

**PRR CHRONOLOGY
1871**

January 2005 Edition

- Jan. 1, 1871** Associates of the Jersey Company renews lease of piers at foot of Morris and Sussex Streets in Jersey City to British & North American Royal Mail Steam Packet Company (Cunard Line) as New York terminus for six years. (MB)
- Jan. 1, 1871** Philadelphia & Trenton Railroad leases Frankford & Holmesburg Railroad, operating between Bustleton and Holmesburg Jct.
- Jan. 2, 1871** Pres. Thomson first brings Pennsylvania Company to attention of PRR Board; Finance Committee to arrange for transfer of securities to it. (MB)
- Jan. 2, 1871** PRR Board declines request of Gen. Burnside to advance money on Indianapolis & Vincennes Railroad bonds held by him. (MB)
- Jan. 1871** PRR completes new "Altoona Car Shops" east of 7th Street; car and locomotive shops entirely separated; old car shops between 9th and 16th Streets become "Altoona Machine Shops." (ARs for 1870-71 give 12/70 and early 1871)
- Jan. 1871** Maryland & Delaware Railroad completed between Easton and Oxford; construction is of poor quality and service is erratic. (no revenue service advertised)
- Jan. 1871** Revenues of Oil Creek & Allegheny River Railway fall as center of oil production moves southwards from Oil City towards Bradys Bend.
- Jan. 7, 1871** B&O bridge over Ohio River between Parkersburg and Belpre opens, forming through line. (B&O AR)
- Jan. 11, 1871** Pres. John W. Garrett addresses the monthly meeting of the B&O Board on the necessity of a new, independent railroad between Baltimore and New York. (Pam)
- Jan. 16, 1871** New National Air Line Railroad bill introduced in U.S. House; supported by John W. Garrett, who is alarmed by PRR's proposed lease of United Companies; vote on bill blocked by filibusters. (SG)

- Jan. 18, 1871** J. Edgar Thomson in letter proposes to run PRR trains over United Companies track and have use of Harsimus Cove Yard in lieu of full lease. (MB)
- Jan. 18, 1871** Butler Branch of Western Pennsylvania Railroad opens for revenue service between Freeport and Butler. (USRR&MR)
- Jan. 19, 1871** Joint Board of United Companies approves new \$20 million General Mortgage to fund existing debts. (MB)
- Jan. 20, 1871** Mercer & Somerset begins laying track at point where it crosses the National Railway survey near Hopewell, N.J. (SG? - 1/21)
- Jan. 20, 1871** Pennsylvania Company increases stock to \$12 million; Toms Scott, Geroge B. Roberts, H.J. Jewett, T.L. Jewett and J.N. McCullough join Board; Tom Scott elected Pres., replacing William Thaw, who becomes VP; McCullough named General Manager. (MB)
- Jan. 21, 1871** Pennsylvania Company names George B. Roberts Chief Engineer and Henry H. Houston General Real Estate Agent; appoints committee to wait upon J. Edgar Thomson to make arrangements with PRR. (MB)
- Jan. 25, 1871** Special committee on drove yards reports to PRR Board with form of contract. (MB)
- Jan. 25, 1871** Ashbel Welch, General President of United Canal & Railroad Companies of New Jersey, writes to PRR calling for a joint committee to resolve all points in dispute with PRR; referred to special committee of PRR Board. (MB)
- Jan. 29, 1871** B&O stops charging state tax on through New York-Washington passengers using the Washington Branch, even though not collected by Maryland for years.
- Jan. 31, 1871** Supplement to charter of Junction & Breakwater Railroad authorizes increase of stock to \$1 million and extension to Rehoboth Bay. (Digest)
- Feb. 1, 1871** PRR Board considers organization of Pennsylvania Company as per Finance Committee report; is to be capitalized at \$12 million and PRR to receive all of its securities, including \$8 million preferred stock, in return for its assets in Lines West; Pennsylvania Company is also to lease Pittsburgh, Chicago & St. Louis and allied lines (the Pan Handle System) and control Indianapolis & Vincennes, St. Louis, Vandalia & Terre Haute, and Indianapolis & St. Louis through stock ownership. (MB)
- Feb. 1, 1871** PRR special committee on United Companies asks full Board for

opinions on merits of lease or trackage rights agreement; question left undecided pending another meeting with the United Companies. (MB)

- Feb. 1, 1871** **Crawfordsville & Rockville Railroad, Frankfort & Crawfordsville Railroad, and Logansport, Camden & Frankfort Railroad merged to form Logansport, Crawfordsville & South Western Railway under articles dated Nov. 5, 1869. (Church)**
- Feb. 6, 1871** **Flushing & Woodside Railroad (Woodside to Bridge Street, Flushing) merged into Flushing & North Side Railroad under act of Apr. 8, 1869; all but 0.2 mile at Flushing abandoned. (Val, CorpHist - F&W may not have been operated?)**
- Feb. 7, 1871** **American Steamship Company of Philadelphia incorporated to operate steamers between Philadelphia and Liverpool. (PL)**
- Feb. 9, 1871** **PRR Board begins 11-week debate on question of leasing or signing a traffic contract with the United Canal & Railroad Companies of New Jersey. (MB)**
- Feb. 13, 1871** **Executive Committee of United Companies notes has negotiated a loan of \$2.5 million with Drexel & Co.; notes B&O has discontinued through tickets north of Baltimore, but northern connections just give their passengers B&O local tickets for passage between Baltimore and Washington; William H. Gatzmer reports that New Jersey Southern Railroad is still insisting on an independent agency in Philadelphia and its own express line. (MB)**
- Feb. 14, 1871** **Delaware act increases size of Town of Delaware City and authorizes it to subscribe \$30,000 to Delaware & Pennsylvania Railroad. (Scharf)**
- Feb. 15, 1871** **At request of PRR, Newport & Cincinnati Bridge Company transfers bridge contract to Henry C. Spackman following decease of previous contractor G.C. Francisco. (Church)**
- Feb. 1871** **Pennsylvania group, including Thomson, Scott, Carnegie, et al., secures control of Union Pacific.**
- Feb. 1871** **New Jersey Legislature defeats bill incorporating National Railway Company.**
- Feb. 1871** **Union & Titusville Railroad opens between Union and Titusville; 6'-0" gauge; third rail for standard gauge added later in year. (Val has c. 2/71)**
- Feb. 16, 1871** **Pan Handle Railroad renamed Pittsburgh, Wheeling & Kentucky Railroad. (Church)**

- Feb. 18, 1871** In annual report, J. Edgar Thomson notes restrictive state-mercantilist philosophy of RF&P and other southeastern railroads discourages flow of long-distance traffic to PRR at Washington; first public intimation of PRR's attempt to create feeder systems in South. (AR)
- Feb. 18, 1871** Pennsylvania act changes name of Buffalo & Washington Railway to Buffalo, New York & Philadelphia Railway. (Val)
- Feb. 18, 1871** Supplement to Pennsylvania Company charter authorizes issue of preferred stock. (MB)
- Feb. 23, 1871** Baltimore & Potomac Railroad makes new contract with Thomas Seabrook of Philadelphia for construction, including rebuilding Long Bridge and Baltimore Tunnel, for \$7.5 million; orders cancellation of old \$3 million mortgage. (MB)
- Feb. 27, 1871** Pres. Thomson writes to United Companies Executive Committee asking for reduction in valuation of certain of its properties. (Watkins - verify)
- Feb. 28, 1871** Stockholders, bondholders and creditors of Dayton & Cincinnati Railroad agree to reorganization without foreclosure. (Church)
- Mar. 1, 1871** Western Pennsylvania Railroad opens branch from Butler Jct. to Butler, Pa. (MB, Val - RW has 1/71)
- Mar. 2, 1871** LIRR agrees to operate New York & Rockaway Railroad in return for completing it. (CorpHist, Val)
- Mar. 3, 1871** Baltimore & Potomac Railroad issues new \$1.5 million Tunnel Mortgage bonds and \$3 million Main Line Mortgage bonds. (MB)
- Mar 3, 1871** Act of Congress authorizes Baltimore & Potomac to locate its Washington depot on South C Street between 6th and 7th Streets; to be in same style as one at Lancaster, Pa.; permits company to change grade of Maryland Avenue to constant descent from 6th Street to Long Bridge. (Digest)
- Mar. 3, 1871** After government engineers report it will interfere with navigation, act of Congress declares it illegal to continue with construction of Newport & Cincinnati Bridge, which was almost finished, without substituting wider span and higher elevation; courts are to determine if government is liable for extra cost. (Church)
- Mar. 3, 1871** Act of Congress incorporates Texas Pacific Railroad Company to build from Texas to San Diego. (JPGreenPam)

