

PRR CHRONOLOGY
1853

March 2005 Edition

- c. Jan 1, 1853** Portage Railroad planes No. 1 bypassed (by using PRR) and plane No. 3 by New Portage. (plane 3 bypass was to open ca. 1/1/53 - need 1853 AR to note when NP began using PRR between Conemaugh and Viaduct to bypass #1 - 1853 AR says only "during year" - note that PRR open between Conemaugh and Viaduct 4/17/1852; Watkins has NP open to foot of #4 in 1853, bypassing 2 & 3)
- Jan. 1, 1853** PRR begins own through freight service to Pittsburgh (Wilson); first Philadelphia freight station on south side of Market Street above 8th Street, at Bingham & Dock's passenger station. (Wilson - see 4/1/53 below check in AR!! - Wilson also says as 8th & Mkt too small, moved eastbound thru freight to 11th & Mkt on 1/1/53!!)
- Jan. 1, 1853** Canal Commissioners forced to cut tolls to meet competition of rival lines; Commissioners urge repeal of portion of act of Apr. 22, 1846 that prevents them from increasing tolls during the year once set on Jan. 1. as unable to meet flexibility of private railroads. (CC)
- Jan. 1, 1853** New York & Erie Railroad surrenders operation of Canandaigua & Elmira Railroad (formerly the Canandaigua & Corning).
- Jan. 1, 1853** E.J. Sneider, a former agent for Leech's Line, appointed PRR Freight Agent at Philadelphia. (MB)
- Jan. 1, 1853** James C. Clarke replaces father James Clarke (former Canal Commissioner) as PRR Commissioner of Damages for Western & Mountain Divisions. (MB)
- Jan. 1, 1853** First B&O train arrives in Wheeling from Baltimore. (Dilts)
- Jan. 3, 1853** Little Miami Railroad committee reports in favor of alliance and financial aid to Springfield, Mt. Vernon & Pittsburgh Railroad. (MB)
- Jan. 4, 1853** Sunbury & Erie Railroad Board accepts resignation of Chief Engineer Edward Miller. (MB)
- Jan. 4, 1853** Robert Neil elected Pres. of Columbus & Xenia Railroad, replacing Alfred Kelley. (MB)

- Jan. 5, 1853** Pres. Thomson reads conciliatory letter from John A. Gamble of the Canal Commissioners offering to make terms for through freight. (MB)
- Jan. 6, 1853** New Jersey Railroad, Camden & Amboy, PW&B and B&O begin advertising that they will operate a continuous connecting railroad for mails, passengers and express between New York and Washington with connections guaranteed and no long layovers; extra relief trains to be run in the event of delays.
- Jan. 6, 1853** St. Nicholas Hotel, setting a new standard of urban luxury and soon to be the site of many famous railroad conferences, opens at Broadway & Spring Street in New York. (Lockwood)
- Jan. 6, 1853** Bank of England raises discount rate from 2% to 2.5%. (ARJ)
- Jan. 7, 1853** Camden & Atlantic Railroad authorizes purchase of Vine Street ferry at Philadelphia.
- Jan. 7, 1853** Chartiers Valley Railroad Company incorporated in Pa. (C&C)
- Jan. 7, 1853** Ohio & Indiana Railroad Board accepts PRR subscription and through service contract; solicits \$100,000 subscription from Ohio & Pennsylvania Railroad. (MB)
- Jan. 10, 1853** PRR special committee on Philadelphia depot authorizes purchase of high school property on Juniper Street south of Market Street for \$45,000. (MB)
- Jan. 10, 1853** Robert F. Stockton resigns from U.S. Senate to return to Joint Companies; replaced by son-in-law John R. Thomson. (Lane, CongBio)
- Jan. 10, 1853** John Rutter elected Pres. of West Chester & Philadelphia Railroad, replacing John S. Bowen. (MB)
- Jan. 10, 1853** Two excursion trains leave Baltimore for Wheeling over B&O; arrive Wheeling at 2:00 AM Jan. 13 because of delays caused by axle breaking on first train near Mannington. (Dilts)
- Jan. 10, 1853** Huntingdon & Broad Top Mountain Railroad & Coal Company organized at Huntingdon. (Val)
- Jan. 10, 1853** Cincinnati, Cambridge & Chicago Short Line Railway organized at Cambridge City, Ind. (ARJ)

- Jan. 11, 1853** Ohio & Indiana Pres. Merriman and Director Hoagland make presentation to Ohio & Pennsylvania Railroad Board for a \$100,000 subscription; Ohio & Pennsylvania approves and also authorizes issue of \$300,000 Income bonds through Winslow, Lanier & Co. owing to good money market. (MB)
- Jan. 12, 1853** PRR special committee refuses any further compensation for Eli Bowen's *Pictorial Sketch Book of Pennsylvania*, as does not emphasize PRR enough and lacks sufficient illustrations, many of which are actually recycled from other uses. (MB)
- Jan. 12, 1853** Marion & Mississinewa Valley Railroad Company incorporated in Indiana; to build from Union (City) to Marion; John M. Wallace, Pres. (Church, C&C)
- Jan. 15, 1853** New Jersey Railroad approves contract with East Newark Land Company. (MB)
- Jan. 1853** New York and Ohio entrepreneurs meeting in New York agree to build a railroad from Little Valley (Salamanca), N.Y., on the New York & Erie Railroad to Dayton, using the charter of the Pittsburgh & Erie Railroad to cross Pennsylvania. (Felton)
- Jan. 1853** Cincinnati, Wilmington & Zanesville Railroad locates and contracts line between Lancaster and Zanesville to DeGraff, J. & S. Chamberlain & Co. of Cleveland. (ARJ)
- Jan. 1853** Pennsylvania Supreme Court issues injunction vs. Franklin Canal Company brought by State in Erie War by 2-1; in dissenting opinion, Judge __ Lewis holds State has no right to change the natural course of trade or to force it into a tax trap. (ARJ)
- Jan. 18, 1853** William E. Morris elected Pres. of LIRR, replacing Isaac E. Haviland. (MB)
- Jan. 18, 1853** Western Division of Central Ohio Railroad completed between Zanesville and Columbus, except for bridge over Muskingum River. (AR)
- Jan. 19, 1853** Canal Commissioners appoint John Ross Supt. of Motive Power and Supervisor of Repairs of Portage Railroad; he immediately institutes two shifts to deal with night running necessary to pass PRR traffic; Canal Commissioners had made no provision for extra locomotives or men to move increased traffic. (CC)
- Jan. 20, 1853** Indianapolis & Bellefontaine Railroad opens through to Union City.

(ARJ - Sanders has Mon. 1/24 - Marvin says makes connection with Greenville & Miami Rail__, both standard gauge)

- Jan. 20, 1853** Cincinnati, Cambridge & Chicago Short Line Railway incorporated in Indiana to build from New Castle through Cambridge City to Ohio state line in direction of Cincinnati; some work done but not opened. (Church)
- Jan. 20, 1853** Bank of England again raises discount rate to 3%. (ARJ)
- Jan. 21, 1853** Eaton & Hamilton Railroad authorized to build branch line from Eaton to Piqua via Lewisburg, Euphemia and Linton; not done, although some real estate acquired and \$34,000 stock issued. (Church)
- Jan. 24, 1853** Canal Commissioners order all section boat trucks remaining on Philadelphia & Columbia Railroad to be placed on Allegheny Portage Railroad. (CC)
- Jan. 24, 1853** North & South Railroad Company incorporated in Virginia to be part of New York & Norfolk Air Line Railroad. (PL)
- Jan. 24, 1853** Toledo, Norwalk & Cleveland Railroad opens between Toledo and Grafton on the CC&C, completing an all-rail route with changes of cars between Albany and Chicago.
- Jan. 25, 1853** Cincinnati, Cambridge & Chicago Short Line Railway Company incorporated in Indiana, after organization meeting on Jan. 19; to build New Castle-Ohio state line via Cambridge; Caleb B. Smith, Pres.
- Jan. 26, 1853** Canal Commissioners appoint Robert Faries as Engineer for New Portage Railroad. (prob. reappointment! - yes)
- Jan. 26, 1853** Trains of Jeffersonville Railroad and Madison & Indianapolis race on section between Columbus and Taylorsville, where tracks run side by side; Jeffersonville wins easily. (Daniels)
- Jan. 27, 1853** PRR Chief Engineer Edward Miller makes report on potential of western connections; favors Hempfield/Marietta & Cincinnati route as best to southern Ohio, eastern Kentucky, and Tennessee; seen as betrayal by Pittsburgh. (Rept.)
- Jan. 27, 1853** Ohio & Pennsylvania Railroad stockholders approve \$100,000 subscription to Springfield, Mount Vernon & Pittsburgh Railroad in installments of \$12,000 beginning May 2, 1853. (MB)

- Jan. 28, 1853** **Pennsylvania act authorizes Chambersburg & Hagerstown Railroad to issue \$500,000 in bonds. (Digest)**
- Jan. 28, 1853** **James Robinson elected Secretary of Ohio & Pennsylvania Railroad. (MB)**
- Jan. 1853** **PRR builds freight sheds on Monongahela Wharf in Pittsburgh.**
- Jan. 31, 1853** **At PRR Board meeting, Thomson announces that Legislature has approved new contract with Bingham & Dock for three years including provision for PRR to run its cars over the state railroads; through the influence of Gov. Bigler, PRR arranges to buy a one-half interest in Bingham & Dock's property in return for full management, Bingham & Dock retaining half of profits. (MB)**
- Jan. 31, 1853** **Camden & Atlantic committee reports it has purchased 168 acres on Absecon Beach at \$10 per acre.**
- Jan. 31, 1853** **Contractors W.G. and J.B. Moorhead begin construction of Sunbury and Erie between Milton and Williamsport. (Rosenberger)**
- Feb. 1, 1853** **Central Ohio Railroad extends revenue service from Newark to Columbus. (Marvin)**
- Feb. 1, 1853** **Indianapolis & Bellefontaine Railroad begins operating through line between Indianapolis and Union, connecting with the CH&D at Greenville for Cincinnati; establishes through, one-day service between Terre Haute or Lafayette and Cincinnati. (ARJ)**
- Feb. 2, 1853** **Canal Commissioners cut rates on flour and pickled pork from West. (CC)**
- Feb. 2, 1853** **PRR Board authorizes \$500,000 subscription to Marietta & Cincinnati Railroad subject to approval by stockholders; Gen. William Robinson opposes aid to M&C but fails to get \$500,000 subscription to Pittsburgh & Steubenville Railroad. (MB)**
- Feb. 3, 1853** **Philadelphia City Councils agree to subscribe \$2 million to Sunbury & Erie Railroad, providing an additional \$2 million is subscribed by other parties. (Rosenberger)**
- Feb. 1853** **City of Philadelphia subscribes \$500,000 to Hempfield Railroad and \$1 million to Sunbury & Erie Railroad; instructs city directors of PRR to vote in favor of \$750,000 subscription to Marietta & Cincinnati; causes tension between Philadelphia and Pittsburgh backers of PRR; Pittsburgh responds by reviving Pittsburgh &**

- Connellsville Railroad to reach B&O. (, ARJ) District of Spring Garden subscribes \$100,000 to Hempfield Railroad. (Scharf)**
- Feb. 3, 1853** **PRR begins operating separate "Emigrant Line" (train) from Dock Street, Philadelphia to Pittsburgh, connecting with Ohio River steamboats. (may be earlier)**
- Feb. 4, 1853** **Belvidere-Delaware Railroad opens for freight between Tumble and Milford, N.J.; first train of freight and gravel cars operates north and returns with iron ore for Cooper & Hewett. (SG)**
- Feb. 4, 1853** **Camden & Atlantic Railroad Board authorizes completing purchase of Vine Street ferry from W.W. Cooper for cash and stock. (MB)**
- Feb. 5, 1853** **West Jersey Railroad Company incorporated to build from Camden to Cape May. (PL)**
- Feb. 5, 1853** **Illinois authorizes Fort Wayne & Chicago Railroad Company to extend from Indiana state line to Chicago. (Church)**
- Feb. 1853** **Allegheny County Commissioners protest PRR subscription to Marietta & Cincinnati as drawing western trade away from Pittsburgh.**
- ca. Feb. 1853** **PRR begins providing transfer of goods to and from western connections at Pittsburgh. (Hunter-verify from AR)**
- Feb. 1853** **Third division of Bellefontaine & Indiana Railroad opens between Bellefontaine and Sydney. (ARJ)**
- Feb. 7, 1853** **PRR stockholders approve \$750,000 subscription to Marietta & Cincinnati to be paid in PRR stock; M&C President William Parker Cutler (1812-1889) attends to plead case; Pres. William Robinson of Ohio & Pennsylvania protests aid to M&C; also approve \$300,000 subscription to Ohio & Indiana and \$100,000 to Springfield, Mount Vernon & Pittsburgh. (MB)**
- Feb. 7, 1853** **PRR Chief Engineer Edward Miller replaces William B. Foster, Jr., as Chief Engineer of Philadelphia, Easton & Water Gap Railroad (North Pennsylvania Railroad), which is projected from Philadelphia to Waverly, N.Y., via Bethlehem; engineer corps includes Strickland Kneass as Associate Engineer, J.N. Du Barry, and George B. Roberts. (Hare)**
- Feb. 7, 1853** **Chartiers Valley Railroad incorporated in Pennsylvania to build from Pittsburgh via Canonsburg to Washington. (Church)**

