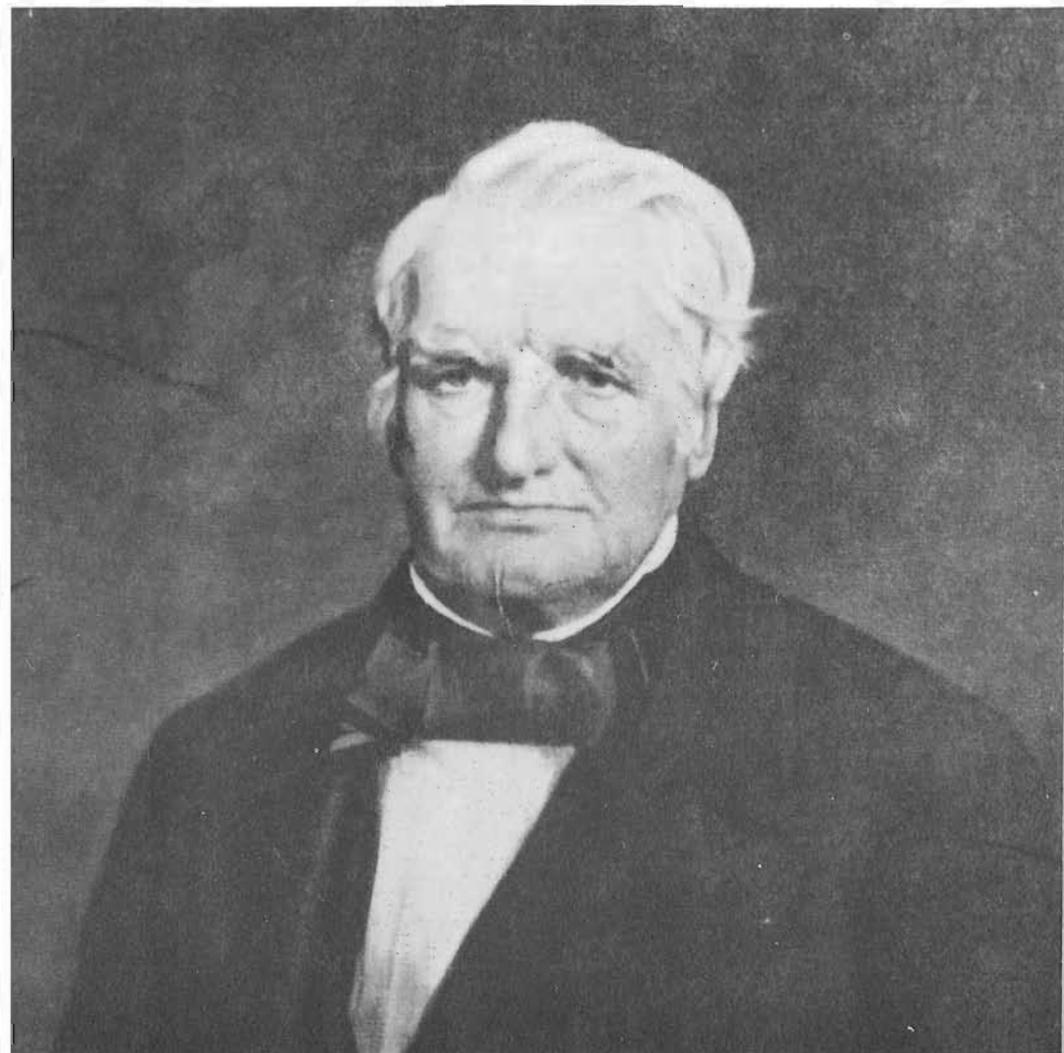


Canadian Rail

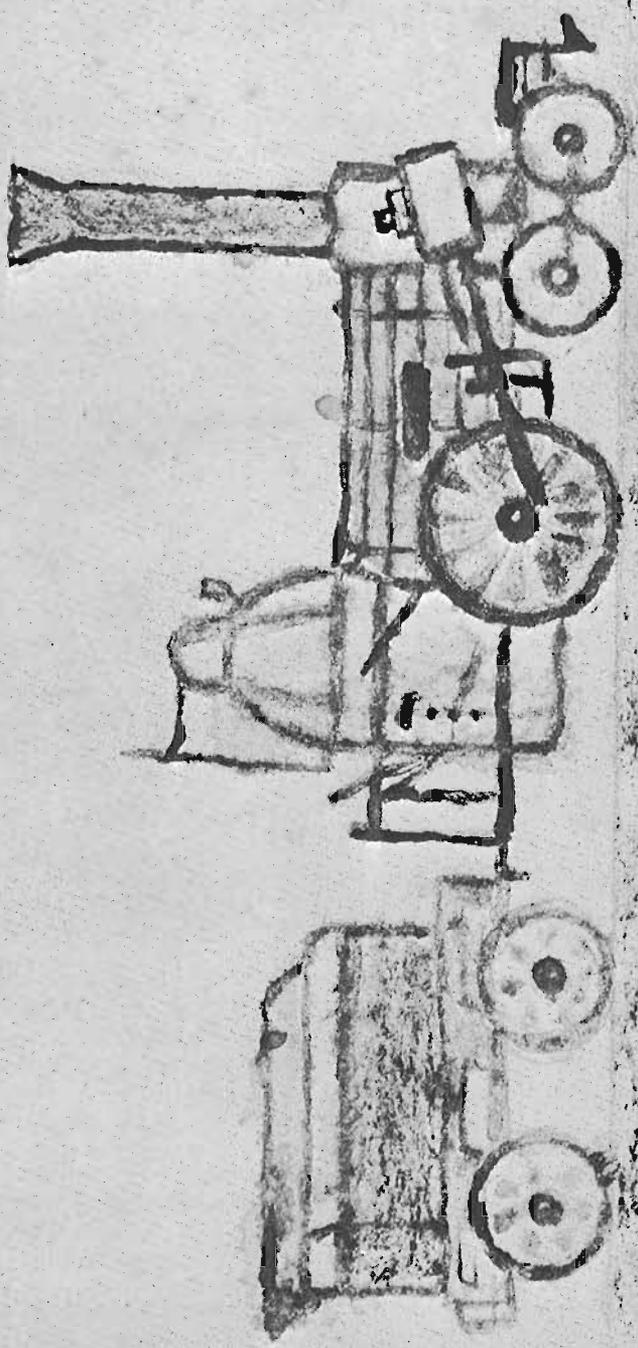


NO. 229
FEBRUARY 1971



JASON C. PIERCE

1778 - 1851



JASON C. PIERCE

THE MAN AND THE MACHINE

John Beswarick Thompson

Editor's Note:

Since the opening of Canada's first public railway on July 23, 1836, a number of articles have been written about the Champlain & St. Lawrence Rail Road. However, the man who was principally responsible for the completion of this enterprise and the steam locomotive which bore his name have only been mentioned in passing. It is with pleasure, therefore, that the following paper is presented. It is a real contribution to the history of Canada's first public railway and its chief patron.

In March of the year 1836 Jason C. Pierce a fifty-seven year old merchant and forwarder of St. Johns, Lower Canada, wrote to George Reddington of Williamstown, Upper Canada confidently predicting, "Our railroad will in all probability go into operation in July". (1)

Pierce's optimism was well-founded for at the time he was writing his letter the roadbed of the Champlain and St. Lawrence Rail Road had been graded and the bridges had been built on the 14½ mile line under the supervision of the able Chief Engineer, William R. Casey. (2) Indeed, a locomotive had been ordered by the Commissioner (General Manager) of the company, W. D. Lindsay, a former Customs Officer at St. Johns (3), and it was about to be shipped to Canada by the famed English locomotive builder, Robert Stephenson. (4) The day after Pierce sent his letter the Morning Courier of Montreal reported: (5)



Jason C. Pierce (1778-1851), the Man - "the projector and principal promoter" of Canada's first public railway. Collection Senator A. W. Roebuck.



This pen-and-ink sketch, photographed, enlarged and appearing opposite, may well be one of the earliest sketches of a locomotive for a Canadian railroad. It appears in a dimension of about 1 1/2 by 2 inches on the bottom of an aide-memoire dated 1839 and inserted in an account book of the Champlain & St. Lawrence Rail Road. It is almost certainly a sketch of the JASON C. PIERCE, since it is obviously a Norris B type 4-2-0. The placement of the driving wheels in relation to the vertical firebox is the same as that of the replica of the LAFAYETTE of the Baltimore & Ohio Railroad, the original of which was built by William Norris of Philadelphia, Pa., U.S.A. in 1837. Photo courtesy Public Archives of Canada.

As soon as the snow disappears and the ground dries the line will be examined by the Engineer and such parts as may have been injured during the winter levelled; after which,....the laying of the rails will be commenced.

