Industry Expands In G M & O Territory

Industrial progress in GM&O territory was marked during the month by the dedication of two new plants and groundbreaking for the third. Day-Brite Co. in Tupelo, Mississippi, manufacturers of lighting fixtures dedicated a $450,000 addition to its rapidly expanding plant there; Kenton, Tennessee welcomed the Fred W. Means Heel Co.; and at Corinth, Mississippi, ground was broken for the new plant of Wurlitzer Co., makers of electronic pianos.

GM&O officials attended ceremonies in connection with each event. At Kenton, Tennessee, special guests at the open house of the Means Co. were Mr. and Mrs. E. L. Robison. Mr. Robison was, until his recent retirement from the railroad, industrial commissioner with GM&O. He was singled out at the dedication as "the man who has worked for 30 years to place an industry in Kenton, and who aided greatly in bringing the Means company plant to Kenton."

G T Adds Two New Buses

Two new buses have been added to the fleet of Gulf Transport Company's highway liners, and have been placed in service on the Memphis-Mobile run and occasional charter trips.

Large picture windows enable the passengers of these air-conditioned luxury buses to have a perfect view of the country traveled. Cushions of the reclining seats slide forward as the back is lowered to the reclining position. All glass is tinted darker at the top in order to reduce glare and reading lights are controlled by each individual passenger, and arranged so as not to interfere with the other passengers.

There are no springs on the bus. Road bumps from the wheels are absorbed in chambers of compressed air, completely eliminating bumps. Because of this fact, the buses are sometimes designated as "Air-Rides." The floor is on one level, with no step-up to the seats.

Power steering makes these new buses popular with drivers.

(See picture on Page 4.)
Ground was broken at Jackson, Tennessee on May 23 for the Isaac Burton Tigrett Junior High School. Named in honor of G M & O's beloved late Chairman I. B. Tigrett, the school was dedicated in ceremonies including the removal of the first spade of dirt by Mrs. Tigrett. She was assisted by Commissioner of Education Chester Parham of the Jackson City Schools.

Railroaders say the train has outlived its usefulness. About a half-million dollars was the cost of the shiny, new streamliner the day it was bought from the American Car and Foundry Company in Berwick, Pa. And a half-million in 1935 was a fancy figure, not 1953's small change.

Orders to bring the Rebel to the shop at Jackson, Tenn. came at 10 o'clock Monday morning. Oscar Fortenberry, the chunky call boy, went about his routine business of summoning a crew to man the no longer glamorous streamliner, for its curtain call.

The train was slowly moving out as Wascom pressed the throttle, and the crew waited until it was in motion, then hopped aboard. The Rebel crawled whipped and beaten down the rust-streaked rails of the spur, onto the main line for the last time, like an old horse headed for an ignoble end at the glue factory.

Chief Dispatcher Glover said the Angie-Slidell and return run had been discontinued February 23. Since that time, the Rebel had been resting motionless on the siding, exposed to the elements, hardly noticed there west of the depot.

The diesel locomotive is too light for freight hauling. It packs only 650 horsepower, hardly three times that of today's big passenger automobiles. The freighters pull with 1,500 to 1,600 horses.

There were once three of the Rebels in passenger service, two operating back and forth between Jackson, Tenn. and New Orleans and the third a standby for emergencies. The other two are already in the Jackson, Tenn., shop.

So it is fitting, that as families come together in the last resting places, so should these old roaring Rebels of the rails, for as any railroad man will tell you, trains are human. Almost, anyway.

That train has past, love
It's out of sight
Good night, my darlin'
Darlin', good night!

(Note: Verses of the early frontier Western ballad are from "Down in the Valley," which has a tune almost identical to the old Southern ballad, "Birmingham Jail.")
For Fifty-one Years A Railroad Man

This month the man who, according to his family, "almost ran away from school to his first love, the railroad," celebrated his fifty-first year in the only career he has ever known. For forty-nine of these years, P. B. Bridges has been with the GM&O.

General Superintendent Bridges was not directed to railroading by his family. He grew up on farm near Jackson, Mississippi, where his father had established a real estate business (still a thriving company) and expected his oldest son to enter this business with him. But instead, "I left school to become a messenger boy on a railroad."

