

PRR CHRONOLOGY
1837

June 2004 Edition

- Jan. 2, 1837** **First installment of federal surplus, \$9 million, distributed to states; most withdrawn from eastern banks.**
- Jan. 2, 1837** **Joint Board authorizes sale of Camden landing, tavern house and ferryboat *State Rights* to Camden & Philadelphia Steam Boat Ferry Company. (MB)**
- Jan. 2, 1837** **PW&B Board authorizes purchase of property at Grays Ferry from Mary Gray for \$24,000. (MB)**
- Jan. 3, 1837** **R.D. Carson of Lancaster applies to put 8-wheel passenger cars on Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad. (MB)**
- Jan. 4, 1837** **LIRR Board orders suspension of all operations east of Hicksville. (MB)**
- Jan. 5, 1837** **Philadelphia & Trenton Railroad Board approves purchase of Trenton-Delaware Bridge Company stock, contract with New Jersey Railroad, purchase of 20% interest in Third Street Hall, Philadelphia, as depot, and agreement with Northern Liberties & Penn Township Railroad. (MB)**
- Jan. 7, 1837** **Northern Liberties & Penn Township Railroad Board receives proposals to operate passenger cars to Fairmount from P. Lucianna, Jacob Peters, et al., B.B. Jenkins, and Hinkle, Hillings, et al.; approves switch connection to Philadelphia & Trenton Railroad at 3rd Street. (MB)**
- Jan. 7, 1837** **Toledo incorporated as a city. (PL)**
- Jan. 9, 1837** **Wilmington & Susquehanna Railroad runs first excursion to Elkton with locomotive *Susquehanna* and four cars. (DelGztt)**
- Jan. 10, 1837** **Joint Companies propose to borrow New Jersey's share of the federal surplus at same rate as its regular loans; authorize Abraham Browning to perfect titles and sell Phoenix Park coal lands acquired from Jeremiah Sloan. (MB)**

- Jan. 10, 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board approves naming locomotives *Middletown, Mountjoy, Flying Dutchman, Portsmouth* and *Conewago*. (MB)
- Jan. 1837** Isaac R. Trimble and F. Harrison report on second survey for Maryland Canal from Baltimore to Georgetown made in 1836; use level borrowed from Baltimore & Susquehanna Railroad. (Rept)
- Jan. 1837** Canal Commissioners approve canal basin for Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad at Harrisburg. (MB)
- Jan. 14, 1837** Charles DeHass reports to Canal Commissioners on surveys to avoid the inclined planes on the Portage Railroad; runs via Blairs Gap with one-mile summit tunnel. (CC)
- Jan. 16, 1837** Charles DeHass reports to Canal Commissioners on surveys for railroads between Laughlintown and Pittsburgh and between Lewisburg and Hollidaysburg. (CC)
- Jan. 16, 1837** New Jersey Railroad Board authorizes seeking \$100,000 loan from United States Bank of Pennsylvania. (MB)
- Jan. 16, 1837** Maryland act authorizes Franklin Railroad to extend from Pennsylvania state line via Hagerstown to connect with B&O and C&O Canal near Williamsport. (Digest)
- Jan. 16, 1837** Gov. Ritner transmits letter of Canal Commissioners to Legislature asking for authority to use locomotives between Philadelphia and Belmont Plane; recommends it on grounds it will reduce cruelty to horses. (PaArch)
- Jan. 17, 1837** NC&F agrees to pay Chesapeake & Delaware Canal \$15,000 in settlement of 1834 contract for exclusive right to run passenger barges through canal after canal company threatens lawsuit. (Gray)
- Jan. 17, 1837** Samuel Wonderly elected Pres. of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad, replacing Simon Cameron, who remains a director. (MB)
- Jan. 18, 1837** Samuel Wonderly, Simon Cameron, Samuel Woodward, Henry Buehler and William Ford register judgement against Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad for endorsing \$20,000 note. (MB)
- Jan. 19, 1837** Camden & Amboy Railroad begins connecting stagecoach service between Spotswood and New Brunswick.

- Jan. 19, 1837** Charles T. Whippo reports to Canal Commissioners on survey for a railroad between New Castle and Freeport. (CC)
- Jan. 26, 1837** After investigation into its affairs, New Jersey Legislature releases state reservation on \$375,000 New Jersey Railroad stock; instead, authorizes School Fund to loan \$100,000 to New Jersey Railroad & Transportation Company for 7 years at 6% in return for equal amount of stock and right to name one director. (MB. Digest)
- Jan. 26, 1837** Gov. Ritner appoints Peter Livergood a Canal Commissioner, effective Feb. 1. (PaArch)
- Jan. 26, 1837** Baltimore & Port Deposit Railroad appoints W.W. Virdin Captain of Steamboat; Alfred Crawford Superintendent of Transportation. (MB)
- Jan. 26, 1837** Michigan enters the Union as the 26th state.
- Jan. 27, 1837** Pa. legislative resolution appropriates \$150,000 from distributed federal surplus to shortfall in interest due Feb. 1. (PL)
- Jan. 31, 1837** Henry R. Campbell reports on survey to avoid Belmont Plane; in transmitting the report to the Legislature, Gov. Ritner urges resurvey by someone less biased, as Campbell is Chief Engineer for both West Philadelphia Railroad and Norristown & Valley Railroad, two private companies that hope to become part of the bypass route. (CC)
- Early 1837?** Ohio authorizes City of Cincinnati to borrow \$600,000 and subscribe \$200,000 each to Little Miami and Louisville, Cincinnati & Charleston Railroads and Whitewater Canal.
- Feb. 2, 1837** John M. Clayton, William D. Waples and Richard Mansfield, Commissioners of the Delaware Railroad, report on surveys by John Randel, Jr.; favor line along dividing ridge over route following the eastern landings through Georgetown and Frankford; note that Virginia has chartered a connecting line, but Maryland refuses to do so. (Rept)
- Feb. 4, 1837** Paterson & Hudson River Railroad and New Jersey Railroad & Transportation Company sign new contract for joint use of track through Bergen Hill Cut. (Lucas)
- Feb. 6, 1837** LIRR Board orders engineers to begin buying right of way for Bedford-Williamsburgh branch; adopts "intermediate route" over "southern route" beyond Conklins; orders contracting line from Hicksville to Coram via Conklins and Williamsburgh Branch. (MB)

