harlem) Commons. |
| 1702 | | | | Harlem River from Harlem to the New Haven Junction. |
| 701 | Box 392 | 1851 | | Highbridgeville (The Bronx). Town of West Farms [The Bronx], Westchester County. Copy. |
| 374 a & b | Box 391 | 1804 | Holland Land Company | Robert Morris's land in the west part of Genesee County purchased by the Holland Land Company. |
| 1161 | Box 390 | 1851 | Hudson River RR | Barrytown. |
| 491 1/2 | Box 382 | 1849 | Hudson River RR | Course of the road through Columbia County. |
| 1093 | Box 382 | 1850 | Hudson River RR | course of the road in Columbia County. |
| 1100 | Box 382 | | Hudson River RR | Course of the road through the Troy, Albany, Greenbush area. |
| 1378 | Tube 1 | 1858 | Hudson River RR | City of Hudson. Dock property and waterfront district. |
| 240a | Box 392 | | Hudson River RR | Dobbs Ferry Station. Copy. |
| 240b | Box 389 | | Hudson River RR | Depot at Dobbs Ferry. Copy. |
| 100 | Box 390 | c1848 | Hudson River RR | New York City to Albany. |
| 1390 | Box 390 | | Hudson River RR | Grants of land under water adjacent to tracks in the village of Spuyten Duyvil [Riverdale]. |
| 1362 | 387 | 1869 | Hudson River RR | Part of the Hudson River at Yonkers drawn to accompany application for grant of land under water. |
| 1342 | Box 387 | 1865 | Hudson River RR | Portion of map or survey of streets, roads, squares, and places laid out by the commissioners of The Central Park, Manhattan. |
| 950 | Box 382 | | Hudson River RR | Profile map, sections 7-14, Spuyten Duyvil [Riverdale] to Dobbs Ferry. Two rolls. |
| 7 | Box 382 | | Hudson River RR | Profile map, sections 15-19, Dobbs Ferry to South Scarboro. |
| 6 | Box 382 | 1889 | Hudson River RR | Profile map, sections 10-26, Southboro to Peekskill. |
| | 387 | 1850 | Hudson River RR | Property of Phillip G. Van Wyck at Croton and |

| Map# | Container | Date | Name | Place and description |
|------|-----------|-------|---|--|
| | | | | Cortlandt, Westchester County. |
| 1073 | Box 387 | | Hudson River RR | Redhook, Dutchess County |
| 225 | Box 382 | | Hudson River RR | Route through the City of Hudson. |
| 777 | 387 | | Hudson River RR | Route through the City of Hudson. |
| 1002 | Box 387 | | Hudson River RR | Rensselaer. Copied in 1914. |
| 212 | Tube 4 | 1852 | Hudson River RR | Survey of Manhattanville. |
| 1398 | 390 | | Hudson River RR | Yonkers, Neperhan River. |
| 881 | Box 391 | 1857 | | Lewiston, Niagara County. Deed Atlas based on survey of 1839. |
| 84 | Box 390 | | | Lockport, Niagara County. |
| 503 | Box 390 | 1845 | | Lockport, Niagara County. Copied in 1896. |
| 98 | Tube 11 | | Lockport & Niagara Falls RR | Map and profile of the extension to Rochester, Lockport to Albion |
| 749 | 391 | 1836 | Lockport & Niagara Falls RR | Route to Lewiston and Niagara Falls. Copy. |
| 1393 | Box 393 | | Mahopac Falls RR | Map and profile from the Mahopac Iron Ore Company's mines... |
| 1351 | Box 390 | 1839 | New York & Harlem RR | Manhattan. Along the shore of the Harlem River from 89th Street on the East River to the North, or Hudson River. 19 rolls. Copy. |
| 1854 | Box 391 | 1837 | | Manhattan. West, 25th Street to 46th Street. |
| 1401 | Box 387 | 1871 | | Manhattan Island. |
| 5 | Box 386 | 1825 | | Manhattan. Third Avenue tract formerly the property of B.P. Benson and D. Vanarsdale. Copied 1909. |
| 925 | Box 386 | | | Manhattan. Property formerly belonging to S. Benson and B. Vredenbergh. |
| | Oversize | | | Town of Mohawk , Montgomery County. Lands abutting the Turnpike Road. |
| 1102 | Box 390 | 1844 | Mohawk & Hudson RR | Map and profile of New Section, Eastern Termination, Albany. |
| 1408 | Box 389 | 1844 | Mohawk & Hudson RR | Eastern termination in the City of Albany... |
| 673a | Tube 5 | 1842 | Mohawk & Hudson RR | Map and plan of proposed alteration to avoid the inclined plane near Schenectady. |
| 673b | Tube 5 | c1838 | Mohawk & Hudson RR | Survey for altering a section of the Mohawk & Hudson around inclined Plane at Schenectady. |
| 5471 | Box 383 | 1894 | Mohawk & Malone RR | Suggested route for Piercefield Falls Branch. |
| 5470 | Box 383 | 1894 | Mohawk & Malone RR | Map used in locating Piercefield Falls Branch. |
| 821 | Box 383 | | Mohawk & Malone RR and Northern Adirondack RR | Tupper Lake property and tracks. |
| 496a | Box 383 | 1891 | Mohawk & St. Lawrence RR | Proposed route through the City of Rome. |
| 496b | Box 383 | | Mohawk & St. Lawrence RR | Map and profile of the route of the road through the City of Rome. |
| 1391 | 389 | 1883 | New Jersey Junction RR (Hoboken Land | Hudson County route. |

| Map# | Container | Date | Name | Place and description |
|------|-----------|-------|---|---|
| | | | Improvement Company) | |
| 795a | Box 386 | | | New Jersey, Bergen County and Hoboken. |
| 795b | Box 386 | | | New Jersey , Weehawken area. "Eastern Terminus-State Line, Corps No. 1". |
| 1124 | Tube 4 | | | New Jersey. Several roads through Weehawken and West New York. |
| 663 | Tube 5 | 1842 | New York & Albany RR | Bath to the intersection with the Albany & West Stockbridge RR. |
| 1372 | 389 | | New York & Albany RR | ditto |
| 802 | Box 389 | | New York & Fort Lee RR | Map and profile of route through Hudson County, N.J. |
| 796 | Tube 3 | | New York & Fort Lee RR | Map and profile of route through Bergen County, N.J. |
| | Box 427 | 1874 | New York & Harlem RR | County and City of New York. Lands belong to the New & Harlem RR situated in the 23rd and 24th Wards (The Bronx). |
| | Box 427 | | New York & Harlem RR | County and City of New York. Port Morris Branch located in the 23rd Ward (The Bronx). 1875 |
| 961 | Box 384 | 1863 | New York & Harlem RR | Ghent station to land of M.M. Miller. |
| 767 | Box 384 | 1864 | New York & Harlem RR | Map of property in Greenbush. |
| 404 | Box 387 | 1858 | New York & Harlem RR | Depot grounds at White Plains. |
| 1485 | Box 384 | 1902 | New York & Harlem RR | Land to be acquired of the heirs of D. Hoffman at Chatham. |
| 1409 | Box 391 | c1852 | New York & Harlem RR | First scheme of bridge over Harlem River. |
| 1658 | Box 384 | | New York & Harlem RR | Location plan of approaches to bridge over Harlem River. |
| 1301 | Box 390 | 1853 | New York & Harlem RR | Map of the Branch Railroad and other lands conveyed by Gouverneur Morris...to the New York & Harlem RR. |
| 1302 | Box 384 | 1893 | New York & Harlem RR | Map showing proposed exchanges of lands at Chatham by the New York & Harlem and the Boston & Albany RR. |
| 803 | Box 384 | | New York & Harlem RR | Plan of the line of location of the extension. |
| 211 | Tube 3 | 1892 | New York & Harlem RR. | Plans for the improvement of Park Avenue, Manhattan. |
| 1172 | Box 384 | 1888 | New York & Harlem RR (Port Morris Branch) | Plan of the depression of the tracks and changing of grades. |
| 767 | Box 384 | 1864 | New York & Harlem RR | Map of property in Greenbush. |

| Map# | Container | Date | Name | Place and description |
|------|-----------|------|---|---|
| 925 | Box 384 | 1831 | New York & Harlem RR | Map and profile of the Fourth Avenue as surveyed for the contemplated Harlem Railroad. Copy. |
| 1702 | Tube 9 | 1847 | New York & Harlem RR | Map of the Harlem RR from Harlem to the New Haven Junction. |
| 925 | Box 384 | | New York & Harlem RR | Profile of Fourth Avenue, Manhattan, between 44th and 133rd Streets. |
| 924 | Box 384 | | New York & Harlem RR | Property required for the opening and widening of Forth Avenue. |
| 79 | Box 384 | | New York & Harlem RR. | Right of way. Manhattan, from 38th Street to 135th Street. Uptown only. |
| 987 | Box 387 | | New York Central Railroad RR | Buffalo. |
| 943 | Box 385 | | New York Central Railroad RR | Route through Buffalo between Lake Erie and the Erie Canal from the Erie Street depot to Black Rock Harbor. |
| 212 | Tube 13 | 1935 | New York Central Railroad RR | Chart showing properties in Grand Central Station area. |
| | Box 430 | 1856 | New York Central Railroad RR | City of Rochester, Monroe County to Macedon, Wayne County. |
| 884 | Tubes 6&7 | | New York Central Railroad RR | Map of property in Albany Basin. |
| | Oversize | | New York Central Railroad RR | Onandaga County. Route. |
| 680 | Box 385 | 1854 | New York Central Railroad RR | Plan for widening the track through Monroe County from Rochester to Genesee County line |
| 797 | Tube 8 | | New York Central Railroad RR | Property in Watervliet. |
| | Oversize | | New York Central Railroad RR | Seneca County. Route via Auburn. Formerly Volume 15. |
| 213 | Box 385 | 1935 | New York Central Railroad RR | Town of East Greenbush, Rensselaer County. |
| 1820 | Box 385 | | New York Central Railroad RR (Buffalo Division, West Shore) | Premises in Buffalo occupied by the American Brake shoe and Foundry. |
| 213 | Box 387 | 1935 | New York Central Railroad RR (Mohawk Division) | Boundary lines four miles south of Rensselaer. |
| 1610 | Box 385 | | New York Central Railroad RR (Ontario Division, Ontario Branch) | Windsor Beach. Land acquired from Charles Salmon. |
| | Box 387 | 1921 | New York Central Railroad RR (Ottawa Branch) | Right of way and track, Cornwall, Ontario to Cornwall Junction, Ontario. |
| | Box 387 | 1917 | New York Central Railroad RR (Ottawa Branch) | Right of way and track, Cornwall Bridge, Ontario, south of international boundary line. |

