

**A GENERAL CHRONOLOGY
OF THE
PENNSYLVANIA RAILROAD COMPANY
ITS PREDECESSORS AND SUCCESSORS
AND
ITS HISTORICAL CONTEXT**

By Christopher T. Baer

1871

May 2016 Edition

- Jan. 1, 1871 Associates of the Jersey Company renews lease of piers at foot of Morris and Sussex Streets in Jersey City to British & North American Royal Mail Steam Packet Company (Cunard Line) as New York terminus for six years. (MB)
- Jan. 1, 1871 Philadelphia & Trenton Railroad leases Frankford & Holmesburg Railroad, operating between Bustleton and Holmesburg Jct.
- Jan. 1, 1871 PRR restores the *Pacific Express* westbound. (USRR&MR)
- Jan. 1, 1871 Susquehanna Coal Company issues \$2 million in bonds. (MB)
- Jan. 1, 1871 CNJ leases Newark & New York Railroad. (Rdg - verify NJCorps)
- Jan. 1, 1871 Jay Cooke establishes a London house, Jay Cooke, McCulloch & Co., with former Secretary of the Treasury Hugh McCulloch as resident partner. (Oberholtzer)
- Jan. 1, 1871 Little Rock & Fort Smith Railroad defaults on interest. (Thompson)
- Jan. 2, 1871 Pres. J. Edgar Thomson first brings the Pennsylvania Company to the attention of the PRR Board; the Finance Committee is to arrange for the transfer of securities to it. (MB)
- Jan. 2, 1871 PRR Board declines request of Gen. Ambrose E. Burnside to advance money on Indianapolis & Vincennes Railroad bonds held by him. (MB)
- Jan. 2, 1871 West Jersey Ferry Company opens hay & straw market on south side of Market Street west of Delaware Avenue in Camden. (Boyer)
- Jan. 2, 1871 Mansfield, Coldwater & Lake Michigan Railway accepts the assignment to them of the contract to build between Toledo and Woodville, subject to the

- approval of Tom Scott. (MB)
- Jan. 2, 1871 F. Chandler elected General Ticket Agent of the Terre Haute & Indianapolis Railroad, replacing R. A. Morris, who remains Secretary. (MB)
- Jan. 2, 1871 Kalamazoo & South Haven Railroad opens between Bloomingdale and South Haven, completing the line from Kalamazoo. (Meints)
- Jan. 3, 1871 U.S. District Court hears the case of *Wood, Morrell & Co. v. Bedford & Bridgeport Railroad Company*; Wood, Morrell & Co., operators of the Cambria Iron Works at Johnstown, had subscribed \$50,000 to the Bedford & Bridgeport and later pretended to take an additional \$150,000 but paid in no money, with the plan of electing a new Board hostile to a lease of the Bedford & Bridgeport to the Pittsburgh & Connellsville Railroad. (USRR&MR)
- Jan. 3, 1871 Southern Central Railroad opens to Auburn, N.Y. (AR - Guide has open Auburn-Owego 12/19/70)
- Jan. 4, 1871 Wilmington, Columbia & Augusta Railroad stockholders authorize abandoning construction of the extension from Watree Jct. to Columbia in favor of trying to purchase the Columbia Branch of the South Carolina Railroad; however, the SCRR refuses to sell, and by fall the WC&A begins a new line from Sumter to Columbia, taking up its old line between Sumter and Kingsville. (Hoffman)
- Jan. 1871 PRR completes new "Altoona Car Shops" east of 7th Street; car and locomotive shops entirely separated; old car shops between 9th and 16th Streets become "Altoona Machine Shops." (ARs for 1870-71 give 12/70 and early 1871)
- Jan. 1871 Maryland & Delaware Railroad completed between Easton and Oxford; construction is of poor quality and service is erratic. (no revenue service advertised)
- Jan. 1871 Revenues of Oil Creek & Allegheny River Railway fall as center of oil production moves southwards from Oil City towards Bradys Bend.
- Jan. 5, 1871 Va. Legislature begins hearings on the validity of the Alexandria & Fredericksburg Railway charter as part of an attack on the PRR's projects by Gen. William Mahone and John M. Robinson. (Nelson)
- Jan. 7, 1871 B&O bridge over Ohio River between Parkersburg and Belpre opens, forming a through line with the Marietta & Cincinnati Railroad. (B&O AR)
- Jan. 9, 1871 Cornelius M. Meserole, Thomas Baumgardner, James S. Gibbons and John A. Sheaff elected directors of the Junction & Breakwater Railroad, the

contractors having been paid in stock; James S. Gibbons becomes Pres., replacing J. W. Houston; new Board orders an inventory of the property; announces a 10-year contract with the Delaware & New York Steam Ship Company, operated by C. & R. Poillou, to provide ships between New York and Lewes. (MB)

- Jan. 9, 1871 Mansfield, Coldwater & Lake Michigan Railway Board approves articles of consolidation with the Ohio & Michigan Railway dated Dec. 28, 1870; this forms a continuous railroad from Mansfield, Ohio, to Allegan on Lake Michigan; the merger is consummated on May 10. (MB)
- Jan. 9, 1871 Western Maryland Railroad opens to Mechanicstown (Thurmont). (Scharf)
- Jan. 10, 1871 PC&StL Railway contracts with the Westinghouse Air Brake Company to equip one locomotive. (Digest)
- Jan. 10, 1871 On the votes of the Northern Field and Lehigh Region delegates, the General Council of Workingmen's Associations expands the anthracite strike from the Northern Field to all anthracite fields, although the Schuylkill County miners oppose a strike at this time; the Schuylkill County operators favor a strike, providing it can be made general to draw down stocks and raise prices; the Shamokin Region (PRR) that supplies southern and western markets, and the Lykens Valley mines (PRR) with its prized Red Ash coal, remain working. (NYTrib, Aurand, LC&N AR)
- Jan. 10, 1871 Western & Atlantic Railroad Company organized as lessee of the state-owned Western & Atlantic Railroad; ex-Gov. Joseph E. Brown (1821-1894) elected Pres.
- Jan. 11, 1871 Pres. John W. Garrett addresses the monthly meeting of the B&O Board on the necessity of a new, independent railroad between Baltimore and New York. (Pam)
- Jan. 11, 1871 House debates a bill (HR-2018) to require that livestock in transit to market (primarily cattle from the Plains) be unloaded for rest, water and feeding for the space of 5 hours after every 28 hours of travel, unless they can be fed, watered and rested in the cars or boats. (CongGlobe)
- Jan. 12, 1871 Ashtabula & New Lisbon Railroad stockholders approve the sale of the railroad between Ashtabula Harbor and Niles to the Ashtabula, Youngstown & Pittsburgh Railroad. (MB)
- Jan. 14, 1871 Virginia act covers the sale of the state's stock in the Orange & Alexandria Railroad. (Pearson - verify PL)
- Jan. 14, 1871 Republican Cartoonist Thomas Nast (1840-1902) of *Harper's Weekly* begins

a non-stop attack on New York City's Tweed Ring. (Stokes)

- Jan. 15, 1871 Camden & Atlantic Railroad director Stephen Colwell (1800-1871) dies. (Memoir, MB)
- Jan. 15, 1871 William G. Moorhead and Samuel M. Felton write to Jay Cooke after conferring with several friends who are stockholders in the Northern Pacific Railroad noting that the company is getting a bad reputation because of rumors that the construction contract is in the hands of a ring. (Oberholtzer)
- Jan. 1871 George M. Lefevre elected Pres. of Pennsylvania & Delaware Railroad. (ARJ)
- Jan. 1871 Jay Cooke begins a campaign to sell Northern Pacific Railroad 30-year, 7% bonds to the general public; the aftermath of the Franco-Prussian War and the opposition of J.S. Morgan & Co. interfere with large sales; the Morgans resent Cooke's attempt to gain a place in the London money market and use their influence with the British government. (Lubetkin)
- Jan. 1871 Northern Pacific Railroad is overdrawn by \$600,000; Jay Cooke advances loans using moneys of depositors at Jay Cooke & Co. (Ward, Jackson)
- Jan. 1871 Collis P. Huntington, strained by burden of constructing the Chesapeake & Ohio Railroad and Southern Pacific, offers to give Tom Scott \$5 million in stock of Central Pacific if PRR will guarantee 7% on total stock; Scott does not accept. (Grodinsky)
- Jan. 1871 Canada Southern Railway placed under contract. (Tennant)
- Jan. 1871 Former PRR Chief Engineer Edward Miller (1811-1872) is diagnosed with cancer. (Roberts)
- Jan. 16, 1871 Rep. William H. Kelsey (1812-1879) of N.Y. introduces a new bill (HR-2788) to incorporate the New York & Washington Railway in place of the one (HR-19) currently tabled; bill is supported by John W. Garrett, who is alarmed by PRR's proposed lease of the United Companies; vote on bill is blocked by filibusters. (CongGlobe, StGaz)
- Jan. 16, 1871 Rep. James Buffinton of Mass. introduces a new bill (HR-2733) to allow the Atlantic & Pacific Railroad to mortgage its road. (CongGlobe)
- Jan. 16, 1871 Logan Steel & Iron Company incorporated in Pa. to take over the property of the Freedom Iron & Steel Company near Lewistown. (PaSecyState)
- Jan. 17, 1871 House passes the bill governing the feeding and watering of cattle in transit, 123-57. (CongGlobe)

- Jan. 18, 1871 J. Edgar Thomson in letter proposes to run PRR trains over United Companies track and have use of Harsimus Cove Yard in lieu of a full lease. (MB)
- Jan. 18, 1871 Shamokin Valley & Pottsville Railroad Board reports a settlement of a boundary dispute with the Susquehanna Coal & Coal Mountain Company. (MB)
- Jan. 18, 1871 Two days of celebration and excursions mark the completion of the Butler Branch of Western Pennsylvania Railroad between Freeport and Butler; the celebrations include a “funeral” for the old Freeport-Butler stagecoach, which is draped in black and paraded around the borough. (HistButlerCo, USRR&MR, ARJ - see 3/1)
- Jan. 18, 1871 Oil Creek Junction Railroad merged into the Junction Railroad (1870-1871). (GrnBk)
- Jan. 18, 1871 Wilhelm Friedrich Ludwig (1797-1888), King of Prussia, is proclaimed Kaiser Wilhelm I of Germany at the Palace of Versailles, completing the unification of Germany, excluding Austria, under Prussian leadership; with its defeat of France, Germany becomes the dominant Continental power. (Mercer)
- Jan. 19, 1871 PRR group buys through Cornelius S. Bushnell 1,000 Union Pacific Railroad Income bonds at 50 (currently selling at 38), 2,136 Land Grant bonds at 70 (currently 56½), and 2,500 Bridge bonds at 80; the markup allows UP to pay its floating debt; PRR group also buys about 30,000 UP shares at low prices, which are carried by John R. Duff; Tom Scott is invited to organize the UP Board; two back up Bushnell’s commitments, George Pullman pledges 1,000 shares of Pullman stock; J. Edgar Thomson Tom Scott and Andrew Carnegie trade their Keokuk & Hamilton Bridge Company bonds for \$600,000 Northern Central Railway bonds owned and guaranteed by the PRR, which are more easily hypothecated as collateral, borrowing them from the PRR sinking fund; these collaterals are deposited with Drexel, Morgan & Co. in return for \$600,000 in cash, which, with an unknown amount of cash from the Pennsylvanians is turned over to Bushnell to meet his notes. (Klein, Ward - note was no Drexel, Morgan until 7/1/71)
- Jan. 19, 1871 Joint Board of United Companies approves new \$20 million General Mortgage to fund existing debts. (MB)
- Jan. 20, 1871 Mercer & Somerset Railway begins laying track at point where it crosses the National Railway survey near Hopewell, N.J. (StGaz? - 1/21)
- Jan. 20, 1871 Pennsylvania Company increases stock from \$100,000 to \$12 million; Tom Scott, George B. Roberts, Hugh J. Jewett, Thomas L. Jewett and J.N. McCullough join Board; Tom Scott elected Pres., replacing William Thaw,

who becomes VP in charge of finance; McCullough named General Manager; William H. Barnes leaves the Board because of his involvement with the Union Line and Empire Line, but returns in 1881. (MB)

- Jan. 20, 1871 Gettysburg Railroad reorganized as Susquehanna, Gettysburg & Potomac Railway; operated by Hanover Branch Railroad. (Williams - date of conveyance - verify ICC?)
- Jan. 20, 1871 Melville E. Ingalls and John Stewart Kennedy present their report on the Indianapolis, Cincinnati & Lafayette Railroad, charging mismanagement under Henry C. Lord's administration; find the floating debt is \$1.5 million, and liabilities have more than doubled over 5 years; the branch lines are losing money; in 1868, Lord threw all the Cincinnati-Chicago business over the White Water Valley Railroad, by which the IC&L gets only 88 miles, vs. 179 miles via Lafayette; the IC&L has also loaned \$250,000 to the Chicago & Great Eastern Railroad and taken \$500,000 of its bonds, even though it is a competing line; the company is in arrears on interest and wages, which are being met from short-term loans from Cincinnati banks. (Harlow)
- Jan. 21, 1871 Pennsylvania Company names George B. Roberts Chief Engineer and Henry H. Houston General Real Estate Agent; appoints committee to wait upon J. Edgar Thomson to make arrangements with PRR. (MB)
- Jan. 21, 1871 Pan Handle Railroad authorizes advertising for bids for grading; not carried out. (MB)
- Jan. 21, 1871 Receiver John A. C. Gray makes report on the state of the Memphis, El Paso & Pacific Railroad; since the Civil War, 20-25 additional miles have been graded and three miles of track laid; 10 locomotives and 120 tons of rails ordered in France have been impounded in New Orleans for non-payment of duties; the U.S. Circuit Court in Texas soon approves the transfer to the Southern Transcontinental Railway, but Gray delays until 1873; Gray is unable to secure the Memphis & Little Rock Railroad stock, which remains in the hands of independent trustees and eventually becomes part of the Rock Island system. (Taylor, ICC)
- Jan. 23, 1871 General Ticket Agents of southeastern railroads meet at Atlanta; decide that the shortest route between New York and New Orleans is via Washington, Lynchburg, Dalton, Montgomery and Mobile and that those companies shall set the through rate. (Guide)
- Jan. 24, 1871 Mansfield, Coldwater & Lake Michigan Railway Pres. William S. Hickox submits to the Board a memo from Tom Scott giving terms for construction contracts; contractors are to be paid in First Mortgage bonds at the rate of \$20,000 per mile; preferred stock is to have the right of conversion to common stock; the Pennsylvania Company will operate the finished line in

return for the net revenue. (MB)

- Jan. 24, 1871 James A. Bradley (1830-1921), a New York brush manufacturer who has converted to Methodism, purchases 658 acres east of the NY&LB between Wesley and Deal Lakes just north of Ocean Grove and lays out Asbury Park, N.J., as a Methodist resort; Bradley runs the community with a rigid paternalism, although it is not a camp meeting like Ocean Grove and has less restrictive blue laws. (Ellis,)
- Jan. 24, 1871 CCC&I Railway leases Cincinnati & Springfield Railway. (RRGaz)
- Jan. 24, 1871 First section of Poughkeepsie & Eastern Railroad opens with excursion between Poughkeepsie and Stissing (21 miles). (ARJ)
- Jan. 25, 1871 Special committee on drove yards reports to PRR Board with form of contract. (MB)
- Jan. 25, 1871 Ashbel Welch, General President of United Canal & Railroad Companies of New Jersey, writes to PRR calling for a joint committee to resolve all points in dispute with PRR; referred to special committee of PRR Board. (MB)
- Jan. 25, 1871 Schuylkill anthracite coal miners vote to hold out for a \$3 basis instead of \$2.50 offered by the operators. (Munsell/Sch)
- Jan. 26, 1871 Henry Stafford Little (1823-1904) of Monmouth County is confirmed as Clerk in Chancery; Little is a member of the Democratic "State House Ring" that represents traditional county-seat elites; the Clerk controls the movements of cases through the Court of Chancery which deals with business and property issues not involving civil or criminal law; this gives him great power and opportunities for bribes and influence peddling. (TrueAm, Sackett)
- Jan. 27, 1871 Sen. Committee on the Pacific Railroad is discharged from further consideration of the bill to aid the Western North Carolina Extension Railroad, a projected part of the Southern Transcontinental Railway line. (CongGlobe)
- Jan. 27, 1871 Rep. Lionel A. Sheldon of New Orleans introduces a new bill (HR-2546) to incorporate the Southern Express Company in place of the Senate bill, which has been tabled; after a brief debate over the propriety of federal incorporation, this bill is also tabled. (CongGlobe)
- Jan. 27, 1871 Future civil engineer William Hugh Coverdale (1871-1949) born at Kingston, Ont. (WwasW)
- Jan. 27, 1871 Kalkaska County, Mich., fully organized and detached from Antrim County; county seat at Kalkaska. (Long)

- Jan. 28, 1871 Paris surrenders to the Prussians after a three-month siege. (Mercer)
- Jan. 29, 1871 B&O stops charging state tax on through New York-Washington passengers using the Washington Branch, even though it has not been collected by Maryland for years. (USRR&MR)
- Jan. 30, 1871 B&O opens own rail rolling mill at Cumberland, Md. (AR)
- Jan. 31, 1871 Junction Railroad Pres. Isaac Hinckley submits a plan for a new connection between the Junction Railroad and the PW&B near Grays Ferry. (MB)
- Jan. 31, 1871 Supplement to charter of Junction & Breakwater Railroad authorizes increase of stock to \$1 million and extension to Rehoboth Bay. (Digest)
- Jan. 31, 1871 Jackson, Lansing & Saginaw Railroad opens between Bay City and Kawkawlin. (Meints)
- Feb. 1, 1871 PRR Board considers organization of Pennsylvania Company as per Finance Committee report; is to be capitalized at \$12 million and PRR to receive all of its securities, including \$8 million preferred stock, in return for its assets in Lines West; Pennsylvania Company is also to lease Pittsburgh, Chicago & St. Louis and allied lines (the Pan Handle System) and control Indianapolis & Vincennes, St. Louis, Vandalia & Terre Haute, and Indianapolis & St. Louis through stock ownership. (MB)
- Feb. 1, 1871 PRR special committee on United Companies asks full Board for opinions on merits of lease or trackage rights agreement; question left undecided pending another meeting with the United Companies. (MB)
- Feb. 1, 1871 Clarion County Railroad incorporated in Pa. to build from Sligo to Lawsonham and the mouth of Red Bank Creek to serve the ore beds in the vicinity of Rimersburg and Sligo. (PL)
- Feb. 1, 1871 Crawfordsville & Rockville Railroad, Frankfort & Crawfordsville Railroad, and Logansport, Camden & Frankfort Railroad merged to form Logansport, Crawfordsville & South Western Railway under articles dated Nov. 5, 1869. (Church)
- Feb. 1, 1871 Northern Pacific Railroad creates a Land Committee headed by Frederick Billings. (Winks)
- Feb. 1, 1871 Michigan Air Line Railroad opens for local traffic between Jackson and Niles, Mich. (AR)
- Feb. 1871 Michigan Air Line Railroad opens between Three Rivers and Niles. (Meints)

- Feb. 1, 1871 Harry Kendall Thaw (1871-1947) born at Pittsburgh, the son of Pennsylvania Company VP William Thaw (1818-1889) and his second wife Mary Copley Thaw (-); he will be the black sheep of the family with a sadistic streak; he develops a nasty habit of beating people. (NYT, Broderick)
- Feb. 1, 1871 James H. Morley named Chief Engineer of the Cairo & Fulton Railroad. (Wood)
- Feb. 2, 1871 Reading Pres. Franklin B. Gowen convenes a meeting of Schuylkill Field coal operators and threatens to raise the rates of any who consent to resume on the union's terms to ruinous levels; when this becomes known, it unleashes a consumer backlash and calls for a legislative investigation. (Broehl)
- Feb. 2, 1871 Logansport, Crawfordsville & South Western Railway incorporated in Indiana under articles dated Nov. 5, 1869, as a merger of the Crawfordsville & Rockville Railroad, Frankfort & Crawfordsville Railroad, and Logansport, Camden & Frankfort Railroad; John Lee, Pres. (C&C)
- Feb. 4, 1871 Sen. Howard introduces a joint resolution authorizing the Kansas Pacific Railway to extend to the Arkansas River. (CongGlobe)
- Feb. 5, 1871 George B. Roberts elected Pres. of the St. Louis, Vandalia & Terre Haute Railroad, replacing Jediah F. Alexander (-1876). (MB)
- Feb. 6, 1871 Flushing & Woodside Railroad (Woodside to Bridge Street, Flushing) merged (filing date) into Flushing & North Side Railroad under act and agreement of Apr. 8, 1869; all but 0.2 mile at Flushing abandoned. (Val, CorpHist, NYState - F&W may not have been operated?)
- Feb. 6, 1871 Tom Scott, Henry H. Houston, and J. N. McCullough are elected directors of the PC&StL Railway, and George B. Roberts returns to the Board. (MB)
- Feb. 6, 1871 At 10:30 PM, a car on a southbound NYC&HR freight train of old-fashioned tub-type tank cars derails from a broken axle approaching the bridge over Wappinger's Creek just south of New Hamburg, N.Y.; the dragging car strikes the bridge structure and falls onto the northbound track directly in front of the westbound second section of the *Pacific Express*; the locomotive of the *Express* falls into the water dragging all but the last two sleeping cars, while the oil cars erupt into a fireball that spreads burning oil over the bridge, wreckage and ice; the death toll is estimated at 40-50, although only 22 bodies are recovered; the New York Legislature then bans all but the modern iron boiler-type cars from operating in the state, thus forcing their elimination. (NYT, Williamson/Daum - verify PL? - law may be 1872? try NYState?)
- Feb. 7, 1871 Senate debates bill (S-526) for a military and post road between New York

and Washington, rehashing the old states' rights arguments. (CongGlobe)

- Feb. 7, 1871 American Steamship Company of Philadelphia incorporated to operate steamers between Philadelphia and Liverpool with a capitalization of \$700,000. (PL)
- Feb. 8, 1871 PRR Road Committee orders news agents to stop issuing all prize portfolios and gift packs on trains, because they have the character of lotteries. (MB)
- Feb. 8, 1871 A PRR agent sends VP George B. Roberts a list of current stockholders of the Richmond, Fredericksburg & Potomac Railroad, hastily copied from the files of the Board of Public Works. (BdPapers)
- Feb. 9, 1871 PRR Board begins 11-week debate on question of leasing or signing a traffic contract with the United Canal & Railroad Companies of New Jersey. (MB)
- Feb. 9, 1871 Kent County Railroad Board reports that the old locomotive has been repaired and the company should have a new one by the peach season. (MB)
- Feb. 11, 1871 House Committee on Commerce receives the report of survey of the James-Kanawha canal by Maj. W. P. Craighill; includes a summit tunnel under the Alleghany Mountain; cost estimate is \$47.6 million. (Dunaway)
- Feb. 13, 1871 Executive Committee of United Companies notes has negotiated a loan of \$2.5 million with Drexel & Co.; notes B&O has discontinued through tickets north of Baltimore, but northern connections just give their passengers B&O local tickets for passage between Baltimore and Washington; William H. Gatzmer reports that the New Jersey Southern Railroad is still insisting on an independent agency in Philadelphia and its own express line. (MB)
- Feb. 13, 1871 Rep. William Almon Wheeler (1819-1887) of N.Y. amends the Texas Pacific Railroad bill (S-647), which is then referred to the Committee on the Pacific Railroad. (CongGlobe)
- Feb. 14, 1871 Bill introduced in the N.J. Assembly for the German Valley Railroad, supposedly a local iron mine railroad in Hunterdon and Morris Counties; it is actually designed to allow Henry M. Hamilton consolidate his cross-state line and issue a consolidated mortgage. (AssyMin)
- Feb. 14, 1871 Delaware act increases size of Town of Delaware City and authorizes it to subscribe \$30,000 to Delaware & Pennsylvania Railroad. (Scharf)
- Feb. 14, 1871 New York Rep. William Almon Wheeler, Chairman of the House Committee on the Pacific Railroad takes up the South Pacific Railway bill; Wheeler has long favored a simpler, cheaper alternative; Wheeler believes a federal subsidy should only go to a "national" railroad, not merely a "southern" one;

- drops provision that road should be of southern 5'-0" gauge. (NYTrib)
- Feb. 15, 1871 At request of PRR, Newport & Cincinnati Bridge Company transfers bridge contract to Henry C. Spackman following decease of previous contractor G.C. Francisco (George C. Franciscus? who d. 1870). (Church)
- Feb. 15, 1871 Manchester & Barnegat Bay Railway renamed Tuckerton Railroad. (PL)
- Feb. 15, 1871 Representatives of anthracite railroads and coal operators meet at DL&W offices in New York and form combination to crush the miners' union; operators draw up a uniform wage scale and railroads agree to keep rates high until a settlement to prevent operators from breaking ranks and settling with unions; Northern Central Railway boycotts the meeting and maintains old rates, allowing Northumberland County operators to resume. (NYTrib, Schlegel has 2/14 - Aurand notes Reading and LV raised rates by \$2 per ton and a second \$2 increase later in the month)
- Feb. 1871 Pennsylvania group, including Thomson, Scott, Carnegie, et al., secures control of Union Pacific Railroad.
- Feb. 1871 New Jersey Legislature defeats a bill incorporating the National Railway Company.
- Feb. 1871 Miramar Iron Company officers meet in Dillsburg to plan railroad to connect with Cumberland Valley Railroad at Mechanicsburg; CV refuses a connection, and they decide to build to Mount Holly Springs on South Mountain Iron Company's line. (Watts - check Rdg, MB)
- Feb. 1871 Discussions are held in Jackson, Mich., on merging the Detroit, Eel River & Illinois Railroad and the Fort Wayne, Jackson & Saginaw Railroad into the Michigan Central Railroad. (CBerndt)
- Feb. 1871 Having strengthened his control over the Memphis, El Paso & Pacific Railroad through court decisions, Receiver John A.C. Gray begins negotiating directly with Tom Scott and maneuvering John C. Fremont out of the company. (Taylor)
- Feb. 1871 Jay Cooke & Co. begins advertising Northern Pacific Railroad 30-year, 7% gold loan as "Safe! Profitable! Permanent!" (ARJ)
- Feb. 16, 1871 Pan Handle Railroad renamed Pittsburgh, Wheeling & Kentucky Railroad. (Church)
- Feb. 16, 1871 Senate vote blocks consideration of bill (S-1145) to permit the Atlantic & Pacific Railroad to mortgage its road and of bill (HR-2018) pushed by Sen. Cameron for humane treatment of livestock in transit. (CongGlobe)

- Feb. 17, 1871 House passes the Baltimore & Potomac bill with an amendment to require a station in the style of the PRR station at Lancaster, that is, an open shed supported by columns, which is to be 80 feet wide located in the middle of Virginia Avenue between 6th & 7th Streets, leaving 40-foot roadways on either side; this section of Virginia Avenue is now nothing more than a goat pasture. (CongGlobe)
- Feb. 18, 1871 In his annual report, J. Edgar Thomson notes that the restrictive state-mercantilist philosophy of the Richmond, Fredericksburg & Potomac Railroad and other southeastern railroads discourages the flow of long-distance interstate traffic to the PRR at Washington; first public intimation of PRR's attempt to intervene directly to create feeder systems in the South. (AR)
- Feb. 18, 1871 Delaware Railroad trains make first trip to Milford over the Junction & Breakwater Railroad. (MB)
- Feb. 18, 1871 Pennsylvania act changes name of Buffalo & Washington Railway to Buffalo, New York & Philadelphia Railway. (Val)
- Feb. 18, 1871 Supplement to Pennsylvania Company charter authorizes issue of preferred stock. (MB)
- Feb. 18, 1871 Perth Amboy & Elizabethport Railroad cancels its old construction contract and awards a new one to William Bell, proprietor of the Perth Amboy Iron Works and a partner with Pres. Alfred W. Jones in various speculations. (MB)
- Feb. 18, 1871 New Orleans, Mobile & Chattanooga Railroad renamed the New Orleans, Mobile & Texas Railroad. (Watson/Brown)
- Feb. 20, 1871 Pres. William S. Hickox reports to the Mansfield, Coldwater & Lake Michigan Railway Board that the citizens of Tiffin have promised to raise \$60,000 and those at Fostoria \$50,000. (MB)
- Feb. 20, 1871 Pittsburgh & Connellsville Railroad opens between Connellsville and Falls City, Pa. (HistBdfdSsetFltn)
- Feb. 20, 1871 Future Superintendent Frank W. Smith, Jr. (1871-) born at Pittsburgh. (PRRBio)
- Feb. 21, 1871 At PRR annual meeting, Tom Scott states in response to questions from the floor that negotiations are pending to lease the United Canal & Railroad Companies of N.J., but the PRR has no interest in the Union Pacific Railroad. (ARJ)
- Feb. 21, 1871 Mantua Land & Improvement Company incorporated in N.J. by William J.

Sewell, Thomas P. Carpenter (1804-1876), George Wood, Samuel A. Whitney (1819-), John F. Moore, John F. Starr, et al.; develops the garden suburb of Wenonah on about 600 acres on the main line of the West Jersey Railroad 11.35 miles southeast of Camden. (Cushing)

Feb. 21, 1871 Junction & Breakwater Railroad Pres. James S. Gibbons reports that as per the agreement between former Pres. J.W. Houston and Isaac Hinckley of the PW&B, the J&B is relocating its turntable from Harrington to Milford and building an engine house at Milford; both projects are completed before the end of the month. (MB)

Feb. 21, 1871 Rep. William A. Wheeler reports a revised version of the Senate's Texas Pacific Railroad bill; the bill passes after a long debate, 135-70; name changed, first to South Pacific Railway and then Southern Pacific Railroad; capital reduced from \$100 million to \$50 million; land grant reduced from 5.4 million acres to 5 million acres; drops provision to be of 5'-0" southern gauge and only of a "uniform gauge"; reduced to a single line from eastern, not the western, line of Texas near Marshall to San Diego and drops multiple branches on east and west; may merge with companies previously chartered by states on the same line (e.g., the Memphis, El Paso & Pacific); on the east, aid to the following branch railroads is eliminated: the New Orleans, Baton Rouge & Vicksburg Railroad; the Grand Tower & San Diego Railroad (Fulton, Ark. to Dallas, which is to bypass the portion of the old Memphis, El Paso & Pacific Railroad encumbered by the French bonds); the North Louisiana & Texas Railroad; the Vicksburg & Meridian Railroad; the Alabama & Chattanooga Railroad (NYT & House debate says were 6 branches on east? - Taylor says a branch from Kansas Pacific to El Paso, Scott's plan to build from Vinita on A&P to Dallas); however, House prohibits mergers with other lines to be chartered later; can issue construction bonds and land grant bonds. (CongGlobe, NYTrib, NYT - could find no mention of branches in the Sen. debate, although House debate says they were there! Howard says one branch on east, one on west, and three in the middle)

Feb. 21, 1871 During Southern Pacific Railroad bill debate, Rep. Richard J. Haldeman (1831-1886) of Pa., a Jeffersonian Democratic lawyer from Harrisburg and representative of the type of small-town elites that are being left in the dust by urbanization and industrialization, gives a speech decrying the fact that economic development is destroying republican simplicity and is concentrating wealth (he doesn't like immigration either); he is perhaps the first to explicitly liken Vanderbilt and other railroad millionaires to the "robber barons" of old Europe, who extorted tolls from anyone crossing their domains. (CongGlobe)

Feb. 21, 1871 Congress creates a territorial government for the District of Columbia, including a Board of Public Works with broad powers; Pres. Grant appoints Alexander R. Shepherd (1835-1902) to the Board, which he comes to

dominate as “Boss Shepherd”; he begins expansive construction projects to give the city paved streets and sidewalks, water and sewerage, although characterized by favoritism and spending beyond budgets. (DAB)

- Feb. 22, 1871 House returns Southern Pacific Railroad bill to the Senate as amended; Sen. Howard move to not concur and send to a conference committee; Sen. Flanagan moves for the Senate to concur and get the bill passed. (CongGlobe)
- Feb. 22, 1871 Kentucky Central Railroad incorporated in Ky. for the purpose of reorganizing the old Covington & Lexington Railroad. (ICC)
- Feb. 23, 1871 Baltimore & Potomac Railroad makes new contract with Thomas Seabrook (1817-1897) of Philadelphia for construction, including rebuilding Long Bridge and Baltimore Tunnel, for \$7.5 million; orders cancellation of old \$3 million mortgage. (MB)
- Feb. 23, 1871 Westbound Northern Central Railway night express strikes a broken rail below Williamsport about 7:00 AM; second to fourth cars derail, roll down an embankment and catch fire from the stoves; 1 killed and 17 injured. (NYT)
- Feb. 24, 1871 Uniontown & West Virginia Railroad receives letters patent. (C&C)
- Feb. 24, 1871 Grand Rapids, Rockford & Greenville Railroad incorporated in Mich. to build between Greenville and Rockford. (MB)
- Feb. 24, 1871 Congress passes special bill authorizing Union Pacific Railroad to issue a new series of First Mortgage bonds to build the Omaha Bridge. (CongGlobe)
- Feb. 24, 1871 Senate committee reports the bill to incorporate the Southern Express Company with a recommendation that action on it be postponed. (CongGlobe)
- Feb. 25, 1871 On motion of Sen. Jacob Merritt Howard (1805-1871) of Michigan, Senate non-concurs in amended House version of Southern Pacific Railroad bill and appoints a conference committee of Sens. Howard, Kellogg and Flanagan; some southern Senators feel Wheeler’s bill is a northern project that will feed into northern railroads, not southern ones. (CongGlobe, NYT)
- Feb. 25, 1871 Mahoning Coal Railroad incorporated in Ohio to build from Youngstown to Brookfield Township in Trumbull County. (GrnBk)
- Feb. 26, 1871 The new French government signs a humiliating preliminary Peace of Versailles with Germany, agreeing to pay the equivalent of \$1 billion in reparations over three years and cede all of Alsace and part of Lorraine to Germany. (Stokes)
- Feb. 27, 1871 Pres. J. Edgar Thomson writes to United Companies Executive Committee

asking for reduction in valuation of certain of its properties. (MB)