- Feb. 6, 1837** **Indiana passes act for distribution of federal surplus to counties. (PL)**
- Feb. 6, 1837** **Indiana retitles Board of Canal Fund Commissioners "Fund Commissioners of Indiana." (PL)**
- Feb. 7, 1837** **Belvidere Delaware Railroad authorizes preliminary survey by Edwin A. Douglas (-1859); votes to locate a bank within a mile and a half of Easton. (MB)**
- Feb. 7, 1837** **Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad appoints James Cameron Superintendent. (MB)**
- Feb. 11, 1837** **Northern Liberties & Penn Township Railroad contracts with Jacob Peters and Charles Hinkle to operated passenger service for \$2,500 per year, replacing P. Lucianna, who had lease in 1836. (MB)**
- Feb. 13, 1837** **Mob in New York City storms and loots Eli Hart's flour warehouse in response to rising prices; looting of food warehouses continues into March. (Vexler - EAH has 2/12)**
- Feb. 21, 1837** **Delaware act orders State Treasurer to loan Wilmington & Susquehanna Railroad \$110,000 for two years out of state's share of federal surplus; to be paid in four installments. (MB)**
- Feb. 24, 1837** **Charter supplement to PW&B authorizes company to build bridge at Grays Ferry and charge road toll equal to Market and for extending line to Wilmington. (MB)**
- Feb. 27, 1837** **Illinois passes Internal Improvements Act; creates three-man Board of Fund Commissioners to float \$10 million "bank and internal improvement stock" and seven-man Board of Public Works; calls for completing Illinois & Michigan Canal; \$400,000 for improvement of Kaskaskia, Illinois, Great Wabash, Little Wabash, and Rock Rivers; \$250,000 for road from St. Louis to Vincennes; \$3.5 million for Central Railroad from Cairo to LaSalle at the end of the Illinois & Michigan Canal; \$1.6 million for Southern Cross Railroad from Alton to Indiana state line near Mt. Carmel and a branch from Edwardsville to Shawneetown near the Indiana state line; \$1.85 million for Northern Cross Railroad from Quincy to Indiana state line near Danville; \$650,000 for branch of Central Railroad from Shelbyville to Terre Haute; \$700,00 for railroad from Peoria to Warsaw; \$60,000 for railroad from Lower Alton to Central Railroad at Shelbyville via Hillsboro; \$150,000 for railroad from Belleville to Southern Cross RR; \$350,000 for railroad from Bloomington to Mackinaw in Tazewell County; totaling 1,300 miles, to be begun**

simultaneously; also \$200,000 to be distributed on basis of population among those counties not touched by the authorized improvements to be used for local roads and bridges; only one of these railroads actually built was Northern Cross between Meredosia and Springfield via Jacksonville; right-of-way graded from Warsaw to Hamilton and east towards Canton was later used by predecessor of Toledo, Peoria & Western. (PL, Stover, RRH)

- Feb. 28, 1837** **Wrightsville & York Railroad and Wrightsville & Gettysburg Railroad merged to form Wrightsville, York & Gettysburg Railroad Company. (PL)**
- Feb. 28, 1837** **Pa. act grants York & Maryland Line Railroad perpetual use of Wrightsville, York & Gettysburg Railroad between York and Wrightsville. (PL)**
- Mar. 1, 1837** **LIRR opens between Jamaica and Hicksville. (Val)**
- Mar. 1, 1837** **New Jersey Railroad announces it is in debt to Nevins & Townsend for \$175,000 in advances since 1836. (MB)**
- Mar. 1, 1837** **Columbia Bridge Company (Pa.) renamed Columbia Bank & Bridge Company. (C&C)**
- Mar. 2, 1837** **Pennsylvania act authorizes \$517,500 for repairs, 20 locomotives for state railroads, enlarging Parkesburg Shops and towpath bridge at Duncans Island. (PL)**
- Mar. 2, 1837** **Baltimore & Port Deposit Railroad appoints William Duff Chief Engineer of Machinery. (MB)**
- Mar. 3, 1837** **Ohio act authorizes Greene County to subscribe to Little Miami Railroad. (Church)**
- Mar. 4, 1837** **Chicago incorporated as a city.**
- Mar. 6, 1837** **Charles B. Fisk and George W. Hughes make second report on Maryland Canal; favor large canal from Canton to Georgetown. (Rept)**
- Mar. 9, 1837** **Morris Canal & Banking Company reorganized; Edward R. Biddle, cousin of Nicholas Biddle, Thomas Cadwalader, and Washington Jackson of Philadelphia and Simeon Draper, Jr., and Edwin Post of New York City become directors; Morris Canal Bank becomes associated with the United States Bank of Pennsylvania, again giving it a presence in the New York market that it had lost when it ceased to be the national bank. (Kalata)**

- Mar. 14, 1837** **Baltimore & Port Deposit Railroad authorizes construction of brick engine house at Canton. (MB)**
- Mar. 15, 1837** **Supplement to Camden & Amboy Railroad charter authorizes branch from Bordentown to New Brunswick along Delaware & Raritan Canal instead of from Spotswood with connection to Trenton-Delaware Bridge; may build track on line of New Brunswick & Trenton Turnpike; sets maximum fare by this route at \$4.00 (\$5.00 at night) vs. \$3.00 via South Amboy; one half (50 cents) to be paid to state, but this never done; transit duty to be paid on this route equal to that via South Amboy. (Digest, Lane)**
- Mar. 1837** **British banks demand large remittances in specie from U.S. merchants; outflow of specie leads to Panic of 1837. (Dilts)**
- Mar. 1837** **Price of cotton falls by 50% on New Orleans market. (EAH)**
- Mar. 1837** **Franklin Railroad places first 16 miles from Chambersburg under contract.**
- Mar. 1837** **Illinois authorizes \$3 million state loan and subscribes for an additional \$2 million to the Bank of the State of Illinois and \$1.4 million to the Bank of Illinois at Shawneetown.**
- Mar. 17, 1837** **Michigan passes general law permitting anyone to form banking "associations"; a total of 49 such associations formed with nominal capital of \$4 million.**
- Mar. 20, 1837** **New Jersey Railroad announces it has settled debt to Nevins & Townsend by issuing \$175,000 in certificates convertible into stock. (MB)**
- Mar. 20, 1837** **Maryland act surrenders state's first lien on Baltimore & Susquehanna Railroad in order to enable it to borrow and additional \$600,000 from the City of Baltimore. (Digest)**
- Mar. 20, 1837** **Michigan passes Internal Improvements Acts; establishes seven-member Board of Internal Improvement and authorizes \$5 million loan; anticipates using its share of federal surplus; \$550,000 for Southern Railroad (Monroe-New Buffalo), Central Railroad (Detroit-St. Joseph), and Northern Railroad (Palmer-Grand River) totaling 596 miles; \$40,000 for canal or railroad from Mt. Clemens to mouth of Kalamazoo River; 233 miles of canals and the improvement of 5 rivers.**