- Mar. 4, 1871** Central Railroad Company of Long Island incorporated to build from Flushing to the west line of A.T. Stewart's land and thence to Bethpage with a branch to Hempstead; controlled by Conrad Poppenhusen; Herman C. Poppenhusen, Pres. (CorpHist, C&C)
- Mar. 4, 1871** Virginia authorizes Alexandria & Fredericksburg Railway to extend to Richmond and form through connection with Richmond & Danville Railroad; may change name to Washington & Richmond Railway; however, local opposition led by Gen. William Mahone adds a number of "poison pills" to the bill to render it useless to PRR; A&F must not discriminate in rates against any other Virginia line; if PRR manages to buy control of RF&P, that road will lose its exemption from state taxes, PRR must buy state's shares for at least 60 cents on the dollar and guarantee old stockholders a 6% dividend; PRR must also place \$1.5 million in escrow with Va. Board of Public Works to indemnify Mahone's Mahone's Atlantic, Mississippi & Ohio Railroad against loss; must guarantee bonds to enable AM&O to build Danville-Bristol link; PRR must also guarantee bonds of Piedmont & Potomac, (which is to be AM&O's entry to Washington?) for five years. (PL)
- Mar. 8, 1871** PRR Board approves contract with Palace Stock Car Company; (MB)
- Mar. 8, 1871** Tom Scott elected president of Union Pacific and J. Edgar Thomson a director; PRR group is overextended and is forced to begin selling its UP stock within the month.
- Mar. 8, 1871** Lewes & Millsboro Railroad renamed Breakwater & Frankford Railroad. (Val)
- Mar. 8, 1871** Newtown & Flushing Railroad incorporated in New York in interest of LIRR to build a branch to Flushing to compete with North Shore line. (Val)
- Mar. 8, 1871** Pa. act authorizes Shamokin Valley & Pottsville Railroad to borrow \$2 million and acquire an additional 5,000 acres of coal lands in Coal and Mount Carmel Townships from Green Mountain Coal Company and others. (Digest)
- Mar. 9, 1871** Granite Improvement Company incorporated in Pa., another "Tom Scott" company. (Church)
- Mar. 1871** New connecting track built between Belvidere-Delaware Railroad and Lehigh Valley Railroad at Phillipsburg, N.J. (Lee)
- Mar. 1871** Grading begins on Denver & Rio Grande Railway. (RRH)

- Mar. 10, 1871** Flushing Village Railroad incorporated in N.Y. to build 2-mile connection between Flushing & North Side Railroad and Central Railroad of Long Island. (NYState)
- Mar. 11, 1871** "United Companies" leases Columbus, Kankora & Springfield Railroad.
- Mar. 13, 1871** Ashbel Welch writes to Pres. Thomson saying that United Companies boards refuse to consider a lease for anything less than a 10% annual dividend. (Watkins)
- Mar. 13, 1871** United Companies open new ferry station at Debrosses Street and transfer bulk of railroad passenger traffic there. (NDA, MB)
- Mar. 13, 1871** Executive Committee of United Companies reports loss of barge *Sturtevant*, run down by Inman liner *City of Manchester*. (MB)
- Mar. 14, 1871** H.J.Jewett resigns as director of Pennsylvania Company; Board agrees to operate the Plymouth, Kankakee & Pacific Railroad from Plymouth to Bureau Jct., providing PRR, Oliver H. Barnes, and Brown Brothers take its bonds at \$20,000 per mile and make through traffic contract with Rock Island & Pacific Railroad; decline offer of D. Zimmerman to build railroad from Columbia City to Logansport; authorizes connecting Erie & Pittsburgh Railroad and Philadelphia & Erie Railroad at Erie with joint freight station at 12th Street; appoints William H. Barnes Treasurer, and Thomas D. Messler Comptroller. (MB)
- Mar. 1871** Proprietors of the Bridges over the Rivers Passaic and Hackensack deed Passaic River toll bridge to counties. (UNJ MB has repted at 10/9 meeting)
- Mar. 1871** PRR purchases market house of Western Market Company at northeast corner of 17th & Market Streets as site for freight depot; also negotiating for block bounded by 15th, Market, 16th & Filbert, later site of Broad Street Station.
- Mar. 16, 1871** Uniontown & West Virginia Railroad organized at Uniontown. (Val)
- Mar. 16, 1871** South-West Pennsylvania Railway incorporated in Pa. to build south from Greensbirg into the Connellsville Coke Region. (Val)
- Mar. 17, 1871** Charter amendment permitting Oil Creek Railroad to reduce rates is repealed.
- Mar. 17, 1871** Philadelphia, Delaware & Chester Central Railroad incorporated to build between Fernwood and Newtown Square. (Val)

- Mar. 21, 1871** Woodstown & Swedesboro Railroad incorporated in N.J. to build from Swedesboro to a connection with the Salem Railroad. (Val)
- Mar. 22, 1871** Overland Contract Company (later Southern Railway Security Company) incorporated in Pennsylvania; another Tom Scott holding company.
- Mar. 22, 1871** Empire Contract Company incorporated in Pa.; another Tom Scott holding company.
- Mar. 22, 1871** American Improvement Company incorporated in Pennsylvania; another general holding company controlled by William Thaw and Henry H. Houston; apparently held for some undetermined future use and engages in no actual business; later becomes American Contract & Trust Company, a PRR holding company. (PL)
- Mar. 22, 1871** Mays Landing & Egg Harbor City Railroad incorporated in N.J. (NJCorp)
- Mar. 22, 1871** Property of Erie Canal Company conveyed to Erie & Pittsburgh Railroad. (C&C)
- Mar. 23, 1871** Washington ordinance authorizes Baltimore & Potomac Railroad to extend further up 6th Street and locate depot on the Mall between the Canal and B Street, N.W. (Digest)
- Mar. 25, 1871** Train ferry *Warsaw* begins operating across Mississippi River at Warsaw, linking Toledo, Peoria & Warsaw Railway and Missouri, Iowa & Nebraska Railroad; forms "Great Midland Route" connecting with Union Pacific at Kearny, Neb. (Stringham)
- Mar. 27, 1871** PRR Board approves \$400,000 subscription to American Steamship Company of Philadelphia and guarantee \$1.5 million in bonds as all of bonds and \$300,000 stock have been sold to public. (MB)
- Mar. 27, 1871** PRR opens straightened main line between Athenville (Ardmore) and Rosemont, Pa. (AR)
- Mar. 27, 1871** West Chester & Philadelphia Railroad Board approves issue of \$1.25 million in new 7% bonds. (MB)
- Mar. 1871** Belvidere-Delaware Railroad gauge changed from 4'-10" to 4'-9 1/2" and gauge of Lehigh Valley Railroad widened. (Lee)
- Mar. 28, 1871** N.J. act confirms New Jersey Railroad guarantee of Belleville & Newark

Horse-Car Railroad bonds. (Digest)

- Mar. 28, 1872** With Radical and black votes and support of Gov. Walker, Virginia passes act authorizing the sale of the state's stock holdings in railroads held through the Board of Public Works by having the companies repurchase the shares with state bonds; most railroads are broken down and are sold at fire sale prices to northerners who have capital to overhaul them; Virginia only retains holdings in RF&P; pre-war elites decry the sales as a sell-out and another Northern invasion; rumors says PRR gave Gov. Walker 2,000 shares of stock for his services. (Blake, Harrison)
- Mar. 30, 1871** New Jersey Legislature passes charter of German Valley Railroad; bill is a Trojan Horse designed by Henry M. Hamilton; ostensibly for an iron mine railroad in northwestern New Jersey, it contains provisions for consolidating the New Jersey portion of the National Railway; governor refuses to sign, but company proceeds to organize. (SG)
- Mar. 31, 1871** Pennsylvania Company stockholders approve increase of capital to \$12 million; \$8 million in preferred stock to be paid to PRR; Felician Slataper appointed Chief Engineer, replacing George B. Roberts, who is named Consulting Engineer; William P. Shinn named General Agent; appoints committee to confer with Pres. W.R. McKean re improving workings of Vandalia Line. (MB)
- Apr. 1, 1871** Pennsylvania Company adopts first organization manual. (MB)
- Apr. 1, 1871** Securities of most western lines transferred to Pennsylvania Company retroactive to this date; assumes leases and operation of PRR's Steubenville Extension, PFW&C, Erie & Pittsburgh, Cleveland & Pittsburgh and Indianapolis & Vincennes; PFW&C ends joint operation of Cleveland & Pittsburgh Railroad. (NB: PRR lease of PFW&C transferred to Pa. Co. 6/29/74! retroactive to 4/1/71!). (Church, C&C)
- Apr. 4, 1871** U.S. Circuit Court names L.Q. Rawson receiver of section of Lake Erie & Louisville Railroad between Fremont and Cambridge City. (Church)
- Apr. 5, 1871** American Steamship Company of Philadelphia organized at Merchants Exchange; Herman J. Lombaert, Pres. (MB)
- Apr. 5, 1871** Overland Contract Company organized and renamed Southern Railway Security Company; incorporated as holding company for acquiring control of in southeastern railroads, particularly by purchasing shares owned by states; subscribers are Tom Scott, G.W. Cass, J. Donald Cameron, R.D. Barclay, Morris K. Jesup, William T. Walters, H.B. Plant, D.W. James and B.F. Newcomer; G.W. Cass, President. (The

Road)

