

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

**By Christopher T. Baer**

**1848**

**June 2015 Edition**

**All data subject to correction and change**

- by 1848 Little Miami Railroad extends from Pendleton to new Cincinnati station at E. Front & Kilgore Streets. (Condit - verify)
- Jan. 1, 1848 Camden & Amboy Railroad cancels Adams & Co. carrying an express chest on the morning mail train. (MB)
- Jan. 1, 1848 Maryland resumes interest payments. (PL)
- Jan. 1, 1848 Cunard Line establishes direct liner service between New York and Liverpool with departure of *Hibernia*, replacing Boston as the transatlantic terminal; Cunard docks are in Jersey City just south of the New Jersey Railroad terminal. (Albion)
- Jan. 1, 1848 Dorchester & Milton Branch Railroad opens; operated by Old Colony Railroad under agreement of Nov. 10, 1847. (NHCorp)
- Jan. 3, 1848 Anti-Austrian demonstrations begin in Milan, Italy, first open manifestation of the Revolutions of '48 pitting the urban middle classes and other liberal reformers against the reactionary regimes established after the fall of Napoleon; renewed turmoil in Europe and the end of the depression in the U.S., make America a much more attractive investment opportunity, and European capital is soon channeled into railroad-building in the Midwest and elsewhere. (Mercer, Strouse)
- Jan. 5, 1848 Ohio act authorizes Darke County to subscribe \$50,000 to the Greenville & Miami Railroad. (McIntosh)
- Jan. 6, 1848 First boat arrives at Hanover, Ohio, from Smiths Ferry on the Eastern Division of the Sandy & Beaver Canal; the boat has to be dragged by 7 oxen to meet charter requirements; it suffers from lack of water on the summit and is

- quickly rendered obsolete by the Cleveland & Pittsburgh Railroad. (Heald)
- Jan. 7, 1848 New York & Erie Railroad opens to Port Jervis. (Minor)
- Jan. 7, 1848 Persons interested in the Schuylkill Navigation Company meet and subscribe the full amount of the new convertible loan, saving the company from default; to keep traffic, the company slashes its tolls, forcing the Reading to do the same. (Wood, Bogen)
- Jan. 8, 1848 Pres. Merrick confers with Thomas P. Cope and showing him correspondence between himself and J. Edgar Thomson; charges Thomson with insubordination, making contracts on own authority, etc.; claims directors Toland, Wright and McGee are plotting behind his back to make Toland president; Cope urges patience and conciliation, as any controversy will hurt the company. (Cope Diary)
- Jan. 8, 1848 Property of the former New York & Maryland Iron & Coal Company deeded to Erastus Corning, John F. Winslow and John Murray Forbes. (B&O Val)
- Jan. 10, 1848 William G. Alexander elected Pres. of Philadelphia & Trenton Railroad, replacing John R. Thomson, resigned; Thomson remains as Treasurer; Charles Macalester and William H. Gatzmer elected directors. (MB)
- Jan. 11, 1848 New York & New Haven Railroad leases the first division of the New Haven & Northampton Company between New Haven and Plainville, effective July 1, 1849. (Poor)
- Jan. 11, 1848 For the first time in his career, Richard D. Wood is obliged to pay 18% annual interest for a short-term loan to meet his obligations. (Wood)
- Jan. 12, 1848 Canal Commissioners permit D. Leech & Co. and Steel & Co. to attach one box car for express on Night Line train from Philadelphia. (CC)
- Jan. 12, 1848 PRR Board appoints Herman Haupt as Principal Assistant Engineer replacing Hother Hagé resigned; J. Edgar Thomson promoted Haupt after examining one of his bridge models and sounding out his knowledge of bridge design; after relocating the section between Millerstown and Lewistown, Haupt is placed in charge of Rockville Bridge and the entire line from Harrisburg to Millerstown. (MB, Wilson, Haupt, Ward)
- Jan. 12, 1848 Joint Board refuses a request from the Presbytery of New Jersey to close the Delaware & Raritan Canal on Sundays; says it has no power over the morals of private boatmen; appoints Richard Stockton Superintendent of Accounts to make regular quarterly reports. (MB)
- Jan. 12, 1848 American Telegraph Company incorporated in Maryland by H. McKim,

- Zenus Barnum, William McKim, et al., to build a telegraph line from Baltimore through York to Columbia and Harrisburg; may buy lines in other states; office is in the Baltimore & Susquehanna Railroad depot. (PL, Scharf)
- Jan. 13, 1848 New Brunswick Steam Boat & Canal Navigation Company settles out of court with dissident stockholder John D. Hager by purchasing his shares, originally worth \$2,918 for \$16,863. (Thompson)
- Jan. 13, 1848 In a charter supplement, the State of Indiana grants the Peru & Indianapolis Railroad a right-of-way along the berm of the Northern Division of the Central Canal, providing they do not obstruct the navigation. (Rept)
- Jan. 13, 1848 Pres. James K. Polk dismisses Gen. Winfield Scott and sets up a court of inquiry to investigate his conduct in order to keep him tied up during the Whig election campaign. (Howe)
- Jan. 14, 1848 Erastus Corning, John F. Winslow and John Murray Forbes deed the property of the former New York & Maryland Iron & Coal Company, including the railroad from Cumberland to Mount Savage, to the Lulworth Iron Company; Winslow, an ironmaster from Troy, N.Y., tries to get the plant in operation; the rolling mill works only intermittently; the local ores contain too much carbon, and better ores have to be hauled from a distance. (B&O Val, Neu)
- Jan. 15, 1848 Hancock County, Va. (now W.Va.), created from a part of Brooke County; county seat at Pughtown is moved to New Cumberland in 1884. (rootsweb, Pietranton)
- Jan. 15, 1848 First telegraph message to reach Chicago is transmitted from Milwaukee. (CHTaylor)
- Jan. 1848 J. Edgar Thomson makes a trip back to Georgia on business. (Ward)
- Jan. 1848 Rolling and slitting mill of the Kittanning Iron Works opens at Kittanning, Pa. (Smith/Armstrong)
- Jan. 17, 1848 Railroad of the New Haven & Northampton Company (called the Canal Railroad), opens between New Haven and Plainville. (Harlow - NH AR has op by NH 7/1/48 under lease of 1/11/48 - yale.edu/ynhti has 1/18 - check Poor)
- Jan. 18, 1848 New York & Baltimore Transportation Line incorporated in Md. by Anthony Groves, Jr., to operate freight propellers via the Chesapeake & Delaware and Delaware & Raritan Canals. (Blandi, PL, RyW obit)
- Jan. 20, 1848 Joint Companies Executive Committee rejects a request of the Commercial Line, operating between New York and Baltimore for a subscription, but will make connections with it at Philadelphia; continues the 10% drawback on coal

sent to points north and east of New York from 1847. (MB)

- Jan. 20, 1848 Schenectady Locomotive Engine Manufactory founded by John Ellis, Platt Potter, Edward Norris and Septimus Norris as an offshoot of Norris Brothers. (Steinbrenner)
- Jan. 20, 1848 Rival bills for a federal land grant for a Central Railroad in Illinois are introduced in the Senate by Illinois's two Democratic Senators; Sidney Breese (1800-1878 ) favors the private Darius B. Holbrook group for a Cairo to Galena line; Stephen A. Douglas (1813-1861) favors a grant to the state, plus making a branch to Chicago so as to draw traffic away from the Mississippi to the Lakes and the East, ostensibly to win support from eastern states, but also because he has real estate interests in Chicago; both bills fail of passage. (Smith)
- Jan. 21, 1848 Whig economist Henry C. Carey, writing as "A Citizen of Burlington," in the *Burlington Gazette* issues first in series of 16 letters attacking the Camden & Amboy Monopoly, charging the directors with cheating the state of transit duties, stifling trade, etc.; continues in newspapers and pamphlets into mid-1850s. (Pam, Lane)
- Jan .21, 1848 Philadelphia diarist Sidney George Fisher notes that the climate is changing and winters are becoming warmer, with no December freezes on the Delaware River for ice skating as in past years and inadequate ice harvests in eastern Pennsylvania; Fisher speculates that the clearing of forest cover may be the cause; in fact, the Little Ice Age is ending and the current warming trend beginning. (FisherDiary)
- Jan. 24, 1848 James Marshall discovers gold at John Sutter's Mill on the American River in California just before the peace treaty conveys it to the U.S.; the influx of gold combines with famine and revolution in Europe to restore prosperity in the U.S.; many railroad projects are revived and new ones launched, particularly in Midwest. (EAH)
- Jan. 25, 1848 Entire capital stock of the Erie & Kalamazoo Railroad sold at public auction to Washington Hunt of Lockport, N.Y., and George Bliss of Springfield, Mass. (Waggoner, LS&MS AR)
- Jan. 26, 1848 Cape Cod Branch Railroad opens between Middleboro and Wareham, Mass. (NH)
- Jan. 27, 1848 East Tennessee & Virginia Railroad incorporated in Tenn. to build from Bristol on the Virginia state line to Knoxville on the East Tennessee & Georgia Railroad; it will become part of one of the great trunk lines of the Confederacy; the PRR will obtain an indirect interest in it as part of its empire-building after the Civil War; it eventually becomes a main line of the Southern

- Railway. (ICC, Stover, Wolfe)
- Jan. 27, 1848 Maryland Legislature passes a resolution in favor of Asa Whitney's plan for a Pacific Railroad. (PL)
- Jan. 27, 1848 Bank of England reduces its interest rate to 4%. (Francis)
- Jan. 31, 1848 Canal Commissioners authorize contract with John A. Roebling for wire rope for Belmont Plane. (CC)
- Jan. 31, 1848 Cape Cod Branch Railroad opens between Wareham and Agawam, Mass. (NHCorp)
- Jan. 31, 1848 Richmond & Danville Railroad begins construction. (RRs&Cnls)
- Early 1848 PW&B completes 122-foot diameter roundhouse at Wilmington. (AR)
- Early 1848 New York & Harlem Railroad breaks its 1846 contract with the New York & New Haven Railroad. (NHCorp)
- Feb. 2, 1848 Treaty of Guadalupe-Hidalgo ends Mexican War; Mexico recognizes Texas as a U.S. state and cedes California, Nevada, Utah, New Mexico and Arizona and parts of Colorado and Wyoming to the U.S. in return for \$18.25 million, most of which goes directly to Mexico's foreign creditors; Pres. James K. Polk had hoped to acquire all of northern Mexico, Baja California and Yucatan. (EAH, Howe)
- Feb. 2, 1848 Great Western Railroad inc. in (Ind?) to build on a direct route towards Omaha, bypassing Chicago. (O&I MB - verify Wab ICC??)
- Feb. 4, 1848 Charter supplement authorizes New Jersey Railroad to issue additional \$500,00 in stock. (Digest)
- Feb. 4, 1848 Charter supplement authorizes Columbus & Xenia Railroad to build branch from Columbus to Delaware, Ohio. (Church)
- Feb. 4, 1848 Dayton & Western Railroad committee reports on a survey by Samuel Forrer; not adopted, as the company has no money. (MB)
- Feb. 4, 1848 Hartford & New Haven Railroad agrees with the Western Railroad Corporation (Mass.) for the use of its station in Springfield. (NHCorp)
- Feb. 4, 1848 East Tennessee & Georgia Railroad formed by change of name of Hiwassee Railroad, incorporated in Tenn. on Feb. 19, 1836; to build from Knoxville to Dalton, Ga., on the Western & Atlantic Railroad, connecting for Chattanooga and Atlanta. (ICC, Wolfe)

- Feb. 5, 1848 New York City Council & Mayor orders the New York & Harlem Railroad to the bridge across its track at 50<sup>th</sup> Street, to build new bridges at 79<sup>th</sup> Street and 85<sup>th</sup> Street, and to enclose the tracks with a fence or wall between 84<sup>th</sup> Street and the tunnel near 92<sup>nd</sup> Street. (Valentine)
- Feb. 7, 1848 Lulworth Iron Company reorganized as Mount Savage Iron Company at Mount Savage, Md.; includes railroad from Cumberland to Mount Savage. (PL, B&O Val)
- Feb. 8, 1848 PW&B Board authorizes sale of property at rear of B&O depot at Camden Street. (MB)
- Feb. 8, 1848 Amos Kendall, representing the Morse patents, warns residents west of the Mississippi River that Henry O'Reilly has no rights west of the river. (Scharf)
- Feb. 9, 1848 Pittsburgh & Connellsville Railroad Board repeals the 1847 vote to transfer the subscriptions to the Ohio & Pennsylvania Railroad. (StdHistPitts)
- Feb. 10, 1848 Madison & Indianapolis Railroad declares a 7% dividend. (MB)
- Feb. 10, 1848 Jackson Mining Company makes the first iron blooms manufactured in the Lake Superior iron ranges in a forge on the Carp River at present-day Negaunee; the blooms are sold to Eber B. Ward of Detroit; the forge is unprofitable and is closed in 1854. (Swank, Walker)
- Feb. 11, 1848 Burlington & Mount Holly Railroad & Transportation Company incorporated in N.J. (PL, Val)
- Feb. 11, 1848 Ohio passes a General Railroad Law; requires all new railroads in the state to be 4'-10" gauge; must organize within three years and build 10 miles within seven years of the passage of the special act incorporating a company; railroads may build branches anywhere within counties in which they operate; railroad property is not to be taxed at a rate higher than other classes of property; sets a maximum rate of 5 cents per ton-mile on freight carried over 30 miles; companies accepting this act must give up special tax exemptions granted by older special charters; however, companies may accept only certain provisions or none at all. (Minor, Digest, Scheiber)
- Feb. 11, 1848 Naugatuck Railroad organized. (NHCorp)
- Feb. 14, 1848 Dayton, Lebanon & Deerfield Railroad renamed Dayton, Springboro, Lebanon & Cincinnati Railroad and given the power to build between Cincinnati and Dayton. (Church)
- Feb. 14, 1848 Wicomico & Pocomoke Railroad incorporated in Md.; no action until after

Civil War. (Val)