Not long afterwards, he began his career with GM&O, braking out of Jackson, and by his twenty-first birthday he had been promoted to conductor of the then little GM&N line.

"He's hard," the men say of the general superintendent today. "And you never know where he'll turn up next. But he's the fairest man you'll ever know." GM&O's quick-stepping omnipresent general superintendent would want no better recommendation.

Mr. Bridges' habit of "turning up" unexpectedly has its roots in two accidents that made a profound impression on him during early railroading years. To the young railroader it seemed that both tragic events could have been avoided by proper observation of safety rules. Always safety conscious, when he was promoted to trainmaster, he went up and down the line, selling safety operation to his men.

Seemingly always on the line, he sometimes dropped off one train on a hill, remaining there until another came by, which he would pick up when it slowed for the hill.

One morning he started off before daybreak, and dropped off a train near a water tank. As the sun came up, he waited for another scheduled freight near a field in which a small boy was plowing. "Son," said the ex-farmer boy, "how about letting me plow a while?"

The train arrived, stopped for the water tank, and, recounted its flagman later, "When I went out to protect the rear, there was the trainmaster at the top of the hill—plowing a dam white mule!"

Despite the trainmaster's insistence on trains being operated within speed limits, there was running out of Laurel in the early days an engineer who persisted in "railing the Jack."

"He was the best man with an alibi," chuckled Mr. Bridges, "that I have ever seen. When he was called down, he'd say, 'I did, I did'".

Once after a trip in the cab with him, stressing the whole time the importance of not running too fast, Mr. Bridges dropped off the engine at Louin, saying, "Well, . . . . I'm going to tell you goodbye."

As the train pulled away, he caught one of the rear cars, and "I had one of the fastest rides of my life." When the train stopped for Laurel, the engineer stepped off to confront an irate trainmaster. Before Mr. Bridges could say a word, however, the engineer started—"Bert, that's just not fair. You told me goodbye, you did."

Railroading was hard in those days. When the J&E connection was being built, Mr. Bridges stayed up until three o'clock in the morning to see the 2:40 train pass at Union, Mississippi, and was up again at seven. Even after a year of this "I never felt better in my life," he recalls. The strangest trip he ever made was a few years later. An urgent shipment of two cars destined for South America missed the boat in Mobile.

It was decided to move the cars on to Hoboken, New Jersey to overtake the same ship there, for a scheduled arrival in South America.

Traffic Manager Jackson, eager to save a shipper for the struggling line, decided to expedite the car movements to the utmost. Every railroad to handle the movement from Mobile to New Jersey was alerted, and Mr. Bridges accompanied the cargo.

He rode trains for six days and five nights, getting no sleep. "For the first forty-eight hours," he remembered, "you are worn out. Then you couldn't sleep if you tried."

Everything went according to schedule until the chaperoned cars arrived at Hagerstown, Maryland, where they missed their next train connection by two hours. He went to town, took a hotel room—four days on the road—and prepared to sleep until departure time. No sleep came. "I finally just got up and walked around town to kill time."

"When we arrived in New York, the terminal authorities were so surprised to see me with the cars that they gave us prompt handling, and the cargo was loaded on the boat with hours to spare."

Railroading is easier now, and the GM&O is bigger. But the trainmaster who was promoted to superintendent and then to general superintendent spends as much time on the line as he ever did and keeps as busy. "And," ever anxious to recognize his men, "I have a bunch of the finest men I've ever known."

During a recent emergency when the line was beset by floods and storms, the general superintendent coped with the situation for sixteen hours a day with

(Continued on Page 4)
Friends Indeed

"Truman Sam, a Choctaw Indian, who lives General Delivery, Philadelphia, Mississippi, frequently walks our track from Deemer to Philadelphia," wrote Section Foreman H. M. Blalack of Philadelphia. "He has in the past found and reported little incidents of importance to track maintenance, and I have found that he must have been giving close attention to the condition of the track as he walked along, as he has found little things that ordinarily one would not notice which could cause an accident.

"On Saturday, May 21," continued Mr. Blalack, "Truman Sam, walking up passenger track Philadelphia, observed that there were two broken bolts in a joint on south end passenger track Philadelphia, and he called my attention to this matter at once. These two bolts were broken on one end of the angle bar which would be considered a broken joint."

