

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

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1847

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All data subject to correction and change

- 1846-47 First iron deck girder bridge in U.S. built on Baltimore & Susquehanna near Bolton by James Millholland.
- Jan. 1, 1847 Camden & Amboy Railroad continues the Sunday morning train for fear of antagonizing the Post Office Dept., but makes it mail-only. (MB)
- Jan. 1, 1847 Canal Commissioners establish rebate equal to toll on boat for carrying entire boatloads of bituminous coal over entire Main Line.
- Jan. 1, 1847 Floods damage the White Water Valley Canal in Indiana to the extent of \$100,000 and put it out of service for six months; the canal is built in a steep, narrow valley, and repeated floods will render it worthless; the flood also destroys the works of the never-finished Richmond & Brookville Canal. (Fatout, Young)
- Jan. 1, 1847 Edward W. Clark (1828-1904), son of Enoch W. Clark, is made a partner in his Philadelphia banking house of E.W. Clark & Co. (Oberholtzer)
- Jan. 1, 1847 First telegraph message sent between Philadelphia and Pittsburgh. (Scharf - probably wrong date - verify)
- Jan. 1847 Franklin P. Holcomb writes to Thomas Pim Cope urging that the PRR be build on the canal banks and use the Allegheny Portage Railroad to save money. (ARJ)
- Jan. 1847 In his inaugural address, New York Gov. John Young calls for statewide resumption of canal construction, particularly the Erie Canal enlargement, where western trade is expected to pay the debts incurred. (Shaw)
- Jan. 10, 1847 U.S. forces under Gen. Stephen Watts Kearny and Commodore Robert F.

- Stockton retake Los Angeles, having defeated the Mexican-Californian force on the San Gabriel River two days earlier, ending hostilities in California. (EAH, Wheelan)
- Jan. 10, 1847 Future PRR financier Jacob Henry Schiff (1847-1920) born at Frankfurt-am-Main, Germany. (NYT)
- Jan. 12, 1847 ___ elected Pres. of Board of Canal Commissioners, replacing William B. Foster, Jr. (Wilson)
- Jan. 13, 1847 Capt. John C. Frémont signs a peace treaty with the *californios* at Cahuenga near Los Angeles, ending resistance in California. (Howe)
- Jan. 1847 Number of railroad passengers between east and west is about 800,000 per year, of which 280,000 use the B&O and only 56,000 the Philadelphia & Columbia Railroad. (ARJ)
- Jan. 1847 Cumberland Valley Railroad hires Hother Hage to survey extension from Shippensburg to a point on the Juniata River. (Watts)
- Jan. 1847 John A. Roebling writes a paper for the Pittsburgh Board of Trade on the "Great Central Railroad from Philadelphia to St. Louis"; sees St. Louis (not Chicago) as destined to be the metropolis of the central U.S., and thus the true destination of the PRR; believes that a railroad more or less following the old National Road can capture all the traffic of Ohio, notwithstanding the fact that more and more of it is already moving north to cheap water transportation on Lake Erie. (ARJ - verify date of issue)
- Jan. 1847 Control of Cleveland, Columbus & Cincinnati Railroad shifts almost entirely to Cleveland interests. (Marvin)
- Jan. 16, 1847 F.O.J. Smith's henchman Eliphalet Case organizes the Western Telegraph Company with Cincinnati backers to develop a Morse system of telegraph lines in the Ohio Valley in opposition to Henry O'Reilly. (Thompson)
- Jan. 17, 1847 Pueblo Indians and Mexicans at Taos revolt against U.S. occupation, killing and scalping territorial Gov. Charles Brent; the revolt is crushed on Feb. 4. (Howe)
- Jan. 18, 1847 PW&B pays \$1,000 per year for rent of Southwark Railroad, and Southwark Railroad pays toll for operating "pleasure cars" to Grays Ferry. (MB)
- Jan. 18, 1847 Dona Steamboat Transportation & Freighting Company incorporated in Del. to establish a steamboat line between Philadelphia and Dona Landing, with land connection to Dover. (PL)

- Jan. 18, 1847 Meeting held in Massillon, Ohio, in favor of a railroad from Pittsburgh to Mansfield, Ohio. (PittsGaz)
- Jan. 18, 1847 Boston & Worcester Railroad opens branch from Riverside Jct. to Newton Lower Falls. (Humphrey)
- Jan. 18, 1847 Amos Kendall's Washington & New Orleans Telegraph Company incorporated in North Carolina. (Thompson)
- Jan. 19, 1847 Three-day convention in support of Sunbury & Erie opens in Philadelphia; 105 delegates with James L. Gillis of Ridgway President; also promotes a direct line from the Reading to Sunbury; critics accuse meeting of drawing off support for PRR, and nothing comes of the meeting. (Rosenberger, ARJ)
- Jan. 19, 1847 Columbus & Lake Erie Railroad authorizes to build from Mansfield to Newark. (ARJ)
- Jan. 19, 1847 Commodore Robert F. Stockton names John C. Frémont Gov. of California without proper authority; Gen. Stephen Watts Kearny quickly replaces him with Col. Richard Mason. (Howe)
- Jan. 21, 1847 Muncie, Ind., incorporated as a town. (PL)
- Jan. 21, 1847 Bank of England raises the discount rate to 4% to try to stem the outflow of gold to the U.S. and the Continent. (Hidy)
- Jan. 22, 1847 Pennsylvania authorizes \$62,500 in 5% notes to renew Bank Charter loans of 1841. (PL - verify)
- Jan. 22, 1847 Canal Commissioners establish special rate for excursions of 25 or more people to be carried at half regular tolls over state railroads. (CC)
- Jan. 25, 1847 Pres. Samuel F. Smith of the Philadelphia Bank sends Richard D. Wood to see Pres. John Tucker of the Reading and Pres. Charles Ellet of the Schuylkill Navigation Company to arrange a compromise in their rate war. (Wood)
- Jan. 25, 1847 Indiana act provides that the state road from New Albany to Salem, upon which \$339,183 had been spent under the Internal Improvements Act of 1836, be finished as a private railroad and extended to the East Fork of the White River at Lawrenceport; the railroad company is organized in July as the New Albany & Salem Railroad. (Hilton)
- Jan. 26, 1847 Joint Companies Executive Committee authorizes establishing a Jersey City-Trenton accommodation line with a car for local freight. (MB)
- Jan. 26, 1847 Terre Haute & Richmond Railroad Company ("The President and Directors of

the Terre Haute and Richmond Rail Road Company”) incorporated in Indiana by Chauncey Rose (1794-1877), et al., to build across state from Illinois state line via Terre Haute, Greencastle and Indianapolis to Richmond; the charter contains a provision that any profit over 15% a year is to be paid to the school fund. (Church, C&C, Dunn)

- Jan. 26, 1847 Indianapolis, Ind., incorporated as a city. (PL)
- Jan. 27, 1847 Erie & North East Railroad organized; Charles M. Reed of Erie, Pres. (LS&MS AR)
- Jan. 27, 1847 Second "Butler Bill" settles the Indiana debt crisis after considerable opposition in the Legislature; brokered by Charles Butler (1802-1897), New York representative of foreign creditors; state assumes responsibility for half of improvement debt to be paid out of taxes; other half to be assumed by creditors who take Wabash & Erie Canal and land grants in trust, to be repaid out of earnings; the state surrenders the Wabash & Erie Canal to the bondholders and relinquishes all responsibility for it; creditors will put up \$800,000 to complete the canal to Evansville; reduced at their insistence from \$2,225,000 in the first Butler Bill of 1846. (PL, Esarey, Newcomer)
- Jan. 27, 1847 Jeffersonville and Evansville, Ind., incorporated as cities. (PL)
- Jan. 28, 1847 Sudden rise in the prices of provisions and cotton at Philadelphia. (Wood)
- Jan. 28, 1847 Food shortages provoke riots in central France; gradually swell into revolutionary movements fomented by the urban middle classes against the aristocratic governments set up across Europe after the defeat of Napoleon in 1815.
- Feb. 2, 1847 *Pittsburgh Gazette* carries letter from “Columbiana” advocating a railroad from Pittsburgh across northern Ohio in the direction of Chicago. (PittsGaz)
- Feb. 3, 1847 Steamboats *Rappahannock* and *Mary Washington* of the bankrupt Baltimore & Rappahannock Steam Packet Company sold at auction at Baltimore, the *Rappahannock* to a buyer for service on the Delaware River, and the *Mary Washington* to John Glenn, attorney for the company for \$26,000 or two-thirds of its value. (Holly)
- Feb. 4, 1847 *Pittsburgh Gazette* carries a letter from John A. Roebling calling for a continuous railroad from Philadelphia to St. Louis under one management, instead of by piecemeal subscriptions as now. (PittsGaz)
- Feb. 4, 1847 Magnetic Telegraph Company formally incorporated in Maryland by Samuel F.B. Morse, Isaac R. Trimble, Henry J. Rogers, John O. Sterns, Benjamin B. French, et al., to own the Maryland section of the telegraph line between

Washington and New York. (PL)

- Feb. 5, 1847 Meeting held at Cleveland for a railroad to Pittsburgh; Reuben Hitchcock Chairman. (PittsGaz)
- Feb. 6, 1847 Ohio act authorizes Greene County, Franklin County, town of Xenia and city of Columbus to subscribe to stock of Columbus & Xenia Railroad. (Church)
- Feb. 6, 1847 Dayton, Lebanon & Deerfield Railroad incorporated in Ohio to build from Dayton through Lebanon to the Little Miami Railroad at Deerfield. (Church)
- Feb. 8, 1847 Ohio authorizes Madison County to subscribe \$20,000 to Columbus & Xenia Railroad or to Springfield & Columbus Railroad. (Church)
- Feb. 8, 1847 Central Ohio Railroad incorporated in Ohio by Robert Neil, Samuel Medary, Joseph Ridgway, Bela Latham and others to build from the Ohio River through Zanesville and Newark to Columbus; dominated by Zanesville interests. (Church, B&O Val, Marvin, Graham/Muskingum)
- Feb. 8, 1847 Cincinnati & Hamilton Railroad renamed Cincinnati, Hamilton & Dayton Railroad; becomes a major rail system in western Ohio and a competitor of the PRR lines. (ICC)
- Feb. 8, 1847 Eaton & Hamilton Railroad Company incorporated in Ohio to build from Hamilton, through Eaton, to Indiana state line. (Church)
- Feb. 8, 1847 New York & New Haven Railroad purchases the Washington Bridge Company over the Housatonic River. (NHCorp - AR has 4/8?)
- Feb. 9, 1847 PW&B committee reports that had prepared bill for Susquehanna River Bridge when told by Pres. Dale not to submit to Legislature. (MB)
- Feb. 12, 1847 PRR now has enough subscriptions to apply for letters patent. (Wood)
- Feb. 12, 1847 Baltimore & Rappahannock Steam Packet Company liquidated at bankruptcy. (Holly)
- Feb. 12, 1847 Maryland & Virginia Steam Packet Company incorporated in Md. by James Harwood (-1847), John A. Robb, John Bratt, et al., as the successor to the Baltimore & Rappahannock Steam Packet Company; James Harwood, Pres.; John Glenn leases the *Mary Washington* to the new company. (Holly)
- Feb. 13, 1847 Indianapolis incorporated as a city. (Sulgrove)
- Feb. 14, 1847 Philadelphia diarist Sidney George Fisher records famine spreading from Ireland to Scotland and France; it is a windfall for American farmers like

Fisher, but foreign demand is driving grain prices above the reach of America's poor, ocean freights are also rising because of a shortage of ships to carry the grain to Europe. (FisherDiary)

- Feb. 15, 1847 Madison & Indianapolis Railroad Board awards Andrew Cathcart \$300 for his improvement in car trucks and springs. (MB)
- Feb. 15, 1847 Illinois act declares that portion of the right of way of the Northern Cross Railroad in Adams County to be a common state road. (PL)
- Feb. 1847 LIRR's last steamboat *New Haven* is seized for non-payment of debt to William Beard, the contractor for the Atlantic Avenue Tunnel. (diamond)
- Feb. 1847 Baldwin completes 0-6-0 *Wiconisco* (c/n 277) for Lykens Valley Railroad & Coal Company. (Lovell)
- Feb. 1847 J. Edgar Thomson resigns as Chief Engineer of Georgia Railroad & Banking Company. (Hanson)
- Feb. 1847 J. Edgar Thomson issues a report on the survey for Nashville & Chattanooga Railroad; Thomson serves without pay; Thomson also invests in the company and still has 120 shares at his death in 1874. (NC&StL, Ward)
- Feb. 16, 1847 Madison & Indianapolis Railroad Board hears that work is being delayed by want of energy on the part of the contractors for the superstructure; orders work speeded up; authorizes a contract with Andrew Cathcart for a test of a steam locomotive on the Madison Incline, not to cost over \$200. (MB)
- Feb. 16, 1847 State of Illinois sells portion of Northern Cross Railroad between Springfield and Meredosia, only portion of 1837 state railroad system ever completed, to private owners; worn out and reverts to horse or ox power; eventually becomes part of the Wabash. (RRH 82, Stover - PL of this date authorizes sale to the highest bidder!)
- Feb. 16, 1847 Hannibal & St. Joseph Railroad incorporated in Missouri to build east-to-west across the top of the state; St. Joseph, long a staging point for the Far West, hopes to be the beginning point of a transcontinental railroad; on the east, however, it bypasses St. Louis and is easily linked to Chicago. (Russel)
- Feb. 16, 1847 Trenton Iron Company incorporated in N.J. by Peter Cooper, Edward Cooper, Abram S. Hewitt and James Hall as an incorporation of their Trenton Iron Works; capitalized at \$500,000; acquires the rolling mill built by Peter Cooper at the foot of Warren Street in 1845. (PL, Woodward)
- Feb. 18, 1847 U.S. Circuit Court upholds the validity of Henry O'Reilly's Morse telegraph contract in a lawsuit brought by Amos Kendall and F.O.J. Smith. (Thompson)

