

Kentucky's First Railroad, which was the First One West of the Alleghany Mountains.

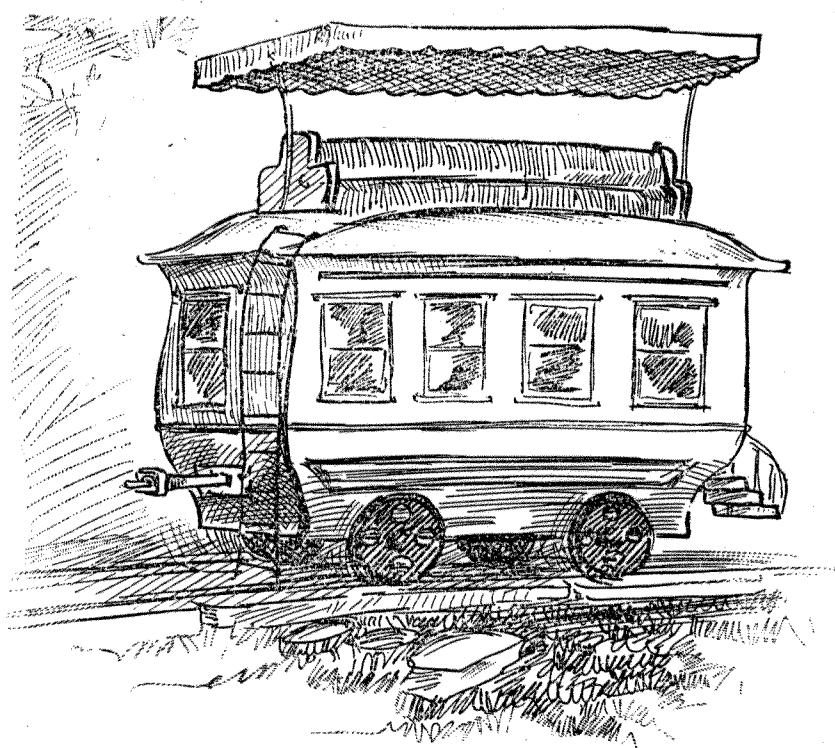
The first official step in the great movement to build and operate railroads, having cars drawn by engines, was an Act of the British Parliament in 1821 for the construction of the Stockton & Darlington railway, though steam power had previously been used on some short colliery lines, private, in England. Vehicles on the Stockton & Darlington road were first drawn by horses, but soon afterward the great engineer, George Stephenson, was authorized by another Act of Parliament to operate the railroad with locomotive engines. The line, with three branches, was about thirty-eight miles in length, and was thus opened in 1825, a train of thirty-four cars, having a gross load of ninety tons, being drawn by a single engine.

It was not until 1829, however, that the English people became impressed with the fact that a revolution in the modes of freighting and traveling had taken place. In that year the London & Manchester road, thirty and one-half miles long, was opened, and from that time, the construction of such roads increased steadily, and the improvement in the method of building and operating was rapid.

In the United States, the construction of railroads was almost contemporaneous with that in England. In 1826-27, a horse railroad was built from the marble quarries of Quincy, Mass., to Neponset river, three miles. It was made by putting down granite sleepers, each seven and a half feet long, eight feet apart, covered by an

oak plate. In several States charters were obtained, and in 1828-29-30 other roads, and of somewhat different construction, were begun east of the Alleghanies. An engine built in England was put on the railway of the Delaware and Hudson Canal Company in the summer of 1829—the first steam railroad locomotive to be used in this country. The first built in the United States, for actual railroad service, made its trial trip January 15, 1831.

In 1830 there were but twenty-three miles of railroad in operation in the United States, and in that year Kentucky took the initial step in the work west of the Alleghanies. An Act to incorporate the Lexington & Ohio Railway Company was approved by Gov. Metcalf, January 27, 1830. It provided for the construction and repair of a road from Lexington to some suitable point or points on the Ohio river, not to exceed sixty-six feet in width, with as many tracks as the president and directors of the company might deem necessary. The capital stock was limited to \$1,000,000, in shares of \$100 each, the payments to be made by easy installments. The incorporators named in the original act and an amendment thereto, made shortly afterward, were as follows: John W. Hunt, John Brand, Richard Higgins, Benjamin Gratz, Luther Stephens, Robert Wickliffe, Leslie Combs, Elisha Warfield, Robert Frazer, James Weir, Michael Fishel, Thomas F. Boswell, Benjamin Taylor, Elisha I. Winter, Joseph Boswell,



FIRST PASSENGER CAR ON L. & O. R. R.