This report of cooperation on the part of GM&O's friends is only one of numerous similar instances occurring monthly. During the past month GM&O has thanked:

Brakeman J. H. McFall of the L&N Railroad, Humboldt, Tennessee, who reported trouble on a car of GM&O Train 30. When the train was stopped it was found that alumina ore was leaking from the west door.

Mr. W. L. Brasel, Pure Oil Company, Reform, Alabama, who discovered a hot box on a freight train passing McShan and signaled the conductor of this fact as the caboose passed.

Mrs. Maxie Arnold, Mathiston, Mississippi, who noticed a hot box on No. 32 as it passed her home at Sherwood, Mississippi. Mrs. Arnold flagged the train with a lantern and notified the crew of this fact. Mrs. Arnold has been a friend of the company for many years.

Marshal C. E. Grady, Blue Mountain, Mississippi, who found a broken rail in the track just south of the station, and reported the fact to the agent.

Operator J. T. Garner of the CB&Q Railroad, Francis, Missouri, who discovered a brake beam down on a passing GM&O train and notified the crew so that the car could be repaired.

Mrs. Mildred Mastin, who was en route to her work at Ruberoid Mills in Mobile when she noticed a hot box on a GM&O train and called the railroad to report it.

Lasky Judges Exhibits

GM&O Engineer of Tests W. E. Lasky, Bloomington, Illinois, had the interesting experience of acting as judge in the Southwestern District Science Fair of the Illinois Junior Academy of Science at Jacksonville, Illinois on April 23.

There were over 300 scientific exhibits prepared by high school students from the southwestern district of Illinois. The students who had exhibits rated as (1) will have the opportunity of displaying them at the State Fair to be held in Springfield in August.

"I was appointed as judge for the projects in the field of physics," said Mr. Lasky. "There was a considerable number of interesting and well prepared projects using electronic equipment, electropolating, fire alarms, simple motors, etc."

General Supt. Bridges

(Continued from Page 3)

seven telephones on his desk, six for the company lines and one outside. "It was interesting," he said.

During the years, this dedicated railroad man has acquired two other hobbies—camellias and his grandchildren. Of the first he has about a hundred different varieties, some rare specimens, at his home at Newton, Mississippi. In midwinter he likes to take semi-tropical blossoms from these plants to his friends on the north end of the line.

As for the second hobby, Christmas time finds him GM&O trains in Wichita, Kansas, where one daughter lives with her husband and three children, and in Mobile, Alabama, the home of the other, married to GM&O Contract Counselor T. A. Steel. "Until recently," said Mrs. Steel, "I was the greatest disappointment of daddy's life because I wasn't born a boy. But two years ago, my fourth child, Burton Bridges Steel was born."

FLASH FROM ALASKA

A seven pound, fourteen ounce boy born in Anchorage Alaska on June tenth will have many friends on GM&O. Father Bill Mayes was for several years editor of the GM&O NEWS prior to his return to the US Air Force. Grandfather Bill Mayes is popular commercial agent at Tuscaloosa, Alabama. Even mama worked for the railroad in the Accounting Department when she was Kay Calvert. Congratulations to Bill and Kay, and to the Mayes in Tuscaloosa.
THE MAIL TRAIN

Supt., GM&O RAILROAD:

I imagine that in your position you receive many complaints about the service offered by your railroad. I, however, want to express to you and your company my appreciation for the friendly and courteous porters that you have on the line between St. Louis and Chicago.

I am thinking particularly of the porter who was in charge of the coaches of your noon train which left St. Louis last Friday. He was friendly to all the passengers and courteous. He was continually going through the coach picking up waste paper and he did it all with a smile. I believe his name was Walter Ashford.

With such courteous and friendly service your company cannot help but attract business. I know that I will always take the GM&O whenever I can.

Reverend Frederick A. Rehwaldt
Marion, South Dakota

Mr. W. H. Forlines:
It would be impossible for me to fully express my gratitude for your interest and help in my behalf. (Ed. Note—following the death of her husband, the late Engineer E. S. Manley).

Emmett often told me what a wonder-

RETIEMENTS

District Freight Agent John J. McNabb, Detroit, Michigan, retired on April 30, 1955 after "serving the railroad industry loyally and efficiently for more than fifty-three years, of which the last thirty-three were with this company."

