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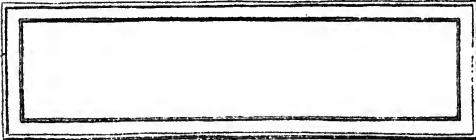
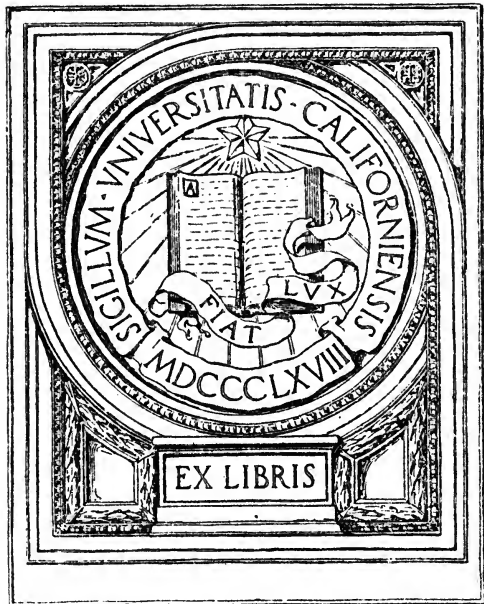


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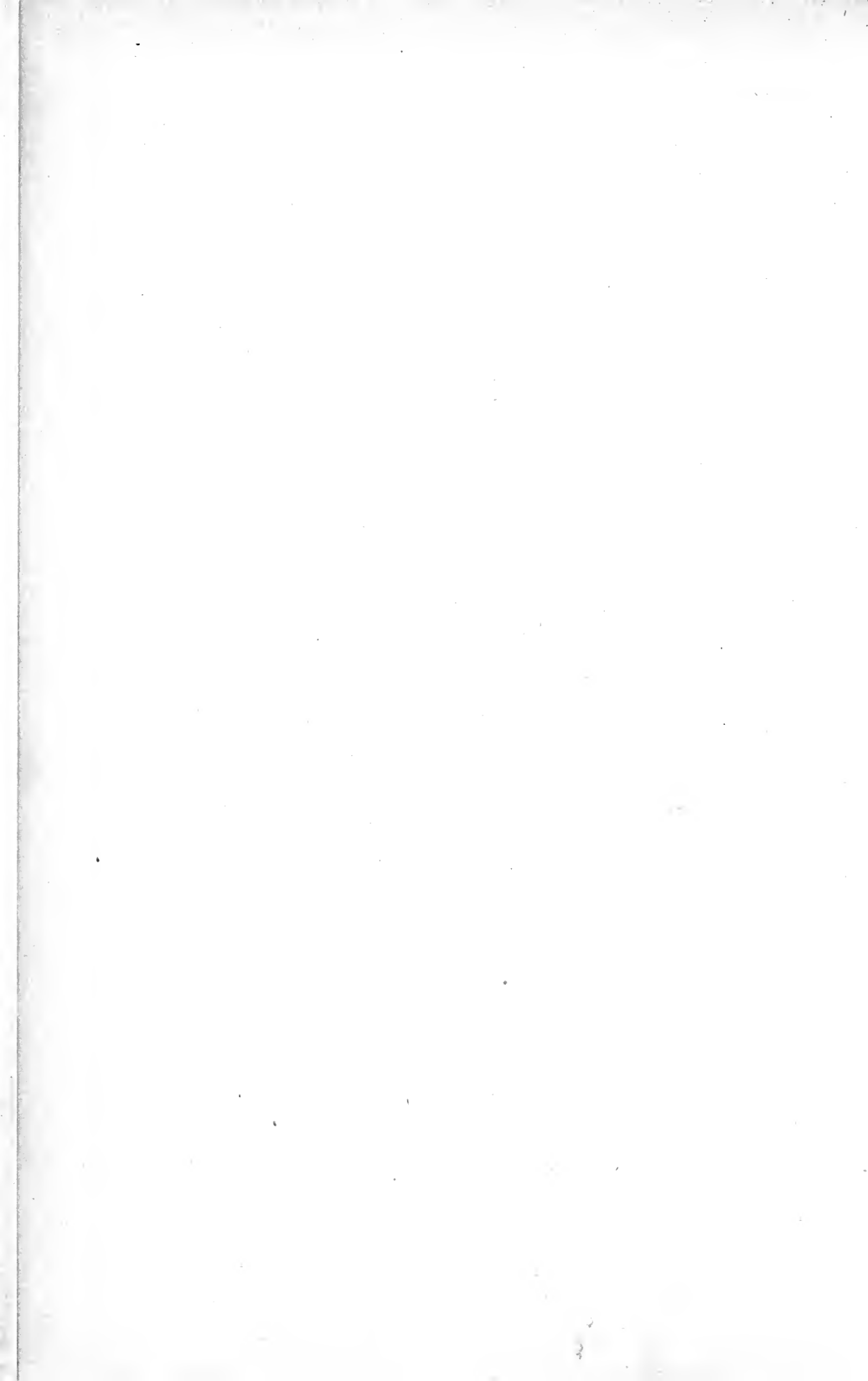
The Past, Present and Future of Railway Clubs

By Daniel M. Brady

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LEANDER GAREY

LEANDER GAREY

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1873-1886

PRESIDENT
New York Railroad Club
1872-1886

PRESIDENT
Master Car Builders' Association
1874-1885

UNION OF A.M.B.
CALIFORNIA

THE
PAST, PRESENT AND FUTURE
OF
RAILWAY CLUBS

BY
DANIEL M. BRADY

- ASSISTANT TO PRESIDENT MASTER CAR BUILDERS ASSOCIATION, AND
PRESIDENT NEW YORK RAILROAD CLUB, 1873-1883
- SECRETARY MEETINGS TO DISCUSS AND REVISE RULES GOVERNING THE
INTERCHANGE OF CARS, HELD AT TIFFT HOUSE,
BUFFALO, N. Y., 1874-1882
- SECRETARY MASTER CAR BUILDERS CONVENTION MEETINGS TO DISCUSS
AND REVISE RULES GOVERNING THE INTERCHANGE
OF CARS, 1878-1883
- MEMBER NEW YORK RAILROAD CLUB, 1873-1913; MEMBER EXECUTIVE
COMMITTEE, 1892-1904
- PRESIDENT AMERICAN ELECTRIC RAILWAY MANUFACTURERS
ASSOCIATION, 1903-1905
- MEMBER CENTRAL, 1882; NEW ENGLAND, 1883; PITTSBURG, 1901;
RICHMOND, 1902; CANADIAN RAILROAD CLUBS, 1907.

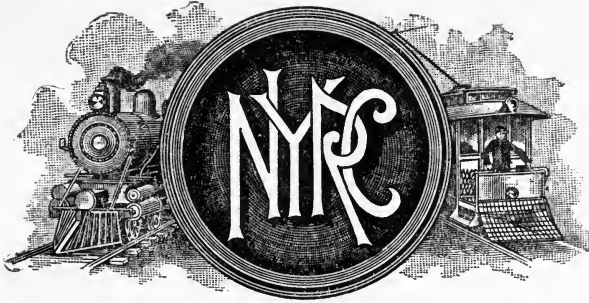


NEW YORK
1913

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OFFICIAL PROCEEDINGS
of the
New York Railroad Club

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VOL. XXIV. NEW YORK, N. Y., December, 1913 NO. I.

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Past Presidents

Attention of members is especially called to the library of 50,000 volumes and 400 current technical periodicals, in the Engineering Societies' Building, No. 29 West 39th Street, which is open to all from 9 a. m. to 9 p. m., except Sundays and holidays. Special privileges will be accorded on presentation of your membership card.

PROCEEDINGS OF THE NEW YORK RAILROAD CLUB

at meeting held at the Engineering Societies' Building,

29 West 39th Street, New York City,

Friday, November 21, 1913.

The meeting was called to order at 8:30 P. M. by the President, Mr. Eugene Chamberlin.

The names of those who registered in attendance are as follows:

Aldcorn, Thomas	Burwell, J. H.	Cameron, W. F.
Anderson, J. B.	Bannan, John H.	Clumpp, W.
Apps, Charles H.	Borne, Geo. L.	Calkins, A. E.
Alfieres, E. J.	Boaz, C. H.	Cross, Wm. C., Jr.
Anderson, J. S.	Brangs, Paul H.	Chase, W. F.
Adams, A. G.	Buchanan, E. G.	Cutler, W. F.
Adamson, Geo. W.	Buckelew, Chas. W.	Curtiss, E.
Byrne, R. F.	Blake, H. W.	Conarton, E. W.
Beach, J. W.	Brower, R. M.	Christie, C.
Bundy, C. F.	Brownrigg, J. N.	Carr, E. T. M.
Barden, G. A.	Brach, C.	Conn, C. J.
Bassett, W. M.	Bradford, C. C.	Dodge, Herbert K.
Betram, E. A.	Barton, T. F.	Davis, E. W.
Best, W. N.	Basford, G. M.	Duncan, Henry C.
Bulkley, F. S.	Boyer, C. W.	Dudley, H. A.
Bennett, I. E.	Babcock, W. G.	Dunham, W.
Bender, Frederick W.	Boucher, William J.	Dugan, A.
Bjooks, Chas. A.	Cunningham, J. T.	Denton, W. E.
Byrn, P.	Colahan, T. F.	Del Mar, Wm. A.
Burgert, Garrett.	Cunningham, Shirley B.	Dellert, W. H.
Brady, Daniel M.	Christie, D.	Dell, Fred C. J.
Brinckerhoff, F. M.	Cutter, F. B.	Dailey, E. B.
Besler, W. G.	Case, S. T.	Dieter, P. W.
Barnett, Stephen D.	Campbell, John D.	Delaney, T. A.
Boyer, Warren L.	Cameron, A.	Dower, Chas. R.
Brazier, F. W.	Coombs, R. D.	Dillon, S. J.
Brolles, John	Chase, H. W.	Demarest, G. L.
Buckbee, W. A.	Crowley, P. E.	Dewson, E. H.
Blake, E. M.	Campbell, N. A.	Droege, J. A.
	Cooke, D. E.	Dunham, F. C.

Dee, William V.	Gleason, Geo. D.	Kelly, R. J.
Driscoll, F. E.	Gray, Joshua B.	Keiser, C. B.
Davidson, W. W.	Hayden, John J.	Keller, Jos.
Davidson, W.	Herrick, C. R.	Kaylor W. G.
Day, Geo.	Hall, Wm. H.	Kent, Jas. D.
Dane, A. P.	Hoeffle, Geo.	Kerr, George F.
Desch, John L.	Hopkirk, T. H.	Kelly, G. W.
Desch, O. G.	Haines, W. H.	Kelly, Raymond
Dryden, W. L.	Hayes, Ross F.	Kelleher, Edmond
Drew, Frank	Hulme, J. W.	Kendig, R. B.
Downer, V. E.	Heilig, E. W.	Kennedy, Frank M.
Davis, W. H.	Hutchinson, E. D.	Kinhead, J. A.
Errickson, Chester	Holman, O. D.	Kinney, W. H.
Elliott, E. O.	Horn, C. A.	Lewis, H. E.
Estey, S. J.	Hegeman, B. A., Jr.	Lowell, C. E.
Eckenrode, G. Harry	Hoyt, Daniel	Lake, Wm. A.
Estabrook, W. H.	Harper, T. S.	Lane, C. L.
Enderly, P.	Hope, W. C.	Loughurst, A.
Evans, Benjamin	Huntington, C. W.	Leach, C. E.
Errickson, J. A.	Henry, Wm. T.	Leslie, S. I.
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Gernert, H.	Isham, H. S.	Munger, E. T.
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Graham, S.	Jones, Lewis R.	Mowry, James G.
Grymes, A. J.	Jones, F. W.	Mobrey, Edgar
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McArdle, Jos.	Regan, J. H.	Stieler, F. C.
MacEnulty, J. F.	Robins, J. B.	Thomas, Richard L.
McManus, Thos. F.	Rogers, J. W.	Turner, H. N.
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McGinness, H. S.	Smith, J. D.	Taylor, W. O.
Newell, Henry A.	Stevens, J. A.	Trubee, W. A.
Nutting, L. B.	Sharp, E. W.	Temple, H. E.
Nicol, G. A.	Strauss, M. H.	Teas, D. H.
Newkirk, F. H.	Strickland, A. H.	Teufer, J. A., Sr.
Neale, F. A.	Spidell, George	Tock, Victor, Jr.
O'Brien, Esmond P.	Shoemaker, D. L.	Toby, S. T.
O'Rourke, D. K.	Strait, W. G.	Tock, Frank
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O'Brian, F. P.	Smith, E. B. (N. Y. C. & H. R. R. R.)	Van Clief, John M.
Pfingst, John	Smock, F. A.	Vreeland, H. H.
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Pearce, J. H.		Weis, F. A.
Purdy, H. F.		Wood, Robert C.

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Mitchell, A. E.	Potter, C. H.	Slenker, C. A.
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McConnaughy, H. G.	Reid, John	Sage, F. B.
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McArdle, Jos.	Regan, J. H.	Stieler, F. C.
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Nicol, G. A.	Strauss, M. H.	Teas, D. H.
Newkirk, F. H.	Strickland, A. H.	Teufer, J. A., Sr.
Neale, F. A.	Spidell, George	Tock, Victor, Jr.
O'Brien, Esmond P.	Shoemaker, D. L.	Toby, S. T.
O'Rourke, D. K.	Strait, W. G.	Tock, Frank
Ostby, Oscar F.	Smith, E. B. (Am.	Tyler, Walter
Olds, Fred L.	Brake Shoe Co.)	Underhill, Geo. A.
Oatley, H. B.	Schuman, Paul G.	Vidler, W. J.
Olhausen, J. H.	Smith, A. V.	Vidal, H. O.
O'Brian, F. P.	Sawyer, E. T.	Van Clief, John M.
Pfingst, John	Smith, E. B. (N. Y.	Vreeland, H. H.
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Playter, Geo. H.	Snyder, L. H.	Woodwell, J. E.
Pierce, Chas. F.	Stein, C. H.	Woodward, H. S.
Pearce, J. H.	Sauvage, W. H.	Weis, F. A.
Purdy, H. F.	Smith, P. W. J.	Wood, Robert C.

Wilhelmy, Geo. F.	Weiss, Arthur J.	Welch, Harold F.
Wade, E. B.	Wildin, G. W.	Wheatly, A. V.
Winship, James G.	Whyte, F. M.	Wilson, J. McNaull
Weidenmuller, J. W.	Waugh, T. L.	Wright, R. V.
Wood, W. R.	Warburton, Walter E.	Wilkinson, W. H.
Winship, L. C.	Wyrall, C. de	Wellman, H. C.
Wheeler, Wm. B.	Willett, Alfred H.	Whiteford, Albert M.
Wallam, H. L.	Ward, John E.	Yardley, C. B., Jr.
Wyld, Robert H.	Weiler, G. H.	Zimmerman, Wm. B.
Walker, Chas. H.	Whipple, H. B.	

The PRESIDENT—I am requested by the Secretary to say that money in payment of dues has been coming in so rapidly this evening that he has been unable to provide receipts to all who have paid him; but he advises that he has put down their names and will send receipts in due course. Therefore those who feel that they have paid their dues and do not receive receipts can apply to the Secretary. (Laughter.)

The roll call will be dispensed with, as it has been provided for by attendance cards; reading of the minutes of the October 17th meeting will be omitted, as the proceedings have been printed and distributed to the members.

The next in order is the annual report of the Secretary.

The SECRETARY—In view of the fact that we need all the time that we have for the other exercises, the Secretary will just give a brief resume of the report and it will be published in the printed proceedings, as it has in the past.

ANNUAL REPORT OF THE SECRETARY.

New York, November 1, 1913.

To the Officers and Members
of the New York Railroad Club:

Gentlemen:—The undersigned begs leave to submit herewith his annual report for the fiscal year 1912-1913, and which is as follows:

RECEIPTS

From advertising	\$5,096.87	
“ initiation fees, candidates not yet elected (17)	51.00	
“ dues, candidates not yet elected (17).....	34.00	
“ “ for 1906.....	2.00	
“ “ “ 1907.....	2.00	
“ “ “ 1908.....	2.00	
“ “ “ 1909.....	4.00	
“ “ “ 1910.....	8.00	
“ “ “ 1911.....	20.00	
“ “ “ 1912.....	156.00	
“ “ “ 1913.....	2,720.00	
“ “ “ 1914.....	118.00	
“ initiation fees of new members	669.00	
“ sales of Proceedings.....	128.98	
“ miscellaneous sources	25.22	
“ Two (2) members made odd payments of \$1 each	2.00	
Total.....	—————	\$9,039.07

ADVERTISING ACCOUNT—

Collected.....	\$5,096.87	
Uncollected.....	1,928.21	
Total.....	—————	\$7,025.08

MEMBERSHIP—

Number of members at date of last annual report . .	1864	
Number of members elected during 1912-1913.....	240	
Number of members reinstated.....	80	2184
Dropped for lack of address.....	35	
Deceased.....	15	
Resigned.....	33	83
Total number of Members Nov. 1, 1913.....		2101
Number of members in arrears for dues for 1913....	204	

Respectfully submitted,
HARRY D. VOUGHT,
Secretary.

The PRESIDENT—It is customary for the Club to deal with the annual report of the Secretary and usually orders that it be printed in the proceedings of the meeting.

