

**April 2, 1906**

Regular meeting of the Town Board of the Town of Cheektowaga. Present: Wildy, Fossett, Forster, Werick, Ryan and Kless. Absent Smith.

Moved by Werick seconded by Forster that Mr. Fossett act as secretary in the absence of the Town Clerk: carried

Moved by Werick seconded by Ryan that the bills of Justice Fossett amounting to \$18.40 be allowed: carried

Judge Fossett reports the collection of \$3.00 in fines.

Moved by Fossett seconded by Werick that the bills of Justice Ryan amounting to \$105.90 be allowed; carried

Judge Ryan reports the collection of \$14.80 in fines.

Moved by Forster seconded by Ryan that the bill of Dr. Weinbach amounting to fifteen dollars be allowed: carried

Moved by Ryan seconded by Werick that the bills of Constable P.J. Kaiser amounting to \$66.80 be allowed; carried.

Moved by Forster seconded by Ryan that Geoffrey Wende be elected Town Attorney, amended by Werick seconded by Fossett that the board dispense with the election of an attorney; amendment carried, adjourned

B. Fossett  
Clerk pro tem

copied by E.P.Smith

**April 4, 1906**

Special meeting of the Town Board and Board of Highway Commissioners of the Town of Cheektowaga duly called for the purpose of approving the plans of the Niagara Lockport and Ontario Power Company according to a map filed in the Town Clerk's office.

Present: Wildy, Fossett, Forster, Werick, Ryan & Kless: Absent: Smith.

Moved by Ryan seconded by Werick that Mr. Fossett act as clerk: carried

The following was moved by Ryan seconded by Forster put to vote and carried as follows: Ayes Ryan, Forster, Werick, and Fossett. Noes Wildy and Kless

Whereas the Niagara Lockport and Ontario Power Company have filed with the Town Clerk of the Town of Cheektowaga, their maps showing a proposed line of poles on Kensington Ave, from the point where the right of way of said company crosses Kensington Avenue westerly to the City Line of the City of Buffalo, and which proposed line of poles are indicated on said map at the places where they are to be set, and said company has applied to this Board for approval of said map, now therefore

Resolved, that the plan of said Niagara, Lockport and Ontario Power Company for the placing of said poles in Kensington Avenue be and the same is hereby approved upon the following conditions. First, that the said Niagara, Lockport and Ontario Power Company shall place said poles under the supervision of this Board of Highway Commissioners and in such manner that the same shall not in any way interfere with the drainage along Kensington Avenue and in case any of said poles should be placed in the present ditches in said street, that their the said company shall construct new ditches so as to take care of the drainage.

Second, said poles shall be set not more than six (6) feet from the street line. The poles shall be of the best quality of straight cedar poles and shall be of such height as shall make the lowest point of the lowest wire carrying electricity, not less than twenty five (25) feet above the ground

Third, until such time as the said company shall establish a sub station at or near the Kensington Avenue line herein provided for the said poles shall carry not more than two circuits of three wires each and two telephone wires, and the wires shall carry a voltage not exceeding 22,000 volts. In case it should be determined in the future to increase the number of wires and the village which said wires shall carry the said company notify the Town Board and Board of Highway Commissioners before the same are placed and when they are placed shall use such insulators as will conform to those in use on the high tension

transmission line of said company and said company shall always keep the same properly insulated so as to protect the public from damages there from.

Mr. Wildy opposed the approval of the plans upon the grounds that the plans did not meet the approval at the taxpayers.

B. Fossett  
Clerk pro tem

Copied by E.P. Smith  
Town Clerk

Before the Board of Railroad Commissioners of the State of New York, at the capital, Albany, March 6, 1906.

Present Com. Frank M. Baker  
Com. Joseph M. Drikey  
Com. George W. Aldridge  
Com. Henry N. Rockwell

In the matter of the application of the Lehigh and Lake Erie Railroad Company under section 60 of the railroad law, for a determination in the manner in which its double backed railroad shall cross streets avenues and highways in the County of Erie.