Pipefitter Ernest W. Wohlwend, Jackson, Tennessee, retired on May 31, after being in the employ of the company since 1913, when he became a pipefitter at Murphysboro, Illinois.

Night Chief Dispatcher P. K. Gwin, Meridian, Mississippi, retired May 6. Mr. Gwin was employed by this company as operator August 19, 1906, was promoted to dispatcher May 1, 1914 and to night chief dispatcher on January 1, 1926.

"Stay Home, Young Man."
Says Editor

H. Clay Tate, well known on the GM&O as editor of the Bloomington, Illinois PANTAGRAPH, reversed Horatio Alger's philosophy of seeking fame and fortune in the city in an article in the June issue of THE ROTARIAN.

The small town, too, offers fame and fortune—plus a better way to enjoy them, said Editor Tate.

He cited several instances where the ingenuity of small town industrialists had paid them rich rewards, pointing out that "industry has moved to the country for sound economic advantages. Good roads and transportation facilities spiderweb the United States" and that progress in small towns can be had through planning and effort of the part of its citizens.

Fifty Golden Years

Their Golden Wedding Anniversary was celebrated by Mr. and Mrs. Curtis Kies of Normal, Illinois on May 30 with a family dinner and open house at their home. Mr. Kies is assistant superintendent of signals with GM&O, and recently completed his fiftieth year of service with the company.

Married in Bloomington in 1905, Mr. and Mrs. Kies moved to Godfrey, Illinois and returned to Bloomington in 1917, and have spent the last thirty-eight years in Bloomington and Normal.

The Kies have two daughters, both married, and two grandchildren. Mr. Kies has served as Worthy Grand Patron Order of the Eastern Star of Illinois and at present is a member of the Town Council in Normal.

Mrs. E. S. Manley

5
CONGRESS GETS BILLS ON TRANSPORTATION POLICY

More for the consumers' transportation dollars through "dynamic competition" among public transportation agencies — that's the idea behind legislation which has been introduced in Congress.

Three nearly identical bills — S. 1920, H.R. 6142 and H.R. 6143 — would amend the Interstate Commerce Act as recommended by President Eisenhower's Advisory Committee on Transport Policy and Organization.

The committee of Cabinet members headed by Secretary of Commerce Sinclair Weeks has called for a reappraisal of national transportation policy based on the premises that the transportation industry today is composed of many different highly competitive forces; "that adjustment of regulatory programs and policies to these competitive facts is long overdue; and that the restoration and maintenance of a progressive and financially strong system of common-carrier transportation is of paramount importance to the public interest."

The committee's recommendations would lift from the railroads certain regulations of rates and services which are not imposed on competing forms of public transportation. — Western Railway Association.

REPORTS ON GM&O OPERATIONS

Barron's, National Business Weekly, published an article May 9 about the operation of our railroad. The following is an excerpt from the GM&O study by writer Leo Steiner, who is the railroad analyst for the N. Y. Exchange firm of L. F. Rothschild & Company.

"In the past ten years, spending for additions and improvements has totaled $77 million, more than the total company debt now outstanding. The bulk of this — $60 million — went for new equipment, the balance for roadway improvements. Heavier rail has been installed, trestles replaced or rebuilt, signaling facilities improved, yards enlarged and modernized, and passing tracks have been extended to speed up the movement of freight trains.

"GM&O's equipment fleet is relatively new, especially when compared with the total for all Class I roads. As of January 1, 1954, its freight cars 15 years old or less comprised 82% of the total, well above the industry percentage of 47%. All of GM&O's 248 diesel units are less than fifteen years old, and 89% less than ten."

GM&O TERMED INTEGRAL FACTOR IN GROWTH OF JACKSON

From the Jackson, Tenn. Sun.

"The GM&O is one of Jackson's three railroads. It has not only shared its full responsibility in providing good transportation facilities here, but has been an integral factor in the development of Jackson, industrially and otherwise."

AVERAGE TON OF GM&O FREIGHT HANDLED DISTANCE OF 264 MILES

Last year the Gulf, Mobile and Ohio Railroad transported the average ton of freight a distance of 264 miles and rode the average GM&O passenger a distance of 194 miles.

