

**TRANSACTIONS OF THE RAILWAY  
ASSOCIATION OF AMERICA, AT  
ITS THIRD ANNUAL MEETING, HELD  
IN SOUTHERN HOTEL, ST. LOUIS,  
MARCH 10TH, 1875**

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Transactions of the railway association of america, at its Third Annual Meeting, elf in southern hotel, St. Louis, march 10th, 1875 by Various

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**VARIOUS**

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MARCH 10th, 1875.



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## P R E F A C E .

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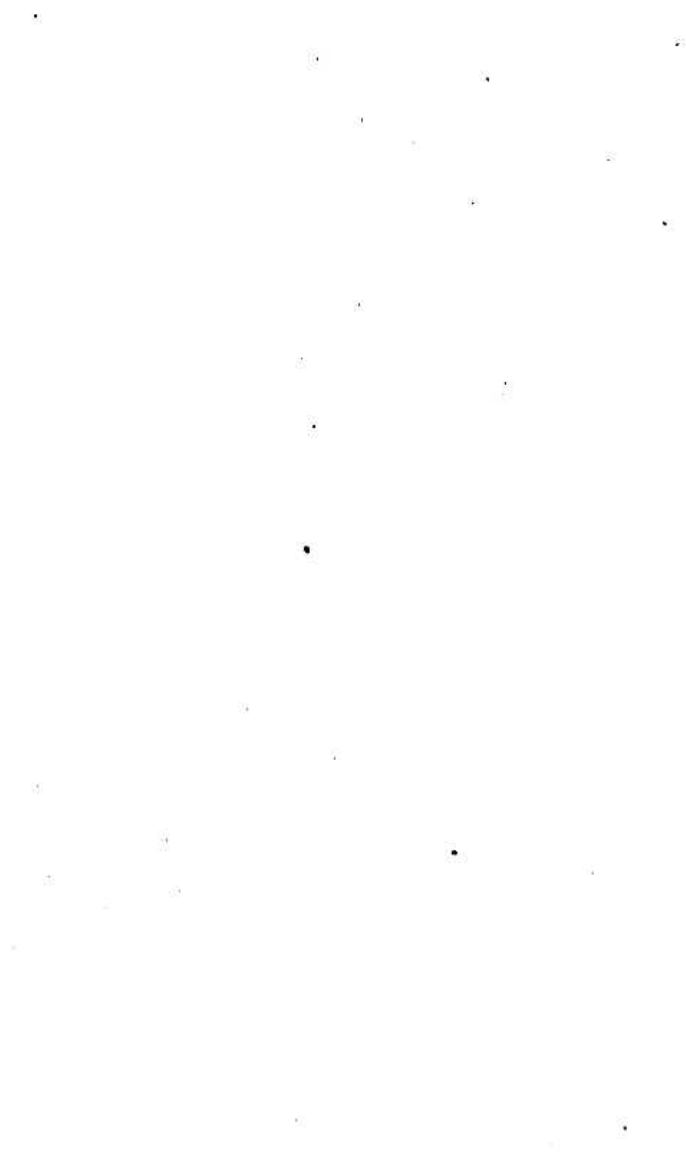
This pamphlet is mailed to every railroad director in the United States, in order to bring before them the expediency of making The Railway Association of America a National Railroad Association, with every railroad company represented in it as recommended in the president's address.

The expenses of the Association are small, while the possible benefit to railroad interests is very great. Already the Association has, in the abolition of ticket-commissions, effected a saving to the railroad system of a sum variously estimated at from *one to two millions of dollars annually*.

To make the Association vigorous, and to place it on a permanent basis, nearly all the railroad companies must send representatives to its conventions. The Association does not seek to bring about any aggressive combinations. Its prime objects are to encourage the scientific study of railroad economy, and to enable railroad companies to economize by getting rid of those non-productive expenses which have been allowed to creep in through excessive competition.

A circular has been addressed to each railroad president, asking the vote of his company on the expediency of making the Association a truly representative one.

In sending this pamphlet to directors, it is desired to elicit a full expression of opinion on this subject; therefore every person receiving a copy is requested to communicate his views to the Corresponding Secretary of the Association, Mr. HARRY E. SHARPE, at St. Louis, Mo.



## PROCEEDINGS.

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The convention was called to order at 12:30.

PRESENT:

Col. W. R. ARTHUR, Gen. Sup't St. L., K. C. & N. R'y.

R. J. STEVENS, Gen. Manager M. K. & T. R. R.

W. F. DOWNS, Gen. Sup't C. B. & U. P. R. R.

J. C. McMULLIN, Gen. Sup't Chic. & Alton R. R.

B. F. MATHIAS, Sup't Paris & Danville R. R.

Col. Arthur in the chair.

