

**PRR CHRONOLOGY**  
**1845**

**March 2005 Edition**

- Jan. 1, 1845** Commonwealth of Pennsylvania deeds remainder of Beaver Division Canal (Beaver to New Castle pool) to Erie Canal Company of Pennsylvania.
- Jan. 1, 1845** Maryland Governor \_\_ Thomas in last message to Legislature notes treasury has collected only 60% of expected state taxes, number of delinquent counties has increases from three to seven, , C&O Canal owes state \$2 million in back interest, and state is \$1.5 million in arrears on own interest; recommends state foreclose on C&O Canal. (Dilts, NilesReg)
- Jan. 2, 1845** In keeping with economic revival, D.K. Minor restores *American Railroad Journal* from monthly to weekly, eliminates all non-railroad content and begins publishing weekly quotes of railroad and canal stocks. (ARJ)
- Jan. 6, 1845** Benjamin H. Latrobe reports on survey of B&O to Wheeling. (Dilts)
- Jan. 1845** William J. Howard, later PRR counsel (?), elected Mayor of Pittsburgh. (Vexler)
- Jan. 9, 1845** PW&B Board rejects request of Harnden & Co. and Livingston & Co. for an express contract and for ticket agencies at New York and elsewhere, including for emigrant travel.; makes new arrangement with Sanford & Shoemaker to run a four-wheel express car daily at \$25.00 per day; decline request to open transfer books in Boston. (MB)
- Jan. 14, 1845** Little Miami Railroad Board authorizes completing road to Springfield if can get \$150-\$200,000 loan in Boston, and employs William Mills of Yellow Springs to procure subscriptions; authorizes 3% dividend paid in stock; hears complaints of residents of Cincinnati and Fulton over location of track in East Front Street; note William H. Clement is now Superintendent; William Mills is proprietor of Yellow Springs and later founder with Horace Mann of Antioch College; also raises money for Mad River & Lake Erie Railroad in New England. (MB, Marvin)
- Jan. 13, 1845** Charter supplement to Madison & Indianapolis Railroad allows company to open subscription books in Eastern cities and borrow money; extends time for completion to July 1, 1848; \$150,000 borrowed in East during 1845 and 1846. (Church, Anderson)

- Jan. 20, 1845** LIRR Board authorizes new loan of \$200,000. (MB)
- Jan. 20, 1845** Public auction of stock for Pennsylvania Canal & Railroad Company held; no bidders to buy Main Line at \$20 million; plan for sale fails for time being.
- Jan. 30, 1845** LIRR Board authorizes making contracts with steamboats and railroads connecting to Boston for 1845 season. (MB)
- Jan. 31, 1845** Ohio authorizes Clark County to increase its subscription to Little Miami Railroad from \$30,000 to \$40,000. (Church)
- Feb. 1, 1845** Commonwealth of Pennsylvania resumes interest payments; first of insolvent states to do so; eases pressure for sale of Public Works.
- Feb. 13, 1845** Maryland act permits B&O to reduce Baltimore-Washington fare from \$2.50 to \$1.50. (PL)
- Feb. 18, 1845** Pennsylvania Canal Commissioners make further reductions in tolls and motive power charges on through freight; increases tonnage on Main Line but cuts revenue. (CC)
- Feb. 18, 1845** PW&B Board reports that it has rented depot hotel at Wilmington to Thomas T. Thurlow. (MB)
- Feb. 19, 1845** Virginia authorizes B&O to build across the state to Wheeling; is to go direct to Wheeling and no further down Ohio River; cancels state subscription; B&O must take over Winchester & Potomac Railroad and pay its debts; must pay state tax and make rate concessions. (PL)
- Mar. 1, 1845** Opposition Line begins service between Philadelphia and Baltimore at \$1.50 fare using passenger barges on Chesapeake & Delaware Canal. (BaltAm)
- Mar. 1, 1845** Ohio authorizes Little Miami Railroad to borrow \$200,000 and Mad River & Lake Erie Railroad to borrow \$300,000; Little Miami then closes \$200,000 loan with Boston capitalists through Merchants Bank of Boston in return for mortgage on all property. (AR, MB)
- Mar. 1845** Madison & Indianapolis Railroad Board approves location of road to Indianapolis and of depot site in the capital. (Daniels)
- Mar. 4, 1845** Little Miami Railroad charter supplement authorizes it to adopt any route between Xenia and Springfield. (MB)

