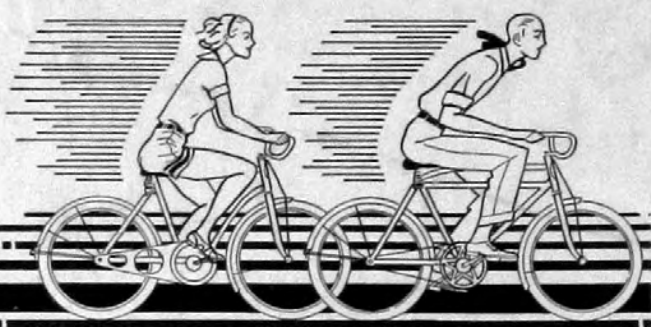


June 1940

# League of AMERICAN WHEELMEN NEWS



A Monthly Bulletin  
of L. A. W. Activities



## New Clubs

THE Chicago Council at its last meeting voted three new clubs into membership: The Columbus Park Wheelmen with headquarters at Columbus Park in Chicago was organized this Spring under the leadership of E. J. Baker, member of the Sprocket Wheel Cycle Club.

The Ogden Hill Wheelmen who meet on the south side, has been active for the past year or so under the guidance of John Richard.

The Olympic Cycle Club composed of individuals from several Western suburbs has been under the guidance of James Tracy, originally of the Oak Park Cycle Club.

The L.A.W. is glad, indeed, to have these new groups as members.

## Grand Trunk Runs First Spring Bike Train

By Dr. G. McK. Powell

MOTHERS DAY May 12th brought to light quite a few inactive bicycles, when the Grand Trunk ran the 1st Spring bike train to South Bend, Ind.

Owing to the sentiment of the day there were only about 65 riders who made the trip. Arriving at noon we made our way to the Oliver Hotel, under escort of those fine Indiana police, where a grand southern baked ham luncheon awaited us.

After lunch we were escorted out to St. Mary's and then all thru the campus of Notre Dame where the magnolias were in full bloom. All this was a sight for sore eyes that were eagerly awaiting spring.

On thru the campus and out past the stadium where those great foot ball games are played we made our way to the banks of the St. Joe River and on out to the county line and across the river where every one was treated to a drink by Jack Hansen.

Thru Mishawaka and on into town still under the surveillant eyes of those gallant men in blue who ride motorcycles, until we were delivered safely at the railroad station.

We covered about 30 miles among scenic beauty and Spring blossoms and every one boarded the special coaches with that ever satisfied feeling that only a good bike ride can make.

On the Monday following "The South Bend Tribune" carried 3 pictures each 2½ columns wide of this thrilling spring run.

## Pacific Northwest Cycling Association

By Eugene Wilson

OUR club has been organized since the middle of February of this year, and promises to grow into the largest cycling group in the Pacific Northwest. At present writing, we have a mailing list of probably 170 cyclists in the Puget Sound Area.

We have completed 12 successful trips since the inception of this club. The trips have varied from 35 to 140 miles with one two-day trip of 160 miles.

Half of these trips have been made in the rain. We have had turnouts as large as 25 on a 70-mile trip in which over half the riders were women, and we rode steadily all day in a driving rain. There are many good riders in our group, and many owners of good bikes. We are about to engage in a large publicity campaign.

Two of us are going to dash across the state from Seattle to Spokane and two girls are going to make the Mount Rainier trip in an attempt to break the girl's record up to Paradise, on Mt. Rainier, and return.

## L. A. W. Platform

- To promote general interest in cycling.
- To facilitate touring, club runs, and all cycling activities.
- To encourage the creation of cycling facilities on public lands.
- To educate cyclists in proper riding under varying traffic conditions.
- To advocate the Registration of Bicycles the same as motor cars, at a fee not to exceed 50 cents annually, in the interests of safety; proper regulations and recognition of the bicycle as a vehicle used for pleasure, health and economical transportation.

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For further information on League activities and memberships, write J. R. Wilson, 59 E. Madison St., Chicago, Ill.

## Chicago Cycle Club

Chicago, Ill.

