

**PRR CHRONOLOGY
1852**

March 2005 Edition

- Jan. 1, 1852** Mifflin Shops on PRR completed. (AR)
- Jan. 1, 1852** Canal Commissioners discontinue Sunday train to and from West Chester Railroad. (CC)
- Jan. 1, 1852** Akron Branch of the Cleveland & Pittsburgh Railroad opens between Hudson and Cuyahoga Falls. (AR)
- Jan. 1, 1852** Buffalo & State Line Railroad opens between Dunkirk, N.Y., and Pennsylvania state line. (Poor)
- Jan. 2, 1852** Sunbury & Erie convention convenes at Chinese Museum in Philadelphia. (Rosenberger)
- Jan. 3, 1852** *Evening Bulletin* carries leaked account of Merrick-Haupt dispute with copies of letters as opening salvo in campaign by Haupt and three pro-Thomson directors, Christian Spangler, George Howell and Washington Butcher, to elect Thomson as President in opposition to Merrick and Patterson. (Ward)
- Jan. 3, 1852** Ohio & Pennsylvania Railroad opens between Palestine and Columbiana, Ohio. (AR)
- Jan. 5, 1852** Erie & North East Railroad opens as a 6'-0" gauge line between Erie and New York state line. (Green Book has 1/19!!)
- Jan. 6, 1852** Ohio & Pennsylvania crews working east and west meet at milepost 61 between Columbiana and Salem, Ohio, completing line between Allegheny, Pa. and Alliance, Ohio; connection with Cleveland & Pittsburgh at Alliance creates continuous line between Pittsburgh and Cleveland; running time to Alliance is 3:30. (AR)
- Jan. 6, 1852** James Means elected Pres. of Steubenville & Indiana Railroad, replacing Daniel Kilgore, deceased, after John Brough refuses the position. (MB)
- Jan. 6, 1852** Columbus & Xenia Railroad Board approves subscription of \$68,500 to Central Ohio Railroad. (MB)

- Jan. 7, 1852** Cleveland & Pittsburgh Railroad Board authorizes construction of Hanover Branch, to be paid for out of separate local subscription. (MB)
- Jan. 8, 1852** Ohio & Pennsylvania Railroad Board authorizes issue of \$100,000 in Convertible bonds to fund floating debt; appoints committee to negotiate for iron for use between Wooster and Crestline. (MB)
- Jan. 8, 1852** George Robinson, Chief Engineer pro-tem of Cleveland & Pittsburgh Railroad since July 1850, elected Chief Engineer permanently. (MB)
- Jan. 8, 1852** Columbus & Xenia Railroad Board adopts plan of consolidation with Little Miami Railroad; to have common Superintendent, Treasurer and Auditor but otherwise remain separate. (MB)
- Jan. 9, 1852** Joint Companies' Board rescinds resolution of Aug. 26, 1851 re through emigrant tickets, as PRR has not yet agreed to rate; discusses railroad from Deans Pond to Freehold. (MB)
- Jan. 9, 1852** Ohio & Pennsylvania Railroad rejects request of Dr. __ Hanna and L. Potter of New Lisbon for a branch line; establishes rate of fare between Pittsburgh and Massillon. (MB)
- by Jan. 10. 1852?** PRR extended to connection? with the Portage Railroad at Conemaugh; to be extended to Portage Viaduct by opening of canal navigation in March. (AR)
- Jan. 12, 1852** PW&B stockholders approve issue of \$200,000 in Improvement bonds. (MB)
- Jan. 12, 1852** Canal Commissioners allow PRR a rebate of 20 cents on each emigrant carried over Portage Railroad in winter when canals are closed. (CC)
- Jan. 12, 1852** David Mitchell, Jr., reports on survey for Pittsburgh & Steubenville Railroad. (AR)
- Jan. 14, 1852** Cleveland, Columbus & Cincinnati Railroad stockholders approve contract with Toledo, Norwalk & Cleveland Railroad to guarantee its bonds up to \$200,000; consider merger proposal from Columbus & Xenia Railroad, which is not carried out. (Marvin)
- Jan. 15, 1852** PW&B runs trains across Susquehanna River between Philadelphia and Baltimore on track laid on the ice; cars are moved by cable, not locomotives; freight is swelled because Chesapeake & Delaware Canal is closed by ice, but passengers are fearful of crossing on ice;

operation continues through Feb. 24; total of 1,378 cars of freight, express and mail, totaling 4,000 tons transferred. (MB, AR)

- Jan. 15, 1852** Ohio & Pennsylvania Railroad Board appoints committee to attend PRR stockholders meeting to ask for \$250,000 subscription. (MB)
- Jan. 15, 1852** Indiana Central Railway appoints S. Dillingham of Massachusetts agent for sale of stocks and bonds; authorizes \$800,000 in Convertible bonds to buy iron and lay track; authorizes building bridge over east fork of White Water River if New Castle & Richmond Railroad does not proceed in good faith. (MB)
- Jan. 1852** Central Ohio Railroad opens between Newark and the west bank of the Muskingum River at Zanesville. (Marvin)
- Jan. 1852** Third Inman liner *City of Pittsburgh* arrives in Philadelphia. (Scharf)
- Jan. 16, 1852** Ohio & Pennsylvania Railroad Board approves contract with Ohio Stage Company for through ticketing between Pittsburgh and New Castle, Mercer, Meadville and Erie from Enon Station. (MB)
- Jan. 16, 1852** Indiana Central Railway contracts bridges between Ohio state line and Dublin. (MB)
- Jan.? 1852** Sodus Point & Southern Railroad surveyed by Peter Sours. (ARJ)
- Jan. 19, 1852** New York & Harlem Railroad completed between New York and Chatham, N.Y., connecting with the Albany & West Stockbridge and forming second rail line between New York and Albany/Troy. (RRH)
- Jan. 19, 1852** Erie & North East Railroad opens between Erie and New York state line in direction of Buffalo. (Poor)
- Jan. 21, 1852** PRR Road Committee cuts first class passenger fare from 3 cents per mile to 2.5 cents and through fare by stage to Pittsburgh from \$11.00 to \$10.00 effective Mar. 14. (MB)
- Jan. 21, 1852** PRR Board cuts first class passenger fare from 3 cents per mile to 2.5 cents effective Mar. 1. (Watkins - verify)
- Jan. 21, 1852** Joint Companies' Executive Committee reprimands Isaac Dripps for receiving about \$3,000 in kickbacks over the years from local contractors doing work for Camden & Amboy Railroad; however, Dripps is too essential to the company for them to fire him. (MB)
- Jan. 1852** West Chester & Philadelphia Railroad begins construction. (Val)

- Jan. 1852** Ohio & Indiana locomotive *Lima* arrives in Fort Wayne by canal boat; used for construction train building east. (late Jan.)
- Jan. 27, 1852** Service begins between Philadelphia and Pittsburgh with a 28-mile stage connection between Beatty's and Brinton's and a change of cars at Harrisburg.
- Jan. 27, 1852** Meeting in support of Sunbury & Erie Railroad held at Philadelphia Board of Trade; publish letter from J. Edgar Thomson of Jan. 22, in which he states that S&E is not a rival to PRR and agrees to take 100 shares.
- Jan. 28, 1852** Ohio & Indiana Railroad issues construction contracts between Crestline and Bucyrus and between Upper Sandusky and Mad River & Lake Erie Railroad. (MB)
- Jan. 29, 1852** PRR charter supplement authorizes extension of Blairsville Branch to Indiana, Pa. (PL)
- Jan. 29, 1852** Canal Commissioners order all canals to be closed on Sundays except for passenger packets. (CC)
- Jan. 30, 1852** Canal Commissioners appoint Joseph B. Baker Superintendent of Columbia Railroad replacing A.L. Rounfort. (CC)
- Early 1852** Canal Commissioners make further reductions in tolls.
- Feb. 1, 1852** In evening, James Magee (1802-1878) and others meet with Thomson to convince him that Haupt endangers his ticket; Magee wants his relative, Herman J. Lombaert, to be Superintendent; that same night the Merrick-Patterson faction tries to locate the Commissioners of Spring Garden, who had been instructed to vote for Thomson; pro-Thomson forces hold the Commissioners under guard all night to prevent meeting. (Ward)
- Feb. 2, 1852** In morning before election, Thomson publishes a letter in the *North American* setting out his position on low rates and on raising money by bonds; also notes that Haupt will not stand for reelection; actually Haupt's position is appointive, not elective, so statement is meaningless. (Watkins, Ward)
- Feb. 2, 1852** Merrick and Patterson ousted at annual election, which serves as a referendum on Merrick's and Thomson's conflicting visions of the company; Brown and Lea, the other two pro-Merrick directors are elected by the votes of both factions but decline to serve; as a result of

the election, Haupt's resignation does not take effect; before election, Pres. Patterson issues reply to Thomson's letter, which with other documents is referred to a committee of five to report in four weeks; protest of minority of Commissioners of Northern Liberties against E.T. Mott and John M. Kennedy voting stock of Northern Liberties is tabled; stockholders also approve issue of additional \$7 million in stock. (MB)

- Feb. 3, 1852 New board unanimously elects J. Edgar Thomson third PRR president; begins domination of company by engineer-managers rather than directors; however, S.V. Merrick continues to be active at stockholders' meetings. (MB)
- Feb. 4, 1852 PRR Board approves public appeal for a conditional stock subscription to finish Western Division. (MB)
- Feb. 4, 1852 Columbus & Xenia Railroad adopts plan of consolidation with Cleveland, Columbus & Cincinnati Railroad and Cleveland, Painesville & Ashtabula Railroad calling for joint operation and a joint Executive Committee. (MB)
- Feb. 6, 1852 Pennsylvania passes "gauge law" requiring all railroads lying east of Erie, other than New York & Erie and DL&W in northeastern Pa., to be 4'-8-1/2"; aim is to preserve break of gauge at Erie and frustrate a through route between Cleveland and New York via Buffalo. (PL)
- Feb. 6, 1852 Philadelphia ordinance fixes minimum numbers of horses or mules to be used in moving cars over the City Railroad, from one horse or two mules for a four-wheel car to five horses or seven mules for a section boat. (Digest)
- Feb. 6, 1852 Ohio & Pennsylvania Railroad Board authorizes special tickets for local trains from points between Pittsburgh, Sewickley and Shousetown Lane; to be sold in packages of 20 for \$5.00. (MB)
- Feb. 7, 1852 Canal Commissioner Seth Clover enters protest upholding principle of rotation in office as fundamental tenet of Democratic Party; urges that no one hold an appointment on the Public Works for over three years. (CC)
- Feb. 7, 1852 Delaware act calls for NC&F to pay in lieu of taxes \$10,000 per year for 20 years beginning Jan. 1, 1852; of this, \$6,500 to be paid each year by state for stock of Delaware Railroad. (PL)
- Feb. 7, 1852 Ohio & Mississippi Railroad breaks ground at Illinoistown (East St. Louis). (Smith)