- Feb. 27, 1871 First anthracite coal shipped from Roberts Run mines on Danville, Hazleton & Wilkes-Barre Railroad to points on Philadelphia & Erie Railroad. (AR - or is this 1872??)
- Feb. 28, 1871 Union & Titusville Railroad opens between Union and Titusville; 6'-0" gauge; third rail for standard gauge added later in year; Jay Gould has acquire something less than 50% of the stock in his own name, not that of the Erie Railway; however, the Oil Creek & Allegheny River Railway secures the bulk of the traffic. (Henry, Grodinsky, Val has c. 2/71)
- Feb. 28, 1871 Stockholders, bondholders and creditors of Dayton & Cincinnati Railroad agree to reorganization without foreclosure. (Church)
- Feb. 28, 1871 Opposition in Senate prevents a vote on the bill for the humane treatment of livestock in transit. (CongGlobe)
- Feb. 28, 1871 Congress passes Second Enforcement Act aimed at the Ku Klux Klan setting penalties for interfering with voter registration or intimidating voters by threats and violence; however, the session expires before more far-reaching legislation can be passed. (CongGlobe, JSmith)
- Mar. 1, 1871 Western Pennsylvania Railroad opens branch from Butler Jct. to Butler, Pa. (MB, AR, Val - must be revenue service - listed in 3/71 Guide)
- Mar. 1, 1871 An anti-Air Line committee appointed by the Pres. of the N.J. Senate reports recommending the repeal of the charter of the Hamilton Land & Improvement Company; the Trenton Chamber of Commerce and other supporters of the Air Line raise such a row that the committee withdraws. (USRR&MR)
- Mar. 1, 1871 Chain of railroads between Weldon, N.C., and Augusta, Ga., and Charleston, S.C., begin advertising as the "Great Atlantic Coast Line." (Hoffman)
- Mar. 1, 1871 At the CCC&I Railway election, Vanderbilt in-laws Horace F. Clark and Augustus Schell are elected to Board in place of J. H. Wade and Stillman Witt of Cleveland. (ARJ)
- Mar. 1, 1871 House appoints conference committee of Reps. William A. Wheeler of New York, John A. Logan of Illinois and William C. Sherrod of Alabama on the Texas Pacific Railroad bill; Rep. Wheeler is determined to force his bill through or nothing; House tables bills for a railroad from New York to Washington, to incorporate the Southern Express Company, and for a land grant to the North Louisiana & Texas Railroad. (CongGlobe, NYTrib)
- Mar. 1, 1871 Madeira & Mamoré Railway Company, Ltd., incorporated with Col. George

Earl Church as Chairman of the Board; the company purchases the Brazilian concession from Church for £20,000 cash. (Craig)

- Mar. 1, 1871 German troops enter Paris. (Mercer)
- Mar. 2, 1871 LIRR agrees to operate New York & Rockaway Railroad in return for completing it. (CorpHist, Val)
- Mar. 2, 1871 Conference committee meets and modifies House bill to provide for a branch to New Orleans via Shreveport (New Orleans, Baton Rouge & Vicksburg Railroad) with 920,000 additional acres of land; name of road is changed from South Pacific Railway back to Texas Pacific Railroad to avoid confusion with Southern Pacific Railroad of California; eastern terminus is made at Marshall, Texas, instead of on the eastern border; the ban on incorporators, directors or stockholders forming a construction company is now limited to directors; Southern Pacific Railroad of California authorized to build from San Francisco to meet the Texas Pacific at the Colorado River; Wheeler is still opposed to enlarging the scope of bill. (NYTrib, CongGlobe)
- Mar. 2, 1871 Massachusetts equity court rules that the Boston, Hartford & Erie Railroad is bankrupt and appoints __ Bradley, __ Chapman and __ Barnard as assignees in bankruptcy. (NHCorp)
- Mar. 3, 1871 Baltimore & Potomac Railroad issues new \$1.5 million Tunnel Mortgage bonds and \$3 million Main Line Mortgage bonds. (MB)
- Mar 3, 1871 Act of Congress authorizes Baltimore & Potomac to locate its Washington depot on the northern half of Virginia Avenue between 6th and 7th Streets; to be in same style as one at Lancaster, Pa.; second act permits the company to change grade of Maryland Avenue to a constant descent from 6th Street to the Long Bridge. (Digest, CongGlobe)
- Mar. 3, 1871 Ashtabula, Youngstown & Pittsburgh Railroad Board reviews a proposal from the PRR to lease it. (MB)
- Mar. 3, 1871 After government engineers report it will interfere with navigation, act of Congress declares it illegal to continue with construction of the Newport & Cincinnati Bridge, which was almost finished, without substituting wider span and higher elevation (100 feet at main span); courts are to determine if government is liable for extra cost. (CongGlobe, Church)
- Mar. 3, 1871 House accepts the report of the conference committee on the amended bill to incorporate Texas Pacific Railroad by 125-64, although some Reps. object that the committee has made concessions to the Senate by increasing the land grant and tries to table the report; Senate concurs by 33-20 after Sen. Benjamin Franklin Rice (1828-1905) of Arkansas fails to get a postponement

to consider a branch from Dallas to the Cairo & Fulton Railroad at Fulton; bill is signed; company is renamed Texas Pacific Railroad to avoid confusion with Southern Pacific Railroad (Calif.); is to build from Texas to San Diego; stock set at \$50 million; land grant of 10 alternate sections per mile in states and 20 sections in territories or about 16 million acres; New Orleans, Baton Rouge & Vicksburg Railroad can connect at Marshall, Texas; Southern Pacific Railroad of California is to build from San Francisco through Tehachapi and Los Angeles to meet the Texas Pacific at the Colorado River. (CongGlobe, NYTrib, JPGreenPam, ARJ, Haney)

- Mar. 3, 1871 Act of Congress approves marking the Centennial of independence with a world's fair in Philadelphia. (CongGlobe)
- Mar. 3, 1871 41st Congress adjourns. (CongGlobe)
- Mar. 3, 1871 Borough of Venango, on the south bank of the Allegheny River, merged into Oil City. (Martens)
- Mar. 4, 1871 42nd Congress convenes; about one third of the Senators are new; Democrats have picked up 5 seats in the Senate and 37 in the House; Republicans have a 40-seat majority in the Senate and 32 seats in the House. (CongGlobe)
- Mar. 4, 1871 Central Railroad Company of Long Island incorporated in N.Y. to build from a point on the Flushing & North Side Railroad east of Flushing to the west line of A.T. Stewart's land on the Hempstead Plains and thence to Bethpage with a branch to Hempstead; controlled by Conrad Poppenhusen; Herman C. Poppenhusen, Pres. (CorpHist, C&C)
- Mar. 4, 1871 Virginia authorizes Alexandria & Fredericksburg Railway to change its name to Washington & Richmond Railway, extend to Richmond and form through connection with Richmond & Danville Railroad; however, local opposition led by Gen. William Mahone adds a number of "poison pills" to the bill in the Senate to render it useless to PRR; A&F must not discriminate in rates against any other Virginia line; if PRR manages to buy control of Richmond, Fredericksburg & Potomac Railroad, that road will lose its exemption from state taxes, PRR must buy state's shares for at least 60 cents on the dollar and guarantee old stockholders a 6% dividend; PRR must also place \$1.5 million in escrow with Virginia Board of Public Works to indemnify Mahone's Atlantic, Mississippi & Ohio Railroad against lost traffic; must guarantee bonds to enable AM&O to build Danville-Bristol link; PRR must also guarantee bonds of Piedmont & Potomac Railroad, (which is to be the Shenandoah Valley Railroad's entry to Washington) at the rate of \$15,000 per mile for five years, providing others raise the money for grading; if private subscribers succeed in raising \$2 million, it is also to guarantee the bonds of the Norfolk & Great Western Railroad; PRR refuses to accept the bill. (PL, USRR&MR)

- Mar. 4, 1871 Steamboat *Jennie Howell* arrives at Little Rock from New Orleans with a cargo of rails for the Fort Smith & Little Rock Railroad. (Wood)
- Mar. 6, 1871 Reading contracts with R.S. Conover of South Amboy and James P. Woodward of Bordentown to tow coal through Delaware & Raritan Canal. (Rdg)
- Mar. 6, 1871 Dutchess & Columbia Railroad opens from Pine Plains Jct. to Millerton, completing the line from Fishkill Landing. (Guide, Smith/Dutchess - verify)
- Mar. 6, 1871 Wheeling & Lake Erie Railroad incorporated in Ohio by Joel Wood, Cleveland & Pittsburgh ticket agent at Martins Ferry to build from Martins Ferry to Sandusky via Massillon. (ICC, Rehor)
- Mar. 7, 1871 Tom Scott elected Pres. of the PC&StL Railway, replacing Thomas L. Jewett, who has suffered a stroke; William Thaw is elected VP; office of Second VP abolished; Hugh J. Jewett resigns as a director, and R. Sherrard, Jr. elected in his place; Jacob N. McCullough appointed General Manager, replacing D.S. Gray; appoints a Road (later Railway) Committee dominated by PRR figures and also a Finance Committee; Board resolves to aid the Toledo, Peoria & Warsaw Railway to build a line from La Harpe to Burlington; appoints a committee regarding the joint use of the tracks and station at Dayton. (MB, NCAB)
- Mar. 7, 1871 Tom Scott, J. Edgar Thomson, Andrew Carnegie and George M. Pullman elected directors of Union Pacific Railroad; Tom Scott replaces Oliver Ames as Pres., and controls the Executive Committee; introduces PRR-type accounting; Scott is too busy to give the UP much attention; PRR group is overextended and is forced to begin selling its UP stock within the month; on news of PRR takeover, stock rises to 32, First Mortgage bonds to 85, Land Grant bonds to 75, and Income bonds to 71. (Klein, Jackson)
- Mar. 7, 1871 First section of the Northern Pacific Railroad opens (?actually Lake Superior & Mississippi) between Lake Superior and the Mississippi River. (ARJ - Guide shows no advertised passenger service until 1872 Shippee shows done in 1871 - verify RRG?)
- Mar. 7, 1871 Sen. Benjamin F. Rice of Arkansas introduces a bill (S-16) amending the charter of the Texas Pacific Railroad, allowing the Cairo & Fulton Railroad to extend to Dallas and connect with the TP; Sen. Alexander Caldwell of Kansas introduces a bill (S-39) authorizing the Kansas Pacific Railway to extend to the Arkansas River and another (S-42) to allow it to extend to the northern boundary of Mexico; Sen. William P. Kellogg of Louisiana introduces a new bill to incorporate the Southern Express Company; Sen. Roscoe Conkling of N.Y. introduces a new bill (S-36) for the humane treatment of livestock in

- transit. (CongGlobe)
- Mar. 8, 1871 PRR Board approves contract with Palace Stock Car Company, effective Apr. 1. (MB)
- Mar. 8, 1871 Lewes & Millsboro Railroad renamed Breakwater & Frankford Railroad. (Val)
- Mar. 8, 1871 Newtown & Flushing Railroad incorporated in New York under articles dated Mar. 4 in the interest of LIRR to build a branch from Winfield on the LIRR to Jagger Avenue, Flushing, to compete with North Shore line. (Val, NYState, C&C)
- Mar. 8, 1871 Pa. act authorizes Shamokin Valley & Pottsville Railroad to borrow \$2 million and acquire an additional 5,000 acres of coal lands in Coal and Mount Carmel Townships from Green Mountain Coal Company and others. (Digest)
- Mar. 8, 1871 Tornado hits East St. Louis, destroying a grain elevator and raking the railroad yards; Vandalia freight house wrecked; tug *Hewitt* of Illinois & St. Louis Bridge Company sunk with all equipment at a loss of \$250,000; 4 killed. (Jackson, Scharf)
- Mar. 8, 1871 Pennsylvania Senate Committee on the Judiciary begins hearings on the Reading's actions in the anthracite coal strike; Gowen uses his oratorical powers to turn the investigation into an arraignment of the Workingmen's Benevolent Association by linking it to "Molly Maguire" violence. (Broehl)
- Mar. 8, 1871 J. Pierpont Morgan meets with Anthony J. Drexel at the latter's West Philadelphia home; Junius S. Morgan, noting R.G. Dun & Co. credit reports that his son is not well liked or trusted on Wall Street for his brusque demeanor and sometimes erratic behavior, wants a conservative watchdog to replace the retiring Charles H. Dabney; Drexel wants a stronger presence in New York and London; J.S. Morgan & Co. has just increased its international stature by financing a £10 million French war loan that other houses refused; it is agreed in secret that Pierpont will be Drexel's partner in New York. (Strouse)
- Mar. 9, 1871 At the meeting of the Union Pacific Executive Committee, new Pres. Tom Scott is awarded \$19,000 for "legal expenses." (Ward)
- Mar. 9, 1871 Sen. Kellogg introduces a bill (S-115) restoring the land grant of the North Louisiana & Texas Railroad.; Sen. James W. Nye of Nevada introduces a bill (S-112) incorporating the North Carolina Extension Railroad as a branch of the Texas Pacific Railroad. (CongGlobe)
- Mar. 9, 1871 Pres. Grant writes to House Speaker James G. Blaine calling for new special

legislation to suppress the Ku Klux Klan as the most important issue to be tackled by the new Congress; a bill is introduced making federal crimes of private acts of violence aimed at depriving persons of their civil rights and allowing the president to declare martial law and suspend habeas corpus; it bogs down over fears for States Rights and local government. (JSmith)

- Mar. 1871 New connecting track built between Belvidere-Delaware Railroad and Lehigh Valley Railroad at Phillipsburg, N.J. (Lee)
- Mar. 1871 Grading begins on Denver & Rio Grande Railway. (RRH)
- Mar. 10, 1871 Flushing Village Railroad incorporated in N.Y. to build 2-mile connection between Flushing & North Side Railroad and Central Railroad of Long Island; not completed. (NYState)
- Mar. 10, 1871 Henry Clay Frick (1849-1919) enters the coke business with his cousin Abraham Overholt Tinstman (1834-1915), J. S. R. Overholt and Joseph Rist, who have been interested in coal and coke with mixed success since 1859; Overholt, Frick & Co. start with only 123 acres and 50 ovens near Broad Ford, but Frick begins expanding with money borrowed from relatives and \$10,000 from banker Thomas Mellon. (Warren, Cannadine)
- Mar. 11, 1871 "United Companies" lease Columbus, Kinkora & Springfield Railroad.
- Mar. 11, 1871 Missaukee County, Mich., fully organized and detached from Wexford County; county seat at the house of Perley Palmer, later changed to Lake City. (Long)
- Mar. 13, 1871 Ashbel Welch writes to Pres. J. Edgar Thomson saying that United Companies boards refuse to consider a lease for anything less than a 10% annual dividend. (MB, Watkins)
- Mar. 13, 1871 United Companies open new ferry house at Debrosses Street, New York, and transfers the bulk of railroad passenger traffic there. (NwkDlyAd, MB)
- Mar. 13, 1871 Executive Committee of United Companies reports loss of barge *Sturtevant*, run down by Inman liner *City of Manchester*. (MB)
- Mar. 13, 1871 James S. Biddle resigns as Pres. of the Shamokin Valley & Pottsville Railroad. (MB)
- Mar. 13, 1871 Sen. John Scott of Pa. presents a memorial of the Pa. Legislature against Congress making any more land grants to railroads and other corporations; Sen. Kellogg introduces a second bill (S-167) amending the charter of the Texas Pacific Railroad. (CongGlobe)

- Mar. 13, 1871 Rep. Alexander S. Wallace (1810-1893), Republican of S.C., introduces a bill (HR-47) for federal aid to the Atlanta & Richmond Air-Line Railway at the rate of \$8,000 per mile; referred to the Committee on Railroads & Canals, where it is buried for the session; Republican Rep. J. Hale Sypher (1837-1905) of Louisiana introduces a bill (HR-62) to incorporate the Southern Express Company, which is then buried in the Committee on the Post Office & Post Roads; Rep. Frank Morey (1840-1890), Republican carpetbagger of Louisiana, introduces a bill (HR-66) making a land grant to the North Louisiana & Texas Railroad; which is buried in the Committee on Public Lands; Rep. James Buffington of Mass. introduces a bill (HR-27) to enable the Atlantic & Pacific Railroad to mortgage its lands; Rep. Jerome Bunty Chaffee (1825-1886) of Colorado introduces a bill (HR-154) to aid the Kansas Pacific Railway to extend to the northern border of New Mexico and a joint resolution (HR-24) to enable it to build a branch to the Arkansas River. (CongGlobe, Nelson)
- Mar. 13, 1871 Northern Pacific Railroad opens a bridge across the Mississippi River at Brainerd, Minn.; however, most of the road is cheaply built through the machinations of Pres. Smith, and is rendered unusable by the spring thaw. (Lubetkin)
- Mar. 13, 1871 Jay Cooke asks the other subscribers to the Northern Pacific Railroad Association to surrender one-seventh of their shares to expedite securing a \$50 million loan in England or Germany. (Oberholtzer)
- Mar. 14, 1871 Hugh J. Jewett resigns as director of Pennsylvania Company; Board agrees to operate the Plymouth, Kankakee & Pacific Railroad from Plymouth to Bureau Jct., providing PRR, Oliver W. Barnes, and Brown Brothers take its bonds at \$20,000 per mile and make through traffic contract with Rock Island & Pacific Railroad; decline offer of D. Zimmerman to build a railroad from Columbia City to Logansport; authorizes connecting Erie & Pittsburgh Railroad and Philadelphia & Erie Railroad at Erie with joint freight station at 12th Street; appoints William H. Barnes Treasurer, and Thomas D. Messler Comptroller. (MB)
- Mar. 14, 1871 Middletown & Elkton Railroad incorporated in Del. by Jacob Tome, et al., to build from Middletown in the direction of Elkton; a companion company is incorporated in Maryland. (PL)
- Mar. 14, 1871 Ashtabula, Youngstown & Pittsburgh Railroad directors meet at the Kinsman House in Cleveland to hear the proposition of ___ Tod and Thomas Struthers to sell the Liberty & Vienna Railroad to the AY&P. (MB)
- Mar. 1871 Brooklyn & Rockaway Beach Railroad leased to William Richardson; transferred after a short interval to P.H. Reid of East New York. (NYState)

- Mar. 1871 Proprietors of the Bridges over the Rivers Passaic and Hackensack deed Passaic River toll bridge to counties. (UNJ MB has repted at 10/9 meeting)
- Mar. 1871 PRR purchases market house of the Western Market Company at northeast corner of 17th & Market Streets as site for freight depot; also negotiating for block bounded by 15th, Market, 16th & Filbert, later the site of Broad Street Station. (USRR&MR)
- Mar. 1871 Samuel W. Mifflin (?) surveys line between Dillsburg and Mechanicsburg for Miramar Iron Company; Cumberland Valley Railroad then begins rival survey. (Watts - check Rdg)
- Mar. 1871 To meet their other obligations, J. Edgar Thomson, Tom Scott and Andrew Carnegie begin selling their Union Pacific Railroad stock, eventually totaling 32,000 shares; they also borrow from Cornelius Bushnell and sell some of their PRR stock. (Ward)
- Mar. 1871 Melville E. Ingalls and Thomas A. Morris are appointed receivers of the Indianapolis, Cincinnati & Lafayette Railroad in Indiana. (Harlow)
- Mar. 1871 Unpaid construction workers near Ozark strike the bankrupt Little Rock & Fort Smith Railroad, which has been completed from Argenta (North Little Rock) for 82 miles. (encycofark)
- Mar. 16, 1871 Camden & Atlantic Railroad Board declines to lease the Williamstown Railroad. (MB)
- Mar. 16, 1871 Junction & Breakwater Railroad pays \$18,000 interest to the State of Delaware under protest and begins a suit to recover it. (MB)
- Mar. 16, 1871 Uniontown & West Virginia Railroad organized at Uniontown; G. A. Thompson, Pres. (Val, C&C)
- Mar. 16, 1871 South-West Pennsylvania Railway incorporated in Pa. by Israel Painter (1819-), Samuel Dillinger (1810-), James A. Logan, et al., to build south from Greensburg into the Connellsville Coke Region. (Val, Albert)
- Mar. 17, 1871 Charter amendment permitting Oil Creek Railroad to reduce rates is repealed.
- Mar. 17, 1871 Philadelphia, Delaware & Chester Central Railroad incorporated to build between Philadelphia and Downingtown via West Chester. (Val, MB)
- Mar. 17, 1871 Junction & Breakwater Railroad Board authorizes borrowing \$10,000 from George K. Reed (1826-1898), a Lancaster banker and merchant, to pay the \$18,000 demanded by the State of Delaware as back interest on the bonds. (MB)

- Mar. 17, 1871 Future Secretary of Lines West Sidney B. Liggett (1849-1915) joins the PRR system as a clerk in the Auditor's office. (MB)
- Mar. 17, 1871 Senate passes S-242, allowing the Atlantic & Pacific Railroad to mortgage its road. (CongGlobe)
- Mar. 18, 1871 Missouri Legislature passes bill for union depots and stations but without provision exempting a critical lot in proposed St. Louis Union Depot site; promoters turn to new site between Clark Avenue, 8th Street, Poplar Street & 11th Street. (Jackson)
- Mar. 18, 1871 Solomon Kenyon Hoxsie (1811-1871), projector of the Callowhill Street Tunnel in Philadelphia in 1857-59 dies at Jersey City. (rootsweb, PubLdgrAlmnc)
- Mar. 18, 1871 Attempt by the French provisional government, which represents rural France, to disarm the Paris National Guard units, mostly made up of urban workers (or intellectuals, artists, clerks and tradesmen?), sparks an uprising and the establishment of a revolutionary city government, the Commune; the national government flees to Versailles. (Mercer)
- Mar. 19, 1871 First rail laid on the Western Division of the Northern Pacific Railroad at Kalama, Washington Territory, on the Columbia River. (Renz)
- Mar. 20, 1871 Reading discontinues operation of *Pacific Express*, one of two Allentown Route trains, between Harrisburg and Allentown, eastbound. (Rdg Circ - what was cut westbound? - AR says cut to 1 r.t.)
- 1871 Reading withdraws all but one through train on its portion of the Allentown Route between Allentown and Harrisburg. (Rdg AR)
- Mar. 20, 1871 Morris Canal & Banking Company Board accepts Lehigh Valley Railroad proposal to lease for 10% on preferred stock, 4% on common, and 7% on bonds; both CNJ and DL&W make rival offers of 7% on preferred and 3% on common. (NDA)
- Mar. 20, 1871 Rep. Frank Morey of Louisiana introduces a bill (HR-223) to amend the charter of the Texas Pacific Railroad, which is referred to the Committee on the Pacific Railroad. (CongGlobe)
- Mar. 20, 1871 Northwestern Ohio Railroad incorporated in Ohio. (GrnBk)
- Mar. 21, 1871 Woodstown & Swedesboro Railroad incorporated in N.J. to build from Swedesboro to a connection with the Salem Railroad. (Val)

- Mar. 21, 1871 Joseph N. Du Barry elected Pres. of the Shamokin Valley & Pottsville Railroad, replacing James Stokes Biddle, resigned. (MB)
- Mar. 21, 1871 Erie Railway Board authorizes Pres. Jay Gould to enter an arrangement for a perpetual lease to the Erie of the Chemung Railroad, Elmira, Jefferson & Canandaigua Railroad, and Sodus Point & Southern Railroad for 70% of the gross earnings; Board authorizes an agreement with the Michigan Central Railroad and Great Western Railway and the Erie & Chicago Car Company for a pool of freight cars with adjustable-gauge trucks for New York-Chicago service; authorizes settling differences with the DL&W over the use of the Long Dock Tunnel at Jersey City; notes that the stock of the Buffalo, Bradford & Pittsburgh Railroad has been surrendered to the Erie Railway. (MB)
- Mar. 21, 1871 Ashtabula, Youngstown & Pittsburgh Railroad Board authorizes a consolidation with the Liberty & Vienna Railroad; advertising for grading from Ashtabula Harbor to Bloomfield. (MB)
- Mar. 21, 1871 Charter supplement authorizes the Morris & Essex Railroad to build its own tunnel through Bergen Hill to Hoboken, eliminating the use of the Erie Railway tunnel. (DL&WCorps)
- Mar. 22, 1871 Western Maryland Railroad withdraws its subscription of \$2,500 to the Union Railroad Company of Baltimore in 1866 and asks for a refund; it will build its own line into Baltimore from Owings Mills. (MB)
- Mar. 22, 1871 Overland Contract Company (later Southern Railway Security Company) incorporated in Pa. with powers equal to the Pennsylvania Company; another "Tom Scott" company with R.D. Barclay, S.S. Moon and C. Grinnell as dummy incorporators. (PL, ICC)
- Mar. 22, 1871 Empire Contract Company incorporated in Pa.; another "Tom Scott" company with R.D. Barclay, S.S. Moon and J.B. Ecclesine as dummy directors and powers equal to the Pennsylvania Company; it is later used in an attempt to extend the Denver & Rio Grande Railroad into Mexico and still later (1884) becomes the Philadelphia Company, a Pittsburgh area public utility holding company originally developed by the Westinghouse interests. (PL, Moodys)
- Mar. 22, 1871 American Improvement Company incorporated in Pa.; another "Tom Scott" company controlled by William Thaw and Henry H. Houston; W.E. Lawrence, F. Semple, Joseph H. Irwin, George B. Edwards and John T. Denniston are dummy incorporators; apparently held for some undetermined future use and engages in no actual business; later becomes American Contract & Trust Company, a PRR holding company used to control non-railroad transportation enterprises. (PL, MB)

- Mar. 22, 1871 Andrew Carnegie sails for Europe to place Union Pacific Railroad's Omaha Bridge bonds; before sailing, he orders his bankers, Morton, Bliss & Co., to sell the Union Pacific stock to take advantage of the price rise. (Nasaw)
- Mar. 22, 1871 New Jersey Legislature passes act to create narrow gauge railways; controlled by William Bell and Alfred W. Jones of Perth Amboy; are to serve factories and marl pits north of Monmouth and Burlington Counties; not to cross Raritan River. (PL)
- Mar. 22, 1871 Mays Landing & Egg Harbor City Railroad incorporated in N.J. (NJCorp)
- Mar. 22, 1871 Pres. J. Edgar Thomson of the Columbia & Port Deposit Railroad reports that the entire line has been relocated in 1870 and the entire unfinished part has been placed under contract, the Pennsylvania portion to Charles McFadden and the Maryland part to Heckert & Co., the latter to take the \$60,000 subscribed by the state of Maryland. (MB)
- Mar. 22, 1871 Property of Erie Canal Company conveyed to Erie & Pittsburgh Railroad. (C&C)
- Mar. 22, 1871 Weehawken Transportation Company incorporated in N.J. to build terminal for New York & Oswego Midland and New Jersey Midland Railroads (Railway?); the New Jersey Midland intends to build a terminal at Slough's Meadow, a bit north of the later West Shore tunnel, and tunnel the Palisades; it replaces the old Weehawken Ferry Company, operators of the ferry to 42nd Street since 1859. (GrnBk, StmbtBill)
- Mar. 22, 1871 Open Cut & General Storehouse Company incorporated in N.J. to build terminal for New York & Oswego Midland Railroad. (GrnBk)
- Mar. 22, 1871 J. Edgar Thomson writes to Jay Cooke re complaints from W. Milnor Roberts that there is no system in the management of the Northern Pacific Railroad; "I do not think that any amount of bonds you sell can complete the line ... there is no system observed in the management of the work whatever. ... No competent engineer can succeed in conducting this enterprise to a successful conclusion unless he has entire control of his department which should include the appointment of all subordinates, determine the time for letting the work and control its execution." (Oberholtzer)
- Mar. 22, 1871 Sen. John F. Lewis of Virginia introduces a bill (S-300) for a land grant to aid the Shenandoah Valley Railroad; bottled up in the Committee on Public Lands. (CongGlobe)
- Mar. 22, 1871 Republican Gov. William W. Holden of North Carolina is found guilty of high crimes and misdemeanors by the newly-Democratic State Senate by a strict party vote for his actions in trying to suppress the Klan by force and is

removed from office; Holden is the first U.S. governor removed from office; he is succeeded by Tod Robinson Caldwell (1816-1874). (HarpersEncyc, wiki)

- Mar. 23, 1871 Washington ordinance authorizes Baltimore & Potomac Railroad to extend further up 6th Street and locate its depot on the Mall between the Canal and B Street, N.W.; the B&P is to build a bridge across the Canal at 6th Street and use only a flat rail like those used on streetcar lines for its tracks in 6th Street; the station is to be similar in design to the PRR station in Lancaster. (Digest)
- Mar. 23, 1871 Pres. Grant and the Cabinet come to Capitol Hill to press the case for the urgency of anti-Ku Klux Klan legislation. (JSmith)
- Mar. 24, 1871 Virginia act covers the sale of the Covington & Ohio Railroad. (Pearson - verify in PL)
- Mar. 25, 1871 Train ferry *Warsaw* begins operating across Mississippi River at Warsaw, linking Toledo, Peoria & Warsaw Railway and Missouri, Iowa & Nebraska Railroad; forms "Great Midland Route" connecting with Union Pacific at Kearny, Neb. (Stringham)
- Mar. 27, 1871 PRR Board approves a \$400,000 subscription to American Steamship Company of Philadelphia and a guarantee of \$1.5 million in bonds, as all of the bonds and \$300,000 of the stock have been sold to public. (MB)
- Mar. 27, 1871 PRR opens straightened main line between Athenville (Ardmore) and Rosemont, Pa. (AR)
- Mar. 27, 1871 West Chester & Philadelphia Railroad Board approves issue of \$1.25 million in new 7% bonds. (MB)
- Mar. 27, 1871 The Senate returns the Deficiency Bill, intended to cover a shortfall in government expenses, to the House loaded with pork barrel amendments, one of which calls for appropriating funds for developing the government reservations that will later constitute the National Mall as a public park. (CongGlobe)
- Mar. 1871 Belvidere Delaware Railroad gauge changed from 4'-10" to 4'-9½" and the gauge of the Lehigh Valley Railroad is widened. (Lee)
- Mar. 28, 1871 N.J. act confirms New Jersey Railroad guarantee of Belleville & Newark Horse-Car Railroad bonds. (Digest)
- Mar. 28, 1872 With Radical and black votes and support of Gov. Walker, Virginia passes an act authorizing the sale of the state's stock holdings in railroads held through the Board of Public Works by having the companies repurchase the shares

with state bonds; most railroads are broken down and are sold at fire sale prices to northerners who have the capital to buy and overhaul them; Virginia only retains holdings in the Richmond, Fredericksburg & Potomac Railroad; pre-war elites decry the sales as a sell-out and another Northern invasion; it does have the positive effect of reducing the state's debt and interest payments; rumors says PRR gave Gov. Walker's brother 2,000 shares of stock for his services. (Blake, Harrison)

- Mar. 28, 1871 Virginia authorizes the sale of its 5,471 shares of stock in the Richmond & Petersburg Railroad to William T. Walters at 150, even though William Mahone supposedly offers 200; stock is transferred to Southern Railway Security Company later in the year; because the R&P has proportional voting instead of one-share-one-vote, the Syndicate makes little or no effort to change its management; furthermore, Walters is unable to obtain the Petersburg Railroad (Petersburg-Weldon), whose state stock (5,000 shares) was transferred back to the City of Petersburg in 1849 and which is jealously controlled by local Petersburg interests, including Mahone. (Hoffman)
- Mar. 28, 1871 Virginia act covers the sale of the state's stock in the Orange & Alexandria Railroad. (Pearson - verify PL)
- Mar. 28, 1871 Caisson of east abutment of Eads Bridge reaches bedrock. (Jackson)
- Mar. 28, 1871 Pennsylvania Senate Committee on the Judiciary concludes its hearings on the Reading Railroad and the anthracite strike. (Broehl)
- Mar. 29, 1871 Supplement to Piedmont & Potomac Railroad charter permits building to the Long Bridge to enter Washington, as well at the Chain Bridge or Georgetown Aqueduct. (PL)
- Mar. 30, 1871 New Jersey Legislature passes charter of German Valley Railroad; bill is a Trojan Horse designed by Henry M. Hamilton; ostensibly for an iron mine railroad in northwestern New Jersey, it contains provisions for consolidating the New Jersey portion of the National Railway; Gov. Theodore Fitz Randolph (1826-1883) refuses to sign, but the company proceeds to organize. (StGaz - see 4/3)
- Mar. 30, 1871 Hempfield Railroad sold at foreclosure to John King of the B&O for \$131,000. (ARJ)
- Mar. 30, 1871 Virginia passes the Funding Act refunding back interest on the state debt into interest-bearing coupons for the one-third of the debt to come from the settlement with West Virginia; the act commits the state to debt payments beyond its resources. (Pearson - verify PL)
- Mar. 31, 1871 Pennsylvania Company stockholders approve increase of capital to \$12

million; \$8 million in preferred stock to be paid to PRR in return for securities of controlled lines; Felician Slataper (1828-1906) appointed Chief Engineer, replacing George B. Roberts, who is named Consulting Engineer; William P. Shinn named General Agent; appoints committee to confer with Pres. William Riley McKeen re improving workings of the Vandalia Line. (MB)

- Mar. 31, 1871 Supplement to the charter of the Jersey City & Bergen Railroad authorizes it to lay track in Montgomery Street from Grove Street up Bergen Hill to West Side Avenue and up West Side Avenue to the New Jersey Railroad. (Digest)
- Mar. 31, 1871 CNJ leases the Lehigh & Susquehanna Railroad and branch lines from the Lehigh Coal & Navigation Company to replace lost coal tonnage previously received from the parallel Lehigh Valley Railroad; the CNJ is to pay one-third of the gross receipts, buy the LC&N's rolling stock and provide all rolling stock thereafter, as well as assuming payments on the two LC&N car trusts and interest on \$2.31 million LC&N Gold bonds; the financially-troubled LC&N is eager to be relieved of the expense of running the railroads and instead receive a regular rental income. (ICC, AR)
- Mar. 31, 1871 Virginia act covers the sale of the state's stock in the Orange & Alexandria Railroad. (Pearson - verify PL)
- Apr. 1, 1871 Pennsylvania Company adopts first organization manual. (MB)
- Apr. 1, 1871 John Thomas named Superintendent of the Cleveland & Pittsburgh Railroad, replacing William Stewart (1833-1914). (AR)
- Apr. 1, 1871 Securities of most western lines transferred to Pennsylvania Company retroactive to this date; assumes leases and operation of PRR's Steubenville Extension, PFW&C, Erie & Pittsburgh, Cleveland & Pittsburgh and Indianapolis & Vincennes; PFW&C ends joint operation of Cleveland & Pittsburgh Railroad. (NB: PRR lease of PFW&C transferred to Pa. Co. 6/29/74! retroactive to 4/1/71! check C&C). (Church,)
- Apr. 1, 1871 PC&StL Railway ends operation of the Indianapolis & Vincennes Railroad. (C&C)
- Apr. 1, 1871 Marietta & Pittsburgh Railroad runs its first train between Marietta to Whipple, 14 miles. (Andrews)
- Apr. 1, 1871 *United States Railroad & Mining Register* reports that the McCalmonts, the British bankers who control the Reading, have purchased the North American Coal Company and the Delaware Coal Company, both relatively idle for 20-30 years. (USRR&MR - Delaware Coal Company later became a sub. of the Coal & Iron Company; North American failed in the 1850s?)

