

October, 1950 - Number 57

The Society meets on the third Friday of each month in Room 486 of the Toronto Union Station. The next meeting will be held October 20th.

Enclosed in this mailing is a booklet which was issued by the Canadian National Railways at their exhibit at the recent Canadian National Exhibition. The representation on the front cover is a cutaway drawing of the exhibit, which consisted of a series of mock-ups illustrating the latest in CNR passenger accommodations. Although the drawing shows number 9000; the actual mock-up of a diesel front end carried the number 9005.

Bulletin No. 28, the latest in the series of TTC data sheets, will be mailed with the November issue. Unfortunately, a delay in obtaining the necessary material has held up production of Bulletin No. 27, dealing with CPR Hudson type locomotives. However, this will follow as soon as possible.

The TTC fan trip has been scheduled for October 15th, as the first ex-Cincinnati PCC car has been refurbished sooner than was expected.

THE "DUMMY" TYPE LOCOMOTIVE IN CANADA By Andrew Merrilees

For an interval during 1875 and 1900, before it was definitely established that electric traction should replace horse cars on city and urban routes, many such lines were operated by steam power.

As the Forney and other saddle-tank and side-tank locomotives in this service frightened horses on city streets, the Baldwin Locomotive Works of Philadelphia designed a very peculiar type of locomotive calculated to fool the nervous creatures. It was an ordinary saddle-tank engine entirely enclosed by a cab, burning anthracite coal to reduce the smoke, and with special equipment to muffle the exhaust. As this was in many ways a "sham" or "dummy" locomotive, it quickly assumed the nickname of "Dummy".

Baldwin's built a great many of these locomotives between 1875 and 1896, as did at least one other builder, the H. K. Porter Company of Pittsburgh, but to-day they are extremely rare. Only six have entered Canada. Four were built for the Hamilton and Dundas Street Railway and one for the Great Western Railway of Canada. The sixth was a second-hand unit bought from an American line by the Liverpool and Milton Railway (now CNR) in Nova Scotia.

The Hamilton and Dundas ordered three of these engines in 1878 and 1879, when their line was built. They ran from the old Hamilton and North-Western Railway's King Street Station in Hamilton, up through the west end streets to Ainslie's Wood, a leafy bower near the present Toronto, Hamilton and Buffalo Railway's car shops, and down into the Dundas Marsh and up to Dundas. Part of this line is now the Dundas Town branch of the TH&B, which purchased it after the abandonment of the radial electric service in September, 1923.

The fourth engine, number 4, was built in December, 1896, probably the last dummy locomotive ever built, and believed to be the only Vaucrain Compound Dummy ever constructed. This engine operated only slightly more than a year, for electric service was introduced on the line on March 1, 1898.

Upon the electrification of the line, the three oldest Dummies were sold to Mr. Charles Sturrock of Dundas, former Superintendent of Motive Power for the line. Mr. Sturrock was successful in selling one of them, No. 3, to the C. Beck Manufacturing Company of Penetanguishene, who used it to replace mules in the hauling of lumber from their mill to the GTR station at Penetang. Nos. 1 and 2 were scrapped in 1900.

The other engine, No. 4, was kept by the Hamilton Cataract Power Light and Traction Company and used as a snow plough for several years, after which it was sold to the Galt, Preston and Hespeler Street Railway (now Grand River Railway) for use in constructing the line between Preston and Berlin (now Kitchener), and rebuilding the line between Preston and Hespeler. When that job was finished, the author understands that the engine was sold to John MacDonald, a contractor, and since he has heard tales of a Dummy locomotive used on the construction of the South Western Traction Company electric line from London to Port Stanley in 1906, it is possible that the engine so employed was the same engine. Its further trail has been lost, so possibly at some later date it was rebuilt into a conventional saddle-tank type locomotive.

Various newspaper accounts have appeared in the Hamilton press and elsewhere from time to time giving the report that someone has somewhere found the "Dundas Dummy". In every case these authors have merely uncovered small saddle-tank locomotives which they assume to have been the "Dundas Dummy". Indeed, the "Dundas Dummy" has by now so passed into the folklore of the Hamilton district that one might be led to believe that there was one individual locomotive. Actually, there were four — as we have seen — all of which were of the Dummy type.

At the time of writing, the remains of No. 3 still are at Penetang in the Beck millyard, although the locomotive has been disused since 1924, and sometime before that had its original cab burnt off and replaced with one of entirely different type. This cab has now literally fallen apart around the boiler, and very little remains to mark what is probably the last Dummy locomotive on the North American continent.

The Dummy locomotive built for the Great Western Railway of Canada was constructed by Baldwin in June 1878 for use between Wyoming and Petrolia. The "Enniskillen" oil fields of the Petrolia district were then opening up and the GWR built a branch from its main line at Wyoming into the then new oil town of Petrolia, and the shuttle work between Petrolia and "the junction" was for a time handled by this Dummy locomotive.

At a later date the GWR removed the locomotive to Toronto, where it was used for some years hauling short trains in the Toronto - Mimico suburban service. It was in this activity that it figured that it figured in a head-on collision with a passenger train near the "Swansea Bolt Works" in what was locally known as "The Humber disaster". This occurred in the summer of 1888 and is even yet the worst railroad accident to have happened in the immediate Toronto district in point of loss of life. The locomotive after the amalgamation of the GWR with the GTR in August 1882, was numbered Grand Trunk 760, and during the brief period that the GTR, operated the Belt Line around Toronto in 1892 and 1893, this engine handled some of the service, along with other GTR side-tank locomotives.

