



**TRANSPORTATION
CLUB *of* HOUSTON**

**HISTORY OF
THE TRANSPORTATION CLUB OF HOUSTON**

**WRITTEN BY:
DALE CRAWFORD**

FOREWORD

This is the history of a great organization—the Transportation Club of Houston. Organized in **1915** as the Traffic Club of Houston, it has operated continuously for almost **91** years! Few organizations in Harris County or all of Texas for that matter can claim an existence of this length. The State of Texas was seventy (70) years old when the Club came into being.

An organization cannot survive unless it is serving a purpose and meeting a need. It must learn to adapt to the changing times. Change must occur when change is needed, not a few years down the road. To do otherwise will invariably lead to its demise. The original By-Laws specified that only white people were eligible for membership. As the walls of segregation crumbled, people of color became part of the Club. Two black men have served as President. As women began to move to the forefront in the business world, they took their rightful places in the Club. In **1988**, the first woman President was elected.

The information used is from the minutes of the Club and other reliable sources; the Handbook of Texas, Houston, the Formative Years, The Houston City Directory, New Encyclopedia of Texas and Houston Scrap Books Biography. The minutes go back to the year **1922**, allowing us to look into the operation of the Club for the past **84** years. We will acquire an insight to transportation and other issues in times much different than ours.

The minutes for the years **1915 to 1921** are missing, neither can we locate the minutes for the years **1945 to 1949**. There are gaps between the months in other years. We do, however, have a document that records the organizational meeting of the Club. We have newspaper articles from the Houston Daily Post writing about the organization of the Club. Every effort has been made to glean information that will be interesting to the reader. People have an interest in the Club's position on the appointment of an individual

to a particular agency, political issues, or the President of the University of Texas being awarded an Honorary Membership. People are not usually interested in who voted against a change in lunch meeting dates.

People across the entire spectrum of transportation have served as President. Our Presidents have come from many different areas of the transportation and distribution professions. All served with distinction.

History will show how the Club changed from a predominately railroad environment, to a motor carrier environment. The strength of the Club is apparent as it survives the loss of many railroad members after the **Staggers Rail Act of 1980**. The membership also suffered major losses as motor carriers downsized following the Motor Carrier Act of **1980**. Through these difficult and hard times, the Club has survived. Gone are the days when membership was over **1,300** and **200** attended the luncheons, and **600-700** attended the annual installation banquets.

During this span of time, a massive rail system that once employed **5,000,000** people shrank to five major carriers, employing a few hundred thousand people. Rail freight rate tariffs were replaced with contracts. Rail equipment grew from 20 feet to 85 feet; tank car capacity grew from 4,000 gallons to 50,000 gallons. Rail steam locomotives, with their beautiful steam whistles, gave way to 6,000 HP diesel engines with horns. Perhaps Arlo Guthrie and Willie Nelson were thinking of us as they wrote and sang of the “disappearing railroad blues” in the great train song, “City of New Orleans.”

In **1925** Mr. Woody Callen started Central Freight Lines, hauling freight between Dallas and Waco in a Ford Model T. Central grew into one of the largest intra-state carriers in the U.S. There were no weight laws in the early days. Today the motor carriers can transport up to a gross weight 80,000 pounds in equipment of 65 feet in length. The motor carrier industry serves almost every city, town, village and hamlet in the mainland United States, Alaska and Canada.

In the early years, tank truck carriers could transport approximately 2,000 gallons. Today, carriers can transport up to 10,000 gallons. In the early days of motor carrier transportation, the freight rates were calculated on railroad mileages. The business of making freight rates was new; there was no methodology. Since most all major highways ran parallel with railroad tracks, railroad mileages were used to calculate tank truck rates. With little or no experience in rate making and tariff construction, the format of the railroads was copied. In the mid 1960's the Texas Tank Truck Carriers Association published highway mileage tariffs and rate tariffs.

Through all of these changes the Club has been active and on the move. It has been quiet a ride from steam engines to diesels, from Ford Model T's to eighteen wheels and freight tariffs to contracts.

THE TRANSPORTATION CLUB OF HOUSTON

Houston has always been the center of Texas transportation. One of the earliest forms of multi-passenger transportation was the stage coach. Mention stagecoaches and we usually think of the Wild West, cowboys and Indians. Most people are surprised to learn that the first stagecoach lines in Texas were established in Houston. In **1837**, when Texas was still a Republic, a line was operating between Harrisburg (now part of Houston) and Houston. By **1839**, a stage line was operating between Houston and Washington-on-the-Brazos. Later in the same year, a line operated between Houston and Egypt, TX via Richmond, TX. Service between Houston and Austin began the same year. The Houston-Austin stage line began operations over a run where twenty days was considered good time for freight wagons. The freight wagon rates were \$30 per hundredweight. As the population increased, stage lines were operating from Houston as far west as El Paso, TX.

Houston was the site of the first successful railroad in Texas. General Sidney Sherman was instrumental in acquiring the necessary capital, and construction of the Buffalo Bayou, Brazos and Colorado Railway. The railroad began operation on **September 7, 1853** offering service from Harrisburg to Stafford's Point (now Stafford, TX). The BBB & C Ry. was not only the first railroad in the State of Texas, it was the second railroad to be built west of the Mississippi River. It later became the oldest component of the Southern Pacific.

Prior to completion and opening of the Houston Ship Channel, water trade was alive and well in Houston. In January of **1837**, the "Laura" was the first steamship to come up Buffalo Bayou to call at Houston. It took the ship three days from Harrisburg because of having to stop and blow up log jams or cutting down trees and overhanging limbs. This was the voyage that opened Buffalo Bayou and Houston to steamship trade. Vessels came up the bayou to the area of Main and Commerce streets. In **1840** the first local

dock was built while the Texas Congress authorized the City to build and maintain wharves. In the year **1844**, eighty ships docked at Houston, taking on 6,891 bales of cotton and **6,486** hides. The following year, the Port handled **11,359** bales of cotton. When the Houston Ship Channel opened, the railroad industry began to expand. Rail service to Houston was provided by the Santa Fe, Southern Pacific, Beaumont, Sour Lake & Western, St. Louis, Brownsville & Mexico, Ft. Worth & Denver, Rock Island, Missouri-Kansas-Texas, International and Great Northern, Houston Belt & Terminal and Port Terminal railroads. Cotton was king. Anderson, Clayton and Co., headquartered in Houston, was the largest cotton merchant in the State of Texas, maybe in the U.S. The freight forwarding industry and cotton brokers became two of the big industries in the area. Stone Forwarding Co. was the largest freight forwarder in Houston. The car loading industry thrived. Universal Carloading, Republic Carloading, Acme Fast Freight, Texas Carloading were just a few. All of these industries were directly dependent on the railroads for service. Thus, the Chamber of Commerce adopted "**Houston, Where Seventeen Railroads Meet the Sea**" as the City logo. For many years this was the masthead of the Houston Press. The Port of Houston today brings billions of dollars into the local economy and is responsible for thousands of jobs.

The motor carrier industry was not a major factor in the early stages of Houston transportation. In its infancy the motor carrier industry provided mainly local drayage service. However, as the rail industry lost its less carload traffic, the motor carriers captured that class of freight and began to provide inter-city service. World War II saw tremendous growth in the motor carriers, particularly on the tank truck side. The refineries and chemical plants on the Houston Ship Channel produced billions of gallons of gasoline, oil, fuels and chemicals. The demand for products in World War II, led to the establishment of the two largest tank truck carriers in the State. York Petroleum Transport specialized in the transportation of gasoline, aviation fuel, oils and other petroleum products. Robertson Tank Lines transported petroleum products, but also had

equipment to serve the budding chemical industry. These two carriers became the benchmark for tank truck transportation in the State of Texas.

On **April 4, 1840**, the Chamber of Commerce was organized and immediately set standard rates for freight handling and storage in the City of Houston. Houston was ahead of the game, since the Interstate Commerce Commission Act wasn't enacted until **1887**, and the Railroad Commission of Texas came even later.

With this rich history in transportation, it should be no surprise that the first organization devoted exclusively to transportation matters would be established in Houston. No other City in the State of Texas can equal the transportation facilities, and trained personnel, that are available here!! The Traffic Club of Houston, the oldest in the State of Texas.

THE ORGANIZING OF THE TRAFFIC CLUB OF HOUSTON

On the evening of **November 26, 1915** a group of men met in the Houston Chamber of Commerce Building and The Traffic Club of Houston was organized. The first officers were:

Judge R.H. Spencer, President, South Texas Equipment Co.

T.G. Beard, 1st Vice-President-Assistant General Freight Agent, Sunset-Central Lines

W.D. Cleveland, 2nd Vice-President, W.D. Cleveland & Co.

Clint Holiday, 3rd Vice-President, Traffic Manager, F.W. Heitman & Co.

F.A. Leffingwell, Secretary, Chief Clerk General Freight Office, Trinity & Brazos Valley Ry.

A. Kimball, Treasurer, Traffic Manager, Houston Drug Co.

H.C. Maggard, Publicity Agent, Commercial Agent, Galveston, Houston & Henderson Ry. Co.

The first Directors of the Club were:

Ernest J. Peters, Traveling Freight Agent, Trinity & Brazos Valley Ry.

Sid Westheimer, Westheimer Transfer Co.

E.M. Thornton, Chief Rate Clerk, Sunset-Central Lines

J.F. Yale, Commercial Agent, Mallory Line

Joe McConnell, Traffic Manager, Peden Iron & Steel

The Houston Daily Post in the Saturday **November 27, 1915** edition stated, ***“The Houston Traffic Club organized with the promising membership of 87 live traffic experts, representative of the best commercial, industrial and transportation interests in the City of Houston. R.H. Spencer was elected the first president of the***

Club, which with a membership of 200 already within easy reach bids fair to become one of the foremost organizations of Houston.”

The article goes on to say, ***“The object of the Traffic Club is to promote friendly and social relationships between the members of traffic and allied institutions, to afford a central meeting place for the discussion of traffic and transportation and allow an opportunity for securing the benefits of the knowledge and experience of widely known men in the field who will talk at the meetings.”***

The first regular business meeting was held on **December 3, 1915**, in the Houston Chamber of Commerce Building.

Little is known about the first Officers and Directors, other than Judge R.H. Spencer, Sid Westheimer and W.D. Cleveland.

Rollin Herbert Spencer was born in Minneapolis, MN on **October 14, 1875**. He attended public schools in Minneapolis, and earned an A.B. from Stanford University in **1898**. He settled in Texas in **1903**.

Judge Spencer was a successful farm implement dealer, owner of South Texas Equipment Co. located on North San Jacinto St. Judge Spencer was involved in numerous civic activities and organizations. One noteworthy achievement came when he was President of the Bankers, Manufacturers & Jobbers Association. He succeeded in bringing the first steamship line to operate between the Port of Houston and New York. The carrier was the Southern Steamship Co.

He became involved in politics, being elected County Commissioner. He was later elected Judge of Harris County Commissioners Court. At the time he was President of the Club, he was neither a Commissioner nor the County Judge. In keeping with protocol, he was later addressed as Judge in Club activities and records.

Sidney "Sid" Westheimer was a nephew of Mitchell Louis Westheimer. Mr. Westheimer came to the U.S. from Baden, Germany in the **1850's**. He eventually brought over five nephews from Germany-Max, one of whom was Sidney. Some of the nephews in **1883** formed Westheimer Transfer and Storage Co., which has been in continuous operation ever since.

W.D. Cleveland one of the original Directors, served on the Board of Directors of the Central and Montgomery Railway. This railroad was formed to operate from a point between Navasota and Courtney, TX in Grimes County to Montgomery, TX. The railroad eventually became part of the Gulf, Colorado and Santa Fe Ry. Co.

The employers and companies of the Officers and Directors have long disappeared from the Houston scene. There is, however, a successor to South Texas Equipment Co., H & E Equipment Services, which is located very close to the original location.

Even though the minutes between the years **1915-1922** are not available, we do have some knowledge of activities in those years. Some information was taken from other sources, but the majority from the minutes.

THE CONSTITUTION

There is a copy of an early Constitution filed with the minutes of **1922**. We have no way of knowing if this is the original. Probably it is not. The first Board had three Vice-Presidents. The copy in the **1922** minutes requires two Vice-Presidents, indicating there was an amendment adopted between **1915 and 1922**.