- Feb. 9, 1853** PRR Board accepts resignation of Chief Engineer Edward Miller; is presented with an engraved silver pitcher by the engineer corps. (MB, Wilson)
- Feb. 9, 1853** North Western Railroad Company incorporated; to run from point west of Johnstown on PRR via Butler to Cleveland & Mahoning Railroad near New Castle, opening a direct route to Cleveland; Butler County subscribes \$250,000 and Lawrence County \$200,000. (Digest, AR, ARJ); Philadelphia subscribes \$150,000. (Scharf)
- Feb. 10, 1853** William B. Foster, Jr., resigns as Principal Engineer of North Branch Extension Canal to take position with PRR; Matthew A. Gamble (____ of outgoing President John A. Gamble) appointed in his place. (CC)
- Feb. 10, 1853** Mississippi & Wabash Railroad incorporated in Illinois to build between Warsaw and the Indiana state line via Bloomington; permitted to use old right-of-way of Peoria & Warsaw Railroad graded by state in 1830s between Warsaw and Hamilton, although no part of this road is actually taken. (Church)
- Feb. 11, 1853** Sunbury & Erie Railroad Board approves agreement with Franklin Canal Company under which S&E is to receive equal treatment with other railroads entering Erie. (MB)
- Feb. 11, 1853** Pennsylvania act recognizes Cleveland & Mahoning Railroad of Ohio; may extend to connection with Ohio & Pennsylvania Railroad west of New Brighton and a branch to New Castle. (Minor)
- Feb. 11, 1853** Wiggins Ferry Company incorporated in Illinois as successor to ferry rights at St. Louis granted to Samuel Wiggins in 1819. (Church)
- Feb. 11, 1853** Illinois River Railroad incorporated in Illinois to build from Jacksonville to La Salle via Virginia, Pekin and Lacon. (Church)
- Feb. 11, 1853** Macon, Vermont & Bath Railroad incorporated in Illinois. (Church)
- Feb. 12, 1853** Springfield & Pekin Railroad incorporated in Illinois. (Church)
- Feb. 1853** Ohio & Indiana Railroad orders 12,000 tons of rail in Wales.
- Feb. 15, 1853** New Jersey Assembly passes bill for Southern Railroad Company to be part of New York & Norfolk Air Line, running from Keyport to (Camden?); Camden & Amboy uses influence to have bill reconsidered next day. (Lane)
- Feb. 15, 1853** Covington & Ohio Railroad incorporated in Virginia to build a line

from the eastern foot of Alleghany Mountains to the Ohio River at the mouth of the Big Sandy River; because project is beyond the scope of private investors, it entirely state-owned and managed through the Board of Public Works; C.B. Fisk as Chief Engineer; initial appropriation is \$1 million. (C&O)

- Feb. 1853** John Brough resigns as Pres. of Madison & Indianapolis Railroad. (Anderson)
- Feb. 17, 1853** Philadelphia City Councils rescind subscription to Sunbury & Erie Railroad because of disagreement over recent election of Board of Directors, apparently the election of Christopher Fallon to the presidency.
- Feb. 17, 1853** Rocky Hill Railroad & Transportation Company incorporated in N.J. (Val)
- Feb. 17, 1853** Ohio & Pennsylvania Railroad Board authorizes survey for connection to PRR at Pittsburgh. (MB)
- Feb. 18, 1853** Ohio & Pennsylvania Railroad Board authorizes second track between Pittsburgh and Sewickley. (MB)
- Feb. 20, 1853** Ashtabula & New Lisbon Railroad Company incorporated in Ohio; some work done but soon abandoned. (Minor, Church)
- Feb. 21, 1853** Baltimore, Carroll & Frederick Railroad organized in Baltimore & Susquehanna office in Baltimore; Robert M. Magraw (1811-1866) elected Pres. (WM)
- Feb. 22, 1853** Work begins on Susquehanna Railroad, Bridgeport to Sunbury. (ARJ)
- Feb. 23, 1853** PRR Board announces receipt of medal from Royal Commissioners for a model of the Rockville Bridge displayed at the Great Exhibition of 1851. (MB)
- Feb. 23, 1853** Bill for Southern Railroad, running from Keyport to Salem, N.J., east of Camden & Amboy, defeated in N.J. Legislature through opposition of Joint Companies. (NDA)
- Feb. 24, 1853** Supplement to charter of Delaware Railroad permits extension north to connect with New Castle & Frenchtown instead of by steamboat from Dona Landing, thus making it attractive to Philadelphia investors. (PL)

- Feb. 24, 1853** Charter supplement allows Allegheny County to subscribe to 10,000 shares to Pittsburgh & Steubenville Railroad. (Church)
- Feb. 24, 1853** Cincinnati & Fort Wayne Railroad organized to build from Fort Wayne to eastern line of Wayne County; articles not filed until Oct. 8, 1857; Peter P. Bailey elected Pres on Feb. 25. (Church)
- Feb. 25, 1853** Camden & Atlantic Railroad Board authorizes committee to go to Trenton to lobby for charter for Camden & Atlantic Land Company to develop Absecon Island. (MB)
- Feb. 26, 1853** Lock Haven & Tyrone Railroad incorporated in Pa. (Rept)
- Feb. 26, 1853** New Castle & Richmond Railroad renamed Cincinnati, Logansport & Chicago Railway; to build Richmond-Lafayette; John T. Elliott, Pres.; considerable work done, but not completed by this company. (Church, C&C)
- Feb. 28, 1853** Delaware act permits PW&B and NC&F to guarantee bonds of Delaware Railroad. (PL)
- Mar. 2, 1853** PRR approves through tickets with the Pittsburgh & Cincinnati Steam Boat Company.
- Mar. 3, 1853** Pennsylvania act gives PRR right to operate its cars over connecting railroads, providing no interference with Bingham & Dock's contract to operate passenger and mail cars over Columbia Railroad. (PL)
- Mar. 3, 1853** Cleveland & Mahoning Railroad placed under contract. (ARJ)
- Mar. 3, 1853** Congress authorizes transcontinental railroad surveys.
- Mar. 4, 1853** Seven killed in rear-end collision on PRR at Mount Union; first big wreck on PRR. (Shaw)
- Mar. 4, 1853** Camden & Atlantic Railroad Board authorizes \$750,000 bond issue. (MB)
- Mar. 8, 1853** New Jersey Assembly committee reports in favor of extinguishing Camden & Amboy Monopoly and state purchasing line between Camden and South Amboy only. (Lane)
- Mar. 8, 1853** Auburn & Eel River Valley Railroad incorporated in Indiana to build Butler to Logansport.
- Mar. 10, 1853** New Jersey authorizes Joint Companies to subscribe for half the stock

of the Mount Holly & Pemberton Railroad & Transportation Company and the Rocky Hill Railroad & Transportation Company. (PL)

- Mar. 11, 1853** Cincinnati & Fort Wayne Railroad agrees with Four Mile Valley Railroad, incorporated in Ohio on Mar. 12, 1849 to build from Indiana state line to Hamilton, to build lines jointly; Four Mile Valley Railroad never built. (Church)
- Mar. 12, 1853** New Jersey Railroad Board approves branch to Hoboken. (MB)
- Mar. 12, 1853** Williamsport & Elmira Railroad reconveyed to company by purchasers. (Val)
- Mar. 1853** Books opened for Chartiers Valley Railroad; a project of Pittsburgh to tap proposed Hempfield Railroad traffic at Washington.
- Mar. 1853** Jeffersonville Railroad reopens over whole length after repairs flood damage of Dec. 1852. (AR)
- Mar. 14, 1853** Greenville & Miami Railroad contracts to build a second track along the Dayton & Western Railroad between Dodson and Dayton. (Church)
- Mar. 14, 1853** Logansport & Pacific Railroad Company organized at Monticello, Ind., to build from Logansport to Illinois state line; William Chase of Logansport, Pres.; authorizes negotiations with Peoria & Oquawka Railroad. (MB, Church)
- Mar. 15, 1853** Belvidere-Delaware Railroad runs first passenger train to Milford. (SG)
- Mar. 15, 1853** Sunbury & Erie Railroad names Robert Faries Chief Engineer after long deadlock; other candidates included B.H. Latrobe, Jr., W. Milnor Roberts, Charles B. Stuart, S.H. Kneass, James Worrall, Herman Haupt, T. Haskins Du Puy and George W. Leuffer. (MB)
- Mar. 15, 1853** Venango Railroad incorporated in Pennsylvania to build from Ridgway on Sunbury & Erie to Ohio state line. (Poor)
- Mar. 17, 1853** Railroads running between Albany/Troy and Buffalo agree to merge to form New York Central Railroad. (ARJ)
- Mar. 17, 1853** Philadelphia & Baltimore Central Railroad Company incorporated in Pennsylvania to build to Baltimore on an inland route via Oxford. (Val)

- Mar. 17, 1853** **Chambersburg, Greencastle & Hagerstown Railroad incorporated in Pa. with power to acquire property and franchise of Franklin Railroad in Pa. on condition they relay it. (Digest)**
- Mar. 17, 1853** **Ground broken for Allegheny Valley Railroad at Pittsburgh. (AR)**
- Mar. 17, 1853** **Akron Branch of the Cleveland & Pittsburgh Railroad Company renamed Cleveland, Zanesville & Cincinnati Railroad Company. (Church)**
- Mar. 18, 1853** **Meeting of competing lines between Lake Erie and Cincinnati to discuss pooling arrangement; East Route is made up of Cleveland, Columbus & Cincinnati Railroad, Columbus & Xenia Railroad and Little Miami Railroad; West Route is made up of Mad River & Lake Erie Railroad, Junction Railroad, and Cincinnati, Hamilton & Dayton Railroad. (MB)**
- Mar. 19, 1853** **Pennsylvania act authorizes borough of Greensburg to subscribe for 1,000 shares of PRR to finance construction of a branch to Uniontown. (PL)**
- Mar. 19, 1853** **Camden & Atlantic Railroad sells lot on Absecon Beach to William Neligh at \$100 per acre (ten times what railroad paid), he to construct United States Hotel, one wing of which is to be done by July 15. (MB)**
- Mar. 19, 1853** **Ohio & Pennsylvania Railroad makes agreement with J.H. Wade and Thomas T. Eckert for telegraph line between Pittsburgh and Crestline. (Church)**
- Mar. 19, 1853** **Logansport & Pacific Railroad and Peoria & Oquawka Railroad sign agreement pledging consolidation of two roads for period of 20 years after completion. (Church)**
- Mar. 21, 1853** **Baltimore, Carroll & Frederick Railroad renamed Western Maryland Railroad. (PL)**
- Mar. 23, 1853** **Charter supplement permits PRR to subscribe to stock and guarantee bonds of railroads in other states up to 15 percent of its own stock for purpose of directing trade into Pennsylvania; may increase capital stock by \$4,000,000 and elect an additional director to act as Vice President. (PL)**
- Mar. 23, 1853** **PRR Board approves contract with Bingham & Dock arranged through intercession of Gov. Bigler in January (according to a West Chester newspaper says Dock is brother-in-law of Bigler); PRR to**

buy one-half interest in Bingham & Dock and have exclusive management of line; Bingham & Dock to get half profits and remain local agents selling tickets between Philadelphia and Columbia; includes depot at 18th & Market; prior to this time, PRR has no city depot and loaded passengers in the middle of the street. (MB, CCHS)

- Mar. 23, 1853 Maryland revives charter of Eastern Shore Railroad Company; to build Delmar to Crisfield with boat connection to Norfolk. (Val, PL)
- Mar. 24, 1853 Cleveland & Pittsburgh Railroad Board approves placing Wheeling Extension under contract as soon as \$400,000 raised; is to be built on Ohio shore, as both Ohio and Virginia refuse to grant location on Virginia shore or bridge over Ohio River. (MB)
- Mar. 26, 1853 Cincinnati, Cambridge & Chicago Short Line Railway agrees to pool capital with Cincinnati Western Railroad covering entire route from Cincinnati to New Castle; Cincinnati Western Railroad is not built. (Church)
- Mar. 27, 1853 Spreading rails under eastbound B&O passenger train on Cheat River Grade west of Rowlesburg causes last two passenger cars to run downhill and down embankment; 8 killed; first B&O passenger fatalities; competing lines then cite dangers of traveling Cheat River Grade. (Dilts)
- Mar. 28, 1853 Steubenville & Indiana Railroad Board resolves to extend from Coshocton through Mount Vernon to Marion and Lima and orders surveys. (MB)
- Mar. 28, 1853 Columbus & Xenia Railroad makes proposition to operate that portion of Springfield & Columbus Railroad between Springfield and London for through service, providing C&X is its sold outlet to Columbus. (MB)
- Mar. 28, 1853 Board Tree Tunnel opens on B&O. (Dilts)
- Mar. 29, 1853 Subscription books for West Jersey Railroad opened at Camden; few subscribers.
- Mar. 29, 1853 Board Tree Tunnel opens on B&O eliminating use of switchbacks over mountain. (Dilts)
- Spring 1853 Steubenville & Indiana Railroad places Cadiz Branch under contract. (AR)
- Apr. 1, 1853 First portion of new main Philadelphia freight station opens at

southeast corner of 13th & Market Streets; completed Dec. 15, 1854.

