

ESTABLISH ZONE OFFICES

Freight Accounting System Is Revised to Speed Up Billing

AN innovation in railroad accounting which will permit the receivers and shippers of freight at all the more important stations to receive current expense bills and, at the smaller stations where errors in rates may be detected, to receive corrected freight bills in three or four days where weeks or months were required before, is being inaugurated by the St. Louis-San Francisco Railway Company.

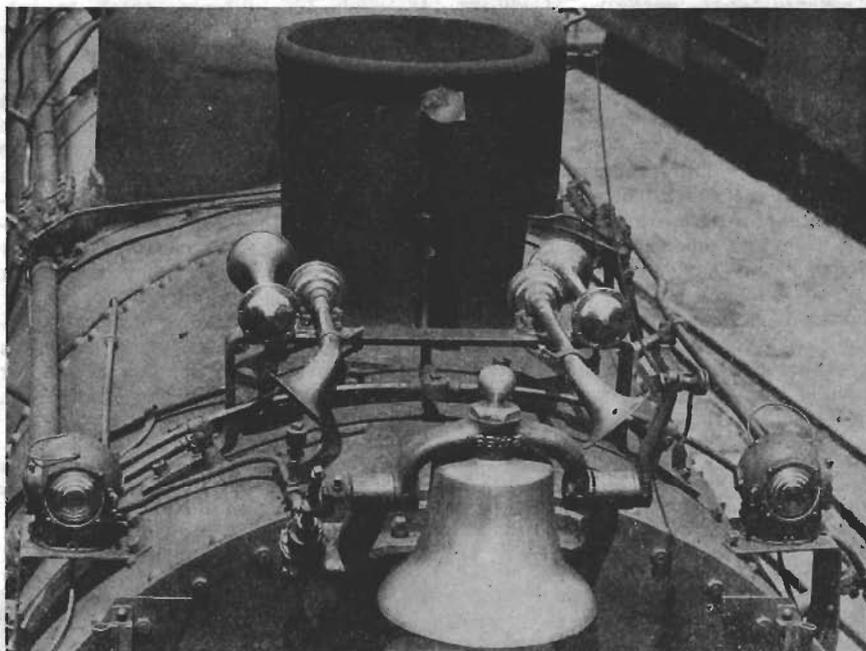
In place of the large central organization in St. Louis, where all freight accounting has been handled heretofore, five freight accounting zone offices are being established. These offices are at Memphis, Kansas City, Mo., Tulsa, St. Louis and Springfield, Mo. Each of these offices, under the direction of a zone auditor, will be responsible for a certain territory, and freight matters will originate and terminate at the zone offices, instead of being forwarded to St. Louis for final accounting as heretofore.

In explaining the new system, which is hailed by railway accounting men as a significant forward step in expediting a difficult work, Mr. E. H. Bunnell, St. Louis, comptroller of the Frisco Lines and originator of the plan, said:

"One of the most difficult tasks in the entire scope of railway activities has been to handle errors in freight accounting, such as undercharges and overcharges, quickly and efficiently. So many changes in rates, etc., have entered into it in recent years that a railway accounting man's job has been difficult indeed. The system of clearing all these accounts through one central office has had its disadvantages in that a longer time necessarily must be consumed, thus delaying the presentation of a corrected bill to the shipper when an error has been made.

"With our new plan on the Frisco the shipper will receive a correct expense bill or, where errors are not detected until after delivery, will receive his corrected bill in days instead of weeks. We shall eliminate duplicate work at our stations, as well as in the general offices, by performing all revising and checking of interline and local waybills to insure application of proper tariff rates right in the zone in which these bills belong. Each zone office will be responsible for the freight accounting work of the stations in that zone and we shall have 700 operating stations distributed

Frisco Air Chime Acclaimed by the Press



The installation, on Frisco Lines locomotives, of the Volitone, a melodious four-note compressed air chime warning signal, shown in the above picture mounted between the smokestack and the bell, is being acclaimed in front page stories in Middle West newspapers as a forward step in railroading. The Volitone replaces the ordinary steam whistle. It is audible twelve miles. The complete story of this Frisco innovation was carried in the February number of *The Frisco Employees' Magazine*.

in these five zones, divided at about 150 stations to each zone.

