

**PRR CHRONOLOGY
1846**

April 2005 Edition

- Jan. 6, 1846** Southwark Railroad Board authorizes Road Committee to rent road and "pleasure cars" if advisable. (MB)
- Jan. 6, 1846** Sen. George Darsie of Allegheny County introduces bill in Pa. Legislature to grant B&O right to build to Pittsburgh. (SenJrnl)
- Jan. 7, 1846** Meeting held at Geneva, N.Y., in favor of Chemung Railroad. (ARJ)
- Jan. 8, 1846** First message sent by telegraph in Pennsylvania on Atlantic, Lake & Mississippi Valley Telegraph Company's line between Lancaster and Harrisburg; managed by James D. Reid at Harrisburg. (Wilson)
- Jan. 12, 1846** Edward C. Dale elected Pres. of PW&B, replacing M. Brooke Buckley. (MB)
- Jan. 12, 1846** Railroad convention convenes in Harrisburg; James Clarke makes address in favor of a company to build an all-rail route to Pittsburgh and against the B&O. (PubLdgr, ARJ)
- Jan. 19, 1846** Pa. Senate Committee on Internal Improvement reports bill to permit B&O to build to Pittsburgh. (SenJrnl)
- Jan. 19, 1846** Richmond & Miami Railroad Company incorporated in Indiana to build from Richmond to Ohio state line. (Church)
- Jan. 20, 1846** Ohio & Indianapolis Railroad, originally incorporated in 1832, revived by Indiana Legislature; to build from Indianapolis to Jeffersonville. (Church)
- Jan. 20, 1846** Martinsville & Franklin Railroad incorporated in Indiana. (GrnBk)
- Jan. 22, 1846** Bill to incorporate PRR introduced in Pa. House; this bill not acted on in favor of Senate bill. (HseJrnl)
- Jan. 26, 1846** Pa. Senate Committee on Internal Improvement reports bill to incorporate "Central Railroad", later PRR. (SenJrnl)
- Jan. 30, 1846** Supplement to Lykens Valley Coal Company charter permits it to buy stock and loans of the Lykens Valley Railroad & Coal Company. (PL)

- Jan. 30, 1846** Open letter of 18 Philadelphia merchants headed by Thomas P. Cope addresses to Philadelphia *United States Gazette* opposing Pennsylvania charter for B&O. (ARJ)
- Jan. 31, 1846** Pennsylvania Legislature authorizes resumption of work on Allegheny Mountain Reservoirs; only Juniata Reservoir placed under contract for lack of funds.
- Feb. 1, 1846** Michigan's Central Railroad completed to Kalamazoo.
- Feb. 2, 1846** Northern Liberties & Penn Township Railroad leases operation of passenger pleasure cars to John William Funk at \$900 a year; continues through end of 1849 season. (MB)
- Feb. 4, 1846** Pittsburgh convention resolves in favor of B&O and extending a branch from the B&O to Chambersburg in lieu of Juniata route to Philadelphia. (ARJ)
- Feb. 10, 1846** Pa. Senate defeats move to have B&O bill tables indefinitely, 25-8. (BaltAm)
- Feb. 10, 1846** PW&B authorizes opening a transfer office in Boston, reflecting fact that New England capitalists have secured control; Board fails by 6-6 vote to order an investigation of General Superintendent Isaac R. Trimble's firing of conductor William Adreon, an employee since 1838, and of Trimble's powers generally. (MB)
- Feb. 14, 1846** Ohio act authorizes Greene County and town of Xenia to subscribe to stock of Columbus & Xenia Railroad. (Church)
- Feb. 14, 1846** Dayton & Western Railroad Company incorporated in Ohio to build from Dayton to Indiana state line. (Church)
- Feb. 1846** New Jersey Railroad & Transportation Company permits construction of telegraph along its right-of-way; line relocated from crossing Hudson River at Fort Lee.
- Feb. 1846** John A. Roebling completes vehicular suspension bridge over Monongahela River at Pittsburgh. (ARJ)
- Feb. 17, 1846** William Butler Ogden (1805-1877) elected Pres. of moribund Galena & Chicago Union Railroad, soon to be first railroad leading west from Chicago. (C&NW)
- Feb. 18, 1846** Pa. Senate defeats B&O bill by voting down first section, 16-15, after

failed attempts to amend it to be void if PRR is organized, \$4 or \$5 million paid in and 15 miles placed under contract at each end. (SenJrnl)