- Feb. 9, 1852** **Steubenville & Indiana Railroad appoints committee to correspond with Pres.-elect John Brough to get him to build and equip the line. (MB)**
- Feb. 9, 1852** **Ohio & Mississippi Railroad breaks ground at Salem, Ill. (Smith)**
- Feb. 10, 1852** **Act of Pennsylvania Legislature permits local governments to subscribe to Sunbury & Erie by issuing bonds; Sunbury & Erie to be exempt from state taxes until earns a minimum of 6%. (PL)**
- Feb. 11, 1852** **PRR elects Edward Miller as Chief Engineer at \$4,000 per year; Edward M. Davis, director representing City of Philadelphia, resigns; Board authorizes Thomson to negotiate for cutting through fares between New York, Philadelphia and Cleveland. (MB)**
- Feb. 11, 1852** **Joint resolution of Delaware Legislature raises sum to be subscribed annually to Delaware Railroad from \$6,500 to \$8,000. (PL)**
- Feb. 12, 1852** **West Chester & Philadelphia Railroad contracts grading to Malone, Clark & Gonder for \$200,000 in stock; they release portion east of Crum Creek to Daniel Tyler & Co., who had bid unsuccessfully for the whole contract. (MB)**
- Feb. 12, 1852** **Edward Miller accepts post of Chief Engineer of Sunbury & Erie Railroad. (MB)**
- Feb. 12, 1852** **Pittsburgh, Kittanning & Warren Railroad (inc. 1837) organized at Pittsburgh; William F. Johnston (1808-1872), Pres., W. Milnor Roberts, Chief Engineer. (C&C)**
- Feb. 14, 1852** **West Chester & Philadelphia Railroad signs construction contract to Malone, Clark & Gonder. (AR)**
- Feb. 16, 1852** **Terre Haute & Richmond Railroad opens between Indianapolis (Capitol Avenue) and Terre Haute. (Church, Val)**
- Feb. 1852** **Work begins on Ohio & Indiana Railroad.**
- Feb. 1852** **Columbus & Xenia Railroad and Cleveland, Columbus & Cincinnati Railroad sign agreement for construction of joint station in Columbus. (Church)**
- Feb. 20, 1852** **Second Delaware joint resolution restores amount to be subscribed to Delaware Railroad from \$160,000 to \$130,000. (PL)**

- Feb. 20, 1852** **Steubenville & Indiana Railroad Board approves offer of Rev. C.C. Beatty to sell \$50,000 of Steubenville Township bonds in New York at 50. (MB)**
- Feb. 20, 1852** **Northern Indiana & Chicago Railroad (later NYC) opens to Englewood (63rd Street), forming complete line between Toledo and Chicago; connects with Rock Island at Englewood to station at 22nd & Clark Streets; first railroad to reach Chicago from the East.**
- Feb. 22, 1852** **Buffalo & State Line Railroad opens between Dunkirk and Buffalo. (Poor)**
- Feb. 23, 1852** **J. Edgar Thomson publishes reply to Patterson's speech at annual meeting clarifying his seeming to waffle on the issue of a bonded debt; blames previous administration's failure to mount big subscription drive early in 1851 as leaving no choice but to borrow or stop work on Mountain Division; says he only wants full public discussion of issue. (Watkins)**
- Feb. 24, 1852** **Last day of operating by PW&B over Susquehanna River ice bridge. (AR)**
- Feb. 24, 1852** **Cleveland & Pittsburgh Railroad Board accepts Chief Engineer Robinson's report on surveys Yellow Creek to Bridgeport and Bayard to New Philadelphia; resolves to purchase two Winans coal-burning locomotives; order location from Bayard to Carroll County Branch. (MB)**
- Feb. 25, 1852** **PRR Road Committee authorizes Pres. Thomson to buy two emigrant cars and goodwill of Leech & Co. for 100 shares PRR stock; upon opening of canals, first class rate is to be \$1.122 per cwt. (MB)**
- Feb. 25, 1852** **Cleveland & Pittsburgh Railroad appoints Isaiah Linton Chief Engineer, replacing George Robinson, resigned. (MB)**
- Feb. 25, 1852** **Joint Resolution of Ohio Legislature asks Virginia to approve route of Pittsburgh & Steubenville Railroad across the Pan Handle and bridge over Ohio River at Steubenville. (Church)**
- Feb. 26, 1852** **Tyson's committee reports that will have bypassed Plane No. 1 by time canal opens; endorses high-volume, low-rate policy, but urges postponement of subscription to Ohio & Pennsylvania Railroad as requiring a funded debt. (Watkins)**
- Feb. 26, 1852** **PRR Board approves purchasing two emigrant cars and goodwill form Leech & Co. for \$5,000. (MB)**

- Feb. 26, 1852** Canal Commissioners waive regular tolls, motive power and wheel charges for PRR's use of Columbia and Portage Railroads and substitute a fixed percentage of total charges similar to the later practice of rate divisions among connecting lines. (CC)
- Feb. 27, 1852** Canal Commissioners authorize 5¢ per barrel rebate on corn meal sent from the Juniata Valley. (CC)
- Feb. 27, 1852** Steubenville & Indiana Railroad cancels Oct. 1851 contract to Dille, Atkinson & Cushing. (MB)
- Feb. 28, 1852** Pennsylvania act authorizes PRR to construct branch from Greensburg to Uniontown, Geneva or Waynesburg. (PL)
- Feb. 28, 1852** Over 440 passengers staying overnight at Mountain House while changing trains at Hollidaysburg; 500 wagons and 2,600 horses being employed to carry freight around gap in PRR.
- Feb. 28, 1852** Steubenville & Indiana Railroad contracts grading second and third divisions to Foster Bros. & Co. (MB)
- Feb. 28, 1852** Indiana passes act authorizing Madison & Indianapolis Railroad to change route to eliminate Madison Incline and for sale of state's interest in company for \$600,000 in state stock or \$300,000 cash. (Church)
- Mar. 1, 1852** Public letter signed by several New York City merchants objects to alleged refusal of PRR to accept westbound goods bought at New York; offer to ship via B&O at equal speed and cost. (USRR&MR)
- Mar. 1, 1852** PRR stockholders refuse request of Ohio & Pennsylvania Railroad for \$250,000 subscription on opposition of City directors; Merrick is in favor of subscription, having made promises to Pittsburghers in 1847; Job Tyson and City directors are opposed; O&P Pres. William Robinson, Jr., asks for full poll of stockholders; issue is referred to a committee of five; also appoint a committee to examine finances; resolve against building or aiding any branch lines until main line is done. (MB)
- Mar. 1, 1852** PRR Board elects William R. Thompson as director from City of Philadelphia. (MB)
- Mar. 1, 1852** PRR cuts passenger rate from 34¢ to 22¢ per mile.
- Mar. 1, 1852** Northern Liberties notifies PRR it will complete its subscription

payments to the full \$500,000. (Watkins)

- Mar. 1, 1852** **Joint agreement (?) between Little Miami and Columbus & Xenia Railroads in effect; roads retain separate boards with common operating management. (NO!! - joint agreement is 11/30/53!! - any agreement this date? - Marvin has pool contract with profits to be divided proportional to stock)**
- Mar. 1, 1852** **William H. Clement of Little Miami Railroad becomes Superintendent of Columbus & Xenia Railroad, replacing Sylvester Medberry, who resigns as Chief Engineer & Superintendent. (MB)**
- Mar. 1, 1852** **Buffalo & State Line Railroad completed between Buffalo and Pennsylvania state line; is 4'-8-1/2"' while road from state line to Erie is 6'-0"' and west of Erie is 4'-10"'. (ARJ, Green Book has 2/22/52!!)**
- Mar. 2, 1852** **Warren County agrees to subscribe \$150,000 to Sunbury & Erie Railroad; only \$40,000 ever paid; Borough of Warren also subscribes \$30,000 in 1852. (Rosenberger)**
- Mar. 2, 1852** **Pittsburgh authorizes subscription for 5,000 shares of Pittsburgh & Steubenville Railroad. (Church)**
- Mar. 3, 1852** **Letter of PRR Secretary Thomas T. Firth responds to charges of New York merchants; notes PRR has only refused to accept goods consigned to it at New York; has temporarily embargoed freight from New York because of temporary shortage of wagons and teams to cover gap between Latrobe and Brinton's. (RW)**
- Mar. 3, 1852** **PRR Board elects Edward T. Mott (representing Northern Liberties) and Joseph Jeanes to replace Brown and Lea. (MB)**
- Mar. 3, 1852** **Flushing Railroad incorporated in New York to build between Hunters Point (Long Island City) and Flushing. (PL)**
- Mar. 4, 1852** **Pennsylvania authorizes resurvey of New Portage Railroad.**
- Mar. 4, 1852** **Cleveland & Pittsburgh opens between Hanover (Kensington) and Wellsville, Ohio, completing line between Lake Erie and the Ohio River. (ARJ, MB)**
- Mar. 5, 1852** **PW&B resumes operation of Susquehanna River train ferry. (MB)**
- Mar. 6, 1852** **PRR Philadelphia emigrant office burned; Francis Funk now Emigrant Agent. (MB)**

- Mar. 6, 1852** Flushing Railroad organized. (Val)
- Mar. 8, 1852** New Castle & Wilmington Railroad Company organized at New Castle. (PWB MB, Val)
- Mar. 9, 1852** PW&B Board reports have rented two rooms in Goldsmith's Hall on Library Street as Philadelphia city passenger station. (MB)
- Mar. 11, 1852** Ohio & Pennsylvania Railroad opens with excursion between Alliance and Massillon, Ohio, on Ohio Canal. (AR)
- Mar. 11, 1852** Pennsylvania passes "Gauge Law" sponsored by Sen. John H. Walker of (Erie?) freezing existing rail gauges within state. (or to be std. east of Pittsburgh and Erie and 4'-10" west of there?)
- Mar. 12, 1852** Canal Commissioners limit all 8-wheel cars with 4" axles to 8 tons and 4-wheel cars to 4 tons; all cars with axles under 4" to be restricted to old loadings and no new cars allowed with axles under 4"; increases loading of cars by 23%, permitting traffic glut to be handled with same amount of rolling stock. (CC)
- Mar. 1852** PW&B cuts Philadelphia-Baltimore fare on New Castle & Frenchtown line to \$2.50, vs. \$3.00 on all-rail line; however, passengers prefer convenience of all-rail route and NC&F traffic drops off dramatically despite lower fare.
- Mar. 1852** Camden & Amboy, PW&B and connecting lines speed up passenger service between New York and New Orleans to meet competition of coastal steamers; fastest running time Philadelphia-Baltimore cut to 4:00.
- Mar. 16, 1852** Raritan Steamboat Company votes to go out of business and offer assets, including steamboat *John Neilson*, to Camden & Amboy Railroad. (Thompson)
- Mar. 17, 1852** Cleveland & Pittsburgh Railroad appoints John Durand General Superintendent. (MB)
- Mar. 18, 1852** David Mitchell, Jr., reports on final location of Pittsburgh & Steubenville Railroad; favors southern route via Burgettstown. (AR)
- Mar. 18, 1852** Henry Wells and William G. Fargo of the American Express Company organize Wells, Fargo & Co. in California to engage in express business between New York and California. (WellsFargo)
- Mar. 19, 1852** Camden & Atlantic Railroad incorporated in N.J. to build from