The first sentence in the Constitution reads, **“This organization shall be known as the Traffic Club of Houston.”** Article II states the purpose; **“The object of this Club shall be to promote better personal acquaintance and friendly relations between its members.”** Had not the Constitution been amended over the years, many of us would never have been members. Article III lays out the requirements of membership in the early days. Section 1 states that **“Any white person shall be eligible for active membership, providing---**, That they are connected with a railroad, steamship, tug or towboat company, and in charge of an office or department, or bear the title of Assistant Commercial or Assistant General Agent or Traffic representative in full charge of solicitation and service, including Chief Clerks in general traffic departments, freight and passenger, City Passenger or Ticket Agents, Local Freight Agents, Assistant Superintendents, Attorney and upward, or occupy a position similar in importance with a fast freight line, express, sleeping car, telegraph or telephone, radio company, motor truck or air transport. The requirements for membership from the industrial companies were, **“The Traffic Manager of industrial or commercial concerns, or those in charge of traffic, with or without title, Commerce counsels of industrial, and executives, other officers, or heads of departments Interstate in traffic.”** Employees of warehouses, associations and commissions were eligible for membership provided they could meet the same general requirements.

The Constitution provided for four classes of membership;

(1) Active

(2) Associate

(3) Non-resident

(4) Honorary

The only requirement for Associate members basically was that the person must be white and their place of business or office in Harris County.

Article V covered "Initiation Fee and Dues." The Club required an initiation fee, which has long been abandoned. The fee was \$10. The Club dues were \$1.00 for active and associate members and \$0.50 for non-resident members, per month. This was established by an amendment to the Constitution and became effective on **July 1, 1927**. All dues were payable on a quarterly basis, in advance, on **January 1, April 1, July 1, and October 1**. Any person arrears for a period of two months were subject to suspension.

The Constitution called for a President, 1st and 2nd Vice-Presidents, Secretary and Treasurer. Ten Directors were required. The meetings of the Board of Governors were to be at least once each month; the meetings of the Club were to be the first Tuesday of each month. The regular Business meeting was to be on the first Tuesday of the month. A minimum of twenty-five members had to be present in order to conduct business.

Over the years the By-laws and Constitution have been amended many times. They are too numerous to discuss. It appears that a major revision was made in **1950**. One noteworthy change was in the definition of membership. Memberships were defined as, Resident, Non-Resident, Honorary and Life. There also appears to be a significant change in **Article II, Object**. The **1950** version reads; "The object of this Club shall be: (1) To cultivate by personal acquaintance and harmonious relations among its Members, (2) To promote the best interest of its members through friendly discussion of traffic and transportation problems and subjects (3) To stimulate interest on the part of the public in traffic and transportation matters (4) To bring about a fuller and more comprehensive understanding and appreciation on the part of business executives and others of the value of an adequate and well equipped Industrial Traffic Departments, (5) to consider

such other matters as may be of interest to it's membership when approved by the Board of Directors.” This appears to be the first effort to promote the value of Traffic Departments to industry. It also reflects the Club's ability to recognize and adjust as the business environment changed.

The requirements for membership for gender and color apparently were removed in **1964**. The minutes of a called Business Meeting on January 7, 1964, which were approved, eliminates the words “male “and “white”.

The last amendment was made in **2004**, when the number of Vice-Presidents was reduced from two to one. The roster of officers is President, Vice-President, Secretary and Treasurer. The number of Directors was reduced from ten to five. The immediate past President automatically becomes a Director, with four Directors to be elected. Another amendment allows the Board to vote via E-mail when a quorum isn't present at the Board meetings.

THE NAME

It appears the naming of the Organization was an easy task. There is no mention, or discussion of any name, other than “The Traffic Club of Houston. However, fifteen years later, talk of a name change surfaced. At a regular business meeting on **October 17, 1930** a discussion was had regarding changing the name of the Club to the Transportation Club of Houston. No action was taken, only discussion. This name remained until **1939**. At the regular business meeting on **April 14, 1939** held at the Ben Milam Hotel the issue of changing the name was discussed. The minutes reflect the following;

“A lengthy discussion was had regarding a new name for our Club and a majority of the Directors expressed their opinion regarding the subject. Motion was made by Mr. Williams (Mr. W.L. Williams, Treasurer) and seconded by Mr. Meroney (Mr. J.E. Meroney, Director) that this Board recommends to the membership that the name of our Club be changed from the “Traffic Club of Houston” to “The Transportation Club of Houston.” This motion was not acted upon but was docketed for further discussion at the regular Board of Directors meeting to be held in October.”

At the **October 16, 1939** meeting the subject was again discussed. The minutes of that meeting contain this entry’

“The matter of changing the name of our Club was also brought up for discussion, but a motion was made by Mr. Sherfy and seconded by Mr. Speer that this matter be deferred for further discussion at our next meeting. Motion carried.”

At the Board of Governors meeting held on **November 27, 1939** the following appears in the minutes;

“A lengthy discussion was had regarding a change in the name of our Club. Motion was made by Mr. Meroney and seconded by Mr. Lyon that this Board

recommends to the membership that the name of our Club be changed to “The Houston Transportation Club.” Motion carried.

This raises an interesting point. Was the motion to change the name to “**The Transportation Club of Houston**” and entered into the minutes incorrectly? This is the only mention of “**The Houston Transportation Club.**” To add a little more confusion, for several years the stationary continued to carry “**The Traffic Club of Houston.**” We could find no records showing when the name was actually changed.

THE WHEEL

The first mention of a Club publication appears in the minutes of a called meeting on **Feb. 6, 1923**. Available records indicate that the name of our first publication was "Traffic News and Notes." A Mr. Clements, who published the magazine for the Club, was an independent publisher. The members had to purchase the publication. The records do not tell how long this arrangement existed prior to **1923**. However, the minutes of **February 14, 1924** indicate that Mr. Clements had decided to discontinue publication of the magazine. Publication was discontinued for several years.

The minutes of **March 9, 1928** contains a report on the issue. **"It was moved and seconded that a contract be entered into with the Willie Owens Letter shop for publishing the monthly bulletin at \$15.00."** The motion carried. It is not clear if this was to be a short bulletin, or a newsletter. There is no mention as to the number of bulletins to be published.

No further mention is made of a publication until the minutes of **March 21, 1935**. During the period from **1924** until **1935** the Club probably had a publication of a paper or magazine of some sort.

The above minutes record the discussion of a "Weekly Bulletin." It is stated the cost at **\$8.79** per week to publish the bulletin. No mention is made of the number of copies per issue. It was being published by a Mr. Lindsey, who asked permission to continue publication, which was approved by the Club.

The minutes of **November 5, 1935** tells of a discussion regarding publication of the "The Wheel." This is the first time this name appears in any available records. Mr. Lindsey was instructed to send a copy of each issue to "Traffic World."

The minutes do not tell us if the "Weekly Bulletin" was actually the "Wheel", or if the name of that publication was changed to "The Wheel." Since only seven months passed from **March of 1935** until **November of 1935**, it seems logical that there was a name change.

At the **March 16, 1936** meeting of the Board of Directors a discussion was held regarding the Wheel. **A motion was made by Mr. Hurwitz and seconded by Mr. Pugh that only one issue of the Wheel be published monthly during the active months of the Club and discontinue publication during the summer months. This issue to be published during the last week of the month and the Secretary is to be Associate Editor and to confer with the Editor to supervise the publication. Motion carried.**

At the **January 22, 1945** meeting of the Board, the minutes contain the following entry; Mr. Nobles, Editor of the Wheel, stated that several of the members had recently suggested that we have the Wheel printed instead of being mimeographed. Mr. Nobles advised that the present supply of stationery was exhausted, and a new supply would now have to be purchased, and suggested that if change was going to be made, that it be decided at this time. He stated that it would increase the cost about \$125.00 per year to have the Wheel printed. **After considerable discussion it was decided to continue the Wheel in its present form, and a motion was made by Mr. Atkinson and seconded by Mr. Roark that Mr. Nobles purchase 3,000 letterheads for the Wheel, which would be a three months supply, and during this time we would decide if a complete change should be made in the printing of the Wheel. Motion Carried.**

The minutes of the meeting of **August 30, 1951** indicates some growth in the Wheel's content. Chairman Henri Riddle reports that there are times when three sheets are required to publish the Wheel. He advised the Board it would cost the Club \$7.50 per issue when three sheets are required. It is assumed that the term "issue" is to mean the entire issue of the Wheel and not each individual Wheel. A motion to approve the additional cost was made and approved.

Over the years, the Wheel has undergone numerous changes. One thing never changed, it was always money looser. The minutes of July 14, 1997 state that the Wheel was loosing money at a rate of \$4,000 annually. At one time, over **1,300** people read the Wheel. For most of its life, the Wheel was distributed by U.S. Mail. However, the advent

of the Internet and rising costs changed that. At the Board meeting on **October 15, 2001** the decision was finalized to no longer send the Wheel in printed form. Future issues of the Wheel would be available on the Club's website. This saves money, and it can't get lost in the mail.

The Wheel won a prize in Toronto at the TCI Convention in **October of 1999**. There is no other mention of any awards won by the Wheel; it appears that 1999 was the last of many awards.

AFFILIATION AND COOPERATION WITH OTHERS TO PROMOTE TRANSPORTATION

Throughout its existence, the Club has been a member of only one outside organization, but has cooperated with others to promote transportation. By letter dated **October 22, 1922**, the Club was notified that at a special meeting of Associated Traffic Clubs of America held in Cleveland, Ohio on **October 17th and 18th** their application for membership was approved. Associated Traffic Clubs of America later became National Transportation Clubs, and finally, Transportation Clubs International. The Club has been a continuous member since **1922**. There is no indication in the minutes of membership in any other organization.

Transportation Clubs International, or TCI, holds an annual convention. It consists of several days of seminars and planning for next year's event. Almost every year, the Transportation Club of Houston sends the President, Vice-President and their wives to the conventions. Houston has been the site of at least four TCI conventions, each being a huge success. In days past, the annual convention drew thousands from all over the U.S., Canada and Mexico.

In any convention, colorful and interesting stories are bound to surface. Past President Harry Rhodes tells of the convention during his term as President in **1977**, which was held in Montreal, Canada. The Traffic Club of Mexico City was planning to make a bid for the convention to be held the following year. Our Club had rented a large three room suite with a bar. Harry had promised the Mexicans they could use the suite for their "bid party." By **8:00 P.M.** the room was full of people, but the Mexicans had not yet made their appearance. Suddenly, there was a loud ruckus at the door to the hallway. The Mexicans had arrived! A large group came with boxes and drinks and stacked the boxes to the ceiling. In the meantime, they had made colorful "feet" out of poster board and glued them to the sidewalk three blocks out from the hotel. The feet lead inside, to the

elevators, and then from the elevators to the Houston room. The Mexicans provided food and drink to some **4,000** people that evening. The Canadian pedestrians seeing the “feet” on the sidewalk followed them in and joined the party. It was the largest convention in TCI history, and the Houston Club served more people in the history of TCI.

In the minutes of **October 6, 1975** President Barney Cardwell advised that Houston had been awarded the **1979** Traffic Clubs International Convention. Jim Haygood was President in **1979-80** when the Club hosted the convention. It was a huge success. Jim doesn't have any colorful stories to tell, but our Club netted some **\$35,000**. Not bad!

The **1976** TCI Convention was held in Mexico City. Our Club reserved 100 airline seats for our members traveling to Mexico City. The number was later reduced to **75**.

In **1989** President Vernon Scherer and I, and our wives attended the convention in Orlando, FL. In **1990** First Vice-President Phil McGonigle and I with our wives attended the Convention in Richmond, Va. We were part of some **2500** delegates in attendance. The following year, the convention was held in Houston.

In **1993** President Harlan Ritter was the TCI “Man of the Year.” In **1982** The Wheel and our National Transportation Week Scrapbook won first place in all categories. Phil McGonigle was Editor and Steve Broussard and Betty Vernon were in charge of the Scrapbook. The Club has a lot of experience in scrap books. In **1931** the Publicity Committee began a scrapbook containing all articles appearing in the Houston daily papers in regard to Traffic Club activities. It was to be presented to the members at all regular meetings.

While the Club was never a member of the Southwest Shippers Advisory Council, the two often worked hand in hand. In **1928**, the Club launched its plans to get the Southwest Shippers Advisory meeting in Houston in **1929**. It was a success. At the meeting of the Board on **June 26, 1952**, the Board authorized the President to join the Chamber of Commerce in extending an invitation to the Southwest Shippers Advisory Council and the Southwestern Industrial Traffic League to hold their **September 1953** meeting in the City

of Houston. The minutes of **June 16, 1953**, tell us that Southwest Shippers were to have their meeting in Houston on **Sept. 22, 23 and 24**. The Club was to arrange for a joint luncheon meeting on **September 24** in the Crystal Ball Room of the Rice Hotel.

