

**October, 1954 - Number 105**

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. sharp. The next meeting will be held on October 15<sup>th</sup>.

➤ T.T.C. EXCURSION - The Society will operate a four-hour photographic excursion on Sunday, October 24<sup>th</sup> using PCC car 4575 (formerly Cincinnati Street Railway experimental car 1100). This PCC car is considerably different from any other of the 714 car Toronto fleet, and has been chosen for this photographic jaunt for this reason. The route will cover several miles of abandoned or little used trackage. Fare, \$1.25 per person, will be payable on the car. Trip will leave Yonge and Wellington Streets at 9:30 A.M..

➤ **NOTE** - In the event of poor weather, the trip will be postponed until the first following Sunday on which the weather is suitable for picture-taking. If in doubt on the morning of the 24<sup>th</sup>, members should call PL.7-2278, MU-5615 or AM.1-1877 for confirmation of postponement or otherwise.

It is to be hoped that every Toronto area member and nearby associate member will make an effort to attend so as to make this trip a financial success.

OCTOBER 2<sup>ND</sup>. RDC TRIP

Thirty members and friends of the Society were treated to a sample of on-time RDC performance between 11:00 A.M. and 2:20 P.M. on Saturday, October 2<sup>nd</sup>. On this date, this goodly party made a round trip on new single car RDC trains 603 and 604 between Toronto and Peterborough (see schedule enclosed with this issue). Car 9052 was the unit in question, which despite its bilingual lettering inside appears to be destined to stay on the Ontario Dayliners for some time, while the recently purchased car 9053 has gone to the Montreal - Mont Laurier run.

In contradiction to the earlier CPR statement on the new service, which inferred that the new run would be non-stop from Toronto to Peterborough, a regular stop has been added at Leaside and a flag stop at Agincourt. However, the 64 miles from Agincourt to Peterborough are still covered in 62 minutes. The car hit speeds of close to 70 miles an hour on its October 2<sup>nd</sup> run, which is very commendable when one remembers the sharp curves and hummocky landscape along this line, especially on the Peterborough end.

The group was met at Peterborough by member R. F. Corley, now a Peterborough resident. The excursionists commented on the colourful fall foliage and fields of ripe pumpkins which were observed during the trip. The thanks of the Society go to Mr. J. A. Maclean who handled tickets and made it possible for the UCRS group to get first choice of seats at the Union Station.

➤ CPR RDC car 9050 returned from Angus Shops after being repairs following its second grade crossing accident on the rear of train 23 September 23<sup>rd</sup>.

ONTARIO ABANDONMENTS

Saturday, September 25<sup>th</sup> was the last day of operation of trains 144 and 145 of the Toronto, Hamilton and Buffalo Railway, the single daily except Sunday round trip on the Hamilton - Brantford - Waterford line. This run was normally held down by the lone TH&B self-propelled car, No. 301.

The railway scheduled this service as part of a through Hamilton - Chicago run (connecting with the New York Central at Waterford), but few travellers even made the journey between the two cities via this route. The run was very lightly patronized over the past few years. The TH&B gives passenger service now only on its Hamilton - Welland main system.

➤ The Canadian National Railways is contemplating the abandonment of the middle section

of the Beeton - Collingwood branch, between the towns of Creemore and Alliston. This would leave the communities of Avening, Glencairn, Lisle and Everett devoid of rail service. Stub branches would remain (for the nonce) from Collingwood to Creemore and from Beeton to Alliston.

#### CANADA'S OLDEST RAILWAY TUNNEL

Few people realize that the first railway tunnel bored in this country passes under the heart of one of the oldest Ontario communities. The tunnel carries a spur line of the Canadian Pacific Railway beneath the central part of Brockville. It was built long before the Canadian transcontinental lines were projected, and the line on which it is situated is one of the earliest now incorporated in the CPR system.

It was back in 1852, when Montreal and Toronto had no rail connection, that Brockville's town council, mindful of the era of railway construction that was then setting in, pledged its support to the building of a line to connect the Ottawa and the St. Lawrence, action that led to the incorporation in the following year of the Brockville and Ottawa Railway.

One or two small lines were in operation near Montreal and one in Central Ontario, but none of the main trunk lines had been built. There was however, much discussion of a line connecting Toronto and Montreal, and promoters of the Brockville project felt their line would be a valuable feeder, as well as helping the development of the country lying between the St. Lawrence and Ottawa Rivers.

Support from municipalities and subscriptions from private individuals resulted in the company's entering into a contract in 1853 with the Sheffield firm of Sykes, DeBergue and Company to complete the line within three years for £930,000. By April, 1854, 60 miles of right-of-way had been cleared, with excavating and grading in progress. One of the pet schemes of the English contractors was a tunnel to carry the railway under the town of Brockville.

Samuel Keefer, supervising engineer, thought such a tunnel was an unnecessary expense, and that the St. Lawrence could be reached at half the outlay and half the time by a line through the western part of the town to the waterfront. The firm thought otherwise and insisted on carrying out the project. In August, 1854, when the rails of the Grand Trunk had gone no farther west than Cornwall, the tunnel was started. John Booth and his son, David, arrived from England to assume the subcontract and, almost before the natives knew what was going on, the tunnel had been started.

