

Clubs Report Splendid Work for First Six Months

IN THE face of many obstacles which might tend to dishearten them, members of the Frisco Employees' Clubs throughout the system have carried on their programs of solicitation, reporting for the first six months a total of 3,383 cars, 1,655 passengers and 5,081 LCL shipments secured through the personal efforts of members of the clubs. In numerous cases, this solicitation program has been carried on without meetings of the club members, which is all the more commendable.

Ten clubs have been added to the report since January 1, some of these re-organized and some of them organized for the first time. One of the largest new clubs is the Ozark Club, which takes its members from employees between Rogersville and Cabool, Mo., and whose president is V. O. Ballew, agent at Norwood, Mo. This club held meetings during the first six months at Mountain Grove, Seymour, Mansfield, Cabool and Fordland, inviting the merchants in these various towns to attend. The attendance has been between 150 and 500 at each meeting.

Frisco employees at Thayer, Mo.; Fayetteville, Ark.; Chaffee, Mo.; Salem, Mo.; Madill, Okla.; Birmingham, Ala.; Hayti, Mo.; Hugo and Ada, Okla., have met and re-organized clubs at these points, electing officers and holding regular meetings. The wives of the Frisco employees at Fayetteville, Ark., met recently and organized an auxiliary. Within the month this group of women turned in six tips on business which will be followed up and secured by the agent.

The Kansas City Sunnyland Club stands at the top in regard to having given the largest affairs since January, of any of the clubs. At three affairs, sponsored by this club, between January 25 and May 5, employes and guests attending the three numbered 12,500. The first event, a floor show and dance given at the El Torreon Ballroom, January 25, attracted 3,000 persons; a ball given at the Pla Mor Ballroom on March 15 attracted 6,500, and 3,000 attended the amateur contest and dance at the El Torreon Ballroom on May 4. T. C. Kehoe is the energetic president of this club and through the efforts of himself

and his membership, he is keeping the name of "Frisco Lines" before the citizens of Kansas City. Picnic plans are now in the making and this affair

Fifty Clubs Hold 176 Meetings First Six Months

department with the club officials. J. R. Coulter, traffic manager, issues a report each month of business secured by members of the Sunnyland Club. Names of the employees turning in the tips, as well as the department in which each is employed, is listed. Tips turned in and carload, LCL and passenger business actually secured is totaled, and Mr. Coulter signs the report, giving the employees full and complete credit for their work.

It is indeed an ideal situation and one which the presidents of the various clubs at other points on the system might follow.

The Springfield Men's Club has had some outstanding meetings during the first six months, which included many joint meetings with the merchants and city officials of Springfield and surrounding towns. Approximately 5,000 persons attended the March 17 party sponsored by the Springfield clubs at the Shrine Mosque and the event was given publicity over the radio. This club, headed by J. E. Potts, is certainly on the job as to its solicitation program as well. A picnic recently sponsored by this club at Doling Park in Springfield, brought its share of advertising work.

The Springfield Girls' Club works hand in hand with the Men's Club in all programs and one of the outstanding events sponsored by them was a play, "Gold in the Hills", which was taken to the surrounding towns and presented, after Springfield audiences had shown their appreciation of club talent.

The Wichita Air Capital Club and the Joplin Club have been unusually and commendably steady in calling meetings. The Wichita club members have had strictly business meetings, with a surprisingly number of reports of new business secured at each one, while the Joplin Club and Ladies' Auxiliary have a covered dish luncheon preceding each business meeting, thus combining the social and business meeting in a most pleasant way. This