- Feb. 20, 1847 Pa. Senate passes a bill for an outlet lock on the Delaware Division Canal at Wells Falls (New Hope); moved down from Blacks Eddy to maximize the use of the Pennsylvania Canal. (CarbCoGaz)
- Feb. 20, 1847 Port Deposit town commissioners vote to send a committee to Annapolis to oppose the application of the PW&B for a bridge across the Susquehanna River. (portdeposit.org)
- Feb. 20, 1847 U.S. House passes a new Rivers & Harbors Bill totaling \$564,000. (Putnam)
- Feb. 22, 1847 First installment of Philadelphia city loan placed and Mayor Swift subscribes for 30,000 shares of PRR stock. (Cope Diary, Rept)
- Feb. 22, 1847 Mohawk & Hudson Railroad Board approves a pooling arrangement covering the passenger business between Albany and Rochester, including a common pool of passenger and baggage cars. (Pierce/MB)
- Feb. 23, 1847 Gen. Zachary Taylor defeats the Mexicans under Gen. Santa Anna at the Battle of Buena Vista, the largest battle of the war; both sides sustain heavy casualties, and Gen. Taylor withdraws to Monterrey for the duration of the war. (EAH, Howe)
- Feb. 24, 1847 N.J. act vests property of former Camden & Woodbury Railroad & Transportation Company in Henry R. Campbell and his brother John D. Campbell; may raise \$100,000 in new stock and extend road to Carpenters Landing providing pay debts of old company; nothing is done; road is abandoned and finally revived in the 1850s by the West Jersey Railroad. (PL)
- Feb. 25, 1847 Governor Francis R. Shunk issues letters patent to the PRR. (Val)
- Feb. 26, 1847 Canal Commissioners permit emigrants from Baltimore to enter Main Line at Columbia; previous reduced tolls for emigrants were allowed only from Philadelphia. (CC)
- Feb. 27, 1847 Hudson River Railroad meets its subscription quota two days ahead of the charter deadline. (Harlow)
- Feb. 27, 1847 Alton & Sangamon Railroad incorporated in Illinois; first predecessor of the Alton Railroad. (ICC)
- Feb. 27, 1847 Rock Island & La Salle Railroad incorporated in Illinois, to run from La Salle at the terminus of the Illinois & Michigan Canal to Rock Island on the Mississippi River; first predecessor of the Rock Island system. (Hayes)
- Feb. 28, 1847 Northern Cross Railroad & Transportation Company, consisting of a partially-

finished railroad between Springfield, Ill., and the Great Wabash River opposite Covington, Ind., sold to the Sangamon & Morgan Railroad, which owns the other portion of the old Northern Cross Railroad. (ICC)

- Early 1847 Gov. Francis R. Shunk vetoes the charter of the Huntingdon & Broad Top Mountain Railroad & Coal Company because it combines mining and transporting privileges and because of limited liability. (Baughman)
- Mar. 1, 1847 Three-man New Jersey Senate Committee appointed to investigate charges of poor service and overcharges by Joint Companies reports that remedies should be pursued through courts. (Lane)
- Mar. 1, 1847 Madison & Indianapolis Railroad contracts with Andrew Cathcart to employ him at \$1,000 a year, if his experiment with a locomotive to climb the Madison Incline is successful. (MB)
- Mar. 1, 1847 Lulworth Iron Company incorporated in Maryland by Samuel M. Semmes, John G. Lynn, Henry Thomas Weld, Jonathan Guest and Robert S. Palmer to operate in the Cumberland Coal Field; may build a railroad to Cumberland. (PL)
- Mar. 1, 1847 Virginia act authorizes a \$1.236 million state loan to the James River & Kanawha Company to enable it to complete its canal to Buchanan in the Great Valley. (Dunaway)
- Mar. 1, 1847 Louisville and Frankfort Railroad incorporated in Ky. for the purpose of acquiring a portion of the old Lexington & Ohio Railroad and completing it between Louisville and Frankfort. (ICC, TDClark)
- Mar. 1, 1847 Licking & Lexington Railroad incorporated in Ky. (ICC)
- Mar. 2, 1847 Future LIRR Superintendent and B&O and Southern Railway Pres. Samuel Spencer (1847-1906) born at Columbus, Ga., son of Lambert Spencer (1821-1881) and Verona Mitchell Spencer (1824-1857). (DAB, findagrave)
- Mar. 3, 1847 New Jersey Railroad Board approves selling the ferry *Bergen* for \$6,000 and rebuilding the ferry *Essex* for the Philadelphia line. (MB)
- Mar. 3, 1847 Joint Companies Executive Committee rules that no commutation tickets be issued except by a director. (MB)
- Mar. 3, 1847 Public meeting held in Columbus to support a Cleveland-Columbus-Cincinnati railroad. (Marvin)
- Mar. 3, 1847 U.S. Senate passes the Rivers & Harbors Bill; is vetoed by Pres. James K. Polk, but the message is not delivered until after Congress convenes in Dec.

(Putnam)

- Mar. 3, 1847 Act of Congress calls for ocean mail subsidies for New York-Liverpool, New York-Chagres on the Isthmus of Panama, and from Panama to the West Coast; it calls for subsidizing the construction of four naval steamships for transatlantic service that can be converted to cruisers in time of war; the New York-Liverpool contract is awarded to the New York & Liverpool United States Mail Steamship Company formed by Edward K. Collins. (1802-1878). (CongSerSet7240)
- Mar. 3, 1847 Democratic 29th Congress adjourns; in the new 30th Congress, elected in 1846-47, the Democrats slightly increase their lead in the Senate but lose the House to the Whigs and Americans in a mostly-Northern backlash against the war, the probable extension of slave territory, and, in Pennsylvania, the Walker Tariff; the new Congress does not actually meet until Dec. 6. (Howe, wiki)
- Mar. 4, 1847 Pa. Democratic convention nominates Gov. Francis R. Shunk for a second term, but refuses to endorse either VP George M. Dallas or Secretary of State James Buchanan as a favorite son presidential candidate in 1848. (Klein)
- Mar. 4, 1847 Richard D. Wood asks Charles Ellet, Jr., if he will consent to be Pres. of the PRR; fortunately for the PRR, the quixotic and highly opinionated Ellet is determined to stay with the Schuylkill Navigation Company; Thomas Pim Cope urges Wood to go to Harrisburg to lobby for the supplement to the PRR charter. (Wood)
- Mar. 4, 1847 Terre Haute & Richmond Railroad commissioners meet and organize at the Stewart House at Terre Haute; Chauncey Rose, Pres.; [Thomas H. Morrow, Chief Engineer - probably should be Thomas A Morris!!]. (MB, Church, C&C)
- Mar. 4, 1847 Hudson River Railroad organized; William Chamberlain, Pres.; John B. Jervis, Chief Engineer; New York merchant James Boorman is the chief stockholder. (ARJ, Harlow)
- Mar. 4, 1847 Ground broken for the Hudson River Railroad at Poughkeepsie. (Smith/Dutchess)
- Mar. 6, 1847 Richard D. Wood asks Col. William Bigler if he will consent to be Pres. of the PRR. (Wood)
- Mar. 6, 1847 New Virginia act authorizes B&O to extension to Wheeling on Virginia territory via Buffalo Creek, but striking the Ohio at Fish Creek rather than at Parkersburg as B&O had wanted; City of Wheeling authorized to subscribe \$1 million; rates on through traffic from Wheeling to Baltimore are not to be lower than rates from intermediate points; also annuls Virginia stock

subscriptions authorized in 1837 and 1838. (PL, AR, Dilts)

- Mar. 8, 1847 New Whig Maryland Legislature passes the Resumption Law setting resumption of interest payments at Jan. 1, 1848; funds unpaid internal improvement debt into new 6% bonds; action forced by Baring Brothers & Co., who refused to broker B&O securities until debt resolved. (PL, Munroe)
- Mar. 8, 1847 Virginia act authorizes Louisa Railroad to extend from Gordonsville across the Blue Ridge to Staunton. (PL)
- Mar. 8, 1847 Borden Mining Company incorporated in Maryland by William Borden, Richard Borden, Jefferson Borden, Philip D. Borden, William S. Tisdale, Joseph Durfey, John Rynex, George W. Dobbin and William A. Talbot with a capital of \$2 million; to mine coal and manufacture iron in the Cumberland Coal Field. (PL)
- Mar. 9, 1847 PW&B Board denies application of Southwark Railroad to run Sunday pleasure cars to Grays Ferry. (MB)
- Mar. 9, 1847 Richmond & Danville Railroad incorporated in Va. by Whitmell P. Tunstell and others; it will play a major role in the PRR's moves into the South after the Civil War and serve as the nucleus of the later Southern Railway. (Harrison, ICC, BDavis)
- Mar. 9, 1847 Gen. Winfield Scott, with a flotilla of over 100 ships, lands south of Vera Cruz with an army of 10,000 men with the objective of capturing Mexico City and force the Mexican government to sign a treaty surrendering New Mexico and California to the U.S. (Wheelan)
- Mar. 10, 1847 James Farmer (1802-1891) of Salineville elected Pres. of Cleveland & Pittsburgh Railroad, replacing James Stewart of Wellsville; George R. Eichbaum appointed Principal Engineer and ordered to make final survey between Wellsville and Salem. (MB, Rept)
- Mar. 10, 1847 Monongahela Navigation Company incorporated in Va. to build from the Pennsylvania state line to the mouth of Elk Creek. (PL)
- Mar. 1847 Cornelius Vanderbilt sells most of his stock in the Norwich & New London Steamboat Company and the Norwich & Worcester and Boston & Worcester Railroads; Vanderbilt sells the *Worcester*, *Cleopatra* and *New Haven* back to the Norwich & New London Steamboat Company, leaving the LIRR without boats or boat connections; Vanderbilt also sells his LIRR stock and begins withdrawing from the Sound and planning a steamship service to California. (Dunbaugh)
- Mar. 12, 1847 Thomas P. Cope, Richard D. Wood, et al., write to Simon Cameron to use his

- influence on behalf of the pending PRR charter supplement. (Wood)
- Mar. 13, 1847 New York-Boston boat train on the Inside Route via Springfield carries 200 passengers; *American Railroad Journal* notes “even the Jim Crow car being full”; one of the first references to segregated cars in the North. (ARJ)
- Mar. 13, 1847 Virginia extends authority over the territory retroceded from the District of Columbia, which becomes Alexandria County (Arlington County after 1920). (rootsweb)
- Mar. 14, 1847 Maryland & Virginia Steam Packet Company begins operating the *Mary Washington* between Baltimore and Fredericksburg as successor to Baltimore & Rappahannock Steam Packet Company; Mason L. Weems maintains a competition with the *Planter* but withdraws at the end of the season. (Holly)
- Mar. 15, 1847 A meeting of Philadelphia businessmen is held to prepare a slate of directors for the first PRR Board. (Wood)
- Mar. 15, 1847 Pennsylvania act authorizes Pittsburgh & Connellsville Railroad to make a connection with the PRR at Pittsburgh and extend from Pittsburgh to the Ohio state line. (PL)
- Mar. 15, 1847 Sullivan County, Pa., created from part of Lycoming County but without full organization. (Long)
- Mar. 1847 PW&B cuts through first class fare to \$3.00 and second class to \$2:00. (ARJ)
- Mar. 1847 Atlantic & Ohio Telegraph Company formally organized with a capital of \$300,000 to own and operate the portion of the Atlantic, Lake & Mississippi Telegraph Company system between Philadelphia and Pittsburgh; Hugh Downing, Pres.; John B. Trevor, Treasurer; Henry O’Reilly, Secretary; James D. Reid, Superintendent; not actually incorporated until Mar. 1849. (Thompson)
- Mar. 1847 Lake Erie Telegraph Company organized at Rochester, N.Y., by Henry O’Reilly and associates to build from Buffalo to Detroit and Pittsburgh to Cleveland. (Thompson)
- Mar. 1847 Cincinnati trustees of the Western Telegraph Company switch their allegiance from F.O.J. Smith to Henry O’Reilly in the wake of the latter’s court victory; propose a compromise by which O’Reilly is to extend his line from Pittsburgh to Columbus, from Louisville to St. Louis, and from Columbus to Cleveland; the Western Telegraph Company will build from Columbus to Louisville and endeavor to extend southward towards New Orleans; F.O.J. Smith rejects it, causing public opinion in the Midwest to favor O’Reilly. (Thompson)

- Mar.? 1847 Commodore William Branford Shubrick (1790-1874) arrives in California to assume command of the Pacific Squadron; Commodore Robert F. Stockton returns home. (Wheelan)
- Mar. 16, 1847 Charles L. Schlatter shows Richard D. Wood his old surveys for a railroad between Harrisburg and Pittsburgh and tells him he is looking for employment on the PRR; the merchant community has settled on Samuel Vaughan Merrick (1801-1879), proprietor of the Southwark Foundry and Pres. of the Franklin Institute as their choice for PRR Pres. (Wood)
- Mar. 16, 1847 Hanover Branch Railroad incorporated in Pa. to build from point of Baltimore & Susquehanna Railroad to Hanover. (PL)
- Mar. 16, 1847 Charter supplement to Pittsburgh, Kittanning & Warren Railroad authorizes extension from Franklin to New York state line. (Digest)
- Mar. 16, 1847 Reading, Pa., incorporated as a city. (PL)
- Mar. 17, 1847 A meeting at the Merchants Exchange adopts the ticket for election as the first PRR Board. (Wood)
- Mar. 17, 1847 James H. Barrett (1847-1904), a future official of the PFW&C Railway, born in Ireland. (RyAge)
- Mar. 17, 1847 St. Mary's Canal Company incorporated in Mich. with a capital of \$300,000 to take over the construction of the ship canal around the rapids at Sault Ste. Marie between Lakes Superior and Huron. (PL)
- Mar. 17, 1847 Michigan act provides 5,000 acres of internal improvement land for the preservation and maintenance of the Clinton & Kalamazoo Canal between Frederick and Rochester. (PL)
- Mar. 19, 1847 Last run of LIRR boat-train service between Brooklyn and Boston. (diamond)
- Mar. 1847 LIRR discontinues steamboat *New Haven* connection to Stonington and every-other-day through express service to Boston. (ARJ, Morrison - verify- last advert in NYTrib is 1/8/1847)
- Mar. 19, 1847 Future Gov. William Bigler finally tells Richard D. Wood that he will not accept the presidency of the PRR. (Wood)
- Mar. 20, 1847 Portion of District of Columbia lying south of the Potomac returned to Virginia as Alexandria County. (Harrison)
- Mar. 20, 1847 Stockbridge & Pittsfield Railroad incorporated in Mass. (NHCorp)