- Apr. 5, 1871** Agreement between Toledo, Peoria & Warsaw Railway, Illinois Central Railroad, and William H. Osborn and J. Newton Perkins, trustees of mortgage on line between Chenoa and Effner; Osborn and Perkins agree to purchase \$250,000 of bonds and IC to buy \$500,000 at maturity.
- Apr. 6, 1871** Pennsylvania Company Board authorizes \$5,000 to Erie & Pittsburgh Railroad to repair canal; J. Edgar Thomson urges caution and careful examination before granting aid to Des Moines Valley Railroad; appoints F.R. Myers General Passenger & Ticket Agent and William Stewart General Freight Agent. (MB)
- Apr. 7, 1871** Pennsylvania Company Board hears request for aid from Marietta & Pittsburgh Railroad; orders examination of Springfield, Clinton & Gilman Railroad between Bloomington and Paxton as condition of aid to complete it; declines request of Apr. 4 from Zeno Secor to assume liabilities of Mt. Pleasant & Keokuk Railroad; appoints Richard Wiggins Assistant Superintendent of PFW&C. (MB)
- Apr. 7, 1871** Illinois Railroad Act establishes state regulation of railroads and intrastate rates; first of so-called "Granger Laws". (EAH)
- Apr. 10, 1871** Executive Committee of United Companies authorizes an additional \$500,000 loan from Drexel & Co.; authorizes chartering steamboat *William Cook* to other operators. (MB)
- Apr. 10, 1871** Pittsburgh & Connellsville Railroad completed to Cumberland, Md.
- Apr. 12, 1871** Change of name from Buffalo & Washington Railway to Buffalo, New York & Philadelphia Railway becomes effective with passage of New York act. (Val)
- Apr. 12, 1871** Washington & Alexandria Turnpike Company approves occupation of part of right of way by Alexandria & Fredericksburg Railway in return for railroad regrading turnpike; both are controlled by PRR. (MB)
- Apr. 13, 1871** Tom Scott elected Pres. of Shenandoah Valley Railroad.
- Apr. 15, 1871** Texas Pacific Railway organized to build from Shreveport, La., to San Diego; on motion of Tom Scott, Marshall O. Roberts (1814-1880) of New York allowed to subscribe for 11,000 of 20,000 shares, and 5,000 shares given to Gen. John C. Fremont (1813-1890); Tom Scott elected Pres., New York banker Henry G. Stebbins (1811-1881) VP, Edwards Pierrepont (1817-1892) of Brooklyn Treas.; directors include G.W. Cass, William T. Walthers, Henry S. McComb, John W. Forney (1817-1881), Reading

ironmaster John McManus (1808-), William R. Travers (1819-1887) of New York, and Henry B. Plant of New York; Gen. Granville M. Dodge (1831-1916), famed for work on Union Pacific, made Chief Engineer. (AR, JPGreen Pams)

- Apr. 16, 1871** PRR begins operating first Bryn Mawr local; one round trip. (tt)
- Apr. 18, 1871** Tom Scott elected president of Shenandoah Valley Railroad Company.
- Apr. 18, 1871** Edmund Smith of PRR elected Secretary-Treasurer of American Steamship Company of Philadelphia. (MB)
- Apr. 1871** Union Railroad Company of Baltimore resumes work with money supplied by Canton Company of Baltimore; new contract to Dull, Wiley, Andrews & Co.
- Apr. 20, 1871** Ashbel Welch reports to Joint Board of United Companies that PRR has not yet made an offer of 10%; presents letters from J. Edgar Thomson and A.J. Cassatt United Companies have failed to do business at Jersey City properly; also a letter from Pres. Gowen of Reading offering to lease Delaware & Raritan Canal; Board debates issue, W.H. Gatzmer holds out for independent operation; resolve to hold out for 10% lease. (MB)
- Apr. 21, 1871** PRR runs special train of two Pullmans for visitors to Bryn Mawr over new line; new station done, designed by Wilson Brothers & Co.
- Apr. 22, 1871** Pennsylvania Company signs agreement with the Baltimore & Ohio, Toledo & Michigan Railroad Company and the Mansfield, Coldwater & Lake Michigan Railroad Company for the completion of the railroad between Tiffin and Toledo; to be paid in bonds at \$20,000 per mile. (Church).
- Apr. 24, 1871** General office of Pan Handle system of roads relocated from Columbus to Pittsburgh.
- Apr. 26, 1871** PRR Board approves, in principle, a lease of the United Canal & Railroad Companies of New Jersey at 10% annual dividend by vote of 11-4; high rate is particularly burdensome in depression that follows between 1873 and 1879, but Thomson believes cost is justified by giving PRR the best route between Philadelphia and New York. (MB)
- Apr. 27, 1871** Pennsylvania Company Board authorizes negotiations with Peninsular Railway. (MB)
- Apr. 28, 1871** First solid train of 11 of Stuart's Palace Stock Cars leaves St. Louis for Communipaw; first stock train to run through in 96 hours instead of 240

hours; if successful, propose to form a company for shipping cattle from Kansas and Texas to the East.

- Apr. 28, 1871** City of Alexandria ordinance authorizes Alexandria & Fredericksburg Railway to build single track up Fayette Street, one block west of Alexandria & Washington Railroad, providing operate at 5 MPH through city. (Digest)
- Apr. 28, 1871** Pennsylvania Company Board authorizes negotiation of traffic contract with Chicago & Alton Railroad, Kansas Pacific Railway, and North Missouri Railroad. (MB)
- May 1, 1871** Camden & Amboy begins carrying imported bonded merchandise in locked iron chests (3' x 3' x 5') under control of the Treasury Dept.
- May 1, 1871** Work begins on Union Railroad tunnel at Baltimore; Union Railroad under control of Canton Company, which owns large waterfront tract east of city.
- May 1, 1871** On Delaware Railroad, New Castle Jct. renamed Delaware Jct.; Delaware Jct. renamed Rodney; St. Georges renamed Kirkwood; Willow Grove renamed Woodside.
- May 1, 1871** Morrisons Cove Extension opens between Hollidaysburg and McKee to open iron ore region. (Val, AR - RRG & USRR&MR have 5/8)
- May 2, 1871** PRR Board approves guarantee of Allegheny Valley Railroad bonds to finance construction of "Low Grade Line" between Driftwood and Red Bank. (MB)
- May 2, 1871** South-West Pennsylvania Railway organized at Greensburg. (Val)
- May 4, 1871** Baltimore & Ohio, Toledo & Michigan Railroad and Mansfield, Coldwater & Lake Michigan Railway agree with Toledo & Woodville Railroad to build Mansfield to Woodville and also from the northern boundary line of Toledo to meet the Toledo & Ann Arbor Railroad at the Michigan state line; Toledo-Woodville, including bridge over Maumee River to be built for \$425,000 in city bonds. (Church)
- May 5, 1871** Southern Railway Security Company increases stock from \$81,000 to \$10 million. (The Road)
- May 5, 1871** Domain Land Company incorporated; another Tom Scott holding company; later renamed to become construction company for Texas Pacific Railway. (PL)

- May 5, 1871** International Navigation Company incorporated in Pennsylvania for purpose of operating a foreign-flag transatlantic steamship service at Philadelphia; organized by Philadelphia ship-broking firm of Peter Wright & Sons, and particularly partner Clement Acton Griscom (1841-1912); original subscription of \$1.5 million in stock is take by members of Peter Wright & Sons and by transporters associated with PRR; incorporators include Tom Scott, Joseph D. Potts, William Leech, H.H. Houston. (Flayhart, E&W MB)
- May 6, 1871** South Improvement Company incorporated; another Tom Scott holding company with powers equal to Pennsylvania Company; act is not published in 1871 session laws but only in appendix to 1872 laws; keeps nature of company a secret and causes confusion with three "Southern Improvement Companies" whose charters are published. (PL, Maybee)
- May 6, 1871** First train of 11 Palace stock cars passes Reading en route from St. Louis to Jersey City; runs through in 96 hours vs. 10 days by old method. (Brks&SchJrnl)
- May 6, 1871** Potomac Railroad Company organized in interest of Richmond, Fredericksburg & Potomac Railroad to extend from Brooke Station to Alexandria in competition with PRR's Alexandria & Fredericksburg Railway. (USRR&MR)
- May 1871** Empire Transportation Company cuts rate on crude oil from \$1.90 to \$1.50 per barrel or \$0.25 below Cleveland rate; crude rate to Pittsburgh via Allegheny Valley Railroad increased to force trade to tidewater.
- May 8, 1871** Joint Board of United Companies debates preliminary draft of PRR lease; agrees that 10% annual payment will be called "rent" and not "dividend"; United Companies to issue 22,500 new shares, which PRR will take in payment for improvements; reads letter of Reading Pres. F.B. Gowen to lease Delaware & Raritan Canal or entire property at same price as PRR plus \$500,000 bonus. (MB)
- May 8, 1871** PFW&C contracts with Plymouth, Kankakee & Pacific Railroad, which is to build line from Plymouth to Bureau Jct. of Rock Island & Pacific Railroad; to be operated by Pennsylvania Company and majority of stock to be placed in hands of J. Edgar Thomson and G.W. Cass, trustees. (MB)
- May 8, 1871** Ohio Valley Railway incorporated in Ohio to build from Bellaire to Ironton, Ohio. (Church)
- May 9, 1871** Granite Improvement Company incorporated under another blanket Pennsylvania charter; serves as agent for construction of Ashtabula,

Youngstown & Pittsburgh Railroad and after 1900 as a PRR real estate subsidiary in Ohio.

