Musical Clubs.

The Glee, Banjo and Mandolin Clubs are now fully organized, and preparations are now well under way for their first concert, which is to take place on November 19th.

The prospects for good clubs this year are very promising. Many of the old men have returned, and the new men are making an excellent showing, especially those from the Freshman Class.

The officers of the association are as follows: President, Henry W. Hudson, '02; Vice-President, Frances J. Field, '02; Secretary, Walter Wellman, '02; Manager, Kenneth Lockett, '02. The Assistant Manager and Treasurer have not yet been elected.

The individual clubs are gaining the necessary perfection under the leadership of the following men:

For the Glee Club. Leader: Claude E. Patch, '02; Manager, Lewis G. Wilson, '03.

Banjo Club. Leader: Donald M. Belcher, '02; Manager, Stuart W. Benson, '04.

Mandolin Club. Leader: Francis J. Field, '02; Manager, John R. Morse, '03.

There are still vacancies in all the Clubs, and everybody having an ear for music is earnestly requested to try for them.

Mr. Dudley's Dynagraph Car.

Last week the members of the fourth year Railroad Option, Course I, were fortunate in having the opportunity to inspect the "Dynagraph Car," owned and operated by Mr. P. H. Dudley. The car happened to be in Boston at the time the car and its purposes were discussed in the classroom, and the class was consequently very glad to accept Mr. Dudley's invitation and see in person what they had been reading in the text-book.

Mr. Dudley carefully explained just what conditions of track were recorded in the car, and the mechanical and electrical devices by which they were recorded. The main purpose is to show in general what the condition of the track is, and more specifically, where and how much it is out of gauge and elevation. There is also recorded the magnitude and extent of the convolutions occurring on the wearing surface of each rail. These are all recorded in the car on a long roll of specially prepared paper about thirty inches in width. The speed with which it unwinds is regulated by the speed of the car. The records are shown by red lines running lengthwise of the roll and made as the paper unrolls from its spindle. The irregularities of the lines show, to scale, the corresponding irregularities in the track. As the stations and mile-posts are marked on the paper, a glance at a roll of this paper shows in every way the exact condition of the track at all points. This enables the trackmen to see where and how much to repair the track by referring to small copies of this chart with which they are provided. They are further helped by red-paint marks, which are made mechanically from the car as it moves over the track, at the exact places at which the irregularities occur. Mr. Dudley, with his "Dynagraph Car and Track Indicator," is chiefly employed by the New York Central and its leased lines. Mr. Dudley's courtesy and attention was thoroughly appreciated by the students who had the pleasure of making his acquaintance.

The Society of Arts.

The 556th regular meeting of the Society was held at the Institute, Rogers Building, on Thursday, October 24th, 1901, at 8 p. m.

Professor William Z. Ripley, Expert Agent on Transportation U. S. Industrial Commission, addressed the Society on "Present Condition of American Railroads as Compared with the Period of Depression 1893–1897."