



Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 531



JULY - AUGUST



2009

Prairie Dog Central No. 3 Steams Again!

La locomotive no 3 du Prairie Dog Central à toute vapeur!



Published bi-monthly by the Canadian Railroad Historical Association
Publié tous les deux mois par l'Association canadienne d'histoire ferroviaire



CANADIAN RAIL

ISSN 0008-4875

Postal Permit No. 40066621

PUBLISHED BI-MONTHLY

BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

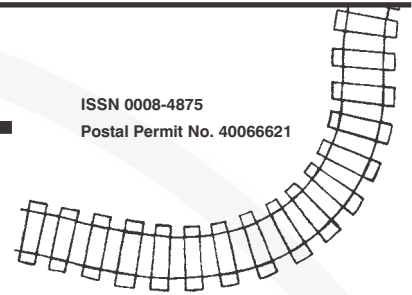


TABLE OF CONTENTS

Fate, Faith And Perseverance, by Paul Newsome	127
The Life and Times of Henry Dübs, by Bob Goch.	127
The Life and Times of Prairie Dog Central's No. 3, by Paul Newsome	128
Stan's Manitoba Photo Gallery, by Stan Smaill	142
Woodman, 1976.	151
Levis Tramways, by J. R. Thomas Grumley	155
Business Car.	165

FRONT COVER: After six and a half years of locomotive rebuilding, including one final year of one frustration after another, Prairie Dog Central's venerable No. 3 got full approval from the boiler inspector and Canada Transport. She performed flawlessly on Mother's Day, Sunday May 10, 2009, her first day back in regular service on the PDC. Bill Stannard.

BELOW: Number 3 photographed on the Grosse Isle Wye in 1980. Paul Newsome.

PAGE COUVERTURE AVANT : La vénérable locomotive no 3 du Prairie Dog Central a reçu enfin l'approbation de l'inspecteur de Transport Canada pour sa chaudière après plus de 3 années et demie de reconstruction dont la dernière fut remplie de frustrations de toutes sortes. Elle a performée sans faute lors de sa première sortie en service régulier en ce dimanche de la fête des mères du 10 mai 2009. Bill Stannard.

CI-DESSOUS: La numéro 3 sur le triangle de virage de Grosse Isle en 1980. Paul Newsome.

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, 110 Rue St-Pierre, St. Constant, Que. J5A 1G7

Membership Dues for 2009:

In Canada: \$50.00 (including all taxes)

United States: \$50.00 in U.S. funds.

Other Countries: \$85.00 Canadian funds.

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to Peter Murphy, X1-870 Lakeshore Road, Dorval, QC H9S 5X7, email: psmurphy@videotron.ca. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

INTERIM CO-EDITORS:

Peter Murphy, Douglas N.W. Smith

ASSOCIATE EDITOR (Motive Power):
Hugues W. Bonin

FRENCH TRANSLATION:

Michel Lortie and Denis Vallières

LAYOUT: Gary McMinn

PRINTING: Impression Paragraph

DISTRIBUTION: Joncas Postexperts Inc.

The CRHA may be reached at its web site: www.exporail.org or by telephone at (450) 638-1522



Fate, Faith And Perseverance

By Paul Newsome

After a seven year hiatus, Prairie Dog Central 4-4-0 No. 3 can once again claim to be Canada's oldest operating steam locomotive. Like two others before her in recent times, Canadian Pacific Railway's 2816 and West Coast Railway Association's 2860, the venerable three spot has undergone a major Class One overhaul. No. 3's restoration included a new boiler, custom manufactured without original drawings. Spearheaded by the volunteers of The Vintage Locomotive Society in Winnipeg, and supported financially by corporate sponsors, various governments

and industry professionals and private donors, the restoration of No. 3 is a major achievement in the preservation of Canadian railway heritage.

Society President Bob Goch has researched the history of Henry Dübs and his locomotive manufacturing business in Glasgow, Scotland that built No. 3, while Paul Newsome walks us through No. 3's history and remarkable restoration back to steam in 2009!

Congratulations are in order to all those who made this dream come true!

The Life and Times of Henry Dübs

By Bob Goch



Henry Dübs (1816-1876) was born to a farming family in Guntersblum near Darmstadt, Germany. He was apprenticed to a machine tooling business. By the age of 21, having gained further experience in Mainz and Aachen, he was working as a machine shop manager. He moved to England and was appointed as works manager of the Vulcan Locomotive Co Foundry near Warrington, Lancashire, in 1842. Here, he was increasingly involved in

Photo courtesy Peter Crosland in Scotland who is the Great-Great-Great Grandson of Henry Dübs.

Gracieuseté de Peter Crosland d'Écosse, l'arrière-arrière-arrière-petit-fils de Henry Dübs.

locomotive building. Between 1842 and 1858 he appears also to have worked for another Lancashire locomotive builder, Beyer, Peacock in Manchester. It seems that he lost his job as works manager in 1857, for reasons that may have had more to do with his managerial style than his technical abilities.

Dübs was not, however, without energy or friends. In 1858 he was appointed as Works Manager for Neilson & Co, the Clydeside, Scotland firm of engineers and locomotive builders, where he replaced the existing Works Manager, James Reid. Dübs seems to have got the job on the strength of his knowledge of locomotive building, since Walter Neilson was, at that time, reorienting his business to concentrate more and more on locomotive building and on the basis of his commercial connections. Moreover, Dübs was made a partner in the Company.

Very shortly after Dübs joined Neilson & Co., new premises were opened at Springburn, Glasgow, Scotland, and Dübs, as Managing Director, coordinated the final phase of works construction and organized production at the new site. However, it soon became clear that Dübs and Neilson did not have a good working relationship. In 1863, Dübs gave up his partnership and established his own locomotive building company, which Neilson stipulated should not be any closer than three miles to his new Hyde Park Works in Springburn.

The site Dübs chose was in Aitkenhead Road, Queen's Park in Polmadie, on the south side of Glasgow. Here he opened as the Glasgow Locomotive Works in 1864. Dübs' new firm, Dübs & Co., proved very successful. Although Neilson had found Dübs 'pig-headed' and had not rated him highly as an engineer, Dübs had inspired sufficient loyalty and respect to enable him to take a number of workers with him when he left Neilson & Co. These included Sampson George Goodall-Copestake, Neilson's chief draughtsman, who eventually became a partner. In addition, a number of Neilson's customers started to place orders with Dübs.

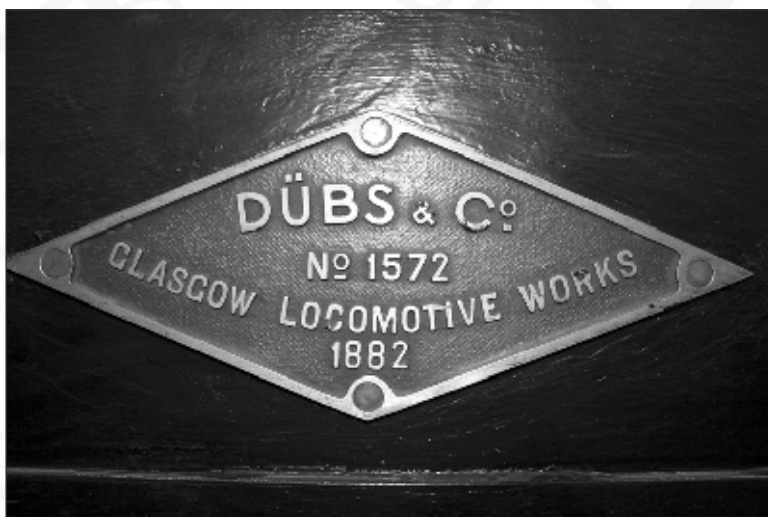
By 1866 Dübs & Co. was receiving orders from abroad, and providing his old employer, the renamed locomotive builders, Neilson, Reid & Co., with plenty of competition. It appears that Dübs' areas of particular interest and expertise lay in engineering layout, in the refinement of equipment and in the finer points of steel making. It also seems as if he had the edge when it came to organizing ability.

Although making locomotives was its main business at this time, Dübs & Co. also manufactured traction engines and steam cranes. His Company was notable too, in that, in January 1866, it was the first to employ women in its drawing office as tracers.

Henry Dübs died of cancer in 1876, at the age of 60. He was succeeded as Managing Partner by William Lorimer, who had joined the

Company in 1864. Lorimer held this position until 1903. During the years after Dübs' death, the Company expanded its export business, and together with Neilson, Reid & Co. made Glasgow the largest centre of locomotive building in Britain.

In 1888, Manchester locomotive builders, Sharp, Stewart & Co., moved its premises to Springburn, Glasgow. Eventually, the three locomotive building companies amalgamated as the North British Locomotive Co. in 1903. At that time, Dübs & Co. was the second largest locomotive works in Britain, employing 2,423 people.



Paul Newsome

The Life and Times of Prairie Dog Central's No. 3

By Paul Newsome

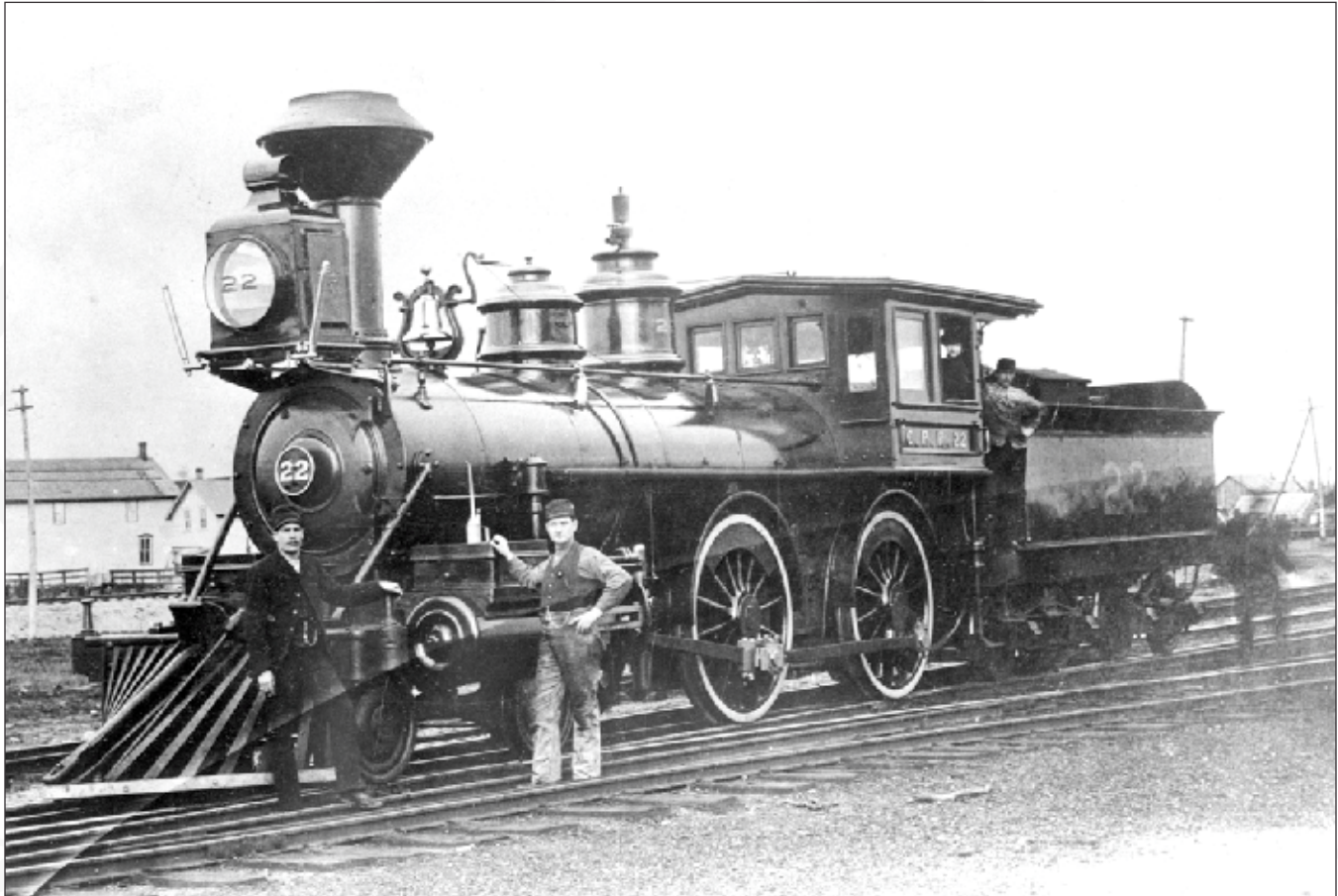
In April 1882, the Canadian Pacific Railway took delivery of 4-4-0 steam locomotive No. 22 from Dübs & Co. in Glasgow, Scotland at a cost of \$12,755, including \$2,555 of duty. Completed under builder's number 1572, she was one of several locomotives built by Dübs & Co. for the CPR.

History has not recorded the name of the ocean vessel on which No. 22 was shipped to North America. What is known, however, is that when No. 22 arrived in North America, she was sent to Winnipeg (then the CPR's Western Division headquarters) via Chicago, St. Paul and Emerson, Manitoba because the CPR line around Lake Superior was not completed until 1885. She was put into service upon arrival as were the other Dübs engines received at that time. In his book *Van Horne's Road*, Omer Lavallée, CPR's late Corporate Historian, wrote, "The backbone of Western Division motive power was a number of clean and well-balanced passenger engines

built by Dübs & Company of Glasgow, Scotland, and delivered in the spring of 1882. Upon the CPR assuming custody of the last section of the government-built section between the Lakehead and Winnipeg in 1883, many were assigned to passenger service on what would eventually become the Kenora Division."¹

Some of No. 22's working history is known, and was made available through the helpful assistance of Omer Lavallée. While no assignment records exist for No. 22 during the period of 1882 to 1902, the available information makes it likely she spent many of those years working in CPR's Western Division, probably out of the Lakehead. The only known photograph of No. 22 in that time period shows her at Rat Portage (now Kenora, Ontario) in the mid 1880's.

¹ Van Horne's Road by Omer Lavallée; Railfare 1974; page 127.



Canadian Pacific Railway No. 22 built by Dübs in April, 1882 as photographed at Rat Portage, Manitoba in the mid 1880's. Heavily rebuilt by the CPR in 1909, today's No. 3 possesses original frame, main rods, possibly the driving wheel centers, the reversing rod and valve stem rods. CPR Archives # NS8173.

La locomotive no 22 du Canadien Pacifique construite par Dübs en avril 1882 et photographiée à Rat Portage au Manitoba au milieu des années 1880. Malgré une importante reconstruction par le CPR en 1909, la no 3 actuelle possède encore son châssis, ses bielles, probablement ses centres de roues motrices, sa tige d'inversement et sa tige de tiroir, d'origine. Archives du CPR no NS8173

Sometime between June 1897 and June 1898, No. 22 was sent out to British Columbia. She worked there until when she was returned to Winnipeg in November 1908 (see assignment record). While working west of Winnipeg, she was renumbered to No. 133 on December 10, 1907, then to No. 63 on September 5, 1912 and finally to No. 86 on October 5, 1913 (see assignment record).

In July 1909 she was equipped with a new non-superheated boiler, the original boiler having lasted some 27 years. By that time, the size of locomotives on the CPR had increased considerably since 1882, with Ten-Wheelers, Consolidations and Pacifics now handling most of the freight and passenger trains. Generally speaking, the usefulness of 4-4-0's was by then becoming limited on most large railways, but a new boiler was considered a good investment since these former all-purpose locomotives could still fill out an essential part of CPR's motive power requirements.

Following the installation of a new boiler and the conversion from wood to coal for fuel, No. 133 was assigned to Fort William, Kenora and Ignace until June 1916 when she was sent to Winnipeg and put into service there. During this period, No. 133 had been renumbered twice – first as No. 63 for about a year, and then to No. 86, her last CPR number. In September 1916, No. 86 was laid up in Winnipeg where she remained in storage until April 1917 when she was leased to the City of Winnipeg, for use on their Winnipeg River Railway at \$10.00 per day. She remained on lease through to October 1918, and was sold to them in November 1918.

When sold, No. 86 – ex-Nos. 133 and No. 63, nee No. 22 – was later renumbered to No. 3 by the Winnipeg River Railway. Life for this somewhat obscure 4-4-0 became simpler since the pace on the Winnipeg River Railway was less demanding – and decidedly less uncertain. No. 3 worked between Pointe du Bois and Lac du Bonnet, Manitoba on the line servicing the Pointe du Bois generating station, part of a hydro-electric complex.



No. 3 and a coach full of company pic-nickers at Lac du Bonnet in 1922. Vintage Locomotive Society Collection.

La locomotive no 3 et une voiture coach remplie de pique-niqueurs à Lac du Bonnet en 1922. Collection Vintage Locomotive Society.

When sold, No. 86 – ex-Nos. 133 and No. 63, nee No. 22 – was later renumbered to No. 3 by the Winnipeg River Railway. Life for this somewhat obscure 4-4-0 became simpler since the pace on the Winnipeg River Railway was less demanding – and decidedly less uncertain. No. 3 worked between Pointe du Bois and Lac du Bonnet, Manitoba on the line servicing the Pointe du Bois generating station, part of a hydro-electric complex.



During restoration work her Dubs builders number 1572 and CPR 'number 63' became visible on the reversing rod. On the valve stem rod its 1572 and CPR 'number 22'.

Pendant les travaux de restauration, on découvrit le no 1572 du constructeur Dubs et le no 63 du CPR sur la tige de l'inverseur. De même pour le no 1572 de Dubs et le no 22 du CPR sur la tige du tiroir.

Unbeknownst to anyone at that time, the sale of No. 86 to the Winnipeg River Railway (later named Winnipeg Light & Power Co., and then Winnipeg Hydro) secured an amazing second lease on life for this locomotive at a time when others in her class were spending their twilight years waiting on their next assignment or their trip to the scrap yard. As the years passed, the numbers of the once predominant 4-4-0 locomotive dwindled with the purchase of larger locomotives by CPR to meet their ever-increasing tonnage demands. By the 1930's, the 4-4-0 was something of a rarity on Class 1 railways.

In the ensuing years between the Depression and World War II, 4-4-0's on the CPR, as on most North American Class I and II railways, became virtually extinct, other than Nos. 29, 136 and 144 which also found a refuge of sorts working in Chipman, New Brunswick. These three locomotives survived because of light rails and bridges which could not accommodate larger locomotives, and all three saw service right to the end of steam on the CPR in 1960. Today all are preserved, with No. 136 operating on the South Simcoe Railway in Tottenham, Ontario, No. 144 on display at Exporail in Delson, Quebec, and No. 29 on display outside CPR's Corporate Headquarters in Calgary, Alberta.

There are a total of seven 4-4-0 type locomotives preserved in Canada, six of them originally ran on the CPR, the others are:



No. 29, an 1887 product of Canadian Pacific Railway's New Shops in Montreal. The locomotive is owned by the CRHA and is on display outside Canadian Pacific Railway's head office in Calgary. CRHA Archives, Fonds Kemp.