- Apr. 2, 1871 Former Sen. Jacob M. Howard (1805-1871) of Michigan, former Chairman of the Committee on the Pacific Railroad, dies. (CongBio)
- Apr. 3, 1871 Henry M. Hamilton's German Valley Railroad bill sent to Gov. Theodore Fitz Randolph, who refuses to sign it. (AssyMin)
- Apr. 3, 1871 Edwin Eldridge elected a director of the Erie Railway in place of Abram Gould, resigned; Board authorizes a contract with the Great Western Railway and Detroit & Milwaukee Railroad for a pool of freight cars with adjustable-gauge trucks for New York-Milwaukee service. (MB)
- Apr. 3, 1871 Connection Railroad Company merged into the Junction Railroad (1870-1871). (GrnBk)
- Apr. 4, 1871 U.S. Circuit Court names La Quinio Rawson receiver of section of Lake Erie & Louisville Railroad between Fremont, Ohio, and Cambridge City, Ind. (Church, C&C)
- Apr. 4, 1871 Union Contract Company contracts to build Denver & Rio Grande Railway from Denver to El Paso in return for \$14 million in bonds and all \$14 million stock. (Anderson)
- Apr. 4, 1871 Putnam & Dutchess Railroad incorporated in N.Y. to build from the New York & Boston Railroad in Carmel to the Dutchess & Columbia Railroad at Hopewell Jct.; part of Brown Brothers & Company's plan for a new, speculative north-south line between New York and Montreal. (Vernon, Smith/Dutchess)
- Apr. 4, 1871 Town of McKees Gap laid out by the Hollidaysburg & McKees Gap Iron Company in present Freedom Township, Blair County, the site of its Gap Furnace, formerly the Martha Furnace. (Africa)
- Apr. 5, 1871 American Steamship Company of Philadelphia organized at Merchants Exchange; Herman J. Lombaert, Pres.; directors include Josiah Bacon, marine architect Barnabus H. Bartol, Washington Butcher, D.B. Cummins, Edward C. Knight, John Rice, Henry D. Welsh and J. Price Wetherill. (MB)
- Apr. 5, 1871 Overland Contract Company organized at New York and renamed Southern Railway Security Company; incorporated as holding company for acquiring control of southeastern railroads, particularly by purchasing shares owned by the former Confederate states; subscribers are Tom Scott, George W. Cass, J. Donald Cameron, R.D. Barclay, Morris K. Jesup, William T. Walters, Henry B. Plant, Daniel Willis James (1832-1907) and Benjamin F. Newcomer; George W. Cass, President; over the next month, SRSCo. acquires 2,938 shares (98%) of Wilmington, Columbia & Augusta Railroad and 8,491 shares of Wilmington & Weldon Railroad; PRR contributes about \$2.5 million to

SRSCo by the fall of 1873. (The Road, Hoffman)

- Apr. 5, 1871 Junction & Breakwater Railroad Board authorizes the purchase of 10 box cars, 6 flat cars, 2 coaches and 1 baggage car to avoid renting equipment from the PW&B. (MB)
- Apr. 5, 1871 Agreement between Toledo, Peoria & Warsaw Railway, Illinois Central Railroad, and William H. Osborn and J. Newton Perkins, trustees of mortgage on line between Chenoa and Effner; Osborn and Perkins agree to purchase \$250,000 of bonds and IC to buy \$500,000 at maturity.
- Apr. 5, 1871 New York Railway Company incorporated in New York by William M. Tweed, Peter B. Sweeny and other members of the Tweed Ring to build a “viaduct railway” from Chambers Street up the length of Manhattan between the existing streets with two branches, on west of 6th Avenue to Kingsbridge and one east of 3rd Avenue to the Harlem River; created primarily to kill other plans for subways; the charter becomes dormant with the fall of the Tweed Ring in 1872. (NYState, Stokes)
- Apr. 5, 1871 North Carolina act abolishes the division of the Eastern and Western Division of the Western North Carolina Railroad into separate companies; however, the Eastern Division is in such poor shape that it refuses to assume the burden of the unfinished Western Division; furthermore, the Eastern Division has been built honestly, although forced to sell its bonds at a deep discount, while the Western Division is in the hands of swindling speculators. (Brown)
- Apr. 5, 1871 *Oceanic*, first liner of the Oceanic Steam Navigation Company, Ltd., (White Star Line) arrives at New York. (USRR&MR)
- Apr. 6, 1871 Pennsylvania Company Board authorizes \$5,000 to Erie & Pittsburgh Railroad to repair canal; J. Edgar Thomson urges caution and careful examination before granting aid to Des Moines Valley Railroad; appoints F.R. Myers General Passenger & Ticket Agent and William Stewart General Freight Agent for Lines West. (MB)
- Apr. 6, 1871 PC&StL Railway adopts new bylaws creating a PRR-type organization; Road Committee renamed Railway Committee; appoints James D. Layng as Assistant General Manager at Columbus; John Durand to Superintendent of PC&StL & Little Miami Railroads; Daniel W. Caldwell to Superintendent of the CC&IC Division; Max J. Becker to Chief Engineer of Construction; William Stewart to General Freight Agent; James Means to Assistant General Freight Agent; William Mullins to General Passenger Agent; F.R. Myers to General Passenger & Ticket Agent; Thomas D. Messler to Comptroller; refers question of building new freight and passenger depots at Richmond, Ind., to J.N. McCullough and D.S. Gray; authorizes a traffic contract with the Springfield, Clinton & Gilman Railroad. (MB)

- Apr. 6, 1871 Middle-class reformers hold a public meeting against the Tweed Ring at Cooper Union; Tweed's alleged response is, "what are you going to do about it." (Stokes)
- Apr. 6, 1871 Democrats in North Carolina Legislature pass law preventing Republican Gov. Todd R. Caldwell from appointing the state directors of railroad companies and gives that power to the Pres. of the State Senate and Speaker of the Assembly; the object is to purge the directors appointed by the impeached Gov. William W. Holden and block the lease of the North Carolina Railroad to the Richmond & Danville Railroad. (PL, Brown, Nelson)
- Apr. 6, 1871 North Carolina act authorizes the North Carolina Railroad to sell the portion of its railroad between Raleigh and Goldsboro to the Atlantic & North Carolina Railroad for \$650,000 in A&NC stock; as that stock is completely worthless, the NCRD directors refuse to accept the act. (Brown)
- Apr. 6, 1871 Wheeling & Lake Erie Railroad incorporated in Ohio to build from Toledo to a point opposite Wheeling. (Mansfield - verify ICC - see above)
- Apr. 7, 1871 Pennsylvania Company Board hears request for aid from Marietta & Pittsburgh Railroad; orders examination of Springfield, Clinton & Gilman Railroad between Bloomington and Paxton as condition of aid to complete it; declines request of Apr. 4 from Zeno Secor to assume liabilities of Mt. Pleasant & Keokuk Railroad; appoints Richard Wiggins Assistant Superintendent of PFW&C. (MB)
- Apr. 7, 1871 PC&StL Railway's Railway Committee agrees to aid Pittsburgh, Wheeling & Kentucky Railroad by providing the iron, rolling stock and structures, providing local residents pay for the grading. (MB)
- Apr. 7, 1871 Labor disturbances at Scranton; men working at Tripp's Slope are beaten, and a breaker is burned down; Gov. Geary calls out the militia, and collieries operate under armed guards. (USRR&MR, Munsell)
- Apr. 7, 1871 Illinois Railroad Act establishes restrictive state regulation of railroads and intrastate rates; prescribes maximum rail rates and forbids rate discrimination; first of the so-called "Granger Laws." (EAH, Haney)
- Apr. 10, 1871 Executive Committee of United Companies authorizes an additional \$500,000 loan from Drexel & Co.; authorizes chartering steamboat *William Cook* to other operators. (MB)
- Apr. 10, 1871 Last rail laid on Pittsburgh & Connellsville Railroad near Mineral Point, Pa., completing the line from Pittsburgh to Cumberland, Md. (ARJ, Stover)
- Apr. 10, 1871 Workingmen's Benevolent Association (?) meets at Mauch Chunk and agrees

to settle the anthracite coal strike by arbitration; the Northern Field companies negotiate with their employees directly. (Pinkowski, Schlegel)

- Apr. 11, 1871 Books opened for South-West Pennsylvania Railway at Greensburg. (Albert)
- Apr. 11, 1871 First locomotive crosses the Keokuk & Hamilton Bridge over the Mississippi River. (JrnlFrnklnInst)
- Apr. 11, 1871 Last spike driven on the Memphis & Little Rock Railroad, although the quality of the roadbed is very poor. (Wood, encycofark)
- Apr. 11, 1871 Erie Railway Board appoints a committee to lease office space for a headquarters in Jim Fisk's Grand Opera House at 23rd Street & 8th Avenue. (MB)
- Apr. 12, 1871 Northern Liberties & Penn Township Railroad merged into Reading. (Rdg)
- Apr. 12, 1871 Change of name from Buffalo & Washington Railway to Buffalo, New York & Philadelphia Railway becomes effective with passage of New York act. (Val)
- Apr. 12, 1871 Washington & Alexandria Turnpike Company approves occupation of part of right of way by Alexandria & Fredericksburg Railway in return for railroad regrading the turnpike; both are controlled by PRR; A&F occupies western 18.5 feet of Alexandria & Washington Railroad's 50-foot right of way. (MB, Harrison)
- Apr. 12, 1871 General Council of Workingmen's Associations meets at Mauch Chunk and appoint an arbitration board to meet with the anthracite operators. (Aurand)
- Apr. 13, 1871 Kent County Railroad Board authorizes the construction of an engine house and turntable at Chestertown. (MB)
- Apr. 13, 1871 Mansfield, Coldwater & Lake Michigan Railway stockholders approve merger with Ohio & Michigan Railway; Board announces agreement with PRR to provide iron and rolling stock. (ARJ)
- Apr. 13, 1871 Long Island City incorporated as a Town, separated from Newtown. (Munsell/Queens)
- Apr. 13, 1871 Chautauqua Lake Camp-Meeting Association of the Erie Conference of the Methodist Episcopal Church incorporated in N.Y. to develop a Christian camp meeting resort at Fair Point on the shore of Chautauqua Lake; it purchases a 50-acre tract for \$10,000. (PL, Young/Chautauqua, Buhite)
- Apr. 14, 1871 After some hesitation, the Danville, Hazleton & Wilkes-Barre Railroad

- authorizes negotiating a lease to the PRR. (MB)
- Apr. 14, 1871 Charter supplement to the Shenango & Allegheny Railroad authorizes it to extend east to connect with the Allegheny Valley Railroad and west to connect with any other railroad. (PL)
- Apr. 14, 1871 Hempfield Railroad sold at foreclosure. (B&O Corp)
- Apr. 15, 1871 Babylon Railroad incorporated to build a horse railroad between Babylon station of South Side Railroad and Babylon Dock and steamers to Fire Island. (NYState - State says open in 1872, may be open in 1871)
- Apr. 15, 1871 As the House debates the amendments added to the Deficiency Bill by the Senate, Rep. Oliver J. Dickey (1823-1876) of Pennsylvania proposes a further amendment to Amendment No. 50 appropriating funds for creating a park on what will become the National Mall authorizing the Baltimore & Potomac Railroad to extend up 6th Street to B Street (Constitution Avenue); the original intent is to front on Pennsylvania Avenue; this amendment is defeated, 28-72; a second amendment is offered by Horace Maynard (1814-1882) of Tennessee to fix the depot on B Street with the provision that when the park is opened, the east-west roads cross the railroad by bridges or tunnels and all other railroads be allowed to use it; this section passes, 96-73 with 61 not voting; the whole amendment fails, 113-47. (CongGlobe)
- Apr. 15, 1871 At meeting at Andrew Carnegie's New York office, Joseph (M?) Wilson submits design for St. Louis Union Depot. (Jackson)
- Apr. 15, 1871 75 of the 123 incorporators named in the charter of the Texas Pacific Railroad meet at the Southern Transcontinental Railway office in New York to begin organization; Marshall O. Roberts (1814-1880) of New York Chairman; to build from Shreveport, La., to San Diego; on motion of Tom Scott, Marshall O. Roberts is allowed to subscribe for 11,000 of 20,000 shares, and 5,000 shares with 10% paid in are given to Gen. John C. Fremont (1813-1890), who is otherwise frozen out of the company; on nomination of Gen. William S. Rosecrans, Samuel Sloan is elected Treasurer; Tom Scott, Sloan, John W. Forney (1817-1881), James L. Hodges and William S. Rosecrans are appointed a committee to apportion the remaining 4,000 shares among the subscribers. (AR, JPGreen Pams, ARJ, NYT)
- Apr. 15, 1871 Keokuk & Hamilton Bridge opens for revenue traffic. (JrnIfrnklnInst)
- Apr.? 1871 Union Railroad Tunnel at Baltimore contracted to Thomas Rutter (1824-1895) of Philadelphia. (USRR&MR - Gunnarsson says late Mar. - see below)
- Apr. 1871 Rumors Richmond, Fredericksburg & Potomac Railroad has purchased the 1867 Ficklin charter for a railroad from Fredericksburg to Alexandria parallel

to the PRR's Alexandria & Fredericksburg Railway. (ARJ)

- Apr. 1871 Klansmen attack black workers on the Atlanta & Richmond Air-Line Railway in South Carolina, attempting to drive them off. (Nelson)
- Apr. 16, 1871 PRR begins operating its first Bryn Mawr local; one round trip. (USRR&MR/tt)
- Apr. 17, 1871 Incorporators of Texas Pacific Railroad hold second meeting; Marshall O. Roberts continues as Chairman. (ARJ)
- Apr. 17, 1871 Representatives of those anthracite coal operators that work on the sliding scale, i.e., excluding the three big Scranton Companies, and the General Council of Workingmen's Associations meet at Mauch Chunk and agree to submit their dispute to arbitration; Judge William Elwell of Columbia County is selected as arbitrator. (Aurand, Evans - LC&N AR has 4/18-20)
- Apr. 18, 1871 Tom Scott elected president of Shenandoah Valley Railroad. (ARJ, Hildebrand)
- Apr. 18, 1871 Edmund Smith of PRR elected Secretary-Treasurer of American Steamship Company of Philadelphia. (MB)
- Apr. 18, 1871 Senate passes a resolution offered by Justin S. Morrill of Vermont to have the Committee on Public Buildings & Grounds inquire into the propriety of having all depots where steam locomotives are used moved further from the government buildings and grounds; House passes S-242 permitting the Atlantic & Pacific Railroad to mortgage its road, 86-66. (CongGlobe)
- Apr. 18, 1871 Jim Fisk and Jay Gould lease the Grand Opera House to the Erie Railway as a headquarters for 15 years. (HepburnRept)
- Apr. 18, 1871 New York Legislature amends the New York City Charter, extending the Tweed Ring's power over education and the apportionment of municipal funds. (Stokes)
- Apr. 1871 Union Railroad Company of Baltimore resumes work with money supplied by Canton Company of Baltimore; new contract to Dull, Wiley, Andrews & Co. (C&C)
- Apr. 19, 1871 Judge William Elwell issues his first report on the anthracite coal strike, upholding the "right-to-work" principle. (Broehl)
- Apr. 20, 1871 Ashbel Welch reports to Joint Board of United Companies that PRR has not yet made an offer of 10%; presents letters from J. Edgar Thomson and A.J. Cassatt stating that the United Companies have failed to do business at Jersey

City properly; also a letter from Pres. Gowen of the Reading offering to lease Delaware & Raritan Canal; Board debates the issue, William H. Gatzmer holds out for independent operation in a speech later published as a pamphlet, thus making him persona non grata when the lease goes through; resolve to hold out for a 10% lease. (MB, BioEncycPa)

- Apr. 20, 1871 Camden & Atlantic Railroad Board approves a lease of the Mays Landing & Egg Harbor City Railroad. (MB)
- Apr. 20, 1871 West Side & Yonkers Patented Railway Company's elevated railroad in Greenwich Street begins using steam "dummy" locomotives in place of cable haulage. (Stokes)
- Apr. 20, 1871 New prospectus issued for St. Louis Union Depot calling for \$2 million bond issue. (Jackson)
- Apr. 20, 1871 Congress passes the Ku Klux Klan Act of 1871 making it a federal crime for private individuals to deprive persons of their civil rights and giving the President power to suspend *habeas corpus* and use military force to enforce African American civil rights and the disenfranchisement of ex-Confederate officials in the South; federal grand juries make over 3,000 indictments during the year; the original Klan is successfully suppressed within a year. (CongGlobe, Foner, JSmith, Clements)
- Apr. 21, 1871 PRR runs special train of two Pullmans for visitors to Bryn Mawr over new line; new Bryn Mawr station opens, designed by Wilson Brothers & Co., old line via Whitehall is abandoned, later becoming Old Railroad Avenue. (USRR&MR, Harding)
- Apr. 22, 1871 Pennsylvania Company signs agreement with the Baltimore & Ohio, Toledo & Michigan Railroad Company, the Mansfield, Coldwater & Lake Michigan Railroad Company, and Tom Scott for the completion of the railroad between Tiffin and Toledo; to be paid in bonds at \$20,000 per mile. (MB, Church).
- Apr. 23, 1871 Atlantic & Pacific Railroad opens from Neosho to Seneca, Mo., near the western border of the state. (Guide)
- Apr. 24, 1871 General office of Pan Handle system of roads relocated from Columbus to Pittsburgh.
- Apr. 24, 1871 Green Mountain Coal Company stockholders authorize the sale of all property to the Shamokin Valley & Pottsville Railroad; J. Edgar Thomson now owns 49,400 shares. (MB)
- Apr. 26, 1871 N.Y. act authorizes Brooklyn & Rockaway Beach Railroad to extend from East New York to Hunters Point, providing it does not interfere with the

LIRR. (NYState)

- Apr. 26, 1871 PRR Board approves, in principle, a lease of the United Canal & Railroad Companies of New Jersey at 10% annual dividend by a vote of 11-4; high rate is particularly burdensome in depression that follows between 1873 and 1879, but Thomson believes cost is justified by giving PRR the best route between Philadelphia and New York. (MB)
- Apr. 26, 1871 Ridley Park Association incorporated by PW&B President Isaac Hinckley (1815-1888), Samuel M. Felton (1809-1889), William Sellers (1824-1905), Lindley Smith and Jacob Tome to develop a suburban town on the Darby Improvement; plans by landscape architect Robert Morris Copeland (1830-1874) of Boston; Theophilus Parsons Chandler (1848-1928), a protégé of Copeland, is the architect. (PL, HiLine, Lockhart, Ashmead)
- Apr. 27, 1871 Pennsylvania Company Board authorizes negotiations with Peninsular Railway. (MB)
- Apr. 27, 1871 PC&StL Railway Board authorizes replacing the temporary work at the crossing of the Tippecanoe River and filling up the trestle work west of Logansport; authorizes Second VP McCullough to complete arrangements with the Cincinnati, Hamilton & Dayton Railroad and the Cincinnati, Richmond & Fort Wayne Railroad for a new Union Passenger Depot at Richmond, Ind.; William H. Barnes appointed Assistant Secretary. (MB)
- Apr. 27, 1871 PC&StL Railway approves a contract with the receiver of the Indianapolis, Cincinnati & Lafayette Railroad, the receiver of the New Albany & Salem Railroad, and the Jeffersonville, Madison & Indianapolis Railroad for the operation of through passenger and freight trains between Louisville and Chicago via Indianapolis, Kokomo and Logansport, thus establishing what will become an important through route for the PRR. (MB)
- Apr. 27, 1871 Narrow Gauge Railway Company incorporated in N.J. by Alfred W. Jones, William Bell, et al., for purpose of serving industries along the Arthur Kill; Jones and Bell then offer their charter to Henry M. Hamilton's National Railway in return for an interest. (Rdg)
- Apr. 28, 1871 First solid train of 11 of Stuart's Palace Stock Cars leaves St. Louis for Communipaw, N.J.; first stock train to run through in 96 hours instead of 240 hours; if successful, propose to form a company for shipping cattle from Kansas and Texas to the East. (USRR&MR)
- Apr. 28, 1871 Car carrying Pres. Grant is the last passenger car to pass over the Howard Street track in Baltimore between the Northern Central Railway and the B&O, which has only been used for special movements after the Civil War. (BaltAm)

- Apr. 28, 1871 City of Alexandria ordinance authorizes Alexandria & Fredericksburg Railway to build single track up Fayette Street, one block west of Alexandria & Washington Railroad, providing it is operated at 5 MPH through the city. (Digest)
- Apr. 28, 1871 Pennsylvania Company Board authorizes negotiation of traffic contract with Chicago & Alton Railroad, Kansas Pacific Railway, and North Missouri Railroad. (MB)
- Apr. 28, 1871 Lehigh Valley Railroad Board approves the lease of the Morris Canal; Ashbel Welch and William H. Gatzmer of the United Companies excuse themselves from voting against their other interests. (MB)
- Apr. 30, 1871 Atlanta & Richmond Air-Line Railway completed from Atlanta to Gainesville, S.C. (Nelson - verify)
- Apr. 30, 1871 Trustees of the Illinois & Michigan Canal, appointed in 1845, end the trust and turn the canal back over to the state. (Putnam)
- Spring 1871 Construction of Gilman, Clinton & Springfield Railroad begins at Gilman; backed by Illinois Central Railroad. (Corliss)
- Spring 1871 Atchison, Topeka & Santa Fe Railroad is completed to the 6th principal meridian; Newton, Kan., is established as a cattle shipping point south of the Kansas Pacific Railroad; it does only a small business, as "Shootin' Newton" is even more violent than Abilene. (McCoy - verify)
- May 1, 1871 Coney Island & Brooklyn Railroad grants use of its tracks on 9th Avenue between 9th & 15th Streets and on Water Street between Fulton Ferry and Main Street to the Park Avenue Railroad. (NYState)
- May 1, 1871 Camden & Amboy begins carrying imported bonded merchandise for western points in locked iron chests (3' x 3' x 5') under control of the Treasury Dept. (USRR&MR)
- May 1, 1871 Work begins on Union Railroad tunnel at Baltimore; Union Railroad Company of Baltimore is under the control of the Canton Company of Baltimore, which owns large waterfront tract east of city. (Scharf)
- May 1, 1871 Connecting track in Howard Street, Baltimore, is removed between Cathedral Street and Baltimore Street; the materials north of Franklin Street are repossessed by the Northern Central Railway and that south of Franklin Street by the B&O; since the Civil War, the track has been used mostly to move local freight to warehouses. (BaltAm)

- May 1, 1871 On the Delaware Railroad, New Castle Jct. renamed Delaware Jct.; Delaware Jct. renamed Rodney; St. Georges renamed Kirkwood; Willow Grove renamed Woodside. (USRR&MR)
- May 1, 1871 Shamokin Valley & Pottsville Railroad agrees to purchase the 2,066 acres of coal land of the Green Mountain Coal Company for \$425,000 and the 833-acre Cameron property for \$833,000, to be paid for by an issue of \$2 million in bonds. (MB)
- May 1, 1871 Richard L. Jones, a Reading attorney representing the PRR and Cumberland Valley Railroad, tries to eject the Ahl brothers from Mount Pleasant Furnace in a dispute over the value of the bonds; they Ahls refuse but are ejected, and the furnace is renamed Richmond Furnace. (Westhaeffer)
- May 1, 1871 Morrisons Cove Extension opens between Hollidaysburg and McKees to open an iron ore region. (Val, AR)
- May 1, 1871 Marietta & Pittsburgh Railroad Board authorizes proceeding with the extension north of Caldwell to Newcomerstown. (Andrews)
- May 1, 1871 Delaware & Hudson Canal Company leases the Rensselaer & Saratoga Railroad system, running from Albany, Troy and Schenectady north to Lake Champlain and Rutland, Vt. (CntryofPrgrss)
- May 1, 1871 Indianapolis, Cincinnati & Lafayette Railroad surrenders the lease of the White Water Valley Railroad. (ARJ - verify GrnBk)
- May 1, 1871 White Water Valley Railroad begins operating the Harrison Branch Railroad, Valley Jct. to Harrison, Ohio. (GrnBk)
- May 1, 1871 Lake County, Mich., fully organized with county seat at Baldwin. (Long)
- May 2, 1871 PRR Board approves guarantee of Allegheny Valley Railroad bonds to finance construction of "Low Grade Line" between Driftwood and Red Bank. (MB)
- May 2, 1871 Maryland & Delaware Railroad Board accepts the line between Clayton and Easton from the contractors, but not the part between Easton and Oxford. (MB)
- May 2, 1871 South-West Pennsylvania Railway organized at Greensburg; George B. Roberts, Pres.; Greensburg banker George F. Huff is elected Treasurer. (Val, C&C, Keystone)
- May 2, 1871 Tuckerton Railroad agrees with New Jersey Southern Railroad for joint connection to Pemberton & New York Railroad at Whitings, N.J. (Brinckmann)

- May 3, 1871 Committee of the Junction & Breakwater Railroad orders 10 box cars, 6 flat cars, 2 coaches and 1 baggage car from Jackson & Sharp. (MB)
- May 3, 1871 Former Main Line transporting merchant Thomas Bellas (1796?-1871) dies at Philadelphia in his 76th year. (PhlInq)
- May 3, 1871 George S. Bangs (-) is appointed General Superintendent of the Railway Mail Service, replacing George B. Armstrong, resigned for health. (HistRyMail)
- May 1871 Andrew Carnegie is called back to the U.S. by Thomson's and Scott's concern that connecting railroads are threatening to cancel their contracts with the Keokuk & Hamilton Bridge Company, because the bridge has not been completed on schedule. (Nasaw)
- May 1871 Empire Transportation Company cuts its rate on crude to New York from \$1.90 to \$1.50 vs. the combined Cleveland-New York rate of \$1.75 to enable New York refiners to continue competition with the low-cost Standard Oil Company; the action destroys the relative advantage enjoyed by Standard and other Cleveland refiners. (Maybe, Hidy&Hidy)
- May 4, 1871 Kent County Railroad Board rejects an offer of the PW&B to lease the road at 3% on cost. (MB)
- May 4, 1871 Baltimore & Ohio, Toledo & Michigan Railroad and Mansfield, Coldwater & Lake Michigan Railway agree with the Trustees of the Toledo & Woodville Railroad to build Mansfield to Woodville and also from the northern boundary line of Toledo to meet the Toledo & Ann Arbor Railroad at the Michigan state line; Toledo-Woodville, including bridge over Maumee River to be built for \$425,000 in city bonds. (Church)
- May 4, 1871 Lehigh Valley Railroad leases Morris Canal & Banking Company as an independent outlet for its coal traffic to New York, but primarily to obtain its very valuable terminal properties in Jersey City, which are located between those of the New Jersey Railroad and the CNJ; the canal operates at a loss for every year from 1871 to 1903. (LVCorp, NwkDlyAdvrt, Cranmer)
- May 4, 1871 International Navigation Company incorporated in Pennsylvania for purpose of operating a foreign-flag transatlantic steamship service at Philadelphia; organized by the Philadelphia ship brokering firm of Peter Wright & Sons, and particularly by partner Clement Acton Griscom (1841-1912); original subscription of \$1.5 million in stock is taken by members of Peter Wright & Sons and by transporters associated with PRR; incorporators include Tom Scott, Joseph D. Potts, William Leech, H. H. Houston; plan is to use foreign-built, registered and crewed ships as more economical. (PL, Flayhart, E&W)

MB)

- May 5, 1871 Meeting of stockholders and bondholders of the Brooklyn & Jamaica Railway held in Brooklyn to provide for payment on First Mortgage bonds now in arrears. (BrklnEgle)
- May 5, 1871 Southern Railway Security Company increases stock from \$81,000 to \$10 million, although only about half of this is ever used. (Org, The Road, Hoffman)
- May 5, 1871 Domain Land Company incorporated in Pa.; another "Tom Scott" company with powers equal to the National Land & Improvement Company, an 1866 company for developing settlements in Utah and Arizona; R. D. Barclay, S. S. Moon and John A. Fowler are dummy incorporators; later renamed to become the construction company for the Texas & Pacific Railway. (PL)
- May 5, 1871 Tom Scott contracts with Richmond & Danville Railroad to furnish enough state bonds to buy back the R&D stock held by the Commonwealth of Va.; stock is to go to Southern Railway Security Company. (Harrison)
- May 5, 1871 George Buchanan Armstrong (1822-1871), founder and General Superintendent of the Railway Mail Service, dies at Chicago only a few days after his retirement. (DAB, Long/Dennis)
- May 6, 1871 South Improvement Company incorporated; another "Tom Scott" company with powers equal to Pennsylvania Company and R.D. Barclay, S.S. Moon and John A. Fowler as dummy incorporators; act is not published in 1871 session laws but only in the appendix to the 1872 laws; keeps nature of company a secret and causes confusion with two "Southern Improvement Companies" whose charters are published. (PL, Maybee)
- May 6, 1871 Mays Landing & Egg Harbor City Railroad organized; J.E.P. Abbott, Pres. (MB)
- May 6, 1871 First train of 11 Palace stock cars passes Reading en route from St. Louis to Jersey City; runs through in 96 hours vs. 10 days by old method. (Brks&SchJrnl)
- May 6, 1871 Potomac Railroad Company organized in interest of Richmond, Fredericksburg & Potomac Railroad to extend from Brooke Station to Alexandria in competition with PRR's Alexandria & Fredericksburg Railway. (USRR&MR - date is date of issue, not org. says has bought Potomac charter)
- May 1871 Empire Transportation Company cuts rate on crude oil from \$1.90 to \$1.50 per barrel or \$0.25 below Cleveland rate; crude rate to Pittsburgh via Allegheny Valley Railroad increased to force trade to tidewater.