- Apr. 1, 1853** John C. DaCosta elected Pres. of Camden & Atlantic Railroad, replacing Andrew K. Hay, resigned; Board authorizes railroad running north and south on Absecon Island. (MB)
- Apr. 1, 1853** B&O declared officially finished over whole length from Baltimore to Wheeling. (Dilts)
- Apr. 1, 1853** Fort Wayne & Chicago Railroad authorizes negotiations with Ohio & Indiana Railroad for common depot at Fort Wayne. (MB)
- Apr. 2 1853** PRR cuts through rate to Pittsburgh from \$1 to 80 cents/cwt.; runs through in 84 hours; Reliance Line, Bingham's Line, Leech's Line and others using canal cut rate to 60 cents.
- Apr. 2, 1853** Pa. act authorizes Philadelphia & Sunbury Railroad to relocate its Sunbury terminus to a point between Cranberry Street (northernmost street in town) and Northumberland Bridge; to construct basin & Wharves connected to Susquehanna River by lock. (Digest) (origin of Horn Track?)
- Apr. 2, 1853** New York act approves New York Central merger. (ARJ)
- Apr. 2, 1853** Steubenville & Indiana Railroad Board hears report that Owl Creek Valley Railroad has pledged to build between Mount Vernon and Marion. (MB)
- Apr. 3, 1853** Altoona Shops complete repairs to first locomotive, the *Greene*.
- Apr. 4, 1853** NC&F resumes Frenchtown-Baltimore steamboat service for season, but uses all-rail route to New Castle instead of steamboat on Delaware River. (MB)
- Apr. 4, 1853** Ohio & Indiana Railroad authorizes common depot with Fort Wayne & Chicago Railroad at Fort Wayne; appoints committee to work for a uniform gauge and through operation between Philadelphia and Fort Wayne. (MB)
- Apr. 5, 1853** Gettysburg Railroad authorized to extend to Waynesboro and the Maryland state line; state grants it the use of any portion of the old Gettysburg "Tapeworm" Railroad right of way, which is not used.
- Apr. 5, 1853** Ohio & Indiana Railroad authorizes \$100,000 subscription to Fort Wayne & Chicago Railroad, payable in O&I bonds. (MB)

- Apr. 5, 1853** St. Mary's Falls Ship Canal Company incorporated in New York by Erastus Corning, with John W. Brooks and James F. Joy of the Michigan Central, to construct a canal between Lakes Superior and Huron for the State of Michigan.
- Apr. 6, 1853** PRR Committee on Telegraph reports; have investigated two systems, House's and Morse's, of which House's is better but more expensive; recommends building own line between Philadelphia and Pittsburgh with large printers at Philadelphia, Harrisburg, Altoona and Pittsburgh and smaller printers at other stations; each passenger train to carry a portable instrument and printer which can be attached to trackside line in case of emergency. (MB)
- Apr. 6, 1853** PRR Board orders construction of own telegraph line between Philadelphia and Pittsburgh. (MB)
- Apr. 6, 1853** Cleveland & Pittsburgh Railroad Board adopts route of Wheeling Extension; orders survey from New Philadelphia to Steubenville & Indiana Railroad. (MB)
- Apr. 7, 1853** West Jersey Railroad again opens books at Camden; only 1,005 shares taken thus far; Robert F. Stockton of Joint Companies subscribes for 4,000 shares.
- Apr. 7, 1853** Pennsylvania act authorizes Beaver and Allegheny Counties to subscribe to Cleveland & Pittsburgh Railroad. (Church)
- Apr. 8, 1853** Pittsburgh & Connellsville Railroad incorporated in Maryland. (Poor)
- Apr. 8, 1853** Ohio & Pennsylvania Railroad opens between Wooster and Mansfield, Ohio. (AR - Pittsburg paper says to Crestline?)
- Apr. 9, 1853** Philadelphia & Trenton Railroad Board authorizes \$2.5 million subscription to Lehigh Valley Railroad designed to build from Easton to the Lehigh Coal Fields at Mauch Chunk; done because P&T is only one of Camden & Amboy companies incorporated in Pa. (MB)
- Apr. 9, 1853** Clinton Line Extension Railroad incorporated in Ohio to build _____. (Marvin - filed in 1854?)
- Apr. 10, 1853** Pa. act authorizes borough of West Chester to subscribe for 4,000 shares of West Chester & Philadelphia Railroad. (PL)
- Apr. 10, 1853** Dauphin & Susquehanna Coal Company begins operating two

passenger trains over whole line between Auburn and Dauphin.
(PubLdgr)

- Apr. 11, 1853** New York act for relief of Williamsburgh Turnpike Road & Bridge Company repeals right of LIRR to take over turnpike for its Williamsburg branch. (CorpHist)
- Apr. 11, 1853** Ohio & Pennsylvania Railroad opens between Mansfield and Crestline, completing line between Allegheny, Pa., and junction with Cleveland, Columbus & Cincinnati Railroad at Crestline, Ohio; forms unbroken line between Allegheny and Cincinnati. (AR, Poor)
- Apr. 11, 1853** After intense lobbying from New York interests, who are alleged to have paid \$50,000 in bribes, Commonwealth of Pennsylvania repeals the 1851 "Gauge Law" requiring all state railroads to be 4'-8-1/2"; opens way for Cleveland, Painesville & Ashtabula to build across Erie Triangle without break of gauge at Erie and for Ohio railroads to build to Pittsburgh; after repeal, Mercer and Lawrence Counties subscribe \$15,000 each to Pittsburgh & Erie Railroad. (ARJ has pass house 4/1)
- Apr. 11, 1853** Cincinnati, New Castle & Michigan Railroad incorporated in Indiana to build from New Castle towards St. Joseph, Mich.; some work done between New Castle and the Wabash River. (Church)
- Apr. 12, 1853** PRR stockholders approve \$750,000 subscription to Marietta & Cincinnati by large margin; also approve subscriptions of \$300,000 to Ohio & Indiana and \$100,000 to Springfield, Mount Vernon & Pittsburgh; almost three time number vote on M&C as other two. (AR, MB)
- Apr. 12, 1853** Lewisburg, Centre & Spruce Creek Railroad incorporated in Pa. (Val)
- Apr. 12, 1853** Representatives of lines between Albany/Troy and Buffalo meet at Syracuse and agree to consolidation. (Stevens)
- Apr. 13, 1853** PRR Finance Committee recommends against loan of \$90,000 to Columbus, Piqua & Indiana Railroad. (MB)
- Apr. 13, 1853** PRR Board authorizes construction of hotel (Logan House) at Altoona. (MB)
- Apr. 13, 1853** PRR places first advertisement for through freight service to West in a New England paper, the *Boston Traveller*; shipments may be forwarded from T Wharf by Boston & Philadelphia Packet Line;

B&O had advertised earlier.

- Apr. 13, 1853** LIRR charter supplement permits steam operation anywhere in Brooklyn, providing a strip of land south of the right of way of the Brooklyn & Jamaica Railroad from Gowanus Lane to Classon Avenue is ceded to the city for street purposes. (CorpHist)
- Apr. 14, 1853** New Jersey Railroad Board approves \$1,000 for survey from Delaware Water Gap to Wilkes-Barre by Col. J.W. Allen, Chief Engineer of Delaware, Lehigh & Wyoming Valley Railroad. (MB)
- Apr. 14, 1853** Ohio & Pennsylvania Railroad notifies Cleveland & Pittsburgh Railroad it will terminate agreement of Aug. 1852 in 90 days, but will consider new agreement. (MB)
- Apr. 1853** Work begins on Hempfield Railroad; lacks \$1 million of \$3 million cost estimate.
- Apr. 1853** Cincinnati, Wilmington & Zanesville begins laying track on Western Division. (ARJ)
- Apr. 15, 1853** Pa. act authorizes York & Maryland Line Railroad to lay double track. (Digest)
- Apr. 15, 1853** Charter supplement authorizes Sunbury & Erie to issue bonds up to \$4 million and increase capital stock by \$2 million; railroad must terminate at Erie harbor. (PL)
- Apr. 1853** Thomas Swann resigns as Pres. of B&O. (Silts)
- Apr. 17, 1853** Chartiers Valley Railroad organized. (Church)
- Apr. 18, 1853** Charter supplement authorizes Philadelphia to subscribe 15,000 shares to North-Western Railroad. (Digest)
- Apr. 18, 1853** Charter supplement authorizes a further increase in stock of \$2 million by Sunbury & Erie, for total of \$10 million. (PL)
- Apr. 18, 1853** Selins Grove Bridge Company incorporated in Pa.; Susquehanna Railroad authorized to subscribe to stock and build track across bridge to Selinsgrove. (Digest)
- Apr. 18, 1853** Nicholson Run & Pine Swamp Railroad & Coal Company incorporated to build from Ohio & Pennsylvania Railroad to New Castle, Pa.

- Apr. 18, 1853** **Ohio & Pennsylvania Railroad authorizes \$100,000 subscription to Fort Wayne & Chicago Railroad. (MB)**
- Apr. 18, 1853** **Pennsylvania act grants Cleveland & Pittsburgh Railroad corporate powers in state. (Church)**
- Apr. 18, 1853** **Charter supplement authorizes Pittsburgh & Steubenville Railroad to provide money or subscription to railroad across Virginia Panhandle. (Digest)**
- Apr. 18, 1853** ***Madison Courier* reports 800 men at work on track up Clifty Creek to bypass Madison Plane; project later called "Brough's Folly" after \$400,000 wasted. (Daniels)**
- Apr. 19, 1853** **Allentown Railroad incorporated in Pennsylvania to build from Allentown to Port Clinton; with Dauphin & Susquehanna Coal Company railroad to form direct route from PRR at Rockville towards New York. (Poor)**
- Apr. 19, 1853** **Chartiers Valley Railroad organized; J.K. Moorhead elected Pres.**
- Apr. 19, 1853** **Pennsylvania authorizes new \$500,000 loan to redeem old loans; Revenue Act appropriates \$350,000 for North Branch Extension, \$187,000 for north track of Philadelphia & Columbia Railroad, and \$513,000 for New Portage Railroad. (PL)**
- Apr. 20, 1853** **Maryland act appoints Robert Fowler, William F. Brannan and John Wolf of Washington County trustees to sell property and franchise of Franklin Railroad in Maryland; purchasers to form new company and relay track. (Digest)**
- Apr. 20, 1853** **Pennsylvania act authorizes Huntingdon & Broad Top Mountain Railroad & Coal Company to extend its railroad to Bedford. (PL)**
- Apr. 20, 1853** **Herman Haupt returns from Southern Railway of Mississippi and is named Chief Engineer of PRR at \$4,000 per year, replacing Edward Miller, resigned. (MB)**
- Apr. 20, 1853** **Charter supplement allows Pittsburgh & Steubenville Railroad to issue bonds; City of Philadelphia authorized to subscribe to stock. (Church)**
- Apr. 20, 1853** **Charles K. Hamilton of New York makes proposal to Logansport & Pacific Railway and Cincinnati, Logansport & Chicago Rail(way) to act as agent for placing bonds in London and elsewhere, purchasing iron, and to act as Treasurer. (MB)**

