

**PRR CHRONOLOGY**  
**1832**

**June 2004 Edition**

- Jan. 2, 1832** Lykens Valley Railroad & Coal Company Board authorizes purchase of strap rails. (MB)
- Jan. 2, 1832** Daniel K. Minor, publisher of *New York American*, publishes first issue of *American Railroad Journal* at New York City; first U.S. periodical devoted entirely to the railroad industry. (ARJ, NilesReg)
- Jan. 4, 1832** Maryland Court of Appeals rules in favor of C&O Canal, based on prior right of Potomac Company; canal is free to extend through Point of Rocks first. (Dilts)
- Jan. 5, 1832** Pa. legislative resolution directs Canal Commissioners to pay salaries due Jan. 1 out of toll receipts. (PL)
- Jan. 5, 1832** Ohio incorporates Mad River & Lake Erie Railroad Company to build between Sandusky and Dayton via Springfield; replaces the central canal route rejected for lack of adequate water; promoted by Eleutheros Cooke, father of banker Jay Cooke; first successful railroad charter in Ohio. (PL, GrnBk, Marvin)
- Jan. 6, 1832** Lykens Valley Railroad & Coal Company Board authorizes writing to locomotive manufacturers in Baltimore; however, uses only horses in early years. (MB)
- Jan. 6, 1832** Meeting held in Williamsport in favor of railroad between Williamsport and Elmira, N.Y. (HazReg)
- Jan. 9, 1832** Nicholas Biddle files for rechartering Second Bank of the United States, whose charter is to expire in 1836.
- Jan. 9, 1832** Indiana appoints three-man Board of Fund Commissioners and authorizes first \$200,000 state loan.
- Jan. 12, 1832** Mass meeting at Newark against Camden & Amboy Subscription Bill. (Freeman)
- Jan. 14, 1832** Petition introduced in Senate for federal subscription to B&O. (NilesReg)

- Jan. 17, 1832** Public meeting held in Philadelphia to oppose granting charter for York & Maryland Line Railroad. (HazReg)
- Jan. 18, 1832** Wilmington & Susquehanna Railroad Company incorporated in Delaware. (Val)
- Jan. 21, 1832** Philadelphia City Council passes resolution against granting charter for York & Maryland Line Railroad and appoints committee to lobby Legislature; one Isaac McCanley favors as an alternative extending the Philadelphia & Columbia Railroad to Gettysburg and beyond to Maryland state line; first appearance of what becomes Gettysburg Extension. (HazReg)
- Jan. 23, 1832** Meeting at Wilmington, Del. in favor of Wilmington & Susquehanna Railroad. (ARJ)
- Jan. 26, 1832** Philadelphia City Council resolves to oppose efforts of Lancaster to vacate parts of Columbia Railroad already built and reroute through center of town. (HazReg)
- Jan. 26, 1832** DeWitt Clinton, Jr., reports on surveys for a railroad from Jersey City to the portage level of the Ohio Canal at Akron; serves as basis for New York & Erie Railroad; survey generally follows later main line of Erie to Hornellsville, then via Olean, Warren (Pa.), Jamestown (N.Y.), Waterford, Meadville, Kinsman, Warren (Ohio), and Ravenna.
- Jan. 26, 1832** Erie & Ohio Railroad incorporated in Ohio to build from Ashtabula to Wellsville. (PL)
- Jan. 27, 1832** Robert F. Stockton addresses meeting at New Brunswick held to support Camden & Amboy Subscription Bill. (Freeman)
- Jan. 28, 1832** Canal Commissioners appoint Edward Miller Principal Assistant Engineer on Portage Railroad. (CC) (Wilson has 6/28?)
- Jan. 30, 1832** Canal Commissioners order elimination of slackwater sections of Lycoming Line of West Branch Division after repeated flood damage to other large Susquehanna River dams at Nanticoke and Shamokin. (CC)
- Feb. 2, 1832** Lawrenceburgh & Indianapolis Railroad incorporated in Indiana; first railroad incorporated in Indiana; only a small piece completed. (PL, )
- Feb. 2, 1832** Madison, Indianapolis & Lafayette Railroad incorporated in Indiana;

**no work done. (Church)**

- Feb. 2, 1832**      **Ohio & Lafayette Railroad incorporated in Indiana to build from Jeffersonville to Lafayette. (PL)**
- Feb. 2, 1832**      **Wabash & Michigan Railroad incorporate in Indiana to build from Lafayette to Trail Creek in Laporte County. (PL)**
- Feb. 2, 1832**      **Harrison & Indianapolis Railroad incorporated in Indiana. (PL)**
- Feb. 3, 1832**      **Pennsylvania & Ohio Railroad incorporated in Ohio to build from Pa. state line in direction of Pittsburgh to Canton or Mansfield via New Lisbon. (PL)**
- Feb. 3, 1832**      **Ohio & Indianapolis Railroad incorporated in Indiana to build from Indianapolis to Jeffersonville. (Church)**
- Feb. 3, 1832**      **New Albany, Salem, Indianapolis & Wabash Railroad incorporated in Indiana to build from New Albany through Indianapolis to the Wabash River. (PL)**
- Feb. 3, 1832**      **Richmond, Eaton & Miami Railroad incorporated in Indiana to build from Richmond towards Dayton; Ohio portion incorporated in Dec. 1831. (PL)**
- Feb 3-4, 1832**      **Five spans of Columbia Bridge Company's Columbia-Wrightsville bridge destroyed by an ice freshet; 37 others subsequently carried off. (Wilson)**
- Feb. 5, 1832**      **Heavy rains begin over eastern Ohio and western Pennsylvania, lasting five days; heavy flooding moves down Ohio valley. (BaltAm)**
- Feb. 6, 1832**      **Chesapeake & Delaware Canal Board refuses to reduce rates for Citizens Union Line passenger barges; had been raised to \$10,000 per year for one daily line in 1831. (Gray)**
- Feb. 7, 1832**      **Pa. legislative resolution directs Canal Commissioners to have survey made rerouting Philadelphia & Columbia Railroad through downtown Lancaster by an engineer who has not previously worked on line. (PL)**
- Feb. 7, 1832**      **Henry Schreiner elected Pres. of Lykens Valley Railroad & Coal Company, replacing Thomas Pim Cope. (MB)**
- Feb. 8, 1832**      **Columbus, Delaware, Marion & Sandusky Railroad incorporated in Ohio. (Marvin)**

