# Chronology

Wardell Hayes incorporates the Köthen and Western Railway Company.

Falk Wilton incorporates the Gasney Northern Railway Company.

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Hayley Thibault completes the 2-6-6-4 and 2-8-8-2 prototypes.

The Fall Valley Railway declares bankruptcy.

The Western Trunk Railway declares bankruptcy.

Caiden Fabel incorporates the Tarsac National Railway Company as a parent company of the Oudren State Railway Company.

Caiden Fabel awards Hayley Thibault a contract to supply the 2-6-6-4 and 2-8-8-2 to Tarsac National Railway as mainline motive power.

The Tarsac National Railway Company acquires the assets of the bankrupt Fall Valley Railway and Western Trunk Railway (connecting the Fall Valley to the ice-free port of Vergons in Bailley via the Fall Valley Railway’s Bransles Branch and the Western Trunk Railway’s Bailley River District).

Caiden Fabel terminates the Fall Valley Railway’s trackage agreement with the Köthen and Western Railway between Köthen and Vergons.

The Fall Valley Railway abandons lines between Köthen and Hesburn and between Motrich and Hesselte.

Björn Hess stirs up popular resentment to the Tarsac National Railway Company’s abandonment of the line between Köthen and Hesburn.

The Fall Valley Railway and the Western Trunk Railway begin construction between Köthen and Lauthiers to bypass the hill between Köthen and Bransles.

Björn Hess suggests to Wardell Hayes that the Köthen and Western rebuild the line between Köthen and Hesburn, but Hayes is concerned about the expense of the project after having lost the income from the trackage agreement with the Fall Valley Railway. Hayes charges Hess with finding creditors for the project.

Björn Hess and his associates form the Northwestern Holding Company to finance the expansion of the Köthen and Western Railway Company north to Hesburn.

Wardell Hayes signs an agreement with the Northwestern Holding Company for funding.

Wardell Hayes hires Lloyd Patterson to oversee the construction of the new branch of the Köthen and Western Railway between Köthen and Hesburn.

Björn Hess bribes Lloyd Patterson to build the new line between Köthen and Hesburn far over budget.

The Talais and Northern Railway Company files for bankruptcy.

The Northwestern Holding Company purchases the Talais and Northern Railway Company and its assets.

Hayley Thibault produces the 4-8-4.

Raschelle Washburn resigns her position at Thibault Locomotive Works.

Raschelle Washburn found the Washburn Locomotive Works in Midcroft.

Falk Wilton offers to purchase the Köthen and Western Railway Company from Wardell Hayes. Counselled by Björn Hess, Hayes refuses.

Falk Wilton offers to purchase the Eastern Portage Railway Company from Garrett Washburn, but he refuses.

Unable to repay the Northwestern Holding Company for the exorbitant cost of the line between Köthen and Hesburn, Wardell Hayes must surrender control of the Köthen and Western Railway Company to Björn Hess.

Raschelle Washburn inherits the Eastern Portage Railway Company from Garrett Washburn.

Falk Wilton learns that Caiden Fabel plans to renegotiate the terms of Gasney Northern’s trackage rights over the former Fall Valley Railway and Oudren State Railway lines to Gueltas for the coming winter.

Falk Wilton proposes a merger between the Gasney Northern Railway Company and the Eastern Portage Railway Company to Raschelle Washburn.

Björn Hess orchestrates a collision on the Gasney Northern Railway near Voitsreuth, intending to cause a collision between two drag freights but in actuality causing a collision between a slow freight and a passenger extra heading towards Voitsreuth for the Fête de Lune.

Björn Hess launches a smear campaign against Falk Wilton and the Gasney Northern Railway.

Facing mounting legal expenses and a sharp decline in revenue, Falk Wilton appeals to the federal government for financial assistance.

The federal government offers Falk Wilton (1) partial reimbursement per track-mile to fund renovations to the railway based on 5% the cost to renovate a 10-mile representative sample of the railway, (2) partial reimbursement per track-mile to lay new rail based on 5% the cost of a 10-mile representative sample of the railway, (3) 5% reimbursement of the development and acquisition of new motive power and rolling, and (4) a subsidy based on total tonnage-miles of freight transported by the railway at the rate of 5% of the railway’s cost to move one ton one mile based on the cost of moving tonnage across a 10-mile representative sample of the railway.