The Secretary explained that the President, Hon. Thomas Allen, had intended to be present at the convention, but that business had detained him in New York beyond his anticipation. In like manner, three other St. Louis officers were unavoidably absent from the city.

The Secretary presented the President's address and a financial statement.

The following resolution was moved and adopted:

*Resolved*, That the Secretary is instructed to print in pamphlet form the president's address and statement, and that a copy thereof be sent to every railroad company in the United States and Canada."

Also that the Secretary be instructed to address to every railroad company in the United States and Canada, a circular, calling attention to the advantage offered by an Association



such as this, as described in the President's address, and submitting to vote the following:

1. That an organization such as that of the Railway Association of America, can be made of great service to the railroad interests of this country.
2. That the Railway Association of America should be sustained by all railroad companies of the United States and Canada.
3. That in order to place the Association on a permanent basis as recommended in the address of the President, a convention should be held, at which all railroad companies which can conveniently send delegates, should be represented.

Also, that the secretary, having taken the vote, shall publish the same in full, and shall address to those who voted "aye," a call to meet in convention in St. Louis, at some convenient early day, to arrange for permanent organization and work to be undertaken during the ensuing year.

Also resolved, that the assessment for 1875 be fixed at five cents per mile operated.

Adjourned, subject to the call of the Secretary.

HARRY E. SHARPE,  
Secretary.

ADDRESS OF THE PRESIDENT, HON. THOS. ALLEN,

AT THE

THIRD ANNUAL CONVENTION,

*Assembled in the Southern Hotel, St. Louis, on the 10th of March, 1873.*

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On the 12th of December, 1871, at a meeting of presidents and superintendents, held in St. Louis, a Committee of superintendents was appointed to call a meeting of the managers of all western and southern roads. In response to the circular issued by that committee, twenty-nine managers met on the 16th of January, 1872, and organized "The Western and Southern Railway Association," the objects of which, as defined by the constitution, were—

"The promotion and advancement of railway interests, by an interchange of views and ideas and by the comparing of experiences, thereby securing greater efficiency and economy in their operations; and for the adoption of such rules and regulations as will most fully carry out the purposes herein expressed."

Eighty-three (83) officers of western and southern roads became members.

The Association, at its first annual meeting (Jan. 15, 1873), adopted a resolution, as follows:

WHEREAS, the Western and Southern Railway Association was formed to discuss matters of railroad management, with a view to the improvement of such, and to the safer and more economical working of railroads, and to procure the adoption of such rules, regulations and agreements as might be found necessary or desirable for the benefit of the railroad interests; and WHEREAS, such purposes are not of local importance merely, but are of common interest to all railroad officers and proprietors; and WHEREAS, some of the purposes can not be properly carried out by any local society or societies, therefore, be it resolved,

1st. That the title of the Association be hereafter, "The Railway Association of America."

2d. That the Secretary be instructed to notify all persons, eligible for membership, of such change and to invite them to become members.

During 1873, forty-four (44) new members were enrolled, making a representation in the Association of one hundred and eight (108) railroad companies.

The Association depended upon periodical conventions and committees of members, as the means of attaining its objects; but we soon found that railroad managers are, as a rule, too hard pressed by their routine duties to be able to give the time and labor requisite for the production of reports which would be reliable and worthy of them. For the same reason they could not spare time to attend frequent conventions. It was evident that some other method of working must be resorted to.

On October 8th, at Chicago, Messrs. Harris, Paine and Talmage were appointed a committee to report a plan for the organization of a bureau, similar to that recommended in 1867 to the National Railroad Convention, by Messrs. B. H. Latrobe, Ashbel Welch, D. C. McCallum, Albert Fink and J. B. Jervis, who were a committee "To inquire into the practicability and expediency of establishing a railway bureau for promoting the railroad interests of the United States."

Our committee reported as follows:

The Committee appointed at a meeting held in Chicago, October 8, 1873, to draft a definite plan for a Railway Bureau, with rules for its government, beg to report that they have examined the subject carefully, and are unable to propose any definite plan that they think would be likely, at this time, to meet the acceptance of the managers of roads.

While the Committee regard a Bureau as the most desirable form of an Association, there does not seem to be such interest on the part of managers, in the information and statistics to be gathered by such means, as to warrant the expectation that the effort to establish a Bureau would be successful, and especially as the expense attending a properly organized Bureau would be considerable.

The Committee are of the opinion that much good would come from the formation of local clubs, or societies, where meetings could be attended conveniently, and without the use of much time in traveling. Such clubs would serve to foster the spirit of study and research, and afford opportunities for