- Feb. 14, 1848 Ohio & Mississippi Railroad incorporated in Indiana to build part of straight line from Cincinnati towards St. Louis; a charter in Illinois is blocked for several years by the opposition of the town of Alton and the northern part of the state. (ICC, Smith, Wallis)
- Feb. 14, 1848 Henry O'Reilly's Ohio & Mississippi Telegraph Company formally incorporated under the general telegraph law of Indiana. (Thompson)
- Feb. 14, 1848 Amos Kendall's Washington & New Orleans Telegraph Company opens its line between Petersburg, Va., and Charleston, S.C. (Thompson)
- Feb. 15, 1848 Pa. act authorizes Cumberland Valley Railroad to issue \$450,000 in new stock to pay for relaying with T-rail. (Digest)
- Feb. 15, 1848 Wicomico & Pocomoke Railroad incorporated in Maryland to build from Salisbury through Mitchell's Bridge on the Pocomoke River and on to Berlin; nothing done under this charter and another passed in 1854. (PL)
- Feb. 15, 1848 Iron Railroad incorporated in Indiana. (ICC - check state? should be Ohio?)
- Feb. 15, 1848 Junction Railroad incorporated in Indiana to build from Rushville through Connersville and Oxford to the Ohio state line in the direction of Hamilton. (Bartlow - verify ICC CH&D)
- Feb. 15, 1848 F.O.J. Smith's Erie & Michigan Telegraph Company opens its line between Milwaukee and Chicago. (Thompson)
- Feb. 16, 1848 Indiana act separates authorizes stockholders of portion of Terre Haute & Richmond Railroad east of Indianapolis to elect directors and spend money exclusively on that portion of the road. (Church)
- Feb. 16, 1848 New Castle & Richmond Railroad Company incorporated in Indiana to build from Richmond to New Castle via Hagerstown and Washington. (Church)
- Feb. 16, 1848 Rushville & Lawrenceburgh Railroad incorporated in Indiana. (GrnBk)
- Feb. 16, 1848 Name of seat of Madison County, Indiana, changed from Andersontown to Anderson. (Long)
- Feb. 17, 1848 Albany & Schenectady Railroad buys all the baggage, mail and emigrant cars of the other lines between Albany and Buffalo for the purpose of operating a through service; the other roads are to pay the A&S at 12 mills per mile. (Stevens, Harlow)

- Feb. 17, 1848 Indianapolis & Bellefontaine Railroad incorporated in Indiana, succeeding to the rights of the Pendleton & Indianapolis Railroad of 1846. (GrnBk)
- Feb. 18, 1848 Cleveland, Painesville & Ashtabula Railroad incorporated in Ohio to build from Cleveland along the lake shore to the Pennsylvania state line; the road is pushed by Judge W. W. Branch of Madison, Ohio, with the object of connecting with the New York & Erie Railroad. (PL, GrnBk, Harlow)
- Feb. 18, 1848 Henry O'Reilly's Pittsburgh, Cincinnati & Louisville Telegraph Company formally incorporated under the general telegraph law of Indiana. (Thompson)
- Feb. 21, 1848 Ex-Pres. John Quincy Adams (1767-1848) suffers a stroke in the House as he rises to speak against a resolution; he is carried into the Speaker's office, where he lapses into a coma and dies on Feb. 23. (Howe)
- Feb. 22, 1848 Cleveland & Mahoning Railroad incorporated in Ohio to build from Cleveland to the Pennsylvania state line; later part of the Erie system; projectors include Jacob Perkins (-1859) of Warren, Reuben Hitchcock of Painesville and David Tod of Youngstown. (Minor, Trumbull/Mahoning)
- Feb. 22, 1848 Revolution against the French monarchy of Louis Philippe (1773-1850) begins in Paris. (Howe)
- Feb. 23, 1848 New Jersey act revives charter of the Perth Amboy, Woodbridge & Rahway Railroad; superseded by the Perth Amboy & Woodbridge Railroad in 1855. (PL)
- Feb. 23, 1848 Maryland act requires that all arrearage of interest on bonds issued to Baltimore & Susquehanna Railroad be funded upon its making a connection with the PRR at Harrisburg. (Digest)
- Feb. 24, 1848 Henry R. Campbell and brother John D. Campbell (?-1863) petition N.J. Legislature to confirm their title to old Camden & Woodbury Railroad & Transportation Company and issue new charter for Camden & Woodbury Railroad Company. (Boyer)
- Feb. 24, 1848 Ohio & Pennsylvania Railroad incorporated in Ohio to build from the Indiana state line through Mansfield, Massillon and Canton to the Pennsylvania state line. (PL, AR)
- Feb. 24, 1848 Great Western Railroad incorporated in Ohio to build from Mansfield through Marion, Kenton and Lima to the Indiana state line. (PL, Church)
- Feb. 24, 1848 Steubenville & Indiana Railroad Company incorporated in Ohio to build from Steubenville via Mt. Vernon to Indiana state line between Wilshire and Fort Recovery. (Church)

- Feb. 24, 1848 Presidential candidate Henry Clay arrives in Philadelphia over the PW&B to great acclaim, but eventually fails to win the nomination. (Scharf)
- Feb. 24, 1848 Ohio act bars Ohio banks from making payouts in foreign bank notes; like most such laws, it is ineffectual. (Huntigton)
- Feb. 24, 1848 Louis Philippe (1773-1850), the last King of the French, abdicates and flees to England after an uprising in Paris sparked by bad harvests, unemployment, and popular discontent over the restricted suffrage; the Second Republic is proclaimed, although the provisional government is internally divided between left and right; ignites a series of revolutions across Europe; political uncertainty causes the European demand for American cotton and Treasury securities to plummet temporarily. (Mercer, Howe, Bierman)
- Feb. 25, 1848 Future financier and railroad system builder Edward Henry Harriman (1848-1909) born at Hempstead, N.Y.; son of Rev. Orlando Harriman (1813-1881), an Episcopal clergyman and Cornelia Neilson Harriman (1814-1889), a relative of many old New York families, including the Livingstons, Stuyvesants and Fishes. (Klein)
- Feb. 25, 1848 Bellefontaine & Indiana Railroad incorporated in Ohio as the eastern part of a direct line between Cleveland and Indianapolis. (GrnBk)
- Feb. 28, 1848 F.O.J. Smith, Ezra Cornell, et al., agree to build the New York & Erie Telegraph Company between Dunkirk and New York via Nunda, Ithaca, Binghamton, Montrose and Honesdale, Pa., Newburgh, West Point, Peekskill and White Plains in competition with Theodore Faxton's profitable New York, Albany & Buffalo Telegraph Company; this gives them an outlet to the seaboard for their Midwestern network. (Thompson)
- Feb. 28, 1848 Lexington & Frankfort Railroad incorporated in Ky. for the purpose of reorganizing and completing the old Lexington & Ohio Railroad between Lexington and Frankfort. (ICC)
- Feb. 29, 1848 New Jersey authorizes Joint Companies to subscribe for 10,000 shares of Belvidere Delaware Railroad. (PL)
- Feb. 29, 1848 State of Kentucky conveys a portion of the former Lexington & Ohio Railroad to the Louisville & Frankfort Railroad. (ICC)
- Mar. 1, 1848 Lake Erie Telegraph Company completes its line between Buffalo and Detroit. (Vexler, Thompson)
- Mar. 1, 1848 Cornelius Vanderbilt buys full control of the Staten Island Ferry. (Stiles)

- Mar. 1, 1848 Galena & Chicago Union Railroad lets the next 25 miles. (CHTaylor)
- Mar. 2, 1848 Freehold & Keyport Railroad incorporated in N.J.; to be used by the Joint Companies to interfere with the Camden & Keyport Air Line railroad; charter is then owned by Judge Peter Vredenburg who refuses offers of \$1,000 for it. (PL, Ellis)
- Mar. 2, 1848 Hope Company incorporated in Maryland by the creditors of the Union Company of 1836, including Duff Green, Charles F. Mayer, Benjamin E. Green and James H. Hamilton with a capital of \$200,000 and the same powers as the Union Company; may subscribe to the Potomac Navigation Company, which is to build up the river from Cumberland. (PL)
- Mar. 2, 1848 Alexandria Mining Company incorporated in Maryland by J. H. Lathrop, Daniel Bryan and W. C. Bestor with a capital of \$1 million; may own 5,000 acres in the Cumberland Coal Field. (PL)
- Mar. 3, 1848 St. Marys, Pa., incorporated as a town. (McKean/Elk)
- Mar. 5, 1848 Illinois voters adopt a new Constitution, taking effect Apr. 1; they also approve prohibiting the immigration into the state of people of color and a 2-mill property tax to pay off the state debt; the new Constitution explicitly bans slavery and dueling; a hard-money Democratic proposal for a complete ban on banking is defeated by one vote; no former bank charters are to be revived, new bank charters are to be approved by the voters at general elections, and the state shall not own bank stock, the Legislature must not contract new debts larger than \$50,000 and then only as an expedient to cover budget shortfalls, nor is it to loan the credit of the state to any individual or corporation; all incorporation is to be by general laws; it also permits counties to adopt the New England-New York system of township government in place of the Southern-type commission government created under the 1818 Constitution to meet the demands of Yankee settlers in the northern part of the state. (Thorpe, Smith, Sobel)
- Mar. 6, 1848 New PRR engineering corps begins location of Western Division between Conemaugh River and Greensburg. (PubLdgr)
- Mar. 7, 1848 Body of ex-Pres. John Quincy Adams, who had suffered a fatal stroke on the floor of the House on Feb. 21, is carried from Washington to Baltimore on a B&O train. (Withers)
- Mar. 7, 1848 Body of ex-Pres. John Quincy Adams carried in special train over PW&B to Philadelphia; arrives at PW&B South Street 4:00 PM and carried to lying in state at Independence Hall. (PubLdgr)
- Mar. 8, 1848 Chemung Railroad organized at Jefferson, N.Y. (MB)

- Mar. 8, 1848 Body of ex-Pres. John Quincy Adams leaves Philadelphia for New York via Kensington depot; arrives at Jersey City and is taken by boat to Pier 1, N.R., from which it is carried up Broadway for lying in state at City Hall. (PubLdgr, NYTrib)
- Mar. 8, 1848 Cape Island, N.J. (Cape May) incorporated as a borough. (wiki)
- Mar. 8, 1848 “Buena Vista Coal Company of Allegany County” incorporated in Maryland by George McCulloh, Moses Rawlings and Charles C. McCulloh with a capital of \$500,000 to \$1 million and the right to own 2,000 acres in the Cumberland Coal Field. (PL)
- Mar. 9, 1848 New Jersey requires state directors of Joint Companies to make annual reports to the Governor; forces Joint Companies to make regular annual reports for the first time; other railroads are not required to make annual reports to the state until 1852. (PL)
- Mar. 9, 1848 Frederick Coal & Iron Company incorporated in Maryland by Horatio Bigelow, Pemberton Ward and Albert Clarke with a capital of \$1 million to operate in the Cumberland Coal Field. (PL)
- Mar. 10, 1848 Cleveland & Pittsburgh Railroad orders additional surveys between Hudson and Cleveland; contracts 32 miles of the Middle Division. (MB, ARJ)
- Mar. 10, 1848 Terre Haute & Richmond Railroad reopens books at Indianapolis; all books remain open until Apr. 1. (MB)
- Mar. 11, 1848 Philadelphia stock prices rebound on news of the peace treaty with Mexico. (Wood)
- Mar. 13, 1848 PRR directors hold informal meeting at home of Thomas P. Cope; supplement sanctioning municipal subscriptions is stalled legislature; hint that directors may have to grease some palms troubles the scrupulous Cope. (Cope Diary)
- Mar. 13, 1848 Livingston & Co. and Adams & Co. complain to the Joint Companies of Gay, Kinsley & Co. stealing their express customers on the Camden & Amboy Railroad by undercutting prices. (MB)
- Mar. 13, 1848 First meeting held to organize the Chicago Board of Trade; becomes the world center of grain trade; Chicago is the largest corn market in U.S. in 1851 and the largest wheat market by 1854. (CHTaylor, Cronon)
- Mar. 13, 1848 Demonstrations in Vienna force the resignation of arch-conservative Chancellor Prince Klemens von Metternich (1773-1859), as revolutions spread to the Habsburg lands. (Mercer)

- Mar. 14, 1848 PW&B Board refuses to cut fare to \$3.00 for summer season as in past years. (MB)
- Mar. 14, 1848 Pa. Senate passes the charter for the Erie & Ohio Railroad by a vote of 18-7; it is backed by Erie interests to build along the lake shore. (PubLdgr)
- Mar. 15, 1848 Meeting held in Pittsburgh in support of the Ohio & Pennsylvania Railroad. (ARJ)
- Mar. 1848 Future PRR and Lines West officer and director William H. Barnes (1829-1918) joins the PRR as a member of the Engineer Corps of the Western Division. (MB obit)
- Mar. 1848 Cutthroat competition with the Schuylkill Canal has driven the price of the Reading shares down, leading to a voluntary adjustment. (Bogen)
- Mar. 1848 Dauphin & Susquehanna Coal Company begins locating its railroad east from Dauphin, Pa.; officers include Pres. Henry G. Stebbins; Charles A. Heckscher and Samuel Jaudon of New York, and Isaac Lea of Philadelphia. (ARJ)
- Mar. 1848 City of Cleveland considers a \$100,000 subscription to the Cleveland & Pittsburgh Railroad. (ARJ)
- Mar. 1848 Hungary, under the leadership of Lajos (Louis) Kossuth (1802-1894), proclaims its autonomy from the Habsburg Austrian Empire; the regime is too tied down by the revolution in Vienna to react. (Figes)
- Mar. 16, 1848 Pa. act authorizes the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad to build a branch along the Susquehanna River from Columbia to the main line near Middletown, creating an alternate western connection for the Philadelphia & Columbia Railroad. (C&C)
- Mar. 16, 1848 Public meeting held in Steubenville, Ohio, for railroad toward Chicago. (S&I MB)
- Mar. 16, 1848 Joseph Whitaker (1789-1870) buys the old Durham Furnace estate; builds two anthracite furnaces in 1848-1849. (BucksCoHS:7)
- Mar. 16, 1848 Bank of France suspends specie payments; bank failures spread to the Netherlands, Belgium and the German states. (Francis)
- Mar. 17, 1848 New York & New Haven Railroad makes a new contract with the New York & Harlem Railroad, obtaining more liberal payments for passengers carried and eliminating the right of the NY&H to carry all passengers over the NY&NH to and from New York State points; NY&NH obtains trackage rights

over the NY& H between Woodlawn Jct. and Canal Street in lower Manhattan but is to carry no local passengers west of Williamsbridge. (NHCorp, ICC)