Camden to Absecon Island, then practically uninhabited; principal backers are Samuel Richards, proprietor of the Atsion Tract, Andrew K. Hay of the Winslow Tract, Stephen Colwell and W. Dwight Bell of the Weymouth Tract, and Jesse Richards of the Batsto Tract, all of who desire outlets for their glass works and iron furnaces; idea of developing a seaside resort is thrown in to attract outside investors. (Val, Prowell, Pierce)

- Mar. 19, 1852** New Jersey resolution authorizes Joint Companies to subscribe for 1,000 shares of Freehold & Jamesburg Agricultural Railroad and unsubscribed balance of Belvidere-Delaware Railroad. (PL)
- Mar. 19, 1852** Sodus Point & Southern Railroad Company incorporated in New York to build from Gorham to Sodus Point. (PL, Val)
- Mar. 20, 1852** Sunbury & Erie Pres. Daniel Miller announces that after a year of negotiations, he has purchased the 5,203 shares of the company held by the trustees of the defunct United States Bank of Pennsylvania at \$10 per share, the amount actually paid in on them. (MB)
- Mar. 22, 1852** PRR Board authorizes Pres. Thomson to go to Harrisburg and work for defeat of proposal to lease Public Works to individuals. (MB - need to check newspaper for more details)
- Mar. 24, 1852** Ohio law permits railroads to change gauge from 4'-10" in order to make roads of uniform gauge from end to end. (Digest)
- Mar. 25, 1852** New Jersey resolution authorizes Joint Companies to subscribe to 1,500 shares of Flemington Railroad & Transportation Company. (PL)
- Mar. 29, 1852** Steubenville & Indiana Railroad Board orders Pres. Means and Chief Engineer Blickensderfer to go to New York to sell \$2 million in bonds and buy iron. (MB)
- Mar. 30, 1852** Canal Commissioners rescind special rate arrangement with PRR and restore regular tolls; permit market men traveling with produce to Philadelphia on market trains to travel at half-fare on presentation of special pass. (CC)
- Mar. 30, 1852** Ohio & Pennsylvania Railroad Board authorizes issue of \$550,000 Convertible bonds and \$200,000 Income Convertible bonds; Stanley station renamed Damascus. (MB)
- Apr. 1, 1852** PRR opens eight miles of Mountain Division between Johnstown and Big Viaduct bypassing Plane No. 1 and Staple Bend Tunnel of

Allegheny Portage Railroad. (ARJ, Watkins - elsewhere Conemaugh to Big Viaduct)

- Apr. 1, 1852** Canal Commissioners reject proposal of PRR for special through rates for use of Columbia and Portage Railroads. (CC)
- Apr. 1, 1852** PW&B discontinues sale of liquor in stations and on boats, including station space rented in non-company buildings. (MB)
- Apr. 1, 1852** Pennsylvania act authorizes purchasers of Franklin Railroad to issue \$400,000 in preferred stock for purpose of rebuilding with heavy rails. (Digest)
- Apr. 2, 1852** Commonwealth of Pennsylvania authorizes new loan of \$850,000 to complete North Branch Extension Canal. (PL)
- Apr. 3, 1852** PRR Board holds special meeting with committee of stockholders; agrees to recommend a loan to complete railroad. (MB)
- Apr. 3, 1852** J. Edgar Thomson writes to Canal Commissioners urging them to abandon the Portage Railroad when PRR's Mountain Division is completed in 1854; PRR offers to carry all traffic between Juniata and Western Division Canals for transporting companies at \$1.25 per ton exclusive of state tax; in return, state to carry freight in PRR cars over Philadelphia & Columbia Railroad at 2¢ per ton-mile and passengers at PRR rates less 20% for use of own cars (emigrants at 33% discount). (MB)
- Apr. 5, 1852** PRR stockholders committee reports that company has accumulated a large floating debt; recommends an issue of bonds but calls for full poll of stockholders; eventually approve \$5,000,000 issue of bonds to complete Mountain Division; resolves to grant no further aid to branch lines unless it can be shown that they will produce net revenue for the PRR; committee headed by Merrick reports on Ohio & Pennsylvania subscription after conferring with City Councils; after stressing promises made to Allegheny County, Merrick recommends purchasing \$250,000 plus additional \$15,000 to connect two lines in Pittsburgh, to be paid for in PRR bonds. (MB)
- Apr. 6, 1852** Indiana Central Railway orders 6,500 tons of rails through H.F. Weld & Co. of Boston. (MB)
- Apr. 7, 1852** PRR Board appoints a special committee to consider location of passenger and freight depots in Philadelphia. (MB)
- Apr. 7, 1852** Indiana Central Railway Board authorizes contracting for bridges between Centreville and Cambridge City. (MB)

- Apr. 8, 1852** **Indiana Central Railway names 12 locomotives on order *Gen. Scott, J.S. Neuman, S. Meredith, H.C. Moore, J.P. Foley, William Butler, Thomas Tyner, Samuel Hannah, Indiana, Old Wayne, Dublin Poney, and Hoosier Poney*; orders shops to be located at Cambridge City. (MB)**
- Apr. 10, 1852** **First meeting to agitate for West Jersey Railroad held at Salem.**
- Apr. 10, 1852** **West Chester & Philadelphia Railroad breaks ground near Glen Mills.**
- Apr. 10, 1852** **Pa. passes act for relief of creditors of Susquehanna Canal Company, permitting funding of floating debt into new stock. (PL)**
- Apr. 12, 1852** **John A. Gamble, Pres. of Canal Commissioners, rejects PRR offer to provide alternative to Portage Railroad; notes PRR's proposed rates for use of Columbia Railroad are lower and for use of PRR in lieu of Portage Railroad are higher than present rates, making a double loss to state. (Haupt)**
- Apr. 1852** **Gov. Bigler vetoes a charter supplement to allow PRR to hold over 100 acres at West Philadelphia, including Powel Estate and two other tracts; Bigler wants this land as a terminal for the Columbia Railroad and believes that if PRR controls the site, it can force transporting companies off the Main Line by denying them adequate Philadelphia terminals.**
- Apr. 13, 1852** **Canal Commissioners allow Chester Valley Railroad to connect with Columbia Railroad at Downingtown. (CC)**
- Apr. 13, 1852** **PW&B Board authorizes sale of property at Camden & Charles Streets, Baltimore, at public auction; reports new New York-Baltimore through ticket with Camden & Amboy Railroad on NC&F route will go into effect when new boat is put on and \$5.00 fare. (MB)**
- Apr. 14, 1852** **Charter supplement changes name of Pittsburgh, Kittanning & Warren Railroad of 1837 to Allegheny Valley Railroad; counties along route and cities of Allegheny and Pittsburgh are authorized to subscribe to stock; projected as 6'-0" gauge link between Pittsburgh and New York & Erie Railroad near Olean. (Digest, C&C)**
- Apr. 14, 1852** **PRR Board approves waiver of responsibility for accidents when carrying livestock. (MB)**
- Apr. 15, 1852** **Cincinnati, Wilmington & Zanesville Railroad issues \$1.3 million**

- First Mortgage bonds secured by mortgage to George S. Coe, trustee. (Church)**
- Apr. 17, 1852** **Steubenville & Indiana Railroad contracts with Winslow, Lanier & Co. to be financial agents in New York. (MB)**
- Apr. 1852** **West Chester Railroad has sold West Chester House at Broad & Race Streets and purchased lot on south side of Market west of 18th Street for depot: continues to run there until July 5.**
- Apr. 19, 1852** **Canal Commissioners set special through rates for Cleveland-Philadelphia passengers at 16 mills per mile on Portage Railroad and 12 mills per mile on Columbia Railroad. (CC)**
- Apr. 21, 1852** **Pennsylvania act authorizes Pittsburgh & Steubenville Railroad to extend across Monongahela River at Pittsburgh and connect with PRR; authorizes City of Pittsburgh and Boroughs of East Birmingham and South Pittsburgh to subscribe to stock. (Church)**
- Apr. 22, 1852** **After three days of voting, PRR stockholders approve subscription of \$250,000 to Ohio & Pennsylvania Railroad, plus additional \$150,000 to build connection in Pittsburgh, by vote of 16,732-1,926. (MB)**
- Apr. 22, 1852** **Canal Commissioners authorize rebate of all tolls over 25¢ per barrel on all flour bound from points in Ohio on Ohio & Pennsylvania Railroad to Philadelphia. (CC)**
- Apr. 23, 1852** **PRR charter supplement authorizes PRR to issue \$3,000,000 in additional stock; purchase land for depots in Philadelphia plus two tracts and an additional 30 acres of the Powelton Estate for yards in West Philadelphia; Gov. Bigler accepts a reduced holding of 30 acres; remainder of Powelton Estate was thus left in hands of old Board, who had taken title to it as trustees. (PL)**
- Apr. 24, 1852** **Isaac E. Haviland reelected Pres. of LIRR, replacing Moses Maynard, Jr., who served a one-year term. (MB)**
- Apr. 24, 1852** **Pa. act authorizes York & Cumberland and Wrightsville, York & Gettysburg railroads to subscribe or loan up to \$500,000 to Susquehanna Railroad; also permits counties of Dauphin, Northumberland, Union and Lycoming and any boroughs therein to subscribe. (Digest)**
- Apr. 24, 1852** **Merchants & Miners Transportation Company incorporated in Md.; operates coastal steamers along Atlantic seaboard. (Blandi, Holly)**

- Apr. 26, 1852** Buffalo & Rochester Railroad opens direct line between Cheektowaga (Depew) and Batavia; old line between Depew and Attica is sold to Buffalo & New York City Railroad on Nov. 1, 1852, and converted to 6'-0" gauge as part of Erie system. (C&RR)
- Apr. 28, 1852** PRR Board approves through tickets between New York/Philadelphia and Cleveland at reduced rate. (MB)
- Apr. 28, 1852** Camden & Amboy Railroad stockholders approve subscriptions to balance of Belvidere Delaware Railroad stock and stock of Flemington Railroad & Transportation Company and Freehold & Jamesburg Agricultural Railroad. (MB)
- Apr. 28, 1852** Pa. act changes name of Franklin Railroad to Chambersburg & Hagerstown Railroad. (Digest, C&C says probable that service suspended as of this date; definitely by Sep. 23, 1853)
- Apr. 29, 1852** Canal Commissioners authorize rebate of 4 cents per cwt. on all westbound through freight and 3 cents per cwt. eastbound, except eastbound pickled pork and beef for which the rebate is 5 cents per cwt. (CC)
- Apr. 1852** Belvidere-Delaware Railroad opens between Lambertville and Tumble, N.J. (Lee)
- Spring 1852** Balance of Steubenville & Indiana Railroad placed under contract. (AR)
- May 1, 1852** Pennsylvania act authorizes Columbia Bank & Bridge Company to sell the Columbia Bridge. (Digest)
- May 1, 1852** Supplement to West Chester & Philadelphia Railroad charter allows it to take possession of land whose compensation is in dispute by paying money to the court before the case is settled. (PL)
- May 1, 1852** Ohio passes new General Incorporation Law and ends special charters. (Marvin)
- May 1, 1852** City of Louisville issues \$200,000 bonds guaranteed by Jeffersonville Railroad to pay for city subscription to \$200,000 in railroad stock. (Church)
- May 4, 1852** Pa. passes Revenue Act calling for temporary loan of \$300,000 to pay interest due on Aug. 1; appropriates \$200,000 to relay north track of Philadelphia & Columbia Railroad from Whitehall towards Lancaster; \$200,000 taken from North Branch Extension

appropriation, plus an additional \$200,000 to build New Portage Railroad bypassing Plane No. and from the foot of Plane No. 4 to the Long Level, plus relaying north track of Long Level with T-rail; \$55,000 to complete Western Reservoir; \$1,200 to old West Philadelphia Canal Company for damages caused by West Philadelphia Railroad; W. Milnor Roberts and Edward F. Gay are to join present engineer Robert Faries in locating the New Portage Railroad between Plane No. 4 and Hollidaysburg. (PL)