- Feb. 8, 1832**            **Cincinnati & St. Louis Railroad incorporate in Ohio. (PL)**
- Feb. 9, 1832**            **Bill introduced in N.J. Assembly to ascertain the will of the people on the Subscription Bill; sent to committee where allowed to die. (AssyMin)**
- Feb. 9, 1832**            **Heavy flood damages Western Division Canal between the mouth of the Kiskiminetas and Blairsville. (HazReg)**
- Feb. 10, 1832**           **U.S. House reports bill to extend charter of Second Bank of the United States; Nicholas Biddle, alarmed by growing attacks on the Bank by debtor interests in the West and South and States' Rights partisans in the South and advised by Henry Clay, seeks recharter to force the issue before the presidential election. (EAH)**
- Feb. 10, 1832**           **Flood crest reaches Pittsburgh at 31 feet above low water, highest yet recorded; new Western Division canal aqueduct survives. (HazReg)**
- Feb. 10, 1832**           **Maryland Legislature passes resolution against Pennsylvania rebuilding Muncy and Shamokin Dams. (PL)**
- Feb. 11, 1832**           **Meeting held at Smithtown, N.Y., in favor of a railroad from Brooklyn to the eastern end of Long Island. (ARJ)**
- Feb. 11, 1832**           **Meeting at Taneytown, Md., to induce Baltimore & Susquehanna Railroad to build that way. (BaltAm)**
- Feb. 13, 1832**           **Boats of Citizens Union Line resume service for season between Philadelphia and Baltimore three times a week; begin using stagecoach portage between New Castle and Frenchtown instead of Chesapeake & Delaware Canal because of canal company's refusal to cut rates. (Lewis Diary, BaltAm)**
- Feb. 13, 1832**           **Ohio Legislature passes act for improvement of Muskingum River. (PL)**
- Feb. 13, 1832**           **Nimishillen & Sandy Navigation Company incorporated in Ohio. (PL)**
- Feb. 16, 1832**           **Assembly defeats amendment to Subscription Bill to create a state stock (loan) under control of Governor instead of having subscription to Delaware & Raritan Canal made by School Fund, 27-21. (AssyMin)**
- Feb. 18, 1832**           **Washington Grays militia company, numbering 64, travel by steamboat from Philadelphia to New Castle; taken to end of track over NC&F in three cars; walk past deep cut to Frenchtown wharf**

and embark for Baltimore; are traveling to celebration of George Washington's 100th birthday at Mount Vernon. (Lewis Diary, BaltAm)

- Feb. 22, 1832      Commissioners of Mad River & Lake Erie Railroad hold first meeting at Bellefontaine. (ARJ)
- Feb. 22, 1832      State of Indiana begins construction of Wabash & Erie Canal at Fort Wayne; Jesse Lynch Williams (1807-1886), formerly with Ohio canals, made chief engineer. (Fatout)
- Feb. 23, 1832      Philadelphia & Trenton Railroad Company incorporated in Pa. (Digest)
- Feb. 23, 1832      New York & Harlem Railroad breaks ground at Murray Hill Cut at 36th Street. (Grogan)
- Feb. 24, 1832      William D. Lewis goes to New Castle with Matthias Baldwin to inspect locomotive *Delaware* (Stephenson c/n 23) left there since last fall; arrange with Baldwin to have rust scraped off and assembled. (Lewis Diary)
- Feb. 25, 1832      New Castle & Frenchtown sets fare at \$1 on rail line; are to operate two horses per car, to be changed at midpoint (MB); holds opening excursion for officers and directors. (HazReg)
- Feb. 25, 1832      Meeting of residents of New Castle and Chester Counties at East Marlborough for railroad from Wilmington to Philadelphia & Columbia Railroad via Red Clay Creek Valley. (DelJrnl)
- Feb. 27, 1832      Washington Grays return to Philadelphia over New Castle & Frenchtown Railroad. (HazReg, BaltAm)
- Feb. 27, 1832      Baltimore coach builder Richard Imlay displays three railroad passenger cars in Monument Square, including *Red Rover*, seating 50, for NC&F, one for Paterson & Hudson River Railroad and one for B&O. (BaltAm)
- Feb. 27, 1832      People's Steam Navigation Company incorporated in Md. to operate line of steamboats and stages between Baltimore and Philadelphia in competition with New Castle & Frenchtown Railroad. (PL)
- Feb. 28, 1832      Assembly votes 30-16 to postpone Subscription Bill for state to subscribe to one quarter of stock of Delaware & Raritan Canal Company to next session; killed by votes of northern counties led by John P. Jackson; earlier in day, Assembly passes the Protection Bill,

the Joint Companies' alternative measure. (AssyMin, Thompson, Freeman)

