

PRR CHRONOLOGY
1847

April 2005 Edition

- 1846-47** **First iron deck girder bridge in U.S. built on Baltimore & Susquehanna near Bolton by James Millholland.**
- Jan. 1, 1847** **Canal Commissioners establish rebate equal to toll on boat for carrying entire boatloads of bituminous coal over entire Main Line.**
- Jan. 10, 1847** **U.S. forces under Gen. Stephen Watts Kearny and Commodore Robert F. Stockton retake Los Angeles, ending hostilities in California. (EAH)**
- Jan. 10, 1847** **Future PRR financier Jacob Henry Schiff (1847-1920) born at Frankfurt-am-Main, Germany. (NYT)**
- Jan. 1847** **Control of Cleveland, Columbus & Cincinnati Railroad shifts almost entirely to Cleveland interests. (Marvin)**
- 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** **Boston & Worcester Railroad opens branch from Riverside Jct. to Newton Lower Falls. (Humphrey)**
- 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 meeting.**
- 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.**
- Jan. 26, 1847** **Terre Haute & Richmond Railroad Company incorporated in Indiana by Chauncey Rose, et al., to build across state from Illinois state line via**

Terre Haute, Greencastle and Indianapolis to Richmond. (Church)

- Jan. 27, 1847** Second "Butler Bill" settles Indiana debt crisis; 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; creditors will put up \$800,000 to complete canal to Evansville. (PL)
- Jan. 28, 1847** Food shortages provoke riots in central France; gradually swell into revolutionary movements fomented by urban middle classes against aristocratic governments set up across Europe after the defeat of Napoleon.
- Feb. 4, 1847** Magnetic Telegraph Company incorporated in Maryland by Samuel F.B. Morse and associates to build a telegraph line between Washington and New York. (Scharf)
- 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 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 to build from the Ohio River through Zanesville and Newark to Columbus; dominated by Zanesville interests. (Church, Marvin)
- Feb. 8, 1847** Eaton & Hamilton Railroad Company incorporated in Ohio to build from Hamilton, through Eaton, to Indiana state line. (Church)
- 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** Baltimore & Rappahannock Steam Packet Company liquidated at bankruptcy. (Holly)
- Feb. 1847** J. Edgar Thomson resigns as Chief Engineer of Georgia Railroad & Banking Company. (Hanson)
- Feb. 1847** J. Edgar Thomson reports on survey for Nashville & Chattanooga

Railroad.

- Feb. 16, 1847** State of Illinois sells portion of Northern Cross Railroad between Springfield and Meredosia, only portion of 1837 state railroad ever completed, to private owners; worn out and reverts to horse or ox power; eventually becomes part of Wabash. (RRH, Stover)
- Feb. 22, 1847** First installment of Philadelphia city loan placed and Mayor Swift subscribes for 30,000 shares of PRR stock. (Cope Diary)
- Feb. 23, 1847** Gen. Taylor defeats Mexicans under Gen. Santa Anna at Battle of Buena Vista. (EAH)
- 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 Shunk issues letters patent to 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)
- 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. 3, 1847** Public meeting held in Columbus to support a Cleveland-Columbus-Cincinnati railroad. (Marvin)
- Mar. 4, 1847** Terre Haute & Richmond Railroad organized; Chauncey Rose, Pres.; Thomas H. Morrow, Chief Engineer. (Church, C&C)
- Mar. 6, 1847** B&O secures act from Virginia reauthorizing extension to Wheeling on Virginia territory, but striking the Ohio at Fish Creek rather than at Parkersburg as B&O had wanted; City of Wheeling authorized to subscribe \$1 million. (Dilts)
- Mar. 8, 1847** Maryland passes 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, who refused to broker B&O securities until debt resolved.