- Mar. 5, 1845** Canal Commissioners refuse request of West Chester Railroad to operate its locomotives through to Belmont over Columbia Railroad. (prob. means through from West Chester!)
- Mar. 5, 1845** U.S. Senator from Pennsylvania James Buchanan (1791-1868) resigns to become Secretary of State in Cabinet of Pres. James K. Polk. (CongBio)
- Mar. 6, 1845** Ohio reduces Board of Public Works to three members and places Board under control of State Auditor. (PL)
- Mar. 8, 1845** Belpre & Cincinnati Railroad incorporated in Ohio to build from point opposite Parkersburg, Va. to Cincinnati. (Church)
- Mar. 8, 1845** Whig Legislature passes new Ohio Bank Act pushed by Alfred Kelley relaxing proceedings against suspended banks; restores sense of safety for investment and three new banks chartered. (PL, Marvin)
- Mar. 8, 1845** Columbus & Sandusky Turnpike & Plank Road Company incorporated in Ohio; Columbus & Sandusky Railroad chartered by Neil family interests. (Marvin)
- Mar. 1845** Maryland law removes state's prior lien on C&O Canal and lets it issue \$1.7 million in bonds to complete to Cumberland. (Dilts - Niles Reg 3/15)
- Mar? 1845** Pres. Polk vetoes Rivers & Harbors Bill, which also contains appropriation for National Road. (Daniels)
- Mar. 10, 1845** Maryland act orders state directors in Baltimore & Susquehanna Railroad and other companies in which state owns stock to investigate conditions of companies and urge reduction of all expenses. (PL)
- Mar. 11, 1845** PW&B Board reports that an opposition line has been established via the Chesapeake & Delaware Canal using the small steamboat *Sydney* on Chesapeake Bay, but a superior boat, the *Thomas Jefferson*, is to go on in a few days; reports has arranged for a transfer office at the Phenix Bank at New York, to be paid for by E.W. Clark & Co.. (MB)
- Mar. 11, 1845** Cleveland & Pittsburgh Railroad Company revived and reincorporated in Ohio. (Church)
- Mar. 12, 1845** Canal Commissioners authorize Gilman Converse to use Parkesburg shops to repair or enlarge boiler of his newly-invented steam canal boat. (CC)
- Mar. 12, 1845** Whig Legislature in Ohio repeals Democratic law of 1842 imposing forced liquidation on insolvent non-bank corporations, eliminating power of

**Legislature to appoint trustees to liquidate bankrupt railroad and turnpike companies. (PL)**

- Mar. 12, 1845 Little Miami Railroad Board authorizes construction of depot at Cincinnati and resurvey of line between Xenia and Springfield; accepts supplement abating interest due on old state loan. (MB)**
- Mar. 12, 1845 Cleveland, Columbus & Cincinnati Railroad charter revived. (GrnBk)**
- Mar. 12, 1845 Ohio act turns old Columbus & Sandusky Turnpike, whose charter was repealed in 1843, over to counties. (Marvin)**
- Mar. 14, 1845 Improvement Democrats join with Whigs to elect Simon Cameron (1799-1889) to U.S. Senate to fill unexpired term of James Buchanan, rejecting George W. Woodward, the choice of Gov. Shunk, largely on the basis of retaining the Tariff of 1842. (Snyder, CongBio says term began 3/13)**
- Mar. 15, 1845 Wiconisco Canal Company incorporated to take over and complete Wiconisco Canal, on which state has spent \$393,441. (PL, CC - of 3/13?; or 1842?)**
- Mar. 19, 1845 Magnetic Telegraph Company incorporated in New Jersey to build line between New York and Philadelphia.**
- Mar. 24, 1845 Opposition Line places superior steamboat *Thomas Jefferson*, which had operated for defunct James River Steamboat Company, on Chesapeake Bay leg and *Portsmouth* on Delaware River. (BaltAm)**
- Mar. 24, 1845 PW&B cuts first class fare, Philadelphia to Baltimore, from \$4.00 to \$3.00; moves second class car from morning mail to freight train and cuts fare from \$2.50 to \$0.50; fare by NC&F set at \$1.50 plus \$0.50 for dinner; runs two round trips by rail and one via NC&F. (MB, BaltAm)**
- Mar. 27, 1845 Railroad meeting held in Parkersburg, Va. to solicit B&O to establish its terminus there. (BaltAm)**
- Mar. 31, 1845 PW&B Board orders immediate cut in freight rates of 5 cents per cwt. (MB)**
- Apr. 1, 1845 PW&B halts all Sunday service, except for mail trains, and bars Southwark Railroad pleasure cars from operating over PW&B to Grays Ferry. (MB)**
- Apr. 3, 1845 Nicholas McCarty donates Indianapolis depot site to Madison & Indianapolis Railroad in block between Delaware & Pennsylvania Streets on South Street; site is separated from main part of town by valley of**