- May 9, 1871** **Madison Improvement Company incorporated; another Tom Scott holding company. (PL)**
- May 9, 1871** **PW&B engine house at Wilmington, Del., burns. (AR)**
- May 10, 1871** **Stockholders of Joint Companies approve lease to PRR. (MB)**
- May 10, 1871** **Edmund Smith, acting for PRR, buys Burnside Coal & Iron Company near Shamokin. (MB)**
- May 10, 1871** **Lancaster & Reading Narrow Gauge Railroad incorporated in Pa. to build a 4'-0" gauge line between Reading and Safe Harbor via Lancaster and branch from Lancaster to Quarryville; headed by Rudolph W. Shenk of Lancaster; to compete with Reading & Columbia Railroad. (Val,)**
- May 10, 1871** **Mansfield, Coldwater & Lake Michigan Railway contracts grading to Swan, Rose & Co.; to receive \$4,500 cash and \$2,000 in stock per mile; includes obligations of Baltimore & Ohio, Toledo & Michigan Railroad under contract of May 4 and building of Toledo & Woodville Railroad. (Church)**
- May 10, 1871** **Mansfield, Coldwater & Lake Michigan Railroad organized as merger of Mansfield, Coldwater & Lake Michigan Railway and Ohio & Michigan Railway under articles of consolidation dated Dec. 28, 1870. (Church)**
- May 11, 1871** **Poughkeepsie Bridge Company incorporated (? check?)**
- May 11, 1871** **Bells Gap Railroad incorporated in Pa. to build coal mine branch in area northwest of Altoona. (Val? has 5/20)**
- May 11, 1871** **William Thaw, H.H. Houston and J.N. McCullough replace H.J. Jewett, Edmund Smith and H.J. Lombaert on Board of Indianapolis & Vincennes Railroad. (MB)**
- May 11, 1871** **Stockholders of Washington & Alexandria Turnpike Company authorize sale of part or all of turnpike, which nonetheless remains a toll road until 1900; William J. Howard elected Pres., replacing George B. Roberts. (MB)**
- May 13, 1871** **North & West Branch Railroad incorporated in Pa. to build from Wilkes-Barre via Bloomsburg and across to Williamsport, with a branch from Bloomsburg up Fishing Creek to Sullivan County coal fields.**

(Digest)

- May 15, 1871 United Companies of New Jersey inaugurate a new fast train between Jersey City and Philadelphia via Trenton running in 2:45. (NDA)
- May 15, 1871 PRR Board approves text of United Canal & Railroad Companies of New Jersey lease by vote of 12-2. (MB)
- May 15, 1871 Baltimore & Potomac Railroad begins laying track at crossing of Annapolis & Elk Ridge (Odenton) heading south. (AR)
- May 15, 1871 Anthracite Coal Strike ends on basis of arbitration. (SG - not true - check Schlegel)
- May 17, 1871 Reading Pres. F.B. Gowen withdraws offer to lease United Companies, having arranged with PRR to retain its rights to ship coal over Delaware & Raritan Canal. (MB)
- May 18, 1871 Chartiers Railway opens between Canonsburg and Washington, Pa., completing line from Mansfield (Carnegie). (Church)
- May 18, 1871 Keokuk & Hamilton Bridge tested for J. Edgar Thomson by PRR bridge engineer Henry Pettit; was built on design of J.H. Linville.
- May 18, 1871 Laurel Run Improvement Company incorporated in Pa. in interest of Reading; has broad powers similar to Pennsylvania Company; Gowen's object is to create a subsidiary to enable the Reading to own and operate anthracite mines, which is forbidden it under Philadelphia & Reading Railroad charter but not to its competitors in the Scranton-Carbondale area. (PL, Schlegel)
- May 19, 1871 Joint Board of United Companies approves lease to PRR by vote of 16-9; those opposed were primarily officers who wanted company to remain independent: Ashbel Welch, W.H. Gatzmer, A.W. Markley, __ Conover, Benjamin Fish, D.S. Gregory, __ Howell, Charles Macalester and Nehemiah Perry. (MB)
- May 19, 1871 Boston & Albany Railroad inaugurates *Independent Fast Express* connecting with the NYC's *Fast Express* and running Boston-Chicago in 35:30.
- May 19, 1871 Cincinnati, Richmond & Fort Wayne Railroad contracts with R.D. Barclay, acting for PRR, to complete road between Winchester and Adams in return for \$1.8 million First Mortgage bonds and \$1.2 million stock. (Church)
- May 20, 1871 Central Pennsylvania Mining Company incorporated in Pa. to develop

coal lands northwest of Altoona.

- May 1871** **Uniontown & West Virginia Railroad begins construction from Uniontown to W.Va. line. (Val)**
- May 1871** **Pittsburgh & Connellsville opens between Cumberland, Md., and Connellsville; B&O breaks PRR monopoly of Pittsburgh traffic and begins new rate war. (B&O AR)**
- May 22, 1871** **Pennsylvania Company Board authorizes taking half of \$500,000 issue of equipment bonds of Indianapolis & St. Louis Railroad; authorizes new station at Federal Street in Allegheny; appoints Finance Committee headed by George B. Roberts and Executive Committee headed by Henry H. Houston. (MB)**
- May 22, 1871** **Tom Scott replaces George B. Roberts as Pres. of Indianapolis & Vincennes Railroad; William Thaw elected VP; Board orders Thaw to recover \$40,000 in stock subscribed by City of Vincennes under ordinances of 1866. (MB)**
- May 24, 1871** **PRR Board approves extension on Commercial Avenue from Delaware Avenue to Moore Street on South Philadelphia waterfront; approves establishment of suburban station at Rosemont, Pa. (MB)**
- May 24, 1871** **PW&B leases wharf property at foot of Walnut Street in Wilmington; lease expires in 1912. (Digest)**
- May 24, 1871** **PC&StL Railway grants Cincinnati & Springfield Railway (part of Big Four) use of Dayton & Western Railroad between the west side of the Great Miami River and 3rd Street in Dayton. (Church)**
- May 25, 1871** **Public meeting held at Ashtabula to arrange compromise between LS&MS and Ashtabula, Youngstown & Pittsburgh Railroad so that both can reach harbor. (Church)**
- May 25, 1871** **Pres. McCullough reports to Cleveland & Pittsburgh Railroad Board that the 50% stock dividend sought by stockholders is not legal under Ohio law unless it represents actual undivided profits. (MB)**
- May 26, 1871** **Duquesne Contract Company incorporated; another Tom Scott/H.H. Houston holding company. (The Road)**
- May 26, 1871** **Ridley Park Association incorporated by PW&B President Isaac Hinckley (1815-1888), William Sellers and Lindley Smith to develop a suburban town on the Darby Improvement; plans by landscape architect Robert Morris Copeland of Boston. (HiLine)**

- May 1871** Sleeping car line established between Louisville and Chicago via Indianapolis and Lafayette. (what RRs?)
- May 29, 1871** Geneva & Southwestern Railway incorporated in New York to build between Geneva and Wayland. (Val, C&C)
- May 30, 1871** Newport & Cincinnati Bridge Company Board abrogates construction contract to Henry C. Spackman after Congress stops work. (Church)
- June 1, 1871** Articles of incorporation of Mansfield, Coldwater & Lake Michigan Railroad filed; to build from Mansfield on PFW&C to Allegan on Lake Michigan. (Church)
- June 1, 1871** Ground broken for Baltimore & Potomac Tunnel near North Avenue & Cathedral Steet in Baltimore. (Scharf)
- June 1, 1871** Grand Rapids & Indiana Railroad agrees to operate Cincinnati, Richmond & Fort Wayne Railroad for 99 years from date of completion under tripartite agreement with Cincinnati, Hamilton & Dayton Railroad and Pennsylvania Company guaranteeing its bonds and arranging for through traffic. (Church)
- June 2, 1871** Collins Mineral Land & Mining Company incorporated; another Tom Scott holding company.
- June 5, 1871** Allegheny Valley Railroad establishes three through trains each way between Pittsburgh and Buffalo via Oil City; *Night Express* carries Pullman sleeping car. (USRR&MR)
- June 7, 1871** PW&B Pres. Isaac Hinckley informs Board that he has acceded to B&O demands for greater share of New York-Washington fare; B&O to get \$1,500 more per year and other lines \$23,486 less per year than last year. (BdPap)
- June 7, 1871** Ashtabula, Youngstown & Pittsburgh Railroad releases to LS&MS any claim to half interest in its right of way for three miles through Ashtabula, originally granted to Ashtabula & New Lisbon Railroad in 1864 and in dispute since Oct. 1870; local residents had procured alternate right of way for AY&P to end impasse; AY&P surrenders claims on west side of river in return for an equal amount of land and river front on east side. (Church)
- June 8, 1871** Continental Improvement Company contracts with Mansfield, Coldwater & Lake Michigan Railroad to operate track at its western end (Allegan to Monteith) pending completion of entire line. (Church)

- June 1871** Allegheny Valley Railroad begins construction of Low Grade Line between Driftwood and Red Bank. (Val, AR)
- June 1871** Jesse L. Williams named Chief Engineer of Cincinnati, Richmond & Fort Wayne Railroad.
- June 1871** Western Maryland Railroad begins work on own extension east of Owings Mills to avoid charges for use of Northern Central Railway.
- June 19, 1871** Edmund Smith, acting for PRR, buys William L. Helfenstein coal lands near Shamokin. (MB)
- June 14, 1871** Minority stockholders of Joint Companies sue to block lease to PRR in New Jersey Court of Chancery.
- June 14, 1871** Erie & Pittsburgh Railroad makes telegraph contract with Western Union Telegraph Company. (Church)
- June 15, 1871** Keokuk & Hamilton Bridge Company opens bridge over Mississippi River between Hamilton and Keokuk. (Stringham - for trains of Toledo, Peoria & Warsaw Railway)
- June 17, 1871** Grand Rapids & Indiana Railroad receivership terminated in Michigan without foreclosure. (Church)
- June 20, 1871** Grand Rapids & Indiana Railroad publishes notice that Continental Improvement Company has taken possession of property under construction contract. (Church)
- June 20, 1871** Andrew Carnegie elected Pres. of Keokuk & Hamilton Bridge Company.
- June 21, 1871** B&O bridge over Ohio River between Benwood and Bellaire opens (B&O AR)
- June 21, 1871** New York & Rockaway Railroad opens between Rockaway Jct. (Hillside) and Springfield; controlled by LIRR; operated by LIRR under lease of Mar. 2, 1871.
- June 23, 1871** Louisville, Cincinnati & Lexington Railroad grants PC&StL Railway trackage rights between south end of Newport & Cincinnati Bridge and junction with Kentucky Central Railroad. (Church)
- June 25, 1871** Formal excursion opens Pittsburgh & Connellsville Railroad.
- June 26, 1871** Two-day celebration of opening of Pittsburgh & Connellsville-B&O route

to Pittsburgh begins.

