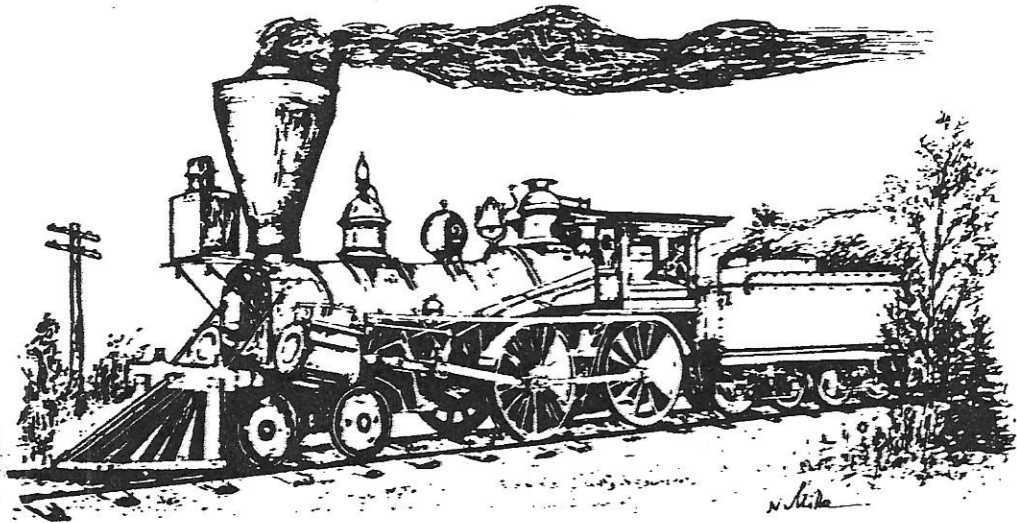


# The Locomotive "TORONTO" of 1853

by Fred Angus



## *"Toronto" - First Locomotive built in Canada - 1853*

One hundred and twenty five years ago this year Canada's locomotive-building industry began when the locomotive "Toronto" was outshopped from the Toronto Locomotive Works. This factory was situated near the corner of Queen and Yonge streets in its namesake city, and had been established by Mr. James Good in October, 1852. The "Toronto" was ordered in February 1853 by the Ontario Simcoe and Huron Railroad, later the Northern Railway of Canada, which was then building its pioneer line North from Toronto. On April 16 the locomotive was completed and, as the factory was not connected to the railway, it was moved down Yonge street on temporary wooden rails made in sections. As the engine was moved slowly along by crowbars, the section behind would be lifted and placed in front; this whole process took five days! On arrival it became O.S. & H. R.R. No. 2, joining Portland-built No. 1, the "Lady Elgin" which had been in use on construction duties since October 7, 1852. It was soon followed by the New Jersey-built "Josephine" which became No. 3. As is well known, the "Toronto" achieved another claim to fame when, on May 16, 1853, it hauled the inaugural train of the O.S. & H. This train departed from the small temporary station on Front street near Bay for its thirty mile run to Aurora, then the terminus of the line. The "Toronto" was, therefore, the first locomotive to pull a train in regular service anywhere in Ontario.

In this issue we present a scale drawing of this historic

Dec 1978

published in the "Canadian Journal" for October, 1853, and to the best of our knowledge has not appeared since. It was drawn by George A. Stewart and the lithography was the work of Hugh Scobie. This must have been one of Scobie's last works as he died on December 7, 1853, at the age of 42. Some of the dimensions of the "Toronto" were as follows:

Cylinders: 16 inches in diameter by 22 inch stroke.

Driving wheels: 5 feet 6 inches in diameter.

Track gauge: 5 feet 6 inches.

Fire box (inside dimensions): 4 feet 6 inches long,  
3 feet 5 inches wide,  
5 feet high.

Boiler: 150 tubes, each 11 feet long and 2 inches in diameter.

Weight of engine alone: 25 tons.

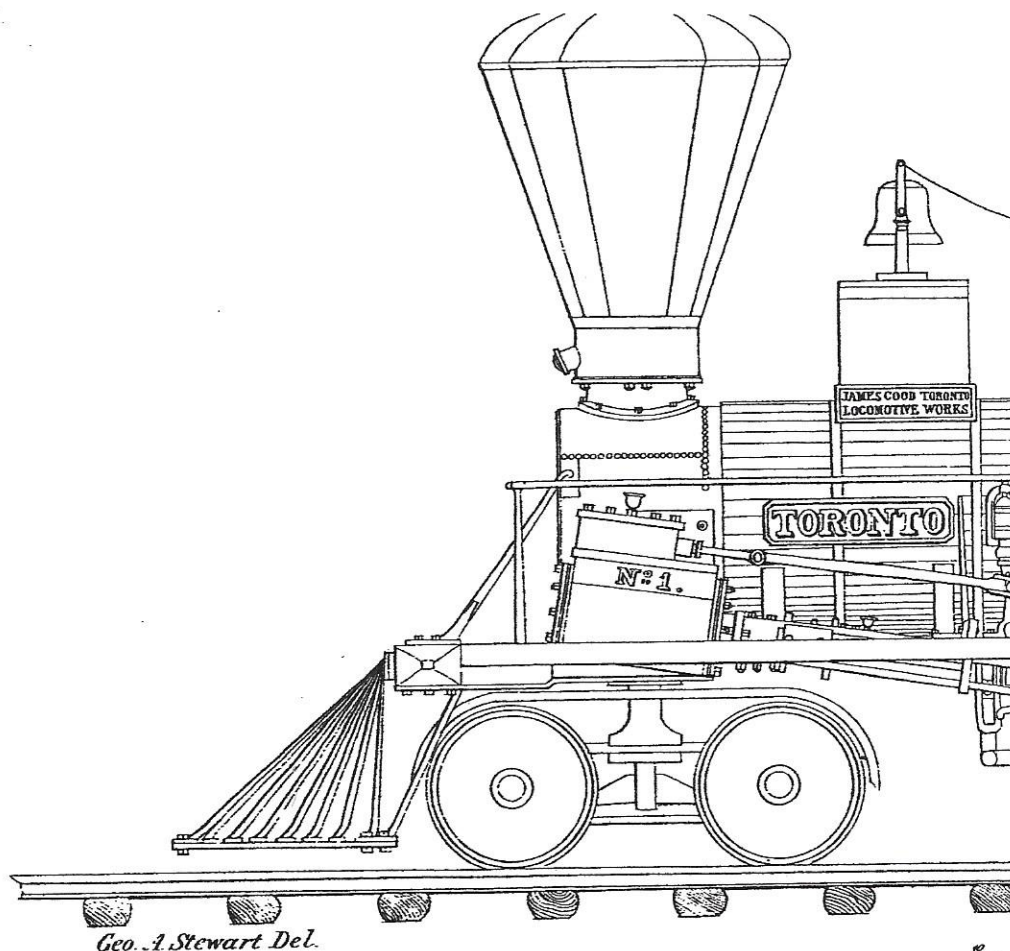
Weight of engine and tender with wood and water: 50½ tons.

The "Toronto" was described at the time as "certainly no beauty", but it was well built and functional, and it gave many years of good service.

Comparison of the drawing with the photograph reveals several differences. This is understandable since the photo was taken about 1880 just before the engine was scrapped, and modifications had been made during its 27 years of service. Among the changes one can see that the longitudinal frame member outside the wheels has been removed in the intervening time, and the wooden boiler-jacket has been replaced by the more utilitarian sheet metal. It is interesting that the distinctive spherical sand box was not originally present, and the bell was mounted atop the front dome, the whistle being farther back. In 1853 there was no large oil headlight to grace the front of the "Toronto", the one in the photo being a later addition. This is not surprising since at that time and into the 1860's most railways in Canada, even the Grand Trunk, carried only small lamps, similar to those used in Britain. Another change, not quite so obvious from the photograph, is the size of the driving wheels. The drawing, as well as contemporary reports clearly indicate 5 ft. 6 in. drivers. However, by 1858 these wheels had been replaced by ones 4 ft. 6 in. in diameter, no doubt to obtain greater tractive effort with lower speed more suited to the track conditions. The smaller wheels were probably also made by Good as they appear of similar design to those on the drawing, although differing in some details besides their size.

