

Frank Milliken, Break-In Engineer at Springfield West Shops Has Exacting Job

He Tests Engine a Day in All Phases Before Turning it Over For Road Work

A "BREAK-IN" engineer they call Frank Milliken, of the Springfield west shops, who has had thirty-five continuous years' service with the Frisco. Rather an odd title, but his duties are just that—breaking in engines just out of the shop after overhauling.



FRANK MILLIKEN

Mr. Milliken, clad in overalls, is a familiar figure around the west shops, and the employes have given him the name of "lion tamer".

Born in Columbus, Ohio, on March 10, 1864, he began his railroad career at the north shops when Mr. G. R. Groves was superintendent of motive power and Mr. M. J. Karney was master mechanic, in 1889. Working in the shops from March 21, 1889, until June 30, 1889, he then started firing on the Eastern Division. He fired six and one-half years. His first trip as engineer was on engine 145, Springfield to Newburg, on September 6, 1898.

In 1916, when Engineer James O'Brien was called to "other service", his place was bid in by Mr. Milliken and he ran from Monett to Lebanon.

Due to ill health, Mr. Milliken left the road and came to the west shops as break in engineer on May 1, 1924.

His work is very technical and exacting, for his word is final when he says that an engine is sufficiently broken in for service, and all devices working smoothly.

After the engine is out of the shop, Mr. Milliken takes it out on the break-in-track, which is approximately four miles long. He runs it backward and forward, watching the entire operation of the air equipment, lubrication, flange oiler, steaming, water, sanders, signals and illumination, and all cab equipment. He checks closely the operation of the valves and exhaust, rods, journals, crank pins and other bearings. He watches for any defects which might occur, which could only be detected by the breaking-in process.

When these defects have been found, he corrects them, if they are small and reports them if they need shop attention.

At the end of the day he makes a written report on the condition of the engine. An engine a day is a fair average for him.

Mr. Milliken handles his work with the ease and efficiency of one who has had years of experience. He is always a Frisco booster. Apparently he is satisfied with his work of taming the huge "lions" which come out of the shop daily although he admits that he sometimes longs for the "round trip" again.

Heyburn Before T. E. Association

The yearly meeting of the Traveling Engineers' Association was held in Chicago, September 15 to 18 inclusive.

J. D. Heyburn, Frisco master mechanic at Ft. Smith, Ark., is vice-president of the association and on this occasion presented a paper to the assembly on the progress that has been made in drafting of locomotives with a view of increasing their efficiency and economy in coal and oil fuels.

The following Frisco officials and supervisors also attended: Messrs. H. L. Worman, superintendent motive power; A. H. Oelkers, chief mechanical engineer; Road Foreman of Equipment Edward McElvany, M. J. Barrett, Frank Ellis, G. A. Ermatinger, R. H. Francis, R. Hanna, Frank Reed, W. E. Belter and T. P. Holland; Traveling Firemen H. L. Mallett and J. W. Rankin.

CONGRATULATIONS TO COX

Sarcoxie (Mo.) Agent Praised for Bravery in August 16 Robbery

"A Real Service for Law and Order" Says Samuel Allender, Chief Special Agent

CHARACTERIZING his deed a "real service for law and order", Samuel Allender, chief special agent of the Frisco Lines, wrote a congratulatory letter to Agent A. B. Cox of Sarcoxie, Missouri, who killed Tom Madison, one of a band of thieves, in the burglarization of the Sarcoxie station early in the morning of August 16.

Mr. Allender's letter follows:

"Dear Mr. Cox:

"You performed a real service for law and order on the morning of August 16, when you shot and fatally wounded Tom Madison, one of a band of thieves who had burglarized the depot at Sarcoxie and were preparing to blow the safe. The investigation, as it now stands, indicates that this was a band of desperate thieves, and I am satisfied that your courageous conduct on that occasion was the means of averting a great deal of trouble, loss of property, and perhaps loss of life.

"There is another feature in connection with this which is very significant. You risked your life to protect and safeguard the interest of your employer. You have been in the employ of this company for a long time, and you knew on the sixteenth, when you went down to the depot, that what you were doing was not strictly within the scope of your employment. Therefore, I must conclude that your action was based upon your willingness to act beyond the bounds of the scope of your employment when the interest of your employer is at stake. I know of nothing finer or better that can be said of any employe.