- Feb. 28, 1832** New Castle & Frenchtown Railroad holds opening ceremony beginning revenue service over entire line with horse power; boat connections by the Citizen's Union Line (Pennsylvania, Delaware & Maryland Steam Navigation Company). (HazReg)
- Feb. 29, 1832** Charter supplement authorizes Danville & Pottsville Railroad to merge in whole or part with Mount Carbon Railroad. (Digest)
- Mar. 1, 1832** New Castle & Frenchtown appoints committee to confer with Citizens Union Line regarding through passenger and freight traffic between Philadelphia and Baltimore. (MB)
- Mar. 2, 1832** "Protection Act" grants Joint Companies exclusive right to carry freight and passengers across New Jersey between New York and Philadelphia; in return, the Joint Companies give the state another 1,000 shares and right to appoint a second director; Joint Companies guarantee the state a minimum income of \$30,000 per year from dividends and transit duties; also authorizes branch railroad from Spotswood to New Brunswick to connect with New Jersey Railroad & Transportation Company; income from the Joint Companies eventually pays over half the expenses of state government, and promise of low taxes makes bill irresistible. (Digest, Lane)
- Mar. 5, 1832** New Castle & Frenchtown Railroad achieves regular daily revenue service; boats of the Citizens' Union Line, *Carroll of Carrollton* and *Independence* on Chesapeake and \_\_\_ on Delaware, transfer their passengers to railroad from stagecoaches, forming a through boat-rail line between Philadelphia and Baltimore; during its entire existence, the NC&F is closed from Dec. through Mar. when steamboats are stopped by ice, particularly in the narrow Elk River and drifting down from the mouth of the Susquehanna. (Lewis Diary, BaltAm)
- Mar. 5, 1832** Baltimore & Port Deposit Railroad incorporated in Maryland to build from Baltimore to Port Deposit. (Val)
- Mar. 7, 1832** New Jersey Railroad & Transportation Company incorporated after backers come to terms with Camden & Amboy; limited to Jersey City-New Brunswick instead of Jersey City-Trenton; New Brunswick-Spotswood link to be built by Camden & Amboy, giving it control of through traffic; clause requiring a branch to Hoboken and equal accommodation to other ferries (i.e., one to be established at Hoboken) is inserted at insistence of Stevens family; state may subscribe to one quarter of stock. (Digest)

- Mar. 7, 1832**      **Joint Companies authorize negotiations with Union Line Stage & Steam Boat Company for purchase of their boats and real estate; because of delays in getting stone blocks, authorize building track with wooden ties. (MB)**
- Mar. 7, 1832**      **Citizens Union Line votes 5-4 to run both lines by railroad and none via Chesapeake & Delaware Canal; directors Manuel Eyre, Thomas Janvier, Philip Reybold and John Ellicott, who have investments in canal, are opposed. (Lewis Diary)**
- Mar. 8, 1832**      **Merchants petition Philadelphia City Councils to build track on Broad Street before Columbia Railroad opens. (HazReg)**
- Mar. 8, 1832**      **Moncure Robinson reports on cost of detouring Philadelphia & Columbia Railroad to pass through downtown Lancaster as demanded by residents; straight alignment on north side of town is eventually adopted by PRR. (CC)**
- Mar. 9, 1832**      **Pennsylvania act authorizes temporary loan of \$75,000. (PL)**
- Mar. 9, 1832**      **Md. act authorizes City of Baltimore to pass ordinances permitting railroads to lay tracks in city streets. (Digest)**
- Mar. 9, 1832**      **Senate passes bill to extend National Road through Ohio, Indiana and Illinois. (NilesReg)**
- Mar. 12, 1832**      **Franklin Railroad Company incorporated in Pa. to build from Chambersburg towards Hagerstown, Md., and Potomac River. (Digest)**
- Mar. 12, 1832**      **Maryland Legislature, in joint resolution, calls for Chesapeake & Ohio Canal to compromise with B&O over route between Point of Rocks and Harpers Ferry. (PL)**
- Mar. 14, 1832**      **York & Maryland Line Railroad Company incorporated in Pennsylvania as extension of Baltimore & Susquehanna Railroad of Maryland; had been blocked in Legislature for four years by opposition of Philadelphia. (PL)**
- Mar. 14, 1832**      **Delaware & Maryland Railroad Company incorporated in Maryland to build from Susquehanna River to Delaware state line. (Val)**
- Mar. 14, 1832**      **C&O Canal rejects proposal of B&O for joint construction between Point of Rocks and Harpers Ferry; lets its own contracts to Harpers Ferry. (Dilts)**