A MEMBER—I move that it be accepted.

On motion, duly seconded, the report of the Secretary was accepted and ordered printed in the proceedings of this meeting.

The PRESIDENT—In the absence of the Treasurer, Mr. R. M. Dixon,—which is unavoidable,—the Secretary has been asked to present Mr. Dixon's report.

The Secretary read the report of the Treasurer as follows:

ANNUAL REPORT OF THE TREASURER.

November 19, 1913.

To the Officers and Members
of the New York Railroad Club:

Gentlemen:—The following is a statement of the receipts and disbursements of the New York Railroad Club since the issuance of the last annual report, dated November 1, 1912.

Balance on hand Nov. 1, 1912.....	\$14,411.76	
Received from Secretary.....	9,039.07	
Interest.....	533.55	
Credit English & German Money Orders.....	3.75	
Total.....	<u> </u>	\$23,988.13

DISBURSED ON APPROVED VOUCHERS—

Printing, mailing and stationery.....	\$3,549.59	
Stenographer.....	270.00	
Rent.....	1,151.19	
Entertainment.....	2,629.81	
Secretary's salary and expenses.....	1,668.79	
Miscellaneous.....	510.50	
Exchange.....	2.74	
Total.....	<u> </u>	\$9,782.62
Balance.....		<u>\$14,205.51</u>

Respectfully submitted,

R. M. DIXON,
Treasurer.

BALANCE SHEET—

Cash on hand per Treasurer's report.....	\$14,205.51	
Due from advertising.....	1,928.21	
Due from dues for 1913.....	408.00	
Securities.....	350.00	
Office furniture.....	460.00	
Total.....	<u> </u>	\$17,351.72

The PRESIDENT—The same procedure is usually followed with the Treasurer's annual report. Will it be printed in the proceedings of this meeting?

On motion, duly seconded, the report of the Treasurer was unanimously accepted and ordered printed in the proceedings of the meeting.

The PRESIDENT—In connection with the reports of the Secretary and Treasurer, the President would like to say a word with your permission.

The new members for 1913 show an approximate increase of 22% over 1910, 43% over 1911 and 50% over 1912. The receipts from dues, fees and advertisements for 1913 show an approximate increase of 11% over 1910, 19% over 1911 and 7% over 1912.

The bank balance for 1912 was \$14,411.76 and for 1913 it is \$14,205.62. The expenditures for 1913 were \$879.00 in excess of 1912 and yet the balance of the bank at the close of the year, 1913, on November 1 is only \$200 less than it was in 1912.

The speaker assumes no personal credit whatever for what might be deemed a satisfactory showing. He is only deeply grateful that it has occurred during his administration. (Applause.)

Gentlemen, next in order is the presentation of the paper of the evening. The author of the paper needs no introduction. He is known in parts of the country where the speaker would be treated as a stranger and he is so well known to us all and has so endeared himself to us by his splendid work in the club's behalf that it affords us infinite pleasure to present Mr. Daniel M. Brady, President of the Brady Brass Company, who will present to you the paper of the evening on "The Past, Present and Future of Railway Clubs." (Great applause.)

Mr. DANIEL M. BRADY—Mr. President and fellow-members of the New York Railroad Club: You have often heard some people are born great and others have greatness thrust upon them. I am going to enroll myself in the latter class this evening. I do not know who it was suggested I should write this paper, but one or two of the former Presidents of the Club have been very insistent I should say something on the subject. In these busy times it is rather difficult to gather your thoughts together, and during the summer season I have allowed the matter to drift along, so that it was only within the past few days I got down to compose what has been sent out to you in the shape of a paper. The idea, I believe, of the gentlemen who first suggested the paper was that some of the data in connection with the achievements of the railway clubs of the country, and particularly the practical benefits of those clubs, should assume some shape which might in time be referred to more or less as a reference. After the discussion this evening, which I am sure will be more valuable than

the paper itself, it is the purpose of the Club, I understand, to distribute copies among all of the railroad clubs, and it is sure to reflect credit on the officers of this society.

I do not believe that there is any gentlemen here this evening who is not in harmony with the statement that the work of the railway clubs throughout the country has been of so much importance and of such interest during the past ten years as to attract the attention of not only the Interstate Commerce Commission at Washington, but Public Service Commissions in the various states, notably those of Massachusetts and New York, and as many of our members probably know, we have on the latter commission several from our own roll. The statement of Secretary Moseley, on the first page, speaks for itself.

"THE PAST, PRESENT AND FUTURE OF RAILWAY CLUBS"

BY

DANIEL M. BRADY

PRESIDENT BRADY BRASS COMPANY

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["If I were to begin to tell you the good that I have derived from the work of the Railroad Clubs, it would be necessary for me to pass in review the entire administrative work of my office for the past ten years or more. With regard to the Safety Appliance Laws, particularly, the most practical and valuable suggestions I have had have come from these Clubs, and I am constantly receiving ideas and suggestions through the reading of your papers and discussions, and from members direct, that are of great service to me. I can only say in conclusion that I consider the Clubs a factor of supreme importance in the problem of railway administration, and I sincerely hope they may long endure and prosper."—

The late Mr. Edward A. Moseley, Secretary, Interstate Commerce Commission, before the CENTRAL RAILWAY CLUB of Buffalo, N. Y., [January 12, 1906.]

It should be stated at the outset there is no intention of treating in this paper a subject so broad and large in scope and matter, except in a brief and narrative fashion. Liberal references, it will be observed, are made to those who in the past initiated and made possible the successful meetings, clubs and conventions of a technical railroad character, with a view to establishing some data for future reference.

While this paper will endeavor to be impersonal, if it should appear otherwise, the intent will be understood.

Bear in mind there are two classes of people in all walks of life; one is made up of those who go ahead and do something; the other of those who follow after and criticise those going ahead.

The transportation industry has made America what it is more than any other factor since its discovery. Volumes can be written to substantiate this paragraph, two examples in the concrete ought to suffice. Take Greater New York, with its millions of people and remove from them the modern subways, elevated, steam and electric railways used daily to transport its inhabitants, and what would be the result? Can you picture the scene?

Eliminate the trunk and trans-continental railway lines running from New York, Chicago and adjacent cities to San Francisco and from the Atlantic to the Pacific. What would become of the American nation and its population? Do you know any one who can summarize the results'?

The railroads of our country in the past have had an inning. Their opponents are now having theirs.

The pendulum has been moving in the same direction for a long time, but the sound sense of the American people, before the game is over, is bound to assert itself, and the pendulum will assume its normal swing once more.

The dominant party has just put in effect a new Tariff Law, a safe currency bill will soon be enacted, reasonable advances in freight rates must surely be allowed, and as a natural sequence, the coming year should witness a reaction in business and much prosperity follow. This nation is not receding, it is advancing. Optimism is the word.

Once the wheels of railway industries get running again at high speed, what an impetus there will be to business.

It is estimated it will take \$700,000,000 alone to buy all the steel passenger cars needed, \$800,000,000 to provide for new freight cars and \$300,000,000 to install new and improve the present signals. In greater New York alone, from four to five thousand passenger cars must be bought to operate new trackage and take care of renewals.

Prior to the first annual convention of the Master Car Builders' Association at Altoona, Penn., September 18th, 1867, a number of meetings had been held. The Master Car Builders' Association, or rather the National Car Masters' Association, as it was at first called, was organized at a meeting held in Springfield, Mass., on Wednesday, May 15th, 1867. Previous to that time, however, a number of meetings of Master Car Builders had been held on the following dates and at the places named:

July, 1864, at the West Albany Car Shop.

September, 1864, at the Thirty-first St. Car Shop of the Hudson River Railroad, in New York City.

June, 1865, at the West Albany Car Shop.

September, 1865, at the Thirty-first St. Car Shop of the Hudson River Railroad, in New York City.

June 15, 1866, at the West Albany Car Shop.

September 19, 1866, at Adrian, Mich.

Of the proceedings of the first three meetings it is not known that there are any records in existence. The only report that can be given of them is one made up from the correspondence, and the personal recollection of those who were present at the meetings.

An extract from the proceedings of the first annual convention of the Master Car Builders' Association at Altoona, Pa., September 18th, 1867, with copy of its first constitution and by-laws, is as follows:

CONSTITUTION.

Article I. Name and Style.—This Association shall be known by the name of the "Master Car Builders' Association" of the United States of America.

Article II. Membership.—The members shall consist of the Master Car Builders of the respective railroads in the United States. When the roads are divided into two or more divisions, with a General Master Car Builder on each division, each of said General Car Masters may become members. Foremen of Car shops belonging to railroad companies, may become members by presenting a certificate from the General Car Builder of the road to which said Foreman may belong, which certificate shall set forth that the applicant is a regular Foreman of some car shops on said road, and is recommended for admission. When there is a General Master Car Builder on a road from which a Foreman or Foremen may wish to be admitted, then a certificate from the Superintendent of Motive Power and Machinery, or from the General Superintendent of such road, will be received.

Article III.—Persons who may be admitted in the meetings of the Association, but not as members; Presidents, Vice-Presidents, General and Assistant Superintendents, Superintendents of Motive Power and Machinery of Railroads. Contracting Car Builders may be admitted by invitation of a member of the Association.

Article IV.—The objects of this Association are; that the members may become acquainted with each other, have an interchange of opinion in reference to the best and most economical manner of constructing railroad cars, to submit drawings or models of cars, or such other mechanical works as may be desired, and discuss the merits or demerits of each drawing or model presented.

Article V. Officers.—The officers of this Association shall consist of a President, Vice-President, Secretary and Treasurer, who shall serve for one year, or in the event of there not being any annual meeting held at the time hereafter fixed, then the said officers shall continue in office until their successors shall be elected.

Article VI. Time of Meeting.—The annual meeting of this Association shall be held on the second Wednesday of June of each year, and adjourned meetings may be held at such time and place as a majority of the members present may determine at the annual meeting.

Article VII. Election of Officers.—The election of officers of this Association shall be held at each annual meeting, and shall be the first business in order after the reading of the minutes of the previous meeting. The persons receiving a majority of all the votes polled shall be declared elected to the respective offices, and no member shall be entitled to vote until after he has registered his name, residence and name of the road he represents. All elections for officers shall be by ballot, and the result announced by two tellers appointed by the President to inspect election.

Article VIII. President.—It shall be the duty of the President to preside at all meetings of the Association; to preserve order and proper respect of members toward each other, and see that the business of the meeting is attended to with promptness and dispatch; he shall appoint all committees, with the assent of the Association, and attend to such other duties as the Association may require of him.

Article IX. Vice-President.—It shall be the duty of the Vice-President to assist the President in the discharge of such duties as the President may require of him, and in the absence of the President he shall preside at the meetings, and discharge the duties of the President for the time being; in the absence of the President and Vice-President, the meeting shall appoint a Chairman, who shall discharge all the duties of the President for the time being.

Article X. Secretary.—It shall be the duty of the Secretary to keep a correct record of all the proceedings of the meetings of this Association, and to keep a record of the names and residences of all the members, and the names of the roads they represent; to receive all money paid into the Association, and pay the same to the Treasurer at the close of each session, taking his receipt for the same.

Article XI. Treasurer.—It shall be the duty of the Treasurer to receive from the Secretary all money belonging to the Association, giving his receipt for the same; to pay all orders drawn on him by the Secretary and counter-signed by the President, and to attend to such other duties as the Association may require of him.

Article XII. Dues.—Each member shall pay annually to the Association his proportion of any amount of money that may be required to meet any expenses of printing, stationery or any other matter necessary for the business of his Association.

Article XIII. No question or discussions, as to regulating of work, the amount of wages to be paid by the day, week or month, by any railroad company, nor the number of hours that shall constitute a day's work, shall be allowed at the meetings of this Association.

Article XIV. No patents, patentees, nor their agents, shall be admitted in the meetings of this Association for the purpose of presenting or advocating the claims of any patent or patentee, and all discussions in reference to patents shall be prohibited in the meetings of this Association.

Article XV. The hours of meeting shall be from ten to twelve A. M., from two to five P. M., and from seven to nine P. M. Any member may have the privilege to introduce a friend at the meeting of the Association, but such friend shall take no part in the business of the meeting.

Article XVI. The Constitution and By-Laws may be altered or amended at any Annual meeting of the Association, by a two-third vote of the members present.

RULES OF ORDER

1. Calling the Roll of Officers and Members.
2. Reading the Minutes of the last meeting.
3. Election of Officers for the ensuing year.
4. Reports of Committees appointed at previous meeting.
5. Unfinished business.
6. New Business.
7. Miscellaneous Business.

The following enrolled their names as members:

Jones, Joseph, New York Central R. R., West Albany, N. Y.
 Perkins, E. F., Vermont Central R. R., St. Albans, Vt.
 Dean, Reuel, Boston & Worcester R. R., Boston, Mass.
 Marsh, N. H., Cleveland, Painesville & Ashtabula R. R., Cleveland, O.
 Lawler, J. J., Pittsburgh, Columbus & Cincinnati R. R., Steubenville, Ohio
 Mileham, J. N., Bellefontaine & Indianapolis R. R., Indianapolis, Ind.
 Waldie, H. O., Cleveland & Toledo R. R., Norwalk, Ohio.

Beatty, G. R., Norwich & Worcester R. R.
 Shattuck, Geo., Rome, Watertown & Ogdensburg R. R.
 Smith, W. F., Cleveland, Columbus & Cincinnati R. R., Cleveland, O.
 Cleve, W. F., Cleveland, Columbus & Cincinnati R. R., Cleveland, O.
 Hayes, S. J., Illinois Central R. R., Chicago, Ill.
 Gambell, G. L., Union Pacific R. R., Omaha, Neb.
 Steinbach, A., Philadelphia & Reading R. R., Reading, Pa.
 Gray, Hugh, Chicago & Northwestern R. R., Chicago, Ill.
 Rich, Wm. F., Penna. Central R. R., Philadelphia, Pa.
 Levan, John P., Penna. Central R. R., Altoona, Pa.
 Smith, Olney L., Providence & Worcester R. R., Providence, R. I.
 Varney, Enos, Fitchburg R. R., Charlestown, Mass.
 Boyden, George, Worcester & Nashville R. R., Worcester, Mass.
 Dunham, W. H., Pittsburgh, Ft. Wayne & Chicago R. R., Allegheny, Pa.
 Marquis, John, Pittsburgh, Ft. Wayne & Chicago R. R., Crestline, O.
 Danfield, Samuel D., W. C. & P. R. R. & P. & B. R. R., Phila., Pa.
 Childs, S. R. Virginia Central R. R., Richmond, Va.
 Shaw, Theadon G., Louisville, Cin., & Lexington R. R., Louisville, Ky.
 Stebbins, Calvin, Western R. R., Springfield, Mass.
 Scriba, Henry, Pittsburgh & Connellsville R. R., Pittsburgh, Pa.
 Perry, V. D., Hartford, Providence & Fishkill R. R.
 VanHouten, I. W., Penn. Central R. R., Philadelphia, Pa.
 Ford, M. P., Little Miami & Columbus & Xenia R. Rs., Columbus, O.
 Ramsey, R. S., Penn. Central R. R., Pittsburgh, Pa.
 Meyers, S. W., Penn. Central R. R., Harrisburg, Pa.
 Garey, L., New York & Harlem R. R., Morrisania, N. Y.
 Baker, D. S., New Jersey R. R. & Trans. Co., Jersey City, N. J.
 Spencer, S. C., Boston & New York R. R., Springfield, Mass.
 Davis, N. L., Rutland & Burlington R. R., Rutland, Vt.
 Mulligan, J., Conn. River R. R., Springfield, Mass.
 Mills, C. D., Hudson River R. R., Albany, N. Y.
 Adams, F. D., Buffalo & Erie R. R., Buffalo, N. Y.
 Copeland, C. H., (late of) Cleveland & Toledo R. R., Norwalk, O.
 Ward, Ambrose, Penn. Central R. R., Altoona, Pa.

On motion, the convention proceeded to election of officers for the ensuing year. Messrs. Jones and Perkins were appointed Tellers.

I. W. VanHouten, of the Pennsylvania Central R. R., was unanimously elected President, and Messrs. Marsh and Smith were appointed a committee to wait on the President elect and escort him to the chair, upon which the President addressed the Association, returning thanks for the honor conferred, and expressing his high appreciation of the importance of the interests confided to individual members of the Association by their respective roads.

J. Jones, of the New York Central R. R., was unanimously elected Vice-President.

C. L. Gambell, of the Union Pacific R. R., was elected Treasurer. James W. Davis, of the Pennsylvania Central R. R. was elected

Secretary. On motion, the President appointed Messrs. Shaw, Steinhach and Stebbins a committee on place of holding the next meeting.

On motion, the President appointed Messrs. Gray, Shattuck and Durham to assess the amount to be paid by each member to defray current expenses of this meeting.

On motion, adjourned to meet at 7 o'clock P. M.

An invitation having been extended to the Association by E. H. Williams, Esq., General Superintendent Pennsylvania Central R. R., to take an excursion over the road at 3 o'clock P. M., the members started in a special train, up the steep mountainside, where are exhibited, amid its deep gorges, the most wonderful triumphs of engineering skill, surrounded with the most wild and romantic scenery—on through the long tunnel at its summit, to Cresson Springs—spending half an hour amid its cool retreats and shady walks, and returning at 6 o'clock, highly delighted with the excursion.

