

**PRR CHRONOLOGY
1831**

June 2004 Edition

- Jan. 1, 1831** **Work begins on arching Western Division Canal tunnel at Tunnelton.**
- Jan. 4, 1831** **Pennsylvania act repeals Feb. 4, 1830 act requiring state to repay \$90,000 to Philadelphia Bank, \$62,500 to Farmers & Mechanics Bank and \$50,000 to Bank of North America, with money diverted to public works. (PL)**
- Jan. 7, 1831** **Convention held in Newark to promote New Jersey Atlantic Railroad, to run from Jersey City through Trenton to a point on the Delaware River opposite Wilmington; John P. Jackson, presiding; paper reports have made alliance with Delaware & Raritan Canal forces. (NwkSntFrdm)**
- Jan. 8, 1831** **Pennsylvania act orders transfer of \$53,433 unappropriated balance from loan of Mar. 13, 1830 in Internal Improvement Fund to public works. (PL)**
- Jan. 12, 1831** **Pennsylvania act authorizes \$250,000 six-month temporary loan. (PL)**
- Jan. 15, 1831** ***The Best Friend of Charleston*, first regular American-made locomotive, built by West Point Foundry Association of New York, makes first trip on first six miles of South Carolina Canal & Railroad Company; begins first regular common carrier service with steam locomotives in U.S. (or 12/25/1830? - ARJ has first 6 miles open 1830)**
- Jan. 18, 1831** **New Brunswick Steam Boat & Canal Transportation Company incorporated in N.J.; given right to operate on Delaware and Raritan Rivers and any canal connecting them; 52% of stock taken by Edwin A. Stevens of Union Line (some of which is distributed to other Camden & Amboy and Delaware & Raritan directors) and 48% by proprietors of New Brunswick Steamboat Ferry Company. (Thompson)**
- Jan. 18, 1831** **B&O Board authorizes competition for best American locomotive; to have a four-foot wheelbase for tight curves. (Dilts)**
- Jan. 19, 1831** **New Jersey Council passes supplement sought by Delaware & Raritan Canal, permitting it to build a railroad along its canal between the Delaware and Raritan Rivers, against strong opposition of Camden &**

Amboy Railroad. (CnclMin, Thompson)

- Jan. 19, 1831** Lykens Valley Railroad & Coal Company organized at Millersburg; Quaker merchant Thomas Pim Cope elected Pres.; directors include Simon Gratz, Simon Sallade, Henry Sheaffer, and Samuel Fanner of Millersburg. (MB)
- Jan. 22, 1831** Benjamin H. Latrobe, Jr., and Jonathan Knight report to B&O Board on survey for branch to Washington; Dr. William Howard and William Gibbs McNeill report on nearly identical survey to Maryland Legislature in favor of a state railroad; B&O Pres. Thomas lays opposition to combination of C&O Canal and Baltimore & Susquehanna Railroad. (Dilts)
- Jan. 29, 1831** Meeting in favor of New Jersey Atlantic Railroad at Newark. (NwkSntFrdm)
- Feb. 1, 1831** Third meeting in favor of New Jersey Atlantic Railroad at Newark. (NwkSntFrdm)
- Feb. 2, 1831** Bill reported in N.J. Assembly for East Jersey Railroad; designed to divided backers of New Jersey Atlantic Railroad. (NwkSntFrdm)
- Feb. 3, 1831** New Jersey passes supplement to charter of Delaware & Raritan Canal Company without railroad powers but forbidding construction of any railroad within five miles of canal before canal is done; D&R will have first refusal to build railroad after that. (PL)
- Feb. 3, 1831** George Mortimer Pullman (1831-1897), sleeping car inventor, born at Brocton, N.Y.
- Feb. 4, 1831** Supplement to Camden & Amboy Railroad charter grants 1,000 shares of stock to state with power to name one director in return for protection from any railroad being built within three miles for nine years; stock is to revert to company if any competing railrod is built; Camden & Amboy to pay state 10 cents per passenger on through traffic; act does not affect any railroad built between Jersey City and the Raritan River or Camden to Salem. (Digest)
- Feb. 8, 1831** Meeting held in Newark to protest passage of Delaware & Raritan Canal and Camden & Amboy Railroad bills. (NwkSntFrdm)
- Feb. 10, 1831** Maryland Legislature issues resolution against Pennsylvania Canal dams obstructing Susquehanna River. (PL)