In the minutes of **Feb. 16, 1960** a report is given on plans for the Transportation Round-Up to be held at the Shamrock Hotel on **March 14-15, 1960**. Numerous speakers were invited and are looking forward to be part of this event.

In the minutes of **Dec. 28, 1961** the Committee Chairman reported that plans for the upcoming Associated Traffic Clubs of America Convention were shaping up. There is no mention in the minutes as to what hotel, etc. the convention was to be held, nor are the exact dates available. The minutes of **Aug. 31, 1962** report that sales from Associated Traffic Clubs convention souvenirs had passed the **\$17,000 figure**. Further, the minutes of **January 4, 1963** states that the Club received **\$4,208.86** as their share of the net proceeds.

The minutes of **April 19, 1963** carry the following submitted by Paul Lawrence, Regional Vice- president, Associated Traffic Clubs of America; "The Board was advised of the upcoming A.T.C. National Convention to be held in Los Angeles on **Sept. 8-11, 1963**. The headquarters was the Statler-Hilton. A dinner dance was planned with music by Lawrence Welk. The Club was represented by a sizeable group.

Over the years this Club has cooperated with many other organizations, too numerous to mention, to further transportation. As an example, the I.C.C. requested support from TCH for a free seminar on **June 14, 1994**, the subject, "**The Negotiated Rates Act of 1993.**"

HONORARY AND LIFE MEMBERS

Honorary Membership is one of the four membership categories in the original Constitution.

The minutes of **April 17, 1923** reflect Mr. W.M.W. Splawn being elected “Honorary Member.” This is the first record of anyone receiving this honor. At the time Mr. Splawn was a Commissioner on the Railroad Commission of Texas. Mr. Splawn was also President of the University of Texas from **1924-1927**.

At the **October 8, 1925** meeting, Mr. A.E. Buck was elected an Honorary Member.

Rev. Dr. Harry Knowles, Pastor of First Christian Church and Club Chaplain was elected as an Honorary Member at the meeting on **March 9, 1928**.

At the Board meeting on **April 13, 1928**, Mr. T.V. Mancias, was elected Honorary Member. At this same meeting, the Club agreed to defray the expense of Mr. Mancias’s luncheon, and he in turn would organize a Glee Club. This is the only mention of Mr. Mancias.

At the **June 25, 1930** meeting, Mr. R.E. Williams and Mr. H.O. Callahan were elected Honorary Members. Mr. Williams was President in **1924** and Mr. Callahan was President in **1927**.

On **September 16, 1930**, Mr. T.L. Evans, Manager of the Port Bureau was elected to an Honorary Membership.

In his “Membership Report for the Year Ending **December 31st, 1932**, Secretary A.R. Canfield reports Club membership of **128** active members, 6 non-resident members and **8** Honorary members.

On **March 10, 1975**, the Board elected Mayor Louie Welch as an Honorary Member. Mayor Bill White was luncheon speaker in **2004**, but wasn’t made an Honorary Member.

In **1990**, at the **September** luncheon, Mayor Kathryn J. Whitmire was elected to an Honorary Membership. As far as we can determine, Mayors Welch and Whitmire are the only Mayors to be elected Honorary Members. To be elected an Honorary Member is an honor that is not often awarded

Honorary Memberships are awarded to non-members of the Club, and generally to well known public figures, the Life Membership is different. The Honorary membership recognizes contributions by the recipient to the Community in general. On the other hand, the Life Membership is awarded to those TCH members who have served as Presidents or made some other contribution for the betterment of TCH and transportation. At the present, there are **107** Life Members. There is no record of the number of honorary members.

There is an interesting entry in the minutes of **December 31, 1932**. Ten Honorary Members were dropped from the rolls. Of these, four were women and six were men. There is absolutely no explanation or the slightest indication what precipitated this action.

EDUCATION

The Club recognized one of the most distinguished and influential men in the history of the City of Houston by awarding him and his wife an Honorary Membership in the Club. He is mentioned here, rather than in the section on Honorary Membership, because of his dedication to helping those seeking higher education, his support of the University of Houston; and the Club's close affiliation with the University. He and his wife donated millions of dollars to the University. Had it not been for him and his wife, there might not be a University of Houston.

On **April 12, 1938** the Club adopted a resolution making Mr. & Ms. H.R. Cullen Honorary Members. Because our Club has worked so closely with the University for so many years, it is appropriate that Mr. & Ms. Cullen be part of this section on education.

The Club has been involved in education issues since its very early days. The first mention of education appears in the minutes of **November 14, 1922**. The minutes speak of the unanimous approval of a motion "**That the Traffic Club of Houston go on record as endorsing the traffic course offered by the Y.M.C.A. School of Technology.**"

The next mention of education appears in the minutes of **October 8, 1935**. The President appointed a Committee of three members to investigate the Traffic Course to be offered by the South Texas School of Commerce.. A Committee member announced that various Traffic Clubs were conducting Traffic Study Courses and that he thought this would be some mighty good work for the Club to take up. One could assume that sometime during the period from **1922 to 1935** the sponsorship of education lapsed.

At the meeting of **November 5, 1935** education again was the subject of interest. A discussion was held regarding a study class for the Club. Motion was made to appoint five members to investigate and make recommendations regarding this class and make a report on this subject at a later date.

At the **December 12, 1935** meeting, the Committee made its recommendation to proceed with a Traffic Study Class. The recommendation was heartily approved by the entire Board. Once the issue of education was taken up, quick action was forthcoming. **The January 13, 1936 minutes records the following; “Discussion was had regarding the Study Class and it was decided to get this class started as soon as possible. Mr. Carley, Chairman of the Educational Committee, should be advised at once that arrangements should be made for a place where these classes can be held and to make an announcement to our membership as soon as possible when our first meeting will be held. It was decided that Thursday night would be the best night for these meetings and same are to start promptly at 8 o’clock and last for 1 hour and 15 minutes.”**

At the **March 16, 1936** meeting of the Board of Directors an interesting report was made by Mr. Carley, Chairman of the Educational Committee, regarding the study class. Mr. Carley outlined the work that was being conducted at the present time and also plans for the near future. A very interesting discussion was had regarding this subject and Mr. Carley’s work was praised very highly and met with the entire satisfaction of the Board.

At the **January 29, 1953** meeting of the Board of Directors, Educational Chairman Bergen presented the following report concerning the Club’s involvement in education. The Board adopted the report and voted a \$350.00 scholarship for the first year freshman beginning in September semester. The following is Mr. Bergen’s report.

That the Traffic Club of Houston offer a scholarship for a student majoring in transportation as follows:

- 1. Scholarship shall be for \$350.00 to be applied against the freshman year expense of the student.**
- 2. That the candidates for scholarship be selected from the University of Houston freshman registration for majors in transportation.**

- 3. That the club further encourages the student after his freshman year by giving any possible aid to securing part-time employment (through publicizing his activities among Club members who might be interested in his services).**
- 4. That the Club permit the Educational Committee to receive (not solicit) contributions from anyone, members or otherwise, between one and five dollars, for use in a fund to aid said student in his three following years, not to exceed \$100.00 in any one year, depending on the amount of the fund. No one will be individually approached to contribute. No one may give more than five dollars in one year. Anonymous contributions will be accepted.**
- 5. That the Club give any further encouragement by showing interest in his activities, etc. throughout his educational years.**
- 6. Select candidates by judging essay “Why I Chose Transportation as a Career.”**
- 7. Said candidates so selected to appear before examining board for final selection of the winner.**
- 8. Examining Board to be composed of:**
 - a. President of the Traffic Club**
 - b. Chairman of the Educational Committee**
 - c. One representative of the Delta Nu Alpha to be named as that club desires.**
 - d. Two Traffic Club members named by vote of the Board of Directors.**

Recommended: That steps be taken to assure the control of said scholarship remain with the Club, not with the University.

At the **February 26, 1953** meeting, President Burk discussed the subject of scholarships to be presented to students at the University of Houston. After discussion, the following motion was made and carried:

That the Board of Directors appoint five Board members for the purpose of selecting the recipient of our scholarship of \$350.00 and such committee be composed of the President of the Traffic Club of Houston who will function as Chairman of this committee, (2) J.E. Bergen, Chairman of the Educational Committee, (3) P.D. Barziza (4) Jack Sanders. The President is empowered to appoint such additional members to assist this committee as it may need.

At the Board meeting on **December 22, 1953** the Educational Committee made its report. **A motion was made that the Club extend a vote of thanks to the University of Houston for the offer to the members of the Club to use their Transportation Library. It was also moved that Club adopt the Transportation Library as the Club's library. Both motions carried.**

A motion was also made that the Board of Directors authorize the maximum expenditure of \$50.00 for the current Administration to permit purchases of such volumes as may be held desirable by the Educational Committee, the Committee to request additional funds required from subsequent administrations; and further, that the Educational Committee be directed to purchase a Traffic Red Book dedicated to the current President of the Club, and further recommend a similar such purchase and dedication be adopted as a permanent measure. Motion carried.

At the **June 28, 1956** Board meeting, the Chairman of the Education Committee recommended that the program be broadened. Agreeing with the **1955-56** Committee he recommended that the Club approve addition to the \$500 scholarship the award a part-time scholarship of **\$250.00**. This to be effective with the **1957** school year. **Another motion was made to leave to the discretion of the Committee as to whether the money will be awarded on a loan basis or outright gift. Motion passed. Another motion was made to appropriate \$100 for a book fund at the University of Houston for the 1956-57 school years. Motion carried.**

Filed with the minutes of **Dec. 7, 1961** is a letter from Treasurer J.M. Bradshaw to the Director of Admissions and Scholarships at the University of Houston. The purpose of the letter is to advise the University that because of financial shortfalls, the Club will not participate in the Scholarship program. The Club eventually rejoined the Scholarship program, but the exact date is not known. In the minutes of **August 7, 1964** the Educational Committee report given by Lewis McKinley stating that a letter had been sent to the University of Houston advising them of our scholarship fund. At the time, the Club had received three applicants.

Over the years, the Club increased its participation in educational activities. Our organization has helped many young people complete their education. Bob Davis, Traffic Manager, U.S. Steel who later became a Professor at Western Illinois University, worked closely with UH. Past President Joy Lloyd, Educational Chairperson at the time, worked hand in glove with the University of Houston to establish logistics courses. The University through its College of Technology now offers those courses.

The Club's educational efforts were not limited to the University of Houston. The minutes of **March 1, 1976** contains the Educational Committee Chairman/s report. The Club was also supporting the Houston Community College which was a new institution. Houston Community College was presenting the College of Advanced Traffic Courses. Upon successful completion of the courses, the student would be awarded an Associate Degree in Transportation, plus a College of Advanced Traffic Certificate. The Club allocated **\$400** to support this program. One **\$100** scholarship was to be given at the National Transportation Week Awards Luncheon.

The Club has been a strong supporter of education. The minutes of October 14, 1997 record a recommendation that the Club award \$3,000 to the University of Houston and **\$3,000** to Houston Community College.

In 2004, the Club gave **\$7,995.00** to Educational Institutions at the Annual Dinner on **June 8, 2004**. University of Houston, Central Campus received **\$3,500.00** and the

Houston Maritime Museum received **\$1,000.00** and University of Houston Downtown, Texas Southern University and San Jacinto College North each were given **\$1,165.00** each.

There were several scholarships named after different people. One was the Jack Bradshaw Scholarship. It was in memory of Past President Jack Bradshaw who served the Club in many capacities. Another scholarship fund was the Gene Landis Texas Scholarship. The criterion was, the recipient must be a Texas student attending a Texas school pursuing a career in transportation.

NATIONAL TRANSPORTATION WEEK

To educate the public on transportation and transportation facilities, the idea of Transportation Week was born. The first Transportation Week was in Houston in the week of **March 29 to April 4, 1953**. The event was observed in Houston several years before it became a national affair. In the minutes of **Feb. 19, 1960** the Chairman of the National Transportation Week Committee reported that the bill to make it a national event was out of Committee and before the Congress. In **1962** President John F. Kennedy named a permanent date for a National Transportation Week.

National Transportation Week started through the efforts of Charlotte Jones Woods. Ms. Woods was the Educational Chairman of the Women's Transportation Club of Houston which was organized in **1952**. The Women's Transportation Club designated a certain amount of money to support a scholarship fund for transportation majors at the University of Houston. It was discovered that no one was interested in being a truck driver or policeman. That is the way Transportation was perceived in the **1950's**. The Charlotte Woods Scholarship was eventually established to attract young people into transportation. The Transportation Club of Houston has supported this scholarship program for many years.

