

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

By Christopher T. Baer

1846

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All data subject to correction and change

- Jan. 2, 1846 Magnetic Telegraph Company tests the first section of its New York-Philadelphia line between Philadelphia and Norristown. (Scharf)
- Jan. 3, 1846 *American Railroad Journal* carries complaints against the Camden & Amboy Railroad for barring through freight to and from the New Jersey Railroad via New Brunswick; freight from the NJRR to points south of New Brunswick must go to New York and then over the South Amboy-Camden line to Bordentown and Trenton. (ARJ)
- Jan. 5, 1846 Solomon White Roberts declines reelection as Pres. of Schuylkill Navigation Company; replaced by Charles Ellet, Jr. (AR, Hare)
- Jan. 5, 1846 Telegraph line opens between Harrisburg and Lancaster, with messages sent to Philadelphia by railroad. (Scharf)
- Jan. 6, 1846 Southwark Railroad Board authorizes Road Committee to rent road and "pleasure cars" if advisable. (MB)
- Jan. 6, 1846 Sen. George Darsie of Allegheny County introduces bill in Pa. Legislature to grant B&O right to build to Pittsburgh. (SenJrnl)
- Jan. 6, 1846 Future PRR Motive Power official Howard Fry (1864-1883) born at Plymouth, England. (MCB)
- Jan. 6, 1846 New York & Boston Magnetic Telegraph Association formally organized; A. Sidney Doane, Pres. (Thompson)
- Jan. 7, 1846 Meeting held at Geneva, N.Y., in favor of Chemung Railroad. (ARJ)

- Jan. 8, 1846 First message sent by telegraph in Pennsylvania on Atlantic, Lake & Mississippi Valley Telegraph Company's line between Lancaster and Harrisburg; managed by James D. Reid at Harrisburg; opens to the public next day. (Thompson, Wilson)
- Jan. 10, 1846 Joint Board considers a letter from the person who purchased the Delaware & Atlantic Railroad at sheriff's sale. (MB)
- Jan. 10, 1846 New York & New Haven Railroad agrees with the New York & Harlem Railroad to make a connection at Williamsbridge Jct. and use the NY&H to a New York depot at 33rd Street. (NHCorp)
- Jan. 12, 1846 LIRR director Henry Ruggles proposes selling the steamboat *Atlantic*, then under construction to another railroad and leasing it back from the purchaser; the \$150,000 cost may have been too high. (MB, diamond)
- Jan. 12, 1846 Edward C. Dale (1801-1866) elected Pres. of PW&B, replacing M. Brooke Buckley (1794-1856), who declines reelection. (MB)
- Jan. 12, 1846 Railroad convention convenes in Harrisburg; James Clarke makes address in favor of a company to build an all-rail route to Pittsburgh and against the B&O. (PubLdgr, ARJ)
- Jan. 13, 1846 LIRR Board agrees that the Norwich & Worcester Railroad will buy the unfinished steamboat *Atlantic* being built at the Bishop & Simonson yard and operate it in service between New York and Allyn's Point; the LIRR is to operate the *Worcester* on the same route for two years beginning Apr. 1, 1846; Cornelius Vanderbilt ceases to attend meetings and soon unloads his stock, as the LIRR can no longer be a tool in securing control of the Long Island Sound steamboat routes. (MB, diamond)
- Jan. 13, 1846 William B. Foster, Jr., elected Pres. of Board of Canal Commissioners for a one-year term; James Clarke's final term as Canal Commissioner expires. (Wilson, HistIndCo)
- Jan. 14, 1846 Magnetic Telegraph Company reports that \$10,000 has been subscribed to extend the telegraph from Philadelphia to Baltimore; \$4,000 comes from Henry O'Reilly, who has been given the construction contract, and \$3,500 from William M. Swain of the Philadelphia *Public Ledger*; Isaac R. Trimble subscribes \$200, and similar amounts come from Wilmington merchants and manufacturers. (Thompson)
- Jan. 15, 1846 Magnetic Telegraph Company opens between Philadelphia and Somerville, N.J., mostly following the line of the Old York Road from Norristown. (Scharf)

- Jan. 15, 1846 Pendleton & Indianapolis Railroad incorporated in Indiana. (GrnBk)
- Jan. 1846 Troy interests petition the Legislature for a charter for the Mohawk Valley Railroad from Schenectady along the south bank of the Mohawk to Utica, parallel to the Utica & Schenectady Railroad, which has consistently refused to share the western traffic with Troy; the stock of the Utica & Schenectady falls from 126 to 115; the U&S forces attack the bill as threatening to divert trade from New York to Boston, and the bill is defeated in the Senate. (Pierce)
- Jan. 1846 North Branch Canal Company has decided to abandon the project and returns the subscriptions to the stockholders. (CarbCoGaz)
- Jan. 1846 B&O Board orders 30 miles relaid with new H-rails; the entire line east of Harpers Ferry has to be rebuilt to current standards; as the company is unable to raise money, improvements are paid for out of earnings, leading to the suspension of cash dividends from 1847 to May 1856; dividends are paid in stock from 1848 to 1853. (Reizenstein)
- Jan. 1846 Convention held at Rockford, Ill., to revive the Galena & Chicago Union Railroad project, the first attempt to build a railroad to bring agricultural products to Chicago from the west. (CHTaylor)
- Jan. 16, 1846 Lykens Valley Railroad & Coal Company appoints George E. Hoffman Chief Engineer; Joseph Gratz to director, replacing Stephen Colwell, resigned. (MB)
- Jan. 18, 1846 Haverford College incorporated as the successor to the Haverford School, which was forced to close for lack of funds in 1845; drops its Quakers-only policy and is given the power to grant regular degrees; reopens in 1848 after gifts of \$13,500 from George Howland, a New Bedford whaler, and \$4,000 each from Josiah White and Richard D. Wood of Philadelphia. (HvrfrdCollege)
- Jan. 19, 1846 Pa. Senate Committee on Internal Improvement reports bill to permit B&O to build to Pittsburgh. (SenJrnl)
- Jan. 19, 1846 Richmond & Miami Railroad Company incorporated in Indiana to build from Richmond to Ohio state line. (Church)
- Jan. 19, 1846 Knightstown & Shelbyville Railroad incorporated in Indiana. (Sulzer)
- Jan. 19, 1846 Peru & Indianapolis Railroad incorporated in Indiana by William J. Holman, et al., to build from the Madison & Indianapolis Railroad to Peru on the Wabash & Erie Canal. (Rept, Rehor, HistMiamiCo)
- Jan. 19, 1846 Indiana Gov. James Whitcomb (1795-1852) signs a bill “to provide for the funded debt of the State of Indiana, and for the extension of the Wabash &

Erie Canal to Evansville” (aka the First Butler Bill) along lines negotiated with Charles Butler (1802-1897), representative of the New York and European creditors; funds the entire state debt and interest in arrears into a new issue of 5% bonds, on which 2½% is to be paid by taxation and 2½% by earnings of the Wabash & Erie Canal; the creditors are to contribute \$2,225,000 to complete the Wabash & Erie Canal to the Ohio River backed by the remaining federal land grant. (Newcomer, Fatout)

- Jan. 20, 1846 Ohio & Indianapolis Railroad, originally incorporated in 1832, revived by Indiana Legislature; to build from Indianapolis to Jeffersonville. (Church)
- Jan. 20, 1846 Martinsville & Franklin Railroad incorporated in Indiana to build from Martinsville to a connection with the Madison & Indianapolis Railroad. (GrnBk, Harlow)
- Jan. 20, 1846 Magnetic Telegraph Company completes its line between Philadelphia and Newark, N.J., via Norristown, Doylestown, Somerville and Elizabeth; the company has no method for getting its wires across the Hudson River. (Thompson)
- Jan. 21, 1846 Magnetic Telegraph Company stockholders meet in New York and complete final organization; Amos Kendall is elected Pres.; Kendall’s Jacksonian credentials insure that the telegraph is to be open to all on a first-come-first-serve basis, except in public emergencies, and will be open 7 days a week until 10:00 PM, except for the hours of Sunday church services; directors include John O. Sterns and Isaac R. Trimble of the parallel railroads, and William M. Swain (1809?-1868) of the Philadelphia *Public Ledger*. (Thompson, Scharf)
- Jan. 22, 1846 Bill to incorporate PRR introduced in Pa. House; this bill not acted on in favor of the Senate bill. (HseJrnl)
- Jan. 22, 1846 Formal contract between the New York & New Haven Railroad and the New York & Harlem Railroad adds the use of the NY&H terminal at 42nd Street; this ends the NY&H’s opposition to the New York & New Haven’s extension into New York State. (NHCorp, AR)
- Jan. 22, 1846 Sen. Simon Cameron orchestrates the Senate’s rejection of Pres. James K. Polk’s appointment of his enemy George W. Woodward to the Supreme Court. (Klein)
- Jan. 23, 1846 Magnetic Telegraph Company orders extending the telegraph line from Newark to Jersey City. (Thompson)
- Jan. 23, 1846 John B. Jervis reports to a public meeting at New York on a preliminary survey for the Hudson River Railroad; notes that passenger trains can more than halve the travel time to Albany from the 10-11 hours required by

- steamboat. (Larkin, Harlow)
- Jan. 26, 1846 Pa. Senate Committee on Internal Improvement reports bill to incorporate the "Central Railroad", later PRR. (SenJrnl)
- Jan. 27, 1846 Magnetic Telegraph Company line opens for public use between Newark and Philadelphia via New Hope and Norristown; messages are carried between Newark and No. 10 Wall Street in New York by the New Jersey Railroad and ferry. (Thompson)
- Jan. 30, 1846 Supplement to Lykens Valley Coal Company charter permits it to buy stock and loans of the Lykens Valley Railroad & Coal Company. (PL)
- Jan. 30, 1846 Open letter of 18 Philadelphia merchants headed by Thomas P. Cope addressed to Philadelphia *United States Gazette* opposing Pennsylvania charter for B&O. (ARJ)
- Jan. 31, 1846 Editorial in the *American Railroad Journal* complains of the lack of a second track on the Camden & Amboy Railroad between New Brunswick and Trenton; trains are often forced to back up to the nearest siding. (ARJ)
- Jan. 31, 1846 Pennsylvania Legislature authorizes resumption of work on Allegheny Mountain Reservoirs; only the Juniata Reservoir is placed under contract for lack of funds.
- Feb. 1, 1846 Michigan's Central Railroad completed from Battle Creek to Kalamazoo; state funds are exhausted. (, - Durant, Marsh has 2/2)
- Feb. 2, 1846 Northern Liberties & Penn Township Railroad leases operation of passenger pleasure cars to John William Funk at \$900 a year; continues through end of 1849 season. (MB)
- Feb. 2, 1846 Memphis & Charleston Railroad incorporated in Tenn. (ICC)
- Feb. 4, 1846 Pittsburgh convention resolves in favor of B&O and extending a branch from the B&O to Chambersburg in lieu of Juniata route to Philadelphia. (ARJ)
- Feb. 5, 1846 Lykens Valley Railroad & Coal Company Board orders disposing of the old iron strap rail from the railroad. (MB)
- Feb. 10, 1846 Pa. Senate defeats move to have B&O bill tabled indefinitely, 25-8. (BaltAm)
- Feb. 10, 1846 PW&B authorizes opening a transfer office in Boston, reflecting fact that New England capitalists have secured control; Board fails by 6-6 vote to order an investigation of General Superintendent Isaac R. Trimble's firing of conductor William Adreon, an employee since 1838, and of Trimble's powers generally.

(MB)

- Feb. 10, 1846 House Committee on Roads & Canals reports in favor of a land grant to fund completion of the National Road to St. Joseph, Mo., with a bill to that effect; the National Road now ends at Vandalia, Ill., and will proceed no further. (Rept)
- Feb. 14, 1846 Ohio act authorizes Greene County and town of Xenia to subscribe to stock of Columbus & Xenia Railroad. (Church)
- Feb. 14, 1846 Dayton & Western Railroad Company incorporated in Ohio to build from Dayton to Indiana state line. (Church)
- Feb. 1846 New Jersey Railroad & Transportation Company permits construction of telegraph along its right-of-way; line relocated from crossing the Hudson River at Fort Lee.
- Feb. 1846 Camden & Amboy Railroad orders 2,000 tons of 65-lb. T-rails from Cooper & Hewitt's new Trenton Iron Works at \$90, which is sufficient to give the new company its start. (ARJ, Paskoff ed)
- Feb. 1846 John A. Roebling completes an 8-span vehicular suspension bridge over the Monongahela River at Smithfield Street, Pittsburgh. (ARJ, Schuyler)
- Feb. 16, 1846 Cornelius Vanderbilt and Samuel Jaudon leave the LIRR Board. (MB)
- Feb. 17, 1846 Boston & Worcester Railroad and Western Railroad Corporation sign an agreement for the division of joint receipts. (Bliss)
- Feb. 17, 1846 William Butler Ogden (1805-1877) elected Pres. of moribund Galena & Chicago Union Railroad, soon to be first railroad leading west from Chicago. (C&NW)
- Feb. 18, 1846 New Jersey act requires the New Jersey Railroad to pay a transit duty of \$4,000 per year to the state. (PL)
- Feb. 18, 1846 Pa. Senate defeats B&O bill by voting down first section, 16-15, after failed attempts to amend it to be void if PRR is organized, \$4 or \$5 million paid in and 15 miles placed under contract at each end. (SenJrnl)
- Feb. 18, 1846 Committee of Thomas P. Cope, George W. Toland, George N. Baker and James Bayard travels from Philadelphia to Harrisburg to lobby for PRR charter and against B&O influence. (Cope Diary)
- Feb. 18, 1846 Maryland act authorizes Baltimore & Susquehanna Railroad to make new \$150,000 loan to purchase additional equipment, which is to be first lien. (PL,