La no 29, construite en 1887 dans les nouveaux ateliers du Canadien Pacifique à Montréal. Cette locomotive appartient maintenant à l'ACHF et est exposée à l'extérieur du siège social du Chemin de fer du Canadien Pacifique à Calgary. Archives ACHF, Fonds Kemp.



No. 136, built by Rogers in 1883 and star of the CBC television series 'The National Dream', 136 is now owned by the South Simcoe Railway Heritage Corporation in Tottenham, Ontario. CRHA Archives, Fonds Kemp.

La locomotive no 136, construite par Rogers en 1883, vedette de la série « Le grand défi » de Radio-Canada, appartient maintenant à la South Simcoe Railway Heritage Corporation de Tottenham en Ontario. Archives ACHF, Fonds Kemp.



No. 144 was built in March of 1886 at the Canadian Pacific Railway's New Shops, it is on display at Exporail, and is the oldest Canadian manufactured steam engine in existence. R.S. Ritchie.

La no 144, construite en mars 1886 aux nouveaux ateliers du Chemin de fer du Canadien Pacifique, est la plus ancienne locomotive à vapeur canadienne encore existante. Elle est actuellement exposée au musée Exporail. Ronald Ritchie.



No. 374, built in 1886 at the Canadian Pacific Railway's New Shops, is on display at the West Coast Railway Association's 374 Pavilion in Vancouver. This locomotive hauled the first CPR passenger train into Vancouver on May 23, 1887, WCRA.

La no 374, construite en 1886 aux nouveaux ateliers du Chemin de fer du Canadien Pacifique, est exposée au pavillon 374 de la West Coast Railway Association de Vancouver, WCRA.



The Countess of Dufferin, built by Baldwin in 1872 is on display at the Midwestern Rail Association's Museum at the VIA Rail Station in Winnipeg. This locomotive was shipped to Winnipeg via the USA and was barged to the CPR railhead construction site. It was the first locomotive to arrive in western Canada. CRHA Archives, Fonds Kemp.

La locomotive « Comtesse de Dufferin », construite par Baldwin en 1872, est exposée au musée de la Midwestern Rail Association, lequel occupe les voies 1 et 2 de la gare de Via Rail à Winnipeg. Cette locomotive fut expédiée à Winnipeg via les États-Unis et transportée par barge vers la tête de la ligne en construction du CPR. Elle fut la première locomotive à se rendre dans l'Ouest canadien. Archives ACHF, Fonds Kemp.



Another 4-4-0 preserved in Canada is Grand Trunk No. 40, built by Portland (Maine) in 1872, this classic 'American look' locomotive was part of the CNR's Museum Train and is in storage at the Canada Museum of Science and Technology in Ottawa. Donald Angus took this image when the locomotive was on display at Dorval, Quebec in 1963. CRHA Archives, Fonds Angus.

La Grand Tronc no 40 est une autre locomotive 4-4-0 préservée. Une classique de type American, construite à Portland dans le Maine en 1872 et qui a fait partie du Train musée du CNR. Elle est entreposée au Musée canadien des sciences et technologies d'Ottawa. Elle fut photographiée par Donald Angus au moment où elle était exposée à Dorval au Québec en 1963. Archives ACHF, Fonds Angus.

No. 3, however, held – and still holds – the distinction of being the oldest operating steam locomotive in Canada, and is among the oldest regularly operating steam locomotives in North America. She never received much in the way of modernization. For example, her main rods and valve stem rods still carry the Dübs builder number 1572. The new boiler she received in 1909 was not superheated, unlike the new boilers CPR installed on locomotives shortly after that time. Neither did she receive new spool valves, retaining her slide valves to this day. She did receive a snow plow pilot in 1937 (which was removed in 1967), and a new steel cab in early 1944 following a near disastrous fire at the Pointe du Bois enginehouse in December 1943. Throughout her active life at her new home railway, major work on No. 3 was handled by CPR's Weston Shops in Winnipeg, while running repairs were handled at Pointe du Bois.

Steam on CPR and CNR came to a final end in 1960. No. 3, though, continued working on the City of Winnipeg Hydro railway line out of Pointe du Bois until 1961 when she was removed from service and stored.

In the early 1960's, the City of Winnipeg was slated to host the 1967 Pan Am Games. One of the City's Aldermen, Leonard Claydon, knew about No. 3 and envisaged her doing train ride tours around the City during the Games. Interest in such a venture developed, and No. 3 (along with combination coach number 103) were moved by flat bed truck to Winnipeg in October 1966. Ultimately this idea did not materialize, but the seed for starting a vintage steam train had been planted and some interest had been generated through the promotion of this idea. The people who had worked with Leonard Claydon on the Pan Am Games plan formed The Vintage Locomotive Society Inc. on April 4, 1968 to establish a proper custodian group. The Society was established as an all-volunteer non-profit charitable organization, which it continues to be today. The new plan was to get No. 3 back in operation for Manitoba's Centennial in 1970.

Funds became available to re-tube No. 3, refurbish her and put her back into operation for Manitoba's Centennial. On July 1, 1970 she made a historic trip to Lower Fort Garry carrying Canada's then-Prime Minister Pierre Elliot Trudeau and members of the Manitoba Legislature as part of the province's centennial celebrations.

This event launched No. 3's third career as the prime motive power for the Prairie Dog Central vintage train for the then 88-year old survivor. Regular operations of the Prairie Dog Central started on July 11, 1970, and through 1974, the train pulled by No. 3 operated on the seldom used CN Cabot Subdivision (formerly CN's Harte Subdivision). Beginning in 1975, operations moved to CN's Oak Point Subdivision where the train operated weekend excursions and charters from the Winnipeg suburb of St. James to Grosse Isle, Manitoba from 1975 to

1996. After 1996, the Society was faced with the daunting task of raising money to purchase a portion of the Oak Point Subdivision, construct a storage facility and necessary trackage, and move the St. James Station following CN's announcement that the Subdivision was to be abandoned.

It is an interesting observation about the Society and the dedication of its committed volunteers that they could not accept the idea that the train might no longer operate. From 1997 through to late 1998 a major fund-raising campaign was conducted, resulting in \$1.2 million, with half raised by the Society (including a \$100,000 donation from Winnipeg Hydro) and the balance made up of Federal and Provincial funding.

After a two-season hiatus, operations resumed on Saturday July 3, 1999, with the dedication ceremony taking place on September 11, 1999. The Prairie Dog Central, with No. 3 at the head-end, was back in action.

In December 2001 following the end of a successful season, routine ultrasound testing of No. 3's firebox and boiler shell was conducted. The results yielded extremely bad news: there were thin spots spread over large areas of both the firebox and the boiler shell. This resulted in the condemnation of the boiler.

Major questions now had to be answered: Should No. 3 be made a permanent static display? Is there an alternate steam locomotive available? What would it take to have a new boiler constructed? The Society's Board considered the immediate options, and a decision was taken to first explore what it would take to have a new boiler constructed before looking elsewhere.

Initial inquiries resulted in contacting Saskatoon Boiler Manufacturing Co. Ltd., located in Saskatoon, Saskatchewan. This Company had been contracted by CN in 1992 when CN was re-tubing and replacing the front tube sheet on No. 3. It was the nearest company that had the equipment to flange the tube sheet. Discussions with Ray Graves, President of Saskatoon Boiler, then resulted in a call to John Corby, a retired Curator of the Museum of Science and Technology (CMS&T) in Ottawa, to see what drawings existed in the CMS&T collection. The CPR had transferred all of its steam drawings to the CMS&T in the early 1960's. John searched for any drawings that could be used for constructing a new boiler. Although he found some related drawings, ultimately he could not locate the exact drawings for No. 3's 1909 boiler. Every drawing that John located was shipped to Ray Graves for his review.

Ray expressed interest in undertaking this project as his Company had previously produced a boiler for a steam traction engine. He knew about the Society and the Prairie Dog Central, and felt that this would be a good project for his Company. On March 2, 2002, Ray traveled to Winnipeg to inspect No. 3 and get a first-hand view of her. He and key Society members spent a full day

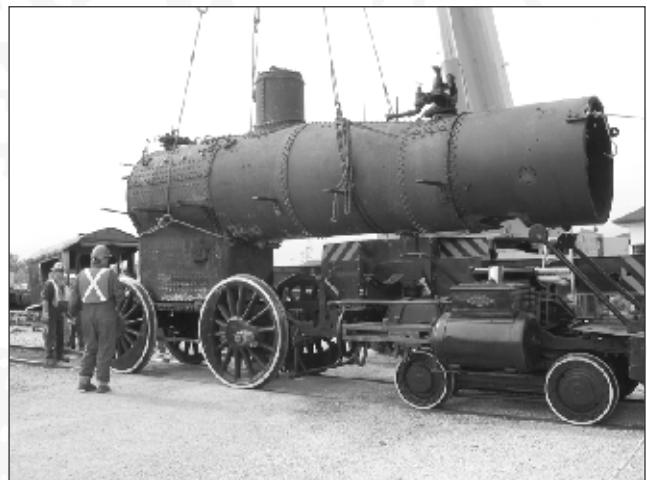
examining the locomotive and discussing construction details, as well as reviewing the regulatory requirements. Because no drawings of No. 3's boiler had been found, an essential construction requirement was to ship the old boiler to Saskatoon so it could be used as a template for the extensive engineering work that would be necessary to produce a new set of drawings and manufacture a duplicate boiler based upon current engineering standards.

One month later, Ray provided a written estimate of what would be involved. All that would really be needed was the money to complete the project – and faith that the funds could be found. But, given what the Society had done a few short years before when it raised \$1.2 million, nothing seemed impossible. The decision was made to accept Saskatoon Boiler's estimate, with the provision that the money had to be raised before placing the order.

Because of this decision, all other options were then ruled out, and a plan for the disassembly of No. 3 was developed. A select team was formed and they adopted one overriding rule: Nothing was to be removed without it being fully documented. One aspect of volunteer organizations is that pure enthusiasm can be both a blessing and a curse – a double-edged sword. With this project, no one wanted enthusiasm to create a future problem. Work began, carefully to be sure, since it was imperative that everything be carefully documented with digital photos and deconstruction notes so that no problems would arise when everything was ultimately put back together.

After much hard work, one year later on April 5, 2003, sufficient money had been raised to officially order the new boiler. By then, most of the disassembly had been completed, except for some work around the cab and firebox. A complete deconstruction record of well over 200 detailed digital photos had been made, with copies printed in a large binder along with the deconstruction notes. Parts had been carefully tagged and stored on shelving for re-assembly.

On May 31, 2003, No. 3's cab was removed. Arrangements were then made with the help of a local crane company and a local trucking company – both of whom donated their services – to have No. 3's boiler removed from her frames and shipped to Saskatoon Boiler. On August 28, 2003, the boiler was lifted straight out of the frames in a precision move that would rival a space program launch. There was only "?" clearance on either side between the firebox and the frames when the cables were properly secured. As the lifting began the 30,000 pound boiler came straight up without even snagging the frames. It was then carefully placed on cribbing on a flatbed truck. From the start of the lift to when the flatbed truck drove away to Saskatoon took four hours.



Paul Newsome.

With No. 3's boiler off, the project team then was able to focus on several tasks that were only possible with the boiler removed. One major task was to drop the driving wheels out of the frames to permit work on the driving wheel boxes, wedges and pedestal shoes, as well as to re-tram the engine. Several other refurbishing projects were commenced – all of which were done by volunteer members in the Society's small shop facility.

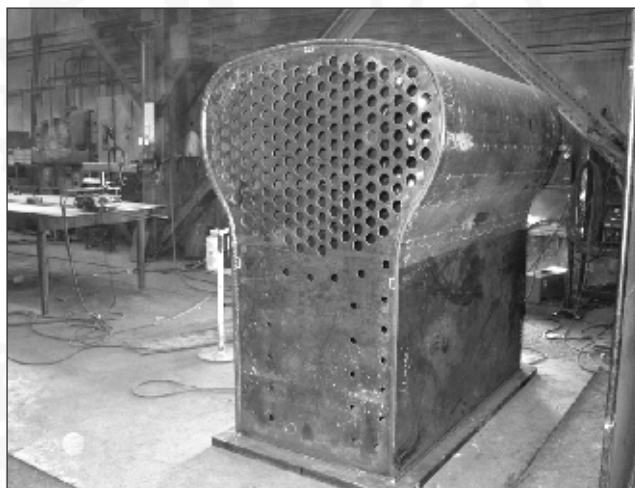
Although not part of the boiler itself, the main air reservoir had to be replaced as it would not have passed the current standard for a pressure vessel. As the tank sits between the frame under the boiler, it was replaced prior to the arrival of the new boiler.

Because no drawings of No. 3's boiler existed, Saskatoon Boiler had to start from ground zero to produce a complete set of new drawings for a boiler meeting 2004 engineering standards for an 1882 locomotive. All of this has taken considerable time and energy. Numerous conference calls between Saskatoon Boiler and the Society have taken place to deal with a multitude of details. Society officials made two trips to Saskatoon Boiler and spent time with their engineers reviewing drawings over the next ten months.



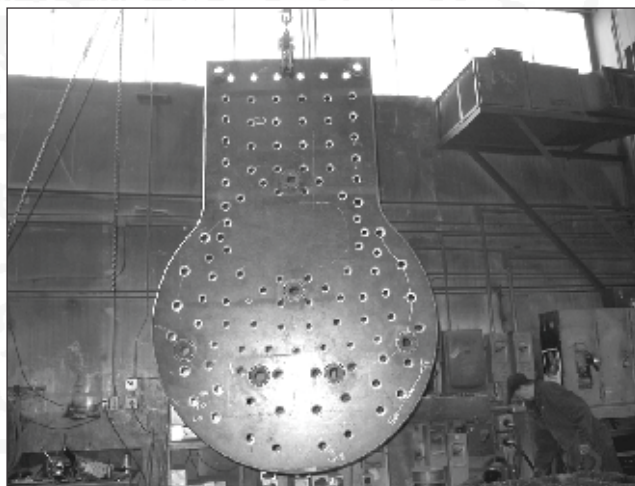
Seen here inside Saskatoon Boiler Limited with number 3's old boiler on September 9, 2003, in the background are left to right: Bob Harris, Ray Graves (President of Saskatoon Boiler), Dean Danforth, a Saskatoon Boiler Engineer, Ralph Grant, Paul Newsome, and another Saskatoon Boiler Engineer. Paul Newsome.

Vue de l'intérieur de l'atelier de la Saskatoon Boiler Limited avec l'ancienne chaudière de la no 3 en arrière-plan, le 9 septembre 2003. De gauche à droite : Bob Harris, Ray Graves (président de la Saskatoon Boiler), Dean Danforth, un technicien en chaudière de Saskatoon, Ralph Grant, Paul Newsome et un autre technicien en chaudière de Saskatoon. Paul Newsome.



The working group discusses construction details for the new boiler. Current day regulatory requirements were built in right from the start. Paul Newsome.

Une équipe de travail discute des détails de construction pour la nouvelle chaudière. Les normes actuelles furent appliquées dès le début. Paul Newsome.

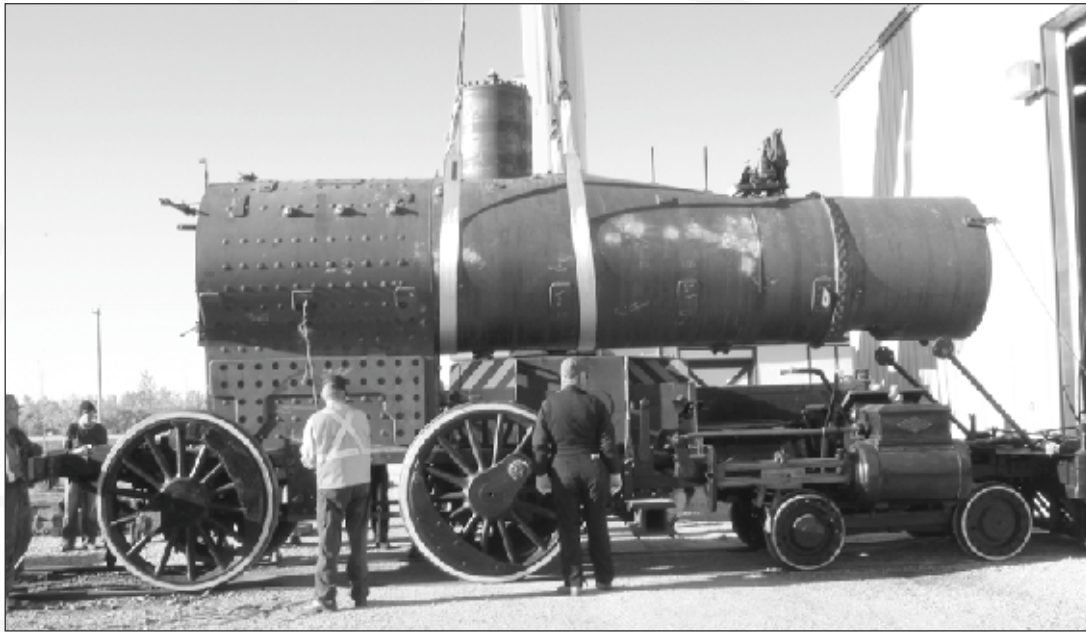


Three views of No. 3's new boiler being manufactured on April 5, 2004. The main boiler barrel, note the old boiler in the background; the firebox; finally a photo of the backhead. Paul Newsome.

Le 5 avril 2004, trois vues de la nouvelle chaudière de la locomotive no 3 en construction : le corps principal de la chaudière avec l'ancienne chaudière en arrière-plan; le foyer; et enfin une photo de la plaque de l'extrémité arrière. Paul Newsome.

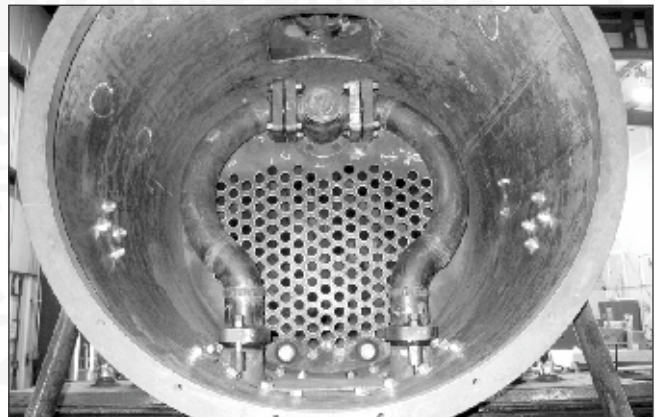
After the new boiler was shipped back to Winnipeg, the first major task was to securely fasten the boiler to the frames. This work began at the front end on October 8, 2004. The front end of the smokebox was rigidly attached to the cylinder saddle, the back end was

secured with a system of expansion clips and brackets which prevent up and down movement of the boiler in relation to the frames. While keeping the boiler secure, the system allows longitudinal expansion of the boiler when it is heated up.