During Transportation Week, booths were set up in Sharpstown and Memorial City Malls. The Port Terminal and Houston Belt & Terminal Railroads provided railroad crossing displays. The minutes speaks to the progress of National Transportation Week activities. Vice-President Barney Cardwell reported that **33** exhibits were lined up for Memorial City Mall.

National Transportation Week was usually concluded by the naming of Miss Transportation. In **1967**, Miss Transportation was presented at home plate in the Astrodome.

The minutes of **May 3, 1976** speaks of the members of the National Transportation Week Committee traveling to Austin, TX for the signing of the Proclamation of National Transportation Week by Governor Dolph Briscoe.

The minutes also elaborate on the progress of the activities. There were **35-40** exhibits at Town & Country Shopping Center; **350-400** posters and **160** essays submitted. The minutes also reflect early problems with National Transportation Week in Houston. Activities were rapidly increasing, but, the ability to raise funds to support National Transportation Week was becoming more difficult.

After a few years, with no increase in sales, the malls terminated the agreement. After leaving the malls, a Transportation Expo was organized.

The first Trans Expo was during President Aubrey Elliott's administration in **1983**. The minutes of **April 4, 1983** records in detail the plans for the Expo on **May 14, 1983**. The ribbon cutting ceremonies were to open at 10:00 A.M. with Mayor Kathryn Whitmire. It was held at the Union Station and billed as the biggest exhibit of services and equipment in Texas. Approximately **200** exhibits of rail and motor carrier equipment were on display. The NTW luncheon featured Ms. Elizabeth Dole, Secretary of Transportation, as speaker. Because of the dwindling membership, the Transportation Club could no longer support the function. Interest waned, and National Transportation Week, in Houston, is not what it used to be.

POLITICAL ISSUES

For most of its existence, the Club has avoided political issues. In its early years, it was very active in issues that affected the rail carriers. Since the majority of the Club membership was rail carriers, involvement in political issues involving railroads would not cause issues with other carriers.

The first record of the Club's involvement in political issues came on **August 8, 1922**. It was on that date that the Club adopted the following resolution prepared by the Board of Governors.

At a meeting of the Houston Traffic Club held at their Club rooms on Tuesday, **August 1**, the following resolution was submitted to the membership and unanimously approved, the Secretary being instructed to send copy of the same to the Governor of the State of Texas, The Board, Association of Railroad Executives, and Chairman of Federated Shop Crafts as Houston, Texas said instructions being herewith and by this document complied with;

Whereas: Members of the Federated Shop Crafts in great numbers in this country are on a strike, thus hampering the Railroads in the operation of their properties and interfering with the efficient conduct of transportation, upon which hinges the return of normal prosperity, and

Whereas;

The present strike is against an award of the United States Labor Board; the lawful agency of the People created by an act of Congress and empowered thereby to arbitrate all controversies between the employer and employee in matters involving Railroad labor,

Be It Resolved;

That the issue is neither one of adequate or inadequate wages, but of the right to men to work and whether railroad labor shall abide by arbitration as provided for by an Act of

Congress or whether Labor shall arrogate to itself the right to be the sole judge of its compensation, and

Be It Resolved;

That the right of men to leave their work if they so desire is conceded and having done so they have no right to interfere with others fulfilling the positions vacated, and

Be It Resolved;

That the Traffic Club of Houston applaud the words of President Harding in a speech **July 4, 1922** where he declared that, "A free American has the right to labor without any others leave," and "Liberty is gone from America when any man is denied by anybody the right to work and live by that work."

This issue arose in **1922** when the Federation of Shop Crafts and the Virginian Railway failed to resolve a labor dispute. Workers in favor of the Company's offer organized a new union and went back to work. As would be expected the members of the Federation of Shop Crafts picketed the facilities.

The Houston Ship Channel was completed on **Sept, 7, 1914**. World War I delayed the deep water development. It was **1919** before the first vessel left the Port of Houston for a foreign destination. Access across the channel was limited. The City was seeking funds to construct a bridge across Buffalo Bayou.

At a noon luncheon held at the Rice Hotel, Tuesday **July 10, 1923** a resolution was offered and unanimously carried, that the Traffic Club of Houston, endorse the construction of a proposed bridge across Buffalo Bayou, to serve the interests at the Turning Basin.

The Traffic Club members are fully aware of the handicap the facilities at the Port are laboring under, from a lack of communication between the North and South side of the Turning Basin, and realize that the growth of our Port will be very much facilitated by the

construction of a bridge to serve same. They hope that the City will not delay construction of this bridge.

In **December 1923**, Past President R.H. Spencer, by this time a Harris County Commissioner addressed the Club in regard to a pending bond issue. Harris County was asking for voter approval to sell bonds for improvement of County bridges. After conclusion of Mr. Spencer's address;

It was moved and seconded that the Traffic Club of Houston endorse this bond issue, and that the Secretary arrange for publication of the resolution with request that the voters of the County be urged to support this bond issue.

The minutes of the **November 15, 1923** meeting speaks of a resolution in support of Dr. W.M.W. Splawn, President of the University of Texas, for a position on the Interstate Commerce Commission. The Secretary of the Club, Mr. A.R. Canfield was instructed to write President Coolidge, the U.S. Senators and Congressmen from Texas in regard to the nomination. Dr. Splawn was not appointed in **1923**. The University of Texas Handbook in it's biography of Dr. Splawn says he was appointed in **1934** and served 19 years on the Interstate Commerce Commission. Dr. Splawn was President of the University of Texas from **1924-27**.

On **February 9, 1927** the following letter was addressed to Mr. Curtis D. Wilbur, Secretary of the United States Navy;

Honorable Sir;

At a regular meeting of the Traffic Club of Houston, held on **February 1, 1928**, the following preamble and resolutions were unanimously adopted;

Whereas, that inasmuch as the Government of the United States of America has constructed, or soon will have constructed, several cruisers for it's Navy, under the progress provided by Congress in accordance with the agreement between the leading Nations of the world, and

Whereas, these cruisers will be named after cities or states of the United States in keeping with precedent, therefore be it resolved that the Navy Department of the United States be requested to name one of these cruisers after the City of Houston that it might perpetuate the memory of our beloved hero of the Battle of San Jacinto who made possible the Republic of Texas which was annexed to the Union in **1845**, and for whom our City was named as a just tribute to his memory.

The minutes of the **Sept. 20, 1926** contain the following undated resolution. The resolution was adopted in behalf of the Associated Traffic Clubs of America. There is however, no indication as to when the resolution was actually adopted. It is not dated and appears only as an attachment to the minutes.

RESOLUTION

A request from the traffic profession of the country for the co-operation of the government in the collection, study and dissemination of data on domestic traffic and transportation as it bears on the problem of reducing the cost of assembly, production and distribution.

Be it resolved by the Associated Traffic Clubs of America that recommendations be made to the Honorable Robert P. Lamont, Secretary of Commerce, that there be created a new division in the bureau of Foreign and Domestic Commerce to be known as the traffic division, to deal specifically and permanently with domestic traffic and transportation matters as they pertain to the best practices, methods and uses of railways, waterways, highways, airways, pipelines, storage, materials, handling and communication facilities.

It would appear that the first paragraph is the Traffic Club of Houston's recommendation to Mr. Robert P. Lamont at the request of Associated Traffic Clubs of America.

Government involvement in the railroad industry has always been part of the transportation environment. In **1934** the United States Senate was considering bill **S-2517**. This bill proposed Government consolidation and ownership of railroads. The Club made its voice heard with the following Resolution, which was adopted on **February 20, 1934**. A motion by a Mr. Freeman to adopt was seconded by Miss Rose Holston.

"Be it resolved that we, the Traffic Club of Houston, Texas, are definitely opposed to permanent Government ownership of Railroads and likewise opposed to the consolidation of such Railroads, except insofar as governing bodies deem it advisable, upon application, and finding that such consolidation will eliminate duplicate service but preserve competitive conditions and still serve Public Convenience and Necessity."

The minutes of the noonday meeting of **February 5, 1935** reads;

Visitors were introduced and President Pugh told the membership of the telegram sent by the Club to our Senators in Washington, Mr. C. Fullbright, and to various Traffic Clubs in the Southern states regarding the move now under way for a modification of Legislation governing the production and sale of cotton. The telegram reads as follows:

“This Organization composed of **165** members representing all forms of industry realizes the necessity of adequate legislation affecting the cotton industry, so important to welfare of not only producing areas, but the entire nation, are unalterably opposed to present National policy and convinced that ultimate welfare of all interests rests in unlimited production. As temporary measures we favor the domestic allotment plan as outlined by Mister McDonald, Commissioner of Agriculture of the State of Texas. This we firmly believe will not only better the position of farming interests but relieve highly unsatisfactory conditions prevalent within the industry.”

After considerable discussion of transportation regulation over a period of several meetings, on **March 14, 1935**, the following Resolution was adopted;

THE TRAFFIC CLUB OF HOUSTON

Resolution;

Our transportation system is the most important single national industry and is necessary to our social, economic and material welfare; therefore it must be fostered by proper regulation.

Rates, rules and practices of rail carriers are controlled by National and State Regulatory Bodies. Automotive carriers are controlled by State Commissions. Many other competitive mediums are not subject to any controlling tribunal.

Regulations, to be just, equitable and effective, must apply indiscriminately to all forms of transportation. It must require each transportation agency to fully pay its own way. Any other type of regulation is contrary to the principles of justice.

Unregulated carriers tend to destroy the purpose of regulatory bodies and subject regulated carriers to unfair competition, also deprive regulated carriers of revenue to which they are justly entitled by forcing them to build and maintain an adequate service at a financial loss.

THEREFORE, BE IT RESOLVED, that the Traffic Club of Houston favors regulation of all forms of transportation, such regulation being based upon the sound economic principle that each form of transportation shall be required to meet all cost of facilities used, with due regard to the protection of the public interest as to unjust discrimination or undue preference, also the proper sharing of just and reasonable taxation.

BE IT FURTHER RESOLVED, that the Secretary of the Club shall forward a copy of this resolution to each United States Senator and Representative from this District, the Interstate Commerce Commission, the Railroad Commission of Texas, and to the State Senators and Representatives of Harris County, and that a copy be entered on the minutes of the Club.

An interesting note about this resolution; it first appears in the **March 1, 1933** minutes. The minutes state that a motion was made to refer the resolution to a Committee for revision and report. There is no further mention of the issue.

At the Board of Directors meeting held on **February 20, 1936** meeting the President of the Club, Mr. H.J. Luhn was authorized to write the following letter;

To:

Honorable Morris Shepherd

Honorable Tom Connally

Honorable Joe H. Eagle

Honorable J.J. Manafield

Honorable John H. Garner

“At the meeting of the Board of Directors of the Traffic Club of Houston, I was authorized to address you and to urge upon you the necessity of taking prompt action designed to secure restoration of the appropriation of **\$1,900,000** deemed necessary to carry on the improvement work in the Houston Ship Channel.

The Directors and members of the Traffic Club of Houston, which, by the way, is composed of outstanding traffic and transportation men of this section, feel that Houston as a port will be greatly retarded if proper measures are not taken at once to provide for much needed channel improvements. We all feel that greater consideration should be given to this fast growing and important Southwestern seaport, which serves as a gateway for a rapidly expanding agricultural and industrial empire.

Not only do we wish you to exert your very best efforts in behalf of the Port of Houston, but we would like to hear from you as to what measures are being advocated by you looking toward the restoration of the appropriation required.

Yours Very Truly; H.J. Luhn, President

The Traffic Club of Houston

In **1937** a movement to re-organize the Interstate Commerce Commission was afoot. Our records do not indicate the purpose of the re-organization. Whatever the purpose, it was important enough to attract the attention of the Club. On **March 16, 1937** at its noonday luncheon held at the Rice Hotel, the following resolution was adopted;

WHEREAS, on **January 12, 1937**, the President of the United States recommended that Congress enact legislation to bring about a reorganization of the executive departments of the Government together with all administrative boards and commissions; and

WHEREAS, the Interstate Commerce Commission is primarily an arm of Congress, performing legislative service and other services which are an aid to its legislative functions, and has performed its duties without fear or favor;

THEREFORE, BE IT RESOLVED, that the Traffic Club of Houston does respectfully petition Congress to exempt specifically the Interstate Commerce Commission from any legislation which would permit the transfer of any of its functions to the executive branch of the Government or place any of such functions under the supervision of the executive branch.