| Map# | Container | Date | Name | Place and description |
|------|-----------|------|---|--|
| | Box 387 | | New York Central Railroad RR (Ottawa Branch) | Right of way and track, international boundary line to Cornwall, Ontario. |
| | Box 387 | 1917 | New York Central Railroad RR (Ottawa Branch) | Right of way and track, Nyando. |
| | Box 387 | 1917 | New York Central Railroad RR (Ottawa Branch) | Right of way and track, Nyando to Cornwall Bridge, Ontario. |
| 1681 | Box 387 | | New York Central Railroad Lines | Land and Tax Department assessment grants. |
| 2108 | Box 386 | | New York Central Railroad System | Sale of land to the Town of Scarsdale. |
| | Box 424 | | New York Central Railroad & Hudson River RR | Albany County, Coeymans to New Scotland. |
| 668 | Box 383 | 1895 | New York Central Railroad & Hudson River RR | Ardsley Park. Lands under water...and also of NYC &HRR in front of lands formerly owned by J.J. Astor. |
| 1680 | Box 383 | | New York Central Railroad & Hudson River RR | W.T. Hanrahan vs NYC & HRR. |
| 1134 | Box 393 | | New York Central Railroad & Hudson River RR (Auburn Branch) | Lake Cayuga and railroad bridge. |
| 268 | Box 383 | 1896 | New York Central Railroad & Hudson River RR | Aurelius, Cayuga County. |
| | Box 429 | | New York Central Railroad & Hudson River RR | Buffalo, Erie County. |
| | Box 436 | 1892 | New York Central Railroad & Hudson River RR | Buffalo, Ohio Street Branch to Scott Street, also West shore property along sea wall. Formerly Volume 7. |
| | Box 431 | 1892 | New York Central Railroad & Hudson River RR | Erie County. Buffalo, North Buffalo, Black Rock Harbor. Formerly Volume 2. |
| | Box 402 | 1892 | New York Central Railroad & Hudson River RR | Tonawanda, Erie County. Formerly Volume 1. |
| | Box 435 | 1892 | New York Central Railroad & Hudson River RR | Erie County. Monuments [boundary markers]. |
| 2167 | Box 392 | 1908 | New York Central Railroad & Hudson River RR | Four tracking, Croton to Peekskill. |
| 183 | Box 383 | 1890 | New York Central | Layout of station at Crugers, Westchester |

| Map# | Container | Date | Name | Place and description |
|------|-----------|-------|---|--|
| | | | Railroad & Hudson River RR | County. |
| 918 | Box 383 | | New York Central Railroad & Hudson River RR (Western Division, Leased & Operated Lines) | Division line between NYC & HRR and Northern Central Railway at Canandaigua. |
| 1400 | Box 393 | | New York Central Railroad & Hudson River RR | Manhattan, 132nd Street to 134th Street and bridge over Harlem River. |
| | Box 383 | 1877 | New York Central Railroad & Hudson River RR | Dutchess County. Additional lands required for increasing the width of the roadway. Signed by three Vanderbilts. |
| 692 | Box 387 | | New York Central Railroad & Hudson River RR | Property in the City of Hudson. |
| | 433 | 1896 | New York Central & Hudson River RR | Niagara County. Niagara and Niagara Falls. Formerly Volume 23. |
| 1536 | Box 383 | c1892 | New York Central Railroad & Hudson River RR | Parcels of land in Manhattan between 59th Street and 72nd Street. |
| | Box 428 | | New York Central Railroad & Hudson River RR | Pendleton, Niagara County to Black Rock Harbor, Buffalo. |
| 7032 | Box 387 | 1887 | New York Central Railroad & Hudson River RR | Proposed railway line from Lewiston to Youngstown. |
| | Box 404 | 1890 | New York Central Railroad & Hudson River RR | Lockport, Niagara County. Sub-division plans, etc. Formerly Volume 21. |
| | Box 434 | | New York Central Railroad & Hudson River RR | Lockport, lower town branch. Formerly Volume 20. |
| | Box 432 | 1896 | New York Central Railroad & Hudson River RR and Rome, Watertown & Ogdensburg RR | Niagara County. Suspension bridge to Lewiston. Formerly Volume 12. |
| | Box 426 | 1896 | New York Central Railroad & Hudson River RR | Orleans County. Copies of plans at County Clerk's office and elsewhere. Formerly Volume 10. |
| 214 | Box 383 | 1866 | New York Central Railroad & Hudson River RR | Peekskill. |
| 669 | Box 383 | 1905 | New York Central Railroad & Hudson River RR (Putnam Division) | Land to be acquired for proposed branch to A. Smith & Sons Carpet Works. |

| Map# | Container | Date | Name | Place and description |
|-------------|-----------|-------|--|---|
| 77 | Tube 13 | 1907 | New York Central Railroad & Hudson River RR | Streets in Manhattan closed and occupied by the railroad. |
| 710 | Box 383 | 1880 | New York Central Railroad & Hudson River RR | Portion of the Ogden Estate in The Bronx. |
| 5279 | Box 387 | | New York Central Railroad & Hudson River RR | Property at Irvington. |
| 923 | Box 383 | | New York Central Railroad & Hudson River RR | Property in Manhattan between 42nd Street & 48th Street. |
| | | 1888 | New York Central Railroad & Hudson River RR | Route through Canastota, Madison County. See Canastota, Madison County, Map 833, Box 386. |
| 935 | Box 387 | c1898 | New York Central Railroad & Hudson River RR | Subdivision plan for the west part of Lot 19, T.11 R.8 in the City of Buffalo. |
| 1364 | Box 387 | | New York Central Railroad Sleeping Car Company | Plan of building and property leased by the New York, West Shore & Buffalo Railway. |
| 736 | Box 389 | | New York City & Northern RR | Map and profile of lands required for Right of Way...in the vicinity of Lake Gleneida, Putnam County. |
| 693 | Box 387 | | | Niagara Falls. Map and profile of Niagara Falls to Shelby, Orleans County. |
| 7132 | Box 388 | 1866 | | Niagara Falls to Suspension Bridge. Survey. |
| 7139 | Box 388 | 1855 | | Niagara Falls to Tonawanda. |
| 860 | Box 387 | 1881 | Niagara Falls & Suspension Bridge Railway | Map and profile of proposed route. |
| 1761 | Box 387 | | Niagara Junction Railway | City of Niagara Falls. |
| 355 | Box 387 | | | Niagara, Niagara County. 1836. Copied in 1896. |
| 479 | Box 387 | 1895 | | Niagara River. Maps of tracts. |
| 1249 | Box 386 | 1871 | | Ogdensburg, St. Lawrence County. Northwest part of the city. |
| 1740 | Box 386 | | | Ogdensburg, St. Lawrence County. Railroad assessment parcels. |
| 761 | Box 386 | 1827 | | Onondaga Salt Springs Reservation, Onondaga County. Map of part of the Reservation. |
| 1 | 386 | | | Oswego, Oswego County. Map and profile. |
| 1399 | Box 389 | 1860 | Oswego & Syracuse RR | Proposed alteration in the line in Syracuse. |
| 303 | Box 386 | | | Park Avenue and Tremont Avenue. |
| 386a & 386b | Box 391 | | | Poughkeepsie, Dutchess County. Part of the property of Hoffman, Livingston, and Phillips. |
| 1138 | Box 393 | | | Riverside Drive. West End Avenue. |

| Map# | Container | Date | Name | Place and description |
|---------------------|-----------|------|---|--|
| 384 | Box 389 | | Rochester & Syracuse RR | Map and profile of change of location in the town of Palmyra, Wayne County. |
| 1244 | Box 389 | | Rome, Watertown & Ogdensburg RR | Lake Ontario Division. |
| 1090 | Box 386 | | Rome, Watertown & Ogdensburg RR | Location map. |
| 1194 | Box 386 | | Rome, Watertown & Ogdensburg RR | Clayton, Jefferson County. |
| | 402 | | Rome, Watertown & Ogdensburg RR | See also New York Central Railroad & Hudson River RR. Niagara County. Suspension Bridge to Lewiston. |
| 1691 | Box 393 | | St. Lawrence & Adirondack Railway and leased lines. | |
| 1692 | Box 392 | 1891 | St. Lawrence & Adirondack Railway | Plan of line from Valleyfield to the International Boundary... |
| | Box 381 | | Schenectady & Troy RR | Map and profile. |
| 18 | Box 392 | 1897 | Seneca County Railway | Map and profile of a part of the railway in Seneca Falls. |
| 678 | Tube 10 | 1891 | | South Mount Vernon, Westchester County. |
| 44 | Box 392 | 1889 | Spuyten Duyvil RR | Cromwell's Creek showing lines of water grants from the State of New York... |
| 703 | Box 388 | | | Spuyten Duyvil & Port Morris. Eastern boundary line. |
| | Box 380 | | Syracuse, Ontario & New York RR | Length of road from Syracuse to Lebanon. Formerly volume 18. |
| | Box 380 | | Syracuse, Ontario & New York RR | Outline map of part of the City of Syracuse showing the location and real estate. |
| 235 | Box 392 | 1851 | | Tarrytown, Westchester County. Copy. |
| 967 | Box 388 | | | Erie Canal. Tonawanda, Erie County. |
| 1067 | Box 392 | 1840 | | Map of the 12,800 acre tract in the Tonnewanta Reservation, Tonawanda, Erie County. |
| 1081 ^{1/2} | Box 392 | 1825 | | Tonawanda, Erie County. Copy. |
| 836 | Box 392 | 1865 | | Tonawanda, Erie County. |
| 363 | Box 392 | 1842 | | Plan of logs 81 and 82 on the New York Mile Strip Reservation, Tonawanda, Erie County. Copy. |
| 481 | Box 392 | 1849 | | Subdivision of tracts B and G alongside the Niagara River, the Erie Canal, and the Tonawanda Creek., Tonawanda, Erie County. Copies 1876-77. |
| 1603 | | 1855 | Tonawanda & Niagara Falls RR (Buffalo & Niagara Falls RR) | Land map, Niagara Falls to Tonawanda. |
| 1193 | Tube 10 | | | Bulkhead line for the Hudson River from Troy to New Baltimore. |
| 490 | Box 392 | 1890 | | Existing sewers in Troy. |