- May 8, 1871 Joint Board of United Companies debates preliminary draft of PRR lease; agrees that 10% annual payment will be called "rent" and not "dividend"; United Companies to issue 22,500 new shares, which PRR will take in payment for improvements; reads letter of Reading Pres. F.B. Gowen to lease Delaware & Raritan Canal or entire property at same price as PRR plus \$500,000 bonus. (MB)
- May 8, 1871 PFW&C contracts with Plymouth, Kankakee & Pacific Railroad, which is to build line from Plymouth to Bureau Jct. on the Rock Island & Pacific Railroad; to be operated by Pennsylvania Company, and majority of stock to be placed in the hands of J. Edgar Thomson and George W. Cass, trustees. (MB)
- May 8, 1871 Ohio Valley Railway incorporated in Ohio under articles dated Apr. 26 to build from Bellaire to Ironton, Ohio. (Church)
- May 9, 1871 Granite Improvement Company incorporated under another blanket Pennsylvania charter with powers equal to the Continental Improvement Company and R.D. Barclay, S.S. Moon and C. Grinnell as dummy incorporators; serves as agent for construction of Ashtabula, Youngstown & Pittsburgh Railroad and after 1900 as a PRR real estate subsidiary in Ohio. (PL, MB)
- May 9, 1871 Madison Improvement Company incorporated in Pa.; another "Tom Scott" company with powers equal to the Continental Improvement Company and R. D. Barclay, S.S. Moon and John A. Fowler as dummy incorporators. (PL)
- May 9, 1871 Washington Improvement Company incorporated in Pa.; another "Tom Scott" company with powers equal to the Continental Improvement Company and R. D. Barclay, S. S. Moon and John A. Fowler as dummy incorporators. (PL)
- May 9, 1871 A second Southern Improvement Company is incorporated in Pa.; another "Tom Scott" company with powers equal to the Continental Improvement Company and R. D. Barclay, S. S. Moon and John A. Fowler as dummy incorporators. (PL)
- May 9, 1871 PW&B engine house at Wilmington, Del., burns. (AR)
- May 9, 1871 B&O excursion leaves Baltimore for (Pittsburgh?) with other railroad presidents, leading financiers, Gens. Grant and Meade, et al. (USRR&MR)
- May 10, 1871 Stockholders of Joint Companies approve lease to PRR; prior to the vote, Pres. Vincent L. Bradford (1808-1884) of the Philadelphia & Trenton Railroad makes a speech opposing the lease, saying that it requires a special act of the Legislature to lease specifically to the PRR and not the vague

provision in the 1870 supplement, that the companies usually earn more than 10% a year, and that the only obligation of the companies is to enrich New Jersey. (MB, Speech)

- May 10, 1871 Edmund Smith, acting for PRR, buys the Burnside Coal & Iron Company near Shamokin. (MB)
- May 10, 1871 Lancaster & Reading Narrow Gauge Railroad incorporated in Pa. to build a 4'-0" gauge line between Reading and Safe Harbor via Lancaster and branch from Lancaster to Quarryville; headed by Maj. Rudolph W. Shenk of Lancaster; to compete with Reading & Columbia Railroad. (Val,)
- May 10, 1871 Mansfield, Coldwater & Lake Michigan Railway contracts grading to Swan, Rose & Co., consisting of John Swan of Allegheny City, S. C. Rose of Coldwater, and F. M. Hutchinson of Pittsburgh, to build from Tiffin, Ohio, through Toledo to the Michigan state line; to receive \$4,500 cash and \$2,000 in stock per mile; includes obligations of Baltimore & Ohio, Toledo & Michigan Railroad under contract of May 4 and building of Toledo & Woodville Railroad; the Ohio & Michigan Railroad has given S. C. Rose the contract to grade from the Ohio state line to the Grand Rapids & Indiana at Monteith and Joseph Fisk of Allegan the contract to build Monteith-Allegan. (MB, Church)
- May 10, 1871 Mansfield, Coldwater & Lake Michigan Railroad organized as merger of Mansfield, Coldwater & Lake Michigan Railway and Ohio & Michigan Railway under articles of consolidation dated Dec. 28, 1870; William S. Hickox of Mansfield is Pres. of the merged company; Gen. N. Gleason is appointed Chief Engineer of the whole line; the Board vote in favor of a merger with the Michigan Lake Shore Railroad. (MB, Church)
- May 10, 1871 Poughkeepsie Bridge Company incorporated in N.Y. to build combined railroad bridge across the Hudson River; John Flack Winslow (1810-1892), an iron manufacturer of Troy and first Pres. of Rensselaer Polytechnic Institute, elected Pres.; P. P. Dickinson of Poughkeepsie, Chief Engineer; Horatio Allen is named designer; original plan calls for a suspension bridge. (ICC, PL, ARJ, Mabee)
- May 10, 1871 Final peace treaty ending the Franco-Prussian War is signed at Frankfurt, France is forced to cede Alsace and half of Lorraine and pay an indemnity of 5 billion francs, the same as the amount Napoleon I demanded of Prussia in 1807. (Mercer, Stokes)
- May 11, 1871 Bells Gap Railroad incorporated in Pa. by B.F. Bell, John Bell, Edward H. Bell, John Halfpenny, John Reilly, et al., to build a coal mine branch from Bells Mills to Clearfield Creek near Fallen Timber in the area northwest of Altoona; must be no more than 3'-9" gauge. (PL)

- May 11, 1871 William Thaw, H.H. Houston and J.N. McCullough replace H.J. Jewett, Edmund Smith and Herman J. Lombaert on Board of Indianapolis & Vincennes Railroad. (MB)
- May 11, 1871 Stockholders of Washington & Alexandria Turnpike Company authorize sale of part or all of turnpike, which nonetheless remains a toll road until 1900; William J. Howard elected Pres., replacing George B. Roberts. (MB)
- May 12, 1871 Danville, Hazleton & Wilkes-Barre Railroad Board authorizes Benjamin Hendricks of Sunbury to build a coal dock for dumping railroad cars into canal boats, to be located between the Philadelphia & Erie Railroad bridge and the road bridge over the North Branch of the Susquehanna at Sunbury. (MB)
- May 12, 1871 Ashtabula, Youngstown & Pittsburgh Railroad Board authorizes advertising for bids for grading from Ashtabula to Bloomfield and from Bloomfield to Youngstown via both Warren and Niles and via Vienna. (MB)
- May 12, 1871 Illinois & St. Louis Bridge Company Board resolves to use chrome steel of American Tool Steel Company of Brooklyn instead of crucible steel from Wm. Butcher's Steel Works in Eads Bridge. (Jackson)
- May 13, 1871 North & West Branch Railroad incorporated in Pa. to build from Wilkes-Barre via Bloomsburg and across to Williamsport, with a branch from Bloomsburg up Fishing Creek to the Sullivan County coal fields. (Digest)
- May 13, 1871 Pennsylvania act grants the Pit-Hole Valley Railway all the powers of the General Railroad Law; portion of the former Oil City & Pit-Hole Branch Railroad of the Clarion Land & Improvement Company (Pithole-Oleopolis) had been sold at foreclosure to John A. Dale, et al., and reorganized under the Apr. 8, 1861 act for reorganizing railroads, turnpikes and plank roads. (PL)
- May 13, 1871 Clement A. Griscom (1841-1912) elected VP of the International Navigation Company. (PRRBio)
- May 13, 1871 Lehigh Valley Railroad agrees to take \$200,000 in bonds of the Philadelphia Coal Company, operating in the Mahanoy Valley, in return for an exclusive traffic contract. (MB)
- May 13, 1871 Schuylkill Region mines resume after Judge Elwell's arbitration; the basis is set at \$2.75 but cannot fall below \$2.25 a ton at Port Carbon. (Roberts)
- May 15, 1871 United Companies of New Jersey inaugurate a new fast train between Jersey City and Philadelphia via Trenton running in 2:45. (NwkDlyAdvrt)

- May 15, 1871 First section of Mercer & Somerset Railway opens between Somerset on Belvidere Delaware Railroad and Pennington, N.J. (PubLdgr)
- May 15, 1871 PRR Board approves the text of the United Canal & Railroad Companies of New Jersey lease by vote of 12-2. (MB)
- May 15, 1871 Baltimore & Potomac Railroad begins laying track at the crossing of the Annapolis & Elk Ridge Railroad (Odenton) heading south. (AR)
- May 15, 1871 Chartiers Railway opens between Canonsburg and Washington, Pa. (Crumrine)
- May 15, 1871 Lehigh Coal & Navigation Company mines resume work. (AR)
- May 1871 Press reports that Reading had offered a bonus of \$1 million for United Canal & Railroad Companies. (NwkDlyAdv)
- May 1871 John Thomas named General Superintendent of the Cleveland & Pittsburgh Railroad, replacing William Stewart, named General Freight Agent of Lines West. (USRR&MR - see above)
- May 1871 Charles B. Stuart, Chief Engineer, reports on survey for New York, West Shore & Chicago Railroad up west bank of Hudson River and across to Buffalo paralleling NYC&HR. (Rept)
- May 1871 Lehigh Dock Company, half owned by the Pennsylvania & New York Canal & Railroad Company, opens coal docks on the Buffalo River and Blackwells Canal at Buffalo. (AR)
- May 1871 John W. Garrett of the B&O rejects Jay Cooke's overtures to invest in the Northern Pacific Railroad, noting that it probably cannot pay for a long time if extended west of the Red River. (Oberholtzer)
- May 1871 Future Lines West traffic officer Elias A. Ford resigns as General Ticket Agent of the Bee Line and becomes General Ticket Agent of the Pacific Railroad (Mo.) and the Atlantic & Pacific Railroad. (Guide)
- May 1871 Ohio River at Pittsburgh falls below the boatable stage with no rise until the following winter. (LJohnson)
- May 16, 1871 PRR purchases the Luke Fidler (Burnside) Colliery near Shamokin from the Burnside Coal & Iron Company; turns it over to the Mineral Railroad & Mining Company for operation. (MB)
- May 16, 1871 Overland Contract Company formally renamed Southern Railway Security Company by letters patent. (ICC)

- May 16, 1871 Schuylkill County anthracite coal miners return to work on the basis of Judge Elwell's arbitration granting them about half their wage demand. (Rdg AR - Pinkowski has decision rendered 5/17, fixes basis at \$2.75 at Port Carbon with a sliding scale up or down as between \$3 demanded by men and \$2.50 by operators)
- May 17, 1871 Reading Pres. Franklin B. Gowen withdraws his offer to lease the United Companies, having arranged with PRR to retain its rights to ship coal over Delaware & Raritan Canal. (MB)
- May 17, 1871 Jacob N. McCullough of the Pennsylvania Company proposes to the PFW&C Board to replace wooden bridges with iron ones; proposes new stations at New Galilee, Columbia, Orrville, Forest, Lima and Arcola. (MB)
- May 17, 1871 Davenport Railway Construction Company incorporated in Scott County, Iowa, by Andrew Carnegie, J. Edgar Thomson, Tom Scott, Benjamin E. Smith, Thomas L. Jewett, William Dennison, Oakes Ames, Sr. and Jr., William R. Fosdick, Andrew J. Preston of Iowa, and others for purpose of building the Davenport & St. Paul Railroad; Smith is Pres. (Jackson, NYT, RRGaz)
- May 17, 1871 Windsor Locks & Enfield Railroad merged into the Hartford & New Haven Railroad. (NHCorp)
- May 18, 1871 Chartiers Railway opens between Canonsburg and Chestnut Street, Washington, Pa., completing line from Mansfield (Carnegie). (Church, Val, C&C - Crumrine has this as date of opening excursion and celebration at Washington town hall - Guide first shows in 6/71)
- May 18, 1871 Keokuk & Hamilton Bridge tested for J. Edgar Thomson by PRR bridge engineer Henry Pettit; was built to the design of J.H. Linville. (RRGaz, JrnlFrnklnInst)
- May 18, 1871 Laurel Run Improvement Company incorporated in Pa. in the interest of the Reading; has broad powers similar to the Pennsylvania Company; Franklin B. Gowen's object is to create a subsidiary to enable the Reading to own and operate anthracite mines, a power which is forbidden it under the Philadelphia & Reading Railroad charter but not to its competitors in the Wilkes-Barre-Scranton-Carbondale area. (PL, Schlegel)
- May 18, 1871 Anglo-French banking house of Erlanger & Co. contracts to take the Bolivian loan of the National Bolivian Navigation Company; the Navigation Company and the Madeira & Mamoré Railway Company, Ltd., contract with the Public Works Construction Company to build the Madeira & Mamoré Railway. (Craig)

- May 19, 1871 Joint Board of United Companies approves lease to PRR by vote of 16-9; those opposed were primarily officers who wanted the company to remain independent: Ashbel Welch, William H. Gatzmer, A.W. Markley, R.S. Conover, Benjamin Fish, Dudley S. Gregory, Martin A. Howell, Charles Macalester and Nehemiah Perry. (MB)
- May 19, 1871 Boston & Albany Railroad inaugurates *Independent Fast Express* connecting with the NYC's *Fast Express* and running Boston-Chicago in 35:30.
- May 19, 1871 Cincinnati, Richmond & Fort Wayne Railroad contracts with R.D. Barclay, acting for PRR, to complete road between Winchester and Adams with perpetual running rights from there to Fort Wayne in return for \$1.8 million First Mortgage bonds and \$1.2 million stock. (Church, C&C)
- May 19, 1871 Charter supplement to the Domain Land Company (the future construction company for the Texas & Pacific Railway) grants it powers equal to the Pennsylvania Company. (PL)
- May 19, 1871 Woodruff Sleeping & Parlor Coach Company incorporated in Pa. by Jonah Woodruff, James Stevenson and George W. Rothrock to operate sleeping and parlor cars on the Woodruff patents. (PL, ICC)
- May 19, 1871 Pennsylvania Coal Company mines resume.
- May 19, 1871 Chicago & Canada Southern Railway incorporated in Indiana; part of a line from opposite Amherstburg, Ont., to Chicago as an extension of the Canada Southern Railway, making it an air line from Buffalo to Chicago. (GrnBk, Tennant, C&FC)
- May 19, 1871 Southeastern Michigan Railway incorporated in Michigan as part of the Chicago & Canada Southern Railway project. (GrnBk)
- May 20, 1871 Mays Landing & Egg Harbor City Railroads appoints Gen. (William?) Wright to locate the line with the understanding that the expense will be born by the Weymouth Iron Works if the project fails. (MB)
- May 20, 1871 Central Pennsylvania Mining Company incorporated in Pa. to develop coal lands northwest of Altoona. (PL)
- May 20, 1871 Miners end their strike against the Delaware & Hudson Canal Company. (CntryofPrgss)
- May 1871 Uniontown & West Virginia Railroad begins construction from Uniontown to W.Va. line. (Val)
- May 1871 Pittsburgh & Connellsville opens between Cumberland, Md., and

Connellsville; B&O breaks PRR monopoly of Pittsburgh traffic and begins new rate war; cuts the Pittsburg-Washington fare from \$11.55 charged by the PRR to \$9, and the Baltimore fare from \$10 to \$8.50, with a proportional cut in freight rates. (B&O AR - check BaltAm, Hungerford?)

- May 21, 1871 French troops of the Versailles government enter Paris through undefended sections of the front in the western, middle-class part of the city; the Communards execute their hostages, including the Archbishop of Paris; in the following "bloody week" of street fighting, government troops annihilate the Commune, killing 20,000 in combat and executions; the Commune, with its red flags, revolutionary rhetoric and symbolically-charged acts of violence, comes to embody the fear of urban insurrection in the minds of the propertied classes of Europe and America and shapes the reaction to the Great Strike of 1877. (Mercer,)
- May 22, 1871 Pennsylvania Company Board authorizes taking half of \$500,000 issue of equipment bonds of Indianapolis & St. Louis Railroad; authorizes new station at Federal Street in Allegheny; appoints Finance Committee headed by George B. Roberts and Executive Committee headed by Henry H. Houston. (MB)
- May 22, 1871 Tom Scott replaces George B. Roberts as Pres. of Indianapolis & Vincennes Railroad; William Thaw elected VP; Board orders Thaw to recover \$40,000 in stock subscribed by City of Vincennes under ordinances of 1866. (MB)
- May. 22?, 1871 Anthracite coal strike ends in the Northern Field on the operators' terms. (Aurand, CmsrLabor AR)
- May 23, 1871 CNJ Pres. John Taylor Johnston in letter to *New York World* denies CNJ is to be leased to the Reading in compensation for the lease of the United Companies to the PRR. (NwkDlyAd)
- May 23, 1871 Mansfield, Coldwater & Lake Michigan Railroad incorporated in Michigan under articles dated Dec. 28, 1870; to build from Mansfield on PFW&C to Allegan on Lake Michigan. (C&C, Church)
- May 23, 1871 Daniel McLaren elected Pres. of Cincinnati, Richmond & Chicago Railroad, replacing S.S. L'Hommedieu. (MB)
- May 23, 1871 Texas Pacific Railroad stockholders elect Board with New Yorkers dominant: Tom Scott, Marshall O. Roberts, Samuel J. Tilden, George W. Cass, Moses Taylor (1806-1882) of the National City Bank, New York banker Henry G. Stebbins (1811-1881), Edwards Pierrepont (1817-1892) of Brooklyn, William T. Walters, Henry S. McComb, Henry D. Newcomb of the Louisville & Nashville, John W. Forney (1817-1881), Reading ironmaster John McManus (1808-1875), William R. Travers (1819-1887) of New York, George W.

Quintard (1822-1913), E.W. Rice, John J. Harris, and J.W. Throckmorton; Marshall O. Roberts elected Pres., Stebbins VP, Pierrepont Treasurer; Executive Committee is made up of Tom Scott, Pierrepont, Stebbins, Travers, Cass and Walters; Gen. Granville M. Dodge (1831-1916), famed for work on Union Pacific, is made Chief Engineer. (AR, JPGreen Pams, ARJ, NYT, Taylor)

- May 23, 1871 Delaware & Hudson Canal Company and DL&W mines resume, ending the strike in the Northern Field.
- May 24, 1871 PRR Board approves extension on Commercial Avenue from Delaware Avenue to Moore Street on South Philadelphia waterfront; approves establishment of a suburban station at Rosemont, Pa., at a point just west of where the new straight line through Bryn Mawr joins the old route via Whitehall. (MB)
- May 24, 1871 PW&B leases wharf property at foot of Walnut Street in Wilmington; lease expires in 1912. (Digest)
- May 24, 1871 PC&StL Railway grants Cincinnati & Springfield Railway (part of Big Four) use of Dayton & Western Railroad between the west side of the Great Miami River and 3rd Street in Dayton. (Church)
- May 24, 1871 Excelsior Enterprise Company incorporated in Pa. with charter equal to that of Pennsylvania Company; later becomes the National Company and then the Reading Company. (PL, Rdg)
- May 24, 1871 Charter supplement gives the Union Contract Company the powers of the Pennsylvania Company; relationship to PRR, if any, is unclear. (PL - see 1869?)
- May 24, 1871 Texas act grants Southern Transcontinental Railway and Southern Pacific Railroad (Texas) a subsidy of \$6 million in bonds or a land grant of 24 sections per mile, provided they are completed to a junction point in Shackelford County by Jan.1, 1874. (Taylor)
- May 24, 1871 Erie Railway Board approves a contract with the Cincinnati, Hamilton & Dayton Railroad dated May 20. (MB)
- May 25, 1871 Public meeting held at Ashtabula to arrange compromise between LS&MS and Ashtabula, Youngstown & Pittsburgh Railroad so that both can reach the harbor. (Church, MB)
- May 25, 1871 Pres. McCullough reports to Cleveland & Pittsburgh Railroad Board that the 50% stock dividend sought by stockholders is not legal under Ohio law unless it represents actual undivided profits. (MB)

- May 25, 1871 Surety Contract Company incorporated in Pa.; another “Tom Scott” type company with broad powers to build and manage transportation lines, depots, engine houses, shops, etc.; incorporators are Samuel G. Thompson, William Denman, S. L. Levy, James G. Gardener and Charles H. T. Collis; ties to PRR, if any, are unclear; later becomes the Pittsburgh Railways Company, operator of the Pittsburgh transit system. (PL, Moodys)
- May 25, 1871 Port Huron & Lake Michigan Rail__ opens between Attic and Davison. (Meints)
- May 26, 1871 Duquesne Contract Company incorporated in Pa.; another “Tom Scott” company, with powers equal to the Pennsylvania Company and H.H. Houston, R.D. Barclay and S.S. Moon as incorporators. (PL)
- May 27, 1871 First session of the 42nd Congress adjourns, having passed little railroad legislation. (CongGlobe)
- May 1871 Sleeping car line established between Louisville and Chicago via Indianapolis and Lafayette. (PassDept - what RRs?)
- May 28, 1871 Committee of the Junction & Breakwater Railroad issues 2,000 shares to Jackson & Sharp for equipment and 2,000 shares to Cornelius M. Meserole for the Delaware & New York Steam Ship Company to put on an extra boat three times a week to Lewes starting in early July so as to have a daily line after July 15, and to operate an auxiliary boat to Mahone’s Ditch opposite Dover. (MB)
- May 29, 1871 Detroit, Eel River & Illinois Railroad resumes work between Columbia City and Auburn, Ill., working from both ends. (CBerndt)
- May 29, 1871 Geneva & Southwestern Railway incorporated in New York to build between Geneva and Wayland; Emory B. Pottle, Pres. (Val, C&C)
- May 29, 1871 Lehigh Valley Railroad Board appoints a committee to consider relations with the CNJ after seeking an alternate route across New Jersey. (MB)
- May 29, 1871 Green Land Company incorporated in Pa.; later used by Lehigh Valley Railroad as a coal company in the same manner as the Reading’s Laurel Run Improvement Company. (PL, LVCorp)
- May 20, 1871 West Jersey Railroad Board declines the request to guarantee the bonds of the Williamstown Railroad; authorizes making an agreement to aid the construction of the Mays Landing & Western Railroad, which would link the Mays Landing and Millville factory sites of R.D. Wood & Sons. (MB)

- May 30, 1871 Newport & Cincinnati Bridge Company Board abrogates construction contract to Henry C. Spackman after Congress stops work. (Church)
- June 1, 1871 PW&B agrees to locate and build Chester & Delaware River Railroad and lease it when done. (Rdg)
- June 1, 1871 Ground broken for Baltimore & Potomac Tunnel near North Avenue & Cathedral Street in Baltimore; plans prepared by Thomas Seabrook (1871-1897); contractor Thomas Rutter (1824-1895) of New York. (Scharf - this date probably wrong)
- June 1, 1871 Mansfield, Coldwater & Lake Michigan Railroad incorporated in Ohio under articles dated Dec. 28, 1870; to build from Mansfield on PFW&C to Allegan on Lake Michigan. (C&C, Church)
- June 1, 1871 Grand Rapids & Indiana Railroad agrees to operate Cincinnati, Richmond & Fort Wayne Railroad for 99 years from date of completion under tripartite agreement with Cincinnati, Hamilton & Dayton Railroad and Pennsylvania Company guaranteeing its bonds and arranging for through traffic. (Church)
- June 1, 1871 Pennsylvania Company signs contract with Chicago, Rock Island & Pacific Railway for through traffic via the Plymouth, Kankakee & Pacific Railroad. (MB)
- June 1, 1871 Merchants Despatch Transportation Company organized by William H. Vanderbilt, James H. Banker, Augustus Schell, John W. Toucey, Chester W. Chapin, William Bliss, William G. Fargo, et al., as a New York joint stock association with a capital of \$3 million to take over the fast freight line of the Merchants Despatch Line on the NYC&HR and its connections, after the Vanderbilt interests buy majority control, leaving the American Express Company with only 6,500 shares; the MDT specializes in 1st & 2nd class freight, where the cooperative lines concentrate on 4th class freight; after about 1882, MDT becomes the operator of refrigerator cars on the Vanderbilt lines. (MB, White, HepburnRept, PrmsestoPay)
- June 1, 1871 PRR, NYC&HR and Erie Railway advance rates 25%. (USRR&MR)
- June 2, 1871 Ashtabula, Youngstown & Pittsburgh Railroad Board authorizes building via Warren and Niles provided the citizens subscribe \$100,000 and provide free right-of-way. (MB)
- June 2, 1871 Collins Mineral Land & Mining Company incorporated with Richard D. Barclay, Samuel S. Moon and John P. Green as dummy incorporators; another Tom Scott company with broad powers whose actual purpose is unclear; the publication of the charter is suppressed until 1873. (PL)

- June 2, 1871 Broad Top Mining Company incorporated in Pa. with the same dummy incorporators as the Laurel Run Improvement Company; and same broad powers to mine, transport and sell coal and lease coal lands and iron works; no limit on the amount of coal land it can hold; later becomes the Lehigh & Wilkes-Barre Coal Company, coal mining subsidiary of the CNJ. (PL, Bogen)
- June 2, 1871 Susquehanna Improvement Company incorporated in Pa., another Tom Scott type, but non-PRR company; incorporators are H.E. Passmore, John Minsker, Alexander Frank, Daniel Hinkle and Samuel Rudy; after several intermediate identities, it becomes the Hudson Coal Company, the mining subsidiary of the Delaware & Hudson Company, in 1901. (PL, Moodys, Bonbright)
- June 2, 1871 Brooklyn Steam Transit Company incorporated in N.Y. to build an elevated or underground railroad from the Fulton Ferry to the southern border of Prospect Park near Flatbush Avenue. (NYState)
- June 2, 1871 Mount Pleasant & Broad Ford Railroad opens in the Connellsville Coke Field; operated by the Pittsburgh & Connellsville Railroad; Abraham Overholt Tinstman, Pres. (B&O Val, Albert)
- June 5, 1871 Allegheny Valley Railroad establishes three through trains each way between Pittsburgh and Buffalo via Oil City, *Day Express*, *Night Express* and *Mail*; *Night Express* carries Pullman sleeping car. (USRR&MR)
- June 5, 1871 John Taylor Johnston, Pres. of the CNJ, agrees with Pres. Alfred W. Jones and others to buy stock control of the Perth Amboy & Elizabethport Railroad, which will link the CNJ to the NY&LB at the Raritan River. (MB, NJEquity)
- June 5, 1871 Miramar Iron Company authorizes constructing a railroad from the Cumberland Valley Railroad at White Hill to Dillsburg. (MB)
- June 6, 1871 CNJ leases Newark & New York Railroad. (NJCorps - check for date elsewhere)
- June 6, 1871 Dull, Wiley & Andrews, contractors on the Union Railroad Company of Baltimore, propose substituting an open cut for a tunnel on Section No. 1 to be paid for at 75 cents per yard vs. 60 cents for regular cutting. (MB)
- June 6, 1871 Cleveland, Mt. Vernon & Delaware Railroad Board adopts the old location of the Springfield, Mt. Vernon & Pittsburgh Railroad from the junction with the new line of the Cleveland, Mt. Vernon & Delaware Railroad in the first quarter of Howard Township, Knox County, to the crossing of the highway between Mt. Liberty and Centreburg in Knox County; authorizes the purchase of land at Mount Vernon for a roundhouse and shops; adopts a line between Mount Vernon and Columbus via Centreburg, Sunbury, Galena and Westerville; authorizes building stations at Gambier, Howard, Danville and

- Mt. Holly, with a turntable and engine house at Mt. Holly. (MB)
- June 6, 1871 Committee of Pittsburgh, Wheeling & Kentucky Railroad meets with PC&StL Railway at Steubenville. (MB)
- June 6, 1871 Cairo & Fulton Railroad opens from Argenta (North Little Rock) and Jackson Springs, Ark. (Wood)
- June 7, 1871 New Jersey Railroad & Transportation Company stockholders approve the PRR lease. (MB)
- June 7, 1871 PW&B Pres. Isaac Hinckley informs Board that he has acceded to B&O demands for greater share of New York-Washington fare; B&O to get \$1,500 more per year and other lines \$23,486 less per year than last year. (BdPap)
- June 7, 1871 Ashtabula, Youngstown & Pittsburgh Railroad releases to LS&MS any claim to half interest in its right of way for three miles through Ashtabula, originally granted to Ashtabula & New Lisbon Railroad in 1864 and in dispute since Oct. 1870; local residents had procured alternate right of way for AY&P to end impasse; AY&P surrenders claims on west side of river in return for an equal amount of land and river front on east side. (Church, MB)
- June 7, 1871 Northern Pacific Railroad finally secures a contract with a syndicate of German bankers to take its \$50 million bond issue, but they cancel on June 20 pending a visit to inspect the line. (Oberholtzer)
- June 7, 1871 Lehigh Valley Railroad men, including Asa Packer and Robert H. Sayre, elected to Board of New Jersey West Line Railroad, hitherto a local project, being open from Summit to Bernardsville; Packer signs a contract to build the line, which is to run between Freemansburg, Pa., and Newark, mostly north of the CNJ, as the LV's outlet to tidewater; however, the only portions to be built later become part of the DL&W's Gladstone Branch. (NwkDlyAd, USRR&MR, Taber)
- June 8, 1871 LIRR Board approves contract with the Smithtown & Port Jefferson Railroad dated Mar. 20, 1871; authorizes the lease of the Newtown & Flushing Railroad when completed. (MB)
- June 8, 1871 Continental Improvement Company and G. W. Cass contract with the Mansfield, Coldwater & Lake Michigan Railroad to operate the track at its western end (Allegan to Monteith on the Grand Rapids & Indiana) pending completion of the entire line. (Church, MB)
- June 8, 1871 John A.C. Gray leaves for Paris where he tries to persuade French bondholders of the Memphis, El Paso & Pacific Railroad to accept Texas land for their claims instead of money or new bonds; about one-fifth refuse to

- consent. (Taylor)
- June 9, 1871 Meeting of railroads entering St. Louis for the purpose of forming a Union Depot company. (Guide)
- June 10, 1871 Articles of Association signed for Union Depot Company of St. Louis at a meeting of the presidents of all railroads entering the city; on a motion by Tom Scott, the capital is fixed at \$2 million in bonds and \$3 million in stock, of which only one-third is to be paid in; William Taussig (1826-1913), Pres., and Tom Scott VP; Carnegie and PRR group take \$600,000 of \$1.5 million stock; most railroads entering St. Louis subscribe, but not the Missouri Pacific. (Jackson, Guide, Scharf)
- June 10, 1871 Weems Line steamboat *George Weems* destroyed by fire at its Light Street wharf in Baltimore; the *George Law* of the Chester River Steamboat Company is badly damaged; the engine of the *George Weems* is placed in the *Theodore Weems*, built next year. (Holly, Scharf, BaltAm, Burgess)
- June 12, 1871 Marietta & Pittsburgh Railroad Board makes a new contract with A. J. Warner and James McArthur to build the extension from Caldwell to Newcomerstown. (Andrews)
- June 12, 1871 Jay Cooke & Co. holds a big Northern Pacific bond rally in Philadelphia's Academy of Music with 4,000 guests, including leading bankers and merchants, including J. Edgar Thomson, Tom Scott, Asa Packer, Isaac Hinckley, Samuel M. Felton, Matthew Baird, E.C. Knight, et al.; Cooke is on vacation at his summer home on an island near Sandusky; Gov. John W. Geary presides, and Congressman William D. Kelly speaks on the benefits the Northern Pacific will bring to Philadelphia; bond sales, which have only netted \$2.5 million so far, pick up in July but fall off again by Sept. (ARJ, Oberholtzer, Lubetkin, Winks)
- June 1871 Lancaster & Reading Narrow Gauge Railroad being surveyed. (ARJ)
- June 1871 Allegheny Valley Railroad begins construction of Low Grade Line between Driftwood and Red Bank. (Val, AR)
- June 1871 PRR and Reading are competing in trying to secure majority stock control of the Susquehanna Canal Company and the Susquehanna & Tide Water Canal; the PRR wants the canal to secure a tidewater outlet for the Pennsylvania Canal Company; the Reading eventually frustrates this goal. (Dealer'sCat)
- June 1871 Jesse L. Williams named Chief Engineer of Cincinnati, Richmond & Fort Wayne Railroad.
- June 1871 Western Maryland Railroad begins work on own extension east of Owings

Mills to avoid charges for use of Northern Central Railway.

- June 1871 A secret meeting of the Southern Transcontinental Railway and the Texas Pacific Railroad is held in New York, at which it is possible that Marshall O. Roberts agrees to withdraw from the companies in favor of Tom Scott. (Taylor)
- June 13, 1871 Junction & Breakwater Railroad Board voids the 2,000 shares of stock issued to Jackson & Sharp and 2,000 shares to Cornelius M. Meserole and discharges the committee that issued them; authorizes the PW&B to continue operating the night train to Milford beyond the July 1 cut-off date. (MB)
- June 13, 1871 New Jay Gould-Erie Railway Board elected on the Chemung Railroad, including H. H. Martin, Mortimer Smith and Henry N. Smith, replacing local interests; Gould's bodyguard and confidential secretary G. P. Morosini is elected one of the inspectors of elections for the next year; Gould, who has purchased the stock of the Chemung Railroad from the estate of John Magee of Watkins and the Elmira, Jefferson & Canandaigua Railroad, deliberately has the Erie Railway default on the payment of rent to the Chemung Railroad, threatening the sublease to the Northern Central Railway and creating a dispute with the NC; with the buyer thus primed, Gould then sells both railroads to the Northern Central for a huge profit in 1872. (MB, Mott)
- June 13, 1871 Lehigh Valley Railroad Board agrees to purchase the controlling interest in stocks and bonds of the New Jersey West Line Railroad from Asa Packer at cost; Ashbel Welch and William H. Gatzmer again excuse themselves, and John Taylor Johnston of the CNJ is absent. (MB, Baird)
- June 14, 1871 Minority stockholders of Joint Companies sue to block lease to PRR in New Jersey Court of Chancery. (USRR&MR)
- June 14, 1871 PRR Road Committee directs Chief Engineer to purchase water power of Pottsgrove Mill from Altoona Gas & Water Company and purchase city reservoirs near Pottsgrove Mill and in city once new city water works completed and build water main to Altoona Shops; hears petition to change name of Morgans Corners to Radnor. (MB)
- June 14, 1871 Bells Gap Railroad receives letters patent. (Kurtz)
- June 14, 1871 Erie & Pittsburgh Railroad makes telegraph contract with Western Union Telegraph Company. (Church)
- June 1871 PRR has 94 locomotives and 462 cars equipped with the Westinghouse air brake; the PFW&C has 76 locomotives and 136 cars; the PC&StL Railway has 52 locomotives and 179 cars; the Northern Central Railway has 26 locomotives and 105 cars; the Philadelphia & Erie has 12 locomotives and 30

cars; Cleveland & Pittsburgh Railroad has 15 locomotives and 57 cars; Allegheny Valley Railroad has 11 locomotives and 32 cars; Oil Creek & Allegheny River Railway has 3 locomotives and 6 cars; St. Louis, Vandalia & Terre Haute has 1 locomotive and 5 cars; PW&B has 1 locomotive and 9 cars. (Guide)

- June 1871 Queen Annes & Kent Railroad is open to within 4 miles of Centreville. (USRR&MR)
- June? 1871 Delaware Court of Chancery rules that the state tax on railroad passengers is unconstitutional. (USRR&MR)
- June 1871 Allegheny Valley Railroad contracts for the heaviest sections of the Low Grade Line between Red Bank and Driftwood; J. Edgar Thomson planned to operate drag freights at 10 MPH to keep clear of PRR main line, but the plan was not successful. (AR, Ward)
- June 1871 James B. Eads tries to convince Tom Scott to build a narrow passenger depot above grade along the south side of the Eads Bridge. (Jackson)
- June 1871 Tom Scott runs an excursion for dignitaries and politicians over the Union Pacific Railroad. (Hutchinson - verify)
- June 1871 PRR buys all of the bonds issued by the State of Georgia to the Atlanta & Richmond Air-Line Railway. (ARJ)
- June 1871 William T. Sutherlin of the Richmond & Danville Railroad tries and fails to buy the Raleigh & Gaston Railroad to isolate the North Carolina Railroad and force it to make a sale or lease to the R&D. (Nelson, Trelease)
- June 1871 Charles P. Wood sells that part of the former Lake Ontario, Auburn & New York Railroad from Auburn to a point 7 miles south of Ithaca to the New York & Oswego Midland Railroad. (Baird)
- June 1871 Coal strike ends in the Eastern Middle Field around Hazleton. (LC&N AR - Roberts has 6/1)
- June 1871 Philadelphia & Reading Railroad (? or Gowen personally?) purchases the Manhattan Coal Company; Moses Taylor receives \$1.27 million in Reading bonds and clears a profit of \$751,117 on properties that have been plagued by both mining and labor troubles from the very start. (Hodas - verify C&I mort.)
- June 1871 Peninsular Railroad opens between Climax and Cassopolis, Mich. (Meints)
- June 1871 John Roach (-1887), formerly an engine-builder at New York, buys the iron shipyard of Reaney, Son & Archbold at Chester, Pa., at auction; the Reaney

firm had failed on a contract to build 10 iron seagoing colliers for the Reading. (Tyler - verify)