Digest)

- Feb. 18, 1846 Magnetic Telegraph Company line opens between Newark and Fort Lee, N.J., where it is planned to cross the Hudson River; an attempt is made to carry messages by rowboat to an telegraph station on Washington Heights. (Scharf)
- Feb. 19, 1846 Delaware & Hanover Railroad incorporated in N.J. for the purpose of repairing and rebuilding the old Delaware & Atlantic Railroad; nothing done. (PL)
- Feb. 19, 1846 Pa. Senate fails to reconsider B&O bill; PRR bill moves to second reading. (SenJrnl)
- Feb. 20, 1846 Pa. Sen. William Bigler of Clearfield, representing central Pa., amends the PRR bill to provide for a Tonnage Tax of 5 mills per mile on freight carried more than 20 miles between March and December to compensate for traffic diverted from the Pennsylvania Main Line. (SenJrnl, PL)
- Feb. 23, 1846 LIRR Board orders the sale of the steamboats *Cleopatra* and *Worcester*. (MB)
- Feb. 23, 1846 Friends of the PRR in Pa. Senate defeat amendments requiring all PRR trains to carry state agents to monitor cargo and fares, or to delay PRR organization until 10% is paid in on entire stock of Sunbury & Erie Railroad and Pittsburgh & Susquehanna Railroad. (SenJrnl)
- Feb. 23, 1846 New B&O bill introduced in Pa. House because of obstructions to Senate bill. (HseJrnl, BaltAm)
- Feb. 24, 1846 Pa. Senate passes PRR charter 26-5. (SenJrnl)
- Feb. 24, 1846 Asa Whitney (1797-1872) memorializes Congress a second time in favor of a land grant for a railroad from Lake Michigan to Oregon; Whitney is to receive a strip 60 miles wide or 78 million acres to be sold at 10 cents an acre to finance the project, Whitney to receive half the land in installments for each 10 miles built for the first 800 miles; the other half will then be sold to finance construction through inhospitable territory; the opposition is led by Sen. Thomas Hart Benton of Missouri, who wants the transcontinental railroad to begin at St. Louis. (ARJ, Albright)
- Feb. 24, 1846 Ashland County, Ohio, created from parts of Huron, Lorain, Richland and Wayne Counties with county seat at Union Town. (Long)
- Feb. 25, 1846 Pa. Senate votes to reconsider B&O bill and resume debate, 20-8. (SenJrnl)
- Feb. 26, 1846 Anti-B&O public meeting held in Philadelphia. (BaltAm)

- Feb. 26, 1846 Blair County created from parts of Huntingdon and Bedford Counties with county seat at Hollidaysburg. (Long)
- Feb. 26, 1846 Greenville & Miami Railroad incorporated in Ohio to build from Greenville towards the Dayton & Western Railroad or the Miami Canal; Gen. Hiram Bell, Pres. (PL, B&O Corp, McIntosh)
- Feb. 26, 1846 Disregarding the advice of J. F. D. Lanier, the Madison & Indianapolis Railroad orders completing the line to Indianapolis with a 26-lb flat bar rail. (MB)
- Feb. 27, 1846 On reconsideration, after public outcry in western Pennsylvania, Senate passes B&O bill by 17-13, having added provisions for a tax of 50 cents per passenger until B&O is connected to Cumberland Valley Railroad for a direct route to Philadelphia, but defeating attempts to add a section voiding the bill if the PRR is successfully prosecuted within a year. (SenJrnl, BaltAm)
- Feb. 28, 1846 Indignation meeting in Philadelphia demands that Whig leader Sen. Charles Gibson, the only Philadelphian to vote for the B&O, change his vote or resign.
- Feb. 28, 1846 Pro-B&O meeting held in Pittsburgh. (BaltAm)
- Feb. 28, 1846 Virginia act extends time for completion of B&O to Wheeling to Mar. 10, 1857; removes most onerous conditions of 1845 act but fixes terminus at Wheeling. (PL, ARJ, Dilts)
- Feb. 28, 1846 New Jersey Railroad Board authorizes the distribution of the reserve stock at the rate of one share for every 10 existing shares. (MB)
- Early 1846 Henry Wells sells his interest in the Western Express to William A. Livingston, and it becomes Livingston & Fargo; Wells moves to New York City to help run Livingston, Wells & Co. (Harlow)
- Mar. 1, 1846 Atlantic, Lake & Mississippi Valley Telegraph Company's pioneer line between Lancaster and Harrisburg closes because of lack of business and frequent breaking of wire; the copper wire is taken down and sold to pay the operators' debts. (Wilson, Thompson)
- Mar. 1, 1846 Name of county seat of Columbiana County, Ohio, changed from New Lisbon to Lisbon. (Long)
- Mar. 1, 1846 Mahoning County, Ohio, created from parts of Columbiana and Trumbull Counties with county seat at Canfield. (Long)
- Mar. 2, 1846 Columbus & Pittsburgh Railroad incorporated in Ohio to build from Steubenville to Columbus. (PL)

- Mar. 2, 1846 Cincinnati & Hamilton Railroad, later part of the B&O system, incorporated in Ohio by John Woods of Hamilton, Lewis D. Campbell (1811-1882), et al. (ICC, Bartlow)
- Mar. 2, 1846 Hillsborough & Cincinnati Railroad incorporated in Ohio. (ICC, Pixton)
- Mar. 2, 1846 Madison & Indianapolis Railroad orders preparing plans for the Indianapolis station; first station is located on South Street between Pennsylvania & Delaware Streets. (MB)
- Mar. 2, 1846 Junction Railroad incorporated in Ohio by Sandusky interests to build a standard gauge link in the chain of railroads between Cleveland and Toledo via Fremont, Sandusky and Elyria; it remains dormant for about 4 years. (GrnBk, Harlow)
- Mar. 2, 1846 Old Colony Railroad extended from South Boston to a new depot at Albany Street, next to the Boston & Worcester Railroad depot. (Barrett)
- Mar. 2, 1846 Ohio act calls for all banks except the Ohio Life Insurance & Trust Company and banks organized under the State Bank Law to pay a tax of 6% on gross profits instead of a tax of 5% on dividends. (Huntington)
- Mar. 3, 1846 Lykens Valley Railroad & Coal Company orders new $2\frac{1}{4} \times \frac{3}{4}$ heavy bar strap rail from the Duncannon Iron Works to replace $1\frac{1}{2} \times \frac{3}{8}$ strap rail. (MB)
- Mar. 3, 1846 Madison & Indianapolis Railroad authorizes building an 8-wheel combine with benches for those who can't pay more than 3 cents a mile; regular fares at 4 cents per mile; appoints J.F.D. Lanier and M.G. Bright of Madison to borrow up to \$100,000 to complete the line to Indianapolis.. (MB)
- Mar. 3, 1846 George W. Ristine (1846-1918), future PRR traffic officer, born at Philadelphia. (BioRyOff)
- Mar. 3, 1846 Providence & Worcester Railroad and Boston & Providence Railroad agree to build a joint right of way between Central Falls and Providence. (NHCorp)
- Mar. 4, 1846 Engineer Walter Gwynn (1802-1882) elected Pres. of the James River & Kanawha Company, replacing Joseph C. Cabell, resigned. (Dunaway)
- Mar. 5, 1846 South Side Railroad incorporated in Va. to build from Petersburg to Lynchburg. (VaBPW, ICC)
- Mar. 6, 1846 Pres. Henry Sheafer and Secretary-Treasurer John Paul, Jr., resign from the Lykens Valley Railroad & Coal Company. (MB)

- Mar. 6, 1846 Edward Knight Collins (1802-1878), the second-generation operator of sailing packets between New York and New Orleans, submits an offer to the Post Office Dept. to operate a line of mail steamers between New York and Liverpool, running twice a month for 8 months and once a month in winter, for \$385,000 a year. (SenRept, theshipslist)
- Mar. 7, 1846 John Baldwin Large (1846-1892) born at Philadelphia; son of Robert Hartshorne Large (1809-1968) and his cousin Mary Large (1820-1895). (isc.temple.edu)
- Mar. 9, 1846 New York & Harlem Railroad purchases the property of the New York & Albany Railroad, consisting a partially graded railroad between the Harlem River and Morrisania for \$3,000 in cash and \$47,000 in bonds. (ICC)
- Mar. 10, 1846 Pa. House begins debating B&O bill. (HseJrnl)
- Mar. 10, 1846 PW&B Board orders placing locomotives in use between Grays Ferry and Broad Street whenever expedient. (MB)
- Mar. 10, 1846 Maryland law authorizes governor to review railroad and canal tolls to ensure that competition between routes does not reduce the state's income from stock dividends. (PL)
- Mar. 10, 1846 Maryland act authorizes B&O to reduce Washington Branch fare on passengers passing beyond either Washington or Baltimore at its discretion. (PL)
- Mar. 10, 1846 Susquehanna Steam Tow Boat Company incorporated in Md. (Blandi)
- Mar. 11, 1846 Elihu Townsend and J.N. Perkins of New York and Samuel F. Morse of Boston join the LIRR Board; the offices of VP (who) and Chief Engineer (James J. Shipman) are abolished. (MB)
- Mar. 12, 1846 Pa. House amends B&O bill; PRR bill begins second reading. (HseJrnl)
- Mar. 14, 1846 New Jersey Railroad Board adopts a resolution in favor of leasing the Elizabethtown & Somerville Railroad for two or three years, originally introduced on Oct. 22, 1845 but not adopted then. (MB)
- Mar. 14, 1846 Richard D. Wood arranges for David S. Brown (1800-1877) and Henry White to accompany him to Harrisburg to lobby against a grant to the B&O to cross Pennsylvania; Wood is also going to lobby for a bill to grant the Schuylkill Navigation Company the right to operate its own boats and conduct a transporting business. (Wood)
- Mar. 15, 1846 PW&B reestablishes 10:00 PM night line and cuts fare from \$4.00 to \$3.00.

(MB)

- Mar. 15, 1846 Two days of heavy floods in Susquehanna and Delaware watersheds; two spans of Clarks Ferry canal bridge and the under-construction Cumberland Valley Railroad bridge at Harrisburg washed away; the section of the Harrisburg road bridge between Harrisburg and the island is washed out; serious damage to Susquehanna Division and Susquehanna & Tide Water Canals; opening of state canals, which was to have begun on Mar. 16, delayed two to three weeks. (BaltAm, Egle, EngSocPaJrnl1915)
- Mar. 1846 Old Colony Railroad extended from South Boston to Boston & Worcester Railroad terminal at Lincoln & Beach Streets. (Humphrey)
- Mar. 1846 A large amount of the stock of the New York, Providence & Boston Railroad is thrown on the market and purchased by a consortium of Cornelius Vanderbilt, George Law and Daniel Drew; carries control of the New Jersey Steam Navigation Company, of which Drew becomes Pres.; Law discontinues his Providence Line, and Vanderbilt discontinues his line between Greenport and Providence; the LIRR retains the *New Haven* running between Greenport and Allyn's Point. (Dunbaugh)
- Mar. 16, 1846 New York City Council orders legal measures against the New York & Harlem Railroad to stop it from using steam locomotives south of 32nd Street. (Valentine)
- Mar. 17, 1846 Philadelphia merchant and PRR backer Richard D. Wood (1799-1869) spends three days in Harrisburg lobbying against the B&O bill. (Wood)
- Mar. 17, 1846 Little Miami Railroad authorizes supporting eight-mile branch in the direction of Dayton, providing the Dayton & Little Miami Railroad can be reorganized successfully; authorizes \$100,000 loan for rolling stock to meet increased demand. (MB)
- Mar. 18, 1846 Joint Board considers request of citizens of New Brunswick and Trenton for commutation tickets. (MB)
- Mar. 18, 1846 Little Miami Railroad Board orders Engineer to procure right to run locomotives through Town of Fulton or buy private right of way if necessary; authorizes ordering one locomotive from Baldwin and one from Rogers, Ketchum & Grosvenor. (MB)
- Mar. 19, 1846 Pa. House passes PRR bill with amendments. (HseJrnl)
- Mar. 20, 1846 New Jersey Senate tables bill introduced by Sen. Hulme to investigate Joint Companies' \$4.00 fare. (Lane)