| Map# | Container | Date | Name | Place and description |
|------|-----------|-----------|------------------------|---|
| 1114 | Box 388 | 1835 | | Map of Troy. |
| 839 | Box 392 | | Troy & Greenbush RR | |
| 5485 | Tube 2 | | Troy & Schenectady RR | Map of Green Island. |
| 831 | Box 393 | 1808-1809 | | Survey for Rutger Bleecker, Utica, Oneida County. Copy. |
| 641 | Box 393 | 1835 | Utica & Schenectady RR | Village of Fonda, Montgomery County. |
| 1663 | Tube 13 | 1852 | | Stephen Van Rensselaer property. |
| 699 | Box 388 | 1844 | | Map of part of property of Catherine G. Vischer, on Van Rensselaer's Island. |
| 388 | Box 388 | | | Barge Canal crossings in the vicinity of Clyde and Lyons, Wayne County. |
| 1659 | Box 388 | 1931 | | West Washington Market. |
| 833 | | [1888] | West Shore RR | Route through Canastota, Madison County. See Map 833, Box 386, Canastota, Madison County. |

Microfilm Reels

I. Minutes of Board of Directors, stockholders and committee meetings (Boxes 242-244)

| Reel | Box | Railroad | |
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| 1 | 242 | New York Central Railroad Co. | Index to volumes 1-5 of minutes (Dec. 28, 1914 – Feb 3, 1922) Minutes Dec. 23, 1914 – Jun 14, 1916. (Copy of Consolidation Agreement Precedes First Meeting.) |
| 2 | | | Minutes, June 27, 1916 – June 9, 1920 |
| 3 | | | Index to volumes 6-10 (Feb. 15, 1922 – Feb. 23, 1927) Minutes June 14, 1920 – Apr. 23, 1923 |
| 4 | | | Minutes May 9, 1923 – Sept. 29, 1926. |
| 5 | | | Index to volumes 11-15 March 2, 1927 – Sept. 3, 1930. Minutes, Oct. 7, 1926 – May 22, 1929. |
| 6 | | | Index to volumes 16-20 Sept. 10, 1930 – Feb. 11, 1936. Minutes, June 5, 1929 – Feb. 4, 1931. |
| 7 | | | Minutes, Feb. 11, 1931 to Dec. 5, 1934. |
| 8 | | | Index to volumes 21-25 Feb. 28, 1936 – April 9, 1941. Minutes, Dec. 12, 1934 – Dec. 23, 1938. |
| 9 | | | Minutes, Jan. 13, 1937 – April 9, 1941. |
| 10 | | | Index to volumes 26-30 April 23, 1941 – Oct. 31, 1945. Minutes, April 23, 1941 – March 14, 1945. |
| 11 | | | Index to volumes 31-35 Nov. 14, 1945 – April 13, 1949. Minutes, March 28, 1945 – May 14, 1947. |
| 12 | | | Index to volumes 36-40 (indexed only to meeting of May 24, 1950, vol. 38). Minutes, May 28, 1947 – Oct. 26, 1949. |
| 13 | | | Minutes, Nov. 9, 1949 – Nov. 8, 1950 (indexed only to minutes of May 24, 1950, vol. 38). |
| 14 | | Pittsburgh & Lake Erie Railroad Company | Minutes, May 12, 1875-Nov. 20, 1912 (inc. index) |
| 15 | | | Index to and minutes, Jan. 15, 1913-Dec. 13, 1931 |
| 16 | | | Index to and minutes, Jan. 13, 1932-Apr. 26, 1950 |
| 17 | | Lake Erie and Eastern Railroad Company | June 14, 1912-Jan. 2, 1951, articles of consolidation with Lake Erie Youngstown and Southern RR Co. dated June 14, 1912 precedes meeting of same date |
| | | Indiana Harbor Belt Railroad Company | July 23, 1907-Jan. 14, 1931, also contains minutes of East Chicago Belt RR Co., May 15, 1896-June 29, 1907 when name was changed to IHBRR Co. |
| 18 | | | Index to and minutes, June 10, 1931 – Oct. 3, 1950. |
| | | Chicago River & Indiana Railroad Company | Articles of Inc. Feb. 11, 1904 – Sept. 13, 1950 |
| | | Federal Valley Railroad Company | Articles of Inc. Jan. 29, 1918 – Oct. 3, 1950. |
| 19 | | Cleveland Union Terminals Company | Minutes Aug. 26, 1918 – Nov. 8, 1950. |
| | | Louisville & Jeffersonville Bridge and Railroad Co. | Minutes, July 18, 1887 – March 5, 1951 |
| 20 | | The Owasco River Railway | Minutes June 1, 1881 – June 22, 1950 |

| Reel | Box | Railroad | |
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| | | Cleveland, Cincinnati, Chicago and St. Louis RR Co. | Minutes, March 19, 1889 – Dec. 11, 1912. |
| 21 | | | Minutes, March 19, 1913 – Oct. 16, 1922. |
| 22 | | | Minutes, Oct. 25, 1922 – July 24, 1929 |
| 23 | | | Minutes, Aug. 7, 1929 – Oct. 25, 1950 |
| 24 | | Peoria and Eastern RR Co. | Minutes, Feb. 20, 1980 – April 8, 1949. |
| 25 | | NY State Realty and Terminal Company | Minutes, June 16, 1904 – Jan. 13, 1943. |
| 26 | | | Minutes, March 31, 1943 – Sept. 14, 1949 |
| | | NY and Harlem Railroad Company | Minutes, July 6, 1831 – Feb. 4, 1902 |
| 27 | | | Minutes, May 20, 1902 – May 17, 1949 |
| | | Toledo & Ohio Central RR Company | Minutes, June 29, 1885 – Feb. 10, 1910 |
| 28 | | | Minutes, March 22, 1910 – Sept. 5, 1950. |
| | | Michigan Central RR Company | Minutes, Aug. 14, 1846 – April 27, 1888 |
| 29 | | | Index to and minutes, May 3, 1888 – April 29, 1918 |
| 30 | | | Index to and minutes, May 2, 1918 – May 5, 1926. |
| 31 | | | Index to and minutes, May 6, 1926 – Jan. 10, 1951. |
| | | Battle Creek and Sturgis RR Co. | Index to and minutes, Nov. 13, 1889 – June 7, 1950 (indexed only from June 6, 1945 – June 7, 1950) |
| | | Beech Creek Extension RR Company | Index to and minutes, May 12, 1905 – Dec. 13, 1950. |
| 32 | | Beech Creek RR Company | Minutes, June 29, 1886 – May 5, 1950 (indexed only from June 7, 1920 – May 5, 1950) |
| | | Calumet Western RR Co. | Minutes, April 16, 1903 – April 12, 1951. |
| | | Cambria & Indiana RR Co. | Minutes, Nov. 17, [1948?] – March 20, 1951. |
| | | Canada Southern RR Company | Minutes, Jan. 13, 1870 – June 6, 1945 |
| 35 | | Detroit River Tunnel Co. | Minutes, May 7, 1936 – June 14, 1950. |
| | | Cherrytree & Dixonville RR Company | Minutes, May 15, 1905 – April 2, 1951 |
| | | Cincinnati Union Terminal Co. | Minutes, Nov. 23, 1927 – June 15, 1951 |
| | | Detroit [MFG.s?] RR Company | Minutes, July 9, 1917 – Jan. 30, 1951. |
| | | Detroit Terminal RR Company | Minutes, Jan. 1, 1910 – May 21, 1951 |
| 36 | | Detroit Toledo & Milwaukee RR Company | Minutes, Nov. 15, 1897 – June 8, 1950 |
| | | Fort Wayne Union RR Co. | Minutes, Jan 19, 1923 – Feb. 21, 1950. |
| | | 47 East 49 St. Corp. | Minutes, April 25, 1925 – Feb. 21, 1950. |
| | | Hudson River Bridge Co. at Albany | Minutes, Sept. 24, 1856 – Sept. 21, 1950. |
| | | Hudson River Connecting RR Corp. | March 18, 1913 – April 20, 1949 |
| 37 | | Indianapolis Union RR Co. | Minutes, Feb. 1, 1925 – June 8, 1951. |
| | | [Joliet?] and Northern Indiana RR Co. | Minutes, May 11, 1852 – April 11, 1950. |
| | | Lake Erie, Alliance & Wheeling RR Co. | Jan. 31, 1901 – Jan. 15, 1951. |
| | | Lake Erie & Pittsburg RR Co. | Minutes, July 29, 1903 – March 16, 1905. |
| 38 | | | Minutes, April 16, 1928 – Aug. 25, 1950. |
| | | Lakefront Dock & RR Terminal Co. | Minutes, March 12, 1946 – March 27, 1951. |
| | | Lansing Manufacturers RR | Minutes, July 23, 1904 – Jan. 25, 1950. |