- Mar. 20, 1847 Alexandria & Harpers Ferry Railroad incorporated in Va. to build an all-Virginia line to the B&O at Harpers Ferry; may merge with the Winchester & Potomac Railroad in order to divert its traffic from the B&O. (PL, ICC)
- Mar. 20, 1847 Virginia act authorizes the James River & Kanawha Company to borrow \$350,000 to connect its canal at Richmond with the Richmond Dock; however, the company is unable to secure a loan under this act. (Dunaway)
- Mar. 20, 1847 Washington & New Orleans Telegraph Company incorporated in Va.; act authorizes the Richmond, Fredericksburg & Potomac Railroad, the Petersburg Railroad, and Samuel F. B. Morse to build a telegraph from Washington to the North Carolina state line; RF&P refuses, when the state refuses to subscribe, because it does not want to be limited to one telegraph patent. (PL, Mordecai, VaBPW)
- Mar. 20, 1847 Virginia resumes control of Alexandria County from the District of Columbia. (Harrison)
- Mar. 22, 1847 B&O stockholders appoint a committee to go to Pittsburgh and meet with the Pittsburgh & Connellsville Railroad. (ARJ)
- Mar. 23, 1847 Lykens Valley Railroad & Canal Company Board directs Chief Engineer George E. Hoffman to resume regrading. (MB)
- Mar. 26, 1847 Pittsburgh & Connellsville Railroad stockholders' meeting reviews recent B&O anti-Pittsburgh resolutions; appoints a committee, including Thomas S. Clarke, to negotiate with the PRR as soon as it is organized and one including J.K.Moorhead to negotiate with western connections. (PittsGaz)
- Mar. 27, 1847 Pittsburgh & Connellsville Railroad meeting continues; resolve to continue negotiations with the B&O if Pres. McLane gives up his anti-Pittsburgh stance. (PittsGaz)
- Mar. 27, 1847 U.S. forces under Gen. Winfield Scott force the surrender of Veracruz, the most powerful fortress in the Western Hemisphere, after five days of bombardment mounted from the more vulnerable, landward side; Richard F. Loper and William M. Baird have built about 150 surf boats (landing craft) for this campaign. (EAH, Howe, RFLoperPapers)
- Mar. 30, 1847 Organization meeting of PRR; first office is in rooms of the Board of Trade in the Philadelphia Exchange, Walnut & Dock Streets; first Board of 13 directors elected; they are: merchants George W. Carpenter (1802-1860), Thomas Pim Cope (1768-1854), Henry C. Corbit (1800-1851), Thomas T. Lea (1809-1882), Christian E. Spangler (1809-1885), Robert Toland (1793-1848), and Richard D. Wood (1799-1869), banker David S. Brown, iron manufacturers Stephen Colwell (1800-1871) and John A. Wright (1820-1891), manufacturers

James Magee (1802-1878) and Samuel Vaughan Merrick (1801-1879), and financier William Chamberlain Patterson (1813?-1883). (Schotter, MB, B&K)

- Mar. 31, 1847 Samuel Vaughan Merrick, Pres. of Franklin Institute and head of Merrick & Towne's Southwark Foundry, elected first president of PRR at \$5,000 per year; John Henry Towne assumes management of the foundry while Merrick is Pres. of PRR; Merrick's house faces Centre Square on part of the site later occupied by Broad Street Station. (MB, Watkins, SRea)
- Apr. 2, 1847 Joint Board approves the construction of an outlet lock on the Delaware & Raritan Canal at Wells Falls for a connection to the Delaware Division Canal; agrees that the Trenton Accommodation Line be an extension of the New Jersey Railroad's New Brunswick Accommodation, connecting at New Brunswick eastbound at 7:00 AM. (MB)
- Apr. 3, 1847 Stockholders of New Brunswick Steam Boat & Canal Transportation Company meet to consider the crisis brought on by director John D. Hager's filing in the Court of Chancery for appointment of a receiver; Hager believed earnings were being siphoned from treasury; after an examination that finds the books are in order, stockholders excepting Hager vote to liquidate the company to prevent a court investigation. (Thompson)
- Apr. 3, 1847 Meeting held in Baltimore on western extension of B&O (get from BaltAm)
- Apr. 4, 1847 B&O Board appoints a committee to confer with the City of Wheeling as a potential terminus. (ARJ)
- Apr. 5, 1847 PRR obtains temporary office space in the Franklin Institute Building (now the Atwater Kent Museum); Oliver Fuller appointed Secretary; formation of Engineer Corps debated. (MB, Cope Diary)
- Apr. 5, 1847 At the request of Boston banker John E. Thayer & Brother, which now owns 31,003 shares, PW&B Board awards Charles Henry Fisher (1814-1867) of Philadelphia a \$10,000 bonus for his actions in reorganizing company debts over five years. (MB)
- Apr. 5, 1847 B&O Pres. Louis McLane addresses stockholders' meeting in favor of fixing the terminus at Parkersburg or as far east as Fish Creek and against a subscription to the Pittsburgh & Connellsville Railroad; stockholders pass a resolution that while Pittsburgh is desirable, it cannot be the sole terminus. (ARJ)
- Apr. 5, 1847 Columbus voters approve subscribing \$50,000 each to Columbus & Xenia Railroad and Cleveland, Columbus & Cincinnati Railroad. (Marvin)
- Apr. 5, 1847 George Weems (1784-1853) completes the transfer of the Weems Line and the

Fair Haven resort property to his eldest son Mason Lock Weems (1814-1874). (Holly)

- Apr. 6, 1847 New LIRR Board elected, including William Sydney Smith, David M. Prall, Charles Jeffrey Smith, Charles Parshall, William J. Bunker, Richard H. Winslow, William F. Weld, Thomas J. Lobdell, Eliphalet Williams of Boston, George D. Post and Samuel C. Davis. (MB)
- Apr. 7, 1847 James H. Weeks (1797?-1879) elected Pres. of LIRR, replacing George B. Fisk. (MB)
- Apr. 7, 1847 Railroad meeting held at Westminster, Md., passes resolution urging Baltimore & Susquehanna Railroad to rebuild its Green Spring Branch and extend it into Carroll County. (Killough)
- Apr. 8, 1847 LIRR Board authorizes the sale of the steamboat *New Haven*, its last steamer; appoints David S. Ives Superintendent. (MB)
- Apr. 8, 1847 Thomas Kier and Samuel M. Kier (-) lease a tract of land near Tarentum, Pa., to drill salt wells. (DerrickHndbk)
- Apr. 9, 1847 J. Edgar Thomson, Chief Engineer of Georgia Railroad & Banking Company, is appointed Chief Engineer of the PRR at \$4,000 per year; Board adopts organization of Engineering Corps drawn up by Thomas Pim Cope, making engineers directly responsible to Board; Edward Miller and William B. Foster, Jr., elected Associate Engineers of the Western and Eastern Divisions respectively at \$3,000; Thomson has gained considerable experience in both building and operating a long-distance railroad, in the strategic value of connecting lines, and in the need to cultivate friendly support on the Board of Directors; he has learned that stockholders will be relatively passive as long as they receive good dividends; he has also been shaped by his long residence in the South, including ties to the southern entrepreneurial class and a tolerance of slavery. (MB, Ward)
- Apr. 10, 1847 Article in the *American Railroad Journal* warns of a potential telegraph monopoly and advises railroads to only provide a line of poles and rent space to rival telegraph lines. (ARJ, VaBPW)
- Apr. 12, 1847 Joint Companies Executive Committee grants John Stanton a 10% reduction in toll on coal from the Wyoming Valley; agrees to tow the boats of coal shippers Noble & Sturtevant to Port Richmond and New Brighton, Staten Island but without a reduction in tolls. (MB)
- Apr. 12, 1847 City of Columbus subscribes \$50,000 to Cleveland, Columbus & Cincinnati Railroad. (Marvin)

- Apr. 13, 1847 Job R. Tyson (1803-1858), son-in-law of Thomas P. Cope, appointed PRR solicitor. (MB)
- Apr. 13, 1847 PRR Board orders purchase of corporate seal; design shows *Bald Eagle*, one of three locomotives built by Garrett & Eastwick for the Philadelphia & Columbia Railroad in 1836-1837. (MB)
- Apr. 13, 1847 PRR Board confirms engineer corps for Western Division: James E. Day and Israel Pemberton Principal Assistant Engineers; Charles Cramer and George W. Leuffer (1814?-1899) Surveyors; Francis C. Lowthorp (1810-1890), Thomas W. Seabrook (1817-1897), M.P. Shaw, Charles McKinley, and Oliver W. Barnes (1823-1908) Assistant Engineers. (MB)
- Apr. 14, 1847 New Jersey Railroad Board hears petitions from Trenton merchants dissatisfied with the Camden & Amboy's service to extend its own trains from New Brunswick to Trenton. (MB)
- Apr. 14, 1847 Cleveland, Columbus & Cincinnati Railroad Board suspends operations. (Marvin)
- Apr. 1847 Surveys for PRR Western Division begun near old Fort Duquesne in Pittsburgh and extend 30 miles east to Radebaugh in June. (RRG-Watkins)
- Apr. 1847 J. Edgar Thomson writes to his associate Lemuel P. Grant expressing ambivalence over the offer to be Chief Engineer of the PRR, as it will mean at least 5 years of hard work, and after mulling it over, decides to reject the offer; PRR director John A. Wright, proprietor of the Freedom Iron Works near Lewistown, has been Thomson's Assistant Engineer on the Georgia Railroad and has been pushing his appointment and eventually prevails upon him to accept. (Ward)
- Apr. 1847 J. Edgar Thomson offers William Hasell Wilson (1811-1902), the son of his old mentor Maj. John Wilson, a post on the PRR Engineer Corps; although Wilson has not worked as an engineer since being fired by the state in 1839, he declines, citing prior commitments. (Wilson)
- Apr. 1847 Herman Haupt approaches PRR Pres. Samuel Vaughan Merrick, whom he later describes as "haughty and supercilious," for a position on the Engineer Corps; Merrick tells him they have 100 applications for every position and he is out of luck. (Ward)
- Apr. 1847 PW&B is considering building a branch to New Castle, Del., to connect with the NC&F and to be used by coal trains from Pottsville in the winter to develop an ice-free coal shipping port. (ARJ)
- Apr. 1847 Bank of England raises the discount rate from 4% to 5%; money market rates

are at 7% and rising; panic and failures begin among grain dealers; also serves to throttle the "Railway Mania," as many believe that the building of too many superfluous railroads is drawing too much money out of the economy. (Hidy, ARJ)

- Apr. 1847 Pioneer civil engineer Henry M. Pettit (1800-1847) dies at Cumberland, Md. (findagrave)
- Apr. 16, 1847 PRR directors meet, completing the organization of the engineer corps, making by-laws and electing a Treasurer. (Wood)
- Apr. 16, 1847 LIRR Board authorizes renting out the company office at 42 William Street and moving the offices to the Brooklyn station. (MB)
- Apr. 16, 1847 Canal Commissioners loan PRR engineers all appropriate maps and surveys. (CC)
- Apr. 16, 1847 Federal government transfers the 1844 experimental telegraph line between Baltimore and Washington to the Magnetic Telegraph Company. (Thompson)
- Apr. 16, 1847 Public meeting held in Cleveland in favor of Cleveland & Pittsburgh Railroad and securing a \$200,000 subscription from City of Cleveland, including money previously pledged to Cleveland, Columbus & Cincinnati Railroad. (Marvin)
- Apr. 16, 1847 Weir Branch Railroad incorporated in Mass. to build from Weir Village to Old Brewery Wharf in Taunton. (nhrhta.org)
- Apr. 18, 1847 George Vaux Bacon (1802-1855) appointed PRR Treasurer after George W. Toland declines to serve at salary offered; company adopts first bylaws creating corporate officers and "Engineer Corps." (MB)
- Apr. 18, 1847 J. Edgar Thomson, writing from Augusta, Ga., accepts appointment as PRR Chief Engineer providing he has the power, traditionally demanded by Chief Engineers, of controlling the hiring and firing in his department. (MB, Ward)
- Apr. 18, 1847 PRR Board confirms engineer corps for Eastern Division: Samuel H. Kneass (1806-1858) and Hother Hagé (1800-1872) Principal Assistant Engineers; Thomas T. Wierman (1813-1887) and David Mitchell, Jr., Surveyors; Theodore Franks, Robert W. Clarke, George R. Mowry, and James P. Harper Assistant Engineers; no corps is appointed for Middle Division crossing Allegheny Mountain, and Thomson abolishes it after taking charge, placing the division point at the summit; later a separate Mountain Division is created for the engineering work in the section between Altoona and Johnstown. (MB)
- Apr. 1847 Surveying begins on Eastern Division between Market Street, Harrisburg, and

Mifflin. (RRGaz-Watkins)

- Apr. 1847 Three days of food riots rock Berlin in the wake of a milder version of the Potato Famine. (Howe)
- Apr. 18, 1847 Gen. Winfield Scott's forces demolish a Mexican army led by Pres.-Gen. Antonio Lopez de Santa Anna at Cerro Gordo and break out of the disease-ridden coastal plain. (Wheelan)
- Apr. 19, 1847 Mohawk & Hudson Railroad renamed Albany & Schenectady Railroad. (GrnBk)
- Apr. 19, 1847 Future PRR Superintendent William M. Phillips (1847-) born at Philadelphia. (HistJuniata/Susq)
- Apr. 20, 1847 Little Miami Railroad Board appoints committee to consider changing location of track in East Front Street, Cincinnati; contacts for 10-stall engine house, machine shop and car shop at Pendleton. (MB)
- Apr. 20, 1847 Michigan abolishes the post of Acting Commissioner of Internal Improvements under an act of Mar. 17; the Board is to consist of the State Treasurer, Secretary of State and Auditor-General, who are to close out the business except for the Clinton & Kalamazoo Canal. (PL)
- Apr. 21, 1847 PRR Board creates three standing committees on Road, Finance, and Accounts. (MB)
- Apr. 21, 1847 PRR Road Committee holds first meeting; members Samuel Vaughan Merrick, William C. Patterson, Stephen Colwell, Henry C. Corbit, and John A. Wright. (MB)
- Apr. 21, 1847 Little Miami Railroad Company reports has contracted with Anthony Harkness for two passenger locomotives and Baldwin for three freight locomotives; authorizes building branch from Xenia to Greene County line whenever \$300,000 subscribed to Columbus & Xenia Railroad; John Kilgour elected Secretary, replacing Clark Williams, resigned. (MB)
- Apr. 22, 1847 Public meeting held at West Newton to promote a connection between the Pittsburgh & Connellsville Railroad and the B&O. (PittsGaz)
- Apr. 24, 1847 Letter to *Pittsburgh Gazette* complains of delays on Main Line; section boats are detained at Johnstown for 12 days waiting for trucks, which the Canal Commissioners are using to carry lumber; takes two to three days to cross Portage Railroad. (PittsGaz)
- Apr. 24, 1847 Norfolk County Railroad incorporated in Mass. to build between Walpole and

Blackstone. (NHCorp)