RECORD OF BUSINESS SECURED

by the
Frisco Employees' Clubs
January, 1934—June, 1934

	Cars	Pass.	LCL	M't'gs	No.
Afton, Okla.....	90	100	150	10	10
Arkansas City, Kans..	(No Record Kept)				
Ada, Okla.....	24	61	4	2	2
Amory, Miss.....	12	20	50	None	
Black Rock, Ark.....	(No Record Kept)				
Blackwell, Okla.....	2	—	9	None	
Birmingham, Ala.....	49	2	30	3	3
Birmingham, Ala., (Colored Club).....	(No Record Kept)				
Cape Girardeau, Mo....	13	27	37	3	3
Carbon Hill, Ala.....	(No Record Kept)				
Clinton, Okla.....	10	6	28	2	2
Clinton, Mo.....	(No Record Kept)				
Chaffee, Mo.....	16	62	132	3	3
Dacoma, Okla.....	(No Record Kept)				
Dora, Ala.....	43	16	9	None	3
Ft. Scott, Kans.....	2	12	1	3	3
Ft. Smith, Ark.....	47	16	28	6	6
Ft. Worth, Tex.....	24	*245	19	8	8
Fayetteville, Ark.....	9	27	25	6	6
Hayti, Mo.....	300	4	—	7	7
Hugo, Okla.....	15	82	5	4	4
Hugo, Okla., (Colored Club).....	—	96	—	4	4
Joplin, Mo.....	26	32	760	6	6
Joplin, Mo., Ladies' Auxiliary.....	—	3	—	6	6
Jermyn, Tex.....	(No Record Kept)				
Kansas City, Mo.....	794	40	326	4	4
Latham, Kans.....	5	3	3	0	0
Lawton, Okla.....	6	2	15	None	
Lebanon, Mo.....	(No Record Kept)				
Monett, Mo.....	78	104	1,739	9	9
Mountain Park, Okla....	21	2	3	2	2
Madill, Okla.....	8	5	16	2	2
Memphis, Tenn.....	91	22	240	5	5
Norwood, Mo.....	(No Record Kept)				
Newburg, Mo.....	14	5	—	6	6
Oklahoma City, Okla....	61	17	102	5	5
Okmulgee, Okla.....	(No Record Kept)				
Okmulgee, Okla., (Colored Club).....	2	70	—	20	20
Okeene, Okla.....	7	4	12	2	2
Pacific, Mo.....	3	4	—	None	
Springfield Men's Club.....	676	114	795	4	4
Springfield Girls' Club.....	99	5	391	8	8
Sherman, Tex.....	190	6	1	4	4
St. Louis Colored Club.....	—	16	—	6	6
St. Louis Terminal Club.....	378	178	14	5	5
St. Louis Men's Club....	34	5	1	4	4
St. Louis Girls' Club....	19	10	—	6	6
Thomas, Okla.....	7	8	23	0	0
Thayer, Mo.....	78	100	75	5	5
Wichita, Kans.....	130	124	38	6	6
	3,383	1,655	5,081	176	

*Prospective passengers reported on tips turned in by employes. No record as to number secured.

also promises to be outstanding in every way.

Another interesting feature of the solicitation program of this club is the complete cooperation of the traffic

club has also been active in the solicitation of business, and its members have turned in many valuable tips where business was secured.

Members of the St. Louis Men's Club have been aroused to a fine solicitation program by their president, J. E. Nash, and the report of business turned in by them for the first six months of this year is greater than for any previous time. The St. Louis Girls' Club has also been active and has turned in more carload business than in any previous year.

Members of the Monett, Mo., club, while not in the habit of holding many business meetings, have sponsored an essay and poster contest among school children, the subject of both being the ship by rail campaign. This club led the rest in LCL shipments, having secured 1,739.

The St. Louis Terminal Club continues to be active although its members do not meet in regular business sessions. The Afton, Okla., Club has been particularly fortunate in interesting the merchants of that city in Frisco club affairs. In some instances as may as thirty merchants have attended a meeting, and employes and patrons alike have talked over problems of interest to both.

Members of the Memphis, Tenn., club call their working organization a Greater Traffic Committee and meet regularly each month to discuss new and old business. Short hauls, prospective business, and better service are three important items always brought up for discussion. Gordon Robertson is president of this committee.

The colored clubs of St. Louis, Mo., Hugo and Okmulgee, Okla., have been particularly active in their meetings and programs. Henry Thomas, president of the Hugo Club, has done some excellent work with his members; Thomas Henry, president of the St. Louis Club and his secretary, Willie Robinson, were instrumental in securing 16 tickets, St. Louis to Oklahoma City and return, and Murray Hill, president of the Okmulgee, Okla., club has held 20 meetings of his members and reports 2 carloads and 70 passengers secured through their efforts.

The high lights of the workings of several of the clubs on Frisco Lines have been discussed in the above story. It was impossible to take up the splendid work done by all of the clubs—clubs where members hold no meetings, yet they are turning in tips regularly and reporting business secured.

A letter enclosed with the report

from one of the club presidents is typical of the attitude. This president said: "There are no more loyal employes than at our station. They have made a splendid showing during the past six months and are continually on the job in the interest of Frisco Lines."

