

**PRR CHRONOLOGY
1830**

June 2004 Edition

- Jan. 1, 1830** Trial excursion with horse drawn car runs over first section of B&O between Mount Clare and Carrollton Viaduct in Baltimore for Postmaster General William T. Barry and other guests. (BaltAm)
- Jan. 4, 1830** B&O Board abolishes Board of Engineers and establishes an Engineering Dept. with Jonathan Knight (1787-1858) as Chief Engineer; result of Col. S.H. Long's and Capt. William G. McNeill's objections to Superintendent of Construction Caspar W. Wever; Army engineers remain assigned to B&O. (Long, AR)
- Jan. 7, 1830** In annual message, N.J. Gov. Peter D. Vroom (1791-1873) mentions both Delaware & Raritan Canal and Camden & Amboy Railroad without favoring either. (AssyMin)
- Jan. 7, 1830** B&O begins running regular revenue excursion service between Mount Clare and Carrollton Viaduct. (BaltAm)
- Jan. 9, 1830** Horatio Allen drives first pile at Lime Street, Charleston, for South Carolina Canal & Railroad Company. (ARJ)
- Jan. 12, 1830** DeWitt Clinton, Jr., reports to Anthony Dey, Richard Varick, Arthur Tappan (1786-1865), John Hone, James Boorman (1783-1866), John Johnston (1781-1851) and Barney Corse of New York on preliminary estimates for a railroad from New York to New Orleans; estimated cost \$11.8 million if uses stone chairs north of Washington and timber piling south of Washington; plan calls for crossing the Delaware at either Camden or Salem. (Rept)
- Jan. 18, 1830** Pennsylvania act recognizes \$106,000 advanced by Bank of Pennsylvania, Philadelphia Bank, and Columbia Bridge Company as a temporary loan. (PL)
- Jan. 18, 1830** In suit of C&O Canal vs. B&O, Maryland Court of Chancery orders a joint survey from Point of Rocks to Cumberland by Jonathan Knight of B&O and Nathan S. Roberts of C&O, giving first place to canal. (B&O AR, Dilts)
- Jan. 19, 1830** Union Line Transportation & Steamboat Company (Philadelphia-Baltimore) incorporated in Del. (PL)

- Jan. 1830** According to anecdote, Robert L. Stevens and John C. Stevens have chance meeting with Robert F. Stockton during intermission at Park Theatre in New York and arrange to end rivalry of Camden & Amboy Railroad and Delaware & Raritan Canal (Watkins); however, both companies continue to oppose each other's efforts. (Lane)
- Jan. 29, 1830** Lexington & Ohio Railroad Co. incorporated; first railroad in State of Kentucky. (RRH)
- Feb. 2, 1830** Baltimore & Rappahannock Steam Packet Company incorporated in Md. to operate between Baltimore and Fredericksburg, Va., in opposition to George Weems. (PL, Holly)
- Feb. 4, 1830** Camden & Amboy Railroad & Transportation Co. and (second) Delaware & Raritan Canal Co. incorporated in New Jersey on same day after compromise reached between supporters of each project. (Digest, Lane)
- Feb. 6, 1830** Maryland act authorizes Treasurer of Western Shore to subscribe \$100,000 to Baltimore & Susquehanna Railroad and in return name one director. (Digest)
- Feb. 7, 1830** Maryland act authorizes Baltimore & Susquehanna Railroad to build branch through Westminster to headwaters of Monocacy River as alternative to route to York, which is blocked by Pa. Legislature. (Digest)
- Feb. 1830** Anthony Dey, Richard Varick and other New Yorkers petition New Jersey Legislature for charter for "New Jersey Atlantick Railroad" to build from Jersey City via Newark, New Brunswick and Trenton to Salem, as part of their scheme for a railroad to New Orleans; opposed by both Camden & Amboy Railroad and Delaware & Raritan Canal. (Thompson - see 10/27)
- Feb. 17, 1830** Delaware & Raritan Canal Company commissioners meet at Mount Holly. (MB)
- Mar. 1, 1830** Abner Lacock, having learned of James S. Stevenson's charges against him, writes letter to David Scott, Pres. of Canal Commissioners, defending his conduct; later printed as a pamphlet and distributed. (Pam)
- Mar. 2, 1831** Congress authorizes B&O to extend into District of Columbia. (Moore)