- Mar. 9, 1847** PW&B Board denies application of Southwark Railroad to run Sunday pleasure cars to Grays Ferry. (MB)
- Mar. 9, 1847** Gen. Winfield Scott lands at Vera Cruz with an army of 10,000 men with the objective of capturing Mexico City.
- Mar. 10, 1847** James Farmer elected Pres. of Cleveland & Pittsburgh Railroad; George R. Eichbaum appointed Principal Engineer and ordered to make final survey between Wellsville and Salem. (MB)
- Mar. 1847** LIRR discontinues steamboat connection to (Norwich or Stonington?) and through express service to Boston. (Morrison - verify)
- Mar. 14, 1847** Maryland & Virginia Steam Packet Company begins operating between Baltimore and Fredericksburg as successor to Baltimore & Rappahannock Steam Packet Company. (Holly)
- 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. 20, 1847** Portion of District of Columbia lying south of the Potomac returned to Virginia as Alexandria County. (Harrison)
- Mar. 27, 1847** U.S. forces under Gen. Winfield Scott force surrender of Vera Cruz, the most powerful fortress in the Western Hemisphere. (EAH)
- 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. (Schotter, MB)
- Mar. 31, 1847** Samuel Vaughan Merrick (1801-1879), 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 foundry while Merrick is Pres. of PRR. (MB, Watkins)
- Apr. 3, 1847** Stockholders of New Brunswick Steam Boat & Canal Transportation Company meet to consider crisis brought on by director John D. Hager's filing in Court of Chancery for appointment of a receiver; Hager believed earnings were being siphoned from treasury; after examination that finds books are in order, stockholders excepting Hager vote to liquidate the company to prevent a court investigation. (Thompson)
- Apr. 5, 1847** PRR obtains temporary office space in the Franklin Institute Building

(now Atwater Kent Museum); Oliver Fuller appointed Secretary; formation of Engineer Corps debated. (MB, Cope Diary)

- Apr. 5, 1847** At request of John E. Thayer & Brother, which now owns 31,003 shares, PW&B Board awards Charles Henry Fisher 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 Wheeling route and against subscription to Pittsburgh & Connellsville.
- Apr. 5, 1847** Columbus voters approve subscribing \$50,000 each to Columbus & Xenia Railroad and Cleveland, Columbus & Cincinnati Railroad. (Marvin)
- Apr. 7, 1847** James H. Weeks 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.
- Apr. 9, 1847** J. Edgar Thomson, Chief Engineer of Georgia Railroad & Banking Company, appointed Chief Engineer of 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. (MB)
- Apr. 12, 1847** City of Columbus subscribes \$50,000 to Cleveland, Columbus & Cincinnati Railroad. (Marvin)
- Apr. 13, 1847** Job R. Tyson, 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 G.W. Leuffer Surveyors; F.C. Lowthorp, Thomas W. Seabrook, M.P. Shaw, Charles McKinley, and Oliver W. Barnes Assistant Engineers. (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. 16, 1847** Canal Commissioners loan PRR engineers all appropriate maps and surveys. (CC)
- Apr. 16, 1847** Magnetic Telegraph Company, formed by Morse and Vail, given the experimental line between Baltimore and Washington; first commercial telegraph company. (verify)
- 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. 18, 1847** George Vaux Bacon 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. (MB)
- Apr. 18, 1847** PRR Board confirms engineer corps for Eastern Division: Samuel H. Kneass and Hother Hagé Principal Assistant Engineers; Thomas T. Wierman 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 at the summit; later a separate Mountain Division is created for the section between Altoona and Johnstown. (MB)
- Apr. 1847** Surveying begins on Eastern Division between Market Street, Harrisburg, and Mifflin. (RRG-Watkins)
- Apr. 18, 1847** Gen. Scott wins Battle of Cerro Gordo.
- Apr. 19, 1847** Mohawk & Hudson Railroad renamed Albany & Schenectady Railroad. (Green Book)
- 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 S.V. Merrick, W.C. Patterson, Stephen Colwell, Henry C. Corbit, and John A. Wright. (MB)
- Apr. 21, 1847** Little Miami Railroad Company reports has contracted for 10-stall

engine house, machine shop and car shop at Pendleton; have contracted with Anthony Harkness for two passenger locomotives and Baldwin for three freight locomotives; John Kilgour elected Secretary, replacing Clark Williams, resigned. (MB)