- Mar. 21, 1837** Separate Michigan act provides for state survey and construction of canal around St. Mary's Falls. (PL)
- Mar. 21, 1837** Separate Michigan act provides for \$5 million, 25-year state loan; specifies maximum 5.5% interest; state is unable to attract investment at that rate and is forced to offer 6%.
- Mar. 23, 1837** Joint Companies authorize sale of property at Bordentown purchased from the Citizens Line and once used as a public house. (MB)
- Mar. 23?, 1836** Committee to investigate United States Bank charter presents two reports, majority report is mildly critical, and minority report is entirely pro-Bank; George Espy, a radical Democrat from Venango County presents an amendment calling for a bill to repeal the Bank's charter; defeated 31-60, showing Democrats badly split on Bank issue.
- Mar. 24, 1837** LIRR stockholders resolve to have half of installment due on Apr. 10 extended to May 10; appoint committee of five to investigate affairs of company. (MB)
- Mar. 24, 1837** Ohio passes Loan Law (later called the "Plunder Law"), allowing state to loan 6% state bonds to private canal and railroad companies up to one third of authorized capital and one half for turnpike companies in return for stock; financed by new \$3.1 million state loan; no central control of financing or engineering; subscriptions under law include \$1.9 million to 26 turnpikes completing 692 miles, most in Cincinnati area, \$450,000 to Pennsylvania & Ohio Canal, \$150,000 to Cincinnati & Whitewater Canal, \$115,000 to Little Miami Railroad; an additional \$70,000 to Mad River & Lake Erie Railroad, and \$315,000 to four other failed railroads; only Little Miami Railroad repays state in full.
- Mar. 25, 1837** Virginia act prohibits railroads from carrying any slave without written or verbal permission from owners or overseers; railroads to pay \$100 fine for each violation. (PL)
- late Mar. 1837** Credit crisis; stocks decline; Panic of 1837 begins. (ca. 3/24-27)
- Mar. 28, 1837** Virginia authorizes \$302,100 subscription to B&O. (PL)
- Mar. 28, 1837** Ohio act distributes its \$2 million share of the federal surplus to the counties, who may loan it out to internal improvement companies or banks for development; most of the money is loaned to individuals. (Marvin)
- Mar. 30, 1837** Lehigh Coal & Navigation Company authorized to build Lehigh &

Susquehanna Railroad from Lehigh Canal at present day White Haven to Wilkes Barre; is conceived as a portage railroad between Lehigh and North Branch Canals. (PL)

- Mar. 31, 1837** Maryland Board of Public Works contracts to deliver \$3 million state bonds each to B&O and Chesapeake & Ohio Canal. (PL)
- Spring 1837** Bread riots occur in New York and poor harvests in 1836 and 1837 exacerbate effects of financial crisis.
- Spring 1837** Ohio Canal Fund Commissioners order work suspended on several canals.
- Spring 1837** PW&B appoints Samuel H. Kneass as Chief Engineer.
- Apr. 1, 1837** Pennsylvania act incorporates Lancaster & Susquehanna Slack-Water Navigation Company to take over property of Conestoga Navigation Company; orders survey for a railroad between Downingtown and Chester to avoid Belmont inclined plane, canal and/or railroad from Susquehanna River to New Berlin along Penns Creek Valley for Penns Creek Navigation Company. (PL)
- Apr. 1, 1837** Pa. legislative resolution authorizes settlement with Thomas J. Power for railroad survey between New Castle and Freeport via Butler. (PL)
- Apr. 1, 1837** LIRR begins Sunday operation between Brooklyn and Hicksville. (MB)
- Apr. 3, 1837** Governor Joseph Ritner vetoes annual improvement bill, expanded to \$3.03 million by branch projects to win support for the Bank, as too extravagant and fiscally unwise; work on Tangascootack Extension of West Branch Canal suspended, leaving uppermost dam at Farrandsville incomplete and preventing navigation to the beginnings of the coal field above; Democrats who supported Bank in investigation therefore get no rewards for their constituents. (Snyder)
- Apr. 3, 1837** In response to calls from large stockholders to stop work and reduce calls for money, LIRR Board votes to reduce work force but rules it is inexpedient to suspend work entirely. (MB)
- Apr. 3, 1837** Pennsylvania act authorizes building canal around Blairsville Bridge on Western Division to eliminate hazard of boats passing bridge in channel. (PL)
- Apr. 3, 1837** Sunbury & Erie Railroad Company incorporated to build across the northern tier of Pennsylvania to Lake Erie; intended route is via

Bennet Branch and Clarion River to Franklin; becomes a project of Nicholas and Edward R. Biddle and associated with the United States Bank of Pennsylvania, which subscribes for 6,000 shares; same act also charters Pittsburgh & Susquehanna Railroad to connect it with Pittsburgh. (PL, Rosenberger)

- Apr. 3, 1837** Harrisburg & Sunbury Railroad incorporated in Pa. (PL)
- Apr. 3, 1837** Pittsburgh & Connellsville Railroad incorporated as local Pittsburgh line under leadership of William Larimer, Jr., and Gen. William Robinson, Jr. (1785-1868); unable to raise money and organize until 1846. (PL)
- Apr. 4, 1837** Columbia & Maryland Line Railroad incorporated in Pa. (PL)
- Apr. 4, 1837** Pa. legislative resolution authorizes settlement with Charles De Hass for railroad survey from Lewisburg to Hollidaysburg. (PL)
- Apr. 4, 1837** Pittsburgh, Kittanning & Warren Railroad incorporated in Pa. by Harmar Denny (1794-1852), John Shoenberger, William Robinson, Jr., et al., to build from Franklin on the Allegheny River to Beaver on the Ohio River; may also build canal or slackwater in Allegheny River subject to later condemnation by state; no work done before 1852 because of depression. (Digest)
- Apr. 1837** On last day of session, Legislature passes bill for state to loan \$150,000 to Harrisburg, Portsmouth, Mountjoy & Lancaster for two years at 6%; Gov. Ritner refuses to sign as HPM&L is already draining income from Public Works.
- Apr. 1837** William B. Ogden (1805-1877), formerly of New York, elected first Mayor of Chicago.
- Apr. 1837** B&O begins new surveys from Harpers Ferry to Pittsburgh and Wheeling. (Dilts)
- Apr. 1837** New Jersey Railroad receives proceeds of state loan. (MB)
- Apr. 5, 1837** In response to further petition from large stockholders, LIRR Board votes to suspend all construction work east of Hicksville and on Williamsburgh Branch and to drop call for \$2.50 installment due May 10. (MB)
- Apr. 5, 1837** Gov. Ritner issues a proclamation noting that the Legislature has adjourned without providing the annual appropriation for the Public Works; urges all contractors to keep working with promises that state

will pay them later. (PaArch)

- Apr. 5, 1837** Virginia Board of Public Works names Claude Crozet (1789-1864) to second term as Principal Engineer, replacing Charles B. Shaw. (BPW)
- Apr. 8, 1837** Ninety-eight businesses fail in New York City and bank runs occur. (Vexler)
- Apr. 10, 1837** City of Baltimore ordinance authorizes extension of Baltimore & Susquehanna Railroad through city streets to Harbor at City Block and to connect with B&O. (Digest)
- Apr. 11, 1837** Robert F. Stockton reports to Joint Board on financial crisis; company bill of exchange for \$300,000 endorsed by United States Bank of Pennsylvania has been refused by Baring Brothers & Co.; Board authorizes sending Stockton to England to personally place loan of \$300,000. (MB)
- Apr. 12, 1837** Canal pioneer Abner Lacock (1770-1837) dies at Beaver, Pa., at age 66. (CongBio)
- Apr. 13, 1837** Leading New York bankers and businessmen meet in Mayor's office to cope with tight credit and drain of specie; call for state loan of Canal stock to banks. (Miller)
- Apr. 13, 1837** Canal Commissioners send engineer Benjamin Aycrigg to tour European public works as he has nothing else to do since Gov. Ritner vetoed appropriation for West Branch & Allegheny canals. (CC)
- Apr. 14, 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorizes negotiations for loan of \$50,000. (MB)
- Apr. 15, 1837** Delaware & Raritan Canal announces that depth of water has been increased to 7 feet.
- Apr. 18, 1837** Canal Commissioners appoint Samuel W. Mifflin Principal Engineer of Gettysburg Extension replacing John P. Bailey, who is transferred to the Western Division. (CC)
- Apr. 19, 1837** Camden & Philadelphia Steam Boat Ferry Company authorizes a conference with Jacob Ridgway regarding his Market Street ferry. (MB)
- Apr. 19, 1837** Baltimore & Susquehanna Railroad receives \$600,000 6% First Mortgage loan from City of Baltimore in addition to \$1 million received from state in 1835.