- Feb. 18, 1846** Committee of Thomas P. Cope, George W. Toland, George N. Baker and James Bayard travels from Philadelphia to Harrisburg to lobby for PRR charter and against B&O influence. (Cope Diary)
- Feb. 18, 1846** Maryland act authorizes Baltimore & Susquehanna Railroad to make new \$150,000 loan to purchase additional equipment, which is to be first lien. (Digest)
- Feb. 19, 1846** Pa. Senate fails to reconsider B&O bill; PRR bill moves to second reading. (SenJrnl)
- Feb. 20, 1846** Pa. Sen. William Bigler of ___ representing central Pa., amends PRR bill to provide for a Tonnage Tax of 5 mills per mile on freight carried more than 20 miles between March and December to compensate for traffic diverted from Pennsylvania Main Line. (SenJrnl, PL)
- Feb. 23, 1846** Friends of PRR in Pa. Senate defeat amendments requiring all PRR trains to carry state agents to monitor cargo and fares, or to delay PRR organization until 10% is paid in on entire stock of Sunbury & Erie Railroad and Pittsburgh & Susquehanna Railroad. (SenJrnl)
- Feb. 23, 1846** New B&O bill introduced in Pa. House because of obstructions to Senate bill. (HseJrnl, BaltAm)
- Feb. 24, 1846** Pa. Senate passes PRR charter 26-5. (SenJrnl)
- Feb. 24, 1846** Asa Whitney (1797-1872) memorializes Congress in favor of a land grant for a railroad from Lake Michigan to Oregon. (ARJ)
- Feb. 25, 1846** Pa. Senate votes to reconsider B&O bill and resume debate, 20-8. (SenJrnl)
- Feb. 26, 1846** Anti-B&O public meeting held in Philadelphia. (BaltAm)
- Feb. 26, 1846** Blair County created from parts of Huntingdon and Bedford Counties with county seat at Hollidaysburg. (Long)
- Feb. 27, 1846** On reconsideration, after public outcry in western Pennsylvania, Senate passes B&O bill by 17-13, having added provisions for a tax of 50 cents per passenger until B&O is connected to Cumberland Valley Railroad for route to Philadelphia, but defeating attempts to add a section voiding bill if PRR successfully prosecuted within a year. (SenJrnl, BaltAm)

- Feb. 28, 1846** Indignation meeting in Philadelphia demands that Whig leader Sen. Charles Gibson, the only Philadelphian to vote for the B&O, change his vote or resign.
- Feb. 28, 1846** Pro-B&O meeting held in Pittsburgh. (BaltAm)
- Feb. 28, 1846** Virginia act extends time for completion of B&O to Wheeling to Mar. 10, 1857; removes most onerous conditions of 1845 act but fixes terminus at Wheeling. (ARJ, Dilts)
- Mar. 1, 1846** Atlantic, Lake & Mississippi Valley Telegraph Company's pioneer line between Lancaster and Harrisburg closes because of lack of business and frequent breaking of wire. (Wilson)
- Mar. 2, 1846** Columbus & Pittsburgh Railroad incorporated in Ohio to build from Steubenville to Columbus. (PL)
- Mar. 10, 1846** Pa. House begins debating B&O bill. (HseJrnl)
- Mar. 10, 1846** PW&B Board orders placing locomotives in use between Grays Ferry and Broad Street whenever expedient. (MB)
- Mar. 10, 1846** Maryland law authorizes governor to review railroad and canal tolls to ensure that competition between routes does not reduce the state's income from stock dividends. (PL)
- Mar. 10, 1846** Maryland act authorizes B&O to reduce Washington Branch fare on passengers passing beyond either Washington or Baltimore at its discretion. (PL)
- Mar. 12, 1846** Pa. House amends B&O bill; PRR bill begins second reading. (HseJrnl)
- Mar. 15, 1846** PW&B reestablishes 10:00 PM night line and cuts fare from \$4.00 to \$3.00. (MB)
- Mar. 15, 1846** Two days of heavy floods in Susquehanna and Delaware watersheds; two spans of Clarks Ferry canal bridge and Cumberland Valley Railroad bridge at Harrisburg washed away; serious damage to Susquehanna Division and Susquehanna & Tide Water Canals; opening of state canals, which was to have begun on Mar. 16, delayed two to three weeks. (BaltAm)
- Mar. 1846** Old Colony Railroad extended from South Boston to Boston & Worcester Railroad terminal at Lincoln & Beach Streets. (Humphrey)
- Mar. 17, 1846** Little Miami Railroad authorizes supporting eight-mile branch in

direction of Dayton, providing Dayton & Little Miami Railroad can be reorganized successfully; authorizes \$100,000 loan for equipment. (MB)