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| | | Lansing Transit RR Co. | Minutes, Aug. 31, 1886 – Sept. 1, 1950. |
| | | Mahoning & Shenango Valley RR Co. | Minutes, Oct. 24, 1886 – May 4, 1949. |
| 39 | | Mahoning Coal RR Co. | Minutes, 5/1/1929 – 9/13/1950. |
| | | Mahoning State Line RR Co. | Minutes, 8/8/1891 – 1/8/1951. |
| | | Merchants Dispatch Trans. Company | Minutes, 12/23/1936 – 6/2/1950 |
| | | Monongahela RR Co. | Minutes, 6/17/1917 – 4/25/1951. |
| 40 | | New Jersey Jet RR Co. | Minutes, 2/23/1887 – 1/9/1951. |
| | | Albany Piers Proprietors | Minutes, 3/24/1909 – 3/28/1951. |
| | | Union Depot Co Columbus? | Minutes, 11/15/1918 – 1/29/1951. |
| | | Mingo Valley RR Company | Minutes, 1/2/47 – 1/25/51 |
| | | Dayton Union RR Co, | Minutes, 3/9/1933 – 4/24/1951. |
| | | NY Fort Lee | Minutes, 10/4/1868 – 1/9/1981. |
| 41 | | Niagara River Bridge Co. | Minutes, 4/10/1883 – 6/7/1950. |
| | | Nicholas, Fayette & Greenbrier RR Company | Minutes, 5/10/1926 – 1/10/1951. |
| | | Northern Refrigeration Line | Minutes, 1/8/1929 – 6/2/1950. |
| | | Ottawa & NY | Minutes, 9/27/1897 – 9/19/1950. |
| 42 | | Peoria & Pekin Union RR Co. | Minutes, 3/12/1912 – 4/12/1951. |
| | | Pittsburgh & Clearfield RR Company | Minutes, 12/31/1906 – 1/8/1951. |
| | | Pittsburgh, Chartiers, Youghiogheny RR Co. | Minutes, 9/23/1918 – 4/25/1951. |
| | | Pittsburgh, McKeesport and Youghiogheny RR Co. | Minutes, 8/5/1881 – 1/23/1951. |
| 43 | | Railway Express Agency, Inc. | Minutes, 1/26/1932 – 9/26/1944. |
| 44 | | | Minutes, 10/31/1944 – 5/29/1951. |
| | | St. Lawrence & Adirondack RR Company. | Minutes, 6/29/1896 – 9/19/1950. |
| 45 | | Shenango Valley RR Co. | Minutes, 5/1/1886 – 1/8/1951. |
| | | Stewart RR Co. | Minutes, 9/7/1887 – 9/22/1949. |
| | | Terminal RR. Assoc. of St. Louis | Minutes, 12/9/1918 – 11/5/1941. |
| 46 | | | Minutes, 11/10/1941 – 6/11/1951. |
| | | Toledo Terminal RR Co. | Minutes, 3/3/1914 – 4/19/1951 |
| | | Toronto, Hamilton & Buffalo RR Co. | Minutes, 9/10/1889 – 11/2/1896. |
| 47 | | | Minutes, 11/30/1896 – 12/14/1949. |
| | | Troy Union RR. Company | Minutes, 7/21/1851 – 3/9/1920. |
| 48 | | | Minutes, 11/1/1920 – 11/6/1950. |
| | | Walkill Valley RR Co. | Minutes, 6/26/1877 – 4/13/1949. |
| | | West Shore RR Company | Minutes, 10/13/1886 – 10/12/1949. |

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| | | Zanesville Terminal RR Co. | Minutes, 4/7/1902 – 4/25/1945. |
| 49 | | | Minutes, 12/4/1945 – 6/15/1950. |
| | | Youngstown & Southern Ry Co. | Minutes, 1/28/1947 – 3/30/1951. |
| | | 300 Park Ave., Inc. | Minutes, 5/17/1920 – 2/15/1949. |
| | | Michigan Cir. Line RR Co. | Minutes, 8/20/1868 – 4/6/1877. |
| 50 | | Various Companies | Abstract of minutes of meetings that had been held when microfilming took place (September 1951) but had not been written in permanent minute books. |
| 51 | | Akron & Barberton RR Co. | Minutes, 4/11/1905 – 11/17/1919. |
| | | Alliance & Northern RR | Minutes, 4/8/1891 – 6/2/1902. |
| | | Amer. Niagara RR Corp. | Minutes, 12/15/1920 – 5/9/1947. |
| | | Aurora & Cincinnati RR | Minutes, 12/23/1875 – 12/29/1877. |
| | | Bailey Run, Sugar Creek and Athens | Minutes, 5/5/1920 – 3/2/1938. |
| | | Bay City & Battle Creek | Minutes, 9/11/1889 – 9/16/1916. |
| | | Beech Creek, Clearfield & Southwestern | Minutes, 3/6/1883 – 1/13/1892. |
| | | Susquehanna & S.W. | Minutes, 8/11/1882 – 1/11/1883. |
| | | Beech Creek Ext. | Minutes, 4/18/1901 – 3/31/1905. |
| | | Belle Fontaine & Ind. | Minutes, 12/22/1864 – 5/13/1868; 6/2/1848-11/24/1864. |
| | | Indianapolis, Pittsburgh & Cleveland | Minutes, 3/14/1856 – 4/3/1863. |
| | | Buchanan & St. Joseph River | Minutes, 10/11/1894 – 4/24/1912. |
| | | Buffalo & St. Line | Minutes, 3/27/1848 – 4/29/1867. |
| | | Buffalo & Erie | Minutes, 7/13/1867 – 8/10/1869. |
| | | Buffalo & Mississippi | Minutes, 5/25/1838 – 6/7/1851; 9/10/1848 – 2/27/1855. |
| | | Northern Indiana | Minutes, 6/11/1851 – 4/26/1855. |
| | | Buffalo, Erie & Basin | Minutes, 7/6/1876 – 5/21/1912. |
| | | Buffalo, Thousand Island & Port | Minutes, 5/19/1890 – 12/28/1909. |
| | | Cairo Vincennes & Chicago | Minutes, 4/25/1889 – 10/19/1901. |
| 52 | | | Minutes, 10/15/1902 – 12/11/1912. |
| | | Cambria County RR Co. | Minutes, 4/16/1898 – 5/6/1898. |
| | | Canada Southern Bridge Co. | Minutes, 8/20/1813 – 6/15/1932. |
| | | Canada & Michigan Tunn. Co. | Minutes, 5/4/1888 – 9/15/1905. |
| | | Canoe Creek RR Co. | Minutes, 6/18/1900 – 3/19/1901. |
| | | Cairo Transfer Co. | Minutes, 12/24/1880 – 6/9/1897. |
| | | Carbon & Other Creek Valley | Minutes, 10/25/1872 – 4/1/1873. |
| | | Caro & Lake Huron RR | Minutes, 2/5/1901. |
| | | Carthage & Adirondack | Minutes, 3/17/1883 – 1/8/1913. |
| | | Carthage Watertown & Sacketts Harbor | Minutes, 4/5/1869 – 4/14/1913. |

| Reel | Box | Railroad | |
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| | | Central Trunk RR Co. | Minutes, 6/19/1868 – 1/20/1901. |
| | | Central Union Depot & Ry Co Of Cincinnati | Minutes, 6/6/1884 – 3/28/1890; 1/7/1919 – 1/15/1935. |
| | | Cent. Un. Station & Ry. Co of Cincinnati | Minutes, 5/6/1884 – 12/31/1884. |
| | | Charleston & Gauley Ry Co. | Minutes, 1/23/1888 – 10/3/1890. |
| | | Cleveland, Painesville & Ashtabula | Minutes, 6/24/1879 – 1/25/1889. |
| | | Chest Creek RR Co. | Minutes, 5/15/1890 – 5/19/1904. |
| | | Chicago & Canada Southern | Minutes, 6/20/1871 – 6/7/1888. |
| 53 | | Chicago & Great Southern Refrig. Car. | Minutes, 12/5/1891 – 2/2/1899. |
| | | Chicago, Indiana & Southern RR Co. | Minutes, 4/9/1906 – 12/22/1914. |
| | | Chicago, Indianapolis & St. Louis Short Line Ry Co. | Minutes, 2/11/1903 – 2/4/1913. |
| | | Cincinnati, Dayton & Eastern RR Co. | Minutes, 7/19/1865 – 1/9/1868. |
| | | Cincinnati & Indiana RR Co. | Minutes, 4/19/1862 – 12/20/1879. |
| | | Cincinnati, Indianapolis, St. Louis & Chicago Ry Co. | Minutes, 2/28/1880 – 5/15/1889. |
| | | Cincinnati & Southern Ohio River | Minutes, 5/4/1887 – 12/15/1913. |
| | | Cincinnati & Springfield Ry Co. | Minutes, 12/5/1870 – 2/19/1913. |
| | | Cincinnati, Jackson & Mackinaw Ry | Minutes, 3/10/1892; 3/30/1892 – 9/29/1896. |
| | | Michigan & Mackinaw RR | Minutes, 7/15/1891 – 2/24/1892. |
| | | Cincinnati & Michigan RR | Minutes, 7/7/1891 – 2/24/1892. |
| 54 | | Cincinnati, Jackson & Mackinaw RR | Minutes, 2/12/1886 – 10/16/1889. |
| | | Cincinnati, Lafayette & Chicago RR | Minutes, 5/29/1871 – 1/27/1938. |
| | | Cincinnati Northern RR Co. | Minutes, 6/29/1898 – 1/25/1938. |
| | | | |
| | | Cincinnati, Sandusky & Cleveland | Minutes, 1/9/1868 – 3/28/1890. |
| 55 | | Cincinnati, Sandusky & Cleveland | Minutes, 9/12/1890 – 1/25/1938. |
| | | Cincinnati, Van West & Michigan RR | Minutes, 1/22/1881 – 2/12/1886. |
| | | Cincinnati, Wabash & Michigan RR | Minutes, 6/7/1871 – 12/15/1913. |
| | | Clayton & Theresa RR Co. | Minutes, 6/15/1871 – 3/19/1886. |
| | | Clearfield Southern RR Co. | Minutes, 7/2/1898 – 3/31/1905. |
| | | Cleveland, Columbus, Cincinnati & Indianapolis RR | Minutes, 5/15/1868 – 5/15/1889. |
| 56 | | Cleveland, Columbus, Cincinnati & Indianapolis RR Company | Minutes, 4/20/1869 – 4/18/1889. |