"Please accept my hearty congratulations and best wishes.

Yours very truly,

Samuel Allender,
Chief Special Agent."

Official Changes, September 1

On September 1, Mr. M. M. Sisson, assistant general manager announced that Mr. W. H. Bevans would resume duty as superintendent of the Western Division.

Mr. R. B. Butler, who has been acting superintendent in Mr. Bevans' place, took up the duties of Mr. C. H. Claiborne, superintendent, with headquarters at Memphis, Tenn.

FRISCO BESTS RIVALS

Excursion Train, St. Louis to Memphis, August 30, Made Record

Two Competing Railroads Arrived Late at Terminals—Frisco On Time

SUNDAY, August 30, the Frisco ran an excursion train to Memphis, Tenn., from St. Louis, Mo., in competition with two other roads out of St. Louis.

The trains were operated on a close schedule. The Frisco train was loaded to capacity and instead of leaving the station at 11:30 p. m., as per schedule on August 29, was delayed in the station ten minutes, however, this train arrived in Memphis, twenty minutes ahead of schedule time.

One of the other two competitive trains left St. Louis at 11:25 p. m., on time, but arrived in Memphis one hour and thirty-five minutes late.

On the return trip, Frisco standard on-time service again was maintained, when the train left Memphis at 11:25 p. m., on time, and arrived in St. Louis, twenty-three minutes ahead of its regular arriving time.

On the homeward trip of the other competitive train, it left Memphis forty-five minutes late and arrived in St. Louis one hour late on the morning of August 31.

Frisco engineers are breaking all records in keeping up an on-time schedule, operating with their usual slogan of SAFETY FIRST.

Simon Norwood Only Colored Signal Maintainer in America

Memphis Employe Has Been With Frisco Since 1906—Lost Only Four Days

Simon Norwood, colored signal maintainer at Memphis, Tenn., is the oldest signal maintainer on the Frisco and has the honor of being the only colored signal maintainer in the United States.

He entered the signal service of the Frisco on June 26, 1906, and has been in continuous service since that date. During this time he has lost only four days—this account of a short leave of absence taken for a pleasure trip.

During his nineteen years with the Frisco, Norwood has worked under the supervision of one man, and he is highly recommended for his faithfulness to his tasks.

His duties are to attend to all details in connection with the maintaining of the automatic signals, the interlocking plant at Bridge Junction, and all crossing bells and gates in Memphis terminal.

All the railroad workers around Memphis speak a kindly word for him and he is a devout member of one of the Baptist churches in Memphis.

Day Force at Employes' Hospital, St. Louis, Mo.



Reading from left to right, top row: Mr. C. T. Arthur, superintendent; Dr. L. E. Darrough, third house surgeon; Dr. C. E. Einer, first house surgeon; Dr. Robert Vinyard, surgeon in charge and Dr. R. A. Woolsey, chief surgeon.

Second Row: Mr. R. A. Sack, clerk; Mr. Verne Evermon, clerk; Mr. John Meeham, orderly; Mr. H. M. Beeker, orderly, and Mr. T. J. Foley, engineer.

First row: Misses Mary Wilson and Bernice Burkell, nurses; Lydia Batdorf, druggist; Agnes Pollack, supervisor; Grace Kimberlin, dressing room nurse; Hilda Sailer, graduate nurse; Betty Dameron and Ethel Creely, nurses.

THE accompanying picture of the hospital staff shows why the Frisco Employes' Hospital of St. Louis is considered one of the most efficient of railroad hospitals in the country.

Under the supervision of Dr. R. A. Woolsey, chief surgeon, this staff of co-workers ably administers to the needs of all who are confined at 4900 Laclede Avenue.

Due to an important case which occupied his time at the moment this picture was taken, Dr. J. W. Schilling, second house surgeon, was absent. So also were Misses Bertha Hockley, graduate nurse and Hattie Seig, graduate nurse.

This picture only includes the day force, and a promise is made the readers to obtain a picture of the remaining members of the staff at an early date.

Praise for Frisco Beauties

The page of Frisco bathing beauties as shown in the August Magazine has been the topic of comment from many of our readers, and from Glendale, Calif., comes the poem printed below, from an interested reader of the Magazine.