- Mar. 17, 1848 Ohio & Indianapolis Railroad Company organized in Indiana to build to Jeffersonville; William G. Armstrong, Pres. and Benjamin F. Marsh, Chief Engineer: Board authorizes survey from Jeffersonville to Columbus, Ind. (MB, Church, C&C)
- Mar. 17, 1848 Revolution spreads to Berlin, leading King Frederick William of Prussia (1795-1861) to proclaim a liberal constitution on Mar. 21. (Mercer)
- Mar. 18, 1848 Dauphin & Susquehanna Coal Company (inc. 1826) authorized to build railroad from its coal mines near Rausch's Gap to the Pennsylvania Canal near Dauphin or to other points in Dauphin and Lebanon Counties; eventually (date?) builds from Rausch's Gap to Rockville on PRR. (PL, Hare)
- Mar. 18, 1848 The first nationally elected German parliament convenes in Frankfurt and attempts to write a constitution uniting the German states; the plan is eventually frustrated by Austria. (Morris)
- Mar. 20, 1848 Virginia act give the state's guarantee to \$500,000 6% bonds to be issued by the City of Wheeling to be invested in the B&O. (PL)
- Mar. 20, 1848 Terre Haute & Richmond Railroad authorizes petitioning the City of Indianapolis for a depot site in the middle of either the two north or two south streets. (MB)
- Mar. 20, 1848 New York act authorizes the New York & New Haven Railroad to operate over the New York & Harlem Railroad. (NHCorp)
- Mar. 21, 1848 PRR Board orders making arrangements with Eagle Line for through railroad service. (MB)
- Mar. 21, 1848 PW&B institutes spring schedule: two round trips Philadelphia-Baltimore; two round trips Philadelphia-Wilmington locals; one round trip via NC&F; one freight train between Philadelphia and Wilmington. (MB)
- Mar. 21, 1848 Public meeting held at Muncie, Ind., chaired by David Kilgore (1804-1879), in favor of the Indianapolis & Bellefontaine Railroad. (Daniels)
- Mar. 22, 1848 Cornelius Vanderbilt elected Pres. of the Elizabethport & New York Ferry Company. (Stiles - check MB or 9/6?)
- Mar. 23, 1848 New Brunswick Steam Boat & Canal Transportation Company steamboat *Raritan* burns approaching New York at 10:00 AM and is beached on Gibbet (now Liberty) Island, a total loss; one fireman killed; replaced by *Saint*

- Nicholas* leased from the Camden & Amboy Railroad. (NYTrib, Thompson)
- Mar. 1848 Albany & Schenectady Railroad buys all the regular passenger cars of the Utica & Schenectady Railroad for through service between Albany and Buffalo; circumvents 1847 court ruling requiring Utica & Schenectady Railroad to provide cars equally to Albany & Schenectady and Schenectady & Troy. (Stevens, Harlow)
- Mar. 24, 1848 New York & New Haven Railroad leases the canal bed of the New Haven & Northampton Company in New Haven from Grand Street to the basin at the Long Wharf, plus land for a station at Chapel Street and for shops at the head of the basin. (NHCorp)
- Mar. 24, 1848 Virginia act authorizes the Louisa Railroad to extend to Harrisonburg in the Shenandoah Valley. (PL)
- Mar. 24, 1848 Virginia act revives the Lynchburg & Tennessee Railroad, first incorporated in 1836, to build from Lynchburg through the Blue Ridge, over into the Holton-Tennessee drainage basin and down the Great Valley to the Tennessee state line; it will eventually become part of the main line of the Norfolk & Western Railway; there is no state subscription until 1849. (PL, Wolfe)
- Mar. 25, 1848 Philadelphia & West Chester Turnpike Road Company incorporated in Pa. to build from West Philadelphia to Newtown Square. (PL)
- Mar. 25, 1848 Settlement on Mackinac Island incorporated as the village of Mackinac, Mich. (PL)
- Mar. 27, 1848 PRR charter supplement; tonnage tax revised from 5 mills for Mar.-Dec. to a flat 3 mills per ton mile collected all year at PRR request to simplify bookkeeping; PRR wanted 2.5 mills; also authorizes PRR to borrow money; authorizes subscriptions to PRR by Cities of Allegheny and Pittsburgh, the County of Allegheny, and all municipalities in Philadelphia County; cities with more than 10,000 shares may elect one PRR director (outside normal election by all stockholders) for each 10,000 shares up to a maximum of 3; public directors to constitute no more than 49% of total board; also permits PRR to pay 6% interest on their subscriptions to stockholders in lieu of dividends during construction; charter had permitted only 5% dividends and only until 50 miles open at each end; small stockholders can't afford to go without income during construction; plan is to make stock more attractive so company doesn't have to issue bonds. (PL, AR)
- Mar. 27, 1848 Simeon Benjamin of Elmira elected Pres. of the Chemung Railroad; John Arnot (1789-1873), Treasurer; S. W. Hall, Chief Engineer. (MB, C&C)
- Mar. 27, 1848 Test of steam propeller *Dupont* of William M. Baird & Company's Delaware

& Raritan Canal Line held in Delaware River; had been rebuilt with one Loper propeller replacing two original ones and boiler capacity reduced by half; to go in service to Hartford on Mar. 30. (PubLdgr)

- Mar. 27, 1848 New York passes a General Railroad Law; permits any 25 persons to file articles of association when 10% of \$1,000 per mile subscription is paid in; this general law does not confer powers of eminent domain, which still requires a special act of the Legislature; for this reason, the law is superseded in 1850. (PL)
- Mar. 27, 1848 Orange & Alexandria Railroad incorporated in Va. to build from Alexandria to Gordonsville on the Louisa Railroad. (PL, ICC)
- Mar. 27, 1848 Virginia act authorizes the Louisa Railroad to extend eastward from Taylorsville (Doswell) to Richmond to avoid the use of the Richmond, Fredericksburg & Potomac Railroad. (PL)
- Mar. 29, 1848 J. Edgar Thomson writes to Lemuel P. Grant venting his frustrations and threatening to leave the PRR because “the old President [Merrick] and me cannot get along cordially.” (Ward)
- Mar. 29, 1848 Ohio & Mississippi Railroad (Ind.) organized at Vincennes; Abner T. Ellis, Pres. (Scharf)
- Mar. 29, 1848 John Jacob Astor (1763-1848) dies at New York at 84; the richest man in America, he leaves a fortune conservatively estimated at \$20 million, amassed mostly in New York City real estate. (DAB)
- Mar. 1848 A group of Philadelphia merchants meets at the Board of Trade to prepare a protest to Congress against the Camden & Amboy Monopoly, high rates and transit duties. (Lane)
- Mar. 1848 Philadelphians form new line of propellers to operate to Baltimore via Chesapeake & Delaware Canal; contract with Richard F. Loper for three boats. (PubLdgr)
- Mar. 30, 1848 Camden & Philadelphia Steam Boat Ferry Company Board reports that instead of building a new iron-hull ferry boat, it will exchange the *Philadelphia* for the *New Jersey*. (MB)
- Mar. 30, 1848 Pa. House defeats the bill for the Erie & Ohio Railroad by a vote of 42-39. (PubLdgr)
- Mar. 30, 1848 Delaware County Turnpike Road Company authorizes to extend eastwards from Woodland Cemetery to the intersection with Chestnut Street in West Philadelphia. (PL)

- Mar. 30, 1848 Baltimore & Philadelphia Steamboat Company incorporated in Pa. (PL)
- Spring 1848 New Jersey Assembly calls for investigation of Henry C. Carey's charges against the Joint Companies, but Joint Companies are allowed to name committee: ex-Gov. William Pennington, Charles Parker and James Gore King. (Lane)
- Apr. 3, 1845 To entice new subscriptions to finish Baltimore & Susquehanna Railroad, Baltimore ordinance appropriates any dividends that may be paid on its \$950,000 in stock for 15 years to dividends to be paid to new subscribers. (Digest)
- Apr. 3, 1848 Pa. House reconsiders the Erie & Ohio Railroad bill and passes it by a vote of 46-32; it is not clear what kind of backroom deal was made; Gov. Francis R. Shunk does not return the bill with a veto, possibly because he fears it will be passed over the veto like several other corporate charters; instead he holds it waiting on the next Legislature, since he can still veto it within three days of the new session's start; however, Shunk will fall ill and die before the Legislature reconvenes, leaving the bill unsigned for his successor. (PubLdgr)
- Apr. 3, 1848 Voters in Darke County, Ohio, vote to subscribe \$50,000 to the Greenville & Miami Railroad by a majority of 637 votes. (McIntosh)
- Apr. 3, 1848 St. Joseph Valley Railroad incorporated in Michigan. (GrnBk)
- Apr. 3, 1848 Chicago Board of Trade is formally organized with the election of 82 members. (CHTaylor)
- Apr. 5, 1848 PRR Board approves purchase of 75 freight cars and 6 passenger cars; appoints committee, chaired by Richard D. Wood, to negotiate connection with Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad. (MB, Wood)
- Apr. 6, 1848 The PRR committee meets but is unable to come to terms with the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad; Chairman Wood is ill but continues with business. (Wood)
- Apr. 6, 1848 Pa. act authorizes Philadelphia & Trenton Railroad to purchase wharf property between Walnut & Dock Streets in Philadelphia and alter its line in Morrisville near the Delaware River Bridge. (Digest)
- Apr. 6, 1848 Pittsburgh Board of Trade passes a resolution in favor of a \$1 million subscription by Allegheny County to the PRR. (ARJ)
- Apr. 6, 1848 First direct telegraph message from the East to Chicago arrives via Detroit, bringing current news from New York. (CHTaylor)

- Apr. 7, 1848 Richard D. Wood notes that the Philadelphia money market is easing somewhat, but there are still business failures, and banks and individuals are reluctant to lend. (Wood)
- Apr. 7, 1848 Pennsylvania act moves the seat of Delaware County from Chester to Media. (Ashmead)
- Apr. 10, 1848 Chestnut Hill Railroad incorporated in Pa. to build from Germantown to Chestnut Hill as an extension of the Philadelphia, Germantown & Norristown Railroad, tapping an area already dotted with country villas and estates. (PL)
- Apr. 10, 1848 Charles River Branch Railroad opens from Brookline Jct. on the Boston & Worcester Railroad to Brookline. (Humphrey)
- Apr. 10, 1848 First boat to pass through the Illinois & Michigan Canal, the *General Fry* towed by the propeller *A. Rossiter*, arrives at Chicago from Lockport. (CHTaylor)
- Apr. 10, 1848 British Chartists hold a mass meeting of over 100,000 on Kennington Common outside London but call off advancing on Parliament in the face of threats from the police and army; their monster petition asking for the People's Charter is delivered but ignored; Chartism is a spent force; some Chartists emigrate to the U.S., where they join reform movements or help form early trade unions. (Francis, wiki, Mercer)
- Apr. 11, 1848 West Chester & Philadelphia Railroad incorporated to build on southern route through Media. (Val)
- Apr. 11, 1848 PW&B Board authorizes through ticketing between Baltimore and New London, Conn., via New Jersey Railroad. (MB)
- Apr. 11, 1848 Pennsylvania authorizes \$149,838 6% loan to refund relief notes. (PL)
- Apr. 11, 1848 Ohio & Pennsylvania Railroad incorporated in Pennsylvania. (PL, Church, AR)
- Apr. 11, 1848 Arsonist destroys Allegheny Aqueduct at Freeport on Western Division, severing Main Line.
- Apr. 11, 1848 Philadelphia & Atlantic Steam Navigation Company incorporated in Pa. to operate a steam packet service between Philadelphia and Charleston, S.C.; it goes out of business at the end of 1853. (PL, Scharf)
- Apr. 11, 1848 Thomas B. Kennedy (1827-1905), future Pres. of the Cumberland Valley Railroad, is admitted to the Franklin County Bar, after reading law with Judge

- Alexander Thomson (1788-1848), father of future PRR Pres. Frank Thomson. (BioAnnalsFrnklnCo)
- Apr. 11, 1848 Forest County, Pa., created from part of Jefferson County but without full organization. (Long)
- Apr. 11, 1848 William F. Havemeyer elected to second term as Mayor of New York. (Stokes)
- Apr. 12, 1848 New York act authorizes the Brooklyn & Jamaica Railroad to increase its stock by \$100,000; may sell the Brooklyn, Jamaica & Flatbush Turnpike to private purchasers. (PL)
- Apr. 12, 1848 Port Richmond & Bergen Point Ferry Company incorporated in N.Y. to operate across the Kill von Kull between present-day Bayonne, N.J., and Staten Island. (PL)
- Apr. 12, 1848 Richard D. Wood and \_\_\_ Whitaker join to buy the Iron Hill mine property south of Newark, Del., at sheriff's sale; Wood uses the ore at Millville Furnace. (Wood)
- Apr. 12, 1848 New York Legislature passes a General Incorporation Law for telegraph companies. (Stokes)
- Apr. 12, 1848 Western Union Telegraph Company incorporated in New York.
- Apr. 12, 1848 Buffalo & State Line Railroad incorporated in New York. (LS&MS AR - verify)
- Apr. 13, 1848 Committees of the PRR and the Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad meet at Harrisburg for three hours. (Wood)
- Apr. 13, 1848 Horace Francis Clark (1815-1873), an up-and-coming New York lawyer, marries Maria Louise Vanderbilt (1827-1896), daughter of Cornelius Vanderbilt; for some time, Clark becomes one of his father-in-law's most trusted subordinates, although he will strike out on his own in the 1870s. (Stiles)
- Apr. 14, 1848 PRR stockholders accept charter supplement of Mar. 27; agree to pay 6% dividend on stock (called "interest") during construction; thus begins the PRR's fabled 123-year dividend run. (AR)
- Apr. 1848 B&O begins new surveys from Cumberland to Wheeling; line, which skirts the border of Pa., burdens B&O with heavier grades and two summits as compared to a direct, one-summit route to Pittsburgh. (Dilts - no, began 7/1/47)