Government operation of the U.S. railroads apparently was a prominent subject in the **1930's**. The Club adopted a resolution in **February of 1934** condemning Government involvement in ownership and operation of the rail carriers. The subject was raised again in **1937**. This time the club adopted a very well written, but lengthy, resolution. On **April 6, 1937** the resolution was adopted;

WHEREAS, despite the phenomenal record of achievement of the railroads of the United States as a private industry under private ownership and operation, Government ownership and operation of the railroads of the United States has been proposed and advocated;

BUT, WHEREAS, the United States with less than 6% of the world's land area and population, has over 30% of the world's railway mileage representing an investment of more than twenty five billion dollars, paying taxes of over two hundred thirty million dollars or approximately 7% of their gross income and employing approximately one million employees; and under private ownership the railroads of the United States operate with an efficiency unparalleled in the history of the world with passenger fares and rates continually decreasing and with services to the public continually expanding and under

private ownership are rendering an efficient, economical, safe and dependable transportation service to the people of the United States; and with increased business the likely result of both more favorable economic conditions and of the aggressive and capable operation and management, it is probable the people of the United States will be further benefited by increased reductions in railroad rates and fares and by additional services offered by the railroads;

Believing that government ownership of the railroads is inimical to the public interest and will result in greatly increased taxes on the American people both for the purchase price of the railroads and to make up for the huge loss of taxes now paid by the railroads and to cover the annual deficit reasonably to be expected from government ownership and operation, and further believing that the government ownership and operation of the railroads would result in inferior transportation service to the people of America and the creation of a huge political machine adversely to the best interest of the people of the United States; and

Realizing that government ownership and operation of the railroads in countries other than the United States has been, when compared with the private ownership and operation of the railroads in the United States, disappointing and unsuccessful and that likewise the period of government operation of the railroads of the United States during the World War was unfortunate and resulted in chaos and the near ruin and destruction of the railroads of the United States, and that neither the experience of other countries nor that of the United States justifies the proposal of government ownership and operation;

BE IT, THEREFORE, Resolved by the Traffic Club of Houston that it is opposed to any and all proposals of government ownership and operation of the railroads of the United States and is opposed to the principle of the government ownership and operation whether such result to be accomplished by direct or indirect means, and further that the record of this resolution be spread upon the minutes and that such publicity be given to this resolution as may seem necessary and proper.

H.T. Bornefeld, Chairman

J.W. McCann

E.M. Burk

At the **January 4, 1938** meeting the Club discussed a pending bill known as the "Train Limit" bill. It was decided that the Club should oppose this bill. Consequently, the following message was sent to Hon. Clarence F. Lee, Chairman, House Committee on Interstate and Foreign Commerce and Hon. Albert Thomas, U.S. Congressman, Washington, D.C.

*"The Traffic Club of Houston representing a full cross section of the industrial and commercial life of this territory is opposed to Train Limit Bill S-69 upon which hearings are scheduled to begin before the House Committee on Interstate and Foreign Commerce on **January 11**. It is felt that if such a bill became law the result would be to impair the magnificent efficiency of the railroads it being generally recognized that this efficiency is due almost solely to the product of the modern American locomotive which has been evolved through the years for this purpose alone. We respectfully urge that you oppose this bill and permit efficiency to remain the goal of American railroads.*

Signed:

H.K. Sherfy, President

Traffic Club of Houston

Lest anyone think flooding in Houston and Harris County is a recent problem, think again! It has often been said that Houston was built in a swamp infested with alligators and mosquitoes, and, who can disagree with that? In fact, it was so swampy and mosquitoes so bad, that one of the Allen brothers actually left Houston.

The first recorded flood in Houston occurred in **1853**. Buffalo Bayou got out of its banks and caused major damage to the downtown area. As we all know, flooding has gotten worse, not better. Another serious flood occurred in **1929**. Flooding was a problem in **1937**, as evidenced by the following resolution which was adopted by the Club on **April 13, 1937**.

WHEREAS, one of the principal factors involved in the development and future of the Port and City of Houston is the problem of flood control and

WHEREAS, the officials of our City, also of Harris County and the Harris County Houston Ship Channel Navigation District are keenly aware of this situation; they are taking active steps to solve this problem.

WHEREAS, we fully appreciate the fundamental importance of flood control to the Port of Houston, as well as to the business and residential interests of the City as a whole, and

WHEREAS, it is highly desirable and necessary that the civic organizations of our community cooperate to the fullest extent with our public officials in concentrating public attention upon this situation, therefore

BE IT RESOLVED, it is the consensus of opinion that the Traffic Club of Houston, through its duly elected officials make known to our public officials the desire of this organization to cooperate in every way possible in the furtherance of plans for solution of this problem,

BE IT FURTHER RESOLVED, that the Traffic Club of Houston participate in any organization of civic bodies, or others in Houston necessary to attain cooperation of the Federal Government in this vital matter,

BE IT RUTHER RESOLVED, that the membership of the Traffic Club of Houston individually cooperate in every way, through our public officials and through our civic leaders and otherwise to enlighten public opinion upon the true facts and necessities of this situation.

BE IT FURTHER RESOLVED, that the President of the Traffic Club of Houston submit copies of these resolutions to the officials of our County and City, and to the Harris County Ship Channel Navigation District.

Frank Heafer, Chairman

J.W. McCann

L.L. Schwecke

As time passed, the common motor carrier and tank truck carrier membership increased and involvement in political affairs ceased, or slowed to a trickle. At the meeting **on April 24, 1952**, the Board instructed the Advisory Committee to draft a resolution to be mailed to our Representatives in Washington calling to their attention the necessity of sufficient funds being granted the Interstate Commerce Commission and that their budget requirements be treated with a greater measure of respect, to justly and efficiently administer the acts and duties imposed upon the Commission. Further, that the said resolution to include an objection opposing **Bills S-2352** known as I.C.C. Fees for Services and **S-17 and S-1725** also known as Practitioners Bill. Then, on November 26, 1952 the Club endorsed a Sam W. Lowe for the position of Harris County Navigation District, and the President was instructed to so notify the Board of Commissioners.

It appears that the last involvement in political issues was in **1997**. The Club sent a letter to the Railroad Commission of Texas. The purpose was to seek help to correct the unbelievable bottleneck on the Union Pacific Railroad in Houston.

A review of the resolutions of earlier days shows that the issues were issues that had an impact on the public in general. Who would not vote to spend money to reduce flooding? We've been doing it for many, many years with little results. Few people would vote against a new bridge to help ease the flow of traffic, and who would vote against naming a warship the **U.S.S. Houston**? Support of these kinds of resolutions would not cause any friction between the members. Political issues began to arise that impacted the various modes of transportation. Even in the furious debate surrounding deregulation, the Club did not take an official stand. Support for political issues, could and would alienate carriers and disrupt harmony among members.

CLUB OFFICES AND BUSINESS MEETINGS

We cannot locate every place the Club used as its offices and business meeting locations. In the early years the Chamber of Commerce building on Main St. served as the Club offices. The **1920-21** Houston City Directory lists the Bender Hotel at **812 Main St. & Walker Ave.** as being the Club offices. The offices were located on the ninth floor. The Club letterhead during this period lists not only the Bender Hotel, but also The Bayshore Club House "Las Palmas" in Red Bluff, TX. The same publication shows the Southern Pacific Building as being the Club office and meeting place in the years **1928-30**. It appears that from **1926** until sometime in **1930** some of the meetings and luncheons were at the Rice Hotel. The minutes also reflect meeting at the Rice in **1940**. The business meetings were held at the Texas State Hotel from sometime in the early **1950's** until **1970**. The Club apparently left the Texas State and moved the meetings to the Astroworld Hotel.

The Club maintained offices in the Bankers Mortgage Building for a number of years. It then moved into the World Trade Center at the corner of Texas Ave. and Crawford St. The Center was condemned because of asbestos and closed in the late **1980's**. The Club then moved to a location at Northwest Freeway and in **May of 1998** moved to **3303 Main St.** where the offices are today.

The business meetings over the years were held at a variety of places. The Continental Houston Hotel on lower Main St. was a meeting place. The Whitehall Hotel in Cullen Center, LaQuinta Motor Inn, **4015 U.S. 59 South**, Hyatt Regency Hotel, and the Ben Milam Hotel to name a few.

In **1988-89** the Club's business meetings were held at the Holiday Inn on the Southwest Freeway between Kirby Drive and Buffalo Speedway. Later, business meetings were held at Allen Park Inn on Allen Parkway. These were evening meetings. The time constraints of the employment of most Directors would not allow a long day meeting. The

meetings were often lengthy, addressing budgets, membership, program planning, etc. The business meetings are now held at the Club's offices.

THE CHAPLAINS, SPIRITUAL ADVISERS TO THE CLUB

We have no record to show it, but it is a safe assumption that the Club has had a Chaplain since it was organized. The first mention we have of a Chaplain is in **1928**. There has never been a requirement as to the Chaplain's religious affiliation. However, as best as can be determined, all Chaplains were Protestant until the early **1990's**. It was then that our first Catholic Chaplain was elected. Father Rivers Patout of Our Lady of Fatima Church was elected, and is Chaplain today.

On **March 9, 1928**, Dr. Harry Knowles, Pastor of the First Christian Church was elected as Honorary member of the Traffic Club of Houston. This is the first mention of the Club Chaplain. There is no indication as to how long Dr. Knowles served. The minutes of the Board meeting on **October 7, 1946** show that the Directors voted to purchase a gift for Dr. Knowles not to exceed **\$100.00**. This gift was to be in observance of his **16th** anniversary as Chaplain. Rev. Knowles passed away sometime in early **1957**. The minutes of **March 29, 1957** tells us that the Club asked members for contributions to be given to the First Christian Church in honor of Dr. Knowles passing. It was decided to pass a proper resolution in his memory and present it along with the money to Dr. Knowles family. At the **May 23, 1958** meeting, Rev. John C. Knowles was made an honorary member. Undoubtedly this was Dr. Knowles' son.

The men who have served the Club as Chaplains, as best as can be determined from minutes, old rosters and Past Presidents, are:

Dr. Harry Knowles, First Christian Church **1928-1946**

No record for **1946-47** but probably was Dr. Knowles

Dr. Harry Knowles, First Christian Church **1948-49**

No record for **1949-51**

Rev. Donald H. Stewart, affiliation not listed

Dr. Harry Knowles **1953-55**

Dr. John C. Knowles, affiliation not listed, **1955-62**

Rev. Don F. Pevey, affiliation not listed, **1962-64**

Dr. Roger Deschner, First Methodist Church, **1964-75**

Rev. R.H. Lawrenz, affiliation not listed, **1976-80**

Dr. Robert Long, Bear Creek Methodist, **1980-83**

Our records do not list a Chaplain for the years **1984-87**, although it is reasonable to assume Dr. Long served during that time.

Dr. Robert Long, Bear Creek Methodist, **1988-91**

Fr. Rivers Patout, Our Lady of Fatima Church, **1991----**

All of our Chaplains have made significant contributions to the Club and the Community. All are highly respected in their communities and our organization. Two of the most popular were Rev. Dr. Robert Long and Fr. Rivers Patout.

Rev. Dr. Robert "Bob" Long started Bear Creek Methodist Church. He took it from a small mission Church to one of the fastest growing and largest Churches in West Houston. Pastor Long served our Club from **1980** through **1991**. He attended Southern Methodist University. **In 1991** he left Houston to accept the position of Senior Pastor at St. Luke's Methodist Church in Oklahoma City and is there today.

St. Luke's is a short distance from the site of terrible bombing of the Murrah Building. The Church became a sanctuary providing spiritual and physical aid to those in need.

It was Rev. Long that began the "Chaplin's Corner" a feature of the Wheel for many years. The last time I can recall seeing Rev. Long, he was the guest speaker at our Christmas Luncheon. This was in **1991** at Brady's Landing. An unusual occurrence; snow flurries were seen falling. Rev. Long has returned to speak on several occasions.

Pastor Long's hobby is flying. He built his own airplane, a project which began in Houston and was completed in Oklahoma City. We've not had any reports as to the airworthiness of the airplane. One must assume it will fly since the last we heard, Pastor Long is still preaching.

After Rev. Long's departure, the Club elected Fr. Patout as Chaplain. Fr. Patout is a native of Navasota, TX and graduated from Notre Dame University. He is priest at Our Lady of Fatima Church in Galena Park, TX and the first Catholic to be Chaplain. Fr. Patout is active with the Houston International Seaman's Center at the Port of Houston. Father is a special friend of the seafaring person, particularly during holidays. You could ask most any seaman whose ship has ever called at the Port of Houston, and he would probably know Fr. Patout. His heart is as big as the oceans. He has traveled to seven of the world's eight continents. Father Patout's accomplishments and awards are many. To name a few, in **1979** he was Notre Dame Man of the Year (Houston Alumni Club), he received the Religious Service Award (National Conference of Christians and Jews) in **1981**, Anchor Award (Houston International Seafarers Centers) in **1993**, Notre Dame Exemplar Award (Houston Alumni Club) in **1997** and the Transportation Person of the Year (Transportation Club of Houston) in **1998**. Mayor Bill White declared **August 11, 2005** as "Reverend Rivers Patout Day." Father Patout is equally at ease whether he is in the presence of the Mayor, a seaman, truck driver or the Archbishop. He would probably be just as comfortable in the Vatican!