The opening of Canada's first railway - an event which the Gazette claimed would be "one of the proudest days in the annals of Lower Canadian improvement" (6) - was but four months away, and in a small way the achievement was due to Jason C. Pierce, as the Directors' Report of 1835 had pointed out:

When in February 1832, when the Act was passed permitting the Petitioners to build a Railroad, it was apparently so cramped with restrictions, as for a while, to become a dead letter, nor was it till November 1834, when Mr. Pierce of St. Johns, by his exertions, obtained a sufficient number of subscribers to preserve the charter from falling through..... It is, therefore, to that gentleman.... that the country and the community are chiefly indebted for the advantages already received and likely to accrue.

Another observer later called him "the projector and principal promoter of the railroad" (8), while an American newspaper lauded Jason Pierce's "zeal and activity in prosecuting the work to its completion" (9).

Business acumen, not community altruism had motivated Pierce's exertions". Born in Sandersfield, Massachusetts, he had moved to Lower Canada in 1817 and eight years later had established himself in St. Johns, the head of river navigation on the Richelieu. There the Champlain Transportation Company, whose vessels linked Lower Canada with the United States, appointed him agent at their northern terminus (10). In St. Johns he had established his forwarding business which sent Upper Canadian lumber to the United States, whither to Montreal and American manufactured goods to the Canadian merchants. The Champlain and St. Lawrence, planned as it had been to serve as a shortcut from the St. Lawrence to the Richelieu, would expedite the transportation of goods and would improve Pierce's business. In addition, if the new railway increased the number of passengers using the Champlain Transportation Company's two boats, the "Franklin" and the "Winooski", Jason C. Pierce would also prosper.

Although Pierce had been voted a Director of the railroad and had worked zealously to find buyers for the company's stock, he himself had purchased only five shares in the railroad (12). His capital had remained in his business. A business, no doubt, that in March 1836 he hoped the new railroad would serve to increase.

July 21, 1836

Jason Pierce's prediction had been correct. On Thursday, July 21 1836 Lord Gosford, governor-in-chief of Canada, and a host of dignitaries assembled to officially open the Champlain and St. Lawrence Rail Road.

Thomas Storrow Brown, a radical Montreal journalist who a year and a half later led the Patriotes in the disastrous Battle of St. Charles, attended the opening. Although an avowed political opponent of the Tories whose capital had built the railway, Brown lyrically wrote an approving account of the occasion (13):

A ticket from a friend entitled me to attend the celebration of the opening of the Champlain and St. Lawrence Rail Road on Thursday last. The day was beautiful, and as Montreal poured forth "her bounty and chivalry" I joined the happy throng rejoicing in the idea of a comfortable ride to St. Johns. A balmy air floated above us, a glittering expanse of water beneath, and my heart gladdened at the prospect of enjoying a few hours of subliminary happiness in the midst of a concourse of fellow citizens.

Upon reaching Laprairie we found cars in readiness; two were dispatched by the locomotive and the remainder taken in tow by horses. Transit occupied a couple of hours, giving an opportunity of examining the work and certainly too much praise cannot be bestowed on the conductors of the neat, orderly, and first rate manner in which the whole line has been conducted and completed.

At the Station House, St. Johns, a hogshead of lemonade was set upon..... An abundant collation was spread over four long tables and there was no scant of "the very best wines the market affords".

We returned.....delighted with the excursion and hoping that in a few minutes our glowing description of the day would make us the envy of all Montreal.

Brown judged Canada's first railway to be first rate. "We in Canada are so accustomed to see things done ill," he added wryly, "that a work well done is a miracle."

The First Season

The gaiety of the official opening was soon dissipated by the difficulties inherent in any new operation. The Champlain and St. Lawrence had its full share of problems in its first season of operations:

9 August (16)

An unfortunate man whilst attempting to embark in one of the Rail Road cars, got his leg unfortunately entangled in one of the wheels and injured to the extent that it had to amputated. The man did not survive the accident more than twelve hours.

10 August (17)

For cartage of Locomotive & Cars by horses. ~~£~~ 3.2.6

16 August (18)

Here is another effect of a want of proper arrangements between the Champlain Steamboats and the Railroad Company..... The locomotive started this morning at 5 minutes before 8 and the steamboat had been in sight more than 5 minutes and in 10 minutes after that was alongside the wharf. The mail contractor stated to those who had the management of the Railroad that the boat was in sight, but they would not wait.....

19 August (19)

Arrived at Laprairie and had to wait some time the return of the locomotive and cars from St. Johns..... When we were on the point of starting for St. Johns, part of the machinery of the locomotive gave way..... The engineer, however, after some trouble, was enabled to put the engine into such a state as to put it in our power to proceed. We had not got more than a mile over the road, when the deplorable concern gave way again.

31 October (20)

I send you a bill of the Champlain and St. Lawrence Rail Road for freight... from which it will be evident that instead of the Company's operations lessening the price of freight they have increased it more than double. If the bill.... is to be established as the regular tariff.... farmers and others will find a great saving of expense by taking their teams as heretofore to Laprairie.

2 November (21)

We have heard many complaints against those employed by the Rail Road Company for rudeness, incivility and overcharge.

Plagued by problems and peppered by complaints, The Champlain and St. Lawrence muddled through its opening season until the first of December when, almost mercifully, the advent of winter closed down the line. At the half yearly meeting of stockholders held on the twelfth of December 1836, the problems were discussed and solutions were proposed.



Winowski
Steamer

St. Johns - No. 1037.

Richard R

The Second Locomotive

One of the railroad's gravest problems was the unreliable performance of their English 0-4-0 locomotive. Succeeding generations have venerated this engine through imaginative illustrations and full-sized recreations; however, the locomotive merits such attention not because it was a suitable and efficient machine for Canada's first railway, but because it was simply Canada's first locomotive. Indeed, the "Dorchester", as it was called, had been tried and found wanting.

As early as 1835 it had been the company's intention "to place at first only one Locomotive on the line, and to add others if necessary". (22) It had become necessary. Accordingly the shareholders resolved to purchase a second locomotive - one built in the United States, not in England - and they chose William Casey, the American civil engineer who had so successfully built the railway and who had previously purchased four passenger cars for the company from a manufacturer in Troy, New York, to make the purchase.

A rough handwritten expense account submitted by the Commissioner, W.D. Lindsay, who accompanied Casey, traces the odyssey in search of a new locomotive: (23)

1837-Feb'y- own & Mr, Casys (sic) travelling expenses
to Boston, Providence, & Philadelphia for Loco-
motive & information..... £ 54.0.0

Their winter travels ended in Philadelphia. There they visited William Norris whose locomotives had in 1836 taken "the engineering world by storm" (24) and there they placed an order for Canada's second locomotive. Norris later sold his locomotives from Prussia to Chile, but the first export order he received was from the Champlain and St. Lawrence Rail Road of Canada.

No records have been discovered to verify the exact specifications of the locomotive ordered; however, it apparently was a Norris Class B type having one pair of driving wheels and a four-wheeled swivelling truck at the front. (25)

In late March 1837 W.D. Lindsay, in making preparations to bring the locomotive from Philadelphia to Canada, wrote to P. Doolittle of the Champlain Transportation Company in Burlington: (26)

We are making arrangements to engage a boat at Whitehall or Troy to proceed there to Philadelphia for the purpose of bringing in a locomotive engine built for this Company by Mr. Norris of that place which is to be ready for shipment about the 5th of



The steamboat "Jinooski" and the railroad wharf is shown in this sketch by Lieutenant Phillip J. Bainbrigg. Although it is entitled "St. Johns - Nov. 1837", it appears to have been made from the British fort south of the wharf and the town shown in the background is St-Athenase (now called Iberville) across the Richelieu River from St. Johns.

April. I learn from Mr. Pierce that your company are about to send to the same place for the boilers for their new boats. Now would it not be of mutual advantage to us to send a boat as will accomplish the wishes of both parties.

In May Lindsay travelled to New York to supervise the shipping. Judging by the schedule, the new locomotive was in service on the Champlain and St. Lawrence by mid-May. (27) (28)

It was customary at the time for railroad companies to christen each locomotive and to request the builder to place appropriate name plates on the engine before it was delivered. The name chosen by the Champlain and St. Lawrence for their new locomotive was the "Jason C. Pierce". No doubt this tribute was in honour of Jason Pierce's earlier efforts on behalf of the railway; however, in addition, during the company's first season Pierce had been the railroad's best customer, as the following table shows: (29)

Month	SUMS PAID BY JASON C. PIERCE TO THE RAILROAD IN 1836					
	Freight for St. Johns			Freight for Laprairie		
	£	s	d	£	s	d
July	31	18	7	2	13	6
August	41	2	7	79	6	7
September	50	4	7	69	12	9
October	85	9	7	336	17	4
November	197	11	6	684	12	8
Totals	406	6	2	1,173	2	10

Pierce had sent the first consignment of freight over the line after the official opening in July. (30) His shipments had increased in each successive month - even though the railway had not been able to accept freight from the general public until the first of October (31) - until they reached a peak in November when an astounding amount of wheat was shipped from St. Johns to the Montreal market (32). He had paid the Champlain and St. Lawrence almost £1,600 in less than five months. Indeed, he remained the railway's best customer until his death fifteen years later (33). No doubt the shareholders did not object to the decision to call Canada's second locomotive the "Jason C. Pierce".