- Apr. 22, 1837** New York Canal Fund Commissioners agree to lend eight New York banks a total of \$3.4 million in canal stock intended to finance Erie enlargement, Black River, Genesee Valley and Chenango Canals. (Miller)
- Apr. 24, 1837** Samuel L. Southard (1787-1842) and David B. Ogden (1775-1849), associated with Morris Canal, agree to lease Delaware & Raritan Canal and feeder for 15 years at 6% (MB); lease was to make property more attractive to secure British loan. (Watkins)
- Apr. 24, 1837** Robert F. Stockton resigns as director & Superintendent of Philadelphia & Trenton Railroad preparatory to going to Europe to seek loans. (MB)
- Apr. 1837** All work on New York & Erie Railroad suspended without any portion being completed and contractors and engineers discharged.
- Apr. 1837** B&O begins new round of surveys from Harpers Ferry to Pittsburgh and Wheeling.
- Apr. 25, 1837** Knowles Taylor resigns as LIRR Pres. and director; Board tables consideration of request for branch to Hempstead. (MB)
- Apr. 26, 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad appoints Ezekiel Childs Superintendent of Motive Power to take care of locomotives which are out of repair; authorizes purchase of two more locomotives. (MB)
- Apr. 27, 1837** New York City orders 4th (Park) Avenue widened from 100 feet to 140 feet; New York & Harlem Railroad occupied median. (Grogan)
- May 1, 1837** Canal Commissioners order James D. Harris to survey Penns Creek Valley for canal or railroad to New Berlin. (CC)
- May 1, 1837** PW&B Board orders location and contracting line from MP 7 near Alburgers to Grays Ferry and from Delaware state line to Wilmington. (MB)
- May 1, 1837** New Castle & Frenchtown Railroad opens double track between New Castle and Frenchtown. (Zerin)
- May 3, 1837** Canal Commissioners place locomotive on Johnstown level of Portage Railroad. (CC)
- May 3, 1837** Little Miami Railroad commissioners meet; report \$80,900 subscribed by individuals, \$200,000 by City of Cincinnati, and \$50,000 by Greene

County. (MB)

- May 4, 1837** Pioneer Fast Line packet arrives in Pittsburgh in 3 days, 6 hours from Philadelphia. (USGaz)
- May 4, 1837** Little Miami Railroad employs Ormsby McKnight Mitchel (1809-1862), professor of mathematics and astronomy at Cincinnati College, as engineer; orders books to remain open to Sep. 1, 1837. (MB, DAB)
- May 5, 1837** Excursion celebrates completion of Wilmington & Susquehanna Railroad between Wilmington and Principio, Md.
- May 5, 1837** Express Line begins using Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad instead of packets from Columbia, cutting running time to Pittsburgh to 3.5 days. (possibly 3/24 - Express Line of passenger packets advertises as new in PttGaz of 5/8, Little & Linford, agents)
- May 5, 1837** Tonawanda Railroad opens between Rochester and Batavia, N.Y. (Stevens)
- May 9, 1837** New Jersey Railroad committee reports on negotiations with Stevens family for a branch from Bergen Hill cut to Hoboken; NJRR to run horse cars alternately to Jersey City and Hoboken and give each equal facilities; NJRR to get interest in steamboat line now running between New York and Newark. (MB)
- May 9, 1837** Track laid on Trenton Delaware Bridge to permit Philadelphia & Trenton trains to cross into Trenton with street trackage to a depot at Hanover and Broad Streets; horses used as motive power between Morrisville and Trenton; railroad does not cross Delaware & Raritan Canal.
- May 10, 1837** Group of recent passengers, including Daniel Webster, places ad in Philadelphia, New York and Boston newspapers praising service of Express Line of packets on Main Line of Public Works. (USGaz)
- May 10, 1837** Mechanics Bank of New York stops specie payments because of mismanagement; Pres. John Fleming later commits suicide; suspension spreads to rest of New York banks; wrecks plan previously worked out to sustain banks through loan of canal stock. (Miller)
- May 11, 1837** Philadelphia banks suspend.
- May 12, 1837** Baltimore banks suspend. (Scharf)

- May 15, 1837** Canal Commissioners place locomotive "borrowed" from Columbia Railroad in permanent service on Hollidaysburg level of Portage Railroad. (CC)
- May 15, 1837** Spontaneous mass meeting of working classes held at Independence Square in Philadelphia; charge that suspension is a bank plot to force the repeal of the Specie Circular and restoration of a national bank; call for end to paper money. (Snyder, USGaz)
- May 17, 1837** Edwin A. Douglas reports on survey for Belvidere Delaware Railroad; estimate \$1,030,202. (MB)
- May 17, 1837** Detroit banks suspend.
- May 20, 1837** Gov. Ritner issues proclamation on the panic, saying he deems it inexpedient to call a special session of the Legislature and urging people to remain calm; blames Panic on Jackson Administration's meddling with banks and currency. (PaArch)
- May 27, 1837** With banks in suspension, Joint Companies authorize issue of \$20,000 in one-year notes of \$1 or less to pay bills. (MB)
- May 27, 1837** State Bank of Illinois suspends. (when Indiana?)
- May 1837** Ohio Board of Fund Commissioners, unable to place bonds, orders temporary suspension of contractors on Wabash & Erie Canal.
- May 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad opens between Portsmouth and Elizabethtown, shortening stage portage from Rheems. (AR)
- May 1837** Chenango Canal opens between Utica and Binghamton, N.Y. (Whitford)
- June 1837** Philadelphia Councils defeat move to discontinue work on City Railroad in Market Street and tear up unfinished tracks because of interference with market houses.
- June 7, 1837** Valentine Hicks elected Pres. of LIRR in place of Knowles Taylor, resigned. (MB)
- June 7, 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorizes negotiations for new loan of \$100,000. (MB)
- June 1837** Most transporting companies on Main Line have reduced the

numbers of or entirely withdrawn boats because of lack of traffic and reduced rates.