This application, of the Lehigh and Lake Erie Railroad Company, under section 60 of the railroad law, was filed with this Board on February 19th, 1906. The applicant asks the Board to determined the manner in which its double tracked railroad shall cross the following streets, avenues or highways in the County of Erie to wit:

Name of Highway	Location
Harlem Avenue	The easterly half in the Town of Cheektowaga: the westerly half in the Village of Sloan
William Street	Southerly half in the Town of Cheektowaga; northerly half in the village of Sloan.
Clinton Street	Northerly half in the Town of Cheektowaga; Southerly half in the Town of West Seneca.
Mineral Springs Rd	Town of West Seneca
Winchester Avenue	Town of West Seneca
Seneca Plank Road, Seneca Street	Town of West Seneca
Potters Carriers Road	Town of West Seneca
Ridge Road Extension	Town of West Seneca
Fisher Road	Town of West Seneca
Abbotts Carners Road (known as South Park Avenue)	Town of West Seneca
Electric Avenue	Town of West Seneca

A public hearing in the matter, after notice as requested by the statute was held in the City of Albany on March 6, 1906. Passell Carey and Cooke Appeared for the applicant: John W. Fisher appeared for the Town Board of West Seneca and the Town Board of the Town of Cheektowaga. After hearing evidence and arguments the hearing was closed.

There have been filed with this board copies of consents of the Town Board and Board of Highway Commissioners of the Town of Cheektowaga, of the board of trustees of the Village of Sloan, and of the Town Board and Board of Highway Commissioners of the Town of West Seneca in relation to these crossings, which consents contain certain conditions - , the consents begging marked in this office as having been filed here on March 6, 1906, and March 12, 1906.

After consideration of the evidence this Board hereby determines, under section 60 of the railroad law, that it would be impracticable for the double tracked railroad of the Lehigh and Lake Erie Railroad Company to cross otherwise than at grade the highways hereinafter named except where a method of crossing otherwise their at grade is hereinafter named and in such cases this Board hereby determined that said crossings by the double tracked railroad of the Lehigh and Lake Erie Railroad Company shall be over the grade of the highway as hereinafter set forth.

County of Erie,

1. At grade highway known as Starleen Avenue
2. Over the grade of the highway known as William Street.
3. Over the grade of the highway known as Clinton Street, Town of West Seneca
4. Over the grade of the highway known as Mineral Springs Road.
5. Over the grade of the highway known as Winchester Avenue.
6. Over the grade of the highway known as Seneca Plank Road or Seneca Street.
7. Over the grade of the highway known as Potters Carriers Road.
8. At grade highway known as Ridge Road Exclusion
9. At grade highway known as Fisher Road.
10. Over the grade of the highway known as Abbotts Carriers Road.
11. Over the grade of the highway known as White’s carriers Road, or South Park Avenue
12. Over the grade of the highway known as Electric Avenue.

This determination under section 60 of the railroad law as to these crossings is upon condition that the conditions in the consents hereinabove referred to of the Town Board and Board of Highway Commissioners of the Town of Cheektowaga of the board of trustees of the Village of Sloan and of the Town Board and Board of Highway Commissioners of the Town of West Seneca shall be complied with by the Lehigh and Lake Erie Railroad Company.

By this Board  
 J.S. Kennedy  
 Secretary

Before the Board of Railroad Commissioners of the State of New York, at the Capital, Albany, March 2, 1906. Present:

- Com. George W. Dunn
- Com. Frank M. Baker
- Com. Joseph M. Dickey
- Com. George W. Aldsedge
- Com. Henry N. Rockwell

In the matter of the application of the Lehigh and Lake Erie Railroad Company under section 60 of the railroad law, for a determination of the manner in which its double tracked railroad shall cross a highway known as Dingen Street in the Town of Cheektowaga, Erie County

This application by the Lehigh and Lake Erie Railroad Company, under section 60 of the railroad law, was filed with this Board on March 6, 1906. The applicant asks the Board to determine the manner in which its double tracked railroad shall cross Dingen Street in the Town of Cheektowaga, Erie County, the petitioner proposing that said railroad shall cross said highway over the grade of said highway.