- Mar. 20, 1846 B&O bill moves to second reading in Pa. House; amended by 50-48 vote to postpone bill from taking effect until May 1, 1847, and if PRR has \$3 million subscribed and \$300,000 paid in by that time, bill to be void; this renders bill useless to many of its backers; PRR partisans continue to delay bill by docketing it at the end of the day and always voting to adjourn. (HseJrnl, PubLdgr, BaltAm)
- Mar. 20, 1846 Summit Branch Railroad Company incorporated in Pa. by Thomas Elder, Jacob M. Haldeman, John C. Kunkel, William Colder, et al., to build railroad from summit near Schuylkill-Dauphin County line to the Lykens Valley Railroad or the Bear Mountain Railroad and to tunnel Big Lick Mountain into the Bear Valley coal basin; has no mining privileges. (PL, Digest)
- Mar. 20, 1846 U.S. House passes a River & Harbors Bill with 49 projects totaling \$1,378,450, many of them for small harbors on the Great Lakes, a much larger bill than in previous years. (Putnam, Borneman)
- Mar. 21, 1846 LIRR Board appoints Isaac E. Haviland to go to Albany to oppose a pending bill that would require the LIRR to plough and clear land in Suffolk County for fire breaks. (MB)
- Mar. 23, 1846 John Randel, Jr., submits plans for an elevated railroad for use in Broadway to the New York City Council; it is formally rejected on Dec. 6, 1847, but Randel keeps pushing the scheme. (Stokes)
- Mar. 25, 1846 Pa. Senate passes PRR bill but without assent to one House amendment. (SenJrnl, HseJrnl)
- Mar. 26, 1846 New York & New Haven Railroad agrees to compensate the Westchester Turnpike Company for lost business. (AR)
- Mar. 26, 1846 Pennsylvania act attaches conditions to permission granted to the New York & Erie Railroad to pass through Susquehanna County; must connect with the Williamsport & Elmira Railroad at Elmira and Blossburg & Corning Railroad at Corning; both lines tap Pennsylvania coal fields; Erie must charge same rates east and west of Elmira and set maximum rate on coal at 1½ cents per ton mile. (Digest)
- Mar. 26, 1846 Susquehanna Boom Company incorporated in Pa. by lumbermen Maj. James H. Perkins (1803-1894), John Leighton, John DuBois (1809-1886), Matthias DuBois, et al., to develop a lumber boom at Williamsport; the Williamsport and Linden booms are completed in 1849; a boom is a floating barrier that traps logs floated downstream so that they can be retrieved for sawmills; the “driving” of individual logs to sawmills begins to replace the shipment of timber in rafts, leading to a 10-year “war” between log drivers and raftsmen. (Meginness/Lycoming, RsrcsofP&E, Tonkin, Stranahan)

- Mar. 26, 1846 South Shore Railroad incorporated in Mass. to build from Braintree to Cohasset. (NHCorp)
- Mar. 26, 1846 Erie & Kalamazoo Railroad Banking Company enters receivership. (Waggoner)
- Mar. 27, 1846 Pa. House concurs in Senate amendments to PRR bill and sends it to Gov. Shunk. (SenJrnl)
- Mar. 27, 1846 George H. Thompson elected Pres. and William Hawkins Secretary-Treasurer of the Lykens Valley Railroad & Coal Company; Hawkins is also Secretary-Treasurer of the Lykens Valley Coal Company and Wiconisco Canal Company. (MB)
- Mar. 28, 1846 Probable last trip of Camden & Woodbury Railroad between Camden and Woodbury; paper of Mar. 31 announces service has been "suspended for repairs" and replaced by a local stagecoach line. (WdbryCnstn)
- Mar. 28, 1846 Lancaster, Lebanon & Pine Grove Railroad incorporated in Pa. to build from the Philadelphia & Columbia Railroad at Lancaster through Cornwall to Pine Grove; it is originally a local project for Lancaster ironmasters to tap the iron ore of Cornwall and the anthracite coal of Pine Grove; the charter is later used by the PRR in its struggle with the Canal Commissioners; the charter is not published in the session laws until 1852. (PL)
- Mar. 28, 1846 Michigan authorizes sale of Central Railroad to Boston and New York investors; incorporates Michigan Central Railroad Company; it is to relay the road with T-rail and complete it to Lake Michigan within three years; John W. Brooks (1819-1881), Superintendent of the Auburn & Rochester Railroad has scouted the possibilities of the line and joined with Detroit lawyer James F. Joy (1810-1896) to obtain the charter; Brooks has been working for a group of Boston and New York capitalists, headed by John Murray Forbes (1813-1898) and including Erastus Corning (1794-1872) of Albany, George Griswold (1777-1859) and John Cleve Green (1800-1875) of New York, David A. Neal (1793-1862) of Salem, Mass., and John E. Thayer of Boston. (, Marsh, Parks, Harlow)
- Mar. 28, 1846 U.S. force under Gen. Zachary Taylor reaches the Rio Grande, which the U.S. claims as the Mexican border, opposite the Mexican city of Matamoros. (Wheelan)
- Mar. 29, 1846 Richard D. Wood spends another six days in Harrisburg lobbying against the B&O bill. (Wood)
- Mar. 30, 1846 New York Mayor & City Council approves the petition of the New York &

Harlem Railroad granting it three months to remove its engine house from 27th Street to 32nd Street. (Valentine, Stokes)

- Apr. 1, 1846 Camden & Amboy cancels its contract with the New Brunswick Steam Boat & Canal Transportation Company and begins conducting its own freight business under the name of Union Transportation Line; NBSB&CT Co. claimed it was receiving inadequate compensation. (MB - after or before lawsuits vs. Napoleon Co.?)
- Apr. 1, 1846 William Comstock, et al., revive the Providence Line with the steamboats *Rhode Island* and *Massachusetts*. (Dunbaugh)
- Apr. 1, 1846 There are now 42 anthracite furnaces in Pennsylvania and New Jersey with a total annual capacity of 122,720 tons and 27 rolling mills that use anthracite for puddling and heating furnaces and well as steam generation. (Swank)
- Apr. 1, 1846 Bevan & Humphries, shipping and transporting merchants of Philadelphia, buy 72 acres at Allentown, Pa., for the purpose of establishing an anthracite iron furnace; the site has been recommended by their agent, Samuel Lewis (1805-), a man with wide experience in iron manufacture and anthracite mining in Lehigh and Schuylkill Counties; they have secured the services of skilled ironmaster Benjamin Perry and of Haywood & Snyder of Pottsville to build the blowing engines. (Mathews/Hngfrfd)
- Apr. 1, 1846 Future Pennsylvania coal operator Charles Frederick Berwind (1846-1890) born at Philadelphia, the son of John Berwind (1813-1893), a Bavarian immigrant maker of musical instruments, and Charlotte Guldenfennig Berwind (1822-1904). (RRGaz, HistBerwind)
- Apr. 1, 1846 Name of seat of Ashland County, Ohio, changed from Union Town to Ashland. (Long)
- Apr. 2, 1846 U.S. House passes Pres. Polk's bill for an Independent Treasury, 122-66, which will divorce the federal government from the banking system; federal funds will be locked up in government vaults in various cities. (CongGlobe)
- Apr. 3, 1846 In response to the crippling of the B&O bill, a clause hidden in an act to vacate a road in Allegheny County revives Pittsburgh & Connellsville Railroad charter and removes restriction on extending east of Connellsville; act is passed with the connivance of Harmar Denny, George Darsie, William Robinson, Jr., et al.; the B&O has spent \$35,000 to help secure the charter. (PL, Dilts, B&O AR)
- Apr. 7, 1846 Pennsylvania act authorizes Cumberland Valley Railroad and Harrisburg Bridge Company to unite in building a joint bridge across the Susquehanna River. (Digest)

- Apr. 7, 1846 U.S. House defeats a bill to complete the National Road on a strict party vote, with only three Democrats in favor. (BaltAm)
- Apr. 8, 1846 Convention of 400 delegates from western Pennsylvania meets to endorse B&O and denounce actions of Philadelphia; state their right to connect with any and all eastern ports; raise possibility of building B&O without a state charter if landowners will donate right of way without exercise of eminent domain. (BaltAm)
- Apr. 8, 1846 Tripartite Bridge Company incorporated in Pa. to build across the Allegheny and Monogahela at the Point in Pittsburgh. (PL)
- Apr. 8, 1846 Cape Cod Branch Railroad incorporated in Mass. to build from Middleboro to Hyannis. (NHCorp)
- Apr. 9, 1846 Mercantile Library, a private lending library organized by 8 prominent businessmen, opens at St. Louis; an imposing new building will be dedicated on Oct. 17, 1854; in time, the Mercantile Library will acquire the personal papers and collections of railroad executive John W. Barriger III (1899-1976) and become one of the finest repositories of railroad history in the U.S.; Barriger will be a prolific photographer of the PRR in the interwar years, and his photos will go online in 2014. (Scharf, BarrigerLib)
- Apr. 9, 1846 Future investment banker Edward Dean Adams (1846-1931) born at Boston. (AmScssMen)
- Apr. 10, 1846 Pa. House passes, 52-46, amendment to B&O bill introduced by Sen. J.M. Burrell of Westmoreland that will void bill if PRR organized and 10% paid in by July 30, 1847; defeat move by western Pa. interests to have 20% paid in on PRR and all 30 miles contracted on west end. (HseJrnl, BaltAm)
- Apr. 10, 1846 Pa. act authorizes Cumberland Valley Railroad to borrow and additional \$30,000 for purpose of rebuilding Susquehanna River Bridge. (Digest)
- Apr. 10, 1846 Camden & Amboy Pilot Line arrives in Philadelphia in 4:02 vs. regular running time of 5:30. (ARJ)
- Apr. 11, 1846 Sen William Bigler introduces a supplement to the PRR bill demanded by Gov. Francis R. Shunk, an anti-business Democrat and former Secretary to the Canal Commissioners, providing for compensation at actual value if the charter is forfeited to the state and making the Tonnage Tax a first lien in case of bankruptcy; Shunk had refused to sign the charter bill without this provision; a similar bill is introduced in the House and passed the same day. (SenJrnl, HseJrnl)

- Apr. 13, 1846 Pa. Senate passes PRR supplement, 20-10. (SenJrnl)
- Apr. 13, 1846 Pennsylvania Railroad Company (PRR) incorporated in Penna.; act names 296 commissioners of whom 100 are from Philadelphia County; charter includes a 5 mills per ton-mile "Tonnage Tax" on freight during canal season (Mar.-Dec.) to protect the state investment in the Main Line; charter and supplement are signed by Gov. Shunk on the same day. (PL)
- Apr. 13, 1846 Magnetic Telegraph Company line opens between Philadelphia and Wilmington. (Scharf)
- Apr. 14, 1846 Lykens Valley Railroad & Coal Company contracts with the Baldwin Locomotive Works for two locomotives. (MB)
- Apr. 14, 1846 Georgia Railroad & Banking Company and South Carolina Railroad jointly guarantee \$125,000 First Mortgage bonds of the Montgomery & West Point Railroad, which is to be used to complete the line to West Point on the Georgia-Alabama border. (Ward)
- Apr. 15, 1846 New Jersey act authorizes Peter Cooper to build a branch railroad from the Camden & Amboy Railroad or Delaware & Raritan Canal to his rolling mill in Trenton. (PL)
- Apr. 15, 1846 Pa. House defeats attempt to require B&O act to be submitted to a public referendum. (HseJrnl)
- Apr. 15, 1846 Little Miami Railroad establishes afternoon passenger train. (MB)
- Apr. 1846 Edward Miller resigns as Chief Engineer of the Schuylkill Canal enlargement; work continues under the Assistant Engineers Elwood Morris (1813?-1872), Antes Snyder (1806?-1861) and James F. Smith. (AR)
- Apr. 16, 1846 New Jersey act requires state directors of Joint Companies to make annual reports of traffic and transit duties to the Legislature; state directors are not allowed to own stock or be officers or employees of Joint Companies; are to be chosen by Legislature in joint session. (PL)
- Apr. 16, 1846 Fall River Railroad incorporated in Mass. by renaming the United Corporation of the Middleborough Railroad Corporation with the Fall River Branch Railroad Company and the Randolph & Bridgewater Railroad Corporation. (nhrhta.org - check)
- Apr. 16, 1846 Dorchester & Milton Branch Railroad incorporated in Mass. to build from Neponset to Mattapan. (NHCorp)
- Apr. 16, 1846 Walpole Railroad incorporated in Mass. to build from Dedham to Walpole.

(NHCorp)

- Apr. 16, 1846 Fitchburg & Worcester Railroad incorporated in Mass. to build from Fitchburg to Worcester. (NHCorp)
- Apr. 17, 1846 Pa. House passes B&O bill, 51-45, after amending it to render it void if PRR can raise \$1 million paid in capital and place 15 miles at each end under construction by July 30, 1847. (HseJrnl, BaltAm)
- Apr. 17, 1846 Lewistown & Tuscarora Bridge Company reincorporated in Pa. (Cards)
- Apr. 17, 1846 Col. __ Martin of the Nashville & Chattanooga Railroad visits J. Edgar Thomson and offers him the job of surveying the road; with the Georgia Railroad completed, Thomson accepts the offer. (Ward)
- Apr. 18, 1846 Pa. Senate passes B&O bill 16-15 after amended by Sen. George Darsie to require \$3 million be subscribed and \$1 million paid in on PRR and 15 miles under contract at each end by July 30, 1847, for ban to be in effect. (SenJrnl, BaltAm)
- Apr. 18, 1846 New Jersey act requires New Jersey Railroad to pay state \$4,000 per year through Jan. 1, 1849, in addition to ½% tax. (Digest)
- Apr. 18, 1846 Patent Office awards a patent (in 1848, backdated to this date) to Royal Earl House (1814-1895) of Vermont for a printing telegraph as a rival of the Morse patent; while much faster than Morse code, it is still impractical for use on long lines and is more complicated. (Thompson)
- Apr. 20, 1846 Pa. Senate reconsiders B&O bill and passes it shorn of Darsie's amendment, so it is the same as the House version. (SenJrnl, BaltAm)
- Apr. 20, 1846 Pennsylvania improvement act authorizes construction of outlet lock at New Hope to connect Delaware Division Canal with Delaware & Raritan Canal feeder at Lambertville; done after 12 years of opposition only when enlarged Morris Canal threatens to divert all New York-bound coal from Lehigh Canal at Easton; however, state charges same toll as if coal continued to Bristol. (PL)
- Apr. 21, 1846 Gov. Francis R. Shunk signs Pennsylvania act granting B&O power to extend from Cumberland, Md., to Pittsburgh with proviso that act becomes null and void if the PRR is successfully organized, \$1 million paid in, and 30 miles put under contract by July 30, 1847; B&O must also begin work between Cumberland and Pittsburgh by July 30, 1847; act also requires a connection be built between the B&O and the Cumberland Valley Railroad so as to form a through line between Philadelphia and Pittsburgh. (PL)
- Apr. 21, 1846 York & Cumberland Railroad incorporated in Pa. to build from York to a