By Ruth M. Benedict

SATURDAY, May 18, our merry group left the city for a whole day in Palos Park, our first longer trip of the season. A picnic lunch and roast were enjoyed and the tired but happy cyclists returned to the city in the early evening.

Regular rides of eight to twelve miles are being held every Sunday afternoon. All-day trips are planned for Memorial Day and July Fourth.

During April and May the Club held eleven well attended rides, a beach party, two picnics, two ten-mile, timed riding tests, and the Annual Blossom Tour, and secured eight or ten publicity items in newspapers.

## Elgin Sprocketeers

Elgin, Ill.

By Bertha Nolte

AT a recent meeting the following officers were elected for the coming year: Dave Althen was re-elected President, Betty Smith, Vice President; Louise Elliot, Secretary-Treasurer.

The season runs started April 14, 1940. During that month the club covered 150 miles. Of course, we expect to do better during the summer.

Our membership is increasing rapidly, therefore, we are looking forward to a very pleasant cycling season.

## Green Briar Park Cycle Club

Chicago

By Robert Weakley

OUR trip to Dam No. 1 was a huge success. We took pictures of riders crossing the Des Plaines in their bare feet, carrying their bikes while the girls carried the shoes. One of the girls accidentally went bathing with her clothes on; we broke the base ball bat on the first hit; fished fifteen minutes to retrieve the ball from the murky waters of the Des Plaines; had a flat tire with a cord tire which was impossible to mend and everyone had a good time.

In spite of the weather a few hardy cyclists braved the wind and rain to go to St. Mary's of the Lake Seminary which we were glad to have the opportunity to see and all enjoyed.



## 60TH ANNIVERSARY MEETING OF THE L.A.W.

**T**HE Sixtieth Anniversary celebration of the League of American Wheelmen was a rousing success. The affair was held in the Old Town Room of the Sherman Hotel, Friday evening, May 31, just 60 years after the League was founded in Newport, R. I., May 31, 1880. Exactly 311 L.A.W. members, former members and guests were seated at the dinner, which opened the program at 7:30. A surprisingly large number of old-timers were present who were prominent in cycling affairs in years gone by, many of whom had not seen each other for many years. Each of the 15 or more cycling clubs comprising the membership of the Chicago Council of the L.A.W. were well represented and there were a number of cycle leaders as well as representatives of the cycle trade journal. It was a crowd composed of all ages from the younger generation of enthusiasts in their 'teens to 87-year-old Mr. Frerickson, the oldest active cyclist. The enthusiasm and fraternal spirit manifested by all present augurs well for the future progress of the League.

In fact, so successful and enjoyable was this 60th anniversary affair that there was much discussion of plans for making it an annual L.A.W. fixture. There can be no doubt that such an event would be helpful in maintaining a fraternal spirit among the members.

President Graydon Powell of the L.A.W. presided at the speakers' table, where a number of well-known old-timers were seated. These men were all prominent cyclists in days gone by, and former members of the League. The guest of honor was Mrs. Tillie Anderson Shoberg, most famous women century rider and racer of the late '90s, who still holds the record over the Aurora-Elgin-Century course. Ex-mayor Carter Harrison, prominent in cycling affairs in the old days was unable to be present due to illness. The following veterans of the track and road were introduced by President Powell: Arthur Gardiner, American sprint contender in 1898; A. D. Kennedy, Jr., one

MAY 31, 1880

MAY 31, 1940

of the best handicap riders on the circuit; Billy DeCardy, Harry Cooper, also top-notchers on the racing circuit; Si Mayer, prominent racing official and president of the Associated Cycling Clubs of Chicago, and L.A.W. member since 1889; Frank Bodach, League member for fifty years and winner of the first Pullman Road Race in 1889; H. P. Jack Hansen, noted Century rider and road racer and now Chicago's great bike booster; Gid Haynes, oldest L.A.W. member present who joined the League in 1881 and has been in the cycle trade for sixty years; Frank T. Fowler, manufacturer of the Fowler Truss-Frame Bicycle in the middle '90s; prominent cycle trade men of that period, now publisher of the Waukegan Post; Max Rieger, of Arnold, Schwinn & Company, old L.A.W. member and bike rider for fifty years; Charley Blamkenheim, well-known as a former Century rider who with John Epp still holds the Tandem record from Chicago to Milwaukee; Noah Van Cleef, former president of the C.T.A.; Dick Koenig, vice-president of the L.A.W. at the present time, and W. T. Farwell, former editor of Motorcycling and Bicycling World and now representing American Bicyclist and Motorcyclist.

