



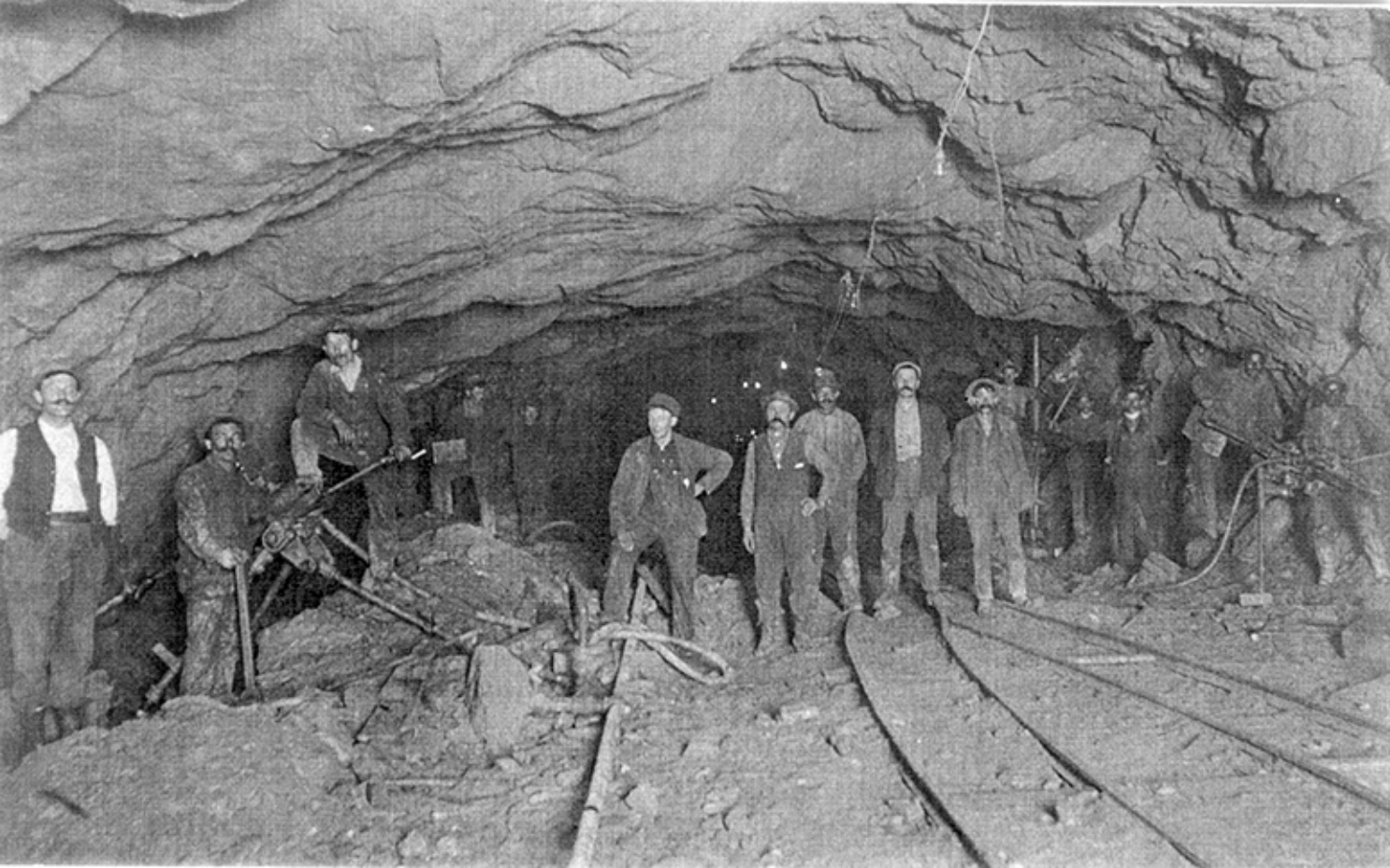
**Client:** CTDOT  
**Job Number:** 171-366  
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**Date:** October 2, 2014

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## **Historic Terryville Tunnel Documents**

The following are historic photos and newspaper articles regarding the construction of the Terryville Tunnel. Construction on the tunnel began on February 21, 1907, and it opened for passenger rail service on January 28, 1911.