- May 4, 1852 Charter supplement permits Beaver, Lawrence, Mercer, Crawford and Erie Counties to subscribe to Pittsburgh & Erie Railroad, providing they accept the Gauge Law. (Church)
- May 4, 1852 Madison & Indianapolis Railroad begins construction of 4.75 mile road to avoid Madison Incline following Clifty Creek and Chair (?) Mill Fork; maximum grade 100 feet per mile; work abandoned in 1855 after expenditure of over \$309,000, and completion of one of two short tunnels. (AR, Watkins)
- May 4, 1852 Pennsylvania act orders W. Milnor Roberts, Edward F. Gay, and Robert Faries to review survey and location of New Portage Railroad between foot of Plane No. 4 and Hollidaysburg; endorse earlier location by Robert Faries. (PL)
- May 4, 1852 Pennsylvania authorizes new \$5 million loan to redeem old loans and interest certificates. (PL)
- May 5, 1852 PRR Board approves grant of \$300 to Eli Bowen to support publication of a guidebook providing uses pictures of PRR. (MB)
- May 5, 1852 Harris & Leech and Bingham's & Dock cut rate to Pittsburgh from 90 cents per cwt. to 75 cents.
- May 6, 1852 PRR charter supplement authorizes an additional \$1,000,000 of capital stock. (PL)
- May 6, 1852 Philadelphia Common Council passes bill for \$1 million subscription to Sunbury & Erie Railroad; Select Council votes to postpone by vote of 7-5; (reversed later?).
- May 6, 1852 Huntingdon & Broad Top Mountain Railroad & Coal Company incorporated in Pa. to build from Huntingdon into Broad Top Coal Field; may hold 1,000 acres of coal land. (PL)
- May 7, 1852 Herman Haupt orders H.J. Lombaert to place smoking cars on all trains to avoid offending female passengers and to chase off any

hoboes who try to ride freight trains without paying. (MB)

- May 8, 1852** Kingwood Tunnel completed on B&O. (Dilts)
- May 1852** PRR expands office lease in American Fire Insurance Company Building to include third floor for Chief Engineer, General Freight Agent and General Ticket Agent. (Watkins)
- May 11, 1852** PW&B Board reports that they have blocked passage of Pennsylvania bill for Philadelphia & Baltimore Central Railroad; orders Chief Engineer Isaac R. Trimble to make soundings of Susquehanna River and plans for bridge piers. (MB)
- May 11, 1852** Indiana passes General Railroad Law. (Church)
- May 12, 1852** Second promotional meeting for West Jersey Railroad held at Elwell's Hotel in Camden; T. Jones Yorke of Salem Chairman.
- May 14, 1852** Maryland act authorizes City of Baltimore to aid construction of York & Cumberland and Susquehanna railroads to Sunbury or Williamsport up to \$500,000 (Digest)
- May 14, 1852** Old Dominion Steamboat Company incorporated in Va. to operate between Fredericksburg and Baltimore. (PL)
- May 15, 1852** Ohio & Pennsylvania Board accepts PRR's \$400,000 subscription; authorizes location of engine house and shop at Massillon. (MB)
- May 15, 1852** Reliance Line cuts through Pittsburgh rate to match Bingham's & Dock.
- May 15, 1852** Sunbury & Erie Board confirms appointment of T. Haskins Du Puy as Engineer of Eastern Division. (MB)
- May 15, 1852** Eastern Shore Steamboat Company incorporated in Md. (Blandi)
- May 15, 1852** Columbus & Xenia Railroad appoints committee to meet with Little Miami Railroad re extending C&X to Dayton. (MB)
- May 1852** Madison & Indianapolis Railroad adds "ladies car" to all trains. (Daniels)
- May 17, 1852** PW&B opens new Philadelphia terminal at Broad Street & Prime Street (Washington Avenue) and vacates station at 11th & Market; new station has eight tracks, 396 x 150 feet; costs over \$65,000; establishes omnibus connections from Broad Street to depot on

- Library Street for 5 cents and to hotels and New York line depots for 12.5 cents. (MB, AR)
- May 17, 1852** Meeting of Philadelphia Board of Trade endorses Hempfield Railroad project.
- May 19, 1852** PRR cuts through fare to Pittsburgh to \$9 via canal and \$10 via stagecoach.
- May 19, 1852** Canal Commissioners grant exclusive operating rights for passenger service on Philadelphia & Columbia Railroad, exclusive of West Chester Railroad, to Bingham & Dock (John Bingham and Jacob Dock) at 5 mills per mile effective July 1; blocks operation of PRR over state railroads. (CC)
- May 20, 1852** Michigan Central completed to Calumet (Kensington) south of Chicago, forming unbroken line from Detroit, using branch of New Albany & Salem Railroad built by MC between Michigan City and Illinois state line; enters city over Illinois Central from Calumet to 22nd Street after Illinois refuses charter to MC; second railroad to enter Chicago from east; Illinois Central is extended along lakefront to 12th Street later in year (?). (Mich RRs, RRH has open 5/21!?!? and also 5/22!?!?)
- May 21, 1852** Ohio & Pennsylvania Railroad Board approves location of engine house and shop at Canton, Ohio. (MB)
- May 22, 1852** Susquehanna Railroad receives letters patent. (Val)
- May 22, 1852** Illinois Central Railroad opens first section from south border of Chicago to connection with Michigan Central Railroad at Indiana state line near Calumet; revenue service begins soon after; later in year, IC extends to 12th Street on own property, where temporary depot is built; underwater land from 12th Street to Chicago River is donated by city in return for railroad building levees and filling lakefront. (Stover)
- May 22, 1852** Samuel Richards of Camden & Atlantic Railroad engages Richard Boyse Osborne (1815-1899), a British civil engineer formerly with the Reading, to make preliminary survey.
- May 22, 1852** Delaware Railroad Company organized at Dover; Samuel Maxwell Harrington, Pres. (Val, C&C)
- May 1852** Herman Haupt begins offering reduced rates for high-volume shipments. (Haupt)

- May 1852** **John D. Hager reopens suit against New Brunswick Steam Boat & Canal Transportation Company on grounds that company had over \$1 million in assets not listed in inventory of 1848 settlement; Hager pursues case through U.S. Supreme Court before case is dismissed in 1861. (Thompson)**
- May 1852** **PW&B abandons use of horses at Philadelphia. (AR)**
- May 24, 1852** **Pittsburgh & Steubenville Railroad adopts southern route via Burgettstown. (AR)**
- May 26, 1852** **Ohio & Indiana Railroad authorizes surveys from Fort Wayne to Warsaw with two routes diverging to Chicago and La Salle; to be paid for by Ohio & Pennsylvania Railroad. (MB)**
- May 27, 1852** **PRR approves rental of old PW&B station at 11th & Market Streets for one year effective June 1 with right of purchase. (MB - note ad. service from 11th & Mkt eff. 5/24)**
- May 27, 1852** **Baltimore, Carroll & Frederick Railroad incorporated in Md. to build from end of Baltimore & Susquehanna's Green Spring Branch through Westminster to Monocacy River in direction of Hagerstown. (PL)**
- May 28, 1852** **PRR Board approves construction of Blairsville-Indiana Branch providing residents subscribe \$140,000 and donate right-of-way. (MB)**
- May 28, 1852** **PRR special committee recommends purchase of PW&B depot at 11th & Market Streets as temporary freight station for anticipated increase in business. (MB)**
- May 28, 1852** **Baltimore & Philadelphia Railroad Company incorporated in Maryland to build on an inland route via Bel Air. (PL, Val)**
- May 31, 1852** **PRR Board sets amount of First Mortgage bonds at \$5 million, of which \$3 million to be issued, convertible into stock before Jan. 1, 1858. (MB)**
- May 31, 1852** **Cambridge City, Ind., authorizes Indiana Central Railway to occupy South 2nd Street. (Church)**
- May 31, 1852** **Indianapolis & Bellefontaine Rail__ opens between Anderson and Muncie. (Sanders - verify)**
- June 1, 1852** **PW&B begins running locomotives between Grays Ferry and Broad**

Street and discontinues use of horses.

- June 1, 1852** **Hanover Branch Railroad of Ohio opens between Hanover (Kensington) on Cleveland & Pittsburgh Railroad and ____.** (ARJ)
- June 2, 1852** **PRR special committee recommends purchase from Craig & Bellas of depot property on south side of Market Street between 13th & Juniper Streets as best location for depot.** (MB)
- June 2, 1852** **Promoters of West Jersey Railroad select Gen. William Cook to make preliminary survey.**
- June 4, 1852** **Camden & Atlantic Railroad organized at Arch Street House, Philadelphia.** (MB)
- June 4, 1852** **Cleveland & Pittsburgh Railroad appoints committee to negotiate for steamboats to run between Pittsburgh and Wheeling, connecting it with PRR and B&O.** (MB)
- June 5, 1852** **Cleveland & Pittsburgh Railroad Board approves contracts for Tuscarawas Extension.** (MB)
- June 8, 1852** **PW&B Board reports that Baltimore & Philadelphia Railroad has been chartered in Maryland and will try to get Pennsylvania charter again next season; authorizes negotiations with B&O for through freight service; authorizes building new train ferry for Susquehanna River; Pres. Felton suggests inducing the Dona Landing & Seaford Line (Dellaware Railroad) to become tributary to PW&B.** (MB)
- June 8, 1852** **Columbus, Piqua & Indiana Railroad approves contract with Indianapolis & Bellefontaine Rail__ to form standard gauge through route between Columbus and Indianapolis.** (Marvin)
- June 8, 1852** **Columbus & Shelby Railroad incorporated in Indiana.** (Church)
- June 9, 1852** **PRR Board authorizes purchase of lots at 13th & Market Streets as freight depot site.** (MB)
- June 10, 1852** **Canal Commissioners begin filling Western Division Reservoir east of Johnstown. (American Canals has this date for complete filling, begun in 3/52)**
- June 10, 1852** **Susquehanna Railroad Company organized; William F. Packer elected Pres.; Anthony B. Warford appointed Chief Engineer.** (Val, C&C, ARJ)