All the prominent old-timers were not at the speakers' table by any means. Many other well-known veterans were present at the various tables, amongst whom were: A. B. Coffman, connected with the cycle and motorcycle trade for many years; Alderman James Bowler, well-known as a racing man and member of the Morgan and Wright racing team; James Manton, member of the same racing team and now a bicycle manufacturer; Ollie Munsen, Stewart Brown, Joe Ryan, Ed Howard, Gus Bicker and Carl

Stockholm, not quite a veteran but one of the greatest six-day riders of a few years ago, who always takes a leading part in the promotion of Chicago cycling activities. Also present were: Otto Zelnick, traffic engineer of the Chicago Parks Board; Lee Hammond, of New Departure, and Mrs. Hammond; Dan Goetz of the Fair Store, "Pop" Evett, veteran cyclist and dealer; Walter Scott, of the old Illions Cycling Club; L. J. Leonard, Century rider, and Oscar Sunbaum, veteran cyclist and dealer of Joliet, Ill.

A number of out-of-town L.A.W. clubs were represented, the largest contingent was the Elgin Sprocket Cycling Club with eight members present.

An immense and elaborately ornamented birthday cake, donated by Mr. Ignaz Schwinn, was set up on a high stand at one end of the dance floor, and Mrs. Shoberg was delegated to perform the cake cutting ceremony. After several dance numbers, by one of the best Chicago orchestras, President Powell addressed the gathering outlining the history of the L.A.W., the great work it accomplished in starting the good roads movement and promoting the interests of all cyclists, and the excellent progress made by the Chicago Council of the L.A.W. during the past year.

One of the star attractions of the evening was the Bicycle Pageant and Fashion Show, staged on the dance floor. The pageant depicted the various stages of cycle development during the life of the L.A.W., from 1880 to 1940. Through the courtesy of Arnold, Schwinn & Co., fine specimens of ancient bikes were shown: Harvard high wheel or "Ordinary" of 1880, Kangaroo of 1884, which was a step towards the Safety; Rover Safety of 1886, the first of the modern type; Victor Safety, 1887, first American safety; Sterling Ladies' Safety, made in Chicago in 1889; March road racer, 1893; Bantam, geared front driver, 1893; Tribune Chainless, 1897. These models were ridden by riders dressed in costumes of the vari-

ous periods. Art Rothschild rode his Victor high wheel of 1886 vintage. Vi Nygaard looked sweet upon the seat of a bicycle built for two—dressed in 1896 bloomer costume, and Emily Becker was a knockout in her 1889 dress. In the fashion show the very latest in cycling costumes were modeled by six of the prettiest L.A.W. girls, who were suitably mounted on modern Lightweights. An excellent trick riding and comic bicycle act was staged as an extra attraction, which got a big hand from the crowd.

Then, dancing was the order of the evening and the floor was crowded until a late hour. Many of the old-timers, however, got together in a huddle and talked over their old racing days, when they were champs of the track and road. There was talk of forming an Oldtimers L.A.W. division or club and this project will doubtless be carried out in the near future.

## Snapshots . . . .

### L. A. W. ANNIVERSARY

#### TOP LEFT—

Tillie Anderson—now Mrs. Shoberg—who was greatest woman rider—cuts the Birthday Cake, a gift from Mr. Ignaz Schwinn—Pres. Powell assists.

#### TOP RIGHT—

Jeanne Dunn, Treas. of L.A.W., models latest cycling costume with Schwinn lightweight bike.

#### LOWER LEFT—

Bloomer girl of 1896—Vi Nygaard and Dan Donegan on a bicycle built for two.

#### LOWER RIGHT—

Jeanne Dunn, with Emily Becker wearing a costume of 1889, stands beside a girl's bike of that time.

