

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

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1881

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All Data Subject to Correction and Change

- Jan. 1, 1881 Austin Corbin's management takes over operation of LIRR; passenger business has increased from 3 million in 1877 to 6 million in 1880; claim that only 8 of 78 locomotives are fully serviceable; Corbin moves quickly to cut number of employees, trains, and free passes and raise one-way and excursion fares. (NYT, Guide)
- Jan. 1, 1881 Benjamin S. Henning (1828-1900), also VP of Austin Corbin's Indianapolis, Bloomington & Western Railway, elected VP of LIRR replacing John P. Townsend; Elizur B. Hinsdale appointed Secretary. (MB, BioRyOff)
- Jan. 1, 1881 Former LIRR Pres. and receiver Thomas R. Sharp becomes Pres. of Danville, Mocksville & Southwestern Railroad in North Carolina. (Guide)
- Jan. 1, 1881 Canal Dept. abolished and the Delaware & Raritan Canal is placed in the Belvidere Division of the United New Jersey Grand Division in the Transportation Dept.; Isaac J. Wistar, formerly General Superintendent of the Delaware & Raritan Canal, is now only VP of Coal Companies; C.B. Rossell, Superintendent of Canal, made Assistant Manager of Coal Companies. (AR, MB)
- Jan. 1, 1881 Royalty that Mineral Railroad & Mining Company pays on coal from PRR and Northern Central Railway land is increased to 50 cents a ton. (MB)
- Jan. 1, 1881 NY&LB leases New Jersey Southern Railway under agreement of July 15, 1879. (Baer/Coxey)
- Jan. 1, 1881 William J. Latta named Superintendent of Altoona Division. (Wilson)
- Jan. 1, 1881 Joseph Stickney resigns as General Superintendent of Susquehanna Coal Company; replaced by Isaac J. Wistar, who becomes Manager as well as VP.

(MB)

- Jan. 1, 1881 J. R. Trimmer appointed Acting Superintendent of Second Division of CC&IC Railway; D.T. Bacon appointed Acting Superintendent of Third Division. (RRGaz)
- Jan. 1, 1881 Col. Joseph Hill (1826-1896), formerly Superintendent of Second and Third Divisions of CC&IC Railway, appointed General Superintendent of Terre Haute & Indianapolis. (MB, RRGaz)
- Jan. 1, 1881 PRR opens Annex at rear of General Office Building at 243 South 4th Street. (MB)
- Jan. 1, 1881 Lease of Frankford & Holmesburg Railroad transferred from Philadelphia & Trenton Railroad to PRR. (MB, C&C)
- Jan. 1, 1881 New station building opens at Warren Street, Trenton, on Belvidere Division. (StGaz)
- Jan. 1, 1881 International Navigation Company leases the pier at the foot of Grand Street in Jersey City, previously used by the Cunard Line, from the Associates of the Jersey Company; the old Cunard wharf is demolished and replaced by a new pier in Nov. (Moyer/Keystone)
- Jan. 1, 1881 PRR signs a contract with the International Navigation Company and the Girard Point Storage Company, which is to operate the Philadelphia terminals of the International Navigation Company. (MB)
- Jan. 1, 1881 New York & New England Railroad leases Springfield & New London Railroad, running between Springfield and Longmeadow. (AR)
- Jan. 1, 1881 CCC&I Railway ("Bee Line") and Indianapolis & St. Louis Railroad placed under common management; John H. Devereux becomes Pres. of Indianapolis & St. Louis. (RRGaz, Guide)
- Jan. 1, 1881 Virginia Midland Railway organized and takes possession of the property of the former Washington City, Virginia Midland & Great Southern Railroad running from Alexandria to Danville with branches; John S. Barbour is elected Pres. with 7 directors from Virginia and 8 from Baltimore, including Robert Garrett, John K. Cowan and William Keyser of the B&O; the company is still determined to extend south of Danville. (ICC, Rept, Poors)
- Jan. 1, 1881 Robert Stewart, formerly Superintendent of Telegraph on the Camden & Amboy Railroad and Superintendent of the New York Elevated Railroad, named General Manager of the Peoria & Pekin Union Railway. (Guide)

- Jan. 1, 1881 Ohio Central Railroad opens between Toledo and Thruston and between Columbus and Corning. (GrnBk - may be 1880)
- Jan. 1, 1881 First family of four moves into the new planned factory town of Pullman, Ill., south of Chicago; population reaches 654 by June and 8,603 by the July 1885. (Buder)
- Jan. 3, 1881 U.S. Circuit Court refuses injunction sought by Pullman's Palace Car Company to stop B&O from running its own sleeping cars. (RRGaz)
- Jan. 4, 1881 LIRR Board approves contract with Woodruff Sleeping & Parlor Coach Company to provide parlor cars; 16 are operated in 1881. (MB, Keystone)
- Jan. 4, 1881 Having driven almost all passengers off B&O's New York trains by delays, PRR now forwards B&O trains across the Junction Railroad in less than half an hour. (NYT)
- Jan. 4, 1881 N.J. Court of Chancery issues decision in case of *PRR v. Standard Oil Company*. (WkStGaz)
- Jan. 4, 1881 Two days before the deadline, Western Union Telegraph Company secures an injunction blocking the PRR from evicting it from its New Jersey lines. (RRGaz)
- Jan. 4, 1881 Pioneer civil engineer Gen. Charles B. Stuart (1814-1881) dies at Cleveland of a gangrened infection of a sprained ankle. (RyW)
- Jan. 5, 1881 Ohio Central Railroad stockholders vote to increase the capital stock from \$4.4 million to \$12 million, the money to be used to buy the entire capital stock of the Ohio Central Coal Company. (Poors)
- Jan. 5, 1881 New Orleans Pacific Railway purchases the property and franchises of the New Orleans, Baton Rouge & Vicksburg Railroad between Shreveport and the Atchafalaya River in the direction of New Orleans. (Watson/Brown)
- Jan. 6, 1881 North River Construction Company incorporated in N.J. to build New York, West Shore & Buffalo Railway in return for all its bonds and most of its stock; estimated cost of project, which includes nine tunnels, is \$46.6 million; Gen. Edward F. Winslow (1837-1914), Pres. (NJCorp, Martin, NYT)
- Jan. 6, 1881 Lehigh & Hudson River Railroad incorporated in N.J. to build from Phillipsburg to McAfee, N.J., on the Warwick Valley Railroad, forming a through line towards the Poughkeepsie Bridge; Grinnell Burt (1822-1901) of Warwick, N.Y., Pres. (LVCorp, ICC, Snell/Warren)
- Jan. 6, 1881 North Pennsylvania Railroad opens the south end of the Tabor Branch from

- Wayne Jct. to Nicetown Summit on the Reading's Port Richmond Branch; allows the Reading to send coal trains from its main line over the North Penn to the CNJ without the reverse movement required at Fairhill Jct. (RBates)
- Jan. 7, 1881 Bradford Railway Company incorporated in Pa. to build a narrow gauge line from Bradford to the line between Lafayette and Hamilton Townships; R. D. Hemlin, Pres. (Corp Hist, C&C)
- Jan. 7, 1881 Narrow gauge convention held at Grand Hotel in Cincinnati; Texas & St. Louis Railway ("Cotton Belt") and Toledo, Cincinnati & St. Louis Railroad (the "Little Giant") announce plans for an "Grand Narrow Gauge Trunk Line" between Cleveland and Toledo and the Rio Grande at Laredo. (Rehor)
- Jan. 8, 1881 PRR General Baggage Agent and former Advertising Agent Charles R. Clement (1840-1881) dies after 15 years of service. (Guide, PubLdgr)
- Jan. 8, 1881 Pennsylvania Company Executive Committee authorizes converting \$5 million Judgement bonds into stock and \$20 million 4½% bonds. (MB)
- Jan. 9, 1881 Edwin K. Hyndman (1844-1884), George Griswold Haven (1837-1908), Russell Sage (1816-1906) and Solon Humphreys elected to Board of Pittsburgh & Western Railroad; hope to convert the narrow gauge line into a link between the CNJ and Wabash, St. Louis & Pacific Railway by extension on the east to Red Bank and on the west to Youngstown. (Poors)
- Jan. 9, 1881 William H. Vanderbilt, the largest stockholder in the Western Union Telegraph Company, summons Jay Gould to seek a settlement of the telegraph wars; at this point, Gould owns more Western Union than Vanderbilt; Western Union's stock has fallen to 78 but rebounds to 114½ when news of the meeting leaks out. (Harlow, Grodinsky)
- Jan. 1881 Henry S. McComb places his Delaware Western Railroad stock in the hands of John C. Bullitt, J. Lowber Welsh and George G. Haven, pending passage of a charter supplement and the creation of a new Philadelphia-Baltimore line. (EvryEvng)
- Jan. 10, 1881 New 1.5 million-bushel grain elevator opens at Harsimus Cove. (RRGaz)
- Jan. 10, 1881 Date set for Reading annual meeting; meeting is postponed by the Gowen directors as a delaying tactic; representatives of McCalmont Brothers & Co., British bankers who have controlled the Reading since the 1840s and are determined to depose Gowen, show up at the offices but are ignored; Gowen is still in London trying to gather more proxies. (Rdg AR, Schlegel)
- Jan. 10, 1881 PW&B Pres. Hinckley reports to Board that he has contracted with the Edge Moor Iron Company for the train shed of the new Wilmington station; Board

- approves reducing the Baltimore-Philadelphia passenger fare to \$2.75. (MB)
- Jan. 10, 1881 Jacob Henrici (1804-1892) of the Harmony Society elected Pres. of the Pittsburgh & Lake Erie Railroad to represent the Pittsburghers, replacing James I. Bennett, resigned. (RRGaz, McLean)
- Jan. 10, 1881 Robert A. Packer, formerly General Superintendent, bumps his old superior Robert H. Sayre as Pres. of the Pennsylvania & New York Canal & Railroad Company; the loss of influence and salary soon has Sayre looking for a new position. (AR)
- Jan. 11, 1881 PRR Finance Committee reports on settlement of debts owed by International Navigation Company; all INCo. terminals, locomotives, etc. at Point Breeze and Girard Point to be spun off to new company, the Girard Point Storage Company; PRR to receive stocks and bonds of Storage Co. in return for bonds and unpaid interest of INCo; contract dated Jan. 1. (MB)
- Jan. 11, 1881 Bill introduced in Delaware Senate backed by Henry S. McComb to give Delaware Western Railroad the power to extend across Delaware from the Maryland to the Pennsylvania state line. (BaltAm)
- Jan. 12, 1881 Philadelphia & Chester County Railroad Board orders the completion of the line to Newtown Square. (MB)
- Jan. 12, 1881 B&O holds press run of new dining car out of Chicago; goes into revenue service on Jan. 13; this is the first dining car to be operated by a Trunk Line; PRR still uses Pullman hotel cars. (BaltAm, RRGaz)
- Jan. 12, 1881 Atlantic & Pacific Telegraph Company and American Union Telegraph Company merged into Western Union Telegraph Company under control of Jay Gould; Western Union issues a \$15.5 million stock dividend representing improvements made from retained earnings since 1866; in this way, ironically, a large part of the surplus value created by the policies of the late Cornelius Vanderbilt is handed over by his son to the old Commodore's archenemy Gould. (RRGaz, Grodinsky)
- Jan. 12, 1881 Former Pa. Attorney-General Elias Hollinger says he won't call the remaining bribery cases arising out of the Riot Damages Bill incident. (NYT)
- Jan. 12, 1881 Louisville & Nashville Railroad leases Mobile & Montgomery Railway, formerly part of the Southern Railway Security Company holdings. (Poors, ICC)
- Jan. 13, 1881 Delaware Railroad Board authorizes a new survey between Dover and Rehoboth. (MB)

- Jan. 13, 1881 North River Construction Company makes a contract for construction of New York, West Shore & Buffalo Railway between Cornwall and Oneida, with the option to extend to Buffalo. (NYT)
- Jan. 13, 1881 Wabash, St. Louis & Pacific Railway leases tracks of Toledo, Peoria & Western Railway in Peoria to Peoria & Pekin Union Railway. (Church)
- Jan. 15, 1881 Separate Buffalo, Cleveland & Chicago Railway Company of New York and Buffalo, Cleveland & Chicago Railway Company of Pennsylvania incorporated by Clark, Post & Martin (the New York affiliate of E.W. Clark & Co.) as western connection for the Buffalo, New York & Philadelphia Railway. (ICC, GrnBk, Rehor)
- Jan. 1881 PRR eastbound grain traffic is up 274,107 bu. from Jan. 1880 after making concessions to shippers; NYC&HR is down 461,945 bu. and Erie down 354,932 bu.; Erie begins to recover in Feb. 1881. (NYT)
- Jan. 1881 Pres. Roberts denies Gowen's charge that PRR is buying Reading stock in order to oust him at the next election. (RRGaz)
- Jan. 1881 PRR is placing electric clocks in major stations worked from a master clock in Philadelphia; are experimenting with electric light at Jersey City Terminal. (RRGaz)
- Jan. 1881 PRR contracts for new freight pier, 1,380 x 75, at Harsimus Cove. (RRGaz)
- Jan. 1881 Construction begins on the Philadelphia & Long Branch Railway between Whittings and Long Branch. (C&C)
- Jan. 1881 NY&LB is building second track between Branchport and Deal Beach. (RyW)
- Jan. 1881 PW&B is building a new engine terminal at Bay View Yard. (RRGaz)
- Jan. 1881 PRR is testing Locomotive No. 579 with "Canadian snow plow" on the Eastern Slope as a replacement for hand-shoveling. (RyW)
- Jan. 1881 A Boston company begins several months of testing electric signals on eastbound track of Eastern Slope; signals are spaced about 2-2.5 miles apart. (RyW)
- Jan. 1881 Bells Gap Railroad to be converted to standard gauge and extended six miles from Coalport to Glen Hope. (RRGaz)
- Jan. 1881 First station building opens at Scottsdale, Pa., on the South-West Pennsylvania Railway; since 1873 there has only been an open platform. (Albert)

- Jan. 1881 South-West Pennsylvania Railway begins Opossum Run Branch from New Haven to coke ovens of Connellsville Coke & Iron Company. (C&C)
- Jan. 1881 Buffalo, Cleveland & Chicago Railway begins surveying a line between Buffalo and Cleveland. (Rehor)
- Jan. 1881 Cleveland, Mount Vernon & Delaware Railroad being relaid with steel rails; begun in 1878. (RyW, AR)
- Jan. 1881 George I. Seney syndicate buys the unused grade between New Haven and Tiffin, Ohio, built by the Tiffin & Fort Wayne Railroad in the mid-1850s and later owned by the Continental Railway in the 1870s, from Gen. William H. Gibson for \$85,000, outmaneuvering Jay Gould. (Rehor)
- Jan. 1881 Attempt is made to merge the Ohio Central Railroad with the Richmond & Alleghany Railroad and the Atlantic & Northwestern Railroad of W.Va. to create a continuous line from Richmond to Toledo to be called the Richmond, Alleghany & Ohio Central Railroad. (GrnBk)
- Jan. 1881 Radical assemblies of the Knights of Labor in Brooklyn organize "Spread the Light" clubs to catechize the heads of local assemblies in the doctrines of working class solidarity. (Ware)
- Jan. 16, 1881 Charlottesville & Rapidan Railroad opens between Orange and Charlottesville, Va., giving the Virginia Midland Railway its own line between those points and ending the use of the C&O between Gordonsville and Charlottesville. (Guide)
- Jan. 17, 1881 Scheduled hearing on the B&O suit over the Junction Railroad is postponed when PRR Solicitor Wayne MacVeagh announces that he is not ready; PRR employs delaying tactics. (PubLdgr)
- Jan. 17, 1881 *Official Guide* first shows Bells Gap Railroad passenger service extended five miles from Utahville to Coalport, Pa.; road opened Dec. 25, 1880? (Guide)
- Jan. 17, 1881 Jacks Station renamed Shaw Run on Bells Gap Railroad. (Guide)
- Jan. 17, 1881 Pennsylvania Company Executive Committee approves car trust for 500 Wabash Line cars. (MB)
- Jan. 17, 1881 Cincinnati Northern Railway runs an inspection train from Norwood to four miles south of Mason. (Hauck)
- Jan. 17, 1881 Calverton Stock & Droveyard Company of Baltimore County incorporated by the Baltimore County Court. (Scharf)

- Jan. 18, 1881 Alfred Sully reports to LIRR that a company has been formed in London with a capital of \$1 million to invest in real estate along LIRR; LIRR Board approves granting it a perpetual 5% rebate on all traffic to and from any land it develops. (MB)
- Jan. 18, 1881 Kinzua Railway Company incorporated in Pa. to build narrow gauge line from Kinzua to Lafayette Township in Bradford oil region; S. S. Jewett, Pres. (Corp Hist, C&C)
- Jan. 18, 1881 Harry E. Packer elected VP of the Lehigh Valley Railroad. (MB)
- Jan. 18, 1881 Bergen Hill & Communipaw Railway deeds all its rights to the National Docks Railway, the Chancery injunction against the latter having been lifted. (Baird)
- Jan. 19, 1881 Gen. Edward F. Winslow elected Pres. of New York, Ontario & Western Railway after a syndicate he heads buys control; the Winslow syndicate has also obtained control of the New York, West Shore & Buffalo Railway and the North River Construction Company. (RRGaz, NYO&W Rept)
- Jan. 20, 1881 Camden & Atlantic Railroad Board declines to lease or purchase the Williamstown Railroad; declines proposal of the Brigantine Improvement Company to build a railroad to Brigantine. (MB)
- Jan. 20, 1881 Northern Central Railway Finance Committee reports that it has sold all the Wilmington, Columbia & Augusta Railroad securities it received in that company's reorganization; sales brought \$41,165. (MB)
- Jan. 20, 1881 Circuit Court upholds right of Georges Creek & Cumberland Railroad to condemn a crossing of the B&O to reach the Chesapeake & Ohio Canal docks in Cumberland, thus opening a second route to market. (RRH 85)
- Jan. 20, 1881 County seat of New Castle County, Del., moved from New Castle to Wilmington. (Long)
- Jan. 21, 1881 Robert Garrett commits the B&O to supporting Henry S. McComb's Delaware Western Railroad and its application for a charter supplement to permit it to enable it to extend to Maryland and Pennsylvania state lines; McComb claims backing of the B&O/CNJ syndicate, plus William H. Vanderbilt. (NrthAm)
- Jan. 21, 1881 Daniel O'Day (1844-1916) informs John D. Rockefeller of a pipeline being projected by the National Storage Company and the PRR from Bradford to Driftwood; at the same time, Joseph D. Potts of the National Storage Company is negotiating for a merger of his interests with those of Standard Oil; Potts had planned to build his own refinery at Black Tom (Jersey City), but was pushed into merger by the PRR men Thaw, Houston, Griscom, et al.

(Nevins)

- Jan. 22, 1881 Buffalo, Pittsburgh & Western Railroad Company formed by merger of Pittsburgh, Titusville & Buffalo Railway, Salamanca, Bradford & Allegheny River Railroads of Pa. and Buffalo, Pittsburgh & Western Railway, and Titusville & Oil City Railroad, under agreement of Dec. 18, 1880; embraces lines leading from Oil City, Pa. toward Buffalo and Salamanca, N.Y; John W. Jones, former VP of Reading, Pres.; Archer N. Martin VP; Robert D. McCreary, Chief Engineer. (Val, C&C, NYT)
- Jan. 22, 1881 Terre Haute & Indianapolis Railroad agrees with Cincinnati, Indianapolis, St. Louis & Chicago Railway for through passenger line between St. Louis and Cincinnati; profits to be divided 2/3 to TH&I and 1/3 to CISTL&C. (MB)
- Jan. 22, 1881 Thomas Allen sells his interest in the Cairo & Fulton Railroad to Jay Gould for nearly \$2 million; it eventually becomes part of Gould's Missouri Pacific system. (Wood)
- Jan. 23, 1881 Barclay Haines (1810-1881), former lobbyist in southern New Jersey for Camden & Amboy and PRR and director of the Swedesboro Railroad, dies at Hainesport. (PubLdgr, RRGaz)
- Jan. 23, 1881 Somerset & Cambria Railroad opens to Johnstown, giving the B&O access to the coal and steel center. (B&O Val)
- Jan. 24, 1881 Cincinnati, Van Wert & Michigan Railroad incorporated in Ohio to build north from Cincinnati to the Michigan state line, reviving an aborted project of 1852-1853; later in the year it leases portions of the older Van Wert, Paulding & Michigan Railway and Columbus & North Western Railway. (GrnBk, Harlow)
- Jan. 25, 1881 Republican majority in the New Jersey Legislature elected West Jersey Railroad official William J. Sewell (1835-1901) U.S. Senator, replacing Democrat Theodore Fitz Randolph (1826-1883); while a short-term victory for the PRR, it leads to a backlash against railroad control in New Jersey politics. (NYT, Sackett)
- Jan. 25, 1881 James H. Wilson (1837-1925) elected Pres. of New York & New England Railroad, replacing William T. Hart, resigned; Wilson begins an aggressive program of expansion, including attempting to build an independent route into New York City. (NYT, AR, Kirkland)
- Jan. 26, 1881 PRR Board appoints special committee to confer with PW&B committee on improving relations over through traffic; authorizes sale of \$1 million Richmond & Danville Railroad 6% Gold bonds to the Clyde Syndicate at 97. (MB)

- Jan. 26, 1881 PRR creates the Pennsylvania Car Trust to buy cars for Lines East. (MB)
- Jan. 26, 1881 PW&B Board appoints Samuel M. Felton, Jacob Tome and William Sellers a committee to meet with PRR committee to settle disruptions caused by PRR's war with B&O; hears report on foreclosing Philadelphia & Baltimore Central Railroad mortgage and merging it into West Chester & Philadelphia Railroad. (MB)
- Jan. 26, 1881 Rate war for westbound immigrants from New York intensifies as PRR cuts discount to immigrants buying tickets at Castle Garden to 50% to competitive points east of Kansas City; NYC&HR and Erie then begin selling third class tickets at 40% below published tariff. (NYT)
- Jan. 26, 1881 Colebrook Valley Railroad incorporated in Pa. under articles dated Jan. 20; Robert H. Coleman, Pres. (C&C)
- Jan. 27, 1881 Austin Corbin, Henry W. Maxwell, VP Benjamin S. Henning and Superintendent Isaac D. Barton travel to Riverhead to address the Suffolk County Agricultural Association; Corbin emphasizes his determination to improve agriculture on east end of Long Island; a company is to be organized in England to develop farms to be sold on the installment plan. (NYT)
- Jan. 28, 1881 West Jersey Railroad Board authorizes construction of billiard room and ten-pin alley at Stockton House. (MB)
- Jan. 31, 1881 NYO&W Railway begins work on Weehawken Tunnel. (RyW)
- Jan. 31, 1881 Chartered steamship *British Queen* makes first sailing for American Line. (Flayhart)
- Early 1881 CC&IC securities pass into hands of "a few parties" who are ready to compromise with the PRR.
- Feb. 1, 1881 Francis J. McWade (1847-) named General Baggage Agent, replacing Charles R. Clement, deceased. (MB)
- Feb. 1, 1881 Sidney Byron Liggett (1849-1915) named Secretary of Pennsylvania Company and PC&StL Railway, replacing Clifford Stanley Sims, assigned to special duties with PRR; Stephen W. White named Assistant Secretary and office of Secretary moved from Philadelphia to Pittsburgh; Judson J. Brooks (1845-1915), brother of General Counsel Joshua Twing Brooks, appointed Assistant General Counsel, replacing George Driggs, resigned to be Solicitor of Lines West at Chicago. (MB. RRGaz)
- Feb. 1, 1881 Peoria & Pekin Union Railway goes into operation; leases all of Toledo,

Peoria & Western Railroad in Peoria except Illinois River Bridge and shops; leases Peoria & Springfield Railroad extending from Peoria to Bridge Jct. across Illinois River to Pekin; signs agreement and lease with its four proprietary companies for 50 years covering common use of P&PU; P&PU has sole right to local freight and passenger business between Peoria and Pekin; Illinois Midland Railway (later Terre Haute & Peoria) obtains trackage rights, TP&W Bridge to Union Depot. (Church)

- Feb. 1, 1881 Christopher Champlin Waite (1843-1896), son of U.S. Chief Justice Morrison Remick Waite (1816-1888) and son-in-law of Hugh J. Jewett, promoted from Superintendent of Cincinnati & Muskingum Valley Railway to Superintendent of Little Miami Railroad, replacing J. D. Ellison resigned to be General Manager of the Kentucky Central Railroad; William F. Black to Superintendent of Cincinnati & Muskingum Valley Railway, replacing Waite; Ralph Peters (1853-1923) promoted from Chief Clerk to the General Superintendent to Superintendent of Third Division of CC&IC. (MB, RRGaz)
- Feb. 1, 1881 Second and Third Divisions of CC&IC reorganized; eastern portion from Logansport to Bradford and Richmond placed under Superintendent John F. Miller (1830-1916), who is also Superintendent of the First Division; western portion of the Second and Third Divisions from Logansport to Chicago and Effner placed under Superintendent Ralph Peters at Logansport. (MB, RRGaz)
- Feb. 1, 1881 PC&StL Railway lets contracts for Gould Tunnel to Farren, Patterson & Kearns. (MB)
- Feb. 1, 1881 Virginia Midland Railway organized; B&O retains an interest and continues attempt to extend southwards from Danville to Charlotte; provokes a war with the Richmond & Danville Railroad. (Poors, Harrison)
- Feb. 1, 1881 Pennsylvania & New York Canal & Railroad Company opens new shops at Sayre, Pa. (AR)
- Feb. 1, 1881 Keystone Gas Company incorporated in Pa. by Edward O. Emerson (1834-1912) and Joseph N. Pew to supply natural gas for illumination and heating at Bradford, Pa.; it later expands to supply gas to Olean, N.Y. (Giebelhaus)
- Feb. 2, 1881 Mineral Railroad & Mining Company Board hears a request of J. Langdon & Co., lessees of the Henry Clay Colliery, to lease the William Gilbert Tract and part of the William Boyd Tract. (MB)
- Feb. 3, 1881 Argument in case of B&O vs. PRR over use of Junction Railroad is postponed again. (PubLdgr)
- Feb. 3, 1881 Josiah Bacon (1813?-1881), senior PRR director, dies at age 68; director since

- 1856; member of R.D. Wood & Co. (RRGaz)
- Feb. 3, 1881 John W. Davis, representing Robert Garrett, visits Dover to lobby for Delaware Western Railroad supplement. (NYT)
- Feb. 3, 1881 New York, Chicago & St. Louis Railway (Nickel Plate) organized after two days of meetings at the Metropolitan National Bank in New York; includes George I. Seney (1826-1893), Pres. of the bank, Columbus R. Cummings (1834-1897), Pres. of Lake Erie & Western Railway, Calvin S. Brice (1845-1898), Samuel Thomas (1840-1902?), Gov. Charles Foster, et al.; section from Cleveland to Chicago has been located and 56 miles of old Wabash & Erie Canal purchased for right-of-way through Fort Wayne; have proposition from CNJ to be its outlet at New York. (NYT, Rehor)
- Feb. 3, 1881 New York Supreme Court refuses injunction sought by Rufus Hatch to block merger of telegraph companies into Western Union Telegraph Company. (RRGaz)
- Feb. 3, 1881 George Westinghouse incorporates the Westinghouse Machine Company in Pa. to manufacture a high-speed steam engine invented by his younger brother Henry Herman Westinghouse (1853-1933). (PaCorps, Skrabec)
- Feb. 4, 1881 Circular invites stockholders of New York, Ontario & Western Railway to subscribe for new stock of the North River Construction Company. (NYT)
- Feb. 4, 1881 Pennsylvania Company agrees with James J. Shryock (1821-1898) and G.W. Delameter of Meadville to purchase and lease the Meadville Railway. (MB)
- Feb. 4, 1881 Western Union Telegraph Company completes purchase of American Union Telegraph Company. (RRGaz)
- Feb. 5, 1881 Jay Gould, Russell Sage and Thomas T. Eckert of the American Union Telegraph Company are elected to the Board of the post-merger Western Union Telegraph Company; Gould emerges as the nation's telegraph magnate, and Western Union becomes one of the foundation stones of the Gould fortune. (Grodinsky)
- Feb. 6, 1881 LIRR adopts new timetable; abandons all service on main line between Winfield Jct. and Jamaica in favor of former South Side line via Fresh Pond; cuts service to Garden City station to a single rush-hour round trip by "Babylon Express"; the 7 other round trips that used to stop there now stop only at Hempstead Crossing, an open field 1 mile to the east; draws protest from A.T. Stewart Estate. (, NYT)
- Feb. 7, 1881 Andrew Kessler Hay (1809-1881), glass manufacturer of Winslow and ex-Pres. of Camden & Atlantic Railroad, dies at Winslow at age 72. (RRGaz,

CongBio)

- Feb. 8, 1881 PRR makes further cut in immigrant tickets sold at Castle Garden; Chicago fare cut from \$13 to \$8; NYC&HR and New York, Lake Erie & Western follow. (NYT)
- Feb. 8, 1881 Capital stock of the North River Construction Company increased from \$500,000 to \$10 million. (NJCorp)
- Feb. 9, 1881 PRR Board declines the request of the American Museum of Natural History for a free pass for its curator (who???) and free transportation of specimens; William Thaw elected a director, replacing Josiah Bacon, deceased. (MB)
- Feb. 9, 1881 PRR Board rejects a proposal to furnish free dinner for all clerks working in the General Office (about 400 in number); authorizes construction of branch between Petersburg and Williamsburg, Pa., on old Juniata Canal bed. (MB)
- Feb. 10, 1881 Isaac J. Wistar (1827-1905) named VP of the Mineral Railroad & Mining Company, replacing J. Imbrie Miller. (MB)
- Feb. 10, 1881 Delaware Western Railroad charter supplement passes Delaware Senate 7-2 despite sharp opposition by PW&B, but is then delayed in the House. (RRGaz)
- Feb. 10, 1881 Atlantic, Mississippi & Ohio Railroad sold at foreclosure at Richmond, Va., to Clarence H. Clark (1833-1906), of the Philadelphia banking house of E.W. Clark & Co., for \$8.605 million; outbids English bondholders and Clyde-Richmond & Danville interests; permanently wrests control from William Mahone and the Virginians. (N&W AR, Lambie, Blake, NYT)
- Feb. 11, 1881 Philadelphia & Atlantic City Railway files first location of Baltic Avenue Branch in Atlantic City; south of Massachusetts Avenue, turns and runs diagonally to Inlet; replaces plan for branch on Arctic Avenue of 1877. (Rdg)
- Feb. 11, 1881 New York, Lake Erie & Western Railroad denies it is responsible for the immigrant rate war. (NYT)
- Feb. 12, 1881 Long Beach Marine Railway incorporated in N.Y. to build from a point east of the Long Beach Hotel to the end of the island, 4 miles. (NYState)
- Feb. 12, 1881 Ice freshet carries off three spans of the Long Bridge across Washington Channel; traffic stopped for seven days. (Wilson, MB)
- Feb. 12, 1881 Spring Grove, Avondale & Cincinnati Railway incorporated in Ohio under articles dated Feb. 10 to build a narrow-gauge suburban line from Court Street, Cincinnati, to Venice in Butler County. (Church)

- Feb. 12, 1881 Toledo, Cincinnati & St. Louis Railroad incorporated in Indiana. (ICC)
- Feb. 13, 1881 Gen. Robert Thomson (1828-1881), Pres. of Philadelphia & Erie Railroad, dies in Philadelphia at age 53 of kidney disease contracted during the Civil War. (RRGaz)
- Feb. 14, 1881 Keystone Hotel Company purchases all of the fixtures of the Mountain House and cottages at Cresson for \$5,000. (MB)
- Feb. 14, 1881 Rochester, New York & Pennsylvania Railroad Company incorporated in N.Y.; reorganization of the portion of the Rochester, Nunda & Pittsburgh Railroad between Mount Morris and Ross Jct. on New York, Lake Erie & Western Railroad; a 3'-0" gauge line; Charles Isham, Pres.; J.D. Reynolds, Secretary; directors include H.A.V. Post and Archer N. Martin of Clark, Post & Martin, New York bankers. (Val, C&C, RRH 92)
- Feb. 14, 1881 Old immigrant fares of \$13 to Chicago restored after meeting of PRR, NYC&HR and Erie at Albert Fink's office; traffic is not pooled or divided. (NYT)
- Feb. 14, 1881 Group of Cleveland businessmen, including Stevenson Burke (1826-1904), a Methodist minister turned wily lawyer, Charles Hickox and William Hitchcock, who owns coal lands in the Hocking Valley, begin negotiating with Milbury Miller Greene for purchase of the Columbus & Hocking Valley Railroad. (Miller)
- Feb. 15, 1881 Sea Isle City Improvement Company incorporated by Charles. K. Landis, his clerk John L. Burk and Philip P. Baker, a Vineland merchant; issues \$1 million in stock. (Dorwart)
- Feb. 15, 1881 Northern Central Railway appoints L. K. Lodge (-1890), who is also Superintendent of the Sunbury, Hazleton & Wilkes-Barre Railway. to be Assistant Superintendent of the Shamokin Division, replacing Joseph Crawford, transferred. (MB)
- Feb. 15, 1881 Boards of Rochester, New York & Pennsylvania Railroad and Rochester, Nunda & Pittsburgh Railroad meet at the offices of Clark, Post & Martin and agree to merge. (C&C, RRH 92 - C&C has this date also for org. RNY&P, Archer N. Martin, Pres.)
- Feb. 15, 1881 New Orleans Pacific Railway purchases 67 miles of line between Westwego, La., and White Castle (Bayou Goula) from Morgan's Louisiana & Texas Railroad & Steamship Company. (Watson/Brown)
- Feb. 15, 1881 Atlantic & Pacific Telegraph Company and Jay Gould's American Union

Telegraph Company merged into the Western Union Telegraph Company with a total capital of \$80 million; Jay Gould emerges as the dominant interest; the Garretts of the B&O feel betrayed by this merger and begin turning the B&O telegraph system into an independent national commercial carrier, refusing to sell to Gould. (Harlow, Scharf)

- Feb. 15, 1881 Democrat Samuel G. King (1816-1899) is elected Mayor of Philadelphia on a fusion (reform) ticket, defeating Republican incumbent William S. Stokley. (Scharf)
- Feb. 1881 Austin Corbin promises to install steel rails between Pearsalls (Lynbrook) and Babylon and extend South Side line to intersect Sag Harbor Branch; has ordered 20 drawing room parlor cars from Woodruff and will continue running Annex boats to Pier 17, E.R., although they lose money. (NYT)
- Feb. 1881 Philadelphia Division Superintendent William F. Lockhard (1825?-1889) given leave for health; Middle Superintendent Division Sutherland M. Prevost takes the additional responsibility. (RRGaz)
- Feb. 1881 While Henry S. McComb's Delaware Western bill is still before the Delaware Legislature, Nathaniel Thayer (1808-1883) a Boston banker, opens negotiations for the sale of a controlling interest in PW&B in the hope of avoiding a competing line; it is later alleged that Thayer is very ill and frequently acts in a deranged manner. (RRGaz, NYT)
- Feb. 1881 Work begins on the 7,000-foot Barnegat Bay trestle of Philadelphia & Long Branch Railway; this prosaic single-track structure will be the longest bridge on the PRR system, the New Haven-operated Hell Gate Bridge excepted. (RyW, C&C)
- Feb. 1881 PW&B has removed all freight and transfer yards from Wilmington to West Yards; old space to be used for new carpenter shop. (RyW)
- Feb. 1881 Having acquired all the stock of Delaware River Railroad to serve their new explosives plants being built along the Delaware River, E.I. du Pont de Nemours & Company offers to sell a 49% interest to the CNJ providing it build an connection from its lines to the DRRR at Woodbury and extends it from Penns Grove to Deepwater Point on the south, with a car ferry from Deepwater Point to Wilmington; this plan falls through. (Lammot du Pont papers)
- Feb. 1881 Cross Roads station renamed Elizabethville, Pa., on Summit Branch Railroad. (Guide)
- Feb. 1881 Tyrone & Clearfield Railway begins surveys for extension to Cherry Tree. (RRGaz)

- Feb. 1881 PRR is considering relaying track on the New Portage Railroad on the East Slope. (RyW)
- Feb. 1881 Pittsburgh, Virginia & Charleston Railway resumes work on its Redstone Branch, originally begun by the Brownsville Railway. (Val)
- Feb. 1881 Buffalo, Pittsburgh & Western Railroad begins construction of River Division between Irvineton and Salamanca. (RRGaz)
- Feb. 1881 PRR is surveying between Ravenna and Youngstown, Ohio. (RyW)
- Feb. 1881 Rumor that B&O has bought Pittsburgh & Western Railroad. (RRGaz)
- Feb. 1881 Fontaine Engine Company locomotive No. 1 being tested on Canada Southern Railway; invented by Eugene Fontaine of Detroit and built at Grant Locomotive Works in Paterson; is 4-2-2 with driving wheels above the boiler, transmitting power to a conventional pair of wheels by friction. (RyW; Sinclair)
- Feb. 1881 Future PRR Mechanical Engineer Edward D. Nelson (1858-1921), a graduate of Yale, enters the shops of William Sellers & Co. as an apprentice. (Wilson)
- Feb. 1881 I. H. Burgoon resigns as General Superintendent of Toledo, Delphos & Burlington Railroad. (RRGaz)
- Feb. 16, 1881 First train runs over Filbert Street Extension with an excursion of members of American Institute of Mining Engineers; includes middle of eventual three bridges over the Schuylkill River. (RyW, PaNews)
- Feb. 16, 1881 U.S. Circuit Court stops arguments in Junction Railroad Suit and appoints an examiner and three experts, Edwin K. Hyndman, G. Clinton Gardner and Sussex D. Davis, to collect evidence. (RRGaz, BaltAm)
- Feb. 16, 1881 William B. Isham conveys property of former Rochester, Nunda & Pittsburgh Railroad between Mount Morris and Ross's Jct. to Rochester, New York & Pennsylvania Railroad. (Val)
- Feb. 16, 1881 Lake Carriers' Association formed at Chicago on plan devised by Franklin J. Firth of the Anchor Line.
- Feb. 16, 1881 Sanford & Indian River Railroad incorporated in Florida by Robert Pulsifer, et al., to build from Sanford to Titusville on the Indian River. (ICC, Turner/Bramson)
- Feb. 17, 1881 LIRR restores 8 round trips stopping at Garden City station. (NYT)

