

Account of the new and heavier engines coming to this division, Mr. Jake Rakestraw, section foreman, with his men have been busy "ticing up" all the side tracks.

Al. Geister, assistant superintendent locomotive fuel service, and Master Mechanic McArthur were among the recent visitors at this point.

Ozark Division

Clarence Allen, conductor, Memphis Sub-division, died at the St. Louis Employes' Hospital, October 8, of a congestive chill. Mr. Allen was held in high esteem by the employes of the Ozark Division and their sincere sympathy is extended his bereaved family.

Trains 103 and 104 of the Willow Springs Sub-division are doing fine with the larger power.

Engineer C. P. Jacobs and family have just returned from an extended vacation in the west and report a fine time.

The marriage of Fireman R. G. Chamberlain and Miss Ethel Gamel took place at Thayer, Mo., October 5. The many friends of the young couple wish them a smooth sail on the matrimonial sea.

Cotton has begun to move strongly from Clarkdale, Tyronza, Gilmore and Deckerville, with prospects for a good crop. Wet weather has delayed picking and shipments.

Mrs. H. P. Howard, wife of mechanical accountant, is visiting friends in Nashville, Tenn.

Logging industries in and around Marked Tree are increasing.

The Poinsett Lumber Company at Truman, Ark., is doing big business and is doubling the capacity of their mill. This is the Singer Sewing Machine plant and it is very interesting to see them turn out fine veneer work from the old logs. This company alone has 750 people employed at their plant at Truman and is expected that 300

more will be added to their pay-roll when the double capacity work is completed.

Passenger Conductor B. S. Shirk and wife have just returned from a two months' trip through the east and Canada. "Bener" reports a bully trip.

F. O. Ellison, stenographer in superintendent's office has just returned from his vacation, spent in the vicinity of Cedar Gap.

Red River Division

The Lyric Theatre, Sapulpa, Okla., is giving a show for the benefit of the Ladies' Auxillary of the B. of L. F. & E.

Mrs. James F. Robertson and her two children, Gladys and Christena, visited in Sherman and Dallas recently.

Clarence Warren, machinist at Sapulpa, Okla., is taking in the "Priests of Pallas" parade at Kansas City.

Mrs. M. E. Love, wife of Boilermaker Foreman Love of Sherman, Texas, accompanied by her sister, Mrs. J. F. Evans of Springfield, Mo., made a flying trip to Dallas recently.

Engines 1011 and 1012 have arrived and are assigned to passenger service between Sapulpa and Sherman.

Wives and daughters of the employes of the Red River Division, says Miss Alyce A. Robertson, are taking a deep interest in the Safety First cause. They hope to win the pennant for the coming year. Miss Robertson is the daughter of Engineer J. F. Robertson of Sapulpa, Okla.

B. A. Bealand is appointed general foreman of the roundhouse at Fort Smith, Ark., succeeding G. C. Hughes, transferred; effective September 1.

F. D. Armstrong is appointed commercial agent, with office at New Orleans, La., effective October 1.

No. 105.

Train 105, running at twenty miles an hour, was snapped April 20 just



one and a half miles north of Jasper, Ala., as shown in the accompanying reproduction.

Enthusiasm.

In a circular issued to all members of the Office Efficiency Association, Chairman G. E. Whitelam, of the executive committee, quotes the following upon "Enthusiasm." This probably hits the nail more squarely on the head than any article that has been yet written on the subject:

"Enthusiasm is to the *possessor* what fuel is to the steam engine. It puts him over the grades. The best salesman I know is the biggest wad of enthusiasm in the United States.

"When enthusiasm runs low, orders

slump. A man without enthusiasm couldn't sell steel saws in a jail. When he loses his enthusiasm he loses his grip. When his grip is gone, it's time to call the undertaker.

"Enthusiasm is the puzzle that competitors can not solve; the spirit that can not be beaten any more than you can pound rubber to a pulp with a piece of picket fence.

"A man with enthusiasm can lay an Atlantic cable, chain a mountain torrent, subjugate the forest and make the mountains get up and waddle over to Mahomet.

GET IT KEEP IT USE IT

"With it you will win; without it you will look like a man with the mumps on both sides. You can not do things by halves nowadays. You've got to put the combined energy against the peak of the load and keep on bucking up.

"Burn enthusiasm; it's the midnight oil of success. Without it your lamp's out and you are in darkness.

"Enthusiasm is the stuff of which success is made.

"A fellow without enthusiasm has about as much show as a toothless man at a nut-cracking-bee."

Van Buren Bridge.

The Frisco bridge over the Arkansas River at Van Buren, Ark., is shown in the accompanying reproduction. Below the Frisco's bridge can be seen



the new street car bridge, which was completed about a year ago.

The picture was taken by Miss Anna Bell Glenn, who is now operator at Fayetteville, Ark.

Allen Shadowed

The silhouette sketch of J. C. Allen, general price clerk in office of general storekeeper, Springfield, Mo., here-



with reproduced, was drawn by W. H. Moore, price clerk in the same office.

City Boosters

Upon the arrival of the "Joplin-Webb City Boosters' Special" at Monett, Mo., June 11, the accompanying picture was snapped.

The train was made up at Joplin and ran over the Frisco through Monett to Seligman, Mo., from there over the Missouri & North Arkansas down to Harrison, Ark., and back to Joplin,

via the Missouri & North Arkansas. Stops were made along the line and at each Joplin and Webb City were greatly boosted.

Conductor D. Longwill had charge



of the train, which was pulled by engine 438. Engineer Phil Conboy pulled the train from Joplin to Monett and Engineer B. S. Binney took it from there to Seligman.



Frisco Depot, Monmouth, Kans. F. O. Mason, agent.



Depot at West Tulsa, Okla.

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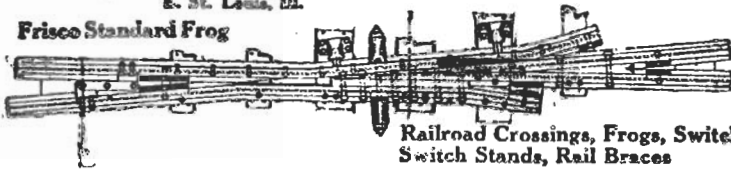
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