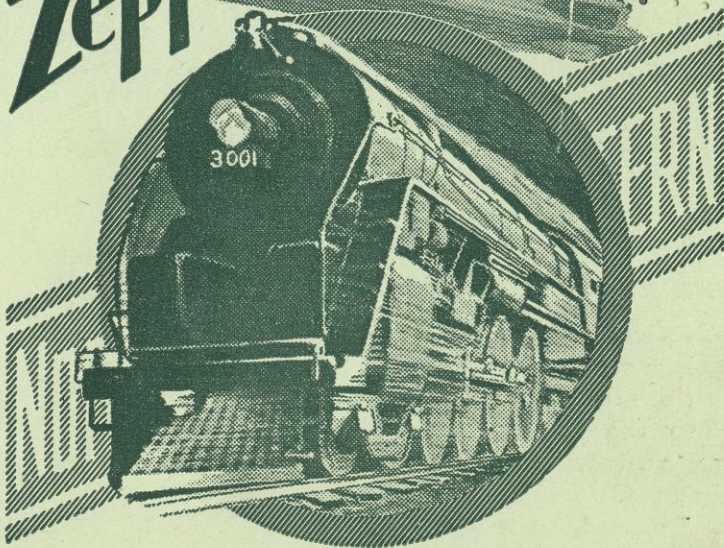


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Zeppelins OF THE Rails



GIANT CLASS "H" LOCOMOTIVES

CHICAGO & NORTH WESTERN RY.

The Best of Everything in the Best of the West



Class "H" Locomotive

A Zeppelin of the Rails

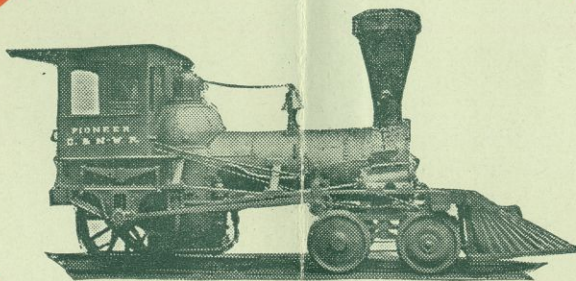
ON October 10, 1848, The Pioneer—the first locomotive to run from Chicago to the West—reached Chicago, and on October 24, 1848, the Galena & Chicago Union Railroad, predecessor of the Chicago & North Western Railway, placed it in service.

Eighty-one years later, on October 10, 1929, the Class "H" locomotive No. 3001, the first of the series, reached Chicago on the anniversary of the advent of The Pioneer, and the Chicago & North Western Railway continued to make transportation history by the introduction of these giant locomotives into active service on its lines.

These mammoth passenger locomotives are nearly twice as massive as any formerly in service, are capable of 85 miles per hour and have a pulling power 50% greater than the previous type of passenger locomotives.

The "H" is 103 feet 4 inches long, 10 feet longer than the "J-4", North Western's largest freight engine, and 21 feet longer than the "E-2", the largest passenger engine. The engine and tender weigh 818,000 pounds as compared with 648,000 for the large freight locomotives and 486,000 for the passenger engines. Because of their tremendous tractive power as well as speed, these locomotives may be used in fast freight service in addition to use on the crack passenger trains.

The "H" has 16 wheels—4 front engine truck wheels, 8 driving wheels and 4 trailer wheels. The diameter of the driving wheels is 76 inches. It has a tractive power of 71,800 pounds with an additional 12,400 pounds from a booster engine for use in starting,



The Pioneer

making a total tractive power of 84,200 pounds. Class "H" engines develop sufficient power to haul 26 passenger cars at 85 miles per hour, or 150 freight cars at 50 miles per hour. The tender has a water capacity of 18,000 gallons and a coal capacity of 20 tons.

These locomotives are slightly higher than the class "E-2" standing 16 feet from rail to top of smokestack. The boiler is 100 inches in diameter and is capable

of producing 275 pounds of steam pressure. The fire grate is 100 square feet as compared with 64 square feet on the "E-2."

Placing in service the colossal Class "H" locomotives marked another great step forward in this era of transportation. Their immense and flexible power contributes to smooth starting and easier handling of trains insuring exceptional comfort to the passenger and faster handling of freight.

These giant locomotives are equipped with AUTOMATIC TRAIN CONTROL, the invisible guardian of your safety... ever alert... always dependable. And what a marvelous device it is! Signal lights are provided in the cab of the locomotive. When green the light signals "Clear"; when yellow the light signals "Caution". When the track ahead is not "right" an alarm is sounded in the cab and if the warning is not heeded, the brakes will be applied automatically and the train be brought to a stop.

These locomotives are also equipped with a red signal light just above the head light to enable the engineer in emergency to signal and bring to a stop, trains moving in the opposite direction on the double track. Continuous AUTOMATIC TRAIN CONTROL is a special "North Western" feature all the way between Chicago and Omaha.

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For full information write,

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400 W. Madison St.
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