

WINNIPEG HYDRO  
PRAIRIE DOG  
ENGINE NO. 3

OMER LAVALLEE,  
SPANNER 1960

# Too Old To Work — Who, Me?

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

By OMER S. A. LAVALLEE

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

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

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

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

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

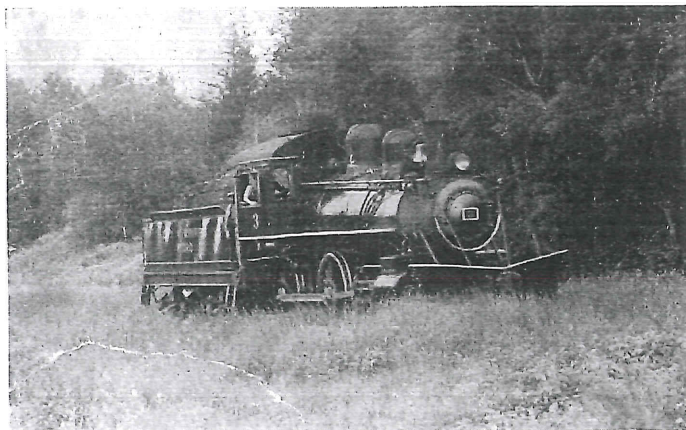
it was built for the Canadian Pacific Railway in April, 1882.

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

As a matter of fact, No. 33, another Dubs engine of the same class as No. 22, hauled the first transcontinental passenger train, in July, 1886, between Fort William and Rat Portage, on the train's initial run between Montreal and Port Moody. Some of the Dubs engines were woodburners, as was No. 22, the former typical diamond stack. In rate, the aforementioned No. 33 add, the rail- from the beginning, to their losses were equipped with g on. The cost capped smokestacks. No say western relief numerals and letters a losing sides.

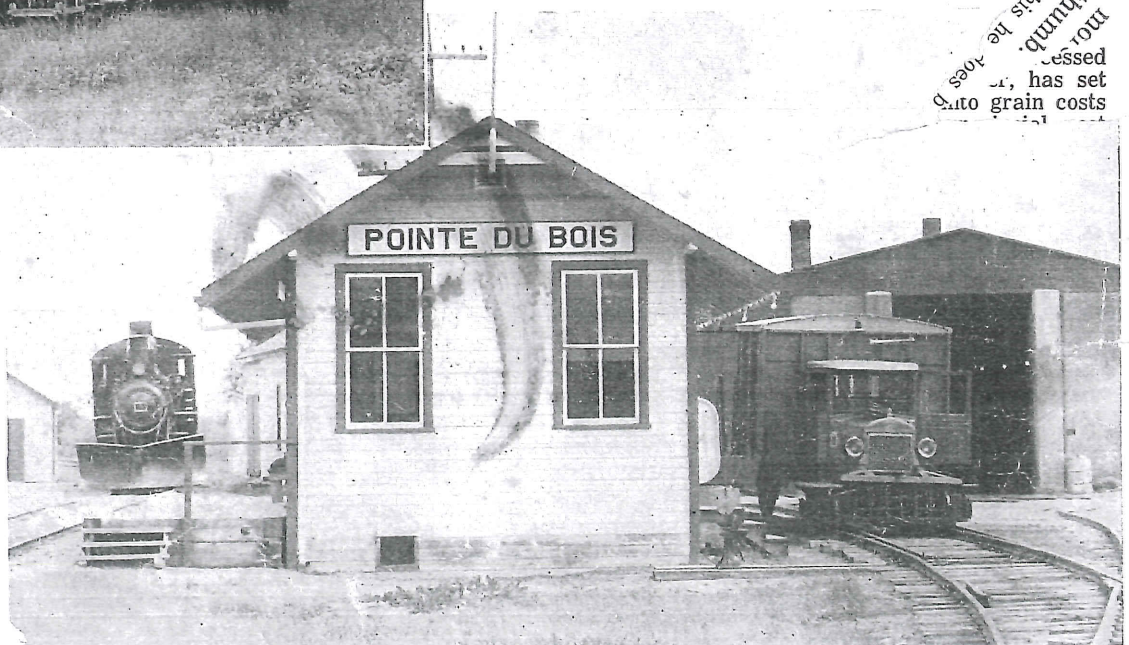
In 1905, No. 22 was renumbered under- in 1912, that is, in the present unit- series, it became No. 86.

