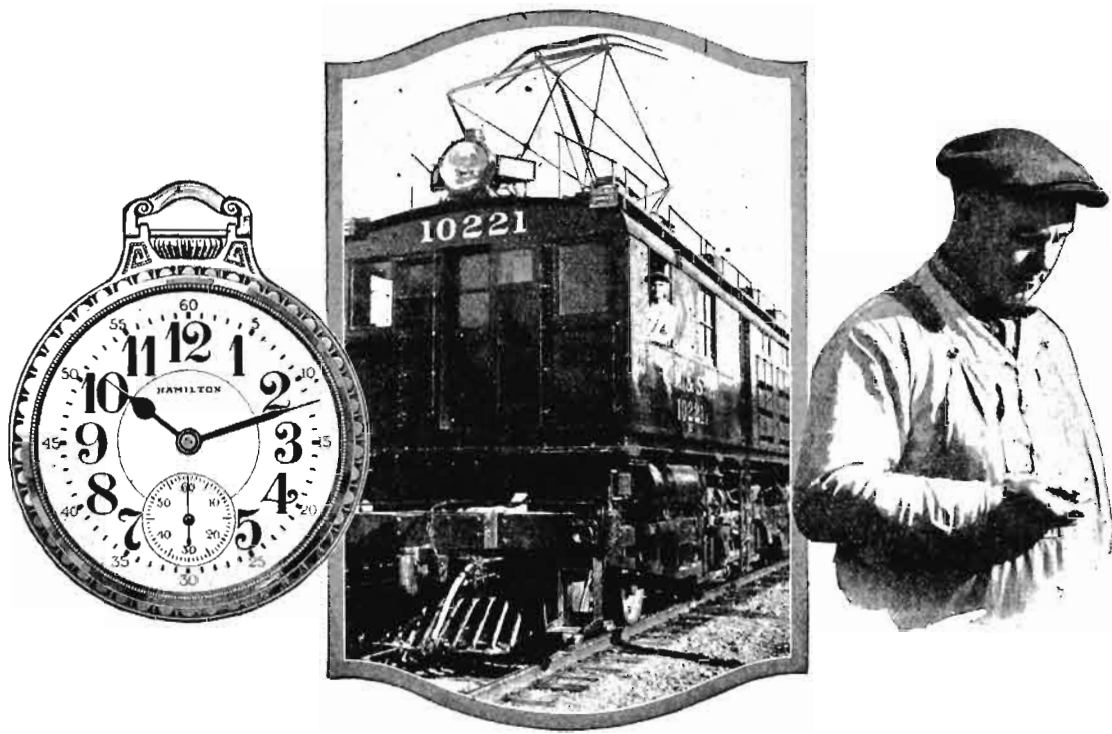


THE MILWAUKEE MAGAZINE



JUNE, 1926



Over the Bitter Root Mountains on Hamilton Time

ENGINEER L. C. MARKHAM, of the Milwaukee lines, is a man who knows the value of accurate time. Engineer Markham was at the throttle of a steam engine for ten years, and for the past ten years has been at the controller of one of the largest electric locomotives ever built. His run takes him over the Bitter Root Mountains in northern Idaho.

Engineer Markham purchased his Hamilton in 1904, when he was a fireman on the "Chicago-Duluth Fast Mail." When, in 1906, he was promoted to the throttle, his Hamilton stepped right up with him, rendering accurate time service without faltering on the job.

The new Hamilton railroad models, which your jeweler can now show you, represent

the highest attainment in railroad watch construction. They are combinations of the famous Hamilton 992 movement—known everywhere as "The Railroad Timekeeper of America"—and cases of rugged beauty, sturdy, dust-proof, and built especially for railroad service.

Ask your jeweler to show you these new models. If you now need, or expect to need, a watch that is sure to meet inspection requirements on any railroad, your choice should be the Hamilton. Railroad men from all over America will tell you that it is the choice that admits of no regrets. e

We will be glad to send you a folder about these watches and also a useful time book if you so desire. Address Hamilton Watch Company, Columbia and West End Aves., Lancaster, Penna.

HAMILTON WATCH COMPANY
"On the Lincoln Highway"
LANCASTER, PENNA., U. S. A.

Hamilton Watch
"The Railroad Timekeeper of America"



*You'll be
proud to say,*

"I Wear the New #91 Lee Overalls"

HERE at last is the overall that railroad men have been looking for. The new #91 Lee Overalls—a revelation, a pleasant surprise to every man who puts on a pair.

You don't have to look far to find the reason why. Lee textile experts, after months of research and experiment, perfected the new Lee Denim—a new fabric with 50% more strength than any denim yet produced. And only in #91 Lee Overalls is this new Lee Denim used.

