

MAKES LAST RUN

The alarm clock and the caller will go unheeded from now on, as far as Charles E. Barnard, veteran Frisco Southern division engineer is concerned, for he made his last run, arriving at Birmingham on 105 the morning of March 27. He was met at the station by more than 100 of his friends and co-workers who came to see him dismount from his engine for the last time, for on that date he was retired from active service, having reached the age of 70 years.

His service record totals approximately 45 years and according to an interview with him he fired the first Frisco (KCM&B it was then) engine out of Birmingham with a load of pig iron. The train consisted of twelve cars.

Mr. Barnard will remember his last trip into Birmingham, March 27, for he piloted his engine and train safely through a hail storm, one of the worst he had ever experienced.

He says he is glad that his railroad career is over, for he is going to devote the balance of his days to traveling, fishing and "just visitin' with old buddies". Although he is 70 years of age, he is young in spirit and mind, and he is anticipating his retirement with the enthusiasm of a young boy.

TULSA KEEPS PENNANT

For the ninth consecutive month, Tulsa, Okla., leads the Group One stations that compete each month for the least error freight handling pennant of their classification. The group includes the larger stations. There were a total of nine errors made at this station in handling 19,489 shipments.

Among the Group Two stations, Oklahoma City is in first place with a perfect record for the third consecutive month, having handled a total of 8,822 shipments without an error.

In Group Three; Joplin holds first place with a perfect record in handling 2,453 shipments.

Total errors for the system show an increase of 81 errors, March compared to February, 1932, or an increase of 32%. A campaign for closer cooperation is being urged and it is hoped by all concerned that the April statement will disclose a decided decrease.

Self Control

She—Before we were married you called me an angel.

He—I know it.

"But now you don't call me anything."

"That shows my self-control."

Old St. Louis "Rock House" Will Be Preserved



Ancient structure on St. Louis river front, built in 1768 as a Tavern by Ferdinand Bissonet, master craftsman and builder, and named "The Rock House". Picture courtesy of Missouri Magazine, March, 1932, issue.

PUBLIC sentiment and the craftsmanship of the builder who lived more than a century and a half ago, combined to save the old Saint Louis "Rock House", when the old building was doomed to be demolished a few weeks ago. It is located at the levee and Chestnut Street.

Constructed of native limestone rock more than 164 years ago, the old structure which, according to tradition, served as St. Louis' first school, jail, and fur storage house, was recently condemned. It overlooks the levee and stands in the shadows of the city's skyscrapers as a survival of a by-gone romantic age.

According to the best available records, the old Rock House was originally built by Ferdinand Bissonet, who is considered St. Louis' first master builder, in 1768 when St. Louis was a mere fur trading post on the fringe of a vast and unexplored new country. Jean Baptiste Trudeau, the city's first school teacher purchased the building from Bissonet in 1804 and converted it into a school house. Later the building was purchased by Manuel Liza who outfitted the Lewis and Clark Expedition which blazed the trail into the northwest. At one stage of its existence the building was used as a storehouse for furs, and later as a place for "billeting" prisoners in accordance with the customs

of the time of keeping prisoners in private homes.

During the halcyon days of the river, the structure was familiarly known from Minneapolis to New Orleans as one of the best taverns on the Mississippi, a mecca for rivermen and travelers, of bon vivants and convivials and still later for roustabouts. Tradition has it that Mark Twain was a frequent visitor at the establishment during its heyday as was Eugene Field, the children's poet. During recent years the structure has been operated as a restaurant.

The endless march of time however, had begun to take its toll. Weaknesses developed in the timbers and joints and the city, after a thorough investigation, condemned the structure as unsafe. The Terminal Railroad Association, present owners of the building decided to raze it to prevent a possible collapse. Public sentiment however, intervened and many requests to conserve the building, because of its great historical value, were received.

An investigation was ordered and it revealed that so soundly did its original builder construct the house that it would be more costly to raze it than to reinforce its beams. Accordingly orders were issued to rehabilitate and strengthen the old building and to continue it as a landmark of a romantic age.