- Apr. 24, 1847 Aaron Whittaker, John Jamison and George Ledlie form Whittaker, Jamison & Co. and build the American Furnace at what is later Rimerton, Pa., in Armstrong County. (Smith/Armstrong)
- Apr. 26, 1847 Canal Commissioners sell a level and transit to PRR for \$145. (CC)
- Apr. 26, 1847 Agricultural Branch Railroad incorporated in Mass. to build between Northborough and Framingham. (NHCorp)
- Apr. 26, 1847 State of Illinois sells the Northern Cross Railroad between Springfield and Meredosia, the only functioning state railroad, to Nicholas H. Ridgely of Springfield; Ridgely resells it to a construction company organized by speculator Robert Schuyler and other New Yorkers, and they reorganize it as the Sangamon & Morgan Railroad; operated with oxen and mules between Springfield and Naples for nine months before being rebuilt for locomotives; later becomes th oldest part of the Wabash system. (Ackerman, Ystrdy&Tdy)
- Apr. 27, 1847 J. Edgar Thomson presents his views on organization to the Road Committee; is given right to fire his assistant engineers subject to the Board. (MB)
- Apr. 27, 1847 At Pittsburgh & Connellsville Railroad stockholders' meeting, the proceedings of the B&O meetings of Apr. 3 and Apr. 5, which oppose a Pittsburgh terminal, are read; stockholders resolve to give the B&O one more chance. (PittsGaz, ARJ)
- Apr. 27, 1847 Financial panic in London caused by a drain on the Bank of England to pay for food imports; there are no runs. (Francis)
- Apr. 28, 1847 PRR directors accept J. Edgar Thomson's terms for his service. (Wood)
- Apr. 28, 1847 New Jersey Railroad Board agrees to split the earnings and expenses of the new Jersey City-Trenton accommodation train with the Camden & Amboy. (MB)
- Apr. 28, 1847 Robert L. Stevens returns to Board of Camden & Amboy Railroad after European vacation. (MB)
- Apr. 29, 1847 B&O Pres. Louis McLane and a delegation leave Baltimore for Wheeling. (ARJ)
- Apr. 1847 Little Miami Railroad contracts for replacing strap rail with H-rail between Foster's Crossing and Xenia.
- Apr. 30, 1847 First PRR stock certificate, 20 shares, issued to Joseph Warner. (Watkins)

- Apr. 30, 1847 LIRR charter supplement authorizes company to increase stock by \$750,000 to relay with 56-pound rail and retire old debts; may construct branch to Williamsburg, purchase Williamsburg Turnpike Road & Bridge Company at \$37.50 per share and take over or abandon the turnpike. (PL, CorpHist)
- Apr. 30, 1847 Last run of LIRR's Boston train and Greenport, N.Y.-Allyns Point, Conn., steamboat route after poor performance. (NYPost)
- 1847 John D. Hager sues in New Jersey Court of Chancery for injunction to stop sale of assets of New Brunswick Steam Boat & Canal Transportation Company. (Thompson - there are pam copies of bills)
- Spring 1847 Tom Scott returns to Public Works as clerk to Alexander Boyd Cummings, Collector of Tolls at Philadelphia.
- May 1, 1847 PRR appoints John George Miles and former Canal Commissioner James Clarke as agents to buy right-of-way for Eastern and Western Divisions respectively at \$4.00 per day plus expenses. (Watkins)
- May 1, 1847 PRR collects second installment on stock subscriptions. (AR)
- May 1, 1847 PW&B agrees to open set of transfer books at John E. Thayer & Brother in Boston, reflecting the transfer of large amounts of stock to New England capitalists; debt reorganization plan completed with issue of new First Mortgage bonds; the £192,000 Second Mortgage bonds and floating debt are to be converted into stock. (MB, ARJ)
- May 1, 1847 PW&B cuts rate for hauling coal of Maryland Mining Company from President Street to Canton to 8 cents a ton because of high volume. (MB)
- May 1, 1847 Cumberland Valley Railroad completes a new bridge over the Susquehanna River at Harrisburg; horses or mules are used crossing the bridge to avoid a repeat of the 1844 fire. (EngSocPaJrnl1915, ARJ)
- May 1, 1847 Columbus & Xenia directors meet at Columbus with the City Council and County Commissioners; old directors offer to resign in favor of new ones to be elected by the city and county; appoint a committee to meet with B&O Pres. Louis McLane in Wheeling on Wed. (ARJ)
- May 1, 1847 Smithsonian Institution established in Washington under the bequest of Englishman James Smithson (1765-1829); under its first secretary, Joseph Henry (1797-1878), it is primarily a scientific research organization.
- May 5, 1847 Southwark Railroad Board declines request of William G. Alexander to operate "pleasure cars" to Grays Ferry on Sundays. (MB)

- May 5, 1847 B&O Pres. Louis McLane meets with representatives of the Ohio railroads at Wheeling. (ARJ)
- May 6, 1847 New York City ordinance grants the Hudson River Railroad authority to build from Spuyten Duyvil along the Hudson River to 11th Avenue at 60th Street, down 11th Avenue to 32nd Street, then curving to 10th Avenue & 30th Street, then via 10th Avenue and West Street to Canal Street; not to operate steam locomotives south of 30th Street or operate a local passenger service south of 32nd Street. (Valentine, NYState)
- May 7, 1847 New York act requires any railroad that is intersected by two or more competing lines at any one point to offer interchange of traffic and cars and allowing appeals to the Governor for redress; aimed at the refusal of the New York central lines to interchange with the Schenectady & Troy Railroad. (PL, Pierce)
- May 7, 1847 B&O Pres. Louis McLane returns to Baltimore and sends Benjamin H. Latrobe to make a preliminary examination of the Fish Creek route to Wheeling. (ARJ)
- May 8, 1847 PRR Board meets in first permanent general office; second floor in the American Fire Insurance Company Building, formerly the Howard House, 70 (later 308-310) Walnut Street rented at \$1,000 per year; Board instructs Finance Committee to apply to Camden & Amboy for a subscription. (MB, Watkins)
- May 10, 1847 Canal Commissioners begin providing Philadelphia & Columbia Railroad locomotives for the two trains of the West Chester Railroad between Belmont and West Chester Intersection. (CC? - see 8/1845 - may have been resumption after heavier track, locos had crushed old track)
- May 10, 1847 Hartford & Springfield Railroad merged into the Hartford & New Haven Railroad. (NHCorp)
- May 11, 1847 George D. Post resigns as an LIRR director for health. (MB)
- May 12, 1847 Chief Engineer J. Edgar Thomson requests loan of earlier surveys of crossings of Allegheny Mountain dating back to 1820s from Canal Commissioners. (CC)
- May 12, 1847 New Jersey Railroad Board authorizes distributing the last 5,160 shares of reserve stock as a stock dividend on Aug. 2 at the rate of 15 reserve shares to 100 old shares. (MB)
- May 12, 1847 New York act makes the first appropriations for canal construction since the

“Stop Law” of 1842; a total of \$1.07 million for the Erie Canal enlargement, Genesee Valley Canal, Black River Canal, Oswego Canal enlargement and Oneida River Improvement. (Sweet)

- May 12, 1847 New York act drops ban on Utica & Schenectady Railroad from carrying freight, which makes a through freight service between Albany and Buffalo possible, but U&S must pay state equivalent of canal tolls. (Stevens)
- May 12, 1847 New York act requires all railroads to use a minimum of 56-lb. T-rail; authorizes any railroad to increase stock or borrow for purpose of replacing strap rail with T-rail; any railroad not beginning to replace strap rail by Jan. 1, 1848 is to be limited to maximum 3% dividend, and those that have not started relaying track by May 12, 1850 are liable to have charters revoked.; a second act requires all railroads paralleling the Erie Canal to pay a duty equal to canal tolls to the Canal Fund. (PL, Stevens)
- May 12, 1847 Railroad convention held in Indianapolis for a railroad between Cincinnati and St. Louis. (ARJ)
- May 14, 1847 Canal Commissioners permit packet boat carrying PRR engineer corps to pass toll-free on canals. (CC)
- May 15, 1847 PRR Road Committee resolves that all money subscribed at Pittsburgh is to be spent on Western Division. (MB)
- May 1847 Philadelphia & Trenton Railroad relaid with heavy rail between Trenton and Bridesburg. (ARJ)
- May 1847 Limited work resumes on the enlargement of the Erie Canal; 15 additional miles completed this year. (Shaw)
- May 1847 Board of Trustees for the Wabash & Erie Canal organized; Charles Butler, Pres.; Jesse L. Williams appointed Chief Engineer. (Clark)
- May 17, 1847 PRR Board authorizes Pres. Merrick to work to detach Pittsburgh & Connellsville Railroad from B&O orbit and promise that PRR will aid railroad from Pittsburgh to Ohio state line when time comes; approves Thomson's choice of [William] Strickland Kneass (1821-1884) Assistant Engineer & Draftsman; tables Road Committee resolution to have Pittsburgh subscriptions spent only on Western Division. (MB)
- May 18, 1847 Bay State Steamboat Company steamer *Bay State* makes first trip between New York and Fall River, inaugurating the soon-to-be-famous "Fall River Line" with *Fall River Line Steamboat Express* running between Kneeland Street, Boston and Fall River via South Braintree and Middleboro; preferred because it has the shortest rail leg of any of the New York-Boston lines; the

Bay State Steamboat Company is owned by Capt. Thomas Borden of Fall River. (NYPost, Dunbaugh, Foster, RRH, Harlow)

- May 19, 1847 Old Colony Railroad opens own Boston terminal station at Kneeland & South Streets and discontinues use of the Albany Street depot adjacent to the Boston & Worcester depot; train shed is 113 x 544. (Barrett)
- May 19, 1847 Pittsburgh & Connellsville Railroad stockholders resolve against continuing negotiations with the B&O and for turning to Philadelphia for aid. (ARJ)
- May 20, 1847 At the request of railroad companies extending from Philadelphia towards Charleston, S.C., the Joint Companies agree to meet with them regarding a pro-rata cut in the passenger fare; Board declines to carry the mail under the terms of the Post Office contract of June 30, 1844 after June 10, 1847. (MB)
- May 20, 1847 Charter supplement permits the Hudson River Railroad to increase its capitalization by 10%. (Valentine)
- May 22, 1847 Terre Haute & Richmond Railroad Board holds first meeting and appoints commissioners to receive subscriptions. (MB)
- May 25, 1847 Utica & Schenectady Railroad Board cuts the fare from \$3 to \$2 to pacify opponents of its local monopoly who are pushing for a parallel Mohawk Valley Railroad. (Pierce/MB)
- May 26, 1847 After Pres. Merrick visits Pittsburgh, Board agrees to accept scrip certificates of Pittsburgh & Connellsville Railroad so that subscribers may transfer to PRR. (MB)
- May 28, 1847 William Funk advertises line of pleasure cars between 3rd & Willow Streets and Fairmount. (PubLeg)
- May 29, 1847 Southwark Railroad advertises three 4-wheel pleasure cars for sale. (PubLeg)
- June 1, 1847 PRR Road Committee orders Pres. Merrick to open books at Pittsburgh immediately. (MB)
- June 1, 1847 New York & Harlem Railroad opens between White Plains and Croton Falls. (GrnBk, Poor)
- June 1, 1847 Steamboat *Oregon*, owned by George Law, beats the *C. Vanderbilt*, personally commanded by Cornelius Vanderbilt, in a \$1,000 race from the Battery to Haverstraw Bay and back. (Stiles)
- June 2, 1847 PRR Road Committee orders Chief Engineer Thomson to begin surveys between Harrisburg and Pittsburgh, and for a connection with the Allegheny

- Portage Railroad at Hollidaysburg; Thomson to recommend any increase in Engineer Corps. (MB)
- June 2, 1847 Baltimore & Susquehanna Railroad Board leaves Baltimore in the company of former Chief Engineer Isaac R. Trimble for York and Harrisburg to examine for a more direct connection to the PRR. (ARJ)
- June 3, 1847 LIRR Board accepts a proposition from the Brooklyn & Jamaica Railroad to settle the rent controversy; LIRR is to pay \$10,000 on June 10; effective June 1, the rent is to be \$21,000 per year, paid monthly, until the LIRR gross receipts reach \$150,000, after which the B&J is to receive one-seventh of anything over that amount. (MB)
- June 6, 1847 J. Edgar Thomson writes to his Georgia friend and associate Lemuel P. Grant, "This Pennsylvania Road will be a stupendous undertaking ... deep cuts, high bridges & tunnels here lose their terror – one of our lines has six tunnels in as many miles." (Ward)
- June 8, 1847 PRR Road committee authorizes placing 15 miles under contract at each end by July 30. (MB)
- June 8, 1847 Committee of Baltimore merchants reports in favor of aiding Pittsburgh & Connellsville Railroad. (Dilts)
- June 8, 1847 *C. Vanderbilt* joins the *Oregon* on the New Jersey Steam Navigation Company's Stonington Line. (Dunbaugh)
- June 9, 1847 LIRR Board again authorizes the sale of the steamboat *New Haven*; also building a suitable depot at Jamaica and again offering commutation fares. (MB)
- June 10, 1847 New York City diarist Philip Hone leaves Philadelphia for Pittsburgh on the Main Line of Public Works; arrives at Harrisburg at 3:00 PM after an 8 hour trip; calls Harrisburg "a miserable collection of lawyer's offices and barber-shops." (Hone)
- June 11, 1847 Cleveland & Pittsburgh Railroad adopts location via Big Yellow Creek; this takes the road through Alliance instead of Salem; the residents of Salem then withdraw from the project and begin pushing for a railroad from Pittsburgh to Mansfield, Ohio, via Salem. (MB, Bausman)
- June 11, 1847 Philip Hone departs Harrisburg on the canal packet *Delaware* at 3:00 PM, having opted for a three-night canal trip over a faster journey by stage over rough roads in hot weather; like Dickens, he finds the sleeping accommodations awful; a breach in the canal causes them to lose three extra days. (Hone)