Hearings in the matter were given by this Board in Buffalo on March 14, and 15th, 1906. Bissell Carey and Cooke appeared for the applicant; John W. Fisher, Attorney, and Frank Wildy, Supervisor, appeared for the Town of Cheektowaga not in opposition.

After consideration of the evidence this Board hereby determines, under section 60 of the railroad law, that the double tracked railroad of the Lehigh and Lake Erie Railroad Company shall cross a highway known as Dingen Street in this Town of Cheektowaga, Erie County, over the grade of said highway.

By the Board  
 J. Kennedy  
 Secretary

**April 7th, 1906**

Adjourn special meeting of the Town Board and Board of Highway Commissioners of the Town of Cheektowaga held for the purpose of further hearing the application of the Crosstown

Street Railway Company of Buffalo. Present: Wildy, Fossett, Forster, Ryan, Werrick and Kless.  
Absent: Smith.

Moved by Fossett seconded by Werrick that Mr. Fossett act as Clerks: carried.

The following was offered by \_\_\_\_\_ seconded by \_\_\_\_\_ put to vote and unanimously carried

Resolved, that permission be and it is hereby granted the Crosstown Street Railway Company of Buffalo, to construct, extend and maintain and operate a double tracked electric street Railway, with necessary crossovers in the Town of Cheektowaga, and to use the overhead single trolley electric system, of motive power in the operation thereof over, through and upon the following streets, avenues and highways in the said town, to wit: in Delevan Avenue from the city line of the City of Buffalo, to the Pine Ridge Road, so called and in Pine Ridge Road from Delevan Avenue to Genesee Street, and to connect such railroad in Delevan Avenue with such railroad in the Pine Ridge Road, so called, and to connect said railroad in to Pine Ridge Road with the railroad now in Genesee Street upon the following terms and conditions:

First: That said road shall be constructed in a good and workmanlike manner under the Supervision of the Board of Highway Commissioners of the Town of Cheektowaga, and no work of construction shall be done until the said Crosstown street railway company shall bill with the Town Clerk, plans showing said road to be laid in the center of said Delevan Avenue and said Pine Ridge Road, and where the crossovers are to be placed and the grade at which the tracks of said road shall be laid and providing for girder rails and until said plans shall have been approved, by the Board of Highway Commissioners of said town, the work of construction shall be under the supervision of the Board of Highway Commissioners and the expense of the inspection thereof, shall be paid by the said Crosstown railway company,

Second: The said Crosstown Street Railway Company of Buffalo shall save the Town of Cheektowaga harmless from any and all damages or liabilities by reason of anything done or omitted to be done by said Crosstown railway company in the construction maintenance and operation of said road

Third: The said Crosstown Railway Company of Buffalo shall pave the Pine Ridge Road between the outer rails of its tracks and two feet on either side thereof with stone pavement in a manner approved by the Board of Highway Commissioners of the Town of Cheektowaga and shall maintain said pavement at its own expense.

Fourth: The said Crosstown Street Railway Company shall widen the roadway in Delevan Avenue so that there shall be not less than twelve feet driveway for carriages and wagons to drive in said roadway and on either side thereof and shall pave Delevan Avenue between the outer-rails of its tracks and two feet on either side thereof with stone pavement and in such manner as shall be approved by the Board of Highway Commissioners of the said Town of Cheektowaga, and shall maintain said pavement at its own expense, and the said Crosstown Street Railway Company shall do said work in a manner that shall in no way interfere with or obstruct the drainage of said Delevan Avenue and if necessary shall construct proper and suitable ditches or sewers on other side of said roadway, so as to properly drain the same.