"Not many fellows can do this," said the magician as he turned his Ford into a lamp post.

Many an accident has occurred because the man at the wheel refused to release his clutch.

SAVING PER DIEM

It isn't what you earn, but what you save, someone has aptly remarked. This holds true in the records being made on Frisco Lines in saving per diem. Cases come to the attention of Frisco officials each and every day in which the prompt handling of cars has saved money for Frisco Lines. A few of these are quoted below:

Missouri Pacific car 83686 containing roofing and other similar material, consigned to the Pocahontas Hardware Company, Pocahontas, Ark., arrived in that city on train 868 at 8:10 a. m., February 4. The car was unloaded and the empty car released and moved home to the Missouri Pacific at Hoxie, Ark., at 7:00 p. m. the same day without incurring per diem.

LUX car 1189, containing oil for Pocahontas Water Works, arrived in Pocahontas, Ark., at 8:35 a. m., February 6, and was made empty and moved out on train 869 at 4:50 p. m. the same date on return movement.

FGEX 36109 arrived at Pocahontas, Ark., train 876, at 8:05 a. m., February 8, and was made empty and moved out in train 875 at 2:32 p. m. the same date.

On February 20th, Extra 4119 arrived at Okmulgee, Okla., at 3:15 a. m. with the following cars consigned to the Phillips Petroleum Company at Okmulgee. The cars, MK&T Nos. 66157, 66164 and 66122 contained empty drums. All these cars were placed at the Phillips unloading dock around 5:00 a. m. the date of receipt and were made empty by the Phillips Petroleum Company at 5:00 p. m. the same afternoon and the cars were pulled from their loading dock at 6:00 p. m. and lined up and moved out of Okmulgee at 6:25 p. m., February 20.

GOOD FUEL RECORD

C. K. Sims, assistant superintendent of Frisco Lines at Ft. Scott, Kansas, believes that, considering the number of cars handled and the work done at the various points, the crew on train 145-146 (Afton-Columbus turn around local), made an exceptionally fine fuel performance record on April 14.

The crew, Conductor McCann, Engineer Spafford and Fireman Mitchell, handled a total of 95 loads, 55 empties, 7,857 tons for the round trip, were on duty 9 hours 35 minutes, burned 1,851 gallons of oil with engine 1271, earning total of 149,000 gross ton miles, making a fuel performance of 12.6 gallons of oil per 1,000 gross ton miles or the equivalent of 148 pounds of coal per 1,000 GTM, which was a fine performance on a local train.

Beasley Brothers Retire After Joint Service of 90 Years

IT WAS just a coincidence that the Beasley brothers, engineers out of Enid, Okla., were retired within several months of each other. P. J. Beasley was pensioned in February, due to reaching the age limit, and his brother, T. M. Beasley, is to be retired, due to disability.

They both reside in Enid, Okla., and their combined service will total approximately 90 years. The Frisco's pension board has allowed P. J. Beasley credit for fifty years and one month's service, and has not acted as yet upon the record of T. M. Beasley.

There are many interesting features about the career of this veteran Frisco engineer, P. J. Beasley. Perhaps the most unusual is that he has been on the Enid-Vernon run continuously for thirty-two years, and he says he can run his motor car over the rails, and whistle correctly at every crossing with his eyes shut. Another interesting item is that after the first three years of his service with the Frisco, he has not missed a pay day. He has never had a serious accident in his half a century's service, has never been in jail, and the smallest check he ever drew was for 90 cents and was received when he was serving as a fireman.

When a representative called at the home of P. J. Beasley to secure an interview, he had to be called away from his garden plot and from his chicken pens. He stepped down from his motor car in February and has led anything but a life of leisure since that time. This veteran engineer refuses to grow old. He is in full health and vigor, and upon his retirement his family presented him with a big five-passenger car which he drives wherever he desires and from which he derives a great deal of pleasure.