The Second Season

In an attempt "to prevent those losses, mistakes and vexations" (34) which had occurred in 1836, the Champlain and St. Lawrence began its second season armed with a new set of freight regulations and new by-laws, which among other things, prohibited smoking in the first class cars and decreed "No person allowed to go on Engine under a penalty of 10s for each offence" (35). The most significant innovation of 1837, however, was the new schedule. The new locomotive

enabled the company to have two trains running. The first left St. Johns at five o'clock in the morning; the second left at nine. The first train from Laprairie departed at ten o'clock. The company hired a second locomotive engineer, a gentleman with the appropriate name of Lewis Tripp (36). He joined H. Boughton, an American who had worked as Canada's first regularly-appointed engineer since August 1836 (37).

Although the new schedule was to have gone into effect on the twenty-third of May, "owing to the extraordinary height of water in the St. Lawrence, and the impossibility of using the company's wharf at Laprairie", it did not begin until mid-June (38). It was well received. An Eastern Townships newspaper which had been hostile to the railway in 1836, highly approved of the improvement of service: (39)

Our neighbours in this district will see from the Railroad advertisement....that the Cars leave St. Johns at 5 of the clock A.M. for the 6 o'clock Boat, thus allowing from 7 A.M. to 5 P.M. in Montreal for the transaction of business;- giving them the chance of sending out freight, intended for the Townships by the one of the clock Boat. This freight is sure to reach St. Johns that evening and very probably by the same trip, as the Cars then do not leave Laprairie till an hour after the arrival of the Boat.

The arrangement continued until the fall when following the departure of locomotive engineer Boughton and the onset of dark autumn mornings, the early train from St. Johns was cancelled and the Company returned to a schedule which required only one train in operation (40).

The company never again returned to their 1837 summer schedule in the years that followed. Possibly the railway found that its traffic did not justify the cost of running two trains. In the early days of railroading, for instance, engineers were highly paid employees and in addition to paying Boughton an annual salary of £ 225, the company had given Lewis Tripp £ 210 per year for his services (41). The Champlain and St. Lawrence likely also found that it was more advantageous to have one train and two locomotives so that if one locomotive broke down, the second could take its place, for judging by the following account, the "Dorchester" had again required mechanical attention in 1837 (42):

Cash paid to Ward & Co. in full of their Acct. for
sundry repairs done to the Small Locomotive Engine
& freight cars etc. for the year 1837 & up to the
22nd June '38..... £ 89.9.0

Nevertheless during the season of 1837 the railway received a few complaints about its service. One gentleman writing in the Montreal Transcript in July, after noting that an English locomotive had recently run twelve miles in ten minutes, concluded sarcastically,

We have heard it remarked that the locomotive on the St. Johns Railroad is sinking into the opposite extreme" (43). A Herald correspondent who relied not on hearsay but on experience sympathetically commented on the railway's slower service (44):

I crossed to Laprairie by the Princess Victoria... The Queen of Canadian Steamboats. After a pleasant passage we exchanged the steamboat for the railroad cars. I had never previously been towed by the locomotive engine, having on two or three occasions been drawn by horses; but I found that the speed of the train was not much more than half what it used to be during the first season. The truth is, that extremely rapid motion costs more than it is worth by shaking and loosening the rails and sleepers.....

Service, slower but surer, still managed to impress a rural Townships resident (45):

On board the Rail Car propelled by steam, you can get no distinct idea of the fields over which you seem to fly, or of the trees and animals and houses of which you catch a glimpse, on account of the velocity of your motion.

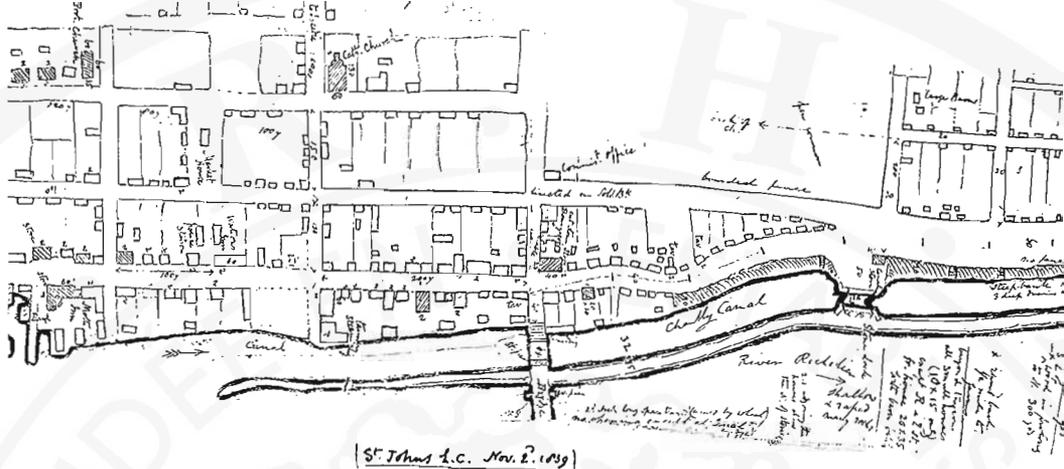
All in all, the railway's second season was successful, and the Jason C. Pierce" had helped to make it so. With two locomotives, for instance, the company's embarrassing bill for horse cartage diminished from a four-month 1836 total of \$256 to a seven-month 1837 total of \$111 (46). The greatest proof of the season's success, however, came at the shareholders meeting held in December, two days after his last battle in the Rebellion of 1837, when a profit of over \$2,600 was disclosed (47) and a dividend - the company's first - of \$2.10.0 per share was declared (48).

Subsequent Service

In many ways the season of 1837 set the standard upon which operations of the Champlain and St. Lawrence were patterned for the next decade. The September 1837 schedule served as the basis for others that followed; the "Dorchester" and "the Engine Jason", as one gentleman called it, remained the railway's only two locomotives until 1846 (49).

The company must have been relatively pleased with the performance of their second locomotive for around 1839 (50) they altered the original and unsatisfactory 0-4-0 wheel arrangement of the "Dorchester" to the 4-2-0 wheel arrangement of the "Jason C. Pierce". This is confirmed in a letter written in 1846 by Commissioner W.D. Lindsay to M.W. Baldwin, the Philadelphia locomotive builder, ordering a smoke pipe for "a small English Engine" (51):

The Engine was when first imported, a Six ton 4 wheel inside connection which we changed into a 6 wheel say



This roughly-sketched plan of St. Johns was made by Bainbrigge in 1839. At the top left are the railroad offices of the Champlain & St. Lawrence. There the track divides with one branch continuing past the buildings of "Mr. Pierce" to the wharf.

Note: This sketch was made on two opposite leaves of a notebook entitled "Roads Along the Frontier and in Upper Canada" and these two sections have been attached by the author. Public Archives of Canada.

4 truck & 2 drivers which added about a ton to the weight of the Engine.

Imitation is the sincerest form of flattery!

The "Jason C. Pierce", however, had its faults as Lindsay pointed out in another letter to Baldwin (52):

There certainly is a very marked difference between the Tender which came with Norris's Engine & the one we imported from Stephenson.

American builders do not bestow the care and attention to the shape & general arrangement of this necessary appendage.

Spare us from that curse of Locomotives - Leaky Flues - Nooris's (sic) Engine having given us a good deal of Trouble in this way, while Stephenson's has been the very reverse..... I put a new set of tubes into Norris's Engine (which had been 2 inches) since which the Engine has done very much better.....

Even though the "Jason C. Pierce" had given the company trouble (with a capital "T"), in December 1845 Lindsay called it "our best Engine now 9 seasons in use". (53)

While during the early 1840's the two original locomotives had been sufficient to enable the company to annually turn in a profit, in 1845 the Commissioner anxiously wrote, "Up to the present time we stand alone in this country; yet there are Rail Roads about to spring up all around us"; (54) and in the same year the threat of competition sent him to investigate new locomotive models in the United States. (55) By this time the 4-4-0 type had successfully established itself on the rapidly-multiplying American lines, and in December 1845 the Champlain and St. Lawrence ordered a 4-4-0 from Baldwin of Philadelphia.