### Chicago L.A.W. Jottings

A FEW of the events listed by the L.A.W. members in the Chicago sector included: May 12., Grand Trunk "Cycle Train" to South Bend, Ind.; May 25-26 week-end trip to McCormick Creek State Park, Ind.; June 9, Burlington "Cycle Train" to Oregon, Ill.; June 23, trip to Salvation Army Camp, Camp Lake, Wisc.; July 14, Pennsylvania R.R. "Cycle Train" to Culver, Ind.; July 28, L.A.W. annual picnic and rally; August 11, Rock Island R.R. "Cycle Train" to Ottawa and Bureau, Ill.; September 22, Sante Fe R.R. "Cycle Train" to Chillicothe, Ill.; October 20, Burlington "Cycle Train" to Savannah, Ill.

L.A.W. Council meetings are held the second and fourth Monday of each month at the Garfield Park Administration Building. All L.A.W. members are invited to attend.



## Kettle Moraine Bike-Hike Club

Forest Lake, Wisconsin

By Victor Broome

WE planned a humdinger for June 9th to be preceded by a Saturday night party featuring dancing and BICYCLE ping pong—a game for everyone, including swat and dodge artists, but you don't use bicycles.

Sunday morning there will be bike-hike trips; bring your own lunch to be devoured in the recreation area at Mauthe Lake. (Remember where you saw the "tree skaks"? Yah? Well that isn't the place.) The meeting will be at 2:30 and, time permitting, more biking.

Those coming Saturday will bunk in the Forest Lake cabins, hostel style, at 30c per for L.A.W. members. An L.A.W. club card, regardless of the club, will be accorded the same consideration as a hostel pass. Hostel rules will apply.

April 28, Kenneth Makros, Phil Mendel and Vic Broome put up hostel signs for two miles in either direction from the Forest Lake Hostel.

## Pedal Pushers

Chicago

By Jeanne Dunne

AFTER our last meeting we played ping-pong, "I see a ghost" and "Sardines." As the game progressed, it showed Bill Meisel hanging with his head in one transom and his feet across the hall in the other, whistling at the unsuspecting and puzzled girls who passed under him. Our motto for fun is "Come to a Pedal Pushers meeting!"

The dates for two of our weekly night rides have turned up but only 5 riders turned out on the first and on the second a bunch of molly-coddles came who thought it was too cold and went to the show.

Decoration Day we staged a fine trip to Aux Sable State Park on the Illinois and Michigan Canal just beyond Dresden Heights where the Sprockets went last year.

## 16 New Lightweights Christened on "Sprockets" First Birthday Ride

By Phillis Wiedman

TO ride or not to ride THAT was the question. But a heavy night's down-pour of rain could not daunt the proper Sprocket spirit especially when it was a birthday celebration and so many new bikes that needed christening.

Meeting and getting under way at the Randolph St., Chicago, station was very thrilling but not half so thrilling as the brave members who rode the entire distance to toughen up for the famous "Dawn to Dusk" ride of May 19th.

The sun was shining brightly and a none too mild southerner was blowing as we started into the wind for La Porte, Ind. where our birthday cake awaited us; on Sunday, May 5th.

Arriving about 2 P.M. the fire trucks were out to greet us but we soon learned that a \$6,000 chicken hatchery was on fire so after the fire bugs returned we put away a huge chicken dinner (not from the hatchery) and then came the thrill of our birthday celebration.

A huge cake with one candle on it was put before Pres. Powell and he deftly cut cake as it has never been cut before, what else could he do when he had 140 hands

waving in the air,—yes because there were 70 celebrating! So amid strains of "Happy Birthday" with Phil Lehman presiding at the piano all gorged themselves with cake and strawberry sundaes.

Then came the real McCoy. Mr. James S. Kiff of the Kiff Music Shop came in with his recording machine and set it up for all of us to say something, we filed past the mike and a recording of all the voices present was made and we also sang "Happy Birthday." The record was turned over and Dr. Powell made quite a recording, then all of the charter members who were on the trip made a speech and this was ended by singing "Daisy Bell." So we have a double faced recording of our party and to say we are proud of it is putting it mild.