The "Toronto" had a fairly long life by contemporary standards. The Northern Railway did not convert its gauge from 5 ft. 6 in. to 4 ft. 8½ in. until 1879, more than five years after the Grand Trunk. The "Toronto" was never converted, and, along with the "Lady Elgin" and "Josephine" was scrapped soon after. It is unfortunate that this pioneer locomotive was not preserved, but this is not to be wondered at since there was little interest in saving such relics at that time. Fortunately, all three were photographed before being cut up and the photo of the "Toronto" has often been reproduced in the ensuing years, sometimes with a caption incorrectly stating that this is how it looked in 1853. In actual fact however its appearance in 1853 must have been quite neat and smart in contrast to the tired old veteran that is depicted in the photo. By consulting the 1853 drawing as well as the photo one can imagine how this historic

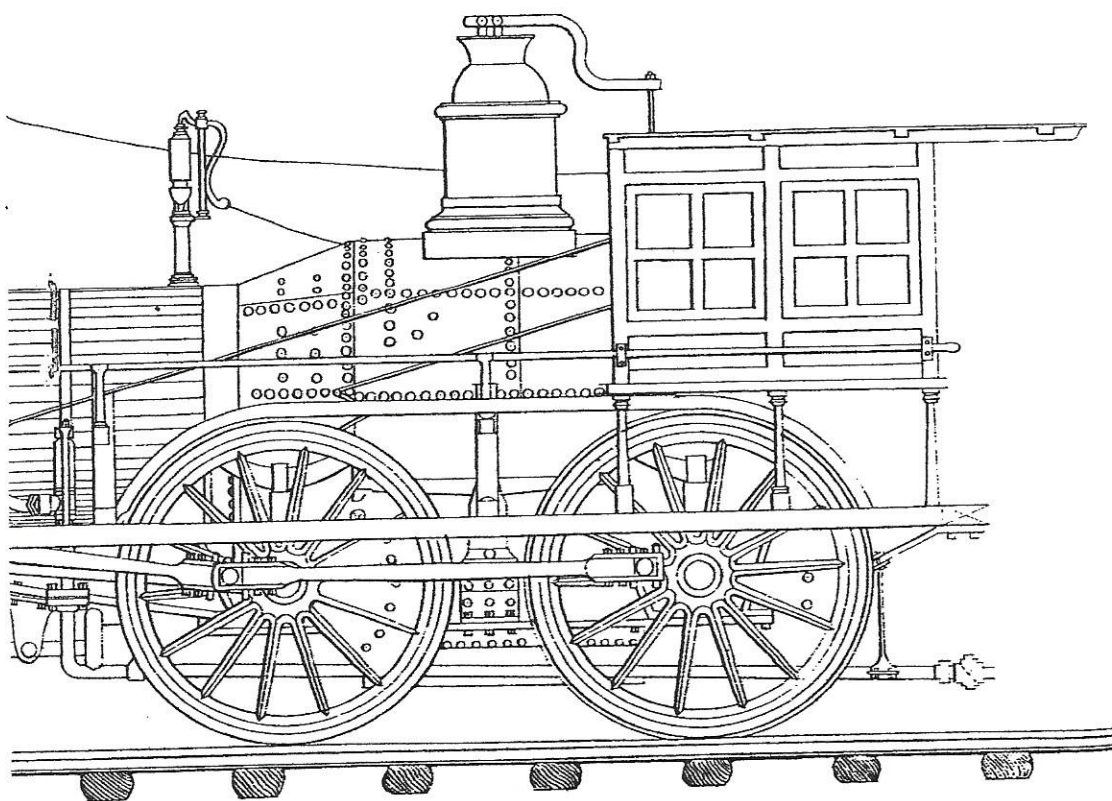




## MR GOOD'S LOCO

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8 7 6 5 4 3 2 1 0 3 6  
*Scale of Feet.*

## MOTIVE ENGINE TORONTO.

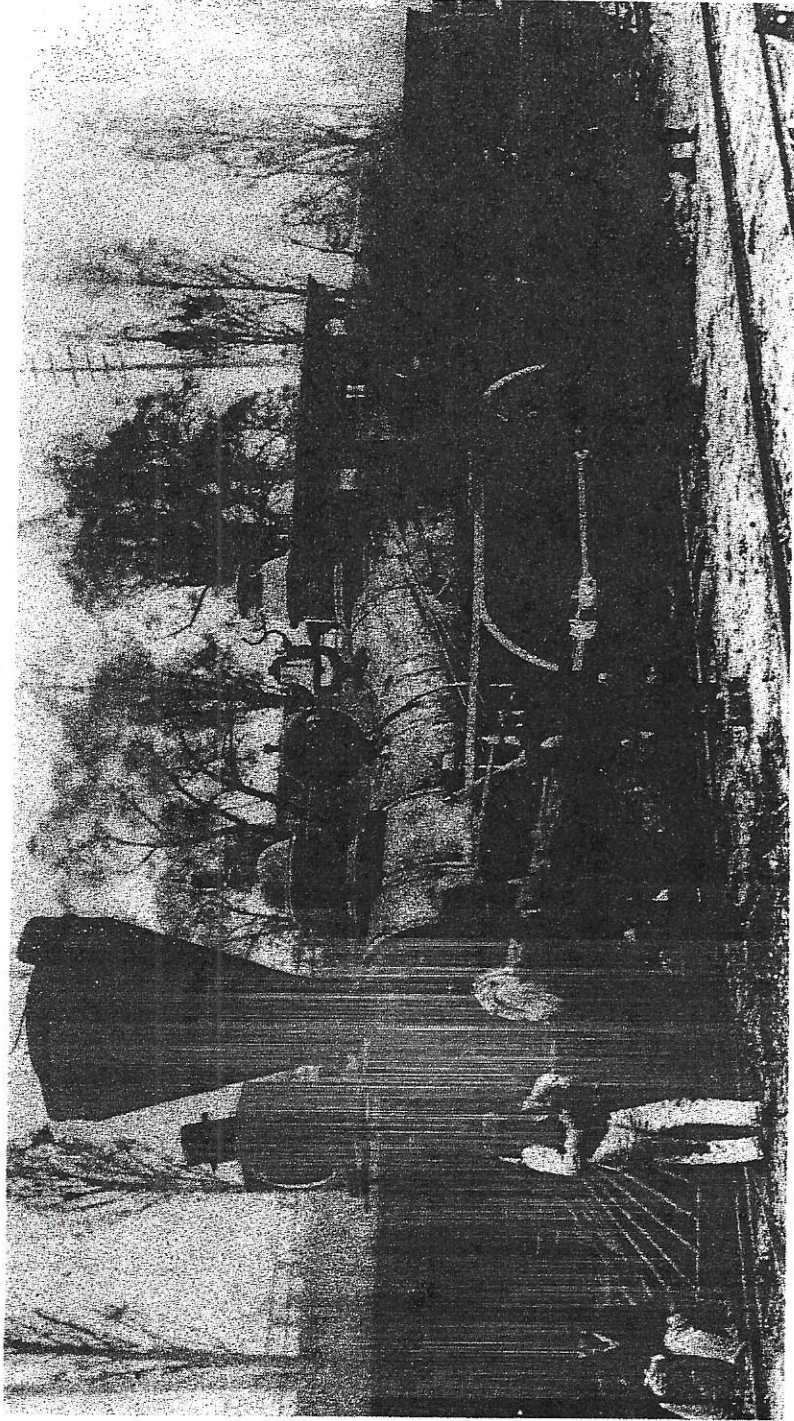
Hugh Scobee Lith. Toronto.

### NOTES CONCERNING DRAWING

The drawing was published in October, 1853 to a scale of  $\frac{3}{8}$  in. to the foot ( $\frac{1}{32}$  of actual size) but has been reduced slightly to fit the page. The scale at the bottom will indicate the size.

The inscription "No. 1" appearing above the cylinder obviously refers to the builder's number, since the road number of the locomotive was No. 2.