- Mar. 18, 1846** Little Miami Railroad Board orders Engineer to procedure right to run locomotives through Town of Fulton or buy private right of way if necessary; authorizes ordering one locomotive from Baldwin and one from Rogers, Ketchum & Grosvenor. (MB)
- Mar. 19, 1846** Pa. House passes PRR bill with amendments. (HseJrnl)
- Mar. 20, 1846** New Jersey Senate tables bill introduced by Sen. Hulme to investigate Joint Companies' \$4.00 fare. (Lane)
- Mar. 20, 1846** B&O bill moves to second reading in Pa. House; amended by 50-48 vote to postpone bill from taking effect until May 1, 1847, and if PRR has \$3 million subscribed and \$300,000 paid in by that time, bill to be void; this renders bill useless to many of its backers; PRR partisans continue to delay bill by docketing it at the end of the day and always voting to adjourn. (HseJrnl, PubLdgr, BaltAm)
- Mar. 20, 1846** Summit Branch Railroad Company incorporated to build railroad from summit near Schuylkill-Dauphin County line to the Lykens Valley Railroad or the Bear Mountain Railroad and to tunnel Big Lick Mountain into the Bear Valley coal basin; has no mining privileges. (Digest)
- Mar. 25, 1846** Pa. Senate passes PRR bill with non-concurrence with one House amendment. (SenJrnl, HseJrnl)
- Mar. 26, 1846** Pennsylvania act attaches conditions to permission granted to New York & Erie Railroad to pass through Susquehanna County; must connect with Williamsport & Elmira Railroad at Elmira and Blossburg & Corning Railroad at Corning; both lines tap Pennsylvania coal fields; Erie must charge same rates east and west of Elmira and set maximum rate on coal at 12 cents per ton mile. (Digest)
- Mar. 27, 1846** Pa. House concurs in Senate amendments to PRR bill and sends it to Gov. Shunk. (SenJrnl)
- Mar. 28, 1846** Probable last trip of Camden & Woodbury Railroad between Camden and Woodbury; paper of Mar. 31 announces service has been "suspended for repairs" and replaced by local stagecoach line. (WdbryCnstn)
- Mar. 28, 1846** Michigan authorizes sale of Central Railroad to Boston and New York investors; incorporates Michigan Central Railroad Company.

- Apr. 1, 1846** Camden & Amboy cancels contract with New Brunswick Steam Boat & Canal Transportation Company and begins conducting own freight business under name of Union Transportation Line. (after or before lawsuits vs. Napoleon Co.?)
- Apr. 3, 1846** In response to crippling of B&O bill, a clause is hidden in an act to vacate a road in Allegheny County that revives Pittsburgh & Connellsville Railroad charter and removes restriction on extending east of Connellsville; act passed with the connivance of Harmar Denny, George Darsie, William Robinson, Jr., et al. (PL, Dilts)
- Apr. 7, 1846** Pennsylvania act authorizes Cumberland Valley Railroad and Harrisburg Bridge Company to unite in building a joint bridge across the Susquehanna River. (Digest)
- Apr. 7, 1846** U.S. House defeats bill to complete National Road on strict party vote, with only three Democrats in favor. (BaltAm)
- Apr. 8, 1846** Convention of 400 delegates from western Pennsylvania meets to endorse B&O and denounce actions of Philadelphia; state their right to connect with any and all eastern ports; raise possibility of building B&O without a state charter if landowners will donate right of way without exercise of eminent domain. (BaltAm)
- Apr. 10, 1846** Pa. House passes, 52-46, amendment to B&O bill introduced by Sen. J.M. Burrell of Westmoreland that will void bill if PRR organized and 10% paid in by July 30, 1847; defeat move by western Pa. interests to have 20% paid in on PRR and all 30 miles contracted on west end. (HseJrnl, BaltAm)
- Apr. 10, 1846** Pa. act authorizes Cumberland Valley Railroad to borrow and additional \$30,000 for purpose of rebuilding Susquehanna River Bridge. (Digest)
- Apr. 10, 1846** Camden & Amboy Pilot Line arrives in Philadelphia in 4:02 vs. regular running time of 5:30. (ARJ)
- Apr. 11, 1846** Sen Bigler introduces supplement to PRR bill demanded by Gov. Francis R. Shunk, an anti-business Democrat and former Secretary to the Canal Commissioners, providing for compensation at actual value if charter is forfeited to state and making the tonnage tax a first lien in case of bankruptcy; Shunk had refused to sign bill without this provision; similar bill introduced in House and passed same day. (SenJrnl, HseJrnl)
- Apr. 13, 1846** Pa. Senate passes PRR supplement, 20-10. (SenJrnl)
- Apr. 13, 1846** Pennsylvania Railroad Company (PRR) incorporated in Penna.; charter