- connection with the Cumberland Valley Railroad between Mechanicsburg and Lemoyne. (Digest)
- Apr. 21, 1846 Pa. act directs sheriff of Northumberland County to investigate affairs of the Danville & Pottsville Railroad, and if assets are insufficient to pay debts, to sell it at auction, conditional on repudiation of old state loan certificates. (Digest)
- Apr. 21, 1846 Philadelphia & Sunbury Railroad incorporated in Pa. for the purpose of reorganizing the Danville & Pottsville Railroad. (C&C)
- Apr. 21, 1846 Pa. act authorizes Cumberland Valley Railroad to borrow an additional \$50,000. (Digest)
- Apr. 21, 1846 Pittsburgh & Erie Railroad incorporated in Pa. to build from Erie to Pittsburgh with power to build branch to Ohio state line; passed Senate by margin of 14-13. (PL, Church, Spence)
- Apr. 21, 1846 Delaware, Lehigh, Schuylkill & Susquehanna Railroad incorporated to build a link from Easton to Tamaqua, connecting with Little Schuylkill & Susquehanna Railroad, with a branch connecting to the Beaver Meadow Railroad at Mauch Chunk; originally part of a scheme of Philadelphia financier Edward R. Biddle. (PL, LuzUnion)
- Apr. 21, 1846 Magnetic Telegraph Company line opens between Wilmington and Baltimore. (Scharf)
- Apr. 24, 1846 Yielding to U.S. provocation, Mexican troops cross the Rio Grande and attack forces under Gen. Zachary Taylor (1784-1850). (EAH)
- Apr. 28, 1846 Town meeting on the PRR chaired by Thomas Pim Cope is held at the Chinese Museum; appoints a Committee of Seven consisting of Job R. Tyson (1803-1858), Chairman, David S. Brown (1800-1877), John Gregg, Thomas Sparks, George N. Baker, Richard D. Wood and James Magee (1802-1878). (Rept)
- Apr. 28, 1846 Philip D. Thomas appointed Superintendent of West Chester Railroad, replacing Philip Sharples, resigned. (CCHS)
- Apr. 30, 1846 City subscription to the PRR is a major topic for discussion in Philadelphia, with many opposed. (Wood)
- Apr. 30, 1846 Madison & Indianapolis Railroad Board authorizes a new \$60,000 bond issue secured by a mortgage on the rails, land and rolling stock. (MB)
- Spring 1846 Pennsylvania canals open for navigation late because of low water caused by a

very dry summer in 1845 and bad storms in the spring; throws its freight onto the B&O route, and there are not enough wagons to carry freight to Cumberland. (B&O AR)

- Spring 1846 Railroad entrepreneur Electus B. Litchfield (1813-1889) settles in Brooklyn, where he will become a major real estate developer and promoter of street railways. (BrklnEgle)
- Spring 1846 Youngstown Iron Company opens the first rolling mill at Youngstown. (Swank, Trumbull/Mahoning)
- May 1, 1846 PW&B First Mortgage bondholders agree to refund into new Convertible Mortgage; Second Mortgage bondholders to receive stock, and old stockholders to subscribe to new stock to pay floating debt. (MB)
- May 1846 New Brunswick Steam Boat & Canal Transportation Company ceases operating the Steam Towing Line for Joint Companies. (Thompson)
- May 4, 1846 Edward Gratz elected Pres. of the Lykens Valley Railroad & Coal Company, replacing George H. Thompson. (MB)
- May 4, 1845 First iron truss bridge (Howe type) in U.S. placed in service on Philadelphia & Reading Railroad east of Flat Rock Tunnel opposite Manayunk; designed by civil engineer Richard B. Osborne (1815-1899). (Brown)
- May 4, 1846 Fairmount Lock opens on the enlarged Schuylkill Canal. (AR)
- May 6, 1846 Philadelphia & Reading Railroad begins using the Broad Street House as its Philadelphia passenger station. (PhlPrCsCrnt)
- May 6, 1846 Commissioners of the Delaware, Lehigh, Schuylkill & Susquehanna Railroad meet at Allentown to open books. (Mathews/Hngrfrd)
- May 6, 1846 Boston Iron Works rolls the first T-rails in Massachusetts. (Swank)
- May 7, 1846 New Board demands that LIRR Pres. ___ Fisk resign, although they will allow him to remain as a director. (MB)
- May 7, 1846 Lykens Valley Railroad & Coal Company contracts the regrading of the railroad to Charles Smith & Co. (MB)
- May 8, 1846 LIRR Board approves the sale of the steamboats *Cleopatra* and *Worcester* to the Norwich & Worcester Railroad for \$40,000 cash and \$100,000 in notes; LIRR retains the *New Haven*; the directors vote to accept a loan of \$9,000 at 7% from Richard H. Winslow and J.N. Perkins, giving 800 shares as collateral, which is protested by Pres. Fisk. (MB, ARJ)

- May 8, 1846 Newport & Fall River Railroad incorporated in R.I. (NHCorp)
- May 8, 1846 Gen. Zachary Taylor blocks a Mexican advance at Palo Alto; the American's highly mobile "flying artillery" proves tremendously effective and becomes a major factor in the American military success. (Howe)
- May 9, 1846 Gen. Taylor wins Battle of Resaca de la Palma and drives the Mexicans back across the Rio Grande. (EAH)
- May 9, 1846 Michigan authorizes the sale of the unprofitable Southern Railroad to investors headed by the Litchfield brothers; incorporates Michigan Southern Railroad Company; supporters of the Michigan Central Railroad insert a provision in the charter that it cannot come within 2 miles of the Indiana state line until after it reaches Constantine, Mich., which is off the most direct route to Chicago; the sale also includes the property of the Palmyra & Jacksonburgh Railroad, which becomes the Tecumseh Branch and the River Raisin & Lake Erie Railroad. (GrnBk, , HistStJosCo)
- May 11, 1846 New York & New Haven Railroad incorporated in N.Y. with authority to extend from Connecticut state line to join New York & Harlem Railroad at Williamsbridge. (PL)
- May 11, 1846 New York act repeals portion of act of May 14, 1845 relating to the route of the New York & Erie Railroad and establishes that a new Board of Engineers and local citizens are to fix the route between Otisville and Binghamton. (PL)
- May 12, 1846 PW&B Board reports proposed arrangement with New York & Maryland Coal & Iron Company to transport coal from President Street to Fleet Street in Canton at 10 cents a ton; report have established through fare Port Deposit-Wrightsville via Baltimore & Susquehanna Railroad for 50 cents; authorizes engine house at Wilmington. (MB)
- May 12, 1846 Hudson River Railroad incorporated in New York to build between New York and a point opposite Albany with a capital of \$3 million; must run along the Hudson River. (PL)
- May 13, 1846 U.S. declares war on Mexico over Whig opposition. (EAH)
- May 13, 1846 Richard D. Wood meets with a committee preparing an address in favor of the PRR. (Wood)
- May 13, 1846 New York act authorizes the Brooklyn & Jamaica Railroad to deed parts of the Brooklyn, Jamaica & Flatbush Turnpike as far east as the city line, plus the Flatbush branch to the City of Brooklyn but still receive the tolls. (PL)

- May 1846 With the Wiconisco Canal almost completed, the Lykens Valley Railroad & Coal Company has contracted for rebuilding its line and ordering a new locomotive. (ARJ)
- May 1846 Samuel E. Henry (1820-) and Michael Wolf purchase a Tidewater Canal boat and engage in carrying coal eastbound and merchandise westbound between Hollidaysburg and Philadelphia; run through the end of the 1849 season. (Africa)
- May 1846 James K. Moorhead (1806-1884) elected Pres. of the Monongahela Navigation Company. (HistAllghnyCo)
- May 1846 Christian E. Detmold (1810-1887) blows in the old Georges Creek Coal & Iron Company's furnace at Lonaconing, Md., and prepares to build a railroad to the Maryland Mining Company's railroad to reach the B&O at Cumberland; the furnace is successful at first, but the company begins a series of suits to break Detmold's lease; the furnace closes in the late 1840s as a result of the Walker Tariff. (Harvey, Pam)
- May 1846 Maryland Mining Company opens railroad from Cumberland to Eckhart Mines. (Dilts)
- May 16, 1846 Mansfield & Sandusky City Railroad runs its first train to Mansfield, Ohio, with locomotive power; the tracks come no closer to town than the site of the future water works. (Graham/Richland)
- May 17, 1846 Joint Companies Executive Committee authorizes 8-trip excursion tickets between Trenton and New Brunswick and between Princeton and Philadelphia. (MB)
- May 18, 1846 Gen. Zachary Taylor crosses the Rio Grande and occupies Matamoros. (Wheelan)
- May 19, 1846 New York & New Haven Railroad organized at New York City; Robert Schuyler (1798-1855), grandson of Gen. Philip Schuyler and nephew of Alexander Hamilton, elected Pres., Morris Ketchum (1796-1880), Treasurer; other directors include Anson G. Phelps (1781-1853) and Elihu Townsend (1786-1853). (NHCorp, AR, RRH)
- May 21, 1846 Philadelphia Select and Common Councils appoint a special joint committee consisting of Henry C. Corbit (1800-1851), Isaac Elliott, Robert Toland (1793-1848), A.J. Lewis, Edward A. Souder, James J. Boswell, Benjamin Orne, Algernon S. Roberts (1798-1865), John Rodman Paul, Horace Binney (1780-1875) and John Price Wetherill (1824-1888) to consider petitions relative to the PRR. (Rept)

- May 21, 1846 Franklin Canal Company incorporated in Pa. to take over and reopen the abandoned Franklin Line of the French Creek Division Canal. (GrnBk)
- May 27, 1846 New Camden & Amboy iron steamboat *John Stevens* runs excursion on Delaware River for invited guests; the *Stevens* is built by Robert L. Stevens with machinery by T. F. Secor & Co. and is one of the first large American iron-hulled steamboats; it is capable of speeds of 19 MPH. (PubLdgr, Heyl)
- May 28, 1846 Iron hulled steamboat *John Stevens* built by R.L. Stevens at Hoboken for Camden & Amboy Railroad begins revenue service between Philadelphia and Bordentown. (PubLdgr)
- May 30, 1846 Foreign bondholders of Indiana, including the Rothschilds and Barings, sign an agreement accepting the terms of the Butler Bill as regards having half the debt paid by the state and half out of the Wabash & Erie Canal revenues but balk at putting up over \$2 million to extend and complete the canal. (Newcomer)
- May 31, 1846 In a press coup, an agent of James Gordon Bennett's New York *Herald* boards the Black Ball Line packet *Yorkshire*, which had left Liverpool on May 5, off Montauk at 3:00 PM and takes the latest British papers with the Parliamentary debates on repealing the Corn Laws; he makes land at Eastport at 4:00 PM and at 9:45 PM arrives at Greenport, where he hires an LIRR locomotive, arriving at South Ferry at 12:30 AM; before the end of the year, news will be carried on the Cunard steamships to Boston and forwarded by telegraph. (Albion)
- June 1, 1846 Joint Companies Executive Committee considers a request from Josiah White and the Lehigh Coal & Navigation Company for an outlet lock on the Delaware & Raritan at Wells Falls for a connection to the Delaware Division Canal; Committee suggests that the Joint Companies get half the toll between Mauch Chunk and New York and appoints a committee to meet with the LC&N. (MB)
- June 1, 1846 Books opened for the Delaware, Lehigh, Schuylkill & Susquehanna Railroad; the New Jersey Railroad group takes 2,600 shares and the Edward R. Biddle-John N. Hutchinson group 2,397 shares. (MB)
- June 1, 1846 Cornelius Vanderbilt sells three small steamboats to the Hartford & New Haven Railroad in return for \$180,000 in stock and a seat on the Board; gives him another route with which to put pressure on the New York, Providence & Boston Railroad (Stonington Line). (Stiles)
- June 2, 1846 Magnetic Telegraph Company line completed between Philadelphia and New York; also tested between Philadelphia and Baltimore, but soon out of order. (Scharf)

- June 4, 1846 Philadelphia Common Council votes 12-8 to send to refer question of subscription to PRR to Finance Committee, which is known to be opposed; Select Council deadlocks 6-6, and measure is stalemated. (Cope Diary)
- June 5, 1846 Future VP of Lines West Joseph Wood (1846-1922) born at Haddonfield, N.J.; son of Isaac H. Wood (1795-) and Elizabeth Cooper Wood. (MB, ASCE obit)
- June 5, 1846 First units of the 2,100-man Army of the West commanded by Gen. Stephen Watts Kearny (1794-1848) leave Fort Leavenworth on an advance into New Mexico and southern California. (Howe)
- June 5, 1846 Magnetic Telegraph Company completes its extension from Philadelphia to Baltimore, where it meets the original government line to Washington; opens telegraphic communication between New York and Washington. (Thompson)
- June 7, 1846 After several tries, telegraph messages are now sent between Jersey City and Washington. (Thompson)
- June 9, 1846 Books opened in Pittsburgh for the Pittsburgh & Connellsville Railroad; 6,325 shares subscribed over two days. (StdHistPitts)
- June 10, 1846 PRR partisans hold meeting at Merchants Exchange and decide to collect signatures on petition for city subscription. (Cope Diary)
- June 10, 1846 Mansfield & Sandusky City Railroad opens to Mansfield. (ARJ - Graham/Richland says first train actually into town on June 19 to foot of Walnut Street)
- June 11, 1846 Pittsburgh & Connellsville Railroad receives letters patent. (AR)
- June 12, 1846 Richard D. Wood spend two days working with a committee to secure signatures for a city subscription to the PRR and forming committee to solicit subscriptions in each ward. (Wood)
- June 15, 1846 Bear Flag Revolt of American settlers at Sonoma declares an independent Republic of California. (Howe)
- June 15, 1846 U.S. and Britain sign the Oregon Treaty extending the 49th parallel boundary between Canada and the U.S. to the Pacific, excepting Vancouver Island; Northern Democrats feel betrayed after Pres. Polk has postured for taking the whole Oregon country, when his real aim has been taking land from Mexico. (avalonproject, Howe)
- June 16, 1846 Little Miami Railroad committee reports it has contracted with N. Pendleton & Co. for a site for an outer depot and shops near Cincinnati city line for \$2,500