J. W. SKAGGS DIES

The sudden death, July 13, of J. W. Skaggs, was a great shock to all of his associates. He was apparently in the best of health when he left the office at closing time, but at 7:30 p. m. he suffered a stroke which took his life almost immediately. He was riding with his family on Highway No. 40, when he was stricken. Becoming ill, he stopped in the Airplane Tavern near Victory Junction, where he died in a short time.

Mr. Skaggs was widely known in Masonic Circles, having been a member of the Scottish Rite Lodge and holding various offices in that lodge. He had been with the Frisco 28 years, and Superintendent of Terminals at Kansas City since 1929. He will be missed by his many Frisco friends and associates.

WESTERN DISTRICT MAKES REPORT

(Continued from Page 3)

passenger revenues over the corresponding months of 1933, and the remaining three months showed reductions. Passenger revenues of the Western lines in January were \$6,548,000 in 1933 and \$6,209,000 in 1934; in February, \$5,745,000 in 1933 and \$5,487,000 in 1934; in March, \$5,080,000 in 1933 and \$6,217,000 in 1934; in April, \$5,370,000 in 1933 and \$6,389,000 in 1934; in May, \$6,158,000 in 1933 and \$6,828,000 in 1934, and in June, \$9,990,000 in 1933 and \$9,593,000 in 1934. For the six-month period passenger revenues of the Western lines totaled \$38,891,000 in 1933 and \$40,724,000 in 1934, a gain of 4.7 per cent.

The report presented July 9 contained the most detailed summary yet made of the composition of the passenger traffic of the Western railways in the period from December 1, 1933, to May 31, 1934. In that period 422,409 one-way first-class passenger tickets were sold by the Western lines, yielding a gross passenger revenue of \$4,900,331. There were 664 scrip books sold and 53,626 exchange passage tickets issued on

scrip books, the revenue from these sources amounting to \$575,044. One-way coach and intermediate-class tickets sold at the rate of two cents per mile totaled 5,080,935, and produced revenue of \$11,850,978.

Special coach or other one-way tickets sold at a rate of less than two cents a mile numbered 22,921 and amounted to \$216,952 in gross revenue. Round-trip 10-day coach and intermediate-class tickets sold at a reduction of 10 per cent totaled 1,024,288 and produced \$2,644,394 in revenue. First-class, round-trip, 10-day limit tickets on the general basis of two cents per mile in each direction amounted to 541,772 in number and to \$5,669,461 in revenue.

The number of first-class, round-trip tickets with a 6-month return limit was 28,353 and the gross revenue \$700,638. There were 24,238 all-year excursion, 18,076 winter excursion and 18,250 summer excursion tickets, producing, respectively, passenger revenues of \$2,287,552, of \$639,761, and of \$945,054. All other round-trip tickets numbered 908,139 and yielded gross revenues of \$4,292,190.

M. OF W. MEN MAKE RECORD

W. A. Schubert, roadmaster on the Southwestern division, with headquarters at Oklahoma City, commends the foremen and laborers under his supervision for their interest in soliciting business for Frisco Lines. Eight of these men secured 18 passengers and two LCL shipments, the latter weighing 46,196 pounds.

The names of the men who solicited this business are quoted below:

Fred Murphy, foreman, Luther, Okla., four passengers, two LCL shipments, weighing 46,196 pounds; Roy Estes, foreman, Davenport, four passengers; Esker Howell, colored section laborer, Sapulpa, two passengers; Oskar Green, foreman, Luther, one passenger; Earnest Eidson, laborer, Jones, two passengers; W. Baker, laborer, Jones, two passengers; Cecil Holdaway, laborer, Davenport, two passengers and F. Owens, foreman, Jones, one passenger.

Mr. Schubert feels this is an excellent report and asks the men to continue this work and believes that the next report will include the names of more of the men under his supervision.

The interest of these maintenance of way men in soliciting and securing this business is indeed commendable and indicates a fine spirit of loyalty to the road for which they work.

Wm. Balke Serves at Clinton, Mo., for 39 Years

WM. BALKE, roundhouse foreman at Clinton, Mo., could never be called a "boomer" railroader. Not when one is informed that he has been located at the Clinton, Mo., roundhouse for thirty-nine years. He has four and a half more years to serve the Frisco before his retirement and there is little doubt but what he will finish his service with the Frisco there.