includes a 5 mills per ton-mile "tonnage tax" on freight during canal season (Mar.-Dec.) to protect state investment in Main Line; charter and supplement are signed on same day. (PL)

- Apr. 15, 1846** Pa. House defeats attempt to require B&O act to be submitted to a public referendum. (HseJrnl)
- Apr. 15, 1846** Little Miami Railroad establishes afternoon passenger train. (MB)
- Apr. 16, 1846** New Jersey act requires state directors of Joint Companies to make annual reports of traffic and transit duties to the Legislature; state directors are not allowed to own stock of be officers or employees of Joint Companies; are to be chosen by Legislature in joint session. (PL)
- Apr. 17, 1846** Pa. House passes B&O bill, 51-45, after amending it to render it void if PRR can raise \$1 million paid in capital and place 15 miles at each end under construction by July 30, 1847. (HseJrnl, BaltAm)
- Apr. 18, 1846** Pa. Senate passes B&O bill 16-15 after amended by Sen. George Darsie to require \$3 million be subscribed and \$1 million paid in on PRR and 15 miles under contract at each end by July 30, 1847, for ban to be in effect. (SenJrnl, BaltAm)
- Apr. 18, 1846** New Jersey act requires New Jersey Railroad to pay state \$4,000 per year through Jan. 1, 1849, in addition to 0.5% tax. (Digest)
- Apr. 20, 1846** Pa. Senate reconsiders B&O bill and passes it shorn of Darsie's amendment, so it is the same as the House version. (SenJrnl, BaltAm)
- Apr. 20, 1846** Pennsylvania improvement act authorizes construction of outlet lock at New Hope to connect Delaware Division Canal with Delaware & Raritan Canal feeder at Lambertville; done after 12 years of opposition only when enlarged Morris Canal threatens to divert all New York-bound coal from Lehigh Canal at Easton; however, state charges same toll as if coal continued to Bristol. (PL)
- Apr. 21, 1846** Gov. Shunk signs act granting B&O power to extend from Cumberland, Md., to Pittsburgh with proviso that act becomes null and void if PRR successfully organized, \$1 million paid in, and 30 miles put under contract by July 30, 1847; (SenJrnl, also requires a connection be built between the B&O and the Cumberland Valley - verify - or struck out of final version - see laws)
- Apr. 21, 1846** York & Cumberland Railroad incorporated in Pa. to build from York to a connection with the Cumberland Valley Railroad between Mechanicsburg and Lemoyne. (Digest)

- Apr. 21, 1846** Pa. act directs sheriff of Northumberland County to investigate affairs of Danville & Pottsville Railroad and if assets are insufficient to pay debts, to sell it at auction, conditional on repudiation of old state loan certificates. (Digest)
- Apr. 21, 1846** Pa. act authorizes Cumberland Valley Railroad to borrow an additional \$50,000. (Digest)
- Apr. 21, 1846** Pittsburgh & Erie Railroad incorporated in Pa. to build from Erie to Pittsburgh with power to build branch to Ohio state line; passed Senate by margin of 14-13. (PL, Church, Spence)
- Apr. 24, 1846** Yielding to U.S. provocation, Mexican troops cross the Rio Grande and attack forces under Gen. Zachary Taylor (1784-1850). (EAH)
- Apr. 27, 1846** Town meeting held at Chinese Museum to hear report on feasibility of PRR by committee appointed on Dec. 10. (Scharf)
- May 1, 1846** PW&B First Mortgage bondholders agree to refund into new Convertible Mortgage; Second Mortgage bondholders to receive stock, and old stockholders to subscribe to new stock to pay floating debt. (MB)
- May 1846** New Brunswick Steam Boat & Canal Transportation Company ceases operating of Steam Towing Line for Joint Companies. (Thompson)
- May 4, 1845** First iron truss bridge (Howe type) in U.S. placed in service on Philadelphia & Reading Railroad east of Flat Rock Tunnel opposite Manayunk; designed by civil engineer Richard B. Osborne (1815-1899). (Brown)
- May 9, 1846** Gen. Taylor wins Battle of Resaca de la Palma and drives Mexicans back across the Rio Grande. (EAH)
- May 9, 1846** Michigan authorizes sale of unprofitable Southern Railroad to investors headed by the Litchfield brothers; incorporates Michigan Southern Railroad Company.
- May 11, 1846** New York grants New York & New Haven Railroad authority to extend from Connecticut state line to join New York & Harlem Railroad at Williamsbridge. (RRH)
- May 12, 1846** PW&B Board reports proposed arrangement with New York & Maryland Coal & Iron Company to transport coal from President Street to Fleet Street in Canton at 10 cents a ton; report have established through fare Port Deposit-Wrightsville via Baltimore & Susquehanna