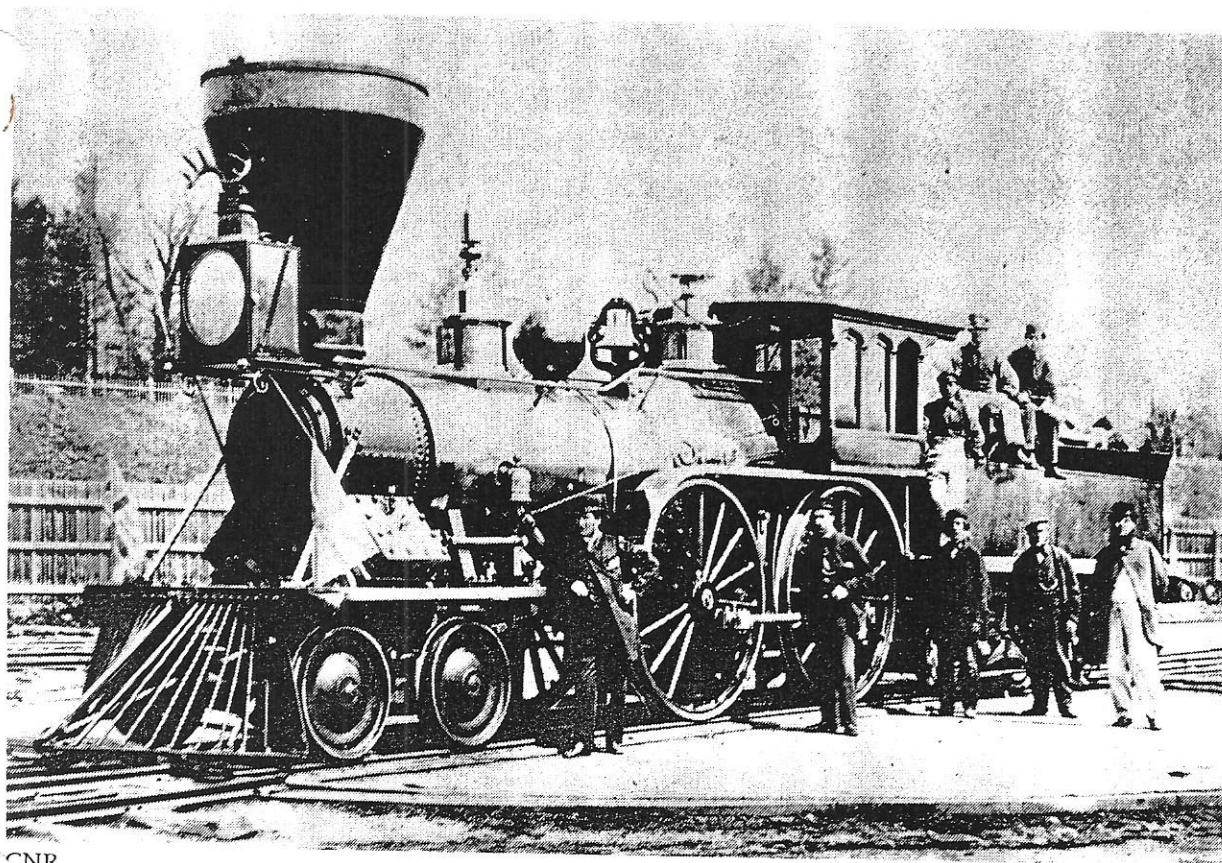




The "Toronto", first locomotive built in Canada, as it appeared about 1880, just before it was scrapped. The man sitting on the cowcatcher is W.H. Adamson, while the six standing are (from left to right) John Broughton, Joseph Benson, Daniel Sheehy, James Armitage, John Harvie, Charles Storey. Looking out the cab window is Joshua Metzler, while James Phillips stands on the top step. John Harvie is said to have been the first conductor of the line.

Photo: Canadian National Railways No. 16257.





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While the railway was under construction, a steam engine was being built at James Good's foundry in Toronto. It was to be the first locomotive manufactured in what is now Ontario. On April 16, 1853 she was moved out of the shop on sections of temporary wooden rails, part of which had to be lifted up behind her and placed again in front of her, as she slowly rolled along Queen and York Streets to her permanent track on Front Street, near the foot of Bay Street. Incredible as it may sound, the moving procedure took all of five days, and everyone had ample opportunity to admire the locomotive which was named *Toronto* after the city of her origin.

A month later, on May 16th, the *Toronto* hauled the first regular steam train ever to run in Ontario from Toronto to Machell's Corners (now Aurora), inaugurating a service between the two locations. A pilot train had been sent over the track the day before the event. North of Davenport Road it lost a car. The only passenger aboard escaped injury but was very upset over losing his spectacles when tumbling down the embankment.

The Toronto station where the inaugural train started was a small wooden shed situated at Front and Bay Streets. William Hockett, master mechanic of the road, drove the engine which hauled two box cars, one combined passenger and baggage car, and one passenger coach. A three-foot cast figure of a Highlander holding up the Union Jack was

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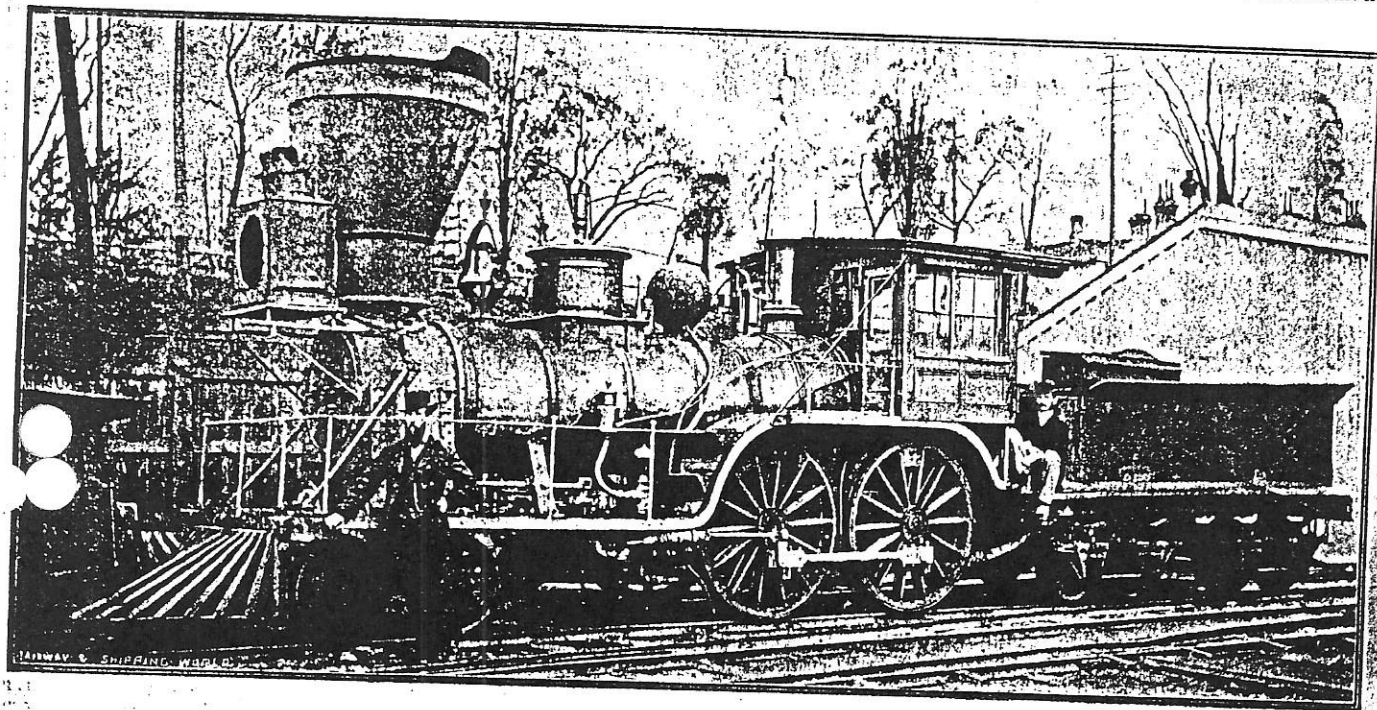
the large railways find that they have on hand available for traffic a much greater number of their own cars, enabling them to use a smaller number of foreign cars than at same date last year, while they are all doing a greatly increased business. By way of affording a special means of quickening the forward run of delayed cars, rule 3 of the code, gives all railways the option of giving a notice upon any road which has held their car 20 consecutive days, to the effect that if said car is retained for 10 days longer—making 30 days in all, a penalty rate of 80 cents a day will accrue for each day so held, in addition to the ordinary rate of 20 cents a day. It is not expected that this penalty clause will be put into operation at all times and on all classes of cars, although some western roads have given notice of their intention to do so; the majority are inclined to use it only in cases where their cars are misused, or are unduly delayed, or if the home road is suffering for want of them:

m.c.b. offices, has greatly reduced delay to cars and freight, and has thus removed one of the ordinary objections previously made to the adoption of the new system.