*Documents courtesy of:  
The Plymouth Historical Society and  
Judith Giguere, Town of Plymouth Historian*

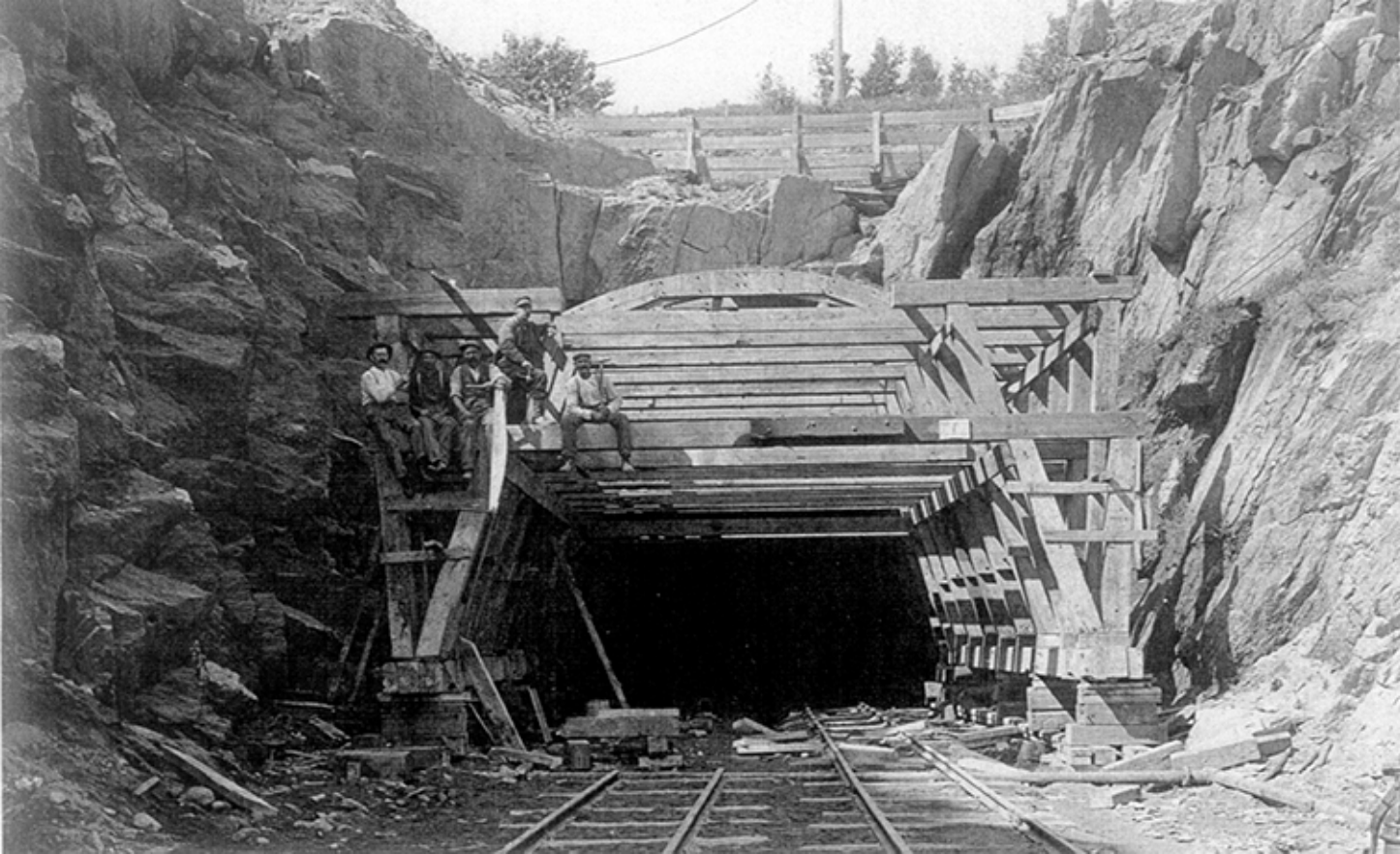


East from 60+0 6/25/09





EAST FROM 60+60 6/15/09







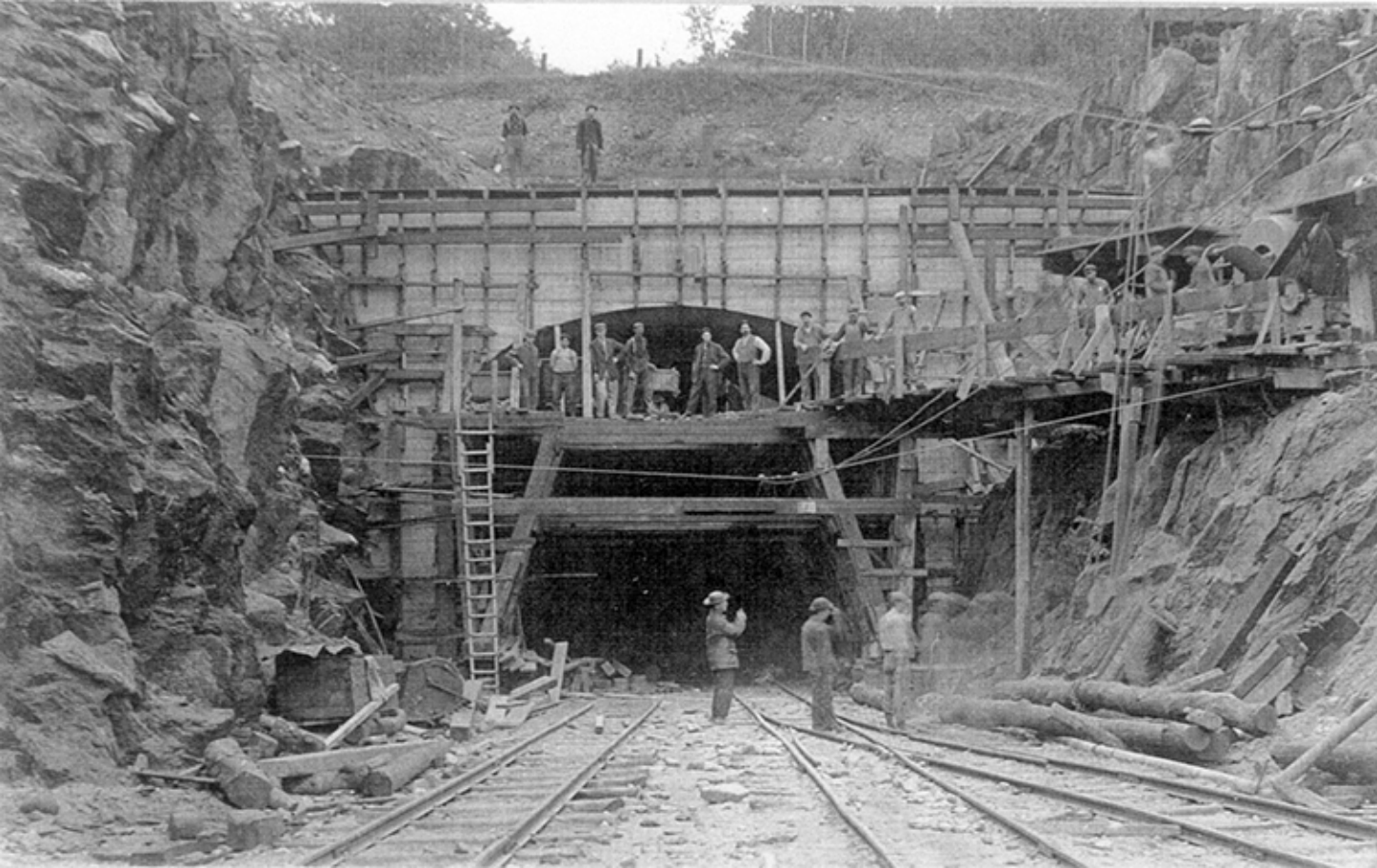
Portal - 60+60 - 6/15/09

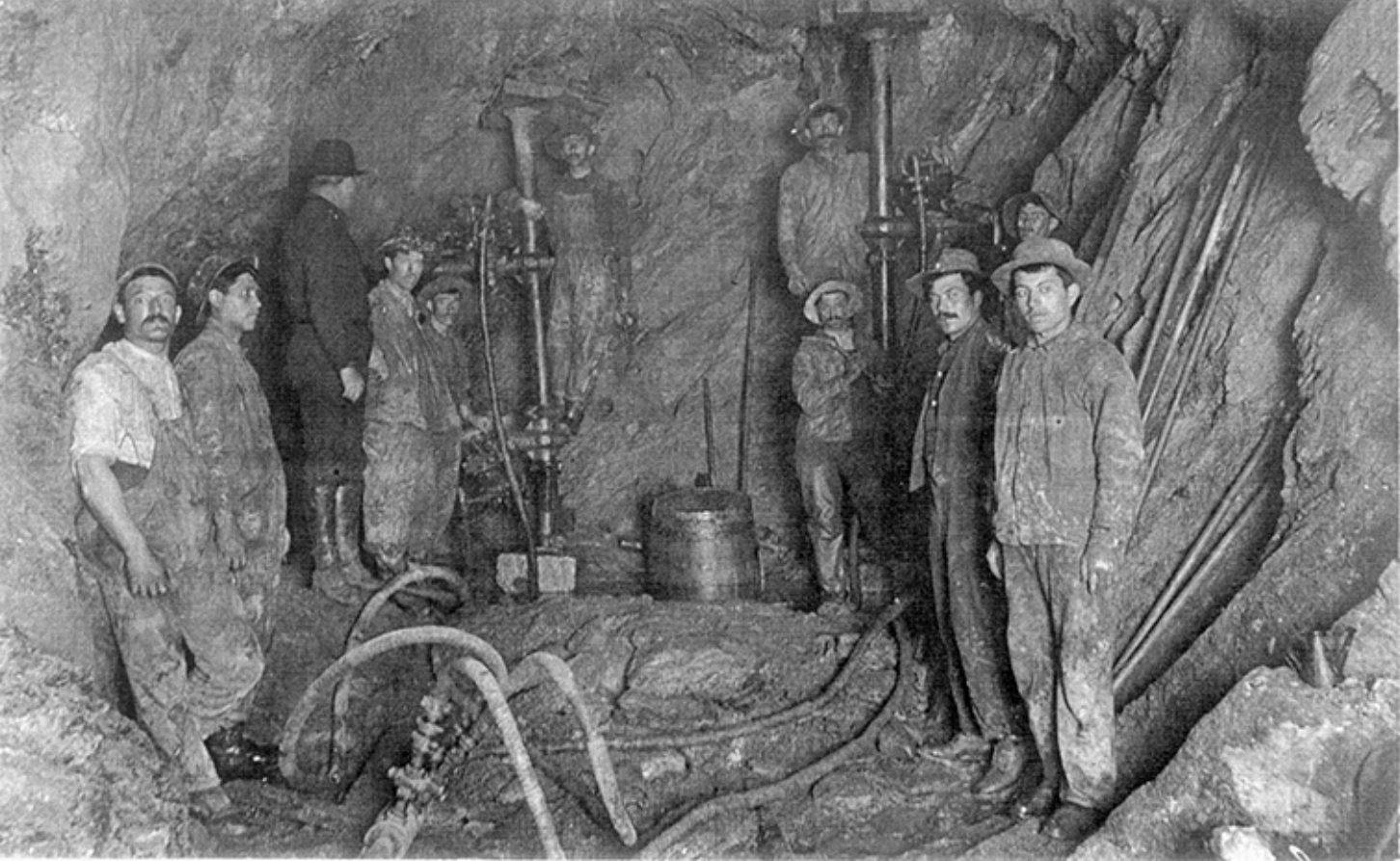


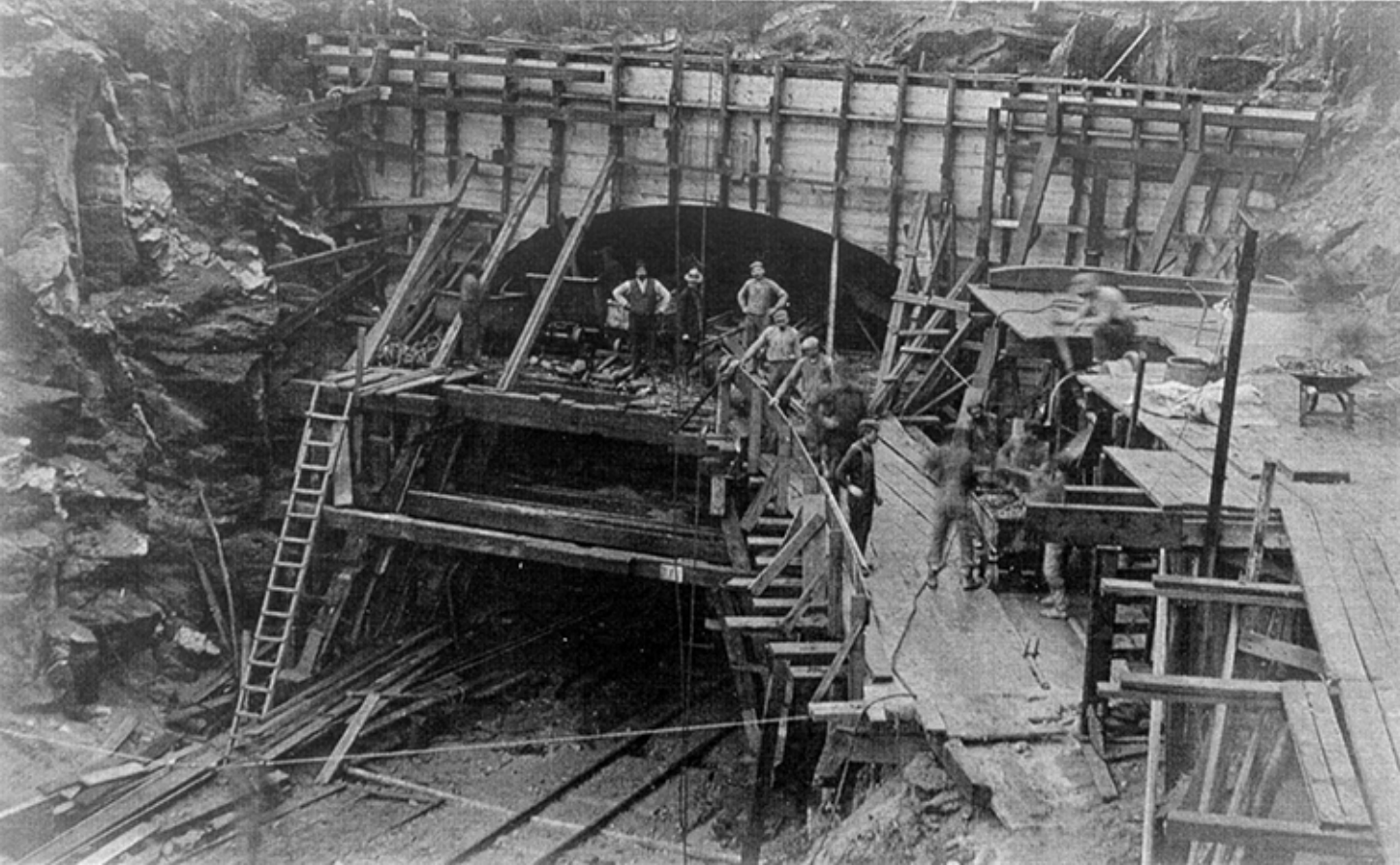


West from 62#0-6/15/09









## **TERRYVILLE.**

### **Cavern On the Big Railroad Tunnel Near Pequabuck.**

The 3,500 foot tunnel that is being pushed through the hill west of the railroad station at Pequabuck suffered a mishap Saturday noon when six feet of the arch overhead caved in. The rock which is of loose formation was undermined by the recent rains, and the piles of rock and cement arch have broken away with a clean break, choking up the entrance. The line of cleavage is four feet