- Mar. 13, 1830** Charter of Bank of Pennsylvania extended; in return the state requires the bank to lend it \$4 million at a 52% premium and loan it \$1 million a year for 3 years at 5% to fund public works. (PL)
- Mar. 13, 1830** Pennsylvania Improvement Act authorizes new \$4 million loan. (PL - is this same as above?)
- Mar. 13, 1830** Gen. Charles Gratiot relieves Capt. William G. McNeill's brigade from service on B&O; includes McNeill and Lts. William Cook, John N. Dillahunt (1800?-1844), and W. Beverhout Thompson (1805?-1862); Col. Stephen H. Long's brigade is to stay. (Long)
- Mar. 16, 1830** Philipsburg & Juniata Railroad incorporated in Pennsylvania to built from coal deposits near Philipsburg to Juniata Division Canal; promoted by Hardman Philips, founder of Philipsburg. (PL)
- Mar. 18, 1830** Gen. Gratiot writes Capt. William G. McNeill that he is to stay on B&O as Col. Stephen H. Long has asked to be relieved. (Long)
- Mar. 19, 1830** Lexington & Ohio Railroad organized. (NilesReg)
- Mar. 23, 1830** Delaware & Raritan Canal Company opens books at Trenton; only 375 shares subscribed. (MB)
- Mar. 23, 1830** Capt. William G. McNeill refuses to serve on B&O under Jonathan Knight after dispute over Board's refusal to fire Caspar W. Wever. (Long)
- Mar. 24, 1830** Delaware & Raritan Canal Company opens books in Princeton; 410 shares subscribed. (MB)
- Mar. 25, 1830** Delaware & Raritan Canal Company opens books in New Brunswick; 349 shares subscribed. (MB)
- Mar. 25, 1830** Union Line, with steamboats *Robert Morris* and *George Washington*, begins operating passenger barges through Chesapeake & Delaware Canal instead of stages on Frenchtown Turnpike. (Gray)
- Mar. 25, 1830** Meeting in Philadelphia urges Senate to block charter of York & Maryland Line Railroad, which has passed House by large majority; a subsequent meeting in York protests Philadelphia's interference in affairs of York County. (NilesReg)
- Mar. 27, 1830** Pennsylvania act appropriates \$3,459,532 for Public Works and refunding temporary loans; no new construction authorized except the Johnstown Dam and the last three miles of the Ligonier Line to

complete Western Division; orders Canal Commissioners to have different routes for Allegheny Portage Railroad, either railroad or turnpike, viewed by three engineers; Canal Commissioners choose Moncure Robinson, Maj. John Wilson and Col. Stephen H. Long; Robinson continues to support his old plan; Long and Wilson eliminate summit tunnel and fix planes at maximum 5 degrees slope. (PL, CC)