- June 1852** Herman Haupt travels to New York to negotiate with independent ticket agents to route emigrant traffic over PRR instead of New York lines; PRR's passenger traffic is heavily skewed to eastbound, and it had not previously had a New York ticket agent. (Ward)
- June 1852** Chief Engineer Osborne and directors of Camden & Atlantic Railroad first visit proposed terminus on nearly deserted Absecon Island.
- June 12, 1852** Pittsburgh & Steubenville Railroad contracts for entire line to Manfull, Nicholson & Co.. (AR, ARJ)
- June 14, 1852** Indianapolis ordinance authorizes construction of Union Depot between Meridian and Illinois Streets. (Church)
- June 15, 1852** J. Edgar Thomson sends letter to Gov. Bigler protesting the lease of the Philadelphia & Columbia Railroad to Bingham & Dock. (Bigler is Jacob Dock's nephew). (MB)
- June 15, 1852** PRR mortgages property at 13th & Market Street recently purchased from Hugh Craig and Thomas Bellas. (MB) (or Thomas Craig and Hugh Bellas?)
- June 15, 1852** Joint Companies' Executive Committee authorizes purchase of property in Philadelphia between Walnut & Dock Streets and from Water Street to the Delaware River. (MB)
- June 15, 1852** Pa. act authorizes Philadelphia & Sunbury Railroad to borrow \$800,000. (Digest)
- June 16, 1852** Pittsburgh & Steubenville Railroad contracts grading to Virginia state line to Manfull, Nicholson & Co. (Church)
- June 17, 1852** Baltimore ordinance authorizes \$250,000 subscription to York & Cumberland Railroad. (Digest)
- June 17, 1852** Steubenville & Indiana Railroad agrees to build branch to Cadiz if residents provide money for grading and damages; township delivers \$100,000 in bonds. (Church)
- June 18, 1852** Richard B. Osborne completes survey of Camden & Atlantic Railroad.
- June 19, 1852** Ohio & Pennsylvania Railroad Board reviews Allegheny City subscription for \$200,000. (MB)

- June 21, 1852** Horace Bliss, engineer of Baltimore, begins survey of Delaware Railroad between Dona Landing and Seaford via Dover. (Rept)
- June 21, 1852** Belleville & Illinoistown Railroad incorporated in Illinois. (Church)
- June 22, 1852** B&O holds opening excursion to Fairmont, Va. (Dilts)
- June 22, 1852** Charter of Peoria & Oquawka Railroad amended to change terminus of branch line from Shokokon to East Burlington; also authorizes extension eastward from Peoria to Indiana state line to connect with a link to the Toledo, Wabash & Western at Logansport; called Peoria & Oquawka Eastern Extension Railroad; supplement procured by James F. Joy and John Murray Forbes with idea of consolidating line into what eventually becomes Chicago, Burlington & Quincy Railroad. (Church, RRH)
- June 23, 1852** PRR Board receives requests from Marietta & Cincinnati for subscription of \$750,000 and from Hempfield Railroad for \$500,000; Gen. William Robinson, director from Allegheny County protests any aid to Hempfield; Board authorizes Chief Engineer Edward Miller to travel to Europe to place \$3 million PRR bonds. (MB)
- June 24, 1852** Camden & Atlantic Railroad Board hears report of Richard Boyse Osborne on survey from Camden to Absecon Island (Atlantic City). (MB, AR)
- June 24, 1852** Sunbury & Erie Railroad authorizes contracting line between Rockville and Williamsport to J.B. & W.G. Moorhead; conflicts with proposed location of Susquehanna Railroad. (MB)
- June 1852** Edward Miller begins trip to Europe to place PRR bonds. (MB)
- June 28, 1852** PRR agrees to purchase 30 acres of Powelton Estate in West Philadelphia as terminal site, maximum allowed by law; the balance of the estate remains in the hands of the PRR directors as individuals, who are unable to transfer it to the PRR legally. (MB)
- June 29, 1852** PRR Road Committee reads letters of Pres. C. Anthony of (Springfield & Mansfield RR), ___ of Marietta & Cincinnati Railroad, and James ___ and Charles Ellet of Hempfield Railroad; William Robinson of Ohio & Pennsylvania protests any PRR aid to Hempfield; Road Committee rules it is inexpedient to grant their requests for aid, but recommends that private investors and the City of Philadelphia subscribe to the Hempfield and Marietta & Cincinnati. (MB)

- June 29, 1852** Columbus & Xenia Railroad approves proposition of Columbus, Piqua & Indiana Railroad to build into Columbus depot grounds. (MB)
- June 30, 1852** Special Committee reports to PRR Board declining to make a subscription to the Ohio & Pennsylvania Railroad and merely recommending that Philadelphians subscribe to the Marietta & Cincinnati; Board drops any mention of Hempfield Railroad. (MB)
- June 1852** PRR subscribes \$150,000 to Ohio & Pennsylvania Railroad; subscription not paid until construction of Allegheny River bridge (Watkins - not true?! - was some such conditional subscription made in 1852).
- Summer 1852** Pittsburgh & Erie Railroad offers use of its branching powers as means of enabling New York & Erie or Clinton Line interests of building across Pennsylvania.
- July 1, 1852** Herman J. Lombaert promoted to Superintendent of Transportation under Haupt; Augustus L. Roumfort, formerly of Philadelphia & Columbia Railroad, named Assistant Superintendent. (MB)
- July 1, 1852** PRR begin carrying Washington/Philadelphia-Cleveland mail between Harrisburg and Pittsburgh, replacing (one of transporting companies, Eagle Line?); two round trips. (Watkins - apparently PRR became contractor Phila.-Dillerville also)
- July 1, 1852** New ferryboat *Philadelphia* placed on Cortlandt Street run; first trip carries Henry Clay's funeral procession en route from Washington to Kentucky via Buffalo and the Lakes. (HC – but see below)
- July 1, 1852** Camden & Atlantic Railroad appoints Richard B. Osborne Chief Engineer. (MB)
- July 1, 1852** "Parkesburg Accommodation Line" inaugurated on Columbia Railroad; first local timed to allow a full business day in Philadelphia; first predecessor of Paoli Local; originally operates only during canal season. (CCHS)
- July 1, 1852** Columbia Bank & Bridge Company renamed Columbia Bank. (C&C)
- July 1, 1852** Akron Branch of the Cleveland & Pittsburgh Railroad - an independent railroad - opens between Cuyahoga Falls and Akron, Ohio. (AR says 7/5)
- July 1, 1852** Eaton & Hamilton Railroad opens between Hamilton (New River Jct.)

and Eaton. (ARJ)

- July 1, 1852** Cleveland, Columbus & Cincinnati Railroad and Cleveland, Painesville & Ashtabula Railroad execute five-year joint operating agreement; replaced after two and a half years with a through traffic agreement. (Marvin)
- July 2, 1852** Body of Sen. Henry Clay arrives in Philadelphia via PW&B for lying in state at Independence Hall; taken to New York via Camden & Amboy steamboat *Trenton* next day. (Scharf)
- July 3, 1852** Clyde interests begin daily Philadelphia-New York steamboat line stopping at Cape May.
- July 3, 1852** Susquehanna Railroad files for injunction to block Sunbury & Erie Railroad from locating between Harrisburg and Sunbury. (MB)
- July 4, 1852** Baltimore & Susquehanna Railroad local to York collides head on with second section of picnic excursion train returning to Baltimore between Relay House and Riders Grove; 31 killed and 33 seriously injured; excursion train consisted of two coaches and 10 box cars full of people with locomotive running backwards. (BaltAm)
- July 5, 1852** West Chester Railroad changes Philadelphia station from West Chester House at Broad Street near Race to south side of Market Street west of 18th Street.
- July 5, 1852** Construction begins on Pittsburgh & Steubenville Railroad with very limited funds; extension across Pan Handle of Virginia blocked by influence of Wheeling. (AR)
- July 5, 1852** Clinton Line Railroad incorporated in Ohio. (Marvin)
- July 7, 1852** Steubenville & Indiana Railroad Board reports sale of \$449,000 of county and city bonds to Baltimore banking house of Robert Garrett & Sons; adopts standard gauge. (MB)
- July 7, 1852** Marquette Iron Company ships six barrels of iron ore to Cleveland rather than smelting it in Michigan; begins practice of bringing the ore to the coal in Ohio and Pennsylvania; soon after, company is absorbed by Samuel Mather's Cleveland Iron Company.
- July 12, 1852** Freehold & Jamesburg Agricultural Railroad Company organized at Bordentown. (Val)
- July 13, 1852** PW&B Board reports that new Philadelphia terminal works well, but

omnibus connections require revision. (MB)

- July 15, 1852** **PRR opens between Brinton's and Radebaugh's. (PittsGaz)**
- July? 1852** **Joseph D. Potts named to engineer corps of Sunbury & Erie Railroad, beginning long association with that property. (Wilson, MB)**
- July 16, 1852** **City of Allegheny subscribes \$200,000 to Ohio & Pennsylvania Railroad, and PRR subscribes \$250,000; PRR also agrees to subscribe \$150,000 to build connection at Pittsburgh. (AR)**
- July 16, 1852** **Ohio & Indiana Railroad appoints Winslow, Lanier & Co. as agents for ssale of bonds. (MB)**
- July 1852** **PRR secures services of banking house of Overend, Gurney & Co. as London agents for bonds.**
- July 1852** **Herman Haupt establishes a PRR ticket office on Camden & Amboy's Pier No. 1 in New York City; Camden & Amboy demands and receives \$1.05 (20%) of through New York-Pittsburgh fare vs. \$1.55 for PRR and \$2.65 for Public Works.**
- July 1852** **Clinton Line Railroad incorporated in Ohio to build across the northern part of the state from Hudson to connect with Venango Railroad in Pennsylvania. (ARJ)**
- July 21, 1852** **Philadelphia & Savannah Steam Navigation Company sidewheel steamboat *State of Georgia* leaves Philadelphia inaugurating regular steamboat service to Savannah.**
- July 22, 1852** **Baltimore ordinance authorizes city to guarantee the bonds of the York & Cumberland Railroad. (Digest)**
- July 23, 1852** **Canal Commissioners issue circular defending their contract to Bingham & Dock and attacking PRR. (Haupt)**
- July 27, 1852** **Pennsylvania Supreme Court issues injunction against Sunbury & Erie claiming rights or constructing road between Sunbury and Harrisburg and interfering with the Susquehanna Railroad.**
- July 27, 1852** **Cleveland & Pittsburgh Railroad agrees with Darlington Cannel Coal & Railroad Company to carry coal in its cars from Alliance to Cleveland at 75 cents a ton. (MB)**
- July 28, 1852** **Cleveland & Pittsburgh Railroad adopts location between Wellsville and Rochester; authorizes conference with Cleveland, Painesville & Ashtabula Railroad regarding Union Station in Cleveland. (MB)**

