

Collection #
SC 2738

TERRE HAUTE & RICHMOND RAILROAD COMPANY LETTER, 17 MARCH 1851

[Collection Information](#)

[Historical Sketch](#)

[Scope and Content Note](#)

[Contents](#)

[Cataloging Information](#)

Processed by

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COLLECTION INFORMATION

VOLUME OF COLLECTION:	1 folder
COLLECTION DATES:	17 March 1851
PROVENANCE:	King V. Hostick, Springfield, IL, 1 April 1971
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NOTES:

HISTORICAL SKETCH

The charter for the Terre Haute & Richmond Railroad Company was secured in January 1847. The line between Terre Haute and Indianapolis soon became the sole focus of the TH&R's construction efforts—so much so that Terre Haute interests would be forced to seek a separation of the company in 1851. The eastern half of the line would be rechartered and completed as the Indiana Central. It was a split of no great consequence because the TH&R's success no longer depended on the line to Richmond. Construction started late in 1849, and the entire 73-miles of the TH&R opened in February 1852.

With the railroad in operation and immediately successful, former president Chauncey Rose turned his attention toward extending the TH&R's reach westward to St. Louis. The Terre Haute & Alton was built in 1854 and consolidated with the Belleville & Illinoistown in 1856 as the Terre Haute, Alton & St. Louis. For a time, at least, it was the TH&R's primary western connection.

In April 1858 an angry TH&R board instructed its superintendent not to deliver any more freight to the Alton line. In an attempt to remain solvent, the Alton line had begun to delay its payments for interline freight and accumulated a deficit in its account with the TH&R. By year's end the TH&R board was threatening legal action if some form of regular payment was not initiated to liquidate the debt. Despite the hostile relations, business as usual continued over the two lines.

With the outbreak of the Civil War in 1861 and the virtual closure of the Mississippi River to commercial traffic, the TH&R ceased to be a small, hometown enterprise. Additional traffic required additional equipment, and more locomotives and cars meant increased shop space, more machinery, and a bigger workforce. Final resolution of the claim against the Alton line came in June 1862, and it was reorganized as the St. Louis, Alton & Terre Haute.

By the end of the war, TH&R found itself part of an increasingly important east-west trunk line. Never completely satisfied with the Alton as the western connection TH&R became increasingly disenchanted with the line's performance. In February 1865 the St. Louis, Vandalia, & Terre Haute Railroad was incorporated and proposed as the new western connection, joining the Highland & St. Louis and the Alton line.

In March 1865 the Indiana legislature changed the name of the TH&R, to better reflect reality, to the Terre Haute & Indianapolis Railroad. On 1 January 1905 it consolidated with the St. Louis, Vandalia & Terre Haute, Terre Haute & Logansport, Logansport & Toledo, and the Indianapolis & Vincennes to form the Vandalia Railroad Company.

Sources:

Wallis, Richard, (Richard T.). *The Pennsylvania Railroad at bay: William Riley McKee and the Terre Haute & Indianapolis*. Railroad Bloomington: Indiana University Press, c2001. (General Collection HE 2791.T473 W34 2001)

SCOPE AND CONTENT NOTE

The collection consists of a letter from John Scott, the treasurer of Terre Haute & Richmond Railroad Company, to W. Robson regarding stock in the company.

CONTENTS

CONTENTS

Correspondence from John Scott, Treasurer of Terre Haute & Richmond Railroad Company, to W. Robson, 17 March 1851

CONTAINER

Folder 1

CATALOGING INFORMATION

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2. Click on the "Basic Search" icon.
3. Select "Call Number" from the "Search In:" box.
4. Search for the collection by its basic call number (in this case, SC 2738).
5. When you find the collection, go to the "Full Record" screen for a list of headings that can be searched for related materials.