

# Home Shelters Aged, Disabled

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"In the most favored countries the margin between work and want is an exceedingly narrow one; besides there can be no apprehension more keen or pitiable than the constantly changing dread shared equally by all wealth producers that misfortune in the form of sickness, the inability to become incapacitated through accident or by time's inevitable advance, accompanied by waning strength, will result in the lack of means necessary for ordinary maintenance. This most melancholy fact, of which all are conscious, poisons the present and fills the future with fears."

"The so-called civilized industrialism of our day can be subject to no stronger criticism than the charge verified by universal experience, that the men and women whose productive energy has developed so much of our wealth, progress and development, leading simple and moderate lives, become in their declining years powerless principally because they are penniless."

The need expressed by this quotation, which has been met in part on the railroads by the adoption of pension systems, is further taken care of by the Home for Aged and Disabled Railroad Employees of America, located at the intersection of Beech street and St. Johns avenue, Highland Park, Ill. Ninety-two former railway employees are at present living at the Home. Two enrolled there from the Illinois Central System are Charles R. Seidel and F. E. Rowland, both formerly switchmen at Chicago.

The Home site consists of about five acres. Two buildings, one for the administration and the Home and the other containing the power plant and laundry, have been placed facing west and are only about three hundred feet from the main lines of the Chicago & Northwestern Railway and

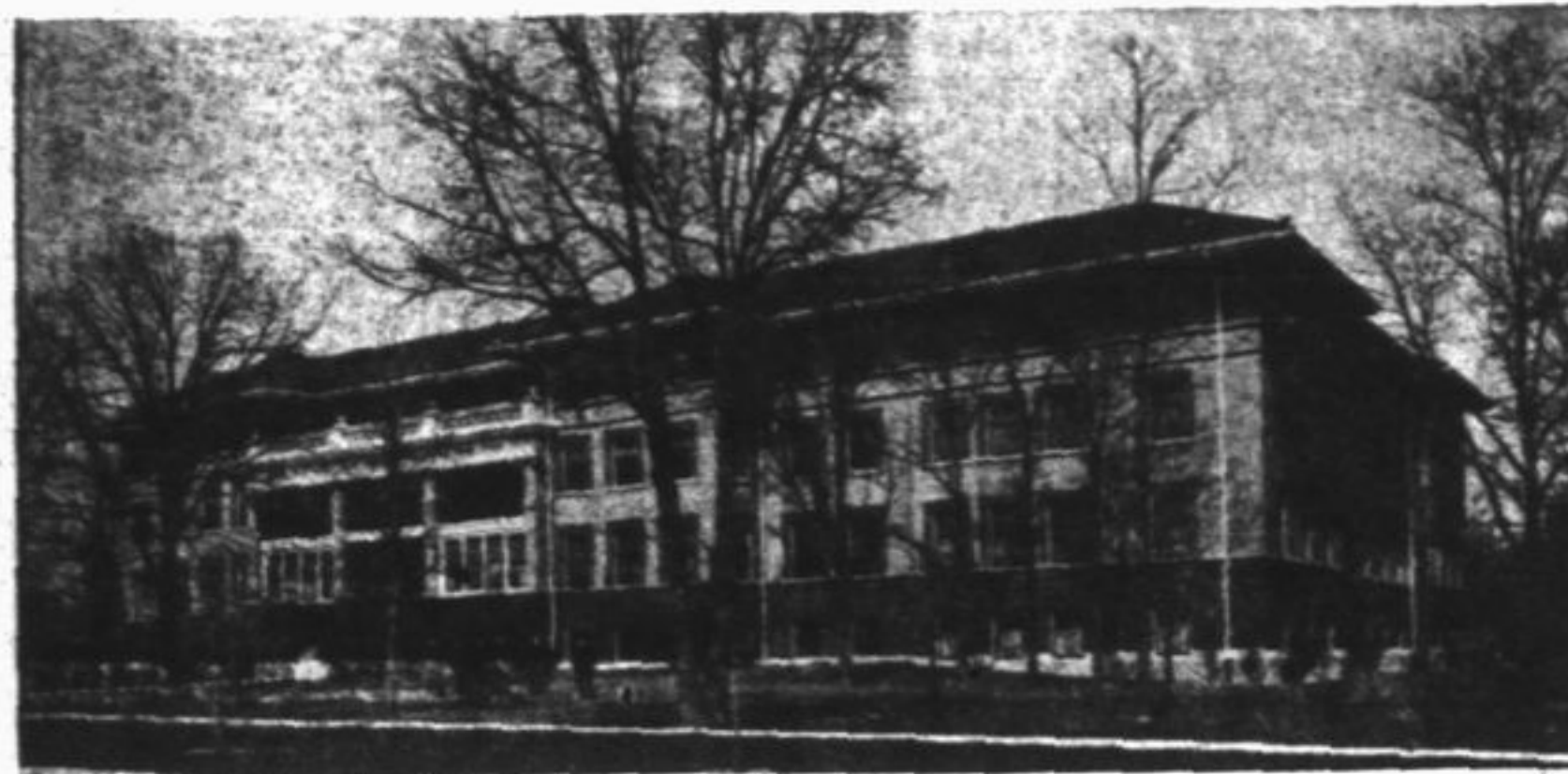
story window sills are of chocolate colored brick; from the first story window sill line to the third story window sill, they are of dark cream shade; the third story is of a rough-cast cement on rough brick; the trimmings around the first and second story windows are of chocolate-colored brick, and the roof is red tile.