- June 12, 1847 Thomas P. Cope records that enemies of PRR have held a caucus and are trying to overturn or block payments under city subscription. (Cope Diary)
- June 14, 1847 Philip Hone crosses the Allegheny Portage Railroad in 12:00 in heavy rain and cold; the packet *Louisiana* is waiting at Johnstown for passengers who left Harrisburg a day later. (Hone)
- June 15, 1847 PRR Road Committee approves J. Edgar Thomson's candidates for Engineer Corps; orders Christian E. Spangler and John A. Wright to visit Ohio and scout traffic prospects. (MB)
- June 15, 1847 Camden & Philadelphia Steam Boat Ferry Company Board authorizes constructing a new iron-hull ferry boat. (MB)
- June 15, 1847 Columbus & Xenia Railroad opens books, after having suspended work in 1845. (Marvin)
- June 1847 Camden & Amboy Railroad now runs trains to Bristol, where connection is made with the new steamboat *John Stevens* for Philadelphia. (ARJ)
- June 1847 Committee of B&O meets with committee of Columbus City Council, including Alfred Kelley, at Wheeling to discuss route across Ohio. (Marvin)
- June 1847 Future VP Edmund Smith (1829-1895) joins PRR as rodman between Huntingdon and Summit. (PubLdgr)
- June 1847 Over the last six months, Eastern capitalists have secured large amounts of the stock of the Madison & Indianapolis Railroad. (ARJ)
- June 1847 Columbus & Lake Erie Railroad placed under contract from Newark, Ohio, to the Richland County line. (Graham/Knox)
- June 1847 Horace Boardman settles at the site of Traverse City, Mich., and establishes a large sawmill. (Wakefield)
- June 16, 1847 Philip Hone arrives at Pittsburgh at 11:00 PM, the city blazing with the fires of foundries and glass works; Hone continues west to Lexington, Ky., St. Louis, Chicago and Wisconsin, where he has investments; he then returns to New York via the Great Lakes. (Hone)
- June 18, 1847 LIRR Board authorizes the issue of 13,200 new shares and building a machine shop at Jamaica; Charles Parshall (Marshall?) resigns as a director because of the press of duties as Pres. of the New York & Harlem Railroad. (MB)
- June 18, 1847 PRR Board authorizes Pres. Merrick to appoint a committee to visit Ohio to

- learn of railroad developments between Pittsburgh and Cincinnati. (MB)
- June 18, 1847 PRR Board appoints M.B. Inches and Edward Tilghman Assistant Engineers and Joseph Napoleon Du Barry (1830-1892) Rodman to serve under J. Edgar Thomson. (MB)
- June 19, 1847 Old Colony Railroad opens an extension from South Boston to Kneeland Street. (NHCorp)
- June 21, 1847 Canal Commissioners approve contract with John A. Roebling for wire ropes for Planes 3, 4, 8 and 9 of Portage Railroad. (CC)
- June 21, 1847 Abington & Bridgewater Branch of the Old Colony Railroad opens between Whitman and Bridgewater Jct., creating a second connection with the Fall River Railroad. (NHCorp)
- June 21, 1847 A commission appointed by Gov. John Young (1802-1852) to resolve the grievance of the Schenectady & Troy Railroad for free interchange with the New York central lines begins hearings in Albany; it awards the S&T the right to participate in the pool between Rochester and the Hudson River and enjoy convenient through schedules. (Pierce)
- June 22, 1847 Lykens Valley Railroad & Canal Company Board again directs Chief Engineer George E. Hoffman to suspend construction on July 1; asks the Lykens Valley Coal Company to have some disinterested person examine the coal veins in South Mountain. (MB)
- June 22, 1847 Amos Kendall and F.O.J. Smith agree to share their interest in the Morse telegraph patents between them; for their share in the patents, Samuel F. B. Morse and Alfred Vail are to receive 6/32 of the stock of the Atlantic & Ohio Telegraph Company and 9/32 of the company between Pittsburgh and St. Louis; Smith is to get the rights for New York and New England, plus that portion of the Midwest lying between Pennsylvania and the Mississippi River north of the proposed telegraph line between Pittsburgh and St. Louis; Kendall is to get the rest, including Pennsylvania, New Jersey, Iowa and Missouri; however the Cincinnati trustees of the Western Telegraph Company refuse to sell their purchase patent rights back to Smith. (Thompson)
- June 23, 1847 Canal Commissioners approve contract with John A. Roebling for wire rope for Belmont Plane on Columbia Railroad. (CC)
- June 23, 1847 New Jersey Railroad Board orders the cancellation of the contract with the Mount Savage Iron Company. (MB)
- June 23, 1847 Pres. James K. Polk arrives in Wilmington on a special PW&B train, traveling in a brand new car built by Bush & Lobdell of Wilmington; after a parade, he

- departs for Philadelphia on the steamboat *George Washington*. (Scharf)
- June 23, 1847 Hartford & Providence Railroad incorporated in Connecticut. (NHCorp)
- June 25, 1847 Pres. Polk, on a tour of the Northeast to bolster his popularity there, travels to New York via the Camden & Amboy route; is transported from South Amboy to New York in the *C. Vanderbilt*, captained by Cornelius Vanderbilt personally. (Stiles)
- June 26, 1847 B&O Chief Engineer Benjamin H. Latrobe reports on the route to Wheeling. (ARJ)
- June 26, 1847 Columbus City Council appoints Alfred Kelly to represent it in meetings with the B&O at Baltimore. (ARJ)
- June 26, 1847 Sen. Simon Cameron organizes a convention at Harrisburg promoting Gen. Zachary Taylor as a Democratic presidential candidate in 1848, widening the split between him and the party regulars led by James Buchanan. (Klein)
- June 29, 1847 PRR Road Committee authorizes purchase of depot site in Pittsburgh. (MB)
- June 30, 1847 PRR Board appoints Samuel W. Mifflin (1805-1885) Principal Assistant Engineer, Alexander Worrall and Roswell B. Mason (1805-1892) Assistant Engineers, and T.B. Smith and T. Haskins Du Puy (1821?-1890) Subassistant Engineers, to survey section between Huntingdon and summit of Allegheny Mountain. (MB)
- July 1, 1847 PRR collects third installment on stock subscriptions, making total paid in to date \$900,000; most subscribers pay fourth installment in advance to bring total up to \$1 million level required to be reached by July to confirm charter. (AR)
- July 1, 1847 B&O begins surveys to Wheeling via Wheeling Creek, Grave Creek or Fish Creek; Benjamin H. Latrobe, Chief Engineer; Jonathan Knight of Pa. and John Childe of Mass. called in as consultants. (AR, VaBPW)
- July 1, 1847 State debt of Indiana stands at \$11,048,000, or \$13,120,692 with the 6 years accrued interest. (Esarey)
- July 1, 1847 Indiana Gov. James Whitcomb transfers the Wabash & Erie Canal to the Board of Trustees for the bondholders in payment of one half the state debt; most bondholders surrender their old bonds for new 5% ones for the other half. (Clark, Newcomer)
- July 1, 1847 Louisa Railroad assumes operation of own road from Richmond, Fredericksburg & Potomac Railroad. (VaBPW)

- July 2, 1847 Alfred Kelly writes a long letter to B&O Pres. Louis McLane on potential western connections; notes that southeastern Ohio is poor and sparsely populated; therefore favors a route to Wheeling and directly across Ohio to Columbus. (ARJ)
- July 5, 1847 River & Harbors Convention convenes in Chicago with 2,315 delegates to protest Pres. Polk's veto of the 1846 Rivers & Harbors Bill. (CHTaylor, Putnam, Bowlus)
- July 6, 1847 B&O agrees with the City of Wheeling; City is to provide land for a terminal and subscribe \$500,000. (VaBPW)
- July 7, 1847 Ground broken for PRR at Market Street, Harrisburg; road under contract as far as Juniata Bridge near Duncannon. (Watkins)
- July 7, 1847 New Brunswick Steam Boat & Canal Transportation Company places rebuilt steamer *Raritan* in service on New York-New Brunswick run; lengthened 35 feet. (Thompson)
- July 7, 1847 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorizes connection with PRR at Harrisburg. (MB)
- July 8, 1847 New Albany & Salem Railroad incorporated in Indiana to build from New Albany to Salem; oldest part of the Monon system; projected by James Brooks (1810-) a native of Maine who is the major merchant at New Albany, and a few associates; Brooks expects steamboats to dominate east-west traffic, with railroads acting as north-south feeders; Brooks envisions a line extending to Lake Michigan. (ICC, C&C, Hilton)
- July 10, 1847 Terre Haute & Richmond Railroad Board authorizes employing engineers to survey between the Illinois state line and Richmond; Thomas A. Morris is chosen. (MB)
- July 1847 J. Edgar Thomson walks the location between Harrisburg and Lewistown prior to letting contracts; finds several defective locations; Samuel W. Mifflin recommends his former assistant Herman Haupt as someone who can relocate the line quickly; Haupt later claims William B. Foster chose old assistants from his canal work who had little or no railroad experience. (Ward, Haupt)
- July 13, 1847 Joint Board authorizes the lease of Pier No.2, N.R., from Mr. Gibbon for the present year; Edwin A. Stevens and John R. Thomson are trying to establish a through line of barges between New York and Baltimore, dividing the earnings 60-40 between the Delaware & Raritan Canal and Chesapeake & Delaware Canal in lieu of tolls. (MB)

- July 13, 1847 Ezra Cornell and John J. Speed become F.O.J. Smith's agents for the Morse telegraph patents in the Midwest. (Thompson)
- July 14, 1847 Baltimore inventor Ross Winans sues the Schenectady & Troy Railroad in attempt to enforce his 1834 patent for 8-wheel cars; lines that will form New York Central Railroad bear the brunt of defeating against Winans's claim, which takes 13 years. (Stevens)
- July 1847 Lorenzo A. Sykes (1805-1878) runs a survey from New Brunswick to Easton, Pa., via Millstone, Flemington and Lambertville to allow the New Jersey Railroad to reach the anthracite coal fields; are to use the charter of the New Jersey, Hudson & Delaware Railroad. (SrstMsngr)
- July 1847 PRR committee arrives in Cincinnati. (Marvin)
- July 1847 Peru & Indianapolis Railroad organized. (Rept)
- July 1847 Charles Ellet, Jr., appointed engineer for the suspension bridge across the Ohio River at Wheeling. (Lewis)
- July 1847 City of Portsmouth, Va., sells the Portsmouth & Roanoke Railroad to David Henshaw, et al. (ARJ)
- July 1847 Prof. ___ Forshey of Louisiana advocates a southern transcontinental railroad running from Vidalia in Louisiana to Presidio on the Rio Grande and then via Monclova and Parras to Mazatlan on the Gulf of California. (Albright)
- July 16, 1847 PRR lets contracts for the first 17.5 miles on the eastern end. (Sell, Ward)
- July 16, 1847 B&O committee reports in favor of building to Wheeling via the Fish Creek route, which is adopted by the Board; the City of Wheeling is to subscribe \$500,000. (ARJ, Dilts)
- July 17, 1847 Bankrupt City Point Railroad sold to the City of Petersburg, Va., for \$10,000 and conveyed to the new Appomattox Railroad. (Cnls&RRs)
- July 18, 1847 PRR issues construction contracts for 15 miles on the western end on which work is suspended in 1848. (MB, AR)
- July 19, 1847 Cleveland & Pittsburgh Railroad fixes terminus at Walnut & Lisbon Streets in Wellsville. (MB)
- July 19, 1847 Norfolk County Railroad absorbs the Walpole Railroad, an unbuilt line between Dedham and Walpole, Mass. (NHCorp)
- July 20, 1847 Hudson River Railroad contracts the southern part of its line from 32nd Street

in Manhattan to Breakneck Mountain. (ARJ, Poor)

- July 21, 1847 First commencement held at the Augustinian College of Villa Nova in the State of Pennsylvania; it evolves into Villanova University, a landmark on the Main Line. (villanova.edu)
- July 22, 1847 State-owned Western & Atlantic Railroad opens between Resaca and Dalton, Ga., completing the line from Atlanta; at Dalton, it is soon met by the East Tennessee & Georgia Railroad, building south from Knoxville. (ICC, Prince)
- July 23, 1847 PRR engineer corps arrives at Huntingdon, Pa., to begin surveys. (Africa)
- July 23, 1847 14th Parliament adjourns having approved 189 of 329 proposals for new railways, or a total of 1,415 miles; down sharply from the peak of the Railway Mania last year; a new general election is held over the next month. (Lewin, wiki)
- July 24, 1847 PRR issues certificate to City of Philadelphia for 30,000 shares (\$1.5 million). (Watkins)
- July 24, 1847 Washington & New Orleans Telegraph Company's line opens as far as Petersburg in Virginia, running along the stage road between Washington and Richmond upon the Richmond, Fredericksburg & Potomac Railroad's refusal to cooperate; the RF&P does not build its own telegraph line until 1861. (Mordecai - Scharf says to Richmond, Petersburg on 9/4/47)
- July 25, 1847 Future LIRR official Hermann C. Poppenhusen (1847-1891) born at Brooklyn, N.Y.; son of Conrad Poppenhusen (1818-1883). (Schlegel's AmrcnFmliesofGermnAncestry)
- July 25, 1847 B&O stockholders accept the Virginia act and approve a terminus at Wheeling. (ARJ)
- July 27, 1847 Philip Hone returns to New York, having traveled 3,967 miles in 7 weeks; however, the stress of travel, the poor food, and intestinal distress from drinking lake water have already taken a toll on the 67-year-old Hone's health well before he returns; his health will continue to deteriorate until his death in 1851. (Hone)
- July 28, 1847 PRR Board authorizes first purchase of rails, 7,500 tons, 56-lb.. (MB)
- July 28, 1847 New Jersey Railroad Board authorizes the lease of the Commercial Dock at Newark to others. (MB)
- July 28, 1847 Cleveland & Pittsburgh Railroad contracts 18 miles of Southern Division from Wellsville. (ARJ)

- July 29, 1847 Central Ohio Railroad opens books at Columbus, Newark and Zanesville. (ARJ)
- July 31, 1847 New Jersey Railroad Board authorizes buying stock control of the New Jersey, Hudson & Delaware Railroad to allow it to reach the anthracite coal fields; a paper railroad, the NJH&D eventually evolves into the New York, Susquehanna & Western Railroad. (MB, Lucas)
- July 31, 1847 Spring Garden Committee on Police begins to restrict the number of turnouts on the Philadelphia & Columbia Railroad in Broad Street above Vine to limit the obstruction of street travel; development is encroaching on what was once almost entirely an industrial district. (Schwartz)
- July 31, 1847 Indiana deeds the Wabash & Erie Canal to three trustees for the state's creditors, Charles Butler, Thomas H. Blake (-1849) of Terre Haute, and Nathan B. Palmer (1790-1875) of Indianapolis; the canal is now open as far as Covington; Jesse L. Williams is named Chief Engineer. (ARJ, Fatout)
- Summer 1847 PRR committee of Joseph R. Ingersoll, __ Ralston, Christian Spangler and __ Cresson visits Ohio to promote western connections, particularly to Columbus and Cincinnati. (AR - verify MB, maybe stockh)
- Aug. 2, 1847 Pennsylvania Gov. Francis R. Shunk declares B&O rights in the state null and void as PRR has met the conditions of its charter. (AR)
- Aug. 2, 1847 New York & New Haven Railroad pays the Westchester Turnpike Road Company \$5,500 for all damages to its earning power under an agreement of Mar. 26, 1846. (NHCorp)
- Aug. 3, 1847 PRR Road Committee reject offers of \$60 per ton from Murdock, Leavitt & Co. (Montour Iron Works) and of \$70 per ton from Samuel Reeves (Safe Harbor?); order advertise for competitive bids for 15,000 tons of rail for 1848 and 1849. (MB)
- Aug. 3, 1847 PRR survey teams are now several miles west of Huntingdon. (Lytle)
- Aug. 5, 1847 Bank of England raises its discount rate from 5% to 5½%; its reserves have fallen to £4,704,000. (Francis)
- Aug. 1847 Perth Amboy Steamboat Company, incorporated in 1845, begins operations between New York and New Brunswick with the steamer *Antelope*, competing with New Brunswick Steam Boat & Canal Transportation Company. (Thompson)
- Aug. 7, 1847 Gen. Winfield Scott's army begins its advance from Puebla on Mexico City.