- June 16, 1871 Formal celebration of the opening of the Pittsburgh & Connellsville Railroad from Pittsburgh to Cumberland, completing a long-sought second eastern outlet from Pittsburgh. (ARJ)
- June 17, 1871 E. K. Willard and J. B. Bach of Willard, Harbin & Bach of New York are elected Pres. and VP of the Chemung Railroad; a committee of Edwin Eldridge, and George J. Magee is appointed to settle the dispute with the Northern Central Railway. (MB)
- June 17, 1871 Grand Rapids & Indiana Railroad receivership terminated in Michigan without foreclosure and Jesse L. Williams discharged as receiver by the U.S. Circuit Court. (Church, C&C)
- June 17, 1871 *United States Railroad & Mining Register* reports that the Erie Railway has acquired the Union & Titusville Railroad. (USRR&MR)
- June 17, 1871 Anthony Q. Keasbey (1824-1895) and Cortlandt Parker (1818-1907) of Newark and John Torrey, Jr. (-) buy the lower end of the old Wardell tract from Dr. Arthur V. Conover; they then form the Monmouth Beach Association and develop a resort on the beach just north of Long Branch, N.J.; the old Colonial Wardell mansion is remodeled into the Monmouth Beach Casino in 1872. (Ellis)
- June 19, 1871 Edmund Smith, acting for PRR, buys the William L. Helfenstein coal lands near Shamokin. (MB)
- June 19, 1871 Duxbury & Cohasset Railroad opens between Cohasset and Greenbush, Mass. (NHCorp)
- June 20, 1871 At a meeting of the Delaware Peach Growers, it is announced that Charles K. Landis has contracted to build the Smyrna & Delaware Bay Railroad from Bombay Hook to Masseys within 6 months; a ferry will run between Bombay Hook and the terminus of the Vineland Railway at Bayside, N.J. (USRR&MR)
- June 20, 1871 Grand Rapids & Indiana Railroad publishes a notice that Jesse L. Williams has been discharged as receiver and that the Continental Improvement Company has taken possession of property under its construction contract. (Church)
- June 20, 1871 Trains of the Toledo, Peoria & Warsaw Railway and Toledo, Wabash & Western Railway begin using the Keokuk & Hamilton Bridge Company bridge over the Mississippi River between Hamilton and Keokuk. (RRGaz)

- June 20, 1871 Andrew Carnegie elected Pres. of Keokuk & Hamilton Bridge Company.
- June 21, 1871 Samuel Sinclair removed as Treasurer of the Junction & Breakwater Railroad because he still lives in New York, and W.T. Vanles elected in his place; Pres. James S. Gibbons objects, as this will break the company's credit in New York. (MB)
- June 21, 1871 B&O bridge over Ohio River between Benwood and Bellaire opens, creating a direct connection with the Central Ohio Railroad. (B&O AR)
- June 21, 1871 New York & Rockaway Railroad opens between Rockaway Jct. (Hillside) and Springfield; controlled by LIRR; operated by LIRR under lease of Mar. 2, 1871.
- June 21, 1871 Striking anthracite coal miners in the Lehigh Region return to work on terms similar to those accepted by Schuylkill County miners. (Aurand)
- June 22, 1871 Dunkirk, Warren & Pittsburgh Railway opens between Dunkirk and Worksburg, N.Y. (Young/Chautauqua)
- June 23, 1871 Louisville, Cincinnati & Lexington Railroad grants PC&StL Railway trackage rights between south end of Newport & Cincinnati Bridge and junction with Kentucky Central Railroad. (Church)
- June 23, 1871 CC&IC proposes contract revisions with Keokuk & Hamilton Bridge Company, reducing the charge for using the bridge. (MB)
- June 23, 1871 Tom Scott's transcontinental tour on the Union Pacific Railroad, now returning east over the Kansas Pacific Railway, stops at the cow town of Abilene, Kansas, where they witness three street fights in which a total of seven men are killed or wounded and meet James Butler "Wild Bill" Hickok (1837-1876). (Hutchinson)
- June 23, 1871 J. M. Byers elected Chief Engineer of the Pittsburgh, Virginia & Charleston Railway; future Norfolk & Western Railway Pres. Nicholas D. Maher (1854-1929) first joins the PRR system on the engineer corps; he later becomes a clerk at Altoona. (C&C, RyReview)
- June 26, 1871 Two-day celebration of opening of Pittsburgh & Connellsville-B&O route to Pittsburgh begins; formal excursion train leaves Baltimore at 6:00 AM (BaltAM, Scharf).
- June 27, 1871 Grand Rapids & Indiana Railroad receivership in Indiana terminated without foreclosure and Jesse L. Williams discharged by the U.S. Circuit Court. (Church, C&C)

- June 27, 1871 Chicago & Canada Southern Railway incorporated in Illinois. (Tennant)
- June 27, 1871 Cincinnati & Terre Haute Railway incorporated in Indiana to build a line between the two cities passing south of Indianapolis. (GrnBk)
- June 27, 1871 First camp meeting of the Chautauqua Lake Camp-Meeting Association of the Erie Conference of the Methodist Episcopal Church begins at Fair Point on Chautauqua Lake; the grounds are reached by steamboats from the railroads at Jamestown and Mayville at the far ends of the lake; the future PRR lines serve Mayville. (Buhite)
- June 28, 1871 PRR Board appoints committee to consider enlarging facilities for suburban travel between Philadelphia and Paoli for the purpose of fostering population growth in the Main Line suburbs. (MB)
- June 28, 1871 Valley Railroad (Va.), incorporated in 1866, organized at Staunton. (B&O Val)
- June 28, 1871 James P. Scott (1848-1914), oldest son of VP Tom Scott, graduates from Harvard; his classmates include Hamilton McKown Twombly (1849-1910), who will marry into the Vanderbilt family and practically run the Vanderbilt lines, future Attorney General Charles J. Bonaparte (1851-1921), Nathaniel Thayer, Jr. (1851-1911), scion of the Boston banking family, and future Sen. Henry Cabot Lodge (1850-1924); Twombly at first goes into the paper business. (8th Rept of Secy of Class of '71, NCAB)
- June 29, 1871 Ashtabula, Youngstown & Pittsburgh Railroad Board accepts the proposition of Randall & Co. to build from Youngstown to Ashtabula. (MB)
- June 29, 1871 In defiance of the recent act of the Democratic Legislature, North Carolina Gov. Todd R. Caldwell appoints a slate of 8 directors for the North Carolina Railroad, only 3 of whom are holdovers from ex-Gov. Holden's Board. (Brown)
- June 30, 1871 Pennsylvania Company Board rules that no iron rails be sent to the Mansfield, Coldwater & Lake Michigan Railroad at Allegan until they sign a formal contract; authorizes construction of 2,000 freight cars; Hugh J. Jewett reelected a director and General Counsel. (MB)
- June 30, 1871 Pennsylvania Company signs memo of agreement to extend the Shenango & Allegheny Railroad from its present terminus in the block coal field at North Washington for 25-28 miles to be paid for in bonds at \$12,500 per mile at 80; bonds to be guaranteed by Mercer Mining & Manufacturing Company; Pennsylvania Company to carry coal to Erie. (MB)

- June 30, 1871 Ashtabula, Youngstown & Pittsburgh Railroad placed under contract. (ARJ)
- June 30, 1871 Marietta & Pittsburgh Railroad opens between Marietta and Macksburg, Ohio. (Church)
- June 30, 1871 PC&StL Railway Board authorizes the purchase of the station building at Hartford City; hears a request from commuters on the Little Miami Railroad at Cincinnati for lower fares. (MB)
- June 30, 1871 Indianapolis & Vincennes Railroad adopts PRR-type organization; General Manager Jacob N. McCullough; Comptroller Thomas D. Messler; Assistant General Manager James D. Layng; Superintendent James D. Ellison. (MB)
- June 30, 1871 Cincinnati, Wabash & Michigan Railroad incorporated in Indiana by the merger of the Warsaw, Goshen & White Pigeon Railroad and the Grand Rapids, Wabash & Cincinnati Railroad; the new company continues building southward. (GrnBk)
- Mid-1871 Richmond & Danville Railroad offers to complete the Western Division of the Western North Carolina Railroad to the Tennessee state line for a 50% interest, which is refused; with the Atlantic, Mississippi & Ohio Railroad in the hostile hands of William Mahone, the R&D is looking for an alternate link to reach the East Tennessee, Virginia & Georgia Railroad on the other side of the Blue Ridge/Great Smoky mountains. (Brown)
- Summer 1871 Cassatt family moves to Hollidaysburg for the summer to be close to A. J. Cassatt at Altoona. (Mathews)
- July 1, 1871 LIRR acquires a majority stock interest in the New York & Rockaway Railroad. (NYState)
- July 1, 1871 Work begins on Baltimore & Potomac tunnels at Baltimore; Thomas Rutter (1825?-1895) of Philadelphia, who built PRR Allegheny Tunnel, is contractor. (see above? verify 6/1 or 7/1 in BaltAm)
- July 1, 1871 Town of Delaware City subscribes \$30,000 to Delaware & Pennsylvania Railroad. (Scharf)
- July 1, 1871 PRR purchases property of Columbia Bridge Company bridge between Columbia and Wrightsville, Pa., for \$500,000; becomes part of Philadelphia Division. (AR, Val, C&C)
- July 1, 1871 Shamokin Valley & Pottsville Railroad makes a new \$2 million mortgage to cover the \$1.3 million purchase of coal lands and retire the old \$700,000 First Mortgage bonds; the new bonds are jointly endorsed by the Northern Central Railway and the Philadelphia & Erie Railroad, and the new coal lands are not

leased to the NC but are operated directly by the Mineral Railroad & Mining Company; of the new mortgage, \$833,000 is reserved to buy 833 acres and the colliery of Haas, Fagely & Co. at the Gap at Shamokin; \$425,000 is to buy the 2,066 acres of the Green Mountain Coal Company, not now being operated. (C&C, AR, MB)

- July 1, 1871 Buffalo, New York & Philadelphia Railway makes an issue of \$3 million First Mortgage bonds to Joseph Seligman and Henry Martin, trustees. (C&C)
- July 1, 1871 Little Miami Railroad establishes monthly commuter tickets out of Cincinnati.
- July 1, 1871 Cincinnati & Muskingum Valley Railway makes agreement with Central Ohio Railroad for lease of west half of right of way for two miles east of Zanesville, on which it builds a single track as part of its extension to Dresden Jct. (Church)
- July 1, 1871 PC&StL Railway and Illinois Central Railroad sign a 30-year through traffic agreement with the Gilman, Clinton & Springfield Railroad; IC is to get all traffic to and from Chicago and points east via the Michigan Central Railroad and points north thereof, including New England via the Boston & Albany; PC&StL is to get all traffic to and from New York, Philadelphia and Baltimore and points south of the Michigan Central; each road is to invest 15% of the earnings from through traffic in GC&S bonds, which amounts to a guaranteed market for them. (MB)
- July 1, 1871 John E. Simpson (1839-1880) appointed General Superintendent of the Terre Haute & Indianapolis Railroad, replacing Charles R. Peddle, resigned; John W. Conologue resigns as Superintendent of the Vandalia Division; Charles E. Follett replaces F. Chandler as General Ticket Agent; Board approves a 6% dividend, which will put the company on a 12% annual basis, after some members try to cut it to 5%. (MB)
- July 1, 1871 Banking house of Drexel, Morgan & Co. opens in New York with Anthony J. Drexel of Philadelphia as the senior partner and J. Pierpont Morgan (1837-1913) as junior partner, replacing Dabney, Morgan & Co.; the firm is capitalized at \$1 million of which \$900,000 comes from the Drexel brothers, and only \$15,000 from Morgan; Joseph W. Drexel represents his brother in New York; the arrangement gives Drexel a substantial presence in New York, and from the viewpoint of Junius S. Morgan, pairs his son with a responsible older partner; Morgan also becomes a partner in Drexel & Co. in Philadelphia; J. Pierpont Morgan is allowed a one-year leave of absence, during which time he travels in Europe and, for the first time, to Egypt. (Carosso, Hopkinson, Strouse)
- July 2, 1871 Atlantic & Pacific Railroad opens between Seneca and Prairie City in Indian Territory (Oklahoma). (Guide)

- July 2, 1871 King Victor Emmanuel II (1820-1878) of the House of Savoy enters Rome, which becomes the capital of a unified Italy, and ends the temporal rule of the Popes, whose political domain is reduced to St. Peter's Basilica and the Vatican Palace; the Papal States had been preserved only by the presence of French troops, which were withdrawn in the Franco-Prussian War. (Stokes)
- July 3, 1871 Anderson, Lebanon & St. Louis Railroad incorporated in Indiana to build from Anderson through Noblesville, Lebanon and Ladoga to state line in direction of Paris, Ill., to reach coal deposits. (Church)
- July 3, 1871 Joseph B. Stafford, a Maryland stockholder in the North Carolina Railroad, sues in the U.S. Circuit Court for an injunction to keep the slate of directors appointed by the Democratic Legislature from taking office. (Brown)
- July 3, 1873 Michigan Air Line Railroad (Ill.) merged into the Chicago & Canada Southern Railway Company. (GrnBk, Tennant - check date?)
- July 4, 1871 Delaware & Hudson Canal Company completes a locomotive railroad between Carbondale and Scranton, partly replacing the old gravity railroad north of Valley Jct. near Olyphant. (CntryofPrgrss)
- July 1871 Sleeping car line established between Jersey City and Lynchburg, Va. via (what RR? - B&O??), connecting for Mobile and New Orleans and White Sulphur Springs (via C&O from Gordonsville). (PassDept - Lynchburg car was 1870!; tt change is 7/22)
- July 1871 Littlestown Railroad completes 2.3-mile extension from Littlestown to Maryland state line near Kingsdale, Pa. (Val)
- July 6, 1871 Union Railroad Company of Baltimore orders Chief Engineer Charles P. Manning to make a new estimate substituting an open cut for the tunnel in Section No. 1. (MB)
- July 6, 1871 Northwestern Ohio Railroad merged into the Chicago & Canada Southern Railway. (GrnBk)
- July 6, 1871 Connecticut Central Railroad incorporated. (NHCorp)
- July 6, 1871 Gauge of Ohio & Mississippi Railway's Jeffersonville Division changed from 6'-0" to 4'-9". (Hungerford)
- July 8, 1871 Ground broken for Wilmington & Western Railroad at Brandywine Springs; is to run from Wilmington to Landenberg and thence to Oxford and Peach Bottom. (CCHS)

- July 8, 1871 George Jones of *New York Times* begins a series of exposés of the Tweed Ring in New York City using information leaked by a political enemy; exposes the extravagant expenditures and graft at a time when the business community is becoming concerned about the city's debt, which has grown from \$30 million to \$90 million under Tweed; the bankers then cut off the city's credit. (Stokes, Mandelbaum)
- July 10, 1871 Cincinnati, Lafayette & Chicago Railroad Company (Ill.) incorporated in Illinois to build from St. Anne to the Indiana state line. (GrnBk)
- July 10, 1871 First blow of Bessemer converters at the Cambria Iron Company in Johnstown; to obtain a supply of Bessemer ore, Cambria obtains majority control of the Republic Iron Company with mines in the Menominee Range of Michigan. (Swank, BethStl)
- July 10, 1871 Pioneer civil engineer Charles E. Byers (1834-1871) dies at Pottstown, Pa. (findagrave)
- July 11, 1871 Pres. James S. Gibbons reports to the Junction & Breakwater Railroad that the PW&B has declined to furnish freight cars and Jackson & Sharp has declined to fill the company's order until the company pay all its old debts, leaving it short of cars. (MB)
- July 11, 1871 Kent County Railroad Board reads a letter from Pres. Isaac Hinckley of the PW&B approving an extension of the lease of the Townsend Branch but refusing to guarantee the Kent County's bonds. (MB)
- July 11, 1871 Future motive power officer George Conarroe Bishop (1871-) born at Germantown, Philadelphia. (PRRBio)
- July 11, 1871 Richmond & Danville Railroad Board authorizes Pres. A.S. Buford to lease the North Carolina Railroad. (Brown)
- July 11, 1871 Merchants Despatch Transportation Company organized; James C. Fargo, Pres., Augustus Schell, VP. (MB)
- July 11, 1871 Atlantic & Lake Erie Railway files a change of route through Fairfield County, Ohio, in order to avoid curves and excessive grades between New Lexington and Granville. (GrnBk)
- July 12, 1871 Members of the Northern Irish Orange Order, holding a parade in New York City to mark the anniversary of the victory of the Battle of the Boyne, are attacked by Catholic Irish despite the protection of National Guard regiments; the troops fire into the crowd, killing 52; among the regiments is Jim Fisk's Ninth; when three of their members are killed, they begin firing; Fisk is first trampled by the panicked crowd, then chased through backyards before finally

escaping to Long Branch; the New York elites have tolerated Boss Tweed in the belief that he could keep the Irish in line, but the outbreak of Paris Commune-like chaos convinces them that Tweed has failed and he must go. (Stokes, Swanberg, Burrows/Wallace)

- July 13, 1871 Annual meeting of North Carolina Railroad is adjourned for lack of a quorum; Republican Gov. Todd R. Caldwell and the Democratic Legislature had each selected a slate of eight state directors, creating a deadlock as rival factions boycott the election; the old directors thus remain in control. (Brown, Stover)
- July 13, 1871 Press excursion leaves New York for the Northern Pacific Railroad territory, traveling by boat from Buffalo to Duluth, then by rail to end of track, by coach along the Red River and by boat to Lake Winnipeg. (Oberholtzer)
- July 1871 Queen Annes & Kent Railroad is completed to Centreville, Md., but not open. (USRR&MR)
- July 1871 Lehigh Valley Railroad begins buying land at Perth Amboy, N.J., for a coal terminal. (NwkDlyAd)
- July 1871 Wilmington & Reading Railroad establishes new interchange with PW&B near site of future West Yard to avoid hauling cars through streets of Wilmington. (Rdg)
- July 1871 Southern Railway Security Company is buying up the stock of the Charlotte, Columbia & Augusta Railroad. (Nelson)
- July 1871 Atlanta & Richmond Air Line Railway returns \$240,000 of bonds endorsed by the State of Georgia, having been able to secure private funding; is safe when the state repudiates its guarantee the next year. (Thompson - see CFC 7/22)
- July 1871 Tom Scott and Henry S. McComb purchase the Louisiana Levee Company. (USRR&MR)
- July 1871 George Westinghouse travels to Europe to promote the air brake; James Dredge (-), one of the editors of *Engineering* magazine, suggests that the brake has to be able to stop cars that have been detached from the locomotive. (Prout)
- July 1871 Detroit, Hillsdale & Indiana Railroad opens between Ypsilanti and Saline, Mich. (Meints)
- July 16, 1871 PRR discontinues Bryn Mawr locals. (USRR&MR/tt)
- July 17, 1871 Future Pres. Samuel Rea (1855-1929) joins the PRR at age 16 as chairman

and rodman under James McCrea, his eventual predecessor as PRR Pres., on the construction of the Harrison Cove, Williamsburg and Bloomfield Branches near his native Hollidaysburg; had formerly been a clerk in a country store. (PR, PRRMN, NYT)

- July 17, 1871 Mineral Railroad & Mining Company takes possession of the Cameron Colliery near Shamokin, purchased earlier in the year by the Shamokin Valley & Pottsville Railroad; the colliery is in bad order; begins construction of a new Cameron Breaker. (MB)
- July 19, 1871 Grand Rapids & Indiana Railroad approves contract with Continental Improvement Company to build line to Little Traverse Bay by June 3, 1874 in return for bonds at \$25,000 per mile and entire land grant. (The Road - check C&C - this contract was in 1869!!)
- July 19, 1871 Grand Rapids & Indiana Railroad stockholders approve lease of the Cincinnati, Richmond & Fort Wayne Railroad; William A. Howard elected Pres. (AR)
- July 19, 1871 Anchor Line steamboat *China* launched at the King Iron Works at Buffalo; the first of three first-class passenger propeller steamboats to operate between Buffalo and Duluth whose names evoke a Pacific Ocean trade to be reached via the Northern Pacific Railroad; the wheelhouse of each is surmounted by a figure in the native dress of the named country (MB, Heyl)
- July 19, 1871 Portion of Atlantic & Great Western Railway in New York sold at foreclosure for \$655,000. (Minor)
- July 20, 1871 Camden & Atlantic Railroad Board agrees to take \$15,500 First Mortgage bonds of the Mays Landing & Egg Harbor City Railroad. (MB)
- July 20, 1871 Pennsylvania Company signs agreement with the Mansfield, Coldwater & Lake Michigan Railroad Company to build its entire line between Toledo Jct. near Mansfield, Ohio, to Allegan, Mich.; to be paid in \$2.9 million common and preferred stock and \$20,000 per mile in First Mortgage bonds; Pennsylvania Company to grant MC&LM use of about seven miles of PFW&C (Toledo Jct.-Mansfield) at \$20,000 per mile; to open between Mansfield and Tiffin in nine months and to Allegan in two years; Mansfield citizens, who had organized the road, lose control of it; the Pennsylvania Company promises to locate the shops in Mansfield, but the citizens demand that the shops be built before subscribing, so nothing is done. (Church, Graham/Richland)
- July 20, 1871 United Companies agree with Tuckerton Railroad to provide through service to and from Camden. (MB)

- July 20, 1871 Southern Westchester Railroad incorporated in N.Y. to build from the Harlem River to White Plains. (NYState)
- July 21, 1871 Connecticut passes a General Railroad Law as a condition for the merger of the New York & New Haven and Hartford & New Haven Railroads; includes a provision requiring the Legislature's assent to any railroad formed under the law to bridge navigable water, which acts to prevent building a parallel road along the Sound between New York and New Haven. (PL, Kirkland)
- July 22, 1871 Little Miami/Columbus & Xenia, CC&IC Railway and PC&StL Railway agree with Columbus, Springfield & Cincinnati Railroad for crossings at London, at 3 miles west of Columbus, and east of the Olentangy River. (MB)
- July 22, 1871 Portion of Atlantic & Great Western Railway in Pennsylvania sold at foreclosure for \$620,000. (Minor)
- July 22, 1871 *New York Times*, which has been attacking the Tweed Ring without much effect, now begins publishing its secret accounts turned over to it by a disgruntled member, giving hard evidence of the magnitude of the Ring's graft; the revelations cause foreign investors to stop the city's credit in Europe. (Burrows/Wallace)
- July 23, 1871 New York & New Haven Railroad agrees with the New Haven & Derby Railroad for a Union Station on the present site and for filling in the flats. (NHCorp)
- July 23, 1871 Gauge of Ohio & Mississippi Railroad changed from 6'-0" to 4'-9"; becomes associated with B&O and downplays former connection with Atlantic & Great Western Railway and Erie Railway. (B&O AR, USRR&MR)
- July 26, 1871 New York, New Haven & Hartford Railroad (the "New Haven") incorporated in Connecticut. (NHCorp)
- July 26, 1871 CNJ Chief Engineer James Moore completes a survey for the Perth Amboy & Elizabethport Railroad between Elizabethport and the Raritan River. (MB)
- July 26, 1871 Portion of Atlantic & Great Western Railway in Ohio sold at foreclosure to Gen. George B. McClellan, Sen. Allen G. Thurman and William Butler Duncan of Duncan, Sherman & Co. for the bondholders for \$4,435,500; the foreclosure sales wipe out James McHenry's stock holdings, but he remains a major bondholder and creditor. (Minor, Rozman, Perrin)
- July 26, 1871 First blow of Bessemer converters at the rail mill of the Union Steel Company at Chicago. (Swank)
- July 27, 1871 Section of Lake Erie & Louisville Railroad between Fremont and Cambridge

- City sold at foreclosure to George T.M. Davis, Trustee. (Church)
- July 27, 1871 William Hugh Coverdale (1871-1949), future PRR engineer and founder of the consulting firm of Coverdale & Colpitts, born at Kingston, Ont., the son of William Miles Coverdale and Fannie O'Neill Coverdale. (MB - check 1/27/71? - see above)
- July 28, 1871 Track of the Detroit, Eel River & Illinois Railroad is completed from Columbia City south to Springfield (South Whitely). (CBerndt)
- July 28, 1871 First rail laid on the Denver & Rio Grande Railroad. (ARJ)
- July 29, 1871 Directors of the Ashtabula, Youngstown & Pittsburgh Railroad purchase 5.5 miles of the Liberty & Vienna Railroad. (MB)
- July 31, 1871 East Broad Top Railroad & Coal Company organized to build a narrow-gauge line into the Broad Top Coal Field from the east side. (EBT, Val)
- July 31, 1871 Duxbury & Cohasset Railroad opens between Greenbush and Marshfield, Mass. (NHCorp)
- July 31, 1871 William Jackson Palmer's Fountain Company of Colorado breaks ground for the new town of Colorado Springs, Colo. (Fisher)
- Aug. 1, 1871 Last judgements satisfied on Pittsburgh city railroad bonds; most creditors accept extension of maturity for 50 years and reduction of interest from 6% to 4%; \$500,000 paid to settle claims of those who refuse these terms.
- Aug. 1, 1871 NY&LB begins surveying between Long Branch and Red Bank, N.J. (MonmDem)
- Aug. 1, 1871 Oil Creek & Allegheny River Railway begins operating Union & Titusville Railroad under lease dated July 22; the lease is passed over the opposition of Union & Titusville Railroad Pres. William H. Abbott, but is favored by large stockholder Jay Gould, who wants to unload the unprofitable property. (C&C, Henry, Grodinsky)
- Aug. 1, 1871 Cincinnati & Muskingum Valley Railway Board authorizes construction of branch from Newton Township to mines of Miama Coal Company, superseding coal company track. (MB)
- Aug. 1, 1871 PC&StL Railway begins operating the Jeffersonville, Madison & Indianapolis Railroad and its leased lines, Shelby & Rush Railroad, Columbus & Shelby Railroad and Lake Erie & Louisville Railroad, under a lease dated Dec. 26, 1871. (C&C)

- Aug. 1, 1871 PC&StL Railway begins operating the Louisville Bridge Company railroad between Jeffersonville, Ind., and Louisville under lease of June 5, 1872. (C&C)
- Aug. 1, 1871 Future PRR VP Albert John County (1871-1944) born in Dublin, Ireland; son of Thomas County and Katherine Stackpoole County. (PRRBio)
- Aug. 1, 1871 Commonwealth Oil & Pipe Company merges with the Allegheny Transportation Company and is renamed Pennsylvania Transportation Company; stockholders include Henry Harley (1839-1889) Tom Scott, Jay Gould and Jim Fisk; gives the PRR a monopoly of the movement of crude oil to the railroads and the Erie Railway a monopoly of shipment to tidewater. (Maybee)
- Aug. 1, 1871 Taunton Branch Railroad opens an extension from Attleboro to Attleboro Jct., Mass. (NHCorp)
- Aug. 1, 1871 Valley Railroad (Va.) organized; Robert Garrett, Pres. (ARJ)
- Aug. 2, 1871 Connecticut Valley Railroad opens between Hartford and Saybrook Point. (NHCorp)
- Aug. 3, 1871 Track of the Detroit, Eel River & Illinois Railroad completed from Springfield to Millersburg (Collamer). (CBerndt)
- Aug. 4, 1871 Agreement for grade crossing between the CC&IC Railway and the Columbus & Hocking Valley Railroad. (MB)
- Aug. 4, 1871 Baltimore Coal & Union Railroad Company merged into the Northern Coal & Iron Company, which is controlled by the Delaware & Hudson Canal, under an agreement dated July 6, 1871; Lehigh Coal & Navigation Company continues to operate non-coal freight and passenger trains between Union Jct. and Green Ridge under its agreement of 1866. (Val, CntryofPrgrss)
- Aug. 5, 1871 Incorporators of Excelsior Enterprise Company meet. (Rdg)
- Aug. 5, 1871 New Haven & Derby Railroad opens between New Haven on the New Haven & Northampton Company's railroad and Ansonia on the Housatonic Railroad, giving the latter access to New Haven independent of the New York & New Haven Railroad. (NHCorp, RRH 56)
- Aug. 6, 1871 New Northern Central main line on private right of way opens between North Street and Calvert Station in Baltimore; old line abandoned south of Bolton; spur remains to serve Bolton terminal; new engine house built above Eager Street for passenger locomotives. (AR)

- Aug. 6, 1871 Illinois & St. Louis Bridge Company signs compromise whereby American Tool Steel Company is to furnish chrome steel for Eads Bridge, but Wm. Butcher's Steel Works is to fabricate it. (Jackson)
- Aug. 7, 1871 Miramar Iron Company appoints John Mifflin Chief Engineer. (MB)
- Aug. 7, 1871 Vincennes & Cairo Railroad incorporated in Indiana to build from Vincennes in the direction of Cairo. (GrnBk)
- Aug. 8, 1871 Ashtabula, Youngstown & Pittsburgh Railroad Board meets at Pittsburgh; adopts new bylaws and creates a Construction Dept. and a Treasurer's Dept.; increases the stock to \$1.5 million and agrees to issue \$1.5 million bonds with Charles Lanier and George W. Cass as trustees; approves the purchase of 5.5 miles of the Liberty & Vienna Railroad. (MB)
- Aug. 9, 1871 American Steamship Company of Philadelphia selects bid of William Cramp & Sons for four 3,016-ton vessels at \$520,000 each; cheaper than bids of John Roach, Neafie & Levy and Dialogue & Wood; Cramp eventually experiences severe cost overruns. (MB, Flayhart)
- Aug. 9, 1871 Masonry work begins on Baltimore & Potomac Tunnel at Baltimore. (Scharf)
- Aug. 10, 1871 New York & Hempstead Plains Railroad (unfinished railroad between Valley Stream and Bay Ridge) and Hempstead & Rockaway Railroad (Hempstead-Valley Stream) merge to form New York & Hempstead Railroad under agreement of July 7, 1871. (NYState)
- Aug. 10, 1871 West Jersey Railroad Board reports that Williamstown Railroad Pres. John T. Bodine has made other arrangements for financing the company; the Williamstown Railroad eventually becomes part of the Reading system instead of the PRR. (MB)
- Aug. 10, 1871 Kent County Railroad Board approves a final settlement with former contractor Jeremiah Mahoney. (MB)
- Aug. 12, 1871 PRR representatives in Louisville purchase 75% of stock in Jeffersonville, Madison & Indianapolis Railroad and in Louisville Bridge Company for about \$2 million; some local directors resign and seven PRR Lines West officials appointed in their places; Tom Scott replaces Dillard Ricketts as Pres.; Ricketts, Samuel H. Patterson, James L. Bradley, William B. Hamilton and Richard J. Bright remain on the Board; the outgoing Board issues formal thanks to all employees. (MB)
- Aug. 12, 1871 Tom Scott, William Thaw and Jacob N. McCullough elected to Board of Shelby & Rush Railroad; Scott elected Pres. (MB)

- Aug. 13, 1871 Gauge of the Louisville, Cincinnati & Lexington Railroad is changed from 5'-0" to 4'-8½" at the insistence of the City of Louisville so that the change of gauge will occur there and not at Cincinnati; Cincinnati interests begin pushing for their own railroad leading directly south. (Klein/L&N)
- Aug. 14, 1871 Tom Scott, William Thaw and J. N. McCullough purchase nominal amounts of stock in Louisville Bridge Company to qualify as directors. (StkLdgr)
- Aug. 14, 1871 Louisville Bridge Company declares 7% stock dividend and calls in additional subscription of \$106,227 to pay floating debt. (AR)
- Aug. 14, 1871 Andrew Carnegie threatens Keystone Bridge Company Pres. Jacob Linville with an injunction if he persists in his plan to have Keystone manufacture its own iron parts instead of buying them from the Union Iron Mills, which Carnegie also controls; Linville backs down. (Nasaw)
- Aug. 15, 1871 Trenton Odd Fellows run an excursion to Long Branch involving a 21-car special train carrying nearly 1,000 passengers. (TrueAm)
- Aug. 15, 1871 Mays Landing & Egg Harbor City Railroad adopts route. (MB)
- Aug. 15, 1871 PC&StL Railway creates a Legal Dept. and names Hugh J. Jewett General Counsel; appoints William Thaw, George B. Roberts and J.N. McCullough a committee to confer with Ambrose Burnside to see if the Cairo & Vincennes Railroad can be completed to Cairo with no further liability for the PC&StL. (MB)
- Aug. 1871 Sleeping car line established between Jersey City and Indianapolis. (PassDept)
- Aug. 1871 Joseph K. Edgerton (1818-1893) resigns as Pres. of the GR&I after its offices are removed from Fort Wayne to Grand Rapids; he is succeeded by William A. Howard of Michigan. (VllyUpprMaumee)
- Aug. 1871 Wilmington & Reading Railroad begins carrying peaches received from the Delaware Railroad. (AR)
- Aug. 1871 Central Improvement Company asks Shenandoah Valley Railroad to cancel its construction contract, but it refuses. (Hildebrand)
- Aug. 1871 William Taussig settles on the site of the drained Chouteau's Pond as the location for the St. Louis Union Depot. (Jackson)
- Aug. 1871 Town of Homestead, Pa., first platted by the Homestead Bank & Insurance Company; it is originally planned as a residential suburb for Pittsburgh; but lot sales collapse in the depression of 1873-1879; it will later be revived as a

steel town. (HistAllghnyCo)

- Aug. 1871 Sinking of Gailey Well No. 1 opens a new oil field in Clarion County, Pa., and creates a new oil rush around Parkers Landing. (Neviins)
- Aug. 16, 1871 Pennsylvania Company Board orders General Agent William P. Shinn to examine Bloomington & Ohio Railroad re its quest for aid; authorizes negotiations with John W. Street's Street's Palace Stock Car Company. (MB)
- Aug. 16, 1871 Andrew Carnegie again embarks for Europe with numerous bond issues, including ones for Tom Scott's western ventures and the Mansfield, Coldwater & Lake Michigan Railroad. (Nasaw)
- Aug. 16, 1871 Meeting at Columbus between representatives of the railroads, the City Council and Gov. Dennison; decide that the Columbus & Xenia Railroad track should enter the city by the Piqua Shops and alongside the Columbus, Chicago & Indiana Central Railway, thus reducing the width of tracks crossing High Street; Hugh J. Jewett, W.C. Quincy, Benjamin E. Smith, Tom Scott, Oscar Townsend, William Dennison and Rush R. Sloane appointed by the railroads to devise a uniform plan. (HistColumbus)
- Aug. 17, 1871 Trustees of the Berdell Mortgage take over the operation of the Boston, Hartford & Erie Railroad from the receivers appointed on Aug. 2, 1870. (NHCorp - also has date of 9/13?)
- Aug. 18, 1871 National Junction Railroad incorporated by the city government of Washington, D.C. (CongGlobe)
- Aug. 18, 1871 After inspecting the route and territory of the Northern Pacific Railroad in Minnesota, a party of five European engineers and railroad managers sent by the syndicate of German, Dutch and Austrian bankers leaves St. Paul for San Francisco to visit the part of the line in Washington state. (Oberholtzer)
- Aug. 20, 1871 Dunkirk, Warren & Pittsburgh Railway opens standard gauge railroad between Dunkirk and Warren on the Philadelphia & Erie Railroad; forms a more direct route between Buffalo and the Oil Region; as such, soon comes under control of NYC&HR. (Poors, GrnBk, AR)
- Aug. 21, 1871 Track laying on Baltimore & Potomac Railroad reaches Big Patuxent River. (AR)
- Aug. 21, 1871 Duxbury & Cohasset Railroad opens between Marshfield and South Duxbury, Conn. (NHCorp)
- Aug. 21, 1871 Valley Railway incorporated in Ohio by David L. King of Akron and others to build from Cleveland towards the coal fields in southeastern Ohio to

Bowerston on the PC&StL Railway. (B&O Val)

- Aug. 21, 1871 Memphis & Little Rock Railroad opens between Memphis and Argenta (North Little Rock) with a 17-mile gap between Brinkley and DeValls Bluff. (Wood, encycofark - Guide shows complete in 2/71 issue??)
- Aug. 23, 1871 Washington ordinance limits Baltimore & Potomac and other railroad locomotives to 6 MPH on street trackage within the District of Columbia. (Digest)
- Aug. 23, 1871 Secretary of War approves revised plans for Newport & Cincinnati Bridge. (Church)
- Aug. 25, 1871 Ashtabula, Youngstown & Pittsburgh Railroad acquires completed railroad branch of Liberty & Vienna Railroad between the junction with the Lawrence Railroad in Youngstown and crossing of Cleveland & Mahoning Railroad in Girard (5.25 miles) (completed ca. 1871-72) for \$100,000 in cash and \$100,000 in bonds; remainder of Liberty & Vienna Railroad eventually becomes part of Erie system. (Church)
- Aug. 1871 New round of cuts in freight rates brings them lower than at any time since 1861; westbound, New York to Chicago is 35 cents per cwt. (USRR&MR)
- Aug. 1871 PRR acquires half the stock of the Pennsylvania & Delaware Railroad and guarantees its bonds. (USRR&MR)
- Aug. 26, 1871 First train of the Detroit, Eel River & Illinois Railroad arrives in North Manchester. (CBerndt)
- Aug. 26, 1871 North Missouri Railroad sold at foreclosure of Second mortgage; reorganized as Kansas City & Northern Railway with Tom Scott, James B. Eads and Solon Humphreys among directors. (ICC, Jackson)
- Aug. 26, 1871 Buffalo Creek Railroad grants trackage rights to the Erie Railway. (HepburnRept)
- Aug. 27, 1871 Brick arching of cut-and-cover Baltimore & Potomac Tunnel begins. (Scharf)
- Aug. 27, 1871 Cincinnati, Wabash & Michigan Railroad opens between Warsaw and North Manchester, Ind. (GrnBk)
- Aug. 28, 1871 Future PRR civil engineer Edward Brinton Temple (1871-1949) born at Concordville, Pa., the son of Charles Temple (1836-1892) and Philena Marshall Temple. (CInl&RevFmlsPa)
- Aug. 31, 1871 Track laying on Baltimore & Potomac Railroad reaches Huntingdon (Bowie).