- Mar. 30, 1830** Books opened for Camden & Amboy Railroad at Hightstown. (NYPost)
- Mar. 31, 1830** Books opened for Camden & Amboy Railroad at Mount Holly. (NYPost)
- Mar. 31, 1830** New Castle Turnpike & Railroad Company merged into New Castle & Frenchtown Turnpike & Railroad Company under special act of Delaware of Jan. 16, 1830; John Janvier elected Pres. (MB)
- Spring 1830** B&O appoints John Elgar (1784-1858) Master of Machinery. (AR)
- Apr. 1, 1830** Books opened for Camden & Amboy Railroad at Camden (NYPost); entire \$1 million subscribed, mostly by Union Line. (Lane)
- Apr. 1, 1830** New Castle & Frenchtown Turnpike & Railroad Company (NC&F) contracts with John Randel, Jr. as Chief Engineer. (MB)
- Apr. 3, 1830** Steamboat *Robert Morris* launched at Kensington for Union Line service between Philadelphia and New Castle. (Alexander)
- Apr. 3, 1830** Pennsylvania Senate defeats charter of York & Maryland Line Railroad, Baltimore & Susquehanna's extension to Susquehanna River for third time by vote of 17-8 after House had passed by large majority. (NilesReg)
- Apr. 6, 1830** Pennsylvania Legislature reduces number of Canal Commissioners from nine to three and returns appointment to Governor after George Wolf, a Jacksonian, elected to that post; Commissioners are to serve one-year terms; act also abolishes post of Acting Commissioners; all divisions to be managed by Superintendents; increases salaries of Principal Engineers to \$2,500 per year maximum and drops requirement that they be on duty at all times; only Principal Assistant Engineers to be in constant residence on their sections and power to appoint their subordinates restored; maintenance of completed canals entrusted to Supervisors at \$2.50 per day; act also establishes 3-member Board of Appraisers to settle all land claims. (PL)
- Apr. 6, 1830** Delaware & Raritan Canal Company again opens book in Trenton;

4,800 shares subscribed by Robert Field Stockton; money actually put up by his father-in-law John Potter; Potter had \$500,000 in stock of Bank of the United States, which he transfers to D&R. (MB, Watkins, Thompson)

- Apr. 7, 1830** Lykens Valley Railroad & Coal Company incorporated in Pennsylvania by Simon Gratz, et al. to build railroad from Lykens Valley Coal Field to Susquehanna River; prohibited from owning coal land or mining coal. (Digest)
- Apr. 13, 1830** Act extending charter of Bank of Pennsylvania requires that it loan Commonwealth \$4 million at 52% premium in monthly installments, \$1 million of which is to count as last temporary loan; also to loan \$1 million a year for three years starting on Jan. 1, 1831. (PL)
- Apr. 14, 1830** Stephen Girard buys at auction over 28,000 acres of land, including a large part of the Western Middle Anthracite Coal Field in Schuylkill and Columbia Counties for \$30,000; lands had once belonged to Robert Morris, and passed to the First Bank of the United States upon foreclosure of a mortgage in 1800. (Hoffman)
- Apr. 14, 1830** Rep. James Fitz Randolph (1791-1872) of N.J. introduces petition of Delaware & Raritan Canal Company for a federal subscription; House defeats bill for National Road from New Orleans to Buffalo by 105-88. (NilesReg)
- Apr. 15, 1830** U.S. Senator Theodore Frelinghuysen (1787-1862) introduces petition of Delaware & Raritan Canal Company for a federal subscription. (NilesReg)
- Spring 1830** Canal Commissioners order staff and work cutbacks because of financial crisis; J. Edgar Thomson among junior engineers discharged; Thomson follows John Wilson to Camden & Amboy Railroad.
- Spring 1830** Eastern Division Canal opens for revenue service.
- Apr. 1830** Susquehanna Division Canal opens between the mouth of the Juniata River and Northumberland.
- Apr. 16, 1830** Rep. Joseph Hemphill (1770-1842) of Pa. introduces bill in U.S. House for federal subscription to Delaware & Raritan, Delaware & Hudson and Morris Canals. (NilesReg)
- Apr. 28, 1830** Camden & Amboy Railroad & Transportation Company organized at hotel of Isaiah Toy at Front & Federal Streets, Camden; Robert Livingston Stevens named Pres.; Edwin A. Stevens Treasurer;