- Feb. 17, 1881 Jay Gould and his associate Sidney Dillon (1812-1892) elected directors of the CNJ by the existing Board, replacing E.C. Knight and E.W. Clark; Receiver Francis S. Lathrop is elected Pres. replacing Knight; Executive Committee of Gould, Dillon, Lathrop, Frederic A. Potts (1836-1888) and banker George G. Haven appointed to promote trunk line connections; part of Lathrop's strategy to unite the insolvent CNJ with a larger system. (RRGaz, NYT)
- Feb. 17, 1881 American Institute of Mining Engineers meeting in Philadelphia discusses a paper circulated in advance Dr. Charles B. Dudley on hardness vs. toughness in steel rails; Dudley notes the harder high-carbon rails ordered in 1879 had shown poorer wearing characteristics than the older ones; Dudley recommends maximum 0.1% phosphorus, 0.04% silicon, 0.3% carbon and 0.35% manganese. (AIME, CMP)
- Feb. 17, 1881 Camden & Atlantic Railroad Board authorizes building rest of line down the beach at Atlantic City; about 2 miles done already. (MB)
- Feb. 17, 1881 Cincinnati Northern Railway completed to from East Norwood on the Marietta & Cincinnati Railroad to Lebanon and first excursion train enters town. (Hauck)
- Feb 17, 1881 Syndicate formed to buy the PW&B controlling shares from Nathaniel Thayer; syndicate is composed of Robert Garrett, Francis S. Lathrop, Jay Gould, Russell Sage, Sidney Dillon, Solon Humphreys, John Jacob Astor, G.G. Haven & Co., Drexel, Morgan & Co., Winslow, Lanier & Co., and August Belmont & Co.; it is rumored that both the PRR and B&O have been buying PW&B stock in small amounts over the last year, but neither has been able to make much headway; about 85% of the PW&B stock is held in Boston. (RRGaz, Grodinsky)
- Feb. 18, 1881 Robert Garrett and George G. Haven, representing a CNJ/B&O syndicate, meet in New York to make an offer to Nathaniel Thayer, the Boston banker controlling a large block of PW&B, to buy a majority of PW&B stock as a substitute for using the Delaware Western to build a competing line. (NYT, RRGaz)
- Feb. 18, 1881 Summoned to New York, Henry S. McComb meets Robert Garrett and George G. Haven and is briefed on their negotiations to acquire the PW&B; McComb feels betrayed, but they offer him a share in the syndicate; plan is to buy the stock at 70 and boom the market up to 100; McComb later meets with William H. Vanderbilt, who refuses to join the new syndicate and stands by the original Delaware Western agreement; late at night, Garrett telegraphs A. J. Cassatt and George B. Roberts to come to New York, intending to grant terms for participation in the syndicate. (BaltAm, RRGaz)

- Feb. 18, 1881 Reading advances 4 points on rumor Jay Gould will buy the McCalmont Brothers' interest. (NYT)
- Feb. 18, 1881 Philadelphia & Atlantic City Railway files map of Baltic Avenue Branch in Atlantic City. (NJCorp)
- Feb. 18, 1881 Property of the former Worcester & Somerset Railroad conveyed to Uriah Hunt Painter for the Peninsula Railroad (Md.). (Val)
- Feb. 18, 1881 A meeting of Rensselaer Polytechnic Institute alumni is held at the New York home of Clarkson N. Potter, Class of '43; Pres. George B. Roberts, Class of '49, is too sick to attend, but William Hasell Wilson, father of three alumni, speaks of the 30 alumni employed on the PRR. (Rezneck)
- Feb. 19, 1881 Henry S. McComb wins a promise from Robert Garrett that he will honor his prior commitment to the Delaware Western Railroad scheme and go to Dover on Feb. 23 to lobby for the supplement. (BaltAm)
- Feb. 19, 1881 VP A. J. Cassatt travels to New York and meets with the Garrett Syndicate, including Robert Garrett and Jay Gould; Pres. Roberts is sick at home; Cassatt refuses their offer of a one-third share in the PW&B in return for agreeing to share traffic with the Bound Brook Route; Cassatt threatens to build a parallel line; Gould is supposedly wary of going head-to-head with the PRR, but Garrett persuades him to stay in the Syndicate. (BaltAm, EvryEvng)
- Feb. 19, 1881 Long Bridge at Washington reopens for rail traffic. (Wilson)
- Feb. 19, 1881 Grand Rapids, Indiana & Mackinaw Railroad incorporated in Mich. under articles dated Feb. 18 to extend the Grand Rapids & Indiana Railroad from Bay View to Mackinaw City. (Church, C&C)
- Feb. 21, 1881 Nathaniel Thayer accepts syndicate offer to deliver 60,000 shares at 70, although PW&B is currently trading at 72 and Thayer himself owns only 6,000 shares; stock is to be delivered on Mar. 15. (NYT, Grodinsky)
- Feb. 21, 1881 At a meeting of PRR and PW&B officials, Pres. Hinckley states that he has no knowledge of a sale to the B&O syndicate. (NrthAm)
- Feb. 21, 1881 Girard Point Storage Company incorporated; takes over terminal facilities and grain elevator of International Navigation Company in South Philadelphia, effective Apr. 1, 1881. (MB)
- Feb. 21, 1881 At the request of General Manager (Frank Thomson), the PRR Road Committee reports to Board on the rules for color blindness testing devised by Dr. William Thomson of Philadelphia; also tests of general vision and

hearing. (MB)

- Feb. 21, 1881 National Anti-Monopoly League holds first meeting at Cooper Union in New York City; speakers include Judge Jeremiah S. Black (1810-1883), Gen. John Reagan (1818-1905), Sen. William Windom (1827-1891) and Francis Beatty Thurber (1842-1907); Black stresses the old concept of the railroads as passive public highways. (RyW, NYT)
- Feb. 22, 1881 Nathaniel Thayer wires Pres. Isaac Hinckley of the PW&B, informing him that he has closed the sale. (RRGaz)
- Feb. 22, 1881 B&O announces that the syndicate has purchased control of the PW&B; in the evening, Pres. Hinckley confirms that Robert Garrett and George G. Haven have purchased a majority of stock from Thayer. (NYT)
- Feb. 23, 1881 PW&B Board meets; Robert Garrett and George G. Haven elected, replacing Edward W. Hooper and Nathaniel Thayer, Jr., resigned; committee reports on meeting with PRR and is dissolved. (MB)
- Feb. 23, 1881 George G. Haven makes a more formal announcement that the syndicate has purchased control of the PW&B at 70; announces that the PW&B will remain independent and be open to the PRR as well as the B&O; his primary concern is restoring the CNJ to trunk line status as the New York terminal of the B&O. (NYT, WkStGaz, CCHS)
- Feb. 23, 1881 PRR Board meets for three hours; approves plan for straightening its line through Bergen Hill between Summit Avenue and Brunswick Street, Jersey City; work requires cutting through dense trap rock; approves purchase of Pennsylvania Canal between Huntingdon Dam and Williamsburg as a right of way for a railroad; Board does not record a discussion of the PW&B situation. (MB, BaltAm)
- Feb. 23, 1881 Robert Garrett notifies the Delaware Legislature that the B&O no longer supports the Delaware Western Railroad bill; cites delay in passing the bill as one reason for buying the PW&B; Henry S. McComb announces that the Delaware Western will be built anyway. (RyW, NYT)
- Feb. 23, 1881 At night, B&O envoys meet with Pres. George B. Roberts and offer to give the PRR a share in the PW&B providing it divides traffic with the Bound Brook Route; Roberts refuses to change the old agreement. (EvryEvng)
- Feb. 23, 1881 West Chester Railroad moves old 1836 Gay Street Station at West Chester to Franklin Street for use as a shed for engine house workers. (CCHS)
- Feb. 23, 1881 Meeting at the Naval Academy at Annapolis vents objections to provisions in a bill to charter the Annapolis & Baltimore Short Line Railroad that permits a

- second right of way through the government farm at Annapolis. (Rept)
- Feb. 23, 1881 Congress authorizes Commissioners of District of Columbia to select site for a union station. (Moore)
- Feb. 23, 1881 Charter of Potomac & Piedmont Coal & Railroad Company revived and renamed West Virginia Central & Pittsburgh Railway; to build from Piedmont, W.Va., on the B&O south through the coal fields to a connection with the Chesapeake & Ohio Railway. (Williams)
- Feb. 23, 1881 Jay Gould, Sidney Dillon and Russell Sage elected directors of DL&W, which is to be extended to Buffalo as a potential outlet for Gould's Wabash, St. Louis & Pacific Railway. (MB, RRGaz)
- Feb. 23, 1881 Live Oak & Rowland's Bluff Railroad incorporated in Florida by Henry B. Plant to extend his Savannah, Florida & Western Railway south from Live Oak to New Branford (later Branford) on the navigable Suwannee River. (ICC, Turner/Bramson)
- Feb. 24, 1881 B&O sues PRR in Superior Court of Baltimore City over delays on the Junction Railroad in Philadelphia. (NYT)
- Feb. 25, 1881 Rumors begin to circulate that the Garrett-Haven syndicate has failed to purchase a majority of PW&B and only managed to buy \$1 million. (NYT)
- Feb. 25, 1881 Isaac J. Wistar named Manager as well as VP of the Mineral Railroad & Mining Company. (MB)
- Feb. 25, 1881 Call loans on Wall Street are being made at 1% per day. (Clews)
- Feb. 26, 1881 "Gen." Peter Wilson Strader (1818-1881), former General Ticket Agent for the Little Miami Railroad, dies near Ashtabula, Ohio, of an accidental drug overdose. (Guide)
- Feb. 26, 1881 New York & New England Railroad acquires trackage rights over the Newburgh, Dutchess & Connecticut Railroad between Hopewell Jct. and Wicopee Jct. (NHCorp)
- Feb. 26, 1881 Hamilton Disston (1844-1896) of the Philadelphia saw-manufacturing dynasty agrees with the Trustees of Florida to drain the 12 million acres of the Everglades south of Orlando as a real estate speculation. (Reynolds)
- Feb. 26, 1881 Victor Newcomb of the Louisville & Nashville Railroad sells the charter for the Georgia Western Rail__ to Gen. John B. Gordon for \$50,000; Gordon hopes to build from Atlanta through Birmingham to a connection with the Texas & Pacific Railway at Texarkana; in return, the L&N is to have access to

Atlanta. (Klein)

- Feb. 28, 1881 Shenandoah Valley Railroad approves extension from Waynesboro to a point on the Atlantic, Mississippi & Ohio Railroad. (Hildebrand)
- Mar. 1, 1881 Delaware Legislature passes Delaware Western Railroad bill giving it the power to extend from the Maryland state line to the Pennsylvania state line in the direction of Philadelphia and make lease to another railroad, but not proposed amendment to permit it to extend downstate parallel to the Delaware Railroad. (PL, BaltAm)
- Mar. 1, 1881 PRR vacates the 4th floor of the adjoining Lehigh Valley Railroad office building in Philadelphia. (LV MB)
- Mar. 1, 1881 William P. Shinn elected Pres. of the Granite Improvement Company, replacing William Thaw; Board votes to liquidate by a distribution of assets, including selling the Strong Farm at Ashtabula held by Shinn in trust, and the sale of the charter as an alternative to dissolution. (MB)
- Mar. 1, 1881 Future PRR VP Edward Tait Whiter (1864-1947) first joins the PRR system as a telegraph operator on the Pittsburgh (Panhandle) Division of the PC&StL Railway. (MB)
- Mar. 1881 On the Filbert Street Extension, the Schuylkill River bridge and embankments are done; granite exterior is up on the first floor of Broad Street Station, and one track is laid as far east as 15th Street. (PubLdgr)
- Mar. 1881 New York, Lake Erie & Western Railroad and Grand Trunk Railway of Canada cut eastbound rates to match B&O. (NYT)
- Mar. 3, 1881 PRR enters telegraphic negotiations with a committee of PW&B's Boston stockholders determined to get a better price for their shares than that obtained by Thayer; committee is chaired by Henry P. Kidder (1823-1886) of Kidder, Peabody & Co., and includes Charles M. Cutting, Henry Lee Higginson (1834-1919), Charles P. Bowditch (1842-1921) and William Minot, Jr. (1849-1900). (RRGaz)
- Mar. 3, 1881 Highland Trans-Hudson Railroad incorporated in N.Y. to build from the crossing of the Erie and NY&OW in Cornwall across the proposed Hudson River bridge at Storm King Mountain to Dutchess Jct.; not built. (NYState)
- Mar. 4, 1881 For inauguration of Pres. James A. Garfield, Baltimore & Potomac Railroad brings to Washington on Mar. 3-4 1,384 cars from the north and 180 from the south for a total of 79,000 passengers; 385 sleeping cars stored in Washington at once. (RRGaz)
- Mar. 4, 1881 PRR Board approves purchase of Bellefonte & Snowshoe Railroad from

- Snow Shoe Coal & Improvement Company (Berwind, White interests); also the Moshannon Railroad; approves their merger into the Bald Eagle Valley Railroad. (MB, C&C)
- Mar. 4, 1881 PRR Board reports that it has purchased the tugboats, barges and canal boats of the National Freight & Lighterage Company at New York for \$135,000. (MB)
- Mar. 4, 1881 West Jersey Railroad official William J. Sewell begins first of three non-consecutive terms in U.S. Senate. (CongBio)
- Mar. 4, 1881 PC&StL Railway Executive Committee authorizes building new passenger station at Birmingham, South Side Pittsburgh. (MB)
- Mar. 4, 1881 Toledo, Delphos & Burlington Railroad Board authorizes construction of a connecting line from Shakertown (Lebanon Jct.) on the Dayton & South Eastern Railroad to Dodds on the Cincinnati Northern Railway. (Hauck)
- Mar. 4, 1881 New York & Chicago Railway Company of Indiana incorporated by Nickel Plate syndicate. (ICC, GrnBk)
- Mar. 4, 1881 Palatka & Indian River Railway incorporated in Florida. (ICC)
- Mar. 1881 Powers & Weightman have recently purchased the former PRR station at 11th & Market Streets, including the Mansion House, from the Adams Express Company; old depot section is to be converted to shops, and the hotel remodeled and renamed the Bingham House for John Bingham, the local head of Adams Express and not, as some suppose, for the old Federalist magnate William Bingham. (PubLdgr)
- Mar. 5, 1881 Special train carrying outgoing Pres. Rutherford B. Hayes back to his home in Ohio and other parties back from Garfield's inauguration collides head-on near Severn, Md. with two locomotives running light to Washington to pick up more inauguration specials; at least three killed; Hayes and family in rear car escape injury; wreck convinces company to double-track the Baltimore & Potomac Railroad. (Withers)
- Mar. 5, 1881 Georges Creek & Cumberland Railroad petitions Maryland Board of Public Works to uphold its right to cross the B&O and make a connection at Hanover Street, Cumberland, in order to send coal to the Chesapeake & Ohio Canal. (RRH 85)
- Mar. 5, 1881 New York, Pittsburgh & Chicago Railway incorporated in Ohio; James S. Negley, Pres., Delos E. Culver (1831-1902), VP; is to run via Youngstown to a connection with the Chicago & Atlantic Railway and the Toledo, Delphos & Burlington Railroad at Marion, Ohio, as a narrow-gauge trunk line. (ICC,

NYT, RyW)

- Mar. 6, 1881 Lucius B. Boomer (1826-1881), Pres. of failed American Bridge Company of Chicago, former contractor for the Eads Bridge and the Poughkeepsie Bridge, dies at the Windsor Hotel at New York. (NYT)
- Mar. 7, 1881 Pres. Roberts, A. J. Cassatt and four PRR directors travel to New York to meet the Gould-Garrett-Haven syndicate, who advise them not to have any dealings with the Kidder Committee, which has come to New York that day to “verify the status of Thayer’s contract”; PRR delegation meets the Kidder Committee that evening at the Brevoort House; negotiations continue until 3:00 AM of Mar. 8; PRR agrees to buy a minimum of 92,000 shares of PW&B at 78, payable on July 1 (eventually over 200,000 shares are offered at prices up to 80); gives PRR complete control of Northeast Corridor line, outbidding B&O/CNJ syndicate and depriving B&O of a neutral link between Baltimore and Philadelphia. (NB: are various versions of Garrett walking into Roberts's office and boasting he has PW&B; of Roberts sending Cassatt to New York to negotiate same night, etc.); PW&B gets 50-66% of its earnings from passengers; freight is almost entirely highly seasonable fruits and vegetables. (RRGaz, PubLdgr, Grodinsky)
- Mar. 7, 1881 PRR Solicitor at Philadelphia Wayne MacVeagh (1833-1917) becomes Attorney General in Pres. Garfield's Cabinet. (ExBio)
- Mar. 7, 1881 Union Railroad, Transfer & Stock Yard Company at Indianapolis renamed Belt Railroad & Stock Yard Company; William R. McKeen, Pres. (C&C)
- Mar. 8, 1881 PRR Board at special meeting approves the acquisition of the PW&B and issues 400,000 shares to pay for it and other improvements; 180,000 are used to buy the PW&B. (MB)
- Mar. 8, 1881 At the PRR annual meeting, Pres. George B. Roberts announces the purchase of the PW&B; news is greeted with a standing ovation, and James S. Milliken gives a laudatory speech proclaiming that the present management has succeeded after 20 years of trying where both Thomson and Scott failed; gadfly William E. Lockwood issues criticisms of the management, calls the purchase a “stock speculation” and demands a 90-day adjournment to consider the purchase; John Taylor, a London banker representing a third of the English holdings, asks that the monies received from Allegheny County for the riot damage be considered ordinary income and distributed as dividends. (PubLdgr, RyW, NYT, RRGaz)
- Mar. 8, 1881 Thayer contract is cancelled; Thayer supposedly pays the Garrett-Haven Syndicate \$500,000; B&O contract to use the PW&B also expires. (NYT)
- Mar. 8, 1881 PRR still holds 8,006 shares of the Richmond & Danville Railroad, 2,714

shares of the Mobile & Montgomery Railroad, 20,000 shares of the Richmond & Atlanta Air-Line Railroad; 23,512 shares of the Southern Railway Security Company; 4,000 shares of the Western Railroad of Alabama and 1,550 Mississippi Central Railroad Income and Equipment bonds. (MB)

- Mar. 8, 1881 Austin Corbin sails for England to seek investors for developing town sites and resort hotels on Long Island. (Seyfried)
- Mar. 8, 1881 Cincinnati Northern Railway holds banquet at Lebanon, Ohio, to celebrate completion and a regular passenger train runs from Cincinnati. (Hauck)
- Mar 9, 1881 Robert Garrett in New York refuses to comment on the PW&B sale to the *New York Times*; PRR offers B&O a new contract for eastbound passengers. (NYT)
- Mar. 9, 1881 B&O buys Delaware Western Railroad from Henry S. McComb. (RyW)
- Mar. 10, 1881 New York, West Shore & Buffalo Railway organized. (RyW)
- Mar. 11, 1881 Trunk Line officers meet in New York to fight collapsing eastbound grain rates; presidents pledge to be personally responsible for rates, with any cut to be met across the board; any Trunk Line can notify Albert Fink if they think a rate is too high and ask to have it cut. (RRGaz, NYT)
- Mar. 12, 1881 S. T. Fuller resigns as Engineer of PW&B to become Chief Engineer of Texas & Mexican Railroad. (BdPap, RRGaz)
- Mar. 12, 1881 Alliance, Niles & Ashtabula Railroad Company incorporated in Ohio under articles dated Mar. 9 in the interest of Pennsylvania Company to build from Niles on the Ashtabula & Pittsburgh Railway to Alliance on the PFW&C. (Church)
- Mar. 12, 1881 Frederick J. Kimball engages John Nuttall (1817-1897), a mine operator in the Clearfield Region and on the Chesapeake & Ohio Railway in Fayette County, W.Va., to investigate the coal fields of southwestern Virginia and southern West Virginia. (Lambie)
- Mar. 12, 1881 *City of Worcester* launched at Harlan & Hollingsworth's in Wilmington for the Nowrich & New York Transportation Company, the first iron-hulled night boat on Long Island Sound. (Dunbaugh)
- Mar. 14, 1881 Franklin B. Gowen boycotts the delayed Reading annual meeting on grounds his supporters are being disenfranchised; Frank Stuart Bond (1830-1912), the new Pres., is a former official of the Texas & Pacific Railway and supposed to be sympathetic to the interests of Jay Gould; Gowen refuses to recognize Bond, who does not gain access to his office until over a month later under a

court injunction; at this point, 236,000 shares are held in the U.S., compared to 451,000 in Britain. (Rdg AR, Schlegel, Bogen - verify if Bond was still VP of the T&P?)

- Mar. 14, 1881 Manual block system with lower quadrant semaphores placed in service between Camden and Newfield on West Jersey Railroad. (CMCoGaz)
- Mar. 14, 1881 Northern Central Railway and Baltimore & Potomac Railroad execute an exclusive traffic contract with the Calverton Stock Yard Company, who have purchased the Calverton Hotel and drove yard on the B&P at Gwynns Falls south of Baltimore from the Carey McClelland estate and are to build a modern stock yard on the site. (MB, McGrain)
- Mar. 15, 1881 B&O VP Robert Garrett meets with Franklin B. Gowen in Philadelphia for three hours to plan a way for B&O to access Philadelphia and New York without using the Junction Railroad. (RRGaz)
- Mar. 15, 1881 New York & Chicago Railway Company of Ohio incorporated by Nickel Plate syndicate. (ICC, GrnBk)
- Mar. 1881 First redesigned Class K (first standard Class D6) No. 10 built at Altoona Machine Shops (c/n 532); weight 92,700 lbs.; called the "Monster"; tested up Eastern Slope at 30 MPH; first locomotive designed by Theodore N. Ely; has 78" drivers vs. 68" on first Class K of 1880; to operate at 60 MPH on New York Division. (RyW, RRGaz, Lynch/Keystone - was after 3/16)
- Mar. 1881 On his return from Florida, former Pres. Tom Scott announces several charitable bequests: \$50,000 to University of Pennsylvania to endow a chair in mathematics, \$50,000 to Jefferson Medical College, \$50,000 to Washington & Lee College; \$30,000 to Orthopedic Hospital, and \$20,000 to Episcopal Hospital Children's Ward; Scott realizes that he is not recovering, and his speech has become more slurred over the winter. (PubLdgr, RRGaz, Guide)
- Mar. 1881 Joseph Ury Crawford (1842-1924), who had acted as a railroad consultant to the Japanese Government on the recommendation of Tom Scott, is awarded the Order of the Rising Sun and a 400-year old *shin roku* gold medal by the Meiji Emperor (1852-1912), who has ended the Shogunate, resumed active power, and converted Japan into a modern state. (RyW)
- Mar. 1881 West Jersey Railroad surveying a branch to Ludlam's Island (Sea Isle City). (CMCoGaz)
- Mar. 1881 E.I. du Pont de Nemours & Co. draws up charter for a Pennsgrove & Deepwater Point Railroad, but does not file it. (Lammot du Pont)
- Mar. 1881 Buffalo, Pittsburgh & Western Railroad contracts the construction of its lines

from Brocton to Buffalo and Warren to Salamanca to the New York & Pennsylvania Construction Company. (C&C)

- Mar. 1881 NYC&HR's share of the eastbound grain trade is down 2.45 million bu. (NYT)
- Mar. 1881 Seney Syndicate acquires Buffalo, Cleveland & Chicago Railway from Clark, Post & Martin. (Rehor)
- Mar. 1881 "Lake Conemaugh," the former Western Reservoir, is filled and stocked with fish by the South Fork Fishing & Hunting Club of Pittsburgh; the earth dam has been rebuilt in a slapdash manner and without the previous overflow pipes and safety devices; the disintegration of the dam during torrential rains will cause the Johnstown Flood of 1889. (McGough, McCullough)
- Mar. 1881 Henry Demarest Lloyd (1847-1903), the son of a Calvinist minister and reporter for the *Chicago Tribune*, publishes "The Story of a Great Monopoly" in the *Atlantic Monthly*, claiming that the Standard Oil Company has achieved a monopoly over kerosene through conspiracy with the railroads and that it has "done everything with the Pennsylvania legislature, except refine it"; he claims that business has now exceeded the power of the individual states and that the federal government must impose regulation. (Johnson)
- Mar. 16, 1881 Commonwealth of Pennsylvania, which had obtained a judgement against the old Southern Railway Security Company, has it sold to two men acting on behalf of the Standard Oil interests for \$16,250; charter has interstate holding company powers, which Standard Oil lacks. (ICC, Johnson)
- Mar. 16, 1881 Robert Garrett returns to Baltimore; B&O stock jumps to new high of 203; had fallen to 191½ with news of PW&B sale. (NYT)
- Mar. 16, 1881 Bellefonte & Snowshoe Railroad stock transferred to PRR for \$300,000; PRR Board and officers elected. (RyW, RRGaz, MB)
- Mar. 16, 1881 Allison White (1816-1886), William M. Stewart and Charles A. Mayer agree to ship over the PRR all coal and lumber from the 43,000 acres in the Snow Shoe region recently purchased from the Snow Shoe Land Association and the Bellefonte & Snowshoe Railroad. (MB)
- Mar. 16, 1881 Pennsylvania Company Finance Committee authorizes subscription of \$110,000 to New Brighton & New Castle Railroad. (MB)
- Mar. 16, 1881 PC&StL Railway agrees with Cleveland, Tuscarawas Valley & Wheeling Railway for joint station at Edgefield, Ohio. (MB)
- Mar. 16, 1881 New York, Lake Erie & Western Railroad converts its Newburgh Branch,

- used for interchange with New York & New England Railroad, to standard gauge. (NYT)
- Mar. 17, 1881 Cape May & Sewell's Point Railroad files map for extension near Madison Avenue. (NJCorp)
- Mar. 17, 1881 PRR begins operating Bellefonte & Snowshoe Railroad and Moshannon Railroad as part of Tyrone Division. (Guide)
- Mar. 17, 1881 New Brighton & New Castle Railroad organized; Thomas D. Messler, Pres. (C&C)
- Mar. 17, 1881 New York, West Shore & Buffalo Railway Chief Engineer Silas Seymour (1817-1890) arrives in Syracuse with an engineer corps; denies any connection with the schemes of Gen. William Burt of the Hoosac Tunnel Route. (NYT)
- Mar. 18, 1881 Andrew Carnegie writes to VP A. J. Cassatt asking for a fair rate on Connellsville coke. (Warren)
- Mar. 18, 1881 Maryland Court of Appeals rules in favor of Pennsylvania Railroad Company (Md.) and allows it to cross Wills Creek on a bridge that has been seized by the Cumberland & Pennsylvania Railroad. (BaltAm)
- Mar. 18, 1881 Dayton & South Eastern Railroad, with charter for narrow gauge line between Dayton and Wellston, and Toledo & Grand Rapids Railroad merged into Toledo, Delphos & Burlington Railroad under agreement dated Feb. 24, 1881. (ICC, Church, C&C, Rehor)
- Mar. 18, 1881 Connecticut papers report that William H. Vanderbilt and the Boston & Albany Railroad plan to build a new line from Springfield towards New York using a combination of the New Haven & Northampton Company to New Haven and new construction between New Haven and White Plains on the New York & Harlem Railroad; reports that Vanderbilt is angry that the New Haven allows the PRR to run trains via the train ferry *Maryland* route. (NYT)
- Mar. 18, 1881 Southern Pacific Railroad and Atchison, Topeka & Santa Fe Railroad meet at Deming, N.M., forming a second transcontinental railroad. (Poors)
- Mar. 19, 1881 Rumors in Baltimore that Jay Gould has opened negotiations to purchase control of the B&O. (NYT)
- Mar. 19, 1881 First blow of Bessemer steel made at new Homestead Works of Carnegie's Pittsburgh Bessemer Steel Company, Ltd. (StdHistPitts - AISA has 8/26/81)
- Mar. 21, 1881 Long Island City & Flushing Railroad incorporated in N.Y. under articles

- dated Mar. 11 as the reorganization of Flushing & North Side Railroad. (Val, C&C)
- Mar. 21, 1881 Pennsylvania Company stockholders approve increase of stock to \$20 million and issue of \$20 million 4½% bonds. (MB)
- Mar. 21, 1881 Standard Oil Company acquires the old charter of the Southern Railway Security Company for its new consolidated pipeline company. (Nevins)
- Mar. 21, 1881 Pittsburgh, Youngstown & Chicago Railroad begins surveys; C.H. Andrews of Cleveland, Pres. (NYT)
- Mar. 22, 1881 At PRR annual meeting, Edward T. Parker and William E. Lockwood mount an opposition ticket as they have since 1879; pass out handbills for their cause outside the door, most of which are thrown away. (CCHS)
- Mar. 22, 1881 Henry H. Houston (1820-1895) elected a director of PRR. (B&K)
- Mar. 22, 1881 B&O signs new contract with PRR for carrying freight and passengers east of Baltimore; first freight leaves New York, and use of steamship line discontinued. (RyW, NYT)
- Mar. 22, 1881 Pennsylvania Company cancels Nov. 23, 1871, agreement with PRR, Northern Central Railway and International Navigation Company. (MB)
- Mar. 22, 1881 Ohio & Indiana State Line Railway and Indianapolis & Ohio State Line Railway merged to form the Ohio, Indiana & Pacific Railway; is under construction from Springfield, Ohio, to Indianapolis as the eastward extension of the Indiana, Bloomington & Western Railway. (GrnBk)
- Mar. 23, 1881 Northern Railroad Company of Long Island incorporated in N.Y. to build from Fulton Street on East River in Astoria, through Flushing and Oyster Bay to Northport; not built. (NYState)
- Mar. 23, 1881 PRR Board adopts system of standardized examinations of operating employees and a manual “Instructions for Examination as to Vision, Color Blindness and Hearing” on recommendation of General Manager Frank Thomson; tests are devised by his brother Dr. William Thomson of Jefferson Medical College in Philadelphia and Charles E. Pugh; apparently not implemented until early 1882. (MB, ATO)
- Mar. 23, 1881 PRR appoints John Clark Sims (1845-1901) Secretary and John D. Taylor (1825-1886) Treasurer; neither Joseph Lesley nor Bayard Butler have recovered despite long leaves of absence; both are now relieved of duties but kept on the payroll as consultants through Apr. 1, 1882; Eastern Superintendent of Empire Line Thomas T. Firth is also relieved and assigned

- to keeping accounts of the trustees of the Consolidated Mortgage. (MB)
- Mar. 23, 1881 PRR Board authorizes the construction of a branch from Rockville to Dauphin. (MB)
- Mar. 23, 1881 Hulton Ferry Company incorporated in Pa. to operate a ferry across Allegheny River at Hulton. (PaCorps, MB)
- Mar. 23, 1881 B&O announces it has bought Delaware Western Railroad and has started surveys for its own Baltimore-Philadelphia line. (RyW, BaltAm)
- Mar. 23, 1881 New York and Chicago Railway Company of Illinois incorporated by Nickel Plate syndicate. (ICC, GrnBk)
- Mar. 23, 1881 Burgettstown, Pa., incorporated as a borough, including the old village of Burgettstown and that of Cardville, the station on the Pittsburgh, Cincinnati & St. Louis Railway about a mile to the north. (Crumrine)
- Mar. 24, 1881 New Brighton & New Castle Railroad Company incorporated in Pa. under articles dated Mar. 17 in the interest of the Pennsylvania Company to build a low-grade line between New Brighton and Lawrence Jct. for heavy traffic running from Pittsburgh to the Lakes. (Church, C&C, AR)
- Mar. 24, 1881 Cleveland & Marietta Railroad signs agreement with Wheeling & Lake Erie Railroad for through freight and passenger traffic; C&M pays W&LE \$200,000, in return for which, W&LE guarantees principal and interest of \$1 million in C&M mortgage bonds. (RyRegister)
- Mar. 24, 1881 New York Superior Court issues injunction blocking the Northern Pacific Railroad management from issuing 180,000 shares of new stock to their faction; includes Joseph D. Potts, Hugh McCulloch, Tom Scott, George W. Cass, and H. H. Houston; clears way for takeover of company by a "blind pool" led by Henry Villard (1835-1900) and ends Philadelphia influence in NP management. (Splawn)
- Mar. 24, 1881 Ohio, Indiana & Pacific Railway merged into the Indiana, Bloomington & Western Railway. (GrnBk)
- Mar. 25, 1881 First standard Class K (later D6) 4-4-0 passenger locomotive, No. 10, placed in revenue service, running Altoona-Harrisburg on *Pacific Express* and Harrisburg-Philadelphia on *St. Louis Day Express*; makes the 110-mile Harrisburg-Philadelphia run in 2:52. (PubLdgr)
- Mar. 25, 1881 Robert Garrett elected Pres. of Delaware Western Railroad, replacing W.M. Canby. (RyW, Guide)

- Mar. 26, 1881 New York & New England Railroad begins constructing docks at Fishkill Landing, N.Y. (NYT)
- Mar. 26, 1881 Central Tunnel Railroad incorporated in N.Y. to build a tunnel railroad from City Hall to Grand Central Depot. (NYState)
- Mar. 26, 1881 Richmond & Danville Railroad leases Atlanta & Charlotte Air-Line Railway, retroactive to Jan 1, 1880, restoring unified control of the Piedmont Air Line between Richmond and Atlanta for the first time since 1877; ends three-month contest with B&O/Virginia Midland Railway; B&O representatives enter the room and offer 1% more but are told it is too late. (Harrison, ICC, NYT)
- Mar. 26, 1881 Chicago & Indianapolis Air Line Railway (former Indianapolis, Delphi & Chicago Railway?) is converted from narrow to standard gauge between Bradford and Rensselaer, Ind. (Hilton)
- Mar. 27, 1881 B&O resumes forwarding passengers over PRR east of Baltimore. (NYT)
- Mar. 25, 1881 First standard Class K (later D6) 4-4-0 passenger locomotive, No. 10, placed in Philadelphia-New York revenue service, departing on the 7:35 AM from West Philadelphia; begins making one round trip between Jersey City and Philadelphia in 1:50 with three stops. (PubLdgr, RyW)
- Mar. 25, 1881 New York & Long Island Bridge Company awards a contract to Clarke, Reeves & Co., later the Phoenix Bridge Company. (Munsell/Queens)
- Mar. 26, 1881 New York & Long Island Bridge Company breaks ground at Ravenswood in the present Borough of Queens. (Munsell/Queens)
- Mar. 28, 1881 PRR reroutes coal bound for Wilmington from Pomeroy-Landenburg route to via Columbia & Port Deposit and PW&B, which have better grades. (CCHS)
- Mar. 28, 1881 Last spike driven on Shenandoah Valley Railroad at Luray, Va., closing the gap between Milford and Shenandoah Iron Works and completing the line from Hagerstown to Waynesboro. (RyW, NYT)
- Mar. 28, 1881 Collis P. Huntington and Gen. John Echols of the Chesapeake & Ohio Railway meet in Cincinnati with capitalists who recently bought the Kentucky Central Railroad for 39 cents on the dollar; Huntington already owns the Paducah & Elizabethtown Railroad and the Memphis, Paducah & Northern Railroad and is attempting to link the C&O with the Southern Pacific via Memphis to form a transcontinental route. (NYT)
- Mar. 30, 1881 Hudson Tunnel Railway Company (1880) of N.Y. and N.J. merges with Hudson Tunnel Railroad Company of N.J. to form new Hudson Tunnel Railway Company; capital still at \$10 million. (NYState)

- Mar. 30, 1881 PW&B Board discharges committee on old business, including new Southwark grain elevator and Brandywine branch; votes to give S.M. Felton the chair he used as Pres. and the desk to Pres. Hinckley. (MB)
- Mar. 30, 1881 New Brighton & New Castle Railroad organized. (MB)
- Mar. 30, 1881 Alliance of Chesapeake & Ohio Railway and Kentucky Central Railroad announced; are to build connecting line between Lexington and Elizabethtown. (NYT)
- Mar. 31, 1881 George G. Haven resigns as PW&B director. (BdPap)
- Mar. 31, 1881 Following a Mar. 16 act for restructuring the state debt, Delaware law reduces interest on Junction & Breakwater Railroad's and Breakwater & Frankford Railroad's First Mortgage bonds, which state holds, from 6% to 4%, providing companies reduces interest on Second Mortgage bonds in same fashion. (PL, MB)
- Mar. 31, 1881 Ashtabula & Pittsburgh Railway forms stockholders' committee to approach Pennsylvania Company to demand more economy in operations, cutting expenses and increasing traffic. (MB)
- Mar. 31, 1881 Shenandoah Valley Railroad accepts road between Hagerstown and Waynesboro from contractors. (CorpHist)
- Mar. 31, 1881 Hartford & Connecticut Western Railroad incorporated in Conn. as reorganization of Connecticut Western Railroad. (ICC)
- Mar. 31, 1881 Frederic A. Potts elected Pres. of New York, Susquehanna & Western Railroad; to be extended to the Scranton-Pittston area of the Northern Anthracite Coal Field. (Lucas)
- Mar. 31, 1881 Frank A. Dick and Evans R. Dick become partners in Cassatt & Co., which is renamed Cassatt, Dick & Co. (Barnes)
- Apr. 1, 1881 Terminal of International Navigation Company at Girard Point, Philadelphia, transferred to Girard Point Storage Company, controlled by PRR. (RyW)
- Apr. 1, 1881 PRR General Passenger Agent Leslie P. Farmer (1848-1908) resigns for health; George M. Ball named Manager of Empire Line, replacing George W. Ristine (1846-1918), resigned to be Assistant to William Jackson Palmer, Pres. of the Denver & Rio Grande Railway, Colorado, Fuel & Iron Company, and Mexican National Railway; George W. Cross named General Freight Agent at Cleveland and Western Superintendent of Empire Line; post of Eastern Superintendent of Empire Line abolished; Thomas T. Firth resigns as

Treasurer of the Insurance Fund and Secretary & Treasurer of the sinking fund of the Consolidated Mortgage because of health. (MB, RRGaz)

- Apr. 1, 1881 Elias A. Ford (1840-1912), formerly General Passenger Agent of Vandalia Line, named General Passenger & Ticket Agent of Lines West, replacing F.R. Myers of Pennsylvania Company, resigned, and William L. O'Brien of PC&StL, named General Agent at Cincinnati; Henry Monett (1853-1888) named Chief Assistant General Passenger Agent of Pennsylvania Company and PC&StL; C.H. Adams appointed Assistant Passenger Agent of Pennsylvania Company and PC&StL at Chicago. (MB, RyW, RRGaz)
- Apr. 1, 1881 Egisto P. Fabbri and Charles Knoblauch deed property of former Flushing & North Side Railroad to Long Island City & Flushing Railroad. (Val)
- Apr. 1, 1881 Flushing, North Shore & Central Railroad surrenders lease of former Flushing & North Side Railroad, now Long Island City & Flushing Railroad; LIRR begins operating LIC&F under lease dated May 1, 1881; FNS&C is dissolved into its component parts by the foreclosure of its underlying mortgages. (C&C)
- Apr. 1, 1881 Alphonse Feldpauche (1848-1915), formerly of PRR and Junction Railroad, named Chief Engineer of PW&B, replacing S.T. Fuller, resigned; employees give Fuller a farewell dinner and silver service. (MB, RRGaz)
- Apr. 1, 1881 PC&StL Railway files with Columbus Court of Common Pleas for partition of Newark-Columbus line shared with Central Ohio Railroad. (RRGaz)
- Apr. 1, 1881 Columbus, Chicago & Indiana Central Railway extended 0.11 miles from Carroll Avenue & Clinton Street to Canal & Fulton Streets, Chicago, to be able to directly enter new the Union Passenger Depot; begins using PFW&C-C&NW joint track between Fulton and Madison Streets without formal agreement. (Church, Val)
- Apr. 1, 1881 Ohio act authorizes certain counties, including Muskingum, to build railroads. (Church)
- Apr. 1, 1881 Union Railroad, Transfer & Stock Yard Company renamed Belt Railroad & Stock Yard Company at Indianapolis. (Church)
- Apr. 1, 1881 Trustees convey property of former Grand Rapids, Greenville & Alpena Railroad, consisting of an unfinished railroad between Greenville and Rockford, to the Grand Rapids, Greenville & Bay City Railroad. (MB)
- Apr. 1, 1881 Eastbound grain rates cut from 35 cents to 30 cents per cwt. (RRGaz)
- Apr. 1, 1881 Hudson Tunnel Railway issues \$10 million First Mortgage Construction

