Participants in the Southern Purchases and Stores Regional Group meeting in Mobile this month were, left to right, GM&O Vice President H. E. Warren of the Purchases and Stores Dept.; O. M. Stagg, Jr., of Birmingham, chairman of the group and purchasing agent with the Birmingham Southern line; and C. L. Fouit of Chicago, vice chairman of the group and assistant manager of stores with the I. C. Railroad.

GM&O Stockholders
Re-Elect Directors
Gulf, Mobile and Ohio Railroad stockholders re-elected all fifteen directors of the Company at the annual meeting held in the General Offices at Mobile on April 8.

It was the seventeenth annual meeting and of a total of 1,199,518 outstanding shares of common and preferred stock of the Corporation entitled to vote, 84.34% was voted.

Directors are:
Wm. H. Bixby, Partner, G. H. Walker & Co., St. Louis.
G. P. Brock, Executive Vice President & Gen. Mgr., Mobile.
A. Boyd Campbell, Chairman, Mississippi School Supply Company, Jackson, Miss.
John M. Coates, President, Masonite Corp., Chicago.
Willard R. Cox, President, Coca-Cola Bottling Co., St. Louis.
A. C. Goodyear, Chairman of the Executive Committee, New York.
F. M. Hicks, President, Mobile.
Eugene Holland, Chairman, Holland Lumber Co., Chicago.
Herbert J. Lober, President, Rollins Burdick Hunter Co., Chicago.
F. M. Mayfield, Chairman, Scruggs-Vandervoort-Barney, Inc., St. Louis.
J. F. McRae, President, Merchants National Bank, Mobile.
H. A. Pharr, President, First National Bank, Mobile.
Wm. J. Rushton, President, Protective Life Insurance Company, Birmingham.
Chas. B. Stout, President, Dixie Portland Flour Co., Memphis.
H. E. Warren, Vice President, Purchases and Stores, Mobile.

GM&O Pres. Before I.C.C.
In Rate Increase Case
President F. M. Hicks appeared before the Interstate Commerce Commission last week for cross-examination on a statement he had previously filed in support of an application by Southern Territorial Carriers for an overall freight rate increase of 15%.

As for the need for additional revenue, Mr. Hicks pointed out that while gross revenue of the GM&O increased 2.45% for the first three months of 1957, net income decreased 37%.

Eastern and Western lines have applications pending for overall increases of 22%.

Bloomington, Illinois — H. R. Hodges was appointed freight agent at Bloomington on March 1, according to an announcement by Supt. J. R. Conerly.

Alton, Illinois — E. E. Powell was appointed joint levee agent on March 1, succeeding H. E. Hodges.

V-P Warren Welcomes
AAR Group To Mobile
One hundred and twenty-five delegates from forty-five railroads were welcomed to Mobile for a two day meeting this month by GM&O Vice President, Purchases and Stores, H. E. Warren. The railroaders were attending a regional meeting of the Purchases and Stores Division of the Association of American Railroads.

The schedule for the first day of the meeting included seeing points of interest in the Mobile area, with the second day devoted entirely to business. Feature of the second day was a panel discussion on "Purchasing on the Local Level," conducted by GM&O Purchasing Agent H. O. Wolfe.

Participants in the panel included R. E. Godley of Chicago, manager of stores for the Illinois Central Railroad; C. A. G. Blomquist of Savannah, purchasing agent of the Central of Georgia; and W. H. Young of Norfolk, general storekeeper for the Seaboard Air Line Railroad.

Chairman of the Southern Purchases and Stores Regional Group is O. M. Stagg, Jr. of Birmingham, who is with the Birmingham and Southern Railroad.

Principal addresses were made by N. C. Johnson of the NC&St. L. and C. J. Moisan of the Illinois Central. Mr. Johnson spoke on "Economic Trends" and the subject of Mr. Moisan's address was "The New Purchases and Stores Manual."
Army Economist Tells Story Of "Good Contact Men"

Discusses Early GM&N Salesmen In Traffic World Article

—New Orleans, La.

Frequently the railroad salesman is misrepresented and maligned by traffic managers or by shippers who have been turned down on a rate adjustment or claim, so I would like to submit a story of a trunk-line railroad which was developed from a couple of streaks of rust by contact men.