- June 1837** PW&B contracts with Colket, Sterns & Co. for portion of grading and track from Delaware state line to Wilmington. (AR)
- June 1837** New York lets contracts for first portion of Genesee Valley Canal. (Whitford)
- June 1837** Whitewater Canal opens between Lawrenceburg and Brookville, Ind.
- June 12, 1837** New Jersey Railroad Board authorizes purchase of second locomotive. (MB)
- June 12, 1837** Wilmington & Susquehanna Railroad appoints George Gray General Superintendent and James Elliott Superintendent of Motive Power. (MB)
- June 14, 1837** Louis McLane resigns as Pres. of Morris Canal & Banking Company. (Kalata)
- June 1837** Wilmington & Susquehanna Railroad tears out Christiana River bridge as defective and rebuilds it. (MB)
- June 17, 1837** PW&B acquires bridge rights and property at Grays Ferry for \$23,437 cash and \$20,312 in two-year bonds. (MB)
- June 20, 1837** New Jersey Railroad discharges committee negotiating with Stevens family for branch to Hoboken on inability to come to terms. (MB)
- June 20, 1837** Wilmington & Susquehanna Railroad orders construction from Wilmington to Pennsylvania state line to meet PW&B. (MB)
- June 20, 1837** King William IV of Great Britain dies; succeeded by 18-year old niece Victoria who reigns for the rest of the century and gives her name to the age.
- June 23, 1837** LIRR appoints James L. Shipman (1809?-1884) Resident Engineer & Superintendent. (MB)
- June 24, 1837** Last run of Sunday trains on New Jersey Railroad. (MB)
- June 28, 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board reports has negotiated a loan of \$11,000; authorizes construction of shops, car house and passenger house at Harrisburg; cuts wages of engineers from \$2.25 to \$1.75 per day; firemen from \$1.25 to \$1.00,

- and Superintendent of Motive Power from \$3.00 to \$2.25. (MB)
- June 29, 1837** First Baltimore & Port Deposit Railroad locomotive crosses Gunpowder River trestle; runs as far as draw span in Bush River trestle, which is not yet installed; trestles and ferry are designed by Chief Engineer B.H. Latrobe.
- June 29, 1837** City of Baltimore authorizes issue of \$350,000 in scrip. (Vexler)
- June 30, 1837** Wilmington & Susquehanna Railroad appoints committee to negotiate harmonious relationship with New Castle & Frenchtown, i.e. no rate war. (MB)
- June 30, 1837** Edward R. Biddle elected Pres. and Edwin Lord VP of Morris Canal & Banking Company. (Kalata)
- July 1, 1837** ___ Stokes of Columbian Line offers to sell boats to Joint Companies. (MB)
- July 1, 1837** First "experimental" trip run on Baltimore & Port Deposit Railroad between Baltimore and Havre-de-Grace; track is light strap rail. (BaltAm)
- July 1, 1838** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad begins carrying mail. (MB)
- July 1, 1837** New York Canal Fund pays \$75,000 in due interest in specie, despite suspension of banks. (Miller)
- July 4, 1837** Wabash & Erie Canal opens between Huntington and Wabash, Ind. (Benton)
- July 4, 1837** Grand Junction Railway opens between Birmingham and Warrington in England, linking the West Midlands with Lancashire; first British long-distance interregional railway. (James)
- July 6, 1837** Baltimore & Port Deposit Railroad begins revenue service with two-car passenger train between the east side of Pratt Street, Baltimore and Havre de Grace; locomotives built by Gillingham & Winans of Baltimore burn anthracite coal. (MB, BaltAm)
- July 6, 1837** Willard Thomson (1837-1917), founder of Eastern Shore Steamboat Company and VP of Baltimore, Chesapeake & Atlantic Railway, born at Southport, Maine. (MB - obit)
- July 1837** Wilmington & Susquehanna Railroad completes Principio Creek

bridge and lays track over it to Perryville. (MB)

- July 1837** John Dougherty of Reliance Transportation Company makes a demonstration run with a two-piece section boat between Columbia (?) and Pittsburgh; carried on 8-wheel trucks over Portage Railroad with cooperation of Supt. Joseph W. Patton; two sections carry a total of 18 tons. (apparently had built boat planes at Hollidaysburg and Johnstown at own expense). (PittsGaz notes on display at Pitts in AM of 7/12)
- July 10, 1837** LIRR Board authorizes paying creditors in notes; reports a suit has been brought by George B. Fiske, et al., to set aside results of election of June 5. (MB)
- July 10, 1837** Wilmington & Susquehanna Railroad Board authorizes building second track from Elkton as far as available rails permit. (MB)
- July 12, 1837** Canal Commissioners order Archibald Orme, Supervisor of Juniata Division, to make a steam towboat for the Susquehanna River crossing from a P&C locomotive and a canal boat. (CC)
- July 1837** Philadelphia Councils appropriate \$20,000 to finish City Railroad on Market Street.
- July 1837** Flood on French Creek and Beaver River destroys Bemus's Mill Dam on French Creek Feeder Canal, throwing the canal out of service as far south as the junction with the Franklin Line; remains unrepaired and out of service until sale to Erie Canal Company in early 1840s.
- July 1837** First locomotive in Old Northwest, *Adrian No. 1* (BLW c/n 80), placed in service on Erie & Kalamazoo Railroad between Toledo and Adrian. (or June? - Gerstner has 7/37)
- July 13, 1837** Wilmington & Susquehanna Railroad Board agrees to transfer rights north of Wilmington to PW&B; discusses through service to Baltimore; W&S was rates divided on basis of cost; Baltimore & Port Deposit Railroad, which is more lightly built, wants divided on basis of length; B&PD agrees to pay W&S two thirds of through receipts, from which W&S is to pay one sixth to Capt. Whilldin of *Telegraph*. (MB)
- July 13, 1837** Meeting held in Pittsburgh in favor of a railroad to Chambersburg to connect with Cumberland Valley Railroad. (PittsGaz)
- July 14, 1837** Wilmington & Susquehanna Railroad contracts with Capt. Willmon Whilldin (-) for service of steamboat *Telegraph* between Philadelphia

and Wilmington. (AR)

- July 14, 1837** First train operates over Wilmington & Susquehanna Railroad between Wilmington and Perryville; train ferry *Susquehanna* also makes first run between Perryville and Havre-de-Grace; six passenger cars run through to Baltimore; in regular service, ferry carries only baggage cars on upper deck; passengers required to change trains; ferry was built at Baltimore at joint expense of W&S and Baltimore & Port Deposit Railroad. (MB,)
- July 15, 1837** Wilmington & Susquehanna Railroad begins three days of excursions between Wilmington and Susquehanna River at \$1 fare. (MB)
- July 1837** Wabash & Erie Canal opens between Wabash and Peru, Ind. (Benton)
- July 17, 1837** Wilmington & Susquehanna Railroad and NC&F agree to maintain rates. (MB)
- July 18, 1837** Two-day convention convenes at Bedford, Pa., in support of a state survey for a railroad or turnpike from Chambersburg to Pittsburgh; complains that no internal improvement money yet spent in southern tier of counties.
- July 19, 1837** A more formal excursion opens through line between Philadelphia and Baltimore using steamboat *Telegraph* on Delaware River to Wilmington; guests include Nicholas Biddle and other dignitaries; two trains of three cars each from Baltimore and train from Wilmington meet at the Susquehanna River for cruise and dinner on ferry *Susquehanna*. (BaltAm)
- July 21, 1837** Illinois act orders Board of Public Works to begin surveys and construction. (PL)
- July 22, 1837** PW&B makes first demonstration run for general public between Philadelphia and Baltimore, using steamboat *Telegraph*, Capt. Whillden, between Philadelphia and Wilmington; Baltimore & Port Deposit's two Gillingham & Winans engines break down (near present-day Perryman); Wilmington & Susquehanna Railroad thanks John Perryman for hospitality to stranded passengers; B&PD has to borrow one locomotive each from Baltimore & Susquehanna Railroad and Wilmington & Susquehanna Railroad, both of which were built in Lowell, Mass., to resume service; Winans locomotives are repaired and assigned to a new way train between Baltimore and Havre-de-Grace or as reserve. (MB,)

