

WINNIPEG HYDRO
PRAIRIE DOG
ENGINE NO. 3

OMER LAVALLEE,
SPANNER 1960

Too Old To Work — Who, Me?

Once a Diamond-Stacked CPR Woodburner This 78-year-old Engine Just Won't Give Up

By OMER S. A. LAVALLEE

THE ECONOMIC and efficiency factors which brought dieselization to the Canadian railway scene — at least as far as the common carriers are concerned — are not necessarily applicable to private and industrial railways.

There is little likelihood that the steam locomotive will vanish either from the experience or the memory of our children, thanks to the efforts of the many railway museums and locomotive preservation projects which have been undertaken or are in the project stage. More than that, the machine, as a usable object, bids fair to remain for some time to come, albeit away from the eye of the public.

Such an example is provided by one of Canada's oldest operating locomotives, which carries on a quiet and tranquil existence on the private railway of the Hydro Department of the City of Winnipeg, which runs between Lac du Bon-

net, on the Company's Lac du Bonnet subdivision, and Pointe du Bois, in the Whiteshell Provincial Forest Reserve in Manitoba, about 90 miles northeast of Winnipeg.

The locomotive, officially No. 3 of the Hydro railway, by the way, is of considerable interest to Canadian Pacific personnel, having been purchased from this Company by the City of Winnipeg back in 1918. At the venerable age of seventy-eight, No. 3 is still in occasional use on the quiet woodland route of the Hydro railway, far away both in time and distance from its birthplace, the works of Dubs (pronounced "Doobs") and Company in Glasgow, Scotland, where

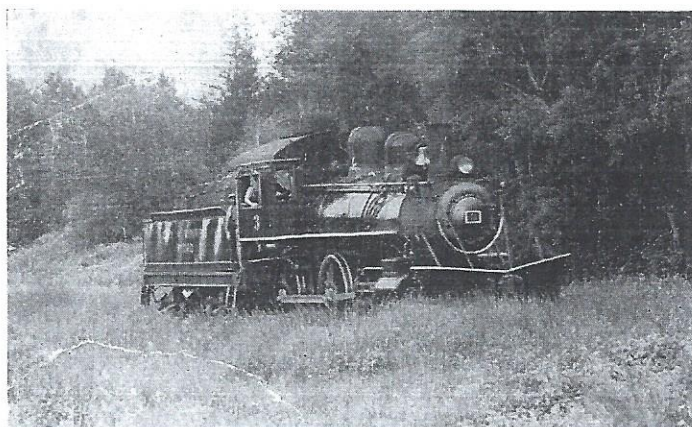
it was built for the Canadian Pacific Railway in April, 1882.

Canadian Pacific was only a trifle more than a year old when No. 22, as it was known then, arrived on the scene, along with a dozen or so sister engines of the same series. Coincidentally enough, we have a picture of her at this time, a service on Canadian Pacific lines. Early records indicate that No. 22 and other engines of the same series ran between Fort William, Rat Portage (Kenora) and Winnipeg, at this period.

As a matter of fact, No. 33, another Dubs engine of the same class as No. 22, hauled the first transcontinental passenger train, in July, 1886, between Fort William and Rat Portage, on the train's initial run between Montreal and Port Moody. Some of the Dubs engines were woodburners, as was No. 22. The former typical diamond stack. The latter, the aforementioned No. 33, add, the railroads were equipped with grates. The cost capped smokestacks. No. 33 say Western a few with the ornate ame. relief numerals and letters. a losing sides.