- in stock. (MB)
- June 17, 1846 New Jersey Railroad Board considers building an upper deck on the ferry *Bergen*. (MB)
- June 17, 1846 New Haven & Northampton Company authorized to build a railroad on the line of its canal. (NHCorp)
- June 17, 1846 New York & Boston Railroad incorporated in Conn. to build from New Haven through Middletown to the state line in the direction of Boston. (NHCorp)
- June 19, 1846 Cooper & Hewitt's Trenton Iron Works rolls its first T-rails, contracted for the Camden & Amboy Railroad. (Swank)
- June 19, 1846 Post Office appropriation bill includes a subsidy for mail service between New York and Bremen, granted to the Ocean Steam Navigation Company. (CongSerSet7240)
- June 22, 1846 PRR subscription books opened at the Philadelphia Merchants Exchange by Thomas P. Cope; remain open from 9:00 AM to 3:00 PM; Cope makes first subscription for 400 shares; 6,180 shares subscribed, but big fall off on second day; of 2,600 subscriptions, about 1,800 are for five shares or less; Richard D. Wood's firm Wood, Abbott & Co. subscribes for 400 shares, \$20,000. (Cope Diary, Wood diary, AR)
- June 23, 1846 PW&B stockholders and loanholders approve refunding of First Mortgage bonds at special meeting; John E. Thayer & Brother of Boston now controls 11,612 of 56,445 shares; Emlen & Fisher of Philadelphia control 7,736 shares; refunding plan will cut debt from \$3.3 million to \$2.16 million and annual interest from \$200,000 to \$130,000. (MB)
- June 23, 1846 Theodore Newel Ely (1846-1916), future PRR Chief of Motive Power, born at Watertown, N.Y.; son of Adine Ely of Lyme, Conn. (NCAB. Wilson, BioEncycPa)
- June 25, 1846 William H. Gatzmer of the Joint Companies writes to the Special Committee of the Philadelphia Councils that most of the traffic to and from the B&O in the East goes by sea, but the PRR could divert at least 50,000 tons a year with a direct all-rail route; S. Moylan Fox writes in favor of the Juniata route. (Rept)
- June 25, 1846 Great Britain repeals the Corn Laws, dropping protection against imported breadstuffs; increases significance of U.S. wheat exports from Midwest and of transportation lines between Midwest and northern seaports; New York becomes the main port for the export of wheat and flour to Europe; Baltimore retains its place as the second-ranked grain port until after the Civil War.

(Barnes, Sharrer)

- June 26, 1846 Engineers Edward Miller and Solomon White Roberts and ironmaster John A. Wright write to the Philadelphia Special Committee in favor of the Juniata Route for the PRR; Roberts says the Allegheny Portage Railroad should first be extended east to Huntingdon and west to Blairsville to bypass the worst sections of the canals. (Rept)
- June 27, 1846 Providence & Plainfield Railroad incorporated in Rhode Island. (NHCorp)
- June 27, 1846 New York & Boston Magnetic Telegraph Association line placed in service between New York and Boston; slapdash construction by F.O.J. Smith results in frequent failures and bad press. (Thompson, Seward)
- June 28, 1846 Civil engineer Charles Ellet, Jr., writes to the Special Committee of the Philadelphia Councils in favor of the Juniata Route for the PRR. (Rept)
- June 29, 1846 Schuylkill Canal reopens for small boats as far as Phoenixville; Schuylkill Navigation Company adopts a new toll structure that embodies the principle of charging proportionally lower rates of toll the further the freight travels. (AR)
- June 30, 1846 Lawyer John Sergeant gives an opinion that the Philadelphia City Councils have the power to subscribe to the PRR. (Rept)
- June 30, 1846 Richard D. Wood calls on a number of people trying to get PRR subscriptions with little success. (Wood)
- July 1, 1846 Michael G. Bright elected a director of the Madison & Indianapolis Railroad; with J.F.D. Lanier, he becomes the dominant interest; Lanier and Bright write to Winslow & Perkins promising them a 5% commission if they can place \$100,000 in bonds at par. (MB)
- July 2, 1846 Subscription books for PRR closed with 17,000 shares taken; employees of Baldwin Locomotive Works subscribe for 264 shares; those of Norris for 76 shares.
- July 2, 1846 Special committee of City Councils reports in favor of a subscription to the PRR with legal opinions from John Sergeant, Thomas M. Pettit and Thomas I. Wharton that city has right to subscribe to PRR; minority report signed by John Price Wetherill and Horace Binney, Jr., says the subscription will have to be increased and will burden taxpayers, and that the project should be funded by private capital. (Rept)
- July 2, 1846 Committee of Philadelphia City Councils reports a resolution calling for a city subscription for 10,000 shares once 50,000 shares taken by the public, an additional 10,000 shares once 100 miles opened, and a final 10,000 shares

when 200 miles opened. (Rept, Cope Diary)

- July 3, 1846 New York, Albany & Buffalo Telegraph Company opens its line from Albany to Buffalo. (Thompson)
- July 3, 1846 House passes the Walker Tariff, 114-95; cuts duties from Whig Tariff of 1842 and changes them from a specific to ad valorem basis; the duty on shaped iron products drops from 163% to 30%, on pig iron from 72% to 30% and on coal from \$1.75 to \$0.40 per ton; its passage is held up until the repeal of the Corn Laws; in Pennsylvania, only the agrarian Democrat David Wilmot (1814-1868) from the rural far northeast supports the Polk Administration; with the collapse of the British railway boom and British rail prices after 1847, an ad valorem tariff becomes less and less protective, snuffing the nascent American rail-rolling industry; the price of British rails at New York falls to \$40 a ton, versus \$70 a ton for the best American rails; imports of British railroad iron increase from 13,550 tons in 1847 to 69,150 tons in 1849 and nearly 300,000 tons at the height of the railroad boom in 1853; the lower tariff on coal leads to expanded use of British cannel coal in the production of illuminating gas and the increase in the number of urban gas-works. (CongGlobe, Borneman, Snyder, Klein, Howe, Ratner, Warren, Nevins, Williamson/Daum)
- July 6, 1846 Subscription books for PRR reopened.
- July 6, 1846 Boston & Worcester Railroad commuter service extended from West Newton to Saxonville. (Humphrey)
- July 7, 1846 Commodore John D. Sloat (1781-1867), commanding the U.S. Pacific Squadron, occupies Monterey and proclaims California part of the U.S. (EAH)
- July 8, 1846 PRR subscription books opened in Pittsburgh; no shares subscribed. (StdHistPitts)
- July 9, 1846 Act of Congress returns the part of the District of Columbia south of the Potomac, including the city of Alexandria, and what eventually becomes Arlington County, to Virginia, subject to a vote by the inhabitants to accept a retrocession; refuses to return Georgetown to Maryland. (PL, Thorpe)
- July 10, 1846 Joint Board declares that it is inexpedient to make an agreement with the Lehigh Coal & Navigation Company for an outlet lock at Wells Falls; notes that in the last six months the Companies have built the iron steamboats *John Stevens* and *John Potter* and the steam tug *Princeton*. (MB)
- 1847 Steamboat *John Potter* built at Hoboken by R.L. Stevens for Camden & Amboy Railroad run between New York and South Amboy. (Stanton, Lytle - No 1846)

- July 11, 1846 Madison & Indianapolis Railroad issues \$100,000 mortgage loan; placed in New York by J.F.D. Lanier, a resident of Madison in cooperation with the Wall Street house of Winslow & Perkins. (Daniels)
- July 13, 1846 Thomas P. Cope cajoles directors of Insurance Company of North America into subscribing for 100 shares of PRR. (Cope Diary)
- July 14, 1846 PW&B Board recommends new car shop at President Street and rebuilding wharf at Canton; Denison, Heywood, Kennard & Co. of London present £30,000 in notes for payment or will sell collateral. (MB)
- July 1846 New York & Harlem Railroad has begun issuing commutation tickets. (ARJ)
- July 1846 New through route established between Cincinnati and Buffalo via the Little Miami Railroad to Xenia, stagecoach on macadam roads to Mansfield, then by the Mansfield & Sandusky City Railroad to the lake boats at Sandusky; through fare \$8.00. (ARJ)
- July 1846 J. Edgar Thomson completes the preliminary surveys for the Nashville & Chattanooga Railroad. (Ward)
- July 1846 J. Kennedy Moorhead (1806-1884) elected Pres. of the Monongahela Navigation Company, replacing John B. Butler, resigned to be an Army paymaster in the Mexican War; Moorhead holds the post until his death. (Crumrine)
- July 16, 1846 Philadelphia Common Council defeats \$2.5 million subscription to PRR by tie vote of 9-9; lawyer Horace Binney makes main speech against subscription, calling it illegal and sure to bankrupt the city. (PubLdgr)
- July 16, 1846 Chicago made a port of entry. (CHTaylor)
- July 20, 1846 Pennsylvania Improvement Democratic Sen. Simon Cameron delivers the major speech against the Walker Tariff Bill in the Senate, including the assertion that a high tariff is favorable to the free labor of the North. (Bradley)
- July 21, 1846 Madison & Indianapolis Railroad engages William M. Vermilye as its stock transfer agent at New York. (MB)
- July 23, 1846 Commodore Robert F. Stockton arrives in California and replaces Commodore John D. Sloat, whose dithering and lack of resolve has infuriated the Cabinet, in command of the Pacific Squadron; Stockton takes command of the whole California theater. (EAH, Wheelan)
- Summer 1846 Pittsburgh & Connellsville Railroad reappoints Benjamin H. Latrobe Chief Engineer. (Dilts)

- July 24, 1846 Senate passes the Rivers & Harbors Bill, 34-16; Polk delays vetoing the bill until the Tariff and Subtreasury Bills have passed. (Borneman)
- July 28, 1846 Senate passes the Walker Tariff; VP George M. Dallas casts a tie-breaking 27-27 vote in the Senate to allow the bill to pass to its third reading, making him seem a traitor to Pennsylvania's industrial interests; it is then passed, 28-27. (CongGlobe, Howe, Ratner)
- July 29, 1846 Pres. Polk determines to veto the Rivers & Harbors Bill, even though his program of acquiring western land creates a demand for transportation. (Larson)
- July 29, 1846 House concurs with the Senate version of the Walker Tariff Bill. (CongGlobe, PolkDiary)
- July 30, 1846 Pres. Polk signs the Walker Tariff; cuts duties from Whig Tariff of 1842 and changes them from a specific to ad valorem basis; the duty on shaped iron products drops from 163% to 30%, on pig iron from 72% to 30% and on coal from \$1.75 to \$0.40 per ton; its passage is held up until the repeal of the Corn Laws; of Pennsylvania's two Senators, Simon Cameron calls for repeal of the Walker Tariff, while James Buchanan urges only modification; the Whigs make political capital out of the Democrats' use of Polk's empty promises in the election of 1844; the lowering of the tariff combines with the repeal of the Corn Laws to boost international trade, and with it the recovery from the depression of the early 1840s. (Snyder, Klein, Howe, Ratner)
- Summer 1846 Chance meeting at the Sault Ste. Marie of Abram V. Berry of the Jackson Iron Company group and J. Lang Cassels of the Cleveland group; Berry agrees to show Cassels the location of a second deposit that is 60% iron in return for the Cleveland group using its greater resources to open the Marquette Range to market. (Reynolds/Dawson)
- Aug. 1, 1846 Joint Companies execute a £185,500 Sterling loan. (MB)
- Aug. 1, 1846 Madison & Indianapolis Railroad issues \$100,000 in 7-year 7% mortgage bonds; placed with Winslow & Perkins in New York through the M&I's agent J. F. D. Lanier. (C&C, Daniels)
- Aug. 1, 1846 Norwich & Worcester Railroad cancels the charter of the steamboats *Cleopatra* and *Worcester* to the LIRR. (diamond)
- Aug. 1, 1846 After much delay by the Whigs, the Senate passes the Independent Treasury Bill, 28-25. (CongGlobe)
- Aug. 3, 1846 Democratic Gov. James Whitcomb (1795-1852) of Indiana wins reelection,