- bonds. (NYT)
- Apr. 1, 1881 New Haven & Northampton Company and New Haven establish a pooling agreement. (NHCorp)
- Apr. 1, 1881 New York & New England Railroad begins offering cut-rate commutation tickets between Boston and Dorchester. (AR)
- Apr. 1, 1881 Garretts get injunction against lease of Atlanta & Charlotte Air-Line Railway, but are unable to serve it before Richmond & Danville Railroad takes possession. (NYT)
- Apr. 1, 1881 Former PRR General Superintendent G. Clinton Gardner resigns as Manager of Troy & Greenfield Railroad to be General Manager of Mexican National Railway. (RRGaz)
- Apr. 1, 1881 Herman Haupt appointed General Manager of Eastern Division of Northern Pacific Railroad at St. Paul at a salary of \$15,000 a year. (Ward)
- Apr. 1, 1881 Michigan Central Railroad leases the Detroit & Bay City Railroad. (AR)
- Apr. 1, 1881 Carnegie Brothers & Company, Ltd., organized as a Pa. limited partnership with capital of \$5 million; consolidation of The Edgar Thomson Steel Company, Ltd., and Carnegie, Kloman & Company's Union Iron Mills; also includes the Unity coal mines and coke ovens and an 80% interest in the Larimer coke ovens; partners are Andrew Carnegie, Tom Carnegie, Henry Phipps, David McCandless, David Stewart, John Scott and John Vandervort; Andrew Carnegie has 54.5% interest; the company makes profits of \$2 million in 1881. (StdHistPitts, Nasaw, Seely)
- Apr. 1, 1881 Philadelphia banker and railroad and steamboat promoter William D. Lewis (1792-1881) dies at Florence, N.J. (WwasW)
- Apr. 2, 1881 Last northbound train from Washington to Jersey City via the Bound Brook Route departs at 9:00 AM; the last westbound trains leave New York at 7:00 PM and 11:30 PM. (Rdg)
- Apr. 2, 1881 New shops of Pullman's Palace Car Company at Pullman, Ill., begin production with the ceremonial starting of the 2,400-HP Corliss steam engine that had powered Machinery Hall at the 1876 Centennial Exhibition. (Buder)
- Apr. 3, 1881 Future General Manager Simon Cameron Long (1857-1917) joins PRR as rodman on four-tracking of Philadelphia Division on recommendation of his namesake, Sen. Simon Cameron. (Wilson, MB, NYT)
- Apr. 3, 1881 B&O withdraws passenger trains from Bound Brook Route. (RRGaz)

- Apr. 3, 1881 PRR opens new straight alignment at Whiteland on Philadelphia Division. (CCHS)
- Apr. 1881 Two of nine directors of Genesee Valley Canal Railroad get injunction against sale to the Seligman syndicate for \$126,000 arranged by the other seven directors. (NYT)
- Apr. 4, 1881 LIRR abandons old main line between Winfield and Jamaica and takes up steel rails for reuse; discontinues Tuesday, Wednesday & Saturday service over old Central Railroad between Flushing and Floral Park via Creedmoor; last service between Flushing and Creedmoor (?). (AR, Guide)
- Apr. 4, 1881 Samuel M. Felton replaces Henry Lewis as a director of the Junction Railroad, giving the PW&B two directors and the Reading only one; William H. Frailey appointed Treasurer and John C. Sims, Jr., Secretary. (MB)
- Apr. 4, 1881 Union Passenger Depot in Chicago opens; replaces PRR depot on Clinton Street south of Van Buren; designed by architect William W. Boyington (1818-1896); is 500 x 58 feet facing Canal Street, a main block 200 feet long and two flanking baggage buildings 150 x 25; train shed is 100 x 1100 with two through tracks and two stub tracks in each direction for passengers and two tracks in each direction for baggage; cost \$1,057,877; the CB&Q relocates from the Illinois Central Railroad station on the lakefront. (AR, MB, RRGaz, DeRouin, Overton)
- Apr. 4, 1881 William Milnes resigns as Pres. of Shenandoah Valley Railroad; Frederick J. Kimball elected, cementing control by E.W. Clark & Co. (Hildebrand)
- Apr. 1881 Buffalo, Pittsburgh & Western Railroad contracts the Buffalo-Brocton and Irvineton-Salamanca lines to the New York & Pennsylvania Construction Company. (RyW)
- Apr. 6, 1881 C.M. Bradley, former Traffic Manager of Wabash, named General Manager of Cincinnati Northern Railway, replacing W.V. McCracken, Secretary & General Manager, resigned. (Guide)
- Apr. 7, 1881 Property of Sea Grove Association at Cape May Point sold at foreclosure sale; Sea Grove House sold for \$2,200 subject to \$25,000 mortgage; pavilion sold for \$400 and is to be removed. (CMCoGaz)
- Apr. 7, 1881 Bellefonte & Snowshoe Railroad and Moshannon Railroad merged into Bald Eagle Valley Railroad under agreement of Mar. 22, 1881. (Val, AR)
- Apr. 8, 1881 Muskingum County Commissioners declare intention to build a county-owned railroad from Zanesville to intersection of Boles Fork of Meigs Creek and

county line. (Church)

- Apr. 1881 As per Trunk Line agreement, PRR stops selling 3rd class emigrant tickets except at seaboard. (CCHS)
- Apr. 9, 1881 Philadelphia Court of Common Pleas upholds legality of Mar. 14 election that ousted Franklin B. Gowen from Reading. (RRGaz)
- Apr. 9, 1881 Gainesville, Ocala & Charlotte Harbor Railroad renamed Florida Southern Railway; controlled by John Hall and William Candler of Boston; receives a land grant of 13,840 acres per mile from the state. (ICC, Turner/Bramson)
- Apr. 9, 1881 Chartered steamship *British King* makes first sailing for American Line. (Flayhart)
- Apr. 11, 1881 Texas & Pacific Railway Board meets at Tom Scott's Philadelphia town house; also present are Jay Gould, Russell Sage, Gen. Granville M. Dodge and Maj. Frank S. Bond, VP of the T&P and Pres.-elect of the Reading; Scott's health is failing rapidly, and he wants to provide for his heirs, while Gould is eager to buy. (Grodinsky - verify PubLdgr)
- Apr. 11, 1881 Northern Central Railway Real Estate Committee reports on the City of Baltimore's proposal to open Mount Royal Avenue and remove the NC's Bolton Yard. (MB)
- Apr. 11, 1881 Gowen's management refuses Pres.-elect Frank S. Bond admission to the Reading offices. (RRGaz)
- Apr. 11, 1881 LIRR signs new agreement with Brooklyn & Montauk Railroad guaranteeing \$750,000 in bonds. (MB)
- Apr. 11, 1881 Eastbound grain rate cut to 25 cents per cwt. (RRGaz)
- Apr. 12, 1881 Egisto P. Fabbri and Edward E. Sprague return to LIRR Board. (MB)
- Apr. 12, 1881 Tom Scott and Henry H. Houston resign as directors of Texas & Pacific Railway; Jay Gould elected Pres. replacing Scott; Scott had sold his 40,000 shares of Texas & Pacific stock to Jay Gould and Russell Sage for \$2.4 million because of declining health; Gould names his trusted aide Herbert M. Hoxie (1830-1886) as General Superintendent; however, a considerable stock interest remains in the hands of Philadelphia investors, so that the T&P is never completely merged into one of the other Gould roads and remains a separate corporation well into the 20th century. (RRGaz, WkStGaz, NYT, Grodinsky - Watson/Brown has \$3.5 million)
- Apr. 12, 1881 Isaac N. Seligman (1856-1917) elected a director of Buffalo, Pittsburgh &

Western Railroad after syndicate of J. & W. Seligman, Drexel, Morgan & Co., Winslow, Lanier & Co., Kidder, Peabody & Co., Clark, Post & Martin of New York, and E.W. Clark & Co., which are also negotiating to buy the Buffalo, New York & Philadelphia Railway, buys control; raised \$7 million to buy connecting lines, including New Castle & Franklin Railroad and Genesee Valley Canal Railroad. (RyW)

- Apr. 12, 1881 New York City & Northern Railroad agrees with Manhattan Railway and Metropolitan Elevated Railway for a direct transfer at the terminal of the 9th Avenue Elevated at 155th Street & 8th Avenue. (NYState)
- Apr. 12, 1881 New York, Chicago & St. Louis Railway (Nickel Plate) incorporated by merger of Buffalo, Cleveland & Chicago Railways of N.Y. and Pa., and New York & Chicago Railways of Ohio, Indiana and Illinois, under an agreement of Apr. 8. (ICC, NYState, GrnBk)
- Apr. 12, 1881 New York, Chicago & St. Louis Railway (Nickel Plate) contracts the portion of its line between Buffalo and Cleveland to J.S. & T.D. Casement of Union Pacific fame. (NYT)
- Apr. 12, 1881 Toledo, Delphos & Burlington Railroad (Ohio) purchases property of Toledo & Grand Rapids Railroad. (Church)
- Apr. 13, 1881 PRR deeds western approaches to Market Street Bridge, from which it has removed its tracks, to the city of Philadelphia. (MB)
- Apr. 13, 1881 U.S. Circuit Court in Philadelphia rules maximum rates charged B&O for use of PRR portion of Junction Railroad must be charter rate of 3 cents per ton or 2 cents per four wheels for empties. (NYT, RRGaz)
- Apr. 13, 1881 New Castle & Franklin Railroad sold at foreclosure to Thomas P. Simpson for the Buffalo, Pittsburgh & Western Railroad for \$834,500; purchased to obtain coal traffic. (Val, AR, RyW, C&C)
- Apr. 13, 1881 City of Louisville ordinance authorizes George C. Buchanan to construct track on Arbegust Avenue from 15th Street to his land between 17th & 18th Streets. (Church)
- Apr. 13, 1881 New Haven confirms that it has bought a majority of the New Haven & Northampton Company from James E. Sheffield for \$1.25 million; pays 100 for shares that were selling at 37. (NYT, Baehr)
- Apr. 14, 1881 Purchasers of Southern Railway Security Company reorganize as National Transit Company with capital of \$30 million to combine all Standard Oil Company pipelines, the steamship *Vaderland* from the International Navigation Company, and all the stock of the National Storage Company and

United Pipe Lines Company; purchases total \$29.4 million paid in stock; titles transferred on May 25; Rockefeller offers the presidency to Joseph D. Potts, who declines, and Clement A. Griscom becomes Pres. (Nevins)

- Apr. 15, 1881 Far Rockaway Beach Railroad incorporated in N.Y. to build from LIRR at Far Rockaway to ocean front. (NYState)
- Apr. 15, 1881 PC&StL Railway Executive Committee authorizes a double track between McDonalds and Midway; addition of 2 miles of track in Columbus Yard; new station buildings at Dayton, Walkers Mill, Midway, Bulger, Millers and Edgefield. (MB)
- Apr. 15, 1881 NYC&HR names James Tillinghast, formerly General Superintendent of lines west of Albany and Troy, to Assistant to Pres.; John M. Toucey (1828-1898) made General Superintendent of all lines, not just south of Albany; William Buchanan (1830-1910) Superintendent of Motive Power for all lines east of Buffalo instead of only Hudson and Harlem Divisions. (RRGaz)
- Apr. 15, 1881 Toledo, Delphos & Burlington Railroad (Ohio) files for construction of a branch from Dayton to Lebanon, part of which eventually becomes part of PRR. (Church)
- Apr. 1881 New York & Sea Beach Railroad contracts with Iron Steamship Construction Company to operate connecting boat service between Manhattan and Bay Ridge for five years. (RyW)
- Apr. 1881 Press reports that the PRR will allow peanut vendors to peddle their wares on its trains to southern New Jersey resorts this summer. (CMCoGaz)
- Apr. 1881 Edward R. Price (?-1887) and Samuel Richards (- same as Atco) establish the suburb of Elm (Narberth) on the east side of the PRR main line with architect Isaac Harding Hobbs (1817-1896). (Toll, LMHS)
- Apr. 1881 VP A. J. Cassatt buys Chesterbrook Farm north of Malvern for horse-breeding; eventually reaches over 600 acres. (Davis)
- Apr. 1881 GR&I issues summer vacation booklet and adopts slogan, "The Fishing Line." (Guide - may not be first time)
- Apr. 1881 Seney syndicate sells Frankfort & Kokomo Railroad to Toledo, Delphos & Burlington Railroad, having abandoned plans to build to St. Louis. (Rehor)
- Apr. 1881 New York, Pennsylvania & Ohio Railroad Pres. John H. Devereux turns New York, Lake Erie & Western Railroad Pres. Hugh J. Jewett from considering the New York, Chicago & St. Louis Railway (Nickel Plate) project as its access to Chicago and instead supporting the Chicago & Atlantic Railway

being promoted by J. Condit Smith, to run from Marion, Ohio, on the NYP&O to Dolton, Ill., on the Chicago & Western Indiana Railroad; this would keep the traffic on the NYP&O at least part of the distance. (Rozman)

- Apr. 1881 Courts dissolve the injunction sought by William J. Best to prevent his removal as Pres. of the Western North Carolina Railroad; a new Board is elected in the interest of the Richmond & Danville Railroad with A. B. Andrews as Pres. (NYT)
- Apr. 1881 Connellsville Coke & Iron Company makes its first coke at Leisenring No. 1. (PVCorp)
- Apr. 16, 1881 Pres. Sherman S. Jewett of Buffalo, New York & Philadelphia Railway, a Buffalo stove manufacturer, concludes sale of road and its controlled lines to the syndicate led by J. & W. Seligman and including Winslow, Lanier & Co., Kidder, Peabody & Co., Clark, Post & Martin, Drexel & Co. and E.W. Clark & Co., for a total of \$4.85 million; purchase includes BNY&P, Olean, Bradford & Warren Railroad, Kendall & Eldred Railroad, Buffalo & McKean Railroad, and Buffalo Coal Company; syndicate also owns Buffalo, Pittsburgh & Western Railroad and has offered to buy Genesee Valley Canal Railroad; PRR routes little traffic over BNY&P except coal; are to build union station in Buffalo for New York, West Shore & Buffalo Railway, BNY&P, BP&W, and Nickel Plate. (RRGaz, NYT)
- Apr. 16, 1881 Trunk Line representatives meet at home of William H. Vanderbilt at New York; order Apr. 1 rate of 30 cents per cwt. restored (a 25% increase) on Apr. 18. (RRGaz, NYT)
- Apr. 16, 1881 Long Island City & Flushing Railroad organized; Alfred Sully, Pres. (Val, C&C)
- Apr. 16, 1881 Lehigh Valley Railroad purchases the Bear Creek Branch off the main line west of White Haven, Pa., from Lewis & Brodhead. (MB)
- Apr. 16, 1881 Freighter *Surrey*, first vessel chartered for Bernard Nadal Baker's new Atlantic Transport Line, leaves Barrow on maiden voyage to New York with a cargo of iron ore; operates between British ports, Boston, New York, Philadelphia and Baltimore; operated under British flag by John Pitman Hooper (d. 1928) and A.S. Williams, agents in London. (Kinghorn, Flayhart - both indicate PRR backing without citing a PRR source)
- Apr. 17, 1881 Church of the Redeemer (Episcopal) is dedicated at Bryn Mawr on Easter Sunday; the building is designed in the style of an English Gothic country parish church by Charles M. Burns (1838-1922); built on a site of over 9 acres purchased before the development of Bryn Mawr, it becomes the parish church of many of the wealthy industrialists living between Haverford and

Rosemont; the churchyard, also in the English country style, becomes the final resting place of many PRR greats, including Pres. Cassatt and Rea. (ChrchRedeemer)

- Apr. 18, 1881 PRR names James R. Wood (1843-1917), formerly assistant General Passenger Agent of the Michigan Central Railroad and General Passenger Agent of the CB&Q, General Passenger Agent, replacing Leslie P. Farmer, resigned for health. (MB, RRGaz, Guide)
- Apr. 18, 1881 Calverton Stock & Droveyard Company of Baltimore County opens stockyards covering 28 acres on the Baltimore & Potomac Railroad east of Calverton Road. (Scharf)
- Apr. 18, 1881 Buffalo Common Council authorizes sale of city's \$700,000 stock of Buffalo, New York & Philadelphia Railway to the Seligman syndicate. (NYT)
- Apr. 18, 1881 Shenandoah Valley Railroad inaugurates first through schedule between Hagerstown, Md., and Waynesboro, Va. (CorpHist, Hildebrand)
- Apr. 18, 1881 Wheeling, Parkersburg & Charleston Railway incorporated in W.Va. to build from Wheeling down the south bank of the Ohio River to the Kentucky state line; it is financed by H. H. Rogers and Charles Pratt of the Standard Oil interests to serve an oil region. (B&O CorpHist, ICC, Hungerford)
- Apr. 18, 1881 Delphos, Bluffton & Frankfort Railroad merged into Toledo, Delphos & Burlington Railroad (Indiana). (Church)
- Apr. 19, 1881 Pa. House passes a Free Pipeline Bill, 110-40. (NYT)
- Apr. 21, 1881 Robert Garrett resigns as PW&B director. (BdPap)
- Apr. 21, 1881 Camden & Atlantic Railroad Board reports that Drexel & Co. is willing to advance money to build railroad down beach at Atlantic City. (MB)
- Apr. 22, 1881 Members of Maryland Board of Public Works arrive at disputed location of Georges Creek & Cumberland Railroad; view end of line at Hays Street; B&O says crossing location is unsafe and will cause confusion between crews of the two railroads when approaching crossing. (BaltAm)
- Apr. 23, 1881 Franklin B. Gowen holds Reading stockholders meeting at Academy of Music; delivers a long and sarcastic diatribe against Pres. Frank S. Bond and the McCalmonts; sees all recent events as a plot to make the Reading a vassal of the PRR; says PRR has done more to destroy Philadelphia "in business and in morals than an army of the locusts of Egypt"; Tom Scott replies that Gowen has "placed himself beyond the pale of official recognition"; Pres. Roberts says Gowen's conduct was "so unbecoming that I do not desire to offer any

comment." (Schlegel)

- Apr. 23, 1881 Waycross & Jacksonville Railroad opens, cutting six hours off time between Savannah and Jacksonville. (BaltAm)
- Apr. 25, 1881 CNJ directors, Jay Gould, Frederic A. Potts, Francis S. Lathrop, Frederick T. Frelinghuysen (1817-1885) and George G. Haven, meet at CNJ office and complete preliminary negotiations for an alliance and through line with Gould's Wabash, St. Louis & Pacific Railway; CNJ is to use the Reading between Tamanend and Milton and the PRR Low Grade Line from Milton to Red Bank; Wabash is to build a link between Red Bank and Youngstown; contract has been delayed because the PRR wants to use Northern Central's Shamokin Division from a connection with the Lehigh Valley Railroad at Mount Carmel instead of the Reading's Catawissa Railroad to Williamsport. (RyW, RRGaz, NYT)
- Apr. 25, 1881 Reading Board annuls Franklin B. Gowen's authority to make contracts, bonds or mortgages or conduct company business. (Rdg)
- Apr. 25, 1881 Freight station opened at 16th & Market Streets. (Lynch/Keystone)
- Apr. 25, 1881 William C. Longstreth (1821-1881), VP of Provident Life & Trust Company and former Pres. of Williamsport & Elmira Railroad, dies in Philadelphia at age 61. (RRGaz)
- Apr. 25, 1881 George Granville William Leveson-Gower, 3rd Duke of Sutherland (1828-1892), his son Cromartie Leveson-Gower, Marquess of Stafford (1851-1913), and other directors of London & North Western Railway arrive in New York; are to travel to San Francisco on special train provided by PRR, including the presidential car No. 120 *Pennsylvania*. (RyW, RRGaz)
- Apr. 26, 1881 Pa. House defeats bill backed by Oil Regions barring railroad rate discrimination. (NYT)
- Apr. 26, 1881 B&O proposes that Georges Creek & Cumberland Railroad give up proposed crossing at Cumberland and make an undergrade crossing of B&O main line near Hay Street. (BaltAm)
- Apr. 26, 1881 Chicago Board of Trade protests Trunk Line rate increase of Apr. 18 without customary 10 days notice. (NYT)
- Apr. 26, 1881 Gould ally Solon Humphreys resigns from the NYC&HR Board. (GrnBk)
- Apr. 27, 1881 Joint PRR-PFW&C committee to adjudicate long-standing differences over "betterment stock" holds first meeting; old PFW&C stockholders object to constant issue of new stock to pay PRR for improvements made on PFW&C

which keep diluting their holdings; from this point the debt to the PRR keeps accumulating as an unsecured debt. (MB)

- Apr. 28, 1881 Girard Point grain elevator "A" burns: Philadelphia grain exports nearly halved from 28 million bushels in 1880 to 15 million bushels in 1881. (AR,)
- Apr. 28, 1881 Duke of Sutherland and party arrive in Philadelphia via PRR train from New York. (PubLdgr)
- Apr. 28, 1881 William L. Scott sues CC&IC Railway in U.S. Circuit Court for \$348,313 in interest and to foreclose \$15 million bonds of Feb. 1868, which have been in default for many years; Scott has conducted PRR's negotiations with bondholders' committee. (NYT, RRGaz)
- Apr. 29, 1881 East River Bridge & Coney Island Steam Transit Company incorporated in N.Y. to build from the Brooklyn Bridge to the Prospect Park & Coney Island Railroad at the Brooklyn city line near Gravesend Avenue; company is unable to obtain the permission of property owners. (NYState)
- Apr. 29, 1881 London & North Western Railway officials tour PRR facilities in Philadelphia hosted by Pres. Roberts and other officers. (PubLdgr, RyW)
- Apr. 30, 1881 London & North Western Railway officials travel to Baltimore and Washington. (RyW)
- Apr. 30, 1881 West Jersey Railroad puts on new fast expresses to Atlantic City and Cape May for the 1881 season. (CMCoGaz)
- Apr. 30, 1881 Court orders the PC&StL Railway to put the Cadiz Branch in good repair, as it is now unsafe. (MB)
- Apr. 30, 1881 National Transit Company incorporated in Pa. as holding company for Standard Oil pipelines by supplement to the charter of old Southern Railway Security Company. (ICC)
- Apr. 30, 1881 Waycross & Florida Railroad and East Florida Railway both leased to the Savannah, Florida & Western Railway, which is Henry B. Plant's top railroad company; this places the entire line from Savannah to Jacksonville under one management. (Turner/Bramson)
- Spring 1881 Lancaster Avenue Improvement Company completes the rebuilding of the old Lancaster Pike between 52nd Street and Berwyn as a carriage drive for the Main Line suburbs. (RyW)
- Spring 1881 Henry B. Plant, William T. Walters, Morris K. Jesup and Benjamin F. Newcomer buy the bankrupt Savannah & Charleston Railroad at foreclosure

for \$320,000. (Reynolds - verify)

- May 1, 1881 Junction Railroad raises tolls by 33.33% to the old level, as the present tolls do not cover fixed charges; the PRR supplies 6.29% of gross traffic, the PW&B 40.45% and the Reading 53.26%. (MB)
- May 1, 1881 Joseph Lesley resigns as Secretary of the Junction Railroad for health; John Walker resigns as Treasurer. (MB)
- May 1, 1881 Pitman, N.J., station on West Jersey Railroad destroyed by fire. (PubLdgr)
- May 1, 1881 Train order signals installed along Little Miami Railroad. (AR)
- May 1, 1881 LIRR agrees to operate Long Island City & Flushing Railroad retroactive to Apr. 1. (Val, C&C)
- May 1, 1881 A. Vandivort, receiver, transfers New Castle & Franklin Railroad to Thomas P. Simpson, trustee. (Guide)
- May 1, 1881 Louis Genis, receiver of the Illinois Midland Railway, and the Peoria, Decatur & Evansville Railway make a supplemental agreement for the joint operation of the portion of railroad between Hervey City and Decatur Jct. (C&C)
- May 1, 1881 Indianapolis, Bloomington & Western Railway leases the line of the Columbus, Springfield & Cincinnati Railroad from Springfield, Ohio, to Columbus, and the line of the Cincinnati, Sandusky & Cleveland Railroad between Columbus and Sandusky as its Ohio Division, under a agreement of Mar. 8, 1881; will create a through line from Lake Erie at Sandusky to Pekin, Ill. (GrnBk, Guide, HistMadCo)
- May 1, 1881 Henry B. Plant's Waycross Short Line (Waycross & Florida Railroad and East Florida Railway) opens between Waycross, Ga., and Jacksonville, Fla., eliminating a 100-mile detour via Dupont, Ga., and Live Oak, Fla., with a savings of 7:15 in time; the line between Charleston and Waycross is relaid with steel rails; marks the beginning of much easier rail access to and from Florida. (Hoffman, Turner/Bramson - Reynolds has 4/25?)
- May 1, 1881 United Bank Building opens at 2 Wall Street in New York; built jointly by the First National Bank of the City of New York and the Bank of the Republic, which it soon absorbs. (Logan)
- May 2, 1881 PRR opens 15th & Market Street Freight Station on Filbert Street Extension. (RyW)
- May 2, 1881 Camden & Atlantic Board votes 6-3 for Pres. Freeman to resign because of health, although he does not do so. (MB)

- May 2, 1881 Vineland Railroad (Atsion to Bayside, N.J.) passes from PRR to CNJ control. (MB, Baer/Coxey)
- May 2, 1881 Olean Railroad incorporated in N.Y. to build from Olean to Allentown. (NYState)
- May 3, 1881 Filbert Street Elevated opens for outbound freight service from West Philadelphia and new 2-story, four-track freight station in block between 15th & 16th & Market Streets, which replaces old street-level facility; inbound freight is to use the street tracks until May 15, and Adams Express for 10 days until elevators are installed in new Adams Express building; tracks are to stay in Market Street for 30 days. (PubLdgr)
- May 3, 1881 Ex-Pres. Tom Scott leaves his office early in a nervous and depressed state; goes to bed at 6:00 PM and suffers a new stroke during the night, causing full paralysis on his left side. (Guide, PubLdgr)
- May 3, 1881 It is announced that the CNJ, PRR and Wabash, St. Louis & Western Railway will soon sign an agreement for a new link between the Wabash and New York via the PRR Low Grade Line and the CNJ. (Grodinsky)
- May 3, 1881 New York & Long Island Bridge Company breaks ground for East River Bridge at 71st Street; to provide rapid transit link for LIRR. (RyW)
- May 3, 1881 Norfolk & Western Railroad organized as reorganization of Atlantic, Mississippi & Ohio Railroad; George F. Tyler, a Philadelphia banker elected Pres.; Frederick J. Kimball (1844-1903) First VP, and Henry Fink (1831-1912) Second VP & General Manager; Board consists of five New Yorkers, four Philadelphians and only three Virginians. (AR, Lambie)
- May 1881 Atlantic City council orders Camden & Atlantic Railroad to stop running a midnight freight train on its tracks in Atlantic Avenue. (CMCoGaz)
- May 4, 1881 National Storage Company Board approves sale the sale of the company to the National Transit Company for \$3.45 million through an exchange of stock, retroactive to Jan. 1; PRR men associated with National Storage Company receive National Transit stock; although Standard Oil now controls the company's policy, it leaves the old management in place and has no representatives on the Board until 1888. (MB)
- May 4, 1881 Camden & Atlantic Railroad Board authorizes conferences with Atlantic City officials on extending its tracks down the beach. (MB)
- May 4, 1881 Rumors of pending consolidation of CCC&I Railway with Cincinnati, Hamilton & Dayton Railroad; John H. Devereux of CCC&I wants one-for-one

ratio of shares; CH&D objects because its market price is higher. (NYT)

- May 4, 1881 Chicago & Western Indiana Belt Railway incorporated in Illinois under articles dated Apr. 22 in the interest of Chicago & Western Indiana Railroad to build a belt line southeast of Chicago. (Lyford)
- May 5, 1881 PRR makes new agreement with National Storage Company, a former Empire Line subsidiary owning a refinery at Communipaw, Jersey City and now controlled by Standard Oil, giving PRR right to buy the National Docks Railway. (MB - according to Williamson/Daum, the refinery construction was abandoned by SO??)
- May 5, 1881 North River Railroad incorporated by merger of Jersey City & Albany Railway Company of the States of New York & New Jersey and the North River Railway; is to build Middletown to Weehawken in interest of NYO&W; merger engineered by Edward F. Winslow and the NYO&W; issues \$50 million in First Mortgage bonds. (GrnBk, ICC, Martin, NYO&W Rept)
- May 5, 1881 Fontaine Engine Company locomotive No. 1 runs from Amherstburg to St. Thomas, Ont., on Canada Southern Railway with official party including William H. Vanderbilt and James H. Rutter; runs 111 miles in 98 minutes; continues to Buffalo, 235 miles in 235 minutes. (Farmer/Hist of Detroit, NYT)
- May 6, 1881 PRR approves new agreement with Erie & Western Transportation Company for through traffic from Lakes via Erie; PRR is to provide 1,500 20-ton box cars for this trade. (MB)
- May 6, 1881 National Transit Company makes a new contract with the PRR covering rail-pipeline shipments of crude oil; the rate is from the gathering lines to New York is to be 40 cents per bbl. whether by pipeline or rail; the PRR is to fix the amount, but if it falls below 40 cents a bbl., the Standard is to make up the difference by a rebate of part of the gathering pipeline charge. (Johnson, Williamson/Daum)
- May 6, 1881 North River Railroad and New York, West Shore & Buffalo Railway agree that the North River Railroad, controlled by the New York, Ontario & Western Railway, will build between Weehawken and Cornwall, N.Y., which is to be used jointly by the West Shore and the NYO&W; the West Shore will build from Cornwall to Albany; it is agreed that the West Shore will abandon its plan for its own line south of Cornwall in return for absorbing the North River Railroad. (NYO&W Rept, AR)
- May 6, 1881 Petition presented in Pa. House to impeach Gov. Henry Martyn Hoyt (1830-1892) and Attorney-General Palmer on charges including helping shield William H. Kemble and the others convicted of bribery in the Riot Claims Bill episode from full punishment. (NYT)

- May 6, 1881 Rumor in Cincinnati that the PC&StL Railway has purchased the charter of the old Fort Wayne & New Castle Railroad for \$300,000 and will complete it to create a line between Hamilton and Fort Wayne. (NYT)
- May 7, 1881 William J. Sewell of the West Jersey Railroad writes to Camden & Atlantic Railroad Pres. Freeman proposing they combine their interests in building a line down the beach at Atlantic City. (MB)
- May 7, 1881 PW&B contracts with Wilmington & Northern Railroad. (MB)
- May 7, 1881 New York, West Chester & Boston Railway sold at foreclosure to William F. Van Pelt, et al. (NYState)
- May 7, 1881 1,238 shares of East Tennessee, Virginia & Georgia Railroad sold at public sale, most to VP Charles M. McGhee (1828-1907). (NYT)
- May 9, 1881 Keystone Hotel Company Board approves a new lease of the Cresson Springs Company property; declines to install Brush electric arc lighting at the Bryn Mawr Hotel; the company generally drags its feet on making modern improvements at the Bryn Mawr Hotel, which loses money. (MB)
- May 9, 1881 Muskingum County voters approve creation of county-owned railroad in special election. (Church)
- May 9, 1881 Texas & Pacific Railway opens between Sherman and Fort Worth via Denton, connecting the old Transcontinental Division with the main line. (Watson/Brown)
- May 10, 1881 Pennsylvania Company Executive Committee authorizes new lines between Niles and Alliance and between Richmond, Ind., and Red Bank on Little Miami Railroad. (MB)
- May 10, 1881 New York, Pittsburgh & Chicago Railway incorporated in Pa. as an extension of the company of the same name incorporated in Ohio. (ICC)
- May 10, 1881 Friendship Railroad incorporated in N.Y. to build from Friendship to Postville. (NYState)
- May 10, 1881 Petersburg Railroad (Va.) leaves receivership without foreclosure after a pool backed by the W. P. Clyde Syndicate acquires all of the Second Mortgage bonds and 7,645 shares. (Hoffman)
- May 11, 1881 Tom Scott's condition is reported much improved in the last two days, leading friends to expect he may recover. (PubLdgr)

- May 11, 1881 Philadelphia *North American* reports that as Pres. George B. Roberts is opposed to the PRR short-hauling itself in the new Wabash route projected by Jay Gould, Gould is threatening to combine several railroads in eastern Ohio and northwestern Pennsylvania to reach the Buffalo gateway. (Grodinsky)
- May 11, 1881 Rockaway Beach Transit Company incorporated in N.Y. to build from extreme west end of Rockaway Point along both shores and down center, converging at the new hotel being built by Rockaway Beach Improvement Company, Ltd., thence to the LIRR; not built. (NYState)
- May 11, 1881 PRR Board approves the lease of the Philadelphia & Erie docks at Erie to William L. Scott & Co.; authorizes the lease of the Washington Street Grain Elevator at Philadelphia to the Girard Point Storage Company (MB)
- May 11, 1881 PFW&C Railway Executive Committee authorizes selling the Income bonds and scrip of the Allegheny Valley Railroad at the discretion of Pres.-pro tem Louis H. Meyer. (MB)
- May 12, 1881 Austin Corbin returns to New York from a fund-raising trip to England. (Seyfried)
- May 12, 1881 PFW&C Finance Committee orders the sale of the company's Allegheny Valley Railroad bonds and scrip for \$34,532. (MB)
- May 12, 1881 New York, Ontario & Western Railway leases North River Railroad and agrees to build the line from Weehawken to Cornwall and Middletown in return for \$2.3 million stock and \$10 million First Mortgage bonds of the North River Railroad; NYO&W to have a long-term lease of the line. (NYO&W Rept)
- May 12, 1881 Chartiers Block Coal Company incorporated in Pa., buys land at Essen and other points along the Pittsburgh, Chartiers & Youghiogeny Railway. (PaCorps, HistAllghnyCo)
- May 13, 1881 J. N. McCullough promoted from Third VP to First VP of PC&StL Railway; Thomas D. Messler promoted from Assistant to Pres. to Third VP & Comptroller with supervision of Accounting Dept.. (MB)
- May 14, 1881 Excursion held over both branches of the Georges Creek & Cumberland Railroad. (BaltAm)
- May 14, 1881 Offices of Texas & Pacific Railway moved from 275 South 4th Street, Philadelphia, to 197 Broadway, New York. (RRGaz)
- May 14, 1881 Mr. & Mrs. Frederick J. Kimball, Edward Steele of Philadelphia, and William A. Dixon of Baltimore leave Philadelphia via the Cumberland Valley Railroad

- to examine the coal resources of southwestern Virginia. (Striplin)
- May 15, 1881 Large passenger steamboat begins running between Somers Point and Ocean City. (PubLdgr)
- May 15, 1881 Pittsburgh, West Virginia & Charleston Railway opens between Belle Vernon and West Brownsville, Pa.; it immediately diverts two-thirds of the passenger steamboat business on the Monongahela River. (Val, AR, Crumrine)
- May 1881 PRR distributes 176,051 shares, purchased from the City of Philadelphia, to stockholders as a stock dividend. (AR)
- May 1881 Pier "L" opens at Harsimus Cove; 1380' x 75'. (C&C, RyW, RRGaz)
- May 1881 PRR has purchased 50,000 plants in New York to be used in ornamental flower beds at stations on the New York Division. (CMCoGaz)
- May 1881 West Jersey & Atlantic Railroad has been running through cars between New York and Atlantic City for some time; Camden & Atlantic Railroad is now building a connection with the New Jersey Southern Railway at Winslow Jct. for through cars. (PubLdgr)
- May 1881 Philadelphia & Atlantic City Railway is to remodel its Camden station and add three stalls to the roundhouse; *Champion* has been chartered as a passenger boat for the summer, and *Major* will be used as a freight boat. (RyW)
- May 1881 Double track on the West Jersey Railroad now completed as far as Woodbury. (CMCoGaz)
- May 1881 George G. Richardson of Philadelphia contracts with street railway rail manufacturer William Wharton, Jr. (1830-1907), for a first class passenger railroad at Cape May to be finished by June 26; to run from Sea Breeze House along the beach with an extension to Schellengers Landing. (PubLdgr)
- May 1881 Philadelphia & Chester County Railroad is under construction between Angora and Darby Creek. (RyW)
- May 1881 PW&B has built a car for the transportation of live fish for the U.S. Fish Commission. (RyW)
- May 1881 Northern Central Railway places 150 freight cars on the Midland Line. (Guide)
- May 1881 Engineer corps of Peninsula Railroad (Va.) organized. (MB)

- May 1881 Water Tank station renamed Aqua, Summit renamed Rhoads, and Beech Creek renamed Butts, all on Bellefonte & Snowshoe Branch. (Guide)
- May 1881 South-West Pennsylvania Railway Board authorizes building the first 7 miles of the Sewickley Branch, from Youngwood up Sewickley Creek towards Trauger. (Keystone)
- May 1881 Buffalo, Pittsburgh & Western Railroad contracts Buffalo and Salamanca extensions to New York & Pennsylvania Construction Company; is also to extend New Castle & Franklin Railroad to Pittsburgh. (AR, RRGaz)
- May 1881 New Castle & Beaver Valley Railroad placed under contract. (AR)
- May 1881 Pennsylvania Company buys \$300,000 of old New Castle & Richmond Railroad bonds held by Richard Pullen, trustee, to remove claim. (RRGaz)
- May 1881 Lehigh Valley Railroad establishes an express passenger train between Easton and Jersey City. (Burgess)
- May 1881 New York, Pittsburgh & Chicago Construction Company incorporated to build New York, Pittsburgh & Chicago Railway. (Cole)
- May 1881 Erie and PRR are holding their own in the grain trade against the Erie Canal; NYC&HR's share has fallen sharply; Erie is carrying as much grain to New York as PRR and NYC&HR combined; NYC&HR's proportion of the New York grain trade has fallen from 51.5% in 1880 to 38.8%, while the Erie's has increased from 30.4% to 37.7% and the PRR's from 16.9% to 21.8%. (NYT, Grodinsky)
- May 1881 Trunk Line pool breaks, and a new rate war begins, with grain being carried from Chicago to New York at less than cost. (CHTaylor)
- May 1881 PRR makes a new contract with Standard Oil Company calling for a through rate of 40 cents per bbl. from the gathering line; if the rate falls below 40 cents, the PRR is to receive a share of the 20-cent gathering charge; the PRR's share of the crude oil traffic increases from 14% to 38%. (Granitz - see above)
- May 1881 Jay Gould concludes an agreement for the distribution of the eastbound business of the St. Louis, Wabash & Western Railway; one third is to go to the LS&MS at Toledo and one third each to the Great Western Railway of Canada and the Canada Southern Railway at Detroit; the Great Western has hoped to get a much larger share; Gould gives more to the Vanderbilt lines because they can supply more much needed westbound traffic to the Wabash. (Grodinsky)
- May 1881 New York, Providence & Boston Railroad opens a branch from Oakland

Beach to Buttonwoods, R.I. (NHCorp)

