



August Events



August 2 - Primary Elections

August 3 - Council Meeting @ 7

August 4 - Hour of Prayer @ Noon

August 17 - First Day of School for SF & Trinity

August 18 - Road District Meeting

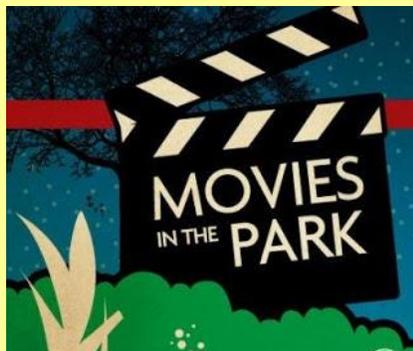
August 24 - Garden Club Meeting @ 7



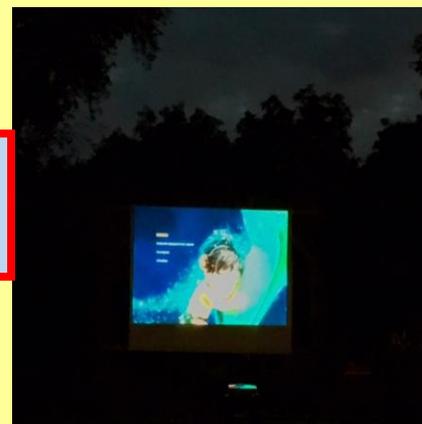
Movie in the Park

We have had 2 "*Movie in the Park*" nights now and have had a great turnout both nights! After the large turnout the first night we purchased a new projector and have a new speaker that is being leant out to us. The improved picture and sound the second night was a lot better. We will be having another movie night soon, we just don't have a confirmed date yet. If you haven't attended yet come on out and bring your blankets and lawn chairs. We offer popcorn, lemonade and water if you need a snack.

Be sure to watch for emails about the next movie!



This was from the
last movie
"The Good Dinosaur"



A little Alma History for you, it's been awhile!

This information is from Chapter 6 in the book "A History of Alma, Missouri", written by Milton Garrison, 1936

The Railroad & Highways

In 1878 the Chicago, Alton, and St. Louis Railroad was completed across Lafayette County from East to West. The issuing of municipal bonds at that time to aid the development of railroads was prohibited by a provision in the Missouri Constitution of 1875. However, donations, subscriptions, and right-of-way were given in aid of the line. The completion of this railroad marked the beginning of rapid development in Alma.

The first trains ran over the new road at about 25 mph. Apparently, the road bed was not well settled at first in some places because the passenger coaches were said to have been very rough in which to ride. One account written in 1883 mentions that the heavy rains that spring had made riding on the railroad unsafe.

The Alma depot was built soon after the railroad was completed. Among the first depot agents were C.W. Culver, and later a man by the name of King. Early in the 1890's T.C. Marshall was agent. He was followed by J.B. Schroll, who in turn was succeeded by "Mike" Anderson. Then Hugo Kleeschulte took charge of the depot.

On the first foremen of the local section group was William Kline. After 1895 he was replaced by August Buck. Then Mr. Buck was succeeded by a man named Blackburn, who gave was 3 or 4 years later to Henry Tagtmeyer. The latter was followed by James Williams, the present foreman.

At first the passenger and freight rates on the local railroad were rather high. However, very satisfactory service was given.

The following time table is copied from the "Alma Courier", August 11, 1894.

C. & A. RAILROAD

Time Table

East Bound

No. 47, Mail Train..... 10:13 A.M.
No. 49, St. Louis Ex.....10:22 P.M.
No. 51, Chicago Ex.....8:19 P.M.
No. 101, Local Frt.....1:30 P.M.

West Bound

No. 48, Mail Train.....5:20 P.M.
No. 50, K.C. Lmtd.....5:06 A.M.
No. 52, K.C. Ex.....6:58 A.M.
No. 102, Local Frt.....8:55 A.M.

No. 49 & 50 do not stop.

No. 51 & 52 stop on signal.

No. 101 & 102 are daily, except Sunday.

**T.C. Marshall,
Ticket Agent.**

In 1909 the county was the scene of much preliminary work in the construction of an electric trolley system which was to be built from St. Louis to Kansas City. The road as surveyed would pass through Alma. Considerable capital had been raised and right-of-way obtained before the project was suddenly abandoned.

Several wrecks have occurred on the railroad near Alma. About 1900 there was a freight train wrecked in which several sheep were injured or killed. In 1906 a passenger train was wrecked at the crossing less than a mile west of town; some men were injured, but there were no fatal injuries. In 1917 several oil tank cars were badly damaged in a wreck 2 miles west of Alma; the next year several carloads of meat were derailed near town, at which time several nice hams and pieces of bacon mysteriously disappeared. Then in 1931 a freight wreck occurred in which fruit cars were badly damaged. This was an inducement for several of the sight-seers to sample the oranges. Two years later ten cars were derailed a mile west of town. This was followed on February 19, 1936 when 10 cars were derailed near the east boundary of the city. At this time the track was considerably damaged.

Few records have been kept concerning the roads in the vicinity of Alma. An account written soon after the town was organized states that it was almost impossible to travel over the roads during the rainy seasons. One writer describes them as being narrow, rough, and very uncomfortable over which to ride.

For several years a special road district has been maintained known as the Alma-Corder Special Road District. A small rate is levied each year on the taxable property in the district to take care of the roads and bridges. John Schuett, Sr., has served as one of the road commissioners since 1922; John Summers served 9 years, beginning in 1927. He was replaced by Ed. Nienhauser. Mr. Schuett and Mr. Nienhauser are the present commissioners.

Two changes in the roads made a few years ago were the construction of the one less than $\frac{1}{2}$ mile south of town and the road to Waverly which was formerly traveled by turning east at the Three Groves church, then north.

State Highway No. 20 from Higginsville to Marshall, was constructed in 1933. About 2 years later No. 23 was completed from Concordia to Waverly, with the exception of an underpass under the C. & A. Railroad. The contract was let for this construction in 1936. Both these highways are hard-surfaced with gravel, the latter one being graveled with rock material from a quarry 5 miles north of Alma. Clint Salyer is the present local highway custodian.



Picture taken March 20, 1974