It is dedicated to the three girls who posed with the Ziegfeld beauties, and so far, the comment has all been for the Frisco page:

He's right; he's right; I'll say he's right;
In all he does or says;
To laud the Frisco Bathing Beauties
and
Their merits to the skies,
"Ziggy's" entries would stand no
chance
Against comely ones like these;
Although I have never seen them
dance—
Who cares? Look at those dimpled
knees!

A base, base man, indeed, 'twould be,
And withal very rude,
Who spurned or muffed a chance to
cheer

This feminine pulchritude,
They stir the muse within me, deep—
For things not attained as yet;
It makes me sigh for days of old,
Perchance we would have met.

Believe you me, bear this in mind,
A hope burns strong within me—
Our paths may cross in another clime—
If so, will you be friendly?
I believe you would—
I won't despair—perhaps a happy
mood, for
Only those who rave deserve the fair;
Now, how much ravin' have you stood
for?

William Bryan Wisdom,
126a North Everett St.,
Glendale, Calif.

Good Record at Seventh Street

Just to show that Seventh Street Station, St. Louis is getting a good share of the business for the month of August, the following was forwarded to the magazine:

"Merchandise handling, Seventh Street Station, St. Louis, August 22, 1925, amounted to 1,222,000 pounds, loading eighty-four merchandise cars on this day."

This is quite a record and Seventh Street is mighty proud of the accomplishment.

Quick, Clean Service on Short Passenger Runs Provided by Frisco Motor Cars

Gasoline-Electric Motors Operate Economically—Preferred to Steam Equipment at Some Points

THE need for self-propelled cars as adjuncts to the regular equipment of steam roads has been apparent for many years and the Frisco was one of the pioneer railroads to inaugurate the use of gas-electric motor cars.

The Frisco purchased in 1910, ten gasoline-electric driven motor cars which have been in use since that date. However, these cars have been giving such good service and the maintenance cost has been so economical,

This car provides clean quick and attractive service and is capable of being operated by one engineman and conductor. The car body is furnished to meet a range of requirements as regarding seating space, baggage and smoking compartments.

This car is sixty feet long, and has a seating capacity of forty-seven passengers. There are twenty feet of express and baggage space, and the total weight is thirty-eight tons.

The six cylinder engine is connected



The new gas-electro motor car, delivered to the Frisco Lines by the Electro-Motive Company of St. Louis, at the start of its initial run from St. Louis to Joplin.

Standing, left to right: E. R. Hale, brakeman and flagman, St. Louis, Mo.; D. M. Stewart, conductor, St. Louis, Mo.; L. A. Toupin, general motor car inspector, Springfield, Mo.; A. L. Guenzler, engineer, St. Louis, Mo.; W. P. Sullivan, demonstrator, Electro-Motive Co., St. Louis, Mo.; D. B. Worth, assistant supervisor, Electro-Motive Co., St. Louis, Mo.

that two additional cars of a newer type have just been completed and delivered to our line by the Electro-Motive Company of St. Louis, Mo., at a cost of \$65,000. The new cars are numbered 2120 and 2121.

On delivery of the 2120 to our railroad at St. Louis, it left on the afternoon of July 11, in charge of Mr. L. A. Toupin, general motor car inspector, the engineer, conductor, brakeman and flagman and two representatives of the Electro-Motive Company, Messrs. D. B. Worth and W. P. Sullivan.

This car was run to Joplin, Mo., a total of 339 miles. The run was on train schedule time, taking nine hours time.

After reaching Joplin, the 2120 was placed in service between Afton, Okla., Joplin, Mo., and Columbus, Kans., protecting trains Nos. 186, 181, 175, 176, 315 and 356.

to a generator, and is started by air. The entire power plant in the motor car is within easy reach of the operator and this makes it possible for any slight fault to be readily detected and repaired before becoming serious. This feature reduces the time necessary for making repairs, to a minimum.

The fact that there is no mechanical connection between the gas engine and axles, and that the engine may, therefore, be operated at its speed of highest efficiency irrespective of the speed of the car, is conducive to fuel economy.

Feature of Safety

There is a feature of safety about these new cars, which is also true of the older ones and that is the fact that it is possible to instantly reverse the motors, which furnishes a means, independent of air or hand brakes, to stop the car in cases of emergency.