- July 25, 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad approves design of station and shop buildings at Harrisburg. (MB)
- July 1837** Ezekiel Childs resigns as Superintendent of Motive Power of Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad rather than be fired for incompetence. (MB)
- July 31, 1837** Wilmington & Susquehanna/Baltimore & Port Deposit through line between Philadelphia and Baltimore begins regular revenue service with one round trip; runs through in 6:09, including 2:03 for steamboat *Telegraph* from foot of Dock Street to Wilmington; fare set at \$4.00, divided \$2.50 to W&S and \$1.50 to B&PD, after assurance from Union Line/NC&F that they will not cut fare; company has "steam barge" *Canton* to operate as connecting shuttle between Port Deposit and Havre-de-Grace. (MB, BaltAm)
- Summer 1837** Hessian fly devastates wheat crop in Middle Atlantic States, accentuating economic distress. (Dilts)
- Summer 1837** B&O surveys route west of Harpers Ferry via Hagestown and Boonesboro, and also via Martinsburg, Va. (Dilts)
- Aug. 1, 1837** New Jersey Railroad gives Nevins & Townsend remaining \$100,000 of state stock to cover advances made since Mar. 1837. (MB)
- Aug. 1, 1837** Because of suspension of United States Bank, interest on Pennsylvania state debt postponed from Aug. 1 to Dec. 1.
- Aug. 2, 1837** First locomotive, *Orange*, built by Seth Boyden (1788-1870) of Newark, placed on Morris & Essex Railroad. (Taber)
- Aug. 4, 1837** O.M. Mitchel reports on survey for Little Miami Railroad. (MB)
- Aug. 5, 1837** Greene County sets stipulation that \$50,000 subscription to Little Miami Railroad must be spent within county. (MB)
- Aug. 7, 1837** Wilmington & Susquehanna Railroad establishes flagstop stations at Newark, Del., and North East, Md. (MB)
- Aug. 15, 1837** New York bankers, led by Albert Gallatin of National Bank of New York City, call for a national bankers' convention to push for nationwide resumption; under New York law, banks are required to resume by May 10, 1838 or forfeit charters. (Miller)
- Aug. 16, 1837** NC&F moves its morning departure from 6:00 to 7:00 AM to equal Wilmington & Susquehanna Railroad. (MB)

- Aug. 16, 1837** Cumberland Valley Railroad opens between Bridgeport (Lemoyne) and Carlisle, Pa. with locomotive *Cumberland Valley*; official excursion on Aug. 19.
- Aug. 18, 1837** Joint Companies secure new loan of , 225,000 (\$1 million) in London. (MB)
- Aug. 21, 1837** James Canby (1781-1858) resigns as Pres. of Wilmington & Susquehanna Railroad in ill health; Joseph C. Gilpin elected Pres. pro-tem. (MB)
- Aug. 23, 1837** Little Miami Railroad organized at Dennison's Tavern in Cincinnati; first board of directors elected. (MB)
- Aug. 24, 1837** Cincinnati Mayor George W. Neff elected Pres. of Little Miami Railroad; Ormsby M. Mitchel appointed Engineer; Board orders application for state aid under Loan Law. (MB)
- Aug. 25, 1837** Little Miami Railroad adopts O.M. Mitchel's preliminary location between Cincinnati and Springfield via Clifton. (MB)
- Aug. 26, 1837** James Price elected Pres. of Wilmington & Susquehanna Railroad, replacing James Canby, resigned. (MB)
- Aug. 28, 1837** Baltimore & Port Deposit Railroad demands it be allowed to return its two Gillingham & Winans locomotives as unsatisfactory and refuse to accept two others that are under construction; new locomotive on order from Norris in Philadelphia is to be called the *Matthew Newkirk*. (MB)
- Aug. 31, 1837** Canal Commissioners refuse petition of John Dougherty to build a loading plane for section boats at Harrisburg; fear diversion of traffic to Harrisburg & Lancaster; refuse to grant or imply rights to operated boats over Philadelphia & Columbia Railroad. (CC)
- Sep. 6, 1837** Cincinnati ordinance authorizes a loan of \$430,000, of which \$200,000 is for Little Miami Railroad and \$200,000 for Cincinnati & Whitewater Canal. (Church)
- Sep. 12, 1837** Baltimore & Port Deposit Railroad accepts offer of house at Fleet & Market Streets for use as a passenger station in Fells Point, Baltimore. (MB)
- Sep. 1837** New Jersey Railroad orders , 15,000 worth of British rails through A. & G. Ralston. (MB)

- Sep. 1837** Camden & Amboy Railroad begins construction of Bordentown-Trenton Branch following Delaware & Raritan Canal. (Watkins)
- Sep. 18, 1837** Joint Companies Board has received bills of exchange totaling , 82,888. (Watkins)
- Sep. 22, 1837** Little Miami Railroad appoints Clark Williams Acting Commissioner at \$4 a day to oversee contractors; notes subscription of Cincinnati is insufficient and appoints committee to ask for state subscription; Jeremiah Morrow (1771-1852) added to Executive Committee. (MB)
- Sep. 25, 1837** James D. Harris reports on railroad and canal survey along Penns Creek to New Berlin. (CC)
- Sep. 25, 1837** PW&B Board hears report of Executive Committee; have adopted a line across the meadows south of Grays Ferry instead of the upland route proposed by Strickland to save money for damages; results in frequent flooding until finally replaced in 1870s; have contracted sections between Alburgers and Darby Creek and from Delaware state line to Quarryville creek to Colket, Sterns & Co., balance of grading to William Slater, and Brandywine and Grays Ferry bridges to Henry R. Campbell; Colket, Sterns & Co. to lay all track from Grays Ferry to Darby Creek and from Marcus Hook to Wilmington; Board authorizes acquiring as much iron as needed from faltering Little Schuylkill & Susquehanna Railroad. (MB)
- Oct. 1, 1837** Fourth installment of Delaware state loan of \$110,000 to Wilmington & Susquehanna Railroad goes unpaid because Congress has cancelled distribution of federal surplus; W&S had received \$80,793. (MB)
- Oct. 3, 1837** W.F. Blydenburgh resigns as LIRR VP and director, although remains as Secretary; Board appoints Richard Senior General Agent. (MB)
- Oct. 3, 1837** *Sandusky*, first locomotive built by Rogers, Ketchum & Grosvenor of Paterson, N.J., for Mad River & Lake Erie Railroad, tested on Paterson & Hudson River and New Jersey Railroads, running between Paterson and East Brunswick and return. (Lucas)
- Oct. 3, 1837** Wilmington & Susquehanna Railroad authorizes permanent loan of \$600,000; orders blacksmith shop built at Wilmington; appoints committee to consider establishing a steamboat line between Perryville and Norfolk. (MB)
- Oct. 3, 1837** Books for Sunbury & Erie Railroad opened at Merchants Exchange in Philadelphia. (Rosenberger)