(AR)

- Aug. 31, 1871 Board of Public Works delivers State of Virginia's remaining 22,000 shares of Richmond & Danville Railroad to the company; R&D officers claim the right to pay all the other installments at once and thus save on interest payments and pay \$934,924 in state bonds, bringing its total payment to \$1.035 million; Pres. A.S. Buford, the R&D directors, Tom Scott and one other are present when the transfer is made; the stock is transferred to Tom Scott as trustee and then transferred to the Southern Railway Security Company; the three old state directors are retained as private directors; the market value of the state bonds is greater than that of the R&D stock for which it is exchanged. (Rept, Harrison, ARJ)
- Aug. 31, 1871 Michigan Central Railroad leases Jackson, Lansing & Saginaw Railroad. (Marsh)
- Aug. 31, 1871 Jackson, Lansing & Saginaw Railroad opens between Kawkawlin and Standish. (Meints)
- Aug. 31, 1871 Col. George Earl Church and civil engineer Leathom Earle Ross leave La Paz, Bolivia, to explore the route of the Madeira & Mamoré Railway. (Craig)
- Summer 1871 PRR builds ballast-breaker at Gallaghersville, Pa., to ensure a supply of stone ballast required by its new standard track and roadbed section.
- Summer 1871 Bedford & Bridgeport Railroad signs agreement with Cumberland & Pennsylvania Railroad, operating in the Cumberland Coal Field; B&B is to extend to Maryland state line and C&P is to extend to meet it, permitting Cumberland coal to be shipped to Philadelphia, independent of the B&O.
- Sep. 1, 1871 Jersey City ordinance authorizes the Jersey City & Bergen Railroad to lay track in Van Voorst Street from Montgomery Street to Grand Street and a connection with York Street. (Digest)
- Sep. 1, 1871 Pennsylvania Company agrees with Plymouth, Kankakee & Pacific Railway for through traffic, the latter to provide its own cars; Pennsylvania Company will set aside 15% of revenue from line for redemption of its bonds. (MB)
- Sep. 1, 1871 Jeffersonville, Madison & Indianapolis Railroad subscribes an additional \$103,387, L&N \$102,022, and Thaw & Houston \$79,448 to Louisville Bridge Company, part of which is the stock dividend. (StkLdgr)
- Sep. 1, 1871 Atlantic & Great Western Railway transferred from receivers to trustees and lease to Erie Railway ends. (ARJ)
- Sep. 1, 1871 Jackson, Lansing & Saginaw Rail__ leased to the Michigan Central Railroad.

(Meints - verify)

- Sep. 1, 1871 Seat of Clay County, Indiana, changed from Bowling Green to Brazil. (Long)
- Sep. 2, 1871 Dillsburg & Mechanicsburg Railroad organized; Frederick Watts (1801-1889) of Cumberland Valley Railroad, Pres. (ARJ)
- Sep. 2, 1871 Detroit, Eel River & Illinois Railroad holds an opening excursion between Columbia City and North Manchester. (CBerndt)
- Sep. 4, 1871 Trains first pass through Brooke Tunnel on the Pittsburgh & Connellsville Railroad, and switchback over the mountain is abandoned. (ARJ)
- Sep. 4, 1871 Reformers including William F. Havemeyer, Samuel J. Tilden and Joseph Seligman attend a meeting at Cooper Union to organize against the Tweed Ring; appoint a Committee of Seventy headed by Henry G. Stebbins to take back the city government; national Democratic Party leaders such as Tilden and August Belmont break with Tweed; they choke off the city government's funds, leaving Tweed unable to pay construction workers, who also turn against him. (Stokes, Trager, Mandelbaum, Burrows/Wallace)
- Sep. 5, 1871 Rockaway Railway incorporated in New York to build from Far Rockaway to Rockaway Point. (Val, NYState)
- Sep. 5, 1871 Elk Creek aqueduct of Erie Canal (Pa.) collapses, closing line between Conneaut Lake and Erie.
- Sep. 5, 1871 Erie Railway makes a contract with Pullman's Palace Car Company. (HepburnRept)
- Sep. 7, 1871 Judge George G. Barnard, who has usually sided with "Boss" Tweed, issues an injunction against New York City issuing any more bonds, which threatens its ability to meet interest and pay bills and wages. (Mandelbaum)
- Sep. 9, 1871 Lancaster & Reading Narrow Gauge Railroad receives letters patent. (C&C)
- Sep. 9, 1871 Decree of the Court of Common Pleas of Seneca County, Ohio, changes the name of the Baltimore & Ohio, Toledo & Michigan Railroad to the Toledo, Tiffin & Eastern Railroad. (C&C)
- Sep. 9, 1871 New York & Cleveland Gas Coal Company incorporated in Pa. by the Carnegie interests to operate mines southeast of Pittsburgh. (Consol)
- Sep. 10, 1871 Col. Washington Lee (1786-1871), former owner of the Susquehanna Coal Company's land, dies at Wilkes-Barre. (Munsell)

- Sep. 10, 1871 Atlantic & Pacific Railroad Company opens between Prairie City and Vinita in Indian Territory (Oklahoma) 361 miles west of St. Louis, where it stops, because it is unable to get a land grant for land that belongs to the Native Americans and thus cannot issue bonds secured by the land. (Guide, Grodinsky)
- Sep. 11, 1871 Executive Committee of United Companies authorizes establishment of freight depot at Debrosses Street, New York City; authorizes \$10,000 for Francis Bowes Stevens (1814-1909) to continue his experiments in strength of steamboat boilers. (MB)
- Sep. 11, 1871 At the first meeting since 1865, Tom Scott, Edmund Smith, William B. Fowle, and John B. Packer elected to the Board of the Mineral Railroad & Mining Company; William B. Fowle elected Pres.; authorize the cancellation of the old lease of the coal lands of the Northern Central Railway and negotiating a new one; the coal lands in the Shamokin Basin owned by the PRR and Shamokin Valley & Pottsville Railroad have not be able to generate income so far. (MB)
- Sep. 11, 1871 Elmira, Jefferson & Canandaigua Railroad Board declines to accept rental payments due from the Erie Railway from New Jersey. (MB)
- Sep. 11, 1871 John Taylor Johnston, Pres. of the CNJ, is elected a director of the Perth Amboy & Elizabethport Railroad; the Board adopts the survey made by James Moore in July; the CNJ is to build the line south from its Elizabethport station to Elizabeth Avenue, and the PA&E from there to the Raritan River. (MB)
- Sep. 11, 1871 Nine of 12 of the old Board of the North Carolina Railroad meeting in a secret night session at Company Shops east of Greensboro without notifying the stockholders and lease it to the Richmond & Danville Railroad for \$260,000 per year with the power to change the gauge; extends R&D's reach to Greensboro and Charlotte and links up with the Atlanta & Richmond Air-Line, then under construction, and the Charlotte, Columbia & Augusta; R&D tries to change from standard to 5'-0" gauge but is opposed by the State of North Carolina. (Harrison, Stover, Brown)
- Sep. 11, 1871 Peninsular Railway opens between Cassopolis and South Bend, completing the line between Lansing, Mich., and South Bend, Ind.; later part of the Grand Trunk Western Railway. (ARJ, Guide)
- Sep. 12, 1871 New Jersey Court of Chancery begins hearings in the case to block the lease of the United Companies to the PRR; Philadelphia & Trenton Railroad Pres. Vincent L. Bradford (1808-1884) begins two days of arguments against the lease; when published, it runs to 180 pages and is dense with citations to Classical and Medieval precedents; Bradford's plea is for the law to take a stand against "railroad centralization," a sort of States Rights policy limiting

corporations to one state and treating them somewhat like branches of state government; he claims that the PRR has “extended far beyond its natural proportions as a railroad company of the State of Pennsylvania,” and “like a baleful comet, it streams through the political sky with an enormous tail spanning the entire continent”; like other company opponents of the lease, Bradford will soon be out of a job. (NYT, Dwight, RyW, BioEncycPa)

- Sep. 12, 1871 Connecticut Western Railroad opens from Winsted to the Dutchess & Columbia Railroad in New York State. (ARJ)
- Sep. 13, 1871 Frederick & Pennsylvania Line Railroad opens from Littlestown, Pa., to Taneytown, Md. (BaltSun)
- Sep. 13, 1871 Boston, Hartford & Erie Railroad surrendered to the trustees of the Berdell Mortgage. (NY&NE AR)
- Sep. 13, 1871 Theodore Weems (1818-1871) of the Weems Line of Chesapeake Bay steamboats dies. (Holly)
- Sep. 13, 1871 New York City workmen parade and rally at Cooper Union for an Eight-Hour Law. (Stokes)
- Sep. 14, 1871 B&O Pres. John W. Garrett meets with Orange, Alexandria & Manassas Railroad to advance it money to purchase state bonds to exchange for stock held by state of Virginia with object of gaining control for B&O. (Harrison)
- Sep. 15, 1871 Pres. James A. Wright of the International Navigation Company writes to the PRR Board regarding a line of steamships between Philadelphia and Antwerp. (MB)
- Sep. 15, 1871 Delaware & New York Steam Ship Company informs the Junction & Breakwater Railroad that it will cancel its contract to provide ships between New York and Lewes on Dec. 15. (MB)
- Sep. 15, 1871 Huntingdon & Broad Top Mountain Railroad & Coal Company leases Bedford & Bridgeport Railroad for one year. (C&C)
- Sep. 15, 1871 Cleveland, Mt. Vernon & Delaware Railroad signs a telegraph contract with the Western Union Telegraph Company. (MB)
- Sep. 15, 1871 Pres. Tom Scott submits endorsed copies of reports of Herman Haupt, Chief Engineer, and J. Peter Lesley, Geologist, on Shenandoah Valley Railroad; line is to run from Shepherdstown on Potomac River to Russellville, Tenn., on the East Tennessee, Virginia & Georgia Railroad, connecting with railroads running throughout lower South and via the Memphis & Charleston Railroad, to link to the Texas Pacific Railroad at Little Rock; also runs near Haupt's

- large land holdings at Mountain Lake in Giles County, Va. (Haupt Rept)
- Sep. 15, 1871 First construction train arrives at Springfield from Gilman on Gilman, Clinton & Springfield Railroad. (Corliss)
- Sep. 1871 Tom Scott travels in an inspection train over the railroad of the Southern Pennsylvania Iron & Railroad Company to Richmond Furnace; the PRR is interested in the line because Cowan's Gap is the only feasible route for an east-west railroad in Pennsylvania south of its main line. (Westhaeffer)
- Sep. 1871 South-West Pennsylvania Railway accepts the offer of citizens of Greensburg to take 410 shares and fixes the junction (South-West Jct.) with the PRR main line on the Jack Estate east of Greensburg instead of rival Ludwick, west of Greensburg. (Keystone)
- Sep. 1871 Norfolk & Great Western Railroad's \$10 million bond issue being peddled in London; \$6 million guaranteed by PRR; is to run from Norfolk across southern Virginia in competition with William Mahone's Atlantic, Mississippi & Ohio Railroad. (Blake - verify PRR involvement - the N&GW was a project of John D. Imboden and William Schmoele as the eastern end of the 32nd parallel transcontinental)
- Sep. 1871 Mansfield, Coldwater & Lake Michigan Railroad completed between Allegan and Monteith, Mich., but not opened; was disconnected from eastern portion of road; some work done between Tiffin and Monteith, but not completed. (C&C, RRGaz has opened late 9/71 - C&C has opened 11/23/73)
- Sep. 1871 PFW&C men, including Tom Scott, J.N. McCullough, William Thaw and G.W. Cass, elected to Board of Michigan Lake Shore Railroad (Allegan-Muskegon).
- Sep. 1871 Continental Improvement Company moves its offices from Pittsburgh to Grand Rapids with William R. Shelby (1842-) as Secretary-Treasurer. (Baxter)
- Sep. 1871 Dunkirk, Warren & Pittsburgh Railway opens and begins shipping through traffic from Oil Region to East over Philadelphia & Erie between Warren and Irvineton. (AR, USRR&MR - see above)
- Sep. 1871 Prospectus issued for the Poughkeepsie Bridge. (USRR&MR)
- Sep. 1871 Passenger steamboat *Japan* launched at the King Iron Works at Buffalo for the Anchor Line. (Heyl)
- Sep. 18, 1871 American Steamship Company of Philadelphia assigns names of *Pennsylvania*, *Ohio*, *Indiana*, and *Illinois*, the states served by the PRR's

- Philadelphia to Chicago line, to its new vessels; are to carry 75 first class and 854 steerage passengers; designed by Barnabas H. Bartol. (Flayhart)
- Sep. 18, 1871 New hall of the New York Stock Exchange opens. (Stokes)
- Sep. 18, 1871 Comptroller Richard Connolly bolts the Tweed Ring and reformer Andrew H. Green (1820-1903) is appointed Deputy Comptroller of New York City with a mission to clean up the morass of debts incurred by the Tweed Ring and secure new funding. (Mandelbaum)
- Sep. 19, 1871 Meeting of representatives of the railroads and the Columbus City Council decides to build a new Union Depot east of High Street and shift the tracks of the Columbus & Xenia Railroad to the north to narrow the width of tracks crossing High Street; switching and making up trains is to be done east of the station; Max J. Becker, W.C. Quincy and ___ Ford appointed a committee to draw up plans. (HistColumbus)
- Sep. 20, 1871 Granite Improvement Company organized at Philadelphia by Samuel S. Moon and Richard D. Barclay; actual stockholders are Tom Scott, H.H. Houston, William Thaw, Frank M. Hutchinson, J.N. McCullough, William P. Shinn, and William McCreery. (MB)
- Sep. 20, 1871 Last rail laid on European & North American Railway in Maine, completing line from Bangor to St. John, N.B.; construction is shoddy with narrow cuts and only 400 ties and 1,600 spikes per mile. (ARJ, Kirkland)
- Sep. 23, 1871 Chief Engineer Edward Watts reports on survey for Martinsburg & Potomac Railroad. (ARJ)
- Sep. 23, 1871 Bedford & Bridgeport Railroad opens from Bloody Run (Mount Dallas) to Bedford; operated by Huntingdon & Broad Top Mountain Railroad & Coal Company under one-year lease. (Val, USRR&MR has 9/19 for first train)
- Sep. 23, 1871 Decrees changing the name of the Columbus, Tiffin & Toledo Railroad to the Baltimore & Ohio, Toledo & Michigan Railroad and then to the Toledo, Tiffin & Eastern Railroad filed with the Secretary of State of Ohio. (C&C)
- Sep. 23, 1871 Detroit, Hillsdale & Indiana Railroad opens between Saline and Manchester. (Meints)
- Sep. 25, 1871 Rockaway Beach Railroad incorporated in N.Y. to build from Far Rockaway to a point one mile west of the Seaside House; no construction under this charter. (NYState)
- Sep. 25, 1871 Lancaster & Reading Narrow Gauge Railroad organized at Lancaster; R. W. Shenk, Pres.; George H. Arms, Chief Engineer. (Val, C&C)

- Sep. 25, 1871 City of Erie authorizes Erie & Pittsburgh Railroad to extend track from present terminus at Sassafras & Front Streets along Front Street to connect with the Philadelphia & Erie Railroad. (Church)
- Sep. 25, 1871 GR&I Board authorizes applying \$500,000 to extend the main line from the Manistee River to Little Traverse Bay. (AR)
- Sep. 25, 1871 PFW&C appoints Jacob N. McCullough as General Manager and Charles E. Gorham as Superintendent of Michigan Lake Shore Railroad.
- Sep. 26, 1871 Trustees of Brooklyn & Jamaica Railway mortgage of 1867 file for foreclosure in Supreme Court of Kings County. (BrklnEgle)
- Sep. 26, 1871 Kent County Railroad contracts with J.H.T. Jackson of Philadelphia to complete and equip the road in return for \$411,000 in stocks and bonds; to be done to Chestertown by Nov. 15 and to Belle Air by May 1, 1872; company deposits \$399,500 in bonds with William Painter & Co. in Philadelphia. (MB)
- Sep. 27, 1871 PRR Board approves joint guarantee with Northern Central Railway of Baltimore & Potomac Railroad bonds. (MB)
- Sep. 28, 1871 Two day convention of the General Ticket Agents Association adjourns at Philadelphia; the New Jersey Railroad provides a special 5-car train leaving at 10:00 AM and arriving at Jersey City at 12:15 PM with two stops; members are treated to entertainment at Niblo's Garden. (Guide)
- Sep. 28, 1871 Government accepts another section of GR&I.
- Sep. 28, 1871 Erie & Pittsburgh Railroad agrees with City of Erie to extend its tracks to join Philadelphia & Erie on waterfront. (Church)
- Sep. 29, 1871 Gen. William Mahone agrees with English banker John Collinson to float Atlantic, Mississippi & Ohio Railroad \$15 million First Mortgage bonds and supply iron; his attempts to place bonds in London are opposed by PRR interests, who raise questions as to their worth. (Blake)
- Sep. 29, 1871 Excursion opens the Gilman, Clinton & Springfield Railroad. (Guide)
- Sep. 29, 1871 Future VP Robert Valentine Massey (1871-1932) born at Dover, Del., of an old and distinguished Delaware Valley family; son of future PRR General Counsel George Valentine Massey (1841-1924). (PR)
- Sep. 30, 1871 Future PRR passenger traffic officer Andrew E. Buchanan (1871-) born at Philadelphia. (PRRBio)

- Fall 1871 Cleveland, Columbus & Cincinnati Railroad withdraws through Cleveland-Cincinnati traffic from Columbus & Xenia/Little Miami, ending a major source of profits. (verify LM minutes, BdFl)
- Oct. 1, 1871 United Companies lease Mercer & Somerset Railway; not filed until Apr. 8, 1873. (C&C, NJCorp)
- Oct. 1, 1871 George W. Stratton appointed Master Mechanic of Altoona Shops, replacing T.W. Worsdell, resigned to join a British railway. (AR)
- Oct. 1, 1871 Southern Pennsylvania Iron & Railroad Company railroad completed to Richmond Furnace with a branch to Mercersburg (Westhaeffer) - Cumberland Valley Railroad begins operating Southern Pennsylvania Iron & Railroad Company's railroad under lease of Mar. 1, 1870. (C&C - whenever opens)
- Oct. 1, 1871 Mansfield, Coldwater & Lake Michigan Railroad issues \$4.46 million 7% Sterling First Mortgage bonds; Tom Scott and George W. Cass, trustees. (Church)
- Oct. 1, 1871 Framingham & Lowell Railroad opens between Framingham and Lowell, Mass. (NHCorp)
- Oct.? 1871 Mixed train now operates between Lewistown and Beavertown on the Sunbury & Lewistown Railroad. (USRR&MR - Guide prob 9/71)
- Oct. 2, 1871 At the annual election, Jay Gould and his Erie cronies outvote the old Brown Brothers & Co. management of the Elmira, Jefferson & Canandaigua Railroad by 2,718 to 1,759; a new Gould Board similar to the one elected earlier on the Chemung Railroad is installed; Gould replaces Robert Bayard as Pres. (MB)
- Oct. 2, 1871 PRR agrees to buy and guarantee the \$4.46 million Sterling bonds of Mansfield, Coldwater & Lake Michigan Railroad; Pennsylvania Company signs traffic contract by which it agrees to set aside 15% from gross receipts of through traffic to purchase the bonds. (Church, MB)
- Oct.2, 1871 Judge Joseph W. Cooper (1799-1871), one of the founders of the Camden & Atlantic Railroad, dies. (Prowell, MB)
- Oct. 2, 1871 U.S. Circuit Court issues a preliminary injunction against the slate of North Carolina Railroad directors appointed by the Democratic Legislature for the purpose of blocking the lease to the Richmond & Danville Railroad from taking office. (Brown)
- Oct. 2, 1871 Miramar Iron Company Board authorizes the lease of its railroad, now under construction from White Hall to Shippensburg to the PRR or the Reading.

(MB)

- Oct. 4, 1871 Northern Central Railway Board resolves to endorse the Tunnel bonds of the Baltimore & Potomac Railroad; orders cancelling the Oct. 3, 1865 lease to the Mineral Railroad & Mining Company and approving a new transportation contract with the MRR&M. (MB)
- Oct. 4, 1871 B&O Pres. John W. Garrett asks North German Lloyd to double the numbers of its Baltimore steamships; instead, they consent to build two new boats, the *Brunswick* and *Nürnberg*. (ARJ)
- Oct. 5, 1871 PRR Road Committee receives proposal of Martin Landenberger to complete the Pennsylvania & Delaware Railroad and deliver \$255,000 of \$500,000 stock to PRR; in return, PRR to lease at 7% interest on \$360,000 in bonds. (MB)
- Oct. 5, 1871 West Side Elevated (Patented) Railway Company sold at foreclosure. (NYState)
- Oct. 6, 1871 Pennsylvania Company signs traffic contract with Cairo & Vincennes Railroad; traffic for Cincinnati from south of Vincennes to go over Indianapolis & Vincennes, Cincinnati & Martinsville and Indianapolis, Cincinnati & Lafayette Railroads, not by Ohio & Mississippi Railroad or via Indianapolis; Pennsylvania Company to pass all southwestern business, and 25% of Pennsylvania Company earnings from line to go to purchase C&V bonds, of which 5% to go to purchase coupons as they mature; also agree with Drexel, Morgan & Co., trustees of C&V \$3.5 million bonds. (MB)
- Oct. 6, 1871 Warren & Venango Railroad incorporated in Pa. to build from Warren, on the Dunkirk, Warren & Pittsburgh Railway, to Titusville and Oil City; Oil Region businessmen have persuaded the Vanderbilts to build there. (GrnBk, NYT)
- Oct. 7, 1871 Traverse City Railroad organized in Mich. under articles dated Aug. 2 to build from point of Grand Rapids & Indiana Railroad near Fife Lake to Traverse City; Perry Hannah (1824-1904), lumber baron and founder of Traverse City as Pres. (Church, C&C)
- Oct. 8, 1871 Chicago Fire begins; burns two days; most of the business district is destroyed along with most railroad stations and offices; 5 of 16 grain elevators are destroyed; PFW&C and CC&IC stations, which are west of the river, survive; the Rock Island-LS&MS station at La Salle & Van Buren Streets is destroyed; Illinois Central builds a makeshift head house and uses the old, now roofless, train shed; CB&Q builds a temporary station at Indiana Avenue & 16th Street off the IC; artist Mary Cassatt is in Chicago at the time of the fire and loses the paintings she was hoping to sell. (RRH, McLellan, CHTaylor, Mathews)

- Oct. 9, 1871 Executive Committee of United Companies authorizes construction of new station at Rahway; authorizes extension of Perth Amboy & Woodbridge Railroad in Perth Amboy; reports sale of Passaic River turnpikebridge at Newark to the counties. (MB)
- Oct. 9, 1871 First Grand Central Depot opens at 42nd St. and Park Ave. in New York City, for New York & Harlem Railroad trains, which vacate the 27th Street Station; Grand Central is patterned after St. Pancras Station (1865) in London with a 249-foot front on 42nd Street and 695 feet (?) on a new Vanderbilt Avenue opened on its west side; 12-track train shed 900' x 275' (?) billed as "largest room in North America"; not exceeded until PRR's Jersey City station of 1890; designed by R.G. Hatfield and Chief Engineer Isaac C. Buckhout (1830-1874); head house designed by architect John B. Snook (1815-1901) in French Empire Style inspired by the Louvre; cost about \$4 million; sets a new standard for urban railroad stations; offices had been transferred on Oct. 2; New York & New Haven railroad continues to have its passenger trains towed by horses to and from the old station at 27th Street; by later standards, the design is very confusing, with entirely separate outbound facilities for each railroad with separate entrances from the street; the New Haven has the best location on 42nd Street, while the NYC&HR has the most remote at the northwest side; there are no waiting areas for inbound passengers, who must simply exit to the streets; passengers must pass through the train gates in order to check baggage. (Stokes, NYT, RRH, Harlow, Trager, USRR&MR - Schlichting has 10/7! - verify NYT - Stiles had formal opening 11/1, total cost \$6.4 million, shed 650' long; locomotives not allowed under shed, cut off arriving trains by a flying switch and kept outside on outgoing trains; the terminal also requires left-hand running as far as Woodlawn and Spuyten Duyvil - Harlow - Guide has shed 650 x 200 x 90 high - check Condit)
- Oct. 9, 1871 Chester & Delaware River Railroad incorporated in Pa. in interest of Reading. (Rdg)
- Oct. 9, 1871 Old Colony & Newport Railroad opens Granite Branch on line of old Granite Railway of 1826 between Quincy and Atlantic station. (check end points - ARJ has West Quincy to East Milton) (Humphrey)
- Oct. 9, 1871 New York banks are called on to raise money for moving the crops and are forced to contract loans; French war indemnity causes Bank of England to raise rate from 3% to 5%; New York prices break with news of the Chicago Fire. (Clews)
- Oct. 10, 1871 John W. Garrett responds favorably to Jay Cooke's appeal for better connections between the B&O and Northern Pacific Railroad, including a line of steamboats between Duluth and Sandusky. (Oberholtzer)
- Oct. 10, 1871 Jay Gould, Jim Fisk and Frederick A. Lane submit their resignations from the

Erie Railway Board because of “unjust and unfounded” attacks on the Classification of Directors Act; they are then immediately reelected at the annual meeting. (MB)

- Oct. 10, 1871 Republicans sweep the Philadelphia city elections; William S. Stokley (1823-1902) elected Mayor over Democrat James Stokes Biddle (1818-1900); the elections are marked by racial rioting against the newly re-enfranchised African Americans; African American leader Prof. Octavius V. Catto (1839-1871) is shot dead in the street at a polling place, and his killer is not punished, an act that poisons race relations for many years. (Scharf)
- Oct. 10, 1871 Chicago Board of Trade meets and appoints a relief committee of 100. (CHTaylor)
- Oct. 11, 1871 Junction Railroad (1870-1871) merged into the Jamestown & Franklin Railroad. (GrnBk)
- Oct. 12, 1871 Finally reacting to Klan terror in upcountry South Carolina, especially along the line of the Atlanta & Richmond Air-Line Railway, Pres. Grant issues a proclamation against the violence. (Nelson - verify)
- Oct. 12, 1871 Sea Cliff & Metropolitan Camp-Ground Association of New York and Brooklyn incorporated in N.Y. for the purpose of creating a Christian summer resort for city families on the north shore of Long Island in the Town of Oyster Bay. (Munsell/Queens)
- Oct. 12, 1871 New York stock market bottoms out. (Clews)
- Oct. 13, 1871 *Chicago Tribune* resumes publication after the Chicago Fire. (CHTaylor)
- Oct. 14, 1871 First locomotive runs over Tuckerton Railroad from Whitings to Tuckerton, N.J. (Brinckmann)
- Oct. 14, 1871 *United State Railroad & Mining Register* reports that the Philadelphia & Erie Railroad, Oil Creek & Allegheny Valley Railway and Dunkirk, Warren & Pittsburgh Railway are to be combined and will run trains through from Oil City to Dunkirk and Buffalo via Warren. (USRR&MR)
- Oct. 15, 1871 Delaware River & Lancaster Railroad organized; William G. Case, Pres.; directors included Henry Carpenter and C.S. Kauffman; plan is to build from Point Pleasant on the Delaware River to Lancaster. (USRR&MR)
- Oct. 1871 Cincinnati & Muskingum Valley Railway opens between Dresden Jct. (Trinway) and Zanesville, Ohio. (Church)
- Oct. 1871 South Side Railroad of Long Island completes double track between

Bushwick and Valley Stream.