It is early yet to risk a prophetic utterance as to the future of per diem, and prophets now-a-days have been discounted so often that they seek to get a sure thing before venturing to prophesy, but we can say this much, that from a business and a practical accounting standpoint, per diem is founded upon a wholly reasonable and solid basis, and that from July 1, 1902, car owners allowing their cars to go to other roads, have for the first time in the history of railways the assurance that they will without peradventure receive a certain specified daily rental on each car, and that their property will be returned to them within a reasonable time. Comparing this satisfactory car situation, with the uncertainties and ruinous delays under the mileage plan, and realizing that the more than \$600,000,000 invested in freight car equipment, is practically owned or controlled by the ablest

men, was opened for passenger traffic on May 16, 1853, a train being run from Toronto to Macell's corners, now Aurora, a distance of 30 miles. The train was drawn by an engine named the Toronto, which was built in Toronto by James Good at his works on Queen st., a short distance west of Yonge st. This was the first railway engine built in Canada, and was built with outside connections, the Lady Elgin being built with inside connections. Mr. Good built seven other engines for the Company, and then went out of that branch of the engineering business.

The Lady Elgin was never used in the regular passenger or freight service, although on an emergency, in the early days of the line, she hauled a few passenger trains. On the completion of the line the Lady Elgin was used as a shunting engine at Collingwood and did good service for a number of years. On the line being merged into the G.T.R., she was removed to Allandale where she lay in the yard for some time and was later on broken up, which fate not long after overtook the Toronto. The illustrations of the locomotives



THE LADY ELGIN, THE FIRST LOCOMOTIVE USED IN ONTARIO.

there is no doubt, however, that this rule—whether in force or in abeyance—will have a powerful influence in hastening the return of the rule.

For the first few months it is likely that the per diem system may bear rather heavily on one of the small roads whose equipment is limited, as under the mileage plan they have fallen into the habit of holding foreign cars a considerable time, and have not educated their shippers and consignees to properly estimate the daily value of cars, but in a very short time the experience under per diem will doubt give all concerned a higher education in this respect, and the situation will be remedied from within, and should not require assistance in the shape of concessions on the larger roads.

The master car builders have greatly aided the introduction of per diem, by their action in the past few years in enlarging the interchange rules, allowing the use of defect cards, and arranging for extensive repairs at expense of the owner in order to expedite the despatch of cars to their destination: the improvement in these methods—while entailing

financials of this—or any other—continent, I think we have at last a sure thing, and that without serious risk we may now prophesy that per diem has come to stay, and that there will never be a return to the time-worn and imperfect mileage method; to doubt this is to question the wisdom of the able men who conserve the interests and preside over the destinies of the great railway systems of Canada and the U.S.

### The First Locomotives in Ontario.

The first locomotive used in Ontario was the Lady Elgin, built in 1852 at Portland, Me., taken by water to Toronto, put together there in Oct., 1852, and used in the construction of the Ontario, Simcoe and Huron Ry. This line commenced at the water front of Spadina avenue and ran to Barrie and Collingwood. It was afterwards merged in the Northern Ry. and later became part of the G.T.R. The old offices of the Company on the west side of Spadina avenue at Front st. west, are now used by the Railway Men's Y.M.C.A.

The first section of the Ontario, Simcoe &

are taken from photographs in the possession of Mr. John Harvie, Secretary of the Upper Canada Bible Society, Toronto, conductor of the first train on the line, and who was standing by the Lady Elgin at the time the original photograph was taken.

**Annual Financial Review.**—The second volume of this useful work, compiled by W. R. Houston, has recently been published in Montreal. This issue extends to 404 pages, and in addition to giving facts and figures showing the financial position of a large number of Canadian companies, or companies the shares of which are dealt in on the Canadian exchanges, publishes trade statistics and other information of use to the investor. Lists of members of the Montreal and Toronto stock exchanges are given, and a table showing the fluctuations of the different stocks, as well as a list of the principal brokers in other cities of the Dominion. The information is all conveniently arranged for reference, and has been carefully summarised and tabulated. The Annual Financial Review is a valuable book for investors.



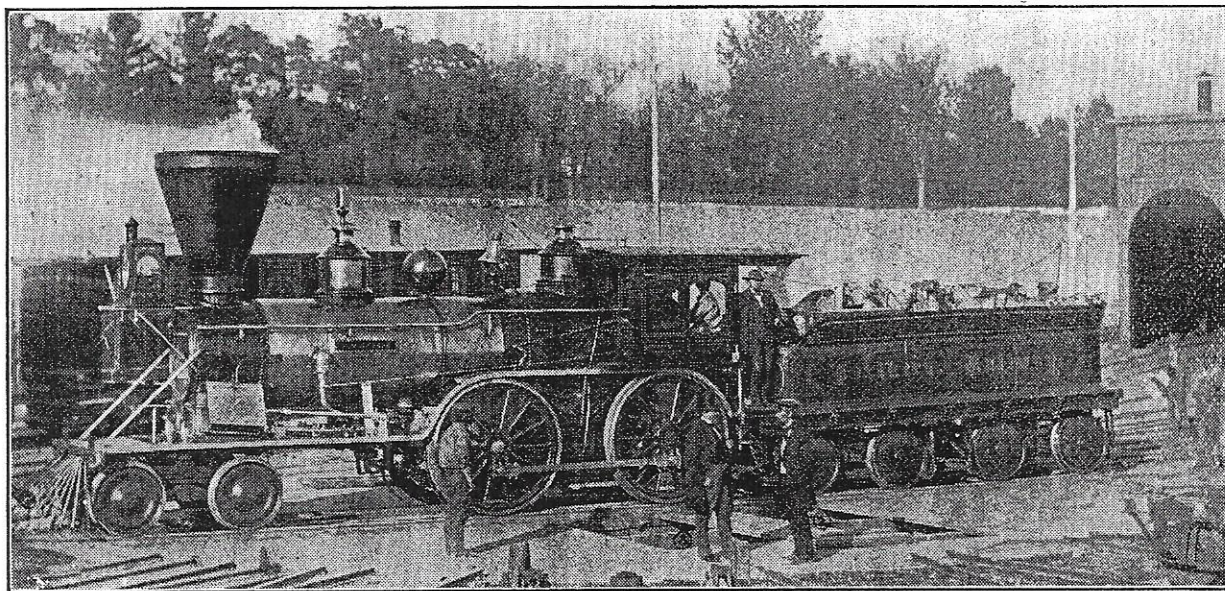
### Old Northern Railway Rolling Stock.

J. M. Williams, wrote the Buffalo Express recently as follows:—

It is not generally known that when Edward VII. visited Canada and the United States, in 1860, as Prince of Wales, the special train, consisting of two coaches, the Prince's observation car and the finest locomotive in Canada at that time, the Cumberland, named after

Messrs. Tillinghast and Williams, with J. L. Grant, superintendent of the Northern Ry. of Canada, helped to build the Rome, Watertown & Ogdensburg Rd., and held the same positions relatively, on this road as were afterwards tendered to them on the Northern Ry. of Canada. At the beginning of the Civil War J. L. Grant returned to the U.S. and was made superintendent of the Buffalo & Erie Rd., now part of the

servation car and the engine Cumberland, which are herewith reproduced, the writer believes are the only ones in existence. The time-table shows that the Prince travelled at the rate of 21 miles an hour, or from Toronto, Ont., to Collingwood, Ont., on Georgian Bay, 94½ miles, in 4½ hours. After the train had covered 18½ miles, in 45 minutes, which was pretty fast for those days, it had to stop for water at Richmond Hill,



Wood-burning, inside connected, Northern Railway locomotive Cumberland.