Fifth: The said Crosstown Street Railway Company of Buffalo shall not in the operation of its railroad store cars upon that portion of the said road for which permission to construct is hereby given, but it shall operate its city cars over the lines for which permission is hereby given, in winter and summer and shall run cars with sufficient frequency to accommodate the traveling public, not less than three cars per hour between 6 o'clock a.m. and ten o'clock p.m. and shall carry all passengers riding upon its cars over the road constructed under this permission for the one fare collected by it for carrying passengers over its road and the roads which it exchanges passengers within the City of Buffalo.

Sixth: The Crosstown Street Railway Company of Buffalo is removing or cleaning snow from its tracks, shall level off the snow so removed or cleaned from its tracks in the space outside of its tracks, so that the use of said Delevan Avenue and Pine Ridge Road by the public for its traffic with sleighs and carriages shall not be interfered with and in default of the same being done by said Crosstown Street Railway Company of Buffalo, the same may be done by the Board of Highway Commissioners of the Town of Cheektowaga, and the expense thereof collected from the said Railway Company.

Seventh: The grant is made for the period of forty years from the date of its acceptance, and unless extended for a further period by the Town Board and Board of Highway Commissioners of the Town of Cheektowaga, it shall expire and all rights and privileges granted hereunder, shall cease at the expiration of forty years from the date of the acceptance hereinafter provided for.

Eight: The said Crosstown Street Railway Company of Buffalo shall during the 1st day of May and the first day of October in each year, sprinkle said Delevan Avenue and Pine Ridge Road between its tracks with sufficient frequency to prevent a nuisance by reason of the blowing of dust therefrom.

Ninth: This grant, permission and consent shall become void, unless the Crosstown Street Railway Company of Buffalo shall begin the work of constructing the said road in Delevan Avenue and Pine Ridge Road within one year from the date of the acceptance of this grant, and shall complete the same on or before the first day of November, 1907.

Tenth: the said Crosstown Street Railway Company of Buffalo shall comply with all of the provisions of articles IV of the railroad law of the state of New York, and the acceptance of this permission as hereinafter provided shall be deemed a waiver of any objection to the validity of the said law or any amendments thereto, now existing.

Eleventh: This permission and consent shall not be operative until the said Crosstown Street Railway Company of Buffalo shall file with the Town Clerk of the Town of Cheektowaga a written acceptance of all the terms and conditions thereof, expressly waiving any and all objections as to the reasonableness of legality of any of the provisions of the same, or any part thereof, or as to the legal right or authority of the Town Board or Board of Highway Commissioners of the town to impose the same, which acceptance, shall be properly acknowledged by the said Crosstown Street Railway Company of Buffalo, and this permission and consent shall be come void and of no force and effect unless such acceptance in the form herein sixty days after the adoption hereof by the Board of Highway Commissioners of the Town of Cheektowaga.

B. Fossett,  
Clerk pro tem

copied by Edward P. Smith, Town Clerk

**April 24, 1906**

Special meeting called for the purpose of determining the advisability of accepting certain streets in the Town of Cheektowaga deeds of such streets having been granted the town by the Western New York Land Company and the Standard Building Company. Present: Wildy, Smith, Fossett, Forster, Werrick, Ryan and Kless.

The Mutual Land and security company and Bishop Land Company presented a deed of William, Hurd and Dingen Streets also of McLaughlin, Medina, Alaska, Preston Avenue, as shown upon the map or survey attached to [to] said deed and made part thereof of representatives of the above companies asked for the consideration of the Board in the matter.

The Board discussed the matter for same time but decided to take no action at the present time.

It as moved by Fossett seconded by Ryan that the Board adjourn until Monday April 30th at 8:00 p.m.

Edward P. Smith  
Town Clerk

**April 30, 1906**

Adjourned meeting of the Town Board called to order at 8:00 p.m. Present: Wildy, Smith, Fossett, Forster, Werrick, Ryan and Kless.

The following was offered by Fossett seconded by Ryan putt o vote and carried.