The original Home; taken in 1893

All the window sills and belt courses are of stone.

The interior partitions are of hollow tile blocks, plastered on each side with cement plaster. The floors and ceilings are of hollow tile and reinforced concrete. The floors of all



THE MODERN BUILDING THAT SERVES AS THE HOME

the Chicago North Shore & Milwaukee Railway, which run parallel at this point.

Four Stories in Main Building  
The main building, built in the form of the letter "T," consists of three stories and a high basement, which is practically all above the ground. The front part of the building is one hundred ninety feet by forty-two feet and the center extension is forty feet by sixty-two feet. It is strictly modern as to the style of architecture and is fire-proof throughout. Each floor has a balcony which is ten feet wide and fifty feet long.

This building will house 140 retired or disabled men. The staff required to operate the Home comprises seventeen persons.

The color scheme of the exterior of the buildings harmonizes, and the effect is very pleasing to the eye. The walls from the grade line to the first

the corridors, toilet rooms, the hospital and the kitchen are of a composition and cement mosaic. The floors of the rooms are of maple, and the woodwork is of birch, finished in dull mahogany. The toilet rooms, bathrooms and the hospital are finished in white enamel. All stairs have iron frames with cork treads, iron newel posts and balusters with birch hand-rails.

### Electric Elevator Convenient

The electric elevator carries the men from any floor to the recreation and card rooms in the basement in less than a minute. All one needs to do is to press the button on any floor and the elevator comes to him. When he is inside, he can push the button to take him to whatever floor he wishes. When he is inside, he can wish. This, for the men confined to a wheel chair, is indeed a blessing. The elevator has a separate entrance

# GREAT LAKES SENDS RECRUITS TO FLEET

## LARGE PEACETIME DRAFT

More Than 800 Men Transferred Last Week to New York and Assigned to Different Ships There

What is said to be the largest peacetime draft ever assembled at the Great Lakes Naval Training station was transferred May 6 to New York City, New York, for distribution to various vessels of the United States fleet.

The draft consisted of 811 recruits. It proceeded in three sections over the Chicago and Northwestern railroad to Chicago, where the movement was separated into four groups, each of which was assigned to a separate train equipped with a baggage and dining car.

### Destination of Groups

The first group, in charge of Chief Quartermaster William J. Loughman, U. S. Navy, contained 98 recruits for the U. S. S. Melville, 50 for the U. S. S. Procyon, and 48 for the U. S. S. Langley.

The second group, in charge of Chief Boatwain's Mate John H. Temple, U. S. Navy, contained 99 recruits for the U. S. S. Colorado, and 81 for the U. S. S. Mississippi.

The third group, in charge of Chief Boatwain's Mate Joseph J. Lavica, U. S. Navy, contained 73 recruits for the U. S. S. California, 78 for the U. S. S. West Virginia, and 60 for the U. S. S. Arizona.

The fourth group, in charge of Chief Boatwain's Mate Leslie J. Mahoney, U. S. Navy, contained 79 recruits for the U. S. S. Maryland, 103 for the U. S. S. Idaho, and 41 for the U. S. S. Pennsylvania.

### Join Fleet at New York

Upon arrival at New York City the various sections of the draft were met by a chief petty officer from each of the ships to which the recruits were transferred.

It fell to the lot of the recruits of this draft to enjoy the usual privilege of seeing the mightiest armada ever assembled together at New York City in many years. This vast fleet of warships, together with the towering buildings making up New York's remarkable skyline, will be a wonderful and inspiring spectacle to the boys from Great Lakes, many of whom, before enlisting, have never been far away from the farms and villages in which they were born and reared.

### With Battle Fleet

All of the recruits of this draft will be assigned to vessels of the Battle Fleet, now temporarily assigned to the East coast in connection with maneuvers in progress there. When these maneuvers are completed the vessels of the Battle Fleet will return to the West coast by way of the Panama Canal. This in itself will furnish a most interesting cruise which recruits are rarely fortunate in having at the very outset of their sea service.

On Leaving Great Lakes the recruits of this draft were given the best wishes of their former shipmates at the Training station for a successful and happy career in the navy.

# BEST SCREENS FOR USE IN HOT SEASON

## Copper and Bronze Lead In Endurance; Others Should Be Kept Painted

As the summer season draws on, the problem of screens becomes a pressing one with many housewives. Rust is the great destroyer of screens—every year it puts millions of feet of screening out of use—one-fifth of the total manufactured.