Björn Hess intensifies his campaign against the Gasney Northern by criticizing its reliance upon funding from the federal government (and thus on tax revenue).

The Northwestern Holding Company purchases the Eastern Portage Railway Company and Washburn Locomotive Works for a nominal fee, and Raschelle Washburn is appointed head of research and development for the Northwestern Holding Company.

The Gasney Northern Railway Company files for bankruptcy.

The Northwestern Holding Company purchases the Gasney Northern Railway Company and its assets. The Eastern Portage Railway Company, the Talais and Northern Railway Company, and the Köthen and Western Railway Company sell their assets to the Gasney Northern Railway Company for a nominal fee, which in turn leases all current locomotives and passenger carriages and any that it may acquire during the lease period to the Köthen and Western Railway Company for a period of 99 years for a nominal fee. The Köthen and Western Railway Company gains trackage rights over the Gasney Northern Railway, the Talais and Northern Railway, and the Eastern Portage Railway, while the Gasney Northern Railway Company gains haulage rights over the Köthen and Western Railway, the Talais and Northern Railway, and the Eastern Portage Railway (this allows (1) all maintenance on existing or future track to be performed by the Gasney Northern Railway Company, (2) any construction of new track in Melvern and the Alpenreich and the addition of parallel tracks anywhere along the system to be conducted by the Gasney Northern Railway Company, (3) all locomotives to be developed and purchased by the Gasney Northern Railway Company, and (4) all freight trains to be operated by the Gasney Northern Railway Company, *but* all locomotives and passenger equipment, and thus all of the system’s PR material, to be lettered for the Köthen and Western Railway Company).

With the Gasney Northern Railway under his control, Björn Hess redirects his attacks towards the Tarsac National Railway Company, claiming that its southern main line is indicative of its (and the government of Tarsac’s) intentions to drain resources from the Alpiner north to support the economic and political centers in the Tarsacois south.

The Gasney Northern Railway Company begins construction of track between Stillwater and Rieden under the direction of Lloyd Patterson, who chooses a route including a long tunnel through Copper Mountain.

The Copper Mountain Tunnel is completed.

The Gasney Northern Railway Company abandons the line along the Fall River, parallel to the Fall Valley Railway, between Gastein and Hesselte.

Björn Hess submits the financial records from the construction of the Copper Mountain Tunnel as the 10 representative miles on which the 5% reimbursement for track construction will be based.

Raschelle Washburn completes a prototype 4-4-4-4 and 4-4-6-4.

Björn Hess strikes a deal with the Tarsac National Corrections System for the labor of the inmates convicted of nonviolent crimes in exchange for payment equal to a fraction of the total wages that would be paid to an equal number of free laborers.

The Gasney Northern Railway Company acquires the abandoned Fall Valley Railway right-of-way between Hesselte and Motrich.

The Gasney Northern Railway Company begins construction between Hesselte and Hesburn. Simultaneously, the Eastern Portage Railway Company begins construction between Hinten and Rieden.

Björn Hess organizes his political allies to reform legislation criminalizing vagrancy to make provision for more rigorous enforcement.

Björn Hess promises yard and shop facilities in exchange for eminent domain rights in Köthen, Rieden, and Midcroft (where both rising land values and the railway’s construction will displace large populations of low-income families).

Björn Hess orchestrates a small-scale sabotage of the Gasney Northern Railway near Rieden.

Björn Hess organizes his political allies to pass legislation granting the security personnel of the Gasney Northern, Köthen and Western, Talais and Northern, and Eastern Portage Railways legal authority to act as police to protect the railway.

Björn Hess directs the security personnel of his railways to arrest anyone appearing to be a vagrant on or near railway property (those arrested, when unable to prove their tenancy, become part of the prison population that Hess can tap for constructing the railways).

The Eastern Portage Railway completes the line between Hinten and Rieden.

The Gasney Northern Railway completes the line between Hesselte and Hesburn with a branch to Motrich along the Fall Valley Railway right of way.

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