After the close of World War I a brave band of railroaders decided to build up the Gulf, Mobile & Northern Railroad, a short line operating out of Mobile and winding its curvaceous way through Vinegar Bend.

Capt. Jackson, the traffic manager, hired approximately 10 solicitors — Pat Tallman and W. Sublette, to mention two — and gave them intensive training in solicitation and promises of quick advancement if they made good. No more energetic or competent group of solicitors was ever sent out (with the possible exception of the Cotton Belt crew) to lengthen the distance between the engines and caboosest of that little line and feed the big connecting lines.

These men were carefully selected, well paid, and well dressed and were given memberships in all transportation clubs and in civic organizations as well as the top-flight golf clubs. They learned early that it was profitable to work with the off-line representatives who “made” Mobile at the rate of 10 or 15 a day, and Sublette was in charge of the reception committee. These off-line men flocked to the GM&N office immediately on arriving in town, where they were shown every courtesy and in return worked every piece of competitive business in connection with the line that treated them right as against the “cold fish” reception they received from the competitive lines’ office. This meant that there were at least 10 off-line representatives working for the GM&N every day, but their own men were not idle and would come back against the larger lines with the statement that “our line is not as long as yours but it is every bit as wide,” etc.

This original small line, mainly because of the fact it could sell transportation, was able to induce its stockholders to secure connections into New Orleans, and, by the purchase of one of the larger lines entering Mobile, and several others, was able to forge together the most wide-awake and progressive line in the United States. Its growth from a short line railroad to one that extends to the Great Lakes can be attributed only to the fact that the GM&N salesmen really sold a bill of goods. This line, now known as the Gulf, Mobile & Ohio, has become a trunk line that has been valuable in war and will continue to be of service in peace.


Along The Line

Tupelo, Miss. — GM&O Agent B. H. Jackson has been elected to preside over the Tennessee Council “Order of the Silver Trowel” for 1957-58 at the annual meeting of the Masonic Grand Lodges held in Nashville, Tennessee, during March. He served as Grand Master of the Grand Council R&I Masters of Tennessee in 1936 and is a present member of the ritual committee. Mr. Jackson has been with the GM&O for 38 years.

Huge Furniture Plant Under Construction On GM&O

At Meridian, Mississippi one of the Country’s largest furniture lumber dimension plants is being constructed on the GM&O by Kroehler Manufacturing Co. The new plant will cover an estimated 153,000 square feet and will be able to process about 100,000 board feet per day.
Transportation Policy

Editorial from Mobile, Ala., Register

Government outlays in financing needed waterway, airway and highway projects were described recently as a "practical necessity" by F. M. Hicks, president of the Gulf, Mobile & Ohio Railroad.

On the surface this seems like an odd statement for the top officer of a competing mode of transportation to make, but Mr. Hicks amplified his remarks by advocating a "national transportation policy" requiring a commercial user charge so that the government would be repaid. In brief, he certainly was not in favor of outright subsidies.

The railroad’s position with regard to its competitors was made in an annual proxy statement mailed to 8,900 stockholders.

"It would be impossible to obtain the enormous sums of money required from any other source," Mr. Hicks continued, "but these government expenditures should not go unrepaid.

"The general public should not be called upon to do more than underwrite the investment and the operating-maintenance charges and pay the cost of any general benefits as distinguished from benefits to transportation.

Regarding the proposed "national transportation policy," as he outlined it, Mr. Hicks further declared it "should include the requirement that all commercial users of government-financed water, air and highway transportation facilities pay a reasonable but adequate charge for their use of the facilities."

Government loan in these particular fields is necessary, and we all agree with that — but, like Mr. Hicks, the Register earnestly feels that it should be duly repaid in time. It should not be repaid, however by passing it on to the consumer.

—Mobile Register

Perfect Shipping Drive Opens At Staley

T. C. Burwell, recently elected president of the National Association of Shippers Advisory Boards, displays a model railroad tank car, an exact replica of one of the railroad tank cars he directs for A. E. Staley Manufacturing Co. of Decatur, Illinois, where he is vice president of traffic. Mr. Burwell was host to railroad groups in a Perfect Shipping Demonstration recently.

T. C. Burwell, Traffic Vice President of A. E. Staley Manufacturing Company, Decatur, Illinois, helped originate the Perfect Shipping Campaign and was its first national chairman 21 years ago. Last month the Transportation Club of Decatur got the 1957 Perfect Shipping drive under way early with a day of activities at the Staley Plant, which has an "excellent record" in shipping control.