Resolved: That McLaughlin Street between the South line of William Street and the north line of Parker Street, and Parker Street between the west line of McLaughlin St. and the westerly terminus of Parker St., and Hurd Street as same appear on maps of said lands be not accepted and in case the owners of the property fronting on said portions of McLaughlin Street, Parker Street and Hurd Street, file with the Town Clerk a written release of the town from any and all damages for reason of the

abandonment of said street that the attorney for the Town be directed not to oppose any proceedings to abandon and discontinue said street.

The following was received from the Western New York Land Company and the Standard building Company represented by attorney Albert E. Jones.

The Town Board and Board of Highway Commissioners of the Town of Cheektowaga:-

Gentlemen:-The undersigned owners of the lands fronting on McLaughlin Street between William Street, and the north line of Parker Street and Parker Street between the east line of McLaughlin Street and the westerly terminus thereof and Hurd Street, between the west line of McLaughlin Street to the Westerly terminus thereof, do hereby consent that your Honorable body rescind any action heretofore taken attempting to accept said McLaughlin Street and said Hurd Street and said Parker Street a public highways and consent that said streets in the portions thereof herein described be abandoned and discontinued as public highways.

Dated April 30th, 1906

The Western New York Land Company  
by Albert E. Jones  
Secy & Treas  
The Standard Building Company  
by Albert E. Jones  
Secy & Treas

The following was offered by Fossett seconded by Ryan put to vote and carried

Resolved, that permission be and the same is hereby given to the judge, McFarlin Company to lay steam railroad tracks standard gauge across William Street at grade for the purpose of moving materials used for the construction of the Lehigh and Lake Erie Railroad Company from the main tracks of the Lehigh Valley Railroad to the place where such material are to be used in the construction of the said Lehigh and Lake Erie Railroad Company upon the following conditions:-

1. That said tracks be removed whenever directed by the Town Board and Board of Highway Commissioners and in default of the same being so removed, within ten days when directed, then the Town Board and Board of Highway Commissioners may removed the same at the expense of the said Hyde McFarlin Company.
2. That the said company give to the town a bond in the penal sum of Ten Thousand Dollars, executed by Sanie Surety Company authorized to do business in the State of New York and approved by the Supervisor, to save the town harmless from any and all damages by reason of the way in which the work of construction of said Lehigh and Lake Erie Railroad Company is carried on and by reason of anything done or omitted to be done by said Hyde-McFarlin Company in and about the said crossings and for any damage caused by the acts done or omitted to be done by said Hyde-McFarlin Company, its officers, agents, servants or employees.
3. That flagmen be maintained at said crossings when the said road is in operation.
4. That any material of any kind or character stored in the said street, or any obstruction of any kind or character or any excavation of any kind or character in said street at any time during the building of said Lehigh and Lake Erie Railroad Company shall be lighted at night by red lights so that the public using said street shall be sufficiently warned against danger, and

Resolved, that permission be and the same is hereby given to the Hyde-McFarlin company to place any maintain temporary wooden bent or false work in William Street, Dingen Street, and Clinton Street for the purpose of placing the iron work upon the overhead crossings of the Lehigh and Lake Erie Railroad Company, where the same crosses said streets, also to maintain a narrow gauge temporary track across said Dingen Street and Clinton Street, such track to be a 3 foot gauge to be used by steam locomotives for hauling dirt cars and other materials used in the construction of the Lehigh and Lake Erie Railroad upon the following conditions:--

1. that the same be constructed and operated under the supervision and inspection of the Town Board, by same person appointed by said town Board, the expenses thereof to be paid by the said Hyde-McFarlin Company and not to exceed five dollars per day for such inspection and supervision.

2. Paid temporary bents or false works and narrow gauge track to be removed whenever directed by the Town Board and Board of Highway Commissioners.

3. The abstruction of the highways caused by the building of such temporary bents and false work and the construction of said narrow gauge railroad across said streets to be guarded at night by red lights displayed so as to warn the public of the danger, and flagman to be maintained where directed by the Town Board.