Mr. Beasley was at the throttle of the first train over the Frisco line from Enid to Vernon, Texas, in 1902. The train consisted of four coaches pulled by a small eight-wheel engine.

He describes the reception which the little engine and train received as a most enthusiastic one. "It seemed to me," he said, "that the whole countryside had come down to each of the stations through which we ran to welcome the train. In fact, the people were dotted here and there along the right-of-way and waved as the train passed. It was the first train many of them had ever seen. The little stations were not elaborate affairs, nor was the equipment anything to compare with that of 1932. But it was the best we had then, and we made time and hauled many, many passengers.

"Those were the days when Oklahoma was 'Indian Territory' and there were plenty of Indians mixed in with the reception committees. As we went along on that first train, we could see from the engine cab groups of Indians ahead, and as we drew near, they would turn the heads of their ponies and take off to the woods like wild animals. They were very picturesque in their blankets and feathered hats.

"Most of the station platforms, instead of being brick or cement, were just dirt. And since I was on that one run thirty-two years, I saw those same little stations made over, and platforms of brick and cement installed. I have seen the woods and prairies cleared, and where wild game once roved, there are today fields of wheat, well-kept farm houses, chicken farms and white-faced beef cattle.

"In the early days of railroading we engineers didn't have any divisions, but ran pretty nearly over the entire system, and in those days I met more trains by smoke and headlight than by orders.

"I think one of the most wonderful improvements of the present day of railroading is the automatic block signals, but I do not mean to minimize the wonderful equipment which we have today, either, the powerful engines and the commodious coaches and Pullmans."

THE "RED PEPPERS"

Murray Hill, station porter at Muskogee, Okla., has organized an orchestra composed of six young colored boys. They have named the orchestra The Frisco "Red Peppers" and it is Hill's intention to offer their services to the Frisco Employees'

Clubs around Muskogee, Okla., where he resides. They have filled a number of engagements so far and have played once for the Muskogee Club.

Hill's address is 10 Kalamazoo Street, Muskogee, Okla., and he would be pleased to receive requests for his orchestra to entertain groups of Frisco folks.

MERITORIOUS SERVICE

RIVER DIVISION

March 4—J. S. Lloyd, conductor, volunteered services to repair broken train line SF-94459, avoiding necessity of sending a man to repair. Five merits.

March 5—J. S. Lloyd, conductor, for action in assisting in extinguishing fire discovered in empty car, Frisco 126139 at Poplar Bluff. Five merits.

March 17—C. Coker, conductor; B. McCammon and A. W. Waldron, brakemen; W. Boyce, engineer, and Gus Weithuechter, fireman for assisting one of the Frisco's patrons in pulling truck out of mud hole in which it had stalled. All men commended.

March 18—W. A. Crass and A. M. Townsend, brakemen, for assisting fireman 2/835 October 5 in firing engine 4006 through Turrell to Yale, when he experienced stoker trouble, avoiding delay to train. Commended.

EASTERN DIVISION

March 4—Ed. Stubblefield, brakeman, discovered broken arch bar on car UTLX 59092 in train extra 1503. Commended.

March 17—R. E. Abbott, operator, Pacific, arriving at St. Clair on No. 5 while off duty, noticed block at east end of St. Clair at caution, returned to office and notified the operator and when signal maintainer was called, inspection showed broken rail. Fifteen merits.

CENTRAL DIVISION

February 23—G. C. Foust, conductor, and R. R. Wilson, brakeman, discovered broken arch bar on car SF 53087, and set it out of their train No. 732 at Butterfield, Mo. This broken arch bar could have caused a very serious accident had the discovery not been made. Their records were credited with five merit marks for this service.

NORTHERN DIVISION

March 7—Tom Holland, engineer, while his train (No. 309) was being held at Cherryvale for No. 177 which was late, backed his engine to the tank and took water, oiled engine around thoroughly, filled pin grease cups and screwed them down, filled the lubricator and inspected engine thoroughly, which avoided considerable delay at Neodesha where this work was done by regular employes, resulting in train going to Wichita on time. Commended.