"Additionally, each zone office will be equipped with the latest electrical accounting machinery, such as sorting and tabulating and calculating machines. This is highly expensive equipment which greatly speeds up the work and has heretofore been used only in general offices."

Zone offices at St. Louis, Kansas City, Memphis and Tulsa already have been established, and stations in their respective territories gradually are being added to the zone offices. The Springfield zone office will be established April 1, Mr. Bunnell announced. Frisco officers expect to complete all zone arrangements by September 1.

St. Louis Seventh Street Station now has charge of the accounts of 165 stations; Kansas City has 114 stations; Memphis, 11 stations, and Tulsa, 1 station.

He (at hosiery counter): "Gee! Ten dollars is awful high for silk stockings. Have you anything lower?"

Clerk: "Sure! We have silk socks."—Long Beach Press.

Many who say they are self-made men might be asked, "who interrupted you?"

Letter of Long Ago Is Prized by Veteran Frisco Trainman

Written in 1888 by Superintendent of Old Springfield Division

Many Frisco Veterans, active and retired, will remember the persons mentioned in an old letter recently loaned to *The Frisco Employees' Magazine* by J. A. Amber, a trainman running on the southwestern division, who owns the letter and values it quite highly.

The letter is dated August 23, 1888, and was written at Springfield, Mo., by F. E. Merrill, then superintendent of the old Springfield division, to H. C. Sprinkle, then a conductor, and is as follows:

"The bearer, William Thompson, is learning the road. Carry him free and have your brakeman show him about the work and especially the air."

Conductor Sprinkle died about three years ago. Mr. Merrill, also, is dead. Mr. Thompson is now on a pension.

Mr. Sprinkle's crew, at the time the letter was written consisted of J. A. Amber, brakeman, and Henry Pinnell, baggageman. Mr. Amber has forty-one years of service, and Mr. Pinnell is a brakeman on the eastern division with thirty-six years of service.

Frisco Passenger Trains Operate 95.4 Per Cent on Time in January

OF the 5,846 passenger trains operated by Frisco Lines during January, 1928, 5,576 or 95.4 per cent, either maintained their schedules

or made up time, according to the monthly comparative statement concerning passenger train performance prepared in the department of F. H.

Shaffer, Springfield, general manager. The percentage for January, 1927, was 92.4. Following is the comparative statement:

DIVISION	Trains Operated			Trains Maintaining Schedules or Making Up Time			Per Cent Trains Maintaining Schedules or Making Up Time			Standing of Divisions		
	Jan. 1928	Jan. 1927	Jan. 1926	Jan. 1928	Jan. 1927	Jan. 1926	Jan. 1928	Jan. 1927	Jan. 1926	Jan. 1928	Jan. 1927	Jan. 1926
Western.....	217	217	217	215	214	217	99.1	98.6	100.0	1	1	1
Northern.....	1333	1333	1519	1304	1261	1470	97.8	94.6	96.8	2	3	4
Southwestern.....	930	867	868	899	766	839	96.7	88.3	96.7	3	7	5
River.....	1045	733	858	1011	688	840	96.7	93.9	97.9	3	4	3
Central.....	558	620	744	538	609	737	96.4	98.2	99.1	4	2	2
Southern.....	864	793	868	799	717	801	92.5	90.4	92.3	5	5	6
Eastern.....	651	673	796	569	605	732	87.4	89.9	92.0	6	6	7
Sub-Total.....	5598	5236	5870	5335	4860	5636	95.3	92.8	96.0			
Texas Lines.....	248	248	186	241	205	172	97.0	82.6	90.3			
Total for System.....	5846	5484	6056	5576	5065	5808	95.4	92.4	95.9			

RED CAPS ORGANIZE

St. Louis Ushers Form Athletic Association

THE Red Caps' Athletic Association, probably the only one of its kind in America, composed of the 79 Red Caps (ushers) of the Terminal Railroad Association, was organized February 17 at the St. Louis Union Station by C. H. "Uncle Charley" Baltzell, St. Louis, a special representative of the general manager of the Frisco railway, with the assistance of Ed. "Strangler" Lewis, famous wrestler, who was elected honorary president.