- Apr. 21, 1853** Two routes between Cincinnati and Lake Erie execute pooling agreement on through traffic; each route is to retain 50% of gross earnings; the other 50% is to be pooled and divided 60% to the eastern route (Little Miami-CC&C) and 40% to the western route (CH&D-MR&LE). (Marvin)
- Apr. 22, 1853** PRR committee authorizes purchase of property at northeast corner of 13th & Market Streets, running to 12th & Filbert Streets. (MB)
- Apr. 23, 1853** Wreck on Camden & Amboy Railroad at Rancocas Creek drawbridge; bridge tender fired. (MB)
- Apr. 23, 1853** City of Pittsburgh subscribes \$400,000 to Allegheny Valley Railroad; later Allegheny County subscribes \$75,000, Armstrong County \$150,000 and Jefferson County \$90,000. (Poor)
- Apr. 23, 1853** Bellefontaine & Indiana Railroad holds celebration of opening line to Bellefontaine from east. (ARJ)
- Apr. 25, 1853** PRR Board approves \$750,000 subscription to Marietta & Cincinnati by exchange of shares; contingent on subscription of \$250,000 from Wheeling. (MB)
- Apr. 25, 1853** Bellefontaine & Indiana Railroad opens for revenue service to Sydney, 23 miles west of Bellefontaine. (ARJ)
- Apr. 25, 1853** Columbus & Shelby Railroad organized in Indiana. (Church)
- Apr. 25, 1853** Fremont & Indiana Railroad Company incorporated in Ohio; to build Fremont to Union City; by 1861 had only completed Fremont to Findlay. (Church - may not be inc. date - see LE&W)
- Apr. 25, 1853** Marion & Logansport Railroad Company organized to build from Marion to Logansport; W.L. Brown, Pres. (Church - C&C has 5/14 - Church has Joseph Lomax Pres.)
- Apr. 27, 1853** PRR announces has bought land for its main passenger depot on north side of Market between 11th & 12th; this later becomes the site of Reading Terminal. (MB)
- Apr. 27, 1853** Lancaster, Lebanon & Pine Grove Railroad Board adopts location between Lebanon and Cornwall; Christian E. Spangler, Pres.; LL&PG has five directors in common with PRR. (MB)
- Apr. 28, 1853** New Jersey Railroad acquires land for depot at foot of Debrosses

Street, New York City. (MB)

- Apr. 28, 1853** Petition introduced in Philadelphia City Councils calling for \$1 million municipal stock subscription to Lancaster, Lebanon & Pine Grove Railroad.
- Apr. 28, 1853** PRR writes to Ohio & Indiana Railroad agreeing to subscribe \$300,000 providing gauge to be same as Ohio & Pennsylvania's and not to discriminate against PRR in through rates. (MB)
- Apr. 30, 1853** Ohio & Pennsylvania Railroad agrees to subscribe \$100,000 to Ohio & Indiana Railroad. (MB)
- Spring 1853** PRR surveys new location for Uniontown Branch via Perryopolis and Redstone.
- May 1, 1853** Commissioners of North-Western Railroad employ Edward Warner, Chief Engineer of the Cleveland & Mahoning Railroad, to run survey. (AR)
- May 1, 1853** Richmond & Miami Railroad completed between Richmond, Ind., and Neels, Ohio; Eaton & Hamilton Railroad completed between Neels and Eaton, forming complete line between Hamilton and Richmond. (Val, ARJ)
- Early 1853** Eaton & Hamilton Railroad opens between Eaton and point on CH&D west of Miami River north of Hamilton, with trackage rights to Hamilton over CH&D. (Church)
- May 2, 1853** John Hare Powel and PRR trustees deed 30 acres of Powelton Estate to PRR and the residue of 93 acres to William C. Patterson and other trustees. (Digest)
- May 2, 1853** Broad Street Market-House Company incorporated in Philadelphia; purchases old West Chester Railroad depot on east side of Broad Street below Race for use as market house. (Scharf)
- May 2, 1853** Little Miami Railroad issues \$1.5 million 6% mortgage on whole line to James F.D. Lanier, trustee. (Church)
- May 2, 1853** Nashville & Chattanooga Railroad Board awards 3,000 shares to J. Edgar Thomson for engineering services since 1847.
- May 3, 1853** West Jersey Railroad organized at Camden; R.F. Stockton and Stevens brothers control company through stock ownership; T. Jones Yorke (1801-1882) of Salem elected Secretary-Treasurer. (Prowell)

- May 3, 1853** Maryland act authorizes town of Hagerstown to transfer its Franklin Railroad stock to any party purchasing the property under the act of Apr. 20, 1853. (Digest)
- May 4, 1853** Lebanon Valley Railroad organized at Reading to build Reading to Harrisburg; Simon Cameron elected Pres.; sees Lancaster, Lebanon & Pine Grove Railroad as rival and attacks its fund-raising efforts.
- May 5, 1853** PRR monthly inspection committee leaves Philadelphia for Pittsburgh. (MB)
- May 5, 1853** Logansport & Pacific Railroad incorporated in Indiana; to build link from Toledo, Wabash & Western Railroad at Logansport to Peoria & Oquawka Railroad at Illinois state line; articles of association drawn up Feb. 18 but not filed until May 5. (Church)
- May 6, 1853** Baltimore & Potomac Railroad Company incorporated; intended to run from Baltimore to tobacco country of lower Western Shore; contains clause permitting unspecified branches up to 20 miles long; this seemingly innocuous power later gives PRR the means of building a line between Baltimore and Washington which the Maryland Legislature would not have sanctioned. (Digest)
- May 7, 1853** Logansport & Pacific Railroad renamed Logansport & Pacific Railway; agrees with Cincinnati, Logansport & Chicago Railway for through running; approves proposal of Charles K. Hamilton of New York to act as agent and Treasurer and buy iron. (MB, Church)
- May 9, 1853** West Jersey Railroad organized at Salem; Robert F. Stockton elected Pres. and William Cook named Chief Engineer. (Val, Prowell)
- May 10, 1853** Maryland act authorizes Baltimore & Susquehanna Railroad to build a branch to the Patapsco River east of Jones Falls and also from a point on the main line south of Woodberry Mills down the west side of Jones Falls to the Patapsco River. (Digest)
- May 10, 1853** Lock Haven & Tyrone Railroad organized; Christopher Fallon, Pres. (HistCentCo, Rept)
- May 11, 1853** Pennsylvania act authorizes PRR to build telegraph between Philadelphia and Pittsburgh. (PL)
- May 11, 1853** Cleveland & Pittsburgh Railroad contracts for Wheeling Extension. (MB)
- May 12, 1853** New Jersey Railroad Executive Committee agrees to meet with CNJ

regarding a union depot at Jersey City. (MB)

- May 12, 1853** Logansport & Pacific Railroad renamed Logansport & Pacific Railway. (Val)
- May 14, 1853** Jersey City passes ordinance increasing speed of trains on Railroad Avenue from 6 MPH to 20 MPH, providing New Jersey Railroad fences right-of-way and installs manned gates at all street crossings. (Lucas)
- May 14, 1853** Canal Commissioners approve contracts for extending North Branch Extension Canal from Athens to New York state line to meet Junction Canal. (CC)
- May 14, 1853** John B. Jervis and George Alfred Hamilton of New York and James Pullen of Cincinnati elected directors of Logansport & Pacific Railway. (MB)
- May 16, 1853** Canal Commissioners approve PRR building siding for its own use at West Philadelphia; beginnings of West Philadelphia yard. (CC)
- May 16, 1853** Ohio & Pennsylvania Railroad inaugurates express train between Allegheny and Crestline, running through in 7:00 or 14:15 to Cincinnati; cuts travel time between these points from 78 hours by steamboat to 15 hours for passengers and 36 hours for freight. (AR, Poor)
- May 16, 1853** Toledo, Norwalk & Cleveland Railroad opens between Cleveland and Toledo. (ARJ - verify)
- May 17, 1853** In wake of Rancocas Creek wreck, Camden & Amboy Railroad adopts new running regulations: all conductors, engineers, switchmen and bridge tenders to be furnished with watches at company expense; conductor and engineer are to compare watches with each other and with a standard clock at the beginning of each run and turn them in at the end; express trains limited to 45 MPH and way trains to 30 MPH, with a 50% reduction on curves and certain bridges; conductors are to be responsible for trains and must walk through cars between stops; two brakemen are to be always on duty, one on the gig-top and one on the front platform of the rear car; no smoking or drinking while on duty; standard bell and whistle signals adopted, as well as rules governing meets and late running. (MB)
- May 17, 1853** Joint Companies' Executive Committee agrees to operate a steamboat between Camden and the foot of Washington Street to connect with PW&B; agrees to request of PRR for through tickets from New York

to Pittsburgh and Cincinnati at 2 cents a mile. (MB)

- May 17, 1853** Martinsville & Franklin Railroad opens between Martinsville and Franklin, Ind.; operated by Madison & Indianapolis Railroad under 5-year lease. (GrnBk)
- May 1853** Night running of freight trains for PRR ends on Portage Railroad; passenger trains continue to operate at night for whole year. (CC)
- May 1853** Work begins on Cleveland & Mahoning Railroad. (ARJ)
- May 1853** Clinton Line Railroad is located between Hudson and Parkman, Ohio. (ARJ)
- May 1853** Indianapolis & Bellefontaine-Bellefontaine & Indiana Railroad line completed between Galion, Ohio, and Indianapolis. (Daniels - verify)
- May 1853** Indiana Central Railway completed as far east as Centerville. (Daniels - verify)
- May 17, 1853** PRR special committee reports on plan for Altoona station (Logan House); to be brick building on plan of Strickland Kneass; to be done by time Mountain Division opens. (MB)
- May 17, 1853** Twelve railroad companies linking Albany and Troy with Buffalo and Niagara Falls merge to form the New York Central Railroad Company; merger retroactive to May 1.; then largest U.S. railroad in terms of mileage, capitalization and net worth (?? check); also controls line between Buffalo and Erie.
- May 20, 1853** PRR elects William B. Foster, Jr., as its first Vice President and additional director; accounting methods systematized along lines devised by Thomson when on Georgia Railroad as revised by Thomson and Lombaert. (MB)
- May 20, 1853** PRR charter supplement permits transfer of remaining 62 acres of the Powelton Estate to a trustee on behalf of PRR. (PL)
- May 20, 1853** PRR appoints J. Edgar Thomson and city directors to lobby City of Philadelphia and Northern Liberties for a subscription to the Lancaster, Lebanon & Pine Grove. (MB)
- May 21, 1853** Fort Wayne & Chicago Railroad placed under contract.
- May 23, 1853** Chief Engineer Richard B. Osborne issues second report on railroad from Camden to Absecon Island. (Rept)

- May 24, 1853** PRR Road Committee recommends against free portage (pick up & delivery) at Philadelphia; authorizes Pres. Thomson to examine hotel property at Latrobe offered to PRR by Oliver W. Barnes. (MB)
- May 24, 1853** Worcester Railroad incorporated in Maryland; to be part of New York & Norfolk Air Line, connecting the Lewes & Millsboro Railroad in Delaware with the North & South Railroad in Va. (Val)
- May 24, 1853** Ohio & Indiana Railroad Board resolves that \$100,000 subscription to Fort Wayne & Chicago Railroad is not to be made until O&I finished. (MB)
- May 25, 1853** PRR committee reports on monthly inspection; recommends better stations at Huntingdon and Johnstown; finds cuts west of Gallitzin are too steep for soft strata and should be cut down when second track is built; recommend Pittsburgh train shed be lengthened; suggest contracting freight business to two merchant houses rather than one; finds \$1.50 charged by Ohio & Pennsylvania Railroad for drayage between O&P and PRR stations in Pittsburgh too high; complain that extra stops for Adams Express has increased time for "Express Line" from 19:00 to 23:30. (MB)
- May 25, 1853** Tuscarawas Branch of Cleveland & Pittsburgh Railroad opens between Bayard and Oneida, Ohio. (ARJ)
- May 28, 1853** Sunbury & Erie contracts for piers on 150 acres of waterfront donated by City of Erie.
- May 24, 1853** Robert Faries resigns as Engineer of New Portage Railroad; replaced by General Thomas G. Pomeroy; Faires had been named Chief Engineer of Sunbury & Erie in March. (CC)
- May 25, 1853** Cleveland & Pittsburgh Railroad opens branch between Bayard and Oneida, Ohio.
- May 28, 1853** PRR Road Committee orders General Superintendent to stop Adams & Co. from delaying the *Fast Line*; heavy express business has stretched schedule from 19:00 to 21:30. (MB)
- May 30, 1853** Buffalo & Allegany Valley Railroad incorporated in New York; to build from Buffalo to Pennsylvania state line as part of through route to Pittsburgh. (Val)
- May 30, 1853** Columbus & Xenia Railroad Board authorizes construction of eating house at junction of Cleveland, Columbus & Cincinnati Railroad in