**Pogues Run, which draws some protests. (Daniels)**

- Apr. 4, 1845** Perth Amboy Steamboat Company formed by James Bishop and John D. Hager, dissident stockholders of New Brunswick Steam Boat & Canal Transportation Company. (Thompson)
- Apr. 5, 1845** John R. Thomson elected Pres. & Treasurer of Philadelphia & Trenton Railroad, replacing Robert F. Stockton, resigned. (MB)
- Apr. 5, 1845** Little Miami Railroad contracts to meet mail coaches from Columbus. (MB)
- Apr. 7, 1845** Stoughton Branch Railroad opens between Canton Jct. and Stoughton, Mass.; operated by Boston & Providence Railroad. (Humphrey)
- Apr. 8, 1845** William F. Havemeyer (1804-1874) elected to first of two non-consecutive terms as Mayor of New York; later associated with LIRR. (Vexler)
- Apr. 8, 1845** Canal Commissioners approve rebate of 27 cents on each through passenger over Main Line providing transporters keep maximum round trip fare at \$18.00. (CC)
- Apr. 8, 1845** PW&B Board reports that it is expedient to build a wharf on Delaware River three miles north of Wilmington; can buy land at sheriff's sale on Apr. 12; will obviate having to navigate Christiana River at night; could use a single boat for both morning and evening lines and save on horse power east of Grays Ferry. (MB)
- Apr. 9, 1845** Canal Commissioners grant equal rebate on Philadelphia-Pittsburgh passengers carried via Chambersburg if round trip fare kept at \$20.00 or less. (CC)
- Apr. 10, 1845** Canal Commissioners deny D. Leech & Company's request for reduction in toll on express chests carried between Philadelphia and Pittsburgh. (CC)
- Apr. 10, 1845** Resolution introduced in Baltimore City Council in response to bills for railroad to operate by steam to harbor calling for removal of all railroad tracks from city as far as outer depots by Mar. 1, 1846, and ban on steam locomotives. (BaltAm)
- Apr. 10, 1845** Fifty-six acres of Pittsburgh and 982 buildings, or about one third of city, destroyed in Great Fire. (HistPitts)
- Apr. 10, 1845** Cincinnati ordinance lifts speed limit on Little Miami locomotives on Front Street. (Church)

- Apr. 11, 1845** Pennsylvania act exempts canals and railroads from fines under Sunday Blue Laws. (PL)
- Apr. 12, 1845** Columbus & Xenia Railroad organized; William Neill, Pres.; begins work but soon suspends and does not resume until 1847. (Church, C&C)
- Apr. 14, 1845** Pennsylvania House passes resolution requiring Susquehanna & Tide Water Canal to accept state relief notes in payment of tolls. (PL)
- Apr. 14, 1845** Pa. act returns state stock in Cumberland Valley Railroad to company and a further loan of \$60,000, both to be applied to rebuilding Susquehanna River Bridge. (Digest)
- Apr. 14, 1845** Cincinnati ordinance permits Little Miami Railroad to operate locomotives within city limits. (MB)
- Apr. 14, 1845** Baltimore Mayor Jacob G. Davies vetoes ordinance to permit B&O to build a new line to Locust Point on south side of harbor in order to retain coal traffic and to operate steam locomotives on Pratt Street to City Block; City Council fails to override. (BaltAm)
- Apr. 15, 1845** Schuylkill Railroad incorporated to build along east bank of Schuylkill River from Philadelphia & Columbia Railroad to PW&B above Grays Ferry; Scharf claims was actually built, crossing Market Street at 23rd Street and running on south side of Market Street Bridge to South Street on west bank, but was not used as a connection and perhaps only to serve some coal yards. (Scharf)
- Apr. 16, 1845** Pennsylvania authorizes \$5 million, 10-year, 5% loan to fund interest certificates; holders of 6% and 5% scrip issued in lieu of interest in 1842-44 are to have this unpaid interest funded into the principal, but at the rate of 4-1/2%; although refunding is not compulsory, \$2.5 million in scrip is presented for refunding by end of year. (PL, Worthington)
- Apr. 16, 1845** Canal Commissioners authorize Philadelphia & Columbia Railroad locomotives to run through to West Chester on two passenger trains a day. (CC)
- Apr. 16, 1845** Little Miami Railroad Board suspends survey to Springfield until William Mills can report on fund-raising mission in East; authorizes operating locomotive within limits of Cincinnati, providing limit to 4 MPH. (MB)
- Apr. 16, 1845** Pennsylvania Legislature adjourns without taking action on B&O application for charter in Pennsylvania; postponed to next session.