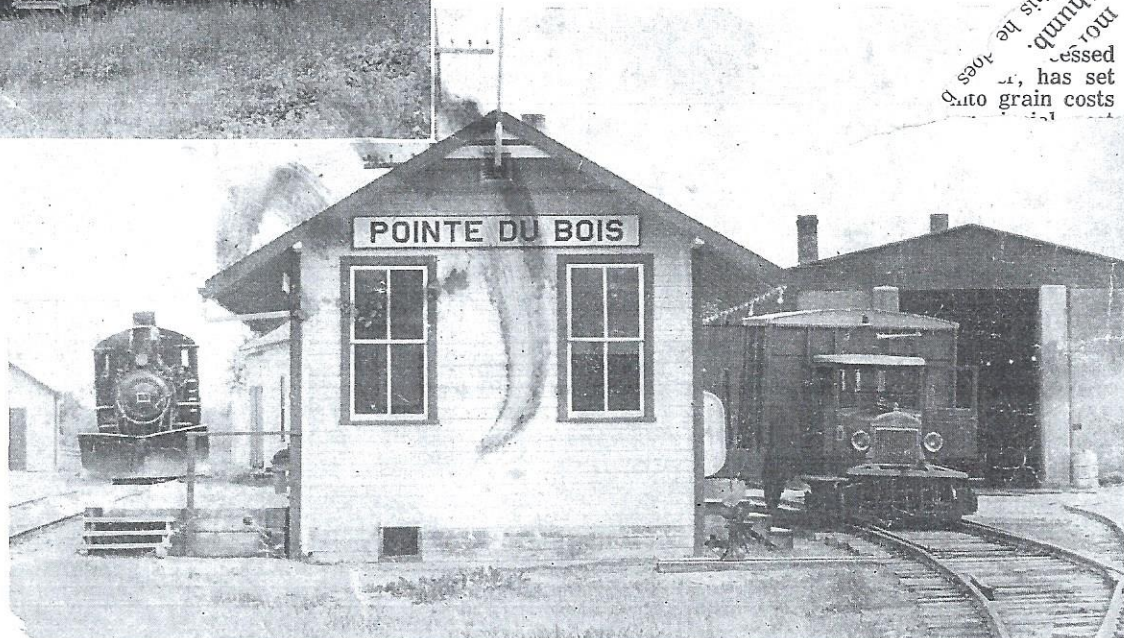
In 1905, No. 22 was renumbered under- in 1912, that is, in the present num- series, it became No. 86.

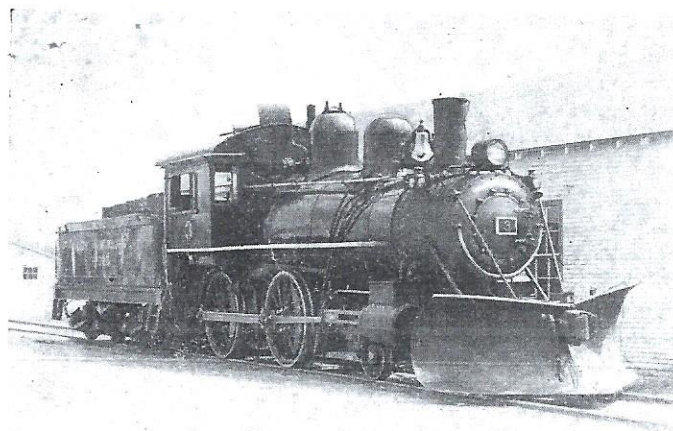
About 1908, the City of Winnipeg undertook the construction of a rail- from Lac du Bonnet, on the Car



A woodland setting provides backdrop for Winnipeg Hydro Locomotive No. 3, shown enroute to pick up work train in the Whiteshell Provincial Forest Reserve in Manitoba.

View of Winnipeg Hydro Railway terminal at Pointe du Bois, Man. Engine No. 3, a Canadian Pacific veteran, stands at left. On station's right side is the regular "train", an ancient but serviceable truck converted to railway use. At far right is No. 3's home, a one-track house.





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Pacific, to a power site at Pointe du Bois, in the woods some 30 miles to the east. It was a light railway, following the contour of the wooded and rocky countryside, meandering along beside pleasant lakes, ponds and streams, much after the manner of main line railways of an earlier period. A variety of equipment was used on the Hydro Railway, but in 1918, the City of Winnipeg approached the Canadian Pacific Railway to buy a good steam locomotive and the choice fell on No. 86. It was sold on November 1, 1918, and renumbered "3". Thereby, the engine's life was prolonged considerably. Even at time of writing, the date of No. 3's retirement is still in the unforeseeable future.