Columbus. (MB)

- May 30, 1853** **Indianapolis & Cincinnati Railroad opens between Lawrenceburg and Greensburg. (ARJ)**
- May 31, 1853** **New Jersey Railroad Board notes have been unable to get clear rights from Associates of the Jersey Company to Jersey City waterfront between Montgomery and Wayne Streets for enlarging depot; only solution is to buy Associates of the Jersey Company; appoint committee to negotiate for rights or purchase at \$500 per share. (MB)**
- May 31, 1853** **North-Western Railroad organized; Charles C. Sullivan, Pres.; directors are local people from Butler and Lawrence Counties. (AR)**
- June 1, 1853** **New York Central opens direct route between Syracuse and Brighton, just east of Rochester, N.Y.; old line via Auburn retained for local traffic (Stevens)**
- June 1, 1853** **Belvidere-Delaware Railroad begins regular passenger service to Milford. (date of first newspaper tt. - SG)**
- June 1, 1853** **West Jersey Railroad begins final survey between Camden and Cape May.**
- June 1, 1853** **Ohio & Pennsylvania Board notes more wheat and flour being offered than have cars to carry it; authorize shipments in cars owned by individuals. (MB)**
- June 1, 1853** **Charles River Branch Railroad extended from Newton Upper Falls to Needham, Mass. (Humphrey)**
- June 2, 1853** **Bank of England raises discount rate from 3% to 3.5%. (ARJ)**
- June 4, 1853** **Broad Street Market opens in former West Chester Railroad depot on east side of Broad Street, below Race; not financial success; property later reverts to city and is used as an armory. (Scharf)**
- June 5, 1853** **Columbus, Piqua & Indiana Railroad holds opening excursion between Columbus and Pleasant Valley (Plain City), 18 miles; revenue service begins with mixed train on June 6. (Marvin)**
- June 7, 1853** **Fort Wayne & Chicago Railroad issues construction contracts. (MB)**
- June 7, 1853** **Iron Bollman truss designed by Albert Fink opens over Monongahela River at Fairmont, Va., on B&O; then longest iron railroad bridge. (Dilts)**

- June 8, 1853** PRR approves purchase of Arsenal property in West Philadelphia for \$30,000.
- June 8, 1853** Two-day convention of persons interested in Columbus, Piqua & Indiana, Marion & Mississinewa Valley and others meet at Marion, Ohio; Marion & Mississinewa Valley Railroad agrees to complete Union City-Marion, and Columbus, Piqua & Indiana to furnish rolling stock and operate it; old paper companies from Marion to Peru and Peru to Chicago to be dissolved, and a new company to be formed to build between Marion and Chicago. (ARJ)
- June 9, 1853** Canal Commissioners establish special low rate of \$1.32 per ton on gas coal between Westmoreland County and Philadelphia. (CC)
- June 10, 1853** Jeffersonville Railroad obtains use of Lawrenceburg & Upper Mississippi Railroad between Shelbyville and Indianapolis to complete its line to Indianapolis. (Church)
- June 1853** Another year of extreme low water on Ohio River begins; open above Louisville for barely 20 days until frozen in December.
- June 1853** Franklin & Warren Railroad placed under contract. (ARJ)
- June 15, 1853** Property of Franklin Railroad (1836) in Maryland sold at foreclosure to John N. Hutchinson. (Digest)
- June? 1853** NC&F resumes summer excursion service between Philadelphia, New Castle and Cape May with steamboats *Thomas Powell* and *Gen. McDonald*. (MB)
- June 1853** Columbus & Shelby Railroad begins construction in Indiana. (Church)
- June 1853** Benjamin Franklin Jones (1824-) joins Bernard and John Lauth and Samuel Kier, all former proprietors of Mechanics Line on Main Line, for Jones, Lauth & Co. and establishes a rolling mill on south side of the Monongahela opposite Pittsburgh. (HistPitts - verify, may be 1852)
- June 16, 1853** New Jersey Railroad declares extra 10% dividend. (MB)
- June 16, 1853** New ferryboat *D.S. Gregory* placed in revenue service on Cortlandt Street run. (HC)
- June 16, 1853** Columbus & Xenia Railroad agrees with Dayton, Xenia & Belpre Railroad to subscribe for \$50,000 paying C&X 6% bonds to purchase

iron for railroad between Xenia and Dayton; Dayton, Xenia & Belpre to adopt 4'-10" gauge and operated through service. (MB)

- June 17, 1853** **Steubenville & Indiana Railroad declares Foster Bros. & Co. contract forfeited and relets 21 sections. (MB)**
- June 18, 1853** **Camden & Atlantic Railroad establishes new ferry between Vine Street, Philadelphia, and Coopers Point, Camden; until construction of own boats, will use steamboat Coopers Point. (PubLdgr)**
- June 19, 1853** **Employees on Portage Railroad strike over lack of pay for one month and arrearages up to 16 months; 1852 appropriation was insufficient to cover extensive night running in 1851-52 and much overtime not reported to Supt.; in meantime employees were forced to sell claims for wages to local brokers, including Bryan, Gleim & Co. of Hollidaysburg, at 10% discount; after new appropriation of Apr. 19, had to redeem IOUs from brokers and were left short. (CC)**
- June 20, 1853** **P. O'Reilly surrenders contract to build Camden & Atlantic Railroad; relet to John H. Osborne, brother of Chief Engineer Richard B. Osborne.**
- June 20, 1853** **West Jersey Railroad breaks ground at 7th Street in Camden.**
- June 23, 1853** **PRR Board approves subscription of \$100,000 to Springfield, Mount Vernon & Pittsburgh through exchange for stock of Ohio & Pennsylvania. (MB)**
- June 23, 1853** **Fort Wayne & Chicago Railroad contracts with Amasa Wright and Samuel Russell for purchase of depot site in Chicago, to be paid for in bonds. (MB)**
- June 24, 1853** **PRR Board authorizes survey of Lancaster, Lebanon & Pine Grove to be made at PRR expense; authorizes exchange of \$35,000 of Marietta & Cincinnati for equal amount of Maysville & Big Sandy Railroad (Maysville-Lexington, Ky.) at par. (MB)**
- June 24, 1853** **Baltimore passes ordinance guaranteeing \$1 million in 6% Convertible bonds of Pittsburgh & Connellsville Railroad. (AR)**
- June 25, 1853** **Ohio & Indiana Railroad Board authorizes resale of PRR stock given in payment of PRR's subscription. (MB)**
- June 27, 1853** **New Jersey Railroad Board notes that contract with CNJ about to expire July 1, NJRR now demands that equal amounts of CNJ traffic move to and from New York by NJRR and CNJ's Elizabethport**

- ferry; last year, 90% of traffic went via Elizabethport. (MB)
- June 27, 1853** Pittsburgh authorizes subscription to 3,000 shares of Chartiers Valley Railroad. (Church)
- June 29, 1853** Stockholders of lines between Albany/Troy and Buffalo approve merger into New York Central Railroad (NYC). (Stevens)
- July 1, 1853** Canandaigua & Niagara Falls Railroad opens between Canandaigua and Niagara Falls, N.Y.; leased by Canandaigua & Elmira Railroad; give 6'-0" Erie system access to Suspension Bridge gateway.
- July 1, 1853** Central Military Tract Railroad, a predecessor of the CB&Q, contracts with Peoria & Oquawka Railroad to fix junction at Galesburg, Ill. (RRH)
- July 4, 1853** Ashtabula & New Lisbon Railroad organized; did some work between Ashtabula and Bristolville, but no portion completed.
- July 4, 1853** *Peoria and Burlington*, first locomotives of Peoria & Oquawka Railroad, arrive at Peoria from Hinckley works. (RRH)
- July 4, 1853** Marvin Kent breaks ground for Franklin & Warren Railroad in Ohio. (Reynolds)
- July 5, 1853** New York Central Railroad holds first Board meeting. (ARJ - Stevens says 7/6)
- July 6, 1853** Col. Stevenson, President of Maysville & Big Sandy Railroad addresses PRR Board; PRR agrees to a further exchange of \$65,000. (MB)
- July 6, 1853** Steubenville & Indiana Railroad Board authorizes employing an engineer to evaluate Owl Creek Valley Railroad and its extension to Lima, along with probable purchase price; authorizes negotiations with Little Miami Railroad for through line to Cincinnati, joint depot in Columbus, etc. (MB)
- July 6, 1853** Board of New York Central Railroad organized. (Poor)
- July 7, 1853** Erastus Corning elected first Pres. of New York Central Railroad (NYC); Dean Richmond VP; articles of merger filed with state. (Stevens)
- July 7, 1853** Cleveland & Pittsburgh Railroad breaks ground for Wheeling Extension at Bridgeport. (ARJ)

- July 9, 1853** **PRR appropriates \$500 for library and reading room at Altoona. (MB)**
- July 9, 1853** **Columbus & Xenia Railroad and Central Ohio Railroad agree to form a through line between Bellaire and Dayton. (MB)**
- July 11, 1853** **New Jersey Railroad authorizes purchase of entire stock of Associates of the Jersey Company for \$485 per share in bonds. (MB)**
- July 11, 1853** **Robert Schuyler resigns as Pres. of Illinois Central Railroad, but remains a director. (Stover)**
- July 12, 1853** **Whole line of Bellefontaine & Indiana Railroad opens between Galion and Union City, Ind.; completes through line between Cleveland and Terre Haute and provides first eastern connections for Madison & Indianapolis via Buffalo; Bellefontaine & Indiana is Ohio gauge; Indianapolis Railroad, which is standard gauge wishes to connect with it, as standard gauge Columbus, Piqua & Indiana Railroad is unfinished. (AR, Marvin)**
- July 13, 1853** **Allegheny County subscribes \$150,000 to Cleveland & Pittsburgh Railroad. (MB)**
- July 14, 1853** **Freehold & Jamesburg Agricultural Railroad opens Jamesburg-Freehold, N.J.; controlled by Camden & Amboy; revenue service begins July 18.**
- July 14, 1853** **Ohio & Indiana Railroad Board authorizes renting locomotives, as have been unable to buy one. (MB)**
- July 15, 1853** **Beaver County subscribes \$100,000 to Cleveland & Pittsburgh Railroad. (MB)**
- July 15, 1853** **Cleveland & Toledo Railroad incorporated by merger of Toledo, Norwalk & Cleveland Railroad and branch lines.**
- July 16, 1853** **Marietta & Cincinnati Railroad contracts Marietta-Wheeling section to DeGraff, Brintnall, Bradley & Co. and Whittemore, Bradley & Co. (ARJ)**
- July 16, 1853** **Marion & Mississinewa Valley Railroad placed under contract; little work done other than some grading; suspended ca. 1854. (Church)**
- July 1853** **Atlantic & Great Western Railroad placed under contract. (ARJ)**

- July 19, 1853** Erie City Councils adopt ordinance prohibiting Erie & North East from changing gauge to 4'-10" and ordering removal of such track wherever it crosses the city streets.
- July 21, 1853** Steubenville & Indiana Railroad Board adopts route between Newark and Columbus via Granville. (MB)
- July 22, 1853** Pres. James Means of Steubenville & Indiana Railroad deeds right of way across the Virginia Panhandle acquired privately from 36 owners to Pittsburgh & Steubenville Railroad in trust; opposition of Wheeling had blocked passage of railroad charter, so was built on private property without right of eminent domain. (Church)
- July 23, 1853** Steubenville & Indiana Railroad appoints Israel Pemberton as Chief Engineer, replacing Thomas Blickensderfer, resigned. (MB)
- July 25, 1853** Peoria & Oquawka Railroad locomotive *Burlington* arrives at Burlington by steamboat from Peoria; first locomotive on upper Mississippi. (RRH)
- July 1853** Robert Pitcairn (1836-1909) enters PRR service as a telegraph operator and assistant ticket agent at the Mountain House near Hollidaysburg.
- July 28, 1853** New Jersey Railroad Board rescinds earlier resolution and orders purchase of only part of Associates of the Jersey Company stock; authorizes new bridge over Passaic River at Centre Street, Newark. (MB)
- July 28, 1853** New York Central Railroad directors meet at Albany; Chauncey Vibbard (-), Superintendent of Utica & Schenectady, named General Superintendent. (ARJ)
- July 28, 1853** Marion & Logansport Railroad incorporated in Indiana; considerable grading done between Marion and Anoka Jct. (Church)
- July 29, 1853** Steubenville & Indiana Railroad Board agrees to bear half the expense of procuring the right of way for the Pittsburgh & Steubenville Railroad from the Virginia Legislature, half the cost of the Steubenville Bridge, and half the outlay if construction or use is blocked by a lawsuit. (MB)
- July 30, 1853** Peoria & Oquawka Railroad holds first excursion with first locomotive *Peoria* for four miles east of Peoria.
- Summer 1853** Central Ohio Railroad purchases \$100,000 in stock of Cincinnati,

