

Collection #
SC 1561
OM 0517

INDIANA RAILROAD COMPANIES' STOCK CERTIFICATES, 1854–1947

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COLLECTION INFORMATION

VOLUME OF COLLECTION: 1 folder; 1 OM folder

COLLECTION DATES: 1854–1947

PROVENANCE: Karl W. Fischer, November 1948; M.P. Ganey, Indianapolis, IN, May 1950; Warren W. Brown, Chicago, IL, May 1958; Gerald D. Musich, Indianapolis, IN, June 1998 & November 1999; Joan Hostetler, Indianapolis, IN, June 1999; Raymond M. Featherstone, Jr., Indianapolis, IN, September 2000; Gail Redmann, Library Director of The Historical Society of Washington, D.C., October, 2001; David W. Peat, Indianapolis, IN, May 2005; John Halliday, Zionsville, IN, September 1989

RESTRICTIONS: None

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ALTERNATE FORMATS:

RELATED HOLDINGS: See subject heading: Railroads--Indiana

ACCESSION NUMBER: 1948.1106; 1950.0511; 1958.0506; 1998.0799; 1999.0442; 2000.0092; 2000.1139; 2002.0035; 2005.0227X; 1989.0682X

NOTES:

HISTORICAL SKETCH

The Evansville & Crawfordsville Railroad began service in November 1854 between Evansville, Warrick County, and Terre Haute, Vigo County. In 1860, it was extended to Rockville, Parke County.

The Indianapolis Southern Railway began service in 1906 between Indianapolis and Switz City, Greene County, Indiana. The Illinois Central Railroad assumed control in 1909, creating a single line from Indianapolis to Effingham, Illinois.

Indianapolis Traction & Terminal Company started in 1864 when the first street car line was built. By 1915 over 168 miles of track were in operation, reaching all sections of the city, parks, and suburbs.

The New Albany & Sandusky City never made it past the paper stage. The road was to start at New Albany and continue to Sandusky City, a total length of 105 miles, to open a direct communication between the cities located on both sides of the Ohio River. The Indiana General Assembly issued a charter to the company in 1847 for construction of the line, but no actual construction was ever started.

On 2 March 1827, Congress provided a land grant to encourage Indiana to build the Wabash & Erie Canal. Work began five years later in February 1832 in Fort Wayne. Construction proceeded west as the canal reached Huntington by 1835, Logansport in 1838, and Lafayette in 1841. A second federal land grant enabled the canal to reach Terre Haute by 1849. Twenty miles of the canal had been completed in Evansville by 1839. The W&E was extended south in the late 1840's to Worthington and then south following the old proposed Central Canal route. The connection with the Evansville segment was completed in 1853 forming the longest canal in the United States.

In February 1837 the Buffalo & Mississippi changed its name to the Northern Indiana Railroad Company. In July 1853 the Northern Indiana Railroad Company of Ohio consolidated with the Northern Indiana Railroad Company of Indiana.

The Indianapolis & Cincinnati Railroad Company started in 1853 with the consolidation of the line from Lawrenceburg to Indianapolis, and the Ohio & Mississippi railroad.

The Indiana, Illinois and Iowa Railroad Company was acquired by and organized in 1881. It was controlled by the St. Joseph, South Bend & Southern Company, and later became the Chicago, Indiana & Southern line.

In 1880 Melville Ingalls consolidated his company, the Indianapolis, Cincinnati and Lafayette Railroad, with the Lawrenceburg line to form a new company called the Cincinnati, Indianapolis, St. Louis & Chicago Railway. In 1889 the company combined with the Cleveland, Columbus, Cincinnati & Indianapolis Railway—also known as the Bee Line—and became the Cleveland, Cincinnati, Chicago & St. Louis Railway.

No information was located in available resources for the Steubenville & Indiana Rail Road Company, the Columbus & Indianapolis Central Railway Company, the Bluffton & Union Rail-Road Company, or John Rogers.

The Indianapolis, Delphi and Chicago Railroad stretched from Delphi to Rensselaer by 1878, but it never reached Indianapolis.

Sources:

Materials in collections.

Simons, Richard S. *Railroads of Indiana*. Bloomington: Indiana University Press, c1997.
General Collections: HE2771.I6 S56 1997

SCOPE AND CONTENT NOTE

This collection is an artificial collection made up of stock certificates from Indiana railroad companies. They include un-issued stock certificates for the Evansville & Crawfordsville Railroad (ca. 1854); the Steubenville & Indiana Rail Road Company (1855); the Indianapolis Southern Railway (ca. 1900); the Cincinnati, Indianapolis, St. Louis & Chicago; the New Albany & Sandusky City Junction Railroad; the Evansville, Indianapolis & Terre Haute Railway; and the Indiana, Illinois & Iowa Railroad. There are also stock certificates from the Bluffton & Union Railroad; the Columbus & Indianapolis Central Railway Company (1866, 1896); the Indianapolis & Cincinnati Railroad Company (1860); the Indianapolis, Delphi and Chicago Railroad Company (1878); and a stock certificate from the Indianapolis Traction & Terminal Company to the Terre Haute, Indianapolis & Eastern Traction Company.

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CONTAINER

Indiana Railroad Companies' stock certificates, 1854–1947

Folder 1

Indianapolis, Delphi Chicago Railroad Company bond, 1878

OM Folder 1