4. The Hyde-McFarlin Company to save the town harmless from any and all damages by reason f the manner in which such work is constructed and the manner in which it is maintained and operated, or by reason of any acts done or omitted servants or employees in doing of said work. Such bond to be the same bond as is required in the conditions for the crossing of William Street.

adjourned

Edward P. Smith  
Town Clerk

**May 7, 1906**

Regular meeting of the Town Board of the Town of Cheektowaga called to order at 2:00 p.m. Present: Wildy, Smith, Fossett, Forster, Werrick, Ryan and Kless.

Moved by Kless seconded by Fossett that the minutes of last meeting be adopted as read, carried.

Moved by Werrick, seconded by Ryan that we accept the deeds of Cass Avenue, Garland Avenue, Bright Avenue and Parker Street presented by Wpr. Chas. Rossler and J Howard, carried

Moved by Smith, seconded by Werrick that Charles J. Pilkey be and he is hereby appointed constable of the Town of Cheektowaga for a term of six months commencing May 1st 1906, if however the said Charles J. Pilkey fails to qualify and furnish a suitable constables bond within 10 days this appointment is hereby declared null and void, carried

Moved by Werrick seconded by Smith that the bill of George Mueller for \$3.60 constables services be allowed, carried

Moved by Werrick seconded by Smith that the bill of Bernard Fossett for \$3.65 Justices services be allowed, carried

Moved by Kless seconded by Ryan that we accept the deeds of the streets known as Smith Street, Pleasant Street, Abardeen Street, Arthur Street, and Broad Street. Presented by Mr. Augustine Smith, carried

Moved by Ryan seconded by Kless that the petition of Mr Wm. Lurtz be laid on the table until our next regular meeting and that no case be investigated in the meantime, carried

Moved by Werrick seconded by Fossett that the bills of Justice Joseph Forster be allowed as corrected, amounting to \$114.30, carried

Monies collected by Forster amount to \$66.00. The above is settlement in full to May 1s, 1906.

Moved by Fossett seconded by Werrick that the bills of Justice Ryan as corrected and being payment in full to April 28th 1906 amounting to \$124.80 be allowed, carried.

Justice Ryan reports \$26.50 as fines collected.

Moved by Ryan seconded by Fossett that the bills of Louis Pantosh for constables services, as corrected to \$27.35 be allowed, carried

Moved by Forster seconded by Ryan that the bills of Joseph Kolb Constable be allowed as corrected, amounting to \$83.15, carried

Moved by Fossett seconded by Ryan that the bills of Wm Fates be allowed as corrected amounting to \$13.05, carried

Moved by Fossett seconded by Ryan that bill of Dr. R.W. Gratten for attending an emergency case, amounting to \$8.00 be allowed, carried.

Moved by Fossett seconded by Forster that the bill of John J. Rupp for crushed stone amounting to \$217.95 be allowed, carried.

Moved by Fossett seconded by Ryan that the commissioner of highways be allowed 4 dollars per day for team walk, carried

Moved by Fossett seconded by Werrick that we adjourn, carried

Edward P. Smith  
Town Clerk

**May 10, 1906**

At a meeting of the taxable inhabitants duly called by the Town Clerk, of the Town of Cheektowaga, N.Y. for the purpose of electing a treasurer of Doyle Fire District No 1 of Doyle, Cheektowaga, N.Y. the following votes were cast.

P.J. Scymanski, John Rohr, James Devine, C. Finkbeimer

P.J. Scymanski and C. Finkbeimer were chosen tellers and found the notes cast all in favor be Christian, Finkbeimer and he was declared elected treasurer for the term of 3 years.

Signed John M. Rohr  
James Devine  
Inspectors

The foregoing is a true and certified copy of the minutes of a special meeting of Doyle fire District No 2 of the Town of Cheektowaga duly called and held on May 10th 1906, for the purpose of electing a treasurer of said district to fill the expired term of Gottlieb Koch resigned.