outside of the outer rail of the railroad track that crosses over the tunnel, and the passenger in a passing train can look out of the car window and see the debris below. The break was discovered by the watchman, who is on duty guarding the machinery of the power house, which has been in disuse since the work on the tunnel was abandoned last autumn. The depot agent immediately telephoned to the headquarters of the railroad company at New Haven and Engineer Spencer, who has the tunnel under his charge, the assistant superintendent, and the roadmaster hastened to the scene. A special train of workmen was sent there at once from Waterbury. Trains were ordered to pass the spot at slow speed. A careful examination was made of the tunnel and of the railroad bed above and it was found that nothing need be done to render the passing of trains safe. The tunnel roof is well trussed.

Frazer W. Gay made a few hours' visit upon friends Saturday afternoon. He is an electrical engineer for the Crocker-Wheler Company of Newark and stopped here on his way home from a vacation spent on the Maine and Massachusetts coast.

John Gaski, who formerly lived in Iowa, Wisconsin, has been having a difficult task to obtain an assortment of clothes which he left in charge of a friend there. The friend had appropriated the clothing for himself. The place is a small one and the legal facilities are small, but a real estate broker was made interested in Gaski's plight and he has sent word that, although "we had quite a time to get those close," they are on the way to Terryville by express.

The progressive young peoples' society called the Loyal Temperance Legion, instead of having its meeting Sunday, will gather on Wednesday afternoon at the Post Office, at 4:15, and the members will go from there to Town Hill for a picnic.

## TERRYVILLE.

Postmaster Daniel P. Hurley has received advice from the post office department at Washington, D. C., that the mail messenger route between the local post office and the Terryville passenger station at Pequabuck has been opened for bids, ten days being the time in which all wishing to make proposal should give bids to the postmaster by November 28 to be forwarded to the office of the second assistant postmaster general. The route at present consists of seven round trips daily, forty-two a week and the distance from the post office to the station is estimated at 1.5 miles. Statistics on record at the local office show the volumes of mail handled, and those wishing to make intelligent estimates can obtain this information from Postmaster Hurley.

Previous to the completion of the Sylvan Hill tunnel, which made the change in the roadbed of the New York, New Haven & Hartford railroad, the mail carrier service was performed by the trolley company, the Terryville station being directly on its line. With the station at a greater distance from the trolley mail messenger service was established in 1911. Various persons made bid for this job on temporary service. James E. Sheehan, the present incumbent, has held the job for the longest time, a little over two years.

Basketball practice at the high school was held Saturday afternoon. The boys were in good condition and were very enthusiastic. Tuesday night Coach Gill met the boys for the first time.

Iva Lumpkin attended the convention of the Girls' Friendly Societies of Connecticut in Hartford Saturday as a delegate from the Plymouth Society.

