

**GUIDE-BOOK OF THE LEHIGH VALLEY
RAILROAD AND ITS SEVERAL BRANCHES AND
CONNECTIONS; WITH AN ACCOUNT,
DESCRIPTIVE AND HISTORICAL, OF THE PLACES
ALONG THEIR ROUTE; INCLUDING ALSO A
HISTORY OF THE COMPANY FROM ITS FIRST
ORGANIZATION, PP. 1-183**

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LYMAN COLEMAN

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PREFACE.

THIS Guide-Book has been prepared with great care and fidelity, as well from past historical documents as from recent and reliable information. In doing so, the writer has freely availed himself of the aid given by other publications, while very much of the matter is wholly original, and has been obtained directly from the places and establishments described. He desires to acknowledge gratefully his obligations to the officials of the Company and other residents along its road for the valuable help so kindly rendered him. He would be still further thankful if those readers who may discover errors in what is here printed will inform him of the same. Such communications may be addressed to the President's Assistant at Bethlehem.

L. C.

June 1st, 1873.

HISTORY
OF THE
LEHIGH VALLEY RAILROAD CO
FROM ITS ORGANIZATION TO THE PRESENT DATE.

As preliminary to an account of the different towns on the route of the Lehigh Valley Railroad and its various branches, it may be interesting to give a brief sketch of its history.

This railroad was originally incorporated under the name of the Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company, by an Act of Assembly passed April 21st, 1846. The bill was prepared at the suggestion and through the agency of a few enterprising and far-seeing citizens of Northampton and Lehigh Counties. There was strong opposition to it, and it was carried through the Legislature mainly by the exertions of Dr. Jesse Samuel, a Representative from Lehigh County. There seemed to be but little faith in the project on the part of capitalists; for, although the commissioners named in the act promptly advertised for subscriptions to the stock, it was not until the 2d of August, 1847, that a sufficient amount for a commencement could be secured. On that day 5002 shares had been taken, on

each of which an installment of five dollars had been paid. After considerable trouble, the letters patent were issued, and on the 21st day of October, 1847, the first election for officers was held, resulting as follows: President, James M. Porter; Managers, Dudley S. Gregory, John S. Dorsey, John P. Jackson, Daniel McIntyre, Edward R. Biddle, and John N. Hutchinson; Secretary, John N. Hutchinson. These officers were re-elected for the years 1847, 1848, 1849, and 1850. In the months of October, November, and December, 1850, the first survey of the road was made, from the mouth of the Mahoning Creek to Easton, by Roswell B. Mason, civil engineer. Early in 1851 the Canal Commissioners of the State appointed Jacob Dillinger and Jesse Samuel, engineers, to examine whether the proposed railroad would not injure the canal of the Lehigh Coal and Navigation Company or obstruct its works. They reported that it would not, and the Board immediately authorized Mr. Hutchinson to commence the construction of the railroad, the time limited by the charter for its beginning having almost expired. Mr. Dillinger was appointed Superintendent, and Dr. Samuel, Engineer, and under their supervision the work was prosecuted, and during the spring and summer about one mile was graded immediately below Allentown. The landholders on that part of the route released all claims for damages for a nominal consideration.

On the 31st of October, 1851, Asa Packer became the purchaser of nearly all the stock which had been subscribed, and commenced to obtain additional subscriptions, with a view to the prompt construction of the road.