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| | | Cleveland, Columbus & Cincinnati RR Co. | Minutes, 10/11/1845 – 2/19/1868. |
| | | Cleveland, Painesville & Ashtabula? | 6/1/1849 – 6/10/1868. |
| | | Cleveland Short Line | Minutes, 2/16/1903 – 2/15/1915. |
| | | Columbus & Eastern RR Co. | Minutes, 3/29/82 – 1/4/1890. |
| | | Columbus, Hope & Greenburg RR Company | Minutes, 2/1882 – 10/30/1917. |
| 57 | 243 | | Minutes, 10/24/1918 – 1/25/1938. |
| | | Columbus, Springfield and Cincinnati | Minutes, 1/1/1852 – 11/26/1912. |
| | | Cornwall Bridge Company | Minutes, 7/29/1897 – 5/9/1917. |
| | | Danville and Indiana Harbor RR | Minutes, 2/1/1905 – 4/9/1906. |
| | | Dayton & Cincinnati Term. RR | Minutes, 5/24/1894 – 12/1/1844. |
| | | Detroit & Charlevoix RR Company | Minutes, 1/2/1901 – 9/6/1916. |
| | | Detroit & Bay City RR Co. | Minutes, 2/21/1881 – 12/12/1917. |
| | | Conewango Valley RR Co. | Minutes, 4/18/1870 – 5/6/1870. |
| | | Curwensville & Bower RR Co. | Minutes, 4/16/1803 – 3/31/1905. |
| | | Detroit and Chicago | Minutes, 11/24/1888 – 3/20/1914. |
| | | Detroit Belt Line | Minutes, 5/18/1909 – 9/18/1916. |
| | | Detroit Delray & Dearborn RR | Minutes, 9/17/1895 – 9/18/1916. |
| | | Detroit & Bay City RR Co. | Minutes, 5/16/1871 – 3/29/1873. |
| | | Detroit Bay City RR Co. | Minutes, 4/12/1873 – 6/23/1879. |
| | | Detroit, Monroe & Toledo | Minutes, 4/1855 – 12/22/1914. |
| 58 | | Detroit Transit RR | Minutes, 9/10/1872 – 1/9/1902. |
| | | Dillonvale & Smithfield RR Company | Minutes, 9/30/1926 – 12/22/1943;3/25/1901 – 8/19/1927. |
| | | Dolgeville & Salisbury RR Co. | Minutes, 7/8/1907 – 4/5/1909. |
| | | Dunkirk, Allegheny Valley & Pittsburgh RR Company | Minutes, 1/3/1873 – 12/22/1914. |
| | | Dunkirk, Warren & Pittsburg RR Co. | Minutes, 3/13/1867 – 12/27/1872. |
| | | Elkhart & Michigan RR Co. | Minutes, 6/13/1896 – 5/10/1898. |
| | | Elkhart & Western RR Co. | Minutes, 5/4/1888 – 2/15/1915. |
| | | Erie & Northeast RR Co. | Minutes, 1/1847 – 6/21/1867. |
| | | Evansville Indianapolis & Terre Haute RR Co. | Minutes, 7/2/1920 – 6/21/1938. |
| | | Evansville, Ct. Carmel & Northern RR Co. (Indiana) | Minutes, 8/1/1906 – 12/15/1937. |
| | | Evansville, Mt. Carmel & Northern RR Co. (Illinois) | Minutes, 11/5/1906 – 11/4/1912. |
| 59 | | Fairland, Franklin & Martinsville RR Company | Minutes, 9/15/1876 – 12/15/1913. |
| | | Fairport & Phalanx RR Co. | Minutes, 6/5/1901 – |

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| | | Fall Brook RR Company | Minutes, 7/1/1892 – 3/16/1909. |
| | | Corning, Cowanesque & Antrim | Minutes, 2/22/1892 – 6/30/1892. |
| | | Findlay Belt RR Company | Minutes, 3/28/1887 – 4/10/1934. |
| | | Franklin & Clearfield RR Company | Minutes, 5/1902 – 2/26/1909. |
| | | Franklin Canal Company | Minutes, 7/5/1849 – 6/20/1854. |
| | | Fulton and Oswego RR | Minutes, 12/7/1885 – 4/20/1886. |
| | | Fulton Chain RR Co. | Minutes, 3/23/1896 – 2/11/1897;2/14/1902 – 8/13/1937. |
| | | Gallitzin Coal & Core Co. | Minutes, 11/22/1899 – 11/6/1911. |
| | | Gauley & Eastern RR Co. | Minutes, 5/13/1903 – 4/30/1920. |
| | | Genesee Falls RR Co. | Minutes, 10/29/1917 – 5/14/1936. |
| | | Geneva, Corning & Southern RR Co. | Minutes, 4/14/1809 – 12/22/1914. |
| | | Geneva & Lyons | Minutes, 11/28/1877 – 4/26/1889. |
| | | Gouverneur & Edwards RR Co. | Minutes, 8/28/1890 – 7/16/1892. |
| | | Gouverneur & Oswegatchie | Minutes, 4/13/1892 – 4/10/1912. |
| 60 | | Grand River Valley RR Co. | Minutes, 6/18/1853 – 10/31/1918. |
| | | Grand Trunk RR of Michigan | Minutes, 12/22/1866 – 8/20/1868. |
| | | Grayling, Twin Lakes & Northeastern RR Co. | Minutes, 7/4/1891 – 4/20/1901. |
| | | Hammond & Blue Island RR Co. of Indiana | Minutes, 6/8/1895 – 9/22/1897; 12/7/1893 – 9/23/1897. |
| | | Harrisburg RR | Minutes, 4/24/1905 – 5/3/1905. |
| | | Harrison Branch RR Co. | Minutes, 11/17/1871 – 5/5/1913. |
| | | Hooverhurst & South Western RR Co. | Minutes, 5/9/1902 – 12/2/1913. |
| | | Hudson River RR Co. | Minutes, 3/1/1847 – 11/1/1869. |
| | | Hudson River West Shore RR Company | Minutes, 9/28/1867 – 3/25/1873. |
| | | Imboden & Odell RR Co. | Minutes, 1/12/1903 – 5/12/1905. |
| | | Kankakee & West Virginia | Minutes, 5/23/1905 |
| | | Indiana & Lake Michigan RR Co. of Michigan | Minutes, 8/8/1887 |
| | | Indiana Harbor RR Co (Illinois) | Minutes, 2/1/1905 – 10/6/1913. |
| 61 | | Indiana Harbor RR Co. (Indiana) | Minutes, 11/21/1901 – 4/5/1906. |
| | | Indianapolis & St. Louis RR Co. | Minutes, 8/28/1967 – 5/15/1889. |
| | | Indianapolis, Crawfordsville & Danville RR Co. | Minutes, 5/10/1866 – 8/18/1869. |
| | | Indiana, Illinois & Iowa RR Co. of the State of Indiana | Minutes, 1/4/1893 – 9/13/1898. |
| | | Indiana, Illinois & Iowa RR Co. | Minutes, 7/7/1881 – 4/5/1906. |
| | | Indiana Northern RR Co. | 1/3/1848 – 11/24/1864. |
| | | Indianapolis & Bellefontaine RR Co. | Minutes, 1/3/1848 – 11/24/1864. |

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| | | Indianapolis & Cincinnati RR Co. | Minutes, 12/2/1853 – 5/30/1866. |
| 62 | | | Minutes, 5/30/1866 – 11/7/1870. |
| | | Indianapolis, Cincinnati & Lafayette RR Co. | Minutes, 11/1/1875 – 1/29/1880. |
| | | Indianapolis & Northeastern RR Co. | Minutes, 4/10/1890 – 5/23/1898. |
| | | Jackson & Cincinnati RR Co. | Minutes, 8/13/1895 – 5/31/1898. |
| | | Jackson, Lansing & Saginaw | Minutes, 2/3/1865 – 8/30/1916. |
| | | Jackson Coal RR Co. | Minutes, 4/2/1883 – 1/26/1909. |
| | | Jamestown & Franklin RR Co. | Minutes, 8/28/1862 – 2/26/1909. |
| | | Jamestown, Franklin & Clearfield | Minutes, 3/30/1909 – 3/2/1915. |
| | | Junction RR Co. | Minutes, 6/7/1850 – 6/5/1878. |
| | | Kalamazoo & South Haven RR | Minutes, 1/16/1869 – 4/29/1912. |
| 63 | | Jersey City & Albany RR Co. | Minutes, 6/28/1873 – 4/2/1881. |
| | | Jersey City & Bayonne RR Co. | Minutes, 2/23/1887 – 11/15/1916. |
| | | Kanawha & Michigan RR Co. | Minutes, 4/24/1890 – 6/7/1938. |
| 64 | | Kanawha & Ohio RR Co. | Minutes, 7/1/1886 – 4/14/1890. |
| | | Kanawha & Pennsylvania RR Co. | Minutes, 2/9/1903 – 9/20/1917. |
| | | Allegheny & Western RR Co | Minutes, 5/21/1918 – 5/29/1918. |
| | | Kanawha & West Virginia RR Co. | Minutes, 8/22/1905 – 1/26/1938. |
| | | Kankakee Stock Yards Co. | Minutes, 10/6/1898 |
| | | Lagrange Connecting RR Co. | Minutes, 1/26/1927 – 6/17/1932. |
| | | Lake Erie & Eastern RR Co. | Minutes, 3/26/1927 – 6/17/1932. |
| | | Lake Erie, Youngstown & Southern RR Co. | Minutes, 11/11/1902 – 6/14/1912. |
| | | Lake Ontario RR Co. | Minutes, 9/30/1874 – 12/2/1874. |
| 65 | | Lake Shore & Michigan South RR Co. | Minutes, 4/6/1869 – 12/21/1910. |
| 66 | | | Minutes, 1/18/1911 – 12/22/1914. |
| | | Lewiston Suspension Bridge Co. | Minutes, 4/4/1850 – 7/17/1879. |
| | | Little Falls & Dolgeville RR Co. | Minutes, 2/2/1891 – 4/15/1913. |
| | | Leamington & St. Clair RR Co. | Minutes, 6/15/1886 – 1/31/1905. |
| | | Lewiston RR Co. | Minutes, 7/15/1852 – 11/21/1854. |
| | | Madison Ave. & 86 St. | Minutes, 7/24/1885 – 1/15/1889. |
| | | Madison Ave. & 23 St. | Minutes, 10/27/1885. |
| | | Martinsville & Franklin RR | Minutes, 1/4/1850 – 1/16/1862. |
| | | Mahopac Falls RR Co. | Minutes, 3/7/1884 – 3/11/1912. |
| | | McKee Sport & Belle Vernon | Minutes, 1/16/1886 – 11/5/1890. |