Leach and Miss Bunnell of the senior class of the high school have been appointed supervisors of the playground sports of the boys and girls of the sixth and seventh grades.

Dr. H. B. Woodward spoke at the weekly meeting of the high school association on the Yale-Princeton football game.

TERRYVILLE TUNNEL TO BE OPENED TODAY; FIRST PASSENGER TRAIN TO GO THROUGH THIS MORN-

Special to The Courant

The Hartford Courant (1887-1922); Jan 28, 1911;

ProQuest Historical Newspapers: Hartford Courant (1764-1922)

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## TERRYVILLE TUNNEL TO BE OPENED TODAY.

### FIRST PASSENGER TRAIN TO GO THROUGH THIS MORN- ING.

New Station at Pequabuck is  
Practically Completed.

NEW TUNNEL SHORTENS DIST-  
ANCE AND ELIMINATES  
CURVES.

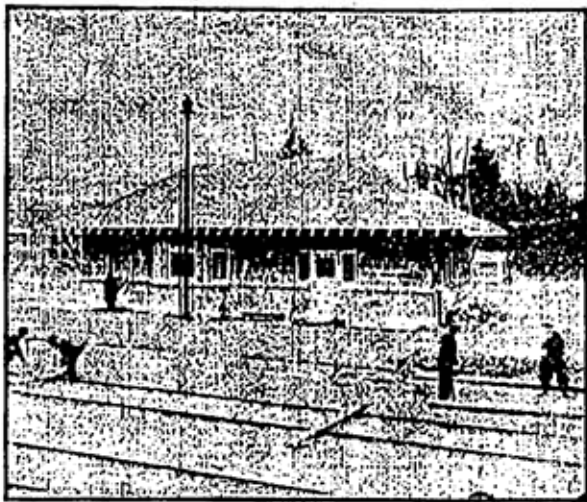
(Special to The Courant.)

Terryville, Jan. 27.

Tomorrow morning about 11:33 o'clock the first passenger train will leave from in front of the new Terryville passenger station at Pequabuck and start for Waterbury via the Terryville tunnel. This passenger train will mark the opening of the tunnel for regular traffic.

The new tunnel and associated improvements have also brought about a new station which, although not ready for the full routine work at present, will be in a very few days.

The structure faces the south and also the three lines of shining rails that will do much toward facilitating the handling of the large passenger and freight service of the division. The building is of stucco and is to have a red slate roof with a copper capping. There is to be a well lighted room and a hot-water heating system has been installed. On the opposite end of the building from the main waiting room is the baggage room. Between the two on either side, are located the ticket agent's



NEW PASSENGER STATION AT PEQUABUCK.

and telegraph operator's rooms and the toilet rooms. The building has a fine setting, there being much room for the taxis and autos that will call for passengers. This parkway will be covered with crushed stone. In place of the cinder walks on either side of the station, as at present, concrete or some similar form of permanent walk will be laid later. The wait for these permanent walks is necessitated by the fact that the land on which the station and surrounding grounds are located is mostly filled-in or newly made ground.

The Terryville tunnel was started February 21, 1907. For a few months there was much activity in the vicinity of the bore in the Pequabuck section of this town. Hundreds of workmen were gathered together and worked at making the big bore and on the associated improvements. Owing to the stringency of the money market in 1907 work was abandoned October

31 and two or three watchmen kept guard over the large amount of machinery there. After several months men were again concentrated on the job.

The Terryville tunnel, which is the largest in the state will be a great saver to the railroad company, although it represents a large expenditure of cash. It has enabled the company to shorten the distance between Hartford and Waterbury to an appreciable extent. It has also been the means of eliminating many serpentine curves.

The telegraph and signal stations may receive more attention at a later date. At present there will be a station on the east portal, this being in the new passenger station. The western portal tickers will be in the small station located beyond Tolle's station. Later it is expected this station will be moved nearer to the tunnel entrance.