- Oct. 7, 1837** New Jersey Railroad Board authorizes , 100,000 loan through United States Bank of Pennsylvania; only , 30,000 sold in Mar. 1838. (MB)
- Oct. 10, 1837** Democrats retain control of Pennsylvania House by reduced margin; Whigs and Anti-Masons retain majority in Senate; Thaddeus Stevens returned to House; Bank Democrats hold balance of power and frequently vote with Whigs. (Snyder)
- Oct. 10, 1837** Whigs win control of Ohio Legislature to gain complete control of government; also win in Indiana, where Democrats field no candidate for Governor; Whig David Wallace wins on internal improvement issue against fellow Whig John Dumont, who urges confine spending to most important projects first. (ONW)
- Oct. 10, 1837** Baltimore & Port Deposit Railroad authorizes discontinuing way train as soon as convenient; orders additional locomotive from Norris. (MB)
- Oct. 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad opens between Rheems and east portal of Elizabethtown Tunnel; passengers walk between two halves of railroad. (AR)
- Oct. 16, 1837** Camden & Philadelphia Steam Boat Ferry Company rejects Jacob Ridgway's proposal for the purchase of his Market Street ferry property; authorizes constructing wharf and slip at Walnut Street. (MB)
- Oct. 18, 1837** Canal Commissioners order John P. Baily to report on enlarging Delaware Division to equal Lehigh Canal. (CC)
- Oct. 20, 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board reports that west abutment of Conewago Bridge has fallen down. (MB)
- Oct. 24, 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad contracts with William Cameron to build new pier for Conewago Bridge. (MB)
- Oct. 26, 1837** New York & Harlem Railroad opens from 85th Street to Harlem (135th Street), including tunnel under Observatory Hill between 92nd & 94th Streets; Murray Hill cut roofed over to create tunnel under 4th Avenue between 33rd & 42nd Streets using granite sills removed from old street rail. (GrnBk, RRH)
- Oct. 28, 1837** Gov. Ritner issues letters patent to Sunbury & Erie Railroad. (Rosenberger)

- Oct. 28, 1837** LIRR stockholders' committee makes inspection trip to Hicksville. (MB)
- Oct. 30, 1837** New Jersey Railroad Board authorizes negotiations with Associates of the Jersey Company to have sole terminal at Jersey City and exclusive use of a ferry boat; authorizes having only one stopping place in Newark. (MB)
- Oct. 31, 1837** Raritan River bridge completed and New Jersey Railroad opens to New Brunswick; bridge is double-deck with roadway on lower level; designed by Lorenzo A. Sykes. (NwkSntFrdm)
- Fall 1837** Bald Eagle & Spring Creek Navigation opens from Flemington to Howard Furnace. (CnlCrnts)
- Nov. 1, 1837** James P. Stabler resigns as Chief Engineer of Wilmington & Susquehanna Railroad. (MB)
- Nov. 9, 1837** Canal Commissioners order John P. Baily to resurvey West Philadelphia Railroad as Henry R. Campbell not a state engineer; order Garrett & Eastwick to alter one of their locomotives running on the Philadelphia & Columbia Railroad to burn anthracite as an experiment. (CC)
- Nov. 10, 1837** Charter supplement to New Jersey Railroad authorizes issue of \$500,000 additional stock. (MB)
- Nov. 10, 1837** Northern Liberties & Penn Township Railroad denies Sep. 2 request of Jacob Peters & Charles Hinkle to be relieved of future payments for passenger concession; earnings are down because mechanics have been thrown out of work and aren't making pleasure trips to Fairmount; Peters & Hinkle have 18 horses in service. (MB)
- Nov. 10, 1837** Cumberland Valley Railroad holds excursion from Bridgeport to Newville. (Triumph - verify)
- Nov. 10, 1837** James D. Harris reports to Canal Commissioners on canal/railroad survey between Susquehanna River and New Berlin. (CC)
- Nov. 11, 1837** Charter supplement authorizes New Jersey Railroad & Transportation Company to increase stock by \$500,000. (Digest)
- Nov. 11, 1837** Wilmington & Susquehanna Railroad conveys franchise rights between Wilmington and Pennsylvania state line to PW&B. (Val)

- Nov. 13, 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorizes lengthening Conewago Bridge by adding another span on west end. (MB)
- Nov. 14, 1837** Wilmington & Susquehanna Railroad deposits \$110,000 in United States Bank post notes with state of Delaware as security for \$100,000 state loan. (MB)
- Nov. 17, 1837** Cumberland Valley Railroad opens between Carlisle and Chambersburg, Pa. (or 11/16?? maps - 11/16 is celebration)
- Nov. 17, 1837** New York, Providence & Boston Railroad opens between Providence and Stonington, Conn.; connects with Boston & Providence by a ferry across Providence Harbor; terminal at Stonington, Conn., enables steamboats to avoid rounding the rough waters off Point Judith. (Gerstner)
- Nov. 18, 1837** Joint Companies appoint committee to negotiate with Samuel L. Southard and David B. Ogden regarding their failure to honor engagement to lease Delaware & Raritan Canal; Robert F. Stockton writes that British investors are charging that talk of lease was mere ruse to get British loan; authorize Abraham Brown to resume possession of Phoenix Park Tract of Schuylkill County coal land and sell rest to coal operator John C. Offerman at \$100 an acre. (MB. Watkins)
- Nov. 18, 1837** John P. Baily reports to Canal Commissioners on enlarging Delaware Division Canal to equal Lehigh Canal; estimates cost at \$375,738. (CC)
- Nov. 1837** First and only boiler explosion on a Camden ferry before 1860. (Lane, Niles 11/25/37)
- Nov. 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad relets Elizabethtown Tunnel to William Cameron. (USGaz)
- Nov. 1837** Cleveland & Pittsburgh Railroad located to Warren, Ohio. (OldNW - verify); could not raise money in depression, and charter expired in 1839.
- Nov. 21, 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad Board authorizes purchase of a locomotive from William Norris. (MB)
- Nov. 22, 1837** Little Miami Railroad orders suspension of work on survey. (MB)
- Nov. 25, 1837** Secondhand locomotive *Fire Fly* first placed on Camden & Woodbury