Wilmington & Zanesville Railroad. (Marvin)

- Summer 1853? John Brough becomes Pres. of Indianapolis & Bellefontaine Railroad, replacing Oliver H. Smith. (Marvin)**
- Aug. 1, 1853 New Jersey Railroad purchases Associates of the Jersey Company to secure Jersey City terminal property and ferry rights for \$435,000 and end stalemate over lease renewal. (or 485,000? - Poor)**
- Aug. 2, 1853 Belvidere-Delaware Railroad work train backing near Bulls Island collides with cow; 11 killed. (Shaw)**
- Aug. 3, 1853 George W. Howard proposes to Pittsburgh & Erie Railroad to build branch to Meadville.**
- Aug. 3, 1853 Steubenville & Indiana Railroad Board authorizes negotiations with Central Ohio Railroad. (MB)**
- Aug. 3, 1853 Unbuilt Auburn & Eel River Valley Railroad renamed Logansport & Northern Indiana Railroad. (Church)**
- Aug. 4, 1853 New Jersey Railroad announces plans for new combined rail and ferry terminal at Jersey City.**
- Aug. 4, 1853 Logansport & Pacific Railway contracts with Culver, Kent & Co., but no work done. (MB, Church)**
- Aug. 5, 1853 Excursion opens Cincinnati, Wilmington & Zanesville to Wilmington; 8,000 persons fill 30 cars; a 1,200 foot table set up, and guests devour 6 beeves and 30 sheep. (ARJ)**
- Aug. 8, 1853 After 5 years of constant attacks, Robert F. Stockton presents a proposal from the Joint Companies to surrender monopoly privileges and exemption from state taxes in return for the state's 2,000 shares; probably made in anticipation of Whig victory in fall; instead, Camden & Amboy forces victorious in fall elections and proposal not accepted. (MB)**
- Aug. 9, 1853 Head-on collision on Camden & Amboy near Old Bridge kills four. (Shaw)**
- Aug. 9, 1853 PW&B Board hears report that PRR has rented old depot at 11th & Market Street at \$9,000 per year. (MB)**
- Aug. 9, 1853 Cleveland & Pittsburgh Railroad lets contracts for Beaver Extension. (MB)**

- Aug. 10, 1853** **Ohio & Pennsylvania Railroad declines offer of alliance with Cleveland & Mahoning Railroad. (MB)**
- Aug. 11, 1853** **Cincinnati, Wilmington & Zanesville Railroad opens between Morrow and Wilmington, Ohio. (ARJ, Watkins, Church)**
- Aug. 1853** **J.M. McMinn makes preliminary report on survey for Lock Haven & Tyrone Railroad. (Rept)**
- Aug. 1853** **Work begins on North Western Railroad between Blairsville and Ohio state line. (Poor)**
- Aug. 1853** **Ohio & Pennsylvania; Cleveland, Columbus & Cincinnati; and Little Miami/Columbus & Xenia establish through freight service and single ticketing for passengers between Allegheny and Cincinnati. (Hunter - verify)**
- Aug. 1853** **Jesse Edgington and Nathaniel Wells begin construction of railroad across the Virginia Panhandle in interest of Pittsburgh & Steubenville Railroad. (Church)**
- Aug. 1853** **Indianapolis & Bellefontaine Railroad proposes to Columbus, Piqua & Indiana Railroad that both change from standard gauge to Ohio gauge; when CP&I declines, I&B begins conversion on own, intending to form a through line to Erie via the Bellefontaine & Indiana Railroad. (Marvin)**
- Aug. 1853** **Union Track Railway renamed Indianapolis Union Railway. (Church)**
- Aug. 17, 1853** **PRR Board declines a subscription of \$200,000 to Fort Wayne & Chicago Railroad. (MB)**
- Aug. 17, 1853** **NC&F Board reports that Cape May business is very profitable this season and should run again in 1854. (MB)**
- Aug. 18, 1853** **First Know-Nothing mass meeting held in Baltimore. (Vexler)**
- Aug. 18, 1853** **Crawford County approves \$200,000 subscription to Pittsburgh & Erie branch through Meadville. (Reynolds)**
- Aug. 18, 1853** **Steubenville & Indiana Railroad resolves to build a branch from Newark to intersect Bellefontaine & Indiana Railroad in Licking County at urging of B&I. (MB)**
- Aug. 19, 1853** **Ground broken for Pittsburgh & Erie Railroad at Meadville, Pa.;**

abandoned after a few miles graded, as New York & Erie Railroad is in no position to advance funds. (Mott - Reynolds has 8/20)

- Aug. 19, 1853** Ohio & Pennsylvania Railroad declines running arrangement proposed by Cleveland & Pittsburgh Railroad; notifies C&P that it has established a ticket office in the Monongahela House in Pittsburgh and after Sep. 1, 1853, all tickets from Pittsburgh and Allegheny must be sold in O&P ticket offices; offer to continue through tickets to Cleveland via Alliance, providing C&P does not sell Pittsburgh-Cleveland tickets via Wellsville; will continue connection with C&P at Rochester. (MB)
- Aug. 20, 1853** West Chester & Philadelphia Railroad contracts for rails with P. Chouteau, Jr., Sandford & Co. of New York. (MB)
- Aug. 23, 1853** PRR Road Committee reads proposal from Francis Funk for emigrant agency. (MB)
- Aug. 23, 1853** Cleveland & Pittsburgh Railroad appoints committee to meet with Pittsburgh & Erie Railroad regarding a connection and extension of P&E up the Ohio River to Pittsburgh. (MB)
- Aug. 25, 1853** Philadelphia & Sunbury Railroad reopens with T-rail between Sunbury and coal mines at Shamokin. (ARJ has 8/24)
- Aug. 25, 1853** Construction contract for Pittsburgh & Erie Railroad's Meadville Branch issued to George W. Howard & Co.
- Aug. 26, 1853** Ohio & Indiana Railroad opens between Crestline and Bucyrus, Ohio.
- Aug. 28, 1853** Pittsburgh & Erie Railroad gives supervision of Meadville Branch to Gaylord Church, William Reynolds and William Gibson. (Reynolds)
- Aug. 29, 1853** Southwark Railroad Board accepts proposal of PW&B to lease it for 15 years; Southwark Railroad is to relay with heavy rail for locomotive operation. (MB)
- Sep. 1, 1853** New Jersey Railroad Board authorizes subscription for 100 shares of Newark & Bloomfield Railroad and 100 shares of Belleville Railroad & Transportation Company. (MB)
- Sep. 1, 1853** Special PRR committee reports in favor of leasing the Lancaster, Lebanon & Pine Grove. (MB)
- Sep. 1, 1953** Cleveland & Toledo Railroad consolidated with Toledo, Norwalk & Cleveland Railroad. (ARJ - verify Green Book)

- Sep. 1, 1853** Bank of England raises discount rate from 3.5% to 4%, having doubled over course of a year; Bank of England has lost , 25 million is specie over 12 months; fear of impending war between Russia and Turkey, fear of bad harvests, and Chinese Rebellion, which has caused hoarding and difficulties for China merchants. (ARJ)
- Sep. 2, 1853** E.F. Osborn and W. Hunt write to Columbus & Xenia Railroad offering to recommend that Mad River & Lake Erie Railroad transfer its contract to operate Springfield & Columbus Railroad to C&X. (MB)
- Sep. 5, 1853** First train operates on Lawrenceburg & Upper Mississippi Railroad between Lawrenceburg (or Indianap?) and Shelbyville for a directors meeting; 1.25 mile gap at Buck Creek. (ARJ)
- Sep. 6, 1853** Pennsylvania Supreme Court rules 3-2 in favor of municipal subscriptions to railroad stocks in four separate suits brought by anti-subscription residents of Philadelphia, Reading and West Chester.
- Sep. 7, 1853** J. Edgar Thomson leaves for England to place remaining \$1,050,000 PRR bonds; on arrival finds that poor corn crop and Crimean War scare creates panic and renders sale all but impossible; is able to sell a few bonds retail through the bankers Gowan & Marx and Hasseltine & Powell; also visits Paris; leaves balance of \$900,000 bonds with Timothy Wiggin & Co. (MB)
- Sep. 7, 1853** Camden & Atlantic Railroad opens between Camden (Coopers Point) and Haddonfield, N.J. (PhlNAm)
- Sep. 8, 1853** New Jersey Railroad Board orders controlling Newark & Bloomfield Railroad as a branch. (MB)
- Sep. 8, 1853** Ohio & Pennsylvania Railroad authorizes subscription of \$100,000 to railroads from Brighton to New Castle on line surveyed by Pittsburgh & Erie Railroad. (MB)
- Sep. 8, 1853** Steubenville & Indiana Railroad Board refuses to subscribe to Owl Creek Valley Railroad at this time but agrees to merge with it when it is completed. (MB)
- Sep. 10, 1853** In an installment of editorials on "Are We Building too many Railroads?" Henry V. Poor of *American Railroad Journal* drops earlier optimism; notes projects currently underway will require \$200 million in loans next year; as there is not that much money available, money will be tight for some time to come. (ARJ)

- Sep. 12, 1853** **PRR Committee on Telegraph recommends that choice between Morse and House system to be placed in hands of experts. (MB)**
- Sep. 12, 1853** **Chester Valley Railroad opens between Bridgeport, opposite Norristown, and Downingtown on PRR; operated by Philadelphia, Germantown & Norristown Railroad under lease. (Poor - ARJ has 9/29)**
- Sep. 12, 1853** **Indiana Central Rail(way) opens except for stage portage between Greens Fork and Centreville. (ARJ)**
- Sep. 1853** **Hudson River Railroad has vanquished first class passenger steamboats on Hudson River; operates at 40 MPH, through in 4:00 at 1 cent a mile. (ARJ)**
- Sep. 1853** **Ohio & Indiana Railroad makes contract with J.H. Wade and Thomas T. Eckert for telegraph line between Crestline and Fort Wayne. (Church)**
- Sep. 15, 1853** **New Jersey Railroad Board appoints a committee to seek greater harmony with Joint Companies. (MB)**
- Sep. 1853** **Franklin & Warren Railroad renamed Atlantic & Great Western Railroad Company of Ohio. (Reynolds - verify)**
- Sep. 16, 1853** **Columbus & Xenia Railroad Board authorizes paying 4% on the 100 shares of Springfield & Columbus Railroad purchased from DeGraff and held for C&X in name of W.H. Clement. (MB)**
- Sep. 17, 1853** **Columbus, Piqua & Indiana Railroad formally opens between Plain City and Urbana. (ARJ - Marvin has 9/19 for rev. service, which is Mon.)**
- Sep. 19, 1853** **Indiana Central Railway opens between Indianapolis and Greens Fork (Greenfield), Ind. (ARJ, Val)**
- Sep. 1853** **PW&B begins relaying Southwark Railroad and extending to Mercer's Wharf to make connection for through freight and passengers to Camden & Amboy Railroad. (MB)**
- Sep. 20, 1853** **Chief Engineer Edward Warner reports on survey for North-Western Railroad from Blairsville on PRR to Cleveland & Mahoning Railroad at Ohio state line near New Castle, via Freeport and Butler. (AR)**
- Sep. 20, 1853** **First Indianapolis Union Station opened by Indianapolis Union**

Railway, a joint-terminal company; first multi-railroad union station in U.S. (C&C, Church - RRs of Ind., Daniels, have 9/28!!which is correct); Col. Thomas A. Morris is Engineer of terminal company and Joseph Curzon architect; John Brough is Pres. of Union Board; station is a brick "train barn" type depot 120' x 375' with 5 tracks, one each for M&I, TH&I, Lawrenceburg & Upper Mississippi, and Indiana Central, and one shared by Peru & Indianapolis and Indianapolis & Bellefontaine; two freight tracks run outside depot on north side; cost \$30,000. (, Daniels, Hetherington - has 420')