Then under very efficient police escort we started north to Michigan City and on to the dunes highway where a long stretch of road along the shores of old Lake Mich. were enjoyed. This all ended too soon and 7 P.M. found us loading our bikes for the return to Chicago, a tired, happy bunch.

When one stops to consider that this club was started only a year ago May 4th with 16 charter members and has grown steady for the past year until now we are a strong and healthy club of 80 members, it is no wonder that we are proud of it. We have a lot of real workers and 12 of the original "charters" are still with us. Not only that but our members have been instrumental and the guiding factor in starting 8 other clubs that bid to become very fine organizations. Can any other Club in the L.A.W. duplicate this unselfish work? We feel that they can and if they desire any help any one of us will be more than willing to give them a helping hand.

## Hub Cycle Club

THE Hubs are planning a revival of the Old Century Run for various holiday programs. The group will meet in Chicago and follow a route that will take them through St. Charles and beyond to the home of Dick Wedin's uncle. There they will have their lunch and in the afternoon ride back making the round trip of just 100 miles.

The Conservation Department of Indiana has issued a call for photographs of cycling groups visiting their properties. State parks, state forests and game preserves are included.

To be eligible for use in publicity work the pictures must be taken on the property. Will anyone who might have such pictures please send copies to Mr. Marc Waggener, Conservation Department, Indianapolis, Ind.

## William Andreason

IT is with deep sorrow that we announce the death of William Andreason, President of the Green Briar Park Cycle Club.

Bill was one of our most ardent cyclists and his passing is a big loss to all who are interested in bicycle club activities.

Bill, with a companion had been on a bicycle trip and was caught away from home by nightfall. He was using a racing bike which was not equipped with lights and altho always a careful rider he had overlooked the possibility of being out after dark. As he neared home on the return trip he was struck by a hit and run driver.

Let us take this opportunity to again express the need of lighting equipment when there is any possibility of a delayed return.

## Irvington Cycle Club

Indianapolis, Indiana

By R. L. Randal

THE Irvington Review, widely read local newspaper, is running a weekly column entitled "Bicycling in Irvington." Written by a club member, it serves as an outlet for club publicity and news.

Every Sunday afternoon finds club members touring the back roads of central Indiana. Several touring members are collecting data on these trips with the view of publishing (by means of the club's new mimeograph) a series of maps and articles on those roads and areas which are best adapted to carefree cycling (also car-free) because of scenic value plus hard surfaced roads, plus the aforementioned lack of traffic. Just such a route is the blacktop Rocklane road which winds southeast from Irvington through the gently rolling wooded countryside to the Red Mill, which is still grinding grain by the power of Big Sugar Creek. An all club, all day, picnic is planned to be held at this spot late in June.

At the present the club's energy is directed towards promotion of the Fourth Annual Wagner Memorial Invitational Race to be held Sunday afternoon, June 16. In addition to the usual touring activities, the club sponsors a ten-man racing team. The others in the organization are very proud of the team, much as a school backs its athletic teams.

## Lane Cycle Club

Chicago

By Joseph J. Johnson

OVER on Addison and Western in the "School of Champions" the Lane Cycle Club is preparing for their annual picnic as well as the usual examinations and "headaches" expected in the month of June.

There has been word drifting around the school that there may be an "open house night" before the summer vacation. If so, we will have an exhibit for the occasion.

Definite plans have been made to meet the function during the vacation after which an election of officers will be held to determine which lower classmen will be chosen to carry on for the next two semesters.

President J. Johnson has started checking the club's records to ascertain which member of the club has the highest amount of points according to our merit point system, the winner of which will receive a medal or prize for activity over the period of one year.

## South Shore Cycle Club

Chicago

By Lillian M. Parks

SUNDAY, April 14, the club bicycled to Green Lake and cooked breakfast. Mary Phelan got in a little practice cooking. Mary and Wally Pearson are going to take that big step sometime in the summer and we hear they are going to take their bikes on their honeymoon.

James Welch, our little Scotchman, says "Hoot Mon, a bike ride in the cool of the morning topped by a sizzling beefburger and a cup of hot coffee, brings back memories of my homeland."