- Apr. 1845** New Jersey Railroad & Transportation Company reduces commutation fare on Jersey City ferry to that charged on Brooklyn ferries. (HC)
- Apr. 19, 1845** Revised Baltimore ordinance signed permitting B&O to extend to Locust Point. (BaltAm - check Harwood)
- Apr. 21, 1845** Books for Wiconisco Canal Company opened in Baltimore. (BaltAm)
- Apr. 25, 1845** Commissioners of Cleveland & Pittsburgh Railroad meet; order books opened in 10 towns between Cleveland and Wellsville on June 9; order employing an engineer for preliminary survey. (MB)
- May 1, 1845** Little Miami Railroad issues \$200,000 7% mortgage to William Sturgis, Josiah Qunicy, Jr., and Timothy Walker. (Church)
- May 1, 1845** Commissioners of Cleveland, Columbus & Cincinnati, Columbus & Lake Erie, and Columbus & Sandusky Railroads meet at Mansfield; select CC&C, dominated by Cleveland interests, as most promising project. (Marvin)
- May 2, 1845** LIRR charter supplement authorizes operation of steamboat line from Greenport to Fall River, R.I. (CorpHist)
- May 2, 1845** Baltimore ordinance authorizes Baltimore & Susquehanna Railroad to operate steam locomotives between Bolton Depot and the City Block, provided they burn coal or coke, operate at 4 MPH and only between 9:00 PM and 5:00 AM and are preceded by a man walking in front with a lantern. (Digest)
- May 3, 1845** Canal Commissioners authorize Montour Iron Company to use canal boat with Ericsson or Loper's propeller between Danville and Columbia provided not injure canal banks. (CC)
- May 7, 1845** Opposition line between Philadelphia and Baltimore via Chesapeake & Delaware Canal is withdrawn. (MB, BaltAm)
- May 9, 1845** Little Miami Railroad approves First Mortgage. (MB)
- May 10, 1845** PW&B resumes old schedule with a morning line via railroad at \$3.00 and an evening line via NC&F at \$2.00; withdraws 10:30 PM train from Philadelphia; had allowed Port Master to ship mail on it, and Post Office is demanding that company keep train or it will withdraw all mail. (MB)
- May 10, 1845** Little Miami Railroad Board authorizes arrangement with Mad River & Lake Erie Railroad for joint depot at Springfield; authorizes placing

- Xenia-Springfield under contract; authorizes negotiation with Town of Fulton for relocating tracks as far as the engine house; defeats proposal to bar Sunday operation. (MB)
- May 13, 1845 PW&B Board reports no success in negotiations with Camden & Amboy Railroad for through freight rates between New York and Baltimore. (MB)
- May 14, 1845 New York State passes Relief Act permitting New York & Erie to convert its \$3 million state loan to an equal amount of first mortgage bonds, providing the railroad is completed in six years; permits company to be reorganized without foreclosure and work to resume. (Mott, Minor)
- May 14, 1845 Chemung Railroad Company incorporated in New York to build a broad-gauge railroad from the New York & Erie Railroad near Elmira to Seneca Lake; Canandaigua & Corning Railroad Company incorporated to build between Corning and Canandaigua. (Digest, Val)
- May 1845 New type of Baldwin locomotive, *Atlas*, placed on Philadelphia & Columbia Railroad; 70% more efficient than older types; pulls 40 3-ton cars and opposed to 20 cars for other locomotives. (CC)
- May 1845 New Pittsburgh canal aqueduct opens; a seven-span wire suspension bridge built by John A. Roebling. (ARJ) (old aqueduct had been abandoned since at least 1843?)
- May 1845 Amos Kendall organizes Magnetic Telegraph Company to build between New York and Philadelphia.
- May 19, 1845 Southwark Railroad Board votes to end Sunday service, including all "pleasure cars" to Grays Ferry but excluding mail trains, under pressure from PW&B. (MB)
- May 22, 1845 Future Impressionist painter Mary Cassatt (1845-1926) born at Allegheny, Pa.; sister of A.J. Cassatt. (HistPitts)
- May 23, 1845 Little Miami Railroad deeds depot site on Ohio River between Lock Street and Water Works to Jacob Strader. (MB)
- May 24, 1845 Baltimore & Philadelphia Steam Boat Company (Ericsson Line) advertises new propellers *Robert Stockton* and *Express* with capacity of 70 passengers. (BaltAm)
- May 1845 Columbus & Xenia Railroad surveyed by Gen. \_\_ Stockton. (Marvin)
- May 30, 1845 Little Miami Railroad Board authorizes John Kilgour to go to Boston and