Messrs. Leander Garey, New York & Harlem; William Johnson, New York Central; W. E. Chamberlain, Albany & Western; Joseph Jones, New York Central; C. A. Smith, Erie; D. S. Baker, New Jersey Railroad & Transportation Co.; C. D. Mills, Hudson River Railroad; F. D. Adams, Buffalo & Erie; John Kirby, Michigan Southern Railroad; C. P. Nichols, Western Massachusetts Railroad and R. V. Coon, Troy & Boston Railroad, were among the active participants of these early meetings.

The primary cause was the regulation of car traffic brought about by the establishment of three fast freight lines, known as the Red, White and Blue Lines, and which continued in business for some thirty years or more.

The future results obtained are in a measure embodied in the rules governing the Interchange of Cars, which have been a part of the standard system in operating American and Canadian Railways since the Niagara Falls convention of October, 1882.

Apropos of the first meeting, it is recorded that "Mr. Jones had often talked about the necessity of getting together to adopt some means of working together on freight cars, so he called a meeting in July, 1864," and the first meeting was held at his West Albany Shop, and in July, 1864.

"At this meeting it was resolved that we would meet in W. S. Town's office, in the Thirty-first Street Car Shops of the Hudson River Railroad, in New York City, in September, 1864."

Truck manufacturers should note the first recommendation of the Buffalo meeting of April 30, 1866, was "That a committee of three be appointed to devise a uniform, standard truck."

The meeting at Adrian, September 19th, 1866, appointed J. W. VanHouten, Pennsylvania; H. G. Brooks, Erie and F. D. Adams, Buffalo & Erie, to draw up a constitution, by-laws and rules of order and report to the next meeting at Altoona.

In reviewing the Springfield deliberations, the following resolutions, offered by J. W. VanHouten, Pennsylvania R. R., are incorporated herein.

WHEREAS, The publication of this morning's proceedings of this convention, as published in the Springfield Daily Union of this P. M., setting forth that this convention had met for the purpose of establishing a uniform rate of wages, and that said convention has indorsed patents over others for a similar purpose, is incorrect, Therefore,

RESOLVED, That it is the opinion of this convention that the report as published, has been furnished by the patentees or their agents, for the purpose of conveying to the public that this convention has indorsed the patents referred to,

RESOLVED, That this convention discountenances any such procedure, and that the Secretary be requested to have the correct proceedings of this convention published in the daily papers of Springfield. These resolutions were adopted.

During the winter of 1871-72, Leander Garey, Master Car Builder of the New York & Harlem Railroad, with a few associates and co-workers, met informally in the old Astor House, Vesey Street, New York City, several times; and the following year, 1872, he hired the north section of the second floor of 113 Liberty Street, at an annual rental of \$500.00. It was opened December 21, 1872. A luncheon was provided, but the Club then indulged in a long fast. The next recorded event in the "feeding line" being a dinner at Delmonico's in May, 1889, Colonel Henry G. Prout presiding. The luncheon system now in vogue was first instituted in 1895. It has been remarked the Club began eating in 1872, and has been at it ever since. Mr. Garey was then serving as Secretary of the National Association of Car Builders; and later, in 1874, became its President, to which office he was elected 10 times. He served as Chief Executive of what was then known as the Master Car Builders' Club (now and since 1889, the New York Railroad Club) for 16 years until his death in November, 1886.

To this gentleman, more than to any other individual, belongs the credit of organizing and maintaining, for many years, the first technical railroad club in America. To him also should be awarded the credit for constructing the first modern street car in this country. To those who knew him, as an employer, associate, co-worker and friend, his acquaintance was sought and prized because of his rare executive ability, kindly disposition, generosity and fairness.

Much might be said of the first President of the New York Railroad Club, but the following article, written by his old and esteemed friend, the late Mathias N. Forney, Editor Railroad and Engineering Journal, in the January, 1887 issue of that paper is reprinted here.

LEANDER GAREY.

There is no one connected with the department of railroad engineering, with which Mr. Garey was so long identified, whose loss would cause such sincere and general sorrow, as did the announcement of his death, which occurred at his home in Hartsdale, Westchester County, New York, on November 24. He died of typhoid fever, which probably resulted from fatigue, and exposure in conducting an Agricultural Fair, which was held near his residence, just before his illness.

Mr. Garey was born in York County, Maine, Aug. 27, 1827, and he was therefore in his sixtieth year, at the time of his death. His father was a carpenter and joiner by trade, and a farmer as well; part of his time being occupied in working at his trade, and part in farming. When Mr. Garey was about ten years old his father bought a farm in Dover, Maine, and the family then moved to that place. That part of Maine was then a comparatively new country. Only ten acres of the hundred which comprised the farm were cleared. While Mr. Garey lived there with his father, he learned the carpenter's trade, and assisted, as New England boys generally do, in all the work there was to be done. He and his brothers went to the district school, which was open only about four months in the year, and as one of his brothers expressed it, "we picked up such an education as we could." He remained with his father until he was nineteen years of age and then went back to York County, where he was born, and lived with an uncle so that he could have the advantages of the schools there, which were better than those in Dover. Afterward he returned to his home and finished his trade. In 1850 he took a voyage—after the manner of many another adventurous boy—and finally landed at New Orleans, where he fell ill with a fever and was sent to a hospital. Before his entire recovery he eluded the doctors and left the hospital and returned north. On his way home and while waiting in the New Haven Depot, he accidentally overheard Mr. French, of Seymour, Conn., say that he needed car builders in his shop in that place. Mr. Garey volunteered his services, which were accepted, and, although still too weak to work, when he arrived in Seymour, after recruiting his strength, he commenced work for Mr. French. The accidental circumstances in the New Haven Depot, shaped his whole subsequent career. He worked in Seymour for two or three years and then entered the service of the Naugatuck Railroad, in Bridgeport, Conn. While in Seymour he met Miss Hawkins, who became his wife in 1852. He continued in the service of the railroad in Bridgeport until 1855, when he was appointed Master Car Builder of the New York & Harlem Railroad, at a salary of \$600 per year. The shops were then in New York City, where the Grand Central Depot now stands. Later the shops at Morrisania, which were burned a year or two ago, were built, and he had charge of them until 1873, when he was appointed Superintendent of the Car Department of the New York Central & Hudson River Railroad. The following letter will indicate better than anything else can the opinion which the late Wm. H. Vanderbilt held of Mr. Garey's character and ability.

The New York Central & Hudson River Railroad Co.,
Office of the President, Grand Central Depot,
New York, October 20, 1873.

MR. LEANDER GAREY:

DEAR SIR:—You are appointed Superintendent of the Car Shops of the New York Central & Hudson River Railroad Co., and its divisions, the appointment to take place from this date.

It is not necessary that I should express to you in detail in this communication, the duties devolving upon you by this appointment; it is sufficient for the purpose, that I state that my confidence in your ability, integrity and efficiency, has induced me to place in your charge the general supervision, control and direction of all new construction, general expenses and repairs, including the estimates and requisitions for purchase of all materials relating to construction and repairs, at the car shops of this company.

Your designation to this position, is a step long contemplated towards the organization of the car shops into a department, with one person at the head of it, having general powers, and from whose experience and intelligence I can hope to receive all needed information for my consideration and action.

The immediate result of your appointment, it is expected, will be the introduction of order and economy in the shops, and the institution of a system of direct reference to you for authority for any and every expense to be incurred.

For the accomplishment of the beneficial results anticipated by me ample power is given you.

The position is one of trust and confidence, requiring experience, fidelity, discretion and energy to insure success. In the discharge of duties you will always have my official and personal encouragement. Your relation to the heads of other departments will be advisory, and it will be your duty, as I believe it will be your pleasure, to co-operate with them as far as possible, in protecting and promoting the interest of the company. I remain, dear sir, very truly yours,

W. H. Vanderbilt, Vice-President.

His relations with Mr. William H. Vanderbilt, and his father before him, were of the most confidential and friendly character, and there can be little doubt that they were both very much influenced by Mr. Garey's advice and opinions in those matters which he understood best.

He occupied the position on the New York Central road until January 1st, 1885, when he resigned, and soon after he took a pleasure journey to California, which seemed, on his return, to have rejuvenated him, and to have given him a fresh lease of life.

His illness was without premonition, and from the beginning the fatal disease assumed a very malignant type.

Mr. Garey was, however, more widely known through his connection with the Master Car Builders' Association, of which he was one of the organizers, and in its work and meetings he took active part. In 1870 he was elected Secretary, and in 1874 he was made President, and was re-elected to that office for 10 consecutive years.

The writer of this account of his life, has had exceptional opportunities of knowing the deep interest, the zeal and the great amount of work which he devoted to the interests of the Association, and he can say, that to *Mr. Garey, more than to any other person, the success of that Association is due.* In its critical periods, he was ready with his advice and tact, to steer it clear of the rocks in its way. He was always on the side of progress, and hardly a step in advance was taken in which he was not a leader. In 1872 a resolution was adopted "that a committee be appointed with power to publish an illustrated book, defining the proper terms or names of each and every part used in the construction of railway cars and a description of the use of the same." Mr. Garey was one of the Committee, but probably neither he nor any other member of it realized the work which they had undertaken. The committee at first consisted of ten

members, who held several meetings. The meetings were very amusing, as agreement among the members was impossible, and it soon became obvious that a committee of ten was too unwieldy to construct a dictionary. The Committee was finally reduced to three, of which Mr. Garey and the writer were members. The work to be done was rather remarkable. The art of car building had grown and been differentiated—as Herbert Spencer would say—more rapidly than the language relating to it. The need of the car builders, which led to the appointment of the committee, was, that there were no common names for the different parts of cars, so that if a car builder in Chicago wanted to order castings from another in Boston, it was not at all certain that the Boston man would know what his Chicago friend meant by his terms. In other words, there were no common words to designate the different parts of cars, and in some instances a term was applied to one thing in one place, and to quite a different one in another. The task of the committee was to establish, and often create, terms to designate all the parts of cars. This, as has already been stated, was a task very much greater than any of the Committee ever imagined when they were appointed. Mr. Garey took up the work with enthusiasm. The plan which was finally adopted after a good many ineffectual efforts were made, was to assign the work to be done to one person, the other two members acting as advisors. No record was kept of the meetings, but probably as many as fifty were held before the book was completed. These meetings were generally of several hour's duration, and Mr. Garey was seldom absent from any of them, and he always took a deep interest in what was done. Whatever value the Car Builders' Dictionary may have, is largely due to the knowledge and assistance which he contributed to the work, and to his indefatigable efforts in completing it.

Some few days after October 20, 1873, the writer of this article, then serving his second year as a junior clerk in the office of General Manager John M. Toucey, was appointed by Mr. Garey, on recommendation of and through the kindly offices of Mr. Toucey, as his chief clerk, serving in that capacity until March 15, 1883.

During the intervening 10 years, the Master Car Builders' Association and the Master Car Builders' Club of New York were a most important part of the work of our two lives, and to Mr. Garey's intelligent application and unceasing efforts to progress and improve mechanical and technical affairs of the railways and its associations, much is due.

From 1873 to 1886, the meetings held on Thursday evenings usually consisted of an attendance varying from 15 to 25 members, three quarters of whom were mechanical officials of the higher grades, the others partners or officers in the various supply and car building firms. Prior to the meeting some half dozen, more or less, would take supper at the old Astor House, a few squares away. There were no vaudevilles in those days, not even a cigar or a sandwich.

The Society existed for business purposes only. The cost to maintain was about \$900 per annum. A book, or registry of visitors, containing printed card advertisements from 15 or 20 firms, produced sufficient funds to pay the rent and care of the meeting room; and perhaps \$100 per year was obtained from members for annual dues

at \$3. The balance, for printing, postage and incidentals, was invariably made up by the President. If a member omitted to pay his dues, no mention was ever made of it.

Of the veteran Master Car Builders, who attended meetings in Liberty Street, 30 or 40 years ago, Messrs. John Kirby, Adrian, Mich.; and J. W. Marden, of Boston, Mass., both of whom are now retired; W. E. Chamberlain, of the Boston & Albany Railroad, J. S. Lentz, of the Lehigh Valley Railroad, Frank M. Wilder, of the Erie Railroad, still survive. Mr. H. A. Webster, of the Interborough Company, is the only Master Car Builder the author can recall who was in active service 40 years ago on the New Jersey Southern Railway.

Those who have gone to their reward were:

D. C. Richardson, Boston & Maine R. R.
 R. V. Coon, Troy & Boston R. R.
 C. E. Garey, Harlem R. R.
 E. R. Brown, Lehigh Valley R. R.
 Robert F. McKenna, D., L. & W. R. R.
 W. H. Lewis, D., L. & W. R. R.
 George Hackett, Central Railroad of N. J.
 H. G. Brooks, Erie R. R.
 J. N. Mileham, Erie R. R.
 Milton Wilder, Erie R. R.
 C. A. Smith, Erie R. R.
 David Hoit, New York Central R. R.
 William Johnson, New York Central R. R.
 B. N. Phelps, New York Central R. R.
 D. S. Baker, Pennsylvania R. R.
 I. W. Van Houten, Pennsylvania R. R.
 J. P. Levan, Pennsylvania R. R.
 A. Steinbach, Philadelphia & Reading Ry.
 E. B. Wall, Pennsylvania R. R.
 F. D. Adams, Boston & Albany R. R.
 A. Gleason, Old Colony R. R.

Among the inventors, manufacturers and supply men in attendance in years gone by were:

W. W. Snow, Hillburn, N. Y.
 Osgood Bradley, Worcester, Mass.
 G. C. Fisk, Springfield, Mass., who is still living.
 J. T. Leighton, New Haven, Conn.
 Job H. Jackson, Jackson & Sharpe, Wilmington, Del.
 John Stephenson, New York.
 W. T. Hildrup, Harrisburg, Pa.

Coleman Sellers, Philadelphia; Senator W. H. Barnum, Lime Rock, Conn.; Congressman N. C. Scoville, Buffalo, N. Y.; Aaron

French, Pittsburgh, Pa.; Andrew Carnegie, Pittsburgh, Pa.; Julius E. French, Cleveland, Ohio; Charles Miller, Franklin, Pa.; John Murphy, Harrisburg, Pa.; C. R. Woodin, Berwick, Pa.; Allen Middleton, Philadelphia, Pa.; William J. Watson, Chicago, Ill.; Charles E. Tripp, Cleveland, Ohio; J. Seaver Page, L. G. Tillotson and Henry A. Rogers, New York. Of this number Messrs. Miller, Woodin, Watson, Tripp and Page are with us to-day.

Visits from professors, instructors and students in technical institutions were frequent, notably Professor Thurston and his boys of Stevens; and the discussions were always interesting and of considerable class.

Each year the December meeting was set aside for the discussion of car wheels, February for standard trucks and April was devoted to a discussion of Rules Governing Interchange of Cars.

There was no attempt to issue or disseminate papers or technical literature, the high cost and the fact that there was no salaried officer connected with the Club, made it prohibitive. The daily and trade papers frequently referred to the proceedings, but no organized effort at publicity was attempted.

As the years rolled on, each annual convention in June of the parent society was made the field in which to exploit and put into effect the discussions and standards discussed during the previous season.

More notable than all else was the perfecting from year to year of the now famous Rules Governing the Interchange of Cars; and to the work of Leander Garey and his associates, from 1874 to 1885, is primarily due the credit for the magnificent system of interchange of cars now forming such an important and integral part of the railway operation of to-day.

Another medium through which mechanical railway officials worked in this direction, was the Buffalo meetings held for years (1874-1884) at the Tift House, and from which was formed the Central Railway Club. Leander Garey was Chairman and the author Secretary, the latter also serving as Secretary for five years (1878-1883) under Chairman William McWood and John W. Cloud at the annual meetings of the representatives of various railroads to discuss and revise the Rules Governing the Interchange of Cars.

In 1878 some 40 Master Car Builders voted on about 135,000 cars, but dues were not paid by the roads. In 1910, some 377 members voted on 2,298,633 cars, and the railroads paid for dues \$11,585.65. One may be pardoned for calling attention to such results.

In discussing railway affairs of 40 years ago, it is of interest that at the Grand Central Depot there were perhaps one or two shorthand clerks; to-day there are probably one thousand. There were no phonographs; telephones were lacking; elevated, subway or tube railways did not exist; horse cars predominated and electric railways were unknown.

When the Grand Central Depot was opened on October 21st, 1871, and for a period of about three years thereafter, trains were run on the street level between 42d Street and Harlem River. There were some 90 street crossings at grade. Do you wonder that before the depot was in operation three months, the cry in Northern New York was "sink the tracks"?

In 1880, the Master Car Builders' Convention convened at Detroit and the baseball fans of the present day may be interested to learn that so severe was the baseball epidemic in Detroit, the home of the Champions, the writer was asked by the General Master Car Builder of the Michigan Central at least five or six times during the convention week to please go across the road and ask what the baseball scores were, so he might announce the same to the fans in attendance.

Mr. Caleb E. Garey succeeded his brother as President, and a year or so after the death of President Garey, the Club established temporary quarters at the Gilsey House. Ross Kells, of the Erie and R. C. Blackall, of the Delaware & Hudson, served as presidents, 1887 to 1893. The name had meantime been changed to the New York Railroad Club.

