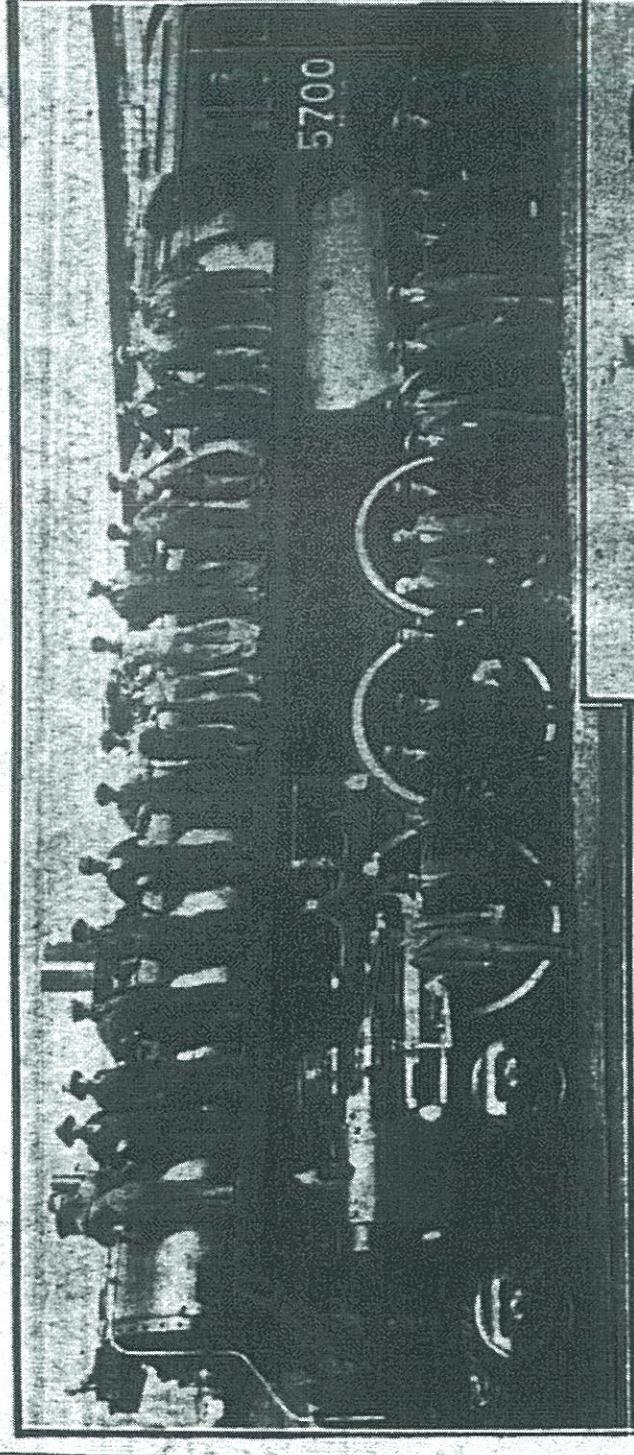


CANADIAN
NATIONAL
RAILWAYS

4-6-4

5700

C.N.R. MAKES ANOTHER IMPORTANT CONTRIBUTION TO RAILWAY PROGRESS



WORK OF PROVINCE
IS SHARED EQUALLY
BY NEW CABINET

Reorganization Aims at
Fair Distribution of Bur-
den of Government, Says
Ferguson—Public Works
Is Detached From High-
ways Division, Labor
From Health Department

Perils of the Road

Mimico, Sept. 16.—(Special).—At the Highway Traffic Court here today the Toronto-Guelph Express Company was fined \$50 for carrying excess loads. Magistrate Davidson expressed his amazement when he was informed that there was an overload of 4,400 pounds on the truck and 6,000 pounds on the trailer attached.