- June 27, 1871** Grand Rapids & Indiana Railroad receivership in Indiana terminated without foreclosure. (Church)
- June 28, 1871** PRR Board appoints committee to consider enlarging facilities for suburban travel between Philadelphia and Paoli for the purpose of fostering population growth in the Main Line suburbs. (MB)
- June 30, 1871** Pennsylvania Company Board that no iron rails be sent to the Mansfield, Coldwater & Lake Michigan Railroad at Allegan until they sign a formal contract; authorizes construction of 2,000 freight cars; H.J. Jewett reelected a director and General Counsel. (MB)
- June 30, 1871** Pennsylvania Company signs memo of agreement to extend the Shenango & Allegheny Railroad from its present terminus in the block coal field at North Washington for 25-28 miles to be paid for in bonds at \$12,500 per mile at 80; bonds to be guaranteed by mercer mining & Manufacturing Company; Pennsylvania Company to carry coal to Erie. (MB)
- June 30, 1871** Marietta & Pittsburgh Railroad opens between Marietta and Macksburg, Ohio. (Church)
- June 30, 1871** Indianapolis & Vincennes Railroad adopts PRR-type organization; General Manager J.N. McCullough; Comptroller Thomas D. Messler; Assistant General Manager James D. Layng; Superintendent James D. Ellison. (MB)
- July 1, 1871** Work begins on Baltimore & Potomac tunnels at Baltimore; Thomas Rutter of Philadelphia, who built PRR Allegheny Tunnel, is contractor.
- July 1, 1871** Town of Delaware City subscribes \$30,000 to Delaware & Pennsylvania Railroad. (Scharf)
- July 1, 1871** PRR purchases property of Columbia Bridge Company bridge between Columbia and Wrightsville, Pa.; becomes part of Philadelphia Division. (Val)
- July 1, 1871** Pennsylvania Company names Thomas D. Messler Comptroller.
- July 1, 1871** Little Miami Railroad establishes monthly commuter tickets out of Cincinnati.
- July 1, 1871** Cincinnati & Muskingum Valley Railway makes agreement with Central Ohio Railroad for lease of west half of right of way for two miles east of Zanesville, on which it builds a single track as part of its extension to

Dresden Jct. (Church)

- July 3, 1871** **Anderson, Lebanon & St. Louis Railroad incorporated in Indiana to build from Anderson through Noblesville, Lebanon and Ladoga to state line in direction of Paris, Ill., to reach coal deposits. (Church)**
- July 1871** **Sleeping car line established between Jersey City and Lynchburg, Va. via (what RR?), connecting for Mobile and New Orleans and White Sulphur Springs (via C&O from Gordonsville).**
- July 1871** **Littlestown Railroad completes 2.3-mile extension from Littlestown to Maryland state line near Kingsdale, Pa. (Val)**
- July 8, 1871** **Ground broken for Wilmington & Western Railroad at Brandywine Springs; is to run from Wilmington to Landenberg and thence to Oxford and Peach Bottom. (CCHS)**
- July 8, 1871** **George Jones of *New York Times* begins exposé of Tweed Ring in New York City. (EAH)**
- July 16, 1871** **PRR discontinues Bryn Mawr locals. (tt)**
- July 19, 1871** **Grand Rapids & Indiana Railroad approves contract with Continental Improvement Company to build line to Little Traverse Bay by June 3, 1874 in return for bonds @ \$25,000 per mile and entire land grant. (The Road - check C&C - this contract was in 1869!!)**
- July 19, 1871** **Anchor Line steamer *China* launched at Buffalo. (MB)**
- July 19, 1871** **Portion of Atlantic & Great Western Railway in New York sold at foreclosure for \$655,000. (Minor)**
- July 20, 1871** **Pennsylvania Company signs agreement with the Mansfield, Coldwater & Lake Michigan Railroad Company to build its entire line between Toledo Jct. near Mansfield, Ohio, to Allegan, Mich.; to be paid in \$2.9 million common and preferred stock and \$20,000 per mile in First Mortgage bonds; Pennsylvania Company to grant MC&LM use of about seven miles of PFW&C (Toledo Jct.-Mansfield) at \$20,000 per mile; to open between Mansfield and Tiffin in nine months and to Allegan in two years. (Church)**
- July 20, 1871** **United Companies agree with Tuckerton Railroad to provide through service to and from Camden. (MB)**
- July 22, 1871** **Portion of Atlantic & Great Western Railway in Pennsylvania sold at foreclosure for \$620,000. (Minor)**

- July 23, 1871** Gauge of Ohio & Mississippi Railroad changed from 6'-0" to 4'-9"; becomes associated with B&O and downplays former connection with Atlantic & Great Western Railway and Erie Railway. (B&O AR, USRR&MR)
- July 26, 1871** Portion of Atlantic & Great Western Railway in Ohio sold at foreclosure to bondholders for \$4.4 million. (Minor)
- July 27, 1871** Section of Lake Erie & Louisville Railroad between Fremont and Cambridge City sold at foreclosure to George T.M. Davis, Trustee. (Church)
- July 31, 1871** East Broad Top Railroad & Coal Company incorporated to build a line into the Broad Top Coal Field from the east side. (EBT)
- Aug. 1, 1871** Last judgments satisfied on Pittsburgh city railroad bonds; most creditors accept extension of maturity for 50 years and reduction of interest from 6% to 4%; \$500,000 paid to settle claims of those who refuse these terms.
- Aug. 1, 1871** Oil Creek & Allegheny River Railway begins operating Union & Titusville Railroad under lease dated July 22;
- Aug. 6, 1871** New Northern Central main line on private right of way opens between North Street and Calvert Station in Baltimore; old line abandoned south of Bolton; spur remains to serve Bolton terminal; new engine house built above Eager Street for passenger locomotives. (AR)
- Aug. 9, 1871** American Steamship Company of Philadelphia selects bid of William Cramp & Sons for four 3,016-ton vessels at \$520,000 each; cheaper than bids of John Roach, Neafie & Levy and Dialogue & Wood; Cramp eventually experiences severe cost overruns. (MB, Flayhart)
- Aug. 9, 1871** Masonry work begins on Baltimore & Potomac Tunnel at Baltimore. (Scharf)
- Aug. 10, 1871** New York & Hempstead Plains Railroad and Hempstead & Rockaway Railroad merge to form New York & Hempstead Railroad under agreement of July 7, 1871. (NYState)
- Aug. 12, 1871** PRR representatives in Louisville purchase 75% of stock in Jeffersonville, Madison & Indianapolis Railroad and in Louisville Bridge Company for about \$2 million; PRR officials appointed to boards and offices.
- Aug. 1871** Dunkirk, Warren & Pittsburgh Railway completes line from Dunkirk,

N.Y., to connection with Philadelphia & Erie at Warren; later part of LS&MS. (GrnBk,)

- Aug. 16, 1871** Pennsylvania Company Board orders General Agent William Shinn to examine Bloomington & Ohio Railroad re its quest for aid; authorizes negotiations with John W. Street's Street's Palace Stock Car Company. (MB)
- Aug. 21, 1871** Tracklaying on Baltimore & Potomac Railroad reaches Big Patuxent River. (AR)
- Aug. 23, 1871** Washington ordinance limits Baltimore & Potomac and other railroad locomotives to 6 MPH on street trackage within the District of Columbia. (Digest)
- Aug. 23, 1871** Secretary of War approves revised plans for Newport & Cincinnati Bridge. (Church)
- Aug. 25, 1871** Ashtabula, Youngstown & Pittsburgh Railroad acquires completed railroad branch of Liberty & Vienna Railroad between junction with Lawrence Railroad in Youngstown and crossing of Cleveland & Mahoning Railroad in Girard (5.25 miles) (completed ca. 1871-72) for \$100,000 in cash and \$100,000 in bonds; remainder of Liberty & Vienna Railroad eventually becomes part of Erie system. (Church)
- Aug. 27, 1871** Brick arching of cut-and-cover Baltimore & Potomac Tunnel begins. (Scharf)
- Aug. 31, 1871** Tracklaying on Baltimore & Potomac Railroad reaches Huntingdon (Bowie). (AR)
- Aug. 31, 1871** Southern Railway Security Company buys 24,000 shares of Richmond & Danville Railroad from the State of Virginia.
- Summer 1871** PRR builds ballast-breaker at Gallaghersville, Pa., to ensure a supply of stone ballast required by its new standard track section.
- Summer 1871** Bedford & Bridgeport Railroad signs agreement with Cumberland & Pennsylvania Railroad, operating in the Cumberland Coal Field; B&B is to extend to Maryland state line and C&P is to extend to meet it, permitting Cumberland coal to be shipped to Philadelphia, independent of B&O.
- Sep. 5, 1871** Rockaway Railway incorporated in New York to build from Far Rockaway to Rockaway Point. (Val)

