

MORRISSEY,
FERNIE
AND
MICHEL
DIESEL-
ELECTRIC

Diesel-electric Locomotive for M.F. & M.

The accompanying illustration shows a Baldwin-Westinghouse 100-ton, 660 h.p., Diesel-electric locomotive purchased recently by Crow's Nest Pass Coal Co., Ltd., for operation by its subsidiary, the Morrissey, Fernie and Michel Ry. In view of the very acute coal situation, a quick delivery of this locomotive was desired, and was furnished.

The locomotive, mounted on two 4-wheel trucks, is of the standard 4 ft. 8½ in. gauge, and is powered by one 660 h.p., 6-cylinder Diesel engine. There are four driving motors, one for each axle; these motors are the Westinghouse model 362. The journals operate in friction bearings; journal size is 6½ x 12 in. The diameter of the driving wheels is 40 in. The truck wheelbase is 8 ft. and total locomotive wheelbase 30 ft. 6 in. The underframe is of cast steel construction. Total weight of locomotive is 191,000 lb. light and 198,500 lb. in working order.

The locomotive has the following general dimensions over all: Length inside coupler knuckles, 45 ft. 10 in.; height, 14 ft. 0 in.; width, 10 ft. 2 in. This locomotive is capable of negotiating curves with radius as short as 75 ft. It carries 600 gals. of fuel oil, 100 gal. of lubricating oil and 240 gal. of engine cooling water, and also has sand storage capacity of 30 cubic feet.

The starting tractive effort at 30% adhesion is 59,700 lb. Continuous rating tractive effort is 29,000 lb., with continuous rating speed of 5.8 m.p.h. The gear ratio is 14:65, and maximum speed 60 m.p.h.



Baldwin-Westinghouse 100-Ton, 660 H.P. Diesel-Electric Locomotive for Morrissey, Fernie and Michel Ry. of Crow's Nest Pass Coal Co.

The 1945 Railway Statistics

The year 1945 was a much less favorable one for the Canadian railways than any of the three immediately preceding ones; the balance for transfer to the general balance sheet, after all charges, was about \$16,000,000 less than in 1944 and less than half the balance in 1943 and in 1942.

AT mid-December we were in receipt of the final statistics of the steam railways of Canada for the year ended December 31, 1945, furnished by the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics. They record that the gross earnings for the year, \$774,971,460, were 2.77% below those for 1944, while the year's operating expenses, \$631,497,562, were below those of 1944 by 0.5%. Net operating revenue was \$143,473,798, compared with \$161,402,765 in 1944. The gross income in 1945 was \$152,922,427, compared with the

a credit balance of \$29,696,181 for transfer to the general balance sheet, in 1945, compared with a credit balance of \$45,265,409 in 1944.

Because of space restriction, we present here only the income account figures for the railways collectively for 1945 and the five immediately preceding years. It is seen that while the final result in 1945 was considerably less favorable than in 1944, 1943 and 1942, there was a slight improvement as compared with 1941, and a large improvement as compared with 1940, when the year's operations resulted in a final

ality. The minister replied that it will be freely negotiable.

Given Second Reading.—Second reading of the government bill was given in the Commons on December 21, 1945, after the measures had survived attacks from Winston Churchill and other oppositionists. This was the first time in the history of the present British Parliament that the opposition recorded more than 200 of the total vote, about 180 were Tories and the balance Independents. The fact that the bill has a second reading leads one to believe that it will secure passage in the Commons.

Integration Basis Criticized.—A statement in the London, England, Stock Exchange Gazette states that the government plans for payment of railway stockholders for their shares are neither fair nor generous. It is between the railways and railway companies they are, and as between the railways and stockholders they are not. It is not an offer. It states the terms without negotiation and with no alternative of negotiation.

The writer goes on to say that stockholders will have some reduced under the government proposals, and concludes that the government scheme is not reasonable. He says that holders of London Passenger Transport stocks find that their securities are being turned up as scraps of paper replaced by documents having no reference to the existing securities.

Sm in Action.—What the present government is doing to the industry in Britain, and threatens to do in future, was stated by Rt. Hon. Lord Barnby at a conference at the King Edward Hotel, Toronto, December 19. He is equipped with British industry at home but abroad also. He qualified to speak on conditions which exist. He is a past President of the Federation of British Industries, a member of the House of Lords, is a member of the Electricity Board and is chairman of an important committee connected with the industry. He is also President of the Knitting Co., Toronto, and is in warred and yarn spinning companies in England and United States. In a report given at a conference in Toronto, the words appear:

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sidary, the Morrissey, Fernie and Michal Rv. In view of the very acute coal situation, a quick delivery of this locomotive was desired, and was furnished.

The locomotive, mounted on two 4-wheel trucks, is of the standard 4 ft. 8 1/2 in. gauge, and is powered by one 600 h.p., 6-cylinder Diesel engine. There are four driving axles, one for each axle; these motors are the Westinghouse model 332. The journals operate in friction bearings; journal size is 6 1/2 x 12 in. The diameter of the driving wheels is 40 in. The truck wheelbase is 8 ft. and total locomotive wheelbase 30 ft. 6 in. The underframe is of cast steel construction. Total weight of locomotive is 191,000 lb. light and 198,500 lb. in working order.