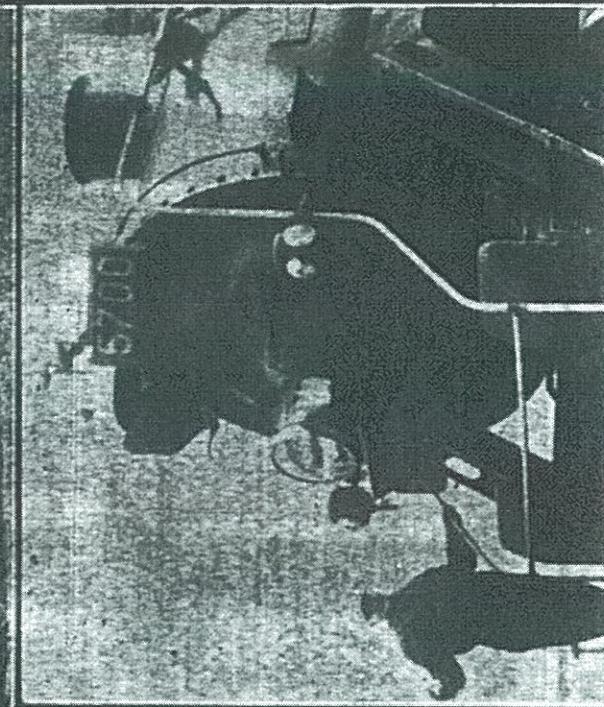
C.N.R. 'SPEED KING'
ENGINE NO. 5700,
GOES INTO SERVICE

Fastest Locomotive In Can-
ada Will Be Used on To-
ronto-Montreal Run

TO BE DISPLAYED HERE

Speed, the ultimate of man's development, for transportation purposes, rolled through the gates of the Montreal Locomotive Works yesterday and grappled with its clanged wheels the Canadian National rolling stock for the first time. Long, cylindriced in form and of blinding steel, its massive bulk of pulsating, concentrated power typified the tremendous strides in locomotive design made by Canadian National motive power during the recent year. No. 5700, as this newest giant of the steel rails is known, to operating department records, is a worthy member of that family of steam Titans. Nos. 6000, 4100 and 6100 types of passenger and freight locomotives which have made the National System famous throughout the continent. Of the Hudson type, No. 5700 might easily be placed as the leader among its gigantic brothers, for it is the speed king of the road.

Designed under the personal supervision of S. J. Hungerford, Vice-President in charge of operation and construction, and C. E. Brooks, chief of motive power, No. 5700 is a steel racehorse which at once takes its place as the fastest locomotive in the Dominion and was constructed especially for service on the world's fastest train, the International Limited, operating between Toronto and Montreal, a distance of 334 miles in 360 minutes. Contrary to the usual custom of placing a limit on a locomotive's operation, No. 5700 is without a ton



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Above, a view of No. 5700, the new locomotive speed king of Canada, the groups assembled giving some idea of the height of the 80-inch drive-wheels and of the bulk of this powerful locomotive. Below, a front view of the Dominion's fastest locomotive, built especially to haul the International Limited, the world's fastest long-distance train, covering the 334 miles between Toronto and Montreal in 360 minutes, showing the alterations made in the design at the head of the engine. The latter improvement is designed to afford greater protection for the motorist and others using the railway crossings.

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C.N.R. 'SPEED KING,' ENGINE NO. 5700, GOES INTO SERVICE

Fastest Locomotive in Canada Will Be Used on Toronto-Montreal Run

TO BE DISPLAYED HERE

Speed, the ultimate of man's development for transportation purposes, rolled through the gates of the Montreal Locomotive Works yesterday and gripped with its flanged wheels the Canadian National siding for the first time. Long, cylindrical in form and of glistening steel, its massive bulk of pulsating, concentrated power typified the tremendous strides in locomotive design made by Canadian National motive power during the recent years.

No. 5700, as this newest giant of the steel rails is known to operating department records, is a worthy member of that family of steam Titans, Nos. 6000, 4100 and 6100 types of passenger and freight locomotives which have made the National System famous throughout the continent. Of the Hudson type, No. 5700 might easily be placed as the leader among its gigantic brothers, for it is the speed king of the road.