(Wheelan)

- Aug. 7, 1847 George Rapp (1757-1847), leader of the religious commune at Economy, Pa., dies; leadership of the prosperous Harmony Society passes to R.L. Baker and Jacob Henrici (1804-1892). (DAB, wiki)
- Aug. 11, 1847 J. Edgar Thomson promotes George W. Leuffer to Principal Assistant Engineer in charge of new corps to survey the western slope and summit of Allegheny Mountain.
- Aug. 12, 1847 Hudson River Railroad accepts the New York City ordinance governing its tracks in Manhattan. (Valentine)
- Aug. 12, 1847 During the week ending this date the London market witnesses failures totaling £1.3 million in the grain trade; the Potato Famine and the repeal of the Corn Laws combine to spark a series of financial crises in Britain, which also causes the "Railway Mania" bubble to break. (Lewin)
- Aug. 13, 1847 Alfred Kelley elected Pres. of Cleveland, Columbus & Cincinnati Railroad, and John Childe appointed Chief Engineer, after Kelley and Edmund Dwight of Chicopee, Mass., become the major investors. (Marvin)
- Aug. 13, 1847 Madison & Indianapolis Railroad Board authorizes guaranteeing the obligations of the Shelbyville Lateral Branch Railroad up to \$30,000, if it grades its roadbed ready for iron. (MB)
- Aug. 13?, 1847 Belpre & Cincinnati Railroad organized at Chillicothe. (ARJ - may be 8/20?)
- Aug. 14, 1847 Mine Hill & Schuylkill Haven Railroad replaces animal power with locomotives borrowed from the Reading until its own can be delivered. (Hare)
- Aug. 1847 Convention at Muncie, Ind., fixes on Bellefontaine, Ohio, as the terminus for a railroad leading from Indianapolis to the East, bypassing Fort Wayne. (Poinsatte)
- Aug. 1847 Meeting held at Mishawaka, Ind., for the purpose of reviving the Buffalo & Mississippi Railroad. (HistStJosCo)
- Aug. 1847 Henry O'Reilly's Pittsburgh, Cincinnati & Louisville Telegraph Company opens between Pittsburgh and Cincinnati via Columbus. (Thompson)
- Aug. 1847 Henry O'Reilly's Lake Erie Telegraph Company completes its line between Pittsburgh and Cleveland; first connection between Cleveland and the seaboard. (Marvin, Thompson)
- Aug. 1847 Weekly steamboat line established between Chicago and Sault Ste. Marie.

(CHTaylor)

- Aug. 1847 Britain experiences a good harvest for the first time in years. (Francis)
- Aug. 16, 1847 Joint Companies Executive Committee hears a complaint of G.W. Aspinwall about a rival Philadelphia-Albany propeller line established by C. Yardley & Co.; Joint Companies say it is not an infringement of his contract. (MB)
- Aug. 17, 1847 PRR Road Committee meets with committee from Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad respecting connections. (MB)
- Aug. 1847 Madison & Indianapolis Railroad opens to Franklin, Ind. (Banta - bet 8/17 and 8/24 - see 1846)
- Aug. 20, 1847 Pres. Merrick writes to Pittsburghers urging that \$1 million be subscribed to PRR in west; this will lead to a \$1 million municipal subscription by Philadelphia and all this money can be applied to Western Division; Board means to build road without bonds so will be without debt; also makes vague promises of aid to railroads leading west from Pittsburgh when time comes. (MB)
- Aug. 20, 1847 Thomas A. Morris resigns as Chief Engineer of the Madison & Indianapolis Railroad. (MB)
- Aug. 20, 1847 First telegraph message received from Cincinnati at Baltimore by way of Philadelphia. (Scharf)
- Aug. 20, 1847 Gen. Winfield Scott wins the Battle of Churubusco, again defeating Gen. Santa Anna, who withdraws to Mexico City. (EAH)
- Aug. 1847 New Brunswick Steam Boat & Canal Transportation Company places steamboat *New Philadelphia* in freight service between New York and New Brunswick for the harvest season; also carries passengers at 6¼ cents. (Thompson)
- Aug. 24, 1847 Future architect of Penn Station Charles Follen McKim (1847-1909) born at Isabella Furnace, Chester County, Pa.; son of James Miller McKim (1810-1874), a former Presbyterian minister who has abandoned Calvinism and become a fervent abolitionist, and Sarah Spackman McKim (1813-1891), a member of an old Delaware Valley Quaker family. (Moore)
- Aug. 24, 1847 Central Ohio Railroad organized at Zanesville; Solomon Sturges of Zanesville, Pres. (Studer)
- Aug. 25, 1847 PRR Board authorizes Pres. Merrick to assure citizens of western Pennsylvania that if they will subscribe at least \$500,000, PRR will furnish

- money to build a railroad from Pittsburgh to the Ohio line as soon as possible. (MB)
- Aug. 25, 1847 B&O stockholders accept Virginia law and adopt Wheeling as terminus. (Dilts)
- Aug. 31, 1847 Canal Commissioners approve contract for outlet lock on the Delaware Division at New Hope. (CC)
- Aug. 31, 1847 Dayton & Western Railroad organized at Dayton; Alexander Grimes, Pres. (MB)
- Sep. 1, 1847 A executive committee of the New Jersey, Hudson & Delaware Railroad, consisting of Asa Whitehead (of the M&E), Martin Ryerson of the NJH&D, and John S. Darcy, Dudley S. Gregory and John P. Jackson of the New Jersey Railroad, reports on potential routes; a northern route runs from the Morris & Essex Railroad at Stanhope, N.J., through Newton and Branchville to Port Jervis, where it will connect with the Delaware & Susquehanna Railroad to the Lackawanna Valley; an alternate route would run from Newton via Blirstown and Columbia to the Delaware Water Gap to meet the D&S; the southern route would run from the New Jersey Railroad near New Brunswick past Flemington to Phillipsburg to connect with the Delaware, Lehigh, Schuylkill & Susquehanna Railroad. the New Jersey Railroad's interest in the NJH&D proves temporary, and the latter eventually evolves into the New York, Susquehanna & Western Railroad, occupying the northern route. (Rept)
- Sep. 3, 1847 Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad accepts a Tonnage Tax equal to PRR. (AR)
- Sep. 3, 1847 Bald Eagle & Spring Creek Navigation extended from Howard Furnace to Milesburg after 10-year lapse in construction. (CnlCrnts)
- Sep. 8, 1847 PRR Board requires J. Edgar Thomson to make regular monthly reports, including estimates of contractors' work done in preceding month for review by Secretary and Board; is also to forward copies of all contracts. (MB)
- Sep. 8, 1847 LIRR Board adopts a 2.5-cent per mile fare, except for Brooklyn-Greenport, which is to be \$2 flat; reports that the company has purchased the "Poughkeepsie" locomotive; Eliphalet Williams resigns as a director. (MB)
- Sep. 9, 1847 New York banking house of Prime, Ward & King fails after suffering large losses in foreign exchange. (GTStrong, Werner)
- Sep. 13, 1847 Gen. Scott takes the Fortress of Chapultepec guarding Mexico City and occupies the capital the next day; the Mexican government flees to Guadalupe Hidalgo. (EAH, Wheelan)

- Sep. 14, 1847 PW&B Board reports has selected site for depot at North East, Md. (MB)
- Sep. 14, 1847 Terre Haute & Richmond Railroad Board appoints William D. Wood Assistant Engineer. (MB)
- Sep. 15, 1847 New Jersey Railroad Board considers the proposal of the Stevens brothers to run an emigrant line via the Camden & Amboy Railroad. (MB)
- Sep. 1847 N.Y. Legislative Committee reports favorably on the potential merger of the railroads between Albany and Buffalo. (Neu)
- Sep. 16, 1847 Richard D. Wood holds meetings with John Tucker and G. B. Dorr on the subject of the Reading buying enough canal bonds to secure control of the Schuylkill Navigation Company. (Wood)
- Sep. 20, 1847 J. Edgar Thomson writes to Pres. Samuel V. Merrick requesting authority to negotiate the construction contracts himself to save time. (Ward)
- Sep. 20, 1847 Delaware, Lehigh, Schuylkill & Susquehanna Railroad receives letters patent. (MB)
- Sep. 22, 1847 J. Edgar Thomson writes to Lemuel P. Grant in Georgia complaining that it is “disagreeable” to be in the field so much, but he is nonetheless excited by the scope of the engineering work ahead, including the size of the Rockville Bridge. (Ward)
- Sep. 22, 1847 Henry O’Reilly’s Pittsburgh, Cincinnati & Louisville Telegraph Company opens its last section between Cincinnati and Louisville, using House’s printing telegraph; O’Reilly then plunges ahead with the extension to St. Louis without adequate financing. (Thompson)
- Sep. 27, 1847 PRR Road Committee authorizes placing the balance of the line to Lewistown under contract; authorizes Pres. Merrick to write to Canal Commissioners requesting that the Allegheny Portage Railroad be put in order. (MB)
- Sep. 27, 1847 Boston & Providence Railroad opens from Boston Switch to the Cove in downtown Providence; Providence to Pawtucket operated jointly with the Providence & Worcester Railroad; Providence & Worcester Railroad opens between Providence and Millville. (NHCorp)
- Sep. 1847 Cornelius Vanderbilt and his allies oust Elisha Peck from the Board of the New York, Providence & Boston Railroad (Stonington Line); Vanderbilt replaces Peck as Pres. (Stiles - prob 9/28-29)
- Sep. 28, 1847 Maryland & Virginia Steam Packet Company buys the steamboat *Mary*

Washington, formerly leased. (Holly)

- Sep. 29, 1847 PRR Board authorizes placing balance of line to Lewistown under contract. (MB)
- Sep. 29, 1847 Edward Tilghman promoted to Principal Assistant Engineer on staff of J. Edgar Thomson; placed in charge of section between Lewistown and Huntingdon.
- Sep. 30, 1847 B&O declares a dividend of 3% payable in 6% bonds at par. (Reizenstein)
- Oct. 1, 1847 LIRR raises fares to 2.5 cents per mile. (NYPost)
- Oct. 1, 1847 Last rail laid on Madison & Indianapolis Railroad at 9:00 AM at Indianapolis, completing the line from Franklin to South Street, Indianapolis; first two excursion train arrives from Columbus just after 3:00 PM to great celebration, having stopped for lunch at Franklin; the festive air is heightened by the presence in town of Spalding's North American Circus; passengers from Columbus are unimpressed with what they denigrate as "a couple of baskets of cheese and crackers"; the trains run short excursions to Greenwood and back for 15 cents each, and then the first trip to Madison; among the first passengers leaving town is the Rev. Henry Ward Beecher (-) en route to fame and fortune as the pastor of Plymouth Church in Brooklyn, N.Y. (verify); Indianapolis is quickly transformed from an isolated village into a bustling trade center; prices for corn and wheat double by Christmas. (AR, Dunn, Daniels, Sulgrove)
- Oct. 5, 1847 Pres. Merrick presents Road Committee with a draft stating the relative positions of the Chief Engineer and Board. (MB)
- Oct. 6, 1847 Under pressure from the Hudson County Board of Chosen Freeholders, the New Jersey Railroad Board votes to cut ferry fares to 4 cents for foot passengers and abolish commutation tickets under six months. (MB)
- Oct. 7, 1847 Severe floods hit Susquehanna/Juniata drainage basin; Juniata Division west of Aughwick Dam is put out of service for remainder of season; flood strands 20,000 tons of freight to be waggoned around break for two months; interruption creates new sense of urgency among Philadelphia merchants and leads to increased subscriptions to PRR. (AR, HistJuniata/Susq - no date)
- Oct. 7, 1847 Flood carries away the first span of the Lewistown & Tuscarora Bridge before it can be completed. (HistJuniata/Susq)
- Oct. 8, 1847 Richard D. Wood rejects his half-brother David C. Wood's request to operate the Millville Furnace in 1848. (Wood)

- Oct. 10, 1847 LIRR Board authorizes the sale of old locomotives. (MB)
- Oct. 11, 1847 John Randel, Jr., invites the New York City Council to examine 76-foot long, \$4,000 model of his proposed elevated railroad for Broadway; cars are operated by cable; the main cars keep in motion while cars on adjacent tracks speed up and slow down to enable them to transfer; passengers are to be lifted to track level by a sofa on a screw elevator. (Stokes)
- Oct. 12, 1847 Pennsylvania Democrats reelect Gov. Francis R. Shunk, elect Improvement Democrat Morris Longstreth Canal Commissioner, and retake the Pennsylvania House, but not the Senate, after Whigs and Native Americans split; continuing prosperity, rising grain prices caused by the famines in Europe, and enthusiasm for the Mexican War have temporarily neutralized the Tariff of 1846 as a political issue. (Snyder)
- Oct. 12, 1847 PW&B Board reports purchase of site for depot at Chester. (MB)
- Oct. 12, 1847 Greene County, Ohio, voters approve subscription to Columbus & Xenia Railroad. (Marvin)
- Oct. 12, 1847 Delaware County, Pa., voters approve moving the county seat from Chester to Media. (Ashmead)
- Oct. 13, 1847? Alfred Kelley elected Pres. of Columbus & Xenia Railroad, replacing Robert Neil, on votes from Columbus and Franklin and Madison Counties. (Marvin)
- Oct. 14, 1847 Little Miami Railroad Board authorizes purchase of 35,000 tons of H-rail. (MB)
- Oct. 15, 1847 Hamburg-Amerikanische Paketfahrt Aktiengesellschaft (HAPAG), begins transatlantic service between Hamburg and New York City; first foreign packet line serving New York City. (Trager, Albion)
- Oct. 1847 Charles Ellet, Jr., resigns as Pres. of the Schuylkill Navigation Company. (Lewis)
- Oct. 1847 Mad River & Lake Erie Railroad opens to Bellefontaine, Ohio. (ARJ)
- Oct. 1847 Buffalo & Mississippi Railroad revived by William B. Ogden, Pres., John W. Brooks, John B. Niles, et al.; not successful. (LS&MS AR)
- Oct. 1847 British financial crisis reaches the chartered banks, many of which fail; money market rate as high as 10%; American commodity and stock prices break. (Hidy)
- Oct. 18, 1847 Richard D. Wood declines the presidency of the Schuylkill Navigation