- Jeremiah H. Sloan of Camden, Secretary. (MB, Watkins)
- May 1, 1830** NC&F authorizes Secretary and Treasurer to visit B&O to examine how to run a railroad, keep books, etc. (MB)
- May 1, 1830** Mohawk & Hudson Railroad names John B. Jervis (1795-1885) as Principal Engineer. (Stevens)
- May 3, 1830** City of Baltimore ordinance authorizes subscription for \$100,000 stock of Baltimore & Susquehanna Railroad in return for naming one director. (Digest)
- May 3, 1830** Canterbury & Whitstable Railway in Kent begins world's first regular revenue passenger service with steam locomotives; first train hauled by Stephenson's *Invicta*. (James)
- May 10, 1830** Delaware & Raritan Canal Company organized at hotel of William Herbert in Trenton; Robert Field Stockton (1795-1866) elected Pres.; John Renshaw Thomson (1800-1862), Secretary, and James Neilson, Treasurer; authorize application to Secretary of War for services of U.S. engineers; Canvass White, who had done the surveys for the first Delaware & Raritan Canal Company appointed Chief Engineer; J. Humstead, Ashbel Welch and Edwin A. Douglas (1805-1859) Assistant Engineers. (MB, Watkins)
- May 13, 1830** B&O operates first test trip between Baltimore and Ellicotts Mills. (AR)
- May 15, 1830** Duties of Chief Engineer of Camden & Amboy Railroad given to Robert L. Stevens; total salary \$6,000 per year. (MB, Watkins)
- May 1830** George Weems withdraws *Patuxent* from Rappahannock River under competition from Baltimore & Rappahannock Steam Packet Company. (Holly)
- May 20, 1830** David Leech begins advertising a daily line of canal packets between Pittsburgh and Blairsville.
- May 22, 1830** First division of B&O opens for revenue service between Baltimore (Mount Clare) and Ellicotts Mills, about 13 miles; includes passenger car *Pioneer* with Ross Winans's friction wheels built by Richard Imlay. (AR, Dilts)
- May 27, 1830** President Jackson vetoes \$15,000 U.S. subscription to Maysville, Washington, Paris & Lexington Turnpike Road Company in Kentucky on grounds is of local importance only; main purpose of

veto is to embarrass Jackson's rival Henry Clay but signals curtailment of federal involvement in internal improvements.

- May 30, 1830** Pres. Jackson breaks with VP John C. Calhoun, having learned Calhoun had condemned his actions in Florida in 1818. (EAH)
- May 31, 1830** President Jackson vetoes federal subscription needed to complete Washington Turnpike, link between District of Columbia and Maryland turnpikes leading to the National Road at Frederick.
- May 31, 1830** Pres. Jackson approves further aid to Cumberland Road as a national project.
- June 7, 1830** First meeting of new Canal Commissioners: James S. Stevenson, President, James Clarke and John Mitchell, all Jacksonians; Samuel Jones appointed Superintendent of Western Division Canal. (verify last)
- June 9, 1830** Canal Commissioners appoint Henry Roe Campbell (1807-1876), later inventor of 4-4-0 American type locomotive, as Principal (or P. Asst.?) Engineer on Philadelphia & Columbia Railroad.
- June 10, 1830** Juniata Division Canal opens between Duncans Island and Lewistown. (CC)
- June 10, 1830** Army assigns Capt. William Gibbs McNeill and Lt. George W. Whistler from B&O to survey Baltimore & Susquehanna Railroad. (Long,)
- June 11, 1830** Canal Commissioners drop having a separate Superintendent for the isolated and useless French Creek Feeder; establish first operating rules and regulations for canals. (CC)
- June 16, 1830** Surveys for Camden & Amboy Railroad begun under Chief Engineer Maj. John Wilson; William Cook in charge of section from South Amboy to Bordentown and J. Edgar Thomson in charge of section from Bordentown to Camden. (Prowell, Watkins)
- June 19, 1830** Juniata Aqueduct opens at Duncan's Island, linking Juniata Division Canal with the Susquehanna Division at the mouth of the Juniata River.
- June 21, 1830** Board of Engineers for Internal Improvement furloughs Lt. William Cook to serve in engineer corps of Camden & Amboy Railroad. (Cullum)