- Mar. 15, 1832** Charter supplement allows Camden & Amboy Railroad to change location. (Digest)
- Mar. 15, 1832** William D. Lewis engages Matthias Baldwin to engage an engineer (Edward Young) and assemble NC&F locomotive *Delaware*. (Lewis Diary, Holmes)
- Mar. 16, 1832** Virginia incorporates James River & Kanawha Company to build a chain of canal and road improvements between Richmond and the Ohio River via the James and Kanawha Valleys.
- Mar. 16, 1832** U.S. Senate passes bill granting land to Illinois to build railroad instead of Illinois & Michigan Canal. (NilesReg)
- Mar. 21, 1832** House Committee exonerates John Wilson of charges he unfairly favored Columbia over Marietta as terminus, is rarely on line, and grossly underestimated cost. (HJ)
- Mar. 22, 1832** Select Committee of Legislature report rejects complaints against Canal Commissioners for irregularities in awarding and paying contracts.
- Mar. 22, 1832** New Jersey Railroad & Transportation Company commissioners meet. (Freeman- verify)
- Mar. 22, 1832** Books opened in Baltimore for Baltimore & Wheeling Transportation Company, which proposes to operate a line of freight wagons. (BaltAm)
- late Mar. 1832** Floods in Susquehanna Valley wash out Shamokin, Nanticoke, and Muncy Dams, placing North Branch, West Branch, and Susquehanna Divisions out of service.
- Mar. 1832** NC&F begins carrying freight. (Lewis Diary)
- Mar. 26, 1832** Pennsylvania Senate passes canal and railroad bill with all appropriations for branches struck out. (BaltAm)
- Mar. 28, 1832** Philip E. Thomas and John Elgar of B&O view NC&F. (Lewis Diary)
- Mar. 30, 1832** Gov. George Wolf returns Improvement Bill signed but with message decrying lack of appropriation for North and West Branches, Beaver Division and French Creek Feeder as breach of faith pledged in previous year's bill; act authorizes \$2,348,680 state loan to complete Main Line only. (PL, HazReg)

- Apr. 1, 1832** B&O opens from Frederick Jct. to Point of Rocks on the Potomac River, about 71 miles from Baltimore. (AR)
- Apr. 5, 1832** Pennsylvania act authorizes additional \$300,000 permanent loan to continue certain contracts on projects not covered by Mar. 30 act. (PL)
- Apr. 6, 1832** Baltimore ordinance permits to extend tracks in various streets, including Paca, Howard, Green, Franklin and Eutaw Streets. (BaltAm)
- Apr. 6, 1832** Charter supplement to New York & Harlem Railroad authorizes occupying other street but must not use locomotives south of 14th Street. (Grogan)
- Apr. 6, 1832** A group of Sauk and Fox under Black Hawk (1767-1838) crosses the Mississippi near Rock Island to occupy their old fields; resulting "Black Hawk War" provides an excuse to push the Sauk and Fox further west.
- Apr. 9, 1832** Col. Stephen H. Long's "Pennsylvania Locomotor" again tested on New Castle & Frenchtown Railroad; covers 27 miles in two hours hauling load of 10 tons; "Locomotor: weighs 3 tons. (Lewis Diary, NilesReg)
- Apr. 10, 1832** Books for Philadelphia & Trenton Railroad opened in Bristol, Pa.; only 1,100 shares taken; many fear competition once Camden & Amboy is extended down to Camden; John Savage of Morrisville is promoting line to boost his property there. (MB, Lewis Diary)
- Apr. 10, 1832** Pa. legislative resolution authorizes Gov. Wolf to appoint three commissioners to meet with commissioners of New Jersey re dispute over dam in Delaware River at Wells Falls. (PL)
- Apr. 11, 1832** Contracts let for laying track on Portage Railroad; 40-pound English edge rail, with strap rails on the 10 inclined planes. (Roberts)
- Apr. 14, 1832** U.S. House passes resolution calling for survey for railroad between Hollidaysburg and Cumberland. (NilesReg)
- Apr. 1832** First New Castle & Frenchtown Railroad locomotive, *Delaware*, built by Stephenson, arrives in New Castle in disassembled state - no appears to have been assembled in Phila!!). (Holmes)
- Apr. 17, 1832** New York & Albany Railroad chartered to build from New York to Albant via Harlem River Valley. (Grogan)

- Apr. 20, 1832** First trainload of Potomac flour arrives in Baltimore over B&O. (Dilts)
- Apr. 24, 1832** New York & Erie Railroad Company incorporated in New York to build from New York City to Lake Erie through the Southern Tier counties left isolated from the Erie Canal; not permitted to connect with railroads in New Jersey or Pennsylvania without permission of Legislature. (PL, Minor)
- Apr. 24, 1832** Tonawanda Railroad incorporated in New York to build from Rochester to Attica. (Stevens)
- Apr. 24, 1832** Pennsylvania legislature earmarks \$60,000 of Philadelphia & Columbia Railroad appropriation to be set aside to assist Lancaster in diverting the railroad through the center of town, contrary to the original survey; old roadbed on direct line to be preserved. (PL)
- Apr. 25, 1832** Brooklyn & Jamaica Railroad incorporated; first PRR predecessor in New York State.
- Apr. 1832?** Canal Commissioners contract through A. & G. Ralston with Harford, Davis & Co. of Wales for rails and cast-iron chairs for Portage Railroad; single track with double track on inclined planes. (CC)
- May 1, 1832** Portion of Philadelphia & Columbia Railroad east of Downingtown and Delaware Division Canal placed under William B. Mitchell as Superintendent; portion west of Downingtown and Eastern Division Canal remain under John Barber. (CC)
- May 1, 1832** New Jersey Railroad & Transportation Company opens books at New Brunswick. (Freeman)
- May 1, 1832** Commissioners of Wilmington & Susquehanna Railroad open books at Philadelphia; no election of officers. (BdPap, BaltAm)
- May 2, 1832** New York City Council secretly grants New York & Harlem Railroad right to extend down Broadway to City Hall and Bowling Green. (Grogan)
- May 3, 1832** New Jersey Railroad & Transportation Company closes subscription books at Newark; \$750,000 subscribed on the spot, three times amount needed. (according to Freeman, this was a deliberate false report; only 1/12 stock actually taken and commissioners pledge personal credit to cover balance.)