- Apr. 1848 B&O begins construction of a branch to Locust Point on the south side of Baltimore's Inner Harbor to serve as a freight terminal without street running. (VaBPW)
- Apr. 1848 Hugh Downing's New Jersey Magnetic Telegraph Company (when inc.?) opens between New York and Philadelphia using the House patents, crossing the Hudson River on masts and competing with the Morse-patent Magnetic Telegraph Company. (Thompson)
- Apr. 1848 A.C. Twining reports on a railroad survey between Indianapolis and Lafayette, Ind. (ARJ)
- Apr. 1848 Bank of Wooster (Ohio) fails. (Huntington)
- Apr. 16, 1848 Illinois & Michigan Canal formally opened; cargoes are soon traveling from New Orleans via the canal, the Lakes and the Erie Canal to New York. (CHTaylor)
- Apr. 17, 1848 Henry O'Reilly's Ohio, Indiana & Illinois Telegraph Company opens its line from Dayton to Richmond, Ind. (Thompson)
- Apr. 19, 1848 Lykens Valley Railroad & Coal Company Board orders the sale of cars and materials now in the hands of Jesse W. Starr of Camden to the Lykens Valley Coal Company. (MB)
- Apr. 19, 1848 Illinois & Michigan Canal opens between Chicago and La Salle, Ill., uniting Lake Michigan with Mississippi River system; contributes to rise of Chicago; first boat to make complete transit arrives in Chicago on Apr. 23; canal diverts much traffic that originally followed the Ohio River from Pennsylvania to the Great Lakes and New York City; the canal causes the lumber trade of Chicago to double; shipments of hogs to Chicago triple in three year, beginning the city's rise as a meat-packing center. (Putnam, PRR AR, Cronon, HCHill)
- Apr. 19, 1848 Terre Haute & Richmond Railroad Board organized at Greencastle; Chauncey Rose (1794-1877) elected Pres.; authorizes reopening books through July 15; authorizes employing engineers to make a permanent location between Terre Haute and Greencastle. (MB)
- Apr. 20, 1848 PRR advertises that it will receive bids for grading between Lewistown and Huntingdon until May 17. (ARJ)
- Apr. 21, 1848 Taunton & Middleborough Railroad incorporated in Mass. (NHCorp)
- Apr. 23, 1848 New England Railroad opens between Islington and Dedham, 2 miles. (nhrhta.org)

- Apr. 24, 1848 Jeremiah Morrow resigns as Pres. and director of Little Miami Railroad because of failing health effective June 1. ( , MB)
- Apr. 25, 1848 Resignation of Samuel H. Kneass as Principal Assistant Engineer presented to PRR Road Committee; Alexander Worrall promoted to replace Kneass, and Thomas G. Pomeroy promoted to Assistant Engineer in place of Worrall; Committee orders Pres. Merrick to reply to letter of O'Connor & Co. that PRR's policy towards transporting companies is not yet settled. (MB)
- Apr. 25, 1848 Little Miami Railroad Board authorizes a committee to go East to place more stock or bonds. (MB)
- Apr. 28, 1848 Thomas P. Cope resigns as PRR director, having seen company established. (MB, Cope Diary has 4/26)
- Apr. 28, 1848 Camden & Amboy Railroad stockholders approve subscription to Belvidere Delaware Railroad. (MB)
- Apr. 29, 1848 Henry C. Carey publishes 16th and last of his "Citizen of Burlington" letters attacking the Camden & Amboy Railroad; later collected and published as a pamphlet, *Letters to the People of New Jersey: On the Frauds, Extortions and Oppressions of the Railroad Monopoly*. (Pam)
- Apr. 29, 1848 Cincinnati, Hamilton & Dayton Railroad contracts the grading between Hamilton and Lockland to A. DeGraff & Co. (Bartlow)
- Spring 1848 Outlet locks and cable ferry open effecting a connection between the Delaware Division Canal at New Hope, Pa. and the Delaware & Raritan at Lambertville, N.J.
- Spring 1848 Reeves, Abbott & Co. establish Safe Harbor Iron Works near the mouth of Conestoga Creek, a innovative rolling mill complex designed to supply PRR and other Pennsylvania railroads with rails; members are David Reeves, Samuel J. Reeves, Dr. Joseph Pancoast, Charles Abbott and George Abbott. (Ellis/Evans, Paskoff ed - check Phoenix inventory?)
- Spring 1848 City of Cleveland approves its \$200,000 subscription to Cleveland, Columbus & Cincinnati Railroad and \$100,000 to Cleveland & Pittsburgh Railroad. (Marvin)
- May 1, 1848 James McCrea (1848-1913), eighth Pres. of PRR, born in Philadelphia; son of James Alexander McCrea and Ann Foster McCrea. (B&K, WwasW)
- May 1, 1848 New York City Council & Mayor require the New York & Harlem Railroad to regrade 4<sup>th</sup> Avenue between 28<sup>th</sup> & 32<sup>nd</sup> Streets, because the rails are now

above the level of the street, forming a barrier to vehicles. (Valentine)

- May 1, 1848 New York, Providence & Boston Railroad opens an extension from South Providence through Auburn to a junction with the Boston & Providence and Providence & Worcester Railroads in Providence and abandons its ferry connection between South Providence and India Point; permits direct service between Boston and Stonington and practically ends steamboat service between Providence and New York. (NHCorp, Field/RI)
- May 1, 1848 Books opened for Indianapolis & Bellefontaine Railroad in Indianapolis; main speech by ex-Sen. and future I&B Pres. Oliver H. Smith (1790?- ). (Daniels)
- May 1, 1848 Boston house of Lee & Higginson established by James C. Lee (1804-1877) of Salem, and George Higginson (1804-1889) of Boston; it becomes Lee, Higginson & Co. in 1853; originally brokers and domestic exchange dealers, they later become a private banking house to the Boston elite and a factor in railroad finance. (OfficialChronicle, BankersMag, Carosso)
- May 2, 1848 Gen. Winfield Scott leaves Mexico from Veracruz after being relieved of command in a political quarrel with Democratic politician-officers and the Polk Administration. (Wheelan)
- May 8, 1848 Canal Commissioners approve contract with J.W. Funk to operate pleasure cars over Columbia Railroad at Philadelphia. (probably to Fairmount Park) (CC)
- May 9, 1848 PW&B Board authorizes report on building main depots served by locomotives in Philadelphia and Baltimore. (MB)
- May 9, 1848 American Telegraph Company line opens between Baltimore and York. (Scharf)
- May 10, 1848 Joint Companies' stockholders authorize a subscription of \$500,000 to the Belvidere Delaware Railroad; State Director John J. Chetwood affirms that no one saw the response of the state directors to "A Citizen of Burlington" until it was sent to the Gov. in January; Robert F. Stockton presents his response to Carey, "Address to the People of New Jersey," for review prior to publication. (MB)
- May 10, 1848 Troy & Greenfield Railroad incorporated in Mass. to build a line from the Connecticut River at Greenfield to the Hudson River on a lower grade than the Western Railroad; requires a 4.5-mile tunnel under Hoosac Mountain that cannot be completed until 1875. (ICC, Poor)
- May 1848 Discovery of gold is announced in San Francisco. (Howe)

- May 12, 1848 PRR Road Committee again authorizes purchase of depot site at Pittsburgh. (MB)
- May 12, 1848 First telegraph line opens between Richmond and Indianapolis. (Sulgrove)
- May 13, 1848 Frederick Harbach (1818?-1851), formerly with the Western Railroad of Massachusetts, appointed Chief Engineer of the Erie & Kalamazoo Railroad. (Waggoner)
- May 15, 1848 James Guthrie (1792-1869) of Louisville elected a director of the Ohio & Indianapolis Railroad. (MB)
- May 1848 Solomon White Roberts begins surveys to extend the Mine Hill & Schuylkill Haven Railroad across Broad Mountain into the Mahanoy Valley. (AR)
- May 1848 Henry O'Reilly's Ohio, Indiana & Illinois Telegraph Company opens its line from Richmond, Ind., to Indianapolis. (Thompson)
- May 1848 Bank runs bring about the failures of the Bank of Norwalk and the Sandusky Bank in Ohio. (Huntington)
- May 16, 1848 Ohio & Indianapolis Railroad Board authorizes survey as far as Muskaaktack Valley and estimate based on 90-lb. T-rail. (MB)
- May 17, 1848 Remainder of PRR between Lewistown and Huntingdon placed under contract. (AR - is closing date for bids)
- May 17, 1848 Lykens Valley Railroad & Coal Company contracts with James Rowland & Co. for heavy bar rails. (MB)
- May 17, 1848 Mentally retarded and epileptic Austrian Emperor Ferdinand I flees Vienna. (Mercer)
- May 18, 1848 Meeting held at Rochester, N.Y., in favor of a direct railroad line to Syracuse. (ARJ)
- May 18, 1848 Rochester & Syracuse Direct Railroad incorporated in N.Y. (Scanlon - verify Poor)
- May 19, 1848 39 sections of the PRR let at Huntingdon, Pa. (Africa)
- May 19, 1848 Railroad meeting held at Coshocton, Ohio, to choose between Steubenville & Indiana Railroad, Central Ohio Railroad or one of three other east-west lines. (Marvin)
- May 24, 1848 Camden & Amboy Railroad files survey of branch to Trenton Delaware

Bridge. (NJCorp)

- May 24, 1848 Wabash & Erie Canal contracts for the section between Terre Haute and Port Commerce at the West Fork of the White River. (ARJ)
- May 25, 1848 PRR Chief Engineer J. Edgar Thomson writes to James Grant complaining that "I have not been pleased with my position here at all" because Pres. Merrick "manages to be continually throwing obstacles in my path." (Ward)
- May 25, 1848 Western Telegraph opens between Baltimore and Wheeling. (Scharf - but see below - Scharf St. Louis has Western Telegraph inc 11/11/48??? - verify PL)
- May 28, 1848 Michigan Central Railroad places steamboat *Mayflower* with accommodations for 300 cabin passengers in service between Detroit and Buffalo. (AR)
- May 29, 1848 Cape Cod Branch Railroad opens between Agawam and Sandwich, Mass. (NHCorp)
- May 30, 1848 Burlington & Mount Holly Railroad & Transportation Company organized at Mount Holly; Charles Bispham, Pres. (Val, ARJ)
- May 30, 1848 Ratified copies of the Treaty of Guadalupe Hidalgo are exchanged formally ending the Mexican War. (Wheelan)
- May 31, 1848 Much personal animosity directed against Pres. Samuel Vaughan Merrick at the PRR Board meeting, which is chaired by Richard D. Wood. (Wood - verify in MB)
- May 31, 1848 Public meeting of citizens of Allegheny County recommends county subscription for 20,000 shares (\$1 million) of PRR; County Commissioners make contingent upon PRR establishing its western terminus within the city limits of Pittsburgh and paying dividends during construction. (Digest, MB)
- May 31, 1848 Telegraph line opens between Alton on the St. Louis line and Springfield, Ill. (Scharf)
- June 1, 1848 Jacob Strader (1795-1860) elected Pres. of Little Miami Railroad, replacing Jeremiah Morrow, resigned. (MB)
- June 4, 1848 Allegheny County subscribes \$1 million to PRR; paid for in county bonds; money to be used for Western Division. (StdHistPitts, Watkins)
- June 4, 1848 Thomas P. Cope calls at PRR office; Merrick in Pittsburgh to collect Allegheny County subscription; notes quarrels between Merrick on the one hand and Toland and James Magee on other. (Cope Diary)

- June 5, 1848 Canal Commissioners order W. Milnor Roberts to make new survey to avoid the Belmont Plane on the Philadelphia & Columbia Railroad. (CC)
- June 5, 1848 State of Kentucky conveys the remainder of the old Lexington & Ohio Railroad to the Lexington & Frankfort Railroad. (ICC)
- June 7, 1848 Southwark Railroad Board declines proposition of J.H. Williams to operate "pleasure cars" to Fairmount and orders company to buy more horses and operate its own cars to Grays Ferry. (MB)
- June 7, 1848 Whig Party Convention convenes in Philadelphia and nominates Gen Zachary Taylor (1784-1850) for Pres. and Millard Fillmore (1800-1874) of Buffalo for VP. (DeRose)
- June 11, 1848 Robert F. Stockton writes an *Address to the People of New Jersey* defending the Joint Companies' actions against charges of "A Citizen of Burlington" in very general terms and appealing to state patriotism; Carey then publishes a scathing reply. (Pam, Lane)
- June 12, 1848 J. Edgar Thomson makes his first report as PRR Chief Engineer; has selected the low-grade line up the Juniata and Little Juniata Rivers to the foot of Allegheny Mountain, concentrating the high grade on a short run up the east slope, on which trains are to be double-headed; in contrast, Charles L. Schlatter, following the practice of the 1830s, adopted a uniform low grade by beginning the ascent much farther east but requiring many sharp curves and fills as it hugged the side of the mountain; Thomson also selects Sugar Run Gap as the best crossing of the summit and rejects alternate routes via the West Branch or Bedford; total estimated cost \$8.96 million. (Rept.)
- June 12, 1848 Robert F. Stockton presents the Joint Board with Associate Justice Randolph's charge to the Mercer County Grand Jury re Sabbath-breaking by the Joint Companies; by now, the Joint Board has identified Henry C. Carey as "A Citizen of Burlington" and authorizes publishing Stockton's response of June 11; Board authorizes paying George W. Aspinwall the difference in tolls after he surrenders his contract to run an Albany line; Board defeats motions to close the locks of the Delaware & Raritan Canal on Sundays by 6-10 with Stockton and James Neilson in favor and the Stevens brothers opposed; defeats a motion to stop carrying mail on Sundays by 3-13; approves discontinuing the Sunday morning mail with the consent of the Post Office Dept. (which is not forthcoming) by 8-7. (MB)
- June 12, 1848 U.S. Army evacuates Mexico City. (Wheelan)
- June 13, 1848 John A. Brown resigns as PW&B director. (MB)
- June 14, 1848 New Haven & New London Railroad incorporated in Conn. (NHCorp)