It was finally sold in October 1893 to John B. Smith & Sons Limited, lumber merchants of Toronto, who shipped it to their mill yard at Callander, Ontario, where it was scrapped about 1912. It retained its original Baldwin design to the end.

The Grand Trunk also had three or four steam cars in the International Bridge service between Fort Erie and Black Rock, which were locally known as "dummy" cars. These were, however, not true dummy locomotives, but steam coaches, as all of them carried passengers, whereas the true "Dummy" was merely a locomotive hauling unit for passenger coaches. Similarly, cab-over-boiler inspection locomotives, of which Canada has seen a few, have from time to time been mistakenly called Dummy types. For the sake of the record, the true distinction is made here.

The largest Dummy locomotive to be used in Canada was the *MERSEY* of the Liverpool and Milton Railway in Nova Scotia. This engine had an 0-6-0 wheel arrangement and was a product of the H. K. Porter Company of Pittsburgh. It was landed at Liverpool by steamer in December 1896, the same month in which Hamilton & Dundas No. 4 was delivered in Dundas, Ontario. This engine

was sold to a lumber company near Liverpool in 1911. After sale of the L&M Railway to the Halifax and South-Western (now CNR), and after the cessation of the former company's operation, it was shipped to Vancouver along with the company's other railway and lumber mill assets.

TRANSIT NOTES

Toronto Transportation Commission: To time of writing, nine former Cincinnati Street Railway PCC cars have arrived at the TTC Hillcrest Shops and are there being regauged, rewired and otherwise made adaptable to Toronto operating conditions. Cars 1122 and 1151 were the vanguards of the fleet arriving at Hillcrest on September 11th. Car 1122 has gone the furthest toward completion and it would seem that this would be the car used on the Society's excursion on October 15th. Cars 1150-1174 are to be renumbered TTC 4550-4574, while 1100-1126 will become 4575-4601, both groups being renumbered in order. Cars 4575-4601 are to enter service with the Cincinnati type doors, although these will probably be changed later on. In addition to the other changes, the cars are receiving a thorough body overhaul. 40 Toronto Railway cars are to be scrapped as a result of the installation of these cars (1314, 1390, 1444, 1460 and 2052 have already gone up to the end of September). The other 40 will remain until the 50 new cars (4500-4549) are received in 1951.

Hamilton Street Railway: Burlington Street abandonment will probably occur before Christmas, as trolley bus overhead erection is now in progress along Cannon Street and all of the new vehicles have been received.

Ottawa Transportation Commission: Because of the construction of a new overpass across the station tracks opposite Daly Avenue, the OTC tracks have been blocked at the corner of Day and Nicholas Street. Thus no street car service is operating on the Charlotte - Laurier - Nicholas loop.

The Holland - Laurier route is being short-turned at the George loop, while the Bank - Rideau route is now wye'd at the corner of Cobourg and Rideau Streets. These two routes normally traverse the presently unused trackage, where service is being handled by bus. (-Norman Tutt, Peterborough)

MOTIVE POWER

By the end of September the CPR had received all of its diesels from Montreal Locomotive Works for the Schreiber Division installation, comprising Nos. 8405-8408, 4008-4027 and 4404-4423.

In mid-September, the CNR ordered eight 1600 H.P. road freight (four "A" and four "B") units from MLW-CGE (the 1500 H.P. model has been discontinued).

The CNR has also ordered six multiple unit electric motor cars and twelve multiple unit control trailers from Canadian Car and Foundry Company for Montreal suburban service. These cars will be operated as six trains, each train consisting of one motor and two trailer cars. The cars will be powered by General Electric equipment.

The Toronto, Hamilton and Buffalo Railway recently sold 0-6-0 No. 43 to the International Harvester Company of Hamilton, where it is retaining the same number. The TH&B is taking delivery of its eight new diesels from the GMD plant. Road-switchers 71 and 72 were delivered to the railway on September 1st.

Additional orders received by General Motors Diesel consist of six 1500 H.P. road freight "A" units for the Ontario Northland Railway and a 1200 H.P. switcher for the Steel Company of Canada Limited. The ONR has also ordered a lone 1000 H.P. switcher from Montreal Locomotive Works.

It is reported that the Steel Company of Canada Limited will receive as scrap seven steam locomotives from the Chesapeake and Ohio Railway (Pere Marquette District) upon dieselization of the latter.

New York Central Mikado 2051, previously reported as passing through Toronto, was sold to the Cumberland Railway and Coal Company of Nova Scotia.

The Mattagami Railway ordered a 300 H.P. 50-ton switcher from CGE (to be built at Erie, PA) during August.

A 30-ton diesel, built by Ruston and Hornsby of Lincoln, England, was delivered on September 2nd. to the new Pilkington Glass Works on Danforth Road in Scarborough Township. This is on the new CNR industrial branch line described in the January 1950 issue.

Seven of the ex-CNR 75-ton diesel switchers (built for the Prince Edward Island lines by Canadian Locomotive Company but later rejected) were seen en route from the Kingston plant to the United States on July 22nd., probably destined for the Whitcomb Locomotive Works.

The Fairbanks-Morse 4800 H.P. demonstrator locomotive (two 2400 H.P. "A" units, Nos. 4801 and 4802) has appeared on the CNR Central Region for trials. It arrived in Toronto from Sarnia on a freight train on August 15th. and continued on to Montreal. The second trip was from Montreal to Toronto on Train No. 17 arriving in Toronto on August 17th. and returning to Montreal on Train No. 8 the same morning. Further trials in Montreal - Toronto passenger service and Toronto - Sarnia freight service have taken place, interrupted by the railway strike of August 22nd. - 31st. During this time the locomotive was stored at Toronto Union Station.