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



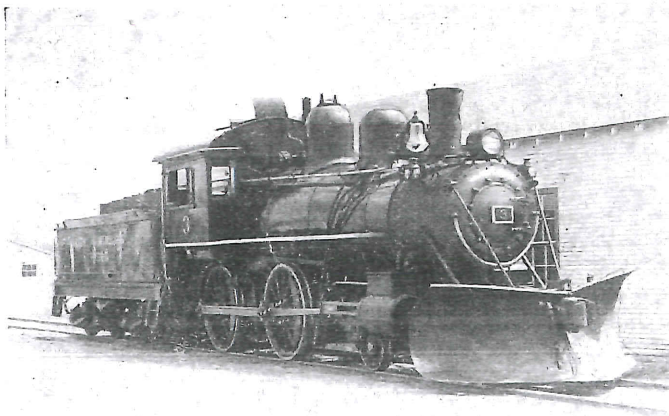
A woodland setting provides backdrop for Winnipeg Hydro Locomotive No. 3, shown enroute to pick up work train in the Whiteshell Provincial Forest Reserve in Manitoba.

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



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

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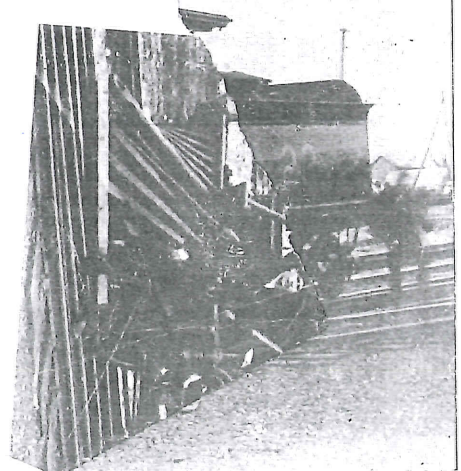
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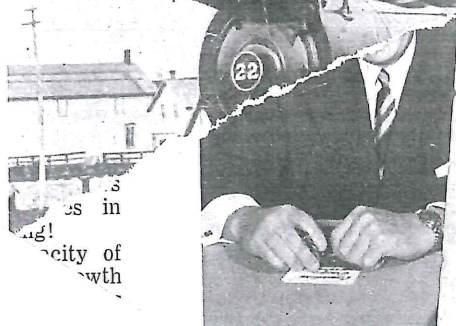
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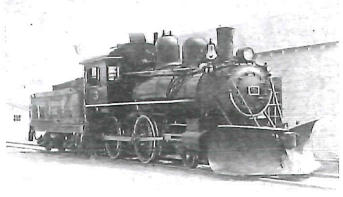


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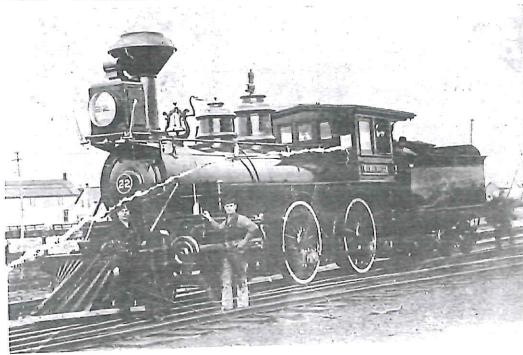
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No. 3 is supplemented by an interesting assortment of other, rather unusual but equally well-maintained rolling stock, including a small internal-combustion locomotive, two or three rail-buses and trucks, and an elegant old Pullman combination baggage-passenger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