- May 1881 Seney-Brice-Thomas Syndicate buys major interest in the East Tennessee, Virginia & Georgia Railroad at the behest of Pres. Edwin W. Cole, displacing the old Walters-Newcomer-Roosevelt group left over from the days of the Southern Railway Security Company; they begin a rapid expansion into Georgia, Alabama and Tennessee; the system grows from 592 miles in 1880 to 1,453 miles by 1882. (Klein, Stover, Poors)
- May 1881 Toledo, Ann Arbor & Grand Trunk Rail__ opens between Ann Arbor and South Lyon; grading is completed as far as Pontiac; the section between South Lyon and Pontiac is sold to the Grand Trunk Western Rail__. (Meints)
- May 16, 1881 Ex-Pres. Tom Scott is moved to his country house "Woodburn" near Darby (present Lansdowne Court in Lansdowne) after rallying; can sit up in a rocking chair and accept visitors. (PubLdgr, Guide, RRGaz)
- May 16, 1881 Eastbound *Cincinnati Express* consisting of 12 cars and locomotives No. 668 and 258 suffers air brake failure about a mile west of Altoona and runs away at about 30 MPH past the Logan House, until it plows into an Adams Express baggage car and then the rear of locomotive No. 189, which was waiting to forward it over the Middle Division; no injuries. (RRGaz)
- May 16, 1881 Pequest & Walkill Railroad, which has a charter for a parallel line, merged into Lehigh & Hudson River Railroad. (ICC, RRH 47)
- May 16, 1881 B&O makes a new proposition to make a temporary connection with the Georges Creek & Cumberland Railroad and carry GC&C coal trains to the canal docks at Cumberland. (BaltAm)
- May 16, 1881 Muskingum County Court of Common Pleas creates five-man Board of Trustees to build Muskingum County Railroad; financed by sale of county's stock in Central Ohio Railroad for \$128,821. (Church)
- May 16, 1881 German electrical firm Siemens & Halske open first commercial electric street railway at Gross Lichterfeld near Berlin. (Condit)
- May 17, 1881 James Kennedy's lease of property of Oil City & Ridgway Railway & Mining Company expires; Buffalo, Pittsburgh & Western Railroad purchases company, running from South Oil City to Cranberry Mines, from Northwestern Coal & Iron Company for \$500,000; includes 666 acres of coal land. (PaState, AR, RRGaz)
- May 1881 Georges Creek & Cumberland Railroad makes connection with Pennsylvania Railroad Company (Md.). (H&BTM AR)

- May 1881 Part of Jacobs Creek Branch (later Texas Branch, later part of Scottdale Branch) of South-West Pennsylvania Railway opens from junction of Scottdale & June Bug Branches (later Morewood Branch Jct.) to Texas. (3.01 miles). (Val, AR, C&C)
- May 1881 Vandalia Line equips two coaches with paper wheels. (RyW)
- May 1881 Work resumes on Hudson Tunnel Railway at Jersey City with engineer William Sooy Smith (1830-1916) of Chicago as consultant; Charles Walker Raymond (1842-1913), later one of the Board of Engineers of the Penn Station Project, is Second Assistant Engineer. (RyW, Burr, NYT)
- May 1881 First standard Class BA (D2a) 4-4-0, No. 95, built at Altoona. (Lovell)
- May 1881 Clarence H. Clark of Norfolk & Western Railroad attempts to buy interest in East Tennessee, Virginia & Georgia Railroad, its natural extension to the south, from the Richard T. Wilson group. (Lambie)
- ca. May 1881 Highland Grove picnic ground opens at Winslow Park, 14 miles from Cincinnati on the Cincinnati Northern Railway; later expanded into an amusement park with excursion trains. (Hauck - verify wiki?)
- May 1881 Western Maryland Railroad opens a branch from its station at Arlington to the Pimlico Race Track of the Maryland Jockey Club; it becomes the main means of access to the track from Baltimore. (Scharf)
- May 19, 1881 Ex-Pres. Tom Scott suffers a relapse in the evening; unable to recognize anyone and falling into a semi-coma, passing in and out of consciousness. (Guide, PubLdgr)
- May 19, 1881 McLaughlin's & Saw Mill Run Railway incorporated in Pa. in the interest of the Chartiers & Mansfield Valley Railway to build from terminus of Chartiers & Mansfield Valley Railway up McLaughlin's run to Sodom on Pittsburgh Southern Railway and up Painters Run; only a small amount of work done. (Church)
- May 19, 1881 Ashtabula & Pittsburgh Railway stockholders' committee reports; finds Pennsylvania Company has contracted with Rhodes & Co. to handle ore at Ashtabula at 25 cents a ton, much too high to attract business; LS&MS pays 17 cents, and Pennsylvania Company pays 16.8 cents at Cleveland; line should have its own Superintendent as is now managed by General Agent at Erie; road is in good shape but the potential for traffic other than coal and ore is small; John N. Hutchinson elected Pres., replacing John Scott. (MB)
- May 19, 1881 Maryland Board of Public Works ratifies plan for Georges Creek & Cumberland Railroad to cross B&O under grade and connect at Polk Street,

- Cumberland, with B&O to provide access to canal docks. (RRGaz, BaltAm)
- May 19, 1881 Southern Pacific Railroad reaches El Paso from the west. (Evans)
- May 20, 1881 LIRR Pres. Austin Corbin makes an inspection running to Patchogue via Central Branch and returning via South Side; notes that since Jan. 1 have completely rebuilt Long Island City Terminal with 4 outbound and 3 inbound tracks and shelter sheds; new station nearly completed at Babylon; plans service to open all South Shore beaches. (NYT)
- May 21, 1881 Former PRR Pres. Tom Scott (1823-1881) dies at 9:10 PM at his country home "Woodburn" near Darby (Lansdowne) at age 58. (Guide, PubLdgr)
- May 21, 1881 Pennsylvania Supreme Court upholds validity of Reading election of Mar. 14. (RyW)
- May 21, 1881 Frankfort & Kokomo Railroad merged into Toledo, Cincinnati & St. Louis Railroad (Indiana). (Church)
- May 22, 1881 Frederick J. Kimball examines 12-foot outcropping of Pocahontas No. 3 coal seam in Tazewell County, Va.; foundation of Norfolk & Western's coal wealth; Mrs. Kimball is supposedly responsible for naming it after Pocahontas; Kimball determines to extend the railroad there rather than to the Big Stone Gap area further south. (Striplin, Lambie)
- May 23, 1881 All PRR property in Philadelphia, all stations on the main line east of Pittsburgh and much rolling stock draped in black in honor of former Pres. Tom Scott. (PubLdgr)
- May 23, 1881 Pennsylvania Supreme Court rules by 4-3 vote that Mar. 14 Reading elections was a valid annual meeting and Bond is Pres. (Schlegel)
- May 23, 1881 LIRR Board authorizes increasing stock to \$10 million; John Rogers Maxwell (1846-1910) elected a director, replacing Egisto P. Fabbri resigned. (MB)
- May 23, 1881 Cape May & Schellenger's Landing Railroad incorporated in N.J. (NJCorp)
- May 23, 1881 Springfield Southern Railroad (Ohio) renamed the Ohio Southern Railroad. (ICC)
- May 23, 1881 Chicago & North Western Railway opens new Chicago terminal at Wells & Kinzie Streets; old "Kinzie Street Depot" of the former Chicago, St. Paul & Fond du Lac Railroad is closed. (Ystrdy&Tdy)
- May 23, 1881 Somerset & Cambria Branch of the B&O opens for passenger service to Johnstown offering competition for the PRR for the first time at that point.

(Storey)

- May 24, 1881 Tom Scott interred at Woodlands Cemetery in Philadelphia following a private Episcopal service; pallbearers include his three successors, George B. Roberts, Frank Thomson and A. J. Cassatt, plus VP John P. Green, his second cousin General Solicitor John Scott and confidential secretary Richard D. Barclay; PRR shops closed at 4:00 PM, and bells tolled from 4:00 to 6:00 during the time of the funeral. (Guide, BaltAm, PubLdgr)
- May 24, 1881 Joseph S. Harris, General Manager of the CNJ, proposes an agreement with the PRR, Philadelphia & Erie, Allegheny Valley, and Wabash, St. Louis & Pacific Railway to develop a new trunk line route using CNJ to Tamanend, Pa., Reading to Milton, PRR Low Grade Line to Red Bank; new construction to link Red Bank with Wabash via Youngstown; approved by PRR on June 8. (MB, J. Gould)
- May 24, 1881 Zanesville & South Eastern Railway incorporated in Ohio by citizens of Zanesville to build connection from Muskingum County Railway to Bellaire & South Western Railway at Caldwell, with branches to Cumberland, Beverly and McConnellsville. (Church)
- c. May 24, 1881 George H. Moller of New York, a stockholder of the old Paris & Decatur Railroad, sues it and the Peoria, Atlanta & Decatur Railroad and Midland Railway Company to set aside old sale of Paris & Decatur Railroad to Peoria, Atlanta & Decatur Railroad. (NYT)
- May 25, 1881 Railroad Committee of N.Y. Legislature reports favorably a bill to require the depression of the Atlantic Avenue Railroad Company of Brooklyn's tracks in Atlantic Avenue. (BrklnEgle)
- May 25, 1881 West Jersey & Atlantic Railroad Excursion House opens at Atlantic City. (CMCoGaz)
- May 25, 1881 West Jersey Railroad completes second track between Camden and Wenonah to accommodate increasing suburban service. (PubLdgr, AR)
- May 25, 1881 Charles K. Landis begins construction of a railroad from Seaville to his new resort of Sea Isle City for the West Jersey Railroad; property later sold to West Jersey Railroad. (MB, Val)
- May 25, 1881 Harlan & Hollingsworth delivers the steamboat *Ida* to the Maryland Steamboat Company; named for the wife of company owner Enoch Pratt; placed on the Choptank River line with the *Highland Light*; the *Enoch Pratt* replaces the *Kent* on the Piankatank River line. (BethStl, Burgess)
- May 25, 1881 Western Pennsylvania Railroad starts building a bridge to Herrs Island at

Pittsburgh. (PittsComGaz)

- May 25, 1881 Butler & Detroit Railroad (Ohio & Ind.) merged into Detroit, Butler & St. Louis Railroad under articles of agreement of Jan. 17, 1881; is to form direct line to Detroit for Wabash, St. Louis & Pacific Railway. (ICC)
- May 25, 1881 William J. Best and his new financial backers agree with the Western North Carolina Railroad commissioners that they will reimburse A. S. Buford and his associates \$250,000 for the money they have spent on the road in return for having control returned to them. (NYT)
- May 25, 1881 Iron Steamboat Company steamboat *Cygnus* makes the first landing at the Iron Pier at Coney Island, running direct from Manhattan to the ocean side and offering competition with the railroads. (NYT, Immerso)
- May 26, 1881 New York & Manhattan Beach Railway opens for season with steamboat *Sylvan Grove* running from E. 23rd Street to Greenpoint and *D.R. Martin* between Whitehall Street and Bay Ridge. (NYT)
- May 26, 1881 Genesee Valley Canal Railroad contracts the line between Rochester and Hinsdale to Josephus Collett. (C&C)
- May 26, 1881 Louis H. Meyer (1815-1892) elected Pres. of the PFW&C when George W. Cass returns from Europe and resigns after 25 years of service. (MB)
- May 26, 1881 Detroit Western Transit & Junction Railroad incorporated; C.H. Buhl, Pres.; to build from Wabash, St. Louis & Pacific Railway at Spring Wells to 12th Street, Detroit; not built; stock held in trust for Detroit Union Railroad Depot & Station Company. (Church, C&C)
- May 26, 1881 John I. Waterbury files bill in U.S. Circuit Court in Illinois to set aside the reorganization of Illinois Midland Railway as fraudulent; charges conspiracy of majority of directors of Peoria, Atlanta & Decatur Railroad and Paris & Decatur Railroad to defraud stockholders of Paris & Decatur; seeks to cancel deed of Paris & Decatur to Peoria, Atlanta & Decatur Railway of Sep. 19, 1874, and mortgage of Illinois Midland of Jan. 1, 1875, and to stop Union Trust Company from foreclosing the Illinois Midland. (RRGaz, RyW)
- May 27, 1881 West Jersey Railroad Board authorizes extension from Swedesboro to Salem Railroad to block Camden, Gloucester & Mount Ephraim Railway; declines to make subscription to Cape May & Schellengers Landing Railroad. (MB, RRGaz)
- May 27, 1881 Attempt by the Pittsburgh & Western Railroad to lay track on the Western Pennsylvania Railroad right of way between Pine Creek and Willow Grove near Pittsburgh produces a near-riot with about 200 workmen from each side

facing off against each other; the P&W is attempting to build its own line to avoid trackage rights over the West Penn; the West Penn forces lay three tracks on top of one another and drive telephone poles between the ties; the P&W has possession when word comes from both headquarters to stand down. (PittsComGaz, BaltAm)

- May 27, 1881 North River Construction Company executes a supplemental contract with the New York, West Shore & Buffalo Railway. (NYT)
- May 27, 1881 Leonard Phleger (1805?-1881), former PW&B locomotive engineer, Superintendent of Grays Ferry and Wilmington Shops, and inventor of an early coal burning boiler, dies at Philadelphia. (PubLdgr)
- May 28, 1881 West Jersey Railroad holds press excursion from Philadelphia to Cape May. (RyW)
- May 28, 1881 New Castle & Oil City Railroad Company incorporated in Pa. as reorganization of New Castle & Franklin Railroad; leased by Buffalo, Pittsburgh & Western Railroad; John W. Jones, Pres. (Val, C&C)
- May 28, 1881 Pennsylvania Company Finance Committee authorizes \$15,000 subscription to Valparaiso & La Crosse Railroad. (MB)
- May 28, 1881 Richmond, Fredericksburg & Potomac Railroad Pres. Robert Ould resigns and is replaced by J.P. Brinton; plans to develop a train ferry between Quantico and B&O are dropped; *Excelsior* is finished as a regular steamboat instead of a train ferry, although its lines betray its origin. (AR, Mordecai, Harwood)
- May 28, 1881 Richmond & Danville Extension Company incorporated in N.J. by persons interested in the Richmond & West Point Terminal Railway & Warehouse Company to build the Georgia Pacific Railroad from Atlanta to the Mississippi River. (Klein)
- May 30, 1881 Cincinnati Northern Railway (narrow gauge) opens for regular revenue service between East Norwood and Lebanon, Ohio; one mixed train each way; uses Marietta & Cincinnati Railroad between Norwood and Cincinnati. (RyW, Rehor, Hauck, BaltAm)
- May 30, 1881 Five-car express No. 25, running at high speed, derailed by a misplaced switch at Bear Swamp Station, five miles north of Trenton, N.J.; engineer also ignored distant signal; 2 killed, 17 injured. (NYT)
- May 31, 1881 PRR adopts summer uniforms of frock coats and white duck caps for station and train personnel, similar to those used by Pullman's Palace Car Company; the men do not like them. (CMCoGaz)

- May 31, 1881 PRR discontinues through trains between Camden and Long Branch via Whitings and New Jersey Southern Railway; CNJ begins through cars between Camden and Long Branch via Atco and Camden & Atlantic Railroad. (Baer/Coxey)
- May 31, 1881 Cape May & Schellenger's Landing Railroad files map for railroad between Cape Island Creek and Sea Breeze Hotel. (NJCorp)
- June 1, 1881 LIRR acquires wharf of Sag Harbor Wharf Company at Sag Harbor. (AR)
- June 1, 1881 Philadelphia & Long Branch Railway opens for revenue service between Whitings and Toms River, N.J. (NJCourier, PubLdgr)
- June 1, 1881 The Annex Building opens at rear of PRR general offices at 243 S. 4th Street.
- June 1, 1881 Engineering Dept. revived; William H. Brown promoted from Engineer-MofW to new office of Chief Engineer; John C. Wilson (1832-1906) and Robert E. Pettit (1846-1894) appointed Assistants to Chief Engineer; Brown begins program to replace all major bridges over non-navigable streams with stone arches as more resistant to floods. (MB)
- June 1, 1881 Superintendents of Transportation abolished as a grand divisional office in favor of a single Superintendent of Transportation (John Reilly) on the staff of the General Manager; Car Record Offices closed at Grand Divisional level and consolidated into a single office in Philadelphia. (MB)
- June 1, 1881 Altoona Division created from the Hollidaysburg, Morrison Cove, Newry, Williamsburg and Springfield branches, plus Altoona Yard and Shops; William J. Latta (1852-1938), Superintendent; headquarters of Amboy Division moved from Trenton to Camden. (MB)
- c. June 1, 1881 Georges Creek & Cumberland Railroad begins shipping Cumberland coal over PRR. (RyW)
- June 1, 1881 Charles B. Price named Superintendent of River Division of Allegheny Valley Railroad, replacing Thomas M. King resigned to B&O. (RRGaz)
- June 1, 1881 Jacob Henrici, John Reeves, Roger Hailley and Henry Hice elected to Board of Chartiers & Mansfield Valley Railway; R.L. McCully engaged as engineer. (MB)
- June 1, 1881 Frank J. Firth (1842-1912), son of Thomas T. Firth, elected Pres. of Erie & Western Transportation Company, replacing Joseph D. Potts, resigned. (PRRMN)
- June 1, 1881 Future Superintendent Andrew J. Whitney, Jr. (1862-), joins the PRR as a

- rodman on the Lewisburg & Tyrone Railroad. (PRRBio)
- June 1, 1881 William Bomer named General Western Freight Agent of Pennsylvania Company, replacing R.C. Meldrum, deceased. (MB)
- June 1, 1881 J. B. Kirkland appointed PRR (?) Pacific Coast Agent at San Francisco. (Guide)
- June 1, 1881 Ralph Peters named Superintendent of Little Miami Railroad, replacing Christopher C. Waite resigned to be Assistant to Pres. of New York, Lake Erie & Western Railroad; C.C.F. Bent named Superintendent of “Second & Third Divisions - West” of CC&IC replacing Peters. (MB, RRGaz)
- June 1, 1881 CC&IC elects new Board of New Yorkers, including broker Charles J. Osborn (1839?-1885), Charles J. Canda (1838-1914), John Hoey (1828-1892), William Bond and William B. Dinsmore (1810-1888); old directors, including Adrian Iselin out; Benjamin E. Smith remains Pres.; Board adopts staggered election for directors and adopts new bylaws; Hoey and Dinsmore are officers of Adams Express Company. (MB)
- June 1, 1881 John W. Garrett returns to Baltimore after a year in England. (RyW)
- June 1, 1881 Lucy Furnace Company, Limited, organized by Andrew Carnegie and others with a capital of \$1 million. (StdHistPitts)
- June 1, 1881 Members of the Clyde Syndicate controlling 27,221 shares of the 40,000 shares of the Richmond & Danville Railroad, place it in an “ironclad” pool, depositing the stock with the Central Trust Company of New York for 10 years; this also carries the control of the Richmond & West Point Terminal Railway & Warehouse Company. (Klein)
- June 1, 1881 Westinghouse Air Brake Company adopts the 4-hour day or “half-holiday” on Saturdays, one of the first industrial companies to do so. (Prout)
- June 2, 1881 Pennsylvania Supreme Court refuses to reopen Reading election case, and Frank S. Bond is confirmed as Pres.; Bond tries to reverse Franklin B. Gowen’s policies by reducing the company’s debt and selling off the iron mines and furnaces collected by Gowen. (RyW, Rdg AR)
- June 2, 1881 Will of the late Pres. Tom Scott filed for probate; there are no public bequests, Scott having made those earlier; leaves estate valued at \$16.53 million. (PubLdgr, Guide, NYT)
- June 2, 1881 Junction & Breakwater Railroad Board refers question of extending track to beachfront at Rehoboth Beach to Executive Committee; company proves unable to obtain donation of right-of-way from Rehoboth Beach Association.

(MB)

- June 2, 1881 Frederick W. Vanderbilt (1856-1938) elected to Board of Chicago & North Western Railway. (Ystrdy&Tdy)
- June 3, 1881 PRR agrees with Drexel & Co. to finance \$10 million stock trust certificates to pay for PW&B stock. (MB)
- June 3, 1881 NYC&HR VP James H. Rutter writes to George R. Blanchard of the New York, Lake Erie & Western Railroad, exonerating Erie for breaking the rate compact and blaming the western connections of the Erie over which it has little control. (RRGaz)
- June 3, 1881 First train runs over Wabash, St. Louis & Pacific Railway's Detroit, Butler & St. Louis Railroad between Detroit and Butler, Ind.; no revenue service. (RRGaz)
- June 4, 1881 Mayville Extension Railroad incorporated in N.Y. to build from Fairpoint on the Chautauqua Assembly grounds to the Buffalo, Pittsburgh & Western Railroad at Mayville; Archer N. Martin, Pres.. (NYState, Pools)
- June 4, 1881 *Railway World* reports that New York, Lake Erie & Western Railroad has secured control of Chicago & Atlantic Railway. (RyW)
- June 6, 1881 Strickland Kneass reports to PRR Road Committee that citizens of Haddonfield, N.J., have not offered to put up enough money to build a new PRR branch there, and the matter is dropped. (MB)
- June 6, 1881 Northern Central Railway Board asks George B. Roberts if the company has the authority to build its own line between Dauphin and Rockville, and if so, to construct it. (MB)
- June 7, 1881 Pres. George B. Roberts and VP Edmund Smith travel to New York to complete purchase of PW&B from Boston Committee; receive 208,419 shares and pay with check for \$14,949,052.20; an additional \$3 million stock is owned in Philadelphia and purchased there; the cancelled \$14 million check, which would have amounted to 36 tons if paid in gold, is considered the largest ever drawn to that date and is later framed in the treasurer's office and exhibited at the 1893 World's Columbian Exposition. (NYT, RRGaz, RyW)
- June 7, 1881 Pennsylvania Company stockholders approve merging preferred and common stock and increasing number of directors from 12 to 13. (MB)
- June 7, 1881 PC&StL Railway Executive Committee authorizes new passenger station and divisional office, refitting an existing building as a freight station, and revising tracks at Zanesville; previously had no station and used platform of B&O.

(MB)

- June 7, 1881 PRR influence secures defeat of Pennsylvania free pipe line bill in Senate by 27-13 vote. (RyW).
- June 7, 1881 Trunk Line Commissioner Fink cuts eastbound grain rate from 30 cents to 25 cents on complaint of NYC&HR, which had been losing ground to the New York, Lake Erie & Western; Erie denies cutting rates. (RRGaz)
- June 7, 1881 Connecting Terminal Railroad Company incorporated in N.Y. as subsidiary of Erie & Western Transportation Company to build switching line, warehouses and grain elevator on the west side of the City Ship Canal in Buffalo. (MB, Val)
- June 7, 1881 William H. Barnes rejoins the Board of the Pennsylvania Company. (MB)
- June 7, 1881 Joseph D. Potts retires as Pres. of Erie & Western Transportation Company. (MB)
- June 7, 1881 Westchester Railway incorporated in N.Y. as reorganization of the New York, Housatonic & Northern Railroad; no construction under this charter. (NYState)
- June 7, 1881 Newport & Maysville Railroad organized at Cincinnati by Collis P. Huntington; is to build from Ashland, Ky., to Covington, opposite Cincinnati. (NYT)
- June 8, 1881 PRR Board authorizes portrait of Tom Scott; authorizes \$25,000 subscription to complete new Cresson Springs Hotel; approves CNJ-Wabash, St. Louis & Pacific Railway joint traffic contract; PRR is to carry traffic between Milton and Red Bank; Wabash is to build a new line from Red Bank, Pa., to Youngstown; agreement is a short-term move by Jay Gould, possibly to help him unload his CNJ stock at a good price, and is never carried out. (MB, Baer/Coxey)
- June 8, 1881 PW&B Board approves agreement placing 200,000 shares in trust for PRR. (MB)
- June 9, 1881 In U.S. Circuit Court at Columbus, William L. Scott wins verdict of \$441,000 with 4% interest from Apr. 5, 1881 against CC&IC Railway in his suit to recover on bonds issued in Feb. 1868; Scott, acting for PRR, has bought 90% of the First Mortgage bonds and can now dictate terms to the stockholders and other bondholders. (RyW, NYT)
- June 9, 1881 Detroit Union Railroad Depot & Station Company incorporated in Michigan to build a union station and terminals for the Wabash, St. Louis & Western Railway, Detroit, Lansing & Northern Railroad (Pere Marquette) and the

Chicago, Detroit & Canada Grand Junction Railroad (Grand Trunk Railway).
(Church)

- June 9, 1881 Melville E. Ingalls, Pres. of Kentucky Central Railroad and Cincinnati, Indianapolis, St. Louis & Chicago Railway, returns to Cincinnati and announces that the proposed sale of the Kentucky Central to a syndicate headed by George W. Ballou & Co., and including Collis P. Huntington, Ingalls, and the Louisville & Nashville interests, has fallen through, but that a sale has been closed to Huntington at 60; the Chesapeake & Ohio Railway is to reach Covington within 60 days, and the KC is to be changed from 5'-0" gauge to standard in July. (NYT)
- June 9, 1881 Ashbel H. Barney elected Pres. of the Northern Pacific Railroad, replacing Frederick Billings, resigned; Henry Villard (1835-1900) joins the Board. (RRGaz)
- June 10, 1881 PRR committee meets with representatives of Philadelphia City Council regarding a new line to Chestnut Hill. (MB)
- June 10, 1881 The PRR-Wabash, St. Louis & Pacific Railway contract is made public. (PittsComGaz)
- June 10, 1881 Rumors that the Pittsburgh & Western Railroad will merge with several other companies, convert to standard gauge and be a link in the proposed Wabash trunk line. (PittsComGaz)
- June 11, 1881 CNJ and Philadelphia capitalists, including Joseph S. Harris, Solon Humphreys, George G. Haven, Joseph F. Sinnott and Henry C. Gibson, who are touring the proposed trunk line to be formed by a connection from the PRR Low Grade Line at Red Bank to Youngstown meet in Pittsburgh with Wabash officials, then leave going east. (PittsComGaz)
- June 11, 1881 Hugh J. Jewett denies Vanderbilt charge that the Erie has reduced eastbound rates to 18 cents instead of the published tariff of 30 cents. (NYT)
- June 11, 1881 Detroit Union Railroad Depot & Station Company incorporated in Mich.; James F. Joy, Pres.; to build Delray to 18½ Street along right-of-way of Wabash, St. Louis & Pacific Railway and Detroit, Lansing & Northern Railroad (later Pere Marquette Railway), with each owning one track of a double track railroad; south track built in 1881 by Wabash; the company also purchases 40 acres of terminal property with 2,500 feet fronting on the Detroit River. (C&C - see 6/9)
- June 12, 1881 Norfolk & Western Railroad increases passenger service on its Virginia & Tennessee Division to two round trips. (AR)

- June 13, 1881 N.Y. act authorizes the LIRR and the Atlantic Avenue Railroad Company of Brooklyn to depress the tracks in Atlantic Avenue between 6th Avenue and a point east of Brooklyn Avenue with connections to the projected Flatbush Avenue elevated to the Brooklyn Bridge, with the Brooklyn, Flatbush & Coney Island Railway, and with the New York & Manhattan Beach Railway. (PL, NYState)
- June 13, 1881 Atlantic City passes ordinance allowing Camden & Atlantic Railroad to extend double track in Atlantic Avenue, providing steam locomotives are not used in local service. (MB)
- June 13, 1881 River Front Railroad Board authorizes construction, which has been suspended since 1877. (MB)
- June 13, 1881 Franklin B. Gowen informs PRR that Reading will exercise its rights to operate over River Front Railroad between Callowhill and Dock Streets at Philadelphia; informs city that he will stop fighting the PRR and allow construction of River Front Railroad to proceed. (RyW, NYT)
- June 13, 1881 Ohio Valley Railway Board holds first meeting since 1874; approves sale of right of way and surveys from point opposite Catlettsburg, Ky., to Cincinnati to Cincinnati & Ohio Railroad. (MB)
- June 13, 1881 Detroit Union Railroad Depot & Station Company organized. (Church)
- June 13, 1881 East River & Connecticut Railway incorporated in N.Y. by William F. Van Pelt, et al., to build from Port Morris to the Connecticut state line with a branch through White Plains to Hall's Corners on the New York & Boston Railroad; may have been intended as a reorganization of the New York, West Chester & Boston Railway, but nothing done under this charter. (NYState)
- June 13, 1881 *Mason L. Weems* laughed at William Skinner & Sons for the Rappahannock River Line. (Holly)
- June 13, 1881 Pioneer meat-packer and former Pres. of the Chicago Board of Trade George Armour (1811-1881) dies at Brighton, England. (CHTaylor)
- June 14, 1881 Chartiers & Youghiogeny Railway incorporated in Pa. to build from Sodom, St. Clair Township, Allegheny County via Tarrs Station and Mount Pleasant to Latrobe; line is not finished. (MB)
- June 14, 1881 North River Railroad merged into New York, West Shore & Buffalo Railway under an agreement of May 12; backers of new line include Edward F. Winslow, George M. Pullman and his eastern representative Horace Porter (1837-1921), who resent NYC&HR for evicting them in favor of Wagner's sleeping cars, Henry Villard, Charles F. Woerishoffer and Frederick Billings

of the Northern Pacific and H. Victor Newcomb of the L&N; Porter is Pres. (GrnBk, NYT, Martin, Harlow)

- June 14, 1881 Lehigh Valley Railroad Board authorizes building a tunnel at Rockport, Pa., to cut off a horseshoe bend in the Lehigh River. (MB)
- June 14, 1881 Albert Fink announces reduction in eastbound grain rate from Chicago to 20 cents, as railroads have failed to maintain tariff of Mar. 11. (NYT)
- June 14, 1881 Cincinnati, Hamilton & Dayton Railroad stockholders approve merger with CCC&I Railway. (RyW)
- June 15, 1881 First train run between Point Pleasant and Bay Head Jct. on NY&LB; this section originally not used for revenue service except by PRR from Seaside starting in 1882. (WkStGaz - may be 6/22)
- June 15, 1881 William H. Brown appointed Chief Engineer of Northern Central Railway. (AR)
- June 15, 1881 New westbound tariff cuts grain rate from Chicago to New York from 25 cents to 20 cents per cwt.; new Trunk Line rate war begins, lasting through Jan. 1882. (NYT, RRGaz)
- June 15, 1881 New York, Lake Erie & Western Railroad introduces lighting passenger cars with Pintsch gas. (Mott)
- June 15, 1881 Pittsburgh & Chicago Railway merged into the Pittsburgh & Western Railroad under agreement of June 9. (B&O Corp - verify in ICC)
- June 1881 PRR inaugurates use of seasonal open-air observation cars between Altoona and Johnstown; cars are described as being a "light stone color" and are built like streetcars with big windows and guard platforms on each end. (RyW - NB were built in 1879 - see RRGaz)
- June 1881 Atlantic City Council has granted Camden & Atlantic Railroad the right to build in the streets and begin work on the South Atlantic City branch. (RyW)
- June 1881 City of Cape May passes ordinance to permit Cape May & Sewells Point Railroad to build from the Sea Breeze Hotel to Madison Avenue for horse cars; track to be located outside of the Boardwalk. (PubLdgr)
- June 1881 Kent County Railroad informally reorganized as Baltimore & Delaware Bay Railroad under control of Jay Gould, but without filing articles of association; Col. John F. Bingham (1845?-1891), for Gould, sells both the Kent County and Smyrna & Delaware Bay Railroads to the CNJ. (Baer/Coxey, RyW)

- June 1881 Bird Run station renamed Guernsey on Cleveland & Marietta Railroad; Sloan's station renamed Toronto on River Division of Cleveland & Pittsburgh Railroad. (Guide)
- June 1881 New PRR \$10 million, 4% loan taken by syndicate headed by Drexel & Co. (RyW)
- June 1881 Future PRR Secretary Lewis Neilson (1860-1952) graduates from the University of Pennsylvania and takes a job as a weighing clerk at the PRR's Walnut Street Wharf. (UPenn alumni)
- June 1881 J. & W. Seligman form a syndicate to subscribe for \$15 million in New York, West Shore & Buffalo Railway bonds at par, with a bonus of 50% of subscription in stock; the Seligmans take \$1 million, Woerishoeffler & Co. \$2 million, the Vereins Bank of Frankfurt-am-Main \$1 million, Edward F. Winslow, Horace Porter, George M. Pullman, Henry Villard, Charles Baird, and Jesup, Paton & Co. \$500,000 each, and George I. Seney and U.S. Grant \$200,000 each. (NYT)
- June 1881 Realizing that the NYC&HR has lost a large share of its eastbound grain trade, and that the three new trunk lines under construction will only make matters worse, William H. Vanderbilt begins a new rate war; it is the most vicious to date and lasts 9 months. (NYT, Grodinsky - RyW in 1885 says WHV walked out of the presidents' meetings, after which the only rep. was a subordinate officer of the Michigan Central)
- June 1881 L&N representatives on Norfolk & Western Railroad Board defeat Clarence H. Clark's attempt to buy control of East Tennessee, Virginia & Georgia Railroad, its natural extension south of Bristol, Va. (Lambie)
- June 16, 1881 Franklin B. Gowen give repeat performance of his denunciation of PRR to a packed house at the Academy of Music; calls Reading Pres. Frank S. Bond a PRR catspaw who has downplayed the Bound Brook Route, slowed trains and broken connections with the B&O. (Schlegel, NYT)
- June 16, 1881 Jesse Seligman (1827-1894), Archer N. Martin, J.W. Jones and Edward F. Winslow elected directors of Buffalo, New York & Philadelphia Railway; J.W. Jones, Pres. of Buffalo, Pittsburgh & Western Railroad elected VP. (RyW, RRGaz)
- June 16, 1881 Trunk Line presidents begin two days of meetings in Commissioner Albert Fink's office; agree to the appointment of a Board of Arbitration for the coming year; in cases where the Board is not unanimous, the decision is to be referred to the presidents; discuss prospects for eastbound freight pool; Vanderbilt claims the LS&MS's eastbound traffic is being "stolen" at Chicago; Garrett calls for figures that show the PRR and Erie have diverted

about half the Chicago eastbound business of the B&O, while the loss Vanderbilt claims is actually going to his own Michigan Central and to the Grand Trunk Railway; Vanderbilt vetoes pool terms. (RRGaz)

- June 16, 1881 Hamilton Disston (1844-1896) of the Philadelphia saw-manufacturing dynasty buys 4 million acres of land in the Everglades north and west of Lake Okeechobee from the State of Florida for \$1 million, all of it “below the frost line” but mostly below the water line as well; in Feb., Disston had contracted to drain a total of 12 million acres, embracing the entire Everglades south of Orlando; the purchase pays off the state debts incurred in financing failed railroads in the 1850s and during Reconstruction, thus removing obstacles that have stymied development of the state; Disston forms the Atlantic & Gulf Coast Canal & Okeechobee Land Company. (NYT, Grunwald)
- June 17, 1881 Cape May & Sewell’s Point Railroad opens between Sea Breeze on Delaware Bay and Sewell’s Point, running north of Beach Avenue to the West Jersey Railroad station, to Lafayette, Ferry, Washington, and Ocean Streets, Columbia Avenue to Howard Street to Stockton Avenue to Madison Avenue to Sewell’s Point; uses horses from Sea Breeze to Mineral Springs and small steam locomotives from Mineral Springs to Sewell’s Point. (Cook, PubLdgr)
- June 17, 1881 Cape May & Sewell’s Point Railroad files map for extension from Broadway to Congress Hall and Denis Pier. (NJCorp)
- June 17, 1881 Connecting Terminal Railroad organized at Buffalo; Frank J. Firth, Pres. (C&C)
- June 17, 1881 Valparaiso & La Crosse Railroad incorporated in Indiana in interest of Pennsylvania Company for purpose of rebuilding the line between Valparaiso and La Crosse torn up by Chicago & Great Eastern Railway in 1865; no work done. (MB, Church)
- June 17, 1881 Eastbound grain rates cut to 12.5 cents as Trunk Line Rate War intensifies; two-day Trunk Line presidents’ meeting concludes; William H. Vanderbilt obstructs the formation of an eastbound freight pool and refuses to submit differences to the Board of Arbitrators. (RRGaz, NYT)
- June 17, 1881 Thomas R. Bard purchases Rancho Simi and Rancho Las Posas in Ventura County, Calif., from Baker Gummere for \$150,000; James P. Scott takes a 4/30 interest and Thomas B. Kennedy 1/15; the Tom Scott Estate, John P. Green and Richard D. Barclay also invest. (Hutchinson)
- June 17, 1881 Maryland Board of Public Works orders that B&O permit the Georges Creek & Cumberland Railroad to make a connection at Polk Street, Cumberland. (RRH 85)

- June 17, 1881 New York, Susquehanna & Western Railroad formed by merger of Midland Railroad Company of New Jersey and five branch line companies; main line runs from Marion Jct., Jersey City to Stroudsburg; plan is to become a new anthracite coal carrier; continues to run to PRR's Jersey City Terminal. (ICC)
- June 19, 1881 CB&Q moves passenger trains from Illinois Central Station into the PRR's new Union Passenger Depot at Chicago. (RRH)
- June 20, 1881 William E. Lockwood in speech to Philadelphia Board of Trade, attacks PRR management, particularly for conspiring with Standard Oil and for recent large decreases in exports routed via Philadelphia vs. those routed via New York. (CCHS)
- June 20, 1881 Philadelphia & Long Branch Railway opens for revenue service between Toms River, N.J., and a point opposite Island Heights. (NJCourier)
- June 20, 1881 West Chester & Philadelphia Railroad Board authorizes sale of old Commonwealth Depot at 18th & Market Streets to William Hasell Wilson for PRR. (MB)
- June 20, 1881 Pennsylvania Company appoints National City Bank of New York as financial and transfer agent at New York. (MB)
- June 20, 1881 Alexandria & Fredericksburg Railway and Richmond, Fredericksburg & Potomac Railroad establish interchangeable tickets between Washington and Quantico whether used on A&F or Potomac Steamboat Company. (Guide)
- June 20, 1881 After graduating from the University of Pennsylvania, future PRR Secretary Lewis Neilson (1860-1952) joins the PRR as a weighing clerk in the freight station on the Walnut Street Wharf, Philadelphia. (MB, PRRBio)
- June 20, 1881 New York, Pittsburgh & Chicago Railway companies of Pa. and Ohio and Pittsburgh & Chicago Railway (Pa.) merged to form New York, Pittsburgh & Chicago Railway; stock is owned by New Jersey Construction Company; to link Pittsburgh with the Wabash, St. Louis & Pacific Railway at Toledo. (ICC)
- June 20, 1881 Texas & Pacific Railway purchases the franchise and property of the New Orleans Pacific Railway in order to complete its line from the Texas state line eastward to New Orleans. (Watson/Brown)
- June 21, 1881 William P. Clyde sells his holdings and those of the PRR in the Charlotte, Columbia & Augusta Railroad to the Richmond & West Point Terminal Railway & Warehouse Company. (Klein)
- June 21, 1881 Joseph N. Du Barry resigns from the Board of the Richmond & West Point

Terminal Railway & Warehouse Company, ending PRR influence on the old Piedmont Air Line; Du Barry, A.J. Cassatt, and Strickland Kneass also resign as directors of the Richmond & Danville Railroad by Dec. 14. (Klein, Poors)

