DECEMBER MEETING and Ladies' Night
TUESDAY, DECEMBER 5th

INSPECTION TRIp
MUSEUM OF SCIENCE AND INDUSTRY

Arrangements have been made to have the Museum open from 5:30 to 7:00 o'clock P. M. on December 5th, for a special inspection trip by the Chicago Section. Members and guests will gather at the North entrance of the Museum — 57th St., Jackson Park.

DINNER
WINDERMERE-EAST HOTEL (1642 E. 56th St.) BALL ROOM
7:15 O'clock P. M. Tickets, $1.00

MEETING
WINDERMERE-EAST HOTEL 8:15 O'CLOCK P. M.

Subject:
"Relation of a Technical Museum to Industry"
An Illustrated Lecture by
MR. O. T. KREUSSER
Director, Museum of Science and Industry (Better known as "Pop" Kreusser)

HOW TO GET THERE
By Auto—West and South—to Garfield Blvd., E. via Midway to Stony Island Ave., E. and N. in Jackson Park; North—Outer Drive to 57th St.
By Elevated—Jackson Park Express to 53rd St. and Stony Island Ave. station, E. and N. in Jackson Park.
By Suburban R. R.—Illinois Central to 57th St. station, E. to Jackson Park.
By Surface Lines—Stony Island Ave. car to 57th St. and Stony Island Ave., E. in Jackson Park.
Museum Inspection Trip to Precede December Meeting

The curtain-raiser which is scheduled for the December meeting—the special inspection trip through the Museum of Science and Industry—is one which should appeal not only to the members and guests, but to their ladies as well.

Exhibits built up around the basic idea of presenting full-size machines and apparatus operating (and operable by visitors) under conditions closely simulating those of actual industrial use, supplemented by scale models and both full-size and miniature reproductions illustrative of industrial processes and scientific development, make a trip through the Museum a unique experience for the layman as well as the engineer and technician. In fact, the experience of the Museum indicates, according to Curator of Automotive Engineering May, that the ladies take a surprisingly deep interest in these scientific and industrial exhibits, approximately 50% of the third-of-a-million people who have already visited the Museum having been women and children.

The trip includes a visit to the coal mine, which is the only fully mechanized model of a coal mine in the world. Visitors see a 65-foot tipples, go down apparently 500 feet to the bottom of a shaft, take a half-mile ride on coal cars to the working face, and see full-size cutting and loading machinery in operation. The exhibit visualizes the complete story of the preparation and utilization of coal, and the various devices used; presents an excellent picture of the fundamental geology of coal, how it is formed and developed, and the conditions necessary to create it; and includes a demonstration of safety appliances and of explosives used in mining. In all, it is an exceptionally complete presentation of coal as an industry, including some of its common aspects.

Elsewhere in the Museum are very interesting demonstrations of things not commonly to be seen—for example, the cutting of steel under water, showing how a diver carries on salvage and wrecking work at the bottom of the sea; a demonstration of the use of stroborama for design purposes, such as the study of the motion of reciprocating and revolving parts; a demonstration, visible with the naked eye, of arc welding; a demonstration of the equipment necessary to stabilize a ship by gyroscope, in operation; demonstrations of the operation of the teleautograph; the electromagnet; electric lighting, both arc and incandescent, including early types of generating machines; and many other equally interesting and unusual exhibits.

Membership Committee Reports Progress

The Chicago Section was leading Milwaukee at the close of the first month’s membership campaign activities, according to a progress report by Chairman A. Vance Howe of the Membership Committee made to the November meeting of the local section.

As pointed out by Chairman Howe, the local campaign is part of a national membership campaign being carried on by the Society throughout the country, wherein various sections are pitted against each other—the Chicago Section being pitted against the Milwaukee Section on a percentage basis, each with a definite quota assigned to it. From the progress chart showing the relative standings of the Chicago and Milwaukee Sections at the end of the first month’s activities, both in percentages and in the language of golf, it appeared that the Chicago Section had secured but slightly over 25% of its quota and so rates with the “dubs,” while the Milwaukee Section had not reached the 25% mark and classes as still “asleep.” Renewed efforts were urged by Chairman Howe, in order that the Chicago Section may retain its lead.

He also renounced the concessions that are in effect during the period of the campaign, and reminded the members that dues might be either forwarded to national headquarters or paid to Treasurer Bryan of the Chicago Section, as might be most convenient to the member.
WHO'S WHO in the CHICAGO SECTION

R. E. WILKIN
Vice-Chairman
1933-1934

R. E. Wilkin, one of the most active members of the Chicago Section and serving as Vice-Chairman for the current season, was born at Newark, Ohio, and has been identified with the automotive industry throughout practically all his professional career.

