Azalea Trail Opens
In Mobile, Alabama

On February 12, Mobile, Alabama opens its twenty-third annual Azalea Trail, culminating with festivities on March 2 when Miss America of 1952 will be crowned Queen of the Azalea Trail and lead a colorful floral parade over the 25-mile trail route. The Azalea Trail celebration coincides this year with Mardi Gras activities, which will begin on February 14, two days after the opening of the trail, and continue until February 26, Mardi Gras, or Fat Tuesday.

Walter Cook, president of the 1952 Azalea Trail, points out that inquiries have been received from forty-four states and from France, England, Argentina, Puerto Rico and Canada concerning the trail festival. Last year visitors from forty-one states and five foreign lands drove over the floral route, with 106,000 viewing the flowers on one week-end alone.

Azaleas Bloomed in Mobile in 1750
The azaleas have been indigenous to Mobile since Father Langlois first planted this Eastern beauty in his Mobile garden in 1756, but it was not until 1913 that there was a civic movement to spread the planting. It was then that the Mobile Floral and Horticultural Society was organized (Continued on Page 8)

GOOD MANNERS
MEAN GOOD BUSINESS!

Creating good public relations for the Railroad is every employee’s responsibility... for our customers judge the Company by each individual contact.

Aside from the fact that no one in this great land of ours has the right to be impolite in his daily dealings with his fellow man... good manners are good business—both for the Company and for you.

GM&O must make new friends and keep the old ones if it is to prosper... and the degree to which the Company prospers determines the opportunities for job security and advancement of its employees.

Too, if the public is proud of your Railroad, you can be proud of your job.
Railrooding Runs In The Family With The Sperdutos

“Everybody in the family has worked for the railroad except mama,” say the Sperdutos, leaving the distinct impression that mama could have done so too, had she not been so busy fixing lunches and getting the rest of the family off to their various jobs at the GM&O.

Occasion for the reminiscing of the Sperduto family was the temporary leave-taking of Papa Jimmy Sperduto from the Mechanical Department until he recovers his health, and the announcement of the engagement of daughter Kathryn Sperduto, draftsman in the Engineering Department, to Robert Hire of the same department. Mr. Sperduto, who came to the former GM&N in 1924, imparted his interest in mechanics and the railroad to his three children, Robert, Marie and Kathryn, each of whom has worked for the GM&O. Marie married, and left the railroad several years ago.

Mr. Sperduto remembers the dreary days of the depression, when employees of many railroads were cut off, due to lack of business, but the “GM&N men received a check of some sort, every pay day”. During those days he worked on the steam engines, under the direction of General Sup't of Motive Power Ben Gray (retired). He recalls that once he defended Mr. Gray’s inquisitive son, W. C., (now master-mechanic) when his father corrected him about climbing over the big engines; and in recent years, he has performed the same service for W. C.’s young son, Jimmy, when his father thought he showed too active an interest in a new diesel.

After some years with the company, Mr. Sperduto was joined at the roundhouse by his son, Robert. Robert, at home on a visit, is now a construction engineer in California, but he has not forgotten his railroad career. “I proved that lightning does strike twice in the same place”, he said. Once when standing in water greasing a big steam engine, lightning struck near enough to knock him down. After regaining his feet and composure, he was literally knocked speechless when the lightning landed him in the water again a short while later.

“That”, said Mr. Sperduto, shaking his head, “is an advantage of the diesels. It is possible to have better facilities for housing and working on them. This is especially true with Fruit trains, which have to be serviced hastily.”

Mr. Sperduto believes in getting to work ahead of time—even when “time” is seven o’clock in the morning. He affirms that one morning he walked across the railroad yard at 6:45 and heard someone call him, “Hey, Sperduto!” Walking over to investigate the identity of the other early riser, he discovered Vice-President and General Manager Brock!

Sometimes, however, his enthusiasm for his job has met with resistance at home. When he persisted in reporting for work during the second World War with fever of a hundred and three degrees, Mrs. Sperduto called the doctor, who ordered her to keep her husband in bed—even if she had to sit on him to do it.

“But I had a boy overseas,” Mr. Sperduto defended himself weakly. Although he misses the “iron horse”, Mr. Sperduto thinks diesels are here to stay, and is looking forward to doing his bit again to keep those on the GM&O in first class shape.

Moloney Promoted

William M. Moloney has been named General Attorney for the company, with headquarters in Mobile. He was an attorney for the line until October, 1947, when he was granted a leave of absence to work as associate of Mr. Joseph F. Johnston of Birmingham with all the Southeastern railroads in the government reparations case. He returned to the GM&O on February 1.

Mr. Moloney is a native of Tuscaloosa, Alabama and a graduate of the Alabama State University. He practiced law in Birmingham and was a naval officer in the Pacific and Philippines during World War II.