Attending the Transportation Club Day were more than 40 railroad freight claim agent and damage prevention officers, along with railroad public relation officers and railroad magazine editors. The group toured packing, loading and shipping operations of the large corn and soybean processing plant and after luncheon had a discussion on Staley shipping practices. The Press group attended a dinner the night before.

Citing the "excellent record" of the Staley Company in shipping control, C. A. Naffziger, freight loss and damage prevention director of the Association of American Railroads said "it emphasizes the vigorous activity and intense interest on the part of Mr. Burwell in the prevention of loss and damage to freight."

GM&O Folks At Joliet Club Dinner

The wives were invited to attend the annual dinner dance and installation of officers meeting of the Will County Transportation Club which was held in Joliet on January 15. GM&O folks present were, back row, left to right: Lou Godfrey; Mrs. R. D. Robins; Agent R. D. Robins, Lockport; Rate Clerk John Bulno; Trainmaster John B. Callans; Mrs. J. Kochevar; Chief Clerk-Cashier Joe Kochevar; Utility Clerk John Konopel; and Freight Agent Paul E. Cade. Front row: Mrs. John Bulno, Pat Freese, Mrs. Paul Cade, Mrs. John Callans, and Mrs. Evelyn Godfrey, billing clerk.
Railroad Family Has 324 Years’ Service

GM&O Section Foreman Had Eight Railroad Sons

On April 6, 1880, young Patrick Laffey of Lettertrack, Ireland, County Galway, married a pretty neighbor, and the two decided to go to America to rear their family. Patrick went on alone to the United States the following year, and in 1882, his young wife and baby son followed to the new country. They remained to raise three daughters and eight sons, seven of whom worked for this railroad. The eighth began his career with this line, but later transferred to another railroad.

All together, Pat Laffey and his eight sons have accrued more than 324 years of railroad service, most of which is with the GM&O.

“My parents settled first in Pennsylvania where my father worked in the coal mines and my brother Martin was born,” said GM&O Section Foreman James Laffey.

“In the year 1883 they came to Illinois and located in Broadwell, Illinois. Father started to work for the Chicago and Alton (GM&O antecedent company) and there my sister Mary and brother Michael were born. In the year 1890 my father was promoted to track foreman at Elkhart, Illinois, a position he held until he retired on June of 1954.” The Laffeys still have a payroll sheet belonging to their father dated 1885.

The Laffeys moved into a comfortable home facing the railroad tracks, and remained there for fifty-three years to complete the rearing of their eleven children. It was at this home that the little Irish lady who had come to America many years before passed away on April 7, 1941 — just one day after her sixty-first wedding anniversary. Her husband followed her two years later.

As the Laffey boys grew up, they “just naturally” went to work for the railroad.

Section Foreman James Laffey, left, and his brother Mike participated this month in the same track construction south of Springfield, and were photographed on the job.

Old family portrait of the Laffeys. Back row, left to right, were: Charles W., Thresa, Helen, Father, Mother, and Mary. Front row: Martin J., James J., Thomas L., Edward W., John H., Michael E., and Patrick Jr. Charles, James, Thomas, and Michael are still employed by GM&O.

In this house facing the railroad tracks, Patrick Laffey lived for fifty-three years, rearing eight sons to become railroad men.

“When one of us got out of school, the next day dad handed us a lunch box and said ‘Come on’,” recalled James Laffey.

“Not me,” interrupted his brother, Mike. “I quit school. That night when dad came home, I waited around to see what he would do.”

“Mother said, ‘Mike quit school today.’ “All dad said was, ‘He has? OK, Mike. Go get you some gloves.’”

Mike was then fifteen years old. Railroad careers have been interrupted by war and combined with civic duties. Three sons fought in World War I, John being killed in the Battle of Argonne Forest in 1918 after twelve years of railroading. Thomas and James returned home to acquire more than forty years each with this company, both still working, Thomas at Lincoln, Illinois and James at Shipman.

James has found time to serve as mayor of Shipman for almost twenty years.

Besides John, who was killed in military service, two other brothers have passed away. Pat Laffey, Jr., died many years ago, and M. J. Laffey a supervisor with the company died in recent years after fifty-two years and seven months with the company.