Frisco Son Goes to Death in Shenandoah Disaster

The recent disaster of the Shenandoah, giant dirigible of the United States Navy, struck horror to many hearts, and the Frisco did not escape its share.

William H. Spratley, machinists mate, who was killed in the control car of the craft, is the son of William Spratley, Frisco division lineman at Oklahoma City.

Young Spratley had been in the Navy for the past six years and had been assigned to the Shenandoah ever since it was commissioned into the service.

The youthful hero was given a full military burial at Jefferson Barracks, St. Louis, on September 8.

Through the Magazine, each member of the Frisco family sends sincere sympathy to the bereaved family at Oklahoma City.

All of the gas-motor passenger cars of the Frisco System, from 1911 to now, have made a total of 3,240,837 revenue miles—handling trailers a total of 1,636,415 miles, or a grand total of 4,877,252 car miles at a total cost of .0497 per car mile for running repairs, material and maintainer.

The motor cars represent a total investment of \$850,000 if they were to be purchased at this time.

"These cars have given first-class passenger service for the past fifteen years, and are good for as many more years," Mr. L. A. Toupin said. Mr. Toupin's entire time is utilized in the care and inspection of these cars over the system. He supervises any changes, takes them out on their initial trip after slight shop attention, and is familiar with the operation of each one.

The second car, No. 2121, has not yet been delivered to this company by the builders, but its delivery is expected the first week of October.

Gasoline motor car operation, because of the economical features, is fast taking the place of steam trains on short branch lines. The people of Aberdeen, Miss., a few miles out of Amory, like the motor car which runs via Frisco rails between the two towns so much that the people have requested that it be operated exclusively, and that no steam trains be run.

The new cars are quite an improvement over the older ones and it is expected that they will make as good a showing or better than was made with the older type.

FRISCO MEDICAL MEN MEET

Twenty-fourth Annual Session
Held September 28-29, at
St. Louis

Splendid Program for Two Days At-
tended by Three Hundred Com-
pany Doctors

THE twenty-fourth annual meet-
ing of the Frisco System
Medical Association was held
at the Coronado Hotel, Sep-
tember 28 and 29, St. Louis,
Missouri.

This meeting is attended each year
by Frisco doctors from all over the
system, who meet to discuss the latest
developments in the medical world.

Dr. R. A. Woolsey, chief surgeon, is
president of the organization and Dr.
Robert Vinyard, of the hospital staff,
secretary-treasurer. The executive
committee is composed of the follow-
ing: Dr. R. A. Woolsey, of St. Louis;
Dr. W. B. Burns, Memphis, Tenn.; Dr.
Ellsworth Smith, St. Louis, and Dr.
W. B. Hendrix, Memphis, Tenn.

Extensive plans were made this
year for future progress. It is esti-
mated three hundred were in attend-
ance.

The program for the two days was
presented as follows:

Monday, September Twenty-eighth

Call to order by the President.
Minutes of last meeting and finan-
cial report by Secretary-Treasurer.

PAPERS

Traumatic Abdominal Injuries—Non-
Penetrating

—Dr. Fred W. Bailey, St. Louis

Discussion opened by

—Dr. Ralph Smith, Tulsa

Amputations—Lantern Slides

—Dr. Thomas G. Orr, Kansas City

Discussion opened by

—Dr. S. A. Woodward, Fort Worth

Problems of the State and the Doctor

—Dr. Charles Huffman,
Columbus, Kans.

Discussion opened by

Dr. W. H. Breuer, St. James, Mo.

Some Points in the Management of
Acute Appendicitis

Dr. Jabez N. Jackson, Kansas City

Discussion opened by

Dr. J. A. Foltz, Fort Smith

Surgical Treatment of Empyema

Dr. J. A. Crisler, Memphis

Discussion opened by

Dr. E. F. Ellis, Fayetteville

Premature Separation of the Placenta

—Dr. W. H. Vogt, St. Louis

Discussion opened by

—Dr. W. Britt Burns, Memphis

EVENING

DINNER AT SEVEN O'CLOCK AT

CORONADO HOTEL

SPECIAL ENTERTAINMENT

Tuesday, September Twenty-ninth

Gunshot Wounds of the Abdomen

—Dr. P. W. Lutterloh, Jonesboro, Ark.