He is a past president of the Mobile Civic Club and a member of Phi Beta Kappa and Sigma Chi fraternities.

Deceased

Switchman Willis Dexter Tankersley, Jackson, Tenn., on January 15, 1952 in St. Louis. He is survived by his wife, son Dexter and daughters Lorraine and Jane, all of Jackson, Tennessee. Mr. Tankersley entered the service of this company on August 9, 1928.

Agent-Operator George William Steadman, Calhoun City, Mississippi on February 1, 1952. Mr. Steadman retired on January 6, 1930 on account of disability. He entered the service as operator on February 29, 1942.

Yardmaster N. H. Hawkes, Glenn, Ill., on December 13, 1951. Mr. Hawkes started his services with the company on August 1, 1907 as yard clerk, and on August 12, 1911 was promoted to switchman. On December 26, 1917 he became yardmaster, which position he held until the time of his death.

Mrs. J. E. Laton, wife of Train Dispatcher J. E. Laton, Jackson, Tennessee, on January 2, 1952.

Retired Superintendent James J. Butler on January 31, 1952 at Chicago, Illinois. Mr. Butler had a long career with the railroad, working on both the Eastern and Western Divisions as fireman, engineer, road foreman, trainmaster, assistant superintendent and superintendent. He retired from the service in 1945 after fifty-four years with the company. He was eighty-three years of age at the time of his death.
Along The Line

Chicago, Illinois — Helen Curran, GM&O Passenger Department, and Betty Osterreicher, GM&O Traffic Department, were interviewed by a roving reporter for the Chicago SUN-TIMES, for their reaction to a question of social significance.

Mobile, Alabama — Clerk John L. Sutton of the Station Accounting Bureau hit the jackpot on December 17th with the arrival of two sons instead of one. The little boys have been named George Terrell and Thomas Jerrell.

St. Louis, Missouri — Miss Nancy Davie, GM&O Passenger Department, has recently become engaged to Bob Massen from Wisconsin. Miss Davie, who is the daughter of President James Davie of the Alton and Southern Railroad, is planning an April wedding.

Mobile, Alabama — The Transportation Department is welcoming Barney Smith back from the Marine Corp, where he has been since August 1950.

PRODUCTION OF 300 GONDOLAS WILL BEGIN IN MARCH

A sample car inspection of the first of three hundred gondolas being built for GM&O by Pullman Standard Car Manufacturing Co. at Bessemer, Alabama was held on February 9th, with Master Car Builder R. D. Douglas and Inspector H. J. Parnell of the Mechanical Department inspecting the cars for the GM&O. Tentative date for the line production to start is March 17, with delivery of sixteen a day to the company by the first of April. The fifty ton capacity cars will be used for moving ore, coal, sand, gravel and any other commodity handled in open topped cars. A previous lot of the same type cars was built for the GM&O by the same company a few years ago.


The GM&O sponsored Rural Youth program in Illinois brought unusual achievement yet to light when the results of the various groups were appraised for the awarding of $3200 in scholarships by the railroad to students from the winning counties. Winning scholarships, in either home economics or agriculture to the University of Illinois, were awarded to the groups in Grundy and Palaski-Alexander Counties, with secondary awards going to Marshall-Putnam, Sangamon, Morgan, Randolph and Macoupin Counties.

To win a top scholarship, the youth organization in Grundy County organized a rural Fire Department of approximately 800 farmer members. Each farm was assigned a number which was located on a master map in the Fire Department headquarters. A card bearing the number was mounted near the telephone of the farm, and the family was instructed on procedure in calling the Fire Department, which, in turn, had a card bearing each farm number, type of water supply and description of the buildings. A metal roadside sign bearing the Fire Department number of the farm was mounted at each farm.

The Palaski-Alexander County Rural Youth Group continued the development of a Community Youth Center as their major community service project. Over $1,000 was raised by this group for improvement of the community building. They also established a Rural Youth Blood Bank, having the blood of all members typed. A Golden Acre Program was instituted involving the farming of 50 acres of land, the proceeds of which will be used for community enterprises.

Other county groups awarded scholarships conducted beautification programs, improved driving programs, collection of blood pledges, recreation programs for children, and numerous other projects for local betterment.

St. Louis, Missouri — Former Hostesses Phyllis Shimkus and Margaret Hughes, now Mrs. Bud Hofmann and Mrs. Hughton Randolph respectively, are both being congratulated on the arrival of baby daughters. The little girls are named Mary Lou Hofman and Ann Winder Randolph.

