



A month prior to Japan's attack on Pearl Harbor, the Milwaukee took delivery of two American Locomotive Company DL-107 locomotives. On November 6, 1941, the day before locomotive number 14 entered service, both cab units were spotted for the company photographer at the Milwaukee Shops.

Both 2000 hp cab units were the latest in a series of Alco's DL-series of passenger locomotives styled by Otto Kuhler. Each cab unit housed two Alco 1000 hp 539-T prime movers. Alco's passenger diesel-electrics consisted of parts made at Alco's Schenectady Works and by General Electric at its Erie, Pennsylvania plant. Their design contrasted sharply with the clean, flowing lines of Electro-Motive Division's contemporary E-3 and E-6 models. No attempt was made to conceal the DL-series radiators, exhaust stacks, air intakes, radiator fans and vents protruding from the car body and above its roof line. Battery boxes, air and water tanks below the car body were also left exposed. All gave the locomotive a cluttered appearance.

The roof was painted medium gray which extended downward over the windshield and across the top of the nose. The raised area from the upper headlight casing to the center windshield, and on to a portion of the roof, was painted a bright yellow. The upper car body and pilot were light gray, while an orange band trimmed in maroon ran along its lower side. The Milwaukee's colors were combined with Alco's paint scheme (see page 108 for a color photograph in this paint scheme). The unique as-delivered paint scheme lasted for approximately one year before being replaced with a rendition of the Milwaukee's lightning bolt scheme.

The Milwaukee Road, W. F. Stauss collection

ALCO MODEL DL-107 14

The DL-107's low profile lowered the locomotive's center of gravity, improving its handling in curves and at high speed. Upon delivery number 14 was assigned to Train #101, the *Afternoon Hiawatha* from Chicago to Minneapolis, and Train #56, the *Fast Mail* from Minneapolis to Chicago. Day in and day out the 4000 hp Alco made the 842 mile round trip with expanded war time *Hiawatha* consists. During the war the unit was operating over 25,000 miles per month. In 1953, after

12 years and 3 million miles of service, the number 14 A-B was completely rebuilt. A new EMD-like nose, fabricated and applied by the Shops, replaced the needle-nosed front end. New side panels cleaned-up the locomotive's appearance, while internally a complete rewiring, and a rebuilding of the prime movers and generators made the locomotives like new.

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