- defeating Whig Joseph G. Marshall. (Sobel)
- Aug. 3, 1846 Pres. James K. Polk vetoes the Rivers & Harbors Bill on the grounds that most of the projects are local in nature and it will lead to ever-escalating pork-barrel spending. (PolkDiary)
- Aug. 3, 1846 Democrat Augustus C. French (1808-1864) is elected Gov. of Illinois, defeating Whig candidate Thomas M. Kilpatrick. (Sobel)
- Aug. 4, 1846 House fails to override Pres. Polk's veto of the Rivers & Harbor Bill, 95-91, not the necessary two-thirds. (PolkDiary)
- Aug. 6, 1846 Pres. Polk signs the Democratic bill reestablishing the Independent Treasury system, which remains in place until 1920; eliminates the federal government's involvement with all banking until the Civil War, the government keeping all its funds in its own vaults in Washington or in various Subtreasury buildings in major cities; the federal government continues to market its securities using the loyal Jacksonian investment bank of Corcoran & Riggs, located in Washington, which is not a bank of issue. (CongGlobe, Howe)
- Aug. 6, 1846 Locomotive *Ohio* of the Little Miami Railroad is first to arrive in Springfield from Xenia, drawing two flat cars. (Prince)
- Aug. 7, 1846 Daniel Drew buys control of the Boston & New York Transportation Company (or NJ Steam Navigation Co.??), operating between New York and Stonington. (Stiles)
- Aug. 7, 1846 Utica & Schenectady Railroad Board rejects a proposal put forward by a committee of non-Albany directors to make the Schenectady & Troy Railroad a party to the Albany-Buffalo pooling agreement by a vote of 9-4. (Pierce/MB)
- Aug. 8, 1846 House passes a \$2 million war appropriation bill, but anti-slavery northern Democrats and Whigs have added an amendment offered by David Wilmot of Pennsylvania (the so-called "Wilmot Proviso") that would forever bar slavery from any territory acquired from Mexico. (Wheelan)
- Aug. 8, 1846 John Crowther, formerly with the Bradys Bend Iron Company, blows in the Anna, later Mahoning Furnace of Wilkeson, Wilkes & Co. at Lowellville, near Youngstown on the Pennsylvania & Ohio Canal; the first furnace designed to use the raw block coal from Brier Hill; leads to a proliferation of coal-based smelting in the Youngstown District. (Swank, Trumbull/Mahoning)
- Aug. 1846 Potato blight reappears in Ireland, this time destroying the entire crop. (Fagan)

- Aug. 1846 New York & Erie Railroad resumes construction.
- Aug. 10, 1846 Little Miami Railroad opens between Xenia and Springfield, Ohio; running time between Cincinnati and Springfield is 5:40. (VertFile, AR - Prince, Steels have 8/11!!)
- Aug. 10, 1846 A filibuster by Massachusetts Whig Sen. John Davis blocks passage of the war appropriations bill as the House adjourns. (Wheelan)
- Aug. 11, 1846 New steamboat *Atlantic* makes its first run to New London for the Norwich & New London Steamboat Company; built by Bishop & Simonson with machinery by T.F. Secor & Co., it is the largest and finest steamboat on Long Island Sound and the first to be lighted by gas. (Heyl)
- Aug. 12, 1846 Little Miami Railroad holds opening excursion from Cincinnati to Springfield with a dinner at the Springfield station; on the return trip, the excursion train collides head-on with a northbound train south of Plainville, wrecking both locomotives but with no injuries among passengers. (ARJ, Steels)
- Aug. 13, 1846 Collision on the Little Miami Railroad puts its only two passenger locomotives out of service for two months. (AR)
- Aug. 13, 1846 Little Miami Railroad begins regular revenue service to Springfield. (ARJ)
- Aug. 13, 1846 Naval and land forces under Commodore Robert F. Stockton capture Los Angeles. (EAH)
- Aug. 1846 Mad River & Lake Erie Railroad opens to Kenton, Ohio. (ARJ, Smiths)
- Aug. 17, 1846 Commodore Robert F. Stockton proclaims the annexation of California to the U.S. and establishes himself as Governor. (EAH)
- Aug. 17, 1846 Nearly-bankrupt Baltimore & Rappahannock Steam Packet Company votes to sell the *Rappahannock*, prompting injunctions from its creditors. (Holly)
- Aug. 18, 1846 Cornelius Vanderbilt places his fast new steamboat *Atlantic* on the Norwich & New London Steamboat Company line; the direct run from New York to Allens Point is now competitive with the LIRR's boat-train line to the Norwich & Worcester. (Dunbuagh, diamond)
- Aug. 18, 1846 American forces under Gen. Stephen Watts Kearny take Santa Fe without opposition and annex New Mexico to the U.S. (EAH, Howe)
- Aug. 18, 1846 Queen Victoria gives the Royal Assent to the Regulation of Gauges Bill, fixing the gauge of all future railways at the standard 4'-8½" in England, Scotland and Wales and at 5'-3" in Ireland; however, loopholes provide for the

- construction of broad gauges by special act. (Lewin)
- Aug. 19, 1846 Robert L. Stevens steps down as Pres. and director of Camden & Amboy Railroad preparatory to traveling to Europe for health; replaced as Pres. temporarily by his brother Edwin A. Stevens. (MB)
- Aug. 28, 1846 Parliament adjourns, having passed 270 of 562 railway petitions authorizing the construction of 4,540 miles, marking the apex of the "Railway Mania"; on the same day, Parliament also passes a bill appointing five Railway Commissioners to oversee and restrict chartering in the public interest. (Lewin)
- Aug. 29, 1846 Andrew Miller, Evans Rogers and Clement C. Biddle (1784-1855) of the Philadelphia Saving Fund Society ask John M. Read (1797-1874) for a legal opinion on the power of the City of Philadelphia to subscribe to the PRR. (Read)
- Sep. 1, 1846 Lykens Valley Railroad & Coal Company receives its first locomotive, *Susquehanna*, from the Baldwin Locomotive Works. (MB)
- Sep. 1, 1846 Little Miami Railroad begins operating a daily freight train; as soon as a new passenger locomotive arrives, it will run a passenger local between Cincinnati and Todds Fork; the company is doing a large business in hogs. (ARJ)
- Sep. 1, 1846 Madison & Indianapolis Railroad extended from Edinburg to Franklin, Ind. (Sulzer - may be misprint - AR says in 1847!)
- Sep. 1, 1846 Books opened for the Hudson River Railroad at New York. (NYPost)
- Sep. 2, 1846 LIRR Board approves advances to a Mr. Jackson for establishing a milk traffic on the LIRR; authorizes a new survey between Jamaica and Williamsburg because of a rent dispute with the Brooklyn & Jamaica Railroad. (MB)
- Sep. 4, 1846 Daniel Hudson Burnham (1846-1912), architect of Washington Union Station, and PRR stations at Grand Rapids, Columbus and Pittsburgh, born at Henderson, N.Y.; the family moves to Chicago when he is 10. (Moore, WwasW)
- Sep. 4, 1846 Virginia Board of Public Works buys the Va. portion of the decayed and mostly-abandoned Portsmouth & Roanoke Railroad, the nucleus of the future Seaboard Air Line. (Cnls&RRs, VaBPW)
- Sep. 7, 1846 New York, Albany & Buffalo Telegraph Company completes its organization; Theodore S. Faxton elected Pres.; it is the best run of the pioneer telegraph lines. (Thompson)

- Sep. 8, 1846 PW&B Board authorizes building depot at Marcus Hook. (MB)
- Sep. 9, 1846 New York & New Haven Railroad appoints Roswell B. Mason Chief Engineer. (AR)
- Sep. 9, 1846 New York, Albany & Buffalo Telegraph Company's line completed between New York and Buffalo. (Seward)
- Sep. 10, 1846 Madison & Indianapolis Railroad declares a stock dividend of 7%. (MB)
- Sep. 11, 1846 Madison & Indianapolis Railroad Board authorizes seeking the opinions of experienced mechanics in Cincinnati and elsewhere on the practicability of Andrew Cathcart's plan for running steam locomotives on the Madison Incline, and asking Cathcart's terms for the use of his invention. (MB)
- Sep. 11, 1846 Enlarged Schuylkill Canal reopens as far as Reading; depth increased from 4 to 6 feet and capacity increased from 60 ton boats to 180 ton boats; however, the improvements have exhausted the company's finances and burdened it with debt. (AR, CLJones)
- Sep. 12, 1846 *American Railroad Journal* runs an editorial against the high per-mile fares on the Camden & Amboy Railroad; begins an escalating war of complaints and accusations against the Monopoly; more detailed articles appear on Sep. 19 and Oct. 3. (ARJ)
- Sep. 13, 1846 *Southerner*, first regular steam packet on Charleston run, leaves New York City. (Morrison - verify)
- Sep. 14, 1846 Joint Companies Executive Committee grants Adams & Co. the right to ship a daily express chest measuring 3 feet by 20 inches between New Brunswick and Philadelphia for \$4,000 a year. (MB)
- Sep. 1846 Atlantic, Lake & Mississippi Telegraph Company opens its line between Philadelphia and Harrisburg. (Thompson - check)
- Sep. 1846 Henry O'Reilly and partners open books for the Lake Erie Telegraph Company, which is to build from Buffalo to Detroit and Pittsburgh to Cleveland. (Thompson)
- Sep. 1846 Cornelius Vanderbilt, Daniel Drew, Daniel B. Allen, William Thorn and Eli Kelley elected to the Board of the New York, Providence & Boston Railroad. (Stonington Line). (Stiles - prob. late in month)
- Sep. 1846 Convention at Weston, Va., supports railroad to Parkersburg. (Dilts)
- Sep. 21, 1846 Drygoods merchant Alexander Turney Stewart (1803-1876), later a factor in

the Long Island real estate development and railroad promotion, opens his “Marble Palace” dry goods store, the progenitor of the department store, on Broadway & Chambers Street in New York; designed by John Butler Snook (1815-1901), later the architect of the first Grand Central Depot, and Joseph Trench (1815-1879); Stewart pioneers many of the innovations that come to characterize the modern department store. (Trager, Lockwood, Resseguie/BHR 39:3)

- Sep. 22, 1846 Mexicans in southern California revolt against U.S. forces and by Oct. 29 control all territory south of San Luis Obispo. (EAH)
- Sep. 23, 1846 New Jersey Railroad Board authorizes repairing the ferry *New Jersey*. (MB)
- Sep. 23, 1846 Michigan Central Railroad pays the first installment of \$500,000 to the State of Michigan. (Parks)
- Sep. 24, 1846 State of Michigan deeds the Central Railroad (Detroit-Kalamazoo) to the Michigan Central Railroad Company for \$2 million; state loses \$328,289 on sale; John Murray Forbes is Pres., George B. Upton (1804-1874) of Boston, Treasurer, and John W. Brooks (1818-1881), Superintendent. (, Parks, Marsh)
- Sep. 24, 1846 Gen. Zachary Taylor takes Monterrey, capital of the Mexican State of Nuevo León. (Wheelan)
- Sep. 25, 1846 Future PRR and Norfolk & Western operating officer A.C. Hippey (1846-1896) born at Columbia, Pa. (RRGaz)
- Sep. 25, 1846 Gen. Stephen Watts Kearny leaves Santa Fe with a reduced force for San Diego, not realizing he will encounter a local revolt. (Howe)
- Sep. 26, 1846 George H. Hulett (1846-1923), future inventor of the ore-unloading machines that bear his name, born at Conneaut, Ohio. (invent.org)
- Sep. 28, 1846 Richard D. Wood calls on G. W. Toland and B. M. Hinchman to see about getting a ticket for the city election in favor of a subscription to the PRR; Wood refuses requests to subscribe to the Sunbury & Erie Railroad. (Wood)
- Sep. 29, 1846 Americans are forced to evacuate Los Angeles by an uprising of native Californians; Commodore Robert F. Stockton moves his headquarters to San Diego. (Wheelan)
- Sep. 30, 1846 New York & New Haven Railroad contracted to Alfred Bishop and Volney G. Miller. (ARJ)
- Oct. 1, 1846 Robert Hare (-) asks the diarist Sidney George Fisher to join him in opposing the plan to have the Philadelphia City Councils subscribe to the PRR on the

grounds the city has no right to subscribe to private companies and that the rich will be taxed to support the company. (FisherDiary)

- Oct. 1, 1846 Lykens Valley Railroad & Coal Company it to receive its second locomotive from the Baldwin Locomotive Works on this date, but it is sold by Baldwin for non-payment by the end of the year. (MB)
- Oct. 1, 1846 Pres. Louis McLane returns to the B&O without raising any money in Europe, but from an examination of English railways, he proposes a new organization for the B&O, which is adopted in 1847. (Dilts, Reizenstein)
- Oct. 1, 1846 B&O still has 87 miles of strap rail east of Harpers Ferry; also 19 miles of H-rail laid in 1838 and 5 miles of U-rail laid in 1846. (AR)
- Oct. 3, 1846 F.O.J. Smith contracts with expressmen Cambridge Livingston and Henry Wells to organize the Erie & Michigan Telegraph Company to build from Buffalo through Detroit to Milwaukee under the Morse patent in opposition to Henry O'Reilly's Lake Erie Telegraph Company. (Thompson)
- Oct. 5, 1846 Members of the Joint Board meet with Amos Kendall in New York and discuss granting a right-of-way to the Magnetic Telegraph Company across New Jersey in return for the use of the telegraph. (MB)
- Oct. 6, 1846 John M. Read delivers an opinion that the government of the City of Philadelphia has no power to subscribe to the stock of the PRR or levy a tax to pay interest on the subscription money; also that such powers are dangerous and forbidden by the framers of the city's 1789 charter; cites the failure of the Public Works as an example where taxpayers had to pick up the tab for a bad investment. (Read)
- Oct. 6, 1846 "John Doe" issues a satirical pamphlet against the City of Philadelphia subscribing for stock in the PRR and issuing bonds supported by taxation to pay for it. (Pam)
- Oct. 6, 1846 Future inventor George Westinghouse, Jr., (1846-1914) born in Central Bridge, N.Y., the son of George Westinghouse, Sr. (1809-1884) of German ancestry, and Emeline Vedder Westinghouse (-) of Anglo-Dutch stock; in 1856, George Westinghouse, Sr., opens a machine shop in Schenectady for the manufacture of farm machinery, where Westinghouse first develops his mechanical skills. (Prout)
- Oct. 6, 1846 James D. Reid (1819-1901), a friend of Henry O'Reilly, is appointed Superintendent of the Magnetic Telegraph Company. (Thompson)
- Oct. 7, 1846 New Jersey Railroad approves a contract with the Adams Express Company. (MB)