- Feb. 12, 1831** West Jersey Railroad & Transportation Company incorporated in N.J. to build from Camden to Lower Penns Neck in Salem County, taking the lower part of the route of the New Jersey Atlantic Railroad. (PL)
- Feb. 15, 1831** By "Act of Union" or "Marriage Act" the Camden & Amboy and Delaware & Raritan Canal stocks equalized and amalgamated as the "Joint Companies"; each retains own organization and officers, but all important decisions made by a Joint Board; sets maximum fare of \$3.00 New York-Philadelphia. (PL)
- Feb. 15, 1831** N.J. Assembly postpones action on New Jersey Atlantic Railroad to next session. (AssyMin)
- Feb. 15, 1831** Committee of Lykens Valley Railroad & Coal Company rejects appointment of Enoch Lewis (1776-1856) as Chief Engineer after interview. (MB)
- Feb. 16, 1831** New Jersey Legislature passes joint resolution requesting Secretary of War to permanently assign Lt. William Cook to Camden & Amboy Railroad. (PL)
- Feb. 16, 1831** Maryland Internal Improvement Act authorizes state subscription of \$100,000 to Baltimore & Susquehanna Railroad, providing \$350,000 subscribed by private parties. (PL - what else)
- Feb. 18, 1831** West Chester Railroad Company incorporated in Pa. to build from West Chester to junction with Philadelphia & Columbia Railroad. (C&C)
- Feb. 18, 1831** Danville & Pottsville Railroad receives letters patent. (Val)
- Feb. 18, 1831** Maryland Internal Improvement Act authorizes state subscription for 2,000 shares Baltimore & Susquehanna Railroad, (what else? check PL)
- Feb. 1831** Second meeting in Newark in favor of New Jersey Atlantick Railroad. (Freeman)
- Feb. 22, 1831** Maryland authorizes B&O to build branch to Washington. (PL)
- Feb. 23, 1831** Western portion of Long Bridge over Potomac River at Washington carried away by ice freshet when river ice breaks up; directors meet next day and resolve to rebuild, but company had never earned 6%, and bridge is not replaced until 1835; replaced in interim by a ferry. (NatIntlgncr)

- Feb. 25, 1831** **Delaware & Raritan Canal Company revises Delaware River terminus to be at Bordentown. (MB)**
- Mar. 2, 1831** **Act of Congress authorizes B&O to extend branch into District of Columbia. (Digest)**
- Mar. 6, 1831** **Stephen Girard subscribes \$200,000 to Danville & Pottsville Railroad, 2/3 of total. (Hoffman)**
- Mar 15, 1831** **Mohawk & Hudson Railroad orders first locomotive and two 12 HP stationary engines for inclined planes from West Point Foundry Association. (RRH)**
- Mar. 20, 1831** **First section of Delaware Division Canal opens between Bristol and New Hope, Pa.; low water because intake improperly located by engineer Henry G. Sergent renders canal barely navigable. (CC)**
- Mar. 21, 1831** **Commonwealth of Pennsylvania authorizes completion of 20 miles at east end of Philadelphia & Columbia Railroad, City of Philadelphia to build railroad on Broad Street from Vine to Cedar Street with branches; construction of Allegheny Portage Railroad, excluding summit tunnel recommended by Moncure Robinson; completion of Eastern Division between Middletown and Columbia; extension of Juniata Division Canal from Huntingdon to Hollidaysburg; Wyoming Line of North Branch Division from Nanticoke Pool to Old Forge; Lycoming Line of West Branch Division between Muncy and Lock Haven, including Lewisburg and Bald Eagle Side Cuts; Beaver Division between Beaver and New Castle; Franklin Line of French Creek Division consisting of slackwater between Franklin and French Creek Feeder; \$125,000 for relief of companies comprising the Southern Turnpike between Harrisburg and Washington, Pa.; authorizes permanent loan of \$2,483,162. (PL)**
- Mar. 21, 1831** **Little Schuylkill & Susquehanna Railroad incorporated in Pa. to build from head of Little Schuylkill Railroad above Tamaqua to Catawissa on North Branch of Susquehanna River. (Poor)**
- Mar. 25, 1831** **Commonwealth of Pennsylvania imposes tax on personal property and a 1-mill surcharge on county taxes for five years to cover shortfalls in public works spending; a proposed tax on coal mined and a proposal to allow the Canal Commissioners to sell surplus water power fail to pass the Legislature. (PL)**
- Mar. 25, 1831** **Juniata Division Canal opens between Lewistown and Newton Hamilton. (CC AR implies this date for NH-Huntingdon-recheck!!)**