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| | | M.D.T. Co. | Minutes, 1/1/1871 – 5/10/1911. |
| 67 | | Merchants Despatch Trans co. | Minutes, 5/17/1911 – 12/17/1936; 5/21/1923 – 12/17/1936 |
| | | Michigan Midland & Canada RR Co. | Minutes, 9/17/1872 – 6/14/1905. |
| | | Michigan Central Bridge Co. | Minutes, 12/19/1895 – 8/15/1905. |
| | | Michigan & Ohio RR Co. | Minutes, 10/29/1883 – 6/9/1885. |
| | | Michigan Southern RR Co. | Minutes, 7/21/1846 – 4/25/1855. |
| | | Michigan South & Northern Ind. | Minutes, 1/8/1862 – 5/8/1869. |
| 68 | | | Minutes, 8/25/1855 – 12/30/1868. |
| | | Mohawk & Hudson RR Co. | Minutes, 5/11/1837 (commissioners' minutes). |
| | | Midland Terminal & Ferry Co. | Minutes, 4/4/1873 – 8/7/1883. |
| | | Midland Improvement Co. | Memoranda Book. |
| | | Middle Port & Northeastern RR Co. | Minutes, 4/11/1913 – 6/8/1938. |
| | | Mohawk & Hudson RR Co. | Minutes, 4/17/1826 – 9/23/1853. |
| | | Mohawk & Malone RR Co. | Minutes, 6/18/1892 – 4/17/1912. |
| | | Muncie Belt RR Co. | Minutes, 11/9/1892 – 1/27/1938. |
| | | New York & Mahopac | Minutes, 3/11/1871 – 4/27/1871. |
| | | National Stock Yard | Minutes, 3/30/1869 – 7/13/1883. |
| | | New Jersey Shore Line | Minutes, 2/23/1887 – 12/10/1913. |
| 69 | | New York, Ottawa Bridge Co. | Minutes, 4/18/1899 – 5/17/1917. |
| | | New York & Ottawa RR Co. | Minutes, 7/13/1897 – 1/16/1913. |
| | | NY & Putnam RR Co. | Minutes, 1/15/1894 – 3/5/1913. |
| | | NY Central & Hudson River RR Co. | Regular meetings of standing committee (law auditing, etc.) and executive committee meetings, 10/20/1880 – 7/24/1889. (Some duplicated meetings in reel #71). |
| 70 | | | Minutes of Executive and Standing (law auditing, etc.) Committee meetings, 9/4/1889 – 9/30/1896. (Some duplicated meetings in reel #72). |
| 71 | 244 | | Minutes of Executive and Standing Committee meetings, 1/23/1895 – 11/5/1903. |
| 72 | | | Minutes of Board of Directors and Executive Committee Meetings, 5/15/1882 – 11/17/1904. (If unable to locate Committee Minutes on this reel, check reels #69, 70, 71). |
| 73 | | | Minutes, 12/1/1904 – 4/10/1911. |
| 74 | | | Minutes, 4/17/1912 – 12/22/1914. |
| | | | Index to and record of Board References, 3/20/1862 – 7/6/1868. |
| 75 | | NY Central RR Co. (1853) | Minutes, 8/23/1853 – 11/1/1869. |
| | | NYC Niagara River RR Co. | Minutes, 5/26/1896 – 5/21/1912. |
| | | NYC & Northern RR Co. | Minutes, 6/22/1887 – 3/2/1893. |
| | | New York, Westchester & Putnam RR Co. | Minutes, 7/3/1877 – 3/19/1878. |

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| 76 | | NY, West Shore & Buffalo RR Co. | Minutes, 12/31/1879 – 4/27/1886. |
| | | Niagara Bridge & Canandaigua RR Co. | Minutes, 8/25/1858 – 11/11/1885. |
| | | Niagara Falls Beach RR Co. | Minutes, 12/16/1875 – 4/14/1913. |
| | | Niagara Grand Island Bridge Co. | Minutes, 5/26/1874 – 6/13/1917. |
| | | Niagara Peninsula Bridge Co. | Minutes, 11/5/1882 – 4/10/1883. |
| | | Northern Cent. Mich. RR Co. | Minutes, 4/7/1866 – 12/22/1914. |
| | | Northern Ind. RR Co. | Minutes, 6/4/1851 – 1/3/1853. |
| | | Northern Ind. RR Co. (Ohio) | Minutes, 4/7/1851 – 6/30/1853. |
| | | Northern Ind. RR (Indiana) | Minutes, 10/1/1849 – 4/1/1854. |
| | | Northern Ind. RR Co. | Minutes, 6/11/1851 – 2/24/1854. |
| | | Northern Ind. & Chicago. RR Co. | Minutes, 9/19/1850 – 2/27/1855. |
| | | Northern NY RR Co. | Minutes, 5/28/1895 – 8/24/1897. |
| | | Northern Renting Car Co. | Minutes, 1/5/1922 – 1/22/1929. |
| | | North River Construction Co. | Minutes, 1/8/1881 – 1/29/1884. |
| | | North River RR Co. | Minutes, 4/19/1880 – 4/2/1881. |
| | | | Minutes, 5/6/1881 – 5/12/1881. |
| | | Norwood & Montreal RR Co. | Minutes, 3/1/1886 – 5/23/1889. |
| | | Ohio, Indiana & Western | Minutes, 12/10/1887 – 3/1/1890. |
| | | North Western Ohio RR Co. | Minutes, 4/25/1831 – 7/3/1871. |
| | | Ohio River & Lake Erie RR Co. | Minutes, 10/29/1897 – 3/15/1901. |
| | | Open Cut & General Storehouse | Minutes, 3/30/1881 – 6/19/1883. |
| 77 | | Ontario Pacific RR Co. | Minutes, 12/8/1882 – 6/9/1897. |
| | | Oswego RR Bridge Co. | Minutes, 6/22/1872 – 4/18/1885. |
| | | Oswego & Troy RR Co. | Minutes, 4/6/1854 – 4/14/1913. |
| | | Pennsylvania & Western | Minutes, 4/9/1856 – 11/8/1889. |
| | | Penn Yan & NY | Minutes, 9/15/1817 – 10/29/1885. |
| | | Pine Creek RR Co. | Minutes, 1/14/1884 – 3/16/1909. |
| | | Pittsburgh & Beck's Run RR Co. | Minutes, 10/1/1877 – 7/23/1880. |
| | | Pittsburgh & Eastern RR | Minutes, 12/20/1894 – 3/31/1905. |
| | | Point Pleasant Bridge Co. | Minutes, 6/25/1886 – 6/18/1936. |
| | | Putnam Construction Co. | Minutes, 10/6/1898. |
| | | Railway Cons. & Equip. Co. | Minutes, 8/24/1891 – 11/7/1900. |
| | | Richmond, Toledo & Chicago. RR | Minutes, 3/4/1881 – 6/20/1881. |
| | | Raquette Lake Ry Co. | Minutes, 2/20/1899 – 8/17/1938. |
| 78 | | Rochester & Lake Beach RR Co. | Minutes, 2/1/1888 – 2/20/1888. |