Rail Earnings Are at Rate of 1.08%

Class I railroads of the United States for the first two months of 1932 had a net railway operating income of \$33,739,170, which was at the annual rate of return of 1.08 per cent on their property investment, according to reports just filed by the carriers with the Bureau of Railway Economics. In the first two months of 1931, their net railway operating income was \$62,054,969 or 1.98 per cent on their property investment.

PROPERTY investment is the value of road and equipment as shown by the books of the railroads, including materials, supplies and cash. The net railway operating income is what is left after the payment of operating expenses, taxes and equipment rentals, but before interest and other fixed charges are paid.

This compilation as to earnings for the first two months of 1932 is based on reports from 167 Class I railroads, representing a total of 242,157 miles. Gross operating revenues for the first two months of 1932 totaled \$542,586,806, compared with \$702,711,738 for the same period in 1931, or a decrease of 22.3 per cent. Operating expenses for the first two months of 1932 amounted to \$440,621,008, compared with \$566,256,466 for the same period one year ago, or a decrease of 22.2 per cent.

Class I railroads in the first two months of 1932 paid \$49,081,521 in taxes, compared with \$53,552,166 for the same period in 1931, a decrease of 8.3 per cent. For the month of February alone, the tax bill of the Class I railroads amounted to \$24,668,715, a decrease of \$1,959,622 under February the previous year.

Seventy-six Class I railroads operated at a loss in the first two months of 1932, of which twenty-four were in the Eastern, fifteen in the Southern, and thirty-seven in the Western District.

Class I railroads for the month of February had a net railway operating income of \$22,042,614, which, for that month, was at the annual rate of return of 1.35 per cent on their property investment. In February, 1931, their net railway operating income was \$27,714,532 or 1.69 per cent.

Gross operating revenues for the month of February amounted to \$267,272,286, compared with \$336,726,909 in February, 1931, a decrease of 20.6 per cent. Operating expenses in February totaled \$211,109,274 compared with \$272,142,372 in the same

month in 1931, a decrease of 22.4 per cent.

In the Southern District—Class I railroads for the first two months of 1932 had a net railway operating income of \$3,477,630, which was at the annual rate of return of 0.65 per cent on their property investment. For the same period in 1931, their net railway operating income amounted to \$6,458,817, which was at the annual rate of return of 1.20 per cent. Gross operating revenues of the Class I railroads in the Southern District for the first two months in 1932 amounted to \$69,479,733, a decrease of 24.7 per cent under the same period in 1931, while operating expenses totaled \$58,195,809, a decrease of 24.1 per cent.

Class I railroads in the Southern District for the month of February had a net railway operating income of \$2,736,202, compared with \$3,083,744 in February, 1931.

In the Western District—Class I railroads for the first two months in 1932 had a net railway operating income of \$1,453,463, which was at the annual rate of return of 0.13 per cent on their property investment. For the same two months in 1931, the railroads in that district had a net railway operating income of \$19,802,471, which was at the annual rate of return of 1.73 per cent on their property investment. Gross operating revenues of the Class I railroads in the Western District for the first two months this year amounted to \$190,038,028, a decrease of 25.2 per cent under the same period in 1931, while operating expenses totaled \$160,986,454, a decrease of 20.9 per cent compared with the same period in 1931.

For the month of February alone, the net railway operating income of the Class I railroads in the Western District amounted to \$2,317,123. The net railway operating income of the same roads in February, 1931, totaled \$8,488,303.

CLASS I RAILROADS—UNITED STATES

	Month of February 1931	1932	2 Months Ended Feb. 29 1931	1932
Gross operating revenues.....	\$267,272,286	\$336,726,909	\$542,586,806	\$702,711,738
Operating expenses.....	211,109,274	272,142,372	440,621,008	566,256,466
Taxes.....	24,668,715	26,628,337	49,081,521	53,552,166
Net railway operating income.....	22,042,614	27,714,532	33,739,170	62,054,969
Operating ratio—per cent.....	78.99	80.82	81.21	80.58
Rate of return on property investment.....	1.35%	1.69%	1.08%	1.98%

Satisfying Her Conscience

She—Stop!