- Mar. 30, 1831** Commonwealth of Pennsylvania authorizes an additional \$300,000 temporary loan for Public Works, including towpath along Nanticoke Pool. (PL)
- Mar. 30, 1831** Pennsylvania legislative resolution calls for outlet lock on Juniata Division Canal opposite mouth of Tuscarora Creek. (PL)
- Mar. 30, 1831** Canal Commissioners appoint Sylvester Welch as Principal Engineer for Portage Railroad, with Moncure Robinson as Consulting Engineer, under supervision of Samuel Jones, Superintendent of Western Division Canal. (CC)
- Mar. 31, 1831** Baltimore & Susquehanna Railroad Board authorizes purchase of British locomotive. (MB)
- Apr. 2, 1831** Cumberland Valley Railroad Company (Lemoyne-Carlisle), Philadelphia & Delaware County Railroad Company and Southwark Railroad Company incorporated in Pennsylvania. (PL, Val)
- Apr. 4, 1831** Pa. legislative resolution directs Canal Commissioners to decide whether act of Feb. 19, 1801 declaring Susquehanna River a public highway to Maryland state line has been violated by construction of Shamokin, Nanticoke and Muncy Dams as charged by Maryland; second resolution calls for sluice in east side of Shamokin Dam. (PL)
- Apr. 4, 1831** Baltimore ordinance permits B&O to extend down Pratt and President Streets to city property at the City Block east of Jones Falls; tracks to be operated by horse power. (Digest)
- Apr. 5, 1831** Pennsylvania Canal Commissioners combine Philadelphia & Columbia Railroad and Eastern Division Canal under John Barber, Superintendent. (CC)
- Apr. 7, 1831** Western Division Canal opens for full service to Johnstown; before Portage Railroad opens, most freight leaves canal for Huntingdon, Cambria & Indiana Turnpike Road at Blairsville, and canal between Blairsville and Johnstown is barely used; turnpike runs on high ground to avoid deep narrows through Laurel Run and Chestnut Ridge; Johnstown is in an isolated valley without good roads. (or 5/1831? check CC rept)
- Apr. 8, 1831** Ground broken for Danville & Pottsville Railroad near Pottsville, Pa.; designed to cross Broad Mountain to reach coal lands owned by Stephen Girard.
- Apr. 12, 1831** Sylvester Welch begins final location of Portage Railroad, pitching

camp near Lilley's Mill at the head of the Conemaugh River; Solomon White Roberts as Principal Assistant Engineer, Patrick Griffin, surveyor; proceed down Conemaugh River. (Roberts)

- Apr. 15, 1831** Matthias Baldwin, now proprietor of a Philadelphia machine shop, places a miniature steam railroad in operation at Peale's Museum; Baldwin's first locomotive pulls two small passenger cars around a circular track.
- Apr. 16, 1831** Bank of Pennsylvania takes \$2,483,161 of permanent loan of Mar. 21 at 6% premium.
- Apr. 1831** Steamboat *Robert Hanna* ascends White River as far as Indianapolis but stranded by low water all summer before able to return downstream; no further attempts made. (Hunter)
- Apr. 18, 1831** NC&F authorizes purchase of first locomotive in England. (MB - Lewis Diary says 2 Stephenson locos)
- Apr. 18, 1831** William D. Lewis notes 1,100 men at work on NC&F. (Lewis Diary)
- Apr. 18, 1831** Lykens Valley Railroad & Coal Company appoints John Randel, Jr., Chief Engineer. (MB)
- Apr. 19, 1831** Mount Carbon Railroad opens from Mount Carbon on Schuylkill Canal below Pottsville up east fork of Norwegian Creek to Wadesville and up west fork to Oak Hill. (MinJrnl)
- Apr. 21, 1831** Col. Thomas H. Perkins (1764-1854) of Boston and wife visit William D. Lewis in Philadelphia; view NC&F. (Lewis Diary)
- Apr. 23, 1831** Ponchartrain Railroad, first in Mississippi Valley, opens between Elysian Fields Street, New Orleans, to Lake Ponchartrain with horse power; later part of Louisville & Nashville Railroad.
- Apr. 25, 1831** West Chester Railroad organized; first directors elected. (Moore)
- Apr. 25, 1831** New York & Harlem Railroad incorporated to build from 23rd Street, New York City to Harlem River; first predecessor of NYC at New York City. (GrnBk, Grogan)
- Apr. 25, 1831** Baltimore ordinance authorizes Baltimore & Susquehanna Railroad to extend through streets to City Block east of Jones Falls, not to be operated by steam power. (Digest)
- Apr. 28, 1831** Bank of Pennsylvania takes entire \$300,000 permanent loan of Mar.

30 at 6% premium.

- Spring 1831** Edward Miller sails from Philadelphia to examine railroads of England and Scotland for ideas for Portage Railroad; views Liverpool & Manchester and Cromford & High Peak and other railways. (Wilson)
- May 1, 1831** Pennsylvania Canal Commissioners adopt new schedule of tolls, reducing charges on many commodities; maximum charge 3 cents per ton-mile going inland and 12 cents going towards tidewater. (CC)
- May 2, 1831** Philadelphia investors led by William D. Lewis and Samuel Nevins take control of NC&F at annual meeting and elected four directors; John Janiver remains Pres. (LewisDiary)
- May 3, 1831** West Chester Railroad Board meets; William Darlington elected Pres. and John Wilson appointed Chief Engineer. (MB)
- May 9, 1831** NC&F directors fix stone blocks at three feet on center; most to come from Port Deposit quarries. (Lewis Diary)
- May 12-14 1831** Balance of Philadelphia & Columbia Railroad placed under contract, including inclined planes at Belmont and Columbia. (CC)
- May 13, 1831** Juniata Division Canal opens between Newtown Hamilton and Huntingdon. (Blair Co. has first boats arr. Hunt. on 5/26!)
- May 13, 1831** NC&F contracts with George Steever of Baltimore for three passenger cars with Winans's friction wheels. (MB)
- May 14, 1831** Location of Portage Railroad completed from Lilley's Mill to Johnstown. (Roberts)
- May 16, 1831** Delaware & Raritan Canal Company reluctantly accepts Act of Union, having failed to get grant of railroad powers from last Legislature. (MB)
- May 16, 1831** Joint Board of Joint Companies organized; John Potter elected Pres. of Joint Board; Jeremiah H. Sloan Secretary; appoint six-man Executive Committee. (MB)
- May 16, 1831** Camden & Amboy Railroad grants Robert L. Stevens \$6,000 per year as Chief Engineer; grants Lt. William Cook \$2,000 per year from date of John Wilson's retirement in Sep. 1830. (MB)
- May 16, 1831** First shipment of 36-pound T-rail rolled by Dowlais Iron Works of Wales for Camden & Amboy arrives at Philadelphia on *Charlemagne*;