Charlie Laffey deserted the Maintenance of Way Department, going into train service, and is now a conductor with headquarters at Bloomington. The other brothers are all section foremen.

The 324 year total of Laffey railroading will soon be greater. Recently Charlie’s son, G. L., joined the GM&O family, going to work in the railroad shops at Bloomington. It seemed only natural to the Laffeys that he should do so, for as Mike, a veteran with fifty-two years continuous service with the company and still going strong, proudly said, “Our family has been a railroad family.”
NEWS AT A GLANCE

FIRST STEEL MILL FOR MISSISSIPPI

Mississippi’s first steel mill, located at Jackson and served by GM&O, rapidly nears completion... expects to be rolling steel by the latter part of May. Output is estimated at about 30,000 tons of finished steel a year from Mississippi scrap. Main product of Mississippi Steel Corporation will be steel reinforcing bars for use in concrete... and a ready market is forecast in the new interstate highway program.

INDUSTRIAL LOCATIONS ON GM&O UP 20%

Industrial activity as a whole on the GM&O, as measured by locations of new industry and expansions of existing industry, continued at a 20% higher level in 1956 than in the previous year. Ninety-three new industries located on the Line, 65 involving lease or sale of land by the Railroad or by the GM&O Land Company.

PRICES, WAGES AND TON-MILE REVENUE

In the last quarter century the prices of materials, supplies and equipment which the railroads buy and use in their operations have increased 200 per cent, railway taxes per dollar of revenue have also increased, and railway wage rates have increased nearly 250 per cent. Yet today, for handling the average ton of freight one mile the railroads receive only about 32 per cent more than they did in 1932, at the beginning of this quarter century period.

REPEAL OF TRANSPORTATION TAX

“Much has been written and said in justification of the repeal of the transportation excise tax. It seems opinion is practically unanimous that the only remaining defense for the tax is the need for revenue.

“Why not replace that revenue with thoroughly justified tolls for the use of tax-supported waterways, airways, and highways. It would seem such action by Congress would bring some semblance of fairness to our transportation situation.”

G. E. Roeder, Traffic Manager, Portland (Ore.) Produce Merchants Association, in Traffic World

FOR BETTER SERVICE

Last year our railroad spent approximately $28½ million dollars for maintaining its plant and equipment and in addition placed orders for new freight cars to cost approximately $5,100,000.

These expenditures to afford better service for our customers included laying of 36.38 miles of new 115-pound rail and 11.64 miles of new 90-pound rail. Heavy repairs were given 2,339 revenue freight cars, including 151 box cars rebuilt in our Company shops and light repairs were made on 109,252 freight cars.
Bake Some Banana Bread

The principal elevators for the importation of bananas at the Port of Mobile are served by GM&O and last year this tasty fruit paid us revenue of more than $2 million. A national advertising campaign recently inaugurated by this importer is expected to increase the sale of bananas in this country. We are confident we will share in the benefits of this increased consumption.

Try this delicious recipe yourself.

**BANANA TEA BREAD**

- 1 3/4 cups sifted flour
- 2 teaspoons baking powder
- 1/4 teaspoon baking soda
- 1/2 teaspoon salt
- 1/3 cup shortening
- 3/3 cup sugar
- 2 eggs, well-beaten
- 1 cup mashed, ripe bananas*
  (2 to 3 bananas)

*Use fully ripe bananas... yellow peel flecked with brown
Sift together flour, baking powder, soda and salt. Beat shortening until creamy in mixing bowl. Add sugar gradually and continue beating until light and fluffy. Add eggs and beat well. Add flour mixture alternately with bananas, a small amount at a time, mixing after each addition only enough to moisten dry ingredients. Turn into a greased loaf pan (8 1/2 x 4 1/2 x 2 1/2 inches) and bake in a moderate oven (350° F.) about 1 hour 10 minutes or until bread is done.

Makes 1 loaf.

**VARIATIONS**

For following variations, add to egg mixture:

**BANANA RAISIN TEA BREAD**: 1 cup seedless raisins.

**BANANA NUT TEA BREAD**: 1/3 cup coarsely chopped nuts.

**BANANA DATE TEA BREAD**: 1 cup finely chopped dates.

**HOLIDAY BANANA TEA BREAD**: 1 cup mixed, candied fruit, 1/4 cup raisins and 1/4 cup chopped nuts.

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Conductor Bannerman Retires At Jackson

Two young girls knocked at the door of Conductor C. A. Bannerman of Jackson, Tennessee. "We just wanted to see Mr. Bannerman," they said. "We've been missing him on the Rebel." So have other passengers and railroadmen alike been missing Mr. Bannerman since he has been out of service on account of ill health and his retirement which became effective on February 8.