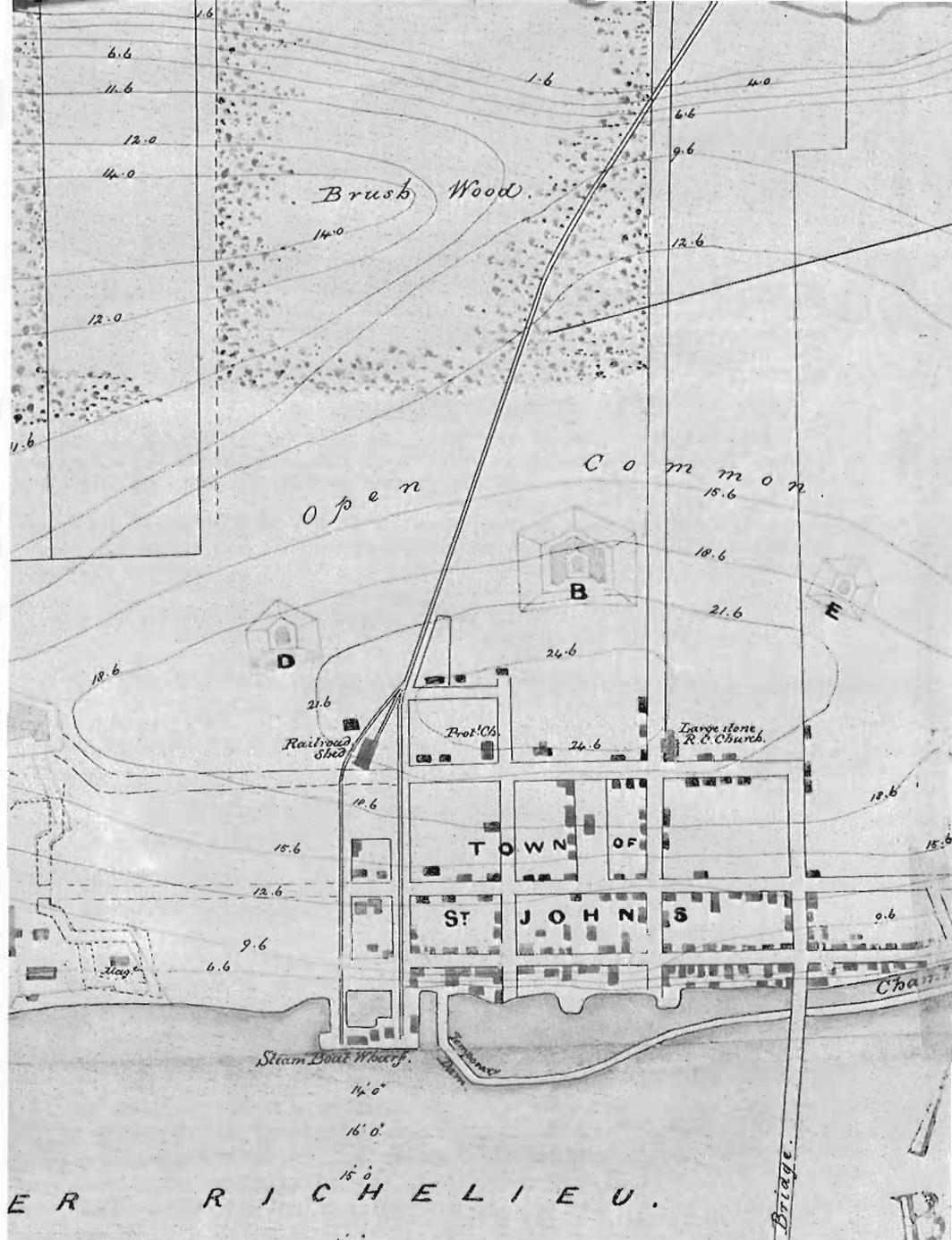


FIGURE 1 D

Two branches of the rail road lead to the Richelieu River in this map of St. Johns made in 1841. It is interesting to note the elevations which the supposedly "level" rail road had to overcome between the Richelieu and the small creek to the rear of the town.

Note: The structures marked "A", "B", "D" and "E" were proposed fortifications which were never built.

Placed in service in 1846, the new locomotive's performance prompted Lindsay to write Baldwin: (56)

The locomotive Montreal.... I am happy to say is in most respects such a Machine as I would trust will do every credit to your establishment.

At the same time Lindsay also reported that "two of our Locomotives are sadly out of order", and although he was "desirous of repairing them next winter", the inadequacies of the two original locomotives had no doubt become apparent. Following the acquisition in 1848 of a second 4-4-0, the "Champlain" built by Norris, (57) and the delivery of the Scottish-built "John Molson" in 1849, (58), the "Dorchester" and the "Jason C. Pierce" had become expendable. As far as the Champlain and St. Lawrence was concerned, they had reached the end of the line.

Sold Down The River

In 1849 the construction of La Compagnie du Chemin à Rails du Saint-Laurent et du village d'Industrie, a twelve mile line running from Lanoraie on the north shore of the St. Lawrence to the town today known as Joliette, Qué., enabled the Champlain and St. Lawrence to dispose of their original locomotive, the "Dorchester", profitably. Having a capital investment of only £12,000 - low in comparison with other railways of the period - and "constructed on very economical principles" (59), the Industrie railway was in the market for cheap equipment, and the Champlain and St. Lawrence, which was then involved in a project to extend its line south to Rouses Point, was happy to provide it. Accordingly, in addition to old iron rails, twelve freight cars, and one first class passenger car; the "Dorchester" was sent down-river to Lanoraie. It fetched £500. (60)

Once the Industrie railway opened to the public in May 1850, it found, as had the Champlain and St. Lawrence in 1836, that the "Dorchester" alone was not sufficient. Soon after, the following transaction was recorded: (61)

22 July 1850

Sold and delivered

Locomotive "J.C. Pierce" & 12 frt. Cars..... £1500

If, as in 1849, the freight cars were bought for 25 each, the "Jason C. Pierce" sold for £1200 - over double the price of the "Dorchester". The great difference in value between the two locomotives was likely due to the rebuilding of the "Pierce" from a 4-2-0 to a 4-4-0 by the Champlain and St. Lawrence sometime before it was delivered. (62)

Although it is known that the "Dorchester" remained in service until 1864 when an accident caused it to be scrapped, (63) little is known of the subsequent history of the "Jason C. Pierce". It had been believed that the locomotive became the property of the Canadian Pacific Railway and was sold in 1889 to the L'Assomption Railway (64);

however, new evidence has cast doubt on this report (65), and an accurate account remains to be written. The "Jason C. Pierce" seems to have at least endured until the early 1880's - a forty-five year record of service which was no mean achievement.

Jason C. Pierce The Man

The gentleman whose name had graced Canada's second locomotive lived to see it make its last run from St. Johns. He also lived to see the first freight train operate over the new Rouses Point extension of the Champlain and St. Lawrence. To the Gazette this first international train between Canada and the United States was "the precursor of a traffic of which the extent is incalculable" (66). To Pierce it must have signalled the end of St. Johns' role as an important terminus. The freight train made its trip on the fourth of September 1851. Two days later, Jason C. Pierce died at St. Johns at the age of seventy-three: (67)

We regret to have to announce the demise of Jason C. Pierce, Esq., one of the oldest and most respectable inhabitants of St. Johns, we had almost said of this portion of Canada. He was universally respected for the integrity and simplicity of his character, as well as for the performance of all of the social duties of life.

His funeral was held on the eighth of September. The Gazette helpfully informed its readers that "persons leaving by the 12 o'clock train to attend his funeral, can return in the evening" (68).

Ironically, on the same day a "Pleasure Excursion to Rouses Point" left Montreal at eight in the morning and also returned the same evening. This train stopped only briefly at St. Johns (69).