two-foot square stone sleepers ordered from Sing Sing State Prison in New York. (Watkins)

- May 16, 1831** New Castle & Frenchtown begins laying track. (MB)
- May 1831** W. Milnor Roberts joins Portage Railroad corps as Assistant Engineer; begins location from Lilley's Mills east to Allegheny Summit. (Roberts)
- May 1831** New Brunswick Steam Boat & Canal Transportation Company organized; __ Pres.; Abraham Schuyler Neilson, son of James Neilson, Treasurer; John D. Hager, Secretary; acquires steamboat *Napoleon*, under construction by James P. Allaire, from Union Line Stage & Steamboat Company; from this boat and its rapacious manner, it becomes popularly known as the "Napoleon Company"; also build freight sloop *James Bennett*. (Thompson) (Napoleon in service ca. 5/1831)
- May 1831** Makeshift route between Philadelphia and West begins using Union Canal and the completed portions of the Main Line with turnpikes in lieu of Allegheny Portage Railroad.
- May 20, 1831** Surveys for western part of Portage Railroad completed. (CC)
- May 23, 1831** Delaware & Raritan Canal Company Board approves consolidation of stock with Camden & Amboy Railroad. (MB)
- May 23, 1831** Philadelphia & Delaware County Railroad receives letters patent. (Val)
- May 28, 1831** First construction contracts let for western portion of Portage Railroad; engineer corps moves to locating portion east of the summit. (Roberts says 5/25 at Ebensburg)
- May 30, 1831** J. Edgar Thomson makes report on survey for Oxford Railroad running from Columbia Railroad at Coatesville to Port Deposit via Cochranville and Oxford; was to form route between Philadelphia and Baltimore, but superseded by PW&B. (Ward)
- June 2, 1831** Canal Commissioners approve first contracts for Frankstown Line of Juniata Division Canal between Huntingdon and Hollidaysburg. (CC)
- June 3, 1831** John Janvier resigns as Pres. and director of NC&F after William D. Lewis criticizes him for interfering with Chief Engineer John Randel; Janvier family retains an interest in the Citizens Union Line and uses its influence to favor Chesapeake & Delaware Canal; James Booth

(1789-1855) elected Pres. of NC&F, and Kensey Johns, Jr., a director, replacing Janvier. (MB, Holmes)

- June 4, 1831** Meeting held at Newtown, Bucks County, in favor of a railroad from Philadelphia to New York via Newtown and Taylorsville. (HazReg)
- June 7, 1831** Lykens Valley Railroad & Coal Company orders more surveys by William Hanlen. (MB)
- June 8, 1831** Baltimore & Susquehanna Railroad holds test with two horses secured by harnesses between two cars, one forward and one behind, to keep them from stumbling over sleepers. (Scharf)
- June 1831** Herman Haupt enters West Point through influence of local Congressman, the radical agrarian Democrat John B. Sterigerie (1793-1852); was appointed in 1830 when too young. (Ward, Wilson, Haupt)
- June 15, 1831** William D. Lewis talks with Edwin A. Stevens; feels Camden & Amboy will progress very slowly; stone sleepers are contracted for at Cape Ann, Mass., and Sing Sing Prison. (Lewis Diary)
- June 16, 1831** New canal boat *James Clarke* owned by Williams & Miller runs excursion down Juniata Division for 13 miles from Huntingdon. (Haz Reg)
- June 17, 1831** South Carolina Railroad's *Best Friend of Charleston* explodes, killing one; first recorded U.S. boiler explosion, not counting 1829 explosion of *America*. (Shaw)
- June 18, 1831** Robert Stephenson & Co. of Newcastle, England, completes a "Planet" class locomotive (c/n 25), now known as the *John Bull*, for Camden & Amboy; now oldest operable locomotive in world. (White)
- June 18, 1831** Pennsylvania Canal Commissioners approve first contracts for Wyoming Line of North Branch Division between Nanticoke Dam and Pittston. (CC)
- June 19, 1831** Philadelphia merchant and ironmaster Samuel G. Wright (1781-1845) proposes to furnish William D. Lewis with railroad "rails" made of 9-foot lengths of 4-inch cast iron pipe, to be linked together with chains; Lewis is rightly skeptical. (Lewis Diary)
- June 21, 1831** Samuel Nevins and William D. Lewis go to see first shipments of Robert L. Stevens's T-rail just arrived from Wales; Lewis is not impressed. (Lewis Diary)