There is little history of the old Frisco, especially around Clinton, that this veteran cannot tell you, for he came to the old Blair Line (now the High Line) September 1, 1894. He had served his apprenticeship on the Wabash Railway at Moberly, Mo., and learned that the Blair Line wanted four machinists and two boilermakers at Clinton. Mr. Balke was one of the boilermakers applying for a position and he went to work on September 3, 1894.

At that time the old Blair Line had eleven locomotives, and about three or four of them had diamond smoke stacks. All of the locomotives were badly mud burnt, so Mr. Balke relates, due to poor facilities for washing boilers. Mr. Balke decided he would work a week on his new job and then try for something better, as the pay was only 25c an hour.

But somehow or other he changed his mind and stayed. About a year later he succeeded in convincing B. S. Jossilen, general manager of the Blair Line, that the diamond smoke stacks should be removed. Accordingly Mr. Balke ordered sheets for the smoke box and when they arrived he laid them off, and, account of not having any rolls to form the sheets, took them to Kansas City on the plug run out of Clinton in the morning and returned with them the same day. He also removed several back flue sheets and applied half side sheets, which was all hand work and real hard work.

Still the rate for boilermakers was 25c an hour, and so Mr. Balke decided to approach Mr. Jossilen again for a raise. He not only got his pay increased, but the pay of all the mechanics as well. From then on things moved smoothly.

In January, 1898, it was rumored that the Frisco Railway was going to take over the Blair Line in March, 1898. J. W. Geary, Jossilen's right hand man, told Mr. Balke that he was

in line for the position of master mechanic, which he accepted in January, 1898, at the salary of \$100.00 a month. However, the Frisco did not take over this line until September, 1898. At that time the pay of engine and trainmen was approximately \$45.00 a month.

He finds it extremely interesting to compare the days of railroading in 1898 with the modern methods, as well as the equipment, wages, etc. The equipment in those days was light, and the track was often damaged because of heavy rains. At the time the Frisco took over the Blair Line there were several trains run from Springfield to Clinton, a night passenger run from Springfield to Kansas City and the same from Kansas City to Springfield. A plug run between Clinton and Kansas City made the round trip each day, and there was also a passenger run, Nos. 20 and 21, which are the only trains running at this time. There was also a local daily each way out of Clinton and a through freight run, Springfield to Kansas City and Kansas City to Springfield.

In those days business was excellent, trains were crowded and the Frisco took in much revenue from its passenger and freight business. The line was later extended from Osceola to Bolivar.

In the years of 1915-1916, Mr. Balke had charge of both roundhouses in Clinton. One was the Frisco and the other the KCC&S Railway. They were about two miles apart and at that time there were approximately eighty men, including shop and enginemen, under his jurisdiction. The work was too heavy for one man, so in 1917 a foreman was placed in charge of the KCC&S roundhouse.

During the thirty-nine years' service of this veteran, he has served under four master mechanics, namely: F. A. McArthur, A. S. Abbott, J. L. Harvey and John Forster; seven superintendents of motive power: J. R. Groves, Geo. A. Hancock, C. C. Higgins, P. T. Dunlop, H. L. Worman, J. W. Surles and F. G. Lister; as well as nine superintendents: A. O'Hara, J. F. Sims, C. T. Mason, J. V. Taylor, F. H. Shaffer, E. L. Magers, J. A. Moran, M. M. Sisson and T. B. Coppage.

Thirty-nine years ago the Blair Line employed about seventy-five men

Looks to Retirement Days With Pleasure and Regret

at Clinton, including shop, train and enginemen, but there are only a few of the ones first employed still left in the ranks. Mr. Balke can name M. H. Evans, C. M. Shaw and D. B. Ambrose, engineers; Sam Dodson, E. P. Wirth and M. L. Rissell, conductors, and Geo. Tavner, agent at Harrisonville, Mo. Five of the old timers of Clinton are on the pension roll and include, J. W. Geary, Mike Mahan, Jim Whitworth, Fred Shephard and John Siberts.

On September 25, 1895, Mr. Balke went to St. Louis where he married Jossie McAulliffe. They have lived in Clinton, Mo., during their entire married life. The Balkes have two children, and Mr. Balke expresses his gratitude for his long service with Frisco Lines, which he says has given the family a good living and enabled him to educate his two children.