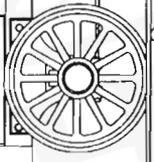
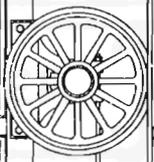
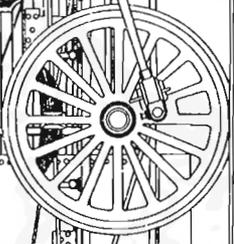
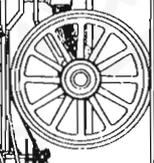
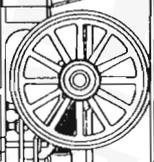
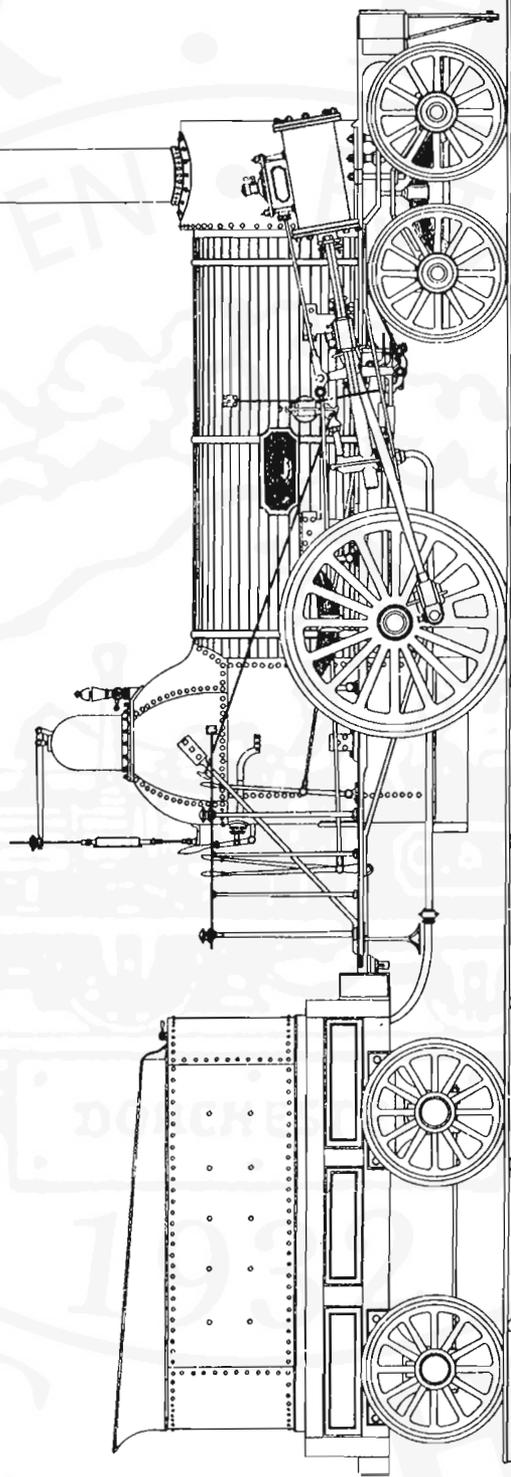
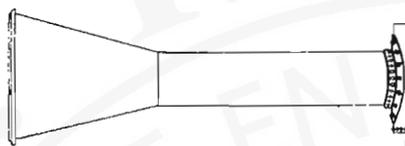
POSTSCRIPTUM

It is very possible that the Champlain and St. Lawrence Railroad changed the wheel arrangement of the "Jason C. Pierce" in the mid-1840's from 4-2-0 to 4-4-0. Commissioner Lindsay implied as much in a letter to M.W. Baldwin in late 1845 and the Annual Report of the company for 1844 alluded to the cost of "an extra sett (sic) of Driving Wheels for the locomotive". Such an alteration would not have been extraordinary for, by this time, many American railways were successfully using the increasingly-popular 4-4-0 type locomotive. If the "Jason C. Pierce" was so altered, it would have been the first 4-4-0 locomotive in Canada - the first of a great many.



A Norris "B" Class locomotive similar to the "Jason C. Pierce", Canada's second locomotive as shown in a plate issued by William Norris in 1838. P.C. Dewhurst, an authority on Norris engines, calls this "the best of all drawings... in view of it having emanated from the firm at the time when they were actually building these engines".¹

¹ Dewhurst, P.C. p. 27



FOOTNOTES

- (1) Jason C. Pierce to George Reddington, St. Johns, 28 March 1836. This letter is in the possession of the author. It was found wedged in an old corner cupboard and stimulated the research for this article.
- (2) R.R. Brown, "The Champlain and St. Lawrence Railroad", Railway and Locomotive Historical Society Bulletin No. 39, 1936, citing Chief Engineer's Report of 14 December 1835, pp. 18-20.
- (3) Journals of the Legislative Assembly, Appendix A, 1843, "Appointments in Lower Canada from the Division of the Province in 1791 to the Union, item 324, appointment of W.D. Lindsay, 25 June 1822 .
- (4) Brown, p.17, citing Report of the Committee of Management, 12 Dec. 1835.
- (5) Morning Courier (Montreal), 29 March 1836.
- (6) Gazette (Montreal), 10 May 1836.
- (7) Brown, p.17 .
- (8) The Bulletin of the Canadian Railroad Historical Association , No. 3, Nov. 1937: "Contemporary Accounts of the Champlain and St. Lawrence Railroad", citing the Journal of the Gilchristiana Club, August 1836.
- (9) Brown, p.30, citing the Plattsburgh Republican.
- (10) Brown, p.58.
- (11) Ross, Ogden J. The Steamboats of Lake Champlain 1809-1930 (Burlington:1930)pp.62-4. The "Franklin" was replaced by the "Burlington" in 1837 while the "Winooski" was succeeded by the "Whitehall" in 1839. Both the "Burlington" and the "Whitehall" were still in service when the Rouses Point extension was opened in 1851.
- (12) Public Archives of Canada, RG 30, vol.133, Journal "A" (1836-45) of the Champlain and St. Lawrence Railroad, p.104, List of Shareholders.
- (13) The Vindicator, 26 July 1836.
- (14) The Gazette, 30 July 1836.
- (15) Ibid., 9 August 1836.
- (16) The Vindicator, 9 August 1836.

- (17) Public Archives of Canada, RG 30, vol. 133. Loose expense sheet for horse cartage, among unbound papers inserted in this journal.
- (18) Morning Courier, 25 August 1836 citing letter to the Postmaster of Montreal, 16 August 1836.
- (19) The Bulletin of the Canadian Railroad Historical Association, No. 3, November 1937, citing the Journal of the Gilchristiana Club, August, 1836.
- (20) Missikoui Standard (Frelighsburg), 2 November 1836. Letter from J. Chamberlin, 31 October 1836.
- (21) Ibid.
- (22) The Vindicator, 11 September 1835.
- (23) Public Archives of Canada, RG 30, vol. 133. Loose expense sheet in Lindsay's handwriting among unbound papers inserted in this journal.
- (24) Railway & Locomotive Historical Society Bulletin No. 79, March, 1950; P. C. Dewhurst, "The Norris Locomotive", citing the American Railroad Journal, 30 July 1836, p. 18.
- (25) Ibid., pp. 70-1. An excellent technical explanation of Norris locomotives can be found in this article. See also Appendix I.
- (26) Brown, p. 62, citing letter in the files of the Champlain Transportation Company (now at the University of Vermont), W. D. Lindsay to P. Doolittle, 27 March 1837.
- (27) Public Archives of Canada, RG 30, vol. 133. Lindsay's expense account. See also p. 31.
- (28) The Gazette, 20 May 1837.
- (29) Public Archives of Canada, RG 30, vol. 137, Ledger "A" p. 50.
- (30) Ibid., vol. 133, Journal "A", p. 1.
- (31) The Gazette, 1 October 1836.
- (32) Public Archives of Canada, vol. 133, Journal "A", p. 16.
- (33) Ibid., vols. 137-9. See Appendix II.
- (34) The Gazette, 2 May 1837.
- (35) Ibid., 6 June 1837.
- (36) Public Archives of Canada, RG 30, vol. 133, Journal "A", p. 92. Tripp was employed by the company on 16 May 1837. It is very possible that he was sent to Canada with the Norris locomotive and stayed to operate it.

- (37) Ibid., vol. 137, Ledger "A", p. 336. For a complete account of the locomotive engineers employed by the railroad see Appendix III.
- (38) The Gazette, 14 June 1837.
- (39) Missikoui Standard, 27 June 1837.
- (40) The Gazette, 14 September 1837. See Appendix IV.
- (41) Public Archives of Canada, RG 30, vol. 137, Ledger "A", page 346.
- (42) Ibid., vol. 133, 6 July 1838, p. 187.
- (43) Brown, p. 33.
- (44) The Herald, 14 September 1837 citing an account written by a traveller to the Eastern Townships, 30 August 1837.
- (45) Missikoui Standard, 1 August 1837. In column "From the Fire-side".
- (46) Public Archives of Canada, RG 30, vol. 133. Loose expense sheet for horse cartage. Cartage of water for the locomotives at 13 per month comprised the major part of the bill.
- (47) Journals of the Legislative Assembly, Appendix E, 1841.
- (48) Public Archives of Canada, RG 30, vol. 133, 16 December 1837, p. 92. This figure does not correspond with R.R. Brown's account (p. 35), nor do any of the dividends granted in subsequent years.
- (49) The myth of the locomotive "Laprairie" begun unwittingly by R. R. Brown (pp. 52-3) and later repudiated by him should now have been buried.
- (50) The date 1839 seems likely for in August 1839 the company was billed for "cartage of locomotive wheels" and in November the railway paid Ward & Co. 87.35 for "Repair". See Journal "A" p. 225.
- (51) Public Archives of Canada, RG 30, vol. 3007, Letter Book 1845-49, 7 April 1847.
- (52) Ibid., 9 March 1846.
- (53) Ibid., 10 December 1845.
- (54) Ibid.
- (55) Ibid., vol. 133, Journal "A". "September 1845: Travelling expenses to Boston, N. York & Philadelphia", loose expense sheet inserted in journal.