- June 25, 1830** City of Baltimore makes its entire \$100,000 subscription to Baltimore & Susquehanna Railroad available as a temporary loan rather than paying in installments like other stockholders.
- June 26, 1830** George IV, King of Great Britain (1762-1830), dies without a direct heir at a time of increasing economic and social unrest; succeeded by brother as William IV (1765-1837); succession requires a general election marked by radical demands for reform.
- July 2, 1830** Jonathan Knight of B&O and Nathan S. Roberts of C&O Canal make report on joint survey along Potomac River from Point of Rocks to Harpers Ferry; find four places totaling about two miles where railroad interferes with canal; because of estimated time and expense, no joint survey made west of Harpers Ferry. (B&O AR, Dilts)
- July 4, 1830** Ground broken for Chemung Canal in New York. (NilesReg)
- July 10, 1830** Ohio & Erie Canal opens between Massillon and Newark, Ohio.
- July 20, 1830** Benjamin Henry Latrobe, Jr. (1807-1878) first employed by B&O as Assistant Superintendent of Construction. (AR, Dilts)
- July 21, 1830** NC&F approves first contracts for grading. (MB)
- July 31, 1830** Detroit & Pontiac Railway Company incorporated; first railroad charter in Michigan Territory; no work completed under this charter and company is reincorporated in 1834.
- Aug. 4, 1830** Town of Chicago platted at eastern end of Illinois & Michigan Canal.
- Aug. 7, 1830** Louis Philippe (1773-1850) proclaimed King of the French after reactionary Bourbon monarch Charles X (1757-1836) is forced to abdicate by popular uprising in Paris.
- Aug. 1830** Mohawk & Hudson Railroad becomes first rail stock admitted to New York Stock & Exchange Board. (Wyckoff)
- Aug. 16, 1830** Western Division Canal drained to permit repairing all defects in original construction; reopens Aug. 20. (CC)
- Aug. 24, 1830** Experimental locomotive (later popularly known as *Tom Thumb* after an 1868 speech by John H.B. Latrobe) designed by and built by Peter Cooper of New York makes first public run on B&O, running to Relay and back with a dozen people; first US-built locomotive on a regular railroad; operates on sharp curves of B&O at speed between 5 and 18 MPH; body was built by Richard Imlay, Ross Winans and

George Gillingham; boiler by Charles Reeder; 18-year old James Millholland substitutes connecting rods and cranks for Cooper's chain drive. (Dilts, AR)

- Aug. 26, 1830** **B&O Board agrees to C&O Canal proposal for settlement of dispute over right of way along the Potomac. (B&O AR)**
- Aug. 28, 1830** **Peter Cooper's locomotive runs over B&O to Ellicotts Mills and back as part of celebration of opening Oliver Viaduct at Ellicotts Mills. (Dilts)**
- Sep. 3, 1830** **John Thomson, Enoch Lewis (1776-1856), Thomas Baird and Charles Lyon Schlatter make report on survey of Stephen Girard's coal lands in Schuylkill County. (Hoffman)**
- Sep. 6, 1830** **NC&F adopts track of stone blocks with wooden stringers and strap rail. (MB)**
- Sep. 14, 1830** **Camden & Amboy Railroad authorizes purchase of iron rails and sends Robert L. Stevens to England to make contracts. (MB)**
- Sep. 15, 1830** **Liverpool & Manchester Railway opens in England; world's first complete common carrier railroad operated exclusively by steam; at an intermediate stop, Home Secretary William Huskisson detrains and is run over and fatally injured as his archenemy the Duke of Wellington looks on. (James, Rolt)**
- Sep. 20, 1830** **Peter Cooper's locomotive races with a horse-drawn car on return from an excursion to Ellicotts Mills to celebrate Charles Carroll of Carrollton's 93rd birthday; horse wins when belt that powered locomotive's forced draft blower broke; Cooper later heavily embroiders the story, but the race probably took place on this date. (Dilts)**
- Sep. 28, 1830** **Camden & Amboy Board announces resignation of John Wilson, Engineer. (MB)**
- Oct. 1, 1830** **Delaware & Raritan Canal Company Board hears report on progress of surveys under Canvass White; proposes that canal follow 1826 plan and cross the Delaware at Lambertton to connect with a canal to be built through Pennsbury Manor; resolves to also build railroad from Raritan River to mouth of Heathcote Brook and thence along canal to Delaware River at Tullytown. (MB)**
- Oct. 2, 1830** **Camden & Amboy survey completed by Maj. John Wilson; J. Edgar Thomson an assistant engineer for Eastern Division between South Amboy and Bordentown. (Watkins)**