Jackson, Mississippi — Former Hostess Lillian Sledge has resigned from her position with the A&I Board to become traveling secretary to the Maids of Cotton. Miss Sledge is now in New York with the Maids of Cotton, preparing for an extended tour which will carry them into South America and Europe.
GM&O Jr. Gives Ideas To Junior; Makes Trouble For Dad

A bumper crop of electric trains was sold around Jackson, Tennessee at Christmas time. And many a Jackson father could point to the reason for the upsurge in railroad fans as he listened to his son compare his electric train layout under the coffee table with the flashy railroad world operating above Griffin Funeral Home. There, maintained by four men, is a model line to delight any small boy or girl—and to bring despair to any father attempting to duplicate it. As for the owners of the line, none of them has children.

Project Began When Helping Friend

"It all started when a friend of mine asked Jim (Coates) and me to help him mount an electric train on a table for his son a year ago," said Ewin Griffin Jr.

GM&O Assistant Bridge and Building Foreman Wilton Fowler of Waynesboro, Mississippi has had a hobby of model railroading for thirteen years of the twenty-six that he has worked for the GM&O. Today he owns nearly $600 worth of equipment, and is building a basement in his home in order to accommodate all his railway at the same time.

When asked why he selected railroading for a hobby when it is also his regular work, Mr. Fowler replied, "I like railroading."

"We asked first one thing and then another, and became so interested that Jim and I decided to build one of our own," Dr. Jamie Towne and H. R. Beliew thought so well of the project that they "bought in."

Even there full scale enthusiasts could not have envisioned at the outset the eventual size of their line's territory—and their own investment. Originally intended for a table, the territory now extends over 400 square feet, with two model villages, a farm, a ranch, oil well, airport, fire tower, and appropriate trees—and enough rail equipment to satisfy the most demanding shipper or train rider.

The terrain includes mountains, with accompanying tunnels, and plains. All houses are lighted, and many are furnished. A section crew keeps the line in repair with pickaxes, while a fisherman eyes them lazily from a near-by stream.

Miss Sara Margaret Black of the Jackson, Tennessee GM&O office and Niece Mary Margaret, are equally enchanted by the village of Centerville and its railroads.

Tigrett donated to the project was in GM&O colors, is immaterial, for the little maroon trains flying through the green trees look mighty pretty.

Utilized Materials At Hand

Ducking the question as to the amount invested, the partners maintain that it doesn't take so much money to build a model line. That is, if you utilize the materials at hand. The steel bridges are made from coat hangers with sticks for piling, the water tank from an adhesive spool and swab sticks, the telegraph wires are crocheted thread and many of the people are made from pipe cleaners. The Centerville Machinery Co. is equipped with the works from an alarm clock and the TVA high tension tower was constructed from swab sticks and beads from Kresse. Of course, Bill Campbell from the Hobby Shop did contribute the oil well and some of the lights; and the telegraph clacking away was supplied by the GM&O shops. The seven hundred pounds of plaster on chicken wire made the landscape to be purchased, as did the actual rail equipment.

GM&O Jr. Is Completely Dieselized

The management of the GM&O Jr. (which is the semi-official name of the line) has, like all railroad managements, made changes in policy during their time of operation. Working until two and three o'clock in the morning, they have improved their equipment and expanded their original ideas. Evidence of this is the heap of forlorn little black steam engines in a dusty corner. "Oh, those! We don't use them any more. We like the GM&O are completely dieselized."

Two GM&O trains, a passenger and a freight, emerge from a mountainous section of model railroad in Jackson, Tennessee. On top of mountain is beacon light for planes.
NEWS AT A GLANCE

→ FREIGHT RATE INCREASE WOULD BARELY AFFECT RETAIL PRICES.

The proposed seven percent freight rate increase would hardly be noticed in the retail costs of the things which the public buys in its every-day life. Actually the increase (on an average) would be only about one-third of one cent in each dollar of retail prices.

As a whole railroad freight charges are a very small percentage of the cost of most commodities. According to calculations based on studies by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission, the total amount collected by the railroads in freight charges averages less than six cents out of each dollar of the wholesale value at destination of all the commodities moved by rail. And, of course, when it comes to retail prices, freight charges represent a still smaller proportion—probably no more than three or four cents on the dollar.

So you see that the present increase sought by the railroads to help meet the rising costs of furnishing transportation, would hardly be reflected in the prices the buyer pays.

→ WHAT DOES A FREIGHT TRAIN COST TODAY?

Recently the NEWS told of the purchase of three diesel locomotive road switchers at a cost of approximately $156,000 each. Not too long ago the same amount would have bought a complete 100 car freight train, including engine and caboose—with some money to spare.

Here's the approximate price of a complete 100 car freight train today: A three-unit diesel locomotive, costing an average of about $153,000 per unit, adds up to $459,000. Ninety-nine steel freight cars, averaging around $3,700 each, will cost $564,000; and a caboose will cost $11,000, bringing the total to $1,034,000.