- Sep. 20, 1853** Terre Haute & Indianapolis Railroad obtains trackage rights from Capitol Avenue into new Indianapolis Union Station. (Val)
- Sep. 22, 1853** Day of heavy trading on Wall Street; big movements in New York & Erie, New York & Harlem, Hudson River, Cumberland Coal & Iron Company, Parker Vein Coal Company; many issues decline. (ARJ)
- Sep. 23, 1853** New Jersey Railroad committee reports that a majority of Associates of the Jersey Company have accepted terms and will drop all restrictions on water rights in front of Blocks 8 & 9; John S. Darcy elected Pres., replacing J. Phillips Phoenix, resigned, and Phoenix made Chairman of Executive Committee; Board authorizes seeking permission from New York City to improve Debrosses Street property for ferry. (MB)
- Sep. 1853** Columbus, Piqua & Indiana Railroad sues to force Indianapolis & Bellefontaine Railroad to cease conversion from standard to Ohio gauge after about 20 miles changed. (Marvin)
- Sep. 26, 1853** Western Division Canal aqueduct over Allegheny River at Freeport collapses; through traffic detoured over PRR between Pittsburgh and Johnstown. (CC)
- Sep. 26, 1852** Catawissa, Williamsport & Erie Railroad opens between Tammanend and Catawissa (ARJ)
- Sep. 27, 1853** Columbus & Xenia Railroad approved contract with Springfield & Columbus Railroad dated Aug. 25, 1853: C&X is to buy 1,000 shares of S&C, of which 600 shares are to be new stock for cash and 400 are shares already issued; C&X is to build second track between Columbus and London by Oct. 1, 1855 and operate through line. (MB)
- Sep. 28, 1853** PRR Board declines to subscribe to the Huntingdon & Broad Top Mountain Railroad & Coal Company as tonnage tax prohibits economical transportation of coal from the Broad Top Region to

Philadelphia. (MB)

- Sep. 29, 1853** **Chester Valley Railroad opens between Bridgeport, opposite Norristown, to Downingtown using bed of old Norristown & Valley Railroad of the 1830s. (ARJ)**
- Sep. 30, 1853** **Ohio & Pennsylvania Railroad Board rules that as have had no response from Cleveland & Pittsburgh, will charge local rates on Pittsburgh-Cleveland line via Alliance, fares to be divided on mileage basis. (MB)**
- Oct. 1, 1853** **New Jersey Railroad signs new traffic contract with CNJ. (MB)**
- Oct. 1, 1853** **Marion & Logansport Railroad issues \$707,000 First Mortgage bonds; Moses G. Mitchell, Trustee. (Church)**
- Oct. 1, 1853** **Madison & Indianapolis Railroad consolidated with Peru & Indianapolis as Madison, Indianapolis & Peru Railroad under agreements of Sep. 6, 1853 and Sep. 28, 1853. (Church)**
- Oct. 1, 1853** **Madison & Indianapolis Railroad surrenders operation of Indianapolis & Bellefontaine Railroad (Indianapolis-Union City); I&B moves into orbit of Bellefontaine & Indiana Railroad and eventually into NYC system.**
- Oct. 3, 1853** **Steubenville & Indiana Railroad authorizes issue of \$900,000 Second Mortgage bonds secured by a mortgage on line between Steubenville and Newark. (MB)**
- Oct. 4, 1853** **Ottoman Empire declares war on Russia after Russia invades its European provinces of Moldavia and Wallachia; Russia had acted after Turks refused its ultimatum to be made protector of all Orthodox Christians and Christian holy sites in the Ottoman Empire.**
- Oct. 7, 1853** **On Wall Street, short term paper commands 12% interest; much specie being exported; rail stocks decline further, NYC hits new low of 107-3/4. (ARJ)**
- Oct. 8, 1853** **Baltimore & Philadelphia Railroad organized. (AR)**
- Oct. 8, 1853** **Indiana Central Railway opens between Greens Fork and Ohio line east of Richmond, completing line from Indianapolis and connecting with Dayton & Western Railroad. (ARJ, Val)**
- Oct. 8, 1853** **Logansport & Pacific Railway approves contract with Logansport & Marion Railroad. (MB)**

- Oct. 10, 1853** **New Jersey Railroad orders construction of new station at Elizabeth. (MB)**
- Oct. 10, 1853** **Trains of Jeffersonville Railroad begin running between Indianapolis and Shelbyville over Lawrenceburg & Upper Mississippi Railroad. (ARJ)**
- Oct. 11, 1853** **New Jersey Democrats elect Rodman M. Price Governor after Whigs embrace a prohibition plank and Henry C. Carey is nominated by breakaway Anti-Monopoly Party. (Lane)**
- Oct. 11, 1853** **Democrats elect __ Forsyth Canal Commissioner and sweep both houses of the Legislature; Whig Party collapses because of its opposition to the extension of slavery in the territories and by prosperity rendering the tariff a non-issue.**
- Oct. 11, 1853** **Simeon Draper, New York __ fails. (ARJ)**
- Oct. 11, 1853** **Dayton & Western Railroad opens from Dayton to Indiana state line near Richmond. (Church, Val) (ARJ in one place has 3/53)**
- Oct. 12, 1853** **New stock market decline in reaction to Draper failure. (ARJ)**
- Oct. 13, 1853** **New Jersey Railroad contracts with Morris & Essex Railroad to build a new connecting line between M&E's Newark station and East Newark Jct., eliminating horse-drawn street running between M&E and NJRR at foot of Center Street in Newark, and to carry M&E cars to Jersey City with M&E locomotives for ten years; joint New York-Newark fare by either line to be cut to 20 cents. (MB, Taber)**
- Oct. 14, 1853** **George Schley deeds property and franchise of Franklin Railroad (1836) in Maryland, purchased ca. 1848-50, to John N. Hutchinson. (C&C, Digest says 10/18)**
- Oct. 1853** **Chief Engineer Israel Pemberton surveys branch of Steubenville & Indiana Railroad from Cohecton (sp) through Mt. Vernon to Lima. (AR)**
- Oct. 1853** **Contractors of Cleveland & Mahoning Railroad fail. (ARJ)**
- Oct. 18, 1853** **Ohio & Pennsylvania Railroad Board authorizes sale of locomotive *Economy* to Darlington Cannel Coal Company. (MB)**
- Oct. 20, 1853** **Joint Companies and New Jersey Railroad sign revised through traffic contract granting New Jersey Railroad 1/6 of through fare.**

(check terms)

- Oct. 20, 1853** **Pittsburgh & Steubenville Railroad Pres. Henry Graff deeds right of way across the Virginia Panhandle to Jesse Edgington and Nathaniel Wells for \$300,000 secured by mortgage to Pittsburgh & Steubenville. (Church)**
- Oct. 22, 1853** **Extreme depression on Wall Street. (ARJ)**
- Oct. 22, 1853** **Boiler of NC&F steamboat *Ohio* gives way, causing suspension of service between Frenchtown and Baltimore. (MB)**
- Oct. 22, 1853** **Madison & Indianapolis Railroad agrees to allow Jeffersonville Railroad to use its tracks between Edinburg and Indianapolis; Jeffersonville Railroad gives up plan to reach Indianapolis over Lawrenceburg & Upper Mississippi Railroad. (Church)**
- Oct. 23, 1853** **Christopher Fallon resigns as President of the Sunbury & Erie because of internal and external opposition, particularly from Philadelphia County Commissioners; John Tucker (1812-1885), President of the Philadelphia & Reading from 1844 to 1856, named President Pro-Tem. (Rosenberger, ARJ)**
- Oct. 24, 1853** **Junction Railroad (Ohio) opens between Sandusky and Berea on the CC&C. (ARJ)**
- Oct. 26, 1853** **Philadelphia & Baltimore Central Railroad receives letters patent. (Val)**
- Oct. 31, 1853** **Chambersburg & Hagerstown Railroad property and franchise in Pa. deeded to John N. Hutchinson. (C&C)**
- Oct. 31, 1853** **Columbus & Xenia Railroad Board approves pooling contract with Mad River & Lake Erie/Cincinnati, Hamilton & Dayton route dated May 5, 1853; passenger business from Cincinnati to points north of Springfield on MR&LE to go via CH&D; CH&D to refrain from offering through rates between Cincinnati and Columbus via Dayton and Springfield and to charge 10%-20% higher than via Little Miami Railroad; rates between Cincinnati and Springfield to be equal by both routes. (MB)**
- Oct. 31, 1853** **Cincinnati & Fort Wayne Railroad issues \$100,000 First Mortgage bonds, which are issued to Solomon Sturgis, contractor. (Church)**
- Nov. 1, 1853** **Indianapolis & Cincinnati Railroad (? or Lawrenceburgh & Upper Mississippi?) opens between Indianapolis and Shelbyville. or**

Greensburg and Shelbyville?, completing line between Lawrenceburg and Indianapolis; connects with steamers between Lawrenceburg and Cincinnati. (ARJ)

- Nov. 4, 1853 Ohio & Indiana Railroad pleads with Ohio & Pennsylvania Railroad for more aid; O&P agrees to advance \$25,000 in cash and notes. (MB)
- Nov. 1853 PRR buys site for Altoona depot and Logan House hotel. (Watkins)
- Nov. 7, 1853 Hicksville & Cold Spring Branch Railroad organized. (Val - this is date of articles of assn.)
- Nov. 8, 1853 Steamboat *Thomas Powell* restores NC&F service between Frenchtown and Baltimore. (MB)
- Nov. 8, 1853 New Freeport Aqueduct opens. (CC)
- Nov. 9, 1853 Jeffersonville Railroad begins operating over Madison & Indianapolis between Edinburgh and Indianapolis under through service agreement of Oct. 1853 in return for abandoning plans to build own line to Indianapolis. (Church)
- Nov. 10, 1853 Muskingum River Bridge of Ohio Central Railroad opens at Zanesville. (ARJ)
- Nov. 11, 1853 Philadelphia & Trenton Railroad agrees with Asa Packer to help finance Lehigh Valley Railroad; P&T is to subscribe to 5,000 shares of LV; P&T is then to sell the stock back to Packer at par (\$250,000) in return for Packer's personal bond for 10 years; Packer to deposit 15,050 shares of LV with Robert F. Stockton, trustee. (MB - may be 1852?!)
- Nov. 14, 1853 Erie & North East Railroad offers to compromise with city of Erie by building shops in town, aiding Pittsburgh & Erie Railroad and another from Erie to New York & Erie Railroad at Jamestown, N.Y.
- Nov. 14, 1853 Lawrenceburg & Upper Mississippi Railroad begins freight service between Lawrenceburg and Indianapolis. (AR)
- Nov. 15, 1853 West Chester & Philadelphia Railroad opens between 31st & Market Streets in West Philadelphia and Kelleyville (Burmout).
- Nov. 15, 1853 Philadelphia & Baltimore Central Railroad organized. (AR)
- Nov. 1853 Philadelphia City Councils pass ordinance ordering removal of market houses from center of Market Street between Front and 8th

Streets and 15th and 17th Streets. (Scharf)

- Nov. 16, 1853** Erie & North East Railroad agrees with Buffalo & State Line Railroad to convert its road from 6'-0" to 4'-10" gauge between Erie and New York state line, forming an unbroken railroad between Buffalo, Cleveland and Cincinnati allied to New York Central. (Grinde article says 11/17?)
- Nov. 17, 1853** Erie City officials vow to enforce ordinance against gauge change.
- Nov. 1853** Mansfield & Sandusky Railroad, Columbus & Lake Erie Railroad, and Huron & Oxford Railroad consolidated to form Sandusky, Mansfield & Newark Railroad. (ARJ)
- Nov. 21, 1853** Camden & Atlantic Railroad opens between Haddonfield and Berlin, N.J. (MB)
- Nov. 21, 1853** Erie Mayor Alfred King issues proclamation calling on citizens to uphold ordinance against gauge change.
- Nov. 21, 1853** Clinton Line Railroad placed under contract between Kinsman and Parkman, Ohio. (ARJ)
- Nov. 22, 1853** LIRR agrees to operate Hicksville & Cold Spring Railroad. (Val)
- Nov. 24, 1853** Long distance trains of New York & Erie Railroad (lessee of Paterson & Hudson River Railroad) begin operating into P&HR's Jersey City depot after New Jersey Railroad lays third rail for 6'-0" gauge between Jersey City Terminal and Marion Jct. and widening Bergen Hill Cut for Erie trains. (Cotterell has 11/20! - Lucas says complete 11/14 & first through train lv. Dunkirk 11/21)
- Nov. 24, 1853** Cincinnati, Wilmington & Zanesville Railroad opens between Wilmington and Washington Court House, Ohio. (ARJ, Church)
- Nov. 25, 1853** PRR Road Committee postpones action on Steubenville & Indiana Railroad request for guarantee of \$500,000 bonds. (MB)
- Nov. 25, 1853** Sunbury & Erie Railroad issues \$700,000, 7% First Mortgage bonds; interest guaranteed by Catawissa, Williamsport & Erie and Williamsport & Elmira railroads, with Milton-Williamsport section of Sunbury & Erie to be leased to Catawissa.
- Nov. 30, 1853** PRR Board sets conditions on exchange of stock with Maysville & Big Sandy; must pay PRR 6% interest in cash during construction. (MB)