- Oct. 1871 William Mahone is now convinced that Tom Scott is a greater threat to his idea of local control of Virginia's railroads than John W. Garrett; he solicits the help of Garrett and John M. Robinson of the Richmond, Fredericksburg & Potomac Railroad and Old Bay Line to keep the PRR from getting a charter for its own railroad between Quantico and Richmond. (Blake)
- Oct. 1871 United States Rolling Stock Company organized by James McHenry and other British stockholders of the Atlantic & Great Western Railway with a capital of \$5 million; Gen. George B. McClellan, Pres.; originally to provide iron tank cars to Atlantic & Great Western route; it eventually owns about a third of the equipment used on the A&GW. (Maybe, Rozman, Guide - verify RRG? Mott?)
- Oct. 1871 Negotiations begin between trunk lines and Rockefeller interests for combination under the charter of the South Improvement Company; scheme is a combination of Trunk Lines, Cleveland and Pittsburgh refiners, and oil dealers at Pittsburgh and Philadelphia against the Oil Region producers and New York refiners; refiners were to get big rate cuts and railroads to get guaranteed traffic; had it not been brought down, it might have been renamed the American Cooperative Refining Company. (Maybe,)
- Oct. 16, 1871 New Haven trains begin operating into Grand Central Depot. (NYT, USRR&MR)
- Oct. 16, 1871 Holyoke & Westfield Railroad opens for freight service; leased to the New Haven & Northampton Company. (NHCorp)
- Oct. 16, 1871 The European fact-finding party for the Northern Pacific Railroad embarks at New York for home; their report is only half favorable, and they try to get Jay Cooke & Co. and the Northern Pacific to pay for their suppression; the German and Austrian bankers back out of their contract to take the NP bonds. (Oberholtzer)
- Oct. 17, 1871 First locomotive operates from Columbia City and Auburn Jct. over the Detroit, Eel River & Illinois Railroad. (CBerndt)
- Oct. 17, 1871 Under the Ku Klux Act, Pres. Grant declares a state of lawlessness in 9 upland counties of South Carolina, suspends *habeas corpus* and sends in troops; over 2,000 Klansmen flee the state. (CongGlobe, JSmith)
- Oct. 17, 1871 Edgar Thomson Scott (1871-1918), youngest son of VP Tom Scott, born. (rootsweb)
- Oct. 18, 1871 Chancellor A.O. Zabriskie of N.J. issues preliminary decree in case of Black

vs. D&R Canal Co., et al., refusing to issue the injunction sought by dissident stockholders to block the lease of the "United Companies" to the PRR.
(NYTrib, USRR&MR)

- Oct. 18, 1871 International Railway Jubilee starts at Bangor, Maine, to celebrate the opening of the European & North American Railway to St. Johns and Pinesec Jct., where it connects with the Intercolonial Railway to Halifax; Pres. U.S. Grant is the principal guest of honor; there is still a 75-mile gap between Amherst and Truro. (NYT)
- Oct. 19, 1871 United Companies lease to the PRR is signed, sealed and backdated to take effect as of June 20. (NwkDlyAd)
- Oct. 19, 1871 Camden & Amboy agrees with R.D. Wood & Co. to lay rails for a branch to their foundry at Florence, N.J., in return for donated right-of-way and grading. (MB)
- Oct. 19, 1871 Lehigh Valley Railroad agrees with R.D. Wood & Co., the Camden & Amboy Railroad and the Belvidere Delaware Railroad; Wood is to import a minimum of 10,000 tons of coal and pig iron annually to its new works at Florence, to be shipped via the LV, Bel Del and C&A; the Bel Del is to furnish cars free for carrying the pig iron from Hokendauqua. (MB)
- Oct. 19, 1871 Mass arrests of Klan suspects begin in South Carolina; many flee the country, and about 500 surrender voluntarily. (Nelson - Grant message in CongGlobe says 168 arrests and several hundred lesser offenders released after confessions)
- Oct. 20, 1871 Granite Improvement Company elects directors at Pittsburgh; William Thaw elected Pres.; Thaw, J. N. McCullough and William McCreery named an Executive Committee; Board authorizes negotiations to contract to build the Ashtabula, Youngstown & Pittsburgh Railroad and its docks and piers at Ashtabula Harbor. (MB, Church)
- Oct. 21, 1871 Republican Gov. Tod R. Caldwell of North Carolina authorizes a special term of the Superior Court to hear evidence and try Klansmen. (Nelson)
- Oct. 23, 1871 Hudson Division trains begin running into Grand Central Depot. (USRR&MR - NYT has "supposed" to open 10/22 - but SD&PM not finished until 4/7/72? - try NYState)
- Oct. 23, 1871 Realizing that he will be impeached by the incoming Conservative Legislature, Georgia Gov. Rufus B. Bullock resigns effective Oct. 30 and leaves the state. (Duncan)
- Oct. 24, 1871 Toledo, Peoria & Western Railroad opens branch between La Harpe and

Lomax on CB&Q. (Stringham)

- Oct. 24, 1871 Asa Packer declines his recent election to the Erie Railway Board, citing the pressure of building his new line across New Jersey. (MB)
- Oct. 25, 1871 PRR Board approves lease of Pennsylvania & Delaware Railroad when finished; arranged by Alexander K. McClure but never goes into effect; eliminates its nuisance value to PRR competitors; Board declines request from Southern Pennsylvania Iron & Railroad Company for aid in extending its line to Mt. Dallas. (MB)
- Oct. 25, 1871 Southeastern Michigan Railway merged into the Chicago & Canada Southern Railway, forming a complete line between a point opposite Amherstburg, Ont., and Chicago. (GrnBk)
- Oct. 26, 1871 Two-day celebration opens Denver & Rio Grande Railway, a 3'-0" gauge line, from Denver to Colorado Springs, a town founded by William Jackson Palmer; this is the first narrow-gauge main line steam railroad in the U.S. (Anderson, AAR)
- Oct. 26, 1871 New York City "Boss" William M. Tweed is arrested on charges brought by Samuel J. Tilden, who has secured evidence from Tweed's rival John Kelly (1821-1886) that Tweed received kickbacks from contractors; Tweed is released on \$1 million bail, most of it posted by Jay Gould. (Mandelbaum, Swanberg)
- Oct. 27, 1871 A committee of merchants and bankers called by "Boss" William M. Tweed to inspect the city's books reports that it will be impossible to borrow more money to meet interest and expenses as long as the present regime is in power. (Mandelbaum)
- Oct. 27, 1871 New York Elevated Railroad Company organized. (Stokes)
- Oct. 30, 1871 LIRR opens between Glen Cove and Locust Valley. (Val - Seyfried has 4/19/67 - verify NYT - Guide shows by 1/71)
- Oct. 30, 1871 West Jersey Ferry Company Board authorizes Camden Horse Railroad Company to extend tracks to terminus at its ferry house. (Watkins)
- Oct. 30, 1871 Traverse City Railroad incorporated in Mich. under articles dated Aug. 2 to build from point of Grand Rapids & Indiana Railroad near Fife Lake to Traverse City. (Church, C&C)
- Oct. 30, 1871 Robert Garrett, acting for B&O, subscribes \$1 million to the Valley Railroad (Va.). (ARJ)

- Oct. 30, 1871 Benjamin F. Conley (1815-1885), the Pres. of the outgoing Republican Legislature, is sworn in as Gov. of Georgia, which prolongs Republican rule, although Conley's vetoes are usually overridden. (Woolley, Sobel)
- Oct. 31, 1871 City of Baltimore subscribes \$1 million to Valley Railroad (Va.) under ordinance of Sep. 14, 1869; the remaining \$1.2 million has been subscribed as follows: Rockbridge County, \$525,000; Botetourt County, \$200,000; Roanoke County, \$200,000; City of Staunton, \$150,000; City of Lexington, \$30,000, and individuals \$95,000. (ARJ)
- Oct. 31, 1871 Jim Fisk is served with an arrest warrant in suits brought by his former mistress Josie Mansfield, who has found a new boyfriend in the younger Edward S. "Ned" Stokes; the two are blackmailing Fisk by threatening to publish his intimate letters to Josie, implying that they contain details of Fisk's illegal doings at the Erie Railway and in the Black Friday Panic. (Swanberg)
- Fall 1871 Wilmington, Columbia & Augusta Railroad sells its 4,513 shares of the Cheraw & Darlington Railroad to Southern Railway Security Company; the Southern Railway Security Company also acquires control of the Charlotte, Columbia & Augusta Railroad and Atlanta & Richmond Air-Line Railway, building from Charlotte to Atlanta. (Hoffman)
- Fall 1871 James McHenry hires Gen. Daniel Sickles to arrange the ouster of Jay Gould from the Erie Railway. (Mott)
- Fall 1871 ___ Foster sinks the first successful oil well in the Bradford District on the Henchie Farm. (Leeson)
- Nov. 1, 1871 Tuckerton Railroad opens for regular revenue service between Whittings and Tuckerton. (Brinckmann)
- Nov. 1, 1871 PC&StL Railway assumes operation of Indianapolis & Vincennes Railroad.
- Nov. 1, 1871 Lewisburg, Centre & Spruce Creek Railroad opens between Lewisburg and Mifflinburg, Pa. (AR, Val)
- Nov. 1, 1871 Dillsburg & Mechanicsburg Railroad incorporated in Pa. under articles dated Sep. 2; Frederick Watts of Cumberland Valley Railroad Pres. (Val, C&C, Watts)
- Nov. 1, 1871 Pennsylvania Canal Company absorbs Wiconsico Canal Company as Wiconisco Division. (AR)
- Nov. 1, 1871 Pennsylvania Company receives 1,000 "Circle P" box cars, so-called from their markings, built by PRR. (MB)

- Nov. 1, 1871 NYC&HR leases Spuyten Duyvil & Port Morris Railroad. (NYState)
- Nov. 1, 1871 NYC&HR begins running its long-distance (Hudson Division) trains into Grand Central Depot. (NYTrib)
- Nov. 1, 1871 Junction Railroad (N.Y.) opens between East Buffalo and North Buffalo, forming a belt line around the east side of Buffalo for the NYC&HR. (GrnBk)
- Nov. 1, 1871 Col. George Earl Church breaks ground for the Madeira & Mamoré Railway at San Antonio on the Madeira River. (Craig)
- Nov. 1, 1871 Georgia Legislature elected in Dec. 1870 finally convenes, restoring moderate Democrats to power; it begins investigations into the conduct of ex-Gov. Rufus Bullock. (Parks)
- Nov. 2, 1871 Ashtabula, Youngstown & Pittsburgh Railroad Board authorizes considering a branch to Mineral Ridge. (MB)
- Nov. 3, 1871 Anthony Reckless (1821-1889) of Red Bank elected Pres. of NY&LB, replacing Henry S. Little; William S. Sneden (1829-1905) appointed Chief Engineer, and Board adopts his location for the Raritan River Bridge. (MB)
- Nov. 3, 1871 On motion of Jay Gould, Cleveland & Pittsburgh Railroad Board approves lease to PRR dated Oct. 25, 1871; a notice is issued for a stockholders' meeting to ratify the lease on Nov. 21; however, the transfer books have been closed on Oct. 30, ostensibly for the 2% quarterly dividend, but also to limit voting by potential opponents of the lease. (MB, Grodinsky)
- Nov. 3, 1871 PRR, Pennsylvania Company, and Northern Central Railway contract with International Navigation Company to establish a line between Philadelphia and Antwerp by Jan. 1, 1873; to build piers at Philadelphia and establish through rates over whole PRR system; railroads to provide coal carried at 1 cent per ton-mile; PRR to be INCo's sole railroad connection in U.S. (MB)
- Nov. 6, 1871 PRR opens realignment of Main Line between Rosemont and Villanova, Pa., eliminating curves of original Philadelphia & Columbia Railroad. (AR)
- Nov. 6, 1871 Henry Worth Thornton (1871-1933), future PRR officer and head of the Great Eastern Railway of England and Canadian National Railways, born at Logansport, Ind. (NYT)
- Nov. 7, 1871 Reformers carry New York City elections; William M. Tweed is the only Ring member reelected to the State Legislature; four Tammany Hall State Senators are defeated, and the reformers sweep the city offices; the Tilden-Hewitt-Schell-Clark "silk stocking" faction takes control of Tammany Hall.

(Stokes, Mandelbaum)

- Nov. 8, 1871 PRR Board approves lease of Cleveland & Pittsburgh Railroad dated Oct. 25 and orders it transferred to Pennsylvania Company. (MB)
- Nov. 8, 1871 Pennsylvania Company agrees with Henry S. McComb to purchase 14,000 shares of the Southern Railroad Association and 5,000 shares of the New Orleans, Jackson & Great Northern Railroad and secure control "in trust" of an equal number of shares of each. (MB)
- Nov. 8, 1871 *New York Commercial Advertiser* refers to PRR as a "boa constrictor" that threatens to strangle New York's commerce through its control of western and southern lines. (Grodinsky)
- Nov. 8, 1871 Andrew Carnegie asks J. Edgar Thomson if they can make the exchange of \$250,000 Northern Central Railway bonds permanent, because they and Tom Scott need something they can sell or hypothecate easily to raise much needed money. (Ward)
- Nov. 9, 1871 Danville, Hazleton & Wilkes-Barre Railroad Superintendent reports that the road is completed between South Danville and Central Coal Works near Tomhicken, Pa., where it connects with the Lehigh Valley Railroad. (MB - begin thru service to Hazleton via LV on 12/11 - RW says to Hazleton on 12/5; may have been no pass. service til 12/11; RW says open in 5/71)
- Nov. 1871 Lehigh Valley Railroad completes an extension from Locust Jct. near Hazleton down Black Creek to a connection with the Danville, Hazleton & Wilkes-Barre Railroad at Tomhicken and the West Buck Mountain Coal Company at Roberts Run (same place?). (AR, Baird)
- Nov. 9, 1871 Howe truss bridge over the Conemaugh at Social Hall on the Western Pennsylvania Railroad destroyed by fire; replaced on Nov. 25. (C&C)
- Nov. 9, 1871 Yardleyville & Middletown Railroad incorporated in Pa. (Rdg)
- Nov. 1871 PRR introduces its first cabin car (caboose) with a cupola on the Middle Division. (CCHS, USRR&MR)
- Nov. 10, 1871 NY&LB orders Chief Engineer William S. Sneden to locate the Raritan River Bridge and let the bridge contract. (NJCourier)
- Nov. 11, 1871 Philadelphia & Trenton stockholders approve lease to PRR; last party to do so. (USRR&MR)
- Nov. 13, 1871 Martinsburg Branch of Morrisons Cove Extension opens from McKees. to Martinsburg on Middle Division. (AR, Val, RRGaz - opening excursion 11/8)

- Nov. 13, 1871 Sunbury & Lewistown Railroad opens for regular service between Selinsgrove and Lewistown Jct. (Watkins - see 12/1 - AR, Val, RRG has 12/1)
- Nov. 13, 1871 Spuyten Duyvil & Port Morris Railroad completed between Mott Haven and Spuyten Duyvil in what is now the Bronx, permitting NYC&HR Hudson Division trains to begin using Grand Central Depot; Yonkers locals continue to run from 30th Street & 10th Avenue. (NYTrib, RRH, Trager - GrnBk has 4/7/72?? - see 11/1 - verify NYState??)
- Nov. 14, 1871 Whitestone & Westchester Railroad incorporated in N.Y. under articles dated Nov. 10 to build from Whitestone to a landing on the East River. (Val, C&C)
- Nov. 14, 1871 6:50 PM PRR express out of Jersey City hits a Hudson City horse car at the Newark Avenue crossing, demolishing half of it and injuring at least three passengers fatally; the crossing gates had not been closed to stop the horse car; the press denounces unsafe conditions at urban grade crossings. (NYT)
- Nov. 14, 1871 Northern Central Railway completes the acquisition of 12,034 shares of the Shamokin Valley & Pottsville Railroad by an exchange of stock. (AR)
- Nov. 14, 1871 Scotland & Mont Alto Railroad organized; Isaac S. Waterman, Pres.; George B. Weistling (1835-1891), Superintendent & Engineer. (C&C)
- Nov. 14, 1871 Republicans capture both Houses of the New Jersey Legislature from the Democrats; the PRR supposedly contributes heavily to the Republican campaign to protect its lease of the United Companies; the new Legislature will have the task of reapportionment in the wake of the 1870 census; it passes the infamous "Horseshoe" gerrymander in which the Democratic wards in Jersey City are combined into a single horseshoe-shaped district, so that Republicans get a safe majority in the Assembly for years to come. (Sackett - verify date from NYT - may be fall of 1870!!)
- Nov. 15, 1871 Buffalo, New York & Philadelphia Railway celebrates opening to Arcade, N.Y., completing a 6-mile extension from Protection. (ARJ)
- Nov. 15, 1871 Cleveland, Mt. Vernon & Delaware Railroad Board authorizes increasing the capital stock by \$1 million; approves a plan for a joint station with the Pennsylvania Company at Orrville, Ohio. (MB)
- Nov. 1871 Alexandria & Fredericksburg Railway has contract with Richard D. Barclay; future PRR civil engineer Joseph U. Crawford (1842-1924) is Senior Assistant Engineer. (MB, PRR obit)
- Nov. 1871 Andrew Carnegie has placed \$5 million in bonds of the Allegheny Valley Railroad in London. (USRR&MR)

- Nov. 1871 Tom Scott agrees with Richard T. Wilson, Pres. of the East Tennessee, Virginia & Georgia Railroad; PRR acquires 10,000 shares, which it transfers to Southern Railway Security Company; Wilson joins the SRSCo. Board; William Mahone and others claim Wilson and Charles McGhee had purchased stock at 30-60 and sold to PRR at 100. (Hoffman, Stover, Klein, C&FC; see RRG 6/14/73 on Wilson as dir)
- Nov. 1871 The fact that the purchaser of southern railroads is the Southern Railway Security Company and not the Pennsylvania Company becomes known; has spent over \$7 million and acquired 1,425 miles of line; controlled in New York and Baltimore, as well as Philadelphia, including William T. Walters, Gen. O'Donnell, Alex. Brown & Sons, Morris K. Jesup, Roosevelt & Son and Drexel & Co. (USRR&MR)
- Nov. 1871 In its final decision in the Stafford case, the U.S. Circuit Court lifts its injunction against the Democratic directors of the North Carolina Railroad taking office. (Brown - check)
- Nov.? 1871 Catawissa Railroad opens between Milton and Williamsport, ending its use of that portion of the Philadelphia & Erie Railroad. (Guide, Rdg CorpHist -)
- Nov. 1871 When Union Pacific Railroad stock rises above 30, the PRR group sells out at a profit, shocking the old directors, who expected them to support the company. (Klein)
- Nov. 1871 Tom Scott and Marshall O. Roberts are quarreling over Texas Pacific/Southern Transcontinental Railway; Scott is having second thoughts about having to absorb the huge sums that Roberts spent for lobbying at Washington and Austin; Scott also wants to make sure that each section he builds has traffic to support it and does not want to waste money building an isolated track at San Diego; William S. Rosecrans and Col. Thomas S. Sedgwick are suing in New York to prevent the transfer of the property of the San Diego & Gila Railroad from the Memphis, El Paso & Pacific Railroad to the Texas Pacific Railroad. (Taylor)
- Nov. 1871 Work resumes on Cairo & Vincennes Railroad.
- Nov.? 1871 St. Louis & Iron Mountain Railroad buys the Cairo & Fulton Railroad of Arkansas; Thomas Allen elected Pres. and Henry G. Marquand VP. (Taylor)
- Nov. 1871 Asa P. Robinson has had to smuggle the books of the bankrupt Little Rock & Fort Smith Railroad across the Mississippi River to Memphis to get them out of the reach of the Arkansas courts, as the local stockholders bring challenges to the Boston directors; the State Treasurer takes control of the road, and the Southern Railway Security Company refuses or is unable to advance further

funds for construction. (Thompson)

- Nov. 1871 Logan Steel & Iron Company begins operating the works of the former Freedom Iron & Steel Company near Lewistown, making charcoal bar iron; John M. Kennedy, Pres.; a new rolling mill is built on the west side of Kishacoquillas Creek; the old rolling mill is leased to the Standard Steel Company (?); some of the old Bessemer machinery is resold by the Joliet Steel Company to William Butcher of Philadelphia to make crucible steel locomotive tires. (HistJuniata/Susq)
- Nov. 16, 1871 Camden & Atlantic Railroad Board recommends that the Sea View Hotel Company lease the Excursion House at Atlantic City to a private operator next season. (MB)
- Nov. 16, 1871 *New York Times* denounces the new Grand Central Depot as a death trap, particularly the large open railroad yards lying north of the station's north side. (NYT)
- Nov. 17, 1871 Pres. James S. Gibbons reports to the Junction & Breakwater Railroad Board that the Delaware & New York Steam Ship Company has given notice it will discontinue its boats effective Dec. 15, and that the Federal government is building a pier at Lewes 0.75 mile below the company's pier; Board appoints a committee to settle with the Delaware & New York Steam Ship Company and arrange for it to continue the service. (MB)
- Nov. 18, 1871 PC&StL Railway grants trackage rights over the CC&IC between Dalton and Chicago to the Chicago, Danville & Vincennes Railroad (predecessor of the Chicago & Eastern Illinois Railroad), effective Jan. 1, 1872; includes the proportional use of the CC&IC passenger station at Halstead & Kinzie Streets, but not of freight houses, roundhouses, etc.; the CD&V is to do no local business between Chicago and Dalton, and all traffic destined for the East is to go via the CC&IC. (MB, Digest – Digest has pass sta at Clinton & Carroll Sts. and freight yard at Ada Street - this is in 1875!! - Lyford has CD&V pass sta. at Clinton & Carroll Sts. - ft yd and roundhouse at Leavitt St.)
- Nov. 19, 1871 Grand Duke Alexis of Russia (1850-1908), fourth son of Tsar Alexander II (1818-1881), arrives in New York on a Russian warship for a state visit; embarkation delayed until Nov. 21 by heavy rain; Alexis is well received because of Russian support for the North in the Civil War, the recent sale of Alaska, and his father's reforms, including emancipation of the serfs; Frank Thomson (1841-1899), then Superintendent of Eastern Division of Philadelphia & Erie Railroad, is delegated to accompany Alexis and supervise all railroad and telegraph matters as Manager of Transportation, probably on the basis of recommendation from Tom Scott and his Civil War experience; Pullman's Palace Car Company provides its newest equipment; Pinkerton's National Detective Agency provides bodyguards. (NYT, NYHrld, Alexis,

FThomsonPapers)

- Nov. 20, 1871 Balance of Erie Canal (Pa.) abandoned, excepting Girard outlet locks, which are used by steamboats on Beaver River. (CnlCrrnts)
- Nov. 20, 1871 Atlantic & Great Western Railroad Company of New York & Pennsylvania and Atlantic & Great Western Railroad Company of Ohio, two short-lived intermediate companies, merge to form Atlantic & Great Western Railroad; reorganization of Atlantic & Great Western Railway; Gen. George B. McClellan Pres.; James McHenry remains the dominant figure, and the company's debts have not been pared down; McHenry continues fierce competition and rate wars (Minor, Mott, Grodinsky)
- Nov. 20, 1871 Charles R. Clement (1839-1881), formerly Division Superintendent of Central Transportation Company at Jersey City, named to the new post of PRR Advertising Agent, reporting to General Passenger & Ticket Agent Henry W. Gwinner. (MB, RRGaz)
- Nov. 20, 1871 Detroit, Eel River & Illinois Railroad inaugurates through service between North Manchester and Auburn; first service on the Columbia City-Auburn segment. (CBerndt)
- Nov. 21, 1871 Cleveland & Pittsburgh Railroad stockholders approve the lease to the PRR and Pennsylvania Company; Jay Gould receives enough from his Union & Titusville and Cleveland & Pittsburgh operations to recoup much of his losses from the Black Friday debacle. (Grodinsky)
- Nov. 21, 1874 Property of the Lake Ontario, Auburn & New York Railroad in Tompkins County sold at foreclosure to Charles P. Wood. (Baird - date of deed, not sale - 1871 or 74??? - verify NYState??)
- Nov. 22, 1871 Grand Duke Alexis and party travels to Washington for meeting with Pres. Grant; New Jersey Railroad provides special train consisting of baggage car *Commissariat*, *Ruby*, fitted as a diner and kitchen, and *Kearsarge*, fitted as a parlor and sleeper; cars are towed through Baltimore. (NYT)
- Nov. 22, 1871 PRR Board approves preliminary contract with Reading signed on 5/16/71 (what is? prob. for send coal to NY via canal - check Rdg contract file)
- Nov. 22, 1871 Scotland & Mont Alto Railroad renamed Mont Alto Railroad by decree of the Court of Quarter Sessions of Franklin County; the Cumberland Valley Railroad supplies \$110,000 for construction in return for First Mortgage bonds. (C&C; Westhaeffer - verify date of bonds in C&C)
- Nov. 22, 1871 Cleveland, Mt.Vernon & Delaware Railroad issues \$1 million 7% Columbus Extension Mortgage to J. Edgar Thomson and George W. Cass. (Church)

- Nov. 23, 1871 PRR signs agreement with International Navigation Company, a Pennsylvania company, to establish a line between Philadelphia and Antwerp with a minimum of three ships by 1873; PRR is to provide wharves, etc.; Navigation Company is to receive 15% commission on all westbound freight delivered to PRR; both companies to establish through rates for passengers (MB); PRR guarantees \$1 million bonds and later subscribes for \$400,000 stock. (Flayhart)
- Nov. 23, 1871 PRR Board authorizes sale of \$5 million Philadelphia & Erie gold bonds in London through Junius S. Morgan & Company. (MB)
- Nov. 23, 1871 William S. Rosecrans meets with William Jackson Palmer in Denver; Rosecrans has been touring the U.S. trying to drum up support for building railroads in Mexico, where he was Minister during Andrew Johnson's Administration; Rosecrans has been directed to Palmer by J. Edgar Thomson; Palmer promises financial support, although he is looking for a railroad from El Paso to Mexico City as an extension of the Denver & Rio Grande Railway. (Pletcher)
- Nov. 23, 1871 Merchants Despatch Transportation Company purchases the American Merchants Union Express Company by an exchange of stock. (MB)
- Nov. 24, 1871 Grand Duke Alexis's special train returns to New York after a side trip to Annapolis. (NYT, Alexis)
- Nov. 25, 1871 Chief Engineer Walter C. Smith reports on survey of Pittsburgh, Wheeling & Kentucky Railroad to Brooke County line. (AR)
- Nov. 25, 1871 Toledo, Peoria & Warsaw Railway begins through service to Burlington over CB&Q via Lomax. (Stringham)
- Nov. 25, 1871 Texas act moves junction point between Southern Transcontinental Railway and Southern Pacific Railroad to a point on the Trinity River, now Fort Worth. (Taylor)
- Nov. 25, 1871 Holyoke & Westfield Railroad opens for passenger service. (NHCorp)
- Nov. 25, 1871 Old Colony & Newport Railway agrees to advance money to build and operate the Duxbury & Cohasset Railroad. (NHCorp)
- Nov. 25, 1871 Camden Horse Railroad Company opens the first section of a streetcar line in Camden, running back from the Federal Street Ferry. (Boyer)
- Nov. 25, 1871 Trial of *Mansfield v. Fisk* begins in the Yorkville Police Court in Manhattan; Josie Mansfield is suing Jim Fisk for libel, claiming he defamed her reputation; the scandal-mongering press has a field day. (Swanberg)

- Nov. 27, 1871 Andrew Carnegie advises J. Edgar Thomson and Tom Scott to sell the stock of the Illinois & St. Louis Bridge Company, keeping bonds, because of growing dissatisfaction with James B. Eads; the stock that they sell is eventually rendered worthless in reorganization. (Nasaw, Jackson)
- Nov. 28, 1871 Formal opening of the Southern Central Railroad between Athens, Pa., and Fair Haven, N.Y. (ARJ)
- Nov. 28, 1871 Charles Elliot Furness elected VP of the Lake Superior & Mississippi Railroad, replacing Samuel M. Felton, resigned; Thomas M. Davis to Secretary-Treasurer, replacing Furness. (Guide)
- Nov. 29, 1871 Last signatures of United Companies affixed to PRR lease. (Watkins)
- Nov. 1871 Marietta & Pittsburgh Railroad opens for revenue service as far as Caldwell. (HistNbleCo - verify)
- Nov. 30, 1871 Marietta & Pittsburgh Railroad changes projected northern terminus from Newcomerstown to Canal Dover. (Church, Andrews)
- Dec. 1, 1871 PRR leases properties of "United Canal & Railroad Companies of New Jersey" and their controlled lines, retroactive to July 1, giving PRR direct access to New York; operations placed under General Superintendent of PRR (A.J. Cassatt); lease was dated June 13 but delayed by lawsuit; United Companies also assign leases of their leased lines, but not the West Jersey Railroad, to PRR effective June 30, 1871. (Digest, C&C)
- Dec. 1, 1871 Camden & Amboy lease of Mount Holly, Lumberton & Medford Railroad transferred to the PRR. (MB, C&C)
- Dec. 1, 1871 Chemung Railroad Board approves the lease of the Elmira, Jefferson & Canandaigua Railroad to the Chemung Railroad and an exchange of stock; also approves a joint lease of the Chemung Railroad to the Erie Railway and Northern Central Railway; Tom Scott elected a director, replacing Clarkson N. Potter of Brown Brothers & Co. (MB)
- Dec. 1, 1871 Elmira, Jefferson & Canandaigua Railroad Board approves the first draft of a lease to the Chemung Railroad prepared by Jay Gould. (MB)
- Dec. 1, 1871 Sunbury & Lewistown Railroad opens between Selinsgrove and Lewistown Jct.; leased to PRR under agreement of Oct. 20, 1871; intended as cutoff for anthracite coal moving west to Main Line points and to supply furnaces to Lewistown and to move Juniata Valley iron ore to Danville furnaces; combined with Mifflin & Centre County Railroad as Lewistown Division with William H. Brown as Superintendent. (AR)

- Dec. 1, 1871 PRR begins a lease of Cleveland & Pittsburgh Railroad at 7% under agreement of Oct. 25, 1871; original terms were 10% on old stock, but issued new 7% guaranteed stock for old at 142. (MB, Church)
- Dec. 1, 1871 Pennsylvania Company begins operation of Cleveland & Pittsburgh Railroad (AR, C&C)
- Dec. 1, 1871 Reuben F. Smith (1830-1913), who is VP of the Cleveland & Pittsburgh Railroad, is also named Assistant General Manager of the Pennsylvania Company with responsibility for the C&P. (MB)
- Dec. 1, 1871 City of Cincinnati vacates and grants use of Eggleston Avenue and Kilgour Street between Front and Pearl Streets to Little Miami Railroad and Newport & Cincinnati Bridge Company. (Church)
- Dec. 1, 1871 Hickory Swamp Colliery of the Shamokin Coal Company, which had been purchased by the PRR, turned over to the Mineral Railroad & Mining Company for operation; company considers the miners there the worst and most recalcitrant in the region in pressing for high wages; the company's "process of purification" leads to threats, and the mine is shut down until May 1872. (MB)
- Dec. 2, 1871 Whitestone & Westchester Railroad organized at New York; J. J. Locke, Pres. (C&C)
- Dec. 2, 1871 James L. Randolph (1817-1888) appointed Chief Engineer of the Martinsburg & Potomac Railroad. (C&C)
- Dec. 2, 1871 Morgan Powel, Superintendent of the Lehigh Coal & Navigation Company mines at Summit Hill, Pa., is mortally wounded by unknown assailants in the street; later classed as a "Molly Maguire" murder, plotted by Alexander Campbell, Bodymaster of the Summit Hill lodge of the Ancient Order of Hibernians. (Mathews/Hngfrd, Riffenbergh)
- Dec. 3, 1871 Grand Duke Alexis travels from New York to Philadelphia in special train of baggage car, new PRR president's car No. 120 *Pennsylvania*, and two Pullman Palace cars; Grand Duke is hosted by Gen. George G. Meade; visits Baldwin Locomotive Works and the Navy Yard. (PubLdgr, NYT)
- Dec. 3, 1871 Gilman, Clinton & Springfield Railroad opens for regular revenue service between Gilman and Springfield, including through sleeping cars between Chicago and Springfield via the Illinois Central Railroad in competition with the Chicago and Alton route. (Corliss, Guide)
- Dec.? 1871 Pullman's Palace Car Company establishes a line between Columbus, Ohio,

and Burlington, Iowa, via the Toledo, Peoria & Warsaw Railway.
(USRR&MR)

- Dec. 4, 1871 CNJ elects its Pres. John Taylor Johnston, Benjamin Williamson and Sidney Dillon to NY&LB Board after agreeing to provide funds to build the line.
(MB)
- Dec. 4, 1871 Southern Railway Security Company reports that it has secured majority control of eight southeastern railroads totaling 1,191 miles and leases of 513 additional miles; by 1873 embraces 20 railroads and over 3,000 miles; including to Little Rock and New Orleans; in general, the SRSCo. performs some beneficial services, such as facilitating the interchange of traffic, breaking down the localism and provincialism of southern railroads, and forging larger systems, in a process similar to that which has been underway in the Midwest for 20 years; some Southerners, such as Robert S. Bridgers, A.S. Buford, and Richard T. Wilson are able to work their connections with northern investors and come out on top, while many others see their local hegemony threatened or entirely lost and are embittered. (The Road)
- Dec. 4, 1871 Cleveland, Mt. Vernon & Delaware Railroad contracts with Ruttan & Bonn of New York to take Columbus Extension bonds at 82. (MB)
- Dec. 4, 1871 George T.M. Davis, Trustee, deeds property of Lake Erie & Louisville Railroad between Cambridge City and Union City, Ind., to Lake Erie & Louisville Railway; this portion is never completed. (Church, C&C)
- Dec. 4, 1871 Mahoning Coal Railroad signs an operating agreement with the LS&MS Railway for its completed railroad between Youngstown and Brookfield and branch from Brookfield to Andover on the line of the NYC&HR. (GrnBk)
- Dec. 4, 1871 Grand Duke Alexis returns to New York by special train; Westinghouse air brake is demonstrated at Bristol; guests detrain, and brake is applied on signal from Alexis while train is running by at 35 MPH. (PubLdgr)
- Dec. 4, 1871 Miramar Iron Company (inc. May 30, 1870) renamed Harrisburg & Potomac Railroad. (Rdg, MB)
- Dec. 4, 1871 Chesapeake & Ohio Railroad opens between Huntington and Charleston, W.Va. (ARJ)
- Dec. 5, 1871 Delaware & Raritan Canal files protest against NY&LB Raritan River Bridge on grounds it is located without authority and will obstruct its barge tows. (9 CEGreen 57)
- Dec. 5, 1871 Millstone & Trenton Railroad accepts the offer of the German Valley Railroad to merge it, plus the Peapack & Plainfield Railroad, the Elizabeth &

New Providence Railroad, the New Jersey Trust Company, the Narrow Gauge Railway, the Woodbridge Tramway Company, and the Yardleyville & Newtown Railroad, so as to form a through line between Newark and Philadelphia. (MB)

- Dec. 5, 1871 Danville, Hazleton & Wilkes-Barre Railroad opens for revenue service to Hazleton. (USRR&MR - see 12/7)
- Dec. 5, 1871 Mansfield, Coldwater & Lake Michigan Railroad approves a contract of July 20, 1871 with the Pennsylvania Company to build the entire line between Mansfield and Allegan, Mich., and an Oct. 2, 1871, through traffic contract with the Pennsylvania Company. (MB)
- Dec. 5, 1871 New York Elevated Railroad incorporated in N.Y. as reorganization of West Side Elevated (Patented) Railway; to build elevated railroads starting at the Battery and running as far north as Tarrytown and Port Chester. (NYState)
- Dec. 6, 1871 NY&LB Board meets at CNJ office; CNJ Chief Engineer James Moore (1813-1897) named Consulting Engineer; authorizes construction, including Raritan River Bridge. (MB)
- Dec. 6, 1871 Last rail laid on Cincinnati, Richmond & Fort Wayne Railroad. (USRR&MR, ARJ - verify section)
- Dec. 6, 1871 West Side & Yonkers Patented Railway Company's Greenwich Street elevated railroad sold at foreclosure to the New York Elevated Railroad Company. (Stokes)
- Dec. 6, 1871 George Westinghouse files for patents for an automatic air brake with double pipes and reservoirs on each car, so that uncoupling the air line will set the brakes. (Prout)
- Dec. 7, 1871 Last rail laid on Lehigh Valley Railroad's Hazleton Division line at Derringer's Central Coal Works, where it meets the Danville, Hazleton & Wilkes-Barre Railroad. (ARJ)
- Dec. 7, 1871 Pennsylvania Company Board hears report that it has received 28,000 shares of New Orleans, Jackson & Great Northern Railroad and 5,000 shares of Southern Railroad Association from Henry S. McComb. (MB)
- Dec. 7, 1871 Grand Duke Alexis leaves New York for Boston via Springfield; Pullman palace car leaves old New Haven depot at 27th Street and is towed to Grand Central Depot by horses, where it is attached to train. (NYTrib)
- Dec. 7, 1871 Last rail laid on Connecticut Western Railroad at Canton completing line between Hartford and the New York state line at Millerton, where it connects

with the Dutchess & Columbia Railroad to Fishkill on the Hudson River.
(ARJ)