It is false economy, as Farm and Fireside points out, to buy a cheap screen which may rust out in a season, when a good screen, made properly, will last as long as the house itself.

There are five general kinds of screen cloth: painted iron wire, galvanized and enameled iron, copper and bronze. Painted iron wire is no longer recommended, for it rusts too quickly. If something is wanted for only one season, black mosquito netting is good enough. Sometimes it will last two years, and it costs much less than painted iron wire.

Galvanized and enameled iron are practical for inexpensive house screens. They are good as long as the iron is kept covered with paint, and usually last about three to five years.

The wisest buy, however, is copper or bronze. Barring accidents, either will last a life time, and the original cost is only a fourth to a third more than the cheaper grades.

### CONSOLATION FOR FAT FOLKS

Many people in middle age and beyond are the worst and most serious offenders in the new fad of reducing. Nature intentionally, with most folks, adds weight with years. The layer of fat that becomes most noticeable over the stomach is furnished for additional warmth and protection to vital organs, and to compensate for the fact that with age the body generates less warmth. A little fat, at 40, is no sign of physical degeneration.—American Magazine.

The politicians are fond of fishing, and probably they get points on how to catch votes.

# BIG ROAD PROGRAM IN UNITED STATES

## Extensive Mileage Planned In 1927; Every State Is Included In Plan

The United States is out for "bigger and better roads," and the construction program shows that 26,841 miles of road and the maintenance of 239,847 miles are included in the 1927 state highway anticipations of 47 sovereign states. The programs also include many bridges.

Every state except Connecticut shows up in the estimates. That automobile owners have effectively supplemented other kinds of taxes is apparent when one reads official government figures showing that the highway movement for the current year will cost \$648,483,000.

In addition to this tidy sum there are counties, cities and towns which will kick in an additional \$475,000,000. Thus more than a billion dollars will be spent in highway work in this year of our Lord. States that will build more than 1,000 miles of new road this year are Illinois, Iowa, Kansas, Minnesota, Nebraska, New York, North Dakota, Pennsylvania, Texas and Wisconsin.



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- The Wilcox Houses in Sunset Terrace Subdivision deserve a word of praise in passing.

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### OFFICERS AND OTHER FRIENDS OF THE HOME

First row, left to right: Mrs. John O'Keefe; Mrs. Mary Stoff, past president, Home Society; William Kilpatrick, G.R.C., honorary trustee of the Home; John O'Keefe, secretary-treasurer and manager of the Home.  
Second row, left to right: Mrs. Sadie Scott, grand past president, L.S. to R.L.F. & E.; Mrs. Agnes G. Strone, president, L.S. to R.L.F. & E.; Mrs. Mary E. Dulock, grand secretary and treasurer, L.S. to R.L.F. & E.; vice-president of the Home Society; Mrs. Mary E. Cassell, president, G.I.A. to B.L.E.; past vice-president of the Home Society; A. E. King, general secretary and treasurer, B.R.T., chairman, board of trustees of the Home; William E. Prenter, president, B.L.E.; president of the Home Society; W. G. Lee, president, B.R.T.; past president of the Home Society.  
Third row, left to right: Mrs. Ida Partridge, grand junior sister, L.A. to O.R.C., honorary trustee of the Home; Mrs. William E. Prenter; A. H. Hawley, general secretary and treasurer, R.L.F. & E.; secretary, board of trustees of the Home; Mrs. Myrtle Jewett, L.A. to O.R.C., honorary trustee of the Home; Mrs. Anna M. Voelppel, G.I.A. to B.L.E.; Harry P. Daugherty, vice-president, B.L.E., trustee of the Home.  
Fourth row, left to right: Mrs. Harry P. Daugherty; Timothy Shea, assistant president, B.L.F. & E.; Frank D. Sughrus, G.R.C., honorary trustee of the Home.

on one side on the ground level for the accommodation of those who are obliged to use wheel chairs.

The Home has been fortunate to have all of the bedrooms furnished by lodge divisions and individuals, and a neat bronze plate has been made in every instance, showing the name of the donor, and attached to the door. The Grand International Auxiliary to the Brotherhood of Locomotive Engineers is credited with donating the furnishings for twenty-four rooms in the Home annex.

The Home has done much to help men who have been deprived of their limbs or their senses. One engineer was taught to read with his tongue after losing his hands, at the wrists, and his eyesight. Another had his eyesight restored after an operation conducted by the Home.

The management of the Home is vested in a board of trustees composed of (Continued on page 3)

Charles E. Seidel, a former employee of the Illinois Central System, now living at the Home. The photograph at the left shows Mr. Seidel when he entered the Home 19 years ago; the other shows him as he is today. He worked as a switchman and engine roomman in the Illinois Central yards at Chicago from 1907 to 1916, when he was stricken with locomotive fever. He is a member of the Brotherhood of Railroad Trainmen.