Discussion opened by

—Dr. W. H. Wilder, Birmingham

Pathological Fractures—Lantern Slides

—Dr. M. L. Klinefelter, St. Louis

Discussion opened by

—Dr. E. J. Neathery, Sherman

Visualization of the Gall-bladder by
the Intravenous Injection of Tetra-
iodo-phenolphthalein—Lantern Slides

—Dr. Everts A. Graham, St. Louis

Discussion opened by

—Dr. L. P. McCuiston, Paris

Presentation of cases

—Dr. Ellsworth Smith, St. Louis

Ureteral Stricture—Lantern Slides

Dr. W. R. Brooksher, Jr., Fort Smith

Discussion opened by

—Dr. Leo Bartles, St. Louis

Former Kansas State Checker Champion
a Frisco Engineer of Wichita, Kansas

Frank G. Farmer One of Most Famous American
Players—Has Room Full of Medals

IT IS generally conceded that
everyone has a hobby, but
few people have so interest-
ing or remunerative a one as
Mr. Frank G. Farmer, Frisco
engineer of Wichita, Kansas.

His hobby is checkers—not just to
pass the time away around a hotel
lobby but competing against master
checker players—and he holds the
title of champion for the State of
Kansas.

When Mr. Farmer was eight years
old, his uncle began coaching him in

New Yorker, and lost two out of three
games. Then Mr. Farmer beat cham-
pion Hugh Henderson and gained a
great amount of publicity and notice.
After that, the rest of his combats
were easy. Four state tournaments
found him in first place. The last
state tournament was won by M. M.
Meeks, who later on played six games
with Mr. Farmer and the result was,
Mr. Meeks won one game.

Mr. Farmer keeps a record of his
games which shows that out of 1,864
games played he won 1,243, lost 254
and tied 621.

He is also a wonderful chess player,
but has never followed it like he has
checkers, because of the limited num-
ber of fans.

Has Many Books on Checkers

In his attractive home in Wichita,
Kans., one room is set aside for his
library. It contains many books.
There are seventeen volumes alone
on the lives of great checker and
chess players, histories of the game
as played in England, Germany, Scot-
land, France and also the game played
by the Norsemen, which is practically
the same, Mr. Farmer says.

This room contains only two chairs,
a walnut table and a built-in cabinet,
where Mr. Farmer puts all his rec-
ords, checkers and boards. On the
walls are various pennants and in one
corner is a glass case that contains
all of his medals. This room is the
most treasured one in the house, and
Mr. Farmer spends hours reading and
studying the game which has brought
him so much pleasure.

He is a great favorite with all who
know him and has always been well
and enjoyed life. "Sleep does won-
ders, and the youth of today gets
much too little for the pace he goes,"
Mr. Farmer remarked.

In a short time, he will be ready for
the pension list, and it would only take
one guess to decide what he will do
with his spare time, when his active
service is over. His friends at Wich-
ita are expecting great things of him
in the way of bringing home some im-
portant pennants and medals, with his
entire time devoted to the game.



FRANK G. FARMER

the art. The coaching stopped, how-
ever, when he won a game from his
uncle blindfolded. He then set out
on his own merits to beat all local
stars, which he did with ease. Then
he searched for bigger game.

His first big encounter was at the
National Tournament in 1912 in the
minor class at Cedar Point, Ohio, a
resort on Lake Erie. He played many
games between that date and 1924, in
which year he met H. B. Renolds, a

Frisco Men to Camp Clark

A great many Frisco men were in-
cluded in the special cars of soldiers
routed to the summer camps via
Frisco Lines and a number from the
states of Missouri and Kansas are
now located in Camp Clark, near Ne-
vada, Mo.

On Sunday, August 9, Messrs. J. K.
Gibson, assistant to superintendent

and son Billy; F. A.
Beyer, superintendent west shops; J.
E. Foster, chief clerk, and W. W.
Shackelford, schedule supervisor mo-
tored to Camp Clark, Nevada, Mo.,
where they were the guests of Lieu-
tenant-Colonel Ralph E. Truman, 140th
Infantry, State Militia, and former
special agent for the Frisco Lines, at
Springfield, Mo.