- June 21, 1881 Kentucky Central Railroad makes connection with the Elizabethtown, Lexington & Big Sandy Railroad at Lexington, giving Collis P. Huntington and the Chesapeake & Ohio Railway a connection to Louisville. (Poors)
- June 21, 1881 Postal Telegraph Company incorporated in N.Y. to use the patents of Elisha Gray. (Harlow)
- June 22, 1881 PRR Board approves \$10 million stock trust certificates dated July 1 to help pay for PW&B. (MB)
- June 22, 1881 PRR contracts with Shenango & Allegheny Railroad to build Connoquenessing Valley Railroad. (MB)
- June 22, 1881 Dayton, Covington & Toledo Railroad (narrow gauge) opens for revenue service between Delphos and Dayton. (Rehor)
- June 23, 1881 Philadelphia & Chester County Railroad stockholders approve increase in capital stock from \$500,000 to \$750,000 to pay contractors, the Chester Construction Company of N.J., who are building from Philadelphia towards West Chester. (MB)
- June 23, 1881 Pres. Henry Loveridge of the Georges Creek & Cumberland Railroad and Maryland Coal Company and Pres. Gardner P. Lloyd of the Pennsylvania Railroad Company (Md.) and American Coal Company call on Pres. Garrett of B&O and Charles F. Mayer of the Cumberland & Pennsylvania Railroad to discuss a direct connection with the B&O instead of at Polk Street, Cumberland. (BaltAm)
- June 23, 1881 Richmond & Alleghany Railroad stockholders approve merger with Ohio Central Railroad and Atlantic & Northwestern Railroad that would create a through line between Richmond and Toledo called the Richmond, Alleghany & Ohio Central Railroad; Ohio Central stockholders approve on June 25; Richmond & Alleghany is controlled by the Seney-Brice-Thomas Syndicate and William L. Scott; merger with Richmond & Alleghany is blocked by the Virginia Legislature. (Poors, C&FC)
- June 24, 1881 West Jersey Railroad Board refers the question of a contract with the Cape May & Sewells Point Railroad to Pres. Roberts. (MB)
- June 24, 1881 GR&I contracts to build Bay View, Little Traverse & Mackinaw Railroad to Harbor Springs by donating old rail and labor in return for \$25,000 stock and \$25,000 First Mortgage bonds. (Church, AR)

- June 25, 1881 West Virginia Central & Pittsburgh Railway organized; Henry Gassaway Davis (1823-1916), Pres.; Stephen B. Elkins (1841-1911), VP. (Williams)
- June 25, 1881 Wilcox & Howard Hill Improvement Company renamed the New York, Lake Erie & Western Coal & Railroad Company to hold the coal lands in McKean County, Pa., that the New York, Lake Erie & Western Railroad purchased in 1873. (ICC, RRH 76)
- June 26, 1881 LIRR begins rapid transit service on Rockaway peninsula between Neptune House at Beach 107th Street and Far Rockaway; uses old South Side tracks; trains run every half hour at 15 cent fare. (NYT, Seyfried)
- June 26, 1881 J. W. Jones elected VP of the Buffalo, New York & Philadelphia Railway. (Guide)
- June 27, 1881 Coney Island Elevated Railroad opens for summer-only operation between Brighton Beach and West Brighton on Coney Island. (NYState)
- June 27, 1881 Injunction granted against the Philadelphia & Chester County Railroad on an amended bill. (MB)
- June 27, 1881 Residents of Big Lick, Va., in gratitude of having been chosen the junction point of the Norfolk & Western and Shenandoah Valley Railroads, vote to change the name of the village to "Kimball"; when he declines the honor, they fall back on their second choice, "Roanoke." (Lambie)
- June 27, 1881 Tampa, Peace Creek & St. John's River Railroad, incorporated in Florida in 1878, is renamed the Jacksonville, Tampa & Key West Railway; controlled by William Van Fleet and Alfred H. Parslow; has a state land grant of 13,840 acres per mile. (ICC, Turner/Bramson)
- June 28, 1881 Brooklyn & Montauk Railroad opens between Patchogue and Eastport, junction with existing LIRR line to Sag Harbor. (Seyfried, Val - Stadler has formal opening 7/17 and regular service 8/1)
- June 28, 1881 Deputy Attorney-General moves in N.Y. Supreme Court to remove John M. Rice as receiver of Rockaway Beach Improvement Company. (NYT)
- June 28, 1881 Camden & Atlantic Railroad begins extending horse car tracks down Atlantic Avenue from Florida Avenue. (AR)
- June 28, 1881 Grand Rapids, Indiana & Mackinaw Railroad organized; W. O. Hughart, Pres. (Church, C&C)
- June 29, 1881 Maryland Steamboat Company restores service on the Wicomico River to

Salisbury, Wednesdays only, with the *Kent*, making a through connection with the Wicomico & Pocomoke Railroad for a through, summer-only line between Baltimore and Ocean City in competition with the Eastern Shore Steamboat Company of Baltimore City route via Crisfield; there has been sporadic service to Salisbury in the 1850s and 1860s, but the narrow winding channel can only be navigated by small boats. (BaltAm, Burgess)

- June 29, 1881 Federal jury at Toledo awards contractors Swan, Rose & Co. \$354,584 in their suit vs. former Mansfield, Coldwater & Lake Michigan Railroad. (RRGaz)
- June 29, 1881 North River Construction Company announces it has purchased the Wallkill Valley Railroad from Thomas Cornell, who unloads it on them for a tidy profit by threatening to build up the west bank of the Hudson River above Kingston. (Best)
- June 29, 1881 B&O VP Robert Garrett consents to the Georges Creek & Cumberland Railroad crossing the B&O and establishing a connection at Polk Street, Cumberland as called for by the Board of Public Works. (BaltAm)
- June 30, 1881 PRR breaks connection to City Railroad in Market Street in West Philadelphia and ends use of City Railroad for freight traffic. (PubLdgr says to be cut 7/1 - rails to be removed from Market Street starting after 7/4 but may wait until 8/1)
- June 30, 1881 James D. Layng (1833-1908) resigns as General Manager of Pennsylvania Company to become General Superintendent of Chicago & North Western Railway; VP J.N. McCullough assumes duties *pro tem*. (MB, AR, RRGaz)
- June 30, 1881 Commissioner Albert Fink issues a circular calling for the restoration of eastbound rates at 20 cents. (RRGaz)
- July 1, 1881 PRR leases Philadelphia & Long Branch Railway under agreement of same date. (MB, C&C)
- July 1, 1881 Frederick Division moved from Northern Central Railway to PRR Grand Division of PRR. (AR)
- July 1, 1881 William F. Lockhard (1825-1889) resigns as Superintendent of Philadelphia Division for health and made Superintendent of the Junction Railroad in place of Henry C. Jones, resigned; Lockhard is replaced on the Philadelphia Division by Sutherland M. Prevost (1845-1905); H.H. Carter named Superintendent of Middle Division, replacing Prevost; Joseph B. Hutchinson (1844-1934) named Superintendent of Frederick Division, replacing Carter; William H. Phillips (1847-) named Superintendent of Lewistown Division, replacing Hutchinson. (MB)

- July 1, 1881 Territory of Samuel Carpenter, PRR's General Eastern Passenger Agent, extended to cover all of New York and New England; Royal Keith, formerly General Eastern Passenger Agent of the Great Jackson Route, named PRR Passenger Agent at New York. (Guide)
- July 1, 1881 Washington Street grain elevator in Philadelphia leased to Girard Point Storage Company. (MB)
- July 1, 1881 River Front Railroad contracts with William Wharton, Jr., an inventor and manufacturer of street rail, to build track between Cumberland and Callowhill Streets in Philadelphia. (Rdg)
- July 1, 1881 PRR leases old Bordentown (N.J.) Shops to Bordentown Locomotive Company. (MB)
- July 1, 1881 Philadelphia & Chester County Railroad issues \$750,000 6% Second Mortgage bonds. (C&C)
- July 1, 1881 Junction & Breakwater Railroad reduces interest on Second Mortgage bonds from 6% to 4% in line with state law. (MB)
- July 1, 1881 Alliance, Niles & Ashtabula Railroad organized; James Mullins, Pres.; Felician Slataper, Chief Engineer. (Church, C&C)
- July 1, 1881 St. Louis Bridge Company assigns leases of Union Railway & Transit Company of St. Louis, Union Railway & Transit Company (Ill.), Terminal Railroad of St. Louis, and Terminal Railroad of East St. Louis to Missouri Pacific Railway and Wabash, St. Louis & Western Railway, giving the Gould system control of the St. Louis terminal lines; about 80% of the traffic over the Eads Bridge is begin interchanged between the Wabash and Missouri Pacific. (Church, Grodinsky)
- July 1, 1881 Richmond, Fredericksburg & Potomac Railroad establishes new through rates with PRR. (Mordecai)
- July 2, 1881 Pres. James A. Garfield (1831-1881) is shot by Charles J. Guiteau (1841-1882), a deranged and disappointed office-seeker, in the ladies' waiting room of Baltimore & Potomac (PRR) Washington Station while about to embark on a trip to Williams College in Massachusetts; the bullet passes through Garfield's spine and lodges in his side but damages no vital organ or blood vessel; with modern medicine, Garfield could have been cured in a matter of days; instead, a battery of doctors probe the wound with unsterilized hands and instruments trying in vain to locate the bullet; a stock market panic is averted only by being closed for the July Fourth holiday. (NYT, Withers, Clews)

- July 2, 1881 PRR runs a special train for Mrs. Garfield from Long Branch (Elberon) to Washington; runs over Maryland Division in 1:36 with locomotive No. 48; consists of a baggage car and Pullman sleeping car. (Guide, NYT)
- July 2, 1881 Philadelphia & Long Branch Railway opens for revenue service between Island Heights and Seaside Park, N.J.; last new PRR construction to use iron rails; includes a 7,000-foot pile trestle across Barnegat Bay with a 181-foot draw span which, though simple, is the longest bridge on the PRR system, the Hell Gate Bridge of the New York Connecting Railroad excepted. (AR, NJCourier, C&C)
- July 2, 1881 Cape May & Schellengers Landing Railroad opens a horse railroad from the Sea Breeze House along the ocean to Schellengers Landing. (Cook, PubLdgr)
- July 5, 1881 North & West Branch Railroad (Catawissa-Wilkes-Barre) sold at foreclosure to Charles Parrish, Thomas Beaver, Harry W. Palmer and Charles R. Buckalew, for \$700,000; no portion finished. (Digest, RyW, C&C)
- July 5, 1881 State of New York sells Genesee Valley Canal to Genesee Valley Canal Railroad. (RRGaz)
- July 5, 1881 Daniel W. Caldwell named General Manager of Pennsylvania Company, replacing J.D. Layng; Samuel M. Felton, Jr., promoted from Superintendent of PC&StL Railway to General Manager of PC&StL Railway, replacing Caldwell. (RyW)
- July 5, 1881 Youngstown & State Line Railroad incorporated in Ohio to build between Youngstown and the Pennsylvania state line. (ICC)
- July 5, 1881 New York, Pittsburgh & Chicago Railway conveys right of way between Wurtemberg and Chewton to Pittsburgh & Western Railroad. (Cole)
- July 6, 1881 Injunction against the Philadelphia & Chester County Railroad dissolved. (MB)
- July 7, 1881 LIRR Board authorizes \$6.7 million in 3% income certificates to be sold at 30 or more to pay floating debt and end receivership. (MB)
- July 7, 1881 Brielle Land Association incorporated in N.J. by investors in Newark and Jersey City to develop a resort, Brielle, on the Manasquan River south of Manasquan. (Ellis)
- July 8, 1881 Banker Henry Graves offers to take \$3.4 million of LIRR income certificates at 30 and option on rest; Austin Corbin's nephew Frederick W. Dunton (1851-1931) elected an LIRR director, replacing Henry O. Havemeyer (1847-1907), resigned. (MB)

- July 8, 1881 Boston & Albany Railroad begins new round of war on westbound passenger fares by cutting Chicago fare by \$5; NYC&HR, New York, Lake Erie & Western and B&O follow by cutting New York-Chicago fare from \$20 to \$15; PRR threatens to cut unless old rate restored; NYC&HR blames PRR; traditionally, Boston-Chicago fare was \$1 more than from New York, which favored NYC&HR/B&A; Boston-New York fare was \$6, which had to be added to Chicago fare by other Trunk Lines, or they have to take loss; a few months ago NYC&HR agreed with PRR and Erie to make Boston-Chicago fare \$26, the sum of the Boston-New York and New York-Chicago fares, but PRR then issues “continuous tickets” for \$21. (NYT)
- July 8, 1881 Louisville & Nashville Railroad purchases the Louisville, Cincinnati & Lexington Railway, running from Louisville to Newport, opposite Cincinnati, with a branch to Lexington; gives L&N access to the Cincinnati gateway. (Poors, Klein)
- July 8, 1881 Property of the old Paris & Danville Railroad conveyed to the Danville & Southwestern Railroad Company. (GrnBk)
- July 8, 1881 Indiana, Illinois & Iowa Railroad incorporated in Illinois. (GrnBk)
- July 9, 1881 Richmond & Danville Railroad leases Richmond, York River & Chesapeake Railroad and its Baltimore-West Point steamboat line. (Harrison)
- July 10, 1881 Hotel Kaaterskill, built by Philadelphian George W. Harding (1827-1902), opens on Summit Rock of South Mountain on the Catskill Escarpment overlooking the Hudson Valley and the town of Catskill; it dwarfs the old and genteel Catskill Mountain House, built in 1824; advertised as “The Largest Mountain Hotel in the World,” it draws guests from Philadelphia via the PRR; its full accommodations for 1,014 guests are not completed until 1882. (Best)
- July 10, 1881 New Jersey Construction Company sells stock of Pittsburgh & Chicago Railway to New York, Pittsburgh & Chicago Construction Company, which takes contract to finish road. (ICC)
- July 10, 1881 Kentucky Central Railroad changes gauge from 5'-0" to 4'-9", permitting through operations with the Chesapeake & Ohio Railway. (Poors)
- July 11, 1881 PRR contracts with Erie & Western Transportation Company (Anchor Line) for east and westbound freight via Buffalo and through cars over the Buffalo, New York & Philadelphia Railroad and the Philadelphia & Erie Railroad; an admission that Erie cannot compete with Buffalo as a port. (MB)
- July 11, 1881 Rochester, Nunda & Pittsburgh Railroad (excepting the Mount Morris-Ross Jct. line foreclosed in 1880) merged into Rochester, New York &

Pennsylvania Railroad under agreement of Feb. 15, 1881; 18 miles of road between Mount Morris and Ross's Crossing are completed but no part has ever been operated; Archer N. Martin is Pres. of merged company; Clark, Post & Martin also controls the Buffalo, New York & Philadelphia Railway and the Buffalo, Cleveland & Chicago Railroad. (Val, CorpHist, RRH 92)

- July 11, 1881 Pittsburgh & Western Railroad begins narrow gauge passenger service over dual-gauge track laid on West Pennsylvania Division between Pine Creek Interlocking and Willow Grove Interlocking east of Allegheny. (Guide)
- July 11, 1881 Georges Creek & Cumberland Railroad begins passenger service between Lonaconing and Cumberland; Pres. Loveridge informs John W. Garrett that they will be complete the track to Polk Street in a few days and are ready to install the crossing. (BaltAm, RRH 85)
- July 11, 1881 Indiana, Illinois & Iowa Railroad (Ill.) buys the property and rights of the unfinished Plymouth, Kankakee & Pacific Railroad between Plymouth, Ind., and Bureau Jct., Ill.; this line, bypassing Chicago to the south, was to have been part of PRR Lines West; instead it becomes the Streator line of the NYC.. (GrnBk, Poors)
- July 12, 1881 Two rival boards elected for Genesee Valley Railroad; Seligman Syndicate meeting in New York elects Jesse Seligman, Edward F. Winslow, Archer N. Martin, Henry V. Post, Isaac N. Seligman (1856-1917), John W. Jones, et al.; local stockholders hold meeting in Rochester in defiance of injunction and elect Board headed by Goodrich H. Bush; courts later rule that the Rochester election is illegal. (RRGaz)
- July 12, 1881 John W. Garrett replies that the Georges Creek & Cumberland Railroad should connect with the B&O west of Polk Street so that it would not need the crossing. (BaltAm)
- July 13, 1881 A. J. Cassatt, George B. Roberts, J.P. Green, Edmund Smith, Henry M. Phillips, Wistar Morris and J.N. Du Barry elected directors of PW&B, replacing Robert Garrett, George G. Haven, Nathaniel Thayer, Jr., William Minot, Jr., Richard Olney, Charles P. Bowditch, Enoch Pratt and Thomas. Whitridge, resigned; A.J. Cassatt replaces Enoch Pratt as VP; new bylaws adopted and office moved from Broad & Washington Street Station to PRR office. (MB)
- July 13, 1881 New Haven & Northampton Company opens from Northampton, Mass., to Shelburne Jct. on the Troy & Greenfield Railroad. (NHCorp)
- July 13, 1881 Pres. Loveridge of the Georges Creek & Cumberland Railroad demands that the B&O adhere to the original terms for a crossing and connection at Polk Street. (BaltAm)

- July 13, 1881 Cleveland syndicate purchases Columbus & Hocking Valley Railroad for \$6 million. (Miller)
- July 14, 1881 NYC&HR makes further cut of \$1 in long distance passenger fares. (NYT)
- July 14, 1881 Pioneer civil engineer W. Milnor Roberts (1810-1881) dies of typhoid fever in Minas Gerais Province, Brazil. (RRGaz)
- July 15, 1881 NYC&HR cuts westbound Chicago fare to \$11; other Trunk Lines meet cut; PRR refuses to extend full cut to independent ticket brokers in New York. (NYT)
- July 15, 1881 George J. Richardson, Pres. of the Cape May & Schellengers Landing Railroad, arrested for violating the ordinance that requires all street crossings to be planked. (CMCoGaz)
- July 15, 1881 Chartiers & Mansfield Valley Railway Board reports it has secured a site for a river terminal at McKees Rocks. (MB)
- July 15, 1881 Ohio Valley Railway stockholders approve sale of incomplete right of way from point opposite Catlettsburg, Ky., to Cincinnati to Cincinnati & Ohio River Railway; deal falls through when C&OR fails to come up with purchase money. (Church)
- July 1881 The shooting of Pres. Garfield ends the bull market that has gathered steam since 1879; a three-year bear market and price declines begins. (Grodinsky)
- July 1881 William H. Vanderbilt summons Franklin B. Gowen to meet him at Saratoga; Gowen gets the support of Vanderbilt to join his war on the PRR in return for sending westbound coal and other traffic over the NYC&HR; Vanderbilt begins buying Reading shares. (Schlegel, Grodinsky)
- July 1881 PRR is negotiating with the Old Dominion Steamship Company for purchase of the Junction & Breakwater Railroad. (RRGaz)
- July 1881 Altoona Shops builds patent car for carrying four horses and racing sulkies to race tracks. (RRGaz)
- July 1881 Hudson Tunnel Railway begins sinking a shaft on the New York side of river. (Burr)
- July 1881 B&O throws all its New England freight to the steamer *Maryland* route; New England Transfer Company orders its first tugboat *Watrous* and first three car floats for extra business. (AR)

- July 1881 Buffalo, Pittsburgh & Western Railroad is surveying from Tionesta to Port Allegheny, where it hopes to connect with the Jersey Shore, Pine Creek & Buffalo Railway for Williamsport, from which it can reach New York and Philadelphia via the Reading and CNJ; also surveying between New Castle, Pa., and Chicago Jct. (Willard, Ohio). (BaltAm, RyW)
- July 1881 Bradford Railway opens 3'-0" gauge line between Marshburg and Bradford, Pa. (Leeson - or 9/27? - C&C says only 1881 with 1.85 miles of std. ga. third rail between Marshburg and a junction with the Kinzua Railway)
- July 1881 Pittsburgh & Western Railroad opens a narrow gauge from Wurtemberg (sp) to New Castle. (B&O Corp - possibly 7/7)
- July 1881 Jay Gould and his slate are elected to the Board of the Metropolitan (Railway), which owns the __ elevated railroads in New York. (Grodinsky - verify)
- July 1881 Manhattan Railway, the holding company for New York City's elevated railroads, enters receivership orchestrated by Jay Gould to prevent Cyrus W. Field from taking the New York (Elevated?) out of its lease to the Manhattan and setting it up as a competitor; Gould loyalists John F. Dillon and A. L. Hopkins are appointed receivers. (Grodinsky - verify)
- July 16, 1881 LIRR appoints Frederick W. Dunton Treasurer. (MB)
- July 16, 1881 Camden & Atlantic Railroad runs record Atlantic City excursion train; two locomotives and 39 cars carrying 2,340 passengers. (RRGaz)
- July 16, 1881 Camden & Atlantic Railroad Board agrees to lease North Atlantic City Railway, which is to build to Brigantine, for 25 years. (MB)
- July 16, 1881 Philadelphia, Marlton & Medford Railroad opens between Haddonfield and Marlton, N.J. (Val)
- July 16, 1881 NYC&HR cuts New York-Chicago fare to \$10; other Trunk Lines follow. (NYT)
- July 17, 1881 Crossing war between Georges Creek & Cumberland Railroad and B&O at Cumberland reaches climax; after B&O continues to block installation of crossing despite court orders, GC&C threatens to call on its force of coal miners at Lonaconing to march on Cumberland to lay the crossing; Robert Garrett learns of this, and fearing bloodshed, orders B&O men to install crossing first thing next morning, which is done. (NYT, BaltAm)
- July 17, 1881 Western North Carolina Railroad extended from Asheville to French Broad. (Guide)

- July 18, 1881 Pennsylvania & Martins Creek Railroad incorporated in Pa. to build Pa. half of bridge over Delaware River at Martins Creek and 4.5 miles up Martins Creek to the slate quarries at Bangor, Pen Argyl and Wind Gap; controlled by Belvidere Delaware Railroad (N.J.). (Taber, Cards)
- July 18, 1881 NYC&HR cuts Boston-Chicago fare from \$21 to \$12. (NYT)
- July 18, 1881 Vermillion & State Line Railroad incorporated in Illinois. (Church, ICC)
- July 19, 1881 Pennsylvania & New England Railroad - Pennsylvania Division, successor to South Mountain Railroad, sold at foreclosure; had graded only one mile between Pen Agyl and Wind Gap, Pa. (RyW)
- July 20, 1881 Susquehanna Coal Company VP Isaac J. Wistar reports that he has ordered construction of a railroad from Nanticoke to Wilkes-Barre. (MB)
- July 20, 1881 Mayville Extension Railroad opens between Mayville and Fair Point (Point Chautauqua) on Chautauqua Lake Assembly grounds (3.5 miles); operated by Buffalo, Pittsburgh & Western Railroad under lease. (AR, RRGaz)
- July 20, 1881 PRR makes new contract with American Union Telegraph Company, and all contracts with Western Union Telegraph Company cancelled. (Watkins - must be 1880?? no American Union now)
- July 20, 1881 Chicago & Indianapolis Air Line Railway (former Indianapolis, Delphi & Chicago Railway?) is converted from narrow to standard gauge between Bradford and Delphi, Ind. (Hilton)
- July 1881 Passenger fares have fallen to \$10 New York-Chicago and New York-Cincinnati. (RRGaz)
- July 21, 1881 PRR contracts with Reading to build its own track between Rockville and Dauphin, Pa., on the western part of Schuylkill & Susquehanna Branch right of way, permitting a direct connection with Northern Central instead of having to run via Marysville. (MB, Rdg)
- July 21, 1881 N.Y. Supreme Court removes John M. Rice as receiver of Rockaway Beach Improvement Company and replaces him with Gen. James W. Husted. (NYT)
- July 21, 1881 Camden & Atlantic Railroad Board authorizes round trip fare, Inlet to Inlet at Atlantic City, at 25 cents. (MB)
- July 21, 1881 CC&IC bondholders meet at Union Trust Company and elect a new "Permanent Committee" of William L. Scott, Charles J. Osborn and William B. Dinsmore to replace Adrian Iselin, William Whitewright and Richard T.

Wilson; PRR allies have acquired a large amount of First Mortgage bonds; old bondholders protest irregularities and refuse a compromise with the PRR. (NYT, RRGaz)

- July 21, 1881 Charleston, Neoga & St. Louis Railroad and Tuscola, Charleston & Vincennes Railroad merged to form Toledo, Cincinnati & St. Louis Railroad (Illinois) under agreement of July 20. (ICC)
- July 21, 1881 Toledo, Cincinnati & St. Louis Railroad (Indiana) and Toledo, Cincinnati & St. Louis Railroad (Illinois) merged. (ICC)
- July 21, 1881 Kentucky Central Railroad assumes operation of Elizabethtown, Lexington & Big Sandy Railroad from Louisville, Cincinnati & Lexington Railroad. (ICC)
- July 22, 1881 PRR decides to meet scalpers' rates and cuts New York-Chicago westbound fare to \$9 and St. Louis fare to \$14.25; B&O and New York, Lake Erie & Western follow, but NYC&HR hesitates. (NYT)
- July 22, 1881 Georges Creek & Cumberland Railroad sends its first coal to Chesapeake & Ohio Canal docks at Cumberland over its new track; hauled by a B&O switcher from connection at Polk Street; coal had been loaded Apr. 20. (BaltAm)
- July 22, 1881 Vermilion and State Line Railroad merged into Toledo, Cincinnati & St. Louis Railroad. (ICC)
- July 22, 1881 U.S. Circuit Court for Illinois dissolves merger creating Illinois Midland Railway on suit of John I. Waterbury; bankers who hold stock of Paris & Decatur Railroad and want to repossess it. (NYT)
- July 22, 1881 Former PRR Secretary and Treasurer Thomas T. Firth (1805-1881) dies of heart disease at Germantown. (PubLdgr)
- July 23, 1881 Scalpers at New York are selling New York-Chicago tickets for \$8.50. (NYT)
- July 23, 1881 PRR runs fast one-car special from Jersey City to Washington in 4:42 carrying Dr. Hamilton from New York and Dr. D. Hayes Agnew from Philadelphia to treat Pres. Garfield. (NYT)
- July 23, 1881 North & West Branch Railway organized; Thomas Beaver of Danville, Pres.; purchasing committee conveys the property of the former North & West Railroad. (C&C)
- July 23, 1881 Pennsylvania Company Finance Committee authorizes voting the company's \$50,930 of Cairo & Vincennes Railway stock in favor of its merger into the Wabash, St. Louis & Pacific Railway as arranged by J.S. Morgan & Co.; the

Morgans have lost £472,500 in their decade-long involvement with Ambrose Burnside's old road. (MB, Strouse)

- July 23, 1881 Live Oak, Tampa & Charlotte Harbor Railroad incorporated in Florida by Henry B. Plant to extend from (New) Branford south to Newnansville in the rich agricultural section of Alachua County and to Tampa Bay. (ICC, Turner/Bramson)
- July 24, 1881 Toledo, Delphos & Burlington Railroad (narrow gauge) opens between Celina and Versailles, Ohio, completing line between Toledo and Dayton; also opens between Marion and Kokomo, Ind., and begins running through trains between Toledo and Kokomo. (Guide, Rehor)
- July 25, 1881 Baltimore & Potomac Railroad begins double tracking between St. Agnes (Loudon Park) and Patapsco, four miles. (RyW)
- July 25, 1881 New York & New England Railroad opens between Waterbury, Conn., and Brewster, N.Y., with through service to and from Boston; makes connection with New York City & Northern Railroad between Brewster and Harlem River, but no through service. (AR, RRGaz, NYT)
- July 25, 1881 Grand Trunk Railway of Canada begins offering \$5 fare westbound from Boston to Chicago via Portland, Me., and Montreal; met by Boston & Albany Railroad and Fitchburg Railroad; NYC&HR cuts New York-Chicago fare to \$9. (NYT)
- July 25, 1881 Property of the Pennsylvania & New England Railroad (Pennsylvania Division), Wind Gap to Pen Argyl, Pa., sold to the Susquehanna & Delaware River Railroad. (Kulp/L&NE)
- July 26, 1881 PRR Board authorizes a \$146,700 subscription to the Germantown, Norristown & Phoenixville Railroad. (MB)
- July 26, 1881 Maryland Steamboat Company begins running the *Kent* in regular service to Salisbury on the Wicomico River, leaving Baltimore Tuesdays, Thursdays and Saturdays. (BaltAm)
- July 26, 1881 Boston & Albany Railroad and Fitchburg Railroad restore Boston-Chicago fare to \$9.50, or New York-Chicago fare plus \$1. (NYT)
- July 26, 1881 New York & New England Railroad connected to the New York City & Northern Railroad at Brewster, N.Y., and through sleeping cars run between New York and Boston. (Grogan)
- July 27, 1881 At noon, PRR cuts New York-Chicago fare to \$7.50 and St. Louis fare to \$12.75; other Trunk Lines follow. (NYT)

- July 27, 1881 Central Railroad Extension Company (Long Island) sold at foreclosure to Benjamin S. Henning. (Val, CorpHist)
- July 27, 1881 PW&B Board adopts new PRR-style bylaws and organization, effective Aug. 1, with same General Manager and staff officers as PRR; Henry Fletcher Kenney promoted from Superintendent of PW&B to General Superintendent of PW&B and its affiliated lines; holds position until 1899. (MB, Obit)
- July 27, 1881 Owners of Pittsburgh & Western Railroad purchase the First Mortgage bonds of the Pittsburgh & Chicago Railway and the New York, Pittsburgh & Chicago Railway for \$130,000 and a through traffic contract. (Cole)
- July 28, 1881 The Auditorium dedicated at Ocean City, N.J. (CMCoGaz)
- July 29, 1881 Grand Trunk Railway of Canada cuts 4th Class rates to 15 cents. (NYT)
- July 29, 1881 Illinois Central Railroad changes gauge of Chicago, St. Louis & New Orleans Railroad from 5'-0" to standard, making a uniform gauge from Chicago to New Orleans. (Stover)
- July 30, 1881 All U.S. Trunk Lines cut New York-Chicago fare to \$7. (NYT)
- July 30, 1881 Gen. John B. Gordon signs an agreement with the Richmond & West Point Terminal Railway & Warehouse Company to build the Georgia Western Rail__ from Atlanta through Birmingham to Greenville, Miss., on the Mississippi River. (Klein - when Georgia Pacific Railroad inc.?)
- July 31, 1881 PRR men begin laying track on graded roadbed of North & West Branch Railroad between Nanticoke and Waller. (RRGaz)
- Summer 1881 PRR surveys branches to Conshohocken and Phoenixville to reach iron works. (AR)
- Aug. 1, 1881 PRR officers take control of PW&B. (BdPap)
- Aug. 1, 1881 PW&B begins operating Philadelphia & Baltimore Central Railroad, West Chester & Philadelphia Railroad, and Chester Creek Railroad under operating agreement; becomes Central Division under Henry Wood, Superintendent. (Val, Circ, RRGaz)
- Aug. 1, 1881 New organization for former PW&B lines; main line of PW&B becomes Maryland Division; Central Division (PB&W) created from Philadelphia & Baltimore Central and West Chester & Philadelphia Railroads; Delaware Division created from Delaware Railroad and branches; PRR officials installed at all levels above General Superintendent, except for Isaac

Hinckley, who remains President; he also insists that Henry F. Kenney remain as General Superintendent. (MB)

- Aug. 1, 1881 West Chester Railroad closes year-old station at Gay & Matlack Streets for passenger service and begins routing all passenger trains into West Chester & Philadelphia station on Market Street; draws some complaints as it is further from the business center. (CCHS)
- Aug. 1, 1881 New organization of Lines West: First VP J.N. McCullough supervises the Transportation, Freight and Passenger Departments, Second VP William Thaw supervises the Financial Dept., and Third VP & Comptroller Thomas D. Messler supervises the Comptroller's Dept; Daniel W. Caldwell, General Manager of PC&StL Railway and Vandalia Line, appointed General Manager of all Lines West, including Vandalia Line but not GR&I, replacing James D. Layng, General Manager of Pennsylvania Company, resigned; Caldwell's headquarters is moved from Columbus to Pittsburgh; Lines West traffic officers now report to First VP J.N. McCullough instead of General Manager. (MB, Guide)
- Aug. 1, 1881 New organization of Pennsylvania Company: Cleveland & Pittsburgh Division created from part of Cleveland & Pittsburgh Railroad west of Rochester; Erie & Ashtabula Division created from Erie & Pittsburgh Railroad, Lawrence Railroad, and Meadville Railway with headquarters at Youngstown; Toledo Division created from Northwestern Ohio Railway with J.S. Morris Superintendent at Toledo; Massillon & Cleveland Railroad and portion of C&P east of Rochester added to Eastern Division, with George S. Griscom Superintendent; Erie & Ashtabula Division not staffed until Sep. 1. (MB, AR, RRGaz)
- Aug. 1, 1881 New organization of PC&StL Railway: William A. Baldwin (1835-1911), formerly on Lines East, appointed Manager; Samuel M. Felton, Jr., appointed General Superintendent; post of Assistant to the Pres. abolished; PC&StL Division created from PC&StL Railway with headquarters at Pittsburgh; Little Miami Division created from Little Miami Railroad and Columbus & Xenia Railroad with headquarters at Cincinnati; Muskingum Valley Division created from Cincinnati & Muskingum Valley Railway with headquarters at Zanesville, all reporting to General Superintendent at Columbus; Eastern Division of CC&IC created from all lines south and east of Logansport (the old First, Third & Fifth Divisions) with headquarters at Richmond; Western Division of CC&IC created from lines north and west of Logansport (the old Second & Fourth Divisions) with headquarters at Logansport, both reporting the General Manager Caldwell at Pittsburgh; Superintendents of JM&I and Indianapolis & Vincennes also report to Caldwell. (MB, AR)
- Aug. 1, 1881 Detroit Union Railroad Depot & Station Company agrees to acquire from James McMillan, C. H. Buhl, et al., the stock of the Detroit Western Transit &

- Junction Railroad and 40 acres with 2,500 feet of frontage on the Detroit River between 12th and 18½ Streets. (Church)
- Aug. 1, 1881 Grand Trunk Railway of Canada cuts eastbound Chicago-Boston fare to \$5 to match westbound fare. (NYT)
- Aug. 1, 1881 Major shake-up at B&O; Robert Garrett becomes First VP, replacing John King, Jr., resigned for health; Second VP William Keyser resigns to pursue his own affairs and office left vacant; Samuel Spencer promoted from Assistant to Pres. to Third VP. (RRGaz)
- Aug. 1, 1881 New York, Lake Erie & Western Railroad leases the Buffalo & Southwestern Railroad. (HPSmith)
- Aug. 1881 Keokuk & Hamilton Bridge Company begins suit against PC&StL Railway as lessee of CC&IC to recover deficiencies in tolls; 1869 agreement guaranteed the bridge company \$80,000 per year. (RRGaz)
- Aug. 1881 Contractors on New York, West Shore & Buffalo Railway import a large numbers of African American laborers from Washington, D.C., and Maryland. (NYT)
- Aug. 2, 1881 PRR announces that Pres. Roberts will travel to Saratoga on Aug. 5, but denies he plans to meet with other Trunk Line presidents. (NYT)
- Aug. 2, 1881 Federation of Organized Trades & Labor Unions of U.S. & Canada holds a preliminary meeting at Terre Haute; called by traditional craft unions led by the cigar makers and carpenters partly in response to the Knights of Labor's move to ban units formed by specific trades. (Ware)
- Aug. 3, 1881 Agreement between Ashtabula & Pittsburgh Railway and Nickel Plate covering operation of "NP" Interlocking at Ashtabula. (MB)
- Aug. 3, 1881 Pittsburgh, McKeesport & Youghiogheny Railroad incorporated in Pa. to build from the terminus of the Pittsburgh & Lake Erie Railroad in Pittsburgh to Connellsville. (GrnBk)
- Aug. 3, 1881 Work begins on the New River Railroad, a branch of the new Norfolk & Western Railroad into the Pocahontas Coal Field. (AR)
- Aug. 3, 1881 William G. Fargo (1818-1881), Pres. of American Express Company and director of Buffalo, New York & Philadelphia Railway, dies at Buffalo at age 66; he is succeeded at American Express by his brother James Congdell Fargo (-), who continues family management of the company. (RRGaz, Grossman)
- Aug. 1881 Philadelphia & Long Branch Railway completed from Seaside Park up the

- barrier beach to a connection with New York & Long Branch Railroad (NY&LB) at Bay Head Jct., N.J. (AR)
- Aug. 1881 New alignment of New York Division opens at Millstone Jct. south of New Brunswick where large curve is eliminated. (AR, NYT)
- Aug. 1881 PRR begins survey for own line between Metuchen and Long Branch, N.J.
- Aug. 5, 1881 Trunk Lines reduce westbound rates from 40 cents (on paper) to 19 cents for lowest class and 45 cents for 1st class to reflect actual undercutting. (RRGaz, NYT)
- Aug. 5, 1881 New York, West Shore & Buffalo Railway issues \$50 million in bonds; in addition to the bonds to be sold to the West Shore syndicate, \$10 million are delivered to the NYO&W Railway in return for its building the part of the road between Weehawken and Cornwall; the West Shore will then rent this line at \$500,000 a year, which amounts to 5% interest on the \$10 million bonds; NYO&W stockholders, who are primarily also members of the North River Construction Company and the West Shore syndicate, are allowed to subscribe for these \$10 million bonds at 50 cents on the dollar, potentially rewarding them but weakening the credit of the West Shore. (NYT)
- Aug. 6, 1881 Western end of huge Rockaway Beach Hotel finally opens as “Hotel Imperial” after being put in order by receiver James W. Husted. (NYT)
- Aug. 6, 1881 One-day rate war at Indianapolis; CCC&I Railway (Bee Line) begins selling New York tickets at \$19 with a \$18 rebate, i.e., for \$1; PC&StL Railway (Pan Handle) then sells tickets for 95 cents; practice stopped as soon as word reaches the East. (NYT)
- Aug. 6, 1881 PRR cuts westbound rate from 35 cents to 19 cents. (RRGaz)
- Aug. 6, 1881 Pittsburgh Junction Railroad incorporated in Pa. to link the B&O with the Pittsburgh & Western Railroad around the north side of the city. (B&O Corp)
- Aug. 6, 1881 Florida Southern Railway (narrow gauge) opens its Palatka Branch between Palatka on the St. John’s River and Gainesville. (Guide)
- Aug. 7, 1881 Gen. Robert Patterson (1792-1881), first Pres. of PW&B and brother of former PRR Pres. William C. Patterson, dies in Philadelphia at 89. (RRGaz)
- Aug. 8, 1881 LIRR Board approves contract with Land, Mortgage, Investment & Agency Company of America, Limited, of London; company is to develop lands adjoining LIRR; LIRR is to pay a rebate of 5% of gross receipts on traffic generated by these land developments. (MB)