He has been in railroad service for a long period and is particularly proud of the fact that in the handling of all line trouble on the old Blair Line (which it was his duty to take care of) he has never had a man under his supervision injured.

There are not many plans made yet for retirement days. After serving for thirty-nine years it is hard to believe that there are days coming, in just a few years, when he can get out of the harness and pursue his favorite hobby. And so he anticipates that time with pleasure and yet a touch of regret, but one may be assured that his rest has been well earned.

CONGRATULATIONS

F. M. Beaty, agent at Eldridge, Ala., received a letter of appreciation from T. H. Banister, traffic manager at Birmingham, Ala., for his solicitation and sale of five tickets, Birmingham to Chicago and return, via Memphis and the IC.

The party had at first planned to drive to Birmingham, but through Mr. Beaty's efforts, used the train.

Platt National Park, a Real Playground for Oklahomans

PLATT NATIONAL PARK in southern Oklahoma shares with Hot Springs National Park in Arkansas the distinction of having been set aside because of the mineral properties of the water. They were reserved by the national government to make the waters available without exploitation to all classes of visitors. Though many persons go to Platt to drink its healing waters, others are drawn by its recreational and scenic attractions.

The park is adjacent to the City of Sulphur, on Frisco Lines, and comprises 844 acres. It is understood that 500 more acres are being purchased and a dam will be built for a lake.

There are thirty-two springs of major importance and several minor ones. Eighteen may be broadly classed as sulphur, six as fresh water, four as iron and three as bromide springs.

The waters of the springs are for the equable use of all visitors, but they should be taken extensively **ONLY** on the advice of competent physicians. The National Park Service facilitates the usefulness of the springs only by protecting and maintaining them according to the best possible standards. There are no provisions in the park or at the town of Sulphur for free consultation of physicians or treatment of the sick.

It is not definitely known when the spring waters were first used for curative purposes. Tradition has it that the waters were known to the Indians, and that for many decades before the coming of the white man, the creek banks were dotted with the tepees of the Indians who came to drink the waters at certain seasons of the year. It is further recorded that white men first learned of the springs from the Indians. The summit of Bromide Hill was known to them as "Council Rock" and from there signal fires flashed messages to distant points. Whether these legends are true or not, the area now included in the park was for years, and still continues to be, a favorite camping ground and meeting place for the Indians. The abundance of water in a comparatively arid area also attracted numbers of wild animals and gave the region a reputation as a hunting ground. Traces of this linger in the naming of the principal springs after the antelope and buffalo.

In the eastern end of the park, along Travertine Creek, are two natural springs, named Buffalo and Antelope, of considerable volume, flowing over 5,000,000 gallons per day of pure natural water. It is said that these were named from the herds of antelope and buffalo from the surrounding prairies which formerly came there to drink.

Buffalo Springs boils through a bed of sand in a most interesting manner. An extensive development of the adjacent area has been undertaken by the National Park Service, so that it now includes a natural stone basin for the spring, a barbecue pit and ample parking space, and picnic grounds.

This story of Platt National Park, describing its springs, scenic beauty and natural resources, was taken from a folder issued by Harold L. Ickes, secretary National Park Service, United States Department of the Interior. This park is one of the most beautiful in Oklahoma and draws its share of visitors and vacationists each year.

—Editor's Note.

Antelope Springs, a short distance away, bursts from a group of conglomerate rocks in the hillside. This spring flows at the rate of 2,000 gallons per minute and is probably the most popular spring in the park.

No one knows definitely who was the first white man to view the region, but it is regarded as fairly certain that Thomas Nuttal, the famous botanist, was there in 1819 on his memorable trip from Ft. Smith, Ark.

Platt National Park is located within the holdings of the Choctaw Nation of the old Indian Territory, established in 1832, and the greater part of the area was purchased from the Indians when the Sulphur Springs Reservation was established in 1902. On June 29, 1906, the name was changed to Platt National Park in honor of Orville Hitchcock Platt, Senator from Connecticut for 26 years, who was distinguished for his service to the red man as a member of the Committee on Indian Affairs.

Visitors to Platt National Park have an opportunity to see bison and

Swimming, Fishing and Camping Lure Vacationists

elk and occasionally deer. The raccoon, opossum, skunk and cotton tail rabbit are common. Bird lovers will find many feathered favorites in the park at all seasons, and the plant life of the park is varied and interesting, because this section of the country is a meeting place of various plant groups. In addition to the familiar eastern and northern hardwoods there are many distinctly southern trees and desert plants, including yucca.