Fastest Locomotive.

Designed under the personal supervision of S. J. Hungerford, Vice-President in charge of operation and construction, and C. E. Brooks, chief of motive power, No. 5700 is a steel racehorse which at once takes its place as the fastest locomotive in the Dominion and was constructed especially for service on the world's fastest train, the International Limited, operating between Toronto and Montreal, a distance of 334 miles in 360 minutes.

Contrary to the usual custom of placing a limit on a locomotive's operation, No. 5700 is without a top speed notch. Experts state that it will be impossible for an engineer to reach its capacity speed in train operation, and thus it is designed to remain a man-fashioned man-o'-war with its tremendous speed resources unclocked.

No. 5700 is the first of five of these new Hudson type locomotives to be built for the National System for operation of the International Limited. Of the stream-line design, which characterizes the three other Titan types of the Canadian National motive power, No. 5700 is 82 feet, 5 3/4 inches in length, and has six driving wheels 30 inches in diameter, which gives it the distinction of being unique in the annals of Canadian motive power. Speed is written in its long powerful bulk. 275-Pound Pressure.

The polished-steel jacket conceals a

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1930

The Globe

275-Pound Pressure.

The polished-steel jacket conceals a boiler which is capable of sustaining a pressure of 275 pounds to the square inch, and the maximum tractive power, without the booster attachment, is 43,300 pounds; while with the booster working another 10,000 pounds may be added. The water and coal capacity is also greater than that of any other locomotive on the system, and the tender is capable of carrying 20 tons of coal, and 14,000 imperial gallons of water. The steam engine, locomotive and tender combined, weighs 331 tons. Its height is more than 18 feet, and an average man may stand in the smokebox, and be unable to touch the top of it.

There are many features of No. 5700 which will distinguish it from other big locomotives of the National System. In appearance it will differ radically in minor details. The bell is slung in front of the smokebox, and the whistle, which is operated by an air valve in the cab, is placed close to the squat smokestack on the right-hand side of the boiler. These alterations in standard design were made after careful consideration had been given by the designers to the grade crossing problems, and were made with a view to obtain the maximum of warning to motorists when crossings are being approached, as tests indicated that having the bell and whistle well in front, tends to throw the sound forward.

People who are familiar with the huge, modern locomotives will also miss the ubiquitous feed water heater that is perched in front of the smokestack. On No. 5700 this has been eliminated and an Electro steam injector is set under the front of the firebox, between the third of the locomotive's three wheels, in the left side, which operates direct from the exhaust.

The injector is the last word in the scientific method of water heating on the modern steam engine. There is also a non-lifting injector. Other "trimming-ups" of the locomotive have resulted in the passing of the well-known sand dome and the placing of the sand chamber inside of the smoke box, and in the concealment of practically all piping, particularly that above the running board.

Sprinkler System.

There are many other features of No. 5700, particularly of a technical nature, which might be enumerated, including the mammoth engine bed, with the cylinders and two air reservoirs, which has been cast in one piece of steel, and the tender frame of a Commonwealth water-bottom type. The six-wheel tender trucks are equipped with Timken bearings. A special sprinkler system has also been installed under the tender trucks to sprinkle the roadbed as the locomotive passes over the rails, thereby reducing-dust inconvenience to a minimum.

After its trial trip the monster locomotive will be placed on exhibition at Bonaventure Station, Montreal, and later will be brought to Toronto, where

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September 17
1930
The Globe

302 Notre Dame St. W., Montreal.

again it will be placed on exhibition. Subsequently, No. 5700 will temporarily fall from its high estate of a speed king and go into freight service, where the various mechanical parts will be co-ordinated and the locomotive trained to take its place on the International Limited, where to keep to its operating schedule No. 5700 may be called upon to run at a speed of 80 miles an hour.