In the years following, Canadian Pacific scrapped most of its 4-4-0 type locomotives, and except for two anachronistic examples still on the roster, "A" class engines 29 and 136, the 4-4-0 has become completely extinct on Canadian railways, but for No. 3 (alias No. 86, No. 133 and No. 22), which will have outdone them all.

Two factors contribute to the remarkable longevity of this little Scottish engine. One is that maintenance regulations for locomotives on private railways are far more lenient than those on common carriers. Generally speaking it may be said that an engine on a private railway may be retained in service as

long as it passes an annual boiler test and inspection; conversely, steam locomotives on public railways are scheduled for internal inspection at maximum intervals of five years, whether they have seen service or not. As a ward of the City of Winnipeg, regulations have been kind to No. 3.

The second factor is the remarkably good care which is apparently given to this engine. Usually, locomotives on private railways are not subject to the care which public lines give to their motive power; according to the men at Pointe du Bois, No. 3 has been in for general repair at Weston Shops on several occasions since its purchase in 1918.

A cursory examination of this locomotive shows good maintenance throughout. The inside motion is particularly well-kept, the eccentric rods being painted as was once traditional on all connected locomotives. Indeed, so well maintained is this little engine that it is possible to see clearly the CPR road numbers "86" and "133" stamped on members of the rods and motioning identification quite simple.

No. 3 is supplemented by an interesting assortment of other, rather unusual but equally well-maintained rolling stock, including a small internal-combustion locomotive, two or three rail-buses and trucks, and an elegant old Pullman combination baggage-passenger car, modernized with handsome electric light fixtures.

It is rather paradoxical to record here that the man frequently in charge on the right-hand side of No. 3, on its occasional trips over the Hydro's scenic backwoods railway, is a genial, veteran Canadian National locomotive engineer, "Uncle Bob" MacFarlane, now enjoying his retirement, but coming out of it once in a while to do a spell of running with a Canadian Pacific veteran.

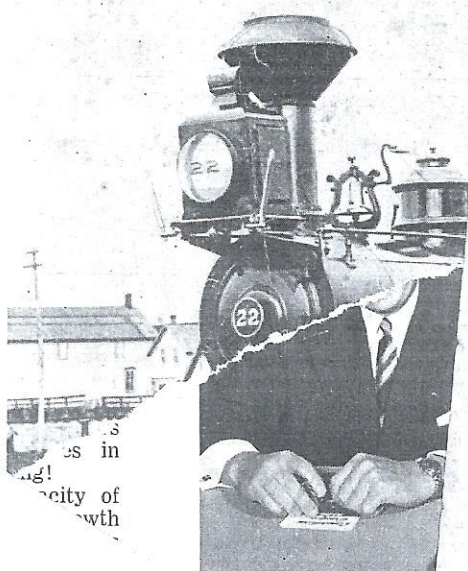
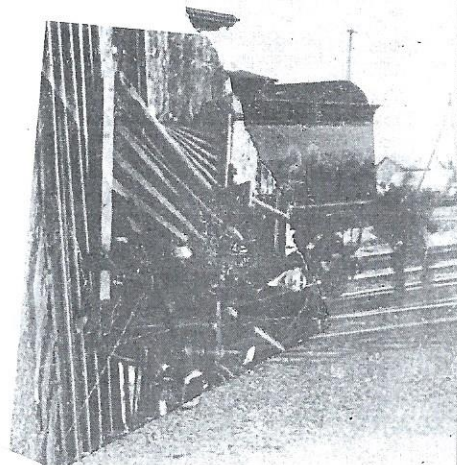
In the course of its career with Winnipeg Hydro, No. 3 has been adapted for various tasks, as evidenced by the big, steel snowplough which is permanently attached in lieu of a front pilot. In spite of these "modernizations", No. 3 is a unique souvenir of the good old days of the saturated steam locomotive, with its square steam chests and flat valves.

The "Countess of Dufferin", which occupies a very important place near the C.P.R. Station in Winnipeg, and, incidentally, in the affections of Winnipeggers particularly, is not far divorced in appearance from No. 3. Small wonder, the "Countess" is only 10 years older than the Hydro engine, though its period of service lasted only thirty-eight years, 1872 to 1910, compared to No. 3's seventy-eight years.