Sunday April 21 we pedaled to Palos Park and enjoyed a chicken dinner at a local inn. Sunday May 5 we bicycled to Brookfield Zoo. It was nice going but we bucked a head wind all the way back. We rode 43 miles on this trip. We have 5 new members in the club, which makes a total of 19.

# League of American Wheelmen



# BULLETIN

VOL. II, NO. 5

59 E. Madison St., CHICAGO

JULY, 1940

## THERE'S MORE TO A PICNIC THAN A LUNCH BASKET

### *Inside Information on the Promotion of Cycling Feeds*

**T**HE invitations are out for a cycle picnic and everyone choruses, "What fun—I love picnics—and they're not much work for the committee—"

That is wrong—ask the Evanston Cycle Touring Club in Illinois. The club is famous in the Chicago Council of the League for the well executed picnics that they sponsor, but those picnics aren't the result of tossing sandwiches together and filling a thermos jug with some beverage. Herewith are the details of a real picnic complete with plans, prices and final execution:

The first step in a successful picnic is reliable co-operation of all appointed committees. Times and places for picnics are set early in the season by the officers in charge of the runs and the committees have time to plan through the outing.

As time for the scheduled picnic draws near, reservations are taken with a definite deadline set for receiving them. Tickets are printed several weeks in advance and are distributed among the club members to sell among the members and to other clubs and persons who are interested in attending.

The social committee is busy planning the games and amusements while the ticket committee is distributing; the safety committee is active, obtaining a permit for the use of picnic grounds and setting up the rules of riding for the day. If possible, a police escort is obtained to lead the group or the county police are notified of the route to be taken.

The food, which is the most important part of a picnic to all concerned, is planned by the social committee. Two days before the picnic the total amount of foodstuffs to be purchased is determined by the number of reservations made and tickets sold. Allowances are made for at least ten late reservations.

To serve fifty picnickers, the committee would purchase the following quantities: 25 pounds of beef, which is barbecued on the day before the picnic and re-heated on the picnic day; 6 gallons of milk; 8 loaves of French bread; 4 pounds of cookies; 2 jars of dill pickles and 2 jars of sweet pickles; 2 jars of

By **FRANCES WANDERSCHIED**

*Evanston Cycle Touring Club*

olives; 4 pounds of butter; 6 cases of Coca Cola; 8 pounds of cabbage for cole slaw; and the ingredients for the potato salad which is made from 2 pecks of potatoes, 2 quarts of mayonnaise, 5 bunches of celery, 2 cucumbers and 1 dozen eggs.

The committee would also purchase five dozen paper plates, wooden forks, napkins and six dozen paper cups; wax wrapping paper and 100 pounds of ice. These supplies and foodstuffs would cost around \$18.

On the day of the picnic, committee members who have been assigned their duties, leave for the picnic grounds several hours earlier than the main group and set up the arrangements for serving the food. A small truck is used to transport the food and other equipment. The truck returns to the starting point as soon as it unloads the provisions.

At the starting point tickets are sold to those who haven't purchased them. Tickets

are again sold at the picnic grounds to riders who have come from other points. The ride begins with the road captain and the lieutenants leading and the truck following the group for protection and assistance.

When serving begins, the group lines up and tickets are punched to indicate receipt of one serving. After everyone has been served, seconds are obtainable on everything with a limit on the number of Coca-Colas, tickets again being punched. After the tickets have been punched a pre-determined number of times, they are collected.

The one point omitted has been the gamble with the weather man—but picnics in the rain can be fun, too.

### **Ohio Is Calling You!**

*By Robert C. Spencer*

*Member Cincinnati District Committee*

**C**OME, hosteler, to join us on a trip through Ohio's vacation country, rich in scenic beauty and laden with relics of pioneer and Indian days. Get out your map of Ohio and follow the hostel trail which links some of the oldest settlements in this district.

Let us start at Columbus, with the State University, "service station" for the scientific and industrial needs of the state, and the museum of the Historical Society which traces Ohio's development from the earliest known beginnings.

On the way to Circleville, we see the old canal system, super ditch-digging achievement of the last century. The Circleville hostel lies close to the river, making it a handy place for canoeists as well as for the landlubbers. Dairy farms, such as that which houses the hostel are Ohio's agricultural pride.