- June 15, 1848 City of Pittsburgh ordinance grants PRR right to run down Ferguson Street, curving onto Liberty Street and down Liberty Street to river; can operate with steam but not over 4 MPH; grants PRR use of city property along the Allegheny River at The Point, from Water Street to the river, 200 x 900. (Digest)
- June 15, 1848 Camden & Amboy Railroad begins advertising the "Emigrant & Transportation Line," leaving New York at 3:30 PM on the steamboat *Transport* for South Amboy and Bordentown, where it connects with the steamboat *Burlington* for Philadelphia, arriving at 7:00 AM; fare is \$2.25. (NYPost)
- June 15, 1848 Ohio & Pennsylvania Railroad Company organized at Canton; William Robinson, Jr. (1785-1868), of Pittsburgh elected Pres. pro-tem. (MB, AR)
- June 15, 1848 Bank of England reduces its interest rate to 3½%. (Francis)
- June 1848 Transporters operating from Cumberland to Pittsburgh and Wheeling remove stages and express wagons to the Somerset and Pennsylvania Turnpikes because of the poor state of the National Road. (Phil. Price Current)
- June 1848 Ross Winans places the *Camel*, an 0-8-0 drag freight locomotive in service on the B&O; first of between 200 and 300 Winans "Camel" locomotives, used mostly by the B&O, Reading, Northern Central Railway and other coal roads; it is the first coal-burning locomotive to be manufactured in large numbers; the front of the coal-burning firebox is fed from above by "firing chutes" and the cab is mounted on top of the boiler; Camels enjoy a brief popularity as heavy drag freight engines, but the type is generally abandoned by the mid-1860s, although the last Camel on the B&O is not scrapped until 1898. (White, Dilts)
- June 1848 First trial of the Baldwin locomotive *Andrew Cathcart* on the Madison Incline of the Madison & Indianapolis Railroad; hauls 22 cars up the plane. (ARJ - may be 6/10 or 6/17)
- June 1848 Track is laid on the New York & New Haven Railroad from Bridgeport west into Fairfield County; to be completed to Southport and passenger service offered in a few days. (ARJ)
- June 17, 1848 Eaton & Hamilton Railroad organized; Cornelius Vanarsdale of Eaton elected Pres.; Board authorizes seeking aid from Eastern capitalists. (MB, Church)
- June 19, 1848 PW&B places in service new coaches built by Betts, Harlan & Hollingsworth of Wilmington; 50 feet long with separate compartments for men and women; ladies compartment has sofas and mirrors. (Lincoln)

- June 20, 1848 Joint Companies Executive Committee authorizes paying for the survey of the Belvidere Delaware Railroad. (MB)
- June 20, 1848 PW&B purchases the Old Ferry Property of 7 acres at Wilmington for \$15,000 as a station site. (Lincoln)
- June 26, 1848 Senate Committee on Public Lands reports on Asa Whitney's plan for a Pacific railroad, recommending surveys under the direction of the Secretary of War. (Albright)
- June 27, 1848 New Freeport Aqueduct opens on Western Division Canal.
- June 27, 1848 Canal Commissioners permit Lykens Valley Railroad & Coal Company to ship a locomotive and train of cars from Philadelphia to Wiconisco free of toll. (CC)
- June 27, 1848 The propeller *Ireland* is the first ocean-going vessel to arrive at Chicago from Montreal. (CHTaylor)
- June 28, 1848 Ohioan John Brough (1811-1865) and New York banker Richard H. Winslow (1806?-1861) are elected directors of the Madison & Indianapolis Railroad; Brough is a Jacksonian state politician and publisher of the *Cincinnati Enquirer*; he will become the favorite railroad managers of Winslow, Lanier & Co. (MB, Anderson)
- June 28, 1848 PRR accepts subscription of Allegheny County; to be expended on Western Division; obtains use of Pittsburgh city property at The Point, 200' x 900' fronting on Monongahela River, for freight depot for annual rental of \$3,000, plus right to run on Liberty Street, one of the main streets of town, if run at speeds up to 4 MPH. (AR)
- June 28, 1848 PRR appoints Oliver W. Barnes (1823-1908) Draftsman on the Western Division.
- June 29, 1848 Trenton-Delaware Bridge Company Board orders abandoning the south pedestrian walk, reinforcing and moving the south trusses outward and building a railroad track in the space, removing the track from the north roadway. (HistTrenton)
- July 1, 1848 Robert Schuyler resigns as VP of the New Jersey Railroad & Transportation Company; his assistant Jeremiah Van Rensselaer also resigns. (MB)
- July 2, 1848 Delaware County, Ind., subscribes to the stock of the Indianapolis & Bellefontaine Railroad. (Helm)
- July 3, 1848 John A. Anderson (1829-1917), later first Superintendent of Voluntary Relief

- Dept., first joins engineer corps of the Belvidere Delaware Railroad under C.E. Ashbel Welch and Assistant Engineers Martin Coryell (1815-1886) and John G. Stevens. (PRRMN)
- July 3, 1848 Indianapolis & Bellefontaine Railroad organized at Muncie; Oliver H. Smith, Pres.; most stock has been subscribed by cities and counties, and some individuals have only pledged land or labor. (Olson, ARJ, Harlow)
- July 4, 1848 Jesse R. Straughan begins surveys for the Ohio & Pennsylvania Railroad at the mouth of the Big Beaver River. (Douglass/Wayne)
- July 4, 1848 Stephen Satterlee L'Hommedieu (1806-1875) becomes Pres. of the financially troubled Cincinnati, Hamilton & Dayton Railroad, which he proceeds to place on a sound footing and complete. (19thcenturylimited)
- July 4, 1848 James K. Moorhead replaces Hugh Downing as Pres. of the Atlantic & Ohio Telegraph Company; William McKee replaces Henry O'Reilly as Secretary; James D. Reid remains Superintendent. (Thompson)
- July 6, 1848 New Jersey Railroad Secretary John P. Jackson is named "Executive Assistant" to replace both VP Robert Schuyler and his former assistant Jeremiah Van Rensselaer; Jackson becomes the dominant figure in the company's affairs. (MB)
- July 6, 1848 Terre Haute & Richmond Railroad Pres. Chauncey Rose presents the report of Chief Engineer Thomas A. Morris to the Board; Board authorizes making a permanent location between Terre Haute and Greencastle. (MB)
- July 6, 1848 Lake Erie Telegraph Company formally organized; Joseph Weatherby, Pres.; Joshua Hanna, Treas. (Thompson)
- July 7, 1848 Niagara Falls, N.Y., incorporated as a village. (French)
- July 8, 1848 Telegraph promoter Henry O'Reilly assigns all his telegraph interests to Pittsburgh banker Joshua Hanna, his main financial backer, his associate John I. Roggen, and O'Reilly's St. Louis agent Sanford Smith as trustees to liquidate his debts. (Thompson)
- July 9, 1848 Mortally ill with tuberculosis, Francis R. Shunk (Democrat) resigns as Governor of Pennsylvania; under the constitution, he is succeeded by William F. Johnston (1808-1872), the speaker of the Senate and a Whig; because of his illness, Shunk has not signed and returned certain bills, including the one chartering the Erie & Ohio Railroad, meaning that it will become law unless returned with a veto within three days of the opening of the next Legislature. (Snyder, Coleman, PubLdgr)

- July 10, 1848 Joint Companies Executive Committee authorizes Adams & Co. to put an express crate on the 10:00 AM Camden & Amboy line. (MB)
- July 10, 1848 Solomon White Roberts (1811-1882) arrives at Beaver and assumes the post of Chief Engineer of the Ohio & Pennsylvania Railroad. (ARJ)
- July 11, 1848 PW&B Board refuses to accept the resignation of Pres. Edward C. Dale. (MB)
- July 11, 1848 Solomon White Roberts begins surveys for the Ohio & Pennsylvania Railroad at the mouth of the Beaver River. (AR)
- July 12, 1848 Joint Board approves Robert F. Stockton's pamphlet, "Address to the People of New Jersey," for publication. (MB)
- July 15, 1848 John McD. Goldsborough reports on surveys for a direct railroad between York and Harrisburg for the Baltimore & Susquehanna Railroad; cites the successful diversion of produce by the Cumberland Valley Railroad. (AR)
- July 1848 Andrew Carnegie's family leaves Glasgow for America, following the collapse of the hand-loom linen industry in his native Dunfermline. (Nasaw)
- July 1848 J. Edgar Thomson submits cost estimate of \$11.14 million to complete PRR. (AR)
- July 1848 Dayton & Western Railroad begins construction. (Church)
- July 1848 Abraham Brown, one of the original directors of the Joint Companies, dies. (MB)
- July 1848 Amos Kendall's Washington & New Orleans Telegraph Company opens the last section of its line between Charleston, S.C., and New Orleans; however, the line is hampered by poor construction. (Thompson - Scharf has 8/10)
- July 17, 1848 New Jersey Railroad Board approves a joint through fare of 50 cents between Jersey City and Somerville via the Elizabethtown & Somerville Railroad; bans carts taking goods to and from the Cunard Line steamships at Jersey City from passing the ferry free of charge. (MB)
- July 19 1848 First Women's Rights convention meets at Seneca Falls, N.Y. (Howe)
- July 22, 1848 Joint Board authorizes a \$500,000 subscription to the Belvidere Delaware Railroad, with the Stevens brothers opposed. (MB)
- July 22, 1848 Belvidere Delaware Railroad Board holds first meeting since Oct. 1838. (MB)
- July 22, 1848 Diarist Sidney George Fisher writes of his brother, Charles H. Fisher's,

juggling to keep the Reading from bankruptcy until Aug. 3, when it will have the power to issue new bonds; old bonds have been converted into preferred stock, relieving the company of interest payments; Fisher notes that Pres. John Tucker has become entangled with George W. Edwards, whom he calls a “vulgar villain” and “stock gambler”; Edwards and Tucker have plundered the company, issued bonds without legal authority, so that nobody else knows its true condition; Charles H. Fisher joined the Board to protect the Morrisons’ interest but resigned when he discovered the extent of the frauds. (FisherDiary - verify Hare)

- July 23, 1848 Samuel Whitehill Latta (1848-1923), future PRR Chief Medical Examiner, born at Parkesburg, Pa.; son of Dr. William Sutton Latta (1822-1878) and Margaret Whitehill Latta (1822-1891). (Latta.org)
- July 24, 1848 Pennsylvania volunteers return from the Mexican War via the Philadelphia & Columbia Railroad and are greeted at Coates Street & Pennsylvania Avenue by a civic procession; of 559 men in the First Pennsylvania Regiment, only 254 have returned. (Scharf)
- July 24, 1848 Cholera epidemic increasing at New York; so far 714 have died; total deaths will be about 5,000. (Hone - of 1849?)
- July 26, 1848 Whig William F. Johnston sworn in as Gov. of Pennsylvania. (Sobel)
- July 26, 1848 Cleveland & Pittsburgh Railroad adopts route between Cleveland and Hudson. (MB)
- July 28, 1848 Cleveland & Pittsburgh Railroad places 18 miles of the Southern Division under contract. (ARJ)
- July 30, 1848 Mad River & Lake Erie Railroad opens between Kenton and Urbana, Ohio. (Smiths, ChampaignCo/Beers - ARJ has 3/30??)
- July 31, 1848 Morris & Essex Railroad opens to Dover, N.J. (Taber)
- Aug. 1, 1848 Future PRR General Passenger Agent George Washington Boyd (1848-1917) born at Indianapolis; son of David Milton Boyd (1810-1896) and Elizabeth Brown Boyd; younger brother of future General Passenger Agent David M. Boyd (1840-1877) and first cousin of Civil War Gen. and Superintendent of the Cumberland Valley Railroad Joseph F. Boyd. (1832-1907). (PRRMN, MenoftheCentury)
- Aug. 3, 1848 New Jersey Railroad Board rescinds its recent ruling that imposes ferry fares on carts serving the Cunard Line steamships at Jersey City. (MB)
- Aug. 8, 1848 Edmund Dwight (1780-1849), the Chicopee Falls, Mass. textile baron, elected

to represent the New England stockholders of the PW&B; the first non-local director; because of charter requirements, most directors continue to come from Philadelphia or Baltimore, although stock control of the company now rests with Boston capitalists. (MB)

- Aug. 8, 1848 Steubenville & Indiana Railroad holds first meeting. (MB - check Church)
- Aug. 8, 1848 John Brough elected Pres. of the Madison & Indianapolis Railroad, replacing Samuel Merrill, forced out in a clash with Superintendent Henry R. Hall; Brough, like Hall, has the support of the road's New York financiers, who won't put up with Merrill's slapdash accounting methods; Brough begins a program of rebuilding and expansion. (MB, Anderson, Latham)
- Aug. 8, 1848 The new Free Soil Party, composed of members of the Barnburner Democratic faction and abolitionists who support the Wilmot Proviso banning the extension of slavery in the territories seized from Mexico, meets in Buffalo and nominates Martin Van Buren for Pres. and Charles Francis Adams (1807-1886), son of Pres. John Quincy Adams, for VP. (DeRose)
- Aug. 9, 1848 PRR replies to the transporting companies that it intends to do its own freight business at low and uniform rates all year but will continue to deal with the transporters as long as they need to use the canals; the transporters are: Lewis & Butler; Dutilh, Humphreys & Co.; Harris & Leech; Bingham & Dock; William Bingham; Craig & Bellas; Clarke & Thaw; Borbridge & Cash; James Steel & Co. and P.K. Fritz of Pittsburgh. (ARJ)
- Aug. 9, 1848 Thomas T. Firth (1805-1881) elected PRR Secretary, replacing Oliver Fuller, resigned. (MB)
- Aug. 9, 1848 Chief Engineer Benjamin F. Marsh reports on survey of Ohio & Indianapolis Railroad. (MB)
- Aug. 9, 1848 Madison & Indianapolis Railroad declares a 7% dividend. (MB)
- Aug. 10, 1848 Ohio & Indianapolis Railroad Board adopts Silver Creek route by 7-3 vote; minority who favored Charlestown route are given branch line; authorizes final location and bids. (MB)
- Aug. 10, 1848 Madison & Indianapolis Railroad Board authorizes selling 5 miles of old rail near Columbus, plus one locomotive and cars to the Shelbyville Lateral Branch Railroad. (MB)
- Aug. 11, 1848 Act of Congress surrenders that portion of the National Road in Indiana to the state. (CongGlobe)
- Aug. 14, 1848 The Carnegie family arrives in New York and proceeds west to Allegheny