- Oct. 8, 1846 Richard D. Wood calls on his half-brother David C. Wood for the settlement of a \$10,000 debt on the Millville Furnace tract. (Wood)
- Oct. 9, 1846 New York convention, controlled by radical Democrats, adopts a new Constitution, effective Jan. 1, 1847; it is approved by the voters in Nov.; creates an elected State Engineer & Surveyor; also calls for the Canal Commissioners to serve three-year terms with one elected each year; all incorporation is to be by general laws, and the state is not to give or loan aid to any private corporation; \$1.5 million is to be taken annually from the canal tolls to pay off the state debt and another \$200,000 transferred to the state's General Fund; the remainder may be applied to canal construction; every new debt contracted by the state must be backed by a specific tax to liquidate it within 18 years, and any such debt and tax must be approved by the voters, not just the Legislature. (Sweet, Seavoy, Shaw, Thorpe)
- Oct. 10, 1846 Special pro-PRR ticket advertised for Philadelphia city elections, separate from regular party tickets; circular announcing ticket contains 1,000 signatures. (Cope Diary)
- Oct. 13, 1846 Pennsylvania Whigs elect James M. Power of Mercer County as Canal Commissioner over incumbent William B. Foster, Jr.; take both houses of the Legislature (56-44 in the House and 18-15 in the Senate) for the first time since 1840 as well as the Congressional delegation (16 to 8) in a backlash against the low Walker Tariff. (Snyder, Wilson, Coleman)
- Oct. 13, 1846 Whigs carry Philadelphia Council and mayoral elections; defeating separate bipartisan "Railroad" and "Anti-Railroad" tickets for City Councils based on issue of subscription to PRR; opposition vote split between Democrats and Know-Nothings; Whigs are generally pro-subscription. (PubLdgr, Wood)
- Oct. 13, 1846 PW&B Board authorizes purchase of lot for depot at Newport, Del. (MB)
- Oct. 13, 1846 Allentown (Pa.) Furnace of Bevan & Humphries produces its first iron; four more furnaces are built by 1872. (Mathews/Hngrfrd)
- Oct. 13, 1846 Whigs again carry Ohio, and the Democrats are split into "hard money" and "soft money" factions; William Bebb (1802-1873) elected Gov. (Huntington, Sobel)
- Oct. 13-14, 1846 Hurricane moving along the Fall Line causes storm surges in the tidal portions of the Chesapeake and Delaware watersheds and flooding upstream; Chesapeake & Ohio Canal and B&O damaged. (Schwartz)
- Oct. 14, 1846 New Jersey Railroad Board appoints a committee to confer with the Associates of the Jersey Company regarding their proposed contract with the

- Cunard Line; authorize negotiations with the Associates of the Jersey Company to extend the ferry lease to July 1, 1857. (MB)
- Oct. 1846 The last Miamis cede their last reservations in Indiana and remove to Kansas, following the Wabash & Erie Canal and Miami Canal to Cincinnati, and then by steamboat; frees 30,000 acres in Allen County, Ind., alone. (Poinsatte)
- Oct. 17, 1846 Camden & Amboy agrees with Magnetic Telegraph Company to string line between New Brunswick and Philadelphia (Kensington). (RRGaz)
- Oct. 19, 1846 H.N. Day of Hudson elected Pres. pro-tem. of Cleveland & Pittsburgh Railroad, replacing James Stewart. (MB)
- Oct. 19, 1846 Erie & North East Railroad opens books at the Reed House in Erie. (LS&MS AR)
- Oct. 20, 1846 New Jersey Railroad Board authorizes establishing a station in the South Ward of Newark near Mulberry Street. (MB)
- Oct. 21, 1846 Lykens Valley Railroad & Coal Company Board orders Chief Engineer George E. Hoffman to suspend work on the reconstruction on Nov. 15, as there is no coal on hand from the Lykens Valley Coal Company. (MB)
- Oct. 22, 1846 Joint Board approves a deed for the sale of the company's Schuylkill County coal lands as per an agreement between Robert F. Stockton and Robert W. Packer (1810?-1848) made May 30, 1846. (MB)
- Oct. 1846 Mason L. Weems reestablishes his steamboat line on Rappahannock River by running the *Planter* in opposition to the bankrupt Baltimore & Rappahannock Steam Packet Company's *Mary Washington*. (Holly - NOT shown in BaltAm shows M.L. Weems on Patuxent only)
- Oct. 1846 Mass starvation deaths begin in Ireland as result of the potato blight; over the next four years, the resulting famine causes 800,000 to 1 million deaths and heavy emigration (1.5 million or over a quarter of the population) to the U.S. and other countries; the population of Ireland is halved; over 1.1 million Irish immigrants swell the pool of U.S. unskilled labor, with many finding employment in railroad construction, by the 1850s, this surge of immigration provokes an anti-Irish political backlash and the formation of nativist, anti-immigrant parties. (Kee,)
- Oct. 26, 1846 First boat arrives at New Lisbon, Ohio, from the Ohio River via the Sandy & Beaver Canal; it becomes stuck in the mud and has to be dragged into town. (Croly)
- Oct. 27, 1846 New York & New Haven Railroad makes a contract to use the New York &

- Harlem Railroad to enter Manhattan to end its opposition to its application for a New York charter. (NHCorp)
- Late 1846 Baltimore & Rappahannock Steam Packet Company places the new steamboat *Mary Washington* on the Baltimore-Fredericksburg run. (Holly - must be pre Oct.)
- Nov. 1, 1846 New York & Erie Railroad opens extension from Middletown to Otisville, near the summit of the Shawangunk Mountain. (Mott)
- Nov. 2, 1846 Washington & New Orleans Telegraph Company subscribers make a contract to build the line via Richmond, Petersburg, Raleigh, Charleston, Savannah and Mobile to John J. Haley, the proprietor of a small New York restaurant but cousin of Morse partner F.O.J. Smith. (Thompson)
- Nov. 3, 1846 New York & New Haven Railroad makes a construction contract with Alfred Bishop, George L. Schuyler, and Sidney G. Miller. (AR)
- Nov. 3, 1846 Whig Assembly leader John Young (-) elected Gov. of New York, defeating radical Democrat Silas Wright's reelection bid; they also take control of both houses of the Legislature and elect 23 of 34 Congressmen; conservative democrats boycott the election or join the Whigs; Wright is opposed in the western canal counties for his strict policy of the Stop Law and for putting down the Anti-Rent riots; Pres. Polk's veto of the Rivers & Harbors Bill also hurts the Democrats; the Whigs control the governorship until 1852. (Shaw, Trager)
- Nov. 3, 1846 Whigs win slight majority in U.S. House in the 30th Congress. (EAH)
- Nov. 4, 1846 After rejecting the Associates of the Jersey Company's proposal of Oct. 17, the New Jersey Railroad Board approves an extension of the ferry lease without a change in rent. (MB)
- Nov. 4, 1846 Amos Kendall and F.O.J. Smith write to Henry O'Reilly informing him that because of delays completing his line, his contract to use the Morse patents is null and void; Smith is plotting to take control of O'Reilly's routes. (Thompson)
- Nov. 5, 1846 Common Council of Philadelphia passes the PRR subscription ordinance, 12-8. (Cope Diary, Scharf)
- Nov. 6, 1846 Little Miami Railroad Board authorizes purchasing 100 freight cars and five locomotives. (MB)
- Nov. 6, 1846 Madison & Indianapolis Railroad Board favors Andrew Cathcart's plan of working the Madison Incline with steam locomotives, but has no money to

- implement it. (MB)
- Nov. 9, 1846 Joint Companies Executive Committee authorizes contracting with the Magnetic Telegraph Company for a line between New Brunswick and Philadelphia. (MB)
- Nov. 9, 1846 Edward Miller make a report on the Catawissa, Williamsport & Erie Railroad. (ARJ - is either LS&S or is 1849, not 1846)
- Nov. 10, 1846 PW&B Board authorizes realignment at Principio, Md. (MB)
- Nov. 12, 1846 Select Council of Philadelphia passes an ordinance to subscribe for 30,000 shares of the PRR when an equal amount has been taken by others, and then two additional lots of 10,000 shares each as more shares are taken by others (a grand total of \$2.5 million) by a vote of 8-4; William Meredith (1799-1873), John Price Wetherill (1794-1853), ___ Trucks, and Charles Gilpin (1809-1868) are opposed; adds clause requiring special legislative authorization; later increased to \$4 million. (Rept, Cope Diary, Scharf)
- Nov. 14, 1846 New York City Council & Mayor require the New York & Harlem Railroad to build bridges across its deep cut at Murray Hill at 34th Street and 38th Street. (Valentine)
- Nov. 1846 Exceptionally heavy eastbound traffic on the Erie Canal prompts the Whig press to push for completing the enlargement, abandoned by the Democrats. (Shaw)
- Nov. 1846 Phoenix Iron Works at Phoenixville, Pa., rolls its first T-rail. (Swank)
- Nov. 16, 1846 Schuylkill Navigation Company completes enlargement of its canal prism and locks between Philadelphia to Port Carbon from a limit of 60-ton boats to 200-ton boats in response to competition from the Philadelphia & Reading Railroad; however, the cost of the enlargement is so great that the company cannot meet its interest payments by 1847. (AR, Poor)
- Nov. 16, 1846 Henry O'Reilly, Hugh Downing and Samuel L. Selden purchase rights to the House telegraph patent for the Atlantic & Ohio Telegraph Company. (Thompson)
- Nov. 18, 1846 Lykens Valley Railroad & Coal Company Board accepts the proposition of grading contractor Charles Smith & Co. to take half payment in bonds. (MB)
- Nov. 18, 1846 Pres. James K. Polk appoints Gen. Winfield Scott (1786-1866) the senior general, to launch a strike on Mexico City from the port of Veracruz. (Howe)
- Nov. 24, 1846 Utica & Schenectady Railroad Board refuses demands from the City of Troy

- to dissolve its preferential through traffic contract with the Mohawk & Hudson Railroad. (Pierce/MB)
- Nov. 25, 1846 Address to public urging individual subscriptions to PRR written by Job R. Tyson and signed by Thomas P. Cope published. (Cope Diary)
- Nov. 27, 1846 Committee for PRR meets; notes subscriptions are still small and urges canvassing city by wards. (Cope Diary)
- Nov. 27, 1846 New Jersey Railroad and Camden & Amboy Railroad directors confer at the Astor House in New York and authorize discontinuing the Sunday morning mail train, effective Jan. 1, 1847; also abolishing free tickets for members of the Legislature. (MB)
- Nov. 27, 1846 Cornelius Vanderbilt's new 321-foot steamboat *Atlantic* of the Norwich & New London Steamboat Company is wrecked by a gale on reefs off Fishers Island while eastbound from the Norwich & Worcester's terminal at Allyn's Point with the loss of 42 lives. (Dunbaugh, Stiles, Stanton, Heyl)
- Nov. 30, 1846 Associates of the Jersey Company reject a proposition from New Jersey Railroad to alter the ferry lease in line with the recent agreement made with Cunard & Co.; direct George L. Schuyler to negotiate with Cunard on operating the ferry. (MB)
- Nov. 30, 1846 Future PRR General Superintendent Robert Ellmaker Pettit (1846-1894) born at Philadelphia; son of former Philadelphia & Columbia Railroad civil engineer Robert Pettit (1804-1878) and Laura Ellmaker (1813-1878); younger brother of future PRR civil engineer and architect Henry Pettit (1842-1921); he is a great-grandson of Charles Pettit of the Continental Congress and of Gov. Thomas McKean. (Wilson, RyW - or 11/20??)
- Fall 1846 Pittsburgh & Connellsville Railroad begins surveys. (AR)
- Dec. 1, 1846 PW&B withdraws night line for season and raises fare to \$4.00. (MB)
- Dec. 1, 1846 William Neil resigns as Pres. of Columbus & Xenia Railroad; replaced by brother Robert Neil; Jacob Strader (1795-1860) of Cincinnati elected a director. (Marvin)
- Dec. 1, 1846 Pittsfield & North Adams Railroad opens in Massachusetts; operated by the Western Railroad Corporation under lease. (Bliss)
- Dec. 2, 1846 New Jersey Railroad Board defeats, 3-4, a resolution to cancel the ferry lease from the Associates of the Jersey Company and substitute a flat payment per passenger. (MB)