→ COMPULSORY UNIONISM

"No government of any free state or country has ever, in the entire history of the world, imposed compulsory unionism upon its peoples," Howard Neitzert, attorney for the western lines, told the Presidential Emergency Board holding hearings on the railroad labor issue recently.

"The roots of many views as to the evil or good in compulsory unionism," he said, "are grounded in moral, religious, social and economic beliefs that lie within the realm of faith."

Neitzert urged the Board "to consider the inevitable blow that would be dealt to our ideals and to our ideas as to the proper function of government, and to our concepts of freedom, if a government agency should require one and one-quarter millions of people to join and remain members of labor organizations as a condition of the right to work, eat and live."

→ ALLIS-CHALMERS LOCATES ON LINE

"The Tractor Division of the Allis-Chalmers Manufacturing Company will locate a factory branch in Independence, Missouri, on a part of the 194 acre industrial site recently bought and being developed by our railroad there.

The new plant is being built to serve the needs of the firm's agricultural and industrial dealers in the Kansas City area. This is the first industry to be located in this new GM&O section.

Industrial Vice President T. T. Martin explains that the railroad tries to have enough land in each active area to take care of industry's needs. Railroad developed areas are made available to industry only when sites are scarce and it appears that if the company does not act, suitable land will be used for other purposes. "In other words," Mr. Martin says, "we buy land 'defensively.'"
He Got The Raise

Frayed and yellowed with age, of no value to anyone except its owner, but cherished by him, is a letter, dated May 12, 1924 in regard to Division Passenger Agent E. A. Chapman of Mobile. At the time the letter was written Mr. Chapman was a clerk in the Passenger Department, earning thirty-five dollars a month. His "Boss", W. B. Jobe, was writing Mr. Tigrett requesting a five dollar a month raise for Chapman, whom he described as a "diligent and conscientious worker".

Chapman's friends say, however, that the third paragraph contains the secret for the request. In it, Mr. Jobe says, "He is also getting on our championship ball team, and is one of the mainstays of the squad." (See picture of Mr. Chapman below.)

A Boss Versus A Leader

Commercial Agent Bob Reynolds at New Orleans heard over the radio the difference between a boss and a leader, according to Tulane's basketball coach, Cliff Wells. Mr. Reynolds thought it worth passing on.

The boss drives his men—the leader coaches them.
The boss depends on authority—the leader on good will.
The boss inspires fear—the leader inspires enthusiasm.
The boss says, "I"—the leader says "We".
The boss says "Get here on time"—the leader gets there ahead of time.
The boss fixes the blame for the breakdown—the leader fixes the breakdown.
The boss knows how it is done—the leader shows how.
The boss makes work a drudgery—the leader makes work a game.
The boss says "GO"—the leader says, "Let's go!"

Division Passenger Agent E. A. Chapman is delivered a package by newest G&M&O Hostess Mary Ann Dall. Miss Dall, graduate of Washington University, had an outstanding college career after which she was employed as model and office assistant until coming to the G&M&O.

Christmas Aftermath

The G&M&O had the Christmas spirit from Kansas City to Mobile during the holiday season. At Kansas City, Division Freight Agent L. H. Poetgen decorated a tree very attractively, finishing the job off with an electric train underneath, complete with G&M&O wings.

At New Orleans, the office force had their annual Christmas party with the usual excitement and fun.

And along the line, Hostess Nina Crenshaw made Christmas a festive occasion for the crew on 16, when she boarded the train at Tupelo with a fruit bag filled with presents, one for each member of the crew. She had arranged with Hostess Mary Justice to drop off the names of the crew when she went south that morning. So around midnight, the Rebel crew had a Merry Christmas with presents, turkey sandwiches and fruit cake, all provided by Hostess Crenshaw. She spent the day with her parents in Tupelo.

General Superintendent P. B. Bridges, who spent Christmas with his daughter and grandchildren, could think of no more appropriate gift for his little grandson than an electric train. Searching for one, he could find a train painted only in the colors of another line. This he hastily bought and packed off to Wichita, where his daughter lives. After seeing the train in operation, Mr. Bridges was so upset by the paint job that he packed it up and brought it home with him, to be redone in G&M&O colors!

Waybill Twelve Feet Long

Issued In 1929

Railroading used to be more complicated than it is today, according to Mrs. H. M. McCormick of the Jackson, Mississippi freight office. As evidence she submits the picture of a waybill twelve feet long, held by fourteen people, which was said to be the longest waybill on record at that time, March 24, 1929.