EXECUTIVE SECRETARY

The Secretary's duties, for many years, were performed by a Club member. It was a part time function. As the Club grew, and became involved in numerous activities, the duties became more than part time. The Board created the position of Executive Secretary at a meeting on **March 27, 1967**. Office space in the Bankers Mortgage Building on Main St. was rented, and a full time person employed. The Club's first Executive Secretary was Paul Lawrence, who had retired from the Louisville & Nashville Railroad, on **April 31, 1967**, and assumed the position on **June 1, 1967**. The official address of the Transportation Club of Houston was Bankers Mortgage Building, Room 601, 804 Main St. Jimmy Willett succeeded Paul Lawrence and served until **1990**. The minutes record a unanimous vote on **December 6, 1971** making Jimmy the second Executive President of the Club. Jimmy was a very popular and loved person. Jimmy was an unusual person. He used a typewriter. His financial reports were hand written. The report was sometimes lacking in form and neatness, but always accurate. Over the years, the railroads donated many HO models to the Club. After the Club left the World Trade Center the pieces were donated to the Gulf Coast Railroad Museum on Mesa Rd. In East Houston and are on display there. In addition, many small truck models were donated.

Jimmy Willett served TCH well in many ways for nineteen years. He was one of our biggest supporters. Having to leave the World Trade Center and moving to another location in Northwest Houston, caused Jimmy to "pull the pin" as is said in railroad circles. The move, coupled with the fact that the Club was going to computerize, well, that was more than Jimmy could handle. Jimmy retired, and was followed by Anthony J. Galindo as Executive Secretary.

Jimmy passed away on **February 28, 2005** and is buried in Forest Park Cemetery. In all probability, he has organized a branch of TCH in Heaven.

THE NEW EXECUTIVE SECRETARY

During Vernon Scherer's administration in **1989-90**, the decision was made to put all Club records, including financial statements, golf attendance, luncheon attendance and any other information requiring storage, on a computer system. Finding someone with the knowledge to take on this chore became a top priority.

Actually the selection was easy, only one candidate was considered. Anthony J. Galindo, who had spent a lot of years with the Southern Pacific, was taking a retirement package. While Tony spent time in Sales/Marketing, he was on an information technology assignment at the time. We talked with Tony, he was interested, we were interested, and the deal was done.

While Jimmy's philosophy was, "anything that needs to be done can be done with a pencil and paper", Tony's was, "let the computer do it." The Club offices were moved out to the Northwest Freeway and Dacoma, during Dale Crawford's Administration in **1990-91**, and Tony made an exceptionally smooth transition. It can really be said that Tony Galindo was the person who brought TCH into the computer age!

BENOVELANCE AND REMEMBRANCE

In years past, the Club always took time to acknowledge the passing of a member. For many years it was the custom to adopt a Resolution acknowledging the members death. The Resolution would be read and presented to the member's widow and family members at a luncheon; or at the home if the family so desired. If the widow and family needed help, the Club was there.

The minutes, particularly in the earlier years, are replete with Resolutions in remembrance of our deceased members. The minutes do not reflect the last member to be honored in this fashion. The last Resolution the writer can recall was after the death of President Ray Jarl.

Over the years the Club maintained a Welfare Committee. The Committee provides flowers for funerals of our members, and those members in hospitals, or ill at home. The Committee published a monthly list of members who were ill, had lost loved ones, or were in the hospital.

CHARITABLE ACTIVITIES

One of the purposes of the Club is to foster and promote transportation. This does not mean that the Club couldn't or shouldn't contribute in other areas, such as helping our fellow man. The Club has been involved in many charitable and civic activities.

The minutes of a meeting on **December 20, 1922** speaks of the Club making a \$10.00 contribution to the Newsboys Club of Houston. Now, \$10.00 doesn't sound like a lot. But, remember this was in **1922**, and \$10.00 was a nice sum of money.

According to the minutes of **April 13, 1928**, the Club wrote a letter to the Houston Chamber of Commerce offering the Club's help during the Democratic Convention to be held in June of **1928**.

The minutes of **October 9, 1928** names delegates from the Club to the Houston Civic Council. This was a Council that worked to promote worthy civic efforts by the City.

On **October 23, 1934**, the Club voted to organize a 100% Community Chest.

In **1931**, the Club took the proceeds from the annual banquet and donated them to the Mayor's Committee for the Relief of the Unemployed. The minutes of **February 4, 1931**, read, "Moved and seconded that contingent upon receipts the Treasurer to be instructed to remit promptly the sum of \$500.00 proceeds from the Banquet to the Mayor's Committee for the Relief of the Unemployed. Motion carried.

The minutes of **March 7, 1938** contains the following paragraph "Motion was made by Mr. Lyon and seconded by Mr. Johnson that the Club extend thanks to Mr. Parker for his wonderful work in securing transportation to the Fat Stock Show for the underprivileged and crippled Children."

At a meeting on **April 8, 1938** the Club passed a motion to make a donation of \$150.00 to the First Christian Church through our Chaplain, Dr. Harry G. Knowles, as a memorial

to our deceased Ex-President and Editor of the Wheel, Henry T. Lindsey, and that suitable notification be passed to his widow. Motion Carried.

On **February 20, 1939** the Club appointed a Committee to make arrangements to again transport the crippled and underprivileged children to the Houston Fat Stock Show.

On **June 11, 1940** the minutes of the noonday luncheon business meeting, held at the Rice Hotel contain the following;

On **June 5**, we sent a letter to each member of the Board with reference to our Club making a donation of \$25.00 to the American Red Cross to aid in a drive for funds being raised for the refugees in the war zone. This was approved by the Board by mail vote. It goes on to say, we also took this matter up with the members at our noonday luncheon on **June 11** and an additional sum of \$38.00 was collected from the members, this making a total of **\$63.00**. Motion was then made by Mr. Williams and seconded by Mr. Gordon that our Club donate an additional amount of **\$12.00**, so as to make our donation for this worthy cause--**\$75.00**. Motion carried.

On **January 3, 1942** in agreement with a suggestion by the National Association of Traffic that in view of the national emergency, annual dinners and banquets be cancelled. The Club did cancel the pending annual banquet, and instead held a noon day luncheon.

The Club asked members, in addition to paying for their meals, to contribute to the Red Cross, at least the price of what he would have paid for one ticket to the annual banquet. The amount of money raised is not listed.

The minutes of **May 24, 1943** makes note of the organization of a women's traffic club in Houston. The Board was advised that a ladies Traffic Club was about to be organized in Houston. The Board accepted a motion saying the Club would give all the assistance they could to help the ladies get started organizing their Club.

The minutes of **January 4, 1963** reports that the Traffic Club would visit the Veterans Hospital as scheduled for **March 31, 1963**. The Jane Long Junior High School Choir was to participate in this service...

The Club designated the Special Functions Committee to arrange parties and other functions for mentally retarded children. The minutes of **November 4, 1974** speaks to this Committee. The minutes of **December 2, 1974** report that the party for the children was a success.

At the **December 1982** Board meeting, the Club reported collecting \$1,926.50 to be used for a party for needy children

In **1997**, the Club reached an agreement with Brady's Landing, that when meals were guaranteed, but paid attendance did not meet the guarantee, those unused meals would be donated to needy families.

This Club contributes to the Women's Center as well as providing toys for needy children. The Club goes about the business of helping people; our only reward is knowing we have helped someone who needed help. That's a good feeling.

These are just a few examples of the many activities the Club has been involved in to help people in need.

ELECTION OF OFFICERS AND DIRECTORS

Great efforts are made to elect the most qualified people to the office of President. The campaign for the Office has always been an entertaining, but serious campaign; however, not as serious as the campaign in **1922**.

The Chairman of the Nominating Committee laid down the law, so to speak. The minutes of **October 31, 1922** reads as follows:

We, your Nominating Committee, appointed to suggest nominations for officers and directors for the coming fiscal year, beg leave to submit the following report:

Your Committee has canvassed the list of members of the Club and is of opinion that the best policy to be pursued in making nominations is that of bringing new material into official position and thereby widening the active interest of members of the Club in the activities pursued. In doing this the Nominating Committee desires it to be distinctly understood that they do not want to be construed as casting any reflections upon the present officers, but on the other hand it is the unanimous opinion of the Committee that the existing officers and directors of the Club have served the Club in the most efficient manner possible and that is now in much better condition than it has been in several years. We have followed the plan, however, of making up a roster of nominations which includes no person who at the present time has any office or directorship in the Club. In conformity with this principle we beg to submit the following nominations: Candidates names listed.

Quiet a different approach! It must have been exactly what the Club was looking for, because the complete slate of nominees was elected.

Prior to the change in By-Laws in 2004, the Club required the President to move up from 2nd Vice-President, to 1st Vice-President to President. The elections chose the 2nd Vice-President. There is a "Candidate's Day" luncheon. At this event, the two candidates for

2nd Vice-President would make their plea as to why they were the best candidate. Each candidate for Director also tells us why they are the best choice. There were some tall stories, and very unusual reasons. The following story by Harry Rhodes, who was on the Houston transportation scene for many years, is just one excellent example of the campaign.

Harry Rhodes, '73-'74 speaks of his campaign. **Harry says “I ran against a worthy candidate. On Candidates Day I bought 250 white cowboys wide brim hats and gave everyone a hat. From the head table I looked out at the crowd. It was a sea of cowboy hats. I knew that I had won!”** We can see from the smile on Harry’s face that he did, in fact win! Harry was the first general commodity carrier representative to be elected President.

Frank C. Redfield was the first person from the motor carrier industry to be elected. Frank was Vice-President, Traffic and Sales, Robertson Tank Lines.

The campaign for President was intense and fast paced. Each candidate used different gimmicks and each had different styles, but ran a clean race.

THE BIG NIGHT, THE INSTALLATION BANQUET

The Installation was a gala affair. The **1930** Banquet had **383** in attendance, which considering the economic times, was very good. In later years, attendance of **600-700** people was not uncommon. The 1968 Installation drew 607 people. The 1990-91 Installation drew over 400. The Installation's were well attended by local people as well as people from out of town. Practically every rail carrier in the country was represented, as well as the motor carriers. The lobby of the hotel was a beehive of activity, people mingling, talking and maybe sipping a drink or two. All of the major shippers were represented. The Installation was a gathering of the "Who's Who" in transportation, locally and nationally.

The Installation of Officers Banquet was an affair. This is the event of the year and has been so for many years. The Banquets were held in upscale hotels, the Shamrock, Astroworld Hotel, Westin Galleria, and The Marriott to name a few. In **1932** the Banquet was held in the Houston Club, at a cost of \$1.50 per person. Dance music was furnished by a group known as the "Orioles." Invitations were sent to the Traffic Club of New Orleans and the Texas Clubs. In the late '90's and the Installation was held at the Maritime Museum.

Sumptuous dinners were served with Baked Alaska for dessert, drinks served and all the things that make a great event great. It was not a white tie and tails event in the true sense, but it was very close.. The incoming Officers and Directors wore bow ties and black suits, sometimes white coats and black pants.

It has always been the goal to have well known speakers and leaders in their particular fields. Elizabeth Watson, the first woman Chief of the Houston Police Department was the speaker at the **1990-91** Installation. Other well known speakers were Jim Hagen, President and Chief Executive Officer of Consolidated Rail, and the very popular

“Mattress Mac” Jim McIngvale. Perhaps the best known was Mark White, former Governor of the State Texas, speaker at the Installation Banquet 1991-92.

THE WOMEN OF OUR CLUB

Even though the Constitution and By-Laws were absolutely clear as to who were eligible to join the Club, men only, women have been part of the Organization for many years. How this happened, what mechanism was used is not in the minutes. There appears to have been no change in By-Laws on this issue until sometime in the 1960's. The minutes of **June 9, 1931** shows Miss Rose Holston as Co-Chairperson with three other women for "Ladies Day." In 1933, Ms. Holston was Publicity Committee Chairperson. Another lady, Ms. Phyllis Blanchard was very active in the Club in the 1960's and 1970's. Charlotte Woods, while not a member of the TCH, was a member of the Women's Traffic Club. Her contribution to transportation was monumental. In addition to being responsible for National Transportation Week, she was instrumental in organizing the Women's Traffic Club. This is not to say that acceptance of women as members and certainly in positions of leadership was welcomed with wine and roses. The minutes of **February 14, 1973** contain the following entry; "Harvey Fisher advised that at recent meeting the lady applicant for membership had reluctantly agreed to withdraw her application. Discussion resulted in Jim Beasley being appointed to contact clubs in Philadelphia, Chicago and St. Louis to gain results of their handling of these kinds' of situations." There no name, nor is any mention as to why she was asked to withdraw her application.