- May 4, 1832**      **Pennsylvania act requires Canal Commissioners to make annual statement of tolls received by each collector and quantities of goods carried between various points. (PL)**
- May 8, 1832**      **Lykens Valley Railroad & Coal Company lets contracts for five miles. (MB)**
- May 1832**          **Henry Roe Campbell resigns as Principal Assistant Engineer of Philadelphia & Columbia Railroad.**
- May 1832**          **New York & Harlem Railroad appoints Gen. \_\_\_ Swift Chief Engineer. (Grogan)**
- May 1832**          **Matthias Baldwin completes assembly of New Castle & Frenchtown Railroad locomotive *Delaware* at New Castle; took two months as was studying how to build one from scratch; charges this learning time to NC&F. (this is from Holmes - verify from a Baldwin source)**
- May 28, 1832**      **Senate kills bill for federal subscription to B&O by 23-18. (NilesReg)**
- May 29, 1832**      **First section of Paterson & Hudson River Railroad between Paterson and Acquackanonk Landing (Passiac) opens with horse power; later main line of Erie Railroad; first revenue railroad service in New Jersey. (Lucas)**
- June 3-4, 1832**    **First experiments with imported Stephenson locomotive *Delaware* on New Castle & Frenchtown Railroad.**
- June 4, 1832**      **New Jersey Railroad & Transportation Company holds organization meeting at Newark; Gen. John Stevens Darcy (1788-1863) elected Pres. and John P. Jackson (1805-1861) Secretary. (MB)**
- June 4, 1832**      **Parliament passes Third Reform Bill giving the vote to tenant farmers and the propertied middle classes and creating new constituencies for the industrial cities while abolishing those for depopulated rural areas; the Reform Bill splits middle class and radical reformers, ensuring that Britain experiences limited and gradual change rather than revolution; sense of social stability and optimism is restored among the monied classes, leading to increased investment in America.**
- June 5, 1832**      **Philadelphia & Trenton Railroad organized at United States Hotel at Philadelphia; directors include stage proprietor James Reeside. (MB)**
- June 6, 1832**      **Delaware Division Canal opens between New Hope and Easton,**

completing line. (CC)

- June 7, 1832** New Jersey Railroad Board meets with Robert L. & Edwin A. Stevens of Hoboken Ferry and committee of Paterson & Hudson River Railroad to discuss route for crossing Bergen Hill. (MB)
- June 7, 1832** First section of Philadelphia, Germantown & Norristown Railroad opens between 9th & Green Streets and Germantown; first railroad at Philadelphia. (Hare)
- June 9, 1832** Philadelphia & Trenton Railroad Company organized; John Savage ( -1834) of Morrisville elected Pres. and Thomas G. Kennedy ( - ) Secretary. (MB)
- June 9, 1832** Single Pa. act incorporates Williamsport & Elmira Railroad, Portsmouth & Lancaster Railroad, Marietta & Columbia Railroad, Strasburg Railroad and reviving Oxford Railroad; backers of Williamsport & Elmira Railroad include Thomas Biddle, Archibald McIntyre and Simon Gratz. (Digest)
- June 9, 1832** Pennsylvania act distributes \$300,000 bequest from will of late Stephen Girard to the construction of the Main Line and the French Creek Feeder. (PL)
- June 9, 1832** Worldwide cholera epidemic reaches North America at Quebec, carried on Irish immigration ships. (NilesReg)
- June 10, 1832** New Jersey Railroad directors view route of crossing Bergen Hill. (MB)
- June 11, 1832** Pennsylvania act directs Canal Commissioners to apply moneys earmarked for construction to pay interest coming due Aug. 1, 1832; resolution directs Canal Commissioners to permit persons to operate cars on finished portions of Philadelphia & Columbia Railroad; Canal Commissioners to adopt regulations regarding use of P&C. (PL)
- June 11, 1832** Baltimore & Port Deposit Railroad organized at Maryland Savings Institution in Baltimore; no Pres. elected. (MB)
- June 13, 1832** Baltimore & Susquehanna Railroad opens second division for revenue service between Relay House (Hollins) and the Reisterstown Road ("Turnpike") near Owings Mills; success of Philadelphia interests in blocking charter to extend to Harrisburg via York leads company to choose alternate route into Pennsylvania via Westminster and Gettysburg. (BaltAm)

- June 18, 1832** New Jersey Railroad appoints Ephraim Beach ( -1857) Chief Engineer. (MB)
- June 1832** Pres. Jackson delegates DeWitt Clinton, Jr., to make survey for New York & Erie Railroad. (or 1831?! was this second survey?)
- June 27, 1832** Northern Liberties & Penn Township Railroad organized; Jesse R. Burden, Pres. (MB)
- June 27, 1832** Mad River & Lake Erie Railroad organized. (verify)
- June 28, 1832** World-wide cholera epidemic reaches New York City; spreads easily among canal laborers working in water and unsanitary living conditions.
- June 28, 1832** Philadelphia & Trenton Railroad Board permits directors to borrow about \$12,000 from company. (MB)
- June 28, 1832** Edward Miller (1811-1872) named Principal Assistant Engineer of Portage Railroad in charge of plane machinery. (Wilson)
- July 2, 1832** Lykens Valley Railroad & Coal Company lets sections 15-23 of western division. (MB)
- July 3, 1832** Northern Liberties & Penn Township Railroad appoints Henry Roe Campbell Chief Engineer. (MB)
- July 3, 1832** Test of Stephenson locomotive *Delaware* on New Castle & Frenchtown Railroad after track strengthened; runs up to 40 MPH. (MB, Holmes, NilesReg)
- July 3, 1832** Pres. Jackson signs \$1.1 million internal improvement bill; pocket vetoes Rivers & Harbors Bill, which includes \$20,000 for improving Back Creek at western entrance to Chesapeake & Delaware Canal. (NilesReg)
- July 4, 1832** Excursion held over first three miles of West Chester Railroad. (Moore)
- July 4, 1832** War Department suspends DeWitt Clinton, Jr.'s, service with New York & Erie unless company pays costs; done at urging of Albany Regency, the New York Democratic organization, which is tied to state canal system.
- July 5, 1832** 1831-32 world cholera pandemic reaches Philadelphia, where continues through October; about 985 deaths in city; death tolls