- July 29, 1852** Charles Kaighn proposes that Camden & Atlantic Railroad make its Camden terminal at Kaighns Point. (MB)
- July 29, 1852** Canal Commissioners let contracts for balance of New Portage between foot of Plane No. 4 and Hollidaysburg, including tunnel at Gallitzin, and for straightening the Long Level between Planes 1 and 2.
- July 31, 1852** Camden & Amboy Railroad agrees to purchase assets of Raritan Steamboat Company. (Thompson)
- Aug. 3, 1852** Sunbury & Erie Railroad Board appoints committee to deal with Susquehanna Railroad after it secures injunction from Pa. Supreme Court blocking S&E from building between Harrisburg and Sunbury; appoints James L. Randolph Engineer of Western Division. (MB)
- Aug. 4, 1852** New Jersey Railroad opens new ferry house at Cortlandt Street, New York. (HC - also has 8/6 from NJJ)
- Aug. 7, 1852** Union Line and Pittsburgh & Ohio Line cut Pittsburgh rate to 70 cents per cwt.
- Aug. 9, 1852** Springfield & Mansfield Railroad renamed Springfield, Mt. Vernon & Pittsburgh Railroad; to build from Springfield to Delaware and Loudonville, Ohio. (Church)
- Aug. 10, 1852** PW&B Board reports sale of Baltimore property at Charles Street. (MB)
- Aug. 10, 1852** Ohio & Pennsylvania Railroad opens between Massillon and Wooster, Ohio. (AR)
- Aug. 10, 1852** John Brough addresses public meeting in Madison, Ind., in favor of Columbus & Shelby Railroad, in order to regain trade lost to Jeffersonville Railroad and Louisville; Madison council approves \$50,000 subscription later in month. (Daniels)
- Aug. 14, 1852** Bingham's & Dock and Leech's Line cut Pittsburgh rate to 70 cents /cwt.
- Aug. 16, 1852** Canal Commissioners' exclusive contract with Bingham & Dock goes into effect after delay due to shortage of cars; Canal Commissioners' agents refuse to accept PRR passenger and mail cars delivered at West Philadelphia for morning train and attach locomotives only to

cars of Bingham & Dock; also fix interchange with Harrisburg & Lancaster to run via Columbia instead of Dillerville.

- Aug. 1852** Future Lines West VP Thomas D. Messler (1833-1893) becomes a clerk in the auditor's office of the New York & Erie Railroad. (StdHistPitts)
- Aug. 16, 1852** Bingham & Dock open new "Commonwealth Passenger Station" at northeast corner of 18th & Market Streets; is 64' x 180' with three tracks and entrance and offices along 18th Street; under exclusive contract, all passenger cars on Columbia Railroad except those of West Chester Railroad use this station.
- Aug. 16, 1852** PRR Board holds emergency meeting at noon; agree to publish J. Edgar Thomson's open letter "To the People of Pennsylvania," brimming with thinly-veiled contempt for the incompetence and deviousness of the Canal Commissioners and questioning the award to Bingham & Dock without competitive bids or publication; notes that the PRR had purchased the cars of the Eagle Line at \$20,000 more than actual value entirely at the solicitation of John A. Gamble, now President of the Canal Commission as the price of securing better service over the Columbia Railroad; also denies State lost money by operating Portage Railroad last winter; PRR Board authorizes Thomson to take whatever steps necessary to secure PRR's right to have its own cars carried on the Columbia Railroad. (MB)
- Aug. 16, 1852** William B. Foster, Jr., named Chief Engineer of Philadelphia, Easton & Water Gap Railroad (later North Pennsylvania Railroad). (Hare)
- Aug. 17, 1852** In dispute with PRR and its western connections, Canal Commissioners rescind all rebates heretofore granted on passengers carried over the Columbia Railroad except those granted to West Chester Railroad; also set toll on mail on Columbia Railroad at \$250 per mile per year. (CC - Watkins has 8/12 - verify - try PRR MB)
- Aug. 18, 1852** PRR appoints special committee to meet with the transporting companies. (MB)
- Aug. 19, 1852** Ohio & Pennsylvania Railroad Board recommends to stockholders a \$30,000 subscription to the Canton & New Philadelphia Railroad. (MB)
- Aug. 21, 1852** Canal Commissioners raise rates in attempt to force PRR to interchange through passenger trains at Columbia instead of Dillerville; also refuse to exchange passengers at Dillerville; PRR responds by carrying them in stages between Dillerville and

Lancaster; PRR also informs public that they must buy PRR tickets at 11th & Market Streets; Bingham & Dock do not sell PRR tickets, and PRR tickets not good over Columbia Railroad.

- Aug. 21, 1852** B&O opens new Washington station at New Jersey Avenue and C Street, Northeast; designed by Niernsee & Neilsen, Architects. (verify - Dilts says "fall" - BaltAm says "almost done" on 8/24).
- Aug. 25, 1852** Camden & Atlantic Railroad adopts location to 20 miles east of Winslow; John C. DaCosta elected Pres. (MB)
- Aug. 25, 1852** PRR Board recommends that Philadelphians subscribe to Springfield, Mt. Vernon & Pittsburgh Railroad in Ohio but declines a subscription on behalf of PRR. (MB)
- Aug. 26, 1852** Cleveland & Pittsburgh Railroad adopts location of Tuscarawas Extension to New Philadelphia and awards construction contracts. (MB)
- Aug. 1852** Jeffersonville Railroad opens between (Columbus?) and Rockford, Ind.
- Aug. 1852** Herman Haupt hired as Chief Engineer of Southern Railroad of Mississippi (Jackson-Meridian) on recommendation of J. Edgar Thomson (Ward); intends to resign as PRR superintendent effective Nov. 1. (Haupt, Wilson)
- Aug. 28, 1852** Herman Haupt collects documents in PRR's disputes with Canal Commissioners for publication; attacks tonnage tax and again calls for low rates and high volume. (Haupt)
- Aug. 31, 1852** Sunbury & Erie Railroad contracts 42 miles to George Schnabel and Jonathan Nesbit. (ARJ)
- Sep. 1, 1852** Camden & Atlantic Railroad lets contract to Richard B. Osborne. (MB)
- Sep. 1, 1852** Canal Commissioners suspend rebates on through freight carried over Main Line until further notice except those on pickled beef and pork. (CC)
- Sep. 1, 1852** William H. Wilson reports on surveys for Phoenixville & Cornwall Railroad and Lancaster & Pine Grove Railroad from Phoenixville to Pine Grove via Cornwall; becomes nucleus of proposed PRR line to bypass Columbia Railroad. (Rept)

- Sep. 1, 1852** **Jeffersonville Railroad begins operating Rushville & Shelbyville Railroad under 10-year lease.**
- Sep. 4, 1852** **PRR sues Canal Commissioners in State Supreme Court to assert its right to have its own cars moved over the state railroads.**
- Sep. 7, 1852** **PRR Committee on Transportation reports that it will carry cars of transporting companies and others as same rate per mile as PRR is charged on Philadelphia & Columbia Railroad, plus the Tonnage Tax; to be in force until spring. (MB)**
- Sep. 7, 1852** **New York & Erie Railroad leases Paterson & Hudson River Railroad, gaining access to a terminal in Jersey City. (Lucas has 9/10 - agrees to lay third rail between Suffern and Jersey City and spend \$35,000 to widen Bergen Hill Cut)**
- Sep. 8, 1852** **Edward Miller, just returned from Europe, reports to PRR Board his success in creating interest in PRR securities in England. (MB)**
- Sep. 8, 1852** **Pittsburgh ordinance authorizes PRR to lay track in West Street from Liberty Street to Monongahela Wharf and along said wharf to the western line of Ferry Street at an annual rent of \$3,000 per 900 feet frontage. (Digest)**
- Sep. 1852** **Warren borough subscribes \$50,000 to Sunbury & Erie.**
- Sep. 14, 1852** **Camden & Atlantic Railroad purchases Camden terminal site on Coopers Point from J.W. Cooper. (MB)**
- Sep. 14, 1852** **New Castle & Frenchtown sells steamer *George Washington*, formerly used between Frenchtown and Baltimore, to Mr. Peters of Baltimore. (MB)**
- Sep. 14, 1852** **PW&B Board reports completion of new stations at Charlestown and Aberdeen, Md. (MB)**
- Sep. 14, 1852** **Railroad convention held in Warsaw, Ind. for extension of Ohio & Indiana Railroad westward; George H. Hart and Thomas S. Fernon attend for PRR; D.N. White and Jesse R. Straughn for Ohio & Pennsylvania Railroad; Gen. S. Bliss for Ohio & Indiana Railroad; R.P. Morgan and G.C. Benton for Peoria & Burlington (Oquawka?) Railroad; Samuel Hanna and Jesse L. Williams; appoint committee of two from each county; draw up articles for Fort Wayne & Chicago Railroad. (MB)**
- Sep. 14, 1852** **Fort Wayne & Chicago Railroad organized at Warsaw convention;**

- Samuel Hanna elected Pres. (Church, C&C)**
- Sep. 14, 1852** **Canandaigua & Corning Railroad renamed Canandaigua & Elmira Railroad. (Val)**
- Sep. 15, 1852** **Haupt's resignation presented to PRR Board effective Nov. 1. (MB)**
- Sep. 16, 1852** **Charles Henry Fisher successfully bids for entire \$3 million bond issue PRR First Mortgage bond issue at \$103.20. (MB)**
- Sep. 17, 1852** **Edward Miller, who is also Chief Engineer of PRR, submits resignation as Chief Engineer of Sunbury & Erie Railroad; not accepted until 1853. (MB)**
- Sep. 18, 1852** **Little Miami Railroad and Cleveland, Columbus & Cincinnati Railroad establish an evening train between Cleveland and Cincinnati to eliminate overnight stopover for Philadelphia and Pittsburgh passengers at Cleveland.**
- Sep. 19, 1852** **Sunbury & Erie Railroad Board resolves that its line is to be limited to between Sunbury and Erie. (MB)**
- Sep. 21, 1852** **PRR Board votes to exchange \$100,000 of Ohio & Pennsylvania stock for that of the Springfield, Mt. Vernon & Pittsburgh Railroad, provided stockholders approve; defeats a subscription to the Marietta & Cincinnati by 5-3 vote; directs Chief Engineer Miller to investigate all western connections and report at next annual meeting. (MB)**
- Sep. 22, 1852** **Fort Wayne & Chicago Railroad files incorporation papers in Indiana to build from Fort Wayne towards Chicago. (Church)**
- Sep. 24, 1852** **Board of Fort Wayne & Chicago Railroad organizes; Samuel Hanna (1797-1866) of Fort Wayne elected Pres.; Jesse R. Straughn Chief Engineer. (MB)**
- Sep. 1852** **Cleveland, Painesville & Ashtabula Railroad completed between Cleveland and the Pennsylvania state line.**
- Sep. 28, 1852** **Camden & Atlantic Railroad Board appoints Enoch Doughty and Jonathan Pitney to examine title to beach property on Absecon Island. (MB)**
- Sep. 28, 1852** **Sodus Point & Southern Railroad placed under contract. (ARJ)**
- Sep. 30, 1852** **Horace Bliss, Chief Engineer, presents survey and estimate for Delaware Railroad between Dona Landing and Seaford. (Rept)**