- Nov. 30, 1853** Russian navy destroys Turkish fleet on Black Sea; Britain and France fear effect on balance of power of a Russian victory.
- Dec. 1, 1853** PRR Road Committee meets with Judge Thomas L. Jewett of Steubenville & Indiana Railroad present; Jewett presents plea for aid to finish S&I; PRR agrees to a \$500,000 bond guarantee if S&I can make traffic contract and give PRR a First Mortgage on first 33 miles, a Second Mortgage on 123 miles, and deposit \$500,000 in stock and a \$1 million bond of indemnity with PRR as collateral; contract must be submitted to PRR stockholders. (MB)
- Dec. 1, 1853** New Jersey Railroad authorizes improvements to ferry at foot of Cortlandt Street. (MB)
- Dec. 1, 1853** Little Miami and Columbus & Xenia Railroads begin pooling operations, equipment and earnings under "Contract of Union" dated Nov. 30, 1853. (Church - MB has contract dated 12/7)
- Dec. 1, 1853** Peoria & Oquawka Railroad issues \$500,000 mortgage on portion of line between Peoria and Chenoa. (Church)
- Dec. 2, 1853** PRR Board agrees to endorse \$500,000 bonds of Pittsburgh & Steubenville if approved by stockholders. (MB)
- Dec. 2, 1853** Steubenville & Indiana Railroad Board approves contract with James Moore, et al., to build Newark to Columbus for bonds at 80; resolves no trains to be run nor work done on Sundays. (MB)
- Dec. 3, 1853** Illinois Central and Michigan Central railroads begin using temporary station built on fill on lakefront of Chicago between Randolph and Water Streets; track extended from 12th Street. (RRH)
- Dec. 5, 1853** Belvidere-Delaware Railroad opens for revenue service between Milford and Riegelsville, N.J.; first train ran Dec. 3. (SG)
- Dec. 7, 1853** PRR Road Committee orders Pres. Thomson to draw up plan of organization for Legal Dept. between Altoona and Pittsburgh. (MB)
- Dec. 7, 1853** Erie & North East Railroad begins changing gauge and is shut down by protests at Erie; mob of citizens led by Mayor King tears up track at various road crossings within city, blocking travel between Buffalo and Cleveland; citizens demand a break of gauge to reap benefits of transshipment; other Pennsylvanians desire to prevent "New York" railroad from crossing the state to detriment of Philadelphia and PRR.

- Dec. 7, 1853** **Steubenville & Indiana Railroad authorizes issue of \$100,000 in short term income bonds. (MB)**
- Dec. 8, 1853** **New Jersey Railroad Board authorizes purchase of station at Chestnut Street, Newark. (MB)**
- Dec. 8, 1853** **Philadelphia changes designations of streets west of Broad Street from Schuylkill Front through Schuylkill 8th to 15th-23rd Streets. (Scharf)**
- Dec. 8, 1853** **Citizens and road commissioners of neighboring Harbor Creek Township tear up a mile and a half of Erie & North East Railroad and burn a railroad bridge where it crosses a public highway; thereafter repeatedly tear out the track any time railroad attempts to rebuild it.**
- Dec. 8, 1853** **Ohio & Pennsylvania Railroad agrees to build a railroad between Brighton and New Castle and subscribe \$125,000 if residents will subscribe \$50,000 and Pittsburgh & Erie Railroad agrees to transfer all rights south of New Castle to O&P and make entire line between New Castle and Erie 4'-10" gauge. (MB)**
- Dec. 8, 1853** **Cleveland & Pittsburgh Railroad adopts survey of line from Beaver to Pittsburgh. (MB)**
- Dec. 10, 1853** **Future PRR General Superintendent John M. Wallis (1853-) born at New Orleans, La. (Wilson)**
- Dec. 1853** **Cincinnati, Logansport & Chicago Railway opens between Richmond and New Castle, Ind.; operated jointly with Richmond & Miami Railroad and Eaton & Hamilton Railroad under agreement of Dec. 11, 1852. (Church, Val)**
- Dec. 12, 1853** **Norfolk County Railroad merges with unfinished Midland Railroad and Southbridge & Blackstone Railroad to form Boston & New York Central Railroad; assumes operation of Medway Branch. (NH)**
- Dec. 14, 1853** **Steubenville & Indiana Railroad Board authorizes buying a half interest in a steamboat operating between Pittsburgh and Steubenville. (MB)**
- Dec. 15, 1853** **New Jersey Railroad reverts to issuing ferry tickets to New York & Erie passengers instead of billing Erie for whole trips of boats; lets many P&HR passengers cross free; Board authorizes getting control of New Jersey, Hudson & Delaware Railroad charter, which permits building across the state in the direction of Delaware Water Gap. (MB)**

- Dec. 17, 1853** U.S. Circuit Court issues injunction against Erie rioters to stop interfering with Erie & North East Railroad, but refuses injunction asked for by Cleveland, Painesville & Ashtabula Railroad because Franklin Canal Company charter is of doubtful legality. (ARJ)
- Dec. 19, 1853** Canal Commissioners censure but do not fire I.B. Houpt, Supervisor of Eastern Division Canal for paying men for more days than actually worked to cover other expenses. (CC)
- Dec. 21, 1853** PRR approves agreement with Lancaster, Lebanon & Pine Grove. (MB)
- Dec. 21, 1853** Steubenville & Indiana Railroad approves terms of agreement with PRR. (MB)
- Dec. 22, 1853** Steubenville & Indiana Railroad opens between Steubenville and Unionport, Ohio; terminus is eight miles from nearest town. (AR)
- Dec. 23, 1853** Jeffersonville Railroad opens between Columbus (?) and Edinburgh (sp?). (Val)
- Dec. 24, 1853** In case of Franklin Canal Company vs. City of Erie, Pennsylvania Supreme Court issued injunction against interfering with Franklin Canal Company pending court settlement. (ARJ)
- Dec. 27, 1853** Force of 300 New York railroad workers from Buffalo arrives at Harbor Creek and intimidates citizens of Harbor Creek tearing up railroad; when a Buffalo & State Line conductor wounds a townsman, citizens drive railroad workers back into train; locomotives and some cars cut off and some manage to flee across state line; mayor, militia, and large mob of citizens of Erie arrive and take possession of track; places Morrow B. Lowry, a director of Sunbury & Erie Railroad and leader of the "Rippers" in charge.
- Dec. 29, 1853** PRR authorizes purchase of 1,000 tons of T-rail from Columbus, Piqua & Indiana Railroad for \$60,000. (MB)
- Dec. 29, 1853** New York Common Council passes resolution calling for New Jersey Railroad ferry to Debrosses Street instead of Canal Street. (HC)
- Dec. 29, 1853** New Jersey Railroad Board authorizes contracting with the New Jersey, Hudson & Delaware Railroad to limit its powers to avoid harming New Jersey Railroad; discontinues tradition of free New Year's dinner for all employees and instead gives everyone \$1.00. (MB)

- Dec. 27, 1853** **Columbus & Shelby Railroad opens between Columbus, Ind., and Shelbyville; financed by credit of Madison & Indianapolis and a \$50,000 subscription from the city of Madison; operated by Madison & Indianapolis Railroad without formal agreement; competition forces abandonment of 1849 Shelbyville Lateral Branch Railroad. (ca. 1855?) (Church, Daniels)**
- Dec. 31, 1853** **Commenting on Erie Gauge War in *American Railroad Journal*, Henry Varnum Poor notes that New York has no mercantilist designs and invests only for pecuniary return; New York capitalists have financed most of railroads in Midwest; condemns Philadelphia's "sluggishness." (ARJ)**
- 1853?** **Camden & Amboy Railroad purchases Hudson River steamboat *Joseph Belknap* (built 1849) for New York-New Brunswick run. (Stanton)**
- 1853** **Total Pennsylvania expenditures on Public Works to end of 1853 are \$89.75 million, including \$32.5 million original cost, \$19.5 million in operating expenses, and \$35.16 million in interest on state loans; total income from tolls is only \$25.3 million. (Worthington)**
- 1853** **PRR surveys Lancaster, Lebanon & Pine Grove Railroad between Philadelphia and Salunga via Phoenixville as a substitute for the Philadelphia & Columbia in a bid to force the State to sell it on the PRR's terms.**
- 1853** **Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad completes replacement of strap rail on main line. (C&C - earlier date in other source)**
- 1853** **PRR establishes the Altoona City Band to give summer concerts on Logan House lawn.**
- during 1853** **New Portage uses PRR between Conemaugh and Big Viaduct to bypass Plane No. 1; places new line in service between point on long level one mile west of Plane No. 2 to foot of Plane No. 4. (see above on #3 bypassed in 1852! unclear if was ever a connection between old & new portage between #3 and #4?) see 3/18/54!!**
- 1853** **House committee investigates Allegheny Portage RR - (see Hasse)**
- 1853** **As Asst. Supt. in charge of Western Division, Tom Scott introduces the use of the telegraph in railroad operations on PRR; hires Andrew Carnegie, then with Atlantic & Ohio Telegraph Company, to train**

operators. (Kamm - verify - was Carnegie previously office boy for Scott ca. 1852?)

- 1853?** Baltimore & Susquehanna Railroad begins construction of Canton Extension; blocked by legal obstructions and difficulty of tunneling under eastern part of city.
- 1853** Adams & Company sends two cars of Chesapeake Bay oysters to Pittsburgh daily during season via Baltimore & Susquehanna Railroad.
- 1853** Sunbury & Erie appeals over heads of Philadelphia City Council to County Commissioners, who agree to \$2 million subscription after councils reject it; councils protest to Legislature, which refuses to sanction subscription; some months later City Councils subscribe for \$950,000 and District of Richmond subscribes \$500,000. (Scharf)
- 1853** Marietta & Cincinnati begins construction between Marietta and Bellaire, Ohio, but work suspended later in 1853.
- 1853** Williamsport & Elmira Railroad rebuilt with T-rail and locomotives restored.
- 1853** Operation of Franklin Railroad discontinued because of deteriorated track.
- 1853** Double track opens on Harrisburg, Portsmouth, Mount Joy & Lancaster Railroad between Harrisburg and Portsmouth, forming a double-track railroad between Philadelphia and Harrisburg via Columbia.
- 1853** PW&B obtains stock interest in Delaware Railroad, then under construction.
- c. 1853** New York & Erie Railroad subleases Chemung Railroad to Canandaigua & Elmira Railroad. (Val)
- 1853** Union Line of steam packets begins operating between Wheeling and Louisville in connection with the B&O; provides first serious competition to Thaw's Pittsburgh & Cincinnati Packet Line.
- 1853** Steubenville & Indiana Railroad names Robert Garrett & Sons as agent in Baltimore.
- 1853** Thomas Lightfoot Jewett elected Pres. of Steubenville & Indiana Railroad. (NCAB - verify)

- 1853** Columbus & Xenia Railroad agrees to subscribe \$50,000 to Dayton, Xenia & Belpre Railroad and \$50,000 to Springfield & Columbus Railroad. (Marvin)
- 1853** Springfield & Columbus Railroad opens Springfield to London, Ohio; completes through line between Columbus and Terre Haute/Chicago; Columbus & Xenia begins operating through train between Columbus and Springfield via S&C. (C&X AR)
- 1853** Rival Lake Erie-Cincinnati routes via CC&C/Little Miami and Mad River & Lake Erie/Cincinnati, Hamilton & Dayton agree to set equal rates. (AR)
- 1853** New Little Miami station opens in Cincinnati between Ohio River and East Front Street; measures 465' x 80'.
- 1853** Cincinnati & Fort Wayne Railroad begins construction. (Val)
- 1853** Peak year for tonnage on Ohio state canals.
- 1853** Wabash & Erie Canal extended from Terre Haute to Evansville, Ind.
- fall 1853-1854** General credit crisis; shortage of funds causes many railroad projects to suspend or restrict operations. see 7/54 below?
- 1853** Franklin Parmelee establishes a cab service in Chicago; Parmelee family later performs transfer of passengers and baggage among Chicago railroad stations until 1955. (NYT)