On October 8, 2004 the new boiler arrived back in Winnipeg and was lowered onto No. 3's frame. Paul Newsome.

Le 8 octobre 2004, la nouvelle chaudière, arrivée de Winnipeg, fut descendue sur le châssis de la locomotive no 3. Paul Newsome.



With the new boiler back on the locomotive frame, work continued over the winter of 2004 – 2005 on the installation of the piping within the smoke box (by coded welders), cutting of the hole for the smoke stack, etc. in the shop. The bolting of the piping header and footer bolts within the smoke box was by no means an easy task due to the extremely limited working area inside. The bolts had to be tightened in a sequential fashion to ensure that the connection was snug and with equal pressure on all bolts. It is important to remember that these pipes carry the full boiler pressure steam from the throttle to the valves and cylinders, and the fit of all pieces has to be perfect. Paul Newsome.

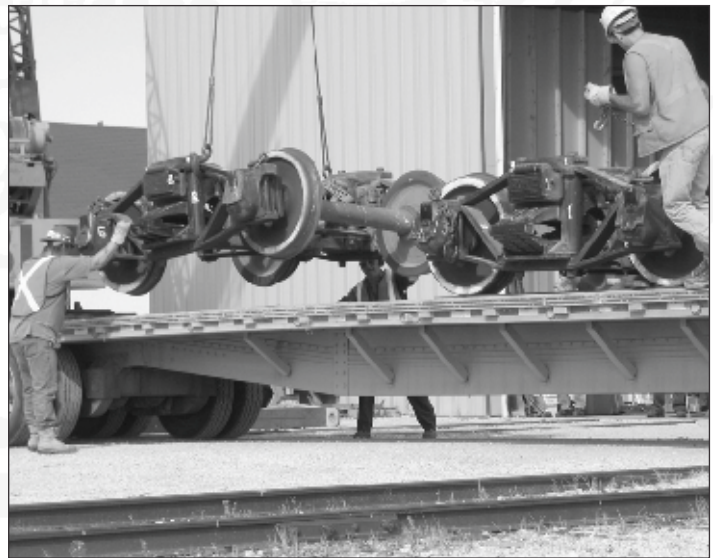
La chaudière étant montée sur le châssis, le travail se poursuivait dans l'atelier pendant l'hiver 2004-2005 afin de faire installer la tuyauterie dans la boîte de fumée (par des soudeurs certifiés) et de percer un trou pour recevoir la cheminée, etc. Le boulonnage des tubes, du foyer à la boîte de fumée, ne fut pas aisé à cause de l'espace restreint dans cette dernière. Les boulons devaient être serrés en une séquence prédéterminée pour assurer une connexion bien ajustée et une pression égale sur chacun. Il est important de rappeler que ces tubes supportent la totalité de la pression de la vapeur, du régulateur jusqu'aux tiroirs et des cylindres. Les pièces doivent s'emboîter à la perfection. Une nouvelle poutre pare-choc fut ensuite ajoutée à l'extrémité arrière avant l'installation de la cabine. Paul Newsome.



While all the front end work was proceeding, work was also underway to straighten and align the rear buffer beam. This work too was heavy and tedious, and it was necessary to ensure that the cab framing fit properly since parts of the cab steel connecting with the frame had to be replaced or renewed. The cab required extensive work on the parts that fasten it to the frame and boiler, as well as extensive interior woodwork. By 2006 the piping installation was well underway, boiler insulation and

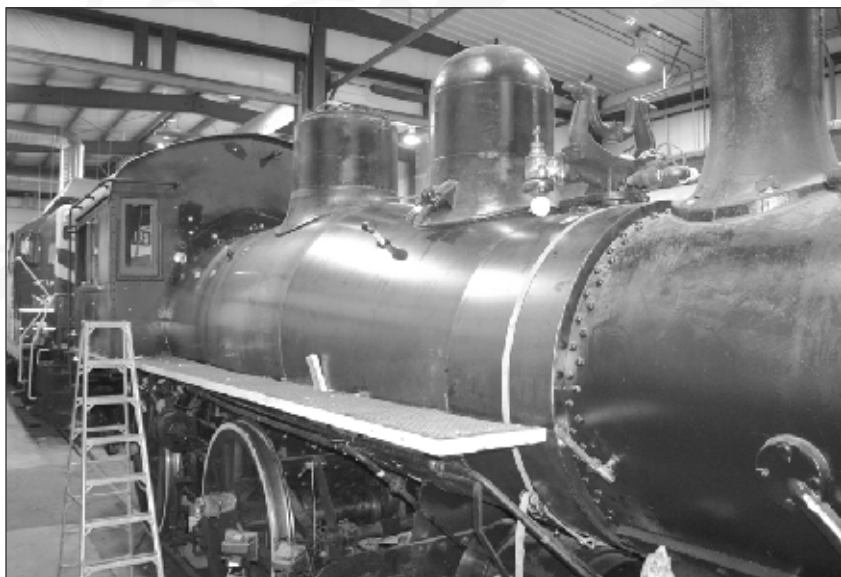
lagging completed - she was beginning to look like her old self again!

Another parallel project was the overhaul of the tender. The brake rigging and trucks were removed, axles ultra sound tested and the wheels were turned at Progress Rail. The tender trucks were completely rebuilt at that time. The tender body was stored on cribbing during this process.





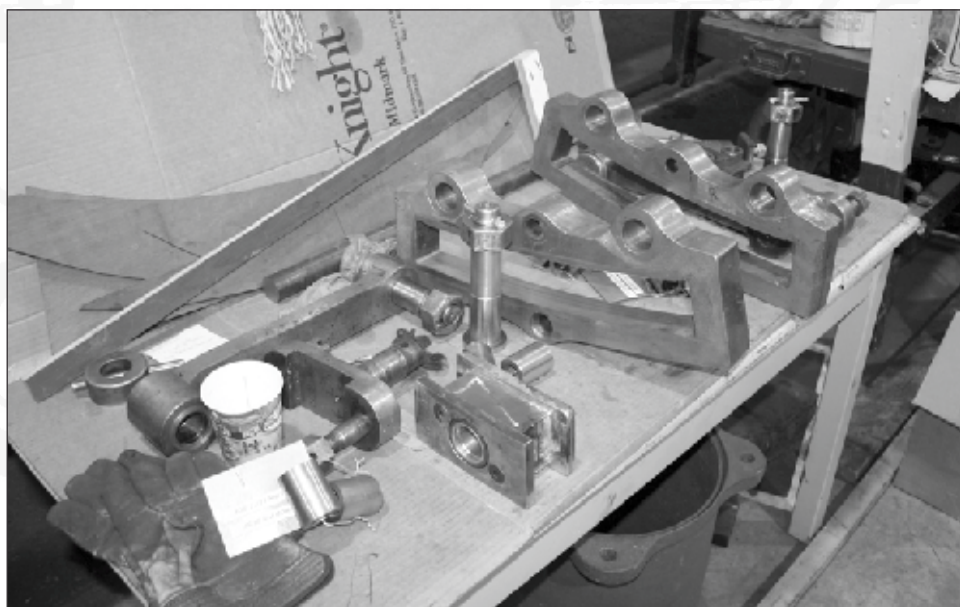
By early 2007 the cab had been reinstalled and the insulation and boiler lagging applied, old No. 3 was beginning to look like her old self! Paul Newsome.



La cabine fut réinstallée et la chaudière calorifugée au début de 2007. La vieille locomotive no 3 commençait à retrouver son allure d'antan. Paul Newsome.

Meanwhile back in the machine shop the valve gear was being attended to. Paul Newsome.

Pendant ce temps, dans l'atelier d'ajustage mécanique, on préparait le mécanisme de distribution. Paul Newsome

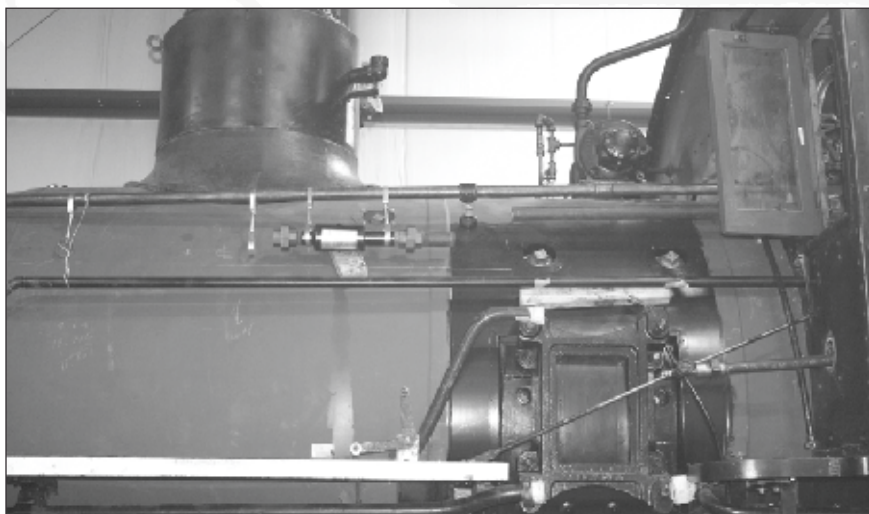
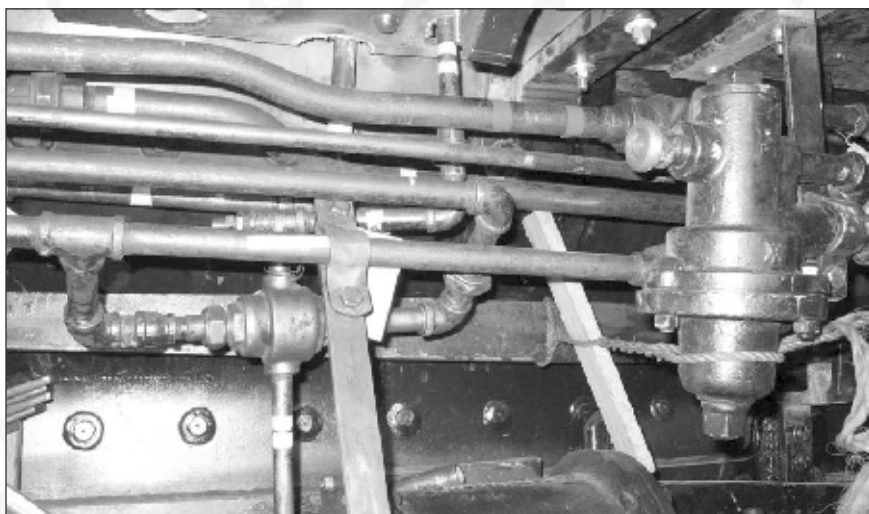


In August 2008, following the time-consuming re-fitting appliances, installation of new piping and other parts, arrangements were made for the second hydrostatic test. While the boiler was hydrostatically tested and certified before it left Saskatoon Boiler, a second test was required to confirm the integrity of all the

new piping and fittings which are under boiler pressure. At this test, the steam dome cover failed. The integrity of the metal had deteriorated and leaked under pressure. Arrangements were then made with Saskatoon Boiler to engineer a new dome cover that was delivered in early November 2008.



A hydrostatic test is a test to confirm the integrity of the boiler and all joints, fittings, etc. that are subject to boiler pressure. It is conducted by pumping the boiler full of warm water and maintaining this at a pressure equal to 50% above the maximum steam working pressure. This allows any leaks that might exist to be discovered in a safe manner, which is not the case when the boiler is under steam pressure. No. 3's boiler was hydrostatically tested at 240 pounds per square inch (PSI), the steam operating pressure is 160 PSI.



Three views of some of the associated piping that had to be installed, steam, air and boiler side. Paul Newsome.

Trois vues d'éléments de tuyauterie à installer, conduits de vapeur, d'air comprimé et autres tuyaux posés sur les côtés de la chaudière. Paul Newsome.

It's August 16, 2008 and No. 3 is back together. The 2008 – 2009 winter will be spent installing the final details and testing of various systems. Paul Newsome.

Les composantes de la locomotive no 3 sont enfin rassemblées en ce 16 août 2008. Les derniers détails seront ajoutés et divers systèmes seront testés pendant l'hiver 2008-2009. Paul Newsome



Throughout the process, we cannot overstate the detailed paperwork involved, documenting the dismantling, hydrostatic test recording (boiler and all pressure related piping and appliances) and other regulatory paperwork, etc. Nor can we overstate the efforts and determination of the volunteers of the Vintage Locomotive Society who 'pulled it off'. It is anticipated that the entire project in every respect cost approximately \$350,000. No. 3 returned to active service on Sunday, May 10, 2009 hauling the Mother's Day Special and there was considerable fanfare to celebrate the return to service of the oldest operating steam locomotive in Canada.

Two "F" words figure prominently in this story: Fate and Faith. Fate created the circumstance which resulted in No. 3 surviving all others in her class. Faith in the belief that nothing financially or physically is impossible got No. 3 running, and has kept her running. That and the perseverance of Society's volunteer members who continue to be her guardian.

Ralph Grant, a spry 82 years young is the only surviving founding member of the Vintage Locomotive Society. He had the honour of operating No. 3 on its return to service on May 10, 2009. Ralph hasn't lost his touch, he had her steaming like a fine clock. Bill Stannard.

Ralph Grant, un jeune homme plein d'entrain de 82 ans, est le seul membre fondateur de la Vintage Locomotive Society encore en vie. Il a eu le privilège de conduire la no 3 lors du retour en service le 10 mai 2009. Ralph n'a pas perdu la main, il a plutôt contrôlé la locomotive de main de maître. Bill Stannard.

CPR's Locomotive Stock Book (1883 to circa 1900)

- Class: 17" X 24", 62" 8-wheeled
- Builder: Dubs, 1882, No. 1572
- Received: April 1882
- Cost: \$10,220; Duty \$2,555. Total cost: \$12,755
- Straight steel boiler, 50" shell; 154 tubes, 2" diameter
- 56" wrought iron driving wheel centers
- Steel guides; cast steel crossheads
- 2 injectors
- 8' 6" centers of drivers
- 28" wrought iron spoke engine truck wheels, steel axles
- 33" wrought iron spoke tender truck wheels, steel axles
- Wrought iron crank pins, case hardened
- Tank: 2,270 gallons
- Weight, working order: 82,500 lbs.

Assignment Record

1882	April	Received from Dübs & Company, Glasgow, Scotland. 4-4-0 type, 17" X 24" cylinders, 62" driving wheels, Builder's serial number 1572. Assigned CPR road number 22 (Series I); no class assigned. Shipped to Western Division via Chicago, St. Paul and Emerson, account the CPR line around Lake Superior was not completed until 1885.
1882 – 1902		No locomotive assignment records in existence, but a photograph from CP's Corporate Archives taken about 1886 shows the locomotive at Rat Portage (Kenora). Repair records show that No. 22 received repairs during this period at Fort William and Kenora. Sometime after June 1897 No. 22 was moved to the Pacific Division as the first noted repair was done in Kamloops in 1898.
1903	Jan. - July Aug. - Sept. Oct. - Nov. Dec.	In service Sicamous Jct. to Okanagan Landing Shown as "under repair" In service at North Bend In service at Vancouver
1904	Jan. - Aug. Sept. - Dec.	In service out of Vancouver In service out of Kamloops
1905		Locomotive assignment record not in existence.
1906	Jan. - Apr. May - Dec.	In service at Kamloops In service at Revelstoke, mostly on Arrowhead Branch
1907	Jan. - June July - Sept. Oct. - Dec. Dec. 10	In service at Revelstoke In service at Kamloops In service at Vancouver Renumbered 133, class A51 (Series II)
1908	Jan. - Mar. Apr. - May June July - Oct. Nov. Dec.	In service at Vancouver In service at Kamloops In service at North Bend In service at Vancouver Shown as "en route to Winnipeg" In service at Winnipeg

1909	Jan. - Dec. July	In service at Winnipeg all year Equipped with new CPR standard boiler to drawing 13 L 173, but not superheated.
1910 - 1912		In service at Winnipeg
1912	Sept. 5	Renumbered 63 temporarily. Class A51
1913	Jan. - June July - Sept. Oct. 5 Oct. - Nov. Dec.	In service at Winnipeg In service at Fort William Renumbered 86, Class A21 (Series III) In service at Fort William In service at Kenora
1914 & 1915		In service all year at Fort William
1916	Jan. - Feb. March Apr. - June July - Aug. Sept. - Dec.	In service at Kenora In service at Ignace In service at Kenora In service at Winnipeg Laid up at Winnipeg
1917	Jan. - Apr. May - Dec.	Laid up at Winnipeg Leased to City of Winnipeg for \$10.00 per day
1918	Jan. - Oct. Nov.	Loaned to City of Winnipeg Sold to City of Winnipeg, Winnipeg River Railway for \$9,000
1928	Jan. 11 - Feb. 2	Weston Shops for No. 1 repair and re-tubing as well as: <ul style="list-style-type: none"> • New piston rods and side rods • News crank pins on the driving wheels • Wooden pilot replaced with a new steel pilot • Old smokestack replaced with the current short stack • Old tender replaced with a second-hand CPR tender • Engine & tender repainted. Records show that this is when it was given "No. 3". Prior to that time it had never carried the number "3", and Hydro correspondence referred to the engine as No. 86, its former CPR number.
1935 or 1936		Hydro excursions - Winnipeg to Pointe du Bois
1937	Oct. 8 – Dec. 7	Weston Shops for repairs, returned with snow plow
1944	Feb. 23 - Mar. 28	The locomotive received a steel cab, apparently from a CPR class U3 0-6-0 locomotive, following an Engine house fire at Pointe du Bois, Manitoba on December 24, 1943.
1954	Jan. 4 – Mar. 3	Weston Shops for repairs
1961		Last used in Hydro service. Stored.
1966	October	Locomotive and combination coach #103 moved to Winnipeg by low bed trailer.
1970	July	In service as Prairie Dog Central No. 3
2001	December	Boiler fails ultrasound test and is condemned
2001-2009		Complete re-building including a new boiler
2009	May 10	Back in steam on the Prairie Dog Central

Stan's Photo Gallery

July - August, 2009

By Stan Smaill

French Version Michel Lortie

The return to steam of City of Winnipeg Hydro ex CPR 4-4-0 No. 3 is nothing short of remarkable in the annals of Canadian railway preservation. In many ways, Winnipeg and the province of Manitoba were the cradle of western Canadian railroading. When one considers the arrival of the pioneer railway contractor Joseph Whitehead's locomotive Countess of Dufferin to build the first CPR lines in the prairies; the mechanical interlocking plants that survived well into the seventies; and the fact that Winnipeg hosted the best "end of steam" show in western Canada on both the CNR and CPR; it is fitting that we celebrate Manitoba's colourful railway heritage in this Photo Gallery.

Special thanks to Ronald S. Ritchie for sharing some of his memorable Manitoba photos with us. We also acknowledge Brian Schuff of Winnipeg and the Fonds Kemp in the CRHA Archives.