Mr. Baltzell, for years a prominent trainer of fighters, and a friend of Dempsey, Corbett and many other fighters, was elected president. The other officers will be elected soon.

A large vacant room at the Union Station is being equipped with gymnasium apparatus by the club members and semi-weekly military drills, such as marching and facings, and daily exercises will be held in this "gym". Lewis said that whenever he is in town he will, if requested by the Red Caps, go to their gymnasium and work out with them and demonstrate wrestling holds.

The organization meeting was opened with the introduction of Mr. Lewis by Mr. Baltzell. Mr. Baltzell said he always had liked to help boys and complimented the Red Caps on their appearance and for their courtesy toward the traveling public. He said that Henry Miller, president of the Terminal Railroad Association, heartily endorsed the new association and had donated to the association the use of the room where the organization meeting was held.

Most of the Red Caps are former soldiers, sailors and marines. Ray O'Neill, chief usher, has seventeen years' service as a St. Louis Union Station Red Cap. He said that among

the Red Caps a great variety of languages is spoken, permitting the Red Caps to act as interpreters for foreign-speaking travelers at this station. A total of 262 trains a day is on the Union Station timetable, approximately thirty-five of them being handled between 7 and 8 o'clock each morning. The Red Caps meet all arriving trains and usher passengers to all departing trains. Eighteen railroads use the St. Louis Union Station.

Much Like That

Ed (in motor car): "This controls the brake. It is put on quickly in case of emergency."

Co-ed: "Oh, I see. Something like a kimono."

Stoutland Balance Sheet of 1888 Is Owned by J. L. Fry, Agent

To J. L. Fry, agent at Stoutland, Mo., *The Frisco Employee's Magazine* is indebted for the loan of a balance sheet for the station account at Stoutland for January, 1888. The balance for that month was \$90.38, as compared with the balance of \$9,397.60 for that station for December, 1927.

The agent who prepared the balance sheet for Stoutland for January, 1888, was W. H. Burton. At that time A. Douglas was auditor for the St. Louis & San Francisco Railway Company, with headquarters in St. Louis.

A Famous Frisco Ancient



Frisco locomotive No. 65 was exhibited at the Railway Exposition on the lake front at Chicago, May-June, 1883. The photograph is the property of S. P. Hutchinson, of Deerfield, Ill., and was sent to *The Frisco Employee's Magazine* through the courtesy of William Powers, city ticket agent for the Chicago and Eastern Illinois Railroad. The locomotive had cylinder 17 by 24 inches, the driving wheels were 63 inches in diameter, the rigid wheel base was 8 feet 2 inches long and the total length of the locomotive was 23 feet, one and one-half inches. The weight of the locomotive, in working order, was 74,500 pounds and the weight on the drivers was 48,000 pounds.

HANDLE CARS QUICKLY

Foreign Equipment Receives Prompt Attention, Doggrell Says

"HANDLING of foreign equipment is receiving excellent attention on our line", writes J. H. Doggrell, superintendent of transportation at Springfield, "and here is an example of prompt and intelligent handling of equipment, which evidences our people have in mind attaining the results in this direction that we are all desirous of obtaining."

Mr. Doggrell reports that seven foreign stock cars, received at Neosho from the Kansas City Southern Railway at 2:30 a. m. February 12, moved to White Oak, unloaded and the empties delivered to the Kansas City Southern before midnight, resulting in our not having to pay any per diem on these cars, and they made the splendid average of 114 miles a day.

On December 31, UP-127855, merchandise for Fort Worth into West Tulsa, 10:45 p. m. and moved out in Advance 535 January 1; back into West Tulsa with merchandise for Tulsa house at 7:30 p. m. Sunday, January 5; car could not be worked. Car worked Monday January 6, and moved out in Ex-4156 at 7:30 p. m. January 6, enroute home—Kansas City. This car unloaded twice, held up 24 hours account Sunday and at the same time made 616 loaded miles, or better than one hundred loaded miles per day.