- Aug. 8, 1881 Trainmen end one week strike on Illinois Midland Railway after receive back pay. (RRGaz)
- Aug. 9, 1881 Waynesburg & Washington Railroad Board authorizes proceeding with a connection to the Chartiers Railway at Washington, first authorized in 1879; orders survey south to the W.Va. state line. (MB)
- Aug. 9, 1881 Louisville ordinance authorizes George C. Buchanan to extend track on Arbegust Avenue from 17th/18th Streets to 26th & Maple Streets. (Church)
- Aug. 9, 1881 First steel rail rolled at new Homestead Works of Pittsburgh Bessemer Steel Company, Ltd., established by Pittsburgh businessmen William H. Singer (- 1909), Curtis G. Hussey (1802-1893), William Clark, Andrew Kloman, et al., in opposition to Andrew Carnegie in order to escape dependence on his Edgar Thomson Works for their steel billets; its General Manager, William Clark, hopes to operate as a non-union shop away from the city. (AISA, StdHistPitts, Nasaw)
- Aug. 9, 1881 After the failure of attempts to maintain a permanent industrial exhibit at Philadelphia, the Main Building of the 1876 Centennial Exhibition is sold at auction and soon dismantled. (Scharf)
- Aug. 10, 1881 Germantown, Norristown & Phoenixville Railroad incorporated in Pa. in interest of PRR to build connection between Chestnut Hill Branch and Pennsylvania Schuylkill Valley Railroad at Phoenixville; not built. (MB)
- Aug. 10, 1881 North & West Branch Railway Company incorporated as reorganization of North & West Branch Railroad Company. (Digest, RyW)
- Aug. 10, 1881 Fast run on Camden & Atlantic from Camden to Atlantic City in 1:16. (Walther)
- Aug. 10, 1881 New York *Tribune* publishes an interview with William H. Vanderbilt in which he blames the rate war on the B&O. (RRGaz)
- Aug. 10, 1881 Meeting held in Trunk Line Commissioner Fink's office to deal with demoralization of eastbound rates; at meeting of Joint Executive Committee, William Stewart and J.McClintock Creighton represent PRR; Vanderbilt lines, CB&Q and New England lines boycott meeting; Fink urges return to June 15 tariff (20 cents per cwt. for 4th class eastbound instead of current 10 cents, and 45 cents westbound) effective Aug. 22 . (RRGaz)
- Aug. 10, 1881 American Society of Mechanical Engineers holds its summer convention at Altoona. (RyW)
- Aug. 10, 1881 James H. Barrett (1845?-1904) resigns as Superintendent of PC&StL Division

- to be Superintendent of Cincinnati, Hamilton & Dayton Railroad. (RRGaz)
- Aug. 10, 1881 Chicago & Indianapolis Air Line Railway (Delphi-Rensselaer, Ind.) merged into Louisville, New Albany & Chicago Railway. (ICC)
- Aug. 11, 1881 Heading of the east end of the south tunnel of the Hudson Tunnel Railway caves in while being tested under pressure, but all workmen can escape to the new air lock. (NYT, Brennan)
- Aug. 11, 1881 Indiana, Illinois & Iowa Railroad incorporated in Iowa. (GrnBk)
- Aug. 12, 1881 B&O Pres. John W. Garrett responds to William H. Vanderbilt's charges. (RRGaz)
- Aug. 14, 1881 Detroit, Butler & St. Louis Railroad, Wabash St. Louis & Pacific Railway's line between Detroit and Butler, Ind., opens for regular service; uses the Grand Trunk Railway station in Detroit; with Eel River Railroad, forms a direct line to Detroit, leaving the Wabash main line at Logansport and permitting direct interchange with the Great Western Railway of Canada. (Guide, Grant, Grodisky - MichRRs says uses Brush St. station of Detroit & Mackinac?? til 3/18/1883)
- Aug. 15, 1881 Minority stockholders file in Virginia Court of Chancery to block merger of Richmond & Alleghany Railroad with Ohio Central Railroad and Atlantic & Northwestern Railroad; eventually, the first becomes part of the C&O and the other two part of the NYC. (C&FC, GrnBk)
- Aug. 1881 PRR is surveying own line from Bonhamton, near Metuchen, to Long Branch. (RRGaz)
- Aug. 1881 Local fares on CC&IC, JM&I and Indianapolis & Vincennes cut to 3 cents per mile or cut of 12.5-25%. (RRGaz)
- Aug. 1881 Albert Netter elected VP of the Cincinnati Northern Railway, replacing Henry Lewis. (Guide)
- Aug. 1881 Rowena station on the Cincinnati Northern Railway renamed Hazlewood. (Guide)
- Aug. 1881 Toledo, Ann Arbor & Grand Trunk Rail__ opens between Alexis and Leland, Mich. via Ann Arbor. (Meints)
- Aug. 16, 1881 New Brighton & New Castle Railroad appoints Felician Slataper Chief Engineer and orders advertising line for bids. (MB)
- Aug. 17, 1881 Office of PC&StL Railway Chief Engineer Max J. Becker moved from

Columbus to Pittsburgh. (RRGaz)

- Aug. 17, 1881 Judge Donohue of N.Y. Supreme Court issues preliminary injunction against CC&IC Railway's "Permanent Committee" of Osborn, Scott and Dinsmore on suit of Julius Wadsworth, Henry Morgan, George Smith and Peter Geddes, minority bondholders. (NYT)
- Aug. 18, 1881 Camden & Atlantic Railroad Board votes to cut fare on Atlantic City horse cars to 5 cents. (MB)
- Aug. 18, 1881 Commissioner Albert Fink announces he has not received sufficient assent to proposed restoration of rates on Aug. 22, so they will not go into effect. (NYT)
- Aug. 18, 1881 Pennsylvania Company Executive Committee authorizes company to take possession of Meadville Railway and ballast it. (MB)
- Aug. 18, 1881 Narrow gauge Stony Clove & Catskill Mountain Railroad opens from Phoenicia on the Ulster & Delaware Railroad to Edgewood in Stony Clove at the base of the Catskills. (Best)
- Aug. 18, 1881 Switchmen strike the New York, Lake Erie & Western Railroad at Salamanca, Hornellsville, Buffalo and Olean for restoration of 1877 wage cut; spreads to trainmen; passenger trains are kept running, but all freight is blockaded; delays spread to connecting and competing line, including Philadelphia & Erie Railroad and Empire Line, as traffic is halted or rerouted. (NYT)
- Aug. 19, 1881 Henry Clay Frick incorporates the South West Coal & Coke Company to take over the Morewood property; Frick agrees with the Union Steel Company and the Joliet Steel Company of Chicago for joint ownership of the South West Coal & Coke Company and the Chicago & Connellsville Coke Company, formerly controlled by the Joliet Steel Company; the Chicago mills are to receive company coke at reduced rates. (PaCorps, Warren)
- Aug. 20, 1881 Cleveland, Mt. Vernon & Delaware Railroad sold at foreclosure to Henry W. Smithers, Josiah Horsey and Jarvis M. Adams, agents of Dutch bondholders, for \$1,140,000; includes Akron-Columbus with unfinished branch from Killbuck to Dresden; temporarily passes out of PRR System; George B. Roberts and John P. Green as trustees of Income bonds say they will protest sale. (RRGaz, RyW, Church)
- Aug. 20, 1881 Columbus & Hocking Valley Railroad, Columbus & Toledo Railroad, and Ohio & West Virginia Railway merged to form Columbus, Hocking Valley & Toledo Railway under agreement dated July 19; Stevenson Burke waters the stock, and syndicate unloads its coal land on the railroad company at a 1000% profit; syndicate then sells stock. (ICC, Miller)

- Aug. 21, 1881 All service on old North Shore Railroad between Flushing and Great Neck abandoned because of unsafe track; residents blame LIRR; Austin Corbin blames North Shore Railroad receiver Thomas Messenger. (NYT)
- Aug. 22, 1881 Chicago & Indianapolis Air Line Railway completed from Delphi to Dyer, on the Panhandle (CC&IC Railway), which serves as a temporary connection to Chicago; uses much of the grading built by the aborted Chicago & South Atlantic Railway in the early 1870s; it requires crossing the Kankakee Swamps. (Hilton)
- Aug. 23, 1881 Having blocked the B&O's attempt to push south from Danville, Va., the Richmond & West Point Terminal Railway & Warehouse Company contracts to purchase the B&O's interest in the Virginia Midland Railway for \$3.5 million. (Harrison)
- Aug. 23, 1881 New Haven Board rejects offer of William H. Vanderbilt and Boston & Albany Railroad to lease to B&A at 8%; relations between the New Haven and the Vanderbilts deteriorates and Vanderbilt talks of a "parallel line" between New York and Springfield, Mass. (RRGaz)
- Aug. 24, 1881 PRR holds press inspection of Broad Street Station and Filbert Street Elevated, including "A" Tower at 17th Street built by Union Switch & Signal Company; then travel on special train to Overbrook to view new "OB" Tower under construction. (RyW)
- Aug. 24, 1881 Chesapeake, Ohio & Southwestern Railroad incorporated as reorganization of the Memphis, Paducah & Northern Railroad; controlled by Collis P. Huntington. (ICC)
- Aug. 25, 1881 Bondholders of New York & Rockaway Railroad and Smithtown & Port Jefferson Railroad meet to consider compromise offer of LIRR; agree to exchange 7% bonds for 5% bonds guaranteed by LIRR. (RRGaz)
- Aug. 25, 1881 North Carolina commissioners including former Gov. Zebulon Vance inform Gov. Thomas J. Jarvis that A.S. Buford, William P. Clyde and Thomas M. Logan, assignees of the Western North Carolina Railroad, have not prosecuted the work on the road as required and discriminate against North Carolina towns, particularly those on the Atlantic & North Carolina Railroad, in favor of through traffic to Virginia. (NYT)
- Aug. 26, 1881 Richmond & West Point Terminal Railway & Warehouse Company secures control of the unfinished Western North Carolina Railroad. (Klein)
- Aug. 26, 1881 North Carolina Gov. Thomas J. Jarvis writes to Algernon S. Buford threatening to oust the Richmond & Danville Railroad from the possession of

- all North Carolina railroads within 30 days. (NYT)
- Aug. 27, 1881 J. F. D. Lanier (1800-1881), partner in Winslow, Lanier & Co., dies at New York at age 80. (RRGaz)
- Aug. 27, 1881 Employees of PC&StL Division hold banquet for departing Superintendent James H. Barrett (1847-1904) at Dennison, Ohio. (RRGaz, Guide)
- Aug. 27, 1881 Page County, Va., agrees to sell its Shenandoah Valley Railroad stock to E.W. Clark & Co. (CorpHist)
- Aug. 28, 1881 Early New York railroad promoter, publicist and author Samuel Bulkley Ruggles (1800-1881) dies at Fire Island, N.Y. (NYT, RRGaz)
- Aug. 29, 1881 PW&B Board authorizes construction of Brandywine Branch. (MB)
- Aug. 30, 1881 Baltimore & Potomac Railroad contracts with Cofrode & Saylor for a new iron train shed measuring 352 x 86 clear span for the Washington station at 6th & B Streets. (CEContracts)
- Aug. 31, 1881 Switchmen's and brakemen's strike on New York, Lake Erie & Western Railroad's Buffalo Division broken and freight blockade relieved. (NYT)
- Sep. 1, 1881 LIRR issues \$5 million First Consolidated Mortgage bonds. (MB)
- Sep. 1, 1881 Big hotel at Rockaway Beach closes for good. (NYT)
- Sep. 1, 1881 New Berwyn, Pa., station completed. (RRGaz, AR)
- Sep. 1, 1881 Baltimore Elevator Company at Canton announces grain embargo on Northern Central Railway because of 2,500 cars clogging surrounding yards and threatens to raise storage charges unless grain is moved to ships; Baltimore prices are so high relative to Europe that there is little movement; B&O announces it will open new 1.8 million-bushel elevator at Locust Point on Sep. 5. (NYT)
- Sep. 1, 1881 Joint superintendent of Susquehanna and Shamokin Divisions abolished; Susquehanna Division given joint superintendent with Eastern Division of P&E; Shamokin Division of Northern Central Railway with the Sunbury, Hazleton & Wilkes-Barre Railway. (AR)
- Sep. 1, 1881 William A. Baldwin (1835-1911), Superintendent of Susquehanna and Shamokin Divisions of Northern Central Railway and General Superintendent of Philadelphia & Erie Grand Division, named Manager of Lines West; Robert Neilson (1837-1896) promoted from Superintendent of Elmira & Canandaigua Division to General Superintendent of Northern Central Railway

north of Marysville as well as General Superintendent of Philadelphia & Erie Grand Division; Spencer Meade (1850-1911) to Superintendent of Elmira & Canandaigua Division, replacing Neilson; Thomas Gucker (1844-1903) to Superintendent of Susquehanna Division, replacing Baldwin; L.K. Lodge (- 1890) appointed Superintendent of Central Division of PW&B; Arthur B. Starr (1848-) named Superintendent of Sunbury, Hazleton & Wilkes Barre Railway and Shamokin Division of NC, replacing Lodge and Baldwin; Superintendencies of the Sunbury and Shamokin Divisions combined for the first time; Alfred P. Kirtland to Superintendent of West Pennsylvania Division, replacing Edward B. Taylor (1850-1922) transferred to PC&StL; Howard Fry (1847?-1883) named Superintendent of Motive Power of Philadelphia & Erie Grand Division and Northern Central north of Marysville. (AR, MB, BdPap, RRGaz)

- Sep. 1, 1881 Reuben F. Smith (1830-1913) named Assistant Manager of Cleveland & Pittsburgh Division at Cleveland; John M. Kimball appointed Superintendent of Erie & Ashtabula Division at Youngstown, replacing D.B. McCoy, Superintendent of Ashtabula & Pittsburgh Railway, resigned; George B. Edwards named Eastern Manager of Union Line, replacing Henry H. Houston, retired; Charles D. Gorham moved from Assistant Manager of Western Division to General Agent at Chicago. (MB, AR)
- Sep. 1, 1881 Authority of Samuel M. Felton, Jr., General Superintendent of PS&StL Railway extended over Little Miami and Muskingum Valley Divisions; Edward B. Taylor to Superintendent of PC&StL Division at Dennison, replacing J.H. Barrett to Superintendent of Cincinnati, Hamilton & Dayton Railroad. (MB, RyW)
- Sep. 1, 1881 New Castle & Beaver Valley Railroad ceded from Eastern Division to Erie & Ashtabula Division. (AR)
- Sep. 1, 1881 B.J. Gifford of Rantoul, Ill., elected Pres. of Cleveland & Marietta Railroad, replacing Isaac Morton, resigned. (MB)
- Sep. 1, 1881 Lehigh & Hudson River Railroad purchases 3.16 miles of the Sussex Railroad between McAfee and Hamburg, N.J., to incorporate into its main line. (ICC)
- Sep. 1, 1881 B&O publicly announces sale of Virginia Midland Railway to Clyde Syndicate, but Garrett says city of Baltimore's interests will be preserved. (NYT)
- Sep. 1?, 1881 The Garretts lease the B&O's telegraph system to the new Mutual Union Telegraph Company. (Grodinsky - verify)
- Sep. 1, 1881 Stockholders of Cleveland, Columbus, Cincinnati & Indianapolis Railway approve merger with Cincinnati, Hamilton & Dayton Railroad. (RRGaz, AR)

- Sep. 1, 1881 Wabash, St. Louis & Pacific Railway leases Indianapolis, Peru & Chicago Railway. (Rehor)
- Sep. 1, 1881 Eastern Division of the Peach Bottom Railway (Peach Bottom-Oxford) sold at foreclosure; later becomes the short-lived narrow-gauge Lancaster, Oxford & Southern Railway. (Hilton)
- Sep. 4, 1881 Altoona Shops completes refitting an "Eastlake" combine to carry Pres. Garfield to Elberon, N.J., to escape the summer heat; all seats are removed and a false ceiling installed to diffuse fresh air to cool the car; wire gauze is fastened to the outside to keep out dust; the interior is hung with heavy drapes and carpeting; a bed is placed in the center, with two large ice boxes for cooling; the conversion is completed in 7 hours. (NYT)
- Sep. 4, 1881 Boston & Albany Railroad opens new Boston terminal at Kneeland & Lincoln Streets and abandons the Beach Street Station; train shed is 44 x 118 with 6 tracks. (Humphrey, Barrett)
- Sep. 4, 1881 Future PRR operating official Henry Haydock Garrigues (1881-1945) born at Harrisburg, Pa. (PR)
- Sep. 5, 1881 Cincinnati Northern Railway opens between East Norwood and Oak Street, Cincinnati at the north end of the Walnut Hills cut and tunnel; connects with Eden Park streetcars for Cincinnati. (Hauck, Guide)
- Sep. 6, 1881 President Garfield taken by special PRR train from Washington to Elberon, N.J. via PRR to Sea Girt and NY&LB; spur to oceanfront cottage of Charles G. Francklyn (1844-1929) of the Cunard Line is built overnight by CNJ crews; train arrives at 1:30 AM on Sep. 7; locomotive is No. 658; engineer is William Page, whose father ran the Lincoln funeral train in New Jersey; Garfield is carried in a combine while the party occupies Tom Scott's old private car No. 120 *Pennsylvania*; PRR does not bill the government for this train; the PRR engine is too heavy for the temporary spur, so CNJ No. 22 moves the presidential car to the cottage. (WkStGaz, RRGaz, RyRegister, Withers, RREmply - check last part)
- Sep. 6, 1881 Vanderbilt lines make heavy cut in eastbound rates; Chicago-Boston to \$6 and Chicago-New York to \$5. (RRG, NYT)
- Sep. 7, 1881 PRR, B&O and Grand Trunk Railway match rate cuts made by NYC&HR. (NYT)
- Sep. 7, 1881 Detroit Union Railroad Depot & Station Company completes the purchase from James McMillan, C. H. Buhl, et al., of the stock of the Detroit Western Transit & Junction Railroad and 40 acres with 2,500 feet of frontage on the

Detroit River between 12th and 18½ Streets. (Church)

- Sep. 7, 1881 Merger of CCC&I Railway and Cincinnati, Hamilton & Dayton Railroad to form Ohio Railway filed with Ohio Secretary of State; until now, CCC&I was neutral between NYC&HR and New York, Lake Erie & Western, leading NYLE&W Pres. Hugh J. Jewett to try to block merger. (RRGaz, AR, NYT)
- Sep. 8, 1881 New Brighton & New Castle Railroad approves last construction contracts. (MB)
- Sep. 8, 1881 Ohio & Mississippi Railway bondholders file with U.S. Circuit Court in Cincinnati that any replacement for receiver John King, retiring for health, have no connections to the B&O. (NYT)
- Sep. 8, 1881 Cincinnati, New Orleans & Texas Pacific Railway incorporated in Ohio for the purpose of leasing and operating the city-owned Cincinnati Southern Railway; controlled by British capital. (ICC, Stover)
- Sep. 9, 1881 Adams Express Company and telegraph official Edwards S. Sanford (1815-1881) dies at Sharon Hill, Pa. (Star almanac)
- Sep. 1881 Opossum Run Branch of South-West Pennsylvania Railway opens between New Haven and Connellsville Coke & Iron Company mines and coke ovens at Leisenring (3.85 miles). (Val, AR, C&C)
- Sep. 1881 Southwest Virginia Improvement Company organized to hold coal lands in the interest of the Norfolk & Western Railroad. (Lambie)
- Sep. 10, 1881 Detroit Union Railroad Depot & Station Company agrees with the Wabash, St. Louis & Pacific Railway for the construction of a grain elevator on its property on the Detroit River between 15th & 16th Streets. (Church)
- Sep. 10, 1881 The fifth General Assembly of the Knights of Labor concludes at Detroit; the Knights of Labor votes to abandon its oath of secrecy, which was seen as retarding its growth in a period of prosperity, effective Jan. 1, 1882; all religious symbolism, the title "Noble and Holy," and scriptural passages in its manual are dropped; this satisfies the Irish Catholics who now control many important posts and make the Knights more acceptable to the Catholic hierarchy; the Knights begin a period of growth, but a strange coalition of Protestant traditionalists and militant radical socialists in New York and Philadelphia retains secrecy; at the same meeting, Theodore F. Cuno, a doctrinaire Marxist and reporter for the *New York Staats Zeitung* newspaper, is named General Statistician; this heightens the internal split between the Irish Catholic leadership headed by Terrence V. Powderly and the largely new-immigrant radical socialists at New York. (catholics&labor, Ware)

- Sep. 12, 1881 Pres. Roberts reports to Road Committee on petition of Judge William D. Kelley to make Mantua (41st Street) a regular stop on Paoli Line; notes as soon as rapid transit "Park Trains" begin running, it will become a regular stop. (MB)
- Sep. 12, 1881 PRR Road Committee approves change of name of Uniontown station on New York Division to Iselin, but because of Adrian Iselin's activities against the PRR in the CC&IC and in the Buffalo, Rochester & Pittsburgh Railroad, asks General Manager if some other name can't be found. (MB)
- Sep. 12, 1881 PRR Board appoints a committee on an employee benefit fund. (MB)
- Sep. 12, 1881 PRR makes a construction contract for a new Wilmington, Del., station; Theophilus Parsons Chandler (1845-1928) is the architect; the building is sometimes falsely attributed to Frank Furness, who designed the replacement station. (CE)
- Sep. 12, 1881 Detroit, Butler & St. Louis Railroad merged into Wabash, St. Louis & Pacific Railway under articles of consolidation dated June 13, 1881. (ICC)
- Sep. 13, 1881 J. Rogers Maxwell (1846-1910) elected VP of LIRR, replacing Benjamin S. Henning, resigned. (MB)
- Sep. 13, 1881 Rumor that PRR is to cut running time of 3:30 PM express from Chicago to 25:00. (NYT)
- Sep. 13, 1881 South Chicago & Southern Railroad incorporated in Illinois under articles dated Sep. 10 to build an industrial line in the Calumet area from the mouth of the Calumet River at South Chicago to the Indiana state line near Hammond; John I. Bennett, Pres.; dormant until acquired by the Pennsylvania Company in Mar. 1886. (Church, C&C)
- Sep. 13, 1881 Lehigh Valley Railroad Executive Committee reports that they have chartered the following boats for Great Lakes service: the *City of Rome* with a capacity of 2,000 tons of coal, the *Queen of the West*, 1,600 tons, and the *B.F. Bruce*, 1,200 tons; recommend buying at least three boats for next season. (MB)
- Sep. 13, 1881 Former general and railroad president Ambrose E. Burnside (1824-1881) dies at Bristol, R.I., at age 57. (DAB)
- Sep. 14, 1881 PRR cuts fares from Philadelphia, Baltimore and Washington to equal those from New York; \$7 to Chicago and \$12 to St. Louis westbound and \$5 and \$12 eastbound; B&O matches these cuts. (NYT)
- Sep. 14, 1881 Robert Garrett reports to B&O Board on sale of Virginia Midland Railway; blames William Mahone for cutting off interchange with old Atlantic,

- Mississippi & Ohio Railroad at Lynchburg. (RRGaz)
- Sep. 14, 1881 John King resigns as B&O VP. (NYT)
- Sep. 14, 1881 Indiana, Illinois & Iowa Railroad incorporated in Indiana. (GrnBk)
- Sep. 15, 1881 Camden & Atlantic Railroad stockholders' committee recommends against the lease of the North Atlantic City Railway on grounds C&A should build all improvements itself. (MB)
- Sep. 15, 1881 Baltimore Stock-Yard Company opens its stock yards on the 60 acres of the Claremont Estate on the Mount Clare Branch of the B&O. (Scharf)
- Sep. 15, 1881 Henry Villard elected Pres. of the Northern Pacific Railroad after buying control through a "blind pool" backed by Charles F. Woerishoffer, George M. Pullman, et al. (NYT, Clews)
- Sep. 1881 PRR resumes surveying for its own line between Sea Girt and Long Branch. (Baer/Coxey)
- Sep. 1881 Joseph S. Harris of CNJ elected to Pittsburgh & Western Railroad Board. (RRGaz)
- Sep. 1881 Waynesburg & Washington Railroad opens extension from west Waynesburg to new station at 1st & Morris Streets in south Waynesburg. (Koehler)
- Sep. 1881 PC&StL Railway Chief Engineer Max J. Becker completes survey between Red Bank on Little Miami Railroad north of Cincinnati to Hamilton. (C&R MB)
- Sep. 1881 Boston & Albany Railroad and the Vanderbilt interests begin surveying for a line to parallel the New Haven between Springfield, Mass., and the NYC&HR lines near New York. (Baker)
- Sep. 16, 1881 New York-Chicago fares are now \$7 westbound and \$5 eastbound. (NYT)
- Sep. 16, 1881 Joseph D. Potts, Hugh McCulloch and Charles B. Wright leave the Board of the Northern Pacific Railroad, ending the last Jay Cooke-PRR group interest. (Renz, RRGaz)
- Sep. 16, 1881 Pioneer railroad entrepreneur and former Michigan Central Railroad Pres. John W. Brooks (1819-1881) dies at Heidelberg, Germany. (RRGaz)
- Sep. 17, 1881 Cape May & Sewells Point Railroad opens. (Poors - see above)
- Sep. 17, 1881 Grant Locomotive Works outshops Fontaine 4-2-2- friction-drive locomotive

- No. 2, which is tested on the New York, Lake Erie & Western Railroad and the NYC&HR. (NYTrib, Rehor)
- Sep. 18, 1881 Last canal boat operates from Wilkes-Barre to the Nanticoke Pool on the Pennsylvania Canal's old Wyoming Division. (Bugbee)
- Sep. 18, 1881 Kinzua Railway opens 3'-0" gauge line between Kinzua and Marshburg, Pa. (Guide - Val has just 1881)
- Sep. 19, 1881 Pres. James A. Garfield (1831-1881) dies at Elberon, N.J., at 10:35 PM; Garfield's death is the result of infection and the fact that his doctors practically starved him to death because they feared that the bullet had punctured his digestive tract. (WkStGaz, NYT, Withers)
- Sep. 19, 1881 The new Calverton Stock Yard opens on 21 acres at Gwynns Falls on the Baltimore & Potomac Railroad; controlled by the B&P. (McGrain)
- Sep. 20, 1881 PRR grants Western Union Telegraph Company right-of-way on PRR system under 20-year renewable contract; annuls contract with American Union Telegraph Company. (MB, AR)
- Sep. 20, 1881 PC&StL Railway Executive Committee authorizes new freight warehouse at Dayton. (MB)
- Sep. 21, 1881 Pres. Garfield's body is removed to Washington on a heavily-draped 4-car PRR train; last car is Pres. Roberts's private car No. 120 *Pennsylvania* for use of the family; spur to the Francklyn cottage in Elberon is then removed and the ties sawn and carved into souvenirs. (WkStGaz, NYTrib, Withers)
- Sep. 21, 1881 Richmond & Alleghany Railroad completed from Richmond to Clifton Forge, Va., on the right of way of the James River & Kanawha Canal. (Nelson - RRH 88 has 9/12?)
- Sep. 1881 Rival boards of Genesee Valley Railroad meet at New York; reveal that Goodrich H. Bush, leader of the local, minority faction, has sold out to the Seligmans at 125 just before the meeting; Seligmans have also purchased the interest of Clark, Post & Martin. (RRGaz)
- Sep. 22, 1881 Zebulon Vance and William J. Best repeat their demand to Algernon S. Buford that the Richmond & Danville Railroad surrender control of the Western North Carolina if the [Virginia?] Midland makes significant progress on its independent line between Goldsboro and Salisbury. (NYT)
- Sep 23, 1881 Garfield funeral train leaves B&P Station in Washington for Cleveland via an all-PRR routing; the train is run in two sections; the first, of four cars, carries the casket in the second car whose exterior is draped in black, and two cars for

the family; the second section consists of a diner and four sleeping cars for members of Congress; all stations on the route north from Washington are draped; the passage is witnessed by large trackside crowds. (NYT, Withers)

- Sep. 23, 1881 South Chicago & Southern Railroad organized at Chicago; John I. Bennett, Pres. (MB)
- Sep. 23, 1881 Sea Shore Improvement Company incorporated in N.J. by New York lawyer Frederick W. Downer and Frank L. Hall; it develops the ocean resort of Mantoloking on the barrier beach along the line of the PRR's Philadelphia & Long Branch line. (NJCorps, Miller)
- Sep. 24, 1881 Garfield funeral train arrives in Cleveland over Cleveland & Pittsburgh Railroad; Garfield is interred in Lakeview Cemetery on Sep. 26. (Withers)
- Sep. 24, 1881 Receiver Thomas Messenger restores service over North Shore Railroad as far as Bayside with equipment leased from LIRR after residents of Bayside post \$10,000 bond. (Seyfried, NYT)
- Sep. 24, 1881 First inspection train runs over Philadelphia & Long Branch Railway to Bay Head Jct. and Point Pleasant, opening a second PRR route between Philadelphia/Camden and Long Branch; too late in the season, so not operated until 1882. (NJCourier)
- Sep. 24, 1881 PRR Committee appointed Sep. 12, 1877, to consider establishing a benefit fund finally reports; however, no action taken and matter remains under consideration until 1886. (MB)
- Sep. 26, 1881 PRR closes offices for Pres. Garfield's funeral. (MB)
- Sep. 27, 1881 Michigan Central Railroad passes quarterly dividend because of rate war. (RRGaz)
- Sep. 28, 1881 Youngstown & State Line Railroad merged into Pittsburgh & Western Railroad under an agreement of Sep. 26. (ICC, B&O Corp)
- Sep. 28, 1881 East Tennessee, Virginia & Georgia Railroad, Norfolk & Western Railroad, and Shenandoah Valley Railroad sign agreement forming the "Virginia, Tennessee & Georgia Air Line"; guarantee ETV&G's access to Norfolk, Baltimore, Philadelphia and New York. (Klein)
- Sep. 29, 1881 Northern Central Railway Board authorizes a new 800,000-bushel grain elevator at Canton; approves new 5-year contract with Baker, Whitely & Co.; NC is to pay them \$20,000 to vacate property recently purchased by NC from the Canton Company of Baltimore; Baker, Whitely & Co. are to build two new coal piers, one for anthracite and one for bituminous, to furnish scows,

and move coal around the harbor by scows at 15 cents per ton; Baker, Whitely & Co. are to have a monopoly of the PRR's coal and wharf trade at Baltimore, but reserving the right to make equal contracts with other parties in the future. (MB)

- Sep. 29, 1881 Argument for a permanent injunction to block action of new CC&IC Railway "Permanent" bondholders' committee concludes before Judge Donohue of N.Y. Supreme Court; Charles J. Osborn and William L. Scott deny charges that they are PRR agents and note they now own two-thirds of the bonds; dissident bondholders withdraw motion for an injunction providing they are given advance notice of any meetings or agreements with PRR. (NYT)
- Sep. 29, 1881 Allegany Central Railroad incorporated in N.Y. to build a narrow-gauge railroad from Friendship to Swain's; Frank Sullivan Smith of Angelica, Pres.; Archer N. Martin VP. (NYState, ICC, RRH 92)
- Sep. 29, 1881 At a meeting of the fast freight lines in New York, William H. Vanderbilt announces that LS&MS will withdraw from South Shore Line on Jan. 1, 1882; has the effect of evicting the Erie from the LS&MS west of Buffalo. (NYT)
- Sep. 30, 1881 West Jersey Railroad Board authorizes a second track between Wenonah and Glassboro and extending the Salem Branch from its present terminus to Griffith Street. (MB)
- Sep. 30, 1881 West Jersey Railroad Road Committee reports on an informal survey of Peck's Beach (Ocean City) undertaken at the request of the Methodist camp meeting association; there are now 130 houses at Ocean City; the committee recommends extending a branch north from Sea Isle City because of the expense of bridging Great Egg Harbor on a direct line. (MB)
- Sep. 30, 1881 John W. Garrett responds to a statement by William H. Vanderbilt that the NYC&HR is waging war "on behalf of New York City" because of the "robberies" perpetrated by the other Trunk Lines by blaming Vanderbilt for the wars; Vanderbilt refuses to make a lengthy answer but says, "I think one cause of the failure of the presidents of the Trunk Lines to agree is the exhaustion produced by Mr. Garrett's interminable talks at their meetings." (NYT, RRGaz)
- Sep. 30, 1881 William H. Vanderbilt denies rumors that he is seeking control of the Reading, although he does have "an interest"; says he has only a minority interest in the CCC&I Railway. (NYT)
- Sep. 30, 1881 Cleveland, Columbus, Cincinnati & Indianapolis Railway Pres. John H. Devereux learns of William H. Vanderbilt's plan to control the CCC&I while meeting with New York, Lake Erie & Western Railroad Pres. Hugh J. Jewett in New York; Jewett fears that Vanderbilt will then shut the Erie out of

Cincinnati; Devereux then has an interview with Vanderbilt but does not disclose their discussion to Jewett and merely urges Jewett to have his own talk with Vanderbilt; Devereux privately concludes that it is better to be allied with Vanderbilt. (Rozman)

- Sep. 30, 1881 In year ending this date, PRR net earnings are up \$633,792 or 3.7%; NYC&HR down \$2,442,410 or 16%; Erie up \$410,192 or 5.8%; B&O down \$913,572 or 11.5%; all four Trunk Lines are down \$2,311,909 or 4.9%; Northern Central Railway surpasses B&O in grain carried to Baltimore, 19.7 million bu. to 14.9 million bu. (RRGaz)
- Oct. 1, 1881 Newark-Delaware City, Del., trackage ceded from Philadelphia Division to Maryland Division after Newark & Delaware City Railroad purchased by PW&B for \$50,000. (AR)
- Oct. 1, 1881 PW&B begins operating Queen Annes & Kent Railroad Company, as Reorganized (Massey's-Centreville) as agent under agreement of Oct. 15, 1881; becomes part of Delaware Division. (Val, AR)
- Oct. 1, 1881 Reading ends through billing with PW&B. (Rdg)
- Oct. 1, 1881 Lake Ontario Southern Railway placed in hands of Sylvanus J. Macy, trustee for bondholders. (Val)
- Oct. 1, 1881 George W. Cross resigns as General Freight Agent & Western Superintendent of Empire Line; replaced by L.G. Kies as Western Superintendent at Cleveland, and post of General Freight Agent abolished. (MB)
- Oct. 1, 1881 Ohio Valley Railway orders subscription books to be reopened; suspended since 1873. (Church)
- Oct. 1, 1881 Milton H. Smith (1836-1921), formerly General Freight Agent of B&O and later Pres. of the Louisville & Nashville Railroad, is appointed PRR General Agent for New York & New England, replacing Assistant Freight Agent J.L. Gossler, resigned; supervises operations at Harsimus Cove and car floats and lighters. (MB, RRGaz)
- Oct. 1, 1881 Civil Engineer Theophilus E. Sickels makes a report on the condition of the Philadelphia & Reading Railroad, urging a switch from iron to steel rails, upgrading equipment and structures, which Gowen has neglected. (Rdg AR)
- Oct. 1, 1881 Norfolk & Western Railroad, Shenandoah Valley Railroad and East Tennessee, Virginia & Georgia Railroad effect a tripartite traffic arrangement under a contract of Sep. 27, 1881, with Henry Fink as joint General Manager; creates the "Virginia, Tennessee & Georgia Air Line." (AR, Lambie)

- Oct. 1, 1881 Wabash, St. Louis & Pacific Railway begins operating the Cairo & Vincennes Railway. (RRGaz)
- Oct. 1, 1881 Syracuse, Geneva & Corning Railway leased to the Fall Brook Coal Company. (GrnBk)
- Oct. 1, 1881 Charles P. Clark elected Second VP of the New Haven. (RRGaz)
- Oct. 1, 1881 Texas & Pacific Railway opens between Shreveport and Provençal, La. (Watson/Brown)
- c. Oct. 1, 1881 County seat of Wexford County, Mich., moved from Sherman to Manton. (Long)
- Oct. 2, 1881 William H. Vanderbilt refuses to respond to charges raised by John W. Garrett. (NYT)
- Oct. 3, 1881 Meadville Railway opens between Linesville and Meadville; operated by Erie & Pittsburgh Railroad under lease of Nov. 24, 1880. (AR, C&C)
- Oct. 5, 1881 Mineral Railroad & Mining Company makes a new sales agency contract with Conyngham & Co. for five years from Jan. 1, 1882. (MB)
- Oct. 5, 1881 Toledo, Cincinnati & St. Louis Railroad Companies of Indiana and Illinois consolidated under articles dated Oct. 4. (ICC)
- Oct. 5, 1881 New York, Lake Erie & Western Railroad VP R. Suydam Grant telegraphs Cleveland, Columbus, Cincinnati & Indianapolis Railway Pres. John H. Devereux that William H. Vanderbilt is collecting proxies to control the upcoming meeting of the Ohio Railway and asking him to join with the Erie in soliciting proxies for a rival slate. (Rozman)
- Oct. 6, 1881 Salem Railroad Board authorizes an extension from its old Salem passenger station to a new station on Griffith Street near Grant Street. (MB)
- Oct. 6, 1881 Pittsburgh & Atlantic Railroad incorporated by W.C. Mobley, William H. Coldren, A.G. Hatry, H.E. Collins, et al., to build an independent outlet from Connellsville Coke Field at New Haven to Bedford and Shippensburg; to link Reading and P&LE. (MB, RyW)
- Oct. 6, 1881 Daniel L. Quirk elected Pres. of the Eel River Railroad, replacing Christian H. Buhl. (MB)
- Oct. 6, 1881 New York & Boston Inland Railroad incorporated in N.Y. to build from Yonkers to the Connecticut state line in Rye. (NYState)

- Oct. 6, 1881 Cleveland, Columbus, Cincinnati & Indianapolis Railway Pres. John H. Devereux writes to New York, Lake Erie & Western Railroad Pres. Hugh J. Jewett that he agrees with William H. Vanderbilt's course and that Jewett should have taken his advice and spoken to Vanderbilt earlier; Jewett considers this a betrayal and vows to break up the pending merger of the CCC&I with the Cincinnati, Hamilton & Dayton Railroad. (Rozman)
- Oct. 9, 1881 New "No. 3" Interlocking placed in service at Mantua Jct. on New York Division. (PRRFAX)
- Oct. 11, 1881 *New York Times* reports that William H. Vanderbilt has been leaning on the New Haven to refuse to haul freight to and from the PRR, but that the New Haven continues to do so; says New York, Lake Erie & Western is negotiating for lease or control of New York & New England Railroad. (NYT)
- Oct. 11, 1881 Gen. Justin F. Temple reports to the Waynesburg & Washington Railroad that he has conferred with PRR officers in Philadelphia regarding a connection at Washington. (MB)
- Oct. 11, 1881 Lehigh Valley Railroad Executive Committee reports that they have purchased the propellers *Robert A. Packer* and *Oceanic* as part of the company's fleet of Great Lakes boats. (MB)
- Oct. 11, 1881 Cincinnati, New Orleans & Texas Pacific Railway leases Cincinnati Southern Railway from the City of Cincinnati; the officers and directors are Cincinnati men but control rests with English capitalists. (Harrison, Stover)
- Oct. 12, 1881 Pres. Roberts announces to Board that PRR is negotiating with the NY&LB for use of its entire line to avoid having to parallel it between Metuchen and Sea Girt. (MB)
- Oct. 12, 1881 Mackinac Transportation Company incorporated in Mich. under articles dated Oct. 10; owned jointly by Grand Rapids & Indiana; Michigan Central, and Detroit, Mackinaw & Marquette Railroad (later Duluth, South Shore & Atlantic Railway); to operate train ferry across Straits of Mackinac; first true car ferry on Great Lakes other than crossings of St. Clair and Detroit Rivers. (Church, C&C)
- Oct. 12, 1881 Philadelphia, Marlton & Medford Railroad opens between Marlton and Medford, N.J.; controlled by Camden & Atlantic. (Val)
- Oct. 12, 1881 Auditor of Passenger Receipts Max Riebenack (-1910) also made Assistant Comptroller. (MB)
- Oct. 12, 1881 Businessmen of Philadelphia hold meeting to protest the proposed Market Street elevated railroad of the Philadelphia Rapid Transit Company.