- Company; Charles Ellet agreeing to resign on that condition. (Wood)
- Oct. 18, 1847 Cleveland & Pittsburgh Railroad orders work begun between Hudson and Summit. (MB)
- Oct. 18, 1847 Norwich & Worcester Railroad leases to the Providence & Worcester Railroad its track from South Worcester and the joint use of its station at Foster Street, Worcester. (NHCorp)
- Oct. 1847 Boston & Providence Railroad opens new line from East Jct. in Attleboro to Boston Switch on Providence & Worcester Railroad in Pawtucket [and also joint track with Providence & Worcester Railroad from Boston Switch to downtown Providence, ending use of East Providence as main passenger terminal; (apparently boat trains continued to operate to India Wharf)]. (NHCorp)
- Oct. 19, 1847 Schuylkill Navigation Company is unable to place its new convertible loan for more than 62; leads to the resignation of Pres. Charles Ellet and the election of Charles S. Wood (1800-1873) as Pres. *pro tem.* (Wood)
- Oct. 20, 1847 Providence & Worcester Railroad opens between Millville and the Foster Street Station of the Norwich & Worcester Railroad in Worcester. (NHCorp)
- Oct. 21, 1847 Delaware, Lehigh, Schuylkill & Susquehanna Railroad organized at Easton; Easton lawyer James Madison Porter (1793-1862) elected Pres.; directors include Dudley S. Gregory, John S. Darcy, John P. Jackson, Edward R. Biddle and John N. Hutchinson, reflecting heavy investment by New Jersey Railroad group; John N. Hutchinson elected Secretary and Robert L. Schuyler Treasurer; no further activity until 1851. (MB)
- Oct. 23, 1847 Under a relaxation of the Bank Restriction Act, the Bank of England makes an emergency note issue to halt the panic on London financial markets. (Lewin)
- Oct. 25, 1847 Providence & Worcester Railroad opens between Providence and Worcester.
- Oct. 25, 1847 Bank of England's interest rate peaks at 8%. (Francis)
- Oct. 27, 1847 New Jersey Railroad Board authorizes placing the boiler of the ferry *Bergen* into the *Sussex*. (MB)
- Oct. 27, 1847 Severe flooding in Susquehanna River watershed; Juniata and West Branch Division Canals put out of service for the rest of the year; Susquehanna Division suspended for three weeks; as almost all repair funds already spent, Governor Shunk secures \$50,000 emergency loan from banks.
- Oct. 27, 1847 Wabash & Erie Canal opens between Covington and Lodi at Coal Creek;

however, the 51 miles from Lafayette to Lodi is very leaky and in parts holds only 2.5 feet of water. (ARJ, Fatout)

- Oct. 27, 1847 Richard D. Wood agrees to operate his half-brother David C. Wood's Millville Furnace in 1848 on his terms. (Wood)
- Oct. 29, 1847 Little Miami Railroad agrees with Columbus & Xenia Railroad to complete it with 61-pound T-rail from Xenia to the eastern line of Greene County in return for stock. (Church)
- Oct. 30, 1847 Joint Board considers an offer from the New Jersey Railroad of a share in a proposed railroad from New Brunswick through Flemington to Lambertville and up the Delaware to Phillipsburg and Belvidere to be built under the charter of the New Jersey, Hudson & Delaware Railroad; considers a letter regarding establishing a line of propellers from the Norwich & Worcester Railroad through the Delaware & Raritan Canal. (MB)
- Oct. 30, 1847 Camden & Philadelphia Steam Boat Ferry Company Board authorizes offering the Arch Street ferry property for sale; it is not sold until 1865. (MB)
- Fall 1847 Brief downturn in money markets caused by collapse of British railway boom; Boston markets are hit particularly hard, ending Boston capitalists' ability to finance further railroad expansion and cementing New York's role as the center of railroad finance; collapse of British boom also prompts British manufacturers to dump excess rails and equipment on U.S. market; prices fall so low as to drive many Pennsylvania manufacturers out of business by 1849. (Chandler BHR 28)
- Fall 1847 Cooper & Hewitt begin construction of blast furnaces at Phillipsburg, N.J., to supply their Trenton Iron Works with pig iron; coal and ore can easily be brought from the Lehigh Valley and from northwestern New Jersey by the Lehigh and Morris Canals; Edward Cooper and Abram S. Hewitt have formed a partnership, Cooper & Hewitt, to manage the purchases, sales and credits of the Trenton Iron Company in return for a management fee of \$25,000 a year. (Knowles, Paskoff ed, Nevins)
- Fall 1847 Galena & Chicago Union Railroad contracts the first 7 miles west from Chicago; Common Council does not permit more than a temporary track to bring locomotives to the city limits at Halsted & Kinzie Streets. (CHTaylor)
- Nov. 2, 1847 Charles B. Stuart (1814-1881) elected the first New York State Engineer & Surveyor under the Constitution of 1846. (Sweet)
- Nov. 1847 First portion of Columbus & Xenia Railroad placed under contract between Franklinton and West Jefferson; 12.94 miles in Greene County built by Little Miami Railroad. (AR)

- Nov. 1847 A second flood damages the recently-repaired White Water Valley Canal in Indiana; the spur from Harrison, Ohio, to Lawrenceburg, Ind., is not rebuilt. (Fatout, wiki)
- Nov. 9, 1847 PW&B Board authorizes submitting bill for Susquehanna River Bridge to Maryland Legislature; Robert M. Magraw of Baltimore elected a director. (MB)
- Nov. 9, 1847 Cleveland Iron Company organized in Ohio by Samuel L. Mather (1817-1890) and others to develop mines and furnaces on the Marquette Range of the Upper Peninsula of Michigan; preliminary articles of association dated Apr. 29, 1847; Morgan L. Hewitt (1807-1889) elected Pres.; company is unable to purchase land from federal government until 1850. (Reynolds/Dawson, Dunbar)
- Nov. 9, 1847 Charles Ellet, Jr., is awarded the contract for the suspension bridge over the Niagara River over John A. Roebling. (Lewis)
- Nov. 10, 1847 PW&B agrees with City of Philadelphia that vehicular portion of Grays Ferry Bridge will be a free bridge in perpetuity in return for a lump-sum payment from the City of \$55,000. (Digest)
- Nov. 1847 Maryland & New York Iron & Coal Company (Mount Savage Rolling Mill) sold at foreclosure to Erastus Corning, John F. Winslow and John Murray Forbes for \$215,000; includes 280 houses and a 9-mile railroad; rail rolling mill was a victim of its remote location and the 1846 Walker Tariff that lowered the duties on imported iron. (ARJ, Harvey, Neu - may be week before 11/13/47, may include the charter or property of the Lulworth Iron Co.)
- Nov. 1847 Financial panic hits the Northeastern States, lasting about a year; discount rates in Boston and New York hit 18%. (Hidy)
- Nov. 17, 1847 Mad River & Lake Erie Railroad opens between Bellefontaine and West Liberty. (ARJ)
- Nov. 18, 1847 Philadelphia & Trenton Railroad opens short branch to a dock on the Delaware River at Tacony with connecting steamboat service to Camden & Amboy's Walnut Street wharf in Philadelphia; provides more convenient service than coach ride from Center City to Kensington depot. (what source); property purchased by William H. Gatzmer, et al., from Charles Barrington. (MB)
- Nov. 18, 1847 George E. Hoffman is elected Pres. of the Lykens Valley Railroad & Coal Company, replacing Edward Gratz, resigned. (MB)

- Nov. 20, 1847 Canal Commissioners reject application of Gilman Converse to operate his newly-invented canal steamboat on the North Branch Canal between Wilkes-Barre and Pittston for 5 years. (CC)
- Nov. 20, 1847 Richmond & Danville Railroad organized. (RRs&Cnls)
- Nov. 1847 Jonathan Knight issues report on survey for Central Ohio Railroad. (Marvin)
- Nov. 22, 1847 Bank of England reduces its interest rate to 7%. (Francis)
- Nov. 23, 1847 Madison & Indianapolis Railroad Board authorizes replacing the thin strap rail between Griffith and Columbus with 55-lb. rail; appoints Henry R. Hall Superintendent, relieving Pres. Samuel Mervill of those duties; authorizes the purchase of 2 passenger locomotives, 2 freight locomotives, 67 box cars, 20 open hog cars, 4 coaches, 2 baggage cars and 1 4-wheel passenger car for use on the Madison Incline. (MB)
- Nov. 24, 1847 LIRR advertises two locomotives for sale. (NYPost)
- Nov. 24, 1847 Further floods damage Juniata Division Canal.
- Nov. 26, 1847 PRR issues contracts covering 40 miles, the balance of Eastern Division to Lewistown; Section 51 is let to P. & P. Collins, who will go on to be major railroad builders. (AR, HistJuniata/Susq)
- Nov. 29, 1847 Joint Companies Executive Committee authorizes 50 cent excursion fare between Bristol and Philadelphia via Tacony. (MB)
- Nov. 29, 1847 First telegraph line in Michigan opens along the Michigan Central Railroad from Detroit to Ypsilanti. (michiganrailroads)
- Nov. 30, 1847 Union Canal Company of Pennsylvania stockholders authorize enlarging the section from Pine Grove to Middletown for 50-ton boats. (AR)
- Nov. 30, 1847 Seat of Columbia County, Pa., moved from Danville to Bloomsburg. (Long)
- Dec. 1, 1847 J. Edgar Thomson makes his first formal report; road located to foot of Allegheny Mountain, with preliminary surveys to cross at Sugar Run Gap on grade of 80 feet per mile; suggests branch to connect with Portage Railroad at Hollidaysburg; a route for Western Division surveyed via Blairsville and Turtle Creek, but are now surveying a better route through Greensburg. (Rept.)
- Dec. 1, 1847 Capt. Thomas A. Morris completes survey for Terre Haute & Richmond Railroad. (AR)
- Dec. 1, 1847 Dorchester & Milton Branch Railroad opens between Neponset and Mattapan;

- operated by Old Colony & Fall River Railroad. (NHCorp)
- Dec. 1, 1847 Old Colony Railroad grants the Fall River Railroad the use of its line between Boston and South Braintree. (NHCorp)
- Dec. 2, 1847 Bank of England reduces its interest rate to 6%. (Francis)
- Dec. 3, 1847 Parliament appoints a committee to report on the collapse of the “Railway Mania” and depression. (ARJ)
- Dec. 6, 1847 PRR stockholders hold first annual meeting. (MB)
- Dec. 6, 1847 Annual meeting of the Pittsburgh & Connellsville Railroad; a faction led by William Robinson, Jr., and J. Kennedy Moorhead carries by a vote of 3,947 to 73 a proposition to transfer their subscriptions to the Ohio & Pennsylvania Railroad; the minority, led by William Larimer, Jr., elects a rival Board. (StdHistPitts - see PL for supplement)
- Dec. 6, 1847 30th Congress finally convenes with the Whigs holding a slight majority in the House, including Abraham Lincoln, elected from Illinois; in his third annual message, Pres. James K. Polk calls for a substantial transfer of Mexican territory. (Howe)
- Dec. 7, 1847 New York Supreme Court upholds arrangement calling for Utica & Schenectady Railroad not to discriminate in routing jointly-owned cars in favor of Albany over Troy and for both Albany & Schenectady Railroad and Schenectady & Troy Railroad to end use of traffic solicitors ("runners") west of Utica; only the Syracuse & Utica Railroad announces it will comply with the ruling, and the other lines work to circumvent it. (Stevens, Pierce)
- Dec. 8, 1847 LIRR Board appoints a committee to try to negotiate a new through line with the Norwich & Worcester Railroad and Boston & Worcester Railroad. (MB)
- Dec. 8, 1847 Subscription books for Terre Haute & Richmond Railroad reopened at Greencastle, Danville and Terre Haute. (MB)
- Dec. 9, 1847 After several changes of ownership, Archibald Wright, John Wright and John A. Wright become the owners of the Freedom Iron Works near Lewistown, Pa. (HistJuniata/Susq)
- Dec. 10, 1847 Richmond, Fredericksburg & Potomac Railroad quarrels with the Post Office Dept. over rates; local mail is shifted to carts and through mail to the Old Bay Line of steamboats. (Mordecai)
- Dec. 10, 1847 Pres. Polk’s annual message of Dec. 6 arrives at the office of the St. Louis *Republican*, having been transmitted by telegraph to the end of line at

- Vincennes and thence by private express rider. (Scharf)
- Dec. 11, 1847 PRR Board raises J. Edgar Thomson's salary to \$5,000 per year plus expenses from Dec. 1. (MB)
- Dec. 12, 1847 Adams & Company opens an express office in Wilmington, Del. (Lincoln)
- Dec. 13, 1847 Pres. Merrick attends a railroad convention in Massillon, Ohio, for a "Great Western Railway" that will extend PRR across Ohio.
- Dec. 13, 1847 Joint Board grants an express contract to Gay, Kinsley & Co. on terms equal to Adams & Co. or Livingston & Co. (MB)
- Dec. 13, 1847 Robert L. Stevens resumes posts of Pres. & Engineer of Camden & Amboy Railroad after recuperation; brother Edwin A. Stevens steps down and resumes post of Treasurer. (MB)
- Dec. 14, 1847 Syracuse, N.Y., incorporated as a city. (French)
- Dec. 15, 1847 Richard D. Wood notes the stringency of the money market at Philadelphia. (Wood)
- Dec. 1847 Herman Haupt resurveys the entire line between Harrisburg and Lewistown and produces an improved location in four days. (Ward)
- Dec. 1847 Disputes begin between President Merrick and Thomson over lines of command; Thomson holds that he is of equal rank and responsible only to Board. (Ward)
- Dec. 1847 Baldwin completes 0-8-0 *M.G. Bright* (c/n 316) for Madison & Indianapolis Railroad; equipped with rack & pinion system designed by Andrew Cathcart for Madison Hill service; the cog rail is placed outside the regular rail, with cogs attached to the outside of one of the locomotive driving wheels in a way that it can be thrown out of gear if not needed; the passage of the Plane now takes 20 minutes for passenger trains and 25 minutes for freight trains; over time, the system suffers from excessive wear and tear and is finally abandoned in 1868. (Lovell, C&C)
- Dec. 1847 Seeking to end the telegraph stalemate in the Midwest, Amos Kendall succeeds in buying back the Morse patents from the Western Telegraph Company; the Western Telegraph Company is then used by Kendall to build from Pittsburgh to Baltimore in competition with Henry O'Reilly's Atlantic & Ohio Telegraph Company. (Thompson)
- Dec. 1847 Henry O'Reilly's Lake Erie Telegraph Company lines are complete from Pittsburgh to Cleveland and Cleveland to Erie. (Thompson)