A passenger conductor out of Jackson, Tennessee for more than twenty years and a railroad man with this company for more than a half century, Mr. Bannerman conducted GM&O trains through Tennessee and Mississippi until he was an institution in the area. "What ever became," he would ask, "of the little girls who used to ride in my care to see their grandmother?"—only to find the little girls are now married and mothers themselves. "Many a child has been placed in my care," he said. "I especially loved the children."

Mr. Bannerman started out on the former Mobile and Ohio "when B. P. Tolson was trainmaster. It was a necessity that I go to work, but I loved railroading more each year."

His courteous treatment of passengers was often appreciated by them to the extent of a letter of thanks or an occasional gift. He still carries a wallet sent him one Christmas from two grateful men.

War times stand out particularly in the memory of this railroad veteran. "After the first war, I said I'd never work through another one," he said, "but I did."

And in retrospect, even the war-time railroad problems did not seem so bad. "I never had a trouble on the railroad," he said, "until I had to leave it."
DECEASED

Track Supervisor C. W. Butts, Corinth, Mississippi, passed away on January 25, 1957. Mr. Butts began his railroad career as a section laborer on June 16, 1915 and was promoted to relief foreman on May 6, 1927. He was promoted to assistant track supervisor on July 16, 1944 and to track supervisor at Corinth on November 26, 1951. He is survived by his wife and two daughters.

Retired Engineer A. W. Hoffman passed away at St. Louis, Missouri on March 9, 1957. Mr. Hoffman entered service of this company as yard fireman on August 17, 1903, transferred to road fireman on November 1, 1903 and promoted to engineer on January 21, 1924. He retired from service on November 15, 1952.

Retired Conductor C. W. Meeks at his home at Okolona, Mississippi on March 12, 1957. Mr. Meeks was employed as brakeman in 1911 and promoted to conductor on October 5, 1941, retiring on February 16, 1953.

Retired Conductor Cliff Wall, at Jackson, Tennessee on March 13, 1957. Mr. Wall, who was born at New Albany, Mississippi, had lived in Jackson since 1925, retiring there in 1950 after forty-five years of service with the railroad. He is survived by his wife, one son, a daughter, three grandchildren and other relatives. Pallbearers were GM&O railroad men.

Retired Conductor E. C. Ennis, Springfield, Illinois, on March 17, 1957. Mr. Ennis entered service as a brakeman on August 13, 1910 and was promoted to conductor on November 24, 1916. He retired on September 15, 1950.

Section Laborer Raymond L. Knowles, Middletown, Illinois, passed away on March 4, 1957 as the result of an accident.

Retired Switchman James T. Roberts, Bloomington, Illinois, died at Bloomington on March 9, 1957. Mr. Roberts entered the service of this railroad as brakeman on July 30, 1917, transferred to switchman at Bloomington on May 2, 1918. He retired on September 30, 1946.

Retired Engineer L. C. Cooper, who entered service as a fireman in 1908 and was promoted to engineer in 1916, retiring in 1954, died in St. Louis on March 23, 1957. He is survived by his wife, who lives at Slator.

Retired Baggage F. G. "Peg" Mullins, Tuscaloosa, Alabama, passed away on March 22, 1957 at Tuscaloosa. Mr. Mullins formerly served as General Chairman of Trainmen. Mr. Mullins became an employee of this railroad in 1907 and retired after 47 years of service in 1954. He is survived by his wife, two daughters, one son and other relatives.

RETIREMENTS

Section Laborer Harry J. Miller, Chenoa, Illinois, retired from the service of this company on November 16, 1956 after fifteen years with the company.


Section Foreman N. W. Kelly, Union City, Tennessee, retired on January 31, 1957 after being in the service of the Maintenance of Way Department more than 43 years, and a section foreman in the department since March 16, 1917.

Engineer W. C. Deets, Joliet, Illinois, who entered service as a road fireman on October 17, 1906 and was promoted to engineer on August 6, 1910, retired on February 10, 1957.