Prairie Dog Number 3, long may you run!

Les photos de Stan

Juillet – Août, 2009

Par Stan Smaill

Traduction française de Michel Lortie

La Province du Manitoba et sa capitale, Winnipeg, peuvent à juste titre être considérées comme le berceau du chemin de fer dans l'ouest du Canada. La première locomotive Countess of Dufferin fut amenée par bateau à Winnipeg par l'entrepreneur Joseph Whitehead pour la construction de la ligne du CP. Les systèmes d'aiguillages mécaniques ont survécu jusqu'au milieu des années soixante-dix. La ville de Winnipeg fut l'hôte du meilleur spectacle de la fin de l'ère de la vapeur dans l'ouest canadien et que dire de la belle histoire de préservation de l'héritage ferroviaire que fut le retour en activité de la locomotive 4-4-0 de City of Winnipeg Hydro, à l'origine la locomotive 3 du CP.

Forts de ce passé glorieux, nous avons décidé de vous présenter dans cette édition des photos retraçant la belle histoire du chemin de fer du Manitoba.

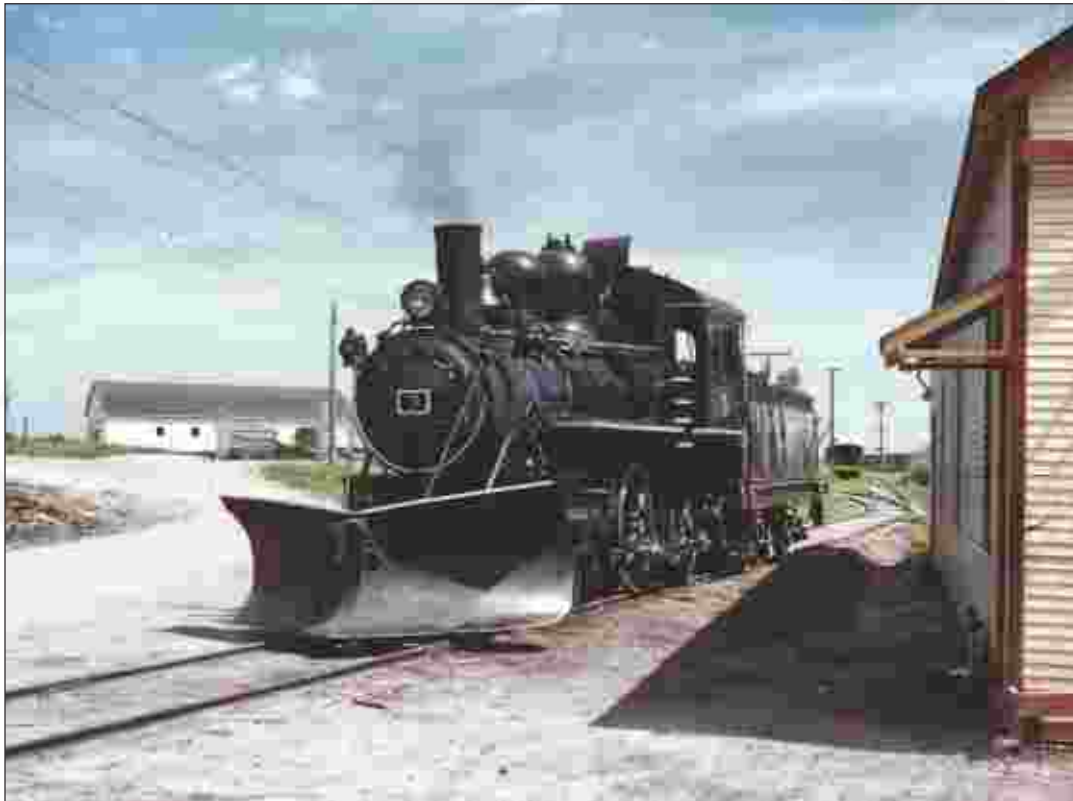
Nous tenons à remercier Ronald S. Ritchie pour les magnifiques photos qu'il nous a prêtées ainsi que Brian Schuff de Winnipeg et le Fonds Kemp du service des archives de l'ACHF.

Longue vie à la locomotive 3 Prairie Dog !



Arriving at CNR's Westside, Manitoba station, an Oak Point Subdivision local passenger train hauled by an unidentified CNR 4-6-0 of Canadian Northern heritage slows her all wood consist to a stop for station work. This photo is noteworthy for a number of reasons. The "Canadian National" sign is unusual and perhaps this is the first time a photo of this sign has ever appeared in print. Westside station became the St. James station and later the southern terminal of the Prairie Dog Central excursion ride, featuring City of Winnipeg Hydro 4-4-0 No 3 and a wooden passenger consist not unlike the one in the photo. Photo from Al Paterson / Brian Schuff Collection

Arrivée en gare de Westside, Manitoba, en provenance de la subdivision Oak Point, d'un train local du CN entièrement composé de wagons en bois tracté par une locomotive 4-6-0 ayant appartenu au Canadian Northern. Cette photo est très particulière en ce qu'elle montre, probablement pour la première fois, une affiche du CN utilisant un logo qui ne fut jamais utilisé par la suite. La gare de Westside changea de nom pour Saint-James. Plus tard, elle est devenue le terminus sud de la ballade du train Prairie Dog mettant en vedette la locomotive 4-4-0 no 3 de City of Winnipeg Hydro et des wagons en bois semblables à ceux de cette photo. Photo : Al Paterson - Collection Brian Schuff.



The ever itinerant Ron Ritchie visited the Pointe du Bois, Manitoba operation of the City of Winnipeg Hydro Railway on October 12, 1959. In addition to the largest fleet of the Canadian version of the famous Rio Grande Southern "galloping geese" self-propelled railcars, the real gem in the Winnipeg Hydro collection was ex-CPR 4-4-0 No. 3. Messrs Ritchie and Lavallee were fortunate enough to catch No. 3 in service as it substituted for an ailing gas car at Pointe du Bois. R.S. Ritchie

Ron Ritchie, grand voyageur devant l'Éternel, est en visite à la gare de Pointe Du Bois, Manitoba, le 12 octobre 1959. On voit ici la locomotive à vapeur 4-4-0 du chemin de fer de City of Winnipeg Hydro, que lui et son collègue Omer Lavallée eurent la chance de voir rouler alors qu'elle remplaçait un autorail qui était tombé en panne. Photo : R. S. Ritchie.

Tender first – Winnipeg Hydro No. 3 is seen from the rear in this view at Pointe du Bois during the Ritchie-Lavallee tour of the premises in 1959. No. 3 was built in 1882 as CPR No. 22 by famous locomotive builder Dübs of Scotland. She was one of the fortunate CPR 4-4-0's to be rebuilt in the 1909 for branchline and local passenger service. On the CPR, she carried road numbers 22, 133 and 63 before becoming City of Winnipeg Hydro No. 3. R.S. Ritchie

Vue arrière de la locomotive 3 de City of Winnipeg Hydro à Pointe du Bois au cours de la visite en 1959 de R. S. Ritchie et d'Omer Lavallée. Cette locomotive, construite en 1882, par la société Dübs en Écosse pour le CP fut l'une, d'un petit groupe de locomotives du même type, à être rénovée en 1909 et dédiée au service des passagers sur des lignes secondaires du CP. Elle porta au début, le numéro 22, puis 133 et enfin 63 avant d'être achetée par la City of Winnipeg Hydro. Photo : R.S. Ritchie.





The Winnipeg Hydro railway station at Pointe Du Bois was a modest but multifaceted structure that also included a post office! Behind the station is one of the Hydro company's railcars, apparently built from a old Ford Model T. On the promontory in the background beside the fuel tank, noted Canadian railway historian Omer Lavalée is lensing 4-4-0 No. 3. R.S. Ritchie

La gare de Pointe du Bois était plutôt modeste bien qu'elle abritait également un bureau de poste. Derrière celle-ci, on aperçoit l'un des autorails de City of Winnipeg Hydro dont le carénage du moteur semble provenir du modèle T de la compagnie automobile Ford. À gauche, devant le réservoir, Omer Lavallée, grand historien des chemins de fer, prend en photo la locomotive 3. Photo : R. S. Ritchie.



Posing for a portrait at Pointe Du Bois is "City Hydro" Mack Railbus B1. Resplendent in her fresh green livery, B1 will not need the services of her yellow and black striped snowplow on this September 12, 1959. R.S. Ritchie

Toujours à Pointe du Bois, on voit ici un autorail de type Mack B1 Railbus, fraîchement repeint en vert. Il n'aura pas besoin de son chasse-neige le 12 septembre 1959, jour où la photo a été prise. Photo : R. S. Ritchie



And now for some Moguls! One of the most intriguing 2-6-0s you might ever see is Manitoba Paper Company's No. 30. Shown here at the company's mill at Pine Falls, Manitoba in 1959, the mogul not only sports an enclosed cab but smoke deflectors as well! One has to wonder if No. 30 would ever attain a speed sufficiently fast enough to raise the smoke out of her hogger's eyes. R.S. Ritchie

En 1959, la locomotive 30, de type Mogul, de la Manitoba Paper Co. au moulin de Pine Falls, Manitoba. Celle-ci, munie d'une cabine fermée, possède en plus des déflecteurs de fumée. Il est à se demander si elle pouvait aller assez vite pour que les déflecteurs deviennent efficaces ! Photo : R. S. Ritchie

Moguls abounded on the roster of the Greater Winnipeg Water District Railway. Recently displaced by General Electric 44 ton diesels, 2-6-0 No. 5 awaits disposition in the St. Boniface, Manitoba yard of the GWWD on October 13, 1950. O.S.A. Lavallee, R.S. Ritchie collection

Il y avait plusieurs locomotives de type Mogul sur le chemin de fer du Greater Winnipeg Water District. Ici, la 5 qui vient d'être remplacée par une locomotive Diesel de 44 tonnes du fabricant General Electric. Elle attend son sort devant l'atelier de Saint-Boniface au Manitoba, le 13 octobre 1950. Photo : O. S. A. Lavallée - Collection R. S. Ritchie





GWWD 44 tonner No. 100 suns herself beside displaced Mogul No. 5 at St. Boniface in 1950. No. 100 was built by General Electric in 1946. In 1994, she and sisters 101 and 102 were sold to the Ontario Southland shortline group. These itinerant units ended their days working for the W. G. Thompson Company in southern Ontario. O.S.A. Lavalée, R.S. Ritchie collection

La locomotive 100 du GWWD aux ateliers de Saint-Boniface en 1950. Cette locomotive de 44 tonnes fut construite par la compagnie General Electric en 1946. Celle-ci et deux autres, portant les numéros 101 et 102, furent vendues au Ontario Southland Shortline Group. Elles finirent leurs jours de travail au service de la W G Thompson Co. dans le sud de l'Ontario. Phot : O. S. A. Lavalée - Collection R. S. Ritchie



Perhaps the most famous item on GWWD's roster was Railcar no 55. In front of the shop at St. Boniface, Manitoba in 1950, she displays her original paint scheme of silver and black. What we wouldn't give to turn back the clock and ride the 92 miles to Waugh and back on the "Water District" road. O.S.A. Lavalée, R.S. Ritchie collection

L'appareil le plus connu que possédait le GWWD était, sans conteste, l'autorail 55. Il est devant les ateliers de Saint-Boniface, Manitoba, en 1950, avec sa livrée originale argentée et noir. Nous serions heureux de faire un retour dans le passé et de pouvoir refaire le trajet de 92 miles qui séparait Waugh de Winnipeg et retour sur le Greater Winnipeg Water District. Photo : O. S. A. Lavalée - Collection R. S. Ritchie



“Canteen” tenders, or auxiliary water cars were a feature of many steam locomotives used on prairie branch lines where alkali water prevailed. CPR D10 4-6-0 926 awaits assignment on the Winnipeg shop track in 1959 with her canteen tender clearly evident. The 926 saw service system wide, including a stint on Vancouver Island’s Esquimalt & Nanaimo Railway. Happily, she is preserved in excellent condition at the Canada Museum of Science and Technology on Ottawa. R.S. Ritchie

Sur les lignes secondaires de nombreuses régions des provinces des Prairies, là où l'eau était trop alcaline pour les bouilloires, on devait munir les locomotives d'un ravitailleur supplémentaire comme celui-ci attaché à la D-10 4-6-0 926 du CP qui attend ses ordres aux ateliers de Winnipeg, en 1959. La 926 fut utilisée un peu partout sur le réseau et fit même un stage sur le Esquimalt & Nanaimo Railway sur l'Île de Vancouver. Elle est maintenant conservée en très bon état au Musée canadien de la science et de la technologie à Ottawa.

Coal-burning CPR G3d 4-6-2 2349 Pacific type sports her dual service livery of imitation gold and black as she heads for the departure yard in Winnipeg back in 1949. The 2349 served the CPR until her retirement in 1961. Sisters 2317 survives as an operating exhibit at Steamtown in Scranton, Pa and the 2341 is in the Exporail collection awaiting restoration. R.S. Ritchie

La locomotive 4-6-2 G3d 2349 du CP est sur la voie de départ de Winnipeg en 1949. Cette locomotive, chauffée au charbon, porte la livrée or et noir dénotant le double service de fret et de passagers. Elle fut en service jusqu'en 1961. Une locomotive de même type, la 2317, est toujours fonctionnelle au Musée Steamtown de Scranton en Pennsylvanie. Une autre, la 2341, se trouve dans la collection du musée Exporail où elle est en attente de rénovation. Photo : R. S. Ritchie





CPR V4a 0-8-0 6921 is in switching service at St. Boniface, Manitoba in 1959, near the end of the steam era. Of note are her white-striped driving wheels. When queried about this, photographer Ritchie explained that 6921 was used to switch Princess Elizabeth's 1951 Royal Train at Winnipeg and so the shop forces gussied her up! Locomotive 6921 survived until 1964. R.S. Ritchie

La locomotive de manœuvre V4a 0-8-0 6921 du CP travaillant à la gare de triage de Saint-Boniface, Manitoba, en 1959, vers la fin de l'ère de la vapeur. Ses roues sont surlignées de blanc, ce qui est rare pour une locomotive de cette catégorie. C'est probablement dû au fait qu'elle fut utilisée en 1951 pour manœuvrer le train royal de la Princesse Elizabeth lors de sa visite à Winnipeg. Nous pouvons penser que les travailleurs de l'atelier voulaient la rendre plus colorée et joyeuse pour la Princesse. Cette locomotive a été fonctionnelle jusqu'en 1964.



The "erstwhile twelves". The CPR's lightweight 1200 series G5 4-6-2's were used system wide in all services. They were a good engine for local passenger and freight service. At the southern Manitoba division point of Souris, G5 1213 stands ready to leave with a mixed train on June 4, 1959. R.S. Ritchie

Les bonnes vieilles douze, les locomotives CP légères G5 4-6-2 de la série 1200, furent utilisées à toutes les sauces et partout sur le réseau du CP. C'était de très bonnes locomotives pour le service local sur des lignes secondaires. En gare de Souris, au sud du Manitoba, la G-5 1213 est en attente de départ à la tête d'un train mixte, le 4 juin 1959.



In the late fifties, Winnipeg had one of the largest concentrations of both CNR and CPR steam locomotives awaiting disposition. Venturing out on the scrap lines at CPR's Weston Shop, Ron Ritchie found CPR H1E Royal Hudson 2860 is first on a scrap line track at Winnipeg's Weston Shops on August 13, 1960. Amazingly, the famous Hudson has seen more service as a restored excursion engine than she did in revenue service for the Canadian Pacific! R.S. Ritchie

À la fin des années cinquante, la région de Winnipeg recelait le plus gros dépôt de locomotives à vapeur en fin de carrière en attente d'être expédiées à la ferraille. R. S. Ritchie s'aventura dans la cour des ateliers Weston et a pris cette photo de la Royal Hudson H1E 2860 du CP, le 13 août 1960. Heureusement, cette fameuse locomotive fut sauvée de la ferraille et, maintenant rénovée, accumule plus de milles en service d'excursions commanditées qu'elle n'en parcourut pendant toute sa carrière en service régulier au CP. Photo : R. S. Ritchie

Trainmasters! Winnipeg was a CPR Trainmaster home terminal in the fifties and sixties. The beefy 8900s could handle grain trains to the Lakehead with just a single unit. An almost brand new 8917 pauses beneath the McPhillips street bridge which crosses the sprawling Winnipeg Yards. The 8917 is still painted in her "long nose ahead" livery. This will change soon when all the CPR H-24-66's will be converted to operate short nose forward. R.S. Ritchie

Les Trainmaster ! Winnipeg fut le terminus d'attache de ces locomotives durant les décennies 1950 et 1960. Ces grosses locomotives de la série 8900 pouvaient à elles seules tracter un train complet de grains jusqu'à la tête des Grands Lacs. On aperçoit la 8917, presque neuve, sous le pont de la rue McPhillips qui passait au-dessus de la gare de triage de Winnipeg. Elle aborde la livrée de la marche long capot devant. Cela changea quand toutes les locomotives de type H-24-66 du CP furent modifiées pour la marche court capot devant. Phot : R. S. Ritchie





Near the Manitoba-Ontario border on the Keewatin Subdivision, CPR Trainmaster 8915 is powering an extra east with grain for Fort William on August 20, 1960. In later years, 8915 was one of many Trainmasters used in transfer service in the CPR Montreal Terminals. R.S. Ritchie

La Trainmaster 8915 du CP approchant la frontière du Manitoba et de l'Ontario sur la division Keewatin, le 20 août 1960. Seule en tête d'un train de grains à destination de fort William, cette locomotive, comme plusieurs autres de la même série, termina sa carrière au service de transfert, d'une gare de triage à une autre, dans la région de Montréal. Photo : R. S. Ritchie

U1e 4-8-2 6050 repotes on the shop track at CNR's Fort Rouge engine terminal in Winnipeg in June, 1959. Of note is the fuel oil tank behind 6050's tender, a familiar sight on shop tracks in the "CNR West" as most Canadian National steam power operating west of Winnipeg were oil burners. The 6050 was retired in May 1960 shortly after sister Mountain 6043 made the last regular run of a steam locomotive on the CNR system. Locomotive 6043 survives today in Winnipeg's Assiniboine Park. Jim Plomer, R.S. Ritchie collection.