- Railroad for 50 cents; authorizes engine house at Wilmington. (MB)
- May 12, 1846** Hudson River Railroad incorporated to build between New York and Albany. (Poor)
- May 13, 1846** U.S. declares war on Mexico over Whig opposition. (EAH)
- May 1846** Maryland Mining Company opens railroad from Cumberland to Eckhart Mines. (Dilts)
- May 19, 1846** New York & New Haven Railroad organized at New York City; Robert Schuyler, grandson of Gen. Philip Schuyler and nephew of Alexander Hamilton, elected Pres., Morris Ketchum, Treasurer; other directors include Anson G. Phelps (1781-1853) and Elihu Townsend. (RRH)
- May 27, 1846** New Camden & Amboy steamboat *John Stevens* runs excursion on Delaware River for invited guests. (PubLdgr)
- May 28, 1846** Iron hulled steamboat *John Stevens* built by R.L. Stevens at Hoboken for Camden & Amboy Railroad begins revenue service between Philadelphia and Bordentown. (PubLdgr)
- June 4, 1846** Philadelphia Common Council votes 12-8 to send to refer question of subscription to PRR to Finance Committee, which is known to be opposed; Select Council deadlocks 6-6, and measure is stalemated. (Cope Diary)
- June 5, 1846** Future VP of Lines West Joseph Wood (1846-1922) born at Haddonfield, N.J.
- June 10, 1846** PRR partisans hold meeting at Merchants Exchange and decide to collect signatures on petition for city subscription. (Cope Diary)
- June 11, 1846** Pittsburgh & Connellsville Railroad receives letters patent. (AR)
- June 14, 1846** Bear Flag Revolt of American settlers at Sonoma declares independent Republic of California. (EAH)
- June 16, 1846** Little Miami Railroad committee reports it has contracted with N. Pendleton & Co. for a site for an outer depot and shops near Cincinnati city line for \$2,500 in stock. (MB)
- June 22, 1846** PRR subscription books opened at the Philadelphia Merchants Exchange by Thomas P. Cope; remain open from 9:00 AM to 3:00 PM; Cope makes first subscription for 400 shares; 6,180 shares subscribed, but big fall off on second day; about 60% of individual subscriptions are for five shares

or less. (Cope Diary,)

- June 23, 1846** PW&B stockholders and loanholders approve refunding of First Mortgage bonds at special meeting; John E. Thayer & Brother of Boston now controls 11,612 of 56,445 shares; Emlen & Fisher of Philadelphia control 7,736 shares; refunding plan will cut debt from \$3.3 million to \$2.16 million and annual interest from \$200,000 to \$130,000. (MB)
- June 23, 1846** Theodore Newel Ely (1846-1916), future PRR Chief of Motive Power, born at Watertown, N.Y. (NCAB)
- June 26, 1846** Great Britain repeals the Corn Laws, dropping protection against imported breadstuffs; increases significance of U.S. wheat exports from Midwest and of transportation lines between Midwest and northern seaports. (or 6/25? or earlier? was known in Indiana on 6/27)
- July 2, 1846** Subscription books for PRR closed with 17,000 shares taken; employees of Baldwin Locomotive Works subscribe for 264 shares; those of Norris for 76 shares.
- July 2, 1846** Committee of Philadelphia City Councils reports a resolution calling for a city subscription for 10,000 shares once 50,000 shares taken by public, an additional 10,000 shares once 100 miles opened, and a final 10,000 shares when 200 miles opened. (Cope Diary - Scharf has 7/3)
- July 3, 1846** Committee of City Councils reports legal opinion of John Sergeant, Thomas M. Pettit and Thomas I. Wharton that city has right to subscribe to PRR; minority report signed by John Price Whetherill and Horace Binney says subscription will have to be increased and will burden taxpayers. (Scharf)
- July 6, 1846** Subscription books for PRR reopened.
- July 6, 1846** Boston & Worcester Railroad commuter service extended from West Newton to Saxonville. (Humphrey)
- July 7, 1846** Commodore John D. Sloat (1781-1867), commanding U.S. fleet on Pacific Coast, takes Monterey and proclaims California part of the U.S. (EAH)
- July 11, 1846** Madison & Indianapolis Railroad issues \$100,000 mortgage loan; placed in New York by J.F.D. Lanier, a resident of Madison in cooperation with the Wall Street house of Winslow & Perkins. (Daniels)
- July 13, 1846** Thomas P. Cope cajoles directors of Insurance Company of North America into subscribing for 100 shares of PRR. (Cope Diary)