- Oct. 4, 1830** Robert Stephenson & Co. delivers 2-2-0 locomotive *Planet* to Liverpool & Manchester Railway; incorporates several improvements, including a firebox incorporated entirely within the boiler, a fully separate smokebox and inside cylinders; influences design of many locomotives exported to America, including Camden & Amboy's *John Bull*. (White)
- Oct. 5, 1830** Pres. Jackson announces reopening of trade with British West Indies, greatly curtailed since the War of 1812, on a reciprocal basis. (EAH)
- Oct. 11, 1830** Camden & Amboy Board reviews survey; asks Maj. John Wilson to provide estimate for portion between Bordentown and Crosswicks Creek. (MB, Watkins)
- Oct. 13, 1830** Robert L. Stevens leaves New York on the *Hibernia* enroute to England to order rails and a locomotive for Camden & Amboy Railroad. (Turnbull)
- Oct. 1830** New York banking house of Prime, Ward, King & Co. takes \$600,000 Ohio canal loan at 17.57% premium. (NilesReg)
- Oct. 16, 1830** New Castle & Frenchtown Turnpike & Railroad Company establishes western terminus at south side of existing steamboat wharf at Frenchtown. (MB)
- Oct. 16, 1830** Capt. McNeill and Lts. G.W. Whistler and J.N. Dillahunty make report on survey of Baltimore & Susquehanna Railroad; McNeill becomes Chief Engineer.
- Oct. 23, 1830** West Branch Division Canal opens between Northumberland and Muncy Dam.
- Oct. 25, 1830** Canvass White reports on survey of Delaware & Raritan Canal; estimate \$1.17 million, plus \$232,000 for railroad and \$35,000 for crossing Delaware River into Pennsylvania; company approves draft of a charter supplement for railroad privileges; company fixes canal prism at 75 feet wide at top and 7 feet deep; elects James S. Green as VP; fixes White's salary at \$6,000 and Stockton's at \$2,500. (MB)
- Oct. 27, 1830** John G. Coster (1762/3-1844), Richard Varick, Anthony Dey and Joseph W. Scott petition N.J. Legislature for charter for a railroad from Jersey City to the Delaware River. (AssyMin)
- Oct. 28, 1830** N.J. Gov. (Vroom?) in annual message recommends state subscription to Delaware & Raritan Canal. (AssyMin)

- Oct. 29, 1830** Bill introduced in N.J. Assembly for New Jersey Atlantic Railroad to build from Jersey City through Newark to point near Salem opposite New Castle & Frenchtown; provides for a 12% tax on capital; farmers with produce may pass free; state may subscribe \$1 million and appoint four directors. (AssyMin, NwkSntlFrdm)
- Oct. 29, 1830** Accounts of the opening of the Liverpool & Manchester Railway reach Philadelphia. (Lewis Diary)
- Nov. 2, 1830** Water first let into Juniata Division Canal at Huntingdon.
- Nov. 3, 1830** N.J. committee of Assembly reports on question of state subscription to Delaware & Raritan Canal; minority says state has no money, should not go into debt, and opposes monopoly; majority reports in favor of subscription. (AssyMin)
- Nov. 1830** Eastern Division Canal opens between Middletown and Duncan's Island at mouth of Juniata River.
- Nov. 16, 1830** B&O Pres. Philip E. Thomas breaks off negotiations with C&O Canal after they insist on settlement through courts. (Dilts)
- Nov. 16, 1830** Duke of Wellington resigns as Prime Minister, ending a half century of Tory rule; replaced by Whig leader Earl Grey.
- Nov. 22, 1830** Meeting held at Sunbury in support of Danville & Pottsville Railroad. (HazReg)
- Nov. 23, 1830** John Randel, Jr., presents cost estimate for New Castle & Frenchtown Railroad of \$204,300. (Lewis Diary)
- Nov. 24, 1830** Western Division Canal opens between Blairsville and 3 miles west of Johnstown. (??? - NO - is sate begin filling from Suttons Dam below Johnstown to Blairsville! - see Haz)
- Nov. 25, 1830** B.B. Vincent reports on survey for canal between Conneaut Lake and Erie; recommends wooden locks. (CC)
- Nov. 26, 1830** Robert L. Stevens of Camden & Amboy, after arriving in Liverpool, issues a circular for iron works to roll the modern form of T-rail (42# per yard) which he had devised during the ocean crossing. (Watkins)
- Nov. 27, 1830** Meeting held in Pottsville in support of Danville & Pottsville Railroad. (HazReg)