- June 22, 1831** Boston & Providence Railroad Corporation incorporated in Mass.; first portion of future "Shore Line" between New York and Boston and second predecessor of New Haven. (Poor)
- June 23, 1831** Canal boat *Luzerne* arrives at Nanticoke Dam from Philadelphia with 21 tons of merchandise; first trip from Philadelphia to Wyoming Valley; had to use river from Northumberland and Nanticoke because of low water in canal. (HazReg)
- June 23, 1831** Boston & Worcester Railroad Corporation incorporated in Mass.; oldest element of NYC system in New England. (GrnBk)
- June 24, 1831** Meeting held at Taylorsville, Pa., in favor of railroad between Philadelphia and New York crossing Delaware River at Taylorsville. (HazReg)
- June 24, 1831** NC&F approves New Castle depot to plan of Mr. Cresap, architect. (MB)
- June 28, 1831** B&O conducts locomotive trials similar to Liverpool & Manchester's Rainhill Trials; *York*, built by Phineas Davis (1800-1835) and Israel Gartner of York is only successful candidate. (Dilts)
- June 28, 1831** Baltimore & Susquehanna Railroad Board bans pleasure cars on Sundays. (MB)
- June 29, 1831** NC&F lands first two passenger and two freight cars at New Castle, having brought them by steamboat from Baltimore and sloop through Chesapeake & Delaware Canal. (Lewis Diary)
- June 31, 1831** Contractors begin work on balance of Philadelphia & Columbia Railroad including all track and inclined planes; first ten miles from Philadelphia uses continuous stone rails plated with iron; next 10 miles uses Liverpool & Manchester pattern of edge-rails set in iron chairs on stone blocks.
- July 1, 1831** William D. Lewis views Col. Stephen H. Long's "Locomotor", which is set up and running on blocks at New Castle; hopes to demonstrate it on NC&F on July 4. (Lewis Diary)
- July 3, 1831** Pennsylvania Canal Commissioners approve first contracts for Lycoming Line of West Branch Division between Muncy and Williamsport. (CC)
- July 3, 1831** Flood washes out Susquehanna River dam of Conewago Canal.

(HazReg)

- July 4, 1831** **First section of Baltimore & Susquehanna opens between Belvidere Depot (Guilford & Eager Streets) and Relay House (Hollins) with horse power; line has 12 cars and a car house at Belvidere; directors urge extension to Reisterstown, a major hub of turnpike leading to the west. (BaltAm, AR)**
- July 4, 1831** **Excursion trip held with horse power over first two miles of New Castle & Frenchtown Railroad between New Castle and Ross's Point, Del.; cars run back and forth all day at 25 cents, and company luncheon held in woods at Ross's Point; company has invited Col. Stephen H. Long and George W. Featherstonhaugh (1780-1866) of the Mohawk & Hudson, who happen to be in Philadelphia; Col. Long's "Locomotor" fails to operate as boiler cannot produce enough steam. (MB, Lewis Diary, DelFreePress)**
- July 4, 1831** **Convention held at Towanda, Pa., to promote Susquehanna & Lehigh Canal between White Haven and Berwick. (HazReg)**
- July 5, 1831** **Col. Stephen H. Long's "Locomotor" successfully runs over completed portion of New Castle & Frenchtown Railroad to Ross's Point and back with one car at 15 MPH. (Lewis Diary)**
- July 5, 1831** **Thomas S. Clarke of Pittsburgh marries Eliza Thaw, daughter of John Thaw and sister of William Thaw. (StdHstPitts)**
- July 6, 1831** **Floods in Conemaugh Valley destroy upper part of Western Division; out of service for rest of season; severing makeshift route to the West begun in May. (HazReg)**
- July 7, 1831** **Col. Long's "Locomotor" makes round trip between New Castle and Ross's Point with two cars in 14 minutes. (Lewis Diary)**
- July 8, 1831** **NC&F Board rescinds approval of Mr. Cresap's design for New Castle depot after protests from residents that it blocks the view; orders John Randel, Jr. to adopt new plan. (MB)**
- July 12, 1831** **Canal Commissioners approve first contracts for Franklin Line of French Creek Division between Franklin and the French Creek Feeder. (CC)**
- July 14, 1831** **Camden & Amboy locomotive shipped from Liverpool aboard *Allegheny*. (White)**
- July 18, 1831** **Canal Commissioners contract with iron-importing house of A. & G.**