- Oct. 3, 1852** Work begins in widening Bergen Hill Cut and laying third rail for New York & Erie Railroad to run trains to Jersey City. (Lucas)
- Oct. 5, 1852** Voters of Elk County approve \$100,000 county subscription to Sunbury & Erie. (Rosenberger)
- Oct. 8, 1852** Elk County grand jury approves subscription of \$39,383 to Allegheny Valley Railroad.
- Oct. 8, 1852** Representatives of Mahoning Valley (?) Railroad, Clinton Line Railroad, Franklin & Warren Railroad, Cleveland, Painesville & Ashtabula Railroad, Erie & New York City Railroad, Pittsburgh & Erie Railroad and Meadville interests meet at American Hotel at Cleveland to discuss offer of Pittsburgh & Erie to allow its branching power to be used to built across the corner of Pennsylvania to link the New York & Erie Railroad with various roads in Ohio. (Reynolds, Mott)
- Oct. 11, 1852** PRR Road Committee recommends complete double tracking of PRR main line. (MB)
- Oct. 12, 1852** PRR Board agrees to carry cars of transporters over PRR at rate equal to that of Philadelphia & Columbia Railroad plus tonnage tax for the winter season. (MB)
- Oct. 12, 1852** Democrats elect William Hopkins Canal Commissioner; retain control of state House.
- Oct. 12, 1852** PW&B Board authorizes building new freight stations at Baltimore and Philadelphia; considers offer of George G. Leiper to connect with his private railroad in return for abandoning its draw span in Crum Creek; reports have ordered new 220 x 35 ferry from Harlan & Hollingsworth and begun new roundhouse and turntable at Broad Street, Philadelphia; Superintendent Isaac R. Trimble reports that all rail has been replaced between Wilmington and Susquehanna River. (MB)
- Oct. 14, 1852** New Castle & Frenchtown orders steamboat *Ohio* sent to be relief boat for Susquehanna River train ferry. (MB)
- Oct. 19, 1852** Canal Commissioners permit cars carrying livestock over Portage Railroad to return empty free of toll; grant rebate of 2 cents per cwt. on anthracite iron shipped by Atkins & Co. from Philadelphia to Pittsburgh; reduce tolls on Ohio wheat from Ohio & Pennsylvania Railroad to \$1.32 per 1,000 lbs. (CC)

- Oct. 22, 1852** Christopher Fallon (1809-1863) replaces Daniel L. Miller, Jr., as Pres. of Sunbury & Erie Railroad; Fallon long had large land holdings in Clinton and Centre County. (MB, Rosenberger)
- Oct. 22, 1852** Hanover Branch Railroad opens between Hanover Jct. and Hanover, Pa.; operated by Baltimore & Susquehanna Railroad. (Poor has 8/1/52 - BaltAm says open to 1.5 m. from Hanover 8/5)
- Oct. 22, 1852** Ohio & Pennsylvania Railroad Board authorizes \$100,000 in 7% bonds to build railroad on location of Springfield, Mt. Vernon & Pittsburgh Railroad from point of junction to southwest, providing Springfield, Mt. Vernon & Pittsburgh will purchase them with interest. (MB)
- Oct. 24, 1852** Inman liner *City of Pittsburgh* burns in harbor of Valparaiso, Chile. (Scharf)
- Oct. 26, 1852** Committee of Cleveland convention begins three days of meetings with Pres. Benjamin Loder of New York & Erie Railroad; Erie agrees to pay cost of preliminary survey across corner of Pennsylvania via Meadville. (Reynolds, Mott)
- Oct. 27, 1852** PRR agrees with Bingham & Dock to carry PRR baggage cars between Philadelphia and Columbia. (MB)
- Oct.? 1852** Buffalo-Rochester direct line opens. (ARJ)
- Oct. 1852** Rock Island opens extension from 22nd Street to downtown (La Salle Street?)
- Fall 1852** Jeffersonville Railroad opens between Jeffersonville and Columbus, Ind. (C&C - not correct segments - shown as open to Columbus in MadDlyCourier of 10/9/52)
- Fall 1852** PRR surveys for branch from Greensburg or Latrobe to Uniontown.
- Nov. 1, 1852** Herman Haupt resigns as General Superintendent to accept post of Chief Engineer of Southern Railroad of Mississippi, which hopes to become part of a Southern transcontinental. (Wilson)
- Nov. 1, 1852** William Cook presents report on survey for railroad from Camden to Cape May; recommends route via Glassboro and Millville over route via Salem. (Prowell, SJer)
- Nov. 1, 1852** City of Madison, Ind., issues \$50,000 in bands to pay for its

subscription to Columbus & Shelby Railroad. (Church)

- Nov. 1, 1852** Charles River Branch Railroad opens between Brookline and Newton Upper Falls, Mass.; operated by Boston & Worcester Railroad. (Humphrey)
- Nov. 7, 1852** Sunbury & Erie requests a \$2 million subscription from City of Philadelphia.
- Nov. 1852** Dauphin & Susquehanna Coal Company contracts for extension of its railroad from Cold Spring Gap to Auburn. (ARJ)
- Nov. 1852** Clinton Line Railroad being surveyed as a 6'-0" line across Ohio. (ARJ)
- Nov. 9, 1852** PW&B Board reports having arranged for freight station at Baltimore; have leased block in Baltimore bounded Canal, Aliceanna, Exeter & President Streets for 99 years; authorizes Treasurer to go to London to defend company against revival of old claim of United States Bank. (MB)
- Nov. 10, 1852** Transporting companies decline winter rates offered by PRR. (MB)
- Nov. 10, 1852** Susquehanna Railroad issues contract for construction between Bridgeport and Sunbury. (see 11/23)
- Nov. 11, 1852** Philadelphia City Councils appoint a fact-finding committee to investigate Sunbury & Erie Railroad. (Rosenberger)
- Nov. 16, 1852** Gen. William Cook presents report of survey for West Jersey Railroad from Camden to Cape May via Millville.
- Nov. 17, 1852** Buffalo & New York City Railroad opens between Hornell on the New York & Erie and Buffalo, giving the Erie a better Lake Erie terminal.
- Nov. 17, 1852** An Ohio-gauge railroad completed between Erie and the Ohio state line by the Cleveland, Painesville & Ashtabula Railroad using the charter of the Franklin Canal Company in order to build across the Erie Triangle in face of opposition from Philadelphia legislators. (10/20 appears to be ICC date; maps has 10/15 for Ohio-Crooked Ck. and 11/17 for Crooked Ck.-Erie)
- Nov. 19, 1852** Camden & Atlantic Railroad Board reports acquisition of ferry between Coopers Point and Vine Street, Philadelphia, from William W. Cooper for \$40,000; authorizes Enoch Doughty and Jonathan Pintney to purchase beach and meadow property on Absecon Island.

(MB)

- Nov. 23, 1852** **PRR Road Committee debates plan of Organization, which is amended and sent to the Board. (MB)**
- Nov. 23, 1852** **Susquehanna Railroad lets contract to Philip Dougherty, Zenus Barnum, George M. Lauman and William R. Travers. (ARJ)**
- Nov. 23, 1852** **Cleveland, Painesville & Ashtabula Railroad opens a continuous railroad of 4'-10" Ohio gauge between Cincinnati and Erie.**
- Nov. 25, 1852** **Union Track Railway (Indianapolis) Board adopts rules under which other companies may be admitted to union terminal arrangement; Indiana Central Railway, Lafayette & Indianapolis Railroad and Lawrenceburg & Upper Mississippi Railroad are then admitted to membership. (Church)**
- Nov. 26, 1852** **New York & Harlem Railroad opens extension from City Hall to Astor House in New York City. (Poor)**
- Nov. 27, 1852** **Andrew K. Hay (-), glass manufacturer of Winslow, elected Pres. of Camden & Atlantic, replacing John C. DaCosta, who declines reelection. (MB)**
- Nov. 29, 1852** **PRR opens between Beattys and Radebaugh forming a complete rail line between Philadelphia and Pittsburgh by using Portage Railroad (including remaining seven inclined planes) over Allegheny Mountain between Hollidaysburg and Viaduct; first train arrives in Pittsburgh in evening. (PittsGaz)**
- Nov. 30, 1852** **Last run of New Castle & Frenchtown steamboat service between Philadelphia and New Castle; run was covered in summer by Cape May boat until Aug. 1855, but without direct train connections for Frenchtown. (MB)**
- Dec. 1, 1852** **PRR begins all-rail revenue service between Philadelphia and Pittsburgh using portions of Portage Railroad; through fare reduced from \$11 to \$9.50; Fast Express Mail runs through in 20:00; mail in 22:00. (PittsGaz)**
- Dec. 1, 1852** **PRR adopts new organization; Financial Dept. divided into Treasury Dept. and Auditor's Dept.; William B. Foster, Jr., named Auditor.**
- Dec. 1, 1852** **Herman J. Lombaert named Superintendent, replacing Herman Haupt, resigned; post of General Superintendent abolished; headquarters of Transportation Dept. moved from Harrisburg to**

Altoona; (create Transportation Dept??, Freight Dept., Passenger Dept.? all from A.J. County!); Construction Dept. created under Chief Engineer. (); Lombaert is credited by Wilson for working out most operating procedures and improvements in detail. (Wilson)

- Dec. 1, 1852** **Transportation Dept. reorganized: George W. Mowry named First Asst. Superintendent in charge of maintenance-of-way; Enoch Lewis (1821-1902) Second Asst. Superintendent in charge of motive power and shops; Tom Scott (1823-1881) Third Asst. Superintendent in charge of Western Division at Pittsburgh; Gen. Augustus L. Roumfort Fourth Asst. Superintendent in charge of passengers and baggage; George C. Franciscus Freight Agent at Pittsburgh. (check cards for earlier org.); Lewis had trained with Philadelphia locomotive builders Eastwick & Harrison; all appointments approved Dec. 15. (MB)**
- Dec. 1, 1852** **Eastern Division created in Transportation Dept. under 4th Asst. Supt. (?? probably exists since 1849!)**
- Dec. 1, 1852** **Henry Howard Houston (1820-1895) promoted to new position of General Freight Agent; organizes Freight Dept. (see above)**
- Dec. 1, 1852** **Cleveland, Columbus & Cincinnati Railroad and Cleveland, Painesville & Ashtabula begin joint operation of line between (Erie? or Buffalo?) and Columbus? or Cincinnati? - see 7/1)**
- Dec. 1, 1852** **Columbus & Xenia Railroad pays first 5% cash dividend. (Marvin)**
- Dec. 1, 1852** **Auburn & Eel River Valley Railroad incorporated in Indiana to run from Auburn & Eel River Valley Railroad in Michigan to Logansport. (Church)**
- Dec. 1852** **First units of Altoona Repair Shops open; over 100 workers transferred from Harrisburg.**
- Dec. 1852** **Tom Scott takes up residence in Pittsburgh; comes in contact with young Andrew Carnegie, then working in public telegraph office, and favors him as messenger for PRR's telegrams. (Wall)**
- Dec. 6, 1852** **First section of New Portage Railroad opens bypassing Plane No. 2.**
- Dec. 9, 1852** **Pacific Railroad of Missouri, later Missouri Pacific, opens first section running west from St. Louis to Cheltenham; first revenue operation of a locomotive west of the Mississippi. (NRHS)**
- Dec. 9, 1852** **Thomas S. Fernon makes fact-finding report to J. Edgar Thomson on Marietta & Cincinnati Railroad.**