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| | | Rochester & Ontario | Minutes, 1/30/1882 – 1/27/1888. |
| | | Rochester Gas & Elect. Corp. | Minutes, 1/12/1926 – 5/9/1928. |
| | | Rocky River RR Co. | Minutes, 2/14/1867 – 5/4/1887. |
| | | Rome Watertown & Ogdensburg RR Co. | Corporate History I & II, 6/4/1855 – 12/28/1893. |
| | | | Minutes, 6/4/1855 – 12/28/1893. |
| | | Watertown & Rome | Minutes 6/4/1855 – 7/10/1861. |
| 79 | | Rome Watertown & Ogdensburg RR Co. | Minutes, 12/28/1894 – 4/14/1913. |
| | | | Vol. Containing committee meetings, 9/5/1883 – 6/4/1881. |
| | | Saginaw Bay Northwestern RR Co. | Minutes, 8/27/1883 – 1/6/1893. |
| | | Glencoe, Pinconning & Lake Shore | Minutes, 4/30/1879. |
| | | Pinconning RR Co. | Minutes, 9/24/1880 – 11/18/1880. |
| | | St. Clair & Western RR Co. | Minutes, 9/24/1907 – 6/22/1949. |
| | | St. Joseph So Ben & Southern RR Co. | Minutes, 1/20/1899 – 2/6/1945. |
| | | Saline Valley Ry Co. | Minutes, 4/6/1907 – 1/10/1917. |
| | | Sarnia, Chatham & Erie Ry Co. | Minutes, 4/26/1893 – 1/31/1905. |
| | | Silver Creek & Dunkirk Ry | Minutes, 11/13/1890 – 6/25/1894. |
| | | Schenectady & Troy RR Co. | Minutes, 9/6/1836 – 6/13/1853. |
| | | Securities Corp of the NYC RR | Minutes, 1/13/1925 – 11/12/1941. |
| | | Springfield, Mt. Vernon & Pittsburgh RR Co. | Minutes, 1/5/1858 – 11/8/1860. |
| | | Schoolcraft & Three Rivers RR Co. | Minutes, 4/19/1855 – 8/14/1869. |
| | | Springfield Union Depot Co. | Minutes, 10/26/1904 – 4/3/1915. |
| | | Spuyten Duyvil & Port Morris RR Co. | Minutes, 10/8/67 – 5/29/1895. |
| 80 | | | Minutes, 6/11/1896 – 5/21/1912. |
| | | Steuben Iron Co. of Centre Co | Minutes, 7/9/1873 – 12/30/1873. |
| | | State Line & Middlesex RR Co. | Minutes, 10/28/1887 – 1/10/1891. |
| | | Streator & Clinton RR co. | Minutes, 1/16/1899 – 7/5/1900. |
| | | Sturgis, Goshen & St. Louis Ry Co. | Minutes, 11/1/1889 – 2/15/1915. |
| | | Susquehanna & Clearfield RR Co. | Minutes, 12/9/1879 – 3/26/1901. |
| | | Swan Creek Ry Co. | Minutes, 5/1/1875 – 12/22/1914. |
| | | Syracuse & Chenango Valley | Minutes, 9/9/1868 – 4/30/1873. |
| | | Syracuse & Northern Valley | Minutes, 10/5/1875 – 12/1/1875. |
| | | Syracuse & Utica | Minutes, 1/20/1853. |
| | | Syracuse Junction RR Co. | Minutes, 4/10/1873 – 6/5/1878. |
| | | Syracuse Geneva & Corning Ry Co. | Minutes, 11/2/1885 – 3/16/1909. |

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| | | Syracuse & Northern RR Co. | Minutes, 2/14/1868 – 10/22/1875. |
| | | Syracuse Ontario & NY | Minutes, 6/21/1883 – 6/29/1891. |
| | | Syracuse Phoenix & Oswego Ry Co. | Minutes, 2/30/1885 – 12/28/1888. |
| | | Syracuse, Chenango & NY | Minutes, 3/31/1877 – 9/6/1883. |
| | | Terminal RR Co. | Minutes, 4/16/1869 – 2/18/1902. |
| | | Terminal Ry of Buffalo | Minutes, 6/17/1895 – 12/22/1914. |
| | | Tivoli Hollow RR Co. | Minutes, 3/31/1894 – 4/9/1912. |
| | | Toledo & Michigan Belt Ry Co. | Minutes, 10/24/1887 – 1/29/1897. |
| | | Toledo & Ohio Northern Ry Co. | Minutes, 11/8/1880 – 7/22/1898. |
| | | Toledo, Can. South & Detroit Ry Co. | Minutes, 7/19/1872 – 9/27/1916. |
| 81 | | Toledo, Columbus & Cincinnati Ry Co. | Minutes, 5/17/1889 – 12/31/1892. |
| | | Cleveland & Toledo RR Co. | Minutes, 9/25/1853 – 3/19/1869. |
| | | Toledo, Norwalk & Cleveland RR Co. | Minutes, 8/10/1850 – 6/16/1853. |
| | | Tonawanda Island Bridge Co. | Minutes, 7/2/1883 – 7/9/1912. |
| | | T.H. & B Navigation | Minutes, 7/7/1916 – 11/8/1950. |
| | | Trestle Realty Corp | Minutes, 7/31/1917 – 1/31/1945. |
| | | Two Seventy Park Ave. | Minutes, 9/22/1932 – 1/13/1947. |
| | | Union Railroad Co. | Minutes, ¾/1852 – 5/12/1904. |
| | | Utica & Schenectady RR Co. | Minutes, 4/29/1833 – 2/4/1858. |
| | | Utica & Black River RR Co. | Minutes, 4/2/1886 – 4/15/1913. |
| | | Vernon, Greensburg & Rushville RR Co. | Minutes, 7/10/1819 – 6/30/1938. |
| 82 | | Warren & Venango RR Co. | Minutes, 10/10/1871 – 12/26/1872. |
| | | Watertown & Rome | Minutes, 4/6/1847 – 6/28/1855. |
| | | Webster Coal & Core | Minutes, 1/8/1900 – 5/9/1947. |
| | | Weehawken Ferry Co. | Minutes, 12/18/1854 – 5/7/1878. |
| | | West Branch Coal Co. | Minutes, 3/29/1896 – 3/2/1915. |
| | | Western Air Line Cons. Corp. | Minutes, 7/11/1881 – 6/19/1890. |
| | | Western Transit Co. | Minutes, 12/5/1883 – 4/18/1924. |
| | | West Shore & International Bridge Ry Co. | Minutes, 5/29/1882 – 4/24/1892. |
| | | Western Transportation Co. | Minutes, 10/12/1875 – 6/26/1889. |
| 83 | | West Shore & Ontario Term Co. | Minutes, 7/11/1883 – 5/22/1901. |
| | | West Side & Yonkers Ry Co. | Minutes, 8/12/1819 – 7/18/1887. |
| | | Wheeling & Cleveland RR Co. | Minutes, 8/6/1895 – 2/27/1901. |
| | | White Water RR Co. | Minutes, 5/9/1878 – 12/16/1913. |
| | | Windsor Beach & Ontario RR Co. | Minutes, 11/29/1887 – 2/20/1888. |

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| | | Yonkers Rapid Transit Co. | Minutes, 3/20/1879 – 11/9/1887. |
| | | Youngstown & Pittsburgh RR Co. | Minutes, 4/13/1877 – 1/21/1878. |
| | | Zanesville & Western Ry Co. | Minutes, 10/18/1902 – 1/26/1938. |
| | | Beech Creek Coal & Core | Minutes, 1/10/1901 – 1/28/1948. |
| | | East Chicago Belt RR Co. | Minutes, 5/15/1896 – 10/28/1907. |
| | | Rome, Watertown & Ogdensburg Terminal RR Co. | Minutes, 1/30/1886 – 12/28/1889. |
| | | Cleveland, Columbus & Cincinnati | Minutes, 8/16/1851 – 7/8/1870. |

II. Comptroller's Office General Books (Box 245)

| Reel | Box | |
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| 1 | 245 | NYCRR Journal, 1941: pp 1-480. (This reel also contains images of depreciation schedules from the Auditor of Capital Expenditures). |
| 2 | | NYCRR Journal, 1941: pp 481 – 1290. NYCRR Journal, 1942: pp 1 – 45. |
| 3 | | NYCRR Journal, 1942: pp 46 – 1055. |
| 4 | | NYCRR Journal, 1942: pp 1056 – 1300. NYCRR Journal, 1943: pp 1 – 807. |
| 5 | | NYCRR Journal, 1943: pp 808 – 1359. NYCRR Journal, 1944: pp 1 – 511. |
| 6 | | NYCRR Journal, 1944: pp 512-1421. NYCRR Journal, 1945: pp 1-199. |
| 7 | | NYCRR Journal, 1945: pp 200-1310. |
| 8 | | NYCRR Journal, 1945: pp 1311-1323. NYCRR Journal, 1946: pp 1-1073. |
| 9 | | NYCRR Journal, 1946: pp 1074-1385. NYCRR Journal, 1947: pp 1-812. |
| 10 | | NYCRR Journal, 1947: pp 813-1411. NYCRR Journal, 1948: pp 1-327 |
| 11 | | NYCRR Journal, 1948: pp 328-1042. |
| 12 | | NYCRR Journal, 1948: pp 1043-1388. NYCRR Journal, 1949: pp 1-520. |
| 13 | | NYCRR Journal, 1949: pp 521-1390. NYCRR Journal, 1950: pp 1-73. |
| 14 | | NYCRR Journal, 1950: pp 74-1057. |
| 15 | | NYCRR Journal, 1950: pp 1058-1319. NYCRR Trial Balances Jan. 1941 – Sept. 1947. |
| 15A | | NYCRR Journal, Jan. – May 1951 Incl. Pages 1-565. |
| 16 | | NYCRR Trial Balances, Oct. 1947 – Dec. 1947. |
| 17 | | NYCRR General Ledger (Transfer) Accounts 701 – 799. Operating Expenses, Income Debits 1941 – 1950. |
| 18 | | NYCRR General Ledger (Transfer) Accounts 779 – 786. Income Accounts 501 – 520. General Ledger (Current) Accounts 701 – 786; Income Accounts 502 – 551; General Ledger detail (709 – 762 –763). |
| 19 | | General Ledger (Current) Detail (709-762-763); Auxiliary Ledger Balances, 1941 – 1950. Auxiliary Ledger (Transfer) Accounts 701-702-704-705-706, Years 1941 – 1950. |
| 20 | | Auxiliary Ledger (Transfer) Accounts (706-707-717-764-766-542) Years 1941 – 1950. |