(PubLdgr)

- Oct. 12, 1881 Cincinnati Northern Railway leases Spring Grove, Avondale & Cincinnati Railway, retroactive to Apr. 29, 1881. (Church)
- Oct. 13, 1881 At the meeting of the General Time Convention in New York, John Reilly of the PRR states that in view of the cut in rates, the PRR is not prepared to participate in the meeting or bind itself to a new timetable established by the Convention; in view of the PRR boycott, the Convention votes to continue the existing timetable. (MB)
- Oct. 13, 1881 The General Time Convention reads communications from the American Association for the Advancement of Science and the U.S. Army Signal Office urging the adoption of uniform standard time; various ideas for standard time zones have been put forward since about 1870; suggestions here include a single national time zone based on the 90th meridian; Convention Secretary William F. Allen (1846-1915), managing editor of the *Official Guide*, is instructed to advertise for suggestions to be discussed at the next meeting set for Apr. 12, 1882. (MB, Young)
- Oct. 13, 1881 Robert Garrett wins an election to control Ohio & Mississippi Railway despite court challenge from Jay Gould; court invalidates Gould's claim to 7,000 borrowed shares for which Garrett has proxies; the Garrett slate polls 153,500 votes to the Gould-Humphreys-Sage slate's 120,920; Gould had planned the coup to punish Garrett for his refusal to sell the B&O's telegraph system to Gould's Western Union Telegraph Company. (NYT, Grodinsky)
- Oct. 13, 1881 Edward Barber Morgan (1806-1881), one of the founders of Wells, Fargo & Co. and American Express Company, dies at Aurora, N.Y. (CongBio)
- Oct. 14, 1881 PW&B Board approves purchase of portion of Newark & Delaware City Railroad east of PW&B; W.H. Gilpin of Baltimore makes new proposal to build line between Elkton and Middletown, but nothing comes of it; Board agrees to purchase 12 shares of West Chester & Philadelphia Railroad held in the name of Henry S. McComb. (MB)
- Oct. 14, 1881 Chartiers & Mansfield Valley Railway Board approves merger with McLaughlin & Saw Mill Run Railway; discharges all engineers effective Oct. 15. (MB)
- Oct. 14, 1881 Balcony Falls Branch of the Richmond & Alleghany Railroad completed to Lexington, Va., where it will meet the B&O's Valley Railroad, building south. (Kean)
- Oct. 15, 1881 PW&B agrees to operate Queen Anne's & Kent Railroad, retroactive to Oct. 1.; owns over half the QA&K stock and can operate more economically itself; QA&K gets drawbacks and free use of freight cars as a concession; still

- continues to operate at a loss. (MB, Val)
- Oct. 15, 1881 LIRR receivership terminated without foreclosure. (CorpHist)
- Oct. 15, 1881 Work begins on the new cutoff between Blairsville and Bolivar on the Western Pennsylvania Railroad on a survey made by Samuel Rea to avoid the grade in the old line via Blairsville Intersection; part of a program to reduce the ruling grade from 1.0% to 0.3%. (C&C)
- Oct. 15, 1881 Richard H. Soule (1849-1908) named Superintendent of Motive Power of P&E and of Northern Central north of Marysville, replacing Howard Fry, resigned to be Superintendent of Motive Power of New York, West Shore & Buffalo Railway; Aaron Ogden Dayton (1851-1902) named Superintendent of Motive Power of Baltimore Division, replacing Soule. (AR, RRGaz)
- Oct. 15, 1881 William A. Baldwin, former General Superintendent of Philadelphia & Erie Grand Division, is given a reception at Williamsport and presented with a silver set worth \$2,000 and a gold watch. (RRGaz)
- Oct. 15, 1881 *New York Times* reports that William H. Vanderbilt now has enough stock to control the next election of the Cleveland, Columbus, Cincinnati & Indianapolis Railway (“Bee Line”). (NYT)
- Oct. 15, 1881 East Lexington Branch of Richmond & Alleghany Railroad opens; formal opening ceremony for whole line held at Howardsville; report is to be consolidated with Ohio Central Railroad. (NYT, RRGaz)
- Oct. 1881 Austin Corbin notifies Westcott’s Express that LIRR will terminate its contract effective Dec. 20 and operate its own express business thereafter. (NYT)
- Oct. 1881 Electric lights and carpeting installed on Jersey City ferry *Jersey City*. (NautGaz)
- Oct. 1881 PRR is surveying between Woodbridge, N.J., and Port Richmond, Staten Island; Staten Island is the only part of the west side of New York Harbor that is not tied by rail to the mainland. (NYTrib)
- Oct. 1881 PRR demolishes the big 1876 station on the southern border of the Centennial grounds and builds a small station to the east on Elm Avenue served by a double-track spur from the main line; plans to run frequent and cheap “Park Trains” from Broad Street Station, stopping at 23rd, 30th, & 35th Streets, Powelton Avenue, Girard Avenue and 40th Street; service apparently begins in 1882. (PubLdgr)
- Oct. 1881 PRR is building a rest house and reading rooms for employees west of the

- Harrisburg roundhouse. (RRGaz)
- Oct. 1881 Pa. Circuit Court dismisses suit of Pennsylvania Transportation Company vs. Buffalo, Pittsburgh & Western Railroad, finding that the foreclosure and sale of the Oil Creek & Allegheny River Railway was not fraudulent to the stockholders and creditors. (RRGaz)
- Oct.? 1881 Buffalo, Pittsburgh & Western Railroad, Buffalo, New York & Philadelphia Railway and New York, West Shore & Buffalo Railway contract for joint station and yards at Buffalo; new station is to be located on Michigan Street between Seneca & Exchange Streets; BNY&P to be extended to Michigan Street. (AR, NYT)
- Oct. 1881 Ground broken at Caldwell, Ohio, for the extension of the Bellaire & South Western Railway from Caldwell to Summerfield. (HistNbleCo)
- Oct. 1881 GR&I temporarily stops sale of pine lands from its land grant. (AR)
- Oct. 1881 Edward D. Nelson (1858-1921) leaves William Sellers & Co. to become a special apprentice at Altoona; does much of his work under the supervision of John W. Cloud, Engineer of Tests. (Wilson)
- Oct. ? 1881 New York & Connecticut Air Line Railroad incorporated in Conn. to build a line parallel to the New Haven, to replace the earlier New York, Connecticut & Eastern Railroad charter. (Baehr, NYT)
- Oct. 1881 Jay Gould and his ticket are elected to the Board of the Manhattan Railway, the holding company for New York City's elevated railroads; Gould has bought a large block of stock while running down the price through stock market operations. (Grodinsky - verify - possibly 10/14)
- Oct. 16, 1881 At General Time Convention in New York, PRR announces it will not be bound by its arrangements restricting the operation of fast trains as long as rates are demoralized. (RRGaz)
- Oct. 16, 1881 Chesapeake & Ohio Railway completes extension from Richmond to Newport News, but not opened for regular service. (Bias)
- Oct. 17, 1881 Court discharges Austin Corbin as LIRR receiver. (RRGaz)
- Oct. 17, 1881 New Castle & Oil City Railroad grants the Pittsburgh & Western Railroad the use of its terminals at New Castle, Pa.; these two companies, plus the Buffalo, Pittsburgh & Western Railroad and Buffalo, New York & Philadelphia Railway, are projecting the Buffalo, Baltimore & Ohio Railroad Company to build between New Castle and Chicago Jct. (Willard) and form a new trunk line. (Church)

- Oct. 17, 1881 William L. Scott sues as First Mortgage bondholder to foreclose CC&IC in U.S. Circuit Court in Indiana. (Church, RRGaz)
- Oct. 17, 1881 Fontaine Engine Company No. 2 is at the PRR's Jersey City roundhouse, having been tested initially on work trains on the New York, Lake Erie & Western Railroad. (NYT)
- Oct. 18, 1881 Selinsgrove, Pa., station destroyed by fire. (AR)
- Oct. 18, 1881 N.Y. Supreme Court issues permanent injunction against Hugh J. Jewett voting his 11,470 shares of Cleveland, Columbus, Cincinnati & Indianapolis Railway at elections. (NYT)
- Oct. 19, 1881 Headings meet in West Point Tunnel of New York, West Shore & Buffalo Railway. (RRGaz)
- Oct. 19, 1881 Hugh J. Jewett and R. Suydam Grant of New York, Lake Erie & Western Railroad sue in Franklin County Court of Common Pleas in Columbus to block annual meeting of Oct. 20 that will approve merger of the Cleveland, Columbus, Cincinnati & Indianapolis Railway and the Cincinnati, Hamilton & Dayton Railroad, opposing William H. Vanderbilt and John H. Devereux, who desire the merger; Jewett claims it violates Ohio's prohibition of the merger of parallel lines. (RyW, AR, NYT)
- Oct. 19, 1881 Chesapeake & Ohio Railway's Hampton Roads extension is used to carry troops participating in the centennial of the Battle of Yorktown. (Bias)
- Oct. 19, 1881 First section of West Virginia Central & Pittsburgh Railway opens between Piedmont, W.Va., and Shaw. (Williams)
- Oct. 20, 1881 Thomas Messenger (1811-1881), former Pres. of Brooklyn Bank and receiver and principal owner of North Shore Railroad dies at Great Neck, N.Y. (NYTrib)
- Oct. 20, 1881 Camden & Atlantic Railroad Board reports ongoing negotiations to acquire the Philadelphia & Atlantic City Railway; rival parties are also interested. (MB)
- Oct. 20, 1881 Detroit Union Railroad Depot & Station Company leases its right-of-way between 18½ Street, Detroit, and Delray and the south half of its terminal property on the Detroit River to the Wabash, St. Louis & Pacific Railway, which completes the south track later in the year; the proposed passenger was not built on this property but on Fort Street instead. (Church)
- Oct. 20, 1881 CCC&I Railway stockholders hold meeting at Cleveland after injunction

served; approve merger with the Cincinnati, Hamilton & Dayton Railroad and organize as the Ohio Railway; William H. Vanderbilt, who has not been named in the injunction, votes 80,000 shares; Vanderbilts elect 7 of 13 directors, including William H. Vanderbilt, Cornelius Vanderbilt, Augustus Schell and James H. Rutter; other directors include William L. Scott and Melville E. Ingalls; John H. Devereux is elected Pres. of the merged company. (NYT, NYTrib, RRGaz, Rozman)

- Oct. 21, 1881 Fontaine locomotive No. 2 makes test run over PRR between Jersey City and Rahway with PRR Engineer of Tests John W. Cloud and Eugene Fontaine; makes only 35 MPH because of traffic congestion. (NYT)
- Oct. 21, 1881 Allegany Central Railroad purchases 23.5 miles of unopened, partly constructed railroad between Swain's and Belvidere, N.Y., from Rochester, New York & Pennsylvania Railroad for \$25,000. (ICC, RRH 92)
- Oct. 21, 1881 Directors' inspection train operates over New York & New England Railroad from Boston to Fishkill, using the Newburgh, Dutchess & Connecticut Railroad between Hopewell and Wicopee. (NYT)
- Oct. 22, 1881 North Shore Railroad sold at foreclosure to Austin Corbin and J. Rodgers Maxwell for LIRR for \$50,000. (CorpHist, C&C)
- Oct. 22, 1881 Village at Derry Station on the PRR main line in Westmoreland County is incorporated as the Borough of Derry; it is a railroad town and the point at which eastbound cars are classified into trains. (Albert)
- Oct. 22, 1881 On application of Hugh J. Jewett, Franklin County Court of Common Pleas continues injunction against CCC&I Railway and names William H. Clement as receiver. (NYT)
- Oct. 22, 1881 Solon Humphreys of the Wabash and James Callery of the Pittsburgh & Western Railroad are elected directors of the narrow gauge Painesville & Youngstown Railroad after buying control; Humphreys is elected Pres. and Edwin K. Hyndman General Manager; are to lay third rail from Pittsburgh to Painesville and Fairport to give Wabash access to Youngstown and Pittsburgh. (RRGaz, Rehor)
- Oct. 1881 Fontaine locomotive No. 2 arrives at West Philadelphia on third section of *Washington Limited Express*; then sent to Altoona for inspection. (RyW)
- Oct. 1881 PRR is surveying own line between Metuchen and Sea Girt, N.J., to avoid use of NY&LB. (NYTrib)
- Oct. 1881 New Yorkers, disturbed that their Richmond & Danville trust certificates cannot be traded on the New York Stock Exchange or used as collateral, force

a modification of the pool agreement whereby holders of the certificated can receive shares from the Central Trust Company in 90 days; leads to wild speculation in the shares of the Richmond & Danville Railroad and Richmond & West Point Terminal Railway & Warehouse Company. (Klein)

- Oct. 24, 1881 PRR, B&O and LS&MS raise New York-Chicago fare to \$15 with \$5 rebate. (RRGaz)
- Oct. 24, 1881 Western Maryland system opens extension to Shippensburg.
- Oct. 24, 1881 Zanesville & South Eastern Railway organized at Zanesville; Col. M. Churchill, Pres. (Church, Graham/Muskingum)
- Oct. 24, 1881 Erie/Jewett party begins *quo warranto* proceedings against the Ohio Railway; William H. Clement arrives in Cleveland and is served with injunction obtained by the English bondholders against interfering with the Ohio Railway. (NYT, RRGaz)
- Oct. 25, 1881 NYC&HR blames rate war on PRR's insistence to have through ticketing to New England; when PRR and B&O charge \$6 Boston to Chicago, got only 25 cents, as had to pay \$5.75 to New York & New England Railroad. (NYT)
- Oct. 25, 1881 PRR and B&O increase westbound passenger fare to \$14 New York-Chicago and \$16 New York-St. Louis. (RyW)
- Oct. 25, 1881 Michigan Central raises westbound rate to 15 cents; PRR raises New York-Chicago rate to 20 cents because of a shortage of cars, counting on earnings from local traffic. (RRGaz)
- Oct. 25, 1881 PFW&C raises rate on eastbound grain and flour from Chicago to 20 cents per cwt. because of car shortage; Vanderbilt set at 15 cents on grain and 20 cents on provisions. (NYT)
- Oct. 25, 1881 Ohio Attorney-General files *quo warranto* proceedings against Ohio Railway in Ohio Supreme Court, saying that merger of CCC&I Railway and CH&D Railroad violates Ohio General Railroad Law against leases between competing lines. (NYT)
- Oct. 25, 1881 Ohio Railway Pres. John H. Devereux receives notice that Hugh J. Jewett has procured an order from the court at Columbus for his arrest. (Rozman)
- Oct. 25, 1881 Iron Railroad merged into Toledo, Delphos & Burlington Railroad under articles dated Oct. 21. (ICC, Church)
- Oct. 25, 1881 Collis P. Huntington elected a director of the Cincinnati, Indianapolis, St. Louis & Chicago Railway, creating a stronger link between the Chesapeake &

Ohio and Melville E. Ingalls' "Big Four" system, which serves as its connection to Chicago. (RRGaz)

- Oct. 26, 1881 Pittsburgh, Chartiers & Youghiogheny Railway formed by consolidation of Chartiers & Mansfield Valley Railway and McLaughlin's & Saw Mill Run Railway under articles signed Oct. 19; Jacob Henrici of the Harmony Society holds the controlling interest. (Church, MB)
- Oct. 26, 1881 PRR and B&O raise westbound fares, Boston-Chicago from \$8 to \$15, New York-Chicago to \$14, Boston-St. Louis to \$17, New York-Chicago to \$16; Vanderbilt lines set Boston-Chicago via New York at \$15, Boston-Chicago via Albany at \$10.25; New York-Chicago at \$9.25, and Chicago-New York at \$13.50. (NYT)
- Oct. 27, 1881 Cairo & Vincennes Railway, Danville & Southwestern Railroad, and St. Francisville & Lawrenceville Railroad, forming a single line between Danville and Cairo, Ill., all merged into Wabash, St. Louis & Western Railway under agreement of Oct. 1, becoming its Cairo Division. (GrnBk)
- Oct. 27, 1881 Terre Haute & Indianapolis Railroad agrees to pay Caroline Pope \$400 upon her dropping suit against company in St. Clair County Circuit Court (MB)
- Oct. 28, 1881 Jarvis M. Adams replaces John H. Devereux as Pres. of New York, Pennsylvania & Ohio Railroad, who resigns because of his conflict with Hugh J. Jewett and the NYP&O's dependence on through traffic with the New York, Lake Erie & Western Railroad; Devereux thus puts himself entirely in the Vanderbilt camp. (RRGaz, Rozman)
- Oct. 28, 1881 N.Y. Supreme Court overturns James W. Husted's appointment as receiver of Rockaway Beach Improvement Company and reinstates John A. Rice, but he has moved to Chicago. (NYT)
- Oct. 29, 1881 PW&B acquires portion of Newark & Delaware City Railroad between Newark crossing and Delaware City and begins repairs. (Val, RyW)
- Oct. 29, 1881 William P. Clyde and T.M. Logan elected to Virginia Midland Railway Board, replacing B&O representatives. (RRGaz)
- Oct. 31, 1881 *New York & Chicago Limited* established between Jersey City and Chicago; as deluxe, all-Pullman, extra-fare train on 25:40 schedule, vs. 29:00 eastbound on train arriving 9:30 PM and 35:30 on westbound *Pacific Express* (verify); leaves New York at 8:00 AM; replaces *Chicago Express* and *Cincinnati Express* leaving Philadelphia at 9:00 AM; \$3 extra fare and passengers must take a whole berth, upper and lower; total including railroad and Pullman fare is \$22, vs.; consist includes hotel car serving table d'hôte meals at 75 cents, sleeping cars and baggage car; no meal stops; first westbound run arrives in

Chicago on time; first eastbound is 6 minutes late; General Eastern Passenger Agent Samuel Carpenter notes that recent very low fares have resulted in large numbers of lower class people riding the long-distance train, which has upset old patrons, hence the appeal of a high-status train. (RyW, NYT)

- Oct. 31, 1881 At request of Post Office Dept., PRR establishes a mail train leaving Philadelphia for Harrisburg at 4:35 AM, connecting there with other mail trains. (NYT)
- Oct. 31, 1881 West Chester & Philadelphia Railroad merged into Philadelphia & Baltimore Central Railroad under agreement of Oct. 15, 1881. (Val)
- Oct. 31, 1881 Directors of New Haven and New York & New England Railroad meet at Danbury. (NYT)
- Oct. 31, 1881 New Haven & Northampton Company opens between South Deerfield and Turners Falls, Mass. (NHCorp)
- Nov. 1, 1881 New organization: George W.I. Ball appointed to new post of Chief Conveyancer in Legal Dept; Max Riebenack named to new position of Assistant Comptroller as well as Auditor of Passenger Receipts; Sunbury Division of Philadelphia & Erie Grand Division created from Sunbury, Hazleton & Wilkes-Barre Railway. (Org, MB - get full appointment list)
- Nov. 1, 1881 Philadelphia & Long Branch Railway becomes part of Amboy Division. (MB)
- Nov. 1, 1881 Dr. Frederick N. Pease (1850-1933) appointed Assistant Chemist. (CMP)
- Nov. 1, 1881 Ocean City Association delegates members of its Railroad Committee to approach West Jersey Railroad, Camden & Atlantic Railroad and Philadelphia & Atlantic City Railway. (Lee)
- Nov. 1, 1881 PC&StL Railway gives B&O notice that it is cancelling all contracts for joint operation of the Columbus & Newark Division and calls for a meeting to negotiate a new contract. (MB)
- Nov. 1, 1881 Eel River Railroad stockholders finally approve the Aug. 26, 1879 lease of the line to the Wabash Railway. (MB)
- Nov. 1, 1881 Wabash, St. Louis & Pacific Railway pays the dividend on its preferred stock, which has not been earned, with money borrowed from Jay Gould and his associates, including Russell Sage. (Grodinsky)
- Nov. 1, 1881 At a meeting to advance rates effective Jan. 1, 1882, William H. Vanderbilt refuses until the differential question is settled; PRR and B&O advance rates anyway. (RRGaz)

- Nov. 1, 1881 Vanderbilt lines raise Chicago-New York grain rate to 20 cents; provision rate to 25 cents. (RRGaz)
- Nov. 1, 1881 Joseph Nimmo, Jr. (1837-1909), Chief of Bureau of Statistics, releases a report on U.S. railroads; notes on major northeast, midwest and Granger railroads, traffic increased 300% between 1868 and 1880, but freight charges fell 60% 1868-1880 and 39.45% 1870-1880; charges on New York State canals fell 32.51%, while consumer prices only fell 12.32%; notes many railroad leaders now see need for some government agency to enforce rate stability. (NYT)
- Nov. 1, 1881 Sydney Pemberton Hutchinson (1861-1929), later Pres. of the Westmoreland Coal Company, joins the PRR as a rodman. (Clnl&RevFmlsPa)
- Nov. 1, 1881 Louisville, Cincinnati & Lexington Railway assets sold to Louisville & Nashville Railroad over rival bids from the Huntington interests. (ICC)
- Nov. 2, 1881 PRR raises grain and provision rates to 25 cents with differential. (RRGaz)
- Nov. 1881 PRR contracts to build branch from Redstone Jct. on the Pittsburgh, Virginia & Charleston Railway to Hogsett on the South-West Pennsylvania Railway one mile north of Uniontown. (RRGaz, Crumrine)
- Nov. 4, 1881 George S. Griscom appointed General Manager of the Pittsburgh, Chartiers & Youghiogeny Railway and the Chartiers Block Coal Company. (MB)
- Nov. 4, 1881 Granite Improvement Company authorizes selling the Strong Farm at Ashtabula to the Ashtabula & Pittsburgh Railway for \$25,000. (MB)
- Nov. 5, 1881 James W. Husted reappointed receiver of Rockaway Beach Improvement Company. (NYT)
- Nov. 5, 1881 Granite Improvement Company Board votes Pres. William P. Shinn \$5,000 in back salary for his services between 1871 and 1874, plus \$3,600 in stock and title to the Bloomfield Farm in Ashtabula County; votes to reduce the capital stock of the company from \$100,000 to \$70,000 by the sale of assets; the company then goes dormant until 1886. (MB)
- Nov. 6, 1881 New York & New England Railroad opens for revenue service to Fishkill, N.Y. (NYT)
- Nov. 7, 1881 NYC&HR establishes its own 25-hour New York-Chicago train, the *Special Express*, with \$8 extra fare plus \$9.25 regular fare, vs. \$8 and \$14 on PRR; leaves New York at 8:00 AM and arrives at Chicago 9:40 AM, averages 40 MPH on NYC and 35 MPH on LS&MS; eastbound leaves Chicago 3:30 PM and arrives at New York at 6:30 AM instead of 10:00 AM like old fast train.

(RRGaz, NYTrib)

- Nov. 7, 1881 Pennsylvania Company Executive Committee authorizes construction of full wye connections between PFW&C and Pittsburgh & Cleveland at Alliance and on PFW&C at Toledo Jct. (MB)
- Nov. 7, 1881 Bellaire & South Western Railway files for extension from Athens to Cincinnati; acquires right-of-way as far as Caldwell, but decides to build to Zanesville instead of Cincinnati by 1882. (Church)
- Nov. 7, 1881 Cincinnati, Columbus & Hocking Valley Railway incorporated in Ohio as the reorganization of the Columbus, Washington & Cincinnati Railroad. (ICC)
- Nov. 8, 1881 New Brighton & New Castle Railroad authorizes branch to connect with the Lawrence Railroad along the west bank of the Beaver River to a point 1.25 miles west of Lawrence Jct. (MB)
- Nov. 8, 1881 PC&StL Railway Executive Committee authorizes extension of double track from Midway for 1.5 miles to the top of the grade; also a connecting track to the Cleveland & Pittsburgh Railroad at the west end of the Steubenville Bridge; an independent track from the Columbus passenger yard to the roundhouse, and sidings at the north side of the main line at the head of Columbus Yard, the first expansion of the yard on the north side. (MB)
- Nov. 8, 1881 Future PRR official Norman Bruce Pitcairn (1881-1948) born at Harrisburg, Pa. (RyAge)
- Nov. 8, 1881 Lehigh Valley Pres. Charles Hartshorne reports to his Board that he has purchased the 400-acre Tiffit Farm for \$255,000; located on Lake Erie south of Buffalo, it becomes the LV's main lake terminal. (MB)
- Nov. 9, 1881 PRR Board orders officials to stop issuing family passes effective Jan. 1, 1882. (MB)
- Nov. 9, 1881 North & West Branch Railway receives letters patent. (C&C)
- Nov. 10, 1881 Western section of Lewisburg & Tyrone Railroad opens between Pennsylvania Furnaces and Scotia; middle section between Fairbrook and Oak Hall remains partly graded but never finished; portion from Fairbrook to Scotia is technically the Scotia Branch. (Val, C&C)
- Nov. 10, 1881 Rhinebeck & Connecticut Railroad (Boston-Corners to Rhinecliff) sold at foreclosure to Thomas Cornell (1814-1890), the Rondout, N.Y., steamboat magnate. (RRGaz)
- Nov. 11, 1881 Canal Dover & Cleveland Railroad incorporated in Ohio by persons,

including Cyrus W. Field, interested in Cleveland & Marietta Railroad to give the latter an outlet to Lake Erie; no action under this charter as C&M soon makes alliance with the Valley Railway; intended to connect both roads and place under common management, but merger never consummated. (MB, Church)

- Nov. 11, 1881 Detroit Western Transit & Junction Railroad Company adopts a line from the Michigan Central Railroad at 12th Street and the Wabash, St. Louis & Pacific Railway at Delray. (Church)
- Nov. 12, 1881 Board of the South Pennsylvania Railroad meets at Harrisburg for the first time instead of Reading; at first, a letter is read announcing that director W.L. Hoblitzel has been murdered by one of his laborers in Colorado; the Board then accepts the offer of lawyer Reon Barnes (1845-1920) of Staten Island, Silas W. Petit, William G. Wise and seven others to subscribe for 3 shares each and pay in \$5 per share; Petit is elected a director in place of Hoblitzel; Reon Barnes then makes an offer to locate and construct the railroad, buy 7,000 shares and pay in \$5 each, provided no new shares be issued before the next election; the old Reading directors then resign and are replaced by Reon Barnes, H.B. Gill, William C. Carpenter, Manuel Manzenado, Horace Petit and William G. Wise; this new Board accepts Barnes's offer and sets up an office at Harrisburg; Barnes, a Connecticut Yankee from a family with a penchant for unusual given names stretching back to Colonial times, is the son of Duane Barnes (1814-1900), a schoolteacher, bookseller and poet and the brother of feminist Zadel Barnes (1841-1917) and great-uncle of the writer Djuna Barnes (1892-1982); Barnes is acting for Hamilton McKown Twombly, with whom he has family ties, and Twombly is the son-in-law of William H. Vanderbilt, so that Vanderbilt, by indirect and concealed means has acquired the South Penn charter. (MB, kindred konnections)
- Nov. 13, 1881 La Grange, Pa., renamed Brilliant on Allegheny Valley Railroad. (Guide)
- Nov. 13, 1881 Wayne MacVeagh resigns as U.S. Attorney General. (ExBio)
- Nov. 14, 1881 NY&LB authorizes extension to Barnegat Bay and use of line by PRR. (MB)
- Nov. 14, 1881 PC&StL Railway Executive Committee authorizes completion of second track between McDonald and Midway, Pa. (MB)
- Nov. 14, 1881 Cincinnati Northern Railway (narrow gauge) opens branch between Blue Ash and Montgomery, Ohio. (Church, C&C, Hauck)
- Nov. 14, 1881 PRR and New York, Lake Erie & Western Railroad advance all westbound rates; 4th Class Boston-Chicago from 20 cents to 28 cents. (NYT)
- Nov. 14, 1881 PRR raises published westbound rate to 60 cents for 1st class to Chicago, as

was unable to make money on fast freight at the 45 cent rate set in Aug.; only B&O follows; PRR is forced to grant a 45 cent rate to favored large shippers, causing dissatisfaction; PRR blames William H. Vanderbilt for wanting a larger share of freight that he received under the pool. (NYT)

- Nov. 14, 1881 PRR officials leave of first fall inspection tour of PW&B and Delmarva lines. (NYTrib)
- Nov. 15, 1881 Charles D. Law (1844-1902) appointed Superintendent of Western Division (PFW&C), replacing Charles D. Gorham, resigned to take a post with the Chicago & North Western Railway; George S. Griscom, Superintendent of Eastern Division, resigns to be Pres. of Pittsburgh & Youngstown Railroad and of Chartiers Coal Company. (MB, RRGaz)
- Nov. 15, 1881 New organization on Lines West: Joseph Wood (1846-1922) promoted from Assistant to Superintendent of Motive Power Theodore N. Ely to Superintendent of Motive Power of Pennsylvania Company at Fort Wayne; Wood stays on Lines West, rising to First VP. (MB, AR, RRGaz)
- Nov. 15, 1881 Federation of Organized Trades & Labor Unions of U.S. & Canada holds its first convention in Pittsburgh; a majority of the delegates are from the Knights of Labor, but they desert when the craft unionists refuses to create a single national labor federation based on the Knights of Labor; the Federation thus remains weak, with no organization beyond its annual meeting and legislative committee. (Ware)
- Nov. 1881 Williamstown Railroad enters receivership. (Coxey)
- Nov. 1881 PRR has a committee studying a relief association for employees; not implemented until 1886. (PubLdgr)
- Nov. 1881 LIRR establishes Medical Dept. under Dr. D.P. Zennler of Long Island City as Medical Officer. (AR)
- Nov. 1881 PRR's *New York & Chicago Limited* is holding its own against the NYC&HR's new fast train; both were introduced in the off season. (RRGaz)
- Nov. 1881 PRR issues general order that all station buildings be called "station," not "depot," beginning with Pittsburgh Union Station. (RRGaz)
- Nov. 1881 Germantown & Chestnut Hill Railroad dissolved without any construction; superseded by Philadelphia, Germantown & Chestnut Hill Railroad. (MB)
- Nov. 1881 Hudson Tunnel Construction Company incorporated in N.J. to build Hudson Tunnel Railway; Trenor W. Park, Pres.; directors include Darius Ogden Mills and Charles G. Francklyn. (RRGaz, NJCorp)

- Nov. 1881 Hudson Tunnel Railway completes the caisson on the surface at the New York side. (Brennan)
- Nov. 1881 Genesee Valley Canal Railroad track laid for 23 miles south from Rochester. (RRGaz)
- Nov. 1881 New York & New England Railroad completes branch from Dedham Jct. to Dedham. (RRGaz, Humphrey)
- Nov. 1881 Rumors of meeting at Pittsburgh to build South Pennsylvania Railroad. (Watts)
- Nov. 1881 Clinton Branch of the Easton & Amboy Railroad (Lehigh Valley) opens between Lansdowne and Clinton in Hunterdon County, N.J. (Burgess)
- Nov. 1881 Vein of cannel coal from 9 to 11 feet thick discovered on the lands of the Fairmount Coal & Iron Company on the Low Grade Line in Clarion County. (RyW)
- Nov.? 1881 Former Lines West officer and General Manager of Carnegie's Edgar Thomson Steel Works, William P. Shinn, forms Wm. P. Shinn & Co. with W.C. Andrews in New York for the purpose of financing mining and railroad ventures. (RRGaz)
- Nov. 1881 Robert H. Coleman completes Colebrook Furnace No. 1 at Lebanon; Cornwall No. 2 is put in blast in Aug. 1882. (A&SI, Egle)
- Nov. 16, 1881 Chartiers Connecting Railroad organized; Thomas D. Messler, Pres. (C&C)
- Nov. 17, 1881 Camden & Atlantic Railroad Board appoints committee to secure ferry landing at Market Street Wharf if can be done when West Jersey Ferry Company lease expires. (MB)
- Nov. 17, 1881 North Carolina commissioners grant the Richmond & Danville Railroad syndicate an extension to Dec. 1, 1881, to complete the line to Paint Rock, defeating the plans of William J. Best. (NYT)
- Nov. 18, 1881 Columbus & Shelby Railroad (Shelbyville-Columbus, Ind.) deeds its property to the Jeffersonville, Madison & Indianapolis Railroad. (Church)
- Nov. 18, 1881 George Law (1806-1881), steamboat and railroad promoter and head of New York street railways, dies at New York City. (DAB)
- Nov. 19, 1881 PRR runs special train from Camden to Long Branch for Pres. Roberts and other officials to inspect Philadelphia & Long Branch Railway and consider building a parallel line to the NY&LB. (Baer/Coxey)

- Nov. 19, 1881 Camden & Atlantic Railroad runs a special train to test the Shaw locomotive; consist is two coaches and a Woodruff parlor car; train leaves Camden at 12:40 PM and arrives at Atlantic City at 1:57; anti-PRR gadfly William E. Lockwood, who represents inventor Henry F. Shaw of West Roxbury, hosts the run; locomotive has twin cylinders on each side to prevent “hitching” at high speed and no counterweights on drivers. (MB, PubLdgr, RyW)
- Nov. 21, 1881 Chartiers Connecting Railroad Company incorporated in Pa. under articles dated Nov. 16, 1881, to link Chartiers Railway at Chestnut Street with Waynesburg & Washington Railroad at Main Street, Washington. (Church, C&C)
- Nov. 21, 1881 Olean Railroad (Olean-Bolivar) and Friendship Railroad (Friendship- Bolivar) merged into Allegany Central Railroad; will form a narrow gauge line between Olean and Swain’s. (NYState; ICC)
- Nov. 22, 1881 River Front Railroad Pres. Strickland Kneass reports that the line is done between Noble Street and Lehigh Avenue; appoints operating organization, including Frank Thomson, General Manager, and O.E. McClellan, General Agent. (MB)
- Nov. 22, 1881 Pennsylvania Company agrees to lease 250 new box cars and 125 new stock cars to St. Louis, Vandalia & Terre Haute Railroad. (MB)
- Nov. 22, 1881 George J. Adams (1881-1965), future assistant to VP A. J. County, born at Philadelphia. (PRRBio)
- Nov. 23, 1881 PRR Board authorizes \$50,000 to develop a cheap cab service at Broad Street Station; PRR announces terms for a new agreement for the NY&LB. (MB)
- Nov. 23, 1881 PRR Board authorizes constructing a branch from Conemaugh Station to Franklin on the bed of the Old Allegheny Portage Railroad; also from Johnstown to the east end of the tunnel at the head of old Plane No. 1; approves relaying track on the New Portage Railroad bed to handle growing traffic, from Cresson through the New Portage Tunnel and rejoining PRR at Bennington east of Gallitzin Tunnel. (MB)
- Nov. 23, 1881 Philadelphia & Erie Railroad Company purchases stock of North & West Branch Railroad Company; becomes part of Sunbury Division, operated by PRR as agent. (C&C)
- Nov. 23, 1881 Jay Gould notifies Wall Street that he and his associates Russell Sage and Cyrus W. Field have a majority of the New York & New England Railroad; Pres. James H. Wilson has allowed Gould, Sage, Field and Sidney Dillon to buy 15,000 shares at 60, 20 less than the market price. (NYT, Kirkland)

- Nov. 24, 1881 Supreme Court of Virginia holds that west track built by the Alexandria & Fredericksburg Railway between St. Asaph Jct. and the south end of Long Bridge is part of the Alexandria & Washington Railroad. (MB)
- Nov. 25, 1881 Austin Corbin returns from second fund-raising trip to Great Britain on the *Gallia* from Liverpool, having secured the support of one of the sons of George Douglas, 8th Duke of Argyll (1823-1900) for his development projects on Long Island. (Seyfried, NYT)
- Nov. 25, 1881 West Jersey Railroad Road Committee reports on the Ocean City Branch; authorizes surveys on both routes; presents deeds from Charles K. Landis for right of way. (MB)
- Nov. 25, 1881 Mineral Railroad & Mining Company Board approves sinking a new shaft at the Pennsylvania Colliery. (MB)
- Nov. 25, 1881 Max J. Becker appointed Chief Engineer of Chartiers Connecting Railroad. (C&C)
- Nov. 25, 1881 New Haven approves lease of Boston & New York Air Line Railroad. (AR)
- Nov. 25, 1881 Galveston, Harrisburg & San Antonio Railroad (Southern Pacific) reaches Sierra Blanca 92 miles east of El Paso and continues building eastward; the construction crews of the Texas & Pacific Railway are 16 miles further east. (Watson/Brown)
- Nov. 26, 1881 Meeting in Philadelphia between Robert Garrett and George F. Work, Pres. of Philadelphia & Chester County Railroad; P&CC to build from Philadelphia through Newtown Square to Goshenville and West Chester, with a branch to Downingtown and down to Doe Run to provide B&O access to Philadelphia. (RRGaz)
- Nov. 26, 1881 New Pan-Handle Station, designed by S. J. Hall, architect, and Max J. Becker, Chief Engineer, opens at E. Pearl & Butler Streets, Cincinnati, replacing the Little Miami depot of 1854, near Kilgour Street, which becomes a freight house; head house is 116 x 89; train shed with 6 tracks is 360 x 85; also used by L&N; cost \$238,000. (AR, RRGaz)
- Nov. 26, 1881 Jay Gould and Collis P. Huntington sign agreement ending disputes between the Texas & Pacific Railway and Southern Pacific Railroad; T&P is to connect with SP at Sierra Blanca 92 miles east of El Paso with trackage rights to El Paso; T&P withdraws lawsuits to claim SP right of way in Arizona and New Mexico and relinquishes all rights west of El Paso. (ICC, Evans)
- Nov. 1881 PRR has conference with CNJ; PRR agrees not to extend north of Bay Head Jct. in return for trackage rights over NY&LB; agrees to drop opposition to

- CNJ bridging Morris Canal basin at Jersey City to access main part of town. (RRGaz)
- Nov. 28, 1881 John A. Wilson appointed Chief Engineer of the North & West Branch Railway. (C&C)
- Nov. 28, 1881 Ashtabula & Pittsburgh Railway purchases the Strong farm at Ashtabula Harbor from the Granite Improvement Company for \$25,000. (MB)
- Nov. 28, 1881 Charlotte Foster Reed (1843-1881), daughter of the late VP William B. Foster, Jr., and a beneficiary under the will of J. Edgar Thomson, dies without issue, clearing the way for the establishment of Thomson's foundation for the care of the orphans of railroad employees. (WoodlandsCmtry, Foster genealogy)
- Nov. 29, 1881 Broad Street Station in Philadelphia illuminated with electric light.
- Nov. 29, 1881 William Struthers & Co. of Philadelphia exhibits a gilt five-pointed star and mural tablet designed by PRR VP Edmund Smith at its shop; star is later countersunk in the floor of the ladies waiting room of the Baltimore & Potomac station in Washington on the spot where Pres. Garfield fell and the tablet is hung on the wall opposite. (RyW, AR)
- Nov. 29, 1881 Allegheny Central Railroad begins laying track from Friendship towards Angelica and Swains; George D. Chapman, engineer. (RRH 92)
- Nov. 30, 1881 Public demonstration of E.S. Boynton's patent car station indicator held on West Chester & Philadelphia; in use since July; consists of a box at each end of car; station names painted on steel strips are dropped into a window on the front of the box by a small pneumatic line operated from the locomotive; device is supposed to replace trainmen calling out names at stations; Boynton is an inventor with the Wheeler & Wilson Sewing Machine Co.; Boynton also develops a similar device to post train arrivals and departures at stations, which is also tested on WC&P; PRR abandons both by 1882, as after the WC&P trains are brought into Broad Street Station, the cars rotate in service on many different lines. (CCHS, RRGaz)
- Nov. 30, 1881 Pennsylvania Company Board authorizes extending third and fourth track between Allegheny and Dixmont. (MB)
- Nov. 30, 1881 Future PRR Superintendent Robert Faries (1881-1940) born at Bellwood, Pa. (PR)
- Dec. 1, 1881 LIRR discontinues operating "Annex" boats between Long Island City and Wall Street for commuters on short notice; after outcry, Corbin restores the service as summer-only; uses regular steamboats. (Seyfried, NYT)