- Dec. 4, 1830** Construction of Camden & Amboy begins at Bordentown. (Watkins)
- Dec. 4, 1830** First public test of Robert Stephenson & Co's, *Planet* in England. (Watkins - verify)
- Dec. 6, 1830** Robert L. Stevens contracts with Robert Stephenson & Co. of Newcastle for a locomotive similar to the *Planet* but with 0-4-0 arrangement and domed firebox similar to that developed by Stephenson's rival Edward Bury of Liverpool. (White)
- Dec. 7, 1830** Francis Preston Blair, Sr. (1791-1876), begins publication of *Washington Globe* as official organ of the Jackson Administration; the *United States Telegraph* edited by Calhoun's follower Duff Green (1791-1875), soon becomes an anti-Jackson paper with financial support from the Second Bank of the United States. (EAH)
- Dec. 1830** Louisville & Portland Canal opens around Falls of the Ohio on Kentucky side; 50 x 183 foot locks are soon too small to pass largest steamboats; Louisville remains a major transshipment point between upper and lower Ohio.
- Dec. 10, 1830** Camden & Amboy Board resolves to place section between Crosswicks Creek and South River under contract but not do any work south of Bordentown. (MB)
- Dec. 10, 1830** Public meeting held at West Chester to secure survey for branch railroad to Philadelphia & Columbia Railroad. (Moore)
- Dec. 10, 1830** Western Division Canal opens between Blairsville and Johnstown, completing line. (check - not from CC - if done not open long water let in 5/1831 - local histories say one boat arr. in 12/1831 before closed, but no real traffic)
- Dec. 1830** Locomotive *Best Friend of Charleston* built by West Point Foundry Association in New York arrives in Charleston for South Carolina Canal & Railroad Company. (RRH)
- Dec. 17, 1830** Ex-Pres. John Quincy Adams (1767-1848), re-elected to Congress, travels over B&O between Baltimore and Relay, Md., en route to Washington; rides in his own carriage that is placed on a horse-drawn B&O flat car. (Withers)
- Dec. 18, 1830** Report on survey for Allegheny Portage Railroad by Col. Stephen H. Long and Maj. John Wilson; recommend railroad over macadamized road; route via Blairs Gap with ten inclined planes and no summit tunnel. (CC)

- Dec. 26, 1830** **Second meeting held at West Chester to present preliminary survey for branch railroad made by John Wilson and Henry R. Campbell. (Moore)**
- Dec. 27, 1830** **As economy measure, Canal Commissioners abolish engineer corps on Delaware Division and French Creek Feeder, effective Jan. 10, 1831, abolish Superintendent of Delaware Division and place under Superintendent of Philadelphia & Columbia Railroad, effective Feb. 1, 1831, and make cuts in engineer corps on other divisions. (CC)**
- Dec. 1830** **Edward Miller transferred from Western Division to Portage Railroad surveys. (Wilson)**
- Late 1830** **Union Line Transportation & Steam Boat Company (Philadelphia-Baltimore) absorbed by Pennsylvania, Delaware & Maryland Steam Navigation Company (Citizens Line); operates as Citizens' Union Line. (Holmes)**
- 1830** **Alfred Kelley moves from Cleveland to Columbus. (NCAB)**
- 1830** **South Bend, Ind., platted (?)**