- Ralston in Philadelphia for all edge rails and 320 tons of flat bars for Philadelphia & Columbia Railroad. (CC)**
- July 18, 1831** Southwark Railroad opens subscription books. (MB)
- July 18, 1831** Lykens Valley Railroad & Coal Company adopts route; Jacob Miller Haldeman of Harrisburg agrees to take 140 shares. (MB)
- July 20, 1831** Joint Companies authorize Robert F. Stockton and Jeremiah H. Sloan to attend opening of books for West Jersey Railroad & Transportation Company; nothing is done on this project. (MB)
- July 22, 1831** Canal Commissioners approve first contracts for Beaver Division between Beaver Falls and New Castle. (CC)
- July 23, 1831** Southwark Railroad receives letters patent. (Val)
- July 29, 1831** Construction contracts let for grading Eastern Division of Portage Railroad. (CC)
- July 29, 1831** First of a series of public meetings in favor of a railroad across the Southern Tier of New York held in Monticello. (Minor)
- July 30, 1831** Canal Commissioners issue contract to Sylvanus Lathrop for Peters Island bridge for Columbia Railroad ("Columbia Bridge") at Philadelphia. (HazReg)
- Aug. 1, 1831** Noah Noble (1794-1844), a Henry Clay Republican, elected Governor of Indiana. (Sobel)
- Aug. 2, 1831** William Milnor Roberts promoted to Principal Assistant Engineer on Portage Railroad. (CC)
- Aug. 9, 1831** Mohawk & Hudson Railroad opens between Lydius Street, Albany, and the head of the Schenectady plane with its first locomotive, the *DeWitt Clinton*, the third locomotive built by the West Point Foundry in New York City; *DeWitt Clinton* proves too light, and most early operation is with horse power. (Stevens)
- Aug. 13, 1831** Slave insurrection led by Nat Turner begins in Suffolk County in southeastern Virginia; over 10 days, 57 whites are killed; the rebellion is brutally suppressed, with about 100 slaves killed, and Turner and 19 others executed; the revolt helps snuff out the small emancipation movement in the South and leads to an increase in repressive laws; this in turn leads to increasing slave escape attempts via the "Underground Railroad" and the growth of a small but vocal and uncompromising abolition movement in the North. (EAH)

- Aug. 16, 1831** Southwark Railroad organized; Dr. Joel B. Sutherland, Democratic boss of South Philadelphia, elected Pres. (MB)
- Sep. 4, 1831** Camden & Amboy locomotive, later called *John Bull*, arrives in Bordentown in disassembled state; assembled at by mechanic Isaac Dripps (1810-1892), a mechanic who has worked for the Stevens family at Hoboken since about 1829. (White)
- Sep. 13, 1831** New York & Harlem Railroad Board adopts route in 4th (later Park) Avenue. (Grogan)
- Sep. 15, 1831** *John Bull* first fired up as test at Bordentown; tender improvised from a flat car with a whiskey keg for a water tank. (Prowell, White)
- Sep. 1831** First Stephenson locomotive ordered by NC&F appropriated by Liverpool & Manchester Railway upon arriving at Liverpool. (Holmes)
- Sep. 17, 1831** Meeting held at Kimberton, Pa., in favor of railroad between Philadelphia and Reading up west side of Schuylkill River; presents surveys by J. Edgar Thomson from North Branch of French Creek to Reading; to be extended down French Creek or up to Valley Creek and down it to the Schuylkill. (HazReg)
- Sep. 20, 1831** Public meeting in favor of a railroad across the Southern Tier of New York held at Jamestown. (Minor)
- Sep. 22, 1831** Samuel Nevins of NC&F visits Bordentown to see Camden & Amboy Railroad; learns they have trouble getting stone blocks and talk of building entirely with wooden ties. (Lewis Diary)
- Sep. 26, 1831** NC&F authorizes use of wooden ties three feet on center instead of stone blocks wherever expedient. (MB)
- Sep. 26, 1831** Anti-Masonic Party holds first U.S. national party nominating convention in Baltimore. (EAH)
- Sep. 27, 1831** North Branch Division Canal opens between Northumberland and Nanticoke Dam.
- Sep. 29, 1831** B&O opens City Extension down Pratt and President Streets to the City Block; downtown depot established on south side of Pratt Street in block bounded by Charles, Light & Camden Streets; City Block is not improved, so B&O rents nearby block bounded by President, Aliceanna and Lancaster Streets and Falls Avenue. (Harwood, Dilts,