The waybill was issued at Jackson, Mississippi by the Gulf, Mobile and Northern Railroad for merchandise shipped from Chicago to Jackson. It contained 532 items, the weight of the articles aggregating 68,494 pounds. The occasion for the shipment was the opening of a new Montgomery Ward store in Jackson.

Chicago, Illinois — The Kiwanis Club of Chicago presented a Railroad Day Program on January 17, with Vice-President James H. Aydelott of the Association of American Railroads speaking on "What Progressive Railroads Mean to You." City Passenger Agent H. G. Cromwell represented the G&M&O at the meeting.
"THANK GOD FOR AMERICA"

We think our readers will be interested in the thought-provoking sermon by Dr. John H. Buchanan of Birmingham, Alabama, which was printed in folder form by the Southern States Industrial Council. It is reprinted below.

I make no apologies for anything I shall say in this message. I may sound to some ears as perhaps strange coming from a pulpit. But you and I cannot forget that our previous stand in particular our own beloved demonstration, has been synonymous in its growth and its strength in the environment and atmosphere of our American way of life. I think no unbiased student of history would challenge the statement that this nation was born and cradled in the heart and, indeed, the conscience of Christ and Christians of all ages and men, and through these decades of its existence for the first time it is filled, the fairest, the fairest of life that any nation has ever provided for the children of men.

An Example for Others

It has become the example for free peoples around the globe to emulate. One has but to travel over the other areas of the earth and see the conditions and the plight of the peoples outside the borders of this blessed land to realize and to appreciate fully the blessings that are ours. And yet I say to you without reservation that in my candid judgment our America stands today imperiled and threatened as never before in its history. Not threatened by bullets.

Faith In Our Nation

I do not underestimate the material strength of world powers that would blot us out by force, but I have faith and confidence in the resources of this great nation that we will be able to withstand the threat that would overthrow and destroy our blessed country. But my fear and my apprehension stems not from force but from certain trends and tendencies within our own nation that hold a far greater peril for America and a far greater threat to its security and its permanence than any foreign enemy. And I take it that this morning and say in the very outset that I am taking it literally out of its setting. I take it because it suggests, and the Master says will apply again in the future.

Trends that Bring Death

We’re thankful to God for this blessed land; we’re grateful for a heritage that has guaranteed to us the fullest measure of freedom and the greatest blessings that any generation of people have ever known in human history. I want it conserved for my children and my grandchildren. But as certain as you listen to this morning, there are certain trends and tendencies that perhaps unwittingly and unknowingly are we permitting to develop, that if unchecked, are certain to bring death to this nation as the sun follows the sunset. I want to read you a quotation from the speech of Lenin outside of Moscow before World War I. "The international philosophy of the Communism, as taught by Karl Marx was just beginning to be quoted in Germany, in Russia, and in Italy. Lenin was the apostle of the socialist philosophy of Communism, which is simply one form of Socialism—the last form. As we read history we discover that a Socialist state is in the next step below the Communist state. Now I quote this from Dr. Preston Bradley. I haven’t been able to check it, but I’m informed that he is a man of integrity, and this is an authentic quotation. I quote his full remark:

"Did you read the address that Lenin gave outside the walls of the Kremlin in the city of Moscow? Of course, you didn’t. It is in English and it is published. That address outlined the pattern, and everything that Lenin said outside the walls of Moscow has worked out according to this pattern, and what was it?"

He concluded that address by saying, "We will win the Western world for Communism without shedding a drop of a single Russian soldier’s blood." And he said, he carried it out, and he went on with his unprecedented eloquence before a quartet of a million Russians who were underpaid and very hungry and we’re reviled, and said, we will bankrupt the Western world. We will bring fear; suspicion; we will work inside by creating racial hatreds, religious antagonisms; we will pit father against son; wife against husband; we will inaugurate campaigns to hate Jews and to hate Catholics and to hate Negroes; we will inspire strikes and riots; we will plant the seeds of turmoil and we will cover it all with an inflation which will lead to economic disaster until we have fourteen million unemployed people on the streets of the democratic country of imperialistic America. We will break their economy; we will send their dollars down until it is not worth 10 cents. We will destroy the future security of their lives, their homes, their old-age pensions, until a life annuity that someone felt would be substantial for the last of life will buy but a loaf of bread. We will break their spirit. We will frighten them; we will leave them. We will create political chicanery; we will confuse international diplomacy; we will do these things.

Now that was the manifesto that Lenin delivered as the way Communism and the Social State would destroy American democracy.

