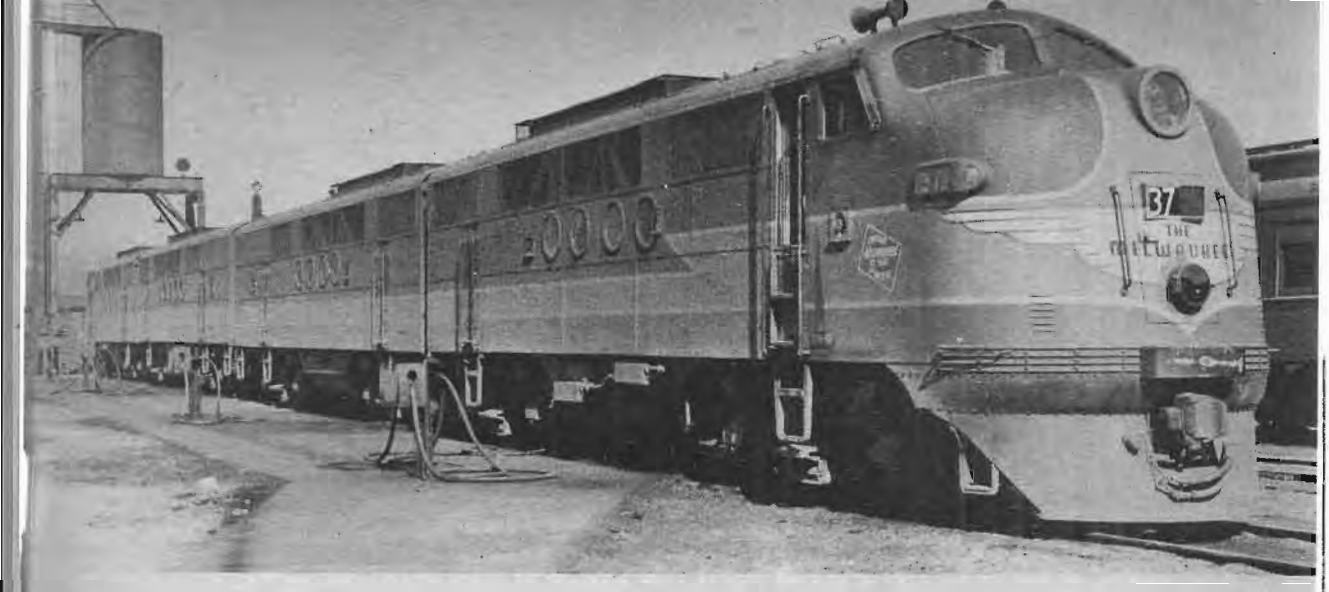

New Milwaukee Road Engine Numbers

Locomotive numbers play an important part in train operation, and it is essential that they be clearly visible for some distance at night as well as in the daytime. Through the locomotive number a train is identified to crews on other trains. Without this information trains would be operated by guess and by gosh, and the crew of one train wouldn't know whether the train on the passing track were No. 28, running behind schedule, or an extra.

Faster train speeds have resulted in a new design of numbers on Milwaukee Road engines. Not only are they larger and set at a wider angle on the number headlight wing, but the figures themselves are of a special design, originally used on a popular brand of alarm clocks. Because of their simplicity it is impossible to confuse a 5 with a 3 or a 6 with an 8. Letters used in conjunction with figures are also designed to eliminate confusion.

Pictures on these pages show, at top, a four-unit Diesel, No. 37, with the new type of number on the front door; at left, below, a steam locomotive with the old-style number; and, at right, below, a steam locomotive with the new number set at the new angle—45 degrees as compared with 30 degrees on the old type. In the photo of the Diesel, the letter "A" or "D" is blocked out. If this four-unit locomotive is broken up to make two two-unit locomotives, the covering will be removed and the locomotives will be designated 37-A and 37-D.

The complete set of figures used in numbering Milwaukee Road engines today is shown at the bottom of the page. They are designed to be eight inches high, white on a black background. The old figures were six inches high. The sketches illustrate the greater angle of visibility with the new lighted number wings.