He—I won't.

She (with a sigh of relief)—All right; I've done my duty!

Fishy Days Are Here Again!



Twenty-four bass and one Jack Salmon are held by these three happy employes and one former employe of the Frisco at Thayer, Mo.

They are, reading from left to right: Roy Sigler, fireman; J. W. Mitchell, express agent; Homer Johnson, brakeman, and S. W. Wooldridge, now superintendent City Water & Ice Company at Thayer, and formerly in the water service department of the Frisco. This catch was made at The Narrows, on Eleven Points River, 22 miles east of Thayer on March 20.

GLAD "OLD DAYS" ARE GONE

(Continued from Page 5)

about 1900 gave up this work to become a pumper at Billings, Mo., for six months. His next position was foreman of a system pile driver crew, but his health failed again and in 1905 he was forced to take a leave of absence. Unable to return at the end of his leave he remained out of service until 1912 and during the interim he engaged in farming and ran a store. Upon his return to service, he became a bridge inspector in the Red River division which was later abolished. In November, 1916, he went to the Central division as a pile driver engineer and also worked in a gang there for a while. Later he became bridge and building foreman and that is his present position.

Mr. Bradley married Miss Cora Bryant of Seneca, Mo., in 1891. They have two sons and two daughters and live at 504 South Sixteenth street in Ft. Smith.

How to Get a Rest

Doctor (to wealthy patient): "Yes, you're all run down. I suggest that you lay off golf for a while, return to business, and get a good rest at your office."

SPRINGFIELD LEADS

(Continued from Page 4)

of 50 girls employed. From March 19 to 25, inclusive, this plant canned 176,649 pounds of eggs, thus establishing a new plant record. This was an average of 29,450 pounds daily for an eight-hour day.

A large egg canning plant of Armour & Company is located in Kansas City, but their plant in Springfield, together with the Producers Produce Company are the only canners of eggs in Springfield.

COMPLETE BRIDGE WORK

Completion of a rebuilding project on thirty bridges, and the reinforcing and strengthening of wooden and concrete structures on the Frisco's Southern division, between Springfield and Memphis was announced the latter part of March. This work was started in June, 1931.

Strengthening of the bridges, replacing the wooden structures with concrete and steel, supplying steel girders, etc., made possible the operation of heavier power over this division, and incidentally supplied work for many men from June, 1931, until March, 1932.

GOOD BERRY PROSPECTS

The outlook for the Ozark strawberry crop is exceedingly bright at this time, with prospective car load shipments from 30 Frisco stations of 1,061 cars, according to a report from the agricultural department. The first movement of 30 cars of berries from the Frisco's Ozark region started April 20 from Mansfield, Ark., and the entire movement of 1,061 cars will be handled during the months of April and May.

Among the heavier shipping points are: Sarcoxie, Mo., 150 cars; Monett, Mo., 130 cars; Springdale, Ark., 125 cars and Wentworth, Mo., 60 cars. Butterfield and Purdy, Mo., will each have 50 cars, and the smallest number estimated at the remaining 23 stations, in car load lots, is eight cars.

BOARD MEETS MARCH 17-18

System board members of the Frisco Association of Metal Crafts and Car Department employes met for a two-day session in the general offices at Springfield, Mo., on March 17 and 18, to discuss the business affairs of the organization.

The first day the members were in conference with H. E. Burgess, general chairman, when they discussed needed adjustments and ways of improving the effectiveness of the organization, and the second day they met with J. W. Surles, superintendent of motive power, where a general discussion took place, embodying new plans which have been found serviceable.

The out-of-town guests were entertained by Local No. 2 on Wednesday night March 16 at the Pythian Castle Hall, where more than 150 members and visitors were furnished an evening's entertainment.