- Apr. 26, 1847** Canal Commissioners sell a level and transit to PRR for \$145. (CC)
- 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 Board. (MB)
- Apr. 27, 1847** State of Illinois sells the Northern Cross Railroad between Springfield and Meredosia, the only functioning state railroad, to private investors who form Sangamon & Morgan Railroad; later becomes oldest part of Wabash system. (C&NW)
- Apr. 28, 1847** Robert L. Stevens returns to Board of Camden & Amboy Railroad after European vacation. (MB)
- 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 Williamsburgh, purchase Williamsburgh Turnpike Road & Bridge Company at \$37.50 per share and take over or abandon turnpike. (CorpHist)
- 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)
- 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** PW&B agrees to open set of transfer books at John E. Thayer & Brother in Boston; debt reorganization plan completed with issue of new First Mortgage bonds. (MB)
- 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** **Smithsonian Institution established in Washington under the bequest of James Smithson; under its first secretary, Joseph Henry, 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 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 Columbia Railroad locomotives for the two trains of the West Chester Railroad between Belmont and West Chester Intersection. (CC? - see 8/1845)**
- 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 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 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. (Stevens)**
- 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 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 19, 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. (Foster, RRH)

- May 1847** Old Colony Railroad opens own Boston terminal station at Kneeland Street and discontinues use of adjacent Boston & Worcester depot. (Humphrey)
- 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)
- 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 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 11, 1847** Cleveland & Pittsburgh Railroad adopts location via Big Yellow Creek. (MB)
- 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 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** Columbus & Xenia Railroad opens books, after having suspended work in 1845. (Marvin)
- 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 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 Thomson. (MB)
- 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 23, 1847** Canal Commissioners approve contract with John A. Roebling for wire rope for Belmont Plane on Columbia Railroad. (CC)
- 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 Subassistant Engineers, to survey section between Huntingdon and summit of Allegheny Mountain. (MB)
- 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 Michigan City.
- July 1847** J. Edgar Thomson walks 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 line quickly. (Ward)