Chillicothe, to the south was Ohio's first state capital and its hostel will be base for exploring jaunts into the forests and game preserves to the southwest, studded with Indian mounds, burial and ceremonial

*(Continued on Page 2)*

### **L. A. W. Platform**

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## Bicyclists Wander South of the Border

### Youth Will Tour Alaska and Pan-American Lands

**S**OUTH of the United States border, across the Rio Grande lies the picturesque Mexico which is the focal point for a youth hostel working party this Summer, who will divide their time between seeing the land of the Aztecs and building the first Mexican hostelry.

Last year, for the first time since the innovation of hosteling on this side of the world, groups of young people crossed the Rio Grande to explore the neighboring country by bicycle. Using Mexico City as the pivot of their travels, the cyclists explored the colorful countryside and drafted plans for the establishment of a youth hostel for Central America.

In addition to the working party in Mexico, another group will tour into the more remote regions with the Mexico City hostel as their base. An even more ambitious set of cycleers are planning a hostel trip through Chile, Argentina, Bolivia and Peru. They will be a pioneer first-year group in South America, and plan to study Spanish, native customs and conditions. They plan to cycle across the Argentinean pampas and take a train twice over the Andes and will cycle on

the Pan-American highway to Peru and embark on the sea-voyage home.

While these groups are exploring in the warm climates, an Alaskan trip is planned by steamer from Seattle, Wash., through the Inland Passage north to the Land of the Midnight Sun. The group will cycle to the Yukon River along the only highway in Alaska from Valdez to the Yukon.

For the fourth consecutive year the Rolling Youth Hostel will take hostellers, bikes and baggage on a 9,000-mile train trip with side-tracking at points of scenic interest and bicycling regions for 1,000 miles of biking. For eastern cyclists the inn on wheels will leave Northfield, Mass., and travel west over the Rockies to San Francisco and return by way of the Grand Canyon in Colorado and the Ozark mountains in Missouri to Washington, D. C., and New York City. For western hostellers there will be west to east and return cars. Both World's Fairs will be goals of interest for the groups.

For cyclists on the second-year Rolling Hostellers the route will lead through the national parks of Glacier in Montana, Yellowstone and Grand Teton in Wyoming; and Bryce and Zion in Utah.

### Ohio Is Calling You—(Continued from Page 1)

grounds. Much of the southern part of the state is being developed into the Wayne National Forest.

We leave the farming country along the river to head eastward to the hills and caves of Hocking County. There is a committee at Logan providing a hostel at the Forester's Lodge, at Rock House. The hills are studied with evergreen trees, honeycombed with caves and curious rock formation.

A Federal resettlement project is reclaiming several thousand acres of poor farm land, turning it back into forests.

"Standing Stone Trail" leads us north along a mountain ridge to Lancaster, busy Fairfield County seat. Standing Stone is a hill just north of the city, commanding a view by an elevation of several hundred feet over the surrounding country.

The hostel at Lancaster is sponsored by a committee of three service clubs and several youth organizations. North of Standing Stone the landscape levels off again, and our trail winds gently past Buckeye Lake to Pataskala, over one hundred years old. Again, we find the hostel located on a fine farm, proud of its thorough-bred dairy herd.

A hostel at Granville which houses Denison University is the first link of a chain which will lead into the Muskingum Conservancy Area. Travelling westward on picturesque back roads we wind up at Worthington, north of Columbus. Worthington is a transplanted New England town, preserving much of the features of those communities, including the typical public square.

You can hostel in Ohio's southwestern corner, too, starting from Visalia, Kentucky, just thirteen miles south of Cincinnati. The Oak Lawn Youth Hostel at Visalia lies in the deep valley of the Licking River, among what the local people call the "Alps of Kenton County." Oak Lawn is a fine old estate which saw colorful days before the Civil War. The spring-fed lakes at nearby Ryland,

Ky., offer a delightful swim after a good day's hosteling.