Platt Park has been developed for the fullest enjoyment of its visitors. A carefully planned trail leads from the summit of Bromide Hill to Buffalo Springs, a distance of four miles. Other trails, carefully laid out, lead to all points of interest.

The streams of the park are well stocked with fish. In Travertine Creek there are rainbow trout, crappie and blue gill, and perch are plentiful in Rock Creek.

Free camp grounds with water, lights and sanitary facilities are maintained at three places within the park; Cold Springs, Central Camp Grounds and Bromide Springs. A nine-hole golf course has been developed within the park and is administered by the Platt National Park Golf Club. There is also a double tennis court with asphalt surface. Swimming and wading are allowed along Travertine Creek and there are several swimming pools with bath houses and showers in the town of Sulphur.

The town of Sulphur is immediately adjacent to the park and forms practically the entire northern boundary. Sulphur has a population of more than 4,000 and is governed under the laws of Oklahoma and by city ordinance. Platt National Park is maintained by the National Park Service of the Department of the Interior, under the direction of Wm. E. Branch, superintendent.

Although the principal season for visitors is during the summer months, the park is open throughout the year. Because of the streams and abundant shade, the park area is noticeably cooler than the surrounding country in summer. The fall and spring months are delightful, and the winters are usually mild and open.

LETTERS OF PRAISE

From J. S. Cummings, secretary, Southwestern Petroleum Company, Ft. Worth, Tex., to J. L. McCormack, superintendent, F. L. & D. Claims, Springfield, Mo.:

"Recently we had on hand, in the depot at Caruthersville, a shipment which was refused by a customer, due to the fact of a misunderstanding in regard to the contract agreement with our house.

"We are taking this means of addressing you in your official supervisory capacity of claim agent of the Frisco Railway to point to you the splendid service and assistance rendered by your good agent, F. H. Blomeyer at Caruthersville in the handling of this shipment.

"Mr. Blomeyer, without casting any reflections on the railway company or its policies very efficiently and courteously handled the matter in such a diplomatic form of procedure as to effect a reconciliation between shipper and consignee, helping us get the shipment delivered and retaining the customer's friendly business relationship.

"Quite naturally we feel Mr. Blomeyer's help and loyalty to the lines that he worthily represents should be commended, and we take this means of expressing to you our gratitude for his service, and if you can see fit to write him a letter on the part of the railway company, commending him also, we believe it would be appropriate.

"Certainly hope that we may have occasion to route a considerable volume of business over your lines in the future."

From C. J. Payton, T. M., of the Sinclair Prairie Oil Company, Tulsa, Okla., to J. E. Payne, T. M., Frisco Lines, Tulsa:

"Recently Mrs. Allen Whiteside, the wife of one of our executives and her mother, Mrs. J. B. Brown, made a trip from Tulsa to Battle Creek, Mich. I requested your local passenger representative to have these ladies met at St. Louis and Chicago, as Mrs. Brown was going to Battle Creek for a rest cure. Mrs. Brown is not enjoying the best of health, also she is getting up in years and I thought that, in all probability, Mrs. Whiteside would need some little assistance at the terminals indicated above.

"Mrs. Whiteside returned to Tulsa this morning, leaving her mother in Battle Creek, and she is so highly appreciative of the many courtesies and the superior service rendered on this trip that I think it no more than right to the carriers involved to pass along her most complimentary sentiments.

"Mrs. Whiteside was met at St. Louis and Chicago by representatives of the carriers both on her trip to Battle Creek and her return to Tulsa, and she asked me to convey to you her deep appreciation of the courtesies, and at the same time to say that the dining service and meals on the Frisco and Michigan Central were comparable with any that she has received on any railroad.

"I want to add to the above, my personal appreciation for the courtesies and service extended to these two ladies."