particularly high on canal projects because of crowded and unsanitary conditions.

- July 6, 1832** NC&F Board asks Matthias Baldwin to install a hand pump on the *Delaware* and also when will he be able to turn locomotive over to company. (MB)
- July 9, 1832** Joint Companies' Executive Committee reports so far unsuccessful in effort to acquire Citizens Line; have increased offer to \$90,000. (MB)
- July 10, 1832** Pres. Andrew Jackson vetoes bill to extend the charter of the Second Bank of the United States, making recharter a central issue in the fall's presidential election. (EAH)
- July 13, 1832** U.S. Senate fails to override Pres. Jackson's veto of Bank Bill. (EAH)
- July 14, 1832** Congress passes compromise Tariff of 1832; reduction from high rates of 1828 but retains high rates on textiles and iron; raw wool and flax made duty free; is not enough to placate South Carolina. (EAH)
- July 14, 1832** Congress passes appropriation to purchase franchise for Long Bridge (Washington Bridge Company) and \$60,000 to rebuild it; out of service since flood of Feb. 1831. (Wilson - verify)
- July 21, 1832** Further experiments with locomotive on New Castle & Frenchtown Railroad; runs through in 0:56. (BaltAm)
- July 23, 1832** Ship *Herald* arrives in Baltimore from Liverpool after 42-day crossing; carries Stephenson locomotive (c/n 7) for Baltimore & Susquehanna Railroad; locomotive had sat in Liverpool for six months waiting for a ship and was given the name of the first available ship which brought it to America; locally-owned *Herald* was one of few ships trading with Liverpool, and delay underscores Baltimore's weak connection with the center of the English Industrial Revolution. (BaltAm)
- July 26, 1832** Western Division Canal reopens over entire length. (unclear if includes tunnel- need Supts. rept.)
- July 28, 1832** *Atlantic*, first B&O "Grasshopper" locomotive with vertical cylinders working drivers through overhead lever beams, makes test run to Ellicotts Mills with seven cars; designed by Davis & Gartner; burns anthracite coal. (Dilts, AR, BaltAm)
- Aug. 1, 1832** Because of fall off in business caused by cholera epidemic, Citizens Union Line raises Philadelphia-Baltimore fare to \$4.00. (BaltAm)

- Aug. 2, 1832      New Castle & Frenchtown sets maximum speed at about 13 MPH, covering 16.5 miles in 1:15. (MB)
- Aug. 3, 1832      Black Hawk defeated at Battle of Bad Axe in Wisconsin.
- Aug. 4, 1832      C&O Canal stockholders propose that B&O should terminate at Point of Rocks until 1840 and its funds be used to finish canal to Cumberland first. (Dilts)
- Aug. 6, 1832      Henry R. Campbell reports on surveys for Northern Liberties & Penn Township Railroad; runs from Henry Pratt's gardens on Schuylkill River at Fairmount south to Coates Street, then along south side of Coates Street to Philadelphia & Columbia Railroad, up Broad Street to north of Spring Garden Street, then over to 6th Street to join Philadelphia, Germantown & Norristown Railroad, then diagonally to 5th Street & Old York Road, down York Road to Willow Street, and down Willow Street to Delaware River. (MB)
- Aug. 6, 1832      British locomotive *Herald* makes first short experimental trip on Baltimore & Susquehanna Railroad; set up by John Lawson, who had trained under the Stephensons, came with the locomotive as engineer; he was later fired for misconduct, and the company had a difficult time finding a replacement; like all early Stephenson imports, *Herald* is ill suited to sharp curves and weak track. (BaltAm)
- Aug. 6, 1832      *Atlantic* hauls regular B&O passenger train to Frederick. (BaltAm)
- Aug. 8, 1832      Cholera epidemic reaches Washington, D.C.
- Aug. 10, 1832      Baltimore & Susquehanna Railroad opens extension from Reisterstown Road to Owings Mills to serve camp meeting; has mail contract for Chambersburg route. (BaltAm)
- Aug. 14, 1832      First 1.5 miles of Lexington & Ohio Railroad formally opened with horse power; first railroad in Ohio Valley. (BaltAm)
- Aug. 15, 1832      Baltimore & Port Deposit Railroad appoints Charles H. Mayer and William H. Freeman an Executive Committee to appoint an agent to make survey. (MB)
- Aug. 1832      *Experiment*, designed by John Bloomfield Jervis, first locomotive with a 4-wheel pilot truck (4-2-0), tested on Mohawk & Hudson Railroad; built by West Point Foundry. (Stevens)
- Aug. 1832      *Pennsylvania*, second Stephenson locomotive for New Castle & Frenchtown Railroad arrives at New Castle; is assembled in one week.

**(Holmes - mid Aug.)**

- Aug. 1832?** Western Division Canal opens between Pittsburgh Basin and outlet lock on the Monongahela River, including tunnel under Grant's Hill. (Leuba)
- Aug. 21, 1832** Baltimore & Susquehanna opens for regular revenue service between Reisterstown Turnpike and Owings Mills, Md.; no further work done on this line, which becomes the Green Spring Branch. (BaltAm)
- Aug. 25, 1832** Lykens Valley Railroad & Coal Company appoints Mr. Nice (possibly David Nice who later managed Shamokin mines) as engineer for extension to Millersburg. (MB)
- Summer 1832** Maj. David Bates Douglass (1790-1849) surveys Brooklyn & Jamaica Railroad.
- Sep. 6, 1832** New Castle & Frenchtown authorizes negotiations with Pennsylvania, Delaware & Maryland Steam Navigation Company for through service in 1833. (MB)
- Sep. 1832** U.S. Engineers arrive to survey Williamsport & Elmira Railroad.
- Sep. 10, 1832** New Castle & Frenchtown Railroad begins regular use of locomotives and discontinues last partial use of horses. (MB, Holmes)
- Sep. 12, 1832** Baltimore & Susquehanna main line opens between Hollins and Timonium, Md.; public house opens at Timonium to serve as station; company continues building towards York instead of Westminster. (BaltAm)
- Sep. 13, 1832** West Chester Railroad holds formal opening between West Chester Intersection (Malvern) and West Chester, Pa., for non-revenue excursion; West Chester station at Matlack & Chestnut Streets; Philadelphia station located at Broad near Race Street. (recheck station location - built later - not able to run on P&C yet)
- Sep. 19, 1832** Camden & Amboy Railroad holds first excursion for directors and friends between Boardentown and Hightstown with car drawn by two horses. (Fish)
- Sep. 20, 1832** First trip passes over Columbia Railroad between head of Belmont Plane and West Chester Intersection (Malvern).
- Sep. 20, 1832** Cholera epidemic reaches Cincinnati.

- Sep. 20, 1832** Steamboat *Ohio* launched at Kensington for People's Steam Navigation Company service between Philadelphia and Delaware City. (Alexander)
- Sep. 21, 1832** Sac Nation signs Treaty of Fort Armstrong after Black Hawk is turned over to U.S. by two Winnebagoes, ceding eastern fifth of Iowa.
- Sep. 22, 1832** New Jersey Railroad Board authorizes purchase of Proprietors of the Bridges over the Rivers Passaic & Hackensack by exchange of stock upon completion of railroad to Newark. (MB)
- Sep. 1832** Edward Miller, Principal Assistant Engineer and Superintendent of Machinery for the Allegheny Portage Railroad is sent to England and Scotland by the Canal Commissioners to examine railroads there; recommends the use of heavier edge rail and larger stone blocks. (Wilson has spring and fall of 1831?)
- Oct. 1, 1832** First section of Camden & Amboy opens between Stewarts Point Wharf between Bordentown and White Hill and Hightstown, N.J.; company charters steamboat *Robert Morris* on Delaware River; connects by stagecoach with *Water Witch* at South Amboy; is operated by horses only to avoid problems of balancing horse and locomotive-powered trains; runs Philadelphia-New York in 9:30, cutting 1-2 hours off previous time; \$3.00 fare. (Lewis Diary, NYPost)
- Oct. 1, 1832** West Chester Railroad opens for revenue service between West Chester and Green Tree. (Moore)
- Oct. 3, 1832** Baltimore & Port Deposit Railroad hires Thomas & Joseph Shriver as engineers for reconnaissance from Baltimore to Port Deposit and thence to a connection with the Philadelphia & Columbia Railroad; plan is to use Oxford Railroad. (MB)
- Oct. 1832** Baltimore & Wheeling Transportation Company begins service with freight wagons between B&O at Frederick and Wheeling; run through from Baltimore in 8 days or half previous time; wagons run day and night stopping only to change horses. (BaltAm, NilesReg)
- Oct. 6, 1832** Baltimore & Susquehanna Railroad stages first public trip of locomotive *Herald* with five car train to Owings Mills for guests, including directors of B&O; runs up to 50 MPH; original wheelbase was unable to take sharp curves, so front wheels removed and replaced by a four-wheel pony truck by Ross Winans, converting it from a 0-4-0 to a 4-2-0; thereafter runs in regular service to Owings Mills. (MB; BaltAm, RRH)

- Oct. 10, 1832** Bayles, Letson & Gulick, stage proprietors, begin operating regular service between Hightstown and South Amboy in connection with Camden & Amboy Railroad. (NYPost)
- Oct. 13, 1832** NC&F runs excursion from Baltimore to Philadelphia and back hosted by William D. Lewis and Samuel Nevins; locomotive *Delaware* and nine cars; steamboat *Washington* on Chesapeake and *William Penn* on Delaware. (BaltAm)
- Oct. 15, 1832** Stockholders of Joint Companies approve increase of capital stock. (MB)
- Oct. 15, 1832** Ohio & Erie Canal opens between Chillicothe and Portsmouth, Ohio, completing line from Cleveland to the Ohio River; begins diversion of Ohio River trade towards Buffalo and the Erie Canal. (ARJ says celebrated 10/12!)
- Oct. 18, 1832** First section of Philadelphia & Columbia Railroad opens for revenue service between head of Belmont Plane and West Chester Intersection; West Chester Railroad cars begin running through to Belmont. (CC)
- Oct. 25, 1832** Canal Commissioners grant John Wilson leave of absence from duties as Principal Engineer of Philadelphia & Columbia Railroad because of poor health; replaced by John P. Baily; Wilson travels to Florida and the Caribbean to escape the northern winter. (CC)
- Oct. 29, 1832** Samuel H. Kneass begins survey for Philadelphia & Trenton Railroad between Kensington and the Trenton-Delaware Bridge. (MB)
- Nov. 1832** New Jersey Railroad & Transportation Company acquires control of Newark Turnpike to eliminate harassment of its parallel route.
- Nov. 21, 1832** New Jersey Railroad makes agreement with Proprietors of Bridges over the Rivers Passaic & Hackensack to purchase its stock at 150 upon completion to Newark; Bridge company is controlled by wealthy New Yorkers, including David Hosack (1769-1835), Richard Varick, Anthony Dey, John G. Coster and Elias Boudinot (1791-1863 - E.E., son of Elisha?). (MB)
- Nov. 22, 1832** NC&F places *Pennsylvania* on run in place of *Delaware*, removed for repairs. (MB)
- Nov. 23, 1832** Matthias Baldwin places his first full-sized locomotive, the *Old Ironsides*, in service on the Philadelphia, Germantown & Norristown Railroad; the design is based on his assembling a Stephenson 0-4-0,

- the *Delaware*, on the New Castle & Frenchtown.
- Nov. 24, 1832** South Carolina state convention passes ordinances nullifying the Tariffs of 1828 and 1832, suspending the collection of duties effective Jan. 1, and threatening secession if the U.S. tries to collect tariff revenue; John C. Calhoun abandons his nationalist and pro-entrepreneurship stance and hereafter gives intellectual shape to the extreme States Rights views of his constituents. (EAH)
- Nov. 26, 1832** First section of New York & Harlem Railroad opens on the Bowery between Prince Street and 14th Street in New York City. (GrnBk, RRH)
- Nov. 27, 1832** Juniata Division Canal opens between Huntingdon and Hollidaysburg, completing line.
- Nov. 28, 1832** Samuel H. Kneass completes survey for Philadelphia & Trenton Railroad; future PRR VP Herman J. Lombaert serves as Assistant Engineer (not according to minutes - probably chainman or axeman). (father Charles Lombaert was leading director) (Wilson, MB)
- Dec. 1, 1832** Lykens Valley Railroad & Coal Company lets balance of road. (MB)
- Dec. 4, 1832** Eastern Division Canal completed between Middletown and Columbia.
- Dec. 5, 1832** President Jackson reelected by large margin over National Republican Henry Clay with Martin Van Buren (1782-1862) of New York as VP; campaign was waged largely on the Bank issue, and Jackson interprets his victory as a mandate to dissolve the Second Bank of the United States. (EAH)
- Dec. 8, 1832** Philadelphia & Trenton Railroad Board approves surveys made by Samuel H. Kneass; tables offer from Charles Ellet to build wire or chain suspension bridge over Neshaminy Creek. (MB)
- Dec. 17, 1832** Camden & Amboy opens between South Amboy and Stewarts Point south of Bordentown with horse power, connecting with steamboats for New York and Philadelphia; Delaware River is soon frozen, requiring the use of stages between Bordentown and Philadelphia via Trenton; about 50-60 passengers on first trip. (MB, paper, Fish)
- Dec. 18, 1832** In annual message, Gov. Wolf urges that Bank of the United States be preserved, distancing himself from the national Democratic leadership. (PaArch)
- Dec. 19, 1832** Philadelphia & Trenton Railroad appoints Samuel H. Kneass as

**Principal Engineer and George Merrick and James Moore, Assistant Engineers; director Charles Lombaert reports on negotiations with Trenton & New Brunswick Turnpike Company to form through route to New York. (MB)**

- Dec. 22, 1832** William Neil the "Stage Coach King" of Columbus, Ohio, petitions legislature to operate steam wagons on National Road. (Marvin)
- Dec. 26, 1832** People's Steam Navigation Company writes to New Castle & Frenchtown requesting cooperation in through service between Philadelphia and Baltimore. (MB)
- Dec. 27, 1832** Bayles, Letson & Gulick begin stage service from 30 South 3rd Street, Philadelphia via Frankford Turnpike and Trenton to Sand Hills on Camden & Amboy as Delaware River steamboats withdrawn for ice.
- 1832** Baltimore & Susquehanna Railroad completes double track from Baltimore to Relay House.
- 1832?** Application of New York & Erie Railroad for U.S. Engineers to survey accepted, but then revoked on opposition of Erie Canal counties and Albany Regency. (Minor)
- 1832** Thomas S. Clarke of McKee, Clarke & Co. becomes associated with D. Leech & Co.'s transporting business. (StdHistPitts)
- 1832** Miami & Erie Canal completed (meaning Cincinnati outlet??)
- 1832**  
**ca. 1832** Ohio authorizes extension of Dresden Side Cut to Zanesville. Ohio River Bridge Company organized at Louisville; cornerstone laid at 12th Street but little other work done; project not revived until 1856.
- 1832** At Treaty of Tippecanoe, Potawatomis cede their remaining lands in Indiana north of the Wabash River.
- 1832** Illinois Board of Canal Commissioners reports in favor of a railroad rather than a canal between the Illinois River and Lake Michigan.