In the 1980's a serious dispute arose over women as President. One very large railroad and a large petroleum company threatened to cancel their membership unless women were treated equally. Our women members have made substantial contributions to the Organization. In addition to serving as Presidents, they have served as editors, secretaries, treasurer and committee chairs. Our women Presidents campaigned for and approached the Presidency with as much enthusiasm as our men. Jeanne Hook who was President in 1994-95 had this to say; "Becoming President of the Transportation Club of Houston was the biggest thrill of my life—I just couldn't believe it and was so honored!!

Nancy McWaters was the first lady elected President of Transportation Club of Houston. Nancy was Plant Traffic Manager for Anheuser Busch. Nancy was President in **1987-1988**. Nancy Hahn, President in **1992-93**, is Vice-President of BlenTech. Blentech is owned and operated by Nancy and her husband George. She was followed in 1994-95 by Jeannie Hooke, Tank Car Specialist at Shell Oil Corp. Joy Lloyd was President in **2001-02**. Joy retired from Lyondell Chemical Co. She is now an instructor at the University of Houston, College of Technology, teaching Transportation and Logistics. Rebecca Taylor became President in **2003-04**. Rebecca is Distribution Coordinator at Penrico. Summer Camp is President for **2005-06** and is employed by Chevron Oronite, as a Procurement Executive.

These women's efforts and dedication to the success of the Club is noteworthy. Each one served in various capacities prior to ascending to the Presidency. Not only were these women successful in their Club careers, they are successful in their private lives. They are business owners, Traffic Managers, College Instructors, and Procurement Officials.

Our Presidents have performed the duties of the office with dignity. There has never been any scandal of any sort associated with our Organization. The Presidents reflect a cross section of our membership, which is comprised of Transportation and Logistics professionals. The Office has been entrusted to motor carrier executives, University classroom instructor, business owners, railroad sales and marketing executives, industrial Transportation Managers, and a railroad president. Each President represented their employer well, and made Contributions to the Transportation and Logistics profession and its advancement.

THE BLACK LEADERS

Joseph Celestine was the first black person to serve as President. Joe actually filled out the term of the previous President. Joe's term was supposed to be **1999-2000**, but it turned out to be longer than that, a year and a half of Presidential service. When the preceding President had to resign the Office because of work constraints, Joe stepped in and did yeoman duty. Prior to the Presidency, Joe served as Director. Joe is a long time employee of Watkins Motor Lines, representing them as District Sales Manager. Joe's wife, Mary also had a career in the motor carrier industry.

Al Powell, Director of Materials for Metropolitan Transit Authority,

Past

Directors Ray Sager, 1971-72 and Al Zumsteg, 1978-79

was our second black President. Al served in **2002-2003**. Among his duties at Metro, he was responsible for the inbound rail movement for all of the equipment necessary to construct the first light rail in Houston.

Robert Morgan, Jr., Midwest Sales Manager for the Port of Houston served as a member of the Board of Directors for the years 2001-2003.

PAST PRESIDENTS

The first mention of Past President's Day appears in the minutes of November 6, 1934. The minutes simply states, "This luncheon was designated as Past President's Day and Mr. William H. Meyer was Chairman of the day. Mr. Joe Grissom, a student at John H. Reagan High School gave a short, but interesting talk about the high school system. The luncheon was at the Rice Hotel.

Past President's Day has been observed each year. At one time however, there was a small flap about the event. The minutes of **July 7, 1975** reads "Discussion was held concerning Past Presidents' Day luncheon program. President Cardwell stated it was not necessary to have such a program each year and that the decision would be left up to the Program Chairman this year. There is no indication in any of the minutes that would indicate that Past President's Day was not an annual event. It is one of the premier events of the year. As best we can determine, it has been observed continuously since 1934.

Mr. Earl Gerloff , President in 1964-65, is the longest living Past President in terms of the years served as President.

BOWLING, DANCING, GOLFING, AND OTHER ACTIVITIES

Entertainment has always been an important part of the Club. The founding fathers said we should socialize and entertain. Providing forms of outside entertainment for members and their families was a priority. In the **1922**, the Club held monthly dances. According to the minutes of **May 29, 1934** the Club planned a “Moonlight Party” at Sylvan Beach. Sylvan Beach was the scene of many Club dances and picnics.

In 1923, the Houston Chamber of Commerce decided to provide boat tours of the Houston Ship Channel. On **October 10, 1923** the Club, planned its first trip for sometime in November of **1923**.

Over the years there have been bowling leagues, which at one time had 18 teams; golf outings which are still well attended, chili cook-offs and a trap & skeet league.. There were breakfast dances, dinner dances, smokers; shrimp boils, and installation banquets. All of these events drew large crowds. The shrimp boils were well attended. It was not just a shrimp boil, it was a family affair. The last shrimp boil was in **1989**. It was held at the International Seaman’s Center at the Port of Houston. Games were there for the children, a swimming pool, sack races, dodge ball, and the ever popular three leg race. If you didn’t like any of these, there was a gin rummy tournament. For the finale, there was boiled shrimp, corn on the cob, potatoes and cold beer. The Boil was postponed in 1990 because of an oil spill in the Gulf and bad weather. An effort was made to revive the Boil in 1994.

For a number of years, the Chili Cook-Off was very popular. Held at Bear Creek Park, some 20-25 teams would normally enter the event. Chili of all kinds and temperatures were whipped up, and served along with the claim that it was the best ever made. Shippers, rail and motor carriers participated. Unfortunately, the cook-off succumbed to the effects of downsizing. The last attempt at having the cook-off resulted in only three entries, and subsequently was cancelled, never to be revived.

In November of 1982 over 500 attended a Western Dance sponsored by the Club. Another very popular event was the family picnic outing. Picnics were especially popular in the **1920's** and into the **1950's**. A crowd of over 1,000 was present on more than one occasion.

Member groups took trips to the Louisiana track at Vinton, La. When professional sports came to Houston, large groups would attend the games. The world famous scoreboard in the Astrodome would light up with "Welcome to the Transportation Club of Houston."

BUSINESS AND LUNCH DO MIX

The luncheons have always been one of the highlights of the Transportation activities. The luncheons are events that allow fun, fellowship, and business to mix. In the early years, until **1922**, the luncheons were held on a weekly schedule. Sometimes, it was a question of how many luncheons were to be held each week.

A proposed change the luncheon schedule is discussed in the minutes of **August 15, 1922**. The following entry explains the need for a change in meetings; “In view of the fact that the duties of the Board of Governors have been vastly multiplied, the second Tuesday of each month was appointed as a regular meeting of the Board of Governors same to be held at the Club Rooms at 8:00 P.M.” This appears as an entry in the minutes, no motion was made and no vote taken. The issue was taken up again at the following months meeting.

At a meeting of the Board of Governors on Friday, **September 22, 1922** the following motion was made, seconded and passed with unanimous vote: “That the weekly luncheons be discontinued and in lieu thereof the regular monthly meeting will be held on the first Tuesday of each month at 8:00 P.M. at which time the regular order of business shall be transacted followed by such entertainment as the Entertainment Committee shall provide, and the membership to be given due notice of said meetings. The Secretary was then instructed to notify the membership of the discontinuance of the noon day luncheons and substitution of monthly meetings, along with a full explanation for the change.”

Apparently, some controversy developed over the idea. The minutes of the **October 10, 1922** meeting of the Board, reflect the following motion; “That Mr. Bornefeld, the Treasurer, and the Secretary investigate the resumption of the weekly noonday luncheons with full authority to act.” Motion carried.

The **November 14, 1922** meeting minutes of the Board settles the luncheon issue with the following; “That the committee appointed **Oct. 10, 1922** to arrange for resumption of the weekly noonday luncheons having reported favorably, the motion made by Hennessey, seconded by Williams on **September 22, 1922** to supersede the weekly luncheons by a monthly night meeting, be cancelled.” Motion carried. The weekly noon day luncheons were resumed, and all seemed well.

However, the issue made its appearance again in **August of 1923**. At a weekly luncheon on **August 15, 1923** a motion was made by Mr. Buck and seconded by Mr. Salisbury, that weekly luncheons be discontinued until the Third Tuesday of September, and that the question of future weekly luncheons be taken up at that time; also that Postal notices be mailed to members giving them this information. Motion carried.

At the weekly luncheon meeting on **September 12, 1923** it was moved and seconded that the weekly luncheons be resumed the first Tuesday on **October 2, 1923**. This issue arose periodically over years. It popped up again in November of 1963, and it appears that the decision to reduce the luncheon to one luncheon per month was made at that time.

Over the years, many different restaurants have served us. In the early **1920's** and **1930's** the Club used the Rice Hotel, Ben Milam Hotel, the Bender Hotel, Lumberman's Club and Turnverein. The Club has strived to make lunch an event where the best food was served, and those in attendance could enjoy themselves. As the founding fathers said, the purpose of the Club is to provide a meeting place so members can meet, learn through the exchange of ideas and learn from speakers.

The minutes of **September 26, 1934** tell us of a unique twist in Club luncheons. It was decided that rather than having regular luncheons, the Board would recommend taking a tour of some of the local plants.

The Corporate Traffic Departments were located in downtown Houston as were the majority of railroad representatives. The offline railroads were domiciled in the Bankers

Mortgage Building, 804 Main St.; the Missouri Pacific, Santa Fe, Rock Island, Ft. Worth & Denver and Texas & Pacific occupied the Union Station. M-K-T and Southern Pacific occupied company owned offices. It made good sense for the Club to hold it's luncheons in downtown Houston in that environment.

In the '70's, Corporations began to leave downtown and go to suburban areas. They went in every direction, and this created a problem for the Club; where to have the luncheons? Numerous restaurants in various sections of the City were tried. It very soon became apparent there was no ideal location. If they were held on the East side of the City, those out West couldn't attend. Because of traffic, road construction and work constraints, members just couldn't travel long distances, attend lunch and return within a reasonable amount of time.

The driving force in changing luncheon locations, and changing the format, was deregulation. Prior to deregulation, long lunch hours were the norm and accepted as part of doing business. Many rates were negotiated, and many service problems and other issues were resolved while at lunch. The downsizing of the workforce, which came after deregulation, was the death knell for excessively long lunch hours.

Another issue that came to the forefront was the type of speaker and the content of his or her presentation. No longer would Managers tolerate a three hour lunch to hear a discussion on football or other issues that had no correlation to the Transportation industry. The Club had to provide speakers who delivered a message of substance. The subject did not necessarily have to be Transportation, but a subject that could help make a better employee.

The speakers at Club luncheons are quality speakers. The speaker at the **January 1982** luncheon was Astronaut Dick Scobee. R.D.Krebs, President of the Southern Pacific was speaker in November of **1982**. In **1998**, at the March luncheon, Jake Garn former U.S. Senator from Utah and Astronaut and at the time Vice-Chairman of Huntsman Corp. was the speaker. Mayor Bill White was a luncheon speaker in 2004.

The speakers for the luncheons in **1980-81** were:

Sept. 2, 1980- Bill Yeoman and Southwest Conference Football Film

Oct. 7, 1980- Edwin Wheeler, President-Fertilizer Institute

Nov. 10, 1980- Panel Discussion, Ed Olmos, George Strange, Joe Brown and Garth Landis.

Dec. 2, 1980- R.F. Halloran Vice-President Consolidated Freightways-Motor Carrier Day

Jan. 6, 1981- Mack Wallace, Railroad Commission of Texas

Feb. 2, 1981- R.J. Daschbach, Federal Maritime Commission

Mar. 3, 1981-Larry Cena, President Santa Fe Railway Co.

April. 7, 1981-Candidates Day

May 5, 1981- Annual Business Meeting

May 12, 1981- Transportation Week

One of the most entertaining speakers was Clayton Williams. Clayton was a candidate for the Governorship of Texas in a race against Ann Richards. Clayton threw out his prepared speech. He did a speech, that was very entertaining and at the same time very informative. Mr. Williams, at the time appeared to have the Governorship in his pocket; a joke cost him the election.