- AR)
- Oct. 1, 1831 Portions of Western Division Canal reopen.
- Oct. 5, 1831 Because of building construction and congestion at Light Street, B&O moves passenger terminal six blocks west to Three Tuns Tavern at Pratt & Paca Streets with horse power. (BaltAm)
- Oct. 6, 1831 Meeting at Elmira in favor of railroad to Williamport. (Messer - verify)
- Oct. 8, 1831 Four days of heavy rain begin in Delaware and Susquehanna watersheds; new portion of Muncy Dam swept away. (HazReg)
- Oct. 10, 1831 Arguments resume in case of B&O vs. C&O Canal in Maryland Court of Chancery over issues of whether Potomac Company had right to build continuous canal and whether C&O succeeded to that right. (Dilts)
- Oct. 11, 1831 Reports of Moncure Robinson and F.W. Rawle, engineers on revised survey for Danville & Pottsville Railroad to Sunbury. (HazReg)
- Oct. 12, 1831 First boat arrives at Danville from Nanticoke on North Branch Canal; still not enough water below Danville for navigation. (HazReg)
- Oct. 15, 1831 Second meeting at Gettysburg in favor of railroad from Gettysburg to Maryland state line in direction of Baltimore. (HazReg)
- Oct. 16, 1831 James S. Stevenson (1780-1831), President of Pennsylvania Board of Canal Commissioners, dies at Pittsburgh; replaced by James Clarke on Nov. 4. (CongBio, CC)
- Oct. 20, 1831 Citizens Union Line appoints committee of Pres. William Meteer, John Ellicott and Philip Raybold to confer with NC&F for use of railroad. (Lewis Diary)
- Oct. 20, 1831 Baltimore & Susquehanna Railroad completes letting contracts for new route to Westminster, owing to failure to obtain charter from Pennsylvania for reaching York. (MB)
- Oct. 21, 1831 Bark *Royal George* arrives off New Castle with 225 tons iron for NC&F. (Lewis Diary)
- Oct. 25, 1831 Public meeting in favor of a railroad across the Southern Tier of New York held at Angelica. (Minor)
- Oct. 26, 1831 John P. Jackson introduces bill in N.J. Assembly to incorporate

Newark Railroad to build from Jersey City to Elizabethtown; bills for East Jersey Railroad and New Jersey Atlantic Railroad are carried over from last session but not acted upon. (AssyMin)

- Oct. 1831** **Ohio & Erie Canal opens between Newark and Chillicothe, Ohio.**
- Oct. 30, 1831** **Two days of rioting begin in Bristol, England, following the defeat of the Second Reform Bill.**
- Fall 1831** **Feeder canal opens from Columbus, Ohio, to Lockbourne. (Marvin)**
- Nov. 4, 1831** **Camden & Amboy interests introduce Subscription Bill in New Jersey Legislative Council; calls for state School Fund to subscribe to one quarter of stock of Delaware & Raritan Canal Company and confirm monopoly of New York-Philadelphia traffic; bill is strongly opposed in northern New Jersey, which wants own railroad under local control. (CnclMin, Cranmer)**
- Nov. 9, 1831** **Maryland Chancellor Theodorick Bland again finds in favor of B&O's prior right to build through Potomac Valley. (Dilts)**
- Nov. 10, 1831** **Citizens Union Line and NC&F agree to operate through line of steamboats and railroad cars between Philadelphia and Baltimore; NC&F to get \$1.00 of each fare; while in Baltimore, William D. Lewis rides over B&O to Ellicotts Mills; finds granite rail "hard and disagreeable to ride on." (Lewis Diary)**
- Nov. 12, 1831** **First public trials of *John Bull* on 3500 feet of Camden & Amboy track at Bordentown, N.J. for dignitaries, including Legislature and Prince Lucien Murat (1803-1878), Napoleon's nephew, and his American wife Caroline; two passenger coaches, built by M.P. & E. Green of Hoboken who had built stagecoaches for Stevens's Union Line; design is based on stagecoach body with three compartments; seats 36 inside and others on top; first trip operates up to 35-40 MPH; Robert L. Stevens acts as engineer. (White, Watkins)**
- Nov. 12, 1831** **Danville & Pottsville Railroad stockholders vote to begin construction; Moncure Robinson estimates \$649,535 for Eastern Division, and F.W. Rawle \$267,648 for Western Division; road requires nine inclined planes. (AR, HazReg)**
- Nov. 16, 1831** **Meeting held at house of John Bessonnet at Bristol, Pa., in favor of a railroad between New York and Philadelphia. (MB)**
- Nov. 1831** **West Branch Division Canal completed between Northumberland and Muncy Dam.**