September
17

1930

NOTICES

Deaths	Cards
.....	\$1.00
.....	.03
.....	.50
.....	.03
.....	.25
.....	.02

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Sept. 29th, at St. Paul to Mr. and Mrs. [redacted]

pt. the 28th, at St. Paul to Mr. and Mrs. Douglas Graden.

Ont., on Sept. 29, R. H. French.

Sept. 29th, 1930, at St. Paul to Mr. and Mrs. [redacted] Ont. a son.

Private Patients' Hospital, on Sept. 29, to Mr. and Mrs. [redacted]

September, 1930, million, Toronto and Mrs. A. E. [redacted] 11 Yonge Street, St. Isobel.

UES

Saturday, Sept. United Church, Paddington, LuLu and Mrs. Andrew Young.

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Afternoon, Oct. 2, Arthur. Inter-

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[redacted]

idence, 8 Ray

Tuesday, Sept.

closed husband

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ovv address on

2 p.m. Inter-

[redacted]



Canada's fastest locomotive arrives in Toronto terminals and is inspected by Canadian National officials. No. 5700, which will haul the International Limited, between Toronto and Montreal, making the 334 miles in 280 minutes, receives the final "O.K." from operating and passenger officials of the Central Region before leaving on the initial passenger test run yesterday afternoon from Toronto to Windsor. From left to right: D. J. McCraig, Superintendent of Motive Power, Southern Ontario District; H. C. Bourlier, General Passenger Agent; W. A. Kingsland, General Manager; J. C. Garden, General Superintendent of Motive Power and Car Equipment; and W. J. Moffatt, Assistant General Passenger Agent.

PRESBYTERY W.A.'S RESENT PARAGRAPH

Bells

ESTIMATES ARE GIVEN ON COST TO CITIZENS UNDER PENSION PLAN

\$100,000 to \$150,000 Yearly Would Be Needed From Taxes

RATEPAYERS PROTEST

If the City Council ratifies the Civic Employees' Pensions Fund, a sum ranging from \$100,000 to \$150,000 a year for the next ten years must be contributed from the taxes to provide pensions for employees ranging from \$300 to \$2,000, Sidney H. Pipe, actuary, reported yesterday to the Civic Pensions Committee, of which Alderman Nathan Phillips is Chairman.

The pension is to replace the present policy of the city, which gives any employee who is compelled to retire through ill health or incapacity after 20 years of service an allowance of \$12 a week if the employee leaves the service in destitute circumstances or in need of assistance, and to also replace the practice of paying gratuities to widows of employees.

Mr. Pipe's estimate of the cost was presented to the committee which met to discuss phases of the by-law and then adjourned to meet the Board of Control. The committee will meet the Board of Control on Wednesday of next week, when observations and criticisms to be drawn up by Finance Commissioner George Wilson will be dealt with.

The pensions fund is based on retirement between the ages of 65 years and 70 years. If the retirement age is 65 years for actuarial purposes, the city must be prepared to shoulder an obligation of \$5,250,000, but if 70 years is



very happy, is going to

In the first six months
after 1,752 children :

Here

Children

Infants'

Protests

\$700,000.

FEDERATION

October
1930

protect the Government by the publishers during
two similar payments were declared from the 1940 net income.