La Mountain U1e 4-8-2 6050 du CN est en attente aux ateliers de Fort-Rouge du Canadien National à Winnipeg en juin 1959. La présence d'un réservoir d'huile à l'arrière-plan était chose commune dans les gares de l'ouest canadien, car presque toutes les locomotives du CN utilisées à l'ouest de Winnipeg étaient chauffées à l'huile lourde. La 6050 fut retirée du service en mai 1960 peu après qu'une locomotive de même type, la 6043, effectua le dernier parcours d'une locomotive à vapeur sur le réseau du CN. La 6043 est maintenant en montre au parc Assiniboine de Winnipeg. Photo : Jim Plomer - Collection R. S. Ritchie



Higgins and Main. Route 32 Winnipeg Electric streetcar 708 is falling behind the visored sedan and trailer southbound at the CPR underpass on Main Street on September 16, 1951. Overhead, a selection of CPR head end cars are spotted for station work in this marvellous cameo of early fifties Winnipeg. R.S. Ritchie

Le tramway 708 du circuit 32 passant sous le viaduc du CP sur la rue Main à Winnipeg, le 16 septembre 1951. En plus de la voiture d'époque avec sa remorque, on voit ici les wagons de passagers du CP en attente à la gare. Une belle photo d'un Winnipeg du passé. Photo : R. S. Ritchie

Woodman, 1976

Story and Photos by Stan J. Smaill

Woodman tower was one of two such installations still in service on the CPR in the Winnipeg area in the mid nineteen seventies. Located approximately seven miles west of the CPR's Winnipeg station on the bald prairie, Woodman was the point where the CNR Oak Point Sub crossed the CPR transcontinental line and the Glenboro Sub began after the 1946 line relocation. The other was Rugby tower at the west end of Canadian Pacific's sprawling Winnipeg Yard and it is still in use. Woodman was unique as it was the last mechanical interlocking tower still manned by a leverman. Towers like Woodman survived in the prairies at Hartney and Methvane Transfer, Manitoba as well as at Oban and Frobisher, Saskatchewan well into the seventies. In their final years, these interlocking towers, however, were operated by the train crews as by the seventies, train movements were so infrequent that it was not cost effective to maintain a full time operator/leverman on duty.

To find a functioning mechanical interlocking plant as late as June 1976 was as much of a treat as watching Prairie Dog Central 4-4-0 No. 3 cross the CPR Carberry Sub diamonds that Woodman still protected.

We are fortunate that Exporail has preserved enough equipment (signal masts, tower lever rack, rods and pulleys, rod mechanisms, spectrals and oil lamps) from Tonkin, Manitoba to one day set up an interlocking plant display.

This article is dedicated to Woodman leverman Earl Birch.

Woodman, 1976

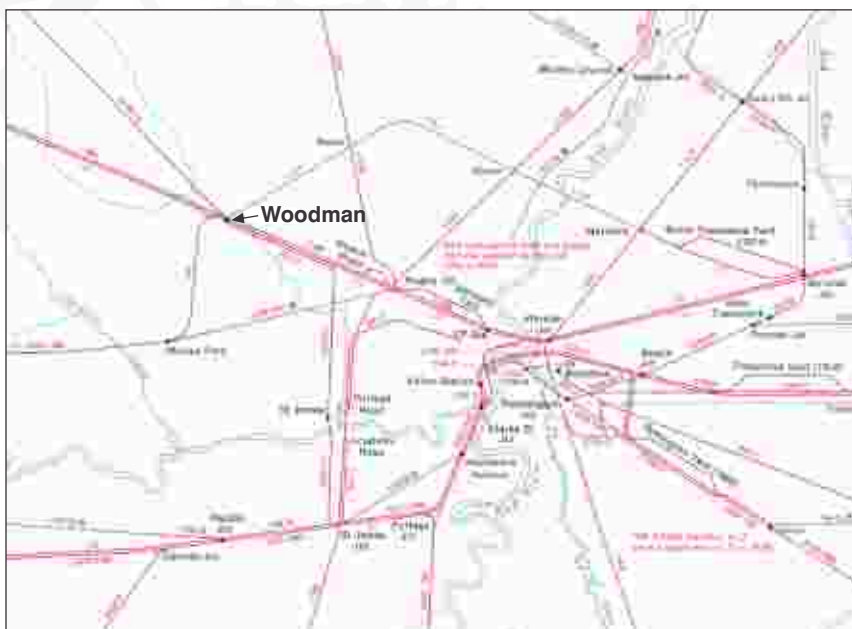
Story and Photos by Stan J. Smaill

La tour de contrôle Woodman était l'une des deux seules encore en service dans la région de Winnipeg au cours des années 1970. Elle était située à sept milles à l'ouest de la gare de Winnipeg, là où se croisaient la ligne principale vers l'ouest du CP et la sous-division Oak Point du CN. C'était également le point de départ de la sous-division Glenborough du CP. Après la relocalisation de celle-ci en 1946, l'autre tour, qui est toujours en service, la Rugby Tower, fut placée à la sortie ouest de la gare de triage du CP à Winnipeg. La tour Woodman a ceci de particulier : elle fut la dernière munie d'aiguillages mécaniques contrôlés par un aiguilleur. De telles tours existaient encore dans les Prairies à Hartney et à Mehtvane Transfer au Manitoba, ainsi qu'à Onan et Frobisher en Saskatchewan durant les années 1970. Toutefois, elles étaient manutentionnées par l'équipage des trains plutôt que par un aiguilleur, car le petit nombre de trains circulant sur ces voies ne justifiait pas l'emploi d'un aiguilleur à plein temps.

La découverte d'une tour d'aiguillage mécanique encore en service en juin 1976 nous a surpris, tout comme le fait de la voir utilisée pour protéger le passage de la 4-4-0 no 3 du Prairie Dog Central au croisement de la ligne du CP.

Nous sommes heureux de posséder dans la collection du Musée Exporail plusieurs outils spécialisés qu'on utilisait pour l'entretien de ce genre de tour; ils proviennent de celle de Tonkin au Manitoba. Nous espérons pouvoir un jour monter une telle tour au Musée et faire revivre cette époque.

Cet article est dédié à M. Earl Birch, aiguilleur.



Map detail from *Lines of Country* by Christopher Andreae, published by Boston Mills Press, now out of print.

Map detail from Lines of Country by Christopher Andreae, published by Boston Mills Press, now out of print.



Phil Mason arrives! CPR No. 2, "The Canadian", in the charge of FP7 1416 arrives at Portage la Prairie, MB in June 1976. Over the next three weeks Mason and Smail will cover all facets of the changing face of Canadian prairie west railroading. Woodman Tower is their first stop.

Le train no 2 du CP The Canadian avec la FP-7 no 1416 en tête, arrive à Portage la Prairie, au Manitoba, en juin 1976. Phil Mason et Stan Smail sont à bord. Ils sont venus voir les changements en cours sur les chemins de fer dans les Prairies. Leur premier arrêt : la tour Woodman.

CPR No 2, "The Canadian" was the first train over the diamonds at Woodman, Manitoba. On this beautiful June morning, a short consist of No. 2 is in the charge of a passenger F and Geep.

Le train no 2 du CP The Canadian est le premier à utiliser le croisement de Woodman en cette belle matinée de juin. Il s'agit d'un convoi assez court tracté par une type F et une Geep.



The focus of three routes Woodman tower protected the crossing of the CPR's double-tracked Carberry subdivision and the CNR's lightly trafficked Oak Point Sub which terminated at Gypsumville, Manitoba as well as the junction of the CPR Glenboro Sub which ran southwesterly to Souris, Manitoba. A perfect candidate for a railway modeller's project, the tower, motor car shed and one-hole privy are seen in this view. All structures were still in use when this photo was taken!

La tour Woodman et son entourage, y compris la remise de la draine et la petite « bécosse ». Le tout était encore en utilisation au moment de la photo. La tour protégeait le croisement de la double voie principale de la sous-division Carberry du CP avec la sous-division Oak Point du CN ainsi que la jonction de la sous-division Glenboro du CP. Cet ensemble de bâtisses d'époque se prêterait très bien à un projet de modélisme.



CPR Extra 3018 East has just crossed the CNR's Oak Point Sub with a local freight bound for Winnipeg. Woodman was not a train order office for either the CNR or CPR, so a train order signal are not in evidence for either railway.

Le train de fret local du CP en direction de l'est vient de traverser le croisement de la ligne Oak Point du CN. La tour Woodman n'émettait pas d'ordre de marche pour ces deux chemins de fer; c'est pourquoi il n'y a aucun signal.

The run through cabooses of CPR Extra 5564 West is about to pass Woodman Tower bound for the division point town of Brandon in this June 1976 view. The interlocking rods and support brackets are clearly evident. At one time, well into the fifties, towers like Woodman and leverman like Earl Birch protected literally hundreds of railway intersections in the Canadian prairie west.

Le fourgon de queue (caboose) d'un train de fret du CP en direction ouest passe devant la tour Woodman; cette photo a été prise en juin 1976. On voit très bien, le long de la voie, les tiges et leur support, qui actionnait les aiguillages mécaniques; jusque dans les années 1950, des installations de ce type, sous la garde d'aiguilleurs comme M. Earl Birch, protégeaient des centaines de croisements de chemin de fer dans les Prairies canadiennes.





CNR at Woodman. The CNR Oak Point Sub local freight with two "ten Hundred" series A1A GMD-1's is about to cross the CPR Carberry Sub. Prairie Dog Central 4-4-0 No 3 and her wooden coaches also use this right of way (see back cover top).

Le CN passe à Woodman. Un train local du CN, en provenance de sous-division Oak Point, tracté par deux GMD-1 de la série 1100 s'apprête à traverser les voies du CP; les rails de cette sous-division sont également utilisés par la 4-4-0 no 3 du Prairie Dog Central (voir la photo en couverture arrière).

"If you don't have track, you don't run trains!" So said CPR Assistant Roadmaster Walter Maslaniec, a native of Alexander, Manitoba, on the CPR Broadview subdivision, west of Brandon. Seen here at Woodman, the section gang and their patrolman are about to cross the CNR Oak Point Sub and head westward on the Glenboro Sub to attend to a tamping job. Note the lack of hard hats and safety vests required today by track department employees.

Sans les voies, pas de trains!, comme le disait si bien Walter Maslaniec, directeur adjoint de l'entretien au CP. On voit ici, à la tour Woodman, l'une des équipes qui se dirige, à bord de la draineuse, vers son lieu de travail sur la sous-division Glenboro. On remarquera l'absence de casque de sécurité ainsi que de vestes fluorescentes, dont le port est obligatoire aujourd'hui.



Leverman Earl Birch demonstrates his trade inside Woodman tower in June 1976. Leverman were a separate class and earned a slightly lesser rate of pay than operators since they did not copy train orders or handle other station duties. Mr. Birch's position was the last of its kind to handle a mechanical interlocking in Canada.

L'aiguilleur Earl Birch nous montre ici le genre de travail qu'il devait accomplir à l'intérieur de la tour Woodman. M. Birch était le dernier à occuper un tel poste, en juin 1976. Cet emploi était différent de celui de chef de gare et était moins bien rémunéré, car l'aiguilleur n'avait pas à s'occuper des ordres de marche et autres responsabilités des chefs de gare.

Levis Tramways (1902-1946)

By J. R. Thomas Grumley

Translation by Denis Vallieres

Les tramways de Lévis (1902-1946)

Par : J.R. Thomas Grumley

Traduit en français par : Denis Vallières



Levis streetcar postcard, St. Joseph Street, Lauzon, 1930. Denis Vallieres collection

Tramway de Lévis carte postale, rue St. Joseph, Lauzon 1930. Collection Denis Vallieres

Introduction

The Levis Tramways Company (also having had two other corporate names during its life) was a quasi suburban trolley system linking together a number of municipalities including the city of Levis, located directly across from Quebec City and the towns of Bienville, Lauzon and St. Romuald as well as the villages of St. David, St. Telesphore, New Liverpool and St. Nicolas. The tramway system traversed the entire river frontage of the St. Lawrence River for ten miles. It also had a line to the upper section of the city of Levis and the residential district. The line terminated on the heights of Levis a few feet from the municipality of St. David. The Levis Tramways Co. was a feeder line connecting the south shore to Quebec City through the ferry boat system operating between Levis and Quebec City. In addition to its passenger service, the company also had an important freight and cartage business which linked up more municipalities such as Beaumont, St. Michel and St. Vallier (Bellechasse County). The company also built and operated an elevator service in Levis connecting lower town with the upper town albeit for only a short period of

Introduction

La Compagnie des tramways de Lévis, qui changea de nom à deux reprises durant son existence, était ni plus ni moins un réseau de transport interurbain reliant plusieurs municipalités de la rive sud de Québec dont Lévis ainsi que Bienville, Lauzon et Saint-Romuald, en plus des villages de Saint-David, Saint-Télesphore, New-Liverpool et Saint-Nicolas. Son réseau de tramways longeait la rive sud du fleuve Saint-Laurent sur plus de 140 milles (16 km). Une autre ligne desservait le secteur de Lévis et ses banlieues résidentielles, situées en haut de la falaise, et se terminait à quelques mètres de la municipalité de Saint-David. La Compagnie complétait ainsi le lien entre la Ville de Québec, via le traversier, et la Ville de Lévis. En plus du service aux passagers, la compagnie offrait aussi le transport de marchandises en desservant les municipalités de Beaumont, de Saint-Michel et de Saint-Vallier (comté de Bellechasse). La compagnie a construit et exploité, pour une courte période, un service de monte-charge entre la basse ville et la haute-ville de Lévis.

Au faite de son exploitation, la compagnie avait

time. During the height of its operation, the company invested approximately \$1 million in track and equipment and extending from the eastern limits of the harbour in Lauzon, as far west as close to the Quebec Bridge. The charter of the company authorized it to pass over the Quebec Bridge and connect with the street railway system of Quebec City although this never did materialize. The company was the first in two areas: (1) it introduced the first modern safety Birney car in Canada; and (2) it was the first company to introduce a transferable weekly pass for its customers.

The company had a history of bad luck as a result of natural disasters, fighting the elements of Mother nature, strikes, work stoppages, squabbles with the municipalities, dealings with the provincial Public Service Commission and a disproportionate number of streetcar accidents. In spite of these setbacks, the company managed to survive nearly to the end of 1946.

Background

As early as mid-1901 the construction of an electric railway was contemplated along the lower river road of the St. Lawrence valley connecting the towns of St. Joseph and St. Romuald on either side of Lévis. The population along the valley approximated 40,000 people who were generally engaged in business operations or working in the mills with no convenient and consistent means of transportation. The plans also envisaged that

investi environ 1 million de dollars pour l'infrastructure des voies et son matériel roulant. Son réseau s'étendait sur près de 12 milles (19,3 km), de l'extrémité est du port de Lauzon jusqu'à proximité du pont de Québec à l'ouest. La charte de la compagnie l'autorisait à traverser le pont de Québec afin de rejoindre le réseau de tramway de Québec, mais aucun projet ne fut réalisé en ce sens. La compagnie innova sur deux aspects. Elle fut d'abord la première au Canada à acquérir les tramways modernes et sécuritaires de la firme Birney, puis la première à offrir un laissez-passer hebdomadaire et transférable à sa clientèle.

La malchance et les désastres naturels, les grèves, les querelles avec les municipalités, les négociations avec la Commission des services publics de Québec et un nombre disproportionné d'accidents de tramways n'épargnèrent pas la compagnie. Elle survécut malgré tout jusque vers la fin de 1946.

Les origines

Dès 1901, on songea à construire un chemin de fer électrique le long de la rive sud du fleuve Saint-Laurent en reliant les villes de Saint-Joseph et de Saint-Romuald, disposées de part et d'autre de Lévis. La population de cette partie de la vallée du St-Laurent se chiffrait à plus de 40,000 âmes. Les citoyens étaient pour la plupart de gens d'affaires et des ouvriers des moulins environnants qui, faute d'un moyen de transport



This freight motor was built by the Laconia Car Co. in 1903 and acquired by the Lévis Electric Railway for freight operation on the company's lines. This car survived the 1921 fire and was converted to a passenger car in 1942 and lasted until the end of service in 1946. Library & Archives Canada E008299366 Author's Collection

Ce tramway motorisé de marchandises fut construit par Laconia Car Co. en 1903 et acquis par la Lévis Electric Railway pour le transport de marchandises sur le réseau de la compagnie. Il a survécu à l'incendie de 1921 et fut converti en tramway de passagers en 1942. Il demeura en service jusqu'à la fin, soit 1946. Library & Archives Canada no E008299366, collection de l'auteur.

another line, about two miles in length, would be established connecting the river line with the upper town of Lévis and the market area. The company was founded on January 4, 1902 by Mr. G.U. Holman of Quebec City.

Under the direction of the Chaudière Electric Light Co. of Chaudière, Quebec, work commenced on Monday January 27, 1902 on a preliminary survey and feasibility plan for such a system. As a result, a report was prepared by Mr. Fitzpatrick, a construction engineer from Ottawa, for the Chaudière Electric Light Co. and the Directors of the newly incorporated Lévis Electric Railway Co. At their first meeting on Tuesday April 15, 1902, it was decided to commence construction immediately of the electric railway in the then Town of Lévis.

Mr. George B. Dodge of Boston, Mass. (who built the Lowell & Boston Street Railway) was hired as Superintendent of the street railway works. He arrived in Lévis on April 15, 1902. When construction was completed, Mr. Dodge remained with the company as its Superintendent.

Construction of the line began on Monday April 21, 1902. The first section of the line would run from St. Joseph de Lévis to St. Romuald crossing Lévis in the

approprié, s'organisaient du mieux qu'ils pouvaient pour leurs déplacements entre le haut et le bas de la vallée. On envisagea alors de créer une ligne d'environ deux milles (3,2 km) pour relier la rive du fleuve à la partie haute de Lévis et particulièrement à la place du marché. C'est le 4 janvier 1902 que M. G.U. Holman, de Québec, fonda officiellement la compagnie. Les travaux préliminaires d'étude de faisabilité débutèrent quelques jours plus tard, soit le lundi 27 janvier, sous la supervision de la Chaudière Electric Light & Power Co. de Chaudière au Québec. Après ces travaux, M. Fitzpatrick, ingénieur en construction d'Ottawa, rédigea un rapport qui fut remis à la Chaudière Electric Light & Power Co. et aux directeurs de la Lévis Electric Railway Co., nouvellement incorporée. Le mardi 15 avril 1902, lors de la première assemblée de la compagnie, il fut résolu de commencer au plus tôt la construction du chemin de fer électrifié dans la ville de Lévis.

M. Georges B. Dodge de Boston, Massachusetts, qui avait construit auparavant le Lowell & Boston Street Railway, fut choisi pour superviser les travaux. À la fin de ceux-ci, on permit à M. Dodge de conserver son poste au sein de la compagnie.

C'est ainsi que débutèrent, le lundi 21 avril, les



The car was the second #90 that appeared on the company's roster as the first #90 was destroyed in the company's 1921 fire. This Birney car was built in 1922 by Canadian Brill at leased Preston Car Co. facilities in Preston Ont. and acquired new by the company. The car can be seen on the private right-of-way on the St. Romuald line in July 1946. Library & Archives Canada E008299368 Author's Collection

Ce véhicule fut le deuxième à porter le no 90, le premier ayant été détruit dans l'incendie de 1921. Ce tramway de type Birney, construit en 1922 par la Canadian Brill dans les ateliers loués à la Preston Car Co. à Preston en Ontario, fut acheté neuf par la compagnie. On le voit sur l'emprise ferroviaire de Saint-Romuald en juillet 1946. Library & Archives Canada no E008299368, collection de l'auteur.

lower and upper towns (the line started at the lower town and ended up at the upper town). Both sections of the town would be connected by an elevator at the foot of Labadie Hill. Coincident with the construction of the line, the company also commenced construction of its first car barn at 47-55 Fraser St. The car barn was approximately 80 feet by 180 feet with three tracks entering the building.