Frisco Employees' Hospital Association

Receipts and Disbursements after March 31, 1934, through June 30, 1934

Balance brought forward from March 31, 1934.....\$39,353.01

RECEIPTS:

From assessments on members.....	\$43,261.85	
" interest on securities in Treasury.....	2,694.36	
" donation by Trustees, St. L.-S. F. Ry. Co., Dbtr.....	162.51	
" sundry accounts collectible.....	338.74	46,957.46
" proceeds at maturity, May 1, 1934, of \$8,000 Chesapeake & Ohio Ry. Co. 4 1/2% Equipt. Trust Certificates, Series of 1930.....	\$ 8,000.00	8,000.00
		<u>\$94,320.47</u>

DISBURSEMENTS:

For payrolls.....	\$23,819.37	
" professional, ordinary and emergency services.....	5,945.05	
" labor, material and supplies.....	3,134.00	
" provisions.....	3,967.15	
" drugs.....	4,486.30	
" light, water, ice, gas, fuel and telephones.....	2,080.09	
" all other expenses.....	1,124.25	\$47,556.21
" \$20,000, face amount, U. S. 3 1/4% Treasury Bonds, due April 15, 1944-46, purchased April 16, 1934, at 101.30/32.....	\$20,367.50	
" \$10,000, face amount, U. S. 3 1/4% Treasury Bonds, due April 15, 1944-46, purchased May 23, 1934, at 102.16/32.....	\$10,250.00	
Interest, 38 days at 3 1/4%.....	33.40	10,283.40
		<u>30,670.90</u>

Balance June 30, 1934, P. M., at:
First National Bank, St. Louis, Mo.....* 16,092.36
\$94,320.47

* Subject to \$573.23 of pay-drafts and vouchers outstanding at close of business June 30, 1934.

THE ASSOCIATION OWNS:

	Par Value
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-D (matured January 15, 1934) unpaid.....	\$ 5,000.00
Kansas City, Memphis and Birmingham R. R. Co. General Mortgage 4% Bonds (matured March 1, 1934) unpaid.....	7,000.00
Kansas City, Memphis and Birmingham Railroad Company 5% Assented Income Bonds (matured March 1, 1934) unpaid.....	35,000.00
Minneapolis, St. Paul & Sault Ste. Marie Ry. Co. 6% Secured Notes (mature Aug. 1, 1934).....	1,500.00
St. Louis-San Francisco Railway Company Equipment Trust 6% Gold Notes, Series 71-C (mature Jan. 15, 1935).....	10,000.00
Seaboard Air Line Ry. 5 1/2% Receivers' Certificates of Indebtedness, Series "BB" (First Series due February 1, 1935).....	6,000.00
City of Tulsa, Okla., 4 1/2% Street Improvement Bonds of 1927 (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
Consolidated Electric & Gas Co. Five-year 6% Secured Gold Notes (mature Aug. 1, 1937).....	5,000.00
The Chicago, Rock Island and Pacific Railway Co. Equipment Trust of 1923 5% Serial Trust Certificates, Series L (mature June 1, 1933).....	2,000.00
U. S. 3% Treasury Bonds (mature June 15, 1940-1943).....	55,000.00
U. S. 3 1/4% Treasury Bonds (mature April 15, 1944-1946).....	30,000.00
U. S. First Liberty Loan (Converted) 4 1/4% Bonds (mature June 15, 1947).....	15,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 4% Bonds, Series A (mature July 1, 1950).....	19,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Prior Lien Mortgage 5% Gold Bonds, Series B (mature July 1, 1950).....	11,000.00
American Telephone & Telegraph Thirty-five Year 5% Gold Debenture Bonds (mature Feb. 1, 1965).....	5,000.00
Certificates of Deposit for St. Louis-San Francisco Ry. Co. Consol. Mortgage 4 1/2% Gold Bonds Series A (mature March 1, 1978).....	25,000.00
Commonwealth Edison Company First Mortgage 4% Gold Bonds, Series F (mature March 1, 1981).....	10,000.00
Pennsylvania Power & Light Company First Mortgage 4 1/2% Gold Bonds (mature April 1, 1981).....	4,000.00
New York Central Rd. Co. Refunding and Improvement Mortgage 4 1/2% Gold Bonds, Series A (mature Oct. 1, 2013).....	5,000.00
(As at close June 30, 1934).....	<u>\$271,500.00</u>

St. Louis, Mo., July 2, 1934.

L. O. WILLIAMS,
Treasurer.

**FILL OUT THE
QUESTIONNAIRE ON PAGE
14 AND MAIL IT TODAY**

"Dear, dear, you mustn't play with daddy's razor, baby. Mother has a can of peaches to open."

"I think she's as pretty as she can be."

"Most girls are."