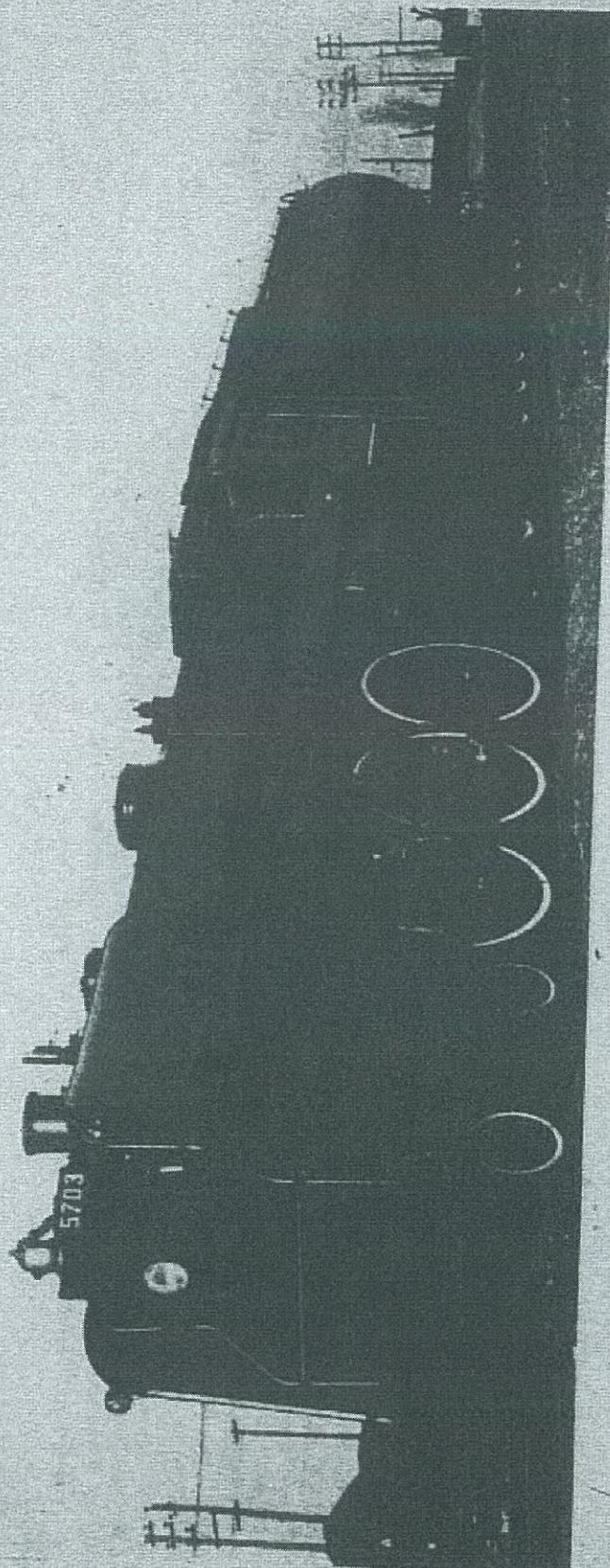
C.N.R. Redecorates 5700 Class Locomotives

During recent months, the 5700 class, 4-6-4 locomotives on the Canadian National Rys., have been given a new color treatment, by which their appearance, always attractive, has been made even more striking. In the new decorative scheme, the prevailing color is a synthetic green, and the striping is in gold, the locomotive thus harmonizing as concerns color scheme with the C.N.R. passenger train cars. The Canadian National monogram is applied on the tender sides, a transfer process being used in this con-

nexion. The locomotive number appears on each side, at the center of the running board, this being in gold, with a very million background and gold border. The rims of the leading truck, driving, trailing truck and tender wheels are in white, and white is used for the handholds at the cab sides and at the front. Locomotive 5703, as refinished, appears in the accompanying illustration.

Since these 5700 class locomotives first entered service, in 1931, they have accu-

mulated an average of over 1,000,000 miles each, according to John Roberts, Chief of Motive Power and Car Equipment, C.N.R. Most of this mileage has been run at high speeds, Mr. Roberts adds. These locomotives are used extensively in hauling the International Limited, the famous Montreal-Chicago train, on the portion of the run between Montreal and Toronto; in this service, a locomotive makes about 150 round trips yearly between the two Canadian cities.



The synthetic green employed, with gold striping, harmonizes with the color scheme of the C.N.R. passenger coaches, and the white rims of the wheels combine with the other decorative details to produce an attractive appearance.

C.N.R. 5700 Class Locomotive in the New Finish.