Class of Chinese Cooks and Laundrymen Taught by Frisco Employee

*Miss Addie Toland of St. Louis Passenger Department
Holds Service Each Sunday*

HOW about helping us teach an interesting class of Chinese boys some Sunday?"

This was a question put to Miss Addie Toland, by a member of the Methodist Church at 3610 Delmar Boulevard, St. Louis, Mo.

Miss Toland, who is in the office of the passenger department, has been with the Frisco since 1913. She has always taken an active interest in church affairs and was a member of the Methodist Church of Springfield before making her home in St. Louis four years ago.

have a party at Miss Toland's home, and so they proceeded to write her the following letter of request:

"My dear teach;—

"We are soory missed our class school few week, we wish you know what we doing on every Sunday, but nothing as matter except my work some folly, because we left out for few week.

"But has a little information for you. Wish you knew what we try to do for next Sunday afternoon. We try to ask you, see we can get in you house cook some dinner for all teach with our students.

"I think you will allow this order for our students. If you received this

NEW FREIGHT SERVICE

Add Fast Freight Train From St. Louis to Memphis, Sept. 7

"Advance 835" Accommodates Shipments From East in Record Time

EFFECTIVE Monday, September 7 the Frisco placed in service another fast freight train from St. Louis to Memphis. This train leaves St. Louis daily at noon, reaching Memphis the next morning at 3:00 o'clock, which is a saving of thirteen hours in comparison with present through service.

The new train was put on to accommodate shipments from the East, as anything received in East St. Louis as late as 8:30 in the morning will reach this train by 11:00 a. m. in time to leave at 12:00 noon.

A connection is made at Memphis with fast trains of roads radiating from that point and also with No. 135, Frisco fast freight operating to Birmingham, which results in a material saving over the present service to Birmingham and territory east, southeast and south.

From the very start the train carried a maximum load, consisting of consignments of Ford cars from Detroit, and grain products.

This new train is called "Advance 835", as the regular freight train to Memphis, No. 835, leaves at 10:15 in the evening and arrives at 4:00 the next afternoon. This "Advance 835" places its load in Memphis and Birmingham for connecting lines a day earlier than the regular 835.

The train has been given wide publicity and has attracted the attention of eastern shippers, and shippers in the territory west, north and northeast of St. Louis.

Daily reports show it to be maintaining its fast schedule, and frequently arriving in Memphis an hour early.



A Sunday "Chinese dinner party" held at the home of Miss Addie Toland, of the passenger department, was caught by the photographer after quantities of chow-mein and egg fou had been consumed. Miss Toland teaches the Chinese in the picture in a Sunday school class in the Delmar Methodist Church at St. Louis.

She became "Dear Teach" to the Chinese students. They hold service every Sunday afternoon and the attendance is practically 100 per cent. At first they had to be taught the alphabet, letter for letter, until finally they began to master a few English words and now they can talk well enough to be understood.

"I believe they are the most appreciative people in the world," Miss Toland remarked. "Most of them are laundrymen or cooks, and when you really get to know them, their lives are very interesting. They are very human and their quaint mannerisms are a source of constant study to me."

Not long ago, the class decided to

letter you will give the information for all teach and you friends because we want know how many personal all you have on this dinner. Please answer this letter as soon as possible about Friday, let us know for preparation all stuff what was the need.

"We want to leave you house for next Sunday Aug. 23 afternoon about 4.00 P. M. start cooking, then the dinner ready for 6.00 P. M. you think you would be home for that time please let us know at once.

"We are glad get much teach all you can, anything you like a suitable write fer me.

Very Truly youre

Friend Lum Chong

Lum Geo. E. T. C."

Miss Toland was very glad to grant their request and so they trooped out to her house, after first sending out

a huge box from the florist for decorating.

The menu was most complete and satisfying and Miss Toland gave them free rein in the kitchen. They had a fine dinner, from soup to chicken chow mein, with salads and egg fou.

Another Frisco employe, quite interested in this class of Chinese boys is Arthur Howell of the freight department, Frisco offices, St. Louis. He is shown in the accompanying picture, third from the right in the bottom row. Miss Toland stands on the extreme left.

Miss Toland loves the work, as she feels that it makes them Christians and better American citizens. They love America and are eager and anxious to learn the speech and manners of this country.