The combination of this new Lee Denim with the following Lee features of design and construction that have long been favorites with railroadmen, makes the new #91 Lee the standard by which all other overalls are judged:

New improved cut-in-one piece, two-ply broad suspenders—lie flat on shoulders.

Extra high form fitting bib—no gap at sides—double stitched to overalls.

Extra long easy stride crotch fork.

Self-locking rule pocket on right and new plier pocket on left side.

New extra heavy sail cloth, deep front pockets, triple-stitched. Special match pocket, the only match pocket in which matches lay flat to prevent falling out.

Large, roomy, form-fitting, extra long jacket.

Three-button cuff and extra long set-in sleeve—extra roomy armholes and elbow.</

FALK Castings

The Falk Foundries specialize in acid open hearth steel castings from 1 to 100,000 pounds for railroad, marine, mining and hydraulic machinery.

Falk Castings are made in a modern and completely equipped plant, under the supervision of a skilled and experienced personnel. The central location of the Falk Foundries insures prompt service on all work.

Let us furnish an estimate before you place your next order for castings.

The Falk Corporation
Milwaukee Wisconsin

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THE MILWAUKEE MAGAZINE

Volume XIV

June, 1926

No. 3



Railroads the Truck and Air Transport

By H. E. Byram,

The last century has seen the growth of rail lines from a minus quantity to a tremendous system, spreading its net work over this country and to a lesser extent over foreign lands.

Origin of Station Names in Montana

When the Chicago, Milwaukee & St. Paul Railway constructed its line to Puget Sound, it found that it was quite a task to name all the stations. The work was handled largely by Mr. E. D. Sewall, Vice-President, located in Chicago. Some of the stations were given local names, some are named for men engaged on the construction work, some for men who were in business or were locally prominent near these stations and still others were given names promiscuously without regard to local conditions. In naming the stations it was the aim to select names that were not already in use elsewhere in Montana and as far as was possible not to duplicate names on the St. Paul system. It was also necessary to obtain the approval of the United States Post Office Department.

Following is the list of the stations in Montana with such information regarding the origin of the names as we have been able to gather. Where settlements or towns existed prior to the location of the railway, it is so indicated. Wherever the origin of the name is shown without further qualifications, it is understood that the station was named by the Chicago, Milwaukee & St. Paul Railway. Where the only information given after a name is "named by the Chicago, Milwaukee & St. Paul Railway" it indicates that we have had a positive statement from someone that the station was so named. Wherever the space after the name is left blank, it means that we have had no definite statement as to who named this station but as the naming was done after the line was constructed, it may be assumed that it was named by the Chicago, Milwaukee, & St. Paul Railway.

Additional information in regard to these stations is solicited in order that we may at this time secure as definite a record as possible. The names following are arranged alphabetically for convenient reference.

AGAWAM—Named after Agawam Massachusetts. It is the terminus of the railway in a county which will ultimately develop agriculturally.

AHLES
ALBERTON—Named for Albert J. Earling, President.

AMHERST—Named by C. A. Goodnow after old Massachusetts town.

ANTWERP
ARCOLA—Named by CM&StP Ry.
ARMELLS—Named after Armells Creek a stream which the railroad follows in this vicinity and which flows through the town.

ARROW CREEK—Named because of its location on Arrow Creek.

ASHMORE—Named by CM&StP Ry.
ASHUELOT—Named by CM&StP Ry.

ATKINS—Named by CM&StP Ry.
BAKER—Named after A. G. Baker, Engineer of Construction of the main line in eastern Montana, and for many years connected with the Engineering Department of the Railway as locating construction engineer on many of its

more important extensions since 1878. The first name given to the station was **LORRAINE**. County seat of Fallon County.

BALMONT—Named by CM&StP Ry.
BARBER
BARRON—Named by CM&StP Ry.
BASCOM
BAXTER—Named after Baxter Ranch near by.

BEARMOUTH—Was an established town on Northern Pacific before construction of the CM&StP Ry.

BECKET—Named by CM&StP Ry.
BELGRADE—Was a town and station on the Northern Pacific Railway before the construction of the CM&StP Ry. Is an important grain and milling center.

BIG SAG—Named for a topographical feature at this point.

BLACKFOOT</

SPORTS

MILWAUKEE ROAD BOWLERS

Fifth Annual Tournament

April 10th to 25th, 1926

Milwaukee, Wis.