Meeting rooms were next obtained at 10 West 31st Street, the home of the American Society of Mechanical Engineers, where from 1890 to 1902, Presidents Blackall, West, Mitchell and Vreeland presided; in 1902 the Club moved to Carnegie Hall and thence, in 1907, to the United Engineering Society Building, 29 West 39th Street.

In December, 1896, the Society of Railway Club Secretaries was organized, and has formed an important feature of railway club work since its inception, 18 years ago.

The formation of the New York Railroad Club seemed to pave the way for similar organizations, and other railway clubs were organized in different parts of the country, until today there are more than 12 railroad and railway clubs in the United States, holding periodical meetings during the season extending from September to May inclusive, and having an estimated membership of nearly 7,000 members. The work and growth of these railway clubs is known very generally throughout the country by nearly all railway men and many others outside of the immediate railway circle.

To systematize, simplify and make certain methods and lines of work alike as far as possible to the secretaries of all the clubs, the idea was conceived by a few of the more prominent members of those who were interested in the work that some organization of the secretaries of the various clubs would be of great value along the lines mentioned.

Accordingly, a meeting was called for the purpose of such organization at the Gilsey House, New York, December 1st, 1896, the secretaries of the then existing railway clubs being invited to attend. There were present Mr. W. W. Wheatley, Secretary of the New York Railroad

Club; Mr. E. L. Janes, Secretary of the New England Railroad Club; Mr. Harry D. Vought, Secretary of the Central Railway Club; Mr. S. A. Charpiot, Secretary of the Southern & Southwestern Railway Club; Mr. H. H. Roberts, Secretary of the St. Louis Railway Club, and Mr. Daniel M. Brady, as proxy for the Western Railway Club.

At this meeting a permanent organization was effected, the name adopted being "The Society of Railway Club Secretaries of the United States." This was later changed to "Society of Railway Club Secretaries." Since the Society was formed annual meetings have been held, and some of the systems adopted have been the uniformity toward rates of advertising, methods of registering members, colors assigned for the various clubs' proceedings, but the most important standard adopted was regulating the systematizing of the exchange of clubs' proceedings with other clubs upon a business basis.

This and the admittance of the railway clubs' proceedings at second-class rates by the Post Office Department, has saved to each club many hundreds of dollars.

The Society is in a strong, flourishing condition, and its object, as here briefly stated, is further indicated by its rules of order which follow:

This organization shall be called the Society of Railway Club Secretaries.

Its object shall be the solution and development of problems connected with the working of the several railway clubs, in the mutual interest of all the members thereof.

Its action shall be recommendatory in character and shall not be binding upon any of the clubs until approved by their Executive Committee or the club itself.

Membership shall be accorded to the Secretary of each railway club in the United States upon his application, and shall be continuous until his withdrawal, or until the appointment of his successor.

Presidents and First Vice-Presidents of clubs that are members of the Society shall, during their respective terms of office, be enrolled as associate members of the Society with all the privileges of active membership except voting at the election of officers.

The officers of this organization shall consist of a Chairman, a Vice-Chairman, and a Secretary-Treasurer, who shall serve for one year or until their successors are elected.

Regular meetings shall be held once each year in connection with M. C. B. and M. M. conventions, subject to the call of the Chairman. Special meetings may be called by the Chairman whenever in his judgment it may be necessary.

The expenses of the Society shall be paid by a pro rata assessment on the various clubs' secretaries enrolled as members.

For the Railway Clubs, it can be recorded on this date that all are enjoying a period of prosperity, and because of the interest and activity on the part of many of the members the outlook for continued success is excellent. The following is a list of their presidents and date of organization, so far as learned, their secretaries, membership and time and place of meetings.

NEW YORK RAILROAD CLUB.

Meets third Friday in each month, except June, July and August, at 29 West 39th St., New York City.

MR. E. CHAMBERLIN, President.

MR. HARRY D. VOUGHT, Secretary.

Membership, Nov. 12, 1913, 2104.

CENTRAL RAILWAY CLUB.

Organized in 1882; meets at Buffalo on the second Thursday in March and second Friday in January, May, September, and November.

W. F. JONES, President.

MR. HARRY D. VOUGHT, Secretary.

Membership, Nov. 1, 1912, about 631.

WESTERN RAILWAY CLUB.

Organized April, 1884; meets in Chicago on the third Tuesday of each month, except June, July and August.

MR. HENRY LARUE, President.

MR. J. W. TAYLOR, Secretary.

Membership, November, 1913, 1512.

NEW ENGLAND RAILROAD CLUB.

Organized March 21, 1883; meets in Boston on the second Tuesday in each month, except June, July, August and September.

MR. C. B. SMITH, President.

MR. W. E. CADE, JR., Secretary.

Membership, November 12, 1913, 604.

CANADIAN RAILWAY CLUB.

Organized April, 1902; meets at Montreal, second Tuesday in each month except June, July and August.

MR. R. W. BURNETT, President.

MR. JAMES POWELL, Secretary.

Membership, November 12, 1913, 800.

THE RAILWAY CLUB OF PITTSBURGH.

Organized Oct. 18, 1901; meets at Pittsburgh on the fourth Friday in each month, except June, July and August.

MR. A. G. MITCHELL, President.

MR. J. B. ANDERSON, Secretary.

Membership, November 12, 1913, 1053.

ST. LOUIS RAILWAY CLUB.

Organized May 8, 1896; meets at St. Louis on the second Friday in each month, except June, July and August.

MR. A. L. POLLARD, President.

MR. B. W. FRAUENTHAL, Secretary.

Membership, November 12, 1913, 1200.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB

Organized June 12, 1894; meets at Atlanta on the third Thursday of January, March, May, July, September and November.

MR. W. H. FETNER, President.

MR. A. J. MERRILL, Secretary.

Membership, November 12, 1913, 425.

RICHMOND RAILROAD CLUB

Organized Jan. 18, 1902.
MR. E. G. GRICE, President.
MR F. O. ROBINSON, Secretary.
Membership, November, 1912, 320.

ADVERTISING IN THE BOOK OF CLUB PROCEEDINGS.

"Why, look at these railroad clubs. They have been made possible by the generous support of the railway supply man. Unless the papers read and discussed at these meetings could be printed for distribution, so that they could be widely read, the good radiating therefrom would reach a very circumscribed number of people, and there would be no conspicuity for the participants therein, or consequent growth in their official stature. Can you imagine a railroad club with a large membership, a healthy bank balance, and its activities carried on on a liberal scale, if the supply men did not sustain it? I mention the support and encouragement given to these clubs by the supply men, in passing, to emphasize the fact that the staunch friendship of the supply men for the railroads is no new thing. They have ever and always been the best friend of the railroads and of railroad men. The activities of the Railway Business Association comprised of these same supply men, are only operations on a wider sphere of practical co-operation in matters of vital concern to the railroads, based upon the same bond of sympathy."

Extract from address of Hon. George A. Post, President of the Railway Business Association before the New York Railroad Club, New York, January 21st, 1910.

Briefly, the average cost to operate the Club is about \$8,000.00 per annum. Initiation fees and dues meet about 35 per cent. of this sum, and the balance is derived from the patrons of the advertising columns of your book of proceedings.

As an advertising medium it is most valuable. Some 27,000 copies are distributed each year. It is read by about 2,200 men in railway business, many of whom are executive officials.

The work of obtaining these ads is most trying, and as a rule discouraging, but the zeal and enthusiasm, as well as the tenacity of purpose exhibited by a few loyal supporters of your organization, have always produced excellent returns.

To W. B. Albright, W. W. Wheatley, H. D. Vought, D. W. Pye, B. A. Hegeman, R. M. Dixon and one or two others, whose names now escape your author, much credit and many thanks are due for continuous and devoted work in this field of Club usefulness. One other member has often been accused of constantly soliciting "ads" and making a nuisance of himself generally in this particular, but any further names will be omitted.

It might be of interest to know that about \$110,000.00 has been collected for advertisements in the past 25 (more or less) years from railway supply people. The rates are low for space awarded and you have this to reflect on when paying your bill—every dollar is expended by and for the use of the Club and for its benefit under the direction of the Executive Committee of the organization. Not one cent is paid in salaries or commissions or for the personal enrichment of any individual.

Much stress should be here laid on the fact that in no other branch of our Club work is help and assistance from its extremely large membership so very desirable as in the securing and retaining of advertisements for the monthly book of proceedings.

LIST OF VETERAN MEMBERS OF 25 YEARS MORE, OR LESS.

John S. Lentz	Thomas Millen	John Havron
Charles H. Dickerman	P. H. Brangs	J. H. Ohlhausen
James B. Brady	Thomas Aldcorn	H. G. Prout
Thomas Prosser	Charles T. Chapin	L. R. Pomeroy
Frederick W. Snow	Samuel Higgins	Angus Sinclair
C. A. Thompson	R. M. Dixon	Henry S. Hayward
Eugene Chamberlin	J. R. Ellicott	F. G. Dickson
H. M. Brown	J. C. Gilbert	Herbert H. Vreeland
C. W. Bradley		

A few lines concerning the achievements of some former and present members of this Club should be written.

Mathias N. Forney was one of the original, and for 36 years an active member up to the time of his death in January, 1908. For many years he served as one of the editors of the Railway Gazette. He was also author of the first copy of the Master Car Builders'

Dictionary. Forney's Catechism of the Locomotive has been for many years a text book for use as standard in every university, college or technical school all over the world. The famous Forney model No. 39, small type engine constructed for use on the New York Elevated Railways, and which ran thereon for nearly 25 years was regarded in mechanical circles, because of the work which they performed, as being nothing short of a 19th century wonder in locomotive results.

Calvin A. Smith was an active member of this Club for nearly 30 years. His work as Master Car Builder of the Erie Railway System, and particularly the two drawing-room cars—Jay Gould and James Fisk, Jr.—built in 1870 at the Jersey City Shops, were regarded at that time as the finest and most palatial cars constructed up to that date. It is also a matter of record that Mr. Smith built a certain style of sleeping car in the early 50's for the use of cattle men on Erie trains, which, because of its construction and his testimony, the Pullman people failed to maintain their patent contention in the suit brought by them against the Wagner Company. Mr. Smith was also for a great many years Master Car Builder in charge of the car equipment of the Standard Oil Company.

Many papers have been written and read before the New York Railroad Club during its existence, but to Mr. W. W. Wheatley's paper on Transportation Problem of Greater New York, read May 15th, 1903, must be awarded the credit of obtaining more publicity and being copied more widely all the world over, than any other railway Club paper of which the writer ever heard. For example the New York Sun, a most conservative organ as to space, devoted one solid page to reprinting every word of it.

PRESIDENTS AND SECRETARIES OF NEW YORK RAILROAD CLUB.

PRESIDENTS 1872-1912.

Leander Garey.....	1872-1886
Caleb E. Garey.....	1886-1888
Ross Kells.....	1888-1890
Robert C. Blackall.....	1890-1894
George W. West.....	1894-1896
A. E. Mitchell.....	1896-1898
H. H. Vreeland.....	1898-1908
John F. Deems.....	1908
W. G. Besler.....	1909
H. S. Hayward.....	1910
Frank Hedley.....	1911
William J. Harahan.....	1912
Eugene Chamberlin.....	1913

SECRETARIES, 1872-1903.

Calvin A. Smith.....	1872-1888
H. G. Prout.....	1888-1890
John A. Hill.....	1890-1896
W. G. Watson.....	1896
W. W. Wheatley.....	1896-1900
W. B. Yereance.....	1900-1902
Frank M. Whyte.....	1902-1903
Harry D. Vought.....	1903-1913

ROTATION IN OFFICE.

The speaker is a firm believer in rotation in office, except the Treasurer and Secretary. When you have good men filling these berths, do not change. In Robert M. Dixon and Harry D. Vought, as two competent, energetic, hard-working officials you have two jewels. Keep them both as long as they will remain.

ENTERTAINMENTS.

Permit me to suggest for the New York Railroad Club a Christmas Vaudeville, with high class talent, in a real theatre, plenty of cigars and the right to smoke as much as you please, with a fine lunch to wind up the evening. Also a get-together-dinner in March or April, and a summer outing with a shore dinner the last week in July. The first affair to be paid by the Club; the last two social functions for members only at \$1 per capita, the Club to pay the balance of say, \$1 or more or less per man.

In November, 1873, the New York Railroad Club had about 40 members, and not enough funds to make both ends meet. To-night, this society has about 2,200 members, \$15,000 cash in bank and sundry other assets, with an almost assured income from initiation fees, dues and advertisements for the coming year of about \$9,000, and commanding a position in the affairs of railways and technical societies second to none. Every member should feel proud of his Club.

The question is frequently asked to what is our success due. We will try to answer this question, but before doing so, this story is in order. One evening, some time ago, the author was entering this building, when he was accosted by an official who remarked a certain society (which shall be nameless) meeting in this house had been discussing the large attendance at the meetings of the New York Railroad Club, also the prosperity which seemed to attend it, and they had decided it was because of the very excellent lunch which was served and were thinking seriously of emulating our example. Now, this incident might be construed in several ways; but, if the opinion

of one who has watched its growth month by month, since the first year of its inception, is of any value, then this Club prospered in the first score of years of its existence because of the ability, labors and influence of Leander Garey, Mathias N. Forney, Calvin A. Smith, William W. Snow and a few junior assistants.

In the second score of years, may be mentioned Robert C. Blackall, Herbert H. Vreeland, George W. West, Albert E. Mitchell, Robert M. Dixon, William G. Besler, Frank Hedley, H. S. Hayward, W. J. Harahan, J. F. Deems, and some other gentlemen who will pardon the omission of their names.

Those cited are men who have been or are now leaders—born so—and to their inspiration, continuous service and unceasing devotion to the best interests of your Club, the success and proud position it occupies must be credited. The past is behind us; the future is before us; if all lend a helping hand, harmony, unity and co-operation spell success.

In summarizing 40 years of organization work, the speaker has only one asset which he prizes beyond price—the possession of friends—man's greatest wealth; and in the language of our lamented Forney that every friend is a blessing, I look upon this audience to-night with profound gratitude, feeling that our comradeship in the New York Railroad Club for so many years has made us friends.

“Look not mournfully into the past, it comes not back again;
Wisely improve the present. It is thine.
Go forth to meet the shadowy future without fear, and with
A manly heart.”

—*Longfellow.*

The PRESIDENT—I would like permission to read a telegram, just received.

Packerton, Pa., Nov. 21, 1913.

E. CHAMBERLIN, PRESIDENT NEW YORK RAILROAD CLUB,
NEW YORK.

Am greatly disappointed that most important business prevents my being with you and your association this evening. Am especially sorry as Mr. Brady's able paper recalls many pleasant recollections of meetings which I attended in Liberty Street and know that the discussion of it would be most interesting to me.

JOHN S. LENTZ.

Before introducing the speakers, who are to discuss the paper this evening, I would ask permission to read a letter received from the Secretary of the St. Louis Railway Club.

The President read the following letter from W. B. Frauenthal:

St. Louis, Mo. November 17, 1913.

Mr. Harry D. Vought, Secy.,
New York Railway Club, 95 Liberty St.,
New York, N. Y.

MY DEAR MR. VOUGHT—I have delayed replying to your kind letter of the 24th ult., extending to President Pollard and myself a most courteous invitation to dine with your Executive Committee on the evening of the 21st inst., and to participate in the discussion of a paper by Mr. Daniel M. Brady on "The Past, Present and Future of Railway Clubs," to be presented at the regular meeting later in the evening, for the purpose of submitting your letter to our Executive Committee in order to learn their pleasure and the possibility of any member of the Committee being in New York to respond to Mr. Brady.

It is with exceeding regret that I am compelled to inform you of the inability of either Mr. Pollard or myself being present and that no member of our Committee contemplates being in New York at that time. I have been directed, however, to request Mr. W. G. Besler, by reason of his past presidency of our Club, to represent it on this occasion, and sincerely trust he will find it possible to do so, and that you will get in touch with him personally on the subject. I am sending a copy of this letter to Mr. Besler that he may expect to hear from you, although the time is somewhat limited.

My disappointment at not being able to be present is more acute from my personal acquaintance with Mr. Brady and a knowledge of his great interest in Railway Clubs and the assistance he has already extended and is always so ready to extend to them, and I will be glad, indeed, if you can find it convenient to so inform him.

Thanking you for your courtesy and again apologizing for my delay in writing you, I am,

Very sincerely,

B. W. FRAUENTHAL,
Secretary.

The PRESIDENT—In conformance therewith, it affords us pleasure to present Mr. W. G. Besler, Vice-President and General Manager of the Central Railroad of New Jersey, representing the St. Louis Railway Club, upon this occasion. (Applause.)

MR. BESLER—On behalf of the St. Louis Railway Club I bring to this meeting the greetings and felicitation of that sister organization.

Some 17 or 18 years ago I had the privilege of being one of its incorporators, and subsequently the honor of being its second President.

Mr. Brady's paper covers such a breadth of possibility, that to attempt to do the subject justice, one should have an essay of his own to present.

The St. Louis Railway Club was patterned after the Western Club, of Chicago. Very few of us knew very much about Railway Club work, and we cut out for ourselves some rather ambitious measures, which, however, I am glad to be able to report, were as faithfully executed.

The St. Louis Railway Club has given considerably more attention to the social side of its membership than most of the other Clubs.