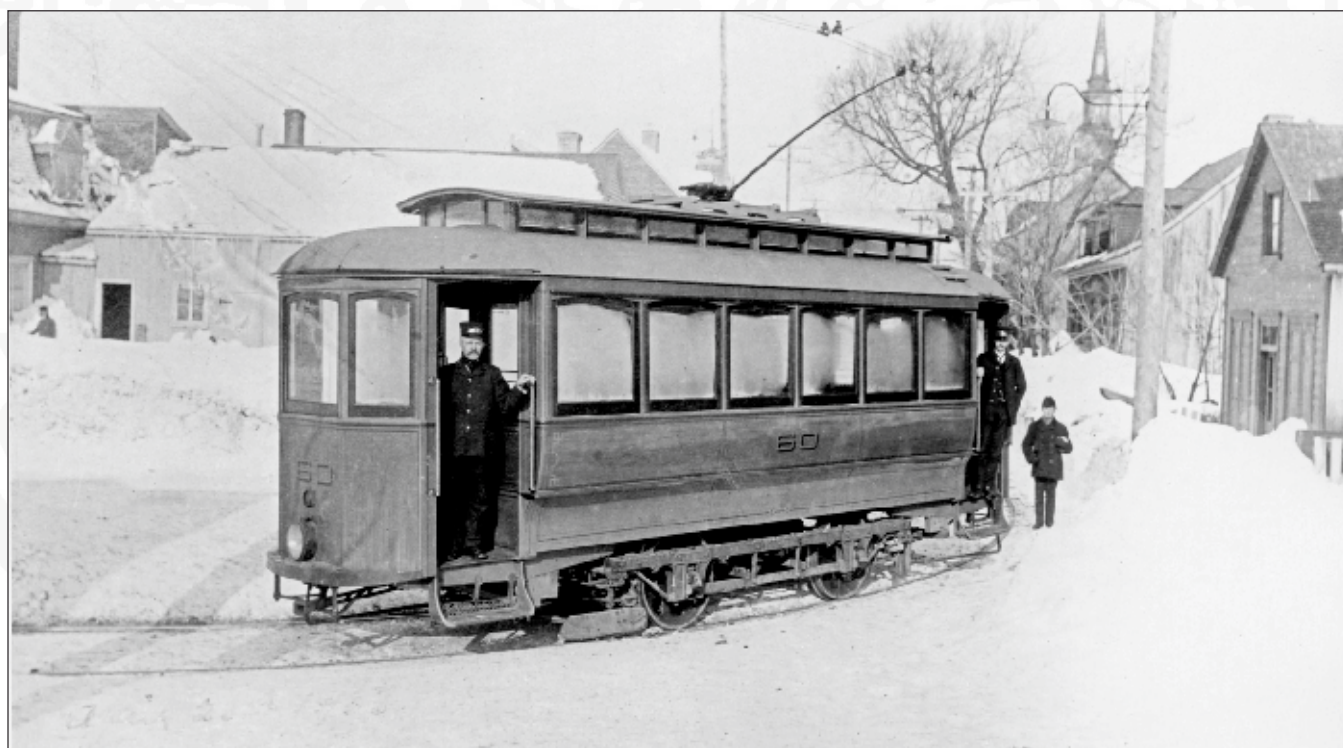
Because of delays in receiving the rails, only three miles of the proposed ten miles had been completed by mid-October. By the end of November, at least 100 men were working on the line to permit operations between South Quebec and the company's shops on Fraser Street. Coincidentally, work was in progress on the erection of the company's elevator from the foot of Labadie Hill to Wolfe Street. The first two cars, #60 and #62, arrived on the property from the Ottawa Car Co. on November 26th. The cars were painted yellow (similar to the Montreal Street Railway color scheme) with black lettering.

Without fanfare the Levis Electric Railway commenced operation on the first section of the line on December 8, 1902 which consisted of three miles of track in the town of Levis. Initially service extended from Levis to the Quebec ferry location at Commercial St. and Laurier to Eden (Begin) Street via Fraser Street.

travaux sur la section de la ligne reliant les municipalités de Saint-Joseph et de Saint-Romuald en traversant la ville de Lévis tant dans sa partie haute que dans sa partie basse. Plus tard, c'est un ascenseur au pied de la côte Labadie qui reliera ces deux secteurs de la ville. Au même moment, la compagnie commença les travaux d'érection de son premier garage de tramways, situé aux 47-55, rue Fraser. Celui-ci aurait à la fin des travaux une largeur d'environ 80pi (24,4m) sur 180pi (59,9 m) de profondeur avec un espace intérieur suffisant pour contenir trois voies ferrées.

En raison d'un retard dans la livraison des rails, il n'y avait, à la mi-octobre, que 3 milles (5km) de voies de terminées sur les 10 milles (16km) prévus. Cependant, à la fin de novembre, ce sont plus de 100 hommes qui travaillaient sur le chantier pour compléter la ligne reliant la rive sud de Québec aux ateliers de la rue Fraser. Au même moment, les travaux de construction de l'ascenseur reliant la côte Labadie et la rue Wolfe progressaient. Le 26 novembre, la compagnie reçut ses deux premiers tramways commandés à l'Ottawa Car Co., les nos 60 et 62. Les véhicules étaient peints en jaune (semblable à de ceux de la Montréal Street Railway) avec lettrage en noir.

Le 8 décembre 1902, sans fanfare ni trompette, la



The motorman and conductor of Levis County Ry. #60 can be seen posing for the company photographer. This is a pre-1918 view as this car was rebuilt and renumbered #80 in 1917. Car #60 and #62 were the first cars delivered to the Levis Electric Ry. in November 1902. Car #60 was destroyed in the 1921 fire. Library & Archives Canada E008303308 Author's Collection

Le garde-moteur et le contrôleur du no 60 du Lévis County Ry posent pour le photographe de la compagnie. Cette photo date d'avant 1917 car le tramway fut reconstruit et renuméroté 80 à partir de cette année-là. Les tramways nos 60 et 62 furent les premiers livrés au Lévis Electric Ry en novembre 1902. Le no 60 fut détruit lors de l'incendie de 1921. Library & Archives Canada no E008303308, collection de l'auteur.

Construction on the 8 miles of track from Levis to St. Joseph and Levis to St. Romuald was suspended for the winter.

Expansion

In the Spring of 1903, work continued on the extension of the initial three mile of track in Levis with a gang of men working on the line between Bienville and the Intercolonial Railway (ICR) iron bridge at St. Joseph de Levis. At the time, it was anticipated that service would commence on this portion of the line by the end of August 1903.

Concurrently, construction of the line from Levis to St. Romuald commenced and was expected to be completed by year end. By early September, tracks had been laid to the bridge at the Etchemin river.

By December 1903, track laying had been completed on the extension of the line to the ferry landing at St. Romuald and the whole line from Levis to St. Romuald which comprised 10½ miles was now in operation. Pending completion of the Etchemin bridge, cars were being run over the ICR bridge.

The construction of the elevator was completed in early January 1904 and service began on January 26th. During the latter half of 1904, the company encountered financial and labor difficulties with employees going on strike due to their not being paid for almost 23 weeks. Service was eventually restored.

In the Spring of 1905, a proposal for the reorganization of the company's affairs was submitted for consideration by the Bondholders' Reorganization Committee. The Committee suggested that it be authorized to purchase the railway, real estate and all other of the company's property, on behalf of the assenting bondholders. At the Sheriff's sale, in June 1905 the line was sold for \$50,000 to J. Foreman of Montreal who acted on behalf of the re-organizing committee and as a result the Sequester was discharged. In late 1905 the branch line to connect with the summit of the elevator was completed. As a result of the sale, in early 1906, the company was re-incorporated as the Levis County Railway (LCR).

Activities on the line for the next several years was uneventful until the early morning hours of December 5, 1910 when the elevator connecting lower town with the upper town was completely destroyed by fire. After much discussion over the ensuing two years, the decision was taken not to rebuild the elevator and it was eventually demolished. The period from 1912 to the beginning of 1918 was uneventful other than the company acquiring equipment and contending with the harsh winters experienced in this region every year.

A New Company Name...again

More problems arose early in 1918 when the company's directors met in Levis. They inspected the line

Lévis Electric Railway mettait en fonction la première section de son réseau d'une longueur de 3 milles (5km) de voie, dans la ville de Lévis. Puis le réseau se prolongea, d'une part, jusqu'à la rue Commercial près du quai du traversier de Québec, et d'autre part, de la rue Laurier jusqu'à la rue Éden (Bégin) via la rue Fraser. La construction de la voie d'environ 8 milles (12,9 km), reliant Lévis à Saint-Joseph ainsi que Lévis à Saint-Romuald, fut suspendue pour la saison hivernale.

Le développement

Au printemps de 1903, une équipe d'ouvriers se mirent à la tâche pour étendre le réseau, à partir des 3 milles (5 km) existants, de la rue Bienville jusqu'au pont de l'Intercolonial Railway (ICR) à Saint-Joseph de Lévis. On prévoyait compléter cette portion de ligne à la fin d'août de la même année.

Par ailleurs, on commença les travaux d'extension vers Saint-Romuald qu'on prévoyait terminer avant la fin de l'année. En début de septembre, les rails atteignaient le pont de la rivière Etchemin.

En décembre 1903, on compléta la section de voie vers le quai d'arrimage du traversier à Saint-Romuald, ce qui mit fin aux travaux de la ligne de 10,5 milles (16, 9km) reliant Lévis à Saint-Romuald. En conséquence, les tramways pouvaient désormais emprunter le pont de l'ICR au-dessus de la rivière Etchemin.

L'ascenseur, complété au début de janvier 1904, fut mis en service le 26 du même mois. Durant le deuxième semestre de l'année, la compagnie éprouva des difficultés financières qui provoquèrent un conflit de travail. En effet, les ouvriers n'avaient pas été payés depuis plus de 23 semaines. Cependant, après quelque temps, tout rentra dans l'ordre et le service fut rétabli.

Au printemps de 1905 le Comité des détenteurs de fonds soumit un projet de réorganisation de la compagnie. Il suggéra d'autoriser la mise en vente de l'entreprise ferroviaire, de ses propriétés et de ses installations avec l'assentiment des détenteurs de fonds. En juin 1905, le réseau fut vendu pour 50 000 \$ à J. Foreman de Montréal, agissant en faveur du comité de réorganisation, libérant ainsi la compagnie de sa tutelle. Après cette transaction la compagnie fut réincorporée en 1906 sous le nom de Lévis County Railway (LCR). Puis, vers la fin de 1905 l'embranchement de la ligne avec le sommet de l'ascenseur fut complété.

Les activités du réseau se poursuivirent pendant plusieurs années sans incident jusqu'au matin du 5 décembre 1910 alors qu'un incendie détruisit complètement les installations de l'ascenseur, qui reliait la bas et le haut de la ville. Malgré les discussions qui se poursuivirent pendant plus de deux ans au sujet de son avenir, l'ascenseur fut finalement démoli plutôt que reconstruit. Il n'y eut aucun autre incident entre 1912 et le début de 1918. La compagnie profita de l'accalmie de

to consider what could be done to keep the cars operating in light of more financial problems and under what agreement could this be accomplished. In the Spring of 1919 the Quebec Legislature incorporated a company with the title “Levis Tramways Company” to acquire the Levis County Ry.

Devastating Fire

On February 23, 1921, a devastating fire completely destroyed the company’s car barn and work shop on Fraser Street including most of the passenger and all of the work equipment. The fire apparently started at about 5:30 am when flames and smoke were seen coming from the electric heater of car #103. This car had not been in service since February 19th. When the fire started, an alarm was sent to the fire station immediately. Three of the company’s employees who were on duty at the time coupled up the hose to the hydrant inside the barn and endeavored to extinguish the flames. However, because of the low water pressure they were unable to do anything effective and within ten minutes the whole barn and shops were engulfed in flames. By 7:00am the car barn and surrounding area was in ruins. The only rolling stock to survive were four new safety cars and two rebuilt one-man cars. The company was left with no snow fighting

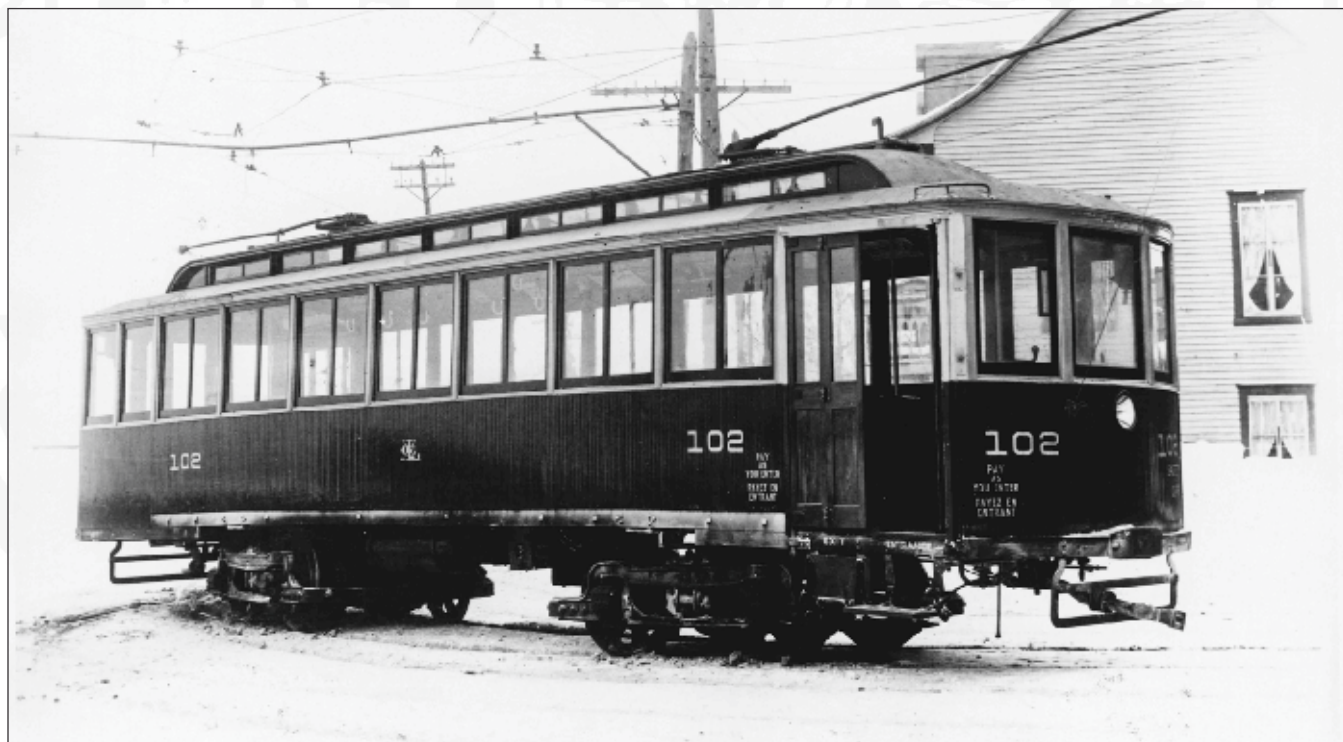
cette période pour acquérir de nouveaux équipements tout en apprenant à affronter les durs hivers de la région.

Encore un nouveau nom pour la Compagnie

D’autres problèmes survinrent en 1918. Les dirigeants de la compagnie, y compris ceux de Montréal, se réunirent afin de trouver une solution pour régler les problèmes financiers tout en maintenant le service. Au printemps de 1919, la Chambre législative de Québec incorpora une nouvelle compagnie du nom de Lévis Tramways Company dans le but d’acquérir la Lévis County Railway.

Incendie destructeur

Le 23 février 1921 un incendie détruisit complètement le bâtiment de garage et l’atelier de la rue Fraser, dont les véhicules pour passagers et tout l’équipement d’entretien. Il semble que l’incendie ait débuté vers 5h30 lorsque des flammes et de la fumée furent observées, émanant de l’appareil de chauffage du tramway no 103. Celui-ci n’était plus en service depuis le 19 février. Au début de l’incendie, une alarme parvint immédiatement à la caserne du service d’incendie. Trois employés, présents en ce moment-là connectèrent des boyaux à la borne fontaine située à l’intérieur du



A winter scene showing #102 at a street corner. This car, in addition to two others, were acquired from the New Brunswick Power Co. in 1908. The car was destroyed in the 1921 fire. This car was originally built by the Montreal Park & Island as #205. Library & Archives Canada E008303319 Author's Collection

Scène d'hiver illustrant le no 102 à une intersection. C'est l'un des trois tramways acquis de la New Brunswick Power Co. en 1908. Il fut détruit dans l'incendie de 1921. Construit et utilisé par la Montréal Park & Island il portait à l'origine le no 205. Library & Archives Canada no E008303319, collection de l'auteur.

equipment in the middle of winter and only six cars to continue operation. The company had insurance on the property and equipment based on purchase value and not replacement value. Consequently, the estimated total loss was \$300,000 and the actual loss to the company was estimated at \$200,000. In 1921, this was a lot of money!

Discussions did take place between the company and the various municipalities it served. The municipal councils of St. Romuald, Lauzon and Bienville refused to vote any financial aid to the Levis Tramway Co. to enable the company to purchase rolling stock and to build a new car shop. It now remained for the city of Levis to decide what, if any financial aid it would give the struggling company. At the end of the day, Levis did not offer any assistance to the company. Finally, on November 20, 1921, the company discontinued its service all together.

Re-Introduction of Service

It was eventually announced by the company Manager, Mr. Weyman, that service would restart on Tuesday April 11, 1922 serving 10,000 Levis inhabitants and 20,000 in the surrounding municipalities served by the company's line. Initial service would be on the uptown line. The St. Joseph line (St. Joseph Division) would resume operation on Friday, April 14th and the St. Romuald line (Quebec Bridge Division) on Thursday, April 20th. The uptown line (Levis Division) which is about 3 $\frac{3}{4}$ miles long would be served by two streetcars on a 20 minute schedule while the St. Joseph line which is about 2 $\frac{3}{4}$ miles long would also be served by two streetcars on a 20 minute schedule. The St. Romuald line which is about 7 $\frac{1}{2}$ miles in length would be served by one car on a 90 minute schedule. The remaining car was held as spare.

New Equipment and New Car Barn

In mid 1922, after getting their financial affairs in order, the company ordered eight new Birney cars from Canadian Brill Co. to be delivered in October. Coincidentally snow fighting equipment was ordered from the Ottawa Car Co. and Russell Snowplough Co.