The locomotive has the following general dimensions over all: Length inside coupler knuckles, 45 ft. 10 in.; height, 14 ft. 0 in.; width, 10 ft. 2 in. This locomotive is capable of negotiating curves with radius as short as 75 ft. It carries 600 gall. of fuel oil, 105 gall. of lubricating oil and 240 gall. of engine cooling water, and also has sand storage capacity of 20 cubic feet.

The starting tractive effort at 90% adhesion is 50,700 lb. Continuous rating tractive effort is 29,000 lb., with continuous rating speed of 5.8 m.p.h. The gear ratio is 14:68, and maximum speed is 60 m.p.h.

Railway Accidents

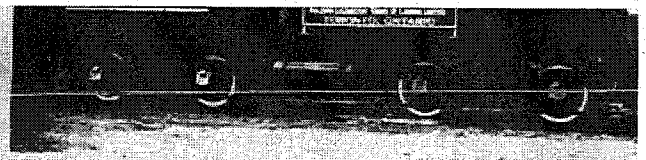
In October, 1945, the Board of Transport Commissioners for Canada reports, there were 191 accidents on Canadian railways, 29 persons being killed and 189 injured, and 39 level crossing accidents, 29 persons being killed and 40 injured, a total of 232 accidents with 53 persons killed and 229 injured.

Of those killed, 12 were employees and 41 others, and of those injured 30 were passengers, 136 employees and 53 others.

The crossing accidents by provinces were:

Saskatchewan	1
New Brunswick	2
Quebec	3
Ontario	3
Manitoba	1
Saskatchewan	1
Alberta	1
British Columbia	1

In the crossing accidents, automobiles were involved in 22 cases, trucks in 12, pedestrians in three, a taxi in one and a bus in one, and the main causes were, as usual, the driving or walking on to crossings, and being struck by trains and running into sides of trains. Thirty-five accidents occurred at unprotected grades and 29 accidents happened between sunrise and sunset.



Halifax-Westinghouse 100-Ton, 600 H.P. Diesel-electric Locomotive for Morrissey, Fernie and Michal Rv. of Crown's West Coast Coal Co.

The 1945 Railway Statistics

The year 1945 was a much less favorable one for the Canadian railways than any of the three immediately preceding ones; the balance for transport in the general balance sheet, after all changes, was about \$10,000,000 less than in 1944 and less than half the balance in 1943 and in 1942.

AT mid-December we were in receipt of the final statistics of the steam railways of Canada for the year ended December 31, 1945, furnished by the Transportation and Public Utilities Branch of the Dominion Bureau of Statistics. They record that the gross earnings for the year, \$774,971,300, were 2.7% below those for 1944, while the year's operating expenses, \$631,497,662, were below those of 1944 by 0.5%. Net operating revenue was \$143,473,798, compared with \$161,562,765 in 1944. The gross income in 1945 was \$152,223,427, compared with the 1944 figure of \$169,566,251, while net income came down from \$61,591,558 in 1944 to \$51,941,093 in 1945. After all final debits and credits, there remained

a credit balance of \$29,000,415 transfer to the general balance in 1945, compared with a credit of \$47,295,490 in 1944.

Because of space restriction, we omit here only the income figures for the railways collectively in 1945 and the five immediately preceding years. It is seen that while the result in 1945 was considerably favorable than in 1944, 1944; and there was a slight improvement compared with 1941, and a large improvement as compared with 1940, the year's operations resulted in a debit balance of over \$15,000,000, hope to deal with the 1945 results in considerable detail in an early issue.

Income Account Statement for the Canadian Railways Collectively, for 1945 and Years and Including 1944

	1944	1943	Year ended December 31	
			1942	1941
Gross operating revenue	774,971,300	828,291,842	944,014,137	878,944,267
Operating expenses	631,497,662	645,277,432	709,263,281	644,392,743
Net operating revenue	143,473,798	183,014,410	234,750,856	234,551,524
Tax accounts	14,484,682	11,338,816	17,869,966	18,377,243
Railway operating revenue	128,989,116	171,675,594	216,880,890	216,174,281
Outside operations	24,504,311	38,890,656	17,869,966	18,377,243
Net income	153,493,427	210,566,251	234,750,856	234,551,524
Transfer to other sources	2,000,000	2,000,000	2,000,000	2,000,000
Gross income	155,493,427	212,566,251	236,750,856	236,551,524
Deductions:				
Dividend payments	1,117,791	1,117,791	1,117,791	1,117,791
Other items	1,117,791	1,117,791	1,117,791	1,117,791
Net income after deductions	154,385,636	211,448,460	235,633,065	235,433,733
Investment in fixed assets	10,000,000	10,000,000	10,000,000	10,000,000
Other items	10,000,000	10,000,000	10,000,000	10,000,000
Total debits	20,000,000	20,000,000	20,000,000	20,000,000
Balance to General	134,385,636	191,448,460	215,633,065	215,433,733