Its pilgrimages to State Universities; its excursions to adjacent points of interest: I remember during my term of office a special train was provided, and the entire Club visited the Jefferson Barracks, where a regiment of United States Cavalry gave us an exposition drill and dress parade.

Next we visited some of the very large cast steel manufactories which abound in that section.

We had our meeting one night in October at the St. Louis Exposition, where we had the use of the Auditorium, with Gilmore's Band, and we provided buttons which we pinned upon hundreds of people that night, and it was known as "St. Louis Railway Club Night."

At one time the St. Louis Railway Club devoted a part of its surplus funds to paying the expense of sending a boy to a term at College.

The Club has been conducted upon the theory that all work and no play makes Jack a dull boy and Jill a stupid girl; but it has not by any means been all play for the Club, as some of the very valuable papers and addresses from high grade talent bear testimony.

In more recent years the Club has taken advantage of the new inventions which have come into existence, and the moving picture, with its lectures and possibilities, and its travelogue, have upon appropriate occasion found their part.

While we here in New York have our social side in our Club work, I believe that so far as extending the welcome hand, and making you feel at home and glad that you came, is concerned, we can take a leaf out of the ledger of experience of the St. Louis Railway Club, and apply it to our own advantage.

My experience with the Central Club, at Buffalo, is much along the lines of that in St. Louis.

I realize that our conditions here in New York do not lend themselves readily to that side of the question which enables the members of our sister Clubs to in some degree and occasionally bring their wives and families within the scope of possible entertainment at the hands of the Club; yet it has been successfully accomplished by the Clubs I mention.

I do not wish to disparage in any manner the work we have accomplished here in our New York Railroad Club, but only to suggest that as "variety is the spice of life," we may have these things in mind as time goes on.

In conclusion, I know that I voice the sentiment of every member of the St. Louis Railway Club when I say that it wishes all manner of good things, and all further kinds of prosperity to this New York Railroad Club.

It recognizes, as we all do, that the New York Railroad Club stands at the head of associations of this kind, either in this country.

or abroad, and that as such acknowledged leader it has its difficult part to play to keep up the standard and to maintain its honorable and dignified career.

The St. Louis Railway Club takes off its hat, salutes you, and takes its assigned position in the procession.

The PRESIDENT—Gentlemen, we introduce as the next speaker, one who is very favorably known to this Club, one of the "Old Guard," one who is at present a member in good standing of four railway clubs,—having paid his dues in all of them— (laughter) and who narrowly escaped being president of the fifth Club, which he would have been were it not that he was called away from that particular city to accept a superior position in another city. It affords us pleasure to present to you Mr. Frederick W. Brazier, Superintendent of Rolling Stock of the N. Y. C. & H. R. R. R. (Applause.)

Mr. BRAZIER—The paper tonight is entitled "The Past, Present and Future of Railroad Clubs."

Having been a member of a number of different railroad clubs, which includes the St. Louis, The Western, the New England and Central Railway Club of Buffalo, I desire to call your attention to the papers presented in these different clubs. They have been very educational and especially the papers presented at some of our sister clubs; particularly the papers presented at the Central Railway Club thus far this year. It is the aim of the Central Railway Club to have papers read that appeal to the rank and file of railroad men—not so much in a technical sense as from an operating and practical standpoint. For example, take the paper that was read and discussed before this club in September which was on "Freight Car Troubles." This was a topic that appealed to the car repairer, the car inspector, the Master Car Builder and the officers who are responsible for the maintenance of the equipment of all the roads in the United States, Canada and Mexico. The paper presented in their November meeting was on the "Manufacture of Iron" from the time the ore was dug from the ground until it was brought out as a finished product. The different operations were illustrated by moving pictures and there was not a man present at the meeting who was not very much benefited by the lecture and the pictures presented. These are live topics and I could relate what they are doing in other railroad clubs. I believe for the future of the New York Railroad Club that we should get live subjects at all times, subjects that pertain to the every day life and work of railroad men.

In giving my opinion, I distinctly want it understood that no criticism is even thought of in connection with the management of the New York Railroad Club, but I believe its future policy should be in the direction as outlined above.

Speaking of entertainments, we must not make this too prominent a feature of club life—that there are two principles standing forth in this New York Railroad Club, first the educational advantages to its members and second, the get-together feature, which enables us to transact our business better with an official of another road with whom we come in contact on a friendly basis at our club meetings. While we enjoy all the entertainments that are placed before us, still this is a minor part of club life, and it should not be carried beyond what is deemed advisable by the rank and file of the members. I believe an entertainment at our annual meeting in December is advisable, but let us understand that this club is organized for the intellectual development of its members and there is very little thought given in its organization to its social features, and for that reason we have attained a membership of over 2000 members.

I have read with interest the paper presented by Mr. Brady which gives a historical record of the inception of this and other railroad clubs. It is very gratifying to me to know that behind it are the men who are the Fathers of the Master Car Builders' Assn., and out of it has grown this club and other railroad clubs, it seems fitting that we should pay the Master Car Builders' Association a compliment on being the foremost and strongest of the railroad organizations there is in the country, in fact, it was the first that ever brought about rules of interchange between all the railroads of the country that become laws that have been lived up to and brought about good feeling and the movement of freight. These rules are brought up each year in Conventions and adopted and accepted by all the railroads in this country and Canada.

To the body of men who have been known as the Master Car Builders, we cannot say enough in their praise. The results have been railroad clubs have sprung up in the different parts of the country until to-day there are eight different clubs, and there is no question but what these clubs have been a great benefit to the railroads and to the employees, first from an educational standpoint and second, it has given the rank and file members a chance to express their opinions on the different subjects.

On page 2 of the paper, it says that there are two classes of people—those who go ahead and do something and others who criticise those going ahead. This is true. The men who do things and bring about results are bound to be criticised no matter what their motives may be.

The following verses have been compiled and the author desires to apologize for any personalities used in the same.

Our Past Presidents are men we have admired,
They had thoughts on things that inspired.

By example all things they did well,
None better than our Past President, A. E. Mitchell.

No better leader ever led a band
Than our genial Past President, H. H. Vreeland.

One served us with his time and means,
I refer to Past President, J. F. Deems.

His railroad record cannot be beat,
He resigned to make good steam heat.

He goes into his work with great care,
Has a system of ventilating the air.

Next we have a man, strong, honest, not a wrestler,
I refer to our friend, Past President, W. G. Besler,

Well do we remember how he handled the club,
The meetings were harmonious and full of brotherly love.

Next came that grand Pennsylvania Railroad man,
Who presided on the standard plan.

H. S. Hayward is his name,
His picture in the future, should be hung in the Hall of Fame.

Who runs the Subway, carrying millions of passengers safely each day,
Our Past President, Frank Hedley.

No wonder the New York Railroad Club is known from California to Spain,
While it is presided over by the silver-tongued orator, Eugene Chamberlain.

G. W. Wildin, Vice-President, a man of great renown,
Will make as good a President as any man in town.

C. W. Huntington and Frederick C. Syze in line of promotion,
Can fill the President's chair and cause no commotion.

The Executive members, all full of glory,
With such man as J. Milliken and B. P. Flory.

The Finance Committee—Shults, Allen and Hegeman,
Beat such a good committee, if you can.

Our Club has men who are honest, true, not shady,
No one works harder for its interest than Daniel M. Brady.

The New York Railroad Club, oldest in the land,
On all the leading subjects, has taken the right stand.

Its influence is felt from shore to shore,
And will be until time is no more.

There are clubs—North, South, East and West,
Old New York Club is the largest and one of the best.

Here interesting papers are read and discussed by all,
Each member ready to respond to any call.

When railroads are busy and let alone,
Men are working not driven to the Soup House Bone.

This country will honor the railroad's work of the past,
As it is solid like the mountain and will last.

Wonderful things the roads are always doing,
While the calamity howlers do nothing but chewing.

Villages, towns and cities have sprung up on the right of way
Had it not been for the railroads, never would have seen the light of day.

Railroads are run over a roadbed of stone and steel,
Have developed the country, and nature's wonders revealed.

All this has been done in the past,
But if the politicians keep on changing the laws, God only knows how long it will last.

Let the people arise and put down the Agitator, and Anarchist with the Red Flag,
The men who built up this country are the railroad men who followed the Grand old U. S. Flag.

In this great Railway age,
Over a four track railroad of standard gauge,

With equipment designed from the rule "safety first,"
And material from manufacturers who produce the best—

Including all specialties and the modern air brake,
And most of the journal brasses of the Dan Brady make.

A crook in our road is marked Brady's bend,
Which bears no relation to our veteran friend,

All honor to him to whom honor is due,
Who made possible this meeting, Dan Brady t'was you!

The PRESIDENT—Gentlemen, we are now coming to the "real thing." Not but that the gentlemen who have already spoken are illustrious in their way, but we have with us tonight gentlemen actively representing other Railroad Clubs—Presidents and Secretaries who have come long distances to listen to this admirable paper of Mr. Brady's, and who can ably discuss the paper and incidentally give a few points to the New York Railroad Club. Therefore, as one such it affords us pleasure to present Mr. J. B. Anderson, Secretary of the Railway Club of Pittsburgh, and Chairman of the Society of Railway Club Secretaries.

MR. ANDERSON—I have read with a great deal of interest the valuable historical paper presented here by the pioneer of Railway Club Secretaries, and I think he has so fully covered his trail that there is not much for a "now is" Secretary, with two years' experience, to say in the way of criticism.

We must admit that the success of our railway clubs in the past has brought about the prominence and high standing of the railway clubs of today. At the present time in nearly all of the larger cities or railway terminals, including Pittsburgh, there is an energetic railway club which is disseminating valuable information on various subjects pertaining to all branches of the railway service. There is a co-operation and liberality on the part of men of technical and practical education and training to do something that will improve the conditions surrounding the interests they serve, their fellow-employees as well as themselves. Our success today, to a great extent, can also be attributed to the support given by the manufacturers of railway supplies through their advertising in the monthly club Proceedings, copies of which are sent broadcast throughout the United States and abroad. It is very gratifying to note the interest manifested by the younger members of our clubs in the way of debating subjects, thereby seeking and gleaning information that acts as an incentive to their companions to be among the number on the roster of membership. For example, and here I will ask you to pardon a personal reference—at the last two meetings of The Railway Club of Pittsburgh, 93 applications for membership were received and acted upon, making the membership at the close of our 12th year 1052; and the indications are that at our next meeting, one week from tonight, we will receive at least 40

more. This illustrates the value of membership in a railway club.

With such conditions and the progressive spirit that is instilled within us, the future of railway clubs is well assured because their influence stands out as one of the important elements and potentials on which to base economical and efficient practices.

And now to the oldest living ex-Secretary of a railway club, and the New York Railroad Club I bring you from The Railway Club of Pittsburgh, greetings.

The PRESIDENT—Believe me, if we don't throw a lariat over a "poet laureate" tonight and adopt him as our own, we are missing an opportunity, two already have shown up on the scene.

Gentlemen, we have here tonight neighbors that we are especially fond of, and in the absence this evening of our usual band of 19 pieces to play "God Save the King" I know our splendid friend will pardon the omission and accept our hearty personal welcome in lieu thereof. We are proud to present Mr. James Powell, Secretary of the Canadian Railway Club. Gentlemen, Mr. Powell. (Applause.)

MR. POWELL—As Secretary of the Canadian Railway Club, I feel it an honor and privilege to be present on such an occasion as this, more especially to pay high tribute to the writer of the paper, who, by his great personality, and kindly and fatherly advice, has endeared himself to all railway club secretaries. The clubs as a whole owe a great debt of gratitude to him for the interest he has taken in club matters.

I am proud to say he is a member of my club. In fact, I do not know what club he is not a member of, even down to the baseball clubs. Previous to the organization of our railway club in Montreal the employes of the Canadian Pacific and Grand Trunk Railways were acquainted with each other only by name; now they meet together socially and interchange ideas of a practical nature and a healthy rivalry has sprung up in the discussion of the various papers. The railway officials now recognize the benefits which are to be derived from the papers read at the club meetings.

In connection with this I would suggest that the officials patronize the meetings more frequently, as it gives more zest to the occasion, besides encouraging the rank and file of practical workers. How often we see that some prominent railroad official is elected as president of a club and after serving his term drops out of sight and never attends the meetings. He really owes a debt to the club which has done him the honor of electing him to the highest office and should at least attend occasionally.

The executive of a club as a rule leaves all the work to be performed by the Secretary. This should not be, for no matter how efficient a Secretary may be, he should have the governing advice of the executive.

With regard to entertainments I would say that we hold one each year. We have an annual banquet and I have the promise of your President, and one of your Past-Presidents to be present on the occasion of our next annual banquet. Personally, I am not in favor of devoting too much time to feasting and jollification, and taking steam-boat or railroad rides. It is well to attend to the serious business we have in hand.

The club I represent appreciates very much the invitation which you so kindly extended to our President and myself, and I have to convey his regrets at not being present owing to a meeting in Chicago of an association of which he is an official. Our executive directed me to be here and I am glad I came. Our country some little time ago turned down the reciprocity act, but should any of your members be in Montreal on the second Tuesday of the month, we shall be pleased to have you attend our meeting, and I can assure you that the reciprocity act will be in force as regards the hospitality of the Canadian Railway Club.

The PRESIDENT—Speaking of hospitality, as just referred to by Mr. Powell, our next speaker represents that section of the country where hospitality is the watch-word, and truly southern hospitality is the real thing—it may be imitated but it is rarely equaled. It affords us pleasure to introduce to you one from that “sunny clime”—I suppose just at present, they have snow there (laughter and applause), Mr. F. O. Robinson, Secretary of the Richmond Railway Club.

MR. F. O. ROBINSON—I have not much to say. In fact, I did not come prepared to talk, but I want to congratulate you all on Mr. Brady's excellent paper. It is a most excellent paper in all its parts.

Speaking of the entertainment feature, we have been having it, and occasionally have “Ladies' Night,” which makes it very pleasant, and we intend keeping it up as long as our funds hold out.

Our Club is made up mostly of shop men and men who work as clerks. We have some official members, but I regret to say that they hardly ever come to the meetings. If we could have more attention paid to our meetings by the officials, I feel sure we would have better meetings, better attendance and more enthusiasm among the members.

I shall take pleasure in reading Mr. Brady's paper, and talking to the members about it, because I think it leads up to the point I mentioned, the necessity for the officials taking a greater interest in the affairs of the Club.

I shall be glad to extend to any members of the New York Club greetings at any of our meetings. I thank you for your kind attention.

The PRESIDENT—Gentlemen, the paper is now open for a general discussion and I feel that there are many here tonight who desire to speak upon this able paper of Mr. Brady. The opportunity is now afforded. Gentlemen, it is distinctly up to you. (Laughter.)

There should be no hesitancy, gentlemen, if you will get upon your feet, you will be promptly recognized. If I do not recall your name, I will ask it.

MR. F. M. WHYTE—Perhaps some of the older members of the Club will recall that several years ago I was secretary of this Club and a lesser number will recall that previous to that time I was secretary of the Western Railway Club; no doubt you will pardon these references because they are made by way of indicating an experience which justifies an expression of the conditions as they are in most of the railroad clubs, and in connection with that part of the subject of tonight's paper which refers to the future of railroad clubs, justifies a suggestion as to how the usefulness of the clubs may be enhanced and the interest of the membership thoroughly maintained.

The conditions prevailing in railroad clubs are little different from what they have been for years, probably from their beginning and under these conditions the work of the clubs has not been guided along any particular lines; the work accomplished has had no particular object in view except to have the meetings. It will be well to hasten to point out the exception to this general statement, the exception being the "Electrical Night" of this Club and there might be mentioned the nights set aside by this Club and other clubs for the consideration of changes in the Rules of Interchange of the M. C. B. Association. However, these exceptions suggest the manner in which the clubs may be made more interesting and instructive. Under the present conditions the work accomplished is of a "hit or miss" kind because of the absence of a fixed policy; the secretary is supposed to obtain a paper for each business meeting and it is a task to fulfill the needs from any and all sources, irrespective of natural correlation of the subjects. It is a question of getting papers and, as has happened to myself and to others, a secretary has found it necessary to write the paper himself.

At various times and in various clubs a committee has been appointed to solicit papers, the committee to serve throughout the club year but the work quickly becomes burdensome for a committee the members of which are busily employed otherwise and the work falls back upon the secretary. However, the success of the "Electrical Night" and of the entertainments of this club, each of which is in the hands of a special committee, suggests that the work or play of each night of the club year be placed in the care of a special committee for the night.

To begin with, the club, through the executive committee, ought to determine what its aim will be, what proportion of its meetings will be social and the kind of entertainment and what proportion of its meetings will be educational and the particular lines to be followed in this. Because of the varied interests of the members of this Club, the

educational part of the meetings will need to be arranged with considerable care, but having done this we arrive at the suggestion which I desire to present, namely: that the work or play of each meeting be placed in the hands of a special committee, this committee to have full responsibility for the particular night for which it is appointed. This would provide a means for interesting a large number of the members in the work of the club and rivalry between the committees might be expected to produce very interesting results. The secretary of the club might be the secretary of each committee. The, probably, frequent meetings of such committees would make desirable secretary's quarters suitable for such meetings and the executive committee's meetings to be held in the same place. These arrangements would be very desirable because such meetings would be held convenient to those club records which are in the care of the secretary.