In 1910 he obtained his degree of Bachelor of Science at Denison University, and in 1921 was granted his Master of Science degree by the State University of Iowa.

On leaving the University he taught chemistry for a brief period at Kansas State Agricultural College (1921-1922), then becoming associated with the Standard Oil Co. (Indiana), with which company he has been connected ever since—first in the Chemical Laboratories, and later in the Engine Laboratory working on automotive lubrication problems. In 1927 his company transferred him to the Technical Division of its Sales department, in which work he still is identified with offices at 910 S. Michigan Avenue, Chicago.

Mr. Wilkin is a member of Lambda Chi Alpha social fraternity, Alpha Chi Sigma professional fraternity, and Sigma Xi, honorary engineering fraternity, as well as of the A. F. & A. M. He joined the Society of Automotive Engineers in 1926, and in addition to serving as Vice-Chairman of the local Section for 1933-34, also served as Secretary in 1932 and represented the Chicago Section on the National Sections Committee of the Society.

Golf is Mr. Wilkin's relaxation and hobby. He lives at 2422 East 74th Street, Chicago.

Editor's Note:
In selecting 'Bob' for this month's write-up, due consideration was given to the desirability of featuring the best-looking man in the Section on the occasion of Ladies' Night.
Unusual Interest Displayed at November Meeting

One of the largest gatherings in the history of the Chicago Section—127 members and guests—listened to the extremely interesting and discussion-provoking paper by Mr. Fred L. Faulkner, manager of the Automotive Department of Armour & Co., at the regular November meeting of the Section.

Under the title of "Automotive Operation and Control", and with lantern-slide illustrations of equipment, forms and charts, Mr. Faulkner dealt broadly with the practical phases of operating problems and the factors involved in the centralized control and supervision of widely scattered as well as of concentrated fleets. He emphasized, among other things, the importance of definite standards of operation and the necessity of more effectively translating statistical and cost data into operating performance; covered broadly the most recent developments in the fields of maintenance, inspection, overhauling and replacement planning, and touched trenchantly upon such practical problems as speed control, over-loading, highway courtesy; and the importance of the human phase injected into the whole problem by the driver element.

Mr. Faulkner called attention to the apparent slowness on the part of manufacturers of motor vehicles to recognize the difference between an economical transportation unit and just a motor truck, crediting the better understanding that is growing up between manufacturers and operators to the splendid work that has been done by the Transportation Section of the S. A. E., and closed with a summary of some of the difficulties in the operation of national fleets caused by lack of uniformity in state regulatory laws.

General discussion was led by Mr. Leonard V. Newton (Bylesby Engineering & Management Corp.), who commented on the relation of axle weight distribution to highway accidents and summarized the fundamental features of the ideal passenger car for fleet operators; Mr. Harry O. Mathews (Illinois Bell Telephone Co.), who opened up a lively discussion on engine lubrication—particularly oil changing, which was brought to a close by a comprehensive summary of most recent developments in oil research by Mr. Robert E. Wilson (Standard Oil Co.); and Mr. Fred B. Lautzenhiser (International Harvester Co.), who commented from notes on various phases of operation and control, as well as vehicle design, suggested by Mr. Faulkner's paper.

Also participating actively in the discussion were Mr. Max Bertsch (American Can Co.), Mr. Walter C. Becker (Chicago Surface Lines), Mr. R. J. Laurance (Cudahy Packing Co.), Mr. C. C. MacMahon (Commonwealth Edison Co.), and Mr. Howard K. Gandelot (Stewart Warner Corp.).

Members of the Automotive Transportation Supervisors Association of Chicago, who were invited to attend as a body, were well represented and contributed substantially to the interest and discussion.

Choose Representatives on National Committees

In a brief business session which opened the November meeting of the Chicago Section on November 7th, a delegate and two alternates to represent the local Section on the National Nominating Committee of the Society, and a local Section Representative on the National Sections Committee, were chosen.

The Nominating Committee delegate selected was Mr. W. S. James of the Studebaker Corp., South Bend, Indiana; first alternate, Mr. C. C. Hinkley, of the Buda Co., Harvey, Illinois; and second alternate, Mr. Otto R. Schoenrock, head of the O. R. S. Engineering Co., of Chicago, Illinois.

The choice for representative on the National Sections Committee was Mr. W. A. Parrish, of the Buda Co., Harvey, Illinois.

Election in each case was by unanimous vote.

All of the men chosen have been active in the affairs of the Chicago Section.

NO JANUARY MEETING

Has been scheduled on account of the proximity of the New Year Holiday, and the New York and Chicago automobile shows.

NEXT MEETING

FEBRUARY 6th, 1934
Announcement Later