"PMCKY-90941 received at West Tulsa Ex-4111 January 23 at 4:15 a. m. Was received back empty 1:15 p. m. January 28 and moved out enroute St. Louis at 10:20 p. m. Car was moved to Cresson, Texas, a total of 760 miles round trip, and made an average of 111 miles per day.

At Kansas City the following handling was given 73 foreign cars:

One car received from the C. B. & Q. at 1:20 a. m.; 6 cars at 7:45 a. m.; 20 cars at 11:10 a. m.; 5 cars at 2:30 p. m. All cars were loaded with hogs and switched into Armour & Company plant, unloaded and returned to the C. B. & Q. at 9:50 p. m. the same evening.

Nine cars received from the Union Pacific at 11:15 a. m., returned to that road at 10:00 p. m.

Fifteen cars received from the Missouri Pacific at 2:30 a. m., made empty and returned to the Missouri Pacific at 10:30 a. m.

Twenty-three cars received from the Missouri Pacific 4:30 a. m., delivered into Armour & Company, made empty and returned at 2:50 p. m.

"These", writes Mr. Doggrell, "in my opinion, are good examples of what can be accomplished in this direction."

For Meritorious Service**SOUTHWESTERN DIVISION**

Superintendent C. T. Mason reports the following cases of meritorious service:

A. L. Deaton, conductor, West Tulsa, Okla., on January 5 saw two negroes leave his train near the Bartlett-Collins glass plant at Sapulpa. They were carrying several hand bags. Mr. Deaton immediately notified Frisco special officers, giving them good descriptions of the two negroes. They were arrested and found to have approximately \$500 worth of merchandise said to have been stolen from a store at Boley, Okla. The personal record of Mr. Deaton has been credited with ten merit marks.

C. C. Oats, switchman; James Taylor, engineer; J. O. Smith, fireman; O. H. Pearce, switchman, and H. C. Babb, switchman, all of Oklahoma City, on January 4 while making delivery of some cars to the Santa Fe discovered fire in the Terminal Oil Mill and immediately went to the plant and removed several cars that probably would have been burned. The personal record of each of these men has been credited with ten merit marks.

E. T. Brown, switchman, Oklahoma City, while switching at Terminal Oil Mill at Oklahoma City, January 8, discovered a broken rail on M. K. & T. Bridge A-3734 near the Peoples' Packing Plant, stopped cut of cars and notified Katy. He has been commended.

C. E. Huff, conductor, West Tulsa, Okla., while handling train of cattle being shipped by D. M. Cogdell from Childress, Texas, to Kansas City, Mo., learned that Mr. Cogdell had a very severe headache, gave him some medicine and fixed a place for him to lie down in the caboose and "gave him various little personal attentions that mark the difference between Frisco service and that of other lines." Mr. Huff has been commended.

Herb Miller, engineer, Springfield, while on Train 9 the morning of January 6 stopped at Fairland, Okla., and reported that his train ran over something near west passing track switch at Ogeechee, Okla., which sounded like a broken rail. He notified crew of Train 432 which was at Fairland and their investigation disclosed a broken rail. The personal record of Mr. Miller has been credited with fifteen merit marks.

L. O. Biddle, conductor; C. R. Brock, engineer; P. C. Wyrick, fireman; C. L. Graham, brakeman, and Lon Williams, porter, all of Oklahoma City, while on Train 404 the morning of December 30, discovered Car SM 27680, an empty box car, on fire at Packing House Siding. They stopped train, extinguished the fire and moved several cars away from this car in case the fire might be smoldering and might again blaze up. This crew has been commended.

D. Wortman, engineer, West Tulsa, Okla., when union on air pump on Engine 4141 failed on Train 434 at MP 396, January 11, removed union from train line, made repairs and got train moving in thirty minutes. His personal record has been credited with five merit marks.

P. D. Cross, engineer, and W. W. Horton, fireman, both of Oklahoma City, when steam heat line to oil tank car broke when their train, Train 112, was near Oklahoma City, January 10, repaired the break, an extraordinary one, and brought their train into the terminal on time. The personal record of each of these men has been credited with ten merit marks.