Mr. Burgess, in an address on the second day said: "We want Frisco officials to know that we are with them and willing to co-operate with them in any worthwhile movement they introduce."

Members from out-of-town included the following: George C. Shields, Ft. Smith, Ark.; Edward J. Ring, Kansas City, Kans.; John S. White, Tulsa, Okla.; J. M. Sheeley, Chaffee, Mo.; Otto Kettmann, Memphis, Tenn.; B. B. Walker, Sherman, Tex.; J. L. Hendricks, Birmingham, Ala., and T. L. Bentley, Enid, Okla.

The Last Smoke

"I'd like to be cremated, but I'm sure my wife wouldn't like it."

"Why so?"

"She's always complaining about my leaving my ashes around."

AGENCY CHANGES

The following were installed permanent agents at the stations which follow their names:

Paul L. Moore, Latour, Mo., March 14; Harvey R. Willis, Brownington, Mo., March 16; William C. Judkins, Welling, Okla., March 22; Mrs. Mattie M. Nesbett, Indianahoma, Okla., March 23; George R. Knight, Arbyrd, Mo., March 24 (R. A. Bradley acting agent since March 1); James G. Brewington, Gideon, Mo., March 28; William L. Piercy, Elkins, Ark., March 30; Henry W. Nichols, Bengal, Okla., March 31; Fred C. Werner, city ticket agent, Kansas City, Mo., March 31; Robert E. Holman, assistant city ticket agent, Tulsa, Okla., April 1; William H. Thomson, Weaubleau, Mo., April 5; Harbin M. Hammers, Park Hill, Okla., April 5; Norbert A. Spaulding, Fagus, Mo., April 4; Clyde B. Blevins, St. Paul, Ark., April 6; Doral H. Leek, Phillipsburg, Mo., April 6; George E. Mills, Chaonia, Mo., April 8; Henry W. Bunselmeyer, Stanton, Mo., April 8; Wayne L. Osborn, Lamont, Okla., April 11.

The following were installed temporary agents at the stations which follow their names:

Otto N. Watts, Festus, Mo., March 25; Julius A. Robinson, Poplar Bluff, Mo., March 29; Floyd K. McDaniel, Carl Junction, Mo., April 1; Charles A. Plunkett, Gerster, Mo., April 4; James H. Livingston, Norwood, Mo., April 7; John R. Marlowe, Johnsons, Ark., April 8; Edgar Jackson, St. Paul, Ark., March 11.

A 56-YEAR-OLD TICKET

Merritt S. Hurst, first trick operator at Lamar, Mo., tower, owns a ticket which he treasures. It is, he believes, the oldest ticket now extant, and was issued over what was originally the same line as the old KCFS&M. It was evidently an excursion ticket to the Kansas City Exposition of 1875 and the part which he holds is the return coupon.

It is issued over what was then known as the Missouri River, Fort Scott and Gulf Railroad and instead of being stamped, it is endorsed with ink, "September 16, '75," by the then agent at Hillsdale, Kan.

The ticket was purchased by Jewell Officer of Hillsdale, Kan., (now deceased) and used by him, but the return portion, through an oversight, was not taken up.

The hired man rises to remark that he hain't got much use for a woman that cuts a punkin' pie into six pieces.

Frisco Employes' Hospital Association

Receipts and Disbursements after December 31, 1931, through March 31, 1932.

Balance brought forward from December 31, 1931.....\$ 6,417.25

RECEIPTS:

From assessments on members.....	\$46,797.02		
" interest on daily balances in bank.....	10.81		
" interest on securities in Treasury.....	5,177.50		
" donation by St. L.-S. F. Ry. Co.....	162.51		
" sundry accounts collectible.....	1,390.23		53,537.87
" proceeds sale of \$5,000 Chesapeake & Ohio Ry. Co. 4 1/2 % Equipment Trust Gold Certificates of 1929, due May 1, 1932, sold Feb. 1, 1932, @ 98%.....	\$4,943.75		
accrued int. 3 months.....	56.25	5,000.00	5,000.00
			\$64,955.12