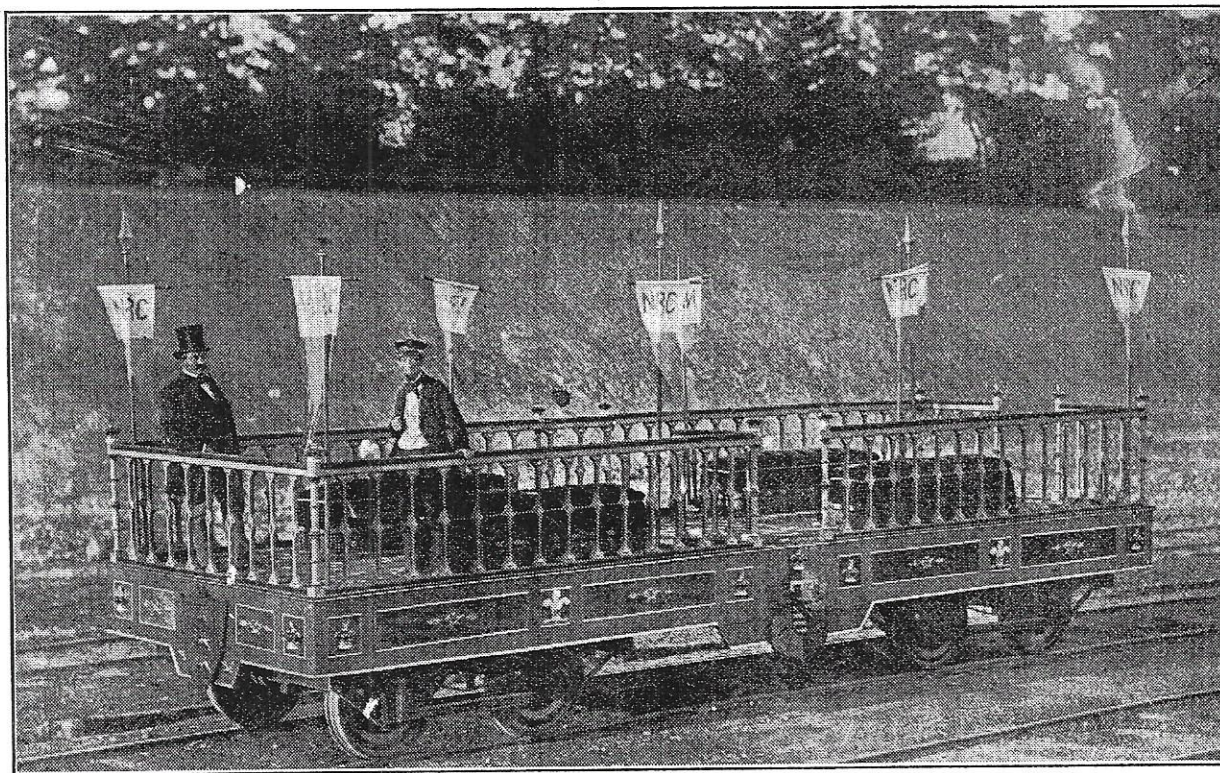
the General Manager of the Northern Railway of Canada, was in charge of the train by two former Buffalonians. These were James Tillinghast, then superintendent of motive power of the Northern Ry. of Canada, who planned and supervised the construction of the observation car and had charge of the special train, and L. S. Williams, (the writer's father), who was the engineer chosen to handle the Cumberland.

Eastern division of the Lake Shore & Michigan Southern Ry. Messrs. Tillinghast and Williams returned with him, and Mr. Tillinghast received the appointment of Division Superintendent of the New York Central, and Mr. Williams that of Master Mechanic of the Buffalo & Erie at Erie, Pa.

The special time-table of Sept. 10, 1860, for the train of the Prince of Wales, with the photographs of the ob-

then again at Aurora, Ont., 30.2 miles from Toronto, for wood for fuel arriving at Collingwood at 1 p.m. The Prince, in returning, left Collingwood at 3 p.m., and arrived at Toronto at 7 p.m., the return trip being made in just four hours, or at the average rate of 23.625 miles per hour."

We are indebted to the Buffalo Express for the use of the accompanying illustrations.



The Prince of Wales' Observation Car on Northern Railway, 1860



in large experience with these valves in actual service, this device has completely overcome the tendency to leak; in fact, where used under the most severe conditions, entirely satisfactory results have been obtained. In any event, should these valves become leaky, a new vulcanized rubber disc can readily be inserted.

The application of this device, when applied to globe and gate valves, will be appreciated by all users of steam and water, as it obviates the constant attention of the engineer, or other persons in charge of the plant, in looking after leaky valves.

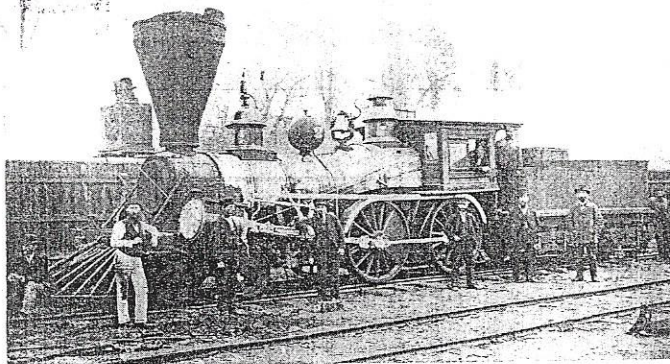
The threads on the bonnet of these self-packing valves are the same size as those in the Jenkins' disc valves, made by the Crane Co., and any one wishing to replace the old style trimmings with this new self-packing device, can do so without removing the valve.

This self-packing device, if desired, can also be applied to any of the Crane Co. brass wedge gate valves, with non-rising stem.

So confident are the Crane Co. that these valves will meet all the requirements, that they do not hesitate to guarantee entire satisfaction to all their customers.

### PROGRESS IN CANADIAN RAILWAY ENGINE BUILDING.

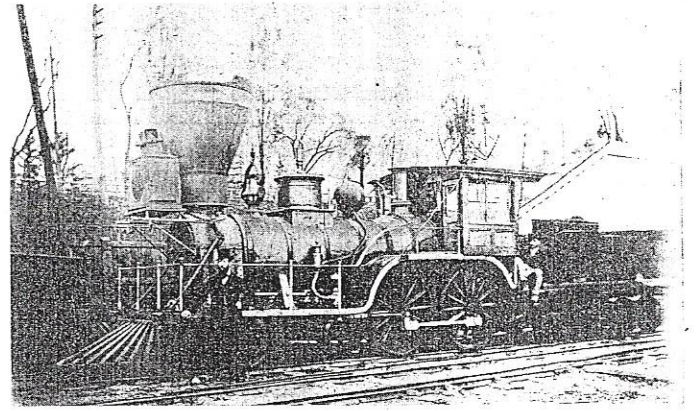
The first railway in Canada, the St. Lawrence and Champlain, was opened in 1836. The rails were made of wood with straps or bars of iron spiked on them, and the



The "Toronto," the First Locomotive Built in Canada, 1853.

first locomotive was one of the primitive kind, like the "Rocket," sent out from England. It was caged up and secreted from view, and the trial trip was made by moonlight in charge of the Old Country engineer sent out with

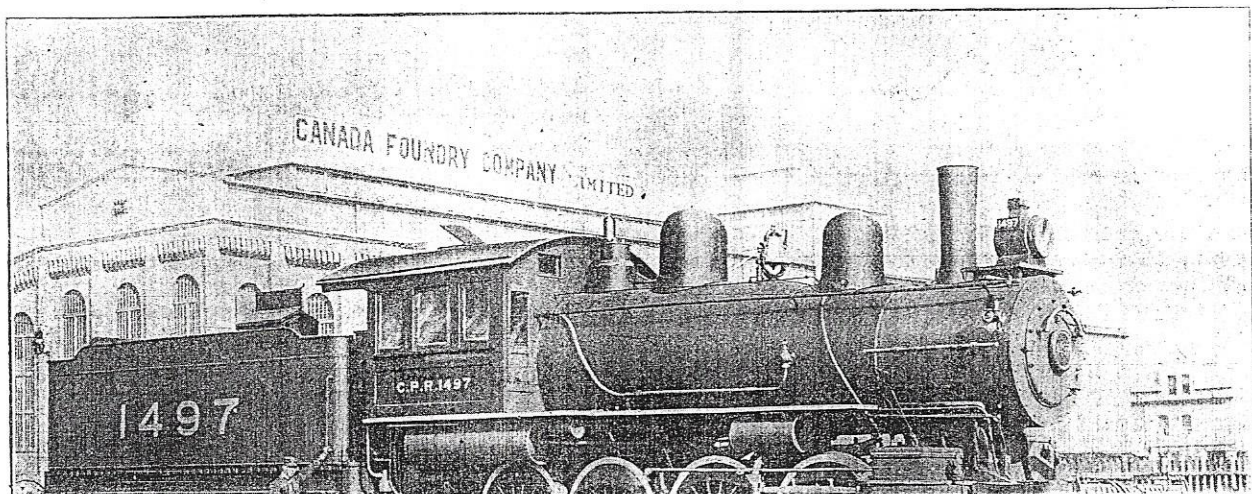
it. At first "the Kitten" could not be got to run, but afterwards made a speed of 20 miles an hour. The next locomotives were the "James Ferrier," and the "John Molson," made by Kinmond & Co., Dundee, Scotland, and shipped to Montreal in 1848. These were used on the Montreal & Lachine Railway. The first Canadian-built locomotive was