Bert Leach, car repairer, and L. J. Adams, clerk, both of Neosho, Mo., immediately after lower arm of mail crane at Neosho broke when Train 9 took mail from the crane, made the necessary repairs. They have been commended.

J. L. Reno, engineer, West Tulsa, Okla., when gooseneck broke off of left side of tank while Engine 4141, Train 435, was going to coal chute at Afton, saw there was no other engine at Afton and to avoid delay did not take time to report this matter but continued with his train. For his good judgment in this matter his personal record has been credited with ten merit marks.

Henry C. Gaddy, fireman, and Clem W. Koenig, brakeman, fired Engine 4152 by hand with scoop shovel when stoker broke down. They have been commended.

EASTERN DIVISION

Superintendent E. L. Magers reports the following cases of meritorious service:

H. F. White, engine foreman, and C. J. Smith, engineer, both of Monett,

Mo., discovered and reported broken rail at MP 282 plus 9 the morning of November 24. The record of each man has been credited with five merit marks.

A. V. Casselman, engineer, and V. Patrick, fireman, both of Springfield, stopped a leak in the tank of Engine 53 on Extra, west, at Aurora, Mo., January 8. The leak was caused by a break in a pipe connection inside the tank which these men corrected by draining the tank, getting in the tank and plugging the broken pipe, thus avoiding engine failure and delay to stock train at Monett which the engine crew was going after. This crew has been commended.

F. S. Huckins, conductor, Newburg, Mo., discovered a broken wheel on POX 7417, loaded with oil for St. Louis, in Train 1/38, January 5, at Stanton, Mo. His record has been credited with five merit marks.

Joe Brockmeier, section foreman, Eureka, Mo., discovered a wheel slipping on a car in Extra 14, west, February 8, and signalled crew. He has been commended.

Ross Laker, conductor; J. W. Carroll and W. W. Adkins, brakemen, all of Springfield, voluntarily braced a car of butter picked up at Marshfield for St. Louis. Car has been set out by another train and crew of latter train had broken a jack in attempt to brace car. Messrs. Laker, Carroll and Adkins have been commended.

NORTHERN DIVISION

Superintendent W. H. Bevans reports the following cases of meritorious service:

H. D. Goodwin, conductor, Wichita, Kansas, when he had difficulty getting water at Medora, Kansas, December 31, while on Train 350, with Engine 777, went up on top of tank, down on the inside, broke ice from around the chain and made it possible to get water. His personal record has been credited with fifteen merit marks.

Mike Watson, flagman, Wichita, Kansas, assisted in fixing a broken rail in the Wichita yard when the men had laid off. He has been commended.

George Cozar, fireman, and I. V. Ewing and J. T. Clinton, brakemen, all of Joplin, Mo., kept Train 351 going January 16, when Engineer Zentner became ill. Mr. Cozar handled engine, and these brakemen fired engine. The personal record of Mr. Cozar, of Mr. Ewing and of Mr. Clinton has been credited with five merit marks.

A. J. Rhoads, conductor, and F. J. Sherer and R. C. Reese, brakemen, all of Fort Scott, Kansas, on January 24, found a carrier iron off one side of a car when their train was picking

River Division Makes Freight Speed Record

A record in the speedy handling by the Frisco of foreign cars was made on the River division when two cars were received on line at St. Louis, run to Cape Girardeau, 131 miles, placed at consignee's property, unloaded, and returned to St. Louis and off the Frisco rails within two days. These two cars made 131 miles a day, each, while on the Frisco.

In a letter addressed jointly to J. A. Moran, Chaffee, Mo., superintendent of the River division, and J. T. Hulehan, agent at Cape Girardeau, Mo., by J. H. Doggrell, Springfield, superintendent of transportation for the Frisco, the latter said:

"I want to express my appreciation of the efficiency in handling the two Erie cars, as indicated in Mr. Hulehan's letter, and for your information these two cars were on our line two days each and made an average of 131 miles per day with each car. This, as well as the other car that was handled, is a record as far as I can find for such movements and service."

up eleven loads at Baxter Springs, Kansas, and made temporary repairs by taking bleed rods and wiring carrier irons to proper position. The personal record of each of these men has been credited with five merit marks.