- Sep. 5, 1871** Elk Creek aqueduct of Erie Canal of Pennsylvania collapses, closing line between Conneaut Lake and Erie.
- Sep. 11, 1871** Executive Committee of United Companies authorizes establishment of freight depot at Debrosses Street, New York City; authorizes \$10,000 for Francis Bowes Stevens (1814-1909) to continue his experiments in strength of steamboat boilers. (MB)
- Sep. 11, 1871** Richmond & Danville Railroad leases North Carolina Railroad, extending its reach to Greensboro and Charlotte; tries to change from standard to 5'-0" gauge but opposed by state. (Harrison)
- Sep. 1871** Norfolk & Great Western Railroad's \$10 million bond issue being peddled in London; \$6 million guaranteed by PRR; is to run from Norfolk across southern Virginia in competition with William Mahone's Atlantic, Mississippi & Ohio Railroad. (Blake)
- Sep. 1871** Mansfield, Coldwater & Lake Michigan Railroad completed between Allegan and Monteith, Mich., but not opened; was disconnected from eastern portion of road; some work done between Tiffin and Monteith, but not completed. (RRG has opened late 9/71)
- Sep. 1871** PFW&C men, including Tom Scott, J.N. McCullough, William Thaw and G.W. Cass, elected to Board of Michigan Lake Shore Railroad (Allegan-Muskegon).
- Sep. 1871** Dunkirk, Warren & Pittsburgh Railway begins shipping through traffic to East over Philadelphia & Erie between Warren and Irvineton.
- Sep. 14, 1871** B&O Pres. John W. Garrett meets with Orange, Alexandria & Manassas Railroad to advance it money to purchase state bonds to exchange for stock held by state of Virginia with object of gaining control for B&O. (Harrison)
- Sep. 15, 1871** Huntingdon & Broad Top Mountain Railroad & Coal Company leases Bedford & Bridgeport Railroad for one year. (C&C)
- Sep. 15, 1871** Pres. Tom Scott submits endorsed copies of reports of Herman Haupt, Chief Engineer, and J. Peter Lesley, Geologist, on Shenandoah Valley Railroad; line is to run from Shepherdstown on Potomac River to Knoxville, Tenn., connecting with railroads running throughout lower South and via Memphis & Charleston, to link to Texas & Pacific at Little Rock; also runs near Haupt's large land holdings at Mountain Lake in Giles County, Va. (Rept)
- Sep. 18, 1871** American Steamship Company of Philadelphia assigns names of

Pennsylvania, Ohio, Indiana, and Illinois, the states served by the PRR's Philadelphia to Chicago line, to its new vessels; are to carry 75 first class and 854 steerage passengers; designed by Banabas H. Bartol. (Flayhart)

- Sep. 23, 1871 Bedford & Bridgeport Railroad opens from Bloody Run (Mount Dallas) to Bedford; operated by Huntingdon & Broad Top Mountain Railroad & Coal Company under one-year lease. (Val, USRR&MR has 9/19)
- Sep. 23, 1871 Baltimore & Ohio, Toledo & Michigan Railroad renamed Toledo, Tiffin & Eastern Railroad. (Church)
- Sep. 25, 1871 Lancaster & Reading Narrow Gauge Railroad organized at Lancaster. (Val)
- Sep. 25, 1871 City of Erie authorizes Erie & Pittsburgh Railroad to extend track from present terminus at Sassafra & Front Streets along Front Street to connect with the Philadelphia & Erie Railroad. (Church)
- Sep. 25, 1871 GR&I Board authorizes applying \$500,000 to construction of Traverse City Railroad.
- Sep. 25, 1871 PFW&C appoints J.N. McCullough as General Manager and Charles E. Gorham as Superintendent of Michigan Lake Shore Railroad.
- Sep. 27, 1871 PRR Board approves joint guarantee with Northern Central of Baltimore & Potomac bonds. (MB)
- Sep. 28, 1871 Government accepts another section of GR&I.
- Sep. 28, 1871 Erie & Pittsburgh Railroad agrees with City of Erie to extend its tracks to join Philadelphia & Erie on waterfront. (Church)
- Sep. 29, 1871 Gen. William Mahone agrees with English banker John Collinson to float Atlantic, Mississippi & Ohio Railroad \$15 million First Mortgage bonds and supply iron; attempts to place bonds in London are opposed by PRR interests, who raise questions as to their worth. (Blake)
- Fall 1871 Cleveland, Columbus & Cincinnati Railroad withdraws through Cleveland-Cincinnati traffic from Columbus & Xenia/Little Miami, ending a major source of profits.
- Oct. 1, 1871 United Companies lease Mercer & Somerset Railroad. (C&C)
- Oct. 1, 1871 Mansfield, Coldwater & Lake Michigan Railroad issues \$4.46 million 7% Sterling First Mortgage bonds; Tom Scott and G.W. Cass, trustees. (Church)

- Oct. 2, 1871** PRR agrees to buy and guarantee the \$4.46 million Sterling bonds of Mansfield, Coldwater & Lake Michigan Railroad; Pennsylvania Company signs traffic contract by which it agrees to set aside 15% from gross receipts of through traffic to purchase the bonds. (Church, MB)
- Oct. 7, 1871** Traverse City Railroad organizes in Mich.; Perry Hannah, Pres. (Church, C&C)
- Oct. 8, 1871** Chicago Fire begins; burns two days; most of business district destroyed along with most railroad stations and offices; PFW&C and CC&IC stations survive; Illinois Central builds makeshift headhouse and uses old, now roofless, trainshed; CB&Q builds temporary station at Indiana Avenue & 16th Street off IC. (RRH)
- Oct. 9, 1871** Executive Committee of United Companies authorizes construction of new station at Rahway; authorizes extension of Perth Amboy & Woodbridge Railroad in Perth Amboy; reports sale of Passaic River turnpike bridge at Newark to counties. (MB)
- Oct. 9, 1871** First Grand Central Depot opens at 42nd St. and Park Ave. in New York City, for New York & Harlem Railroad trains, which vacate 27th Street Station; Grand Central is patterned after St. Pancras Station (1865) in London; 12-track train shed 900' x 275' billed as "largest room in North America"; not exceeded until PRR's Jersey City station of 1890; designed by R.G. Hatfield and Chief Engineer Isaac C. Buckhout (1830-1874); head house designed by architect John B. Snook (1815-1901) in French Empire Style inspired by the Louvre; cost about \$4 million; sets new standard for urban railroad stations; offices had been transferred on Oct. 2. (RRH, Schlichting has 10/7!)
- Oct. 9, 1871** Old Colony & Newport Railroad opens Granite Branch on line of old Granite Railway of 1826 between Quincy and Atlantic station. (check end points) (Humphrey)
- Oct. 1871** Cincinnati & Muskingum Valley Railway opens between Dresden Jct. (Trinway) and Zanesville, Ohio. (Church)
- Oct. 1871** South Side Railroad of Long Island completes double track between Bushwick and Valley Stream.
- Oct. 1871** William Mahone is now convinced that Tom Scott is greater threat to his idea of local control of Virginia's railroads than Garrett and solicits help of Garrett and John M. Robinson of the RF&P and Old Bay Line to keep PRR from getting charter for own railroad between Quantico and Richmond. (Blake)

- Oct. 1871** United States Rolling Stock Company organized to provide iron tank cars to Atlantic & Great Western route.
- Oct. 1871** Negotiations begins between trunk lines and Rockefeller interests for combination under the charter of the South Improvement Company; scheme is a combination of Trunk Lines, Cleveland and Pittsburgh refiners, and oil dealers at Pittsburgh and Philadelphia against the Oil Region producers and New York refiners; refiners were to get big rate cuts and railroads to get guaranteed traffic; had it not been brought down, it might have been renamed the American Cooperative Refining Company.
- Oct. 18, 1871** Chancellor Zabriskie of New Jersey denies application for injunction blocking lease of United Companies. (MB has 10/19?)
- Oct. 19, 1871** Camden & Amboy agrees with R.D. Wood & Co. to build branch to their foundry at Florence, N.J., in return for donated right-of-way. (MB)
- Oct. 20, 1871** Granite Improvement Company organized. (Church)
- Oct. 24, 1871** Toledo, Peoria & Western Railroad opens branch between La Harpe and Lomax on CB&Q. (Stringham)
- Oct. 25, 1871** PRR Board approves lease of Pennsylvania & Delaware Railroad when finished; arranged by A. K. McClure but never goes into effect; eliminates its nuisance value to PRR competitors; Board declines request from Southern Pennsylvania Iron & Railroad Company for aid in extending its line to Mt. Dallas. (MB)
- Oct. 27, 1871** Tammany Hall Boss William Marcy Tweed (1823-1878) arrested. (EAH - verify)
- Oct. 30, 1871** LIRR opens between Glen Cove and Locust Valley. (Val - Seyfried has 4/19/67)
- Oct. 30, 1871** Traverse City Railroad incorporated to build from point of Grand Rapids & Indiana Railroad to Traverse City; Perry Hannah (1824-), lumber baron and founder of Traverse City as Pres. (Church, C&C)
- Nov. 1, 1871** PC&StL assumes operation of Indianapolis & Vincennes Railroad.
- Nov. 1, 1871** Lewisburg, Centre & Spruce Creek Railroad opens between Lewisburg and Mifflinburg, Pa. (Val)
- Nov. 1, 1871** Dillsburg & Mechanicsburg Railroad incorporated in Pa.; Frederick

Watts, Pres.

