

THE LOCOMOTIVE ON
THIS TRAIN IS A
DIESEL



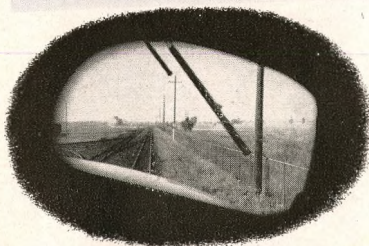
BUILT BY ELECTRO-MOTIVE DIVISION
GENERAL MOTORS—LA GRANGE, ILLINOIS

City of New Orleans

ILLINOIS CENTRAL

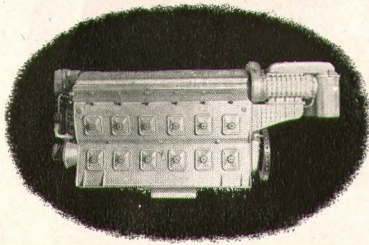
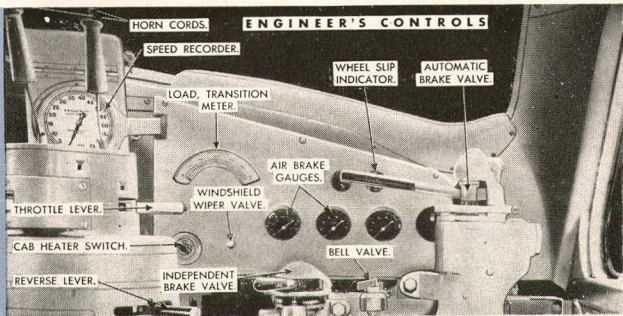
The inside story of

The GM Diesel locomotive is a development that has opened a new era of transportation progress. On America's crack trains, together with newly developed, streamlined passenger cars, it brings an entirely new concept of high-speed operation over today's modern routes of travel.



WINDSHIELD

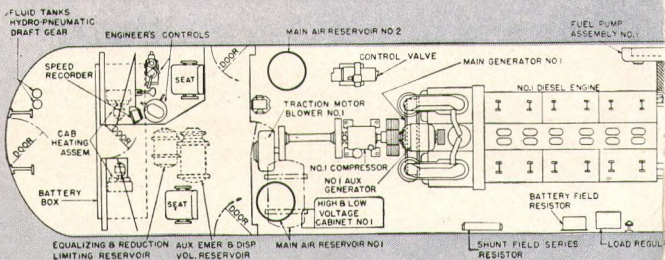
Complete visibility of the right-of-way from the engineer's seat in the control cab.



ENGINE

One of the compact 1000 horsepower General Motors Diesels that supply the power. Two such engines are located in each GM passenger locomotive unit.

FLOOR PLAN OF THE



DIESEL POWER

The locomotive hauling this train consists of a car or cars to haul and house the equipment: Diesel engines, generators, traction motors and suitable control apparatus. It also includes a water tank and automatic train heating boiler to supply the steam to heat the passenger cars.

Each General Motors two-cycle Diesel engine turns a directly attached generator which makes electrical power. This power operates the traction motors which are located below the body of the locomotive, in the trucks. The traction motors are geared to the axles on which the wheels of the locomotive are mounted. Thus, the power from the engine is carried on to the wheels.

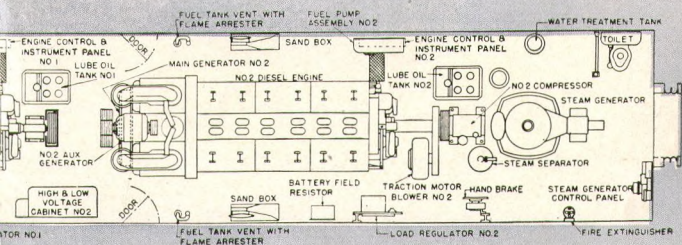
Operation of the traction motors, the generator and Diesel engine is coordinated by an ingenious set of controls, some automatic, some at the command of the engineer. With the engineer's pull at the throttle, the automatic controls make the Diesel engine run at the speed required to turn the generator fast enough to produce the electricity required by the traction motors to do the pulling at the speed the throttle "has told them to do".

The speed of the Diesel engine is not directly proportional to the speed of the train. Much of the time, the engine runs at a constant speed even though the speed of the locomotive varies.

★ ★ ★

The Diesel locomotive has brought many advantages to travelers . . . faster scheduled train operation; smoother, quieter riding; cleaner and on-time arrival with very high regularity.

DIESEL LOCOMOTIVE



A NEW KIND OF TRAIN

The Dayliner "City of New Orleans"

Never before has there been a train quite like it! It offers an entirely new conception of travel—the opportunity to spend a full day so packed full of interest and excitement—and yet so restful—that every hour will be long remembered.

The "City of New Orleans" is a history-making train—the first to make a start-to-finish, morning-to-night run of 921 miles between Chicago and New Orleans—the first ever to offer daytime service between the Great Lakes and the Gulf.

The moment you step aboard this dayliner, you'll note its difference. Wide open spaces, no crowding, plenty of leg and elbow room. You have a choice of talking with friendly neighbors, watching the flying scenery, reading or just relaxing in solitary comfort.

In the dining, lounge and observation cars you'll find moderately priced food, varied refreshment and congenial companionship.

In short, everything possible has been done to make travel aboard the "City of New Orleans" a great day on anyone's calendar. We know you'll remember your first dayliner journey for many years to come.

GENERAL MOTORS
LOCOMOTIVES

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS • LA GRANGE, ILL.