**New York to place \$200,000 in bonds under mortgage to William Sturges and Josiah Quincy, Jr. of Boston and Timothy Walker of Cincinnati. (MB)**

- June 5, 1845** Post Office Dept. demands that PW&B keep a 10:00 PM train from Philadelphia and Baltimore. (MB)
- June 9, 1845** Fall River Branch Railroad opens between Fall River and Myricks with steamer connection between Fall River and New York. (what route is open between Myricks & Boston?) (Humphrey)
- June 10, 1845** PW&B refuses to restore night line via railroad without extra compensation from Post Office Dept. (MB)
- June 11, 1845** Little Miami Railroad adopts route from Xenia to Springfield via Yellow Springs. (MB)
- June 13, 1845** Troy & Greenbush Railroad opens between Troy and Greenbush, N.Y.; last link in an all-rail line between Boston and Buffalo.
- June 15, 1845** American army under Gen. Zachary Taylor ordered to Rio Grande to protect Texas, which Pres. Polk intends to annex to U.S.
- June 1845** J.F.D. Lanier succeeds in placing \$50,000 loan for Madison & Indianapolis Railroad in New York and Philadelphia. (ARJ)
- June 19, 1845** Indianapolis *Sentinel* reports that Madison & Indianapolis Railroad has secured \$35,000 from New York capitalists and \$15,000 from Philadelphia. (Daniels)
- June 1845** Madison & Indianapolis Railroad lets contract for extension from Columbus to Indianapolis.
- June 25, 1845** PW&B cuts first class fare from \$3 to \$2 to meet competition of Chesapeake & Delaware Canal barge line. (BaltAm)
- June 26, 1845** Miami Extension Canal completed to connection with Wabash & Erie Canal west of Defiance; first boat, *Rose of Toledo*, arrives in Cincinnati with five passengers. (ARJ - or 6/25)
- June 27, 1845** Ceremonial procession arrives in Toledo from Cincinnati opening Miami Extension Canal between point 12 miles north of St. Marys and junction with the Wabash & Erie Canal west of Defiance, completing a second canal route between the Ohio River and Lake Erie.
- July 1, 1845** Little Miami Railroad contracts for the completion of line between Xenia

and Springfield. (AR)

- July 3, 1845** LIRR begins a day line to Newport and Providence at \$1 fare. (ARJ)
- July 4, 1845** Madison & Indianapolis Railroad holds "great free barbecue" at Edinburg to celebrate opening to that point; offers free train rides. (Daniels - advert. 6/19 - may not have come off or long wait for rev. service - see 9/45)
- July 5, 1845** Tonawanda Railroad completes relaying with heavy plate rail, and third or day train placed in service between Rochester and Buffalo. (ARJ)
- July 1845** After completion of second route to Lake Erie, Ohio cuts canal tolls to favor Lake route to East.
- July 8, 1845** PW&B authorizes running night mail trains at 10:00 PM, providing given a 25% increase allowed by Congress for night running. (MB)
- July 10, 1845** Madison & Indianapolis Railroad secures \$50,000 mortgage loan. (Daniels)
- July 12, 1845** B&O stockholders reject Virginia act of Feb. 19 at special meeting by vote of 50,632-2, the two shares being voted by a Wheeling stockholder; City of Wheeling's shares are declared ineligible to vote. (BaltAm)
- July 16, 1845** Canal Commissioners rule that last appropriation of \$20,000 is insufficient to complete Eastern Reservoir and refuse to resume construction. (CC)
- July 16, 1845** Lykens Valley Railroad & Coal Company revived with Board meeting in Philadelphia; Henry Sheaffer, Pres.; directors include Edward G. Dutilh, Stephen Colwell, Jacob Lex and Edward Gratz. (MB)
- July 16 1845** Louis McLane, appointed Minister to Great Britain by Pres. Polk, sails for Europe; Samuel Jones named Pres. pro-tem of B&O, which is left partly leaderless during a critical period. (Dilts)
- July 17, 1845** PW&B appoints a committee to meet with Chesapeake & Delaware Canal at canal company's request. (MB)
- July 1845** Potato late blight fungus (*Phytophthora infestans*) arrives in Europe, probably traveling on Mexican potatoes imported after several years of bad harvests, spreads quickly from Flanders through Europe and to England and Ireland; rural Irish are heavily dependent on small potato patches for food; resulting famine causes mass starvation and heavy emigration to U.S. and other countries; population of Ireland is

permanently halved; Irish immigrants swell pool of U.S. unskilled labor, with many finding employment in railroad construction, and provoke anti-Irish political backlash and formation of nativist parties.