"Lady Elgin," First Engine on Ontario, Simcoe & Huron Railway.

the "Toronto," made in the shop of James Good, Toronto. She was finished and went into service in 1853 on the Ontario, Huron & Simcoe Railway, (afterwards the Northern), running at first from Toronto to Bradford and Barrie. The first engine actually used on this road, however, was the "Lady Elgin," built at Portland, Me., and used as a construction engine in laying out the road in 1852-3. The "Toronto" made her first trip to Macell's Corners (now Aurora), on the 16th May, 1853, with John Harvie, now secretary of the Upper Canada Bible Society, as the conductor of the train. To him we are indebted for the accompanying photos of these early locomotives, and for the reproductions of the first railway tickets and first tariff of passenger rates. Mr. Harvie is shown standing on the ground at the front corner of the tender in the picture of the Toronto.

To show the progress made in the half-century that has elapsed since the beginning of locomotive building in Ontario we give herewith an illustration of the first modern locomotive turned out at the close of 1904, by the Canada Foundry Co., of Davenport, Toronto, whose new shops would take in forty of that of the pioneer railway engine builder. For purposes of comparison, the magnificent specimen of modern engine building turned out by the Canada Foundry Co. for the Canadian Pacific Railway, will be of interest. She is what is known as the C.P.R. 10-compound consolidation locomotive. Total weight in working order, 164,000 lbs.;





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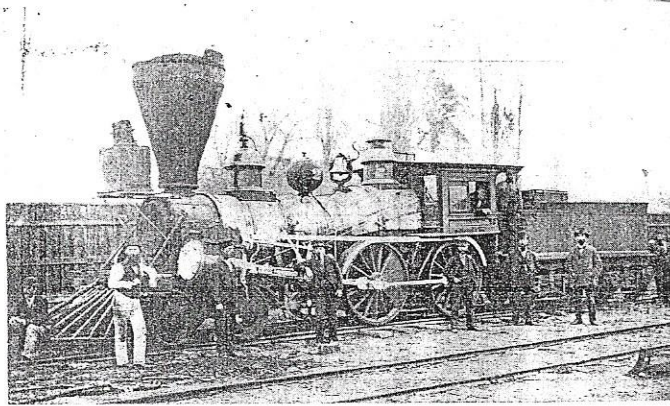
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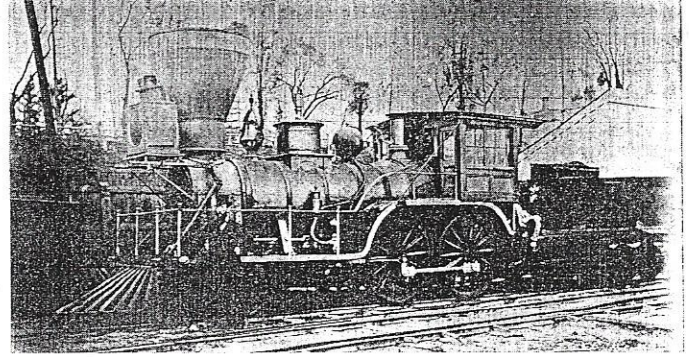
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The "Toronto," the First Locomotive Built in Canada, 1853.

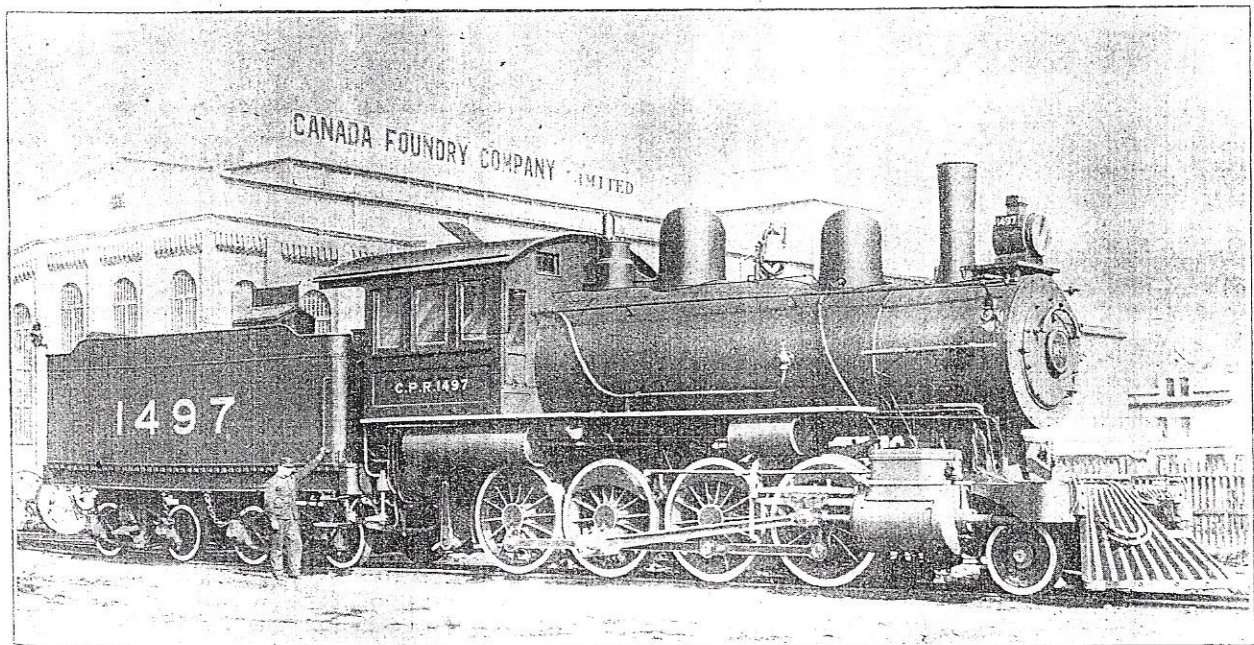
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First New Locomotive from Shops of Canada Foundry Co.



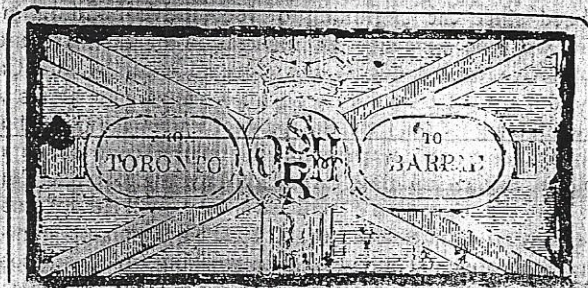
on drivers, 144,800 lbs.; diameter of cast steel drivers, 57 in.; diameter high pressure cylinder, 22 inches; low pressure, 35 inches by 26 inches stroke. Boiler type, radial stayed, with working pressure of 200 lbs., diameter of smallest ring, 5 ft. 0 1/4 in. Fire box, length, 9 ft. 1 7/8 in.; width, 3 ft. 6 5/8 in., at mud ring; depth, front, 5 ft. 6 1/4 in.; back, 5 ft. 1 1/4 in.; tubes number 254, diameter 2 in. outside; length, 12 ft. 10 9-16 in.; heating surface of tubes in square feet, 1,710; fire-box, 166; total, 1,876 square feet. Square feet grate surface, 32. The tender is styled the C.P.R. standard freight, with water capacity of 5,000 imperial gallons; coal capacity, 10 tons.