- Dec. 8, 1871 A Danville, Hazleton & Wilkes-Barre Railroad locomotive makes the first through run from Sunbury to Hazleton. (ARJ)
- Dec. 8, 1871 PC&StL Railway committee reports that it has reached a settlement with the PRR, which has agreed to accept \$3 million in PC&StL 7% preferred stock in settlement of its debt; Board authorizes CC&IC to issue additional stock up to \$500,000; requests Little Miami Railroad to buy all the land in Cincinnati bounded by Eggleston, Pearl, Butler and Front Streets. (MB)
- Dec. 8, 1871 Chartiers Railway leased to PC&StL effective Jan. 1, 1872. (Church)
- Dec. 8, 1871 PRR creates the Office of General Manager to coordinate management of Transportation Dept. functions on PRR, P&E, and UNJ (also traffic??); A. J. Cassatt named General Manager and post of General Superintendent of PRR left vacant. (MB)
- Dec. 9, 1871 Morton, Rose & Co. confirms it will give Andrew Carnegie and Tom Scott one quarter of any profit made reselling the bonds of the Gilman, Clinton & Springfield Railroad. (Nasaw)
- Dec. 9, 1871 Georgia Legislature passes a bill over the veto of Gov. Conley calling for a committee to meet at Atlanta on Mar. 1, 1872, to begin examining all railroad bond issues and state guarantees made under the Republican Reconstruction government; all state-endorsed bonds are to be registered by Apr. 1 or declared fraudulent; State Treasurer is enjoined from paying interest on any state-guaranteed railroad bond issued since July 4, 1868. (PL, ARJ)
- Dec. 11, 1871 Danville, Hazleton & Wilkesbarre Railroad opens between South Danville and Tomhicken, connecting with Lehigh Valley RR for Hazleton. (AR to Hazleton - when LV open?? - 1871 but no exact date)
- Dec. 11, 1871 Jay Gould proposes to reorganize the Erie Railway Board with more respectable men to improve its credit, include Tom Scott, Horace F. Clark, Junius S. Morgan, Erastus Corning, and James F. Joy. (Mott)
- Dec. 12, 1871 Jeffersonville, Madison & Indianapolis Railroad Board approves trackage rights to the Ohio & Mississippi Railroad over the Louisville Bridge approach; approves selling 4,057 shares of the Louisville Bridge Company to the PRR in return for bonds of the PC&StL Railway at 90; approves lease to the PC&StL Railway. (MB)
- Dec. 12, 1871 Laurel Run Improvement Company renamed Philadelphia & Reading Coal & Iron Company; Pres. Gowen goes on a buying spree, purchasing nearly

100,000 acres of coal and iron ore land, mostly in Southern and Western Middle Anthracite Fields, regardless of price, quality or ability to mine them economically; he burdens the parent railroad company with a huge debt. (ICC, Scharf, Schlegel)

- Dec. 12, 1871 Harrisburg & Potomac Railroad makes a construction contract with Rehill & McTague. (MB)
- Dec. 12, 1871 “Boss” William M. Tweed resigns from the Erie Railway Board as a liability; the Board approves a contract with the projected Sodus Bay, Corning & New York Railroad. (MB)
- Dec. 12, 1871 With the Erie Railway his only potential outlet to the East, James McHenry of the Atlantic & Great Western Railroad issues a circular to the stockholders of the Erie Railway seeking support to oust the management of Jay Gould. (Grodinsky)
- Dec. 13, 1871 John M. Robinson (1835-1893), son of Moncure Robinson, elected Pres. of Richmond, Fredericksburg & Potomac Railroad, replacing Peter V. Daniel, Jr., resigned. (AR, Mordecai)
- Dec. 13, 1871 Wilmington, Columbia & Augusta Railroad opens extension from Sumter to Columbia, S.C., where it makes connection with the Charlotte, Columbia & Augusta Railroad, also controlled by William T. Walters and the Southern Railway Project Syndicate, making a through line from Wilmington, N.C., to Augusta, Ga. (ARJ, Hoffman - Guide claims the junction with the Charlotte, Columbia & Augusta is 3 miles south of Augusta and that RR opens 1/4/72)
- Dec. 13, 1871 Port Huron & Lake Michigan Railroad between Attica and North Flint. (Meints)
- Dec. 14, 1871 Keystone Bridge Company meeting at Pittsburgh tries to negotiate extras in Eads Bridge contract resulting from switch to chrome steel; Andrew Carnegie suggests that J. Edgar Thomson and Tom Scott follow him in switching his investment from Illinois & St. Louis Bridge Company to Missouri County bonds in support of Missouri, Iowa & Nebraska Railroad, which will run to Chicago via the Keokuk Bridge. (Jackson)
- Dec. 14, 1871 Peter H. Watson meets with Commodore Cornelius Vanderbilt and wins his support for the South Improvement Company scheme. (Nevins, Stiles)
- Dec. 14, 1871 First train runs over first section of Montclair Railway between Meads Basin (Mountain View) and Winokie (Wanaque); connects at Mountain View with D&LW’s Boonton Branch for Hoboken. (C&FC)
- Dec. 14, 1871 Delaware & Hudson Canal Company completes a third rail for standard-gauge

operation on the Albany & Susquehanna Railroad between Ninevah and Albany. (CntryofPrgrss)

- Dec. 14, 1871 Grand Duke Alexis leaves Boston for Montreal by special train of three Pullman palace cars; returns to U.S. via Ottawa, Toronto and Niagara Falls. (Alexis, NYTrib)
- Dec. 14, 1871 Col. George Earl Church and civil engineer Leathom Earle Ross return to London from the Amazon. (Craig)
- Dec. 15, 1871 Delaware & New York Steam Ship Company discontinues its ships between New York and Lewes. (MB)
- Dec. 15, 1871 Railroads and the Columbus City Council agree on plans for a new Union Depot; the Panhandle and Big Four are to build separate freight terminals; the joint CC&C/Columbus & Xenia freight terminal, engine house and shop is to be removed to clear ground for a new Union Depot; the C&X tracks are to be relocated east of Front Street so as to parallel the Piqua line; the Big Four relocates its freight facilities north of its existing tracks, east of High Street and south of Swan Street, with an engine terminal east of Dennison Avenue; the Panhandle establishes its freight facilities east of 4th Street and north of Naghten Street, with space for yards, shops and engine terminal northeast of the junction of its Mount Vernon and Steubenville lines. (HistColumbus, roadrunner.com)
- Dec. 15, 1871 Executive Committee of the Ohio Division of the Mansfield, Coldwater & Lake Michigan Railroad requests the concurrence of the Michigan Division in discharging Chief Engineer N. Gleason and Assistant Engineer Bennett and reducing the engineer corps. (MB)
- Dec. 15, 1871 Indianapolis & Vincennes Railroad authorizes construction of roundhouse and turntable at Vincennes. (MB)
- Dec. 1871 PRR purchases \$587,800 in stock of the Southern Railway Security Company. (MB)
- Dec. 1871 Tom Scott is so hard up for money that he places 75 worthless Little Rock & Fort Smith bonds with the Union Pacific Railroad in return for a loan of \$60,000; he later claims this was owed him for raising the price of UP securities; it is later charged that the bonds were delivered to Rep. James G. Blaine in return for favors. (Ward)
- Dec. 1871? William S. Rosecrans signs a contract with William Jackson Palmer, William A. Bell of London, and the Union Contract Company; Palmer and his PRR friends will furnish funds for a reconnaissance for a railroad to Mexico City, with the Union Contract Company to build it if conditions are favorable and

the Mexican government agrees to terms by the end of 1872. (Pletcher)

- Dec. 1871 A. J. Cassatt moves into new town house at 2035 Walnut Street just off Rittenhouse Square. (Davis)
- Dec. 1871 Mary Cassatt returns to Paris, then travels on to Parma in Italy, where she is hailed as a great artist; after traveling in Italy and Spain, she settles permanently in Paris by Apr. 1873 and joins the circle of Impressionist painters. (Mathews)
- Dec. 1871 Junction Canal abandoned between Athens, Pa. and Elmira, N.Y. (Whitford)
- Dec. 1871 Sleeping car line established between Philadelphia and Elmira, N.Y. (PassDept)
- Dec. 1871 PRR cuts rates on eastbound cattle from \$90 per car to \$40 per car to complete with NYC&HR and Erie. (USRR&MR)
- Dec. 1871 Grand Rapids & Indiana Railroad opens between Paris and Clam Lake (Cadillac), Mich. (Church, C&C, Durant, Meints - AR? has open 1/1872)
- Dec. 1871 Through trains begin running between North Manchester and Detroit over the Detroit, Eel River & Illinois Railroad, the Fort Wayne, Jackson & Saginaw Railroad and Detroit, Hillsdale & Indiana Railroad via Auburn Jct., Hillsdale and Ypsilanti. (CBerndt)
- Dec. 1871 PRR makes first purchase of \$587,800 in stock of Southern Railway Security Company; Pres. Thomson justifies purchase as contributing traffic and protecting investment in Baltimore & Potomac.
- Dec. 1871 Tom Scott buys Marshall O. Roberts' interest in the Southern Transcontinental Railway; Roberts resigns as Pres. of Southern Transcontinental and Texas Pacific Railroad in favor of Scott, but this is not made public until Feb. 1872. (Taylor)
- Dec. 1871 International Navigation Company organized; Clement A. Griscom, H.H. Houston, Joseph D. Potts, William Shaw, W. G. Warren and James A. Wright elected directors; James A. Wright, Pres.; Clement A. Griscom VP & Superintendent. (Moyer/Keystone)
- Dec. 1871 Ocean National Bank, Union Square National Bank and Eighth National Bank all fail. (Clews)
- Dec. 1871 Lake Huron & Michigan Rail__ opens between Attica and Flint, Mich., completing the line. (Durant - verify GTW - 12/13 Meints)

- Dec. 16, 1871 Ashtabula, Youngstown & Pittsburgh Railroad Board reports that citizens of Warren have subscribed \$50,000 on condition the company build through their town; now adopt a route from Niles through Warren and rejoining the old route at Bloomfield. (MB)
- Dec. 16, 1871 Dayton & South Eastern Railroad incorporated in Ohio by Col. S. N. Yeomans to build a narrow-gauge line from Dayton through Xenia to the coalfields. (ICC, Church, Shell)
- Dec. 16, 1871 R. A. Morris resigns as Secretary and director of the Terre Haute & Indianapolis Railroad. (MB)
- Dec. 16, 1871 Tammany Hall Boss William M. Tweed (1823-1878) is indicted and arrested for plundering millions from New York City but released on \$5,000 bail by Judge George G. Barnard (1829-1879); Tweed is forced to resign as Director of Public Works and is ousted from the post of Grand Sachem of Tammany Hall. (Stokes, Burrows/Wallace)
- Dec. 18, 1871 Susquehanna Coal Company Board reports purchase of 376 acres from Nanticoke Land Association for \$375,000; now have 5,573 acres. (MB)
- Dec. 18, 1871 Tracks of the Northern Pacific Railroad reach the Red River. (ARJ)
- Dec. 18, 1871 Josiah Caldwell arrives in Little Rock to settle the accounts of the Little Rock & Fort Smith Railroad; a new Board is elected representing Caldwell's interest. (35 Ark 158, Thompson)
- Dec. 18, 1871 Erie, Pa., capitalist and son of Rufus S. Reed (1775-1846) Charles Manning Reed (1803-1871)dies at Erie. (HistErieCo)
- Dec. 19, 1871 Last rail laid on Boston, Hartford & Erie Railroad between Willimantic and Putnam, Conn. (ARJ)
- Dec. 19, 1871 Sen. Henry Wilson (1812-1875) of Massachusetts introduces a new bill (S-419) for the humane treatment of livestock in transit. (CongGlobe)
- Dec. 19, 1871 Last rail laid on the Columbus, Springfield & Cincinnati Railroad between London and Columbus, completing the line from Springfield. (Steels, HistMadCo)
- Dec. 19, 1871 In special election, arch-conservative James M. Smith (1823-1890), running unopposed, is elected Gov. of Georgia, completing the Democratic restoration and ending the last vestiges of Republican rule. (Duncan)
- Dec. 20, 1871 PRR Board arranges for interest on Baltimore & Potomac Railroad Tunnel bonds, jointly guaranteed with Northern Central Railway, to be paid in gold in

London. (MB)

- Dec. 20, 1871 U.S. District Court issues temporary injunction against contractor of NY&LB's Raritan River Bridge. (StGaz)
- Dec. 20, 1871 American Bottom Board of Improvement contracts with J. W. Conologue to build a levee along the Mississippi River from East St. Louis to Cahokia, Ill., with a railroad on top. (Church)
- Dec. 20, 1871 Illinois & St. Louis Bridge Company stockholders meet at Andrew Carnegie's New York office; Carnegie has come to see James B. Eads as an obstacle and proposes that a committee of stockholders employ Jacob H. Linville to make changes to ensure quick and economical construction; other directors suggest C. Shaler Smith, to whom Eads is favorably disposed, but the New York stockholders win the selection of James Laurie; company also calls in more installments on stock. (Jackson)
- Dec. 20, 1871 J. Edgar Thomson, who is childless, makes a will that will place all his property in trust to be managed by his wife Lavinia, George B. Roberts, and William M. Spackman., trustees, from which his wife Lavinia is to receive the income sufficient to maintain a customary lifestyle for herself and her niece Charlotte F. Foster, the daughter of William B. Foster; Lavinia is to have the house, furniture, and personal effects; after Mrs. Thomson's death, Charlotte Foster is to receive \$2,000 a year for life; Thomson's sisters Anna and Mary Adeline are to receive \$100 a month for life, and nephew Edgar Levis Thomson and his wife are to receive \$150 a month; Thomson's servants are to receive \$2.50 for each month of service; the remainder of the income is to go to fund an institution for the care and education of female orphans whose fathers have been killed in railroad service, with priority going to families of PRR employees, then those of the Georgia Railroad, then PRR subsidiaries and then railroads generally. (DelCo wills)
- Dec. 21, 1871 United Railroads of New Jersey Grand Division created as operating organization for former United New Jersey lines excluding the West Jersey; under F. Wolcott Jackson, General Superintendent; railroads divided into New York and Amboy Divisions. (MB)
- Dec. 21, 1871 PFW&C Railway issues 20,000 shares of "special betterment stock." (ARJ)
- Dec. 21, 1871 Detroit, Eel River & Illinois Railroad extends service southward from North Manchester to Roann. (CBerndt)
- Dec. 21, 1871 Connecticut Western Railroad opens for revenue service between Hartford and the N.Y. state line, with the Dutchess & Columbia Railroad to Fishkill on the Hudson River. (Poors)

- Dec. 21, 1871 Charles G. Scott is elected Pres. of the Little Rock & Fort Smith Railroad by the new Board; Joseph H. Haney resigns from the Board to be Chief Engineer for Josiah Caldwell on his contract to complete the LR&FS, replacing Asa P. Robinson; the railroad and Caldwell are each to pay Haney \$2,500 a year; Haney's employment is contingent upon Caldwell arranging the merger of the Little Rock & Fort Smith and the Memphis & Little Rock Railroads and their lease to the Southern Railway Security Company; as the negotiations for the merger and lease fail, no work is done on the LR&FS, and Caldwell's and Fisher's construction contract expires; Haney resigns on Jan. 20, 1873, having done nothing; Robinson stays in Arkansas and develops the town of Conway. (35 Ark 158, Thompson)
- Dec. 22, 1871 Grand Duke Alexis travels from Toronto to Niagara Falls in special new Pullman train just sent from Chicago; crosses the Suspension Bridge into the U.S. on foot, while viewing the falls. (Alexis)
- Dec. 22, 1871 Miramar Iron Company renamed Harrisburg & Potomac Railroad; to build west from Harrisburg in competition with Cumberland Valley Railroad. (Rdg - see above)
- Dec. 22, 1871 Meeting in Augusta, Ga.; PRR is reported trying to obtain three railroads running from Atlanta to Selma; the Georgia Railroad supports the PRR, and the Central of Georgia is opposed. (PubLdgr)
- Dec. 23, 1871 Grand Duke Alexis and party arrive at Buffalo. (NYT, Alexis)
- Dec. 23, 1871 Jay Cooke writes to Northern Pacific Railroad Pres. J. Gregory Smith threatening to resign as financial agent over the mismanagement by Smith and his Vermont clique. (Oberholtzer)
- Dec. 25, 1871 Morrisons Cove Branch opens between Martinsburg Jct. and Henrietta, the site of iron ore deposits owned by the Cambria Iron Company, on Middle Division. (AR, Val)
- Dec. 25, 1871 Cincinnati, Richmond & Fort Wayne Railroad opens between Winchester and Adams on PFW&C, completing line between Richmond and Fort Wayne; Grand Rapids & Indiana begins operation of Cincinnati, Richmond & Fort Wayne under lease and agreement of June 1, 1871 with the PFW&C, Pennsylvania Company and Cincinnati, Hamilton & Dayton Railroad; operated by J. N. McCullough as General Manager; delivered by contractors in unfinished state. (Church, C&C, CH&D AR - RRG has "last rail 12/8 - RW has 12/6)
- Dec. 25, 1871? Northern Division (GR&I) created for territory north of Grand Rapids and Southern Division (GR&I) for territory Cincinnati-Grand Rapids.

- Dec. 26, 1871 Buffalo, New York & Philadelphia Railway now open to Arcade. (USRR&MR)
- Dec. 26, 1871 Jeffersonville, Madison & Indianapolis leased to Pittsburgh, Cincinnati & St. Louis Railway for interest on bonded debt and 7% dividend on stock, retroactive to Aug. 1, giving PRR access to Louisville; includes about one-third interest in Louisville Bridge. (Church)
- Dec. 26, 1871 George T.M. Davis, Trustee, deeds portion of Lake Erie & Louisville Railroad from Fremont to Union City to the Fremont, Lima & Union City Railway; it eventually becomes part of the Lake Erie & Western Railroad; the original Lake Erie & Louisville Railroad is thus reduced to the section between Cambridge City and Rushville, and this remains a Lines West leased line until sold to the Jeffersonville, Madison & Indianapolis Railroad in 1890. (Church, ICC)
- Dec. 26, 1871 Grand Duke Alexis travels from Buffalo to Cleveland in the directors' car of the Lake Shore & Michigan Southern Railway, escorted by General Manager John H. Devereux. (Rozman)
- Dec. 27, 1871 Union & Titusville Railroad merged into Oil Creek & Allegheny River Railway under agreement dated Dec. 8; contractors had sold stock to Tom Scott who arranges the merger, burdening the Oil Creek & Allegheny River Railway with \$700,000 in stock and \$500,000 debt; the merger benefits Jay Gould, who trades his worthless Union & Titusville shares for 8,000 shares in the OC&AV worth about \$400,000.. (Val, C&C, Grodinsky,)
- Dec. 27, 1871 Carnegie & Co. organized by Andrew Carnegie, Thomas M. Carnegie, Henry Phipps, George Lauder, Andrew Kloman and William Coleman. (StdHistPitts)
- Dec. 28, 1871 Continental Improvement Company agrees to construct the Traverse City Railroad in return for all stock and \$250,000 bonds; the road has been surveyed by J. O. Hudnutt, Chief Engineer of the Continental Improvement Company. (Church, C&C)
- Dec. 28, 1871 CC&IC approves PRR contract with the Chicago, Danville & Vincennes Railroad for trackage rights over CC&IC for 20 miles into Chicago. (MB)
- Dec. 28, 1871 First train crosses the NYC&HR Maiden Lane or "passenger line bridge" across the Hudson River at Albany, located about a half-mile south of the 1866 bridge. (Reynolds, Harlow)
- Dec. 28, 1871 William M. Tweed resigns as New York City Commissioner of Public Works. (Stokes)

- Dec. 28, 1871 Mexican Congress transfers an earlier concession for a railroad from Tuxpan on the Gulf of Mexico to Manzanilla on the Pacific to William S. Rosecrans. (Pletcher)
- Dec. 28, 1871 Grand Duke Alexis tours Cleveland, including the Standard Oil Company, and departs by train for Detroit. (Rozman, Alexis)
- Dec. 29, 1871 Pres. James S. Gibbons reports to the Junction & Breakwater Railroad Board that the company is considering declaring bankruptcy. (MB)
- Dec. 29, 1871 Kent County Railroad appoints a station agent at Chestertown. (MB)
- Dec. 29, 1871 Northern Central Railway Board resolves to buy the stock of the Chemung Railroad and the Elmira, Jefferson & Canandaigua Railroad for Income bonds. (AR)
- Dec. 29, 1871 Jim Fisk resigns as Erie Railway VP and is replaced by O. H. P. Archer. (MB)
- Dec. 30, 1871 Jeffersonville, Madison & Indianapolis Railroad agrees to subscribe \$100,000 to the New Albany & St. Louis Air Line Railway, which is to enter Louisville over the JM&I from New Albany; the subscription is never made. (MB)
- Dec. 30, 1871 American Bottom Lime, Marble & Coal Company contracts with J.W. Conologue to build embankment along Mississippi River from East St. Louis to Cahokia on which he is to build a railroad. (Church)
- Dec. 30, 1871 Grand Duke Alexis and party arrive at Chicago via Michigan Central Railroad; tours rebuilding efforts from the Chicago Fire. (NYT, Alexis)
- Dec. 30, 1871 Northern Pacific Railroad is completed to Moorhead on the east bank of the Red River; 25 miles have also been completed eastward from Kalama on the Columbia River in Washington. (Oberholtzer)
- Dec. 30, 1871 Jay Gould resigns as the Treasurer of the Erie Railway; Board appoints a committee to negotiate a lease of the Chemung Railroad to the Northern Central Railway, which produces a lease dated Jan. 1, 1872. (MB, Mott)
- Dec. 30, 1871 With the fall of the Tweed Ring, Augustus Schell of the anti-Tweed "silk stocking" faction is elected Grand Sachem of Tammany Hall. (Stiles)
- Dec. 30, 1871 Philadelphia & Reading Coal & Iron Company purchases the property of the Mount Laffee & Oak Hill Coal Company, the former Phoenix Park Coal Company and the Locust Dale Estate that have been bought earlier by Franklin B. Gowen. (P&RC&I Mortgage)
- Dec. 31, 1871 Under pressure from Jay Gould, Jim Fisk resigns as VP of the Erie Railway,

remaining Comptroller and director because of the continuing Fisk-Mansfield scandal. (Swanberg)

- Dec. 31, 1871 Jackson, Lansing & Saginaw Railroad opens between Standish and Wells, Mich. (Meints)
- Late 1871 Southern Pennsylvania Iron & Railroad Company opens between Southern Pennsylvania Jct. and Richmond and between Mercersburg Jct. and Mercersburg; operated by Cumberland Valley Railroad under agreement of Mar. 1, 1870; the former Mount Pleasant Furnace is named for Richmond L. Jones, Pres. of the iron company. (Val, HistFranklinCo - 1st newspaper ad is eff. 1/13/72 with mixed train - Watts says open by 10/1/1871)
- 1871 Upon moving to Philadelphia, A. J. Cassatt buys 40 acres north of Montgomery Avenue at Haverford from Edmund C. Evans (1812-1881) for \$400,000 as the site for a country house. (GEThomas)
- c. 1871 Altoona Shops turns out office car No. 120 *Pennsylvania* for Tom Scott; is 63 feet long and rides on 6-wheel trucks; Tuscan red without any gold trim; interior has private bedroom, bath, drawing room, dining room with large table, and kitchen. (Blardone, RRGaz - may be 1865 or 1868!!)
- 1871 Peak year for coal traffic on Delaware & Raritan Canal: 2,326,925 tons; total traffic is 2,743,669 tons, down slightly from 1866; with the lease to the PRR, the canal is denied to Schuylkill coal coming down the Reading and the Schuylkill Canal; coal traffic falls by nearly 1 million tons after 1871. (C&C, Cranmer)
- 1871 Park Avenue Railroad opens in Brooklyn from Fulton Ferry (?) to Greenwood Cemetery (?). (NYState)
- 1871 South Side Railroad Company of Long Island leases Hunters Point & South Side Railroad. (NYState - verify)
- 1871 New York Steamboat Company formed by the Atlantic Mail Steamship Company, a coasting line, with the support of the LIRR to operate to eastern Long Island points to try to force Capt. George C. Gibbs out of business. (Dunbaugh)
- 1871 Connection between the Junction Railroad and the PW&B at Grays Ferry is relocated. (C&C)
- 1871 Junction Railroad relocates connection with PW&B at Grays Ferry because of Darby Improvement.
- 1871 New stations built at Rosemont, Morgans Corner, Highspire, Hollidaysburg,

and Kane. (AR)

- 1871 Double track completed between Bridgeport (Lemoyne) and Mechanicsburg on the Cumberland Valley Railroad. (C&C)
- 1871 New station built at Williamsport but not occupied until 1872. (AR, C&C)
- 1871 Northern Central Railway equips its passenger cars with the Westinghouse air brake. (AR)
- 1871 PRR purchases 4 tracts of anthracite coal land totaling 1,414 acres adjoining the lands of the Shamokin Valley & Pottsville Railroad for \$1 million; total holdings near Shamokin are 7,808 acres. (MB, AR)
- 1871 Shamokin Valley & Pottsville Railroad buys 3 tracts of coal land totaling 2,960 acres for \$1.3 million. (MB)
- 1871 Extension of the Franklin Railroad completed to the Potomac River at Williamsport, Md. (Westhaeffer - verify)
- 1871 PRR removes the Mifflin (Patterson) roundhouse, ending the last vestige of its shops there. (HistJuniata/Susq)
- 1871 Coal traffic of the PRR's Tyrone Division first tops 500,000 tons. (Africa)
- 1871 Cleveland & Pittsburgh Railroad double-tracked between Wellsville and Yellow Creek (3.0 miles). (C&C)
- 1871 Cleveland & Pittsburgh Railroad discontinues running local trains between Steubenville and Wheeling. (AR)
- 1871 Cleveland & Pittsburgh Railroad completes equipping all passenger cars with the Westinghouse air brake. (C&C)
- 1871 Logansport, Crawfordsville & South Western Railway opens between Colfax and Rockville, Ind. (Church - prob late in yr - county hist says 1872 or 1873)
- 1871 Logansport, Crawfordsville & South Western Railway opens between Frankfort and Clymers, Ind.; trackage rights used over Toledo, Wabash & Western Railway between Clymers & Logansport until 1875. (Church, Claybaugh)
- 1871 PRR interests arrange for control of Vincennes & Cairo Railroad as a gateway to the Southwest; connects with Cairo & Fulton and thus to International Railway, then building into Texas, and Scott's Texas Pacific Railroad.

- 1871 PRR agrees to operate Plymouth, Kankakee & Pacific Railroad as soon as it is completed. (AR - check)
- 1871 Tom Scott is accused of giving the brother of Virginia governor Gilbert C. Walker PRR stock in return for securing a law permitting the sale of the state's interest in the Richmond & Danville Railroad. (Hildebrand)
- 1871 Rumors that the PRR interests have bought control of the *Richmond Enquirer* to advocate business interests and the privatization of the state's interest in the railroads, supposedly with the connivance of Gov. Walker; Pearson claims that before this, there was no northern-style business lobbying in Virginia. (Pearson)
- 1871 Central Improvement Company organized with Tom Scott's secretary Richard D. Barclay as President; contracts to build the Shenandoah Valley Railroad with money advanced by PRR. (was inc. in 4/9/1870 - see above)
- ca. 1871? Thomson, Scott and Carnegie invest in St. Louis Bridge Company (?); James Buchanan Eads, Chief Engineer. (note original name was Illinois & St. Louis Bridge Co.??)
- 1871 PRR contracts with City of Pittsburgh for grade separation of tracks between Pittsburgh and East Liberty; to cost \$1 million.
- 1871 Terre Haute & Indianapolis Railroad installs first 70-lb. steel rails. (C&C)
- 1871 PRR buys 6,000 shares of the Pennsylvania Steel Company for \$600,000. (Wheeler)
- 1871 Eastern Shore Steamboat Company of Baltimore City orders the steamboat *Helen* from Harlan & Hollingsworth. (BethStl)
- 1871 Erie & Western Transportation Company and Lake Superior & Mississippi Railroad join to establish the Atlantic, Duluth & Pacific Lake Company, operating steamers on Lake Superior; rate cutting by St. Paul-Chicago lines prevents development of a profitable grain traffic on this route. (, Grodinsky - Guide ad by 1/71 prob est for start of 1871 season??)
- 1871 Passenger steamboat *India* launched at the King Iron Works, Buffalo, for the Anchor Line. (Heyl)
- 1871 B&O establishes Continental Line, fast freight line over B&O, Marietta & Cincinnati, and Ohio & Mississippi, to compete with NYC, Erie, and PRR fast freight lines; builds 242 cars for Commercial Line, 152 for Globe Line and 246 for Continental Line. (B&O AR,)

- 1871? B&O buys stock in Orange & Alexandria Railroad held by City of Alexandria. (Blake)
- 1871 Atlanta & Richmond Air-Line Railroad completes 53 miles north from Atlanta. (Stover)
- 1871 Sullivan & Erie Coal & Railroad Company railroad opens between Bernice and Monroeton. (Baird - verify Poors, PaState)
- 1871 Ithaca & Athens Railroad opens between the Pennsylvania & New York Canal & Railroad Company line on the New York state line near Waverly and Ithaca. (Baird - verify Poors, NYState)
- 1871 (CA&C pred) begins construction of Dresden Branch to reach coal fields near Zanesville. (AR)
- 1871 Gen. William S. Rosecrans approaches Pres. J. Edgar Thomson to raise money for a railway concession from Mexican Pres. Benito Juarez; Thomson refers him to William Jackson Palmer, and the two plan a line that will extend the Denver & Rio Grande Railroad from El Paso to Mexico City to be built by the Union Contract Company; Palmer then explores the route but finds little potential traffic and little possibility of a government land grant. (Ward)
- 1871 Chicago, Danville & Vincennes Railroad opens between a point opposite Vincennes and Dalton, south of Chicago; runs over the Chicago & Southeastern Railroad from Thornton to Bridgeport in the City of Chicago until Jan. 1, 1872; the line from Thornton to Bridgeport is afterwards sold to the Chicago & Grand Trunk Western Railway. (Lyford)
- 1871 Evansville, Terre Haute & Chicago Railway opens between Terre Haute and Danville on the Chicago, Danville & Vincennes Railroad; built by Josephus Collett and Chauncey Rose of Terre Haute to develop a route between the coal fields and Chicago. (Bradsby/Vigo - verify)
- 1871 Coal tonnage of the Reading first exceeds 5 million tons a year; up nearly 2 million tons since 1869. (AR)
- 1871 Roberts Iron Company, operating two anthracite blast furnaces at Allentown, Pa., merged into the Allentown Rolling Mills Company. (Mathews/Hngfrfd)
- 1871 William Coleman (1808-1878) and his son-in-law Thomas M. Carnegie (1843-1886) join to buy 107 acres of the old Braddock battlefield southeast of Pittsburgh on which to build a Bessemer rail mill; other investors include David A. Stewart (1831-1888), nephew of Tom Scott and Pres. of the Pittsburgh Locomotive Works, and his brother-in-law John Scott (1821-1889); Andrew Carnegie declines a share. (Bridge)

- 1871 Carnegie Brothers & Co., Ltd., builds a bank of 80 beehive coke ovens at Larimer on the PRR and contracts to buy the entire output of slack from the Westmoreland Coal Company to make low-ash coke; another 60 are built by 1874; Carnegie quarrels with the Westmoreland Coal Company in 1873 and later turns to an alliance with Henry Clay Frick in the Connellsville Coke Region. (Warren, WCCo)
- 1871 Lyon, Shorb & Co. abandons the operation of Sligo Furnace in Clarion County and J. Patton Lyon lays out the town of Sligo. (HistClarionCo)
- 1871 LS&MS begins substituting steel for iron rails. (AR)
- 1871 LS&MS opens a branch from Ashtabula to Jamestown, Pa., connecting with the Jamestown & Franklin Railroad to Oil City, opening a direct route from the Oil Region to Cleveland in competition with the Atlantic & Great Western Railroad; Lake Shore figures from Cleveland make an alliance with John D. Rockefeller and the Standard Oil Company. (AR, Grodinsky)
- 1871 Oil first discovered in Butler County, Pa. (Sipes)
- 1871 Through sleeping cars established between Chicago and Grand Rapids, using the GR&I and the Michigan Central Railroad between Chicago and Kalamazoo. (MC AR - may be late 1870 - at least 11/20/70 Guide)
- 1871 Junction Canal, linking the defunct North Branch Canal with the Chemung Canal at Elmira, is abandoned. (Whitford)
- 1871 Charles H. Cramp and J. Shields Wilson (1834-1903) of Cramp's shipyard tour the shipyards of Great Britain to investigate construction techniques and use of compound engines. (Flayhart)
- 1871 Thomas Henry Ismay (1837-1899) founds the White Star Line and becomes an aggressive competitor on the North Atlantic, particularly with the Inman Line. (Flayhart)
- 1871 Wheeling, Pittsburgh & Baltimore Railroad incorporated in Pa. as a reorganization of the Hempfield Railroad under B&O control. (B&O Corp - verify ICC)
- 1871 James F. Joy of the Michigan Central Railroad organizes a tunnel company to build between Windsor and Detroit; quicksand and sulfurous gases kill two workmen, and the project is abandoned after spending \$200,000. (Harlow)
- 1871 Michigan Air Line Railroad completed between Three Rivers, Mich., and South Bend, Ind. (GrnBk - HistStJosCo has spring 1870? - Meints has to

Niles in 1871 and South Bend Branch in 1872 - Guide implies this is not the Michigan Air Line - are two Michigan Air Lines)

- 1871 Thomas W. Bowers and Henry F. Dure form Bowers, Dure & Co., a car-building firm located where the PW&B crosses the Brandywine Creek north of Wilmington, Del. (Arnold - verify Scharf)
- 1871 The Niles Tool Works moves from Cincinnati to Hamilton, Ohio; it is incorporated in 1892. (Bartlow)
- 1871 Ohio passes the Boesel Law that permits counties, cities and incorporated villages and townships to build, lease and operate railroads. (Gephart - verify PL)