In the fall of 1922, the company awarded a \$50,000 contract to Anglin-Norcross Co. for the construction of a fire-proof car house and shops to be located on rue St. Laurent Street approximately one mile from the Levis ferry. The building was to be built with a combination of steel, brick and concrete and was to be essentially fire-proof. The Soleil newspaper reported on April 7, 1923 that work had been completed on the construction of the car barn and all that remained was the installation of the modern machinery that the company had recently acquired. It was anticipated that by the following Tuesday cars would be placed inside the barn. The building was approximately 147 feet long and 120 feet wide and could accommodate 25 cars (indoor and outdoor) on six tracks, each 180 feet long, which occupied

bâtiment pour tenter d'éteindre le brasier. Toutefois, vu la faible pression de l'eau, leurs efforts furent vains et au bout de 10 minutes, tout le garage et l'atelier furent la proie des flammes. À 7 h. il ne restait que des ruines du garage et de ses alentours. Seuls quatre véhicules nouvellement acquis et deux tramways reconstruits pour être conduits par un seul homme, échappèrent aux flammes. La compagnie se retrouva ainsi au milieu de l'hiver dépourvue de chasse-neige et ne possédant que six tramways. Elle détenait une assurance de propriété et d'équipement basée sur la valeur d'achat et non sur le coût de remplacement. La perte totale estimée se chiffrait à 300 000 \$ et la perte réelle à 200 000 \$, ce qui, en 1921, représentait un montant fort élevé!

La compagnie et les municipalités entreprirent de sérieuses discussions. Les conseils municipaux de Saint-Romuald, de Lauzon et de Bienville refusèrent de financer l'achat de matériel roulant et la construction d'un nouvel atelier. Conséquemment, l'entreprise dut offrir un service réduit avec ses six tramways sauvés de l'incendie. La Ville de Lévis devait maintenant décider quelle aide elle apporterait à la compagnie désespérée mais finalement aucune offre ne parvint à l'entreprise. Ainsi, le 20 novembre 1921, l'entreprise dut cesser toute activité.

Reprise du service

M. Weyman, dirigeant de la compagnie, annonça que le service reprendrait le mardi 11 avril 1922 pour les 10,000 habitants de la ville et les 20,000 banlieusards des municipalités avoisinantes. Le service s'établirait graduellement à partir de la ligne de la haute-ville. La ligne Saint-Joseph (Division Saint-Joseph) s'activerait le vendredi 14 avril et la ligne Saint-Romuald (Division Pont de Québec) le jeudi 20 avril. La ligne de la haute-ville (Division Lévis), longue de 6 km et la ligne Saint-Joseph, de 4,4 km seraient desservies chacune par deux tramways passant toutes les 20 minutes. L'unique tramway de la ligne de Saint-Romuald, d'environ 12 km, circulerait aux 90 minutes et le tramway restant serait gardé en réserve.

Nouvel équipement et nouveau garage

Au deuxième semestre de 1922, après avoir mis de l'ordre dans ses finances, la compagnie commanda huit nouveaux tramways de type Birney à la Canadian Brill Co., la livraison étant prévue pour octobre. Au même moment, du matériel de chasse-neige fut commandé à l'Ottawa Car Co. et à la Russell Snowplough Co.

À l'automne de la même année, la compagnie concluait une entente d'un montant de 50 000 \$ avec Anglin-Norcross Co. pour la construction d'un édifice abritant un garage de tramways et des ateliers qui seraient érigés rue Saint-Laurent à environ 1,6 km du traversier Québec-Lévis. Le bâtiment serait constitué d'une structure d'acier, de briques et de béton afin de résister

both the indoors and outdoors of the car barn. Four of the tracks were for car storage while the remaining two were in the repair shops.

New Company Name

At the Levis County Railway's Annual Meeting on December 22, 1924 the company's name was officially changed to the Levis Tramways Company. The Directors report stated that the affairs of the company were in a satisfactory condition and that there has been a general improvement of conditions over the previous year. As the sale of the property and the issuance of the necessary securities were previously passed, this was simply a reorganization of the company under a new title and the rearrangement of its finances of an act passed by the Quebec Legislature in 1919. Action had been delayed until 1924 due to the car barn fire of 1921 and the fallout of events subsequent to the fire. The 1930s were uneventful for the company even in light of the Great Depression.

World War II and Affect on LTC

World War II had a significant impact on the city of Levis with its ship building facilities. The war boosted industrial production throughout Canada to an all time high. And Levis was no different. There were shipbuilding facilities on both sides of the St. Lawrence River and

aux incendies. Puis le 7 avril 1923, le quotidien de Québec, Le Soleil annonça la fin des travaux de construction du bâtiment. Il ne restait plus qu'à installer la nouvelle machinerie récemment acquise par la compagnie. Les tramways devaient occuper l'édifice dès le mardi suivant. Le bâtiment avait une longueur d'environ 44,8 m et une largeur de 36,6 m et pouvait accommoder 25 véhicules répartis sur six voies de 54,9 m chacune étalées à l'extérieur et à l'intérieur du garage. Quatre des voies seraient utilisées pour l'entreposage des tramways et les deux autres pour les ateliers.

Nouveau nom pour la compagnie

Lors de l'assemblée annuelle du 22 décembre 1924 du Lévis County Railway, il fut résolu que désormais la compagnie porterait le nom de Lévis Tramways Company. Les rapports des dirigeants démontrèrent que les affaires de la compagnie s'étaient sensiblement améliorées depuis les dernières années et que le bilan de l'année en cours, qui tirait à sa fin, était plutôt satisfaisant. Le nouveau nom de la compagnie était tout simplement le reflet de sa nouvelle organisation financière à la suite du décret émis par la Chambre législative de Québec en 1919, devenu nécessaire à sa survie. Cette décision fut cependant reportée en raison des conséquences de l'incendie de 1921. Les années 1930 de déroulèrent sans incident pour l'entreprise malgré la Grande Dépression.



The car is awaiting passengers on rue Commercial Street opposite the company's headquarters which is to the left of the photographer and out of the picture. The building with the clock in the background at the corner of Laurier Street is the Levis Post Office. This street, which no longer exists, led to the dock to board the ferry to Quebec City. Car #99 was an ex Pennsylvania - New Jersey car acquired by Levis in 1928. The car lasted until the end of service. Al Paterson Collection

Le Tramway attend ses passagers rue Commercial, en face du siège social de la compagnie, situé hors photo à gauche du photographe. Ce tramway fut acquis en 1928 de New-Jersey en Pennsylvanie. Il demeura en service jusqu'à la fin. L'édifice avec une horloge que l'on voit en arrière-plan, situé rue Laurier, est le bureau de poste de Lévis. La rue Laurier, qui n'existe plus maintenant, menait vers le quai d'embarquement du traversier Québec-Lévis. Collection Al Paterson.

munitions manufacturing was a significant activity. Plants were operated 24 hours per day, seven days per week. Levis Tramways was just one of numerous transportation properties in Canada called upon to provide greatly increased service because of the war conditions.

To meet demand as a result of these war emergency conditions, management had to contend with twice the number of passengers that used the system in 1939.

In order to meet this increased demand, the company had to exercise every ingenuity. This included salvaging, repairing and remodeling streetcar equipment that had been abandoned many years before. This also included acquisition of cars from other street railway properties in Canada and the United States where available. Also in 1940, the Government of Canada requested the transit industry to attempt to salvage and reclaim from scrap all old equipment and material which could be rendered serviceable. Because a large number of war industrial workers were compelled to reside in small outlying municipalities, due to the lack of housing in Levis proper, additional strain was put on the street railway system. Unlike some of the newly established war industry entities, which received government assistance (i.e., 50% write-offs on investment), transit properties did not as these additional expenditures were from their own resources.

Not unlike larger street railway properties such as the Montreal Tramways Company, who looked beyond Canadian borders for second hand or new streetcars, Levis Tramways achieved some degree of success in acquiring second hand streetcars. In addition to modifying their freight and express motor car #10, built by the Laconia Co. in 1903, to a passenger car, the company was successful in acquiring Quebec Railway Light & Power Birney car #101 in 1941. It became the second LTC #100 as the first #100 being destroyed in the 1921 fire. They also acquired three Birneys from the Cornwall Street Railway Light & Power Co. in 1941-42 and renumbered them 101, 102 and 103. These operated in Levis until the end of service. The company was also successful in acquiring ex Hagerstown & Frederick #49 in 1943. This car became #104. In 1944, Levis Tramways acquired three Birney cars #204, #214, and #224 from the Montreal Tramways Company. Their Montreal numbers and color scheme remained intact until the end of Levis Tramways' service in 1946.

End of the War and End of Service

At the end of the war, passenger levels reverted back to pre-war levels. In 1918, the company had been given a 28 year franchise to operate streetcars in Levis. With that period ending, the company decided not

Les effets de la Deuxième Guerre mondiale sur la LTC

La Deuxième Guerre eut un impact important sur les chantiers navals de Lévis. Elle engendrait un niveau de production industrielle jamais égalé au Canada. Il y avait de la construction de navires de part et d'autre des rives du Saint-Laurent à la hauteur de Lévis en plus d'une production importante de munitions. Les usines fonctionnaient 24 heures par jour, 7 jours par semaine et, à l'instar des autres modes de transport, la Lévis Tramways dut augmenter considérablement le service pour répondre à la demande, puisque le nombre de passagers à transporter passa du simple au double.

L'entreprise dut utiliser des moyens parfois ingénieux pour répondre à cette crise. Ainsi, en plus d'augmenter la productivité de ses employés, elle fit réparer et remit en service des tramways auparavant mis au rancart et fit l'acquisition d'autres tramways, ceux-ci provenant d'ailleurs au Canada et aux États-Unis. En 1940, le Gouvernement du Canada ordonna aux entreprises de transport d'augmenter la productivité et de récupérer dans les cours de ferraille tous les vieux véhicules ou autres pièces d'équipement susceptibles d'être réutilisés. Faute d'espace dans Lévis, beaucoup d'ouvriers des usines se tournèrent vers les petites municipalités avoisinantes pour se trouver un logement, ce qui avait pour effet d'augmenter la tension dans le service que devait offrir le système de transport. À l'opposé des nouvelles entreprises industrielles de guerre qui recevaient une aide gouvernementale (50% de l'investissement), les compagnies de transport devaient absorber elles-mêmes les coûts d'exploitation additionnels.

À l'instar d'entreprises plus importantes telles que la Montréal Tramways Company, la Lévis Tramways lorgnait outre-frontière afin l'acquérir des tramways, neufs ou usagés. En plus de modifier son tramway de marchandises et express no 10, construit par la Laconia Co. en 1903, en tramway de passagers, la compagnie acquit avec succès du Québec Railway Light & Power en 1941 le tramway no 101 qui devint le LTC no 100 en remplacement du premier no 100 détruit lors de l'incendie de 1921. La compagnie acquit aussi trois tramways de type Birney de la Cornwall Street Railway Light & Power Co. entre 1941 et 1942, qui furent numérotés 101, 102 et 103 et demeurèrent en service jusqu'à la fin. Par la suite, en 1943, le no 49 de la Hagerstown & Frederick devint le no 104 de la LTC. Enfin, trois tramways Birney de la MTC, les nos 204, 214 et 224 s'ajoutèrent au parc de la LTC. Cependant ils gardèrent leurs numéros et leurs couleurs originaux jusqu'à la fin du service en 1946.

Fin de guerre, fin de service

À la fin de la guerre l'achalandage du service revint au niveau d'avant la guerre. En 1918, la compagnie

to seek renewal of its franchise and without fanfare streetcar service was terminated on Sunday, November 24th, 1946 culminating almost 44 years of sometimes turbulent and discontinuous streetcar service to the communities of Lévis, Bienville, Lauzon and St. Romuald. Just four days prior, on Wednesday November 20, most of the streetcars were sold to Loubier Metal leaving only three cars operating in service on Fraser Street. The remaining assets, which included buses, were sold to new interests and the company's name would subsequently be changed on July 1, 1948 to become La Cie de Transport de Lévis (Lévis Transport Company). The company would be owned by all employees that had worked for the company for the previous 12 months. Today in 2009 the company operates as Société de Transport Lévis.

Author's Note:

A more comprehensive history of Lévis' streetcar system has been prepared and will be published by the Bytown Railway Society of Ottawa under the Traction Heritage series. The book will contain over 50 mostly rare photos, a 1926 fold-out route map, a passenger and work equipment roster and other charts to assist the reader in better understanding this quasi suburban company. The book will be sold at the Exporail Boutique.

avait accordé des franchises de 28 ans pour exploiter les tramways et décida à l'échéance de ne pas renouveler l'entente. Ainsi le dimanche 24 novembre 1946, après plus de 44 ans de déboires de toutes sortes, on retira définitivement le service de tramway dans les municipalités de Lévis, Bienville, Lauzon et Saint-Romuald. Déjà, le 2 novembre précédent, la majorité des véhicules avaient été vendues pour la ferraille à la Loubier Métal. On garda trois tramways pour desservir la rue Fraser jusqu'au dimanche suivant. Les avoirs restants de la compagnie, dont des autobus, furent cédés à de nouveaux intérêts financiers qui donnèrent naissance le 1er juillet 1948 à la Compagnie de Transport de Lévis. Cette nouvelle entreprise appartenait à tous les employés en service depuis au moins 12 mois. Aujourd'hui, en 2009, la compagnie porte le nom de Société de transport de Lévis.

Note de l'auteur :

Un document plus exhaustif sur l'histoire des tramways de Lévis a été réalisé et sera publié par la Bytown Railway Society d'Ottawa dans la série ``Traction Heritage``. L'ouvrage contiendra plus de 50 photos, pour la plupart rares, une carte géographique de 1926, la liste complète des tramways de passagers et d'entretien et d'autres tableaux utiles au lecteur pour mieux connaître cette compagnie aux allures de service de transport de banlieue. Le livre sera mis en vente à la boutique d'Exporail.



This double-truck sweeper (second #4 as first destroyed in 1921 fire) was acquired new in 1922 from the Russell Car & Snowplough Co. in Ridgeway, Penn. The sweeper is posing in front of the company's St. Laurent Street car barn in Lévis which opened in 1924. Al Paterson Collection

Le tramway chasse-neige à simple bogie et double balai (c'est le second no 4, le premier ayant été détruit par l'incendie de 1951) fut acquis en 1922 de la Russel Car & Snowplough Co. à Ridgeway en Pennsylvanie. Le chasse-neige est photographié en face du garage de la compagnie de la rue Saint-Laurent à Lévis, ouvert en 1924. Collection Al Paterson.



BUSINESS CAR

July - August, 2009

By John Godfrey

Edited by David Gawley



HERITAGE

CPR Baldwin Diesel 8000 arrives WCRA's Heritage Park in Squamish



Mark Forseille

Historic Baldwin DRS 4-4-1000 diesel electric locomotive Canadian Pacific # 8000 arrived at the West Coast Railway Heritage Park on May 15, 2009. The locomotive was shipped by CPR from Calgary. The unit made the trip in the company of two SOO grain cars which were the braking power for the move, as # 8000 did not have operable brakes. Thus the air hose along the side of the unit as seen at Coquitlam on May 11, 2009.

This historic unit, built 1948, was one of the first diesel locomotives in British Columbia, and one of a fleet of units that dieselized the entire Esquimalt & Nanaimo operation on Vancouver Island, making it the first totally dieselized subdivision in Canada.

The 8000 had been cleaned up in Calgary and then prepared by CPR's Ogden shops for the journey west. She departed Calgary on May 9th, was through Kamloops on May 10, and was in New Westminster on May 12th. She was interchanged to CN and arrived in Squamish on the CN freight from North Vancouver May 15th.



CPR 8000 in service in Victoria in the mid 1950's, CRHA Archives, Fonds Kemp.

CPR 8000 in service in Victoria in the mid 1950's, CRHA Archives, Fonds Kemp.

CPR # 8000 had been saved after its retirement by Canadian Pacific and was part of CPR's historic diesel locomotive collection. It was officially donated to the West Coast Railway Association in 2006. WCRA plans to restore the locomotive cosmetically and display it as part of its Roundhouse Collection as an early example of the diesels that changed the face of Canadian railroading forever.

The steam engine and electric telegraph make the top 10 greatest scientific inventions of all time list

The Science Museum in London is displaying models of what it feels are the 10 greatest scientific inventions in human history to mark its centenary on June 22, 2009.

It chose the steam engine, the X-ray machine, the electric telegraph, the DNA double helix, Stephenson's Rocket train, the Apollo 10 rocket capsule, the Model T Ford car and the Pilot ACE computer among its best objects. The V2 German rocket engine and penicillin made up the top 10 best scientific inventions list.

"We have selected these 10 objects because they are hugely significant in world history and (because of) the impact they had on how we live our lives today," said Tim Boon, the museum's chief curator. The public will be asked to vote for their favourites during the summer.

Members of the public can cast their votes by going to the museum in South Kensington or visiting its website at sciencemuseum.org.uk. (The Star Phoenix)

Canadian National 6213 has moved to Toronto's John Street Roundhouse

Canadian National Northern Type 6213, has idled in the parking lot at the last refuge for orphaned objects of affection, Exhibition Place, since 1960. That's when the railway company donated it to the city. The black iron horse with white pin-stripping and a red window

frame has been lovingly cared for by volunteer rail buffs who greased its wheels and polished its brass fixtures while waiting to find it a more suitable home. The Toronto Railway Heritage Centre will open in July at Roundhouse Park at the foot of the CN Tower, and that's where the locomotive has been moved to.



The move took place in two stages: first the coal tender, then the engine. Each move took several hours. Chugging over to its dream home, though, was a logistical nightmare. Together, the engine and its tender weigh close to 285 tones, so city engineers had to examine the route to make sure the roads could withstand the load. "We were very cautious with this one because it's never been done before," said Gordon Lok, capital works co-ordinator for the city. Height restrictions forced planners to head east on the elevated westbound section of the Lake Shore. "We needed to know that bridge can handle this," Mr. Lok said. Further examination of the train's route revealed another potential engineering issue: the underground portion of the Rogers Centre below the intersection of Rees and Bremner. "I didn't know it was there," Mr. Lok added. There's also a subterranean part of the Metro Toronto Convention Centre over which the train rumbled. "It took time to check everything out," he said.

To accommodate the engine, specialty mover Mr. McCulloch adapted a custom-built float he used to haul the old Mount Sinai hospital facade in 2004. In his 35 years of moving unusual objects - everything from a lighthouse in Cape Hatteras, N.C., to the Gem Theatre in Detroit - the Whitby-based hauler said a steam engine has always been on his wish list. "We're showmen at heart, and in our small fraternity of specialty movers everybody tries to outdo one another." It was not just a case of hauling the locomotive; there were 5 corners to navigate and the wheels under the float do not turn by any easy means. The second from the rear set of axles are linked by a detachable tie rod and it is manually manipulated with

chain blocks on each side to allow moderate turns. The other axle pairs free wheel to follow the steerable pair.