Characteristics of Socialism

In view of the fact that in our generation we have sacrificed more human lives and property of American lives and have spent millions of dollars than any two previous generations, seeking to maintain our free way of life against the threat of the totalitarian state, some friends of mine have gone over the decades before the rise of the totalitarian state and enumerated twenty characteristics which were obtained in those European lands where the totalitarian state has come into existence. It is the claim of these historians that these twenty characteristics implemented the philosophy of Karl Marx and Lenin producing the totalitarian state. We of America have fought two wars and perhaps stand on the verge of a third global war to defend our democracy against the threat of the totalitarian philosophy. I believe a careful reading of the last seven-five years of recorded history will reveal that these twenty characteristics produced the totalitarian state. As I list them, you determine for yourself how many of them have already infiltrated into our American way of life. How foolish we are to spend our billions in fighting the results of a philosophy and then permit the same trends to produce in our land the same results. These trends produced the totalitarian state in Europe, by the law of cause and effect the same trends if unchecked will produce the same results in America. I quote them:

1. Excessive borrowings
2. A huge national debt
3. Unbalanced budgets
4. Deficits piled upon deficits
5. Conscriptory taxation
6. Extravagant public works
7. Subsidies to various groups of citizens
8. Concentration of power in the Chief Executive
9. Sapping the independence of the Courts
10. Arbitrary executive action, regulation by men rather than by written statutes
11. A planned economy for the nation
12. A greatly enlarged bureaucracy
13. Private investments restricted
14. Individuals denied the freedom to own property
15. Subversive forces encouraged
16. Class conflicts stimulated
17. Thousands of publicity experts to carry out the government’s program of innuendo
18. Encroachment upon freedom of the press to protect complete control
19. Attacks upon industry which destroyed its morale and created antagonisms on the part of the consumer and worker
20. Gained control of educational system

Stop, Look and Listen

Now these historians tell us, and as far as I have been able to check back since I got them and read the history which produced the totalitarian state, I have found that they are correct—that they were the characteristics, they were the trends, they were the interrelationships that took place within the nation, and as a result there evolved your totalitarian state. Since it is a fact in human experience that history does repeat itself, and that certain causes always produce the same effect, isn’t it wise and well for every one of us who loves this nation, this blessed way of life, to stop, look and listen, and see how many of these characteristics that implemented the totalitarian philosophy have already infiltrated themselves into our American way of life? These trends are in perfect harmony with the pattern that Lenin said would be the way he would conquer the Western world without shedding a drop of a Russian soldier’s blood. By destroying the economy and the freedom of the man from within, he said, they would produce a condition where the next step in the crisis would be the emergence of the totalitarian state to take over. I am disturbed because I know this is true.

Why I Love America

Now, I’m the son of a poor Baptist minister who left the practice of medicine to go into the ministry. From the day I was seventeen years old to this good hour nobody has given me anything. I’ve had to work my way through college and the seminary. I am no son of an economic royalist. But I thank God this morning that I am an American citizen.

Character in Government

Republicen self-government has always depended upon six elements of personal character. What are they? First, self-reliance; second, personal responsibility; third, thrift; fourth, courage, fifth, individual initiative; and sixth, did most important, spiritual faith. Our system of constitutions was built upon spiritual consent without citizens who still hold in their character these six elements of strength: self-reliance, personal responsibility, initiative and spiritual faith. Death of a free government.

(Continued on Page 8)
"Thank God for America"

(Continued from Page 7)

ment will come when any policy is introduced which weakens any of these six elements, caus-

ing them to decay. I submit to you as a Chris-

tian American, if we will open our eyes and

look, isn’t there abundant evidence that we

have millions of Americans today who want to

throw into the wastebasket these six elements

of personal character upon which, and upon

which alone, our constitutional free government

can exist, and turn instead and look to a pa-

ternalistic state, spawned in the philosophy of

a Socialism that breeds Communism.

Danger to the Church

What has all this to do with Southern Bapt

ist Church? Everything! If the godless atheistic

philosophy of totalitarian Russia should break

down from within our America, the doors of this

church and the doors of every other church

would be closed. Lenin, at the same time he
gave this speech, made another statement:

“Bastard,” he said, “any thought of God from

the superfluous vaporings of wishful minds. Be

ligion and God are two nasty things to be hon-

ished from the world.” Thank God for America

that has proven the one bulwark against this

false way of life.

A Prayer for Wisdom

May God give us wisdom to stop and check

and seek to discover if there are these trends

which threaten the very foundation of our nation

infiltrating into our thinking. May God give

us courage and wisdom to stop and check now

that we may save for ourselves and for those who

come after us the most blessed way of life, a

way of life stemming from the teachings of this

Book, the Bible. I remind you that the man of

Gandhi, if the Son shall make you free, ye shall be

free indeed.” With Him human freedom was

paramount. It was the individual rather than

the mass which Jesus came to

redeem and rightly evaluate. God give us

wisdom as a free people to re-examine every

claim submitted to us by the stern voice of politicians,

rather than statements, who seek to introduce

trends that are as certain to destroy our way of

life as the night follows the noon.