- Nov. 1, 1871** **Pennsylvania Canal Company absorbs Wiconsico Canal Company as Wiconisco Division. (AR)**
- Nov. 3, 1871** **Anthony Reckless (-1889) of Red Bank elected Pres. of NY&LB, replacing H.S. Little; William S. Sneden appointed Chief Engineer, and Board adopts his location for Raritan River Bridge. (MB)**
- Nov. 3, 1871** **On motion of Jay Gould, Cleveland & Pittsburgh Railroad Board approves PRR lease to PRR dated Oct. 25, 1871. (MB)**
- Nov. 6, 1871** **PRR opens realignment of Main Line between Rosemont and Villanova, Pa., eliminating curves of original Philadelphia & Columbia Railroad. (AR)**
- Nov. 6, 1871** **Henry Worth Thornton (1871-1933), future PRR officer and head of the Great Eastern Railway of England and Canadian National Railways, born at Logansport, Ind. (NYT)**
- Nov. 8, 1871** **PRR Board approves lease of Cleveland & Pittsburgh Railroad dates Oct. 25 and orders transferred to Pennsylvania Company. (MB)**
- Nov. 9, 1871** **Danville, Hazleton & Wilkesbarre Railroad completed between South Danville and Central Coal Works near Tomhicken, Pa. (Val - Watkins says open!! 12/11/71! or begin thru service to Hazleton via LV?? - yes - Hazleton on 12/11 - RW says to Hazleton on 12/5; may have been no pass. service til 12/11; RW says open in 5/71)**
- Nov. 1871** **PRR introduces its first cabin car (caboose) with cupola on the Middle Division. (CCHS)**
- Nov. 11, 1871** **Philadelphia & Trenton stockholders approve lease to PRR; last party to do so.**
- Nov. 13, 1871** **Martinsburg Branch of Morrisons Cove Extension opens from Martinsburg Jct. to Martinsburg on Middle Division. (Val, RRG - opening excursion 11/8)**
- Nov. 13, 1871** **Sunbury & Lewistown Railroad opens for regular service between Selinsgrove and Lewistown. (Watkins - see 12/1 - AR, Val, RRG have 12/1)**
- Nov. 13, 1871** **Hudson River Railroad trains begin using Grand Central Depot; Yonkers locals continue to run from 30th Street & 10th Avenue. (RRH)**

- Nov. 14, 1871** **Whitestone & Westchester Railroad incorporated in N.Y. to build from Whitestone to a landing on the East River. (Val)**
- Nov. 14, 1871** **Scotland & Mont Alto Railroad renamed Mont Alto Railroad by Franklin County Court of Common Pleas. (Digest)**
- Nov. 1871** **Alexandria & Fredericksburg Railway has contract with R.D. Barclay. (MB)**
- Nov. 1871** **Work resumes on Cairo & Vincennes Railroad.**
- Late 1871** **Logansport, Crawfordville & South Western Railway opens between Rockville and Clymers, Ind.**
- Nov. 19, 1871** **Grand Duke Alexis of Russia (1850-1908), fourth son of Tsar Alexander II (1818-1881), arrives in New York on a Russian warship for a state visit; embarkation delayed until Nov. 21 by heavy rain; Alexis is well received because of Russian support for the North in the Civil War, the recent sale of Alaska, and his fathers reforms, including emancipation of the serfs; Frank Thomson (1841-1899), then Superintendent of Eastern Division of Philadelphia & Erie Railroad, is delegated to accompany Alexis and supervise all railroad and telegraph matters, probably on basis of recommendation from Tom Scott and his Civil War experience; Pullman's Palace Car Company provides newest equipment; Pinkerton provides bodyguards. (NYT, NYHrld, Alexis)**
- Nov. 20, 1871** **Balance of Erie Canal (Pa.) abandoned, excepting Girard outlet locks, which are used by steamboats on Beaver River.**
- Nov. 20, 1871** **Atlantic & Great Western Railroad Company of New York & Pennsylvania and Atlantic & Great Western Railroad Company of Ohio, two short-lived intermediate companies, merge to form Atlantic & Great Western Railroad; reorganization of Atlantic & Great Western Railway; Gen. George B. McClellan Pres. (Minor, Mott)**
- Nov. 22, 1871** **Grand Duke Alexis and party travels to Washington for meeting with Pres. Grant; New Jersey Railroad provides special train consisting of baggage car *Commissariat, Ruby*, fitted as a diner and kitchen, and *Kearsarge*, fitted as a parlor and sleeper; cars are towed through Baltimore. (NYT)**
- Nov. 22, 1871** **PRR Board approves preliminary contract with Reading signed on 5/16/71 (what is? prob. for send coal to NY via canal - check Rdg contract file)**
- Nov. 22, 1871** **Cleveland, Mt.Vernon & Delaware Railroad issues \$1 million 7%**

Columbus Extension Mortgage to J. Edgar Thomson and George W. Cass. (Church)

- Nov. 23, 1871** PRR signs agreement with International Navigation Company, a Pennsylvania company, to establish a line between Philadelphia and Antwerp with a minimum of three ships by 1873; PRR is to provide wharves, etc.; Navigation Company is to receive 15% commission on all westbound freight delivered to PRR; both companies to establish through rates for passengers (MB); PRR guarantees \$1 million bonds and subscribes later __ stock. (Flayhart)
- Nov. 23, 1871** PRR Board authorizes sale of \$5 million Philadelphia & Erie gold bonds in London through Junius S. Morgan & Company. (MB)
- Nov. 24, 1871** Grand Duke Alexis's special train returns to New York after a side trip to Annapolis. (NYT, Alexis)
- Nov. 25, 1871** Toledo, Peoria & Warsaw Railway begins through service to Burlington over CB&Q via Lomax. (Stringham)
- Nov. 29, 1871** Last signatures of United Companies affixed to PRR lease. (Watkins)
- Nov. 30, 1871** Chancellor Zabriskie of N.J. issues preliminary decree in case of Black vs. D&R Canal Co., et al., refusing to issue injunction sought by dissident stockholders to block lease of "United Companies" to PRR. (Zabriskie ruling was 10/18 - what on 11/30?)
- Nov. 30, 1871** Camden & Amboy leases Mount Holly, Lumberton & Medford Railroad. (MB - lease date)
- Nov. 30, 1871** Marietta & Pittsburgh Railroad changes projected northern terminus from Dennison to Canal Dover. (Church)
- Late 1871** Cumberland Valley Railroad begins operating Southern Pennsylvania Iron & Railroad Company's railroad under lease of Mar. 1, 1870. (C&C - whenever opens)
- Dec. 1, 1871** PRR leases properties of "United Canal & Railroad Companies of New Jersey" and their controlled lines, retroactive to July 1, giving PRR direct access to New York; operations placed under General Superintendent of PRR (A.J. Cassatt); lease was dated June 13 but delayed by lawsuit; United Companies also assign leases of their leased line, but not West Jersey Railroad, to PRR effective June 30, 1871. (Digest, C&C)
- Dec. 1, 1871** Sunbury & Lewistown Railroad opens between Selinsgrove and

Lewistown; leased to PRR under agreement of Oct. 20, 1871; intended as cutoff for anthracite coal moving west to Main Line points and to supply furnaces to Lewistown and to move Juniata Valley iron ore to Danville furnaces; combined with Mifflin & Centre County Railroad as Lewistown Division. (AR)

- Dec. 1, 1871 PRR begins lease of Cleveland & Pittsburgh Railroad at 7% under agreement of Oct. 25, 1871; original terms were 10% on old stock, but issued new 7% guaranteed stock for old at 142. (MB, Church)
- Dec. 1, 1871 Pennsylvania Company begins operation of Cleveland & Pittsburgh Railroad (check C&C)
- Dec. 1, 1871 City of Cincinnati vacates and grants use of Eggleston Avenue and Kilgour Street between Front and Pearl Streets to Little Miami Railroad and Newport & Cincinnati Bridge Company. (Church)
- Dec. 3, 1871 Grand Duke Alexis travels from New York to Philadelphia in special train of baggage car, PRR president's car and two Pullman Palace cars; Grand Duke is hosted by Gen. George G. Meade; visits Baldwin Locomotive Works and the Navy Yard. (PubLdgr, NYT)
- Dec. 4, 1871 CNJ elects its Pres. John Taylor Johnston, Benjamin Williamson and Sidney Dillon to NY&LB Board after agreeing to provide funds to build line. (MB)
- Dec. 4, 1871 Southern Railway Security Company reports that it has secured majority control of eight southeastern railroads totaling 1,191 miles and leases of 513 additional miles; by 1873 embraces 20 railroads and over 3,000 miles; including to Little Rock and New Orleans (The Road - verify).
- Dec. 4, 1871 George T.M. Davis, Trustee, deeds property of Lake Erie & Louisville Railroad between Cambridge and Union City, Ind., to Lake Erie & Louisville Railway; this portion is never completed. (Church)
- Dec. 4, 1871 Grand Duke Alexis returns to New York by special train; Westinghouse air brake is demonstrated at Bristol; guests detrain, and brake is applied on signal from Alexis while train is running by at 35 MPH. (PubLdgr)
- Dec. 6, 1871 NY&LB Board meets at CNJ office; CNJ Chief Engineer James Moore named Consulting Engineer; authorizes construction, including Raritan River Bridge. (MB)
- Dec. 7, 1871 Grand Duke Alexis leaves New York for Boston via Springfield; Pullman palace car leaves old New Haven depot at 27th Street and is towed to Grand Central Depot by horses, where it is attached to train. (NYTrib)