- Dec. 2, 1846 Edwin Robinson replaces Moncure Robinson as Pres. of the Richmond, Fredericksburg & Potomac Railroad. (AR)
- Dec. 4, 1846 Meeting held in Philadelphia to arrange for canvassing the city for PRR subscriptions; Richard D. Wood is appointed Chairman of a committee for the section between Pine & South Streets. (Wood)
- Dec. 7, 1846 First four Philadelphia companies depart Philadelphia & Columbia Railroad depot for Mexican War duty. (Scharf)
- Dec. 8, 1846 PW&B Board authorizes fitting up cars for second class passengers and charging \$2.50 fare between Philadelphia and Baltimore. (MB)
- Dec. 8, 1846 Pres. Polk defends the war in his second annual message; the fall elections have cost the Democrats the House in the new Congress that will convene in 1847. (Howe)
- Dec. 9, 1846 New Jersey Railroad Board consents to a proposal of the Associates of the Jersey Company that the Associates receive a third of the increase in ferry revenue expected to be generated by locating the Cunard Line terminus in Jersey City. (MB)
- Dec. 11, 1846 Public meeting chaired by ex-Gov. Porter held at Harrisburg to raise subscriptions for PRR. (ARJ)
- Dec. 12, 1846 Gen. Stephen Watts Kearny's force finally arrives at San Diego; Kearny refuses to acknowledge Commodore Stockton's authority over him. (Wheelan)
- Dec. 14, 1846 Berkshire Railroad and West Stockbridge Railroad reopen after being rebuilt with heavier rail, and trains begin running through between Bridgeport and Albany. (NHCorp)
- Dec. 1846 Clarks Ferry Towpath Bridge on Pennsylvania Canal rebuilt, after being destroyed in spring flood. (PubLdgr)
- Dec. 1846 Injunctions keep the Baltimore & Rappahannock Steam Packet Company's steamboat *Mary Washington* tied up in Baltimore, leaving Mason L. Weems and the *Planter* as the sole boat operating on the Rappahannock. (Holly)
- Dec. 1846 Henry and David Potts, Jr., establish the Pottsgrove Iron Works in Pottstown, Pa. (Bean)
- Dec. 16, 1846 Utica & Schenectady Railroad contracts for replacing strap rail with 60-lb. T-rail. (Stevens)
- Dec. 16, 1846 Little Miami Railroad declares 5% dividend. (MB)

- Dec. 17, 1846 Little Miami Railroad authorizes grading first seven miles for two tracks and relaying with H-rail; repeals authorization for Dayton Branch; authorizes shops to be built in Columbia Township (Pendleton). (MB)
- Dec. 1846 Commissioners of Spring Garden agree to subscribe for 2,000 shares of PRR. (Cope Diary - possibly 12/15-16)
- Dec. 1846 PW&B contracts for 1,000 tons of T-rail to replace last 10 miles of strap rail between Philadelphia and Wilmington. (AR)
- Dec. 18, 1846 Charlotte & South Carolina Railroad incorporated in S.C. (ICC)
- Dec. 19, 1846 James Stewart elected Pres. pro-tem. of Cleveland & Pittsburgh Railroad, replacing H.N. Day; fix Wellsville as terminus on Ohio River; vote to petition Legislature to extend to Pennsylvania state line. (MB)
- Dec. 20, 1846 Convention of iron-makers held in Philadelphia to protest the depression in the industry caused by the Walker Tariff and to lobby for increasing the tariff on iron goods. (Scharf)
- Dec. 21, 1846: Fall River Railroad opens direct line from South Braintree on the Old Colony Railroad via Middleboro and Myricks to the dock at Fall River, Mass. (NHCorp)
- Dec. 23, 1846 Joint Board overrules its committee and continues free tickets to members of the Legislature. (MB)
- Dec. 23, 1846 Asa Whitney holds public meeting in Philadelphia to support his project of a Pacific Railroad. (Cope Diary)
- Dec. 24, 1846 New Jersey Railroad Board rescinds the order to discontinue the Sunday morning mail train on Jan. 1 because of the opposition of the Post Office Dept. (MB)
- Dec. 25, 1846 Michigan Southern Railroad organized; Elisha Litchfield named Treasurer. (Harlow)
- Dec. 26, 1846 First public meeting held in the school house at Hanover, Pa., in favor of a railroad to connect with the Baltimore & Susquehanna Railroad. (Gibson)
- Dec. 28, 1846 State of Michigan sells Southern Railroad to Edwin C. Litchfield for the Michigan Southern Railroad Company for \$500,000; state loses \$625,590 on sale. (RRs of Mich.& Harlow has 12/23 - LS&MS AR has 11/30)
- Dec. 28, 1846 Richardsville County, Indiana, renamed Howard County; county seat at

Kokomo. (Long)

- Dec. 29, 1846 Atlantic, Lake & Mississippi Telegraph Company line opens between Harrisburg and Pittsburgh; first telegraph message sent from Pittsburgh to Washington. (ARJ, HistPitts)
- Dec. 29, 1846 PW&B Board authorizes applying to Maryland Legislature for power to build bridge over Susquehanna River. (MB)
- Dec. 31, 1846 Philadelphia Bank Board by a single vote agrees to subscribe for 200 shares of PRR. (Wood)
- Dec. 31, 1846 Thomas P. Cope notes that not a single share of PRR has been taken west of the Susquehanna River. (Cope Diary)
- Dec. 31, 1846 Prime, Ward & King, once the largest merchant banking house in New York City, is dissolved in a dispute between James Gore King and Samuel Ward, Jr. (Hidy)
- 1846 Number of east-west railroad passengers now about 800,000 per year, of which 280,000 use B&O and only 56,000 use Pennsylvania Main Line. (ARJ)
- 1846 LIRR posts a loss of \$55,776, in part because of being drawn into Cornelius Vanderbilt's rate wars aimed at controlling steamboat lines on Long Island Sound. (NYState, diamond)
- 1846 New Brunswick Steam Boat & Canal Transportation Company discontinues Coal Barge Line and sells barges *Erie, Seneca, Ontario, Champlain, Huron, Lehigh, Ohio, Sturgeon, Stoney Brook, Hudson, Raritan, Passaic, Schuylkill, New York, New Jersey*, and *Beaver Creek*; net loss of \$16,845 since 1835. (Thompson)
- 1846 Camden & Amboy Railroad starts laying 65-lb. rail between Camden and South Amboy; builds a new bulkhead at Camden. (MB)
- 1846 Capt. George Hildreth (1822-1897) builds the Columbia House at Cape May, N.J. (Alexander)
- 1846 Heavy increase of traffic on Pennsylvania state railroads leads to overloading of section boats with attendant damage to track and trucks; axles of trucks increased to 4" diameter for 1847. (CC)
- 1846 North track of Philadelphia & Columbia Railroad between Whitehall and West Chester Intersection now completely restored using second-hand T-rail taken from other tracks. (not mentioned in AR!!! - maybe in Supts. rept?)

- 1846 First railroad station of West Chester railroad built in West Chester. (HighLine)
- 1846 Canal Commissioners begin building cabs on all locomotives on the Philadelphia & Columbia Railroad. (CC)
- 1846 Canal Commissioners place additional locomotives between Philadelphia and Belmont Plane to haul trains of Philadelphia & Reading Railroad. (CC)
- 1846 Wire ropes placed on Plane No. 2 of Allegheny Portage Railroad. (Wilson)
- 1846 William E. Morris prepares a modified design for the Western Reservoir dam to reduce costs; the partially-built dam is already deteriorating; one element deleted is a “heart wall” of masonry within the shale-rock dam, which would have given it much greater stability; its elimination saves \$40,000; also eliminated is a masonry coating on the upstream face of the dam; these cost-cutting measures contribute to the failure of the dam in the Johnstown Flood. (Kaktins)
- 1846 William B. Foster, Jr., examines North Branch Extension Canal on behalf of North Branch Canal Company; estimates \$1.1 million to complete.
- 1846 PW&B completes replacing strap rail with T-rail between Philadelphia and Wilmington.
- 1846 New York merchant-banker Moses Taylor, who has large investments in the Schuylkill Field, refuses to invest in the Lykens Valley Coal Company for lack of information and confidence in those running it. (Hodas)
- 1846 Cumberland Valley Railroad completes second bridge over Susquehanna River at Harrisburg, replacing one burned in 1844; roof is too low for locomotives, and cars hauled by animal power westbound and gravity eastbound until roof is removed in 1852. (Wilson, Lovell, Triumph- No - is third bridge replacing one washed away in 3/46!? - check CV history)
- 1846 Robert Pitcairn (1836-1909) and John Pitcairn (1841-1916) arrive in the U.S. with their parents; the family settles in Allegheny (Pittsburgh North Side), where their uncle, Alexander, has established a woolens business. (wiki)
- 1846 New York & Erie Railroad carries about 20,000 quarts of milk per week to New York City from Orange County; carries 30-40,000 baskets of strawberries per day on special trains in season. (SsetWhig)
- 1846 Eastbound traffic of the Erie Canal to tidewater first exceeds 1 million tons. (ARJ)

- 1846 Coal tonnage of the Reading first exceeds 1 million tons a year; up from 218,711 tons in 1843. (AR)
- 1846 Philadelphia & Reading Railroad pays its first dividend of 10%; although payments are somewhat erratic with fluctuations in the coal trade, they are still much higher and more regular than on the parallel Schuylkill Navigation Company; the railroad has bested the canal. (Poor)
- 1846 Canal officials of New York, Ohio and Indiana reduce the cost of shipping grain, meat and other agricultural products from central Indiana and western Ohio to New York; this redirects much of Indiana's commerce away from the Ohio River and towards the Wabash & Erie Canal and Toledo. (Scheiber)
- 1846 Charter supplement requires the Cleveland, Columbus & Cincinnati Railroad to reimburse the state for half the tolls lost on the parallel Ohio canals; it is soon repealed. (Scheiber - verify PL)
- 1846 Isaac Hinckley (1815-1888) enters railroad service as Superintendent of Transportation of the Boston & Providence Railroad. (NYT obit)
- 1846 Jacob W. Morris builds the Mansion House hotel at Long Branch, N.J. (Ellis)
- 1846 The former residence of Dr. Elisha Perkins at Long Branch, N.J., is converted into the 100-room Allegheny House. (Ellis)
- 1846 Augustinian Fathers found Villanova College about 12 miles west of Philadelphia on the Main Line of Public Works. (Sipes – see earlier years)
- 1846 Future PRR General Superintendent Edward H. Williams (1824-1899) graduates from Vermont Medical College with an M.D. (Wilson)
- 1846 Last Miami Indians in Indiana deported to Kansas.
- 1846-47 First iron deck girder bridge in U.S. built on Baltimore & Susquehanna near Bolton by James Millholland.
- 1846 Richmond, Fredericksburg & Potomac Railroad puts steamboat *Mount Vernon* on Aquia Creek-Baltimore run for a short time to bypass the high tolls on the B&O's Washington Branch; also hurt by competition of steamboats running from Baltimore to Petersburg. (Mordecai, VaBPW)
- 1846 I.P. Morris, Towne & Co. moves its foundry and machine shop from Market & Schuylkill 7th (16th) Streets to Port Richmond and rename it the Port Richmond Iron Works. (Scharf)
- 1846 Henry Disston (1819-1878), who came to Philadelphia from England at age

- 14, moves his small saw-making business from 2nd & Arch Streets to Tacony, where it grows into the huge Keystone Saw Works of Henry Disston & Sons; Tacony develops as a paternalistic factory community. (Scharf)
- 1846 New York mercantile house of Boorman & Johnston contracts to be the New York agent for the Bailey Brothers, operators of the Nant-y-Glo Iron Works in South Wales, in the importation of railroad iron. (Scanlon)
- 1846 John F. Starr (1818-1904) and his brother Jesse W. Starr enlarge their Camden Iron Works with a second foundry on Bridge Avenue below 2nd Street. (Prowell)
- 1846 William Moore, the new manager of the Weymouth Iron Works, builds a mule tram road from the works to Mays Landing, N.J., on the Great Egg Harbor River, replacing the use of small scows. (Hall)
- 1846 Reeves & Whitaker (?) build a large rolling mill for the rolling of railroad rails at Phoenixville. (Futhey)
- 1846 Bevan & Humphries, transporters on the Public Works, build an iron works at Allentown, Pa., to take advantage of the iron deposits to the north on the west side of the Lehigh River; conveyed to the Allentown Iron Company in 1851. (Folsom - check Matthews & Hungerford, Beitel)
- 1846 Lackawanna Iron Works (?) at Scranton, Pa., rolls its first T-rails. (Swank)
- 1846 New York & Maryland Iron & Coal Company cancels its coal traffic contract with the B&O, as it has decided to concentrate on iron manufacture. (B&O AR)
- ca. 1846 John Bell & Co. (Dr. Peter Shoenberger, George S. Shryock and John Bell) build Mill Creek Furnace near Johnstown. (Storey)
- ca. 1846 George S. King & Co. (Dr. Peter Shoenberger, George S. Shryock and John Bell) build Bens Creek Furnace near Johnstown, Pa. (Storey)
- ca. 1846 George S. King and Dr. Peter Shoenberger build a block coal blast furnace at Sharon, Pa., in Mercer County. (Storey)
- ca. 1846 James E. Brown and James Mosgrove build Pine Creek Furnace about 4 miles from the creek's mouth in Armstrong County. (Smith/Armstrong)
- 1846 Bradys Bend Iron Company (Swank has Great Western Iron Company) begins the manufacture of T-rails; can roll 250 tons per week; only rail-rolling mill west of the Allegheny Mountains. (Fell, Paskoff)

- 1846 McCormick, Peebles, Brown & Co. establish the Orizaba Iron Works at New Castle, Pa., a rolling mill for merchant bar iron and nails. (Durant)
- 1846 William Philpot & Co. builds the Eagle Furnace, the second coal-burning blast furnace in the Mahoning Valley, north-west of Youngstown. (Swank, Trumbull/Mahoning)
- 1846 Samuel M. Kier (1813-1874), a Pittsburgh druggist and transporter on the Main Line, begins bottling petroleum recovered as a byproduct of salt wells at Tarentum and marketing it as medicine, "Kier's Petroleum or Rock Oil"; starting about 1848, he begins experimenting with simple distillation and succeeds in making an illuminant that will burn in lamps without smoke. (McLauren)
- 1846 White Water Valley Canal is extended from Connersville to Cambridge City; the valley is too steep, and the canal suffers repeated flood damage in 1847 and 1848. (Esarey)
- 1846 Wabash & Erie Canal opens between Lafayette and Covington, Ind. (ARJ)
- 1846 605.75 miles of new railway opened in Great Britain as a result of the "Railway Mania," surpassing the previous record of 527 miles set in 1840. (Lewin)