- July 14, 1847** Baltimore inventor Ross Winans sues Schenectady & Troy Railroad in attempt to enforce his 1834 patent for 8-wheel cars; lines that will form New York Central Railroad bear brunt of defeating Winans's claim, which takes 13 years. (Stevens)
- July 1847** PRR committee arrives in Cincinnati. (Marvin)
- July 16, 1847** B&O committee reports in favor of building to Wheeling. (Dilts)
- July 18, 1847** PRR issues construction contracts for 15 miles on 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 24, 1847** PRR issues certificate to City of Philadelphia for 30,000 shares (\$1.5 million). (Watkins)
- July 28, 1847** PRR Board authorizes first purchase of rails, 7,500 tons, 56#. (MB)
- July 28, 1847** Cleveland & Pittsburgh Railroad contracts 18 miles of Southern Division. (ARJ)
- July 29, 1847** Central Ohio Railroad opens books. (Marvin)
- Aug. 2, 1847** Pennsylvania Governor Shunk declares B&O rights in state null and void as PRR has met conditions of charter. (Watkins)
- 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. 1847** Perth Amboy Steamboat Company, incorporated in 1845, begins operations between New York and New Brunswick with steamer *Antelope*, competing with New Brunswick Steam Boat & Canal Transportation Company. (Thompson)
- Aug. 11, 1847** 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. 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 major investors. (Marvin)
- Aug. 1847** Telegraph arrives in Cleveland. (Marvin)
- Aug. 17, 1847** PRR Road Committee meets with committee from Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad respecting connections. (MB)
- 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** Gen. Winfield Scott wins Battle of Churubusco, 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 harvest season; also carries passengers at 63 cents. (Thompson)
- 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. 26, 1847** Central Ohio Railroad organized; Solomon Sturges of Zanesville, Pres. (Marvin)
- Aug. 31, 1847** Canal Commissioners approve contract for outlet lock on the Delaware Division at New Hope. (CC)
- Sep. 3, 1847** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad accepts 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. 13, 1847** Gen. Scott takes the Fortress of Chapultepec guarding Mexico City and occupies the capital next day. (EAH)
- Sep. 14, 1847** PW&B Board reports has selected site for depot at North East, Md. (MB)
- Sep. 27, 1847** PRR Road Committee authorizes placing 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. 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.
- Oct. 1, 1847** Last rail laid on Madison & Indianapolis Railroad completing line from Franklin to South Street, Indianapolis; first two excursion train arrives from Columbus in afternoon to great celebration, having stopped for lunch at Franklin; passengers from Columbus are unimpressed with what they denigrate as "a couple of baskets of cheese and crackers"; ran short excursion to Greenwood and back and then first trip to Madison; Indianapolis is quickly transformed from an isolated village into a bustling trade center. (AR, Daniels)
- Oct. 5, 1847** Pres. Merrick presents Road Committee with a draft stating the relative positions of the Chief Engineer and Board. (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 rail destined for PRR on banks of Juniata Canal, delaying work by two months.
- Oct. 12, 1847** Pennsylvania Democrats reelect Gov. Shunk, elect Morris Longstreth Canal Commissioner, and retake Pennsylvania House, after Whigs and Native Americans split.
- 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. 13, 1847?** Alfred Kelley elected Pres. of Columbus & Xenia Railroad, replacing Robert Neil, on votes from Columbus and Franklin and Madison Counties. (Marvin)
- Oct. 18, 1847** Cleveland & Pittsburgh Railroad orders work begun between Hudson and Summit. (MB)
- 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). (NH)
- Oct. 25, 1847** Providence & Worcester Railroad opens between Providence and Worcester.
- Oct. 27, 1847** Severe flooding in Susquehanna River watershed; Juniata and West Branch Division Canals put out of service for rest of year; Susquehanna Division suspended for three weeks; as almost all repair funds already spent, Governor Shunk secures \$50,000 emergency loan from banks.
- 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)
- 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. (separate bonds?) (AR)
- 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 to develop mines and furnaces on Upper Peninsula of Michigan; dominant figure is Samuel Livingston Mather (1817-1890); company is unable to purchase land from federal government until 1850.
- Nov. 10, 1847** PW&B agrees with City of Philadelphia that vehicular portion of Grays Ferry Bridge will be a free bridge in perpetuity. (Digest)
- 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. 20, 1847** Canal Commissioners reject application of Gilman Converse to operate his newly-invented canal steamboat on North Branch Canal between Wilkes-Barre and Pittston for 5 years. (CC)
- Nov. 1847** Jonathan Knight issues report on survey for Central Ohio Railroad. (Marvin)
- Nov. 24, 1847** Further floods damage Juniata Division Canal.
- Nov. 26, 1847** PRR issues contracts covering balance of first 40 miles to Lewistown. (AR)
- Nov. 29, 1847** Joint Companies' Executive Committee authorizes 50 cent excursion fare between Bristol and Philadelphia via Tacony. (MB)
- Dec. 1, 1847** J. Edgar Thomson makes 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. 6, 1847** PRR stockholders hold first annual meeting. (MB)
- 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"). (Stevens)
- Dec. 11, 1847** PRR Board raises J. Edgar Thomson's salary to \$5,000 per year plus expenses from Dec. 1. (MB)
- Dec. 13, 1847** Pres. Merrick attends railroad convention in Massillon, Ohio, for a "Great Western Railway" that will extend PRR across Ohio.
- 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. 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.
- 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** Telegraph reaches St. Louis.
- Dec. 28, 1847** Pittsburgh & Connellsville Railroad begins work near McKeesport; builds along Youghiogheny River towards Maryland state line, but construction soon suspended. (AR)
- 1847** Steamboat *John Potter* built at Hoboken by R.L. Stevens for Camden & Amboy Railroad run between New York and South Amboy. (Stanton)
- 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** 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** NC&F completes replacement of flat bar with T-rail. (AR)
- 1847** High foreign demand for U.S. agricultural products produces heavy traffic on eastern trunk lines, including 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.
- 1847** All locomotives on Columbia Railroad rebuilt with inside bearing wheels on trucks and tenders.
- 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.**
- Spring 1847 Tom Scott returns to Public Works as clerk to Alexander Boyd Cummings, Collector of Tolls at West Philadelphia.**
- 1847 Greenport, N.Y.-Allyns Point, Conn., steamboat route abandoned after poor performance of LIRR's Boston service.**
- 1847 Cunard Line begins landing at Jersey City at pier leased from New Jersey Railroad; *Hibernia* is first ship to arrive. (CityofJC)**
- 1847 Old Dominion Steamboat Company begins operating on Rappahannock River to Fredericksburg. (Holly)**
- 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)**
- 1847 Magnetic Telegraph Company reaches Columbus. Ohio. (Marvin)**
- 1847 Work resumes on Wabash & Erie Canal; Jesse L. Williams recalled as Chief Engineer.**
- 1847 Capital of Michigan moved from Detroit to Lansing.**
- 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)**