- c. 1845 crop failures create the "Hungry Forties" across Europe, contributing to political unrest and increased dependence on American foodstuffs. (poor harvests began in early 1840s)
- July 1845 West Chester Railroad abandons quarry branch between Kirkland and Oakland, Pa. (Moore, CCHS - West Chester paper says was built solely to get marble for Bank of Chester County and abandoned once bank finished)
- July 1845 West Chester Railroad completes heavier track and Columbia Railroad locomotives begin running through to West Chester. (mid-July - Moore has 8/30!)
- July 31, 1845 PW&B Board announces failure to reach agreement with Chesapeake & Delaware Canal. (MB)
- Aug. 8, 1845 PW&B raises first class fare from \$2 to \$3 and second class fare on mixed train from \$0.50 to \$1.50. (BaltAm)
- Aug. 8, 1845 Canandaigua & Corning Railroad Company organized. (Poor - verify in C&C!!)
- Aug. 1845 Wiconisco Canal under contract; Lykens Valley Railroad to be relaid with T-rail next summer. (BaltAm)
- Aug. 18, 1845 Gen. William McDonald (1758?-1845), director of New Castle & Frenchtown and pioneer transporter between Philadelphia and Baltimore dies in 87th year; flags of ships in Baltimore harbor and on Delaware River flown at half-staff in his honor on days before funeral on Aug. 20 . (BaltAm)
- Aug. 19, 1845 Little Miami Railroad extended from Todds Fork (Morrow) to Xenia, Ohio. (AR)
- Aug. 21, 1845 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad approves issue of 4,000 shares of stock to pay off floating debt. (AR)
- Aug. 30, 1845 First state locomotives run on passenger trains to West Chester. (Moore - verify)
- Sep. 2, 1845 Lykens Valley Railroad & Coal Company appoints George E. Hoffman Engineer to examine state of railroad from Millersburg to tunnel now

being driven by Lykens Valley Coal Company. (MB)

- Sep. 4, 1845** Democratic caucus for nominating candidate for Canal Commissioner divided on B&O issue; James Burns, choice of anti-B&O forces in eastern part of state prevails over Israel Painter, choice of pro-B&O western delegates. (Snyder)
- Sep. 8, 1845** New York & Erie Railroad opens books at New York for \$3 million in new stock. (ARJ)
- Sep. 8, 1845** Meeting at Danville, Pa., resolves in favor of completing Danville & Pottsville Railroad. (ARJ)
- Sep. 8, 1845** Little Miami Railroad Board orders two locomotives from Baldwin=s. (MB)
- Sep. 8, 1845** Madison & Indianapolis Railroad opens between Columbus and Edinburg, Ind. (11 mi.) (Anderson - was opened on 7/4?!!)
- Sep. 9, 1845** Little Miami Railroad grants William Mills a commission of \$1,500 for placing bonds in Boston; appoints committee to get price on right of way from Front Street to Ohio River, for an office in Cincinnati, and for an engine house at Fulton. (MB)
- Sep. 11, 1845** Canal Commissioners notify Susquehanna & Tide Water Canal that they will close the outlet lock at Columbia unless they accept state relief notes in payment of tolls. (CC)
- Sep. 15, 1845** Georgia Railroad completed to "Terminus" or Marthasville, the junction with the state-owned Western & Atlantic Railroad; town is later named Atlanta, supposedly by J. Edgar Thomson from feminine form of Atlantic. (Hanson)
- Sep. 1845** Fire at Broad & Cherry Streets, Philadelphia, destroys forwarding depots of James Steel & Co. on southwest corner and of Craig, Bellas & Co. on north side. (Scharf - early Sep)
- Sep. 1845** Sylvester Medberry, formerly a canal engineer, surveys Columbus & Xenia Railroad. (Marvin)
- Sep. 22, 1845** Arsonist destroys Shavers Ford Aqueduct on \_\_\_ Division Canal.
- Oct. 4, 1845** Canal Commissioners authorize boats stringing the Magnetic Telegraph Company line to pass free of toll. (CC)
- Oct. 5, 1845** Future PRR VP Sutherland Mallet Prevost (1845-1905) born at