In an attempt to please everyone, which we all know can't be done, a survey was taken. Each member was asked to designate their three choices in locations. Surprisingly enough, the majority of members preferred meeting in downtown Houston or close to downtown. At the time the survey was taken, the luncheons were at Brady's Landing on the Ship Channel in the Manchester area. Brady's was an outstanding restaurant, and seemed to be very popular, so it was a surprise when it wasn't the favorite. But in keeping with the desires of the members, the luncheons were moved to Allen Park Inn on Allen

Parkway. During Phil McGonigle's Administration in 1991-92, the luncheons were held at the Hyatt Regency Downtown. Two of the most popular luncheon meeting places was Brady's Landing and Allen Park Inn. The luncheons were moved to Brennans on Smith St. The first was on that dark and fateful day, Sept. 11, 2001.

Years ago it was not uncommon to have **200** people in attendance at lunch. Now, those kinds of turnouts we can only hope for.

CELEBRATING THE FIRST FIFTY YEARS, 1915-1965

The year **1965** marked the fifth Anniversary of the Club. The minutes of **February 12, 1965** records the following report;” It was stated that for the Annual Installation Dinner, the **50th Year Brochure** was to be prepared by Henri Riddle, Kansas City Railroad and Ray Sager, Sr., Rock Island Railroad. It was also stated that the Committee was in no position to solicit ads for the program; thoughts were to work with the Entertainment Committee and prepare an essay for the program with perhaps some of the Club history and happenings of the first fifty years, with a list of past Presidents of the Club.

The first fifty years saw the beginning and the end of WWII. We witnessed the unleashing of the atom. Some may ask what did the Club do during this time of war? The minutes tell us that on December 15, 1941 a \$500 twelve year Government Bond was purchased and was in the Club’s safe deposit box at City National Bank. In today’s environment, \$500 is not considered a lot of money to some. To those who were digging out from under the most disastrous financial collapse in the history of man, it was a lot. Throughout the conflict, the Club held Savings, or War Bond drives to purchase bonds. Donations were made to the Red Cross. While we find no mention of the USO (United Services Organization) one has to believe the Club assisted that effort. Every rail passenger depot in the country had a USO Booth. It just seems to follow that the Club would be involved. In recognition of their efforts, the War Finance Committee awarded the Club a certificate of appreciation. The Certificate was awarded in 1943. The minutes do not reflect activities of this kind during the Korean or Viet Nam conflicts; or during the Gulf War of 1991 or the current Iraq conflict.

At the **March 12, 1965** meeting the President reported that brochure for the 50th year Anniversary would have as cover the front of the **1915** program, and would use past materials such as minutes of original organization along with a history of the Club.

The minutes of **April 14, 1965** record the following; "Committeemen Ray Sager, Sr. and Henri Riddle submitted an outline of contents of the brochure for the **50th Anniversary**. Some discussion centered on the price of printing the brochure, and amount spent. Also, whether to send copies to the membership of the Traffic Club, and also to Traffic Clubs in U.S. After more discussion including the form and contents of the brochure, motion by Schaeffer and Luddecke that the President and Vice-Presidents be authorized to spend up to **\$2,000.00** for the printing and .distribution of souvenirs for the **50th Anniversary**." Motion passed.

Also, in these same minutes, it was decided to extend invitations to 10 known Charter Members of the Traffic Club to be honored guests at the Annual Dinner and 50th Anniversary Celebration. The minutes do not tell us if any of the charter members were present.

Unfortunately, there are no Minutes to tell us the complete story of the 50th Anniversary observance. We do know that it was to be observed at the annual Installation Dinner. The location of the Dinner is not mentioned in the minutes. We do know this event was shared by outgoing President E.W. Gerloff and incoming President R.N. Jarl.

AWARDS AND RECOGNITION

On **April 6, 1931** it was recommended that the Board of Governors give serious consideration to the recognition of meritorious work in the advancement of the Club, and to decide on a suitable reward. On **October 28, 1940** the Board voted to award **25 year** members with a gold button. A Committee was appointed to design the button. In 1990, the President received a 75th Anniversary pin, as did all Past Presidents.

Obviously, the Honorary and Life Memberships recognize accomplishments and contributions to the Club and the public in general. However, there was no way of recognizing and rewarding members, who for various reasons would not receive a Life Membership.

Recognition of someone who has worked extra hard on a project, or projects for the Club, comes about by awarding the "Hard Worker Award. The Certificate states that the recipient has "Performed Several Outstanding Jobs During the Past Five Years." The "Outstanding Commitment" award goes to the person who has made a special commitment and effort to bring a special project to completion. The "Outstanding Achievement Award" is the highest award, exemplifying several outstanding accomplishments by the recipient.

COMMUNITY INVOLVEMENT

Besides the Club's involvement in charitable events, it has been active in the Community in other areas. A Speaker's Bureau, chaired by Bill Howard of the Southern Pacific Railroad was active for years. In **July of 1981** representatives of the Club participated in a "**Community Broadcast Seminar**" sponsored by **KPRC, Channel 2**. When "Career Day" was observed by the local schools, the Club furnished speakers to talk about careers in transportation. Speakers were sent to Deer Park and Sharpstown High Schools as well as to other schools.

In 1975 the Club in conjunction with the Houston Independent School District, awarded "Teacher of the Year" to a Ms. Mary Getty.

The Club also participated in the "Shattered Dreams" program with LaPorte High School and the Texas Alcoholic Beverage Control. This was a program to make teenagers aware of the dangers of drinking and driving.

During the Christmas Season of 2003, the Club conducted a toy drive for underprivileged children. Unwrapped toys and cash donations were given to the Women's Center. In addition, proceeds from the Club's Christmas Dinner went to the Women's Center.

In 1968, during Lewis McKinley's tenure, the Club worked with the Boy Scouts to establish a merit badge in transportation. The original name of the Badge was "Railroading" but was changed to Transportation and Logistics.

CLUB MEMBERSHIP, THE NUMBERS

It is difficult for any organization to function for 91 years. It is even more difficult when an event occurs that eliminates 90% or more of its members and potential members. The enactment of the **Staggers Rail Act of 1980** and the **Motor Carrier Act of 1980**, both effective only months apart, devastated the membership of the Club.

Membership in almost any organization fluctuates. Probably the lowest point in membership was in **1932** when the full, brutal impact of the Great Depression was felt. The unemployment rate at the time was **15,000,000**, approximately **20%** of the population. In that year, the membership was **126**, one of the lowest since the Club was organized. In May of **1976** the membership was **1101**; **by 1983** it had climbed to **1,367** members. This increase is best explained by the fact that it took several years for the motor carriers and railroads to really understand what deregulation allowed them to do. After all, they were coming from a rigidly regulated environment, into the free market place. When the reality did hit, hundreds of people lost their jobs. Railroads that had **20-30** people in sales and marketing now had 3-5 people in that area. The motor carriers fared worse, many of them went bankrupt and out of business. Today, Club membership stands at **355**.

THE MISSION STATEMENT

The Club appointed a Committee to formulate a Mission Statement. To accomplish this, the group used proven quality statistical processes to identify and prioritize areas in which the Club should focus its future direction. This process involved several steps and the results of the Committee's work in the order of importance are:

1. Services to the Community
2. Increase base membership
3. Services to members
4. Redefine committee functions
5. Enhance social activities
6. Educational programs
7. Quality speakers
8. Financial health of the Club

The work of the Committee culminated in the following Mission Statement:

“To be a Quality Organization for our members by enhancing industry and community value through education and transportation related opportunities.”

This is a statement that truly exemplifies the purpose and mission of the Club. The Board adopted this Statement at its meeting on June 2, 1995; it appears today on the Club website and in the Roster.

THE WEBSITE

Work to obtain a URL started in the administration of President Jerry James. It appears the first mention of a website is in the minutes of July 14, 1997.

Danny Schnautz, who at the time was Editor of the Wheel, submitted a “Web Page Introduction.” Part of the justification and need for a website were;

- A. Hold updatable information about TCH, including schedules, status of projects and events, maps, photos, etc.
- B. Provide platform for E-mail
- C. Attract new members through progressive appeal.
- D. Raise active percentage of members through greater communication.
- E. Take reservations for luncheons on-line
- F. Provide information for out of town chapters to more easily attend our functions.

The project lay around for several months. The enthusiasm it received at the beginning began to wane. Finally, at the meeting on Oct. 12, 1997, the Board decided to submit their choices for a domain name. The names submitted were, transclubhou.org, tranclubhou.org and tchouston.org. The one chosen and in use today is www.transclubhou.org. In September, 1997 it was reported that the website was up and running. At the March 1999 meeting it was reported that the Wheel editor and the Executive Secretary have E-mail links established. The website carries complete coverage of the Club’s activities. You can see pictures of the Past Presidents, luncheon dates, information on seminars, trips, the Officers and Directors and speakers, all on the website. Employment opportunities are posted on the website.

The question of the Club accepting credit cards for the purchase of luncheon tickets first came up in 1990. At the time it was determined that the additional book keeping and card charge made it unfeasible. The minutes of August 11, 2003 states that it is now

possible to make online payment for luncheons with credit cards. At the same meeting, it was decided that information regarding luncheons and seminars would be sent electronically. Those without E-mail would continue to receive information via U.S Postal Service.

SOME THINGS THAT DIDN'T HAPPEN

For many years the Club conducted its business meetings in various locations. We never had a place we could call our own. In 1961, a group of members headed up by A.D. Kirby, General Traffic Manager, Jefferson Lake Sulphur Company, set out to change that. In a rather passionate letter dated April 14, 1961 Mr. Kirby outlined the advantages of having our own office, and how that could be accomplished.

The Houston Executive Club in the 7100 block of Capitol had the facilities that would meet all our needs. There were meeting rooms, dining area for the luncheons, a telephone assigned to the Club, with the number in the phone book listed as being that of the Transportation Club of Houston and a liquor pool. In this particular era, mixed drinks were not served in Texas except in private facilities and membership in that facility was required to make it legal. A sign would be placed at the gate, "Traffic Club Headquarters" and a young lady would answer the 'phone, "Traffic Club Headquarters, and other amenities. To make this a reality, an increase of \$5.00 per year in membership would be necessary. A survey was sent to each member. Nothing else is said about the survey or the project, so we must assume it didn't go anywhere.

Another effort that eventually died was the "Books for South Africa" program. In 2004, the Rotary Club sponsored a program called "Books for South Africa." The idea was to solicit used and unused books and send them to South Africa. This would seem to be a noble project. At the time, there was a surplus of ocean containers, and rates were reasonable. After a lot of discussion, etc., the issue went away. The minutes do not report the reason.

There are many other efforts that didn't come to fruition. The purpose in bringing this out is not to cast any bad light on the Club or any individual. Quiet the contrary, the purpose is just to show that the Club is always looking for ways to better itself, and help others.

THE FUTURE

Nine years down the road, the Club will be looking at its 100th birthday. In view of the loss of membership over the past years, the question arises, “can the Club survive?” I say it can, and will, for a couple of reasons.

First, I believe in the importance and absolute necessity of qualified Transportation and Logistics professionals. Historically corporations have tried to hide or ignore transportation/distribution costs. I doubt if there is any corporation that knows what their actual transportation/distribution cost per pound of product shipped is. Transportation and Logistics professionals have the talent and expertise to identify these costs. That makes you a valuable part of the corporations profit picture.

Secondly, tucked away in the minutes of December 1987, is a copy of an article by Francis Quinn. Mr. Quinn was Editor of Traffic Management magazine. The article is entitled, “Which Shipper Organizations Will Survive?” Mr. Quinn uses several scenarios to illustrate who will and who won’t survive. In his opinion, the organizations that focus heavily on social activities face an uncertain future. Organizations that focus heavily on accreditation and certification have lost their appeal. Organizations that rely heavily on carrier membership will be in serious trouble. Organizations that have a narrow focus on traffic and transportation will have problems. In his opinion, the organizations that will survive are those that stress education above everything else. If the organization can’t illustrate that it offers real educational benefits, people won’t join. The organization must be able to show the prospective member that it offers something beneficial and educational that will be of value to him/her and the employer.

The Club has met the criteria offered by Mr. Quinn. While social activities remain a part of the agenda, they have been deemphasized to an extent. Our membership does not depend on carriers for the majority of its members. Education has moved to the forefront, the Club has spent thousands and thousands of dollars on scholarships. The numerous

seminars and speakers have addressed the full range of Transportation and Logistics problems.

Looking back at how this Club survived the loss of membership and how it has adjusted to the changing times; I fully expect the Transportation Club of Houston to observe its 100th birthday. I plan to be here and join in that celebration.