Some facts concerning the old "Toronto" are given in a sketch recently published in the Toronto Evening News, from which the following extracts are made:

The men who superintended the building of this famous locomotive are both living to-day. Samuel Sykes lives in Newmarket, aged 84. James Sykes, his brother, aged 75, lives in this city at 14 Augusta Ave. Prof. Sykes, now of New York, and late of Toronto University, is his son.

In the latter part of April, 1853, the two Sykes brothers finished their job, neither of them dreaming of the C.P.R. and the G.T.P. The "Toronto" was ready to leave the shop of James Good, Esq. Into her sturdy frame had gone twenty-five tons of iron. The engine built by the Canada Foundry Company contains 104 tons. The gauge of the old Ontario, Huron and Simcoe Railway was five feet, so that the wheels of the old "Toronto" were 3 1/2 inches further apart than those of the new engine built by the Canada Foundry. The diameter of the two drive-wheels on each side was 5 1/2 feet. The Canada Foundry's engine wheels are 4 feet 9 inches. The tender of the new engine carries eleven tons of coal. The old "Toronto's" tender carried cordwood, as may be inferred from the shape of her funnel. The cordwood was picked up along the road, beech and maple—and the best of bird's-eye maple at that.

But the first trip of the "Toronto" was made without either wood or water. The motive power was "elbow grease" and the trip was made up Queen street to Yonge, and down Yonge to the corner of Front, where now stands the Customs House, but where in '53 was the switch of the new Ontario, Huron & Simcoe, built by the "Lady Elgin."



Form of first railway ticket used in Ontario. It was printed from a crude woodcut, in black and white, showing the Union Jack, with the initials of the road, O.H. & S.R., in the centre and the destination of the passenger printed in the panels over the horizontal bar of the flag.

The "Toronto" was "pinch barred" every inch of the way on temporary rails which were taken up and relaid at every rail's length of the way. A "pinch bar" is a close relation to a crow bar.

The trip occupied five or six days—an average of about 40 feet an hour. This daily "run" was witnessed by a daily small army of spectators, many of whom were just getting their first glimpse of railroading. The horses shied and the dogs barked those balmy April days, while the first Canada-made locomotive crawled down the railway. It was a notable week. For in a few days more the citizens of Toronto would be taking their first ride "on the cars."

Some days were occupied by Mr. Sykes and his men in getting the new iron wonder rigged for the journey. And if

delayed arrival of Mr. Jones, the regular passenger conductor. Mr. Harvie took charge of the "Toronto" on her trial trip. He sold the first railway tickets ever issued in Canada that May morning of '53. The fare was slightly over two cents a mile. The journey to "Machell's Corners," now Aurora, occupied two hours, an average of 15 miles an hour. About fifty people went. There were two cars, a baggage car combine with a smoker, and one flat-topped passenger car. And all the day the dogs barked, and the York County horses snorted in the farmers' fields.

The "Toronto" returned to the city the same day, having burned several cords of wood and "scared the daylight" out of most of the live stock in York County. Toronto was no longer a country town, but a railway centre. And the old 25-ton, five foot gauge, "outside-rigged," wood-eating "Toronto," with its two big drive-wheels on each side was the biggest thing they ever totted a whistle or rang a bell in Canada up to that time.

Mr. Good afterward made other locomotives in his Queen

### ONTARIO, SIMCOE AND HURON RAILROAD. PASSENGER TARIFF, JUNE, 18

	Davenport Road	Thornhill	Redwood Hill	King	Machell's Corners	Newmarket	Holland
Toronto	0 7	1 0	1 3	1 1 1/2	3 1 1/2	3 9	4
Davenport Road		1 3	1 1 1/2	3 1 1/2	3 9	4 4	4
Thornhill			7 1 3	2 6	3 1 1/2	3	
Richmond Hill				1 0	1 1 1/2	2 6	3
King					1 0	1 3	1
Machell's Corners						7 1	
Newmarket							
Holland & London							

A. BRUNEL, Superintendent

#### First Card of Passenger Rates in Ontario.

street shop for both the old Northern and the Grand Trunk. Some of these were "Simcoe, No. 6," "Samson, No. 9," and "Hercules, No. 10." These two latter were baptized with the streamers names, because of their size. Each had six drive wheels on 2 side, and were used for heavy freight.

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"No. She was all iron, but the bell, the whistle and the lamp."

"What were your particular duties?"

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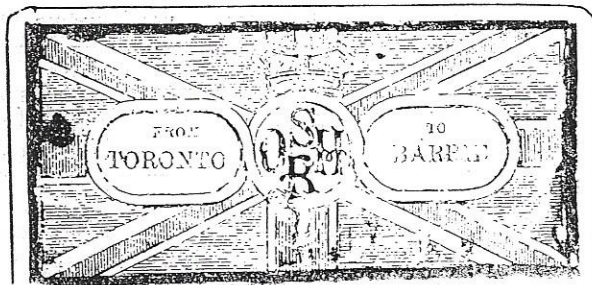
net, 1,710; fire-box, 166; total, 1,876 square feet. Square feet grate surface, 32. The tender is styled the C.P.R. standard freight, with water capacity of 5,000 imperial gallons; coal capacity, 10 tons.

Some facts concerning the old "Toronto" are given in a sketch recently published in the Toronto Evening News, from which the following extracts are made:

The men who superintended the building of this famous locomotive are both living to-day. Samuel Sykes lives in Newmarket, aged 84. James Sykes, his brother, aged 75, lives in this city at 14 Augusta Ave. Prof. Sykes, now of New York, and late of Toronto University, is his son.

In the latter part of April, 1853, the two Sykes brothers finished their job, neither of them dreaming of the C.P.R. and the G.T.P. The "Toronto" was ready to leave the shop of James Good, Esq. Into her sturdy frame had gone twenty-five tons of iron. The engine built by the Canada Foundry Company contains 104 tons. The gauge of the old Ontario, Huron and Simcoe Railway was five feet, so that the wheels of the old "Toronto" were  $3\frac{1}{2}$  inches further apart than those of the new engine built by the Canada Foundry. The diameter of the two drive-wheels on each side was  $5\frac{1}{2}$  feet. The Canada Foundry's engine wheels are 4 feet 9 inches. The tender of the new engine carries eleven tons of coal. The old "Toronto's" tender carried cordwood, as may be inferred from the shape of her funnel. The cordwood was picked up along the road, beech and maple—and the best of bird's-eye maple at that.

But the first trip of the "Toronto" was made without either wood or water. The motive power was "elbow grease," and the trip was made up Queen street to Yonge, and down Yonge to the corner of Front, where now stands the Customs House, but where in '53 was the switch of the new Ontario, Huron & Simcoe, built by the "Lady Elgin."



Form of first railway ticket used in Ontario. It was printed from a crude woodcut, in black and white, showing the Union Jack, with the initials of the road, O.H. & S.R., in the centre and the destination of the passenger printed in the panels over the horizontal bar of the flag.

The "Toronto" was "pinch barred" every inch of the way on temporary rails which were taken up and relaid at every rail's length of the way. A "pinch bar" is a close relation to a crow bar.

The trip occupied five or six days—an average of about 40 feet an hour. This daily "run" was witnessed by a daily small army of spectators, many of whom were just getting their first glimpse of railroading. The horses shied and the dogs barked those balmy April days, while the first Canada-made locomotive crawled down the railway. It was a notable week. For in a few days more the citizens of Toronto would be taking their first ride "on the cars."

Some days were occupied by Mr. Sykes and his men in getting the new iron wonder rigged for the journey. And it was the 16th day of May, 'mid singing birds, bursting leaves and piping frogs, when the "Toronto" got up steam, real Canadian steam, manufactured from Lake Ontario water and bird's-eye maple.

John Harvie, now secretary of the Upper Canada Bible Society, was the first actual conductor that ever ran a train in Toronto. He was then freight conductor, but owing to the

day the dogs barked, and the farmers' fields.

The "Toronto" returned to the city the same day, having burned several cords of wood and "scared the daylight" out of most of the live stock in York County. Toronto was no longer a country town, but a railway centre. And the old 25-ton, five-foot gauge, "outside-rigged," wood-eating "Toronto," with its two big drive-wheels on each side was the biggest thing that ever tooted a whistle or rang a bell in Canada up to that time.