CENTRAL DIVISION

Superintendent S. T. Cantrell reports the following cases of meritorious service:

John Atteberry, section foreman, Jenson, Ark., found a badly broken wheel on SF-85424. His personal record has been credited with ten merit marks.

J. S. Person, fireman, Hugo, Okla., secured bolts and made permanent repairs to B & O 106251 saving delay to special oil train. He was dead-heading at the time. His personal record has been credited with ten merit marks.

Fred Linebarger, section foreman, Washburn, Mo., when main line switch lights on a section other than his own went out on account of section men of that section being at a derailment, obtained some of his own oil, made a trip of several miles and put the lights in working order. His personal record has been credited with five merit marks.

W. A. Centers, engineer, made repairs to a pile driver which broke down while being used in the con-

struction of emergency Bridge 395.6 on the night of December 20. His personal record has been credited with five merit marks.

Murray Hill, porter, Train 706, December 22, made repairs to drain pipes in Chair Car 749. His personal record has been credited with five merit marks.

S. E. Arnold, fireman, Fort Smith, Ark., Train 703, December 18, his engine needing coal at Fayette Junction, Ark. Mr. Arnold tried to get coal to run from chute but on account of it being frozen it would not do so. He then told the conductor to go ahead and that he would pull coal down enroute in order to save delay, which he did. His personal record has been credited with ten merit marks.

H. A. Crum, brakeman, Monett, Mo., and Ernest Wilson, train porter, Fayetteville, Ark., while deadheading on Train 703, December 18, as the train was detouring via Kansas City Southern, Westville, Okla., to Spiro, Okla., assisted in turning the engine, clearing connection to Kansas City Southern at Westville and getting the train lined up for movement. The personal record of each of these two men has been credited with five merit marks.

L. M. Simmons, brakeman, Hugo, Okla., fired engine on Train 751, Haworth, Okla., to Hugo, Okla., on account of the engineer becoming ill and it being necessary for fireman to run engine. The personal record of Mr. Simmons has been credited with ten merit marks.

V. L. Kile, conductor, and D. W. Wright and S. G. Story, brakemen, handled Train 751, Haworth, Okla., to Hugo, Okla., shorthanded when L. M. Simmons, brakeman, Hugo, fired the engine when the engineer became ill, and the fireman ran the engine. Messrs. Kile, Wright and Story have been commended.

H. J. Blakeslee, engineer; C. S. Armstrong, fireman; J. J. Cooper, conductor, and J. F. Dummitt, J. H. Smith and T. J. Spain, brakemen, have been commended for their services to the Frisco during the recent high water and washouts near Lancaster, Ark.

J. F. Foster, chief yard clerk, effected the watering of poultry in a car when the water supply in the car was frozen. He has been commended.

T. F. Scott, conductor, and C. L. Shipley, brakeman, discovered a broken arch bar when the break was hardly discernable. The personal record of each man has been credited with five merit marks.

J. H. Smith, conductor, found a broken arch bar on one car and the train line of another car broken while

(Now turn to next page, please)

FOR MERITORIOUS SERVICE

(Continued from preceding page)

a train was pulling by him at Rudy. His personal record has been credited with five merit marks.

G. C. Foust, conductor, and Harry Spirgen, brakeman, recovered way-bills from a caboose which had turned over into a bayou at Bridge 395.6, dried them out and sent them to Mott. The personal record of each man has been credited with five merit marks.

W. A. Reeves, fireman, made repairs to a water tank at Talihina, Oklahoma, January 12. His personal record has been credited with ten merit marks.

Ben Grady, engine foreman; G. C. Campbell and J. E. Fern, switchmen; J. E. Brock, engineer, and Earl Nelson, fireman, moved cars and an electric tram engine from vicinity of the recent fire at Hugo, Okla., and also beat out grass fires which were threatening piles of ties and timbers. The personal record of each man has been credited with ten merit marks.