No doubt when the time inevitably comes for No. 3 to be superannuated, her place will be found to be a pre-eminently interesting relic of Canadian railway history, whose period of active service spanned almost the entire history of steam railroading on the

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(Kenora) section of the Hudson Bay Railway. She is seen at right in her heyday of her youth, with her jaunty diamond stack.



G. W. G. McConac
This is just a beginning.

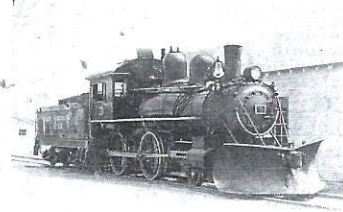
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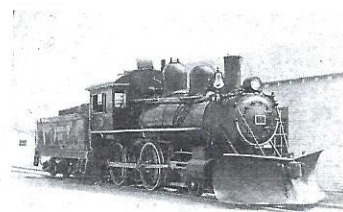
A cursory examination of this locomotive shows good maintenance throughout. The inside motion is particularly well-kept, the eccentric rods being painted red, as was once traditional on all inside-connected locomotives. Indeed, so well-maintained is this little engine that it is possible to see clearly the CPR road numbers "86" and "133" stamped on various members of the rods and motion, rendering identification quite simple.

No. 3 is supplemented by an interesting assortment of other, rather unusual but equally well-maintained rolling stock, including a small internal-combustion locomotive, two or three rail-buses and trucks, and an elegant old Pullman combination baggage-passenger car, modernized with handsome electric light fixtures. It is rather paradoxical to record here that the man frequently in charge on the right-hand side of No. 3, on its occasional trips over the Hydro's scenic backwoods railway, is a genial, veteran Canadian National locomotive engineer, "Uncle Bob" MacFarlane, now enjoying his retirement, but coming out of it once in a while to do a spell of running with a Canadian Pacific veteran.

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No doubt when the time inevitably comes for No. 3 to be superannuated, permanently, a place will be found to preserve this interesting relic of Canadian railroading, whose period of active service will have spanned almost the entire lifetime of steam railroading on the Canadian Pacific.



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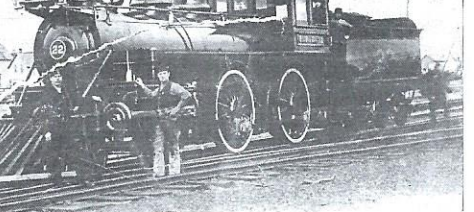
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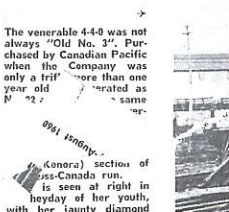


The venerable 4-4-0 was not always "Old No. 3". Purchased by Canadian Pacific when the Company was only a trifling more than one year old, it was "rated as" same "No. 22".

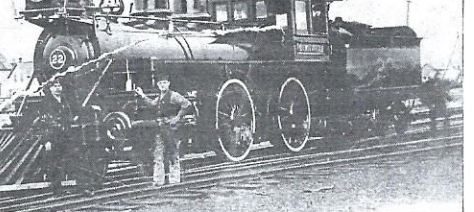


(General) section of the "Countess of Dufferin" is seen at right in heyday of her youth, with her jaunty diamond stack.

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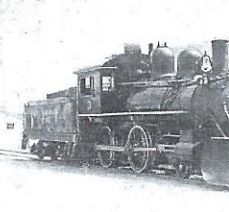


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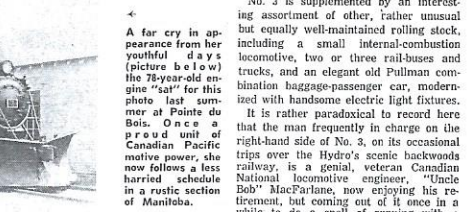


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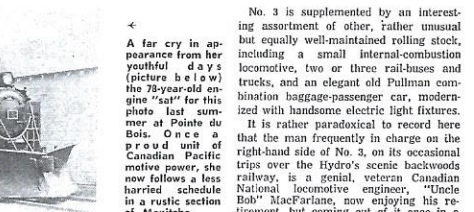


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