- July 14, 1846** PW&B Board recommends new car shop at President Street and rebuilding wharf at Canton; Denison, Heywood, Kennard & Co. of London present , 30,000 in notes for payment or will sell collateral. (MB)
- July 16, 1846** Philadelphia Common Council defeats \$2.5 million subscription to PRR by tie vote of 9-9; lawyer Horace Binney makes main speech against subscription, calling it illegal and sure to bankrupt the city. (PubLdgr)
- July 23, 1846** Commodore Robert F. Stockton replaces Commodore Sloat in command of Pacific Fleet. (EAH)
- Summer 1846** Pittsburgh & Connellsville Railroad reappoints Benjamin H. Latrobe Chief Engineer. (Dilts)
- July 30, 1846** Walker Tariff cuts duties from Whig Tariff of 1842; VP George M. Dallas casts tie-breaking vote in Senate, making him seem a traitor to Pennsylvania's industrial interests; Simon Cameron emerges as spokesman of protectionism. (Snyder)
- Aug. 6, 1846** Democrats in Congress reestablish Independent Treasury system, which remains in place until 1920. (EAH)
- Aug. 1846** New York & Erie Railroad resumes construction.
- Aug. 10, 1846** Little Miami Railroad opens between Xenia and Springfield, Ohio. (VertFile)
- Aug. 12, 1846** Little Miami Railroad holds opening excursion from Cincinnati to Springfield; on return trip, excursion train collides head-on with northbound train south of Plainville, wrecking both locomotives but with no injuries among passengers. (ARJ)
- Aug. 13, 1846** Little Miami Railroad begins regular revenue service to Springfield. (ARJ)
- Aug. 13, 1846** Naval and land forces under Commodore Stockton capture Los Angeles. (EAH)
- Aug. 17, 1846** Commodore Robert F. Stockton proclaims the annexation of California to the U.S. and establishes himself as Governor. (EAH)
- Aug. 18, 1846** American forces under Stephen Watts Kearny (1794-1848) take Santa Fe and annex New Mexico to the U.S. (EAH)
- Aug. 19, 1846** Robert L. Stevens steps down as Pres. and director of Camden & Amboy Railroad preparatory to traveling to Europe for health; replaced as Pres.

temporarily by brother Edwin A. Stevens. (MB)