- (56) Ibid., vol. 3007, 5 August 1846.
- (57) Dewhurst, Appendix 9, "Norris Locomotives That Were Delivered To Canada", p. 80. It is here stated that the "Champlain" was built in 1847 for the Montreal and Lachine Rail Road as the "Lachine" and sold in 1849 to the Champlain and St. Lawrence. Judging from the Journals of the Legislative Assembly, Appendix G, 1851 in which a disbursement of \$2000 is recorded for a "New locomotive" in 1848, and the record book of Thomas Lester Dixon (Bulletin of the Canadian Railroad Historical Association, No. 3, Nov. 1937) who painted the locomotive in April 1849, it seems likely that the "Champlain" was acquired in 1848.
- (58) Clearboard, September 1969, O.S.A. Lavallée "Will the REAL John Molson Please Steam Forward?", pp.3-7 .
- (59) Canada Directory for 1851 (Montreal:John Lovell,1851),p. 574.
- (60) Public Archives of Canada, RG 30, vol. 134, Journal "B", "Mortgage for equipment.....passed 24 Nov. 1849",p.469.
- (61) Ibid.,22 July 1850,p. 515. See also Appendix V.
- (62) Keefer in 1858 describes the "Pierce" as having " 2 pairs" of driving wheels $46\frac{1}{2}$ " in diameter, (p. 91) and Dewhurst and Brown state the conversion was completed "probably in 1847" (p.80) . Although in 1854 the Industrie railway was billed by the St. Lambert Machine Shop for work which included \$66 for "Tires" and which could have been when the "Pierce" was converted, it nevertheless seems more likely to have been done before the locomotive was sold.
- (63) Brown, p. 52.
- (64) Brown, p. 53.
- (65) O.S.A.Lavallée in compiling a revised roster of Canadian Pacific Railway locomotives discovered company records which cast doubt on the statement that the "Jason C. Pierce" was operated by that railway.
- (66) The Gazette, 6 September 1851.
- (67) Ibid., 8 September 1851.
- (68) Ibid.
- (69) Ibid. Brown relates the legend that Pierce died of a broken heart when the last steamboat left St. Johns. Although there is a germ of truth to the tale,Pierce was an old man who had lived a full life.

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La Minerve
The Morning Courier
The Vindicator

Frelighsburg: Missikoui Standard
Plattsburgh: The Republican

APPENDIX ITHE "JASON C. PIERCE" LOCOMOTIVE

Particulars	Source: P.G.Dewhurst "The Norris Locomotive" <u>R. & L.H.S. Bulletin 79</u> p. 76	Source: <u>The Report of Samuel Keefer.....</u> <u>for 1858, p. 90.</u>
	<u>1837</u>	<u>1858</u>
Class	"B"	-
Wheel Arrangement	4-2-0	4-4-0
Diameter of cylinders	10½"	10¾"
Piston stroke	18"	20"
Length of boiler	13'	-
Length of tubes	8'	7½'
Number of tubes	78	94
Diameter of tubes	2" (+)	1½"
Diameter of chimney	10"	-
Height of chimney	6'	-
Diameter of driving wheels	48"	46½"
Diameter of truck wheels	30"	-
Weight of locomotive	20,615 lbs.	12 T.

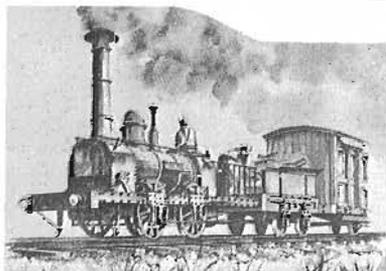
(+) The original 2" tubes were replaced by the Champlain and St. Lawrence in the early 1840's.

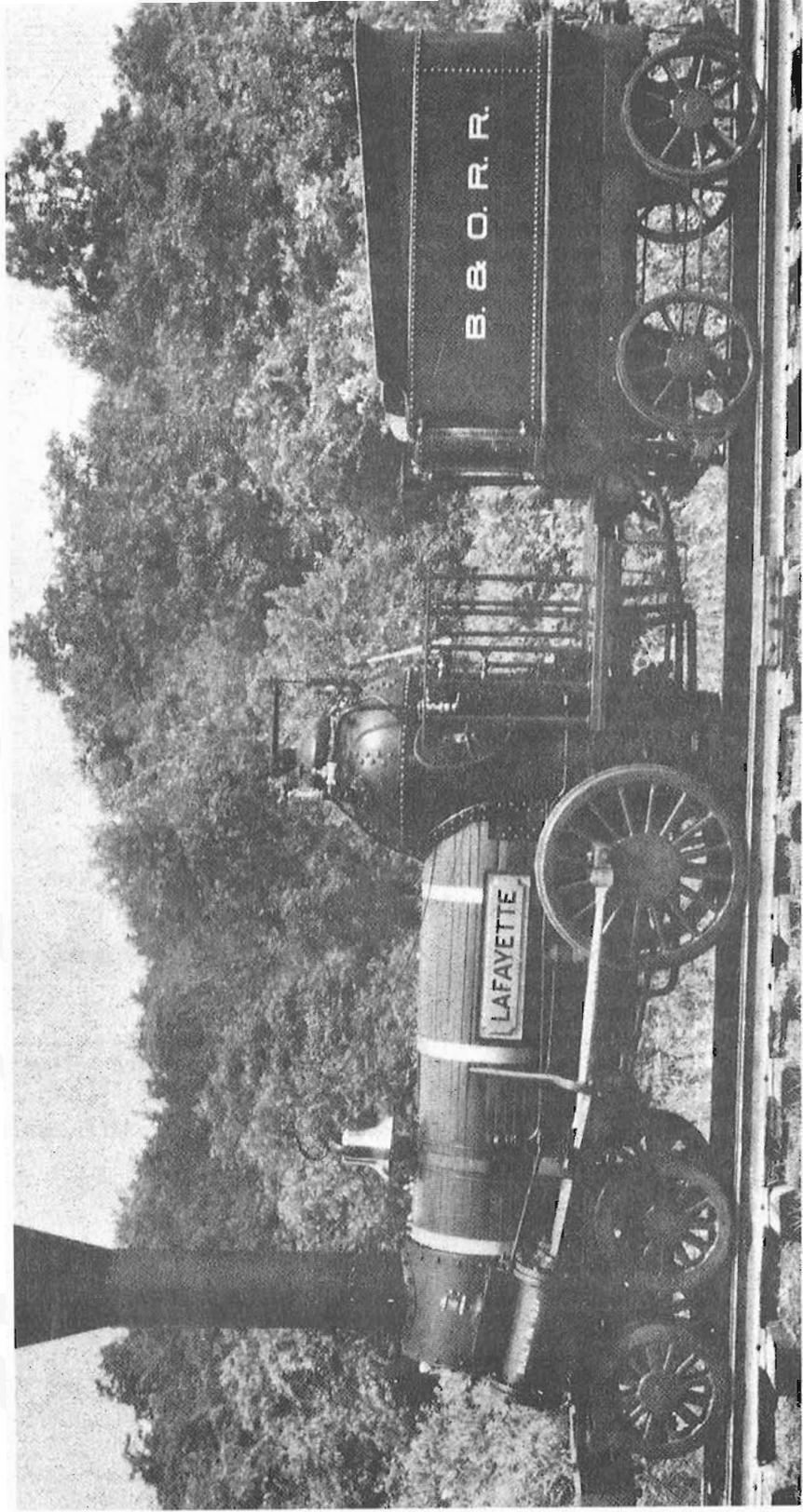
Note: In the winter of 1846-47 the locomotive was fitted with a "Friench & Baird" (sic) smoke pipe and a locomotive lamp.

Ref. Public Archives of Canada, RG 30, vol. 3007, 5 August 1846.

The working replica of the Norris "B" Type 4-2-0 LAFAYETTE of the Baltimore and Ohio Railroad. This replica appeared operating under its own power at the Fair of the Iron Horse in Chicago, Ill., in 1949.

Photo courtesy Baltimore & Ohio Railroad.