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

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

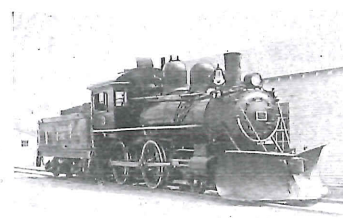
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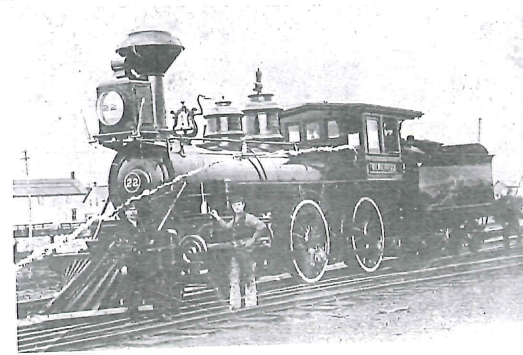
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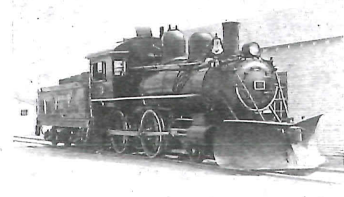
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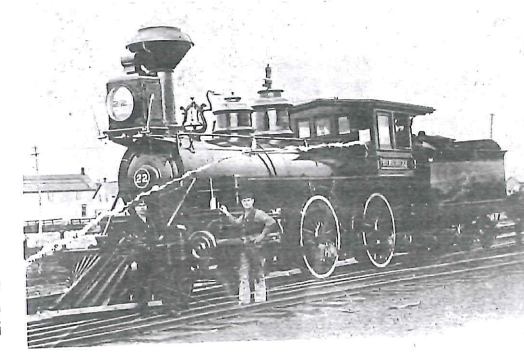
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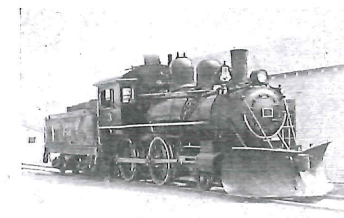
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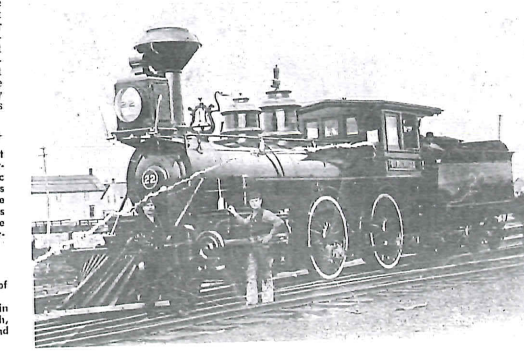
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C.P.R. OWEN  
SOUND.

JULY 3, 1901.



wards the prizes won in the various competitions will be distributed.

## OWEN SOUND.

### Five or Six C.P.R. Cars Smashed— Presbyterian Missions.

(Special Despatch to The Globe.)

Owen Sound, July 2.—A bad wreck occurred on the C. P. R. at 10.30 this morning, between Chatsworth and Holland Centre, about 20 miles from here. Conductor Imrie was in charge of the train, which was made up of 38 freight cars and two empty passenger coaches. A broken spring board ditched one of the cars, and the five following cars also left the track. The rest of the train remained on the rails and reached here an hour later. All the cars were more or less wrecked, and one carload of cement was spilled in the ditch. A wrecking train was immediately sent out from here and an auxiliary from Toronto Junction was also sent up to the scene of the wreck. In consequence of the blockade the passenger service has been badly disorganised during the day, both the expresses being delayed two or three hours, while the baggage and passengers were transferred from the regular to the emergency trains, which had been sent out to meet them. The officials expect that the wreck will be cleared away and the track placed in condition this evening.

The annual meeting of the Women's Missionary Society of the Owen Sound Presby-

CPR July 2 1901