- Railroad; *Fire Fly* and *Red Rover* were built by Tayleur in Britain (cn's 4 & 5) and were originally used on Philadelphia & Columbia Railroad. (Stewart, RRH)**
- Nov. 27, 1837** New Jersey Railroad Board authorizes purchase of Block 34, Jersey City, from Associates of the Jersey Company. (MB)
- Nov. 27, 1837** LIRR Board orders end to operation of Sunday trains; hears report that Chief Justice Nelson has set aside June 5, 1837, election on grounds of non-publication of notices; Board then elects J.E. Haviland to fill vacancy on Board caused by his own disqualification. (MB)
- Nov. 27, 1837** Wilmington & Susquehanna Railroad begins operation of daily ex. Sunday freight train. (AR)
- Nov. 28, 1837** John P. Bailey reports to Canal Commissioners on his resurvey of West Philadelphia Railroad to bypass Belmont inclined plane as Downingtown-Chester route too hilly; West Philadelphia Railroad is a private company, and no work done. (CC)
- Nov. 1837** Jonathan Knight and Benjamin H. Latrobe, Jr., of B&O make inspection tour of other railroads. (Dilts)
- Nov. 29, 1837** PW&B begins advertising a regular merchandise line between Philadelphia and Baltimore.
- Nov. 30, 1837** Canal Commissioners rescind permission for Harrisburg, Portsmouth, Mountjoy & Lancaster to operate on any part of Philadelphia & Columbia Railroad. (CC)
- Dec. 4, 1837** Harrisburg, Portsmouth, Mountjoy & Lancaster Railroad authorizes new negotiations for loan of \$100,000. (MB)
- Dec. 5, 1837** Wilmington & Susquehanna Railroad Board reports that Delaware will return \$110,000 in United States Bank post notes deposited with it in Nov. (MB)
- Dec. 1837** *Sandusky*, built by Rogers, Ketchum & Grosvenor at Paterson, N.J. makes experimental run on Mad River & Lake Erie Railroad; claim that this is first locomotive to run in Old Northwest depends on preceding Adrian of 7/37; legend that the New Jersey-gauge *Sandusky* was responsible for fixing the gauge of Ohio railroads at 4'-10" is now considered untrue.
- Dec. 11, 1837** New Jersey Railroad Board authorizes negotiating with Paterson & Hudson River Railroad for joint terminal at Jersey City. (MB)

- Dec. 12, 1837** Robert F. Stockton resumes post as director & Superintendent of Philadelphia & Trenton Railroad, having returned from Europe. (MB)
- Dec. 15, 1837** Sunbury & Erie Railroad organized; Nicholas Biddle elected Pres. (MB)
- Dec. 15, 1837** Meeting held at Merchants Exchange in Pittsburgh in favor of railroad from Pittsburgh to Cleveland.
- Dec. 16, 1837** Pennsylvania canals close for season.
- Dec. 1837** B&O signs its first mail contract. (Dilts)
- Dec. 19, 1837** Pennsylvania Improvement Act presented to Gov. Ritner, who does not return it after 10 days, so that it becomes law in Jan. 1838; appropriations include \$100,000 for Erie Extension, \$100,000 for North Branch Extension, \$10,000 for Tangascootack Extension, \$450,000 for Gettysburg Railroad, and \$59,060 for repair of north track of Philadelphia & Columbia Railroad; work on Gettysburg Railroad is to cease on Jan. 1, 1838; Anti-Masons later interpret this to mean Jan. 1, 1839. (PL)
- Dec. 19, 1837** Pennsylvania act authorizes merger of PW&B, Wilmington & Susquehanna Railroad and Baltimore & Port Deposit Railroad. (MB)
- Dec. 20, 1837** New Jersey Railroad Board authorizes purchase of ferry and dock property at the foot of Liberty Street, New York, from the Murray Estate; later used as NY terminal of CNJ. (MB)
- Dec. 20, 1837** Philadelphia, Wilmington & Baltimore Railroad (or Phil & Del. Co.) runs first excursion between Wilmington, Del. and Chester, Pa.
- Dec. 22, 1837** Wilmington & Susquehanna Railroad stockholders approve merger with Baltimore & Port Deposit Railroad and with PW&B. (MB)
- Dec. 23, 1837** Pa. legislative resolution orders Canal Commissioners to build new road and towpath bridge across Susquehanna River at Duncans Island. (PL)
- Dec. 24, 1837** Wilmington & Susquehanna Railroad begins carrying mail between Philadelphia and Baltimore. (AR)
- Dec. 26, 1837** LIRR Board orders investigation of 2,700 forfeited shares, which Edwin Lord claims he is entitled to vote. (MB)

- Dec. 30, 1837** **City Railroad opens from Broad Street to Delaware River via Market, 3rd and Dock Streets.**
- c. 1837** **Camden & Amboy ferry *State Rights* is first with enclosed cabins on main deck. (Lane) (Lytle has converted from 119-ton brig at New York in 1835! - may not have been moved to Camden until later - scrapped 1855)**
- 1837** **Canal Commissioners place own agents, similar to conductors, on all passenger trains; previously were under control of agents of transporting companies; state agents discover laxity on part of companies in taking fares, allowing deadhead riders, and reporting number of passengers carried; however, state agents merely watch the employees of the transporting companies, who collect the actual fares; lines at this time are: Pioneer Line and Pennsylvania Packet Boat Line (operated by ___), the Peoples Line, and D. Leech & Company's Express Line and Fast Line. (CC)**
- 1837** **Under resolution of June 16, 1836, Gov. Ritner borrows \$200,000 for work on the Erie and North Branch Extensions from the United States Bank at 4%. (not found in Ritner diary)**
- 1837** **New York & Harlem Railroad begins steam operation above ___ Street; first four locomotives, *New York, Harlaem, Yorkville, and Manhattanville* built by H.R. Dunham & Co. (GrnBk, RRH)**
- 1837** **New York & Harlem Railroad opens southern extension from Prince Street to Bowery & Walker Streets. (Grogan - possibly opened same time as 135th St.)**
- 1837** **Work begins on Genesee Valley Canal in New York. (Poor)**
- 1837** **Wilmington & Susquehanna Railroad purchases four locomotives from Baldwin, one from Bury of Liverpool, and one from Whistler of Lowell, Mass. (MB)**
- 1837** **William B. Foster, Jr., leaves Pennsylvania & Ohio Canal and returns to Kentucky. (Hare)**
- 1837** **Miami Extension Canal opens between Dayton and Piqua, Ohio.**
- 1837** **Work begins on Madison & Lafayette Railroad, including Madison Incline up the 413-foot Ohio River escarpment to the high ground a mile north of town.**

- Early? 1837** **Illinois lets contracts for 105 miles of Northern Cross Railroad, 69.5 miles of Central Railroad, 24 miles of Peoria & Warsaw, 15 miles of Alton & Shawneetown, 38 miles of Alton & Mt. Carmel, 33 miles of Alton & Shelbyville and 9.25 miles of Bloomington & Pekin.**
- 1837** **Indiana discharges all engineers except Jesse L. Williams, who becomes chief engineer for all railroads and turnpikes as well as canals.**
- early 1838?** **Pennsylvania State Treasurer notes impending deficit of \$3 million and recommends new taxes.**
- 1837** **In Charles River Bridge Case, Chief Justice Roger B. Taney rejects Charles River Bridge Company's claim that its charter, which did not grant exclusive privileges, is a contract that protects it from competition by a newer bridge nearby; rules that corporate charters must be construed narrowly, thus partly reversing the sanctity of contracts doctrine established by Chief Justice John Marshall. (EAH - 11 Peters 420)**