Speaking generally, the membership of a railroad club is made up of a few who are members of other technical societies or associations and of a greater number who are not affiliated with other technical societies and who look for their opportunities and enlightenment from railroad clubs, therefore, it may be expected that the natural development of the railroad clubs will result in the forming of sections which will meet separately at times and at other times will meet jointly.

MR. R. V. WRIGHT—Mr. President and gentlemen: I know that we youngsters have enjoyed the paper of the evening and I feel that the older fellows must have enjoyed it even more. We are all proud of our Club, and I would like to emphasize the suggestion made by Mr. Whyte. The Electrical Nights have been very successful and the programme for them has been carefully worked out by the committee in charge. It seems to me that the papers or reports for each meeting of the year should be worked up under the direction of a committee, giving to each one the same care as is usual in preparing the programme for the Electrical Night. I am afraid that we put too heavy a tax upon our secretary by giving him work which committees should look after; if we should follow Mr. Whyte's suggestion by appointing a committee for each meeting, or else a general committee to have charge of the subjects to be discussed at all meetings, proportioning the work to sub-committees, we could get more intelligent discussion and it would be a great help to the Club. It would raise its standard much higher and its influence would be tremendous throughout the country. We have lots of men in our Club who are leaders in their special line of work and who can discuss or present subjects in which they are interested to the very best advantage. If by proper direction these men could give us the benefit of their combined experience and opinions, I do not see any reason why we could not double, treble or quadruple the efficiency and effectiveness of our regular meetings.

The PRESIDENT—Gentlemen, were we not so well assured of the childlike innocence of our Secretary, we might suspicion that he

had been engaged in a little political work in interviewing Mr. Whyte and the representative of a paper of the high standing of the "Railroad Gazette," for the remarks of those gentlemen will undoubtedly carry weight with this Club. However, we will later interview the Secretary, and if he desires to be relieved of some of the work which he has heretofore so efficiently performed we will perhaps accommodate him by suggesting that he take on a little more. (Laughter and applause.)

These matters, however, are local issues.

Are there any further remarks that you will favor us with?

MR. W. J. BOUCHER—The paper prepared by Mr. Brady is certainly a most excellent one, it brings out facts of our Club's early history with which we younger members are not very well acquainted and facts of which we all may be proud. Our thanks are due the author and we hope he may long dwell in our midst.

There is a matter concerning our Club which the speaker feels ought to be brought to our attention. As you are all aware, there are a number of luncheon clubs in this city, which are intended mainly for meeting places, sociability, luncheons and some for the evening meal. It is unfortunate that those who were charter members of our Club did not copyright its name so as to secure it to this Club in perpetuity, for it is a fact that there is a downtown luncheon club with a name so similar to ours as to readily and frequently cause confusion. No railroad club anywhere can antedate ours and it is quite unfair that any other organization should take our name. In the minds of many, who do not know us and our standards, and do not attend our meetings, the name means merely a social organization. Therefore, whenever and wherever possible, let us make it clear that ours is *not* a social club, but that it stands for something worth while in engineering and railroad life.

MR. PAUL H. BRANGS—In looking over this able paper of Mr. Brady's, I notice the names of some old veterans, Mr. John S. Lentz of the Lehigh Valley, Mr. Charles H. Dickerman, Mr. James B. Brady, Mr. Frederick W. Snow, Mr. Eugene Chamberlin, Mr. H. M. Brown, Mr. C. W. Bradley, Mr. Thomas Millen, Mr. Thomas Aldcorn, Mr. Charles T. Chapin, Mr. Samuel Higgins, Mr. R. M. Dixon, Mr. J. R. Ellicott, Mr. J. C. Gilbert, Mr. John Havron, Mr. J. H. Ohlhausen, Colonel H. G. Prout, Mr. L. R. Pomeroy, Mr. Angus Sinclair, Mr. Henry S. Hayward, Mr. F. G. Dickson, and last, but not least, Mr. Herbert H. Vreeland. (Applause.)

When I look back over the Railroad Club and its existence since my first connection with it, my memory recalls those members we all knew so well, and called by their first names. Only about 24 of us are left of the Old Guard. When I realize, now, that we have a membership of over 2000, it certainly shows a remarkable growth, and I

am proud of the fact that I am one of the veteran members of this Club referred to in Mr. Brady's interesting paper. There is no Club which gives me as much satisfaction and so much pleasure, and moreover, so much education, as the New York Railroad Club. It is the interest manifested by the officers and the untiring efforts put forth by Mr. Brady that has made this Club the most popular and successful of its kind in the country. I have known Mr. Brady for more than 20 years, and I am very much surprised to hear him say that he is 60 years of age. He certainly does not look it. In conclusion, I wish to state that there is no Club in the United States, which has been so helpful, and of so much benefit to the young men and engineers, as the New York Railroad Club. It is a great satisfaction to me to be a member of this Club, and I think that we all ought to do all we can to further its interests. I thank you all. (Applause.)

MR. BOUCHER—In regard to the work of the Secretary, the speaker believes in giving credit where credit is due, for it is quite evident that our Secretary is the busy member of our organization. A few months ago, while criticising the meetings of another Society, the speaker referred in no uncertain terms to the excellent manner in which "life" and "go" are injected into our meetings. By having speakers who are particularly fitted to discuss certain subjects, prepare their discussion in advance and present it before us here, the interest is greatly enhanced and new thoughts are brought out which would frequently be omitted while speaking extempore—and it is our Secretary who hustles around and gets the speakers to do the preparing in advance.

The PRESIDENT—I am about to take a great liberty. Perhaps the gentleman whom I impose upon will decline to forgive me; but I believe that this occasion should be rounded out with the *eclat* of which it is so deserving—you notice the accent on the word *eclat*—the letter T being silent like dog in sausage—and the gentleman upon whom I call is a man whose reputation as a speaker is international. Familiarly known to us all as the "peerless orator," and if he will favor us with a few seemingly-impromptu remarks upon this occasion I am sure that it will be highly appreciated by us all as a finishing polish. I call upon the Honorable George A. Post, President of the Business Men's Association, one of our valued members of whom we are justly proud. (Applause.)

HON. GEORGE A. POST—Mr. President and Brethren of the New York Railroad Club: Last night I listened to a speech made by Governor Glynn of New York, at the Dinner of the Chamber of Commerce, in which he remarked that he had always found the penalty of a free feed was that the recipient thereof had to make a speech. (Laughter and applause.) I had never before had the pleasure of listening to the present Governor of the State. I know of him by

reputation, of course, but he certainly impressed me most favorably. In view of the circumstances in which I find myself at this moment, with my interior lined with a free feed at the expense of the New York Railroad Club, I venture to say that Governor Glynn is probably the best posted and most far-seeing Governor that the State of New York has ever had. (Laughter and applause.)

I received an invitation the day before yesterday to join in the monthly banquet of the officary of the Club at the Engineers' Club, at six thirty o'clock this evening, with the compliments of the distinguished President of this organization. Always keen for a free dinner, I accepted with alacrity. This, however, was before I had heard those prophetic words from the Governor of New York. While I was sitting there at the festal board, cheerfully and with gastronomic abandon, stowing away the rich and juicy viands that were handed to me, suddenly the awful thought of what the Governor had said about free food came to me, and I turned apprehensively to President Chamberlin and said, "Gene, why do I get in on this feed?" That unctuous gentleman, replied with Satanic sangfroid: "I hate to tell you, but you'll find out." (Laughter and applause.) Up to that moment I had not expected to be called upon to make a speech, especially under such solemn circumstances as these. Why, this is —this is without precedent for me. This is "Old Man's Night" at the New York Railroad Club! I don't belong to that bunch! Whoever heard of George Post going around claiming that he is a veteran, and not one of the boys? I want it distinctly understood that I have no memory longer than ten years (laughter and applause) and I have not arisen responsive to the summons from the chair with tottering form to tell in piping notes, exuding from toothless gums about what happened forty or fifty years ago. (Laughter and applause.)

This night is an epoch-making night in railroad clubdom. It is the Rubicon which Dan Brady crosses while reading his interesting paper, leaving the merry note of youth behind, to be known hereafter, so long as he shall live, as "Old Dan Brady." (Laughter and applause.) As one of the young men here, I am glad to pay reverence to "Old Dan." (Laughter and applause.)

If there is anybody here tonight who is as old as Dan, I should like to make some inquiries as to his early career. I have known him for a few years, but I have heard that he has a wonderful past. As I look around, I see some gray hairs atop the heads of those who probably know more about Dan than I do. (Laughter.)

I have read this paper with great care and pleasure, being particularly curious to see if Dan would tell of some of the old days in which he participated (laughter), but Dan is always full of discretion, and it is the things that Dan doesn't tell that would be mighty interesting. (Laughter.)

Seriously, it is eminently fitting that in these days, when the world is travelling so fast, when such mighty deeds are being performed, that

we should take a night off and give a reverent thought to the men who were pioneers in this great work, in which this great Club has played so great a part. There are names that have been brought to our minds tonight by Mr. Brady's paper—names of men of achievement in their time, men of glorious records, and men without whose work in their day and generation there would not be the splendid railroads that we have today. They had foresight. They studied, not for their own day only, but for the future. Many of the men who now shine brilliantly in the field of transportation are brilliant and effective because they have studied well the writings and the sayings of those men mentioned by Mr. Brady, who were accustomed to stand before audiences in their day, discussing important technical subjects, and who were active participants in the proceedings of the New York Railroad Club. (Applause.) I will not attempt to call any of them by name, as Mr. Brady has done it so well and so thoroughly.

This night has been a glorious night for me and it is a compliment that Mr. Brady may well appreciate, that so large a part of our membership has come here tonight to hear Mr. Brady read his paper, because every one of us knows that whatever may have been our differences of opinion with the writer of this paper, we owe to him a great debt for his energy, for his generosity of his time and talent, and the "sinews of war" that he has poured forth in the upbuilding of this Club and of most of the railroad clubs that are scattered throughout the country. For my part, I stand here to cheerfully acknowledge the good things that Dan Brady has done. (Applause.)

It has been my pleasure during the past few years to be fed by many clubs, and I want to say that upon every occasion, no matter how far I have travelled, and no matter what the occasion, the first man I stumbled upon in that town was Dan Brady, looking for the same edibles that I was. (Laughter and applause.) I noticed that while I was being entertained as though I were a soubrette, lolling in the lap of luxury and posing as a statesman, awaiting the moment when I should open my lips and spill words of wisdom, Dan was on the job talking with the Secretary and the officers of the Club, trying to find out how they could boost the organization. (Applause and laughter.) I always came away from such occasions with the impression that it was Dan's visit, perhaps, and not my own that was most important to the Club in whose festivities we had participated and whose hospitalities we had the honor of enjoying together. (Great applause.)

The PRESIDENT—That effort was certainly worth coming far to hear.

Gentlemen, we are awaiting further remarks. After that magnificent speech of Mr. Post, do not feel diffident. It should inspire you. Any indication of such inspiration will immediately be noted. (Laughter.)

If there be no further speakers upon this subject, we will ask Mr. Brady to offer something in rebuttal. If he feels he has anything to rebut—apparently we all agree with him. (Laughter.)

Mr. BRADY—Mr. President and Gentlemen: In concluding I want to say that I feel deeply the compliment which has been paid the Club and the speaker by the gentlemen who have attended this evening and particularly those representatives from distant cities and other clubs who have travelled many miles in order to be with us. For the kind words which have been said I feel very grateful as well as to this audience for its undivided attention.

I believe the post of Historian was created in some of the other clubs years ago. Tonight, I suggest we make another position, carrying with it the name of poet and I nominate our good friend Brazier for that position. His ability to fill it I do not think anyone will question. For his kindly reference I offer many thanks.

Mr. Anderson of Pittsburgh has told you how rapid has been the growth of the Pittsburgh Club. It certainly is a very flourishing organization and I look to see a membership of 1400 or 1500 in the Pittsburgh Club before many months. And this good work should continue in all clubs, provided the individual members, and the officials of the railways and you gentlemen of the manufacturing and supply interests will lend a helping hand.

To our fellow member on the right, who has spoken of the luncheons and entertainments, I want to allay all his fears by telling him that in 1913 in order to be up with the times we must be progressive. To progress and improve is always in order. In the earlier years everything was strictly business. There was little or no recreation. So it was with this club up to fifteen or sixteen years ago. I remember when the question of luncheons first began to be discussed, the discussion ran on for several months before it had any effect. Personally, I do not take supper in the evening. I am not much of a hand to imbibe and I never smoke; and some of the older heads will remember I was a very strong opponent of serving supper or luncheon at our meetings, but, gentlemen, I ranged myself on the other side years ago. You are going to continue to lunch and let me say to my friend on the other side, eliminate the social features and the first thing you know you will bar the young men who are taking an active interest in the club. Your Christmas affair amounts to a smoker. And whether you choose to get together during the summer is a matter for you to determine; but, please, gentlemen, do not try to crowd out all the sunshine that is making its way into the other fellow's life. (Applause.) You will never make any mistake by breaking bread with or doing a kindly act for him.

Forty years is a long time—whether we look back into the past or into the future. It is more than a generation in the life of man.

Marvelous, astonishing changes have occurred in connection with rail-ways or any other business you may choose to particularize. This club, however, through all these strenuous times, has gone forward with increasing success, and with your present and prospective officers I feel sure they will steer this little ship as safely for the next two score years as they have for the past forty.

In conclusion, I am going to offer just one suggestion to those young men who are coming after us in the management of this Society, and it applies to all walks in this life. No matter what you try to do, do it well, but under all circumstances, "Play the game of life fair." (Applause.)

(Contributed by Mr. R. M. Dixon, President, Safety Car Heating and Lighting Company.)

New York, Dec. 4th, 1913.

Mr. Harry D. Vought, Secretary New York Railroad Club,

New York, N. Y.

MY DEAR MR. VOUGHT:

I trust that I may be permitted to contribute a little to the discussion following the presentation of Mr. Brady's paper on the occasion of Railway Club Night. I was unable to attend the last meeting, but I feel that what follows should be known.

Many years ago the New York Railroad Club held an annual meeting for the election of officers, in the old American Society of Mechanical Engineers' building and the Club was \$600.00 in debt. The meeting in many respects was uncomfortable, but when the "smoke of contest" had cleared away somewhat Mr. D. M. Brady and the writer found themselves elected as members of the Finance Committee. Mr. Brady was the first member of the Finance Committee to realize the possibilities of placing the Club on a sound financial basis, and I say today, with full knowledge of all the financial transactions of the New York Railroad Club since that period, that the credit for its present substantial financial condition is due more largely to Mr. Brady than to any other member or group of members in the Club. The other members of the committee were slow in appreciating Mr. Brady's suggestions, but that did not stop him, and his good sense, persistency and inborn generosity of nature, won and carried along with him in an almost unruffled current to this time, the support and assistance of those who had charge of the finances of the Club.

Very truly yours,

R. M. DIXON.

Gentlemen, the next business is the report of the tellers on the balloting for officers for the ensuing year. They are a committee of three young men, each of whom has been successful in life. They were selected by the President not only for their success, but for their undoubted honesty, thus securing to the Club an absolutely honest count. (Laughter.) The tellers are Mr. John J. Mallay, Chairman, Mr. A. E. Calkins, Mr. C. B. Yardley, Jr.

Mr. Mallay, will you kindly step forward and present your report?

New York, November 21st, 1913.

Mr. E. Chamberlin, President, and Members of the New York Railroad Club;

GENTLEMEN—The undersigned as tellers appointed to canvass the ballots cast for candidates nominated for officers of the Club for the year 1913-1914, beg leave to report that in accordance with the requirements of the Constitution and By-laws delivery of the ballots was made to us by the Secretary at 12 o'clock noon, November 21st, 1913, the total number cast being 1008.

Number rejected for failing to sign ballot envelope	9
Number rejected for use of rubber stamp	1
Number rejected for non-payment of dues	28
Total number of votes counted	970

and the result as follows:

For President, George W. Wildin	968
For First Vice President, C. W. Huntington.....	969
For Second Vice President, Frederick C. Syze.....	957
For Third Vice President, Frederick C. Syze.....	11
For Third Vice President, Burton P. Flory.....	956
For Second Vice President, Burton P. Flory.....	11
For Treasurer, Robert M. Dixon.....	966
For Executive Member (three years) Miles Bronson.....	969
For Member of Finance Committee (three years) Charles Shults....	968

Respectfully submitted,

J. J. MALLAY, Chairman

A. E. CALKINS

C. B. YARDLEY, Jr.

The PRESIDENT—Gentlemen, as you are aware, this report of the Tellers causes the change of executives to become immediately effective; and I will appoint as a committee to escort the new President to the Chair, Mr. A. J. Grymes and Frederick C. Syze. You will find the new President in the middle aisle to the right—broadly smiling.

(The committee thus appointed, escorted the President-elect, Mr. George W. Wildin, to the Chair.)

MR. CHAMBERLIN—Mr. President, in tendering to you this insignia of office, I bespeak for you the hearty and undivided support of this great organization and its Executive Committee, whom I now thank from the bottom of my heart for the support given me during my term of office. Mr. Wildin, it is now distinctly up to you—but knowing, as we do, of your ability, your ready mind upon all occasions, we know that as an executive officer your success is already assured. Permit me to offer you this gavel, the implement of authority. (Great Applause.)