OFFICIAL PRIZE LIST

Five Man Team Prizes

Team	City	Total Pins	Prize
1. Comptrollers	Chicago, Ill.	2,848	50.00
2. Northern Division No. 1.	Milwaukee, Wis.	2,843	10.00
3. W. C. Bush Boosters	Chicago, Ill.	2,783	30.00
4. Pioneer Limited	Minneapolis, Minn.	2,681	25.00
5. Auditor Overcharge Claims	Chicago, Ill.	2,666	23.00
6. Rates of Milwaukee	Milwaukee, Wis.	2,656	20.00
7. General Freight Dept.	Chicago, Ill.	2,626	17.00
8. Car Accountants	Chicago, Ill.	2,625	15.00
9. Piasecki's Steel Car Builders	Milwaukee, Wis.	2,616	15.00
10. Auditor of Expenditures	Chicago, Ill.	2,609	14.00
11. A. F. E. Bureau	Chicago, Ill.	2,599	10.00
12. Freight Auditors	Chicago, Ill.	2,589	10.00
13. Asst. Comptrollers	Chicago, Ill.	2,583	7.50
14. Passenger Car Shops	Milwaukee, Wis.	2,583	7.50
15. Fowler Street	Milwaukee, Wis.	2,580	6.00
16. Wheel Foundry Boosters	Milwaukee, Wis.	2,575	5.00
17. Cross Town Tires	Milwaukee, Wis.	2,574	5.00
18. Clybourn Arcades	Milwaukee, Wis.	2,571	5.00
19. Car Department	Milwaukee, Wis.	2,571	5.00

Low Five Man Team Prizes

Team	City	Total Pins	Prize
1. Signal Dept. No. 1 Vets	Milwaukee, Wis.	1,629	10.00
2. Old Vets	Milwaukee, Wis.	1,634	8.00
3. Shop Accountants No. 3	Milwaukee, Wis.	1,723	5.00

High Single Game—Five Man Team

Team	City	Total Pins	Prize
1. Comptrollers	Chicago, Ill.	1,000	10.00
2. Cross Town Tires	Milwaukee, Wis.	978	7.00

Two Man Prizes

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short visit with J. H. Foster, former Iowa division superintendent, May 7th, Mr. Foster, having been in company with the Imperial Potentate of the Mystic Shrine on a trip through Iowa, and Illinois.

Robert Gilliland an extra operator who is working as a clerk for the extra gang on the western division was married the fore part of May to Miss Ruth Johnson of Linden.

The home of John Prime of the car department force at Perry was completely destroyed by fire May 11th. The family had gone away to spend the evening and the fire started and gained such a head way before it was discovered that the department was unable to check the flames.

Frank Garcia a section laborer at Council Bluffs lost an arm and was otherwise badly injured when he fell while attempting to board a transfer train at U. P. Transfer, May 12th.

Machinist Frank Praggie is batching for a few weeks while the misses is on a trip to the north and west coast.

Paul Cushman who was off duty several weeks on account of an injured hand has resumed work in Perry car department. Paul severed part of a finger and infection in the wound caused him a lot of trouble so that it was necessary for him to go to the Washington Boulevard hospital for treatment.

Master Jimmy Evitts son of C. E. Evitts the labor foreman at the round house, has been sick for some time. The boy was taken to a Council Bluffs hospital for an operation and has been improving since then.

Master Lawrence Stotts son of Perry yard clerk has been sick with pneumonia for several weeks.

Fullerton Avenue Building

J. T. Grien

What would happen in the Central Typing Bureau

If Kelly couldn't sing,
If Kitty lost her nail polish,
If Lena didn't have a mirror,
If Joe G. lost her glasses,
If Belle didn't have any gum,
If Roe couldn't smile,
If Eileen didn't have cold cream,
If Joe T. forgot her hand lotion,
If Maryon & Margaret didn't have books,
If Hazel & Anna couldn't vacation together,
If Ait had his desk moved.