B. & O. R. R.

LAFAYETTE



APPENDIX II

JASON C. PIERCE & SON
 ACCOUNT WITH
 THE CHAMPLAIN AND ST. LAWRENCE

Year	£	s	d	Balance owing			Annual Totals			
1836	1579	9	0				1579	9	0	
1837	1351	6	0				1351	6	0	
1838	1630	18	6	431	14	3	1199	4	3	
1839	2472	14	9	892	2	5	1580	12	4	
1840	1657	9	7	767	11	0	889	18	7	
1841	1334	5	4	255	16	0	1078	9	4	
1842	831	14	7	560	17	4	270	17	3	
1843	638	19	3	234	15	9	404	3	6	
1844	589	7	1				589	7	1	
1845	875	3	6	412	14	6	462	9	0	
1846	1414	18	0	103	0	0	1311	18	0	
1847	1352	12	7				1352	12	7	
1848	1948	9	0	199	14	3	1748	14	9	
1849	2312	18	6				2312	18	6	
1850	2082	19	3				2082	19	3	
1851	1730	16	10				<u>1730</u>	<u>16</u>	<u>10</u>	
Total:							£	19945	16	3

Source: Public Archives of Canada, vols. 137-9, Ledgers "A", "B" & "C".

APPENDIX V

ST. LAWRENCE AND INDUSTRIE

SCHEDULES 1850

	Leave	Industrie	Leave	lanoraie
May 13:	<u>8</u>	1	5	<u>11</u> 3 7
Aug. 5:	<u>6x</u>	12	5	<u>9</u> 2 7
	<u>7</u>			

x - Monday and Thursday only

Source: La Minerve (Montréal), 1850.

LOCOMOTIVE ENGINEERS EMPLOYED BY THE CHAMPLAIN AND ST. LAWRENCE RAILROAD

Date work began	Name	Date work terminated	Remarks	Reference
1836 (2 Aug.)	H. Boughton	1837 (10 Aug.)	<p>"locomotive engineer" "We are glad to learn that the locomotive engine is now in operation on the St. Johns Railroad. The new engineer has given it an examination and made a trial of its speed yesterday." "By the bye, the engineer, "Journal of Gil-an American, is as cool a christiana Club" fellow as we have seen in <u>Bulletin of some time. He did not appear in the lease degree disconcerted nor seem to lose any of his stock of self-possession, not withstanding the accidents and delays we met with and he gave evidence of understanding his profession thoroughly."</u></p>	<p>Ledger A, p. 336. <u>Montreal Gazette August 9, 1836.</u></p>
1837 (16 May)	Lewis Tripp	1838 (6 Dec.)	"Engineer for the year 1838".	<p>Ledger A, p. 346. Journal A, p. 162.</p>
1839 (5 June)	J. Hazleton	1844 (1 July)	"Engineer"	<p>Journal A, p. 567. Ledger A, p. 355. Ledger A, p. 367.</p>

No record of the Engineer employed by the Company from 1844 to 1846, but it was likely George Pangborn.

1846

Geo. Pangborn (sic)

Journal B-loose sheet
Ledger B, p.619.

After the introduction of a new ledger and journal in 1846, employees were no longer listed by occupation.

1852 (Apr.)

Inscription on watch:
"Presented to Mr. George W. Pangborn, Eng'r as a token of esteem after 13 years connection with the C & St. L R.Rd. From several employees of said line. Apr.20,1852." This would date Pangborn's earliest connection with the railroad - not necessarily as engineer - as April, 1840.

Lucien Brault, Le Premier Chemin de Fer au Canada, Typewritten ms. (Ottawa; Public Archives of Canada, 1937), p. 54.

Watch owned (1937) by Mr. E.J.W. Pangborn of Colton, California.

1854

Geo. Pangborn

Returned to the C & St.L after two years work on the St. Lawrence & Atlantic.

Ibid.

The following were listed as "engineers" in the Canada Directory of 1857:

St. Johns

Longueuil

St. Lambert

Rouses Point

Pierre Monbleau
Jos. Tremblay

Romuald Cinqmars

Pierre Boivin
Pierre Latulippe
George Pangborn
Daniel Salt

Not included

APPENDIX IV

CHAMPLAIN AND ST. LAWRENCE RAILROAD

SCHEDULES 1836-1851

DATE	SOUTHBOUND						NORTHBOUND							
	Fy	lv	Mt1	Loco	lv	Lap	Str lv St.J	Str ar St.J	Loco	lv	StJ	Fy	lv	Lap
<u>1836</u>														
Jul 23	<u>8</u>	2	5	<u>9</u>		6	<u>10</u>	<u>6</u>	<u>7</u>	2		<u>6</u>	<u>9</u>	4
Sep 1	<u>9</u>	1	4 $\frac{1}{2}$	<u>10</u>	3 $\frac{1}{2}$	5 $\frac{1}{2}$	<u>10</u>	<u>6</u>	<u>9</u>	2		<u>6</u>	<u>10$\frac{1}{2}$</u>	3
Oct 4	<u>9</u>	12 $\frac{1}{2}$	4	<u>10</u>	2 $\frac{1}{2}$	5X			<u>9</u>	1 $\frac{1}{2}$		<u>6$\frac{1}{2}$</u>	<u>10$\frac{1}{2}$</u>	2 $\frac{1}{2}$
Oct 28	<u>9$\frac{1}{2}$</u>		3	<u>10$\frac{1}{2}$</u>		4			<u>9$\frac{1}{2}$</u>			<u>7</u>	<u>11</u>	
<u>1837</u>														
May 2	<u>9</u>		4	<u>10</u>		5	1	<u>6</u>	<u>9</u>			<u>6$\frac{1}{2}$</u>	<u>10$\frac{1}{2}$</u>	
Jun 14Y	<u>9</u>	1	5	<u>10</u>	3	6	1	<u>6</u>	<u>9</u>	9	2	<u>6</u>	<u>10$\frac{1}{2}$</u>	3
Sep 14	<u>9</u>	12 $\frac{1}{2}$	4	<u>10</u>		5	1	<u>6</u>	<u>9</u>	1		<u>6$\frac{1}{2}$</u>	<u>10$\frac{1}{2}$</u>	2 $\frac{1}{2}$
Nov 1	<u>9$\frac{1}{2}$</u>		3	<u>10$\frac{1}{2}$</u>		4			<u>9$\frac{1}{2}$</u>			<u>7</u>	<u>11</u>	
<u>1838</u>														
May 24	<u>9</u>	1	5	<u>10</u>		5	12 $\frac{3}{4}$	<u>6</u>	<u>9</u>	1 $\frac{3}{4}$		<u>6</u>	<u>10$\frac{1}{2}$</u>	3
Sep 7	<u>9</u>	12 $\frac{1}{2}$	4	<u>10</u>		5	12 $\frac{3}{4}$	<u>6</u>	<u>9</u>	1		<u>6$\frac{1}{2}$</u>	<u>10$\frac{1}{2}$</u>	2 $\frac{1}{2}$
<u>1840</u>														
Jun 11	<u>9</u>	1	5	<u>10</u>		6	1		<u>9</u>	1 $\frac{3}{4}$		<u>6</u>	<u>10$\frac{1}{2}$</u>	3
Aug 27	<u>9</u>	12 $\frac{1}{2}$	4	<u>10</u>		5	1		<u>9</u>	1		<u>6$\frac{1}{2}$</u>	<u>10$\frac{1}{2}$</u>	2 $\frac{1}{2}$
<u>1842</u>														
May 12	<u>9</u>	1	5	<u>10</u>		6			<u>9</u>	1 $\frac{3}{4}$		<u>6</u>	<u>10$\frac{1}{4}$</u>	3
<u>1850</u>														
Apr 18		12	5		1 $\frac{1}{4}$	6 $\frac{1}{2}$			<u>8</u>	12		<u>9</u>	2 $\frac{1}{2}$	
May 6	<u>6</u>	<u>10</u>	12	4 $\frac{1}{2}$	<u>9$\frac{1}{2}$</u>	<u>11$\frac{1}{4}$</u>	2 $\frac{1}{2}$	5 $\frac{3}{4}$	<u>7$\frac{1}{2}$</u>	12 $\frac{1}{4}$	4 $\frac{1}{2}$	<u>6</u>	<u>8$\frac{1}{2}$</u>	2 5 $\frac{1}{2}$
Jul 22	<u>6</u>	<u>10</u>	12	5	<u>9$\frac{1}{2}$</u>	<u>11$\frac{1}{4}$</u>	3	5 $\frac{3}{4}$	<u>7</u>	1 $\frac{3}{4}$	4 $\frac{1}{2}$	<u>6</u>	<u>8$\frac{1}{2}$</u>	2 $\frac{3}{4}$ 6
Sep 30	<u>6</u>	<u>9$\frac{1}{2}$</u>	<u>11</u>	4 $\frac{1}{2}$	<u>9</u>	<u>10$\frac{3}{4}$</u>	1 $\frac{1}{2}$	5 $\frac{3}{4}$	<u>6</u>	7 $\frac{1}{2}$	12	2 $\frac{3}{4}$	<u>9$\frac{1}{2}$</u>	<u>11</u> 4 $\frac{1}{2}$
Nov 21		<u>9$\frac{1}{2}$</u>	<u>11$\frac{1}{2}$</u>	3 $\frac{1}{2}$	<u>9</u>	<u>10$\frac{3}{4}$</u>	1 $\frac{1}{2}$	5 $\frac{1}{4}$	<u>6</u>	7 $\frac{1}{2}$	12	2 $\frac{3}{4}$	<u>8$\frac{1}{2}$</u>	<u>11$\frac{1}{2}$</u> 3 $\frac{1}{2}$
<u>1851</u>														
Jul 12	<u>4</u>	<u>8</u>	<u>11</u>	5	<u>5$\frac{1}{4}$</u>	<u>10</u>	12 $\frac{1}{4}$	6 $\frac{1}{2}$	<u>6</u>	2	<u>6</u>	<u>11</u>	<u>7</u>	<u>8</u> 11 $\frac{1}{2}$ 4 <u>6</u> <u>8</u> 12 $\frac{1}{2}$ 6 $\frac{1}{2}$