- Dec. 8, 1871** **Chartiers Railway leased to PC&StL effective Jan. 1, 1872. (Church)**
- Dec. 8, 1871** **Office of General Manager created to coordinate management of Transportation Dept. functions on PRR, P&E, and UNJ (also traffic??); A. J. Cassatt named General Manager and post of General Superintendent of PRR left vacant. (MB)**
- Dec. 11, 1871** **Danville, Hazleton & Wilkesbarre Railroad opens between South Danville and Tomhicken, connecting with Lehigh Valley RR for Hazleton. (when LV open?? - 1871 but no exact date)**
- Dec. 12, 1871** **Laurel Run Improvement Company renamed Philadelphia & Reading Coal & Iron Company; Pres. Gowen goes on a buying spree, purchasing nearly 100,000 acres of coal and iron ore land, mostly in Southern and Western Middle Anthracite Fields, regardless of price, quality or recoverability; burdens parent railroad company with huge debt. (Scharf, Schlegel)**
- Dec. 14, 1871** **Grand Duke Alexis leaves Boston for Montreal by special train of three Pullman palace cars; returns to U.S. via Ottawa, Toronto and Niagara Falls. (Alexis, NYTrib)**
- Dec. 15, 1871** **Indianapolis & Vincennes Railroad authorizes construction of roundhouse and turntable at Vincennes. (MB)**
- Dec. 1871** **A.J. Cassatt moves into new town house at 2035 Walnut Street near (on?) Rittenhouse Square. (Davis)**
- Dec. 1871** **Junction Canal abandoned between Athens, Pa. and Elmira, N.Y. (Whitford)**
- Dec. 1871** **Sleeping car line established between Philadelphia and Elmira, N.Y.**
- Dec. 1871** **PRR cuts rates on eastbound cattle from \$90 per car to \$40 per car to complete with NYC&HR and Erie.**
- Dec. 1871** **Grand Rapids & Indiana Railroad opens between Paris and Clam Lake (Cadillac), Mich. (Church - AR? has open 1/1872)**
- Dec. 1871** **PRR makes first purchase of \$587,800 in stock of Southern Railway Security Company; Pres. Thomson justifies purchase as contributing traffic and protecting investment in Baltimore & Potomac.**
- Dec. 16, 1871** **Dayton & Southeastern Railroad incorporated in Ohio. (Church)**

- Dec. 20, 1871** PRR Board arranges for interest on Baltimore & Potomac Railroad Tunnel bonds, jointly guaranteed with Northern Central Railway, to be paid in gold in London. (MB)
- Dec. 20, 1871** U.S. District Court issues injunction against contractor of NY&LB's Raritan River Bridge. (SG)
- Dec. 21, 1871** United Railroads of New Jersey Grand Division created as operating organization for former United New Jersey lines excluding the West Jersey; under F. Wolcott Jackson, General Superintendent; railroads divided into New York and Amboy Divisions. (MB)
- Dec. 22, 1871** Grand Duke Alexis travels from Toronto to Niagara Falls in special new Pullman train just sent from Chicago. (Alexis)
- Dec. 22, 1871** Meeting in Augusta, Ga.; PRR is trying to obtain three railroads running from Atlanta to Selma; Georgia Railroad supports and Central of Georgia is opposed. (PubLdgr)
- Dec. 23, 1871** Grand Duke Alexis and party arrive at Buffalo; leave later that day; drawing room car added to train for use of LS&MS officers. (NYT, Alexis)
- Dec. 25, 1871** Morrisons Cove Branch opens between Martinsburg Jct. and Henrietta on Middle Division. (Val)
- Dec. 25, 1871** Cincinnati, Richmond & Fort Wayne Railroad opens between Winchester and Adams on PFTW&C, completing line between Richmond and Fort Wayne; Grand Rapids & Indiana begins operation of Cincinnati, Richmond & Fort Wayne under lease of June 1, 1871; operated by J.N. McCullough as General Manager; delivered by contractors in unfinished state. (Church, CH&D AR - RRG has "last rail 12/8 - RW has 12/6)
- Dec. 25, 1871?** Northern Division (GR&I) created for territory north of Grand Rapids and Southern Division (GR&I) for territory Cincinnati-Grand Rapids.
- Dec. 26, 1871** PRR files in U.S. Circuit Court to block construction of NY&LB drawbridge over mouth of Raritan River at Perth Amboy. (SG)
- Dec. 26, 1871** Jeffersonville, Madison & Indianapolis leased to Pittsburgh, Cincinnati & St. Louis Railway for interest on bonded debt and 7% dividend on stock, retroactive to Aug. 1, giving PRR access to Louisville; includes control of Louisville Bridge. (Church)
- Dec. 26, 1871** George T.M. Davis, Trustee deeds portion of Lake Erie & Louisville

Railroad from Fremont to Union City to Fremont, Lima & Union City Railway; eventually becomes part of Lake Erie & Western Railroad; original Lake Erie & Louisville Railroad is thus reduced to section between Cambridge City and Rushville. (Church)

- Dec. 27, 1871** **Union & Titusville Railroad merged into Oil Creek & Allegheny River Railway under agreement dated Dec. 8; contractors had sold stock to Tom Scott who arranges merger, burdening Oil Creek & Allegheny River with \$700,000 in stock and \$500,000 debt. (Val,)**
- Dec. 28, 1871** **Continental Improvement Company agrees to construct the Traverse City Railroad in return for all stock and \$250,000 bonds. (Church)**
- Dec. 28, 1871** **Grand Duke Alexis arrives in Detroit via LS&MS. (Alexis)**
- Dec. 30, 1871** **American Bottom Lime, Marble & Coal Company contracts with J.W. Conologue to build embankment along Mississippi River from East St. Louis to Cahokia on which he is to build a railroad. (Church)**
- Dec. 30, 1871** **Grand Duke Alexis and party arrive at Chicago via Michigan Central Railroad; tours rebuilding from Chicago Fire. (NYT, Alexis)**
- Late 1871** **Southern Pennsylvania Iron & Railroad Company opens between Southern Pennsylvania Jct. and Richmond and between Mercersburg Jct. and Mercersburg; operated by Cumberland Valley Railroad under agreement of Mar. 1, 1870. (Val - 1st newspaper ad is eff. 1/13/72 with mixed train)**
- 1871** **Babylon Railroad (inc. 4/15/71) opens horse railroad between Babylon station of South Side Railroad and Babylon Dock and steamers to Fire Island.**
- 1871** **Littlestown Railroad extended to Maryland state line. (Wilson - check C&C)**
- 1871** **Junction Railroad relocates connection with PW&B at Grays Ferry because of Darby Improvement.**
- 1871** **Thomas Lightfoot Jewett suffers stroke; resigns as Pres. of Pittsburg, Cincinnati & St. Louis Railway. (NCAB- verify)**
- 1871** **Logansport, Crawfordsville & South Western Railway opens between Colfax and Rockville, Ind. (Church)**
- 1871** **Logansport, Crawfordsville & South Western Railway opens between Frankfort and Clymers, Ind.; trackage rights used over Toledo, Wabash**

& Western Railway between Clymers & Logansport until 1875. (Church)

- 1871** PRR interests arrange for control of Vincennes & Cairo Railroad as a gateway to the Southwest; connects with Cairo & Fulton and thus to International Railway, then building into Texas, and Scott's Texas & Pacific.
- 1871** PRR agrees to operate Plymouth, Kankakee & Pacific Railroad as soon as it is completed. (AR - check)
- 1871** Central Improvement Company organized with Tom Scott's secretary R.D. Barclay as President; contracts to build the Shenandoah Valley Railroad with money advanced by PRR. (was inc. in 4/9/1870 - see above)
- ca. 1871?** Thomson, Scott and Carnegie invest in St. Louis Bridge Company (?); James Buchanan Eads, Chief Engineer. (note original name was Illinois & St. Louis Bridge Co.??)
- ca. 1871** Union Contract Company incorporated in Pennsylvania; formed by Thomson, Scott and William J. Palmer to build Denver & Rio Grande Railway.
- 1871** PRR contracts with City of Pittsburgh for grade separation of tracks between Pittsburgh and East Liberty; to cost \$1 million.
- 1871** Terre Haute & Indianapolis Railroad installs first steel rails.
- 1871** Erie & Western Transportation Company and Lake Superior & Mississippi Railroad join to establish Atlantic, Duluth & Pacific Lake Company, operating steamers on Lake Superior.
- 1871** B&O establishes Continental Line, fast freight line over B&O, Marietta & Cincinnati, and Ohio & Mississippi, to compete with NYC, Erie, and PRR fast freight lines; builds 242 cars for Commercial Line, 152 for Globe Line and 246 for Continental Line. (B&O AR,)
- 1871?** B&O buys stock in Orange & Alexandria Railroad held by City of Alexandria. (Blake)
- 1871** Future Pres. Samuel Rea (1855-1929) joins PRR at age 16 as chainman and rodman on construction of Harrison Cove, Williamsburg and Bloomfield Branches near his native Hollidaysburg; had formerly been clerk in a country store. (NYT)
- 1871?** Keystone (Bryn Mawr) Hotel opens as summer resort hotel at Bryn Mawr; designed by Wilson Bros. & Co. (PhilInq - verify date)

- 1871** **James A. Bradley lays out Asbury Park, N.J., as a Methodist resort.**
- 1871** **Reading withdraws all but one through train on its portion of the Allentown Route between Allentown and Harrisburg. (Rdg AR)**
- 1871** **Charles H. Cramp and J. Shields Wilson of Cramp's shipyard tour shipyards of Great Britain to investigate construction techniques and use of compound engines. (Flayhart)**
- 1871** **Thomas Henry Ismay founds White Star Line and becomes aggressive competitor on North Atlantic, particularly with the Inman Line. (Flayhart)**