Upon President Wildin taking the chair Mr. Syze spoke as follows:

MR. SYZE—Mr. President, I have the honor to be the first one to address you after your inauguration, and I would like to make a motion: That the sincere and hearty thanks of the New York Railroad Club be extended to the retiring President, Mr. Chamberlin, for the very efficient and masterful—and, I may say, unique—manner with which he has discharged the duties of his office. By unique I mean the clever and, let us say, happy, way he has combined levity with seriousness, and humorous satire with a keen observation and understanding of his audiences that never failed to bring out free and full discussion of the many important subjects and papers presented before this Club,—and that, in the final analysis, is really the end and object of the New York Railroad Club.

That, gentlemen and Mr. President, I would like to put as a motion.

PRESIDENT WILDIN—Gentlemen, you have heard the motion. In order to make it more impressive I will ask the members to indicate their willingness to support this motion by a rising vote.

The resolution was unanimously adopted by a rising vote.

MR. CHAMBERLIN—Mr. President and Gentlemen of the Club: I much appreciate and thank you from the bottom of my heart for this compliment. (Applause.)

I think we should have a speech from the new President. (Applause.)

PRESIDENT WILDIN—Mr. Ex-President, members of the New York Railroad Club, and friends, I wish to assure you that I deeply appreciate the great honor you have conferred upon me this evening by electing me as your Presiding Officer for the ensuing year. It is an honor of which there is none higher in the Railroad Clubdom world, and one of which any man can be justly proud. I confess that

I enter upon the task with considerable timidity and uncertain courage, but I feel, after the stage fright has somewhat passed away, and backed by that splendid cooperation always known to be forthcoming from this body, everything will come out all right.

I can not assure you very much in the way of fine speeches. The Mechanical Departments of Railroads are not possessed of many orators for two very good and simple reasons: First, any man who has oratorical ability never goes into the mechanical department, but either into the Traffic, Transportation or Legal Departments instead, and Second—If he does get into the Mechanical Department and that little talkative bee begins to buzz around his ears, he had better kill it at once, or else it may get his job, for mechanical men are not paid, as a rule, for the number of good sounding words they may be able to assemble together, and deliver at some convenient time; but for the hard thinking and hard work they are able to do. You have before you tonight a natural product of such environments. (Applause.)

I am sure after this explanation you will not expect of me any great outbursts of oratory or streaks of eloquence, coupled with that wonderful effervescence of witticisms that you have been permitted to enjoy during the Club year just closed. Our retiring President, Mr. Eugene Chamberlin, is the only one of his kind known to me, and the New York Railroad Club has him. Gentlemen, we will hold on to him until Father Time says let go. (Applause.)

If at the end of my administration I can look back and see that there has been no diminution of the Club's onward progress, and that I have fairly maintained those high standards set for me by my illustrious predecessors, I will be satisfied.

Again I wish to thank you one and all for this splendid compliment, and to assure you that for the same I am truly proud. (Great applause.)

The next order of business is the election of members proposed at the meeting of October 17, 1913. The number is 17.

A MEMBER—Mr. President, I move you that the Secretary cast the ballot of the Club for their election in the usual manner.

This motion being duly seconded and carried the members were declared duly elected.

THE PRESIDENT—The next order of business is the reading of the applications for membership which have been approved by the Executive Committee, the number is 34.

The SECRETARY—Before proceeding, I feel it incumbent upon me, in view of the remarks made by one of the speakers tonight, and in order to prevent any member of the Club going away with a false impression, to correct a statement which was made as to the name of the Club. Allusion was made to a luncheon club being

confused often with this organization, and this Club being confused with that Club. It was referred to as "another New York Railroad Club." That is an error. It is true that in one sense the name of this Club was appropriated, but it was twisted and turned around and as the name of that organization is "The Railroad Club of New York." This is "The New York Railroad Club."

The Secretary will read the names:

- Burchsted, A. R. Mechanical Engineer, Oil Engine Department
Samuel L. Moore & Sons' Corporation, Elizabeth, N.J.
- Braine, Elgin. Salesman, Duplex Metals Co., 30 Church St.
New York City
- Bond, H. D. Sales Agent, United & Globe Manufacturing
Co., 26 Broadway, New York City
- Barton, T. F. Master Mechanic, D. L. & W. R. R.,
Kingsland, N. J.
- Cameron, T. C. Auditor, N. Y. O. & W. R. R., Grand
Central Terminal, New York City
- Conarton, Edward W. Secretary to Brady Brass Co., 170 14th St.,
Jersey City, N. J.
- Dempsey, H. B. Engineer, Quigley Furnace & Foundry Co.,
105 West 40th St., New York City
- Davidson, Walter. Piece Work Inspector, Pennsylvania R. R.,
Trenton Shops, Trenton, N. J.
- Duncan, Henry C. Inspector of Equipment and Operation,
Public Service Commission, 51 Edwin St., Ridgefield Park, N. J.
- Gray, George M. President, Peter Gray & Sons, Inc. of
Boston, 3rd and Binney Sts., Cambridge, Mass.
- Gover, Jesse. Transit Man New York division, B. & O.
R. R., 414 Richmond Terrace, New Brighton, Staten Island, N. Y.
- Gove, William G. Superintendent of Equipment, Brooklyn
Rapid Transit Co., 85 Clinton St., Brooklyn, N.Y.
- Hoeffle, George. Salesman, Railway Materials Co., 149
Broadway, New York City
- Harris, Albert. Mechanical Engineer Merchants' Despatch
Transportation Co., East Rochester, N. Y.
- Hammond, George O. Assistant Mechanical Superintendent, N. Y.
N. H. & H. R. R., New Haven, Ct.
- Jenkins, Richard J. Asst Mgr, New York Office, Pittsburgh
Spring & Steel Co., 2038 Grand Central Terminal, New York City
- Jehu, Robert. Salesman, Joseph T. Ryerson & Sons, 30
Church Street, New York City
- Kelly, Raymond. Railroad salesman, H. W. Johns-Manville
Co., 41st St. and Madison Ave., New York City
- Kelsey, Harold J. Foreman of Engine House, 42nd St., N. Y.
N. Y. & H. R. R., 163 West 3rd St., Mt. Vernon, N. Y.

- Moyer, Albert W. Salesman, Quigley Furnace & Foundry Co.,
700 West 179th St., New York City
- Merkt, O. L., Engineer, Westinghouse Church, Kerr & Co. 37 Wall Street,
New York City
- Nelson, H. J. Agent, C. R. R. of N. J., 20 Hillside Road,
Elizabeth, N. J.
- Ordeman, H. W. Transit Man, New York division, B. & O.
R. R., 127 Mersereau Avenue, Pt. Richmond, Staten Island, N. Y.
- Olmsted, Allen S. Leg-Traffic Assistant, to the Chairman of
the A. T. & St. F. R. R., 52 William St., New York City
- Palmer, E. A. Division Master Mechanic, Public Service
Railway Co., 865 Livingston St., Elizabeth, N. J.
- Rea, S. G. Vice President, Standard Railway Equip-
ment Co., 90 West St., New York City
- Riley, Andrew Paymaster, N. Y. O. & W. R. R., Grand
Central Terminal, New York City
- Shafer, Arthur B. Assistant Superintendent, N. Y. S. & W. R.
R., 109 Pavonia Ave., Jersey City, N. J.
- Stacy, Harry P. Engineering Accountant, N. Y. C. & H.
R. R. R., 90 Chester Place, Yonkers, N. Y.
- Timmerman, H. Fr. Chief Engineer, Oil Engine Department,
Samuel L. Moore & Sons Corporation, Elizabeth, N. J.
- Trigg, George Salesman, John Lucas & Co., 521 Wash-
ington St., New York City
- Titworth, C. M. Assistant Engineer, C. R. R of N. J., 24
Westervelt Avenue, Plainfield, N. J.
- Tuttle, William Salesman, J. L. Mott Iron Works, 1120
Woodycrest Ave., Bronx, New York City
- Woodwell, J. E., Consulting Engineer, Marks & Woodwell,
103 Park Avenue, New York City

PRESIDENT WILDIN—As customary, these names will lie over until the next meeting for action.

It is proper for the Chair to state at this time that there will be no paper at our December meeting which, after a brief business session, will take the shape of a Smoker and we are promised some very fine things by the committee who have the affair in charge. It will be held at the Waldorf-Astoria on December 19th. The attendance at this Smoker will be limited to the membership and members will remember to have with them the special admission cards which will be sent to them.

I am reminded by the Secretary that luncheon is served as usual in the adjoining room and that the sandwiches are up to the usual standard. We hope that you will all attend.

I will no entertain a motion to adjourn.

On motion, duly seconded, the meeting was adjourned.

(Adjourned 11 P.M.)

THE
PAST, PRESENT AND FUTURE
OF
RAILWAY CLUBS

MASTER CAR BUILDERS CONVENTIONS

CONVENTIONS	PRESIDENTS	YEAR	HELD AT
First.....	I. W. VANHOUTEN...	1867,	Altoona, Pa.
Second.....	I. W. VANHOUTEN...	1868,	Dayton, Ohio
Third.....	I. W. VANHOUTEN...	1869,	Chicago, Ill.
Fourth.....	I. W. VANHOUTEN...	1870,	New York, N. Y.
Fifth.....	F. D. ADAMS.....	1871,	Richmond, Va.
Sixth.....	M. C. ANDREWS....	1872,	St. Louis, Mo.
Seventh.....	M. C. ANDREWS....	1873,	Boston, Mass.
Eighth.....	I. W. VANHOUTEN...	1874,	Cincinnati, Ohio
Ninth.....	LEANDER GAREY....	1875,	New York, N. Y.
Tenth.....	LEANDER GAREY....	1876,	New York, N. Y.
Eleventh.....	LEANDER GAREY....	1877,	Cleveland, Ohio
Twelfth.....	LEANDER GAREY....	1878,	Niagara Falls, N. Y.
Thirteenth.....	LEANDER GAREY....	1879,	Chicago, Ill.
Fourteenth.....	LEANDER GAREY....	1880,	Detroit, Mich.
Fifteenth.....	LEANDER GAREY....	1881,	New York, N. Y.
Sixteenth.....	LEANDER GAREY....	1882,	Philadelphia, Pa.
Adjoined, on			
reorganization...	LEANDER GAREY....	1882,	Niagara Falls, N. Y.
Seventeenth.....	LEANDER GAREY....	1883,	Chicago, Ill.
Eighteenth.....	LEANDER GAREY....	1884,	Saratoga, Ill.
Nineteenth.....	LEANDER GAREY....	1885,	Old Pt. Comfort, Va.
Twentieth.....	B. K. VERBRYCK....	1886,	Niagara Falls, N. Y.
Twenty-first.....	B. K. VERBRYCK....	1887,	Minneapolis, Minn.
Twenty-second....	WILLIAM McWOOD...	1888,	Alexandria Bay, N. Y.
Twenty-third.....	WILLIAM McWOOD...	1889,	Saratoga, N. Y.
Twenty-fourth....	WILLIAM McWOOD...	1890,	Old Pt. Comfort, Va.
Twenty-fifth.....	JOHN KIRBY.....	1891,	Cape May, N. J.
Twenty-sixth.....	JOHN KIRBY.....	1892,	Saratoga, N. Y.
Twenty-seventh....	E. W. GRIEVES.....	1893,	Lakewood, N. Y.
Twenty-eighth....	E. W. GRIEVES.....	1894,	Saratoga, N. Y.
Twenty-ninth....	JOHN S. LENTZ.....	1895,	Alexandria Bay, N. Y.

MASTER CAR BUILDERS CONVENTIONS—Continued

CONVENTIONS	PRESIDENT	YEAR	HELD AT
Thirtieth.....	JOHN S. LENTZ.....	1896,	Saratoga, N. Y.
Thirty-first.....	S. A. CRONE.....	1897,	Old Pt. Comfort, Va.
Thirty-second.....	S. A. CRONE.....	1898,	Saratoga, N. Y.
Thirty-third.....	C. A. SCHROYER.....	1899,	Saratoga, N. Y.
Thirty-fourth.....	C. A. SCHROYER.....	1900,	Saratoga, N. Y.
Thirty-fifth.....	J. T. CHAMBERLAIN..	1901,	Saratoga, N. Y.
Thirty-sixth.....	J. J. HENNESSEY.....	1902,	Saratoga, N. Y.
Thirty-seventh....	J. W. MARDEN.....	1903,	Saratoga, N. Y.
Thirty-eighth.....	F. W. BRAZIER.....	1904,	Saratoga, N. Y.
Thirty-ninth.....	W. P. APPLEYARD....	1905,	Manhattan Beach, N. Y.
Fortieth.....	J. E. BUKER.....	1906,	Atlantic City, N. J.
Forty-first.....	W. E. FOWLER.....	1907,	Atlantic City, N. J.
Forty-second.....	G. N. DOW.....	1908,	Atlantic City, N. J.
Forty-third.....	R. F. MCKENNA.....	1909,	Atlantic City, N. J.
Forty-fourth.....	F. H. Clark.....	1910,	Atlantic City, N. J.
Forty-fifth.....	T. H. CURTIS.....	1911,	Atlantic City, N. J.
Forty-sixth.....	ALEX STEWART.....	1912,	Atlantic City, N. J.
Forty-seventh....	M. K. BARNUM.....	1913,	Atlantic City, N. J.

 MASTER CAR BUILDERS ASSOCIATION

 NUMBER OF MEMBERS AND CARS REPRESENTED AND
 AMOUNT OF DUES COLLECTED

	1883	1912
Number members.....	183	874
Number cars represented.....	357,030	2,959,397
Amount dues collected.....	\$1,049.00	\$12,307.00

A GREAT FUTURE FOR THE NEW YORK RAILROAD CLUB

Wonderful possibilities lie before the railroad clubs, and particularly before the New York Railroad Club, if their energies are properly directed. Many of those present must have felt this strongly at the meeting of the New York Railroad Club last Friday when D. M. Brady reviewed its history and achievements, and when the annual reports were read showing a membership of 2,099 and a cash balance in the treasury of over \$14,000. This club numbers among its members many of the leading men in the various branches of the railway service in this country and in the railway supply and manufacturing industry. Moreover, these men attend the meetings and take part in the discussions when the subjects are of sufficient interest to warrant their so doing.

At no period in the history of our railroads were there so many complex and important problems which demand solution. Some of these are being given the necessary attention by associations which are specially fitted to consider them. There are many, however, which could be studied and discussed to splendid advantage by the railway clubs. The New York Railroad Club, the oldest railroad club in existence, as well as the largest and wealthiest, will miss a great opportunity if it does not become the most influential and effective organization of its kind from the standpoint of assisting in improving the efficiency in all branches of railway service—and this is a matter which should not be difficult of accomplishment with the remarkable and fertile resources which it has at its command. F. M. Whyte apparently had this in mind when he directed attention to the fact that the most successful and effective meetings of the New York Railroad Club were those which have been held in connection with the annual Electrical Night. These have been in charge of a special committee which has given considerable time and effort to preparing a thorough study of the question and of carefully arranging the program in order to bring out the most advanced practice and the best thought of the leading men in the field. Mr. Whyte suggested that equal care be given to the preparation and presentation of the papers and reports for each of the monthly meetings of the club. This might be done by the appointment of a special committee for each meeting, or possibly by placing the whole matter in the hands of a meetings committee which

could select the different subjects so that they would be correlated, and then assign them to sub-committees if it seemed necessary or desirable. In the *Railway Age Gazette* of October 3, page 599, the suggestion of A. L. Humphrey, vice-president and general manager of the Westinghouse Air Brake Company, at a meeting of the Railway Club of Pittsburgh, was commented on. His idea was that the work of the railroad club would be far more effective if more definite aims and policies were followed in preparing the program for each year. He even went so far as to suggest that the Railway Club of Pittsburgh could make a record for itself if it was to select, for instance, the problem of welfare work on the railroads and discuss its various phases at several successive meetings. It appears that this recommendation is being carried out, inasmuch as the paper scheduled for this week considers the problem of workingmen's compensation. If the New York Railroad Club were to select, say, an important problem in connection with more economical and efficient railway operation, and would at successive meetings consider each of its various important phases from the standpoint of the different departments or branches of service interested, and if in connection with this it would follow Mr. Whyte's suggestion of having these different parts of the general subject worked up and their presentation and discussion arranged for by special committees, the club could undoubtedly within a comparatively short time make a position for itself which would command the respect of the railway world.

The great difficulty in the way of bringing its members to a realization of the importance of this is that its membership is so large that even with mediocre papers a fairly good attendance is assured, and even if no paper at all is presented, as was the case some time ago, the refreshments and the opportunity for social intercourse are to a certain degree satisfactory to many of the members. We do not question the value and importance of the social activities of the club; these afford valuable opportunities for the members to become acquainted one with another and for the interchange of experiences and opinions, all of which are beneficial. W. G. Besler, Vice-president of the Central Railroad of New Jersey, brought out nicely the necessity for even a greater activity of the club along these lines. On the other hand, if more attention was given to the educational program, the influence of the club could be very considerably widened, with a corresponding satisfaction to a far greater proportion of the club membership.

[AMERICAN METAL MARKET AND DAILY IRON AND STEEL REPORT]

December 29, 1913.

NEW YORK RAILROAD CLUB.