X-by horses

Y-To have gone into effect 23 May

Z-11 Sept. Rouses
Pt. line opened.Source: The Gazette (Montreal), 1836-51
Underlined times are A.M.

FROM CANADIAN RAIL' READERS

From Sudbury, Ont., Mr. Dale Wilson sends us some comments on
THE WAY IT USED TO BE -(C.R. 226, November, 1970):

The ACR owned 17 mikados in all. None of them was new and all were apparently acquired during World War II. No. 61 was formerly Wabash Railroad no. 2412. Engine no. 103 - page 321 - was a 4-6-0.

Can anyone provide additional information on the special train pictured on the inside back cover? The date is somewhat earlier than 1948. The herald on the tender incorporates the bear. Does this help to fix the date?

The Algoma Eastern Railway, which ran in the same general area, was finally acquired by the Canadian Pacific Railway. AER no. 51 became CPR 3051. Can anyone tell me when this engine was scrapped?

Mr. Duncan duFresne of Ottawa has examined the photograph of
Algoma Central's no. 103 on page 321 carefully and writes:

The ACR engine no. 103 on page 321 is a 4-6-0 and not a 4-6-2. Careful examination also seems to indicate that it is almost the same as - if not exactly similar to - Canadian Pacific's famous D-10 design. How is it possible that an ACR engine would be built to a CPR design?

Referring to the article "Across Niagara's Gorge" in the October, 1970 issue of CANADIAN RAIL (No. 225), the following comments have been received from Mr. Eric Johnson of Calgary, Alta.:

"The legend of the boy flying the kite across the Gorge for Mr. Ellett was actually a fact. The boy who won the \$ 5 prize was Mr. Homan Walsh, who was also the first man to cross over the Gorge on Ellett's cableway on March 13, 1848".

Mr. Johnson's source is the book BUILDERS OF THE BRIDGE, by J.B. Steinman, the biographer of John A. Roebling and of his son, Washington. Mr. Walsh, the boy hero, later lived in Lincoln, Nebraska and used proudly to recite this exploit.

Mr. Johnson would appreciate receiving information on the Baguley Petrol-hydraulic rail-car, delivered in 1913 to the Lacombe and Blindman Valley Railway in Alberta. This vehicle appears to have been the first of its kind fitted with a hydraulic transmission. Mr. Johnson would also like to obtain information on and photographs of the Edmonton Interurban Railway of about the same date (1913). He may be addressed c/o Department of Mechanical Engineering, University of Calgary, Calgary, Alta.



BY
F. A. KEMP

CENTENNIAL SPIN-OFF - - - -

On April 15, 1970, the Winnipeg FREE PRESS Headlined the happy news that the venerable "Countess of Dufferin" had left her traditional podium on Higgins Street, in front of CP RAIL's Winnipeg, Manitoba station for Weston Shops, where she was to receive a "face lifting". Footing the bill, as a Manitoba Centennial '70 Project, is James Richardson & Sons, Limited. Ultimate rejuvenation destined the ancient "Countess" for the Transportation Section of the new Museum of Man and Nature, but when the beauty treatment was complete, the Museum was unfortunately not ready to receive this historic display. However, an alternate location was subsequently selected where the "Countess" could be exhibited until the final position in the Museum is ready. Total cost of the refurbishment was originally forecast at \$ 15,000, but it is said that the final cost was in excess of that sum. It is reassuring to know that after a brief interval of only 60 years, the matriarch has been restored and will be placed in a position of honor, which, after all, is only proper.

NO WIRES IN WINNIPEG - - - -

7.15 p.m., October 30, 1970 (Friday), marked the last run of a trolley bus in Greater Winnipeg, when the switch at Winnipeg Hydro's Mill Street Substation was opened, permanently cutting off power to the wires of the trolley bus system. The final run was made on North Main Street and Carruthers Avenue. Trolley bus operation in Winnipeg began thirty-two years ago on November 21, 1938, when a fleet of six vehicles replaced the street cars on the Sargent Avenue route. This was the first trolley bus service to operate in western Canada. This initial group of trolley buses was added to steadily until a peak number of 162 was reached in the period from 1956 to 1959. The early trolley buses were Pullman-Standard and Mack, manufactured in the United States. A single unit was built by Motor Coach Industries, Limited of Winnipeg, but the experiment was not economically successful. A large number were bought from the Canadian Car & Foundry Company of Fort William, Ontario - "Brill" types. The last twenty-eight trolley buses added to the fleet were purchased second-hand: eighteen Pullman-Standards coming from Providence, Rhode Island, U.S.A. and ten American Car & Foundry "Brills" from Flint, Michigan, U.S.A.

As electric energy rates rose and the cost of installation and maintenance of overhead wiring increased, these trolley buses lost favor with a large number of transit operators. This type of vehicle, moreover, did not permit the same flexibility in operation as gasoline and diesel-powered buses, which were being improved in design

and had larger carrying capacities. This swing to internal combustion-powered buses soon brought trolley bus manufacture to an end. Parts became difficult to obtain and expensive to purchase, due to the increasing age of the vehicles in service and the small demand for these specialized parts. Later on, overhead wiring became unacceptable to Metro Winnipeg's city planning board.

With the elimination of the trolley buses in Winnipeg, traffic will be handled by a fleet of 500 buses. However, the reputation of the Trolley Bus for dependability may result in attempts to eliminate its less desirable features in an effort to regain its popularity. At least one other Canadian city, Toronto, is interesting in its continuing retention of this mode of urban transport. Meanwhile, Montréal's METRO system uses electrically-driven, rubber-tired trains which, in effect, are "stretched" trolley buses. So this concept of a mass transportation vehicle will live on, even though the days (and nights) of the trolley bus, as we know it, have come to an end in Greater Winnipeg.

NEW CABOOSES FOR CP RAIL - - - -

Towards the end of 1970, CP RAIL began building 50 new cabooses at Angus Shops, Montréal. These new vans will be equipped with the most modern facilities, including electric lights, oil heaters and other accessories. Exteriorally, the new cabooses will be bright yellow, with red doors and black-and-white MULTIMARKS. This colour scheme has not been applied to any wooden cabooses yet, but at least one was painted latterly in the colours formerly used on "long distance" steel cabooses: bright red sides and yellow ends, with white script lettering.

METRO-MONTREAL'S MEANDERINGS - - -

Last Autumn, plans were revealed for a ten-year programme of extensions to Montréal's METRO system, to bring its total length to 40 miles. Work is expected to begin this year with the first phase to be ready to receive passengers in 1974. Line 1 - ATWATER-FRONTENAC will be lengthened at both ends to serve the northeast and southwest urban areas, including Maisonneuve, the Olympic Games site, Tétréauville, St-Leonard and Montréal-Nord, as well as St-Henri, Côte-St-Paul and Verdun. Line 2 - HENRI BOURASSA-BONAVENTURE - will be extended southwest and west to Notre-Dame-de-Grace, Snowdon and (eventually) St-Laurent, forming a U-shaped route.

The two extensions will cross in the St-Henri area and another transfer station, like that at Berri-de Montigny, will be built. A new "crosstown" line will be constructed subsequently to cross the arms of the "U" formed by the extended Line 2 on a route near Jean Talon Street. The whole will be a MUCTUC production.



Bob Loat of Calgary, Alta. sends us this picture of CNR Plow Extra 4223 near Calgary, Alta. on January 7, 1967.



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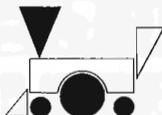
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