- Dec. 10, 1852** Camden & Atlantic Railroad Board appoints committee to examine if ferry boats of William W. Cooper are suitable. (MB)
- Dec. 12, 1852** PW&B Pres. Samuel M. Felton urges measures to defeat New York & Norfolk Air Line charters. (MB)
- Dec. 15, 1852** Williamsport & Elmira Railroad contracts rebuilding and extension to Elmira to King, Stancliffe & Co.
- Dec. 15, 1852** Ohio & Pennsylvania Railroad Board authorizes issue of \$150,000 in Income bonds. (MB)
- Dec. 16, 1852** PRR Board appoints committee to meet with Canal Commissioners at their request to counter competition from rival trunk lines; meetings produce nothing definite. (MB)
- Dec. 16, 1852** Dayton & Cincinnati Railroad begins to drive a four-mile tunnel north from Cincinnati under Walnut Hills. (Church, - is tunnel 4 miles or entire contract? - 4 miles contract!)
- Dec. 16, 1852** Lafayette & Indianapolis Rail__ opens between Lafayette and Indianapolis. (Sanders - verify)
- Dec. 1852** Headings of Gallitzin Tunnel meet. (Watkins)
- Dec. 1852** Indianapolis & Bellefontaine Railroad completed from Indianapolis to Union City, meeting the standard gauge Greenville & Miami Rail__. (Railroads of Indiana, Marvin - verify - Sanders has 1/24/53)
- Dec. 1852** Lafayette & Indianapolis Rail__ completed to Indianapolis with depot between North & St. Clair Streets east of Missouri Street. (Daniels)
- Dec. 1852?** PRR appoints Francis Funk Emigrant Agent at Philadelphia. (NO - earlier, not 12/51)
- Dec. 18, 1852** *Baltimore* launched at Wheeling for Union Line of packets supported by B&O to run Wheeling-Louisville in opposition to Clarke & Thaw and other Pittsburgh steamboat operators; *Thomas Swann* launched following week; eventually a total of seven boats. (Dilts)
- Dec. 20, 1852** Camden & Philadelphia Steam Boat Ferry Company accepts offer of West Jersey Ferry Company to buy half interest in Windmill Island canal. (MB)
- Dec. 22, 1852** PRR Board agrees to subscribe to \$300,000 of Ohio & Indiana

Railroad stock providing stockholders approve. (MB)

- Dec. 23, 1852** **New Castle & Wilmington Railroad opens between Wilmington and New Castle; controlled by PW&B and linking it with NC&F and Delaware Railroad; operated by PW&B under agreement of Dec. 21. (newspaper, Val)**
- Dec. 23, 1852** **Jeffersonville Railroad opens between Rockford and Edinburg, Ind., paralleling the Madison & Indianapolis, which refuses joint operation; Jeffersonville Railroad then plans to reach Indianapolis via Shelbyville Lateral Railroad from Edinburg o Shelbyville and the Lawrenceburg & Upper Mississippi Railroad. (M&I and JRR ARs have 1852! - Church has 12/23/53 which is probably a misprint)**
- Dec. 24, 1852** **Track closed on B&O at Roseby's Rock, 25 miles below Wheeling, completing line from Baltimore to Wheeling. (Dilts)**
- Dec. 24, 1852** **Floods in southern Indiana cause suspension of service over one third of Jeffersonville Railroad. (AR)**
- Dec. 1852?** **Pennsylvania Supreme Court finds in favor of Canal Commissioners; holds that the state railroads are not public highways; the Canal Commissioners have the exclusive right to operate passenger trains and may contract same to Bingham & Dock; the PRR has no right of passage on the public works. (is in 5 Watts & Sergeant 388)**
- Dec. 27, 1852** **Flushing Railroad organized; James Strong, Pres. (see above)**
- Dec. 28, 1852** **Representatives of Ohio railroads hold second meeting with New York & Erie Railroad Pres. Loder; are informed that Erie's financial troubles preclude aid at this time. (Reynolds)**
- Dec. 29, 1852** **Balance of PRR stock (\$62,500) sold to a commercial house in Philadelphia at par.**
- Dec. 29, 1852** **Medway Branch Railroad opens between Norfolk and Medway, Mass.; operated by Norfolk County Railroad. (Humphrey)**
- Dec. 31, 1852** **John A. Gamble, President of Canal Commissioners, writes to PRR noting that PRR can use Columbia Railroad subject to all regulations despite Supreme Court ruling and offering to make arrangements for through freight. (MB)**
- Dec. 31, 1852** **First B&O train leaves Baltimore for Wheeling. (Dilts)**
- 1852** **Delaware & Raritan Canal being deepened by two feet. (AR)**

- 1852** **Richard B. Osborne plats seaside resort on Absecon Island which he names Atlantic City; main avenues named for oceans and cross streets for states; the game board for Monopoly is later derived from this plan.**
- 1852** **William Bender Wilson (1839-1919), son of Thomas Low Wilson and future PRR historian, joins Atlantic & Ohio Telegraph Company. (Wilson)**
- late 1852** **PRR extends freight track from Outer Depot to the Monongahela River at "The Point" near the site of old Fort Duquesne.**
- 1852** **Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad double-tracked between Columbia and Royaltown.**
- 1852** **PRR begins double-tracking of main line.**
1852 **Pennsylvania Legislature orders that New Portage Railroad be built with double track, greatly increasing cost. (check P.L.)**
- 1852** **PW&B completes replacement of last strap rails with T-rails between Baltimore and Havre-de-Grace, Md. (AR)**
- 1852** **Opening of PRR and New York & Erie diverts most western traffic from PW&B/B&O route; PW&B's income from this source falls from \$59,576 in 1848 to \$5,477 in 1852; establishment of steamers on outside route between New York, Charleston and Savannah diverts most deep south business. (PWB AR)**
- 1852** **PW&B builds turntable and roundhouse at New Castle for NC&F and New Castle & Wilmington Railroad. (AR)**
- 1852** **PRR begins first experiments with bituminous coal as a locomotive fuel. (Watkins - AR says 1851 or perhaps very early 1852)**
- 1852** **Philadelphia & Sunbury Railroad rebuilt and locomotive operation restored for first time since 1839 (?)**
- Spring 1852?** **Allegheny County subscribes ___ to Allegheny Valley Railroad. (ARJ has Pittsburgh sub. 400,000 in May 1852)**
- 1852** **New Ohio Constitution eliminates limited liability of corporate stockholders and makes railroad charters exist subject to revocation at pleasure of Legislature. (verify)**
- 1852** **Darlington Cannel Coal Railroad begun. (O&P AR)**

- 1852?** Jesse Straughn, formerly Resident Engineer of Western Division of Ohio & Pennsylvania Railroad, named Chief Engineer of Ohio & Indiana Railroad. (AR)
- 1852** Ohio & Indiana Railroad opens between Crestline and Van Wert and between Monroeville and Fort Wayne with a stagecoach link.
- 1852** Edgington & Wells of Brooke County, Va., have bought entire right of way for Pittsburgh & Steubenville Railroad across Virginia "Panhandle" in fee simple and are building railroad on it, of which about half is in operation. (P&S AR 1/53)
- 1852?** Central Ohio Railroad opens between Zanesville and Newark. (C&X AR says 1851!! - completed Newark Columbus in 1852!)
- 1852** Steubenville & Indiana Railroad names Winslow, Lanier & Co. as New York agent. (AR)
- 1852** Steubenville & Indiana begins surveys for own line between Newark and Columbus via Granville; some right of way procured, but attempts abandoned after 1854. (Church)
- 1852** Ohio repeals requirement that all railroads be 4'-10" gauge; only to be uniform gauge from end to end.
- 1852** Clinton Line Railroad (Ohio) unable to secure charter to cross Pa. (verify)
- 1852** Hillsboro & Cincinnati Railroad opens between Cincinnati and Hillsboro, Ohio; controlled by Little Miami Railroad.
- 1852** Little Miami Railroad removes track from streets at Fulton and East Front Streets, Cincinnati.
- 1852** Little Miami Railroad now carries about 3,000 horses and cattle per year eastward to New York that had previously been driven overland.
- 1852** Little Miami Railroad pays first cash dividend of 10%. (Marvin)
- 1852** Dayton, Xenia & Belpre Railroad opens between Xenia and Dayton, Ohio. (LM, C&X ARs say open early 1854!!)
- 1852** Jeffersonville Railroad begins operating Shelbyville & Knightstown Railroad without formal agreement.

- 1852 **New Albany & Salem Railroad (later part of the Monon) begins construction of branch between Gosport and Indianapolis. (Church)**
- 1852 **Terre Haute & Richmond Railroad opens shops and engine terminal at Terre Haute.**
- 1852 **New Haven & New London Railroad opens; hampered by lack of an eastward connection at New London (what about later New London Northern?)**
- 1852 **Traffic of Erie Canal first exceeds 2 million tons a year.**
- 1852 **First shipment of cattle from the West by rail; 100 head driven overland from Lexington, Ky., to Cincinnati, thence by rail to Cleveland, thence by lake boat to Buffalo, thence on foot to Canandaigua; thence in emigrant cars on NYC to Albany and boat to New York; took about one month. (see note on Portage RR above!); between 1852 and 1854, large quantities of livestock formerly driven overland from Midwest to East Coast markets by turnpike roads diverted to rail shipment in box cars.**
- 1852 **New Brunswick Steamboat & Canal Transportation Company liquidated to prevent further investigation of its dealings with the Joint Companies.**
- ca. 1852 **New Jersey Railroad acquires control of Newark Plank Road & Ferry Company (incorporated Dec. 24, 1849) to preserve the bridge monopoly of the Passaic & Hackensack Bridge Company.**
- 1852 **Buffalo & Rochester Railroad opens direct line between Buffalo and Batavia; old route between Buffalo and Attica sold to Attica & Hornellsville. (Poor - verify)**
- 1852 **Marquette Iron Company sends first six barrels of iron ore to Cleveland on steamboat *Baltimore*; first of the big Great Lakes ore deposits to be opened, supplementing local deposits in the Blue Ridge Province of the Appalachians and making a large Midwest steel industry possible.**
- 1852 **Chisholm, Jones & Co. (later American Steel & Wire Company) and Otis Steel Company inaugurate steel manufacture at Cleveland.**
- 1852 **Iron-hulled steamboat *Richard Stockton* built by Harlan & Hollingsworth of Wilmington for Camden & Amboy run between Camden and Bordentown. (Stanton)**

1852

Robert F. Stockton and __ Aspinwall have developed gold mines in Mariposa District of California. (ARJ)