Machine Operator H. G. Mills, Mobile, Alabama, retired on February 26, 1957 after being in the Maintenance of Way Department since August 16, 1909, or more than forty-seven years.

After more than forty years of railroad service, Miss Marguerite Turgeon, stenographer in the Traffic Department, Kansas City, retired on February 1, 1957. Miss Turgeon is widely known in railroad circles in Kansas City, being a charter member of the Railway Business Women's Association, where her ready wit and nice disposition gained her many friends. Her column, "Rail Beams," has appeared in the Association's publication for many years. Miss Turgeon has been succeeded in the Kansas City office by Mr. Don E. Kelling.

Roadmaster W. M. Johnson, Union, Mississippi, retired on April 1, 1957 after "many years of loyal and outstanding service with the company." Mr. Johnson was employed by the former GM&O Railroad in 1916 as an assistant bridge foreman. He advanced to the position of bridge and building foreman, and on May 25, 1922 he began work as a section foreman. He was appointed supervisor in 1928 and assisted in the construction of the Jackson and Eastern Railway. In 1941 he was promoted to roadmaster, the position he held at his retirement.

Switchman C. G. Porter, Tamms, Illinois, retired on March 1 after thirty-nine years of continuous service. Mr. Porter has his retirement all planned — he's going to spend most of it working with his flowers in the yard. (See picture below.)

C. G. Porter

Section Foreman W. C. Hoskins, Quitman, Mississippi, retired on March 11, 1957. Mr. Hoskins had been an employee of the Roadway Department in January 21, 1923, and a section foreman since January 1, 1927.
Commendations

Brakeman F. E. Howard, Slater, Missouri, was brakeman on Train No. 94 when he discovered wheel sliding on the diesel account of traction motor failed. He immediately notified the engineer so that the unit could be set out.

Telegrapher C. W. Kessinger, Roodhouse, Illinois, was off duty when he noticed a red block between Hillview and Drake, and he cowed to Roodhouse and contacted the signalman so that the block could be repaired.

Engineer R. H. Buller and Fireman N. E. Mifflin, Venice, Illinois, while on the work train at Murphysboro, assisted in making repairs to the pile driver, which, without their help, might have been out or service for a couple of days.

When his engine failed at Vandalia, Fireman E. Miller, Slater, Missouri, reversed the engine by hand until the run was completed.

Conductor J. L. Patterson, Jackson, Tennessee, discovered that three or four journal boxes had been robbed on some cars at Houston, Mississippi, and he packed them before moving the cars, no doubt saving damage to all the journals.

While Brakeman B. L. Haggard, Louisville, Miss., was engaged in switching at Union, Mississippi, a car was kicked down the lead without brake. Mr. Haggard rode this car to the south end of the yard, jumped off, ran ahead and threw switch so that the car would go out on the main line without causing damage.

While handling a cut of cars from Lenox, Illinois to Venice, Engineer O. T. Alexander and Fireman W. L. Hannax noticed fire flying from the trucks under one of the cars and had the fireman go back and see about it. He found a brake sticking, cut the air out and bled it off, thereby correcting the trouble.

Yard Engineer E. O. Vinyard, Roodhouse, Illinois, discovered a broken rail and notified section forces so that repairs could be made.

Operator Albert Carlson, Dwight, Illinois, was at home on his day off when he heard No. 28 coming into Gardner. He went to the window of his home to watch the train pass and discovered a blazing hot box in the train. He quickly called the operator at Gardner reporting the matter, who called the dispatcher who had the train stopped so that the car could be set out.

Switchman H. R. Hodge, Roodhouse, Illinois, discovered a broken rail and notified section forces so that repairs could be made.

Engineer L. L. Burns, Iselin Yards, Jackson, Tennessee, was working on a work train when he made emergency repairs to an engine with delay of only one hour.

Conductor B. W. Norton, Venice, Illinois, was commended for his efficiency in repairing train line on a car in No. 36's train, thus expediting the movement of the train.

Section Laborer Carlos Wade, Rutherford, Tennessee, had been relieved from duty and was walking down the track going home when he observed a broken frog on the main line. He immediately notified the agent, who, in turn, notified the section foreman so that repairs could be made.

OUR FREIGHT BUSINESS
Revenue Car Loads Billed And Received On GM&O

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Comparison of the first 3 months of the years

| 1956 | 154,528 |
| 1957 | 150,258 |