- Dec. 17, 1847 Ohio River flood crests at 63'-7" at Cincinnati; first big flood since 1832. (HistCinHamCo)
- Dec. 20, 1847 Henry O'Reilly begins regular telegraph service between Vincennes and the east bank of the Mississippi River opposite St. Louis. (Scharf)
- Dec. 22, 1847 J. Edgar Thomson writes to his Georgia associate Lemuel P. Grant of his desire to quit the PRR and is dissuaded only when the Board raises his salary to \$5,000. (Ward)
- Dec. 22, 1847 PW&B eliminates road toll on Grays Ferry Bridge in return for \$50,000 lump sum payment from city. (MB)
- Dec. 22, 1847 Little Miami Railroad declares 8.5% dividend, payable in 6% scrip. (MB)
- Dec. 22, 1847 Henry O'Reilly's Ohio & Mississippi Telegraph Company completes its line from Louisville to St. Louis. (, Thompson)
- Dec. 23, 1847 John A. Roebling writes to Peter Cooper asking for assistance in locating and building a wire rope factory near Trenton, N.J. (Nevins)
- Dec. 23, 1847 Bank of England reduces its interest rate to 5%. (Francis)
- Dec. 25, 1847 Capital of Michigan moved from Detroit to Lansing. (Long)
- Dec. 28, 1847 Pittsburgh & Connellsville Railroad begins work near McKeesport; builds along Youghiogheny River towards Maryland state line, but construction is soon suspended. (AR, B&O Val)
- Dec. 29, 1847 Cunard Liner *Hibernia* arrives at Jersey City from Boston, preparatory to beginning transatlantic service from New York on Jan. 1, 1848; uses pier leased from the Associates of the Jersey Company. (Albion, CityofJC)
- Dec. 30, 1847 Money is still scarce at Philadelphia; short-term interest at 30% per annum; sterling exchange at 11%. (Wood)
- Dec. 31, 1847 New Haven & Northampton Company's railroad opens between New Haven and Plainville. (NHCorp)
- 1847 New York & New Haven Railroad adopts a new location from Williamsbridge Jct. to New Rochelle and from West River to New Haven, as well as into the center of Bridgeport. (AR)
- 1847? Men associated with the New York & New Haven Railroad subscribe to \$160,000 in New York & Harlem Railroad 5-year, 7% bonds. (AR)

- 1847 New Brunswick Steam Boat & Canal Transportation Company turns over operation of Merchants Line, Swiftsure Line and Albany line to its New York and Philadelphia agents in return for flat 27% of gross receipts. (Thompson)
- 1847 Camden & Amboy Railroad builds a new transportation house, 200 x 75, at South Amboy and enlarges engine house at South Amboy.(MB)
- 1847 PW&B cuts running time of mail train to 5:30. (AR)
- 1847 PW&B replaces last 10.5 miles of flat bar rail with T-rail. (AR - also in 1848 AR - prob. early 1848)
- 1847? PW&B places cars with reclining seats on night trains. (Wilson - verify)
- 1847 NC&F completes replacement of flat bar with T-rail. (AR)
- 1847 NC&F steamboat *Robert Morris* lengthened from 180' to 205'. (Alexander)
- 1847 High foreign demand for U.S. agricultural products produces heavy traffic on eastern trunk lines, including the Philadelphia & Columbia Railroad.
- 1847 Use of section boats on Philadelphia & Columbia Railroad begins to fall off on account of extra expense, high dead weight-to-cargo ratio, and very severe wear on track and railroad trucks; use on Allegheny Portage increases in late 1840s. (CC)
- 1847 All locomotives on Philadelphia & Columbia Railroad rebuilt with inside bearing wheels on trucks and tenders.
- 1847 Future PRR traffic officer Henry Howard Houston (1820-1895) moves from Wrightsville to Philadelphia as agent of David Leech & Co., beginning his career in transportation. (RyW, Contosta)
- 1847? Holdings of the old United States Bank of Pennsylvania in the Little Schuylkill & Susquehanna Railroad sold, mostly to John A. Willink of New York; title to property reconveyed to company by Joseph Paxton, assignee of the Bank; LS&S is reorganized with William D. Lewis as Pres. (1856 Rept - may be 1848)
- 1847 Isaac R. Trimble makes first survey for York & Cumberland Railroad between York and Harrisburg. (ARJ)
- 1847 Canal Commissioners place locomotives on level between Planes 3 and 4 on Portage Railroad.

- 1847 Eastern Reservoir completed for Juniata Division Canal.
- 1847 A partial break in the partly-completed Western Reservoir Dam causes downstream flooding. (Kaktins)
- 1847 ___ begins mining at Jeanesville, Pa., in the Eastern Middle Coal Field. (Mathews/Hngrfrd)
- 1847 Samuel Lewis lays out the town of Ashland, Pa., in Schuylkill County on lands of Burd Patterson, John Penn Brock and James Hart; its growth is stymied by the delays in extending the Mine Hill & Schuylkill Haven Railroad across Broad Mountain. (Munsell)
- 1847 Gov. Francis R. Shunk vetoes a bill for a Huntingdon & Broad Top Mountain Railroad Company, objecting to the amount of coal land (5,000 acres) that the company can hold. (Africa)
- 1847 European demand for grain boosts Erie Canal tolls to nearly \$3.5 million, a level projected to be reached only in 1849; eastbound tonnage from the Western states finally exceeds that generated within New York State. (Shaw)
- 1847 Francis M. Drexel (1792-1863) brings his sons Francis A. Drexel (1824-1885) and Anthony J. Drexel (1826-1893) into his Philadelphia brokerage business as Drexel & Co. (Hopkinson)
- 1847 Freedom Iron Company acquires the property of the old Freedom Forge & Furnace on the Kishacoquillas Creek above Lewistown. (Swank)
- 1847 Dr. Peter Shoenberger and George S. King purchase the Blacklick Furnace located about 4 miles northeast of Armagh in Indiana County from David Stewart; they market the pig iron of their four furnaces, Blacklick, Cambria, Bens Creek and Mill Creek, in Pittsburgh, although many complain of its brittleness and refuse to buy it. (Storey)
- 1847 W. Milnor Roberts declines post of Chief Engineer of Ohio & Pennsylvania Railroad. (RRGaz)
- 1847 William Thompson Walters (1820-1894), hitherto a flour and grain merchant at Baltimore, founds W.T. Walters & Co., wine importers and liquor dealers. (NYT obit)
- 1847 Baltimore merchant Johns Hopkins (1795-1873) becomes a director of the B&O, a post he holds for the rest of his life, and becomes one of the largest private stockholders. (Stover)
- 1847 Old Dominion Steamboat Company begins operating on Rappahannock River

to Fredericksburg. (Holly)

- 1847 Eastbound traffic on the Erie Canal from west of Buffalo first exceeds the local traffic produced entirely within New York State, 812,840 tons to 618,412 tons. (ARJ)
- 1847 White pine lumber from the Saginaw Valley in Michigan first reaches Albany via the Lakes and the Erie Canal. (Dunbar)
- 1847 New York act requires the Tonawanda Railroad to replace its unsafe strap rail with T-rail. (Harlow - verify Poor or PL)
- 1847 B&O adopts new organization proposed by Pres. Louis McLane; creates three functional departments for "Road," "Transportation" and "Machinery," each headed by a Superintendent who is to be an engineer reporting to the Pres.; all officers and principal agents to be subject to annual appointment; shops are to concentrate on equipment repairs, not new construction; except for the administration of Pres. Swann (1848-1853), this remains the structure of the company for many years. (Reizenstein)
- 1847 Smith & Co. begins the towing of coal barges on the lower Monongahela River. (HistAllghnyCo)
- 1847 Charles T. Whippo makes a preliminary survey for a railroad that will become the Ohio & Pennsylvania Railroad between Rochester, Pa., and Salem, Ohio. (McCord, Bausman)
- 1847 New England capitalists, including David A. Neal of Salem, take over Mad River & Lake Erie Railroad and arrange to extend it to Springfield. (Marvin - Chandler has 1845)
- 1847 Congress recommends adopting a route for the National Road from Vandalia to Alton, but makes no appropriation so that the road ends at Vandalia. (Raitz - verify Statutes?)
- 1847 Charter supplement to the Cincinnati, Hamilton & Dayton Railroad subjects it to a special tax on freight to compensate for traffic taken from the state-owned Miami & Erie Canal; it is soon repealed. (Scheiber - verify PL)
- 1847 Magnetic Telegraph Company reaches Columbus. Ohio. (Marvin)
- 1847 Future railroad entrepreneur Henry C. Lord (1825-1884) arrives in Cincinnati. (RRGaz obit)
- 1847 William B. Chittenden named Pres. of the James River & Kanawha Company, replacing Walter Gwynn, appointed Chief Engineer. (Dunaway)

- 1847 Boorman & Johnston of New York make a market-sharing contract with Wainwright & Tappan, the Boston agents for the South Wales ironworks of the Bailey Brothers, with certain exceptions, Wainwright & Tappan have exclusive rights to New England and Boorman & Johnston to New York and New Jersey; they are to share equally all profits from south of New Jersey. (Scanlon)
- 1847 Great Britain exports just under 25% of its total production of railroad iron to the U.S. (Seely)
- 1847 The steamboat *Cricket* wrecks on the bar of the Shewsbury Inlet, which helps it to silt up and close; the inlet has been open since about 1830, and many intervals before that; steamboats serving Long Branch have previously run straight out of the Shrewsbury River into the ocean and rounded Sandy Hook; now the river runs parallel to the barrier beach and joins Raritan Bay on the west side of Sandy Hook, (Ellis, Moss)
- 1847 Capt. James Wood of Pittsburgh builds the Brier Hill Furnace, the third coal-fueled blast furnace at Youngstown; the coal comes from the Brier Hill Mines of David Tod (1805-1868). (Swank, Trumbull/Mahoning)
- 1847 Arrivals of coal on the Ohio & Erie Canal at Cleveland first top 1 million bushels, having doubled since 1841. (Scheiber)
- 1847 Based on mines on the Upper Peninsula, Michigan becomes the leading copper-producing state, a position it holds for 41 years. (FactsStates)
- 1847 Traverse City, Mich., founded as a timber center.
- by 1848 Little Miami Railroad extends from Pendleton to new Cincinnati station at E. Front & Kilgore Streets. (Condit - verify)
- 1847 Benjamin F. Jones (1824-1903) joins with Samuel M. Kier (1813-1874) to establish the Independent Line of section boats on the Main Line; capable of running over the PRR when finished. (StdHistPitts)
- 1847 Hagerstown Canal Company extends the White Water Canal from Cambridge City to Hagerstown, Ind., only to be destroyed in a flood in Nov. 1848 and never rebuilt (Mitchell/profsurv.com)
- 1847 Lexington & Ohio Railroad (Lexington-Frankfort, Ky.) defaults on its bonds and is sold to the state of Kentucky. (Klein)
- 1847 A small group of members of the Philadelphia Society for Promoting Agriculture organize the Farmers' Club as an exclusive dinner club that meets

on the first Thursday before the full moon of each month; the members meet in the city during the winter and on each other's farms the rest of the year; it is limited to about a dozen gentlemen farmers at any one time; members later include J. Donald Cameron, George W. Childs, A.J. Cassatt, Clement A. Griscom, Rudolph Ellis, George B. Roberts, Wayne MacVeagh, and Elisha P. Wilbur, and still later, W.W. Atterbury and Pierre S. du Pont. (Sheridan, PSdP)

- 1847 New Bedford & Fall River Railroad opens a 0.25-mile connecting link between the Fall River Railroad and the New Bedford & Taunton Railroad at Taunton. (NHCorp)
- 1847 Cornelius Vanderbilt becomes popularly known as "Commodore" for his large steamboat interests. (Stiles)
- 1847 New York merchant William S. Wetmore (1801-1862) retires from Wetmore & Cryder with a fortune over \$1 million; he continues to manage his investments in stocks and Midwestern land. (wiki)
- 1847 Benjamin Franklin Greene (1817-1895) becomes senior professor at Rensselaer Institute and begins to transform it into a full college. (Rezneck)
- 1847 Joseph Dixon (1799-1869) moves his graphite factory to Railroad Avenue, Jersey City, N.J., on the line of the New Jersey Railroad; he has invented a graphite mixture than makes a superior "lead" for pencils; the graphite comes from near Fort Ticonderoga, N.Y, hence the famous Dixon Ticonderoga brand; he also develops superior graphite crucibles for steel-making and other processes, and builds an experimental crucible steel works at the nearby outlet of the Morris Canal. (Paskoff ed)
- 1847 Cooper & Hewitt buy the Andover Iron Mine for a supply of ore for the Trenton Iron Company. (Nevins)
- 1847 Hunter, Morrison & Co., consisting of John Hunter, Robert Morrison, William Fleming and E.M. Norton, establish the Virginia Mill, the second nail-making establishment in Wheeling, Va. (Scott)
- 1847 William T. Powers and William Haldane begin the manufacture of furniture by machinery at Grand Rapids, Mich., establishing it as a center of wooden furniture manufacture. (Baxter)
- 1847 Cyrus McCormick begins manufacture of mechanical reapers at Chicago. (FactsStates)
- 1847 Robert Mills calls for a Pacific railroad running from San Diego via the Gila River and El Paso to Van Buren on the Arkansas River, from which one

branch would run to Memphis and one to St. Louis. (Albright - SenMiscDoc 30 Cong I, I (511) Doc. 51)

1847

A new record of 740.5 miles of railway opened in the British Isles; with the collapse of the "Railway Mania" in the fall, miles authorized drops precipitously from 1,415 in 1847 to 373.25 in 1848 and only 6.75 at the bottom of the slump in 1850; miles constructed falls from 1,253 in 1848 to 254.25 in 1851; another effect of the "Railway Mania" has been the consolidation of lines into larger systems, and the London & North Western Railway emerges as the largest and strongest system, setting a pattern that will last until nationalization. (Lewin)