We can prove in a most sincere and genuine

way our gratitude to God by a redemption of

our life to him. As we thank God for America,

may we strive to keep its way of life as a heri-

tage for our children and our children’s children.

LAUREL MISSISSIPPI
NAMED FOR LAUREL TREES

Ellin Cooper, Jr., son of the former

GM&O Attorney of Laurel, Mississippi,

writes the News that Laurel, Mississippi

would have been named Whinery for an

engineer in charge of the construction of the

railroad through Laurel, but for an

observation of that engineer.

Major Whinery, who had been the pro-

cessed to bear his name, remarked on the

number of laurel trees in the vicinity.

Then it was decided to name the site

"Laurel", instead of "Whinery", as first

proposed.

Azalea Trail

(Continued from Page 1)
ganized, with Dr. H. P. Lodinig its first

president. Dr. Loding continually ad-

vocated the adoption of the azalea as a

flower to be linked with Mobile’s name.

From this point the credit for the spread-

ing of the movement goes to women’s

clubs, private gardens, individuals, the

press and the Junior Chamber of Com-

merce.

GM&O Has Promoted The Trail

The GM&O News with Jake

Hamon as editor began the azalea

movement in 1925, and the NEWS

carried the first color photographs

ever to be published of the trail.

In 1933 the Azalea Trail, Inc. was

organized under the sponsorship of the

Jaycees. In 1938 the distinction of

being the outstanding civic project in

the United States was awarded the

Mobile Junior Chamber of Com-

merce’s Azalea Trail project. This

resulted in the story of the Azalea

Trail being taken to and presented at

the national convention of the U. S.

Junior Chamber of Commerce at

Tulsa, Oklahoma. GM&O’s Commer-

cial Agent W. B. Hahn (now division

Twenty-One Attend Saftey
Meeting At Corinth

Twenty-one members of the Operating

Department attended a Safety Meeting

held in Corinth, Mississippi on January

9th, with Trainmaster S. A. Dickson con-
ducting the meeting.

Mr. Dickson emphasized that although

operating rules are read many times it is

necessary to be alert to the presence of

danger that exists in and about moving

equipment. The matter of safety should

be kept foremost through the observance

of these operating safety rules.

freight traffic agent at Jackson, Ten-

nessee) was a member of this five

man committee, which presented

motion pictures of the Trail and Bel-
lengrath Gardens.

Bellingrath Gardens Ends Trail

The gate to Bellingrath Gardens is the

end of the Azalea Trail. Here, twenty-

five miles south of Mobile, on the Dele-

Aux-Oies (Fowl) River, are 800 acres of

land, about sixty of which have been

remarkably landscaped and developed into

the “Charm Spot of the Deep South”. Since

1933 this now-incorporated institu-
tion has been opened to visitors to view

azaleas of all colors and sizes and five or

six hundred varieties of camellias amid

a background of moss draped oaks and

semi-tropical foliage.

Azaleas Vary in Color

Azaleas, which are easily rooted, range

in size from a few inches high to twenty

feet, and, when in bloom, are a mass of

vivid color. The foliage of the shrub is

smothered in the crimson, coral, pink,

white or purple flowers shaped like a

trumpet, that the bush may bear. Mo-

bilians are constantly planting and replan-

ting, each attempting to add a bit of
color to the flamboyant spectacle which

is Mobile at azalea time.

The Trail route starts in the center of
downtown Mobile, and winds its way

westward through the residential part of

the city. Directions are well marked,
but buses and guides are available. Along

the way, beside the enchanting spectacle

of 35 miles of streets, parks and homes

brilliantly bedecked with azaleas, one

may see century old oaks, draped with

Spanish moss, anti-bellum homes and

historic points of interest amid a mixture

of traditional and Southern architecture.

Music to the ears of Mobilians were

the words of Charles Laughton, who
drove over the Trail on the afternoon

prior to his evening performance of "Don

Juan in Hell" featured in the 1951 festi-

val—“How can I play the devil tonight

when I have been in paradise all after-

noon.”

Miss Burney Is F. B. I. Tennis Champion

Miss Laura Bur-

ey, former GM&O

employee and daugh-
ter of Shop Fore-

man T. M. Burney,

Jackson, Tenn., has

for the past six

months worked for

the F.B.I. in Wash-

ington, receiving 2

promotions in the 6

months. She is

shown in the pic-

ture being present-

ed with a trophy by

J. Edgar Hoover,

center, for winning

the F.B.I.-RA Tennis

Tourament. Speci-

al Agent H. J.

Bremermane, the

winner of the men's
division of the tour-

ament, is on the right.
Engineer E. S. Parker, Bloomington, Illinois was commended by Supt. Conery for discovering trouble with engine and making repairs so that the train could proceed without undue delay.