RIVER DIVISION

Superintendent J. A. Moran reports the following cases of meritorious service:

E. W. Segraves, bridge foreman, on December 21, voluntarily fired an engine on a work train on account of no fireman being available due to a misunderstanding as to where train would tie up. Mr. Segraves has been commended.

Robert Kammer, yard clerk, detected a brake beam dragging on Train 835, January 11, and notified crew. He has been commended.

WESTERN DIVISION

Superintendent S. J. Frazier reports the following cases of meritorious service:

Bud Harper, freight clerk, Pawnee, Okla., thawed out frozen water line to Pawnee water tank when tank was about dry and prevented serious delay to important trains. His personal record has been credited with ten merit marks.

L. B. Lindley, agent, Ames, Okla., discovered a broken rail in the main line near Ames. His personal record has been credited with ten merit marks.

A. C. Davis, agent, Breckenridge, Okla., found a broken rail near his station, flagged Train 633 and called section men. His personal record has been credited with ten merit marks.

C. L. Thomas, brakeman, recently voluntarily fired Engine 1616, Blackwell to Enid, Okla., when the fireman

P. O. Freeman Is Pastor Engineer

ABOUT the time the roosters awake and raucously announce dawn has arrived in Thayer, Mo., they are completely drowned out by the deep-toned whistle of engine 1526 on the Kansas City-Florida special, which passes through Thayer at 3:40 a. m., and driven by Mr. P. O. Freeman, veteran engineer, who is also the popular preacher and pastor of the Baptist church of Thayer, Mo.

Mr. Freeman began his service with the old Kansas City-Ft. Scott and Memphis line in the roundhouse at Jonesboro, Ark., in September, 1900. He was promoted to firing in 1901 and to running an engine in 1906. Since that time he has established a very fine record as engineer on the Memphis sub of the southern division.

If you are in Thayer almost any Sunday and should attend service at the beautiful little Baptist church, built of native rocks, you would find him there—not the grimy figure you picture in the engine cab in overalls, besmeared with grease, but the neat-appearing and eloquent pastor of a nice little flock, and as he extols the virtues of right living to the little gathering of townspeople, many of whom are railroad employes and their families, he still has his hand on the throttle and his eye on the shining rail of the road that leads to eternal bliss, and he pleads for the unsaved to board his special, "For that fair and happy land".

THE PREACHER ENGINEER

By CHARLES B. CROWE
Fireman, Jonesboro Yard

You can talk about your hog-heads,
The Frisco has one at Thayer,
He runs on the Memphis sub-division,
And he's sho' some engineer.

He can take the Florida special,
Right into Memphis on the spot,
If he's got a regular fireman,
Who'll keep the boiler hot.

suddenly became ill. Mr. Thomas has been commended.

BIRMINGHAM TERMINALS

Superintendent J. W. Skaggs reports the following case of meritorious service:

O. W. Horn, switchman, recently detected a brake beam on a tank car down and reported condition. His personal record has been credited with five merit marks.

"Has he proposed, then?"

"Oh, not yet, dear. But his voice had such an engagement ring in it last night."—Tit-Bits, London.



REV. P. O. FREEMAN

He can pull the way-freight local,
He can pull the Sunnyland,
Or pull the Shriners' special,
Just as good as any man.

He can handle trains in safety,
But that's not all he can do,
He can take the Holy Bible,
And preach the Gospel, too.

He doesn't need an introduction,
To the boys down this way,
He's the only hog-head preacher,
On the Memphis sub today.

If you don't know this hogger,
P. O. Freeman is his name,
And on the Memphis sub-division,
Is where he won his fame.

Boys, if you will all listen,
To this good and faithful man,
Some day you can board his special,
For that fair and happy land.

J. D. TURNER APPOINTED

Mr. J. D. Turner was appointed acting assistant superintendent in the freight loss and damage claims department at Springfield, effective February 15, due to a leave of absence granted Mr. R. H. Burnie, who formerly held that position, according to an announcement issued by Mr. J. L. McCormack, superintendent freight loss and damage claims.

Mr. Turner has been with the claims department since 1913 and has been serving as traveling claim agent for the past seven years. Mr. Burnie's leave of absence was for ill health.