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| 21 | Auxiliary Ledger (Transfer) Accounts (603-604-606-607-615-617-618-619-621-711-712-713-716-718-719-721-722-723-725-759-760-761-767) Years 1941 – 1950. |
| 22 | Auxiliary Ledger (Transfer) Accounts (767-768-770-771-773-774-775-777-727-778) Years 1941 – 1950. |
| 23 | Auxiliary Ledger (Transfer) Accounts (727-778-779) Years 1941 – 1950. Auxiliary Ledger (Current) Accounts (701-702-704-705-706) Years 1941 – May 1951. |
| 24 | Auxiliary Ledger (Current) Accounts (706-707-717-718-764-766-513-514-515-607-614-615-621-) Years 1941 – May 1951. |
| 25 | (711-719-721-722-723-725-760-appear on the film as the order above). Auxiliary Ledger (Current) Accounts (727-778-761). |
| 25A | NYCRR Journals Jan. – March 1951: pp 1-249. NYCRR Journals, March – May 1951: pp 250-565. New York & Harlem RR Co. Journals, Trial Balances, General Ledger, years 1941 – May 1951. |
| 26 | The New York & Harlem RR Co. General Ledger, Income Accounts, years 1941 – May 1951. |
| 27 | Clearfield Bituminous Coal Corp., Journals 1941 – May 1951; Trial Balances, 1941 – 1945. |
| 28 | Clearfield Bituminous Coal Corp., Trial Balances, 1946 – May 1951; General Ledger, 1941 – 1950. |
| 29 | Clearfield Bituminous Coal Corp., General Ledger, 1943 – May 1951. |
| 30 | Mahoning Coal RR. Co., Journals, 1941 – April 1951; Trial Balance, 1941 – Oct. 1946. Calumet Western RR Co., General Ledger, 1941 – April 1951. |
| 31 | Federal Valley RR Co., Journals 1941 – May 1951; Trial Balances, 1941 – May 1951; General Ledger, 1941 – 1945. Mahoning Coal RR Co., Trial Balances, Nov. 1946 – April 1951; General Ledger, 1941 – April 1951. |
| 32 | Calumet Western RR CO., Journals 1941 – April 1951; Trial Balances, 1941 – Jan. 1948. Federal Valley RR Co., General Ledger, 1941 – May 1951. |
| 33 | Zanesville Terminal RR Co., Journals, 1941 – April 1951; Trial Balances, 1941 – April 1951; General Ledger, 1941 – April 1951 Zanesville Terminal RR Co., General Ledger, 1941 – April 1951 (cont'd). |
| 34 | Despatch Shops Inc., Journals & Trial Balances, 1941 – May 1951; General Ledger, 1941 – 1950. Despatch Shops Inc., General Ledger, 1941 – May 1951. |
| | New York State Realty & Terminal Co., Journals, 1941 – May 1951; Trial Balances, 1941 – May 1951. |
| | New York State Realty and Terminal Co., General Ledger, 1941 – May 1951. |
| | P. McK. & Y. RR Co., Journals, 1941 – May 1951; Trial Balances, 1941 – April 1948. |

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| 35 | P. McK. & Y. RR, Trial Balances, May 1948 – May 1951; General Ledger, 1941 – May 1951. |
| 36 | Peoria & Eastern RR, Journals, Trial Balances & General Ledger, 1941 – May 1951. Peoria & Eastern RR, General Ledger, 1941 – May 1951 (cont'd). Canada Southern RR, Journals, Trial Balances & Gen. Ledger, 1941 – May 1951. |
| 37 | Louisville & Jeffersonville Br. & RR Co., Journals, 1941 – Dec. 1943 Louisville & Jeffersonville Bridge & RR Co., Journals, Jan 1944 – May 1951 (cont'd); Trial Balances & General Ledger, 1941 – May 1951. |
| 38 | Louisville & Jeffersonville Bridge & RR Co., Gen. Ledger, 1941 – May 1951. NYC Funded Cont. Rent. Plat, journals & ledgers, Oct. 26, 1946 – May 1951. Lake Erie & Pittsburg RR Co., journals, 1941 – May 1947. |
| 39 | Lake Erie & Pittsburg RR Co., journals, June 1947 – May 1951; trial balances & General ledgers, 1941 – May 1951. |
| 40 | Chicago & Harrisburg Coal Co., journals, 1941 – May 1951; trial balances, 1941 – Nov. 1947. C & H Coal Co, trial balances, Dec. 1947 – May 1951; general ledgers, 1941 – May 1951. Owasco River RR, journals, ledgers & trial balances, 1941 – May 1951. Ottawa & N.Y., journals & ledger, 1941 – March 1951. |
| 41 | St. Lawrence & Adirondack RR, journals, 1941 – Dec. 1948. St. Lawrence & Adirondack RR, journals, Jan. 1949 – May 1951; general ledger, 1941 – May 1951. Beech Creek Ext. RR, journals & gen. Ledger, 1941 – April 1951. Beech Creek RR, journals & general ledger, 1941 – April 1951. |
| 42 | Troy Union RR Co., journals, trial balances & gen. Ledger, 1941 – May 1951. Troy Union RR., general ledger, 1941 – May 1951. Michigan Central RR Co., journals, trial balances & general ledger, 1941 – May 1951. |

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| 43 | <p>Michigan Central RR Co., general ledger, 1941 – May 1951.</p> <p>Jol. & North Ind. RR, journals & general ledger, 1941 – Dec. 1950. Lansing Mfg. RR, journals & general ledger, 1941 – May 1951.</p> <p>Lansing Transit RR, journals, & general ledger, 1941 – Nov. 1950.</p> <p>Niagara River Br. Co., journals, & general ledger, Dec. 1941 – July 1949.</p> <p>Det. River Tun. Co., journals, trial balances & gen. Ledger, 1941 – May 1951.</p> <p>Battle Creek & Sturgis Ry, journals & general ledger, 1941 – May 1951.</p> <p>Chi. Kal. & Sag. Ry, journals, trial balances & general ledger, 1941 – May 1951.</p> |
| 44 | <p>T. & O. C. Ry, journals, 1941 – March 1945. T. & O. C. Ry., journals, April 1945 – May 1951; trial balances & general ledger, 1941 – May 1951.</p> <p>Chenango Val. RR., Journals & Ledger.</p> <p>Stewart RR Co., General Ledger.</p> <p>Mah. & Shen Val. RR, general ledger.</p> |
| 45 | <p>C.C.C. & St. L Ry., journals, 1941 – Feb. 1945. C.C.C. & St. L. Ry., journals, March 1945 – May 1951; trial balances & general ledger, 1941 – May 1951.</p> |
| 46 | <p>C.C.C. & St. L. Ry, general ledger 1941 – May 1951.</p> <p>West Shore RR, journals & general ledger, 1941 – May 1951.</p> <p>D. T. & M. RR., journals & general ledger, 1941 – April 1951.</p> <p>Hudson River Br. Co., general ledger.</p> <p>Hudson River Conn RR., journals & general ledger, 1941 – May 1951.</p> <p>Lake Erie All. & W. RR., journals & general ledger, Oct. 1943 – Dec. 1949.</p> <p>Man. State Line RR., journals & general ledger, 1941 – April 1951.</p> |
| 47 | <p>New Jersey Junction RR, journals, 1941 – Dec. 1950. New Jersey Junction RR., general ledger, 1941 – Dec. 1950.</p> <p>N.Y. & Fort Lee RR., general ledger.</p> <p>Pitt. & Cl. RR., journal & general ledger, 1941 – Feb. 1951.</p> |
| 48 | <p>Wall. Val. RR., journals, & general Ledger, 1941 – Dec. 1950. Omissions, corrections & re-photographed items from general books.</p> |

III. Comptrollers Office Statistical

| Reel | Box | |
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| 1-49 | 246 | Statistical Dept., boxes 1 – 49. |
| 52-78 | 247 | Comptroller's statistical, boxes 52-78 |
| | | |

IV. Valuation Dept.

| Reel | Box | | Fram es |
|------|-----|--|------------|
| 1-21 | 247 | Authentication and index of items included in microfilms 1-21 (16mm). Films showing vital records of the Valuation Department. | |
| 22 | | Buffalo & East Val. Sec. 51 – 61, and General Val. Sec. Map. | 507 |
| 23 | | Val. Sec. 62 – 68, and 70 – 86. | 597 |
| 24 | | Val. Sec. 87 – 101 (including 93A & 97A). | 575 |
| 25 | | Val. Sec. 102 – 105A; 106; 109; 110; 113A; 113C; 114; 116 – 121. | 556 |
| 26 | | Val. Sec. 122 – 135. | 296 |
| 27 | | Val. Sec. 136 – 142; 144. | |
| | | Val. Sec. Troy Union RR V-1, 145. | |
| | | Val. Sec. Owasco River Ry V-1, 107, 108; 111, 112. | |
| 28 | | New York Central RR; West Of Buffalo; Ohio Central Lines Val Sec. 201 – Map #1 to Val Sec. 213 – Map #35. | 554 |
| 29 | | Val. Sec. 213 – Map #36 to Val. Sec. 239 – Map #11. | 583 |
| 30 | | Val. Sec. 239 – Map #12 to Val. Sec. 302 – Map #102. | 581 |
| 31 | | Val. Sec. 303 – Index to Val. Sec. 1 – Ohio-Map #16A. | 310 |
| 32 | | New York Central RR, C.C.C. & St. L. District Key Map to Val. Sec. 15 – Map #12. | 508 |
| 33 | | Val. Sec. 16 – Index to Val. Sec. 39-Map #24. | 507 |
| 34 | | Val. Sec. 40 – Index to Val. Sec. 53-Map #45. | 539 |
| 35 | | New York Central RR, Boston & Albany Districts V1 Land-Map #1-A to V2 Track-Map #200-A. | 604 |
| 36 | | New York Central RR, Peoria & Eastern Ry Index Map to V18-Map #39. | 136 |

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| 37 | | New York Central RR & Michigan Central RR District | V 1-A-M, Map #1 to V 12-E-M, Map #24. | 560. |
| 38 | | | V 12-E-M, Map #25 to V 2-M, Map #7. | 368 |

V. Miscellaneous

| Reel | Box | | | |
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| 1-23 | 248 | Comptrollers | Hotels | |
| 1 | | Despatch Shops | ER-142, Dec. 1936 – July 1951: journal entries and trial balances in ledger in Auditor's Office, East Rochester, NY. | |
| 2 | | Despatch Shops | ER-142, Dec. 1936 – July 1951: ledger in Auditor's Office, East Rochester, NY; material and supplies record; capital assets record. | |
| C-1 | | NYC Claims Dept. | General correspondence; ledger register of correspondence; compensation claims, 1943 – 1951. | |
| 1-61 | 249 | Comptroller – Tax Depart. | Tax Dept. (Authentication and index is included on the last reel of Tax Dept. microfilms). | |