Edward P. Smith  
Town Clerk

**May 25, 1906**

Special meeting of the Town Board and Board of Highway Commissioners duly called and held at the house of Charles Mills, Clinton Street and City Line, May 25th, 1906. Subject: Cochrane St. Sewer. Present: Wildy, Smith, Ryan & Kless. Absent: Fossett, Forster, & Werrick

Moved by Smith seconded by Ryan that the following resolution be adopted:

Resolved, that the Supervisor and Town Attorney be and they are hereby authorized to apply to the City of Buffalo for permission for the property owners in the east side of Cochrane Street in the Town of Cheektowaga, to connect with and use the sewer about to be built in Cochrane Street by the City of Buffalo upon such terms as may be agreed upon, the same to be reported back to this Board before any action to contract shall be taken, carried unanimously

Moved by Smith seconded by Ryan that we adjourn, carried

Edward P. Smith  
Town Clerk

Regular meeting of the Town Board of the Town of Cheektowaga held June 21st, 1906. Present: Wildy, Smith, Ryan and Forster. Absent: Fossett, Werrick and Kless.

Moved by Ryan seconded by Forster that the minutes of the last regular meeting be adopted as read, carried

Moved by Ryan seconded by Smith that the report of Commissioners Chas Schwepflin, Fred B. Thorm and Edwin A. Lapp relative to the Huth Avenue Extensions be reported to our attorney, carried.

Moved by Ryan seconded by Smith that the ordinance and regulations of the Town of Cheektowaga be and they are hereby made the same as adopted June 17th 1901, except that the Supervisor and Town Clerk be authorized to revise the amount of license fees in whatever cases they deem it necessary, carried.

Moved by Ryan seconded by Forster that vendors, trucksters and peddlers be not allowed to stand within 500 feet of any business house within the Town of Cheektowaga when offering their wares for sale, carried.

Moved by Ryan seconded by Forster that the bills of Seymour Schriver for Constables services be audited at the sum of \$64.80 as corrected, carried.

Moved by Ryan seconded by Forster that the bills of George Seuger for constables services be audited at the sum of \$15.35 as corrected, carried

Moved by Forster seconded by Ryan that the bills of Louis Butch be audited at the sum of \$78.40 as corrected, carried

Moved by Ryan seconded by Wildy that the bills of Joseph Forster, for Justices fees be audited at the sum of \$97.45 carried, Fines by Forster \$30.00.

Moved by Forster seconded by Wildy that the bills of Edward Ryan for Justices fees, be audited at the sum of \$148.80 carried, fines by Ryan \$83.50.

Moved by Forster seconded by Ryan that the bills of Wm. Bates for constable services be audited at the sum of \$6.05, carried

Edward P. Smith  
Town Clerk

The Crosstown Street Railway Company of Buffalo, a domestic street railway corporation, having its principal office in the City of Buffalo, New York, and having the corporation mentioned in a certain consent, grant or franchise passed by the Town Board and Board of Highway Commissioners, of the Town of Cheektowaga.

Hereby accepts the said consent, grant and franchise passed by the Town Board and Board of Highway Commissioners of the Town of Cheektowaga in relation to the building of a railroad in Delavan Avenue and Pine Ridge Road so called, in the said Town of Cheektowaga and hereby accepts all of the terms and conditions, thereof, and expressly waives any and all objections as to the reasonableness or legality of any of the provisions of the same, or any part thereof, or as to the legal right or authority of the said Town Board or Board of Highway Commissioners of the said town to impose the same.

Justices whereof, the said Crosstown Street Railway Company of Buffalo has caused this instrument to be signed by its president, and its seal to be attached this 22nd day of May, 1906.

The Crosstown Street Railway Company of Buffalo,

by  
St. J. Kiarcer  
president

June 29, 1906

Special meeting of the Town Board and Board of Highway Commissioners duly called for the purpose of amending the grant or franchise of the Crosstown Street Railway Company of Buffalo, granted April 7, 1906.