City, where they have relatives, via the Erie Canal, a steamboat from Buffalo to Cleveland, and then to Pittsburgh via the canals. (Nasaw)

- Aug. 15, 1848 Depot House hotel opens adjacent to the Madison & Indianapolis Railroad depot in Indianapolis. (Dunn)
- Aug. 1848 PRR is finally able to increase work force on Eastern Division. (AR)
- Aug. 1848 Indianapolis & Cincinnati Railroad organized; George H. Dunn, Pres. (ARJ)
- Aug. 1848 Peru & Indianapolis Railroad placed the section between Indianapolis and Noblesville under contract. (ARJ)
- Aug. 1848 British Parliamentary committee reports on the collapse of the “Railway Mania” and depression; blames it on poor harvests and the Potato Famine of 1846 and the need to pay for large grain imports in 1847. (ARJ)
- Aug. 18, 1848 J. Edgar Thomson writes to Pres. Samuel V. Merrick predicting he can complete the PRR to Lewistown by Mar. 1849 even with slowing down the pace of construction because of a shortage of funds. (Ward)
- Aug. 19, 1848 Future LIRR traffic officer Howard Mapes Smith (1848- ) born at Great Neck, L.I. (PRRBio)
- Aug. 19, 1848 James Gordon Bennett’s *New York Herald* breaks the story of the discovery of gold in California, sparking the country’s first gold rush. (Trager)
- Aug. 22, 1848 PRR Road Committee orders J. Edgar Thomson to contract for remaining heavy work between Huntingdon and Hollidaysburg. (MB)
- Aug. 23, 1848 PRR Board authorizes Pres. Merrick to arrange sale of city and county bonds given PRR in payment of stock subscriptions on London market. (MB)
- Aug. 25, 1848 Ohio & Pennsylvania Railroad appoints Solomon White Roberts as Chief Engineer at \$3,300 per year and Jesse R. Straughan as Principal Assistant Engineer; order location through Mansfield to Bucyrus. (MB)
- Aug. 25, 1848 Western Telegraph Company line opens from Baltimore as far as Cumberland, Md. (Scharf)
- Aug. 29, 1848 Hazleton, Pa., coal operator Ario Pardee (1810-1892) marries Anna Maria Robinson (1820-1892), whom he had first hired as governess after his first wife died in childbirth in 1847; Anna’s brother-in-law George B. Markle (1827-1888) moves from Milton, Pa., to Hazleton to become bookkeeper for A. Pardee & Co. (Foulke&Foulke)

- Aug. 30, 1848 Coal miners on the Monongahela River strike against a wage reduction for 2 cents to 1¾ cents per bushel. (CmsrLabor AR)
- Aug. 31, 1848 John Renck elected Pres. of the Dayton & Western Railroad, replacing Alexander Grimes; Frederick C. Gebhardt of New York elected a director; Board authorizes employing an engineer. (MB)
- Sep. 1, 1848 Bald Eagle & Spring Creek Navigation opens from Milesburg to Bellefonte, completing line. (CnlCrnts)
- Sep. 2, 1848 Mad River & Lake Erie Railroad opens between Urbana and Springfield, Ohio, completing line from Sandusky; with Little Miami Railroad forms first through line between Lake Erie and the Ohio River; diverts large amount of traffic from Philadelphia to New York. (SpringfldDir, RRH. PRR AR)
- Sep. 4, 1848 York & Cumberland Railroad receives letters patent. (Val)
- Sep. 6, 1848 Corning, N.Y., incorporated as a village. (French)
- Sep. 10, 1848 Former Congressman and Cumberland Valley Railroad Pres. Thomas G. McCulloh (1785-1848) dies at Chambersburg. (Wilson, CongBio)
- Sep. 11, 1848 Morse patent agent Amos Kendall secures an injunction barring Henry O'Reilly from using the Columbian telegraph in Kentucky as infringing on the Morse patent. (Thompson)
- Sep. 12, 1848 Solomon White Roberts presents his report on a survey for the extension of the Mine Hill & Schuylkill Haven Railroad from the Mine Hill Gap near Coal Castle across Broad Mountain via the gap of Rattling Run with two inclined planes to Ashland in the Mahanoy Valley and to Shamokin. (AR)
- Sep. 13, 1848 Louis McLane resigns as Pres. of B&O. (Dilts)
- Sep. 13, 1848 In a freak blasting accident, Phineas Gage, a foreman of a contractor's gang on the Rutland & Burlington Railroad at Cavendish, Vt., has a three-foot tamping iron shot clean through his skull, entering under the jaw and exiting at the top of his head; first doctor to treat him is Edward H. Williams, future General Superintendent of PRR and partner in Baldwin Locomotive Works; Gage survives, but his personality is altered by the frontal lobe damage; the case becomes a landmark in brain science. (Restak)
- Sep. 13, 1848 Mine Hill & Schuylkill Haven Railroad Board refuses to accept the supplement authorizing the extension into the Mahanoy Valley as the rates permitted are too low and the amount of authorized is insufficient. (AR)
- Sep. 14, 1848 New Jersey Railroad Board appoints a committee to dispose of the old

turnpike company bridge at New Brunswick. (MB)

- Sep. 15, 1848 Joint Companies Executive Committee remains in session over the next three days, comparing the published collected letters of "A Citizen of Burlington" with the statements published by the companies; arranges to run a way line between Jersey City and Camden via Trenton with a \$3 fare. (MB)
- Sep. 1848 Andrew Carnegie and family arrive in Allegheny City. (Nasaw)
- Sep. 1848 James K. Moorhead, Pres. of the Atlantic & Ohio Telegraph Company, also elected Pres. of the Pittsburgh, Cincinnati & Louisville Telegraph Company; these two units of Henry O'Reilly's telegraph empire have been financed and managed mostly from Pittsburgh, and are the strongest parts of his system; the A&O pays 18% dividends in 1848, and the PC&L 11%. (Thompson)
- Sep. 1848 White Water Valley Canal partially reopens between Harrison and Cambridge City, Ind. (Fatout)
- Sep. 1848 Capt. R. C. Bristol builds the first steam-operated grain elevator at Chicago with a capacity of 80,000 bushels. (CHTaylor)
- Sep. 19, 1848 Joint Board considers Henry C. Carey's pamphlet and resolves to have the charges examined by four disinterested persons, James Gore King, Charles S. Olden, Philemon Dickerson and Jacob W. Miller. (MB)
- Sep. 19, 1848 Terre Haute & Richmond Railroad Board selects the southern route between Terre Haute and Greencastle; authorizes paying 6% on stock subscriptions until the road is opened between Terre Haute and Greencastle. (MB, AR)
- Sep. 21, 1848 John W. Erwin, engineer, presents maps and estimates for the survey for the Eaton & Hamilton Railroad. (MB)
- Sep. 22, 1848 York & Cumberland Railroad organized. (AR, Poor)
- Sep. 22, 1848 Last strap rails eliminated on the Mohawk & Hudson Railroad. (Harlow - verify)
- Sep. 22, 1848 Monongahela River coal strike ends with victory for the operators. (CmssrLabor AR)
- Sep. 23, 1848 At Boston on a pleasure trip with his family, Richard D. Wood meets with J[ohn?] Thayer about the Philadelphia & Reading Railroad. (Wood)
- Sep. 24, 1848 Future Lines West officer Arthur Burr Starr (1848- ) born at Brooklyn, N.Y.; son of Henry Burr Starr (1811-1860) and Ann Ebbets Starr (1813- ). (BioRcrdRPI)

- Sep. 25, 1848 Camden & Amboy Railroad establishes Morning Accommodation Line from Philadelphia to New York via Camden, Trenton and Jersey City. (AR)
- Sep. 25, 1848 Dayton & Western Railroad Board hears a report of survey from Samuel Forrer; adopts the Northern Route. (MB)
- Sep. 25, 1848 Ross Winans renews his 1834 patent on the 8-wheel, swivel-truck car for 14 years. (Stevens)
- Sep. 26, 1848 Henry Walters (1848-1931), future official of the Atlantic Coast Line Railroad and director of the Northern Central Railway, born at Baltimore; son of William Thompson Walters (1820-1894). (MB)
- Sep. 27, 1848 First recorded meeting of the York & Cumberland Railroad Board held at York; Thomas C. Hambly, Pres.; J. McD Goldsborough, Chief Engineer; Charles P. Manning, Consulting Engineer. (C&C)
- Sep. 27, 1848 Little Miami Railroad Board approves survey by Engineer Erasmus Gest from Xenia to Greene County line to meet Columbus & Xenia Railroad. (MB)
- Sep. 29, 1848 In New York, Richard D. Wood meets with John Gihon of the Reading; both are in favor of a truce between the Reading and the Schuylkill Navigation Company. (Wood)
- Sep. 30, 1848 Edward Fuller Brooks (1848-1916), future General Superintendent of PW&B, born at Cumberland, N.J. (PubLdgr)
- Oct. 1, 1848 Schuylkill Navigation Company is forced to suspend payments on the large debt contracted to enlarge the canal. (AR)
- Oct. 1, 1848 Michigan Central Railroad opens to Niles, Mich. (Marsh)
- Oct. 2, 1848 Members of Legislative Committee investigating charges against the Camden & Amboy Railroad invite Henry C. Carey to meet them at Bordentown next Thursday or Friday to prove charges. (Pam)
- Oct. 3, 1848 Henry C. Carey declines to meet the Camden & Amboy Investigating Committee on grounds the defendants are acting as their own judges. (Pam)
- Oct. 4, 1848 Robert W. Packer (1810?-1848), brother of Asa Packer, dies at Reading of tuberculosis. (CarbCoGaz - verify Brks&Sch)
- Oct. 5, 1848 New Jersey Railroad Board authorizes construction of a new road bridge over the Raritan River at Albany Street. (MB)

- Oct. 5, 1848 A committee from Steubenville, including lawyer and future Secretary of War Edwin M. Stanton (1814-1869), John A. Andrews and James Means writes an open letter to Thomas Bakewell (1792-1866), Pres. of the Pittsburgh Board of Trade, on connections to Cincinnati and the West via Steubenville and opposed to the Ohio & Pennsylvania Railroad; claims the O&P will be obstructed by snow longer than rival lines to the south. (Rept)
- Oct. 5, 1848 Ohio & Indianapolis Railroad Board approves contracts for sections 2 to 27, or just past Vienna, to be paid partly in stock. (MB)
- Oct. 10, 1848 Whig William F. Johnston narrowly defeats Democratic Canal Commissioner Morris Longstreth, the candidate of Simon Cameron, for Governor of Pennsylvania; Johnston has called a special election one year early rather than serve out the balance of Gov. Shunk's term as an unelected leader; Democrat Israel Painter of Westmoreland County defeats Whig Ner Middleswarth for Canal Commissioner on Middleswarth's opposition to a 10-hour law; Whigs retain control of State Senate and the Legislature as a whole, but lose the House, 45-50; resentment against the Walker Tariff has reduced the usual Democratic dominance into something close to parity; former Anti-Masonic leader Thaddeus Stevens is elected to Congress as a Whig, where he serves until Mar. 3, 1853. (Coleman, Snyder, Palmer)
- Oct. 10, 1848 PW&B Board reports having arranged for a through ticket between New York and Charleston, S.C., for \$20.00, of which PW&B gets \$2.85; PW&B agrees to concede one-seventh of this if Joint Companies will consent to \$2.50 for portion between New York and Philadelphia. (MB)
- Oct. 10, 1848 Whig Seabury Ford (1801-1855) defeats Democrat John B. Weller for Gov. of Ohio by the narrowest margin ever; the Legislature is evenly divided with the Free Soil Party holding the balance of power. (Sobel)
- Oct. 10, 1848 *Pioneer* is the first locomotive to arrive in Chicago for use on the Galena & Chicago Union Railroad. (CHTaylor)
- Oct. 11, 1848 Thomas Swann (1805-1883) elected Pres. of B&O, replacing Louis McLane, resigned, at \$3,000 per year, half of McLane's salary. (Dilts)
- Oct. 13, 1848 New York & Erie Railroad leases Chemung Railroad. (Val)
- Oct. 13, 1848 City of Jeffersonville grants Ohio & Indianapolis Railroad a depot and wharf lot, providing no locomotive be run over track on Wall Street between main depot and Ohio River. (Church)
- Oct. 14, 1848 Eaton & Hamilton Railroad adopts a location between Eaton and Collansville; appoints a committee to visit Richmond, Ind. (MB)