At a recent meeting of the New York Railroad Club a very interesting paper was read by Mr. Daniel M. Brady, President of the Brady Brass Company, N. Y., on "The Past, Present and Future of Railway Clubs." Mr. Brady gave a history of the Railway Clubs, beginning with the Annual Convention of Master Car Builders Association held September 18, 1867, down to the present day, taking occasion to read an interesting letter from W. H. Vanderbilt in 1873 who was then Vice President of the N. Y. C. R. R. Mr. Brady made a strong argument for Railway Clubs, also some valuable suggestions for their management and increase of usefulness to their members and the public. But what was of greater general interest perhaps, was some remarks with which Mr. Brady introduced his paper, coming as they did from one who is able to approach his subject with the equipment of a business man of 40 years experience, and whose knowledge and acquaintance with the railroad supply trade is second to none.

"Bear in mind there are two classes of people in all walks of life; one is made up of those who go ahead and do something; the other of those who follow after and criticise those going ahead.

"The transportation industry has made America what it is, more than any other factor since its discovery. Volumes can be written to substantiate this paragraph, two examples in the concrete ought to suffice. Take Greater New York, with its millions of people and remove from them the modern subways, elevated, steam and electric railways used daily to transport its inhabitants, and what would be the result? Can you picture the scene?

"Eliminate the trunk and trans-continental railway lines running from New York, Chicago and adjacent cities to San Francisco and from the Atlantic to the Pacific. What would become of the American nation and its population? Do you know any one who can summarize the results?

"The railroads of our country in the past have had an inning. Their opponents are now having theirs.

"The pendulum has been moving in the same direction for a long time, but the sound sense of the American people, before the game is over, is bound to assert itself, and the pendulum will assume its swing once more.

"The dominant party has just put in effect a new tariff law, a safe currency bill will soon be enacted, reasonable advances in freight rates must surely be allowed, and as a natural sequence, the coming year should witness a reaction in business and much prosperity. Optimism is the word.

"Once the wheels of railway industries get running again at high speed, what an impetus there will be to business.

"It is estimated it will take \$700,000,000 alone to buy all the steel passenger cars needed, \$800,000,000 to provide for new freight cars and \$300,000,000 to install new and improve the present signals. In Greater New York alone, from four to five thousand passenger cars must be bought to operate new trackage and take care of renewals."

SOCIETY OF RAILWAY ASSOCIATIONS' SECRETARIES

A meeting for the purpose of organizing a Society of Railway Associations' Secretaries was held at 75 Church Street, New York City, on Saturday, November 22nd.

The following were present:

American Association General Passenger & Ticket Agents, Secretary, W. C. HOPE.
American Electric Railway Manufacturers Association, Secretary, H. C. McCONNAUGHY.
American Railway Association, General Secretary, W. F. ALLEN, Assistant General Secretary, J. E. FAIRBANKS.
American Society Testing Materials, Secretary, PROF. E. MARBURG.
Master Car & Locomotive Painters' Association of U. S. & Canada, Secretary, A. P. DANE.
Central Railway Club, Secretary, HARRY D. VOUGHT.
Canadian Railroad Club, Montreal, Secretary, JAMES POWELL.
New York Railroad Club, Secretary, HARRY D. VOUGHT.
The Railway Club of Pittsburgh, Secretary, J. B. ANDERSON.
Richmond Railroad Club, Secretary, F. O. ROBINSON.

Also Mr. Daniel M. Brady, the first man to serve as a secretary of a mechanical organization of railroad men and founder of the Society of Railway Club Secretaries.

Mr. Harry D. Vought was elected temporary chairman and Mr. J. E. Fairbanks, temporary secretary.

The Chairman stated that he had received letters from the Secretaries of 14 organizations other than those represented at the meeting, in which considerable interest was manifested in the proposed organization.

The name of the organization was considered and it was decided to use the designation "The Society of Railway Associations' Secretaries."

The following rules to govern the organization were approved:

1. This organization shall be called the Society of Railway Associations' Secretaries.
2. Its object shall be the development and solution of problems of mutual interest to its members.
3. Its action shall be recommendatory in character and shall not be binding upon the members thereof.

4. Membership shall be accorded to the Secretary of each general organization identified with or related to the railway service in North America designed to promote efficiency, and shall be continuous until his withdrawal, or until the appointment of his successor. The Executive Committee shall pass upon and determine the qualifications of applicants for membership.

5. Presidents and Vice-Presidents of the Associations whose Secretaries are members of the Society shall, during their respective terms of office, be enrolled as associate members with all the privileges of active membership except voting.

6. The officers of the Society shall consist of a President, a First and a Second Vice-President, and a Secretary-Treasurer, who shall serve for one year or until their successors are elected.

7. The duties of the President shall be to preside at each meeting. The duties of the Vice-Presidents shall be to preside in the absence of the President.

8. The duties of the Secretary-Treasurer shall be to keep records of all meetings, receive and disburse all funds, to notify the Secretary of each Association in writing of the action taken at each meeting and perform such other duties as may from time to time be assigned to him. His compensation shall be fixed by the Executive Committee.

9. There shall be an Executive Committee consisting of five members to whom the President shall be one ex-officio. The other four members of the Executive Committee shall be elected by the Society, two of them for one year and two for two years. After the first year the terms of the elective members of the Executive Committee shall be two years.

10. Regular meetings shall be held annually at a time to be fixed by the Executive Committee. Special meetings shall be called by the President at the request, in writing, of the Executive Committee or of ten members of the Society.

11. _____ members shall consist a quorum for the transaction of business.

12. The expenses of the Society shall be paid by an annual assessment of \$.....upon the members. Associate members shall not be subject to assessment.

13. At all meetings the order of proceedings, unless otherwise voted, shall be as follows:

- Announcement of members present.
- Approval of minutes of previous meeting.
- Announcement of the election of new members.
- Unfinished business.
- New and miscellaneous business.
- Election of officers.
- Adjournment.

14. All proceedings at the meetings of the Society shall be governed by Roberts Rules of Order, unless otherwise herein provided.

15. Amendments to these rules, except Nos. 1, 2, 3 and 4, may be proposed at any meeting, provided thirty days' notice of same shall have been given the members through the Secretary, under instructions from the Executive Committee, in the call for the meeting, and it shall require a vote of a majority of the members present to adopt them.

Proposed amendments to Rules 1, 2, 3 and 4, if approved by a majority of those present, must be submitted to a letter-ballot and decided by two-thirds of those voting.

The Chairman was authorized to appoint an Advisory Committee to co-operate with the Chairman and Secretary in perfecting the organization.

It was suggested that a meeting be held for the purpose of electing permanent officers and for the transaction of such other business as may be necessary as soon after February 1, 1914, as is found practicable.

It was the feeling of those in attendance that an organization as covered by the rules adopted will prove of great value.

The meeting adjourned subject to the call of the Chairman.

J. E. FAIRBANKS,

Secretary.

Since the meeting an advisory committee has been appointed as follows: W. F. Allen, W. C. Hope, Prof. E. Marburg, J. B. Anderson and H. G. McConaughy.



New York Railroad Club

Index of the Proceedings for the Years 1895, 1896, 1897, 1898,
1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907,
1908, 1909, 1910, 1911, 1912, and 1913.

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New York Railroad Club

CONSTITUTION

Amended and adopted April 15, 1904; Amended Dec. 18, 1908, and September 15, 1911

ARTICLE I.

The name of this organization shall be "The New York Railroad Club."

ARTICLE II.

OBJECT.

The object of this Club shall be the advancement and dissemination, by conference and discussion, of knowledge concerning the construction, operation and maintenance of railroads and railroad equipment, and the promotion of social relations among railroad men and others of kindred interests.

ARTICLE III.

MEMBERSHIP.

Section 1.—Any person employed in the construction, operation or maintenance of a railroad or of railroad equipment, and other persons recommended by the Executive Committee, shall be eligible for active membership.

Section 2.—Persons of distinction in the railway world, and any others whom the Club may wish to honor, shall be eligible, when recommended by the Executive Committee, for honorary membership. Honorary members shall not be subject to the payment of dues or assessments.

ARTICLE IV.

OFFICERS.

At each annual meeting there shall be elected from the membership, a President, a First, a Second and Third Vice-President, who shall be engaged in an active railroad service, and a Treasurer. Each of these shall serve one year from the date of his election, or until his successor shall be chosen.

"Executive members, and members of the Finance Committee shall be elected at the annual meetings. The officers, together with the three executive members, the members of the Finance Committee, and all ex-presidents, shall constitute the Executive Committee, the term of office of one of the executive members shall expire at the end of each annual meeting.

ARTICLE V.

DUTIES OF THE EXECUTIVE COMMITTEE.

The Executive Committee shall exercise a general supervision over the interests and affairs of the Club, prepare suitable quarters for meetings and make all necessary purchases, expenditures and contracts required to conduct the current business of the Club, but shall have no power to make the Club liable for any debt to an amount beyond that which, at the time of contracting the same, shall be in the hands of the Treasurer, in cash, and not subject to prior liabilities. All expenditures for special purposes shall be made only by appropriation acted upon by the Club at a regular meeting.

ARTICLE VI.

FINANCE COMMITTEE.

The Finance Committee shall consist of three members. The term of office of one member of the Committee shall expire at the end of each annual meeting, and they shall serve until their successors are elected. The duties of this committee shall be to have a general supervision of the financial affairs of the Club, to audit the books and accounts of the Secretary and Treasurer, and to approve all bills before payment.

ARTICLE VII.

COMMITTEE ON SUBJECTS

There shall be a Committee on Subjects, which shall be appointed by the Executive Committee. The duties of this Committee shall be to select subjects for discussion at the meetings of the Club, and to arrange for the presentation of suitable papers in connection with subjects for discussion.

ARTICLE VIII.

NOMINATING COMMITTEES.

Section 1.—A Nominating Committee of nine members, not officers or executive members of the Club, shall be appointed by the President not later than May 1st, following his inauguration. It shall be the duty of this committee to send to the Secretary on or before September 1st, following, the names of consenting nominees for the elective offices, next falling vacant under the Constitution. Upon the request of any member, the Secretary shall furnish the names of such nominees.

Section 2.—In addition to the regularly appointed Nominating Committee, any other twenty or more members may constitute themselves an independent Nominating Committee, and may present to the Secretary on or before October 1st the names of the candidates whom they nominate, together with their consents to serve.

ARTICLE IX.

ELECTION OF OFFICERS.

Section 1.—At least thirty days before the annual meeting, the Secretary shall mail to each member entitled to vote the names of the candidates proposed by the Nominating Committee or committees. The names and the respective offices to which they are candidates shall be printed on separate lists on the same ballot sheet, each list of candidates to be printed under the names of the members of the committee proposing them. A member may vote by making a cross with pen or pencil before the name of each candidate for whom he wishes to vote. Ballots containing more names so marked than there are offices to be filled are defective and will be rejected by the tellers. These ballots shall be mailed by the member to the Secretary in envelopes bearing the endorsement of the votes, and in order to be counted they must be in his hands at twelve o'clock noon of the day of the annual meeting.

Section 2.—The Secretary shall certify to the competency and signatures of all voters and shall deliver the envelopes unopened to the three tellers of election, who shall be appointed by the presiding officer at the meeting, first preceding the annual meeting. It shall be the duty of these tellers to open the envelopes, canvass the ballots and announce to the presiding officer the result of the vote. An envelope without the endorsement of the voter written in ink upon its back shall be rejected by the tellers as defective and shall not be counted.

Section 3.—The presiding officer shall announce the result of the election and declare the election of the candidates who have received the largest number of votes. In case of a tie vote for any office the presiding officer shall cast the deciding vote.

ARTICLE X.

Section 1.—A Secretary shall be appointed by a majority vote of the Executive Committee at its first meeting after the annual election, or as soon thereafter as the votes of the majority of the members of the Executive Committee can be secured for a candidate. The term of the Secretary so appointed shall terminate with the appointment of his successor. The Executive Committee shall have power, by a two-thirds vote of all its members, to remove the Secretary, and appoint his successor at any time. The rate of compensation of the Secretary shall be fixed for the time that he holds office, by the vote of a majority of the Executive Committee.

Section 2.—The Treasurer shall be required to give bonds in an amount which a majority of the members of the Executive Committee shall demand, and they shall fix the rate of his compensation. No bills shall be paid by him for the Club until they have been certified by the Chairman of the Finance Committee.

Section 3.—Any vacancy in office, which may occur after the annual election, shall be filled, for the remainder of the term, by a majority vote of the Executive Committee.

Section 4.—Upon advice from the Executive Committee of the Club that any elective officer has failed to perform the usual duties of his office the Club may, by a two-thirds vote of those present at any regular meeting of the Club, declare vacant any elective office.

ARTICLE XI.

ELECTION OF MEMBERS.

Section 1.—Each application of membership must be made in writing, and be endorsed by two (2) members in good standing; each application must be accompanied by a fee of Five (5) dollars when forwarded to the Secretary for presentation at the next regular meeting of the Executive Committee. At that time the Committee shall consider the fitness of the candidate for membership; if the application be approved the candidate shall be nominated to the Club not more than thirty (30) days after such presentation, and his name shall remain in nomination before the Club not less than twenty (20) days. At the next regular meeting of the Club, after such name has been placed in nomination, it shall be voted upon by ballot, unless withdrawn, and two-thirds ($\frac{2}{3}$) of the ballots cast at such meeting shall be required to elect the candidate. In case the candidate fails of election, or his application is disapproved by the Executive Committee, the fee paid upon submission of his application shall be returned to him by the Club.

Section 2.—This fee of Five (5) dollars to be paid by each candidate shall be considered as divided into two parts—first, a fee of Three (3) dollars which shall be an initiation fee; and second, a fee of Two (2) dollars which shall be in payment of his first year's membership and subscription due to the Club.

ARTICLE XII.

AMENDMENTS.

The Constitution may be amended at any regular meeting of the Club by a vote of two-thirds of the members present and voting, such amendment having been proposed in writing and read at the previous regular meeting.

BY-LAWS

ARTICLE I.

MEETINGS.

Section 1.—The regular meetings of this Club shall be held on the third Friday of each month, except June, July and August, at 8 o'clock P. M.

Section 2.—The annual meeting shall be held on the third Friday in November at 8 o'clock P. M.

Section 3.—The President may call special meetings at such other times as he may deem expedient, and shall do so upon the written request of at least five members.

ARTICLE II.

QUORUM.

At any regular meeting or special meeting, twenty-five members shall constitute a quorum for the transaction of business.

ARTICLE III.

DUES.

Section 1.—The annual dues of members shall be Two (2) dollars, of which One (1) dollar shall constitute the annual subscription to the Club's printed Proceedings at the published price; the annual dues shall be payable in advance, on the date of the annual meeting.

Section 2.—On March 1st, of each year, the names of those members whose dues for that current year still remain unpaid shall be dropped from the roll, previous notice of at least thirty (30) days having been given such members by the Secretary. The Proceedings of the Club shall not be mailed to members whose names have been dropped from the membership roll of the Club, and such persons shall not thereafter be restored to membership until all back dues shall have been paid.

ARTICLE IV.

ORDER OF BUSINESS.

The order of business shall be as follows :

1. Roll call.
2. Reading of minutes.
3. Reports of Committees.
4. Unfinished business.
5. New business.
6. Discussion upon technical subjects.
7. Election of officers.
8. Election of new members.
9. Appointment of committees.
10. Announcements.
11. Adjournment.

ARTICLE V.

PUBLICATIONS—PAPERS—DISCUSSIONS.

Section 1.—The proceedings, or such portions thereof as the Executive Committee shall decide, of the regular meetings of the Club, shall be published (standard size, 6x9 inches), and mailed to the members of the Club, and to the members of other similar clubs with which exchange is made.

Section 2.—The published Proceedings of the annual meeting of the Club shall contain the Constitution and By-Laws of the Club; the published Proceedings of the October meeting shall contain a list of the members of the Club, also an index of the subjects discussed since the year 1894.

Section 3.—All papers prepared for Club meetings must be submitted sixty days in advance, through the Secretary to the Executive Committee.

Section 4.—At the Club meeting papers shall be read by abstract only not more than fifteen minutes being allowed for that purpose. As the papers selected will be published in the Club proceedings for the previous meeting, every member will have an opportunity to make himself familiar with the paper beforehand, as the proceedings of the previous meeting will be distributed ten days in advance of the meeting at which the abstract of the papers will be read.

Section 5.—Members engaging in discussion, and who shall have reduced their remarks to writing, shall be entitled to ten minutes for their presentation, and no written discussion which would occupy more than ten minutes in reading shall be incorporated in the printed proceedings, except by authority of the Executive Committee.

Section 6.—Extemporaneous discussion by one person shall be limited to five minutes at any one time, and any member who has once had the floor cannot claim it again until all others who desire to speak have been heard. The author of the paper under discussion will be entitled to the last five minutes to close the debate.

Section 7.—Members who are unable to attend the meeting may send their discussion in writing of any paper, such discussion to be presented under the previous rules.

Section 8.—This article may be suspended at any meeting by unanimous consent, its object being to favor well-considered discussion of all papers presented, by giving all available time to the members desiring to participate.

ARTICLE VI.

DECORUM.

Except as otherwise provided in these By-Laws, all questions of order in the conduct of meetings shall be decided in accordance with Robert's Rules of Order.

ARTICLE VII.

AMENDMENTS.

These By-Laws, or any of them, may be suspended or amended at any regular meeting of the Club by a vote of two-thirds of the members present and voting.

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