Conductor Ben W. Norton, E. St. Louis, Illinois, was commended by Supt. Thomson for his alertness in discovering, while inspecting his train, a flange cracked in several places, thus preventing serious property damage.

Operator Joseph Baeckis, Plainview, Illinois, displayed close attention to duty in discovering a broken beam down on a passing car, and notifying the train crew so that the car could be set out.

Operator G. F. Fickel, Atlanta, Illinois, on seeing fire flying from one of the wheels under a passing train, notified the crew who set the car out and discovered that a journal had broken off the car.

Section Laborer Ray Sparks, Ridgely, Illinois, not only discovered a brake beam down on a passing car and notified the conductor, but he also rendered valuable assistance to the crew in restoring this brake beam when the train stopped.

Switchman W. E. Russ, Venice, Illinois, while working as helper, and handling a cut of cars, detected a badly broken wheel under a car and called this to the attention of the car foreman.

Brakeman J. W. Atchison, Tuscaloosa, Alabama, was commended by Trainmaster Selph for observing, while his train was stopped another to pass, a brake beam down on the passing train, and notifying the crew of the train of this defect.

Yardmaster J. D. Siopean, Kansas City, Missouri, was commended by Supt. Miller for finding a broken rail and immediately reporting it so that repairs could be made.

Conductor R. Rafter and Helpers A. Capra and N. Jepsen, Joliet, Illinois, were commended by Supt. Conery for rendering valuable assistance to the car inspector in removing a fallen brake beam and routing the train around the car from which the beam had fallen.

Brakeman F. L. Grace, Jackson, Tennessee, was commended by Supt. Moore for finding a broken angle bar and reporting it promptly to section men for repairs.

Miss Lois Hibner, clerk at Wilmington, Illinois, was commended by Supt. Conery for interest in the company welfare when she noticed a train standing for a considerable period of time. She became apprehensive about it and called the yardmaster at Joliet and notified him about this train, which was found to be disabled.

Engineer L. B. Hansford, Switchman L. P. Haney, Machinist J. V. McNeal, Machinist Helper J. D. Whitfield and Hostler Helper Tom Perry were all commended by Supt. St. John for unusual ingenuity in using wooden blocks to get an engine over a broken rail they had discovered as the engine started over the rail.

Section Foreman D. R. Gibson, Olinton, Kentucky, was commended by Supt. Forlines for quick thinking when, on detecting the sound of a broken rail as a freight train passed over the track, he went out and investigated. He flagged passenger train No. 15 and headed it through siding and replaced the defective rail.

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<table>
<thead>
<tr>
<th>OUR FREIGHT BUSINESS</th>
<th>Revenue Car Loads Billed And Received On GMAXO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1951</td>
<td>1952</td>
</tr>
<tr>
<td><strong>JAN.</strong></td>
<td><strong>JAN.</strong></td>
</tr>
<tr>
<td>50,300</td>
<td>50,480</td>
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<tr>
<td>48,583</td>
<td>49,692</td>
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<tr>
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<tr>
<td>50,446</td>
<td>50,530</td>
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<tr>
<td><strong>MAR.</strong></td>
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<tr>
<td>50,415</td>
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<tr>
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<tr>
<td><strong>JUNE</strong></td>
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<td><strong>DEC.</strong></td>
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Comparison of the first month of the years........

<table>
<thead>
<tr>
<th>1951</th>
<th>1952</th>
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<tbody>
<tr>
<td>60,486</td>
<td>50,487</td>
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</tbody>
</table>

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9
Passing the GM&O passenger station at Jackson, Mississippi is a local freight train, headed South. In the background can be seen the old capitol of Mississippi, in which many state employees maintain offices.

Across the street and railroad tracks from the passenger station in Jackson is the GM&O freight station. Freight train No. 32 is shown going North. The two stations are within walking distance of the modern business section of Jackson.

Jackson Ticket Agent Roy Givens has had a pleasant good morning for Rebel passengers since the installation of the streamliners in 1935.

Often around the station at Bogalusa, Louisiana, meeting the “Little Rebel” may be found (left to right) General Roadmaster Jim Corbin, Trainmaster E. B. (“Slick”) Sumrall and Claim Agent Chas Mizell.

General Agent F. S. Dean and Freight Agent Montie Harmon have made friends for the GM&O in Jackson, Mississippi for many years.

Chief Clerk A. D. Burkhalter, left, and Rate Clerk Clyde Davis keep busy in the Freight Department at Jackson.

Supervisor J. J. Smith, of the Louisiana Division is entering his fortieth year in the Maintenance Department. He is a familiar figure on the “Little Rebel”, checking track.