Mr. Good afterward made other locomotives in his Queen

## ONTARIO, SIMCOE AND HURON RAILROAD. PASSENGER TARIFF, JUNE, 1853.

FROM	Davenport Road.	Thornhill.	Richmond Hill.	King.	Machell's Corners.	Newmarket.	Holland Landing.	Bradford.
Toronto	0 7	1 0	1 3	1 10	3 1	3 9	4 0	4
Davenport Road		1 3	1 10	3 1	3 9	4 4	4 4	1
Thornhill			7	1 3	2 6	3 1	3 9	4
Richmond Hill				1 0	1 10	2 6	3 1	3
King					1 0	1 3	1 10	2
Machell's Corners						7	1 3	1
Newmarket							7	1
Holland Landing								

A. BRUNEL, Superintendent

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"Well, it was quite a job building the 'Toronto,'" said Jas. Sykes, reminiscently. "We had no end of experimenting, fitting on this part there, that part somewhere else. My brother, Samuel, was really the mechanical superintendent."

"Was there any steel in the 'Toronto?'"

"No. She was all iron, but the bell, the whistle and the lamp."

"What were your particular duties?"

"I had charge of all the engines after they left the shop. Many a locomotive I've 'pinch barred' down Yonge street. Yes, I took the 'Toronto' down in April, '53. We had a turntable at the corner of Yonge and Queen."

"Had you any railroad experience before coming here?"

"Yes, I ran the first train of cars ever taken over the Delaware & Lackawanna, and I sent out the first trainload of coal that ever went out of Pennsylvania. My brother Samuel had

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gineer, or other persons in charge of the plant, in looking after leaky valves.

The threads on the bonnet of these self-packing valves are the same size as those in the Jenkins' disc valves, made by the Crane Co., and any one wishing to replace the old style trimmings with this new self-packing device, can do so without removing the valve.

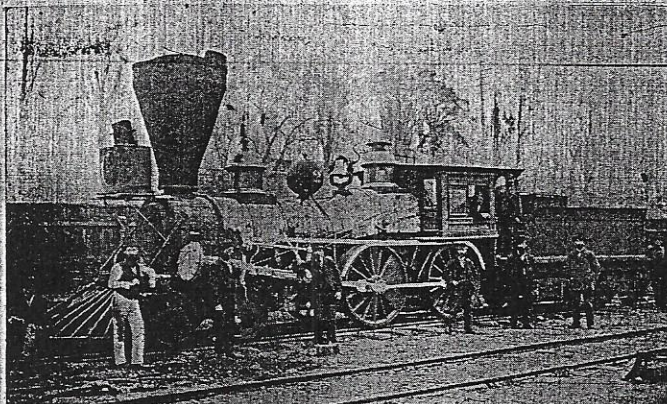
This self-packing device, if desired, can also be applied to any of the Crane Co. brass wedge gate valves, with non-rising stem.

So confident are the Crane Co. that these valves will meet all the requirements, that they do not hesitate to guarantee entire satisfaction to all their customers.



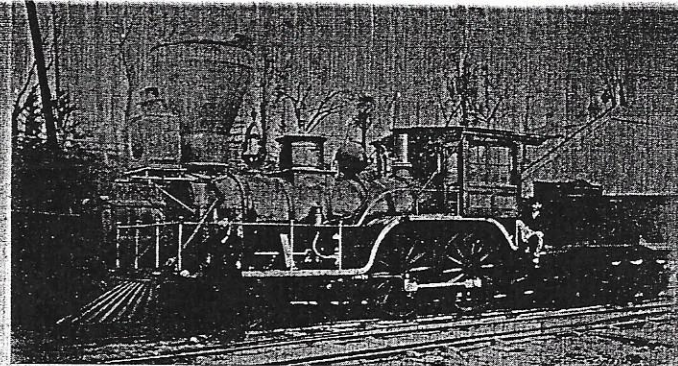
## PROGRESS IN CANADIAN RAILWAY ENGINE BUILDING.

The first railway in Canada, the St. Lawrence and Champlain, was opened in 1836. The rails were made of wood with straps or bars of iron spiked on them; and the



The "Toronto," the First Locomotive Built in Canada, 1853.

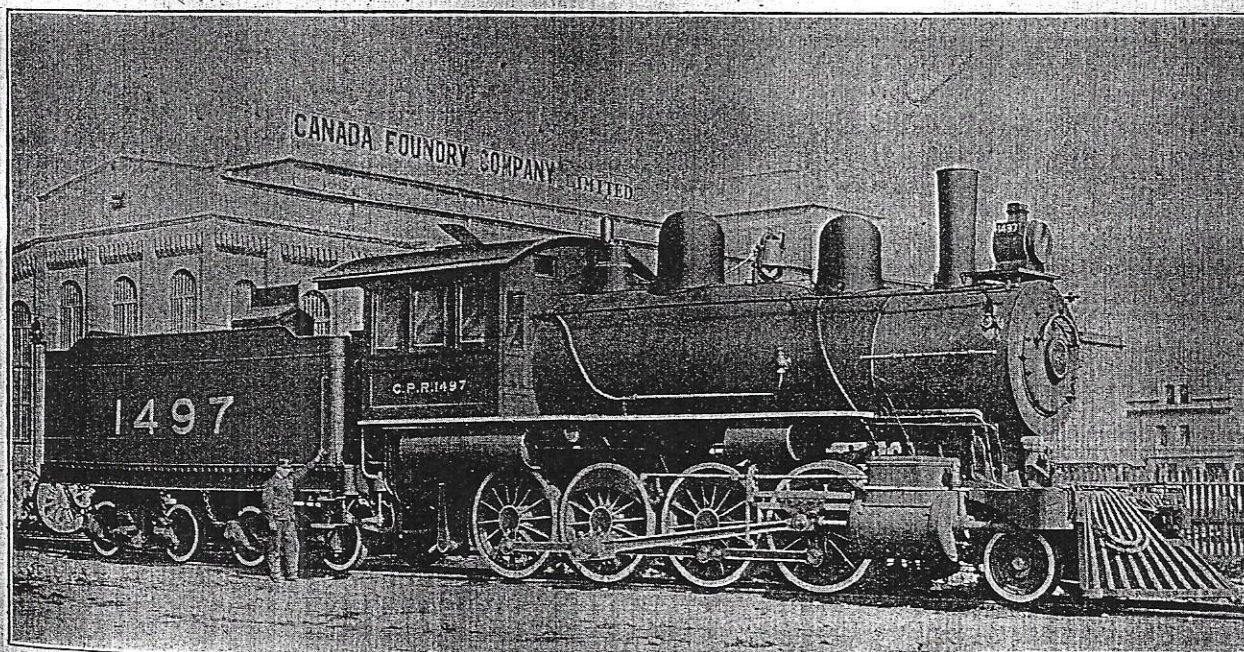
first locomotive was one of the primitive kind, like the "Rocket," sent out from England. It was caged up and secreted from view, and the trial trip was made by moonlight in charge of the Old Country engineer sent out with



"Lady Elgin," First Engine on Ontario, Simcoe & Huron Railway.

the "Toronto," made in the shop of James Good, Toronto. She was finished and went into service in 1853 on the Ontario, Huron & Simcoe Railway, (afterwards the Northern), running at first from Toronto to Bradford and Barrie. The first engine actually used on this road, however, was the "Lady-Elgin," built at Portland, Me., and used as a construction engine in laying out the road in 1852-3. The "Toronto" made her first trip to Machell's Corners (now Aurora), on the 16th May, 1853, with John Harvie, now secretary of the Upper Canada Bible Society, as the conductor of the train. To him we are indebted for the accompanying photos of these early locomotives, and for the reproductions of the first railway tickets and first tariff of passenger rates. Mr. Harvie is shown standing on the ground at the front corner of the tender in the picture of the Toronto.

To show the progress made in the half-century that has elapsed since the beginning of locomotive building in Ontario we give herewith an illustration of the first modern locomotive turned out at the close of 1904, by the Canada Foundry Co., of Davenport, Toronto, whose new shops would take in forty of that of the pioneer railway engine builder. For purposes of comparison, the magnificent specimen of modern engine building turned out by the Canada Foundry Co. for the Canadian Pacific Railway, will be of interest. She is what is known as the C.P.R. 10-compound consolidation locomotive. Total weight in working order, 164,000 lbs.;



First New Locomotive from Shops of Canada Foundry Co.