- Oct. 15, 1848 Convention for transcontinental railroad held in St. Louis; Sen Thomas Hart Benton of Missouri advocates a railroad from St. Louis; Sen. Stephen A. Douglas of Ill. argues that picking a single eastern terminus will make it impossible to muster sufficient votes in Congress. (Young)
- Oct. 1848 New Jersey Railroad establishes a \$3.00 fare on the 6:00 AM from New York to Philadelphia via Trenton and Camden and a daily excursion ticket for \$5.00 round trip. (ARJ)
- Oct. 1848 PRR places order for first three locomotives with Baldwin Locomotive Works at \$3,900 each. (first is Dauphin - when delivered?)
- Oct. 1848 Ohio & Indianapolis Railroad lets contract for 27 miles between Jeffersonville and Vienna, Ind.
- Oct. 1848 Cleveland, Columbus & Cincinnati Railroad contracted to Harbach, Stone & Witt, consisting of Amasa Stone (1818-1883), Frederick Harbach and Stillman Witt (1808-1875). (Marvin, Paskoff ed)
- Oct. 19, 1848 Paterson & Ramapo Railroad opens between Paterson, N.J., and the New York & Erie Railroad at Suffern, N.Y.; with Paterson & Hudson River and New Jersey Railroads, provides a shortcut between the Erie main line and Jersey City, saving the long steamboat run between New York and Piermont; however, no through tickets are offered until 1851. (Lucas)
- Oct. 24, 1848 *Pioneer*, a second-hand Baldwin product and first locomotive at Chicago, is first placed on the Galena & Chicago Union Railroad; road had been revived the previous year by William B. Ogden, Walter Newberry, Thomas Dyer and Charles Walker. (Ystry&Tdy, Young)
- Oct. 25, 1848 Future Chicago promoter and speculator William Henry Moore (1848-1923) is born at Utica, N.Y., the son of banker Nathaniel F. Moore and Rachel Beckwith Moore. (DAB)
- Oct. 30, 1848 Canal Commissioners permit D. Leech & Co. to operate a freight and express car on the afternoon line from Philadelphia. (CC)
- Oct. 31, 1848 Madison & Indianapolis Railroad Board bans all operation on Sundays; reports that the new depot at Madison is completed and that there are no patent conflicts with Andrew Cathcart's plane-climbing locomotive design. (MB)
- Oct. 31, 1848 Austrian army retakes Vienna and crushes the revolution. (Mercer)
- Fall 1848 Brady's Bend Iron Company suspends operation of its blast furnaces and rail-rolling mill, a victim of the Walker Tariff and the flooding of the U.S. market by British rails. (Fell)

- Nov. 1, 1848 PRR approves contract for operating Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad; is to replace all strap rail and respace tracks for wide cars and build double-track branch to Columbia. (MB)
- Nov. 1, 1848 Lykens Valley Railroad & Coal Company railroad reopened with T-rail and locomotives. (Val)
- Nov. 1, 1848 Cog rail placed in service on Madison Incline and use of horses abandoned; first rack locomotive *M.G. Bright* (0-8-0) is designed by Andrew Cathcart, the company's machinist and built by Baldwin in 1847; one set of cylinders drives regular wheels while a second set mounted vertically drives cog wheel engaging a rack rail in the center of the track. (AR)
- Nov. 1, 1848 Henry R. Hall resigns as Superintendent of the Madison & Indianapolis Railroad; Pres. John Brough also becomes General Superintendent and can hire an Assistant Superintendent. (MB)
- Nov. 1, 1848 Henry O'Reilly announces that he will build a the New York & New England Telegraph Company line between New York and Boston in competition with the Morse patentees. (Thompson)
- Nov. 2, 1848 New Jersey Railroad Board appoints a committee on improving the line through the Bergen Hill Cut. (MB)
- Nov. 2, 1848 Edward F. Gay makes report on the first survey for the West Chester & Philadelphia Railroad. (Rept)
- Nov. 2, 1848 Bank of England reduces its interest rate to 3%. (Francis)
- Nov. 5, 1848 James Patterson Scott (1848-1914), oldest son of Tom Scott by his first wife, born at Columbia, Pa. (8<sup>th</sup> Rept of Secy Hrvrd Class of '71)
- Nov. 6, 1848 John A. Roebling purchases a 25-acre site in Chambersburg on the south side of Trenton as a site for a wire rope factory to replace his original facility in Saxonburg, Pa.; it is located on the Bordentown Branch of the Camden & Amboy Railroad and near the rolling mill of the Trenton Iron Company. (Schuyler, Zink)
- Nov. 6, 1848? Mount Savage Iron Works passes into the hands of Erastus Corning, John F. Winslow, Warren Delano, John Murray Forbes and Enoch Pratt. (ARJ ad)
- Nov. 1847 Maryland & New York Iron & Coal Company (Mount Savage Rolling Mill) sold at foreclosure to Erastus Corning, John F. Winslow and John Murray Forbes for \$215,000; includes 280 houses and a 9-mile railroad; rail rolling mill was a victim of its remote location and the 1846 Walker Tariff that lowered the duties on imported iron. (ARJ, Harvey, Neu - may be week of

11/14-20/47, may include the charter or property of the Lulworth Iron Co.)

- Nov. 7, 1848 Whig war hero Gen. Zachary Taylor (1784-1850) wins the presidency over Democrat Lewis Cass (1782-1866) in the first election in which the entire nation selects presidential electors on the same day; anti-slavery and radical Democrats in New York run ex-Pres. Martin Van Buren and Charles Francis Adams, Sr., on the Free Soil ticket and cost Cass the state's electoral votes, although in Ohio, they draw from Taylor; many southern Democrats desert the Yankee Cass and vote for Taylor because he is a southern slaveholder; the election marks a turn from the old issues of the Bank and the currency (but not the tariff) to the new issues of sectionalism and slavery in the territories. (Wheelan, Howe)
- Nov. 7, 1848 Whig Hamilton Fish (1808-1893) elected Gov. of New York in a three-way fight with Van Buren's Free Soil Party and the pro-Southern "Hunker" Democrats; sitting Gov. John Young is a "Cotton Whig" disinclined to limit slavery and has been denied renomination by the anti-slavery "Conscience Whigs" led by William H. Seward and Thurlow Weed; Fish is from New York City and lukewarm on the issue of spending on the canals; the Whigs win both houses of the Legislature and are able to elect Seward as U.S. Senator. (Shaw)
- Nov. 7, 1848 Democrat Augustus C. French (1808-1864) is reelected Gov. of Illinois under the new 1848 Constitution, defeating Whig W. S. D. Morrison. (Sobel)
- Nov. 9, 1848 Blackstone Canal abandoned after completion of the parallel Providence & Worcester Railroad. (Minor/EaglesByte)
- Nov. 11, 1848 Ohio & Indianapolis Railroad Board locates Jeffersonville depot on squares 67, 68 and 78 totaling 16 acres; beginning of line on Wall Street at southwest corner of block 67; company also buys 2,400 acres for fuel wood. (MB)
- Nov. 15, 1848 New York City Council authorizes New York & Harlem Railroad to lay track in Canal Street from Centre Street to 75 feet east of Broadway to serve a proposed passenger station for the New York & New Haven Railroad. (Valentine, NYState)
- Nov. 15, 1848 Courts order the seizure of all property of Henry O'Reilly's Peoples Telegraph Company in Kentucky on suit of Amos Kendall, breaking up his Louisville-Nashville line and impacting the rest of his companies. (Thompson)
- Nov. 1848 Baldwin completes the first two locomotives built for PRR, 0-8-0's *Dauphin* (c/n 333) and *Perry* (c/n 334); used mostly in construction service. (Lovell, )
- Nov. 1848 Meeting of representatives of West Chester Railroad and West Chester & Philadelphia Railroad fail to reach agreement for merging the two companies. (Moore)

- Nov. 1848 Dayton & Western Railroad organized; P.P. Lowe, Pres.; Phineas Pomeroy, Chief Engineer. (ARJ)
- Nov. 1848 Bellefontaine & Indiana Railroad organized. (ARJ)
- Nov. 1848 Flood damages the White Water Valley Canal to the extent of \$80,000. (Young)
- Nov. 20, 1848 In annual report, J. Edgar Thomson suggests ending the fiscal year on Dec. 31 instead of Oct. 31 and moving annual meeting to second Tuesday in February, so he can have time to complete the engineering reports after the field work season ends. (AR)
- Nov. 20, 1848 *Pioneer*, first locomotive at Chicago, first operates on excursion between Chicago and Oak Park and return on the Galena & Chicago Union Railroad, bringing with it the first load of wheat; regular freight service begins the next day; the railroad soon begins channeling grain to Chicago that previously went to St. Louis. (C&NW, Young, CHTaylor, Cronon)
- Nov. 25, 1848 Col. William Robinson, Jr. (1785-1868), elected Pres. of Ohio & Pennsylvania Railroad; principal offices established at Salem, Ohio, and Pittsburgh. (MB)
- Nov. 27, 1848 Pope Pius IX (1792-1878) flees in disguise from Rome to Naples in disguise to escape the Revolution led by Giuseppe Mazzini. (Mercer, Bierman - McBrien has 11/24?)
- Nov. 26, 1848 Eaton & Hamilton Railroad Board appoints John W. Erwin Engineer at \$1,500 per year; adopts the main "Valley Line." (MB - recheck 11/26 or 28 C&C has 28)
- Nov. 30, 1848 Richard D. Wood declines reelection to the PRR Board and suggests Robert F. Stockton as a replacement. (Wood)
- Nov. 31, 1848 New Jersey Railroad Board approves an agreement with the Elizabethtown & Somerville Railroad and Elizabethport & New York Ferry Company. (MB)
- Dec. 2, 1848 Austrian Emperor Ferdinand I abdicates in favor of his nephew Franz Josef (1830-1916), who reigns until World War I. (Mercer)
- Dec. 4, 1848 At annual meeting, PRR stockholders are urged to work for subscriptions by individuals and by unincorporated districts of Philadelphia County, as further monies from the city are unlikely, (MB)
- Dec. 4, 1848 Great Southern Mail restored to the Richmond, Fredericksburg & Potomac Railroad. (Mordecai)

- Dec. 5, 1848 Pres. James K. Polk, in his annual message to Congress, confirms the discovery of gold in California, touching off the Gold Rush of the following year; Polk calls for the establishment of a mint in San Francisco; \$10 million in gold has already been produced, rising to a total of \$220 million by the end of 1851; the value of U.S. gold coins in circulation increases by a factor of 20, eliminating most of the shortage that caused friction between the “hard money” and “soft money” factions of the Democratic Party and ending any support for a new national bank. (EAH, Howe)
- Dec. 5, 1848 Henry O'Reilly's Atlantic & Lake Telegraph Company transmits Pres. Polk's message to St. Louis, although it takes 24 hours to key it. (ARJ)
- Dec. 5, 1848 King Frederick William IV of Prussia dissolves the national assembly, having suppressed the revolution; many liberal Germans seek asylum in the U.S. (Mercer)
- Dec. 6, 1848 Indianapolis & Bellefontaine Railroad adopts an eastern terminus where a direct line from Winchester, Ind., to Sidney, Ohio, will intersect the state line; Jeremiah Smith and Oliver H. Smith use this information to buy the land where they will develop Union City, which is also expected to be a transshipment point between Indiana (standard) gauge and Ohio gauge. (Olson)
- Dec. 7, 1848 Ohio & Indianapolis Railroad draws up petition to Congress for a land grant of 500,000 acres because southern Indiana is a poor region and they are unable to raise enough money. (MB)
- Dec. 1848 Committee of New Jersey Legislature appointed to investigate Henry C. Carey's charges against the Joint Companies reports no wrongdoing; members Samuel Mairs, Charles Parker, James Gore King and William Pennington, were handpicked by the Camden & Amboy and the investigation managed by Joseph P. Bradley, the Joint Companies' chief lawyer. (Lane, Pam)
- Dec. 9, 1848 Canal Commissioners permit two PRR locomotives from Baldwin to pass over Columbia Railroad to Dillerville free of toll. (CC)
- Dec. 9, 1848 Civil engineer George R. Eichbaum reports on survey of Cleveland & Pittsburgh Railroad. (Rept)
- Dec. 10, 1848 Louis Napoleon Bonaparte (1808-1873), the nephew of the first Napoleon who has returned from exile in England, is elected Pres. of the French Second Republic. (Bierman)
- Dec. 11, 1848 Lycoming Iron Company incorporated in Pa. (PaStDept)

- Dec. 12, 1848 PW&B reports that all of new \$350,000 stock issue has been taken. (MB)
- Dec. 14, 1848 Joint Companies Executive Committee renews G.W. Aspinwall's agreement for steam towing on the Delaware River for 1849 providing he reduce his rate by 20 cents per trip on a sliding scale proportionate to the freight rate; hears a request of John A. Roebling for a canal basin at Trenton. (MB)
- Dec. 14, 1848 NC&F writes off \$20,000 investment in Maryland & Virginia Steamboat Company, \$15,000 in Atlantic Steam Packet Company, \$1,000 in Baltimore & Wheeling Transportation Company, and \$5,000 in Salem, Delaware & Philadelphia Steamboat Company. (MB)
- Dec. 14, 1848 Terre Haute & Richmond Railroad contracts with Thomas A. Morris for half his time as Chief Engineer at \$1,250 per year and with William D. Wood as Assistant Engineer at \$1,000. (MB)
- Dec. 15, 1848 Adams & Co. has established an agency in New Orleans and sends express matter on every steamboat leaving New York. (NYPost)
- Dec. 15, 1848 Galena & Chicago Union Railroad opens for revenue service on 10 miles between Chicago and Harlem (Oak Park) on the Des Plaines River; first railroad leading west from Chicago and oldest part of Chicago & North Western Railway system; Baldwin locomotive *Pioneer* is first to run west of Chicago; first railroad station in Chicago is at the southwest corner of Canal & Kinzie Streets. (Ystrdy&Tdy - may be 12/18?)
- Dec. 16, 1848 W. Milnor Roberts reports on surveys to avoid Belmont Plane; after reviewing all previous surveys and routes, recommends route from one mile west of plane to Market Street via Georges Run as most economical. (CC)
- Dec. 16, 1848 New Jersey Railroad Board authorizes arranging with the New Brunswick Common Council to rebuild the old road bridge at Albany Street and lease it to a private operator. (MB)
- Dec. 18, 1848 Delanco Land Company buys 64 acres of farmland on the Delaware River on the north side of the mouth of Rancocas Creek to develop the town of Delanco. (Woodward)
- Dec. 19, 1848 J. Edgar Thomson writes to director William C. Patterson noting that he is being bombarded by requests for positions as operating employees, and is finally told he will be responsible for creating the transportation organization. (Ward)
- Dec. 20, 1848 Indianapolis City Council authorizes formation of a union depot company. (Hertherington)