- Sep. 1, 1846** Madison & Indianapolis Railroad extended from Edinburg to Franklin, Ind. (Sulzer - AR says in 1847!)
- Sep. 7, 1846** Congress returns part of District of Columbia south of the Potomac, including the city of Alexandria, to Virginia; refuses to return Georgetown to Maryland.
- Sep. 8, 1846** PW&B Board authorizes building depot at Marcus Hook. (MB)
- Sep. 1846** President Polk casts first veto against a bill to improve western rivers as unconstitutional; federal aid ceases until after Civil War.
- Sep. 13, 1846** *Southerner*, first regular steam packet on Charleston run, leaves New York City. (Morrison - verify)
- Sep. 1846** Convention at Weston, Va., supports railroad to Parkersburg. (Dilts)
- Sep. 21, 1846** Drygoods merchant Alexander Turney Stewart (1803-1876), later a factor in the LIRR and Long Island real estate development, opens the first true department store on Broadway & Chambers Street in New York. (Lockwood)
- Sep. 22, 1846** Mexicans in southern California revolt against U.S. forces and by Oct. 29 control all territory south of San Luis Obispo. (EAH)
- Sep. 24, 1846** State of Michigan sells Central Railroad to Michigan Central Railroad Company for \$2 million; state loses \$328,289 on sale.
- Oct. 1, 1846** Pres. Louis McLane returns to B&O. (Dilts)
- Oct. 6, 1846** Future inventor George Westinghouse (1846-1914) born in Central Bridge, N.Y.; father later opens a machine shop in Schenectady for manufacture of farm machinery, where Westinghouse first develops his mechanical skills. (RRH)
- Oct. 10, 1846** Special pro-PRR ticket advertised for Philadelphia city elections, separate from regular party tickets; circular announcing ticket contains 1,000 signatures. (Cope Diary)
- Oct. 13, 1846** Pennsylvania Whigs elect James M. Power Canal Commissioner over William B. Foster, Jr.; take both houses of the Legislature and of the Congressional delegation in backlash against the Walker Tariff.
- Oct. 13, 1846** Whigs carry Philadelphia Council and mayoral elections; were bipartisan

"Railroad" and "Anti-Railroad" tickets for City Councils based on issue of subscription to PRR; opposition vote split between Democrats and Know-Nothings; Whigs are generally pro-subscription. (PubLdgr)

- Oct. 13, 1846 PW&B Board authorizes purchase of lot for depot at Newport, Del. (MB)**
- Oct. 17, 1846 Camden & Amboy agrees with Magnetic Telegraph Company to string line between New Brunswick and Philadelphia (Kensington).**
- Oct. 19, 1846 H.N. Day of Hudson elected Pres. pro-tem. of Cleveland & Pittsburgh Railroad, replacing James Stewart. (MB)**
- Oct. 1846 George Weems reestablishes his steamboat line on Rappahannock River. (Holly - NOT verified BaltAm shows M.L. Weems on Patuxent only)**
- Nov. 3, 1846 Whigs win slight majority in U.S. House. (EAH)**
- Nov. 5, 1846 Common Council of Philadelphia passes PRR subscription ordinance, 12-8. (Cope Diary, Scharf)**
- Nov. 6, 1846 Little Miami Railroad Board authorizes purchasing 100 freight cars and five locomotives. (MB)**
- Nov. 10, 1846 PW&B Board authorizes realignment at Principio, Md. (MB)**
- Nov. 13, 1846 Select Council of Philadelphia passes ordinance to subscribe for 50,000 shares (\$2.5 million) of PRR by vote of 8-4; William Meredith (1799-1873), John Price Wetherill (1794-1853), __ Trucks, and Charles Gilpin (1809-1868) opposed; add clause requiring special legislative authorization; later increased to \$4 million. (Cope Diary, Scharf)**
- Nov. 15, 1846 New Jersey Railroad appoints Charles A. Woolsey (1809-1877), formerly with New York & Providence Line, as Superintendent of Ferries. (HC)**
- Nov. 16, 1846 Schuylkill Navigation Company completes enlargement of its canal from 60 to 200-ton boats in response to competition from Philadelphia & Reading Railroad.**
- Nov. 25, 1846 Address to public urging individual subscriptions to PRR written by Job R. Tyson and signed by Thomas P. Cope published. (Cope Diary)**
- Nov. 27, 1846 Committee for PRR meets; notes subscriptions are still small and urges canvassing city by wards. (Cope Diary)**
- Nov. 30, 1846 Future PRR General Superintendent Robert Ellmaker Pettit (1846-1894) born at Philadelphia. (Wilson)**