Laying of the cornerstone of the first Canadian railway tunnel on September 16, 1854 was a notable event in the little town, which had a population of barely 4,000 at the time. Throngs of people came from the rural areas for the ceremony. It was arranged that the stone should be laid under Masonic auspices, and Adiel Sherwood, sheriff of Leeds and Grenville, was deputized by the provincial grand master to represent him.

A procession was formed with a band, firemen, Sons of Temperance, Knights of Jericho, Oddfellows, Freemasons and directors of the railway company, contractors and engineers, mayor, council and citizens. The stone was declared duly laid and a salute of 15 rounds was fired by the Brockville artillery.

Before the snow had started to fall, the excavation had been completed between the market and the river, and the contractors had begun to blast their way through the rock to the north portal, a third of a mile away. Their methods might be laughed at today, but the work has endured for nearly 100 years, and the masonry is as solid as the day it was laid. However, the tunnel is now too small for larger locomotives and cars.

In 1855, the firm of Sykes, DeBergue and Company encountered financial problems and was unable to carry on without substantial assistance from the municipalities, which did not feel like lending. The Booths had spent \$20,000 of their own money and were unwilling to lend more.

Work was suspended after nearly \$500,000 had been spent on construction. The Yorkshiresmen employed on the tunnel, who had received no wages for several weeks, threatened trouble, but contented themselves with seizing the carriage of the company secretary, Mr. Harvey, and wrecking it.

In 1856 more money was advanced by municipalities, and Honourable George Crawford was sent to England in an effort to make arrangements with the firm of Dales and Company for completion of the road to Pembroke. In town council there were exciting scenes, with one faction favouring completion of the tunnel, and the other a western entry through more level territory.

Finally the vote favoured the tunnel, and the sub-contractors, Brown, Row and Company, started work. In January, 1859, the first passenger train between Brockville and Perth went through it. The train consisted of two small coaches, and took 9<sup>3</sup>/<sub>4</sub> hours to cover the 40 miles to Perth.

The temperature was -40 on the day of the trial run. The wheels stuck, the couplings broke, and the passengers finally arrived at Perth with a rope linking the locomotive tender and the first coach.

*(Editor's Note - the preceding article was written by Mr. Jack Berry, chief of public relations of the Canadian Pacific Railway at Toronto, and originally appeared in the Toronto Globe and Mail. Mr. Berry kindly gave permission for use of the article here).*

#### EQUIPMENT DATA SECTION

##### NO. 8 — ROBERVAL & SAGUENAY 2-8-0 TYPES

Numbers:	16, 17		
Builder and Date:	(16)	Canadian Locomotive Works, 1937 (#1923)	
	(17)	Canadian Locomotive Works, 1940 (#1959)	
Weight of Locomotive:	230,720 lbs.		
Weight on Drivers:	204,200 lbs.	Drivers:	57 ins.
Weight of Tender:	171,000 lbs.	Boiler Pressure:	200 lbs.
Tender Capacity:	7000 gals.	Heating Surface:	2310 sq. ft.
	14 tons	Superheater Surface:	564 sq. ft.
Tractive effort:	47,300 lbs.	Grate Area:	50.2 sq. ft.
Cylinders:	23" x 20"	Factor of Adhesion:	4.32

➤ These modern Consolidation types, equipped with feed water heater and power reverse, were the last two steam locomotives purchased by Quebec's now dieselized Roberval and Saguenay Railway.

#### T.T.C. SUBWAY KILLS TWO BUS ROUTES

In this era of rubber replacing rails, it is somewhat of a novelty to hear of a rail facility causing a retrenchment in bus services. Nevertheless, on September 10<sup>th</sup>, the HILL and MOUNT PLEASANT extra fare coach routes operated by TTC's subsidiary Gray Coach Lines were abandoned.

Both routes connected downtown Toronto with the north end of the city; the Hill Route in particular was long-established, having been inaugurated in 1926. Although the July 1<sup>st</sup> fare increase really delivered the "death blow" to these routes, their unhealthy condition of patronage was largely induced on March 30<sup>th</sup> with the opening of the Yonge Street subway; the speed of the latter facility well outstrips the best that these semi-express bus routes could hope to achieve. All of this would seem to offer concrete proof of the fallacy of the myth that holds sway in so many localities to the effect that the public prefers rubber tired transit.

Speed, comfort and convenience are actually what the rider demands in public transportation, and these desiderata are best supplied by modern rail rapid transit.

➤ The Toronto subway will soon have a public address system installed, with speakers in

every station. The system will be used only for special announcements in the event of emergencies, etc.

➤ OTHER TTC NOTES - The 2900-3018 series Peter Witt motors are all gone from TTC property, but one of them (2962) has not gone very far from it. The body of this car, painted in a most unlikely blue and yellow combination, serves as a used car lot office right against the fence along the north side of the TTC Glen Echo Loop property.

➤ A fire occurred recently at the south-west corner of the Eastern Avenue yard in which the unsold Peter Witts and trailers are still being stored (bodies only) and several of the derelicts were destroyed, including the only two Brills that had been dumped here.