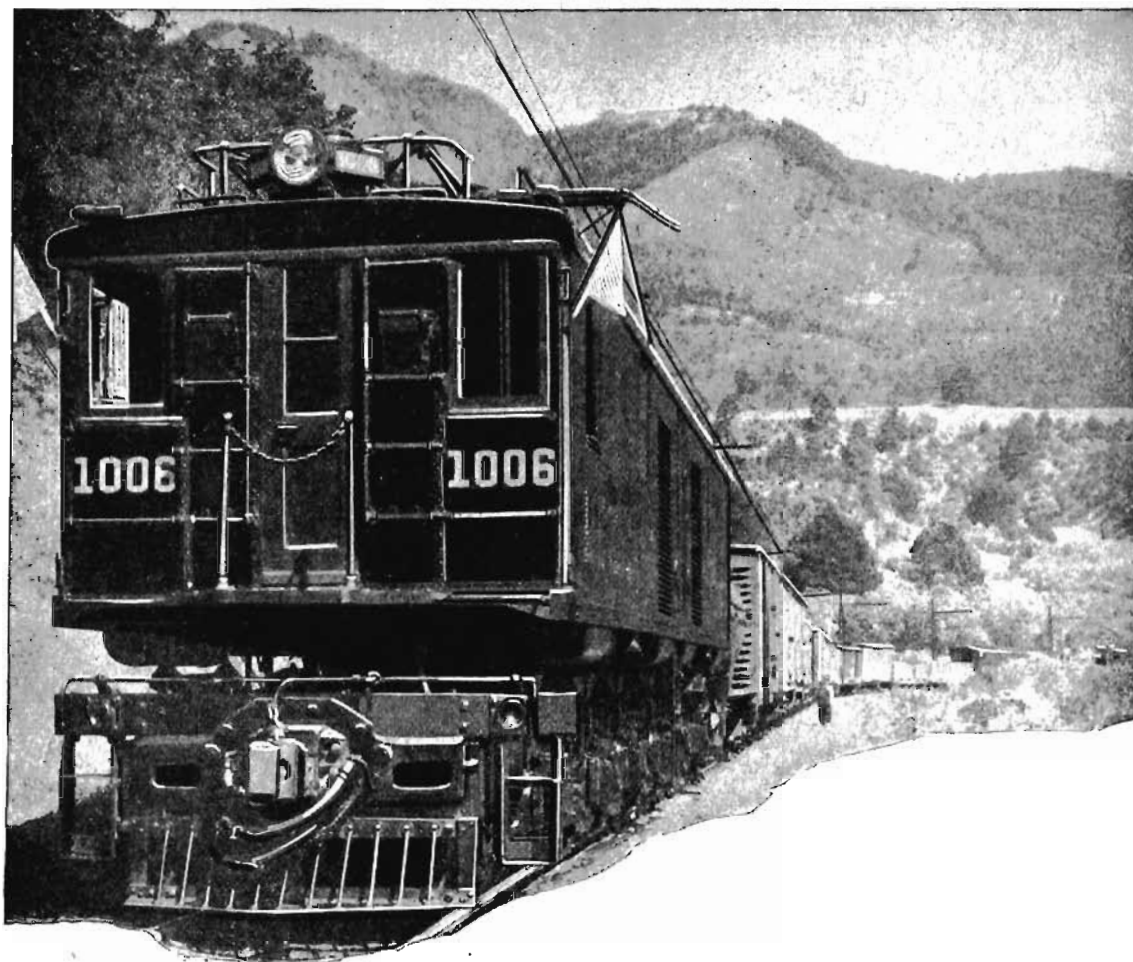
Congratulations to Mr. and Mrs. A. G. Naatz, on the birth of a baby boy born April 23.

Gertrude Verburg was married recently at St. John Berchman Church. Her co-workers presented her with a tea set and luncheon cloth. Congratulations and best wishes to the happy couple.

Congratulations to Mr. and Mrs. E. J. Reidy, Freight Auditor's Office on the birth of a baby girl born May 3rd.

An interesting game of Indoor Baseball was played by teams composed of married and single men of the Ticket Auditor's Office, the former winning by a score of 6 to 5. The game was one of continued thrills, sparkling plays and strike outs. Sparkling plays were provided by T. J. Martin and Zanta, and the strike outs by the pitchers Gavin, Grall and Kusch, who were very effective. The ability of "Tiny" Moore and "Chesty" Schiffer to disconcert the batters of the married men proved a flop and their activities in that direction were the main factors in the loss of the game by the single men. Altho the Single Men were winning 5 to 1 in the eighth inning the Married Men succeeded in accumulating

5 runs, two of which were contributed by L. Anderson the hero of the game, who clouted a home run with one man on base. However, as Dempsey said when he knocked Firpo for the count, "Remember, its all in fun."



Electric Power— master of mountains



Co-ordination of electrical equipment accounts largely for the Mexican Railway's success with the electrified Maltrata Incline. Power station and substation equipment and overhead line material, as well as the locomotives, were all furnished by General Electric.

Up the steepest haul on the Mexican Railway—the Maltrata Incline with a ruling grade of 4.7%—electric locomotives haul twice the tonnage formerly handled by steam locomotives, *in half the time.*

The heaviest grade on this Division is 5.25%, but the electric locomotives make it with power to spare. The ease of electrical operation on these steep grades again demonstrates the complete success of high-voltage direct-current electrification.

GENERAL ELECTRIC

GENERAL ELECTRIC COMPANY, SCHENECTADY, N. Y., SALES OFFICES IN ALL PRINCIPAL CITIES