- Dec. 20, 1848 Terre Haute & Richmond Railroad makes contract for building 32 miles between Terre Haute and Greencastle. (AR)
- Dec. 22, 1848 Pres. James Farmer (1802-1891) of the Cleveland & Pittsburgh Railroad forwards the report of Chief Engineer George R. Eichbaum and consulting engineer Alexander C. Twining to the stockholders. (Rept)
- Dec. 22, 1848 Future PRR General Passenger Agent Leslie P. Farmer (1848-1908) born at Rockville, Conn. (BioRyOff)
- Dec. 22, 1848 Report of First Assistant Postmaster General Selah R. Hobbie on the postal systems of Europe is presented to the House; he describes the British traveling railway post offices but does not recommend them as suitable for U.S. conditions. (HistRyMail)
- Dec. 25, 1848 First train on New York & New Haven Railroad arrives at Woodlawn Jct.; excursionists walk to the nearby station of the New York & Harlem Railroad to continue their trip to the city; on this day, the Hudson River is closed by ice above Hudson, N.Y.; NY&NH takes passengers to Bridgeport, whence they can take the Housatonic Railroad for Albany via Pittsfield and Chatham. (NYPost)
- Dec. 26, 1848 Future PRR General Coal Freight Agent Joseph G. Searles (1848-1911) born at Tiffin, Ohio. (RyAgeGaz)
- Dec. 27, 1848 Committee of James Gore King, William Pennington and Charles Parker, appointed to review Henry C. Carey's charges, reports to the Joint Board. (MB)
- Dec. 27, 1848 New York & Erie Railroad opens from Port Jervis to Binghamton in the upper Susquehanna Valley. (AR, ARJ, Mott)
- Dec. 27, 1848 New York & New Haven Railroad opens between Woodlawn Jct. and Mill River Jct. at New Haven, completing the first all-rail line between New York and Boston via Springfield; renders the LIRR route to Boston non-competitive (NHCorp); first tt. dated 12/29; first New York passenger station is at 29 Canal Street with locomotives attached at 32nd Street; first freight station is on Centre Street near Canal. (RRH) note was gap between excursion and revenue in 1/49 - Canal St. not opened until 1/49 (NYPost has first revenue 12/28 from 32<sup>nd</sup> Street)
- Dec. 27, 1848 Alphonso Taft (1810-1891) of Cincinnati, founder of an Ohio political dynasty, elected a director of Little Miami Railroad. (MB)
- Dec. 27, 1848 Charles Ellet, Jr., surrenders his contract for the Niagara River suspension bridge in a dispute with the company after completing a temporary footbridge;

- the contract is later awarded to John A. Roebling. (Lewis)
- Dec. 27, 1848 Indiana Gov. James Whitcomb (1795-1852) resigns following his election to the U.S. Senate; he is succeeded by Lieutenant Gov. Paris C. Dunning (1806-1884), also a Democrat, who serves out his term. (Sobel)
- Dec. 28, 1848 New York & New Haven Railroad agrees to pool the New York-Bridgeport business with the Housatonic Railroad using two boats owned by George L. Schuyler; Housatonic Railroad had made Schuyler its exclusive eastern connection. (NHCorp, AR)
- Dec. 28, 1848 New York & Erie Railroad opens between Port Jervis and Binghamton, N.Y. (Poor)
- Dec. 29, 1848 Canal Commissioners permit attaching as many box cars for express on the afternoon line from Philadelphia as possible. (CC)
- Dec. 29, 1848 Richard D. Wood, George Howell and other Philadelphia businessmen leave for Harrisburg to present a memorial of the Board of Trade to Gov. William F. Johnston asking him to veto the charter of the Erie & Ohio Railroad; Johnston does not believe in the veto power (i.e., overriding the will of the people as expressed by the Legislature), meaning that the charter may become law unless action is taken; because of a snowstorm, they do not arrive until Dec. 31. (Wood)
- Dec. 30, 1848 First mass meeting at Mount Holly in favor of a new railroad across New Jersey running east of the Camden & Amboy; seven-year campaign to secure a charter is blocked by Camden & Amboy's control of the State Senate.
- Dec. 30, 1848 Future PRR Superintendent William Newell Bannard (1848-1919) born at New York City. (Wilson)
- Dec. 30, 1848 In heavy snow storm, the New York & New Haven Railroad train is preceded by two locomotives with plows. (NYPost)
- Dec. 30, 1848 John A. Wright withdraws from the firm of A. Wright & Nephew, leaving Archibald Wright and John Wright. (CmmrcLst)
- Dec. 31, 1848 New York & Harlem Railroad officials travel in first train between Croton Falls and Dover Furnace ( not Dover Plains). (NYPost)
- Dec. 31, 1848 New York & Harlem Railroad opens between Croton Falls and Dover Plains. (GrnBk, Poor - AR says just "Dover")
- 1848 Post Office Dept. extends Route Agents from Philadelphia to New York. (Long/Dennis)

- 1848 Camden & Amboy Railroad builds new station at South Amboy. (Clayton)
- 1848? Philadelphia Steam Propeller Company and Swiftsure Transportation Company organized with Capt. Richard F. Loper (1800-1880) as Pres. to operate via the Delaware & Raritan Canal. (RFLoperPapers - verify)
- 1848 PW&B raised above highest flood tide through Shellpot Meadows south of Wilmington. (AR)
- 1848 PW&B replaces last strap rail north of Susquehanna River (10 miles between Philadelphia and Wilmington) with T-rail; is still strap rail south of the Susquehanna. (AR)
- 1848 Reading names James Millholland Master of Machinery at Reading Shops; Millholland goes on to make important advances in anthracite-burning locomotives. (RRGaz)
- 1848 Canal Commissioners cut tolls on Main Line of Public Works to attract trade from southern Ohio; Ohio Canal matches cut. (Mould - verify)
- 1848 Cumberland Valley Railroad discontinues sleeping car service. (Wilson)
- 1848 Future Cumberland Valley Railroad Pres. Thomas B. Kennedy admitted to bar of Franklin County, having studied with Alexander Thomson, father of future PRR Pres. Frank Thomson. (Wilson)
- 1848 Pennsylvania Legislature retroactively legalizes municipal subscriptions to railroad companies. (check)
- 1848 Baltimore & Susquehanna Railroad still has 2.65 miles of track on stone blocks near Timonium. (AR)
- 1848 William Lawrence Scott (1828-1891) settles in Erie, Pa., where he takes a job as clerk in the law office of Sen. Charles M. Reed (1803-1871), for whom he had served as a page in Washington. (RyW)
- 1848 Grading on Western Division of PRR abandoned by contractors because they bid at too low prices; spent only \$7,498; company concentrates work on Eastern Division. (AR)
- 1848 Pendleton Shops and 10-stall semicircular roundhouse open at Cincinnati on Little Miami Railroad. (C&C)
- 1848 Chief Engineer Thomas A. Morris surveys three routes to avoid Madison Plane, two up valley of Clifty Creek and one up Crooked Creek. (Anderson)

- 1848 Madison & Indianapolis Railroad increases its capital stock to \$300,000 for relaying the first 28 miles of road with T-rail. (ARJ)
- 1848 Rushville & Shelbyville Railroad begins construction in Indiana. (Church)
- 1848 Lake Michigan, Logansport & Ohio River Railroad incorporated in Indiana to build from Cincinnati to Chicago; unable to raise money. (Powell - verify PL?)
- 1848 Future PRR Superintendent Robert L. Holliday (1848-1906) born. (ATO)
- 1848 Robert Simpson Cassatt (1806-1891) moves his family from Pittsburgh to the Lancaster area, where he buys "Harwicke," the region's most expensive mansion, and lives the life of a country gentleman; here A. J. Cassatt spends his late boyhood; ironically, the building is later demolished to build the PRR's Lancaster Cutoff, the present Amtrak main line. (Mathews)
- 1848 Future Lines West official Thomas L. Jewett (1809-1875) is elected Judge of the court at Steubenville, Ohio.
- 1848 Future Lines West official Hugh J. Jewett (1817-1898) moves from St. Clairsville to Zanesville, Ohio, and expands his legal practice; he becomes Pres. of the Muskingum Branch of the Ohio State Bank in 1852 and enters local and state politics as a Democrat. (AppletonsCyc)
- 1848 Robert Schuyler elected Pres. of the New York & Harlem Railroad. (Harlow)
- 1848 Wabash & Erie Canal opens between Lafayette and Terre Haute, Ind.
- 1848 Telegraph line completed from Baltimore to Wheeling, following the National Road west of Hancock. (VaBPW - possibly Kendall's Western Telegraph Company?)
- 1848 First omnibus service begins in Washington, D.C., between the Navy Yard and Georgetown via Capitol Hill and Pennsylvania Avenue. (Metrobus the first 15 years)
- 1848 New York, Providence & Boston Railroad extended to new Union Station in Providence, permitting through rail service between Boston and the steamboat landing at Stonington. (Humphrey)
- 1848 Coal overtakes flour as the chief commodity transported on the B&O. (Dilts)
- 1848 Telegraph line completed between New York and Chicago. (Trager)

- 1848 Robinson family and other stockholders of the Richmond & Petersburg Railroad, Richmond, Fredericksburg & Potomac Railroad and Washington & Fredericksburg Steamboat Company purchase control of the Baltimore Steam Packet Company (Old Bay Line), thus controlling both Chesapeake Bay and railroad routes south of Baltimore. (Mordecai)
- 1848 Syracuse & Rochester Direct Railroad incorporated in N.Y.; sells only 834 shares. (Harlow - verify Poor or PL)
- 1848 Col. J. H. Sullivan elected Pres. of the Central Ohio Railroad. (ATMcKelvey)
- ca. 1848 Abner H. Reed builds the Monmouth House hotel at Long Branch, N.J. (Ellis)
- 1848 British exports of railroad iron to the U.S. account for 48% of British exports (of iron?), as the end of the railway boom dries up the domestic market. (Seely)
- 1848? Cooper & Hewitt reorganized as Cooper, Hewitt & Co. with the admission of Charles Hewitt (1824-1879) and James Hall; Cooper, Hewitt & Co. acts as a management and holding company, with the plants and other units incorporated separately. (Paskoff ed - check directories)
- 1848 Cooper, Hewitt & Co. acquire the stock of the Delaware Manufacturing Company, incorporated in 1837; it owns a nail factory on Hamilton Avenue near Broad Street in Trenton, N.J.; Cooper, Hewitt & Co. convert it to wire manufacture. (Woodward)
- 1848 John A. Roebling establishes a wire rope factory at Trenton, N.J. (HistTrenton)
- 1848 Batsto Furnace, N.J., abandoned. (Hall)
- 1848 Edward Bancroft (1811-1855) and William Sellers (1824-1905) form the firm of Bancroft & Sellers at Beach Street, Kensington, Philadelphia, to build machine tools and mill gearing; it grows into one of the city's most important machine-building firms. (Scharf, Robson)
- 1848 Erskine Hazard of the Lehigh Coal & Navigation Company begins the manufacture of wire rope at Mauch Chunk, which is under the charge of his son Fisher Hazard. (Munsell/Luz, Bradsby)
- 1848 John Bates of St. Clair, Pa., and English Chartist, forms the first miners' union in the Schuylkill Coal Field. (Roberts, Yearley)
- 1848 Thomas Kier and Samuel M. Kier discover petroleum in their salt wells at Tarentum, Pa. (DerrickHndbk)

- 1848 Brier Hill Coal Field of Ohio's Mahoning Valley produces one-third of Ohio's coal, up from one-tenth in 1840 when the Pennsylvania & Ohio Canal opened; by 1851, Cleveland is the second-ranked coal port on the Great Lakes, after Erie, Pa. (Scheiber)
- 1848 Number of hogs slaughtered at Cincinnati reaches a pre-Civil War peak of 475,000; thereafter, increasing numbers of hogs are shipped north on the Mad River & Lake Erie Railroad to Lake Erie and points east; in contrast, the bulk of Cincinnati's exports and those of southern Ohio serve the increasing demand for foodstuffs in the plantation South. (Scheiber)
- 1848 Hobart, Ind., platted. (Howat)
- 1848 Capt. Robert C. Bristol builds the first steam-operated grain elevator in Chicago. (Cronon)
- 1848 Rough-and-Ready Rolling Mill at Danville, Pa., rolls its first T-rails. (Swank)
- 1848 Troy & Greenfield Railroad incorporated in Mass. by Alvah Crocker of the Fitchburg Railroad to build from Greenfield to the Vermont or New York state lines in the direction of Troy; the object is to create a crossing of the Berkshires with lower grades than the Western Railroad Corporation; to do so, it will require a 4-mile tunnel through the metamorphic rocks of Hoosac Mountain. (Ward, Kirkland - verify ICC)
- 1848 Rock Island & La Salle Railroad incorporated in Illinois to build from La Salle at the western end of the Illinois & Michigan Canal to Rock Island on the Mississippi River. (Overton - verify ICC)
- 1848 First private stockyard in Chicago, the Bulls Head Market, opens near Ashland Avenue & West Madison Street. (Pate, CHTaylor)
- 1848 Nashville & Chattanooga Railroad, incorporated in 1845, finally organized with Vernon K. Stevenson (1812- ) as Pres. and controlling interest; he engages J. Edgar Thomson of the Georgia Railroad to conduct the preliminary survey; Thomson retains a small stock holding and is a director in 1866-67. (Prince - verify ICC)
- 1848 Marcus Goldman ( - ), founder of the banking house of Goldman, Sachs, immigrates from Bavaria and sets up as a peddler in Philadelphia. (Carosso)
- 1848 Emigration to U.S. begins a seven-year boom driven by Potato Famine and revolutions in Europe; by the early 1850s, an anti-immigrant backlash has begun in the U.S. (RRGaz)

ca. 1848

Col. J. J. Abert of the Topographical Engineers and Col. George W. Hughes of the Army Engineers recommend a transcontinental railroad on the southern route, running from San Diego across to the Gila River and El Paso to Natchitoches, where on branch would proceed to Vicksburg or Memphis, and one through Little Rock to St. Louis; this is the route that PRR Pres. Tom Scott will embrace after the Civil War. (Albright - verify - may be 1846-7)