For these services the railroad received an average of 1-3/10 cents for hauling a ton of freight one mile and an average of not quite 2 1/2 cents for carrying a passenger one mile.
Junior Transportation Pupils
Learn The Easy Way

School was to be out in May at Wimbledon School for kindergarten and first graders.
As a final lesson of the year Wimbledon students learned about trains.
Each bought a ticket from GM&O Ticket Agent Nichols in Mobile for Citronelle.
They lined up two by two in the station. Miss Semon, School Director, led them to the Rebel. Hostess Williamson helped them on the train. The ticket was taken by Conductor Hopper. "Trains are long," they said. The trip back was by Gulf Transport bus.
"We are looking forward to making the same trip next year," said Miss Semon.
COMMENDATIONS

Section Laborer Robert L. Hereford, Pontotoc, Mississippi, detected that a considerable amount of flange was broken out of the wheel of a passing train and called this fact to the attention of the section foreman, who arranged to have the train stopped and the car set out before any damage occurred.

E. S. Kerr of Bloomington, Illinois, was fireman on a passenger train when it was discovered that the brakes were sticking and wheels hot on the dining car of the train. When the car was set out at the next stop, Mr. Kerr took his tools, went back to where the car was in trouble, and disconnected the steam hose and assisted otherwise in setting the car out, lessening delay to the passenger train.

H. W. Willis, Billingsley, Alabama, retired as a conductor several years ago, but he hasn't lost his interest in the railroad. Recently he was standing on the station platform at Billingsley when he noticed the wheels of a passing train were sliding on one car. He promptly advised the conductor of this when the caboose passed him, and the train was stopped so that the trouble could be corrected.

Conductor A. L. May, Roodhouse, Illinois, notified the agent at Jerseyville, Illinois, and the section foreman that the track had seemed to buckle at one point under his train. The track supervisor investigated to find that the trouble was caused by gravel shifting, and repairs were promptly made due to the alertness of Conductor May.

Superintendent of Communication G. D. McDonald, right, and Assistant Superintendent of Communications W. D. Archer of Mobile. Both Mr. McDonald and Mr. Archer received their present appointments on April 1st. (See April NEWS.)

GT Safety Awards

Each month Gulf Transport Company presents safety awards to those bus and truck operators who have driven a year without a chargeable accident.

This month awards were presented to the following drivers for the period April 1954 through April 1955.

Bus Operators
H. P. Andres, 9 year award.
J. W. Collins, 3 year award.
Robert Hopkins, 4 year award.
E. D. Miller, 8 year award.

Truck Operators
L. D. Larue, 6 year award.
M. E. Taylor, 8 year award.
DECEASED

Passenger Flagman G. E. Roberts, Kansas City, Missouri, at St. Louis on May 11, 1955. His funeral was held at Sterne's Funeral Home at Louisiana, Missouri on May 13, 1955. Mr. Roberts had been a faithful employee of this company for over fifty years, and was reputed never to have been late for work during his entire career. He was a member of the Baptist Church, a Mason, and a member of the Brotherhood of Railroad Trainmen. He is survived by his wife, the former Ruth Waddell of Louisiana, Missouri.

Clerk George Hugh Pipkin, Jackson, Tennessee, at Jackson on May 19, 1955. Mr. Pipkin entered service of this company in 1917 and is survived by his father and one brother.

Retired Switchtender Robert Scollie, Bloomington, Illinois, at Bloomington on May 24, 1955. Mr. Scollie, who entered service as a switchman on August 1, 1914 transferred to switchtender in 1948 and retired on April 3, 1954. He is survived by his wife.


Mrs. Martin Poole, wife of Cashier Martin Poole of Jackson, Tennessee.

Retired Conductor Tyree P. Cooper, Jackson, Tennessee, at Jackson on May 29, 1955. Mr. Cooper entered the service in 1912 and retired in 1937. He is survived by his wife and several children.

Retired Engineer G. W. Renwick, who entered service on 1909 and retired in 1950, died at his home in Tucson, Arizona on May 30, 1955. He is survived by his wife at Tucson.

Retired Machinist J. W. Kinsey, Jackson, Tennessee, at Jackson on May 15, 1955. Mr. Kinsey was connected with this company for forty-seven years, retiring two years ago account of ill health. He is survived by his wife, two sons, and one daughter.