- Fall 1846** **Pittsburgh & Connellsville Railroad begins surveys. (AR)**
- Dec. 1, 1846** **PW&B withdraws night line for season and raises fare to \$4.00. (MB)**
- Dec. 1, 1846** **William Neil resigns as Pres. of Columbus & Xenia Railroad; replaced by brother Robert Neil; Jacob Strader of Cincinnati elected a director. (Marvin)**
- Dec. 7, 1846** **First four Philadelphia companies depart Philadelphia & Columbia Railroad depot for Mexican War duty. (Scharf)**
- Dec. 8, 1846** **PW&B Board authorizes fitting up cars for second class passengers and charging \$2.50 fare between Philadelphia and Baltimore. (MB)**
- Dec. 11, 1846** **Public meeting chaired by ex-Gov. Porter held at Harrisburg to raise subscriptions for PRR. (ARJ)**
- Dec. 1846** **Clarks Ferry Bridge on Pennsylvania Canal rebuilt, after being destroyed in spring flood. (PubLdgr)**
- Dec. 16, 1846** **Utica & Schenectady Railroad contracts for replacing strap rail with 60# T-rail. (Stevens)**
- Dec. 16, 1846** **Little Miami Railroad declares 5% dividend. (MB)**
- Dec. 17, 1846** **Little Miami Railroad authorizes grading first seven miles for two tracks and relaying with H-rail; repeals authorization for Dayton Branch. (MB)**
- Dec. 1846** **Commissioners of Spring Garden agree to subscribe for 2,000 shares of PRR. (Cope Diary - possibly 12/15-16)**
- Dec. 1846** **PW&B contracts for 1,000 tons of T-rail to replace last 10 miles of strap rail between Philadelphia and Wilmington. (AR)**
- Dec. 19, 1846** **James Stewart elected Pres. pro-tem. of Cleveland & Pittsburgh Railroad, replacing H.N. Day; fix Wellsville as terminus on Ohio River; vote to petition Legislature to extend to Pennsylvania state line. (MB)**
- Dec. 21, 1846:** **Fall River Railroad opens direct line from South Braintree on the Old Colony to Myricks via Middleboro, Mass. (Humphrey)**
- Dec. 23, 1846** **Asa Whitney holds public meeting in Philadelphia to support his project of a Pacific Railroad. (Cope Diary)**
- Dec. 28, 1846** **State of Michigan sells Southern Railroad to Michigan Southern Railroad**

Company for \$500,000; state loses \$625,590 on sale. (RRs of Mich. has 12/23)

- Dec. 29, 1846 Telegraph line opens between Harrisburg and Pittsburgh; first telegraph message sent from Pittsburgh to Washington. (ARJ, HistPitts)
- Dec. 29, 1846 PW&B Board authorizes applying to Maryland Legislature for power to build bridge over Susquehanna River. (MB)
- Dec. 31, 1846 Thomas P. Cope notes that not a single share of PRR has been taken west of the Susquehanna River. (Cope Diary)
- 1846 Number of east-west railroad passengers now about 800,000 per year, of which 280,000 use B&O and only 56,000 use Pennsylvania Main Line. (ARJ)
- 1846 New Brunswick Steam Boat & Canal Transportation Company discontinues Coal Barge Line and sells barges *Erie, Seneca, Ontario, Champlain, Huron, Lehigh, Ohio, Sturgeon, Stoney Brook, Hudson, Raritan, Passaic, Schuylkill, New York, New Jersey, and Beaver Creek*; net loss of \$16,845 since 1835. (Thompson)
- 1846 Heavy increase of traffic on Pennsylvania state railroads leads to overloading of section boats with attendant damage to track and trucks; axles of trucks increased to 4" diameter for 1847. (CC)
- 1846 North track of Philadelphia & Columbia Railroad between Whitehall and West Chester Intersection now completely restored using second-hand T-rail taken from other tracks. (not mentioned in AR!!! - maybe in Supts. rept?)
- 1846 Canal Commissioners begin building cabs on all locomotives on Columbia Railroad. (CC)
- 1846 Canal Commissioners place additional locomotives between Philadelphia and Belmont Plane to haul trains of Philadelphia & Reading Railroad. (CC)
- 1846 William B. Foster, Jr., examines North Branch Extension Canal on behalf of North Branch Canal Company; estimates \$1.1 million to complete.
- 1846 PW&B completes replacing strap rail with T-rail between Philadelphia and Wilmington.
- 1846 Cumberland Valley Railroad completes second bridge over Susquehanna River at Harrisburg, replacing one burned in 1844. (Triumph- No - is

third bridge replacing one washed away in 3/46!)

- 1846 Robert Pitcairn arrives in U.S. with parents; family settles in Pittsburgh.**
- 1846 Isaac Hinckley enters railroad service as Superintendent of Transportation of Boston & Providence Railroad. (NYT obit)**
- 1846 Future PRR General Superintendent Edward H. Williams (1824-1899) graduates from Vermont Medical College with M.D. (Wilson)**
- 1846 Last Miami Indians in Indiana deported to Kansas.**
- 1846-47 First iron deck girder bridge in U.S. built on Baltimore & Susquehanna near Bolton by James Millholland.**