**Philadelphia of an old Huguenot family. (Wilson)**

- Oct. 7, 1845** George E. Hoffman reports to Lykens Valley Railroad & Coal Company on the state of their railroad; company has repurchased \$2,387 certificate of loan and 132 shares from former Pres. Henry Schreiner. (MB)
- Oct. 8, 1845** Capt. Mason L. Weems places new steamboat *Planter* in service on Patuxent River Line to Green Landing, running alternately with *Patuxent* (BaltAm)
- Oct. 1845** Montour Iron Works of Danville, Pa., rolls first U.S. T-rail.
- Oct. 1845** Cincinnati grants Little Miami Railroad permission to use locomotives in Front Street at maximum speed of 4 MPH; use of horses on freight cars is discontinued.
- Oct. 11, 1845** Cleveland, Columbus & Cincinnati Railroad organized at Columbus; John W. Allen of Cleveland, Pres.; William Neil, Treasurer. (ARJ, Marvin)
- Oct. 14, 1845** Democrats elects James Burns of Mifflin County as Canal Commissioner and retain both houses of the Legislature. (Snyder)
- Oct. 14, 1845** PW&B rules that all "extras" are subordinate to all regular passenger trains, except for one carrying the text of the President's annual message. (MB)
- Oct. 21, 1845** Railroad convention meets at Ridgway, Pa., in futile attempt to revive Sunbury & Erie Railroad. (ARJ)
- Oct. 24, 1845** Cleveland & Pittsburgh Railroad organized. (Church)
- Oct. 25, 1845** Canal Commissioners Clarke and Foster vote to postpone confrontation with Susquehanna & Tide Water Canal over relief notes; Commissioner Hartshorne votes to break connection. (CC)
- Oct. 25, 1845** Meeting held at Elmira for extending Williamsport & Elmira Railroad from Ralston. (ARJ)
- Oct. 25, 1845** Meeting held at Toledo in favor of a railroad from Buffalo to Toledo. (ARJ)
- Oct. 27, 1845** Delaware & Raritan Canal Company bars loading canal boats across tracks of Camden & Amboy Railroad where it runs along canal. (MB)
- Oct. 28, 1845** Meeting at Board of Trade rooms in Merchants Exchange in Philadelphia

in support of an all-rail route to Pittsburgh chaired by Thomas Pim Cope (1768-1854); State Senator Charles Gibbons supports extension of B&O from Cumberland with a connection from Wills Creek to Chambersburg on Cumberland Valley Railroad; majority favors a line up the Juniata using the Portage Railroad as a temporary expedient; committee of 15 appointed to arrange town meeting. (Cope Diary)

- Oct. 29, 1845** Convention held in Danville, Pa., for reviving Danville & Pottsville Railroad, and extending a line through Williamsport and Elmira or Corning into New York State. (ARJ)
- Oct. 29, 1845** Cleveland & Pittsburgh Railroad Company organized; James Stewart of Wellsville elected Pres.; order Col. S. Dodge to publish his survey between Cleveland and Wellsville; order final survey from Wellsville up Yellow Creek to Ravenna. (MB)
- Oct. 30, 1845** Ohio Board of Public Works advertises it will receive proposals for purchase of Ohio Railroad in whole or part between the Pennsylvania state line and the Maumee River until Dec. 24. (ARJ)
- Oct. 31, 1845** Convention held at Williamsport in favor of a railroad to reach the New York & Erie Railroad and continue to Canandaigua. (ARJ)
- Nov. 8, 1845** Meeting held at Cleveland in favor of a railroad between Buffalo and Toledo. (ARJ)
- Nov. 10, 1845** Old Colony Railroad completes direct line between South Boston and Plymouth, Mass. (Humphrey)
- Nov. 11, 1845** PW&B Board reports settlement with Post Office Dept.; will run a night line leaving Philadelphia at 10:00 PM from Mar. 15 to Dec. 10 each year through June 30, 1848 at old rate of compensation. (MB)
- Nov. 13, 1845** Railroad meeting held at Elmira for completion of Williamsport & Elmira Railroad and development of line from Baltimore and Harrisburg into central New York State. (ARJ)
- Nov. 1845** Montour Iron Company delivers first installment of T-rails for completing relaying of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad between Elizabethtown and Harrisburg. (AR)
- Nov. 1845** Columbus & Xenia Railroad discharges engineer corps. (Marvin)
- Nov. 21, 1845** Railroad convention held at Lock Haven in support of Sunbury & Erie.