- Dec. 1, 1881 Delaware Railroad becomes Delaware Division of PW&B; Isaac N. Mills (1836-1913), formerly General Agent of Delaware Railroad, appointed Superintendent. (MB, AR, RRGaz)
- Dec. 1, 1881 Arthur B. Starr moved from Lines East and appointed Superintendent of Eastern Division of PFW&C, replacing George S. Griscom, resigned; Frank L. Sheppard named Superintendent of Shamokin Division and Sunbury Division, replacing Starr. (AR, RyW, RRGaz)
- Dec. 1, 1881 B&O officials sign agreement with J.W. Jones of Buffalo, Pittsburgh & Western Railroad at Buffalo; B&O is to build direct line from New Castle to Chicago Jct. (Willard); BP&W is to extend New Castle & Franklin Railroad from Stoneboro to Oil City and provide through line from New Castle to Olean and Buffalo. (NYT, RRGaz)
- Dec. 1, 1881 Cleveland, Akron & Columbus Railroad incorporated in Ohio under articles dated Nov. 30 by the purchasers of the Cleveland, Mt. Vernon & Delaware Railroad; 39,993 shares of stock placed in trust with Henry W. Smithers, Jarvis M. Adams and Josiah A. Horsey; 7 shares left to qualify directors; Charles J. Canda of New York elected Pres. with the power to operate the road and appoint officers for the time being; G.A. Jones appointed General Agent; New York, Pennsylvania & Ohio Railroad has representation on Board; Nicholas Monsarrat (1839-1910) General Superintendent. (MB, Church, RRGaz)
- Dec. 1, 1881 John M. Wallis (1853-1912) named Assistant Engineer of Tests at Altoona. (Wilson)
- Dec. 1, 1881 Junction Railroad leases land to the Philadelphia & Baltimore Central Railroad at their point of intersection for a station. (MB)
- Dec. 1, 1881 Future Superintendent Ernest J. Cleave (1864-) joins the PRR. (PRRBio)
- Dec. 1, 1881 Collis P. Huntington takes possession of Elizabethtown, Lexington & Big Sandy Railroad, closing the gap between the C&O and the Kentucky Central Railroad. (NYT)
- Dec. 1, 1881 Louisville, New Albany & Chicago Railway (Monon) agrees to be the fifth tenant of the Chicago & Western Indiana Railroad. (RRH 47)
- Dec. 1, 1881 Detroit, Mackinac & Marquette Railroad completes a line from Marquette on the Upper Peninsula of Michigan to St. Ignace at the north side of the Straits of Mackinac. (Poors, ICC)
- Dec. 2, 1881 Allegany Central Railroad begins construction. (Pietrak)

- Dec. 3, 1881 Henry S. Little (1823-1904) elected Pres. of NY&LB, replacing Anthony Reckless, who is elected Secretary-Treasurer; George G. Haven elected to new post of VP. (MB)
- Dec. 3, 1881 Pomeroy & State Line Railroad and Newark & Delaware City Railroad (north of PW&B at Newark) merged to form Pomeroy & Newark Railroad under agreement of Dec. 2, 1881, effective Jan. 1, 1882. (C&C, MB)
- Dec. 3, 1881 Stockholders of Buffalo, New York & Philadelphia Railway meet at Buffalo; Archer N. Martin of the Seligman syndicate makes last payment for purchase of BNY&P, Olean, Bradford & Warren, Kendall & Eldred, Buffalo & McKean and mines and 16,000 acres of the Buffalo Coal Company in Elk and McKean Counties; arrange to transfer BNY&P and its narrow gauge lines to Buffalo, Pittsburgh & Western Railroad, which they also control; Bronson C. Rumsey elected Pres. of Buffalo, New York & Philadelphia Railway, replacing Sherman S. Jewett, resigned; syndicate members elected to BNY&P Board. (RRGaz, C&FC, RyW, NYT)
- Dec. 3, 1881 Brush Electric Light Company of Philadelphia places the city's first electric street lights (arc lights) in service on Chestnut Street between the Delaware and Schuylkill Rivers. (Wainwright)
- Dec. 5, 1881 Last passenger train departs Centennial Station at 32nd & Market Streets, Philadelphia, at 4:30 AM; newspaper train for Harrisburg and Cumberland Valley. (PubLdgr)
- Dec. 5, 1881 Broad Street Station in Philadelphia opens to public at 6:00 AM for all but PW&B and P&BC traffic; 8 track train shed with 4 platforms; south of this are 4 freight tracks; includes first large interlocking plant on PRR, 56-lever Tower "A" at 17th Street; 4-story head house with 176-foot clock tower on northeast corner; main floor facade is of rough-dressed Fox Island granite, with brick and terra cotta furnished by Perth Amboy Terra Cotta Company above; main decorative element of front facade is a series of five terra cotta medallions with larger-than-life busts by Olin Levi Warner (1844-1896) depicting the five "races" of humanity as then understood; one of these survives at the Railroad Museum of Pennsylvania; building is divided on the street floor by an east-west carriage drive; area to the south contains a wide exit stair and baggage facilities and that to the north the entrance staircase; main waiting room on second (train) floor is 80 x 52; all main rooms have marble floors, hardwood ceilings in Eastlake patterns, and fireplaces with tiles illustrating the novels of Sir Walter Scott; there is a large PRR system map painted on the Main Waiting Room Wall; building is designed by Wilson Brothers of Philadelphia; iron and glass train shed has two 85-foot spans and two 47-foot spans; total cost including approaches, \$4,272,268; includes interlocking plants "A" at 17th Street, "B" at 20th Street and "C" at 30th Street and "D" at 32nd Street; first train to depart is 6:45 AM to West Chester via Paoli. (MB, AR, PubLdgr)

RyW, CCHS)

- Dec. 5, 1881 Broad Street Station has 129 trains arriving and 131 departing, 8 of which each way usually run in multiple sections; trains range from 4 to 14 cars. (RyW)
- Dec. 5, 1881 PRR opens local stations at Powelton Avenue and 35th Street in West Philadelphia to replace old West Philadelphia (Centennial) Station; many employees live in the Powelton section. (CCHS)
- Dec. 5, 1881 Eleventh PRR Pres. Martin Withington Clement (1881-1966) born at Sunbury, Pa.; son of Charles Maxwell Clement (1855-1934), later head of Pa. National Guard, and Alice Withington. (WwasW, NYT)
- Dec. 5, 1881 New ferryboat *Baltic* delivered to West Jersey Ferry Company. (PubLdgr)
- Dec. 5, 1881 Chesapeake & Ohio Railway assumes operation of Elizabethtown, Lexington & Big Sandy Railroad from Kentucky Central Railroad. (ICC)
- Dec. 6, 1881 J.W. Jones and directors of Buffalo, Pittsburgh & Western Railroad travel to Eldred, where control of the narrow gauge railroads is turned over to them. (C&FC)
- Dec. 6, 1881 Pittsburgh & Atlantic Railroad adopts the location of its line as far as Bedford and authorizes a survey for a branch from Rohms Gap to Tonoloway Creek on the Maryland state line. (MB)
- Dec. 6, 1881 Pittsburgh & Western Railroad ratifies Gould's CNJ/PRR/Wabash contract. (MB)
- Dec. 6, 1881 Jay Gould, Sidney Dillon, Cyrus W. Field, Russell Sage, George B. Roberts, and Erie Pres. Hugh J. Jewett, elected to board of New York & New England Railroad; James H. Wilson remains Pres.; company resolves to extend from Brewster to New York City. (RRGaz, NYT)
- Dec. 7, 1881 NY&LB grants Philadelphia & Long Branch Railway the use of its line between Sea Girt and Long Branch, which permits the PRR to offer Philadelphia-Long Branch resort service via the so-called "Back Road." (NYT)
- Dec. 8, 1881 Buffalo, New York & Philadelphia Railway leases McKean & Buffalo Railroad, Genesee Valley Canal Railroad, Rochester, New York & Pennsylvania Railroad, and narrow gauge Olean, Bradford & Warren Railroad, Olean, Bradford & Warren Railway, Kendall & Eldred Railroad, Kinzua Railway, and Bradford Railway; also includes the property of the Buffalo Coal Company; by leasing the Genesee Valley Canal Railroad, it

becomes unnecessary to complete or retain the Rochester, Nunda & Pennsylvania Railroad except for portion between Nunda Jct. and Swains; portion of Rochester, Nunda & Pennsylvania between Mount Morris and Nunda Jct. (11.58 miles) is abandoned without ever opening. (Val, RRGaz, Corp Hist - McK&B, KRY OB&WRR by agree of same date)

- Dec. 8, 1881 Buffalo Division (BNY&P) created from Buffalo, New York & Philadelphia Railway; Narrow Gauge Division (BNY&P) created from leased narrow gauge lines in Bradford-Olean area.
- Dec. 8, 1881 South Pennsylvania Railroad Board reports that they have contracted with engineer Oliver W. Barnes (distantly related if at all to Reon Barnes) to survey the line; appoints Reon Barnes and Silas W. Petit to obtain right of way; authorizes issuing 84,000 new shares and increasing the bonded debt to \$15 million. (MB)
- Dec. 10, 1881 Trunk Line meeting of George B. Roberts, James H. Rutter and Hugh J. Jewett at Jewett's office to try to settle rate wars; NYC&HR proposes only a 1 cent differential for Philadelphia and 1½ cents to Baltimore; PRR refuses. (NYT, RRGaz)
- Dec. 10, 1881 LIRR Board announces plan to place \$1.5 million First Consolidated Mortgage bonds with Cooper, Hall & Co. of London; approves lease of New York & Manhattan Beach Railway. (MB)
- Dec. 10, 1881 Henry G. Stebbins (1811-1881), senior member of New York Stock Exchange and former Pres. of Texas & Pacific Railway, dies of a stroke at New York. (RRGaz)
- Dec. 11, 1881 PRR cuts time of fast St. Louis-New York train west of Pittsburgh; *New York & Chicago Limited* now runs through in 26:35 or 34.3 MPH; westbound departure moved from 8:00 AM to 9:00 AM and eastbound departure from 3:30 PM to 5:00 PM; *Limited* now carries two hotel cars between New York and Chicago, one hotel car via connection to and from St. Louis, and a single sleeping car to and from Cincinnati; picks up a Washington-Chicago sleeping car at Harrisburg; new St. Louis connection runs through in 36:00; 5:15 PM from Chicago, the heaviest train from Chicago, now departs at 6:10 PM. (RRGaz)
- Dec. 12, 1881 Jacob Lorillard (1839-1916) says that Austin Corbin has taken a large block of stock in his scheme for an "American Express Line" of ocean steamships making the trip between New York and London in less than six days; Corbin proposes to establish the American terminal in Fort Pond Bay at Montauk; Corbin will extend LIRR and run fast trains, cutting 12 hours off sailing time; although impractical, the Fort Pond Bay scheme refuses to die and lingers into the 1920s. (NYT)

- Dec. 12, 1881 N. Parker Shortridge elected Pres. of the Keystone Hotel Company, replacing J. N. Du Barry, resigned because of the press of other duties. (MB)
- Dec. 12, 1881 New York & New England Railroad opens between Brewster and Fishkill, N.Y., completing line from Boston to Hudson River; uses trackage rights over Newburg, Dutchess & Connecticut Railroad between Hopewell Jct. and Wicopee, N.Y. (RRGaz)
- Dec. 12, 1881 Trunk Lines continue meeting in Albert Fink's office on proposition to advance westbound rates to 35 cents for 4th Class on Jan. 1; William H. Vanderbilt refuses until question of eastbound rates and port differentials is settled; Vanderbilt's offer to have issue arbitrated by Charles Francis Adams is rejected, as Adams has opposed differentials in past. (RRGaz, NYT)
- Dec. 12, 1881 B&O cuts its eastbound grain rate to 12 cents; PRR cuts rate on provisions to 15 cents. (NYT)
- Dec. 12, 1881 Elizabethtown, Lexington & Big Sandy Railroad, controlled by the C&O Railway, opens line from Big Sandy to Lexington, Ky., using railroad of the Ashland Coal & Iron Company as central portion between Ashland and Denton; at Winchester, Ky., intersects Kentucky Central Railroad leading to Covington opposite Cincinnati; creates a through line between Newport News and Cincinnati. (Bias, Evans, AR)
- Dec. 13, 1881 PRR and B&O announce in Chicago that eastbound rates are to be cut to 15 cents to New York, 13 cents to Philadelphia, and 12 cents to Baltimore; in interview in New York *Tribune*, William H. Vanderbilt explains his plan to have Adams take testimony from Boards of Trade and Chambers of Commerce of the port cities. (RRGaz)
- Dec. 13, 1881 Lehigh Valley Railroad Board reports letter from Pres. George B. Roberts regarding the use of the North Branch Canal south of Wilkes-Barre for right of way of North & West Branch Railroad; wants Lehigh Valley's opinion on abandoning the canal between Wilkes-Barre and the pool of Nanticoke Dam. (MB)
- Dec. 13, 1881 New Brighton & New Castle Railroad agrees with New York, Pittsburgh & Chicago Railway to use half of the NYP&C right of way from Chewton and the south track of the NYP&C bridge over the Beaver River to reach the New Castle & Beaver Valley Railroad on the west bank. (MB - check C&C?)
- Dec. 13, 1881 Peck's Beach Land Company incorporated in Cape May County by Parker Miller, a resident of the island, to offer lots without the religious restrictions of Ocean City; however, the Lake brothers eventually succeed in gaining control of the whole island. (Dorwart)

- Dec. 14, 1881 PRR Board again dismisses Andrew Carnegie's claim for reimbursement for buying out the Longstreet shares in the United Companies. (MB)
- Dec. 14, 1881 PC&StL Railway Executive Committee authorizes new roundhouse, machine shops and freight house at Indianapolis. (MB)
- Dec. 14, 1881 Daniel T. Casement (1832-1881), noted railroad contractor on Philadelphia & Erie, Union Pacific, Canada Southern, and other roads, dies at New York. (RRGaz)
- Dec. 14, 1881 New York & New England Railroad leases Springfield & New London Railroad, retroactive to Jan. 1. (NHCorp)
- Dec. 15, 1881 PW&B Board approves sale of freight depot property on the north side of Washington Street between Swanson Street and the Delaware River to PRR for \$75,000. (MB)
- Dec. 15, 1881 Richmond & Cincinnati Railroad incorporated in Indiana in interest of PRR to build from Richmond to Ohio state line in direction of Cincinnati; no activity after Jan. 1883; construction rendered unnecessary by purchase of Richmond & Miami Railway. (MB, Church)
- Dec. 15, 1881 Red Bank & Youngstown Railroad incorporated in Pa. to build from Red Bank to the Ohio state line near Youngstown; originally intended to be part of Jay Gould's link between the CNJ and Wabash; becomes part of the Pittsburgh & Western Railroad system. (ICC, B&O Corp)
- Dec. 15, 1881 Texas & Pacific Railway completed to junction with Southern Pacific Railroad at Sierra Blanca, 92 miles east of El Paso, forming a second transcontinental railroad; revenue service begins on Dec. 16. (Watson/Brown)
- Dec. 15, 1881 Henry Clay Frick marries Adelaide Howard Childs (-1931), daughter of Pittsburgh businessman Asa P. Childs; in New York, on an East Coast honeymoon, Frick has dinner with Andrew Carnegie, whom he has never met, at which Carnegie proposes a partnership and agrees to take a share in H.C. Frick & Co. (Warren)
- Dec. 1881 Friends of the late Tom Scott propose to raise \$50,000 to build "Thomas A. Scott Memorial Church" for PRR employees on lot owned by Grace Evangelical Lutheran Church in Philadelphia. (RyW)
- Dec. 1881 New alignment opens at East Brunswick on New York Division. (AR)
- Dec. 1881 River Front Railroad opens between Lehigh Avenue and Callowhill Street: PRR opens spur from Kensington to Lehigh Avenue to connect with River Front Railroad. (AR, C&C - see above)

- Dec. 1881 West Jersey Railroad surveying a branch to Ocean City on two routes, from Mount Pleasant and from Somers Point. (CMCoGaz)
- Dec. 1881 PRR agrees to aid Elkton & Middletown Railroad Company of Cecil County if locals raise \$25,000; nothing done. (RRGaz)
- Dec. 1881 Moshannon & Clearfield Railroad opens between Moshannon & Clearfield Jct. and terminus (1.5 miles); also opens Leskie Branch from Leskie Jct. to Leskie Colliery (1.32 miles). (Val)
- Dec. 1881 Tyrone & Clearfield Railway begins operating Moshannon & Clearfield Railroad under agreement of June 24, 1880. (Val)
- Dec. 1881 PRR begins laying track on the bed of the New Portage Railroad at points between Cresson and Petersburg. (RRGaz)
- Dec. 1881 Moorewood Branch of South-West Pennsylvania Railway opens between north end of June Bug and Moorewood (1.25 miles). (Val- ca. 12/81)
- Dec. 1881 Allegheny Valley Railroad builds freight station, 85' x 481', between 16th & 17th Streets, Pittsburgh. (AR)
- Dec. 1881 Allegheny Valley Railroad completes 18-stall roundhouse at 46th Street, Pittsburgh, replacing old engine terminal between 44th & 47th Street. (AR)
- Dec. 1881 Standard Oil's National Transit Company completes a 6-inch pipeline from Olean to its refinery at Bayonne, N.J.; it follows the New York, Lake Erie & Western Railroad over most of the distance and then the New Jersey Midland, back to the Erie, and then the Lehigh Valley Railroad from Jersey City to Bayonne; the CNJ, which is the main road serving the refinery, tries to block the pipeline in the Legislature and the Bayonne City Council. (Hidy&Hidy - verify NYT)
- Dec. 16, 1881 New York & East River Railroad incorporated in N.Y. to build from New York to New Haven; no work done under this charter. (NYState)
- Dec. 16, 1881 PRR and (NYC predecessor) sign an agreement for a joint interlocking at Lynn, Ind. (MB)
- Dec. 17, 1881 Belleville & Newark Horse Car Railroad merged into Orange & Newark Horse Car Railroad. (Digest, NJCorp)
- Dec. 18, 1881 Camden & Atlantic Railroad opens South Atlantic City Branch between Florida Avenue and South Atlantic City (Margate) (4.65 miles) in Atlantic Avenue; initially operated on Sundays only. (AR - according to RRG was

supposed to open 7/4)

- Dec. 18, 1881 PRR opens new straight alignment of main line at Green Tree on Philadelphia Division. (CCHS)
- Dec. 18, 1881 Jackson, Lansing & Saginaw Railroad opens from Gaylord to Mackinaw City, completing the line from Bay City. (Meints, MichRRs -see 12/31)
- Dec. 19, 1881 Mackinac Transportation Company begins service with steamer *Algolah* between Mackinaw City and St. Ignace, Mich. (, AR)
- Dec. 19, 1881 Detroit, Mackinac & Marquette Railroad completes its line to S. Ignace on the Upper Peninsula, completing a route from Marquette. (MichRRs)
- Dec. 20, 1881 Deadline for LIRR's ousting Westcott's Express passes; Westcott secures and injunction and remains in business. (NYT)
- Dec. 20, 1881 At meeting in New York, Income bondholders of CC&IC appoint committee of William Thaw, Alfred L. Dennis, John P. Green, Charles W. Kohlsaat and P.P. Dickinson to confer with mortgage trustees. (RRGaz)
- Dec. 20, 1881 Tracks of Cincinnati Northern Railway and new branch of Toledo, Delphos & Burlington Railroad from Lebanon Jct. 5 miles east of Dayton meet at Utica (Dodds). (Rehor)
- Dec. 20, 1881 New break in the stock market. (Grodinsky)
- Dec. 21, 1881 New Egypt & Farmingdale Railroad, Long Branch & Sea Girt Railroad, New York & Long Branch Extension Railroad and Long Branch & Barnegat Bay Railroad merged into NY&LB under act of Mar. 25, 1881, and agreement of Dec. 20. (MB, C&C)
- Dec. 21, 1881 Pennsylvania Company Executive Committee authorizes second track between Hamilton Street, Cleveland, and Newburgh on Cleveland & Pittsburgh Division. (MB)
- Dec. 21, 1881 PRR agrees with the Chicago & Atlantic Railway and the Wabash, St. Louis & Pacific Railway for an interlocking at the crossing at Laketon Jct., later Newtown, Ind. (MB)
- Dec. 21, 1881 Jeffersonville, Madison & Indianapolis Railroad Board authorizes negotiations to acquire the property and franchises of the Shelby & Rush Railroad. (MB)
- Dec. 21, 1881 At annual meeting of moribund Wheeling & Lake Erie Railroad Company, Robert H. Cochran of Wheeling is elected a director and Pres. pro-tem; Robert

B. Minturn (1836-1889) and William R. Garrison (1834-1882) of New York elected directors. (RRGaz)

- Winter 1881 [Jay Gould begins buying into moribund Wheeling & Lake Erie Railroad, which is now to build south from Toledo south to the old Continental Railway grade at New London and then east to the Allegheny Valley Railroad; later revised to reach New York, Pennsylvania & Ohio Railroad at Creston with trackage rights to Youngstown]. (Rehor - note Klein & Grodinsky make no mention of W&LE as a Gould property)
- Dec. 22, 1881 Change of line begun between a point east of Saltsburg and one mile east of Roaring Run on the West Pennsylvania Division, including the 1356-foot Salina Tunnel to reduce grades to 0.4% maximum. (C&C, PaNews)
- Dec. 22, 1881 Cincinnati & Richmond Railroad incorporated in Ohio under articles dated Dec. 20 to build from Rendcomb Jct. near Cincinnati to the Indiana state line in interest of PC&StL Railway. (Church, C&C)
- Dec. 23, 1881 Anderson, Lebanon & St. Louis Railroad changes name to Cleveland, Indiana & St. Louis Railway; as the road is in the hands of a receiver, it is never operated under this name. (Church)
- Dec. 23, 1881 *Railroad Gazette* reports that the PRR will begin work on a new four-storey Pittsburgh Union Station fronting on 7th Avenue next spring and will also extend third and fourth track as far as Walls (Pitcairn). (RRGaz)
- Dec. 24, 1881 Alexander Hay, owner of the Civil War era Washington, Alexandria & Georgetown Railroad who has been contesting ownership with the Alexandria & Washington Railroad, files in U.S. Circuit Court in Virginia to adjudicate debts and foreclose. (Harrison)
- Dec. 24, 1881 Charles J. Canda of the Purchasing Committee transfers the property of Cleveland, Mt. Vernon & Delaware Railroad to Cleveland, Akron & Columbus Railroad; however, the sale is overturned on a protest by the PRR, and the property is sold a second time in 1882. (C&C)
- Dec. 26, 1881 Middle Division of the Peach Bottom Railway sold at foreclosure to the bondholders. (Hilton)
- Dec. 27, 1881 Charles F. Berwind elected Pres. of Bells Gap Railroad. (MB)
- Dec. 28, 1881 PRR Board refuses Andrew Carnegie's request that his claim for buying UNJ shares be submitted to arbitration. (MB)
- Dec. 28, 1881 Collis P. Huntington of Chesapeake & Ohio Railway agrees with Louisville & Nashville Railroad to carry all C&O traffic for Louisville and points west

- from Lexington. (Bias)
- Dec. 29, 1881 PRR begins operating Pomeroy & Newark Railroad under lease dated Mar. 1, 1880. (C&C)
- Dec. 29, 1881 Harrisburg & Potomac Railroad contract for grading from Jacksonville to Shippensburg and borrowing \$40,000 to finance construction. (MB)
- Dec. 29, 1881 Pittsburgh Local Railroad (9th Ward to City Line) merged into Pittsburgh Junction Railroad. (B&O Val)
- Dec. 30, 1881 Railroad promoter and Civil War contractor Henry Simpson McComb (1825-1881) dies of a stroke at the West End Hotel in Philadelphia, where he has stopped en route to Newark, N.J.; he leaves an estate of \$3 million. (PubLdgr, RyW)
- Dec. 30, 1881 Jay Gould replaces Solon Humphreys as Pres. of the Wabash, St. Louis & Pacific Railway; Gould consults with John H. Devereux of the CCC&I Railway; the Wabash is now unable to pay interest on its debts. (NYT, Grodinsky)
- Dec. 31, 1881 Jackson, Lansing & Saginaw Railroad (Michigan Central system) opens to Mackinaw City. (GrnBk)
- 1881 PRR stock price peaks at 70-1/8, marking recovery from depression of 1873-79; price does not reach that level again until the turn of the century. (MB)
- 1881 Future VP John B. Thayer, Jr. (1862-1912), joins PRR as clerk on Empire Line upon graduation from University of Pennsylvania; after 18 months joins regular PRR Freight Dept. (MB)
- 1881 New York, Woodhaven & Rockaway Railroad opens wye connection at Woodhaven Jct., permitting direct operation of trains between Flatbush Avenue and Rockaway Park. (Val)
- 1881 Ferry boat *Camden* purchased by PRR from Philadelphia & Camden Steam Boat Ferry Company for 34th Street ferry at New York. (AR)
- 1881 New stations built at Emmett Street, Newark, Suydam Street, New Brunswick, and Fitlers on New York Division. (AR)
- 1881 Third and fourth track completed between Marion, N.J., and the Hackensack River and between Bristol and Schenck's on the New York Division. (AR)
- 1881 Fourth track completed between Newark, N.J., and the Union County line (near later Waverly Yard) on the New York Division. (AR)

- 1881 Track pans installed between Linden and North Rahway on New York Division. (AR)
- 1881 New two-storey brick station built at Stelton, N.J., on the New York Division. (Lynch/Keystone)
- 1881 Change of line completed at Millstone Jct. (C&C)
- 1881 New station built at Manasquan on the Amboy Division. (AR)
- 1881 Area filled for new roundhouse at Camden, N.J. (AR)
- 1881 After this year, Columbus, Kinkora & Springfield Railroad stops operating its line between Lewistown, on the Pemberton & Hightstown Railroad, and New Lisbon, N.J., on the Pemberton & Sea Shore Railroad, originally part of a direct route between Trenton and Toms River; track remains in place until June 1909. (C&C)
- 1881 New resort of Barnegat City, N.J., platted on the northern tip of Long Beach Island by Barnegat City Beach Association; includes a narrow gauge horse railroad from the bay landing to the Oceanic Hotel and beach. (Brinckmann)
- 1881 PRR completes relaying of Belvidere Division between Trenton and Phillipsburg with steel rails. (AR)
- 1881 First year in which Camden & Atlantic Railroad operates 24-hour ferry service. (AR)
- 1881 Camden & Atlantic Railroad builds wye connection with New Jersey Southern Railway (CNJ) at Winslow Jct. (AR)
- 1881 Camden & Atlantic Railroad has resumed using Woodruff parlors in summer. (AR) (maybe restored ca. 1879-80)
- 1881 Camden & Atlantic Railroad scraps ferry *Atlantic* and rebuilds *Arasapha* from the hull up. (AR)
- 1881 West Jersey Ferry Company orders the *Baltic* from Harlan & Hollingsworth. (BethStl)
- 1881 West Jersey Railroad builds annex to Stockton House at Cape May. (AR)
- 1881 Piers No. 10, 11 & 12 at Walnut Street Wharf, Philadelphia, extended to pierhead line. (AR)

- 1881 PRR's Dock Street freight station at Philadelphia rebuilt with inbound freight downstairs and outbound freight upstairs. (AR)
- 1881 New brick station built at Powelton Avenue, Philadelphia. (Lynch/Keystone)
- 1881 New brick station built at Berwyn. (Lynch/Keystone)
- 1881 Realignment of main line completed at Valley Creek Bridge on Philadelphia Division. (near Downingtown) and west of Coatesville. (AR)
- 1881 Brick stations built at Moylan, Media, Darlington and Glen Riddle, two storey frame station built at Westttown and a stone station at Swarthmore on the Maryland Division. (Lynch/Keystone)
- 1881 Total failure of the Delmarva peach crop creates a loss for the Delaware Railroad. (AR)
- 1881 Freight station built at Harrington on the Delaware Railroad. (C&C)
- 1881 Station built at Queen Anne, Md. (Lynch/Keystone)
- 1881 Northern Central Railway extends Canton Pier No. 3 205 feet to pierhead line. (AR)
- 1881 Double track completed between Baltimore and St. Agnes and between Benning and Washington on B&P (five miles at each end).
- 1881 Change of line completed at Rock Run on Sunbury Division. (AR)
- 1881 Northern Central Railway completes relaying of Elmira & Canandaigua Division with steel rail. (AR)
- 1881 A. J. Cassatt approached by William Lawrence Scott to join him in building a line down the center of the lower Delmarva Peninsula to Cape Charles, later the New York, Philadelphia & Norfolk Railroad (NYP&N), as a short-cut to Norfolk and the South.
- 1881 Second U.S. installation of clockwork, disc-type signals with track circuits between Altoona and Gallitzin; manufactured by Gasset & Fisher.
- 1881 Coal traffic of the PRR's Tyrone Division first exceeds 2 million tons. (Africa)
- 1881 Moshannon & Clearfield Railroad opens Goss Run Branch No. 3 (0.72 miles) from Goss Run Jct. No. 3 to coal mines. (AR, Val)

- 1881 New Middle Division roundhouse built at Altoona; 30 stalls and 50-foot turntable. (Africa - verify AR?)
- 1881 Severe drought results in having to haul water to Altoona in tank cars; 28-million gallon reservoir built on Pottsgrove Run opens Jan. 1, 1882. (Loeb, AR)
- 1881 Second track opens between Milton and Dewart on Philadelphia & Erie Grand Division. (AR)
- 1881 New station built at Milton and St Mary's, replacing ones burned in 1880. (Lynch/Keystone)
- 1881 New stations built at Milton, St. Marys and Stoneham on Philadelphia & Erie Grand Division. (AR)
- 1881 New car shop and transfer table and planing mill completed at Renovo on Philadelphia & Erie Grand Division. (AR, C&C)
- 1881 New car shops built at Erie and 17.7 miles of track laid in freight yard on Philadelphia & Erie Grand Division; new main track for passenger trains only built through the yard. (C&C)
- 1881 Substitution of steel for iron rails in main tracks of Philadelphia & Erie completed. (C&C)
- 1881 New main line coaling station completed at South Fork on Pittsburgh Division. (AR)
- 1881 New combination stations built at St. Clair, Bessemer, Stoneville, Warrior Mark, Pennsylvania Furnace, and Mifflinburg. (Lynch/Keystone)
- 1881 Buffalo, Baltimore & Ohio Railroad organized by friends of Buffalo, Pittsburgh & Western Railroad to build from New Castle, Pa., to Chicago Jct. (Willard), forming a new trunk line and making the BP&W a link in the B&O system. (AR - late in year)
- 1881 Pennsylvania Canal Company makes 10-foot cut in Hollidaysburg reservoir dam, to be deepened by erosion. (AR)
- 1881 PRR builds new station at Walls, Pa. (AR)
- 1881 Small engine house built at Everson on the South-West Pennsylvania Railway. (Keystone)
- 1881 Allegheny Valley Railroad builds track along Allegheny River between 17th

and 20th Streets in Pittsburgh for river transfer; builds freight station at 16th Street. (AR)

- 1881 Freight station, 85' x 481', built at 16th Street, Pittsburgh, on the Allegheny Valley Railroad. (C&C)
- 1881 Allegheny Valley Railroad builds an 18-stall brick roundhouse at 46th Street, Pittsburgh. (C&C)
- 1881 New freight station built at Pittsburgh, South Side, on the Pittsburgh, Virginia & Charleston Railway. (C&C)
- 1881 After completion of Chicago Union Passenger Station, Robert Trimble named Assistant Engineer at Pittsburgh. (PaNews)
- 1881 Monongahela River Bridge of PC&StL Railway at Pittsburgh double-tracked. (AR)
- 1881 New Brighton & New Castle Railroad completed from New Brighton to Wampum on the New Castle & Beaver Valley Railroad. (AR)
- 1881 Oil traffic of Cleveland & Pittsburgh Railroad increases from 27,907 tons in 1880 to 95,308 tons in 1881 because of new refineries in Cleveland. (AR)
- 1881 Pennsylvania Company begins operating the Massillon & Cleveland Railroad, previously leased to the Cleveland, Mount Vernon & Delaware Railroad. (AR)
- 1881 Second track completed between Mansfield and Crestline on the PFW&C. (C&C)
- 1881 New stations built at Fletcher, Gettysburg and Bradford, Ohio.; Coatesville, Charlottesville and Knightstown, Ind.; Montrose and Highland, Ill. (Lynch/Keystone)
- 1881 Freight yard opens at PFW&C Outer Depot in Chicago. (AR- verify)
- 1881 16 stalls added to PFW&C roundhouse at Chicago's Outer Depot to complete a circle of 38 stalls. (AR)
- 1881 PC&StL Railway completes second track to McDonald Station, 18.4 miles from Pittsburgh. (C&C)
- 1881 PC&StL Railway provides steel rail for joint B&O line between Newark and Columbus. (B&O AR)

- 1881 New brick passenger station opens at Dayton, Ohio, on the Little Miami Railroad system. (AR)
- 1881 PRR transfers its stock in JM&I to Pennsylvania Company. (Church)
- 1881 JM&I equips 12 passenger cars with Janey coupler. (AR)
- 1881 Manistee Branch of GR&I extended from (Luther?) to Careys Mill (6.55 miles). (C&C - called Deer Lake Spur in AR - Meints has whole branch b. 1882)
- 1881 Long Lake Spur of Missaukee Branch of GR&I opens (0.77 mile). (C&C - AR has in 1880? - Meints has 1883)
- 1881 GR&I opens new office building in Grand Rapids. (C&C)
- 1881 George C. Buchanan builds so-called "Byrne Track" in Arbegust Avenue, Louisville, from 14th to 18th Streets. (C&C)
- 1881 Grand Trunk Junction Rail__ opens between Elsdon Jct. to CW&I Jct. (3.7 miles), allowing the Grand Trunk system to make direct connection with the Chicago & Western Indiana Rail__. (Meints)
- 1881 Future VP Henry Tatnall (1855-1939) is named Treasurer of the Girard Trust Company. (PRRBio)
- 1881 Future Reading Pres. Agnew Thomson Dice (1862-1932) begins work in the engineer corps of the PRR; he moves to the NYC&HR in 1892. (Rdg AR)
- 1881 B&O officers organize Baltimore Stock Yards Company and build stock yards on 60 acres of the Claremont Estate. (Harwood, McGrain)
- 1881 Illinois Central ends operation over Toledo, Peoria & Warsaw Railway between Gilman and El Paso.
- 1881 Hamilton McKown Twombly (1849-1910), William H. Vanderbilt's son-in-law, learns of the existence of the moribund South Pennsylvania Railroad and begins advancing money to buy the charter and pay for new surveys. (Testimony/RyRegister, Schlegel)
- 1881 New York & New England Railroad opens new Boston terminal at Sumner Street. (Humphrey)
- 1881 Post Office establishes a "fast mail" between New York and New Orleans via Atlanta. (HistRyMail)

- 1881 American Steamship Company of Philadelphia's performance has declined since 1880, leading PRR to question further investments of its money. (AR)
- 1881 Clement A. Griscom, Pres. of International Navigation Company, builds "Dolobran", a country house on 146 acres off Grays Lane in Haverford, just west of A.J. Cassatt's estate, "Cheswold"; house designed by Furness, Evans & Co.; the property has been purchased from Edmund C. Evans in 1879, with other parcels from T. DeWitt Cuyler and Allen Evans. (Morrison, GEThomas)
- 1881 Weems Line retires the *Planter* and replaces it on the Patuxent Line with the *Theodore Weems*. (Burgess - verify Holly)
- 1881 *Minnie Wheeler* built at the Samuel R. Waite & Co. shipyard at Baltimore for the Wheeler Transportation Line on the Tuckahoe River; stateroom paneling is taken from the old *Massachusetts*. (Burgess)
- 1881 Lehigh Valley Railroad buys the 400 acre Tiffit Farm property on Lake Erie south of Buffalo for use as a rail-ship terminal for westbound coal, eastbound iron ore and general freight. (Baird - verify MB?)
- 1881 Westinghouse Air Brake Company moves its manufacturing operations from Liberty Avenue & 25th Street in Pittsburgh's Strip District across the river to Allegheny, Pa. (WABCO)
- 1881 Leo Daft (1843-1922) founds Daft Electric Motor Company at Greenville, N.J., and begins development of an electric locomotive. (Condit, NYT)
- 1881? Toledo & Indianapolis Railway incorporated by T.P. Brown of Toledo. (Miller - see GrnBk)
- 1881 Columbus, Hocking Valley & Toledo Railway issues \$8 million in bonds, supposedly for double-tracking and other improvements; instead, Stevenson Burke, _ Hickok? and Green, take the bonds in payment for their coal lands in the Hocking Valley, valued only at \$1.5 million, and to pay their own debts to Winslow, Lanier & Co. (NYT)
- 1881 Ohio Central Railroad extends main line from Corning to Sedalia (Glouster) and Mineral or Buckingham Branch from Sedalia to Buckingham. (Poors - post 9/81 Guide)
- 1881 Chicago & Atlantic Railway converted to standard gauge, ending plans for a narrow gauge trunk line between Pittsburgh and Chicago. (Cole - verify)
- 1881 Anthracite coal tonnage of the Lehigh Valley Railroad first exceeds 5 million tons; increase of 25.72% over 1880. (AR)

- 1881 U.S. railroad mileage first exceeds 100,000 route miles. (AAR)
- 1881 Steam heat first installed in a passenger train. (AAR)
- 1881 After working as a bridge engineer on the Atlantic & Great Western Railroad, Gustav Lindenthal establishes a private practice at Pittsburgh; his first major commission is the twin-span double-bowstring truss for the new Smithfield Street Bridge, replacing a Roebling suspension bridge of 1847. (Shank)
- 1881 At the urging of his sister Mary, A. J. Cassatt begins collecting Impressionist art, one of the first Americans to do so. (MCCat)
- 1881 Diamond Match Company incorporated in Ohio with a capital of \$6 million; a reorganization of the earlier Barber Match Company headed by Ohio Columbus Barber (1841-1920); originally based in Akron. (Allen - verify Moodys)
- 1881 Ocean Oil Company completes a refinery at Bayonne, N.J., served by the Tide-Water Pipe Company, Limited. (Granitz)
- 1881 Chester Oil Company completes a refinery at Thurlow, Pa., served by the Tide-Water Pipe Company, Limited. (Granitz)