Leaving Oak Lawn we go north to Covington, Ky., crossing one of this country's oldest suspension bridges; over the Ohio River and into Cincinnati, the Queen City of the Middle West. Here we have real river packet boats, "sternwheelers" tied up at the end of the old cobblestone quay; the Oriental touch of the spires on Eighth Street at sunset; Eden Park, the Art Academy, Rockwood pottery, and the Holy Cross Monastery surmounting historic Mount Adams which we ascend by an incline plane, now rare in this country. Cincinnati has other spots of interest, well worth a hosteller's time. These include the Zoological Gardens, the famed Summer Opera, many fine city parks and a wide range of industrial attractions.

As we round the bend of the Ohio River on our way eastward to the Newtown Hostel, we look back at the city and are struck for a moment with the old world picture created by the Eden Park Water Tower and the monastery buildings on Mount Adams.

The Miljoie Youth Hostel at Newtown lies in the broad valley of the Little Miami River and is just ten miles from downtown Cincinnati. Newtown is one of Miami Valley's oldest communities and is in part, the territory surveyed originally by George Washington.

The Newtown committee is erecting a fine concrete building with recreation room, fireplace and all, to provide concrete building with recreation room, fireplace and all, to provide for the hostellers. From this hostel we can easily visit Cincinnati as well as the numerous Indian Mounds and points of historical interest up and down the valley.

Following the meandering Miami northeast along quiet roads, we came to Fosters Crossing and the youth hostel just two miles away near Mainville.

## CHICAGO COUNCIL CLUBS

By PHYLLIS WIEDMAN

**A**CTIVITIES of the Chicago Council during the month of June included the Des Plaines overnight trip to the Hostel. Clubs cycled from Chicago on June 29 for supper and an evening rally with the AYH groups. Sunday morning the groups cycled out from Des Plaines on different side trips and had dinner at the Hostel and a swim in the pool. The groups returned to Chicago Sunday evening.

July 14 was the train and bicycle trip to Beloit, Wisconsin, and along the Rock River sponsored by the Northwestern Railroad. July 19 was the swim and dance at the Lawson Y.M.C.A. for Chicago Council clubs. The annual picnic of the Council was held at Thatcher Woods along the Des Plaines River Sunday, July 28.

Trips scheduled for August are the Rock Creek Park trip along the Kankakee River on August 4, and the Rock Island Cycle Train to Ottawa, Illinois. The group will ride along the Illinois River. Price of the trip will be \$2.05 plus dinner. Trains leave the La Salle Street Station at La Salle and Van Buren Streets at 9 a.m. daylight time.

### South Shore Cycle Club

By MRS. M. L. PARKS

**P**ERSONS not interested in cycling would really be surprised if they would take a Cycle Train trip and see the different types of individuals that enjoy this sport. On a recent trip there were two dentists, one physician, two brokers, three insurance salesmen, not to mention many other trades people and then, of course, young married couples and plenty of singles. The youngest on a recent trip was 12 years old, and the oldest was 67.

A loop broker told me the other day that he and his family had been riding bikes for three years. He has two boys, aged 12 and 16. Three years ago, they went to Europe on a cattle boat. In Brussels, they purchased four Belgian bikes and rode through five countries during their stay. Since they purchased the bikes they have ridden in 39 states. They have shipped the bikes by air and by train and now have a trailer with a special compartment which holds four bikes nicely.

The above information is mentioned to point out to the average oldster that he (or she) is never too old to ride bikes. It's grand sport and doesn't cost much.

The S.S.C.C. purchased maroon and gold sweaters with emblem on front and club name on back.

### Greenbriar Park Cycle Club

THE four months' old club has a monthly publication, "Reflector," which is edited by Robert Geiger. The Greenbriar Park Club was one of the latest clubs voted into membership of the League and Chicago Council. The Briars rode at Lake Geneva on June 16, after taking an excursion train from Chicago.

HUB CYCLE CLUB, OGDEN HILL WHEELMEN, and the SOUTH SHORE CYCLE CLUB have been holding short rides during the month. The Hub club rode to St. Charles for a farm picnic and to Hobart, Indiana, with the PEDAL PUSHERS. The Ogden Hill Wheelmen held at picnic at Thatcher Woods and reported a perfect safety record. The South Shore cyclists rode to Cedar Lake, Indiana for a swim and dinner and to Thatcher Woods.

## