

PRR CHRONOLOGY
1833

June 2004 Edition

- Early 1833** **Ohio begins construction of first 17 miles of Miami Extension Canal north of Dayton.**
- Jan. 1, 1833** **Philadelphia & Trenton Railroad awards contract to build entire line to Richard Morris of Philadelphia. (MB)**
- Jan. 1, 1833** **First six miles of Lexington & Ohio Railroad open from Lexington with horse power. (RRH)**
- Jan. 7, 1833** **Illinois Canal Commissioners recommend a portage railroad instead of a canal.**
- Jan. 9, 1833** **William D. Lewis and Thomas Stockton of NC&F present petition in Dover to increase fares, abandon turnpike, buy steamboats and obtain a local monopoly of cross-Peninsula traffic south of Wilmington. (Holmes)**
- Jan. 10, 1833** **City of Philadelphia passes ordinance for building City Railroad from terminus of Philadelphia & Columbia Railroad at Broad and Vine Streets down Broad Street to Cedar (South) Street. (Rept)**
- Jan. 16, 1833** **Executive Committee of Joint Board appoints Robert L. Stevens and Edwin A. Stevens Superintendents of Camden & Amboy Railroad. (MB)**
- Jan. 16, 1833** **Camden & Amboy purchases steamboats and other assets of Union Line Stage & Steamboat Company for \$149,096 (AR says began op. boats of Union Line 1/1/33); fails to come to terms with rival Columbian Line, which demands \$200,000 payment for "goodwill" alone; Columbian Line then continues to operate boats and stages as the "People's Line" in competition with the railroad.**
- Jan. 18, 1833** **New Jersey Railroad appoints committee to negotiate with Essex & Middlesex Turnpike for laying track on it or buying its stock. (MB)**
- Jan. 20, 1833** **Rogers, Striker & Co. begins running stage from Reeves's ferry at Camden to Bordentown, spending night at Burlington; connects with Camden & Amboy for South Amboy and steamer *Cinderella*; fare \$4.00.**

- Jan. 22, 1833** Delaware passes supplement to NC&F charter granting it a local monopoly between the Christiana River and Appoquinimink Creek for 20 years; in return, NC&F must take state's \$25,000 stock of Chesapeake & Delaware Canal and pay 6% dividend on it and pay a 2% tax on capital; can buy steamboats and raise fare to 10 cents a mile and abandon turnpike. (PL)
- Jan. 24, 1833** Freight service begins on Camden & Amboy; operated by firm of Hill, Fish & Abbe (Union Transportation Line) under contract; first freight carried in three cars, each drawn by one horse; Benjamin Fish drives first car, John Fine the second, and Edmund Page the third; at Sand Hills, transferred to wagons and delivered on Philadelphia wharf by sunrise next morning. (Fish)
- Feb. 6, 1833** J. Edgar Thomson presents report on survey for unbuilt extension of Delaware Division Canal from Bristol to Philadelphia run in fall of 1832. (CC)
- Feb. 11, 1833** Delaware & Jobstown Rail or McAdamized Road Company incorporated in N.J., to build a railroad or road for hauling timber and firewood from the Pine Barrens through Jobstown to the Delaware River. (PL)
- Feb. 15, 1833** Western Railroad Corporation incorporated in Massachusetts to build railroad from Worcester to Albany, N.Y. (Poor)
- Feb. 16, 1833** Pennsylvania Improvement Act authorizes \$2.54 million permanent loan; to be applied to completion of Philadelphia & Columbia Railroad, Allegheny Portage Railroad, Eastern Division, Wyoming Line, Lycoming Line, French Creek Division and Beaver Division. (PL)
- Feb. 20, 1833** Lykens Valley Railroad & Coal Company lets timber contract for rails. (MB)
- Feb. 21, 1833** Philipsburg & Juniata Railroad receives letters patent; except for Hardman Philips, most investors are New Yorkers, including the Astors. (PaArch)
- Feb. 23, 1833** New York authorizes Chenango Canal linking Erie Canal at Utica with upper Susquehanna River at Binghamton.
- Feb. 27, 1833** Maj. John Wilson (-1833), Chief Engineer of Columbia Railroad and Camden & Amboy, dies at Matanzas, Cuba.

- Mar. 1, 1833** Edward F. Gay, formerly Principal Engineer of Juniata Division, appointed Chief Engineer of Philadelphia & Columbia Railroad. (CC)
- Mar. 1, 1833** Meeting of cab owners and drivers at Tammany Hall protests occupation of streets by New York & Harlem Railroad; crowd spills out of hall and tears up a piece of track. (Grogan)
- Mar. 2, 1833** Pres. Jackson signs compromise Tariff of 1833 and Force Bill, which permits president to use the military to enforce the revenue laws; ends threat of Nullification by South Carolina with both sides saving face; tariff adds worsteds and linens to free list and provides for reduction of all duties over 20% by removing a tenth of the excess rate at two-year intervals; tariff is supported in South and opposed in New England and the Middle Atlantic States. (EAH)
- Mar. 2, 1833** Clay and Calhoun forces in House unite to pass resolution that federal deposits may remain in Bank of the United States. (EAH)
- Mar. 2, 1833** Locomotive *Joe Davis* built by Thomas Harris Barlow (1789-1865) and Joseph Bruen (1794-1848) of Lexington makes trial trip on Lexington & Ohio Railroad; used for 17 days only, and line reverts to horse power. (RRH, White)
- Mar. 9, 1833** Maryland act authorizes state to subscribe an additional \$500,000 to B&O to build Washington Branch if private investors subscribe \$1 million; branch stock to be separate from main line; state to receive 20% of gross passenger receipts of branch; through fare not to be less than \$2.50 without consent of state; state to appoint two additional directors. (PL)
- Mar. 13, 1833** Lykens Valley Railroad & Coal Company contracts hauling of coal to Thomas Elder and Jacob M. Haldeman. (MB)
- Mar. 14, 1833** Charter supplement authorizes Baltimore & Susquehanna Railroad to borrow \$350,000; interest, but not principal, to be guaranteed by State in return for a first lien on property. (Digest)
- Mar. 18, 1833** Baltimore & Susquehanna Railroad appoints George P. De la Roche as Superintendent. (MB)
- Mar. 22, 1833** Maryland authorizes B&O to extend from Point of Rocks to Harpers Ferry, where it is to cross into Virginia and not occupy Maryland shore of Potomac, embodying compromise with the C&O Canal. (PL, Dilts)
- Mar. 23, 1833** Chief Engineer Ephraim Beach and Assistant Lorenzo A. Sykes

(1805-1878) make report on surveys for New Jersey Railroad & Transportation Company between Jersey City and Newark and preliminary survey to New Brunswick. (MB)

- Mar. 25, 1833** Watermen break canal banks below Muncy Dam to create a toll-free bypass to dam.
- Mar. 25, 1833** Select committee of Pennsylvania Legislature, acting with advice of Moncure Robinson, recommends against operating the state railroads as public highways; prefers state-owned locomotives with a single system of management and regulation, preferably by 10-year leases to a single operator; this advice is ignored. (HJ)
- Mar. 26, 1833** Pa. legislative resolution appropriates \$4,012 and orders Columbia Bridge Company to lay track across bridge; company may collect tolls on cars. (PL)
- Mar. 27, 1833** Pennsylvania act authorizes \$530,000 permanent loan for public works and \$100,000 temporary loan. (PL)
- Mar. 30, 1833** James Reeside & Co. begins operating the Peoples Line of stages between Philadelphia and New Brunswick in competition with Camden & Amboy Railroad; advertised as "No Monopoly." (NYPost) (Lane has Reeside starting as early as 1831? with *New York* on Raritan R)
- Apr. 1, 1833** Peoples Steam Navigation Company agrees with Chesapeake & Delaware Canal to operate a line of passenger barges at \$10,000 per year. (Holmes)
- Apr. 2, 1833** Baltimore & Susquehanna Railroad adopts first operating rules. (MB)
- Apr. 4, 1833** Grand Committee of Pennsylvania Legislature (one member from each county) presents the results of investigations into conduct of Canal Commissioners. (HJ)
- Apr. 5, 1833** Canal Commissioners contract for completion of Philadelphia & Columbia Railroad from West Chester Intersection to Columbia.
- Apr. 6, 1833** New Jersey Railroad purchases stock of Essex & Middlesex Turnpike from Elias E. Boudinot. (MB)
- Apr. 8, 1833** Supplement to West Chester Railroad charter permits branch into Great Valley to reach marble quarries and connect with Philadelphia & Columbia Railroad east of Downingtown. (PL)
- Apr. 9, 1833** West Chester Extended Railroad Company incorporated in Pa. to

extend West Chester Railroad into town; backed by William Everhart, a hotel proprietor on south side of town. (PL, Moore)

- Apr. 9, 1833** Pa. legislative resolutions direct that any state funds be used to meet shortfall in money for Aug. 1, 1833 loan interest; authorizes reimbursing Superintendent William B. Mitchell for \$1,030 spent by him for doctors, medicines and a temporary hospital for laborers on Eastern Division of Philadelphia & Columbia Railroad during cholera epidemic in 1832. (PL)
- Apr. 9, 1833** Eastern Division Canal opens for revenue service between Middletown and Columbia; first boat arrives at Columbia from Reading via Union Canal.
- Apr. 10, 1833** New Jersey Railroad fixes crossing of Passaic River at Newark's Commercial Dock near foot of Centre Street; authorizes branches up Market Street and Broad Street to Lower Common (Military Park) and south on Broad Street to Elizabeth. (MB)
- Apr. 15, 1833** Gov. Wolf appoints Robert McCoy one of three Pennsylvania Canal Commissioner, replacing Josiah White resigned. (PaArch)
- Apr. 15, 1833** Through cars begin operating between Philadelphia and West Chester via Columbia Railroad and West Chester Railroad.
- Apr. 16, 1833** New Castle & Frenchtown Turnpike & Railroad Company agrees to merge with Pennsylvania, Delaware & Maryland Steam Navigation Company and purchases all its property, including that held by trustees of old Citizens' Union Line. (MB)
- Apr. 16, 1833** New Castle & Frenchtown train hits cow three miles east of Frenchtown; 9 of 10 cars derailed and overturned; New Castle & Frenchtown then introduces first system of fixed signals on a U.S. railroad between New Castle and Frenchtown; by Sep. 1833 signal staffs about three miles apart; can transmit a signal from one end of line to the other in three minutes; flags later changed to peach baskets covered with cloth and to colored balls ("highballs") ca. 1837. (DelGaz, NilesReg, Watkins)
- Apr. 19, 1833** Supplement to charter of New York & Erie amends method of subscription to stock; books opened by little subscribed. (Minor)
- Apr. 19, 1833** Future PRR Counsel and U.S. Attorney General Wayne McVeagh (1833-1917) born at Phoenixville, Pa. (CongBio)
- Apr. 22, 1833** James Kennedy Moorhead (1806-1884) appointed Superintendent of Juniata Division Canal. (CC)

- Apr. 22, 1833** Michigan charters Erie & Kalamazoo Railroad Company; oldest portion of New York Central in Michigan.
- Apr. 25, 1833** Camden & Amboy Railroad increases service to two round trips for summer. (NYPost)
- Apr. 26, 1833** New Jersey Railroad authorizes construction of a branch from the Commercial dock to intersect the main line at the south end of Broad Street; this became the actual main line, and the plan to run the main line through Broad Street is abandoned; also authorize building main line on Essex & Middlesex Turnpike from south end of Broad Street to Morris Avenue in Elizabeth. (MB)
- Apr. 29, 1833** Utica & Schenectady Railroad incorporated in New York; because it runs along Erie Canal, is barred from carrying freight. (Stevens)
- May 1, 1833** Camden & Amboy buys Union Transportation Line, employing Hill, Fish & Abbe as agents. (see above! MB says consummated by 4/12)
- May. 1, 1833** Northern Liberties & Penn Township Railroad Board reports it has built a landing on the Delaware River at foot of Willow Street. (MB)
- May 2, 1833** New steamboat *Ohio* built for People's Steam Navigation Company, races Union Line's *William Penn* from Philadelphia to Delaware City; results inconclusive. (Gray)
- May 3, 1833** New Jersey Railroad acquires about 300 shares of Essex & Middlesex Turnpike Company. (MB)
- May 4, 1833** People's Steam Navigation Company (People's Line) begins rival service between Philadelphia and Baltimore using barges through Chesapeake & Delaware Canal in competition with New Castle & Frenchtown Railroad; uses steamer *Ohio*, Capt. Wilmon Whilldin, Jr., on Delaware and *Kentucky* on Chesapeake; takes 1.5 to 3 hours longer than Union Line, which uses railroad; Union Line uses *William Penn* and *Robert Morris* on Delaware and *George Washington* and *Charles Carroll* on Chesapeake. (Holmes, Gray)
- May 5, 1833** People's Line cuts Philadelphia-Baltimore fare from \$4 to \$3; New Castle & Frenchtown Railroad cuts to \$2, and People's Line follows. (Holmes)
- May 7, 1833** Camden & Amboy Railroad increases service to three round trips; steamboats *Trenton*, *Burlington*, and *New Castle* on Delaware River; *Swan* and *New Philadelphia* on Raritan; baggage now carried in

crates to avoid transshipment; also advertises stage connections from Bordentown to Trenton, Princeton and New Brunswick to compete with Peoples Line and between Hightstown and Freehold. (tt)

- May 8, 1833** B&O approves compromise with Chesapeake & Ohio Canal Company; canal to build both railroad and canal through narrow passes between Point of Rocks and Harpers Ferry in return for payment of \$266,000 by B&O; B&O is not to build west of Harpers Ferry until 1840, the date the canal is supposed to be completed to Cumberland. (Digest)
- May 9, 1833** Northern Liberties & Penn Township Railroad rescinds Henry R. Campbell's survey of 1832 and appoints committee to consider a shorter one. (MB)
- May 9, 1833** Future Lines West VP Thomas Doremus Messler (1833-1893) born at Somerville, N.J., son of Rev. Abraham and Elma Doremus Messler. (StdHstPitts)
- May 9, 1833** Chesapeake & Ohio Canal Company approves compromise agreement. (Digest)
- May 1833** West Chester Railroad begins operating passenger service in partnership with Peters, Tomlinson & Co. as "Union Line" making two round trips. (AR)
- May 14, 1833** Floods in Susquehanna Valley put canal lines out of service again.
- May 14, 1833** Future Northern Central Railway Pres. and U.S. Senator James Donald Cameron (1833-1918) born in Middletown, Pa.; son of entrepreneur and career politician Simon Cameron (1799-1889). (CongBio)
- May 27, 1833** New Castle & Frenchtown Railroad introduces second round trip between Philadelphia and Baltimore.
- May 29, 1833** Northern Liberties & Penn Township Railroad adopts a route leaving Philadelphia & Columbia Railroad, then down James Street to 10th Street, then over to Willow Street and down Willow to the Delaware River. (MB)
- May 30, 1833** Baltimore & Port Deposit Railroad elects Ebenezer L. Finley as Pres. (MB)
- June 1, 1833** Pres. Jackson removes Louis McLane, who is opposed to removal of federal deposits from Bank of the United States, as Secretary of the Treasury and appoints him Secretary of State; William J. Duane

appointed to Treasury, but Duane, a Pennsylvanian, is also opposed. (EAH)

- June 6, 1833** Pres. Andrew Jackson makes first rail journey by a sitting president over B&O between Ellicott Mills and Baltimore; Jackson is making a tour of the Northeast to secure support for his stand in the Nullification Crisis. (Withers)
- June 8, 1833** Reeside's Peoples Line cuts New York-Philadelphia fare to \$1.375 in attempt to compete with Camden & Amboy Railroad. (Lane)
- June 8, 1833** Pres. Andrew Jackson stops at Philadelphia while en route to Boston on People's Line steamboat *Ohio*. (Scharf)
- June 10, 1833** Chief Black Hawk traverses New Castle & Frenchtown Railroad in custody of Maj. Garland. (Scharf)
- June 10, 1833** New York & Harlem Railroad opens on Fourth Avenue between 14th and 32nd Streets. (GrnBk, RRH)
- June 14, 1833** Pres. Jackson and VP Van Buren in Newark, N.J.
- June 15, 1833** George Brooke Roberts (1833-1897), fifth PRR president, born at Pencoyd Farm (now Bala), Pa.
- June 15, 1833** Directors of Baltimore & Port Deposit Railroad meet those of the Oxford Railroad at Port Deposit to consider formation of through route. (MB)
- June 1833** Robert L. Stevens and Isaac Dripps add pilot or "cowcatcher" supported by own wheels to *John Bull*; serves both to guide locomotive through curves and clear track of obstacles; in order to attach pilot, side rods have to be removed, creating a 2-2-2-0. (White)
- June 1833** Paterson & Hudson River Railroad agrees to use New Jersey Railroad & Transportation Company's line from west end of Bergen Hill Cut (Later Marion Jct.) to Hudson River in Jersey City. (Lucas)
- June 24, 1833** Baltimore & Port Deposit Railroad opens books at Baltimore and Port Deposit. (MB)
- July 3, 1833** Pres. Jackson traverses New Castle & Frenchtown Railroad on return from Boston. (Scharf - no just passes through New Castle! by canal?)
- July 8, 1833** Southwark Railroad appoints committee to employ an engineer. (MB)

- July 10, 1833** **Baltimore & Port Deposit Railroad Board orders full survey and location to Port Deposit. (MB)**
- July 20, 1833** **Southwark Railroad committee reports that it has engaged J. Edgar Thomson as engineer and presents plans. (MB)**
- July 25, 1833** **Camden & Amboy floats new loan for \$800,000 at 8% premium; John Potter takes \$350,000, Robert L. Stevens \$100,000 and Trenton Banking Company \$50,000. (MB)**
- July 25, 1833** **North and West Branch Canals reopen after flood repairs.**
- July 31, 1833** **New Jersey Railroad authorizes construction between Elizabeth and Rahway. (MB)**
- Aug. 8, 1833** **New Castle & Frenchtown cuts through fare to \$1.50. (MB)**
- Aug. 9, 1833** **New York & Erie Railroad Company formally organized.**
- Aug. 12, 1833** **Chicago incorporated as a village.**
- Aug. 14, 1833** **Ground broken for New York, Providence & Boston Railroad at Stonington, Conn.; designed to avoid choppy seas around Point Judith.**
- Aug. 14, 1833** **Commonwealth of Pennsylvania subscribes \$10,000 to Codorus Navigation Company under act of Apr. 6, 1833. (PaArch)**
- Aug. 1833** **Charles Butler (1802-1897) of New York arrives in Chicago and purchases 182 acres on north side of Chicago River; his brother-in-law, William Butler Ogden (1805-1877) later comes to Chicago to manage this real estate and becomes one of the leading capitalists in the development of Chicago and the promotion of its railroads. (C&NW)**
- Aug. 17, 1833** **Utica & Schenectady Railroad organized; Erastus Corning (1794-1872) elected first and only Pres. (Stevens)**
- Aug. 22, 1833** **Nicholas Biddle, Pres. of Second Bank of the United States, subscribes for \$130,000 of Camden & Amboy loan. (MB)**
- Aug. 22, 1833** **Northern Liberties & Penn Township Railroad stops further work west of Philadelphia & Columbia Railroad. (MB)**
- Aug. 24, 1833** **F. Wolcott Jackson (1833-1904), future head of PRR interests in New Jersey; born at Newark; son of John P. Jackson.**

- Aug. 29, 1833** **Nicholas Biddle and John Potter subscribe for an additional \$170,000 of new Camden & Amboy loan. (MB)**
- Aug. 31, 1833** **Commissioners of Mad River & Lake Erie Railroad meet at Springfield, Ohio; resolve to open books in New York. (HazReg)**
- Sep. 6, 1833** **New ferryboat *Sussex* for Cortlandt Street ferry launched at yard of William H. Brown in New York. (HC)**
- Sep. 9, 1833** **Camden & Amboy begins regular locomotive operation with *John Bull*; first locomotive-hauled train is derailed by running over a hog at Hightstown on return (northbound) trip. (NJSG)**
- Sep. 10, 1833** **Pres. Jackson announces to the Cabinet that federal government will cease using the Bank of the United States as a depository starting on Oct. 1 under a plan devised by adviser Amos Kendall to place them funds in state banks instead. (EAH)**
- Sep. 1833** **NC&F receives third Stephenson locomotive. (Holmes)**
- Sep. 19, 1833** **Philadelphia & Trenton Railroad appoints committee to negotiate laying a track over the Trenton-Delaware Bridge. (MB)**
- Sep. 20, 1833** **Convention held at Harrisburg to promote steamboat navigation of Susquehanna River as far as Owego, N.Y. (HazReg)**
- Sep. 21, 1833** **Camden & Amboy places steam locomotives on 10:00 AM "lines" from New York and Philadelphia; operate at 30 MPH. (NYPost)**
- Sep. 22, 1833** **Steamboat *Lewis*, made by fitting a Schuylkill Canal boat with a Rush & Muhlenberg engine, begins tests on Chesapeake & Delaware Canal, towing a passenger barge and later a sloop; passenger barges are regularly towed by eight horses at 6-8 MPH. (HazR)**
- Sep. 23, 1833** **Pres. Jackson removes William J. Duane as Secretary of the Treasury for his refusal to remove deposits from the Bank of the United States and replaces him with Attorney-General Roger B. Taney (1777-1864), who favors removal. (EAH)**
- Sep. 25, 1833** **Two-day convention held at Greensboro, Greene County, Pa., for improvement of Monongahela River into Virginia; petition for federal aid. (HazReg)**
- Sep. 26, 1833** **Secretary of the Treasury Roger B. Taney orders end of placing government deposits in the Second Bank of the United States,**

effective Oct. 1, after which they are to be placed in six favored state banks that become known as the "pet banks", i.e., the Girard Bank in Philadelphia, the Commonwealth and Merchants Banks in Boston, the Bank of the Manhattan Company, Mechanics Bank and Bank of America in New York, and the Union Bank of Maryland in Baltimore; Taney is a stockholder in the Union Bank; first transfer is to Girard Bank of Philadelphia; the deposits in the Bank of the United States are to be drawn down gradually; however, Taney secretly gives each bank a \$500,000 draft against the BUS (\$300,000 to Union Bank) to protect them against BUS calling specie from pet bank; instead, pet banks use the drafts as basis for loans and are forced to cash the drafts, the Union and Girard Banks within a month, and the others in Nov.; 23 "pet banks" selected by the end of 1833 and 91 by the end of 1836. (EAH, Hammond, Dilts,)

- Sep. 26, 1833 Northern Liberties & Penn Township Railroad authorizes rails laid along Coates Street if street is not graded before rails arrive. (MB)
- Sep. 26, 1833 Canton Company of Baltimore subscribes for 500 shares of Baltimore & Port Deposit Railroad. (MB)
- Sep. 27, 1833 William H. Freeman subscribes for 1,000 shares of Baltimore & Port Deposit Railroad. (MB)
- Oct. 1, 1833 Baltimore & Susquehanna Superintendent De La Roche notes that locomotive *Herald* has trouble bursting boiler tubes regularly; has replaced all 98 tubes. (MB)
- Oct. 1, 1833 South Carolina Canal & Railroad Company completes railroad from Charleton to Hamburg, opposite Augusta, Ga.; at 136 miles is then longest railroad in world owned by a single company. (Harrison)
- Oct. 3, 1833 Commissioners of District of Southwark grant Southwark Railroad rights to landing at the foot of Washington Street. (MB)
- Oct. 1833 U.S. begins removing \$8 million in federal deposits from the Second Bank of the United States; Nicholas Biddle, president of the bank, begins calling in loans to the eventual extent of \$18 million, producing a credit crisis and panic that lasts through the fall of 1834, affecting many internal improvement and industrial projects; Biddle had hoped that the stoppage of credit would force voters to put pressure on Pres. Jackson to reverse course. (check figures - Dilts has interest rates rise from 6% to 15% - Hammond, citing committee report, say public deposits cut \$4.5 million, private deposits \$3.4 million and loans and discounts \$9.4 million thru 2/34)

- Oct. 1833** **Lock Haven, Pa. laid out. (HazReg)**
- Oct. 1833** **Chemung Canal opens between Watkins and Elmira, N.Y., with navigable feeder to Corning; links upper Susquehanna River with Seneca Lake and Erie Canal; opening delayed five months by flood damage.**
- Oct. 15, 1833** **Philadelphia Board of Trade established.**
- Oct. 16, 1833** **Philadelphia & Trenton Railroad appoints committee to seek terms from Commissioners of Kensington and Northern Liberties for extending track through Front Street to Willow Street and to make connection with Northern Liberties & Penn Township Railroad at Front & Willow. (MB)**
- Oct. 21, 1833** **Lykens Valley Railroad and Coal Company railroad opens from Lykens coal mines to Millersburg, Pa., using horse power. (may not have not opened til 4/34, which is date in C&C)**
- Oct. 23, 1833** **Moncure Robinson reports on survey for Philipsburg & Juniata Railroad; to run from coal mines south of Philipsburg through Tyrone and down to Petersburg pool of Juniata Division Canal; has two inclined planes ascending and four descending; no railroad built in this area until early 1860s. (AR)**
- Oct. 24, 1833** **Charles Chauncey provides Camden & Amboy Railroad with legal opinion that Monopoly is a contract and that repeal or incorporation of a competing company is unconstitutional. (Pam)**
- Oct. 26, 1833** **Plane No. 2 of Danville & Pottsville Railroad tested. (HazReg)**
- Oct. 26, 1833** **Lewisburg Side Cut Canal opens. (HazR)**
- Oct. 30, 1833** **Northern Liberties & Penn Township Railroad appoints committee to meet with Philadelphia & Trenton Railroad to arrange a connection. (MB)**
- Oct. 31, 1833** **George Wood, David B. Ogden and Ogden Hoffman provide Camden & Amboy Railroad with legal opinion upholding Monopoly. (Pam)**
- Oct. 31, 1833** **Edward F. Gay recommends that the state provide locomotives on the Philadelphia & Columbia Railroad with individuals conducting the transporting business. (CC)**
- Nov. 8, 1833** **First serious accident on Camden & Amboy between Spotswood and**

- Hightstown; axle on passenger train breaks; train had been operating at 35 MPH but then slowed to 20 MPH; 2 killed; ex-Pres. John Quincy Adams on board but uninjured; steamboat owner and future NYC President Cornelius Vanderbilt nearly killed; first major U.S. passenger train wreck. (HazReg, Lane)**
- Nov. 14, 1833** Philadelphia & Trenton Railroad opens from Morrisville, Pa., opposite Trenton, to Bristol Dock.
- Nov. 12, 1833** Delegation of Philadelphia Board of Trade arrives at Warren, Ohio, after traveling on Main Line and Ohio River to attend a convention for choosing best method for linking internal improvements of Pennsylvania and Ohio.
- Nov. 13, 1833** Warren convention held with 109 delegates; decide to back Pennsylvania & Ohio Canal through Mahoning Valley to Akron over Sandy & Beaver Canal and a railroad from Pittsburgh or Little Beaver to Massillon. (HazReg)
- Nov. 1833** Camden & Amboy Railroad buys steamboats *Independence* and *New Philadelphia* from Stevens family for \$94,000. (MB)
- Nov. 24, 1833** New Jersey Railroad & Transportation Company acquires control of Proprietors of the Bridges over the Rivers Passaic and Hackensack to avoid contesting their monopoly claims and opposition to railroad bridges needed between Jersey City and Newark.
- Nov. 26, 1833** Philadelphia delegation to Ohio canal convention passes over Allegheny Portage Railroad on its return trip; although a special movement, this is first actual use of Portage Railroad; regular service begins March 18, 1834. (or 11/21?)
- Nov. 28, 1833** Philadelphia & Trenton Railroad authorizes negotiations with Peoples Line of stages to have them use railroad between Morrisville and Bristol. (MB)
- Nov. 29, 1833** Paterson & Hudson River Railroad opens to junction with New Jersey Railroad on west side of Bergen Hill; connects with ferry by stagecoach on Newark Turnpike. (Lucas)
- Fall 1833** Camden & Amboy opens between Bordentown and Delanco. (ETFrancis - verify)
- Dec. 3, 1833** In annual message, Pres. Jackson assumes responsibility for removal of deposits from the Bank of the United States, charging that the Bank was influencing elections. (EAH)

- Dec. 4, 1833** Philadelphia & Trenton Railroad appoints committee to purchase stock of Trenton & New Brunswick Turnpike in attempt to form through line between New York and Philadelphia. (MB)
- Dec. 9, 1833** City Railroad opens on Broad Street between Vine and Cedar (South) Streets, Philadelphia.
- Dec. 15, 1833** In economy move, Philadelphia & Trenton Railroad discharges all engineering corps except Principal Engineer Samuel H. Kneass, one rodman and one axeman. (MB)
- Dec. 16, 1833** Delegates to Warren Convention report to Philadelphia Board of Trade. (HazR)
- Dec. 17, 1833** Pennsylvania Senate resolution directs Canal Commissioners to investigate possible use of locomotives on state railroads. (SJ)
- Dec. 19, 1833** Canal Commissioners report to Legislature on extension of canal to Erie; make no recommendation for either Beaver or Allegheny route. (HazR)
- Dec. 1833** Franklin Line of French Creek Division completed between Franklin and junction with French Creek Feeder; is used only by arks descending French Creek when Allegheny River is high.
- Dec. 23, 1833** Pennsylvania appropriates \$100,000 for repairs of state canals and railroads. (PL)
- Dec. 24, 1833** James Howard elected Pres. of Baltimore & Susquehanna Railroad, replacing George Winchester, resigned. (MB)
- Dec. 25, 1833** Philadelphia & Columbia Railroad opens between Broad & Vine Streets, Philadelphia, and head of Belmont Plane, including Columbia Bridge over Schuylkill River; a horse-drawn car with local dignitaries makes trip from Philadelphia to West Chester and return; West Chester Railroad cars begin running through, ending use of stages to head of Belmont Plane. (AR)
- Dec. 25, 1833** Car of Slaymaker & Co. of Lancaster makes experimental trip over Columbia Railroad between Lancaster and Rohrerstown.
- Dec. 26, 1833** New Jersey Railroad Board authorizes construction of a temporary track over Bergen Hill to be built by next summer; hears application of Zephaniah Drake for a depot on his lot at the Eagle Tavern in Newark. (MB)

- Dec. 31, 1833** Large meeting held in State House Yard in Philadelphia to protest removal of deposits from Bank of the United States. (HazR)
- Dec. 31, 1833** Baltimore & Port Deposit Railroad Board chooses Benjamin Henry Latrobe, Jr., as Chief Engineer by one vote over Walter Gwynn (1802-1882). (MB)
- 1833?** Nevins, Townsend & Company, New York bankers, acquire 90% of stock of New Jersey Railroad & Transportation Company, in part because of inadequacy of local subscriptions. (Freeman - get date from MB)
- 1833** William B. Foster, Jr., returns to Pennsylvania Public Works after job in Kentucky; made engineer on North & West Branch Canals. (Hare)
- 1833/34?** D. Leech & Co., doing business as Western Transportation Co., begin through service between Philadelphia and Pittsburgh over Main Line. (definitely in operation at start of 1835 season) Company includes D. Leech of Leechburg, Pa., Thomas S. Clarke of Pittsburgh, John Tustin and Thomas Tustin of Philadelphia;
- 1833??** Col. Stephen H. Long builds a locomotive of his own unorthodox design in partnership with William Norris; the *Black Hawk* is tested on P&C; is first loco on P&C - when? put on shortly after 1/7/34 - used to carry legislators back to Phila. in spring of 1834
- 1833** First omnibus line in Philadelphia established on 2nd Street between Kensington and the Navy Yard at Washington Street. (Speirs)
- 1833** ___ begins manufacture of locomotives at New Castle, Del. (Scharf)
- 1833** Girard Estate authorizes coal mining on its lands at Bear Ridge, Schuylkill County; begins driving tunnel laid out by Moncure Robinson, but hits solid rock after 100 feet; means Danville & Pottsville Railroad has no coal available when opens. (Hoffman)
- 1833** National Road reaches Columbus, Ohio. (Marvin)
- 1833** Ohio & Erie Canal opens between Cleveland and Portsmouth. (??see 10/32!!)
- 1833** Villages of Port Lawrence and Vistula, Ohio, merge to form Toledo.