The fun began when a severe turn is made such as the initial 180° turn out of the Exhibition parking lot onto Newfoundland Street. That requires manually jacking up each side of the float and physically turning all load-bearing wheels 90° or whatever is required, lowering the float and then attaching a cable from the accompanying tow truck and simply pulling the rear end of the float around until it's properly lined up, then restoring the wheel alignments for forward motion.

The other 2 interruptions come when 2 more pairs of dual axles are unloaded from a following trailer and installed under the float to give a wider weight distribution for the sensitive trip over a bridge on the Lakeshore Blvd. where it passes over Spadina Ave. Once that part was navigated they were removed again so as not to make further turns to follow unduly time-consuming.

As for the TTC wires at Bathurst Street, they were lifted by 2 TTC line trucks who used their repair platforms to simply push the wires up to clear. This had been done when the tender was moved too. Local wire power was turned off during the task and after the last streetcar had cleared at 1:30am.



Both photos, R. J. Sandusky

The cost of the move is estimated at \$150,000, which Leon's Furniture Store will donate as part of a deal with the city to sell sofas in the old CPR roundhouse.

As chairman of city-run Exhibition Place, deputy mayor Joe Pantalone is glad to see the engine reunited with its "natural habitat" at the rail museum. "Exhibition Place has artifacts and buildings that people don't know what to do with and we're happy to accommodate them until they find their proper place." (Globe and Mail + Robert Sandusky)

CPR Nelson British Columbia station restoration



CPR Archives

The Nelson and District Chamber of Commerce is in the process of finalizing a Memorandum of Understanding with CPR that will lead to acquisition and rehabilitation of Nelson's historic CPR rail station. The project is a premier opportunity for the development of a Regional Visitor Gateway for the West Kootenay region, while catalyzing development of one of the last significant expanses of vacant land in Nelson.

The overall project vision and benefits are clearly in alignment with City of Nelson's mandates and goals with respect to Tourism, Planning, Heritage, and Economic Development and Diversification. The Station project will fully restore one of the area's most treasured landmarks, designated in 1992 as a "Class A" heritage structure due to its historical and architectural significance. Inside the building, a full service Regional Visitor Information Centre will complement an interpretive display that showcases the area's character, businesses, investment opportunities, heritage and cultural diversity.

The Centre will feature a special "Made in the Kootenays" marketing showcase for high margin value added export business. Next door, new offices for the Chamber of Commerce, the Nelson Economic Development Partnership, and a new Regional Destination Marketing Organization will be housed. A range of private and public sector uses will fill the remaining portions of the building, adding to the vibrancy of this new place of business.

In the past 12 months the Chamber has been actively completing the due diligence necessary to ensure this project can be financially self sustaining. Soon the Chamber will be establishing a community committee to continue to work towards the restoration of the CPR Rail Station. The committee will provide direction and make recommendations to the Board of Directors of the NDCC for the renovation and occupation of the CPR Station House and surrounding property. (Nelson Star)

Cowichan logging locomotive comes home



David Layland

An engine of Cowichan, BC's logging history returns to the valley this fall. The Mayo Lumber Company Shay No. 3 locomotive will be back on display at the BC Forest Discovery Centre after more than a decade on loan to the Kettle Valley Railway.

"Originally the move was done to start up the historical steam rides for the Kettle Valley Railway Society and then they obtained their own locomotive," explained Vicki Holman, manager at the BC Forest Discovery Centre. "We feel it's important to maintain (the Mayo Shay), so we're going to bring it home and maintain it."

The move which was made possible thanks to a \$40,000 grant from the Ministry of Tourism, Culture and the Arts will take some months as the geared steam locomotive needs to be dismantled and trucked back to the island. "This is one of seven steam locomotives, so we have six others in various spots," added Holman. "What we want to do is collect five of our seven locomotives and put on a steam exhibit, but that's part of our long-term plan; so bringing home our Mayo Shay is the first step in that long-term plan."

The Mayo Lumber Company purchased the Shay No. 3 in 1924 to haul logs out of Paldi. It was one of the largest wood-burning Shay locomotives ever built and was the first superheated Shay used in BC. It was retired in the early '50s and was donated to the local forestry museum in 1967 before being loaned to the Kettle Valley Railway in 1995. (Cowichan News Leader And Pictorial)

E&N Nanaimo station restoration ready to go

The owners of Nanaimo's historic E&N train station are presenting a unique opportunity for businesses. The Island Corridor Foundation is recruiting companies to do business in a fully restored heritage train station nestled in the heart of the Old City Quarter. Doug Backhouse, ICF executive director, said the final designs for the \$2.5-million project are complete and approved by

Parks Canada as suitable for a historic site restoration. "We're basically where we could start the development process," he said.

"The one thing that is missing is we need to find some market tenants for the building," Backhouse said more than \$800,000 of the money needed is expected to come from VIA Rail's insurance. The rest of the restoration will be financed through commercial mortgage and lease agreements for 5,500 square feet of commercial and office space in the station.

In August 2007, a fire partially gutted the 88-year-old station on Selby Street. Fire officials determined the early morning blaze was arson. VIA Rail, which leased the building to use as a waiting area for train passengers, confirmed its insurance would cover the damage. The foundation took the opportunity to jump-start plans to fully restore the aging building. The central portion of the station will still be a waiting area for train passengers. (Nanaimo News Bulletin)



CRHA Archives, Fonds Kemp

Lethbridge takes shine to famous viaduct

Lethbridge will take on a healthy glow this fall as its most recognizable landmark, the High Level Bridge, will illuminate the night with 1,000-watt lights. To



Stephen Low

celebrate the 100th anniversary of the bridge, more than 130 special light fixtures will be attached to its cement pedestals this summer, each shining upwards as a beacon to illuminate the intricate steel webwork below its train track surface. The bridge was constructed at a time Lethbridge was gaining a reputation as a coal mining town and needed rail access.

Completed on June 22, 1909, and officially opened on November 1 by CPR, it is 1.6 kilometres long and 96 metres high. Del Allen, president of D. A. Electric, the company contracted to affix the lights, says his company hopes to begin work on the lighting as early as next month, and is planning to have it entirely installed by September 5th, the date of the centennial celebration. After the centennial, the lighting is expected to be turned on for most major events and special occasions. (Calgary Herald)

Hull – Wakefield Steam Train's first run since washout



Harry Gow

A day before its return, the operators were still on tenterhooks - the permit to operate the Hull – Wakefield Steam Train arrived only the day before scheduled operation from the Québec Transport Commission; it took an intervention in extremis by Norm McMillan MNA to get the bureaucracy finally to act.

Swedish loco SJ 909 built in 1903 alone at the head of the train, gleaming and with a full head of steam, pulled the train with 200 passengers aboard out of the Hull (Gatineau) station promptly at 10:00 am Saturday May 9th. Noteworthy guests included Stéphanie Vallée MNA and Maryse Gaudrault MP as well the Chair of the Friends of the Steam Train.

Your co-chair rode the train too and noted that there were people all along the line waving, some holding signs welcoming the train back. Along the whole length of the Village of Wakefield people lining the sidewalks were the shop-keepers and their clients, some applauding! The Mayor, councillors and the head of Commerce Wakefield were on hand to greet the train and its people, with CBC/Radio Canada filming the scene.

On the way up, we saw the two notorious landslips with large stones containing heaped and smoothed borrow-material. The new bridge at Farm Point was pronounced a success by Manager André Groulx, who checked it from the steps of the catering coach. His wife Louise was satisfied with the operation of the wireless link for the Interac/credit card machine, and Jean Gauthier, head of maintenance of way had a smile from ear to ear as did engineman Ches Banks. The band on the train was happy to play and sing Gatineau Valley folklore - it is composed of area young people who have been with us in previous years.

To quote our late Friends director Ernie Mahoney "Onward and upward!". (Harry Gow, co-chair)

Steamtown taking ex-CPR locomotive out of service

Steamtown National Historic Site will take one of its two mainline steam locomotives out of service later this year for a federally mandated inspection and overhaul, leaving the park with a single operating steam engine until at least midway through the 2010 season.

With the sidelining of Canadian Pacific 2317, the site will make a hard push to complete the lengthy restoration of the Boston & Maine 3713 locomotive and to get its Baldwin 26 locomotive back into service, said Harold H. "Kip" Hagen Jr., Steamtown superintendent.

"We are starting to see daylight when we are going to have a stable of locomotives running out of here," Mr. Hagen said. "It's still a few years down the road."

Federal Railroad Administration regulations require operating steam locomotives to undergo a major inspection, which essentially involves stripping them down to the bare boiler after 1,472 service days. Steamtown anticipates CP 2317 will hit that threshold and have to be removed from service sometime this fall.

That means Canadian National locomotive 3254 will be the only working steam engine at the site until the Baldwin 26 comes back into service, probably during the summer or fall of 2010, Mr. Hagen said.

The Baldwin, a smaller engine used as a yard shuttle at the park, has been out of commission since it went into Steamtown's shops for an FRA-mandated inspection in 2000. Major problems were discovered at that time, including a crack in the crown sheet on the back of the boiler.

Mr. Hagen said before Steamtown initiates any major work on CP 2317, it will focus its attention on

finishing the restoration of Boston & Maine 3713. The locomotive has been undergoing restoration at Steamtown since 1994 under a partnership agreement with the Lackawanna-Wyoming Valley chapter of the National Railway Historical Society. The volunteer, nonprofit organization has been performing work on the locomotive as it raises money.

The restoration of the Boston & Maine locomotive, which will cost well over \$1 million "when it's all said and done," could be completed as early as 2011 or 2012 if everything goes well, Mr. Hagen said. "That's barring any unforeseen circumstances," he said of the timetable. "Sometimes you find problems you didn't anticipate."

He said that the park's long-range plan is to have three mainline locomotives - the B&M 3713 and the two Canadian locomotives in operational condition. "It just takes time, and it takes money." (Scranton Times)

PASSENGER



Don's "Froth" Via Canadian Railway Observations

CN to re-equip, refurbish Agawa Canyon tour train

CN and the Sault Ste. Marie Economic Development Corp. (SSMEDC) recently reached an agreement to acquire locomotives and passenger cars for the Agawa Canyon Tour Train that runs north of Sault Ste. Marie into Canadian Shield country.

CN, the operator of the tour train, is acquiring three Electro-Motive F-40 locomotives, eight coaches, two café/lounge cars, three club cars and a presentation coach from Ansco Investment Company of Denver, CO. This equipment had been used on the Ski Train which ran between Denver, CO and Winter Park since 1940, though the equipment which the CN has acquired has only been

used since 1988. The equipment became available when Ansko Investment decided that they could no longer support the losses that the Ski Train had been experiencing.

CN plans to refurbish the Ansko cars, as well as two existing passenger dome cars, a \$10-million project using funds jointly supplied by CN and the Northern Ontario Heritage Fund Corporation (NOHFC). The re-equipped tour train was expected to be ready to enter service when the tour season began in mid-June, and refurbishments will be completed during the coming season. The upgrades will enable the train to accommodate more than 900 people.

Under the agreement, between CN and NOHFC, CN will own the revitalized fleet, as well as take ownership of 26 obsolete passenger cars it currently leases for the tour train service. CN plans to sell the obsolete cars and use the proceeds for marketing and/or enhancements to the tour facilities and services. The SSMECD will manage concessions on the tour train and use revenue to enhance onboard customer service.

The Agawa Canyon Tour Train is the chief tourism draw for the Sault Ste. Marie area, generating an estimated \$30 million annually in economic activity for the city and region, according to CN. The train provides passengers a one-day wilderness excursion 114 miles north of Sault Ste. Marie through a region of northern lakes and rivers, granite rock formations and mixed forest. (David Gawley)



Government of Canada and Via Rail complete upgrades

Major improvements to passenger rail service in the Ottawa area will make VIA Rail Canada faster and more reliable for passengers.

Canada's Transport Minister John Baird, Donald Wright, Chairman of the Board at VIA Rail Canada, and President and CEO Paul Côté, announced over \$13 million of improvements are now complete. This investment is part of the \$516M announced for VIA Rail in 2007 for capital requirements. This second phase of the revitalization plan will help VIA Rail consolidate previous investments and continue renewing its assets while securing VIA's plans for continued growth. "I applaud the Government of Canada for its recognition of the potential of passenger rail through additional investments in VIA's network," said Wright. "It is in this spirit that we have planned for the wisest possible use of these funds."

Upgrades so far on VIA's network include a \$12.5M investment in the Alexandria Subdivision, between Ottawa and Montreal as well as similar improvements currently underway on the Smiths Falls

Subdivision between Toronto and Ottawa. In addition, major renovations worth some \$500,000 were made to the Ottawa station, which will allow VIA to serve customers more efficiently and will address operational and safety needs. (Canada NewsWire/Ottawa Sun)



New York's Amtrak plan could boost tourism

President Barack Obama's plan to stimulate the U.S. economy by investing heavily in train infrastructure could boost U.S. tourism to Montreal and benefit Montrealers who visit New York City. Almost 2.5 hours could be cut from the travel time of Amtrak's Montreal-New York City train service, which could move its operations to Lucien L'Allier station from Central Station, according to a plan put forward by New York State. The proposal - included in a state plan aimed at qualifying for some of the \$8 billion set aside by Obama for train investments - aims to double ridership between Montreal and Albany, the segment of the Montreal-New York City service the state subsidizes.

The goals: reduce highway congestion, energy use and greenhouse-gas emissions, and promote tourism and economic development.

Known as the Adirondack, the Amtrak train travels daily between Montreal's Central Station and Penn Station in Manhattan. The 600-kilometre trip is scheduled as an 11-hour trip. One-way fare is \$62 U.S. The train, which travels through the Hudson River valley and Adirondack Mountains, is one of the 10 most scenic train trips in the world, according to National Geographic Traveler magazine.

Amtrak's timetable says the 385-kilometre Montreal-Albany leg of the trip takes eight hours and 10 minutes. That same leg of the trip takes about 3.7 hours by car. New York wants train travel to take 6.5 hours. Last year, 112,000 travelers rode the Adirondack, an 11-per-cent jump from 2007.

To attract more passengers, the trip time must be shortened and the train made more reliable, New York says. The Adirondack is late 56 per cent of the time, mostly because of track problems and border delays that can stop the train for up to two hours. To cut travel time and improve reliability, New York's plan calls for millions of dollars in infrastructure improvements, including additional tracks in some areas. It also suggests eliminating the stop at the U.S. border by handling customs and immigration in Montreal.

Amtrak Adds Second Cascades Train

A second Amtrak Cascades passenger train will travel between Seattle and Vancouver during the 2010 Winter Games, but Canadian border officials are still

balking at extending the service in the future.

Scott Witt, rail and marine director for the Washington state Department of Transportation, said details were still being finalized. Canadian Border Services Agency has agreed to waive inspection fees for passengers arriving in Vancouver during the Olympic period. The proposed Amtrak Cascades service would see a second train leaving Seattle in the afternoon and arriving in Vancouver at 22:45 with the return train to Seattle leaving Vancouver at about 07:30. This would complement the current train, which now leaves Seattle at 07:45 and arrives in Vancouver at 11:35, with the return trip leaving Vancouver at 17:45 and arriving in Seattle at 22:05.



Amtrak train 761 (Vancouver, British Columbia to Seattle Washington) led by #455 was caught southbound at MP 140.5, New Westminster Subdivision, Brownsville, B.C. on April 11, 1999. Ian Smith

Amtrak train 761 (Vancouver, British Columbia to Seattle Washington) led by #455 was caught southbound at MP 140.5, New Westminster Subdivision, Brownsville, B.C. on April 11, 1999. Ian Smith



CHEMIN DE FER
CANADIEN
PACIFIQUE

CANADIAN
PACIFIC
RAILWAY

Les Cèdres CPR intermodal project approved by Quebec

CPR's long-range plan to move its intermodal freight operations off the Island of Montreal to Vaudreuil-Soulanges has moved another step closer to realization. The Commission de la Protection des Terres Agricoles du Québec has given its final approval to the dezoning of 139 hectares of farmland in Les Cèdres. Together with the 172 hectares CPR already has, it's plenty for the 311-hectare 'inland port' the rail carrier plans to open by 2011.

In a 23-page decision released recently, the CPTAQ's Guy Lebeau, President, Rejean St-Pierre, VP and commissioner Jacques Cartier concluded that the size of the site appears to be reasonable after having compared it to similar operations in Vaughan, Ontario. The authorization will also enable Industries Soulanges ltée to use the land to store railway trailers as well as other merchandise. The CPTAQ judged that the intermodal project would have a positive impact in the financial development of the region.

According to CPR the railyard will generate more than half a billion dollars annually. The decision is culmination of two months of deliberation that included a public hearing in February. The permit was granted with only one condition: that the project not cause any problems with land drainage. (Hudson/St. Lazare Gazette)

BACK COVER TOP: Relics at Woodman! Ex CPR 4-4-0 No 3 crosses her former employer's double track main line on the CNR Oak Point Sub at Woodman bound for Grosse Isle, the terminus for today's Prairie Dog Central excursion. Woodman tower stands like a sentinel protecting No 3's passage. The weather and lighting bring to mind farmer and singer-songwriter Rick Neufeld's wonderful song "Moody Manitoba Morning, made popular by Canadian band "The Bells" in the nineteen-seventies. Stan J. Smaill.

COUVERTURE ARRIÈRE HAUT: Une relique à Woodman! La locomotive 4-4-0, ex-CPR no 3, traverse la double voie principale de son ancien propriétaire, en roulant sur celle du CNR à la section Oak Point de Woodman en direction de Grosse Isle, le terminus actuel pour les excursions du Prairie Dog Central. La tour de contrôle de Woodman protège comme une sentinelle le passage de la no 3. Le temps et l'éclairage ambiant nous rappelle le chant "Moody Manitoba Morning" du fermier et chansonnier Rick Neufeld, popularisé par le groupe des années 1970, "The Bells". Stan J. Smaill.

BACK COVER BOTTOM: Highball Woodman, No 1! CPR No. 1 is westbound with a vengeance for Portage La Prairie as the sun is sinking in the west. Woodman's semaphore signals have been placed in "automatic" mode and will operate as ABS signals until Earl Birch comes back on duty in the morning. Today, the Woodman interlocking is controlled by Rugby Tower in Winnipeg. Stan J. Smaill.

COUVERTURE ARRIÈRE BAS: La no 1 à toute vapeur vers Woodman! La locomotive no 1 du CPR se dirige avec détermination en direction ouest vers Portage La Prairie sous un coucher du soleil. Les signaux du sémaphore de Woodman ont été réglés en mode automatique et fonctionneront comme des signaux ABS jusqu'au retour de Earl Birch au matin. Aujourd'hui, l'enclenchement de Woodman est contrôlé de la tour de Rugby à Winnipeg. Stan J. Smaill

Canadian Rail

110, rue St. Pierre, St.-Constant, Quebec
Canada J5A 1G7

**Postmaster: If undelivered within 10 days,
return to sender, postage guaranteed.**

