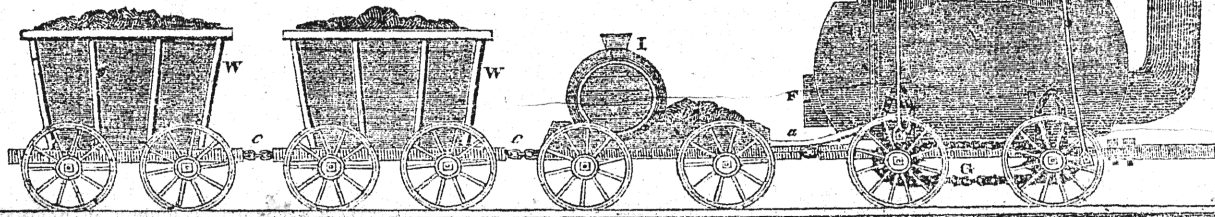


# A M E R I C A N



# RAILROAD JOURNAL.

OFFICE, 35 WALL-STREET.

NEW-YORK, JUNE 30, 1832.

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THE PATERSON RAILROAD, to which we referred in our last, is, perhaps, less known to this community than any other of equal importance in the country. This arises probably from the circumstance that the stock is principally owned by those who projected the enterprize, and who choose to retain the control of the road; hence the stock has been less in market, and of course less interest has been excited upon the subject. There cannot be a doubt, however, we think, but that it will ere long be duly appreciated. It will open an easy communication between this city and one of the first, if not the very first manufacturing village in its vicinity, and greatly facilitate its business. It will, when completed, enable thousands of our citizens—who have not weeks of leisure upon their hands, to spend in the country—to pass a leisure day occasionally, at a very small expense, in the enjoyment of as pure air and as enchanting scenery as can be found either at Saratoga Springs, at Trenton or Niagara Falls.

Another attraction will be found in the crossing of navigable rivers, (the Hackensack and Passaic both crossing its line,) a circumstance of which, by any other Railroad we have seen no account. There must of course be draw-bridges—usually constructed, we believe, so as to form two inclined planes—which would greatly interfere with Railroad traveling; but this difficulty has been entirely, and, as we have been informed, very ingeniously obviated by a draw-bridge upon an entirely new principle, invented by ROSS WINANS, Esq., already favorably known as the inventor of the improved car, spoken highly of by the Chief Engineer of the Baltimore and Ohio Railroad and others who have used it. We are not familiar with the plan adopted, but believe that instead of being raised, it is lowered, still retaining its horizontal position, by means of an

apparatus which acts as a wedge or inclined plane, with a horizontal movement, under the rails.—When the draw is to be opened, the apparatus is with drawn from its position until those parts of the rails which fill its space fall below the other parts of the rails, then they also partake of the horizontal movement until the space designed for the passage of the vessel is clear. After the vessel has passed, and the draw is to be closed, a counter movement of the rails and apparatus takes place until the moveable rails have regained a position directly under that which they are to occupy, their horizontal motion then ceases and a perpendicular one follows,—caused by the continued horizontal movement of the inclined plane beneath it—until the rail has regained the level of the road, where it is firmly supported by the frame on which it rests, and the cars will pass over it with as little difficulty as over any other part of the road.

After passing the Bergen ridge, the marshes, and the Hackensack river, there will be a high embankment, of considerable extent, formed from the excavation, to the depth of 25 or 30 feet, of the summit of Berry's hill. There will also be a corresponding embankment on the west side of Berry's hill to the Passaic river. These rivers must be passed by draw bridges, in order to permit vessels to navigate them as usual; and here it is that Mr. Winans' newly invented draw bridge is to be tested. The work on these heavy embankments and deep excavation is progressing rapidly, yet they will somewhat retard the completion of the work, as a large force cannot be brought to bear upon them. After crossing the Passaic, the ascent is gradual until the point is attained to which the road is already completed, near Aquackanonk.

The plan of laying the rails on this road varies in some measure from any other within our knowledge. After the road is prepared for receiving the rails, parallel rows of square pits or holes, of 18 inches in diameter, and 2 1/2 or 3 feet in depth, and 3 feet from centre to centre, are dug and filled with broken stone, of an inch or inch and a half in diameter, closely rammed, which forms a compact mass, across which sleepers of cedar or locust are laid, upon which, at right angles, rest the pine rails, 6 by 8 inches, with a plate of wrought iron, 5/8ths by 2 1/2 inches on the surface. This mode of preparing the foundation is new, and we were informed that it was proof against the severity of the past winter, as scarcely any injury was sustained from frost. It is deemed superior to the block of stone for the support of the rails. It however should

be thoroughly tested before it is adopted to any considerable extent.

HAERLEM RAILROAD.—In taking a short walk this morning up town, we passed the scene of operations upon this work; and we were gratified to find that the rails, or rather the stone sills for the reception of the iron rails, are laid between 14th and 12th streets, and that they will, in a very short time, be completed as far down as Prince street; when our citizens will have an opportunity of witnessing the manner of laying rails along paved streets, as well as the greater safety of using carriages on a Railroad in cities, than in any other way, as they move directly forward, and are entirely under the control of the driver, who can check his horse with one hand, and move his lever, which stops the carriage, with the other. There will be no racing, and, in truth, no danger to be apprehended. Those who are desirous to see the manner of laying the rails, as well as the ease with which they are crossed by carriages and carts, may do so by a visit to the corner of the Bowery and 12th street.

The work on the line of the road, we understand, goes bravely on; and we hope it will not be many months before the thousands who are impatiently waiting, may have an opportunity to enjoy the pleasure of a trip to Haerlem on a Railroad.

STEAM CARRIAGES UPON COMMON ROADS.—We have in previous numbers given extracts from the examinations taken before a Committee of the House of Commons, and we now give in part, and shall complete in our next number, the report of that committee upon the above subject. We find it has become in England a subject of much interest, and we shall, therefore, hereafter make further extracts from the examination of other gentlemen who have been engaged in similar experiments. It would be a little singular if steam carriages on common roads should treat Railroads with as little ceremony as Railroads are treating Canals.

We are authorized to state, that the Philadelphia, Germantown and Norristown Railroad Company, have received for tolls during the short period since the opening of their Road, a sum considerably exceeding three thousand dollars. We have further authentic information that the company are in daily expectation of receiving a first rate locomotive engine from England, which will immediately be put in operation on the road, arrangements having been made for the employment of a first rate steam engineer. We learn, also, that the road in a very short time will be completed to the Germantown main street, and that the located line to the Wissahickon will forthwith be put under contract, the company having on hand all the materials for the extent of the route.—[Ohio Gazette, 25th inst.]