- Nov. 20, 1831** **Solomon White Roberts (1811-1882) named Principal Assistant Engineer on Portage Railroad; designs the Conemaugh Viaduct at Horseshoe Bend eight miles east of Johnstown, which is later used by main line of PRR and stands until destroyed in Johnstown Flood of 1889. (Hare - verify from CC, may be earlier)**
- Nov. 23, 1831** **New Jersey Council passes Subscription Bill. (CnclMin)**
- Nov. 23, 1831** **Bill for Newark Railroad tabled in N.J. Assembly. (AssyMin)**
- Nov. 24, 1831** **Subscription Bill sent to New Jersey Assembly. (AsyJrnl)**
- Nov. 25, 1831** **New Jersey House resolution calls for committee to which Subscription Bill referred to investigate finances and operations of Delaware & Raritan Canal Company and report; forced through by Northern New Jersey legislators. (AsyJrnl)**
- Nov. 27, 1831** **Packet *John Blair* leaves Huntingdon; arrives at Hollidaysburg next evening, opening upper Juniata Division Canal.**
- Nov. 31, 1831** **Directors of New Castle & Frenchtown Railroad and Pennsylvania, Delaware & Maryland Steam Navigation Company meet at New Castle; ride over 10 miles of completed railroad and walk the rest of the way to Frenchtown, where they board the *Independence* for Baltimore. (Lewis Diary)**
- Fall 1831** **Edward Miller returns from England. (Wilson)**
- Dec. 1, 1832** **New Jersey Assembly committee reports such documents it has been able to collect on Delaware & Raritan Canal and is discharged from further consideration of subject by vote of 23-15; after promising compliance, Robert F. Stockton refused to grant access to anything but summary reports. (AssyMin, Freeman)**
- Dec. 1, 1831** **B&O opens from Ellicotts Mills to Frederick, Md.; requires four inclined planes to cross Parrs Spring Ridge between Patapsco and Potomac watersheds. (AR)**
- Dec. 5, 1831** **Lykens Valley Railroad & Coal Company lets five miles at eastern end. (MB)**
- Dec. 7, 1831** **Pennsylvania Gov. George Wolf in annual message favors granting charter to York & Maryland Line Railroad. (HazReg)**
- Dec. 1831** **Citizens of Pittsburgh pass resolution asking B&O to consider**

Pittsburgh as a western terminus. (Vexler)

- Dec. 15, 1831** **Public meeting in favor of a railroad across the Southern Tier of New York held at Binghamton. (Minor)**
- Dec. 20, 1831** **Two-day convention of delegates from all Southern Tier counties begins at Owego, N.Y., to promote railroad from Hudson River to Lake Erie across Southern Tier of New York; draws strong support from counties of northeastern Pennsylvania. (Minor, Mott)**
- Dec. 23, 1831** **Maryland meeting held for railroad from Baltimore to Port Deposit to meet Oxford Railroad to be built in Pa. (ARJ)**
- Dec. 26, 1831** **Stephen Girard (1750-1831), supposedly the richest man in America and financier of Schuylkill Canal and Danville & Pottsville Railroad, dies of influenza at Philadelphia; forces termination of his private bank, which was a major factor in the Philadelphia mercantile community. (Lewis Diary,)**
- Dec. 26, 1831** **Maryland Court of Appeals hears suit of B&O vs. C&O Canal; Daniel Webster makes main case for B&O on Dec. 30. (Dilts)**
- Dec. 1831** **James Boxall inaugurates first city transit service in Philadelphia, with a stage coach operating between Merchants' Coffee House in 2nd Street to Schuylkill 7th (16th?) & Chestnut Streets, every hour from 9:00 AM to 5:00 PM. (Walther)**
- Dec. 29, 1831** **Richmond, Eaton & Miami Railroad incorporated in Ohio to build from Dayton on Miami Canal towards Richmond, Ind. (PL)**
- Dec. 30, 1831** **Court of Appeals reverses lower court verdicts and awards C&O Canal prior right to proceed between Point of Rocks and Harpers Ferry and blocking construction of B&O. (Dilts)**
- Dec. 31, 1831** **Stephen Girard's will probated; leaves the bulk of his fortune, including his Mahanoy Valley coal lands, to the City of Philadelphia in four trusts for a variety of civic and charitable purposes, including \$2 million for a school for the education of poor white male orphans (Girard College), \$500,000 to improve the Philadelphia waterfront and a third trust for the improvements in the city of Philadelphia, and \$300,000 to the state for internal improvements. (Hoffman)**
- Dec. 31, 1831** **Ohio votes to sell federal land grant of 1828 and establish special fund to finance Miami Extension Canal, but commits no regular funds, and project not begun. (PL,)**
- 1831** **Increase of exports ends depression. (Wyckoff)**

- 1831** **Board of Engineers for Internal Improvement assigns DeWitt Clinton, Jr., (1805-1833) to make preliminary survey for railroad to Mississippi advocated by Redfield; goes as far west as Portage Summit of Ohio Canal (Akron).**
- 1831** **William Cook named Chief Engineer of Camden & Amboy; retains post til death in 1865.**
- 1831** **Cornelius Vanderbilt sells Dispatch Line to Stevens family. (Lane)**
- 1831** **Maryland subscribes \$100,000 to Baltimore & Susquehanna Railroad.**
- 1831** **President Jackson abolishes Board of Engineers for Internal Improvement; their survey work continues under the Topographical Bureau of the War Dept.**
- 1831** **Lima, Ohio, laid out; name drawn by lot from a hat.**
- 1831** **Ohio Canal opens side cut to Dresden on the Muskingum River.**