Retired Switchman J. M. Conerly, Tuscaloosa, Alabama, on May 23, 1955. Mr. Conerly retired on January 21, 1954 after having been in the service of this company for thirty-six years.

Mr. J. W. Cleveland, caretaker at Lawley, Alabama, died on May 1, 1955. Mr. Cleveland, was employed by this company on June 3, 1932.

Retired Agent J. T. Owen, Starkville, Mississippi, died at his home on May 15, 1955. Mr. Owen was agent at Starkville for over sixty years, being dated on the seniority list March 1889. He retired as agent in 1950.

Agent Operator Oreon H. Tabb, Tuscaloosa, Alabama, at Tuscaloosa on May 28, 1955. Mr. Tabb was employed at Houston, Mississippi on September 1, 1907 and became agent operator at Tuscaloosa on January 7, 1918. He is survived by his wife, one son and one daughter.

George Douglas Walker, Sr., at Mobile, Alabama on May 31, 1955, after a long illness. Mr. Douglas had been with the company for forty years and was, at the time of his death, in the Freight Receipts Department in Mobile. He is survived by his wife.
Conductor T. H. Treadaway and Flagman S. H. Brown of Meridian, Mississippi, were working on an extra when they discovered a broken rail as their caboose passed over it. Flagman Brown got off and flagged No. 28 in order to prevent a possible accident.

Dining Car Steward B. L. Witty, St. Louis, Missouri, heard a noise under the south truck of the dining car. He signalled the engineer to stop, and it was discovered that the brakes were sticking and wheels hot on this car. For his promptness, Mr. Witty was commended by Supt. Conerly.

For service of unusual merit during the month of May, the following men were commended:

Conductor S. W. Spragg, Meridian, Miss.
Brakeman W. E. Grayson, Meridian, Miss.
Brakeman Frank A. James, Meridian, Miss.
Conductor F. B. Switley, Meridian, Miss.
Brakeman J. P. Tracy, Slater, Mo.
Brakeman P. F. Thompson, Bloomington, Ill.
Brakeman I. D. Sturgoon, Bloomington, Ill.
Brakeman J. E. Baker, Meridian, Miss.
Operator A. L. Smith, Waynesboro, Miss.
Telegrapher R. H. Derrick, Louisiana, Mo.
Telegrapher A. D. Wilson, Middleton, Tenn.
Agent E. A. Davis, Independence, Mo.
Flagman G. E. Williams, Meridian, Miss.
Brakeman W. E. Eaves, Meridian, Miss.
Brakeman R. N. Morris, Slater, Mo.
Agent K. R. Clark, Odell, Illinois
Operator E. T. Yarke, Pontiac, Ill.
Brakeman T. P. Wilkinson, Meridian, Miss.
Operator C. M. Gibson, Elkhart, Ill.
Crossing Gatem Robert Nevius, Lincoln, Ill.
Operator L. R. Vaughn, South Joliet, Ill.

Section Foreman L. E. Overton, Ramer, Tennessee, was sitting on his porch while off duty on Saturday afternoon, when he noticed a hot box on Train 31 as it passed his house. Mr. Overton promptly took steps to notify the train crew of this fact, for which he was commended by Supt. Fortines.

Section Foreman H. A. Archer of Corinth, Miss., and Section Foreman F. E. Shoak of Rienzi, Mississippi, were working on the extension of the passing track south of Corinth when they observed a car of scrap rail in train No. 30, which was standing, with the rail skidding and slipping over the end of the car. The two men, of their own volition, took the men and re-arranged and adjusted the rail to a safe condition.

Fireman L. L. Crutcher, Bloomington, Illinois, and Train Porter L. Newman of Chicago were commended by Supt. Conerly for assistance in disconnecting a brake lever so that their train could operate with the least possible delay.

Brakeman F. Delong, Slater, Missouri, discovered fire flying from a car in his train and notified the crew for the train to be stopped for inspection. It was found that a car was down on bearings and wheels of the car were cutting into frame. Therefore the car was set out at Vandalia.

### OUR FREIGHT BUSINESS

Revenue Car Loads Billed And Received On GM&O

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Comparison of the first 5 months of the year

1954 | 230,978 |
1955 | 251,428 |