Present: Wildy, Smith, Forster, Fossett, Werrick, Ryan and Kless

The following resolution was offered by Forster seconded by Kless, put to vote and carried unanimously.

Whereas, the Town Board and Board of Highway Commissioners of the Town of Cheektowaga, heretofore and on the 7th day of April, 1906 duly granted consent to the Crosstown Street Railway Company of Buffalo to extend maintain and operate a double track electric street surface railway, with the necessary crossovers and appurtenances, in the following streets, avenues and highways, in the Town of Cheektowaga, to wit: in Delavan Avenue, from the city line of the City of Buffalo to the Pine Ridge Road, so called, and in the Pine Ridge Road from Delavan Avenue to Genesee Street:

And whereas, various taxpayers of this town have petitioned this Board to amend the said consent as hereinafter mentioned, and to grant permission to lay a switch as hereinafter mentioned:

And whereas, the Town Board and Board of Highway Commissioners have duly considered the said application of the said town that the request contained in the said petition be granted;

Be it, therefore, Resolved, that upon the Crosstown Street Railway Company of Buffalo filing an acceptance of the amendment herein contained, as hereinafter provided said consent of the 7th day of April, 1906, be deemed to be amended and modified so that there shall be omitted from said consent the permission to extend construct, maintain and operate such railroad in the Pine Ridge Road from Delavan Avenue to Genesee Street, and that such consent of April 7th, 1906, be and remain effective to extend, construct, maintain and operate such railroad with its appurtenances, in Delavan Avenue from the City Line of the City of Buffalo to the Pine Ridge Road, so called: subject however, to all the terms, conditioned, limitations and provisions contained in said consent of the 7th, day of April 1906.

2. And be it further Resolved, that the aforesaid amendment of the said consent of April 7th, 1906, become effective only upon the said Crosstown Street Railway Company of Buffalo filing its acceptance thereof with the Town Clerk of the Town of Cheektowaga within sixty days of the passage of this resolution

3. And be it further Resolved, that upon the said Crosstown Street Railway Company of Buffalo filing said acceptance of the aforesaid amendment, permission be, and it is hereby granted to the Crosstown Street Railway Company of Buffalo to construct a switch in the northerly side of Genesee Street, immediately adjoining the Buffalo Cemetery, connecting with its present road in Genesee Street, which switch shall commence about 100 feet east of the Pine Ridge Road and may extend a distance of 1800 feet easterly therefrom, the highway to be paved between the track and two feet outside thereof, the rails of the track and two feet outside thereof with light material, as at present existing in Genesee Street at the intersection of Pine Ridge Road, said pavement to be placed in that part of the highway between the main line and siding, which said switch may be equipped with the overhead single trolley electric system of motive power for the operation of cars thereover and thereon, and upon said switch said Railway Company may have permission to store cars as may be necessary for the reasonable conduct of its business

4. The Crosstown Street Railway Company of Buffalo agrees that it will construct a tile sewer and basewers, for the purpose of draining the surface water, in that part of Genesee St adjacent to property of the Buffalo Cemetery association to which property is occupied as a switch extending east of the Pine Ridge Road.

5th. And be it further Resolved, that the permission hereinbefore granted is upon the express condition that the Crosstown Street Railway Company of Buffalo shall comply with all the provisions of Article four of the railroad law of the State of New York.

Signed            Frank Wildy, Supervisor  
                     Edward P. Smith, Erie County  
                     Edward Ryan, Justice of the Peace  
                     Bernard Fossett, Justice of the Peace  
                     Henry P. Werrick, Justice of the Peace  
                     Joseph Forster, Justice of the Peace  
                     Jacob Kless, Commissioner

I, Edward P. Smith, Town Clerk of the Town of Cheektowaga, Erie County, New York hereby certify that I have compared the foregoing with the original amendment and its endorsements and I further certify that the foregoing is a full, true and correct copy o the original amendment and its endorsements now on file in my office.

Edward P. Smith  
Town Clerk