CANADIAN RAILROAD HISTORICAL ASSOCIATION, Inc.

AUGUST 1951

The Canadian National Railways have ordered from General Motors Diesel Ltd. at London, Ont., three 1200 H.P. road diesels to be built to 3' 6" gauge for use on the Newfoundland Railway.

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One 1000 H.P. diesel switcher locomotive has been ordered by the Central Vermont Railway from the American Locomotive Works.

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The following Quebec North Shore & Labrador baggage and passenger cars which were stored in the Canadian Pacific Railway's Outremont Yard have been leased to the Canadian Pacific Rly. for a time as boarding cars:-

301, 302, 303, 304, 308, 309, 312, 313, 318, 319, 426, 437

The Quebec, North Shore & Labrador Rly. have also received delivery of two 1600 H.P. road switcher type diesel locomotives from the Montreal Locomotive Works. These locomotives were recently observed in a C.N.R. way-freight for Sorel, Que.

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The New York Central Railroad has dieselized its daily Montreal - Utica, N.Y. passenger train using Alco road switcher type locomotives. Montreal - Malone local trains are still assigned steam power, but it is expected that with delivery of new locomotives all service on this line will be dieselized.

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Recently the Canadian Locomotive Company at Kingston completed re-tooling for construction of diesel locomotives. To mark the event a large ceremony was held with the unvieling of a new two unit streamlined diesel locomotive of Fairbanks-Morse design. C.N.R.'s historcial 4-4-0, No. 40 and early Canadian built diesel switcher No. 77 were on hand at the colorful event. Special trains were run from Montreal and Toronto for the many guests attending. Mr. S.S. Worthen, our President represented this Association at the ceremony.

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With this month's issue of the bulletin, we are including a special supplement, the first of three, showing Canadian Railway signal indications presently in effect. These indications are published for purpose of record, as they will be superseded in certain instances by new indications which have been adopted by Canadian Railways. The new indications form part of the Uniform Code of Operating Rules which will take effect on August 26th. Supplement No. 2, to

be published in the Fall, will show diagrams of these new
indications. The third supplement, which will be included
in a winter issue, will detail contemporary signal indic-
ations on certain large United States railways. The
compilation of this interesting feature has been the work
of our member, Mr. E. L. Modler.

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The Canadian National Railways recently placed an
order for 4,305 new freight cars, the order being distrib-
uted as follows:

Canadian Car & Foundry	1500 50-ton box cars
Eastern Car Compnay	260 50-ton box cars
	750 70-ton gondola cars
	30 50-ton dump cars.
	5 70-ton triple hoppers cars.
	10 30-ton stock cars.
National Stell Car Co.	500 50-ton flat cars.
	750 70-ton triple hopper cars.
	500 50-ton refrigerator cars.

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Canadian Pacific Railway D-10 class 4-6-0 steam
locomotives numbered in the 700 to 1111 series, are a common
sight along C.P. lines. However, No. 962 is quite different
from its sister locomotives. It has maroon paneling on the
cab and tender sides, outline in gold stripping, similar to
2800 Royal Hudson class. No. 962, handles the daily except
Sunday mixed train between Sicamous and Kelowna, B.C. This
mixed train also carries a parlor car besides the regular
coach. An Open end observation car of the "Mount" class is
usually used.

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Although the Pacific Great Eastern Railway is al-
most completely dieselized there are still a few steam loco-
motives still at work. The oldest and probably the most
interesting is No. 5 a 2-6-2 "Prairie" type, built by the
Baldwin Locomotive Works in 1908. It was originally built
for the Ocean Shore Rly. of California and came to the P.G.E.
in 1910. It is presently working as switch engine at the
railway's Southern terminal of Squamish, B.C.

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NATIONAL RAILWAY HISTORICAL SOCIETY INCORPORATED

1951 ANNUAL CONVENTION   ITINERARY AND TARIFF

SATURDAY, SEPTEMBER 1ST, 1951

Registration, all day, Queen's Hotel, St.James & Windsor Streets.
Identification badges issued upon registration.

1:45 PM   Tour No.1 Sightseeing trip using Montreal Trans-
           portation Commission No.200, a Birney Safety Car.
           Trip will include a tour of scenic and historic int-
           erest with a stop at MTC's St.Denis carhouse, and
           return by way of Cote des Neiges Road, including a
           round trip on Remembrance Road to the Mountain Loop.
           Tour leaves from and arrives at the Hotel. Fare $1.50

1:55 PM   Tour No.2 Sightseeing trip using Montreal Trans-
           portation Commission interurban car, formerly belong-
           ing to the Montreal Park & Island Railway. Trip will
           include a visit to St.Denis carhouse, and a round trip
           to Montreal Nord on Riviere des Prairies. Tour leaves
           from and arrives at the Hotel. Fare $1.50

2:10 PM   Tour No.3 For those interested in steam railroading.
           A conducted visit to CPR Glen Yard and CNR Turcot Yard
           and their engine terminals and facilities. Tour
           leaves from and arrives at the Hotel. Fare $1.50

These tours are simultaneous, and opportunity is afforded to
participate in but one.

7:00 PM   Annual Banquet. Spanish Room, Queens Hotel.
           Speaker will be Mr. R.M. Binns of the Montreal Trans-
           portation Commission. Moving pictures will be shown.
           Price, including gratuity $3.75

SUNDAY, SEPTEMBER 2ND, 1951

9:25 AM   Special train leaving Windsor Station for Ottawa, go-
           ing via Montebello, returning via Vankleek Hill.
           Train will include historic open-end coaches and
           restaurant car will provide eating facilities. In
           Ottawa, a tour of the city and district by trolley
           car, or a visit to CPR Ottawa West roundhouse, plus
           a conducted tour of the Parliament Buildings.
                                            Fare: $6.00
MONDAY, SEPTEMBER 3RD, 1951

9:00 AM   Special train leaves McGill Street for round trip to
           Granby via Montreal & Southern Counties Railway.
           Trip will return to Montreal about 3:00 PM.
                                            Fare: $3.00

NOTE: FOR $10.00 A SPECIAL BOOK OF TICKETS CAN BE OBTAINED
  COVERING ALL ACTIVITES
                           N.R.H.S. CONVENTION COMMITTEE
Times are Daylight Saving.   3 Prospect Street, Westmount, PQ