DISBURSEMENTS:

For payrolls.....	\$26,747.74		
" professional, ordinary and emergency services.....	13,060.22		
" labor, material and supplies.....	5,111.32		
" drugs.....	7,394.22		
" provisions.....	5,294.88		
" light, water, ice, gas, fuel and telephones.....	2,271.75		
" all other expenses.....	1,497.67		\$61,377.80

Balance March 31, 1932, P. M., at:
First National Bank, St. Louis, Mo.....* 3,577.32
\$64,955.12

*Subject to \$334.35 of pay-drafts and vouchers outstanding at close of business March 31, 1932.
St. Louis, Mo., April 5, 1932.

L. O. WILLIAMS,
Assistant Treasurer.

FRISCO EMPLOYEES' HOSPITAL ASSOCIATION

THE ASSOCIATION OWNS:

	Par Value
Chicago, Milwaukee and St. Paul Railway Equipment Trust 5 1/2 % Certificates, Series C (mature April 1, 1932).....	\$ 2,000.00
Chicago, Rock Island and Pacific Railway Co. 5 % Equipmt. Trust Certificates, Series L (mature June 1, 1932).....	2,000.00
Chicago and Northwestern Ry. Co., 4 1/2 % Equipmt. Trust Cttfs., Series V (mature Aug. 1, 1932).....	9,000.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. one year 5 % Secured Notes (mature Aug. 1, 1932).....	3,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5 % Certificates, Series AA (mature Sept. 1, 1932).....	6,000.00
The Edison Electric Illuminating Company of Boston two-year 4 % Coupon Gold Notes (mature Nov. 1, 1932).....	5,000.00
Central Gas & Electric Co. Three-year 5 1/2 % Gold Notes (mature Feb. 1, 1933).....	5,000.00
Canadian National Rys. Equipmt. Trust 5 % Bonds, Series K (mature May 1, 1933).....	10,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6 % Certificates, Series A (mature May 15, 1933).....	3,000.00
Canadian Pacific Ry. Co. Equipmt. Trust 4 1/2 % Certificates, Series B (mature June 1, 1933).....	8,000.00
Chicago, Rock Island and Pacific Railway Co. 4 1/2 % Equipment Trust Certificates, Series O (mature July 1, 1933).....	20,000.00
Chicago, Rock Island and Pacific Ry. Co. 4 1/2 % Equipment Trust Certificates, Series P (mature Aug. 1, 1933).....	20,000.00
St. Louis-San Francisco Railway Company Equipment Trust 5 % Certificates, Series AA (mature Sept. 1, 1933).....	10,000.00
Seaboard Air Line Railway Co. First Lien Equipment Trust 4 1/2 % Gold Certificates, Series BB (mature Nov. 1, 1933).....	6,000.00
Receivers' Chicago & Alton R. R. Equipmt. Trust 6 % Certificates, Series A (mature Nov. 15, 1933).....	5,000.00
Kansas City, Memphis and Birmingham R. R. Co. General Mortgage 4 % Bonds (mature March 1, 1934).....	7,000.00
Kansas City, Memphis and Birmingham Railroad Company 5 % Assented Income Bonds (mature March 1, 1934).....	35,000.00
Chesapeake and Ohio Railway Company 4 1/2 % Equipment Trust Certificates, Series of 1930 (mature May 1, 1934).....	8,000.00
St. Louis-San Francisco Railway Company Equipment Trust 6 % Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
City of Tulsa, Okla., 4 1/2 % Street Improvement Bonds (mature Aug. 1, 1935).....	18,000.00
The New York, Chicago and St. Louis Railroad Co. Equipment Trust of 1924 5 % Gold Certificates, Series L (mature March 1, 1936).....	3,000.00
The Chicago, Rock Island and Pacific Railway Co. Equipment Trust of 1923 5 % Serial Trust Certificates, Series L (mature June 1, 1938)....	2,000.00

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