- Nov. 24, 1845** Atlantic, Lake & Mississippi Valley Telegraph Company, organized by Henry O'Reilly of Rochester, completes first telegraph line in Pennsylvania between Lancaster and Harrisburg; instruments not installed until about Jan. 1, 1846. (Wilson)
- Nov. 25, 1845** Michigan's Central Railroad opens between Marshall and Battle Creek.
- Nov. 29, 1845** Meeting at Ebensburg in favor of PRR. (ARJ)
- Dec. 1, 1845** PW&B raises fare from \$3.00 to \$4.00 by mail train and from \$1.50 to \$2.00 by freight-accommodation (mixed) trains. (MB)
- Dec. 3, 1845** Meeting at Elmira in favor of railroad from Williamsport to Sodus Bay. (ARJ)
- Dec. 9, 1845** PW&B Board authorizes contract with New York & Washington Magnetic Telegraph Company granting right of way in return for free use of telegraph. (MB)
- Dec. 10, 1845** Town meeting at Chinese Museum at 9th & Sansom Streets in Philadelphia to promote all-rail route between Harrisburg and Pittsburgh; Thomas Pim Cope, Pres. of Philadelphia Board of Trade, presiding; a committee is appointed to report on feasibility of railroad; Cope closes his address by stating, "Nature has done much for us, let us now see what we can do for ourselves." (Cope Diary)
- Dec. 13, 1845** Three Supreme Court Justices, Chief Justice John B. Gibson (1780-1853), Molton C. Rogers and Thomas Burnside (1782-1851), query Cope on subject of railroad to Pittsburgh; Gibson and Rogers support B&O, while Burnside supports Juniata line. (Cope Diary)
- Dec. 13, 1845** PW&B discontinues freight-accommodation (mixed) trains and hereafter carries no passengers on freight trains. (MB)
- ca. Dec. 1845** David Watson, Superintendent of Portage Railroad recommends eliminating all use of horses; run locomotives through over planes as is now done on Plane No. 1. (CC)
- Dec. 17, 1845** Little Miami Railroad appoints committee to procure site for engine house near Cincinnati; authorizes construction of temporary passenger station on south side of Front Street. (MB)
- Dec. 1845** Little Miami Railroad pays first dividend, 3% in stock. (Marvin)
- Dec. 29, 1845** U.S. annexes Texas as a slave state. (EAH)

- 1845 Camden & Amboy builds iron-hulled steamboat *John Stevens* at Hoboken for Philadelphia-Bordentown service.
- 1845 Delaware & Raritan Canal finally becomes major carrier of coal; \_\_\_\_ tons, up from 68,228 tons in 1844. (Thompson)
- 1845 Delaware & Atlantic Railroad sold at foreclosure and abandoned. (Wetzel)
- 1845 Edward Miller named Chief Engineer of Schuylkill Navigation Company. (Wilson)
- 1845 PW&B replaces 6.25 miles of track between Philadelphia and Wilmington with T-rail, leaving 10 miles of strap rail. (AR)
- 1845 Traffic over Portage Railroad peaks at 83,972 tons total; Erie Canal tonnage is 42,415 tons westbound and 304,551 tons eastbound. (Rubin)
- 1845 Roebling wire ropes installed on Planes No. 1 & 6 of Portage Railroad.
- ca. 1845 Lykens Valley Rail-road and Coal Company railroad abandoned as worn out. (probably by end of 1844) (Val)
- 1845 LIRR establishes steamboat connection between Greenport and Norwich & Worcester Railroad at Allens Point, Conn., for through service to Boston via Boston & Worcester Railroad. (RRH)
- 1845 Traffic of Erie Canal first exceeds 1 million tons a year.
- 1845 Alfred Kelley (1789-1859) elected Pres. of Columbus & Xenia Railroad. (NCAB - verify - No William Neil was president!)
- 1845 Columbus & Xenia contracts with Ohio State Penitentiary to build a two track bridge over the Scioto River at Columbus; one track to be a tramroad for bringing stone from a quarry to the state prison. (Marvin)
- 1845 Thomas Lightfoot Jewett (1810?-1875) establishes law practice in Steubenville, Ohio. (NCAB)
- 1845 Michigan Governor John S. Barry vetoes bill to add further improvement projects and encumber the rest of the federal land grant of 1841.
- 1845 Henry Wells and William G. Fargo of Livingston, Wells & Co. establish express line between Buffalo and Cincinnati and between Chicago and St. Louis; later renamed Livingston, Fargo & Co. (RRH)

**1845**

**Henry Wells and William G. Fargo, operating as Wells & Co., establish first express service at Chicago using steamboats and stages west of Buffalo. (RRH)**

**c. 1845**

**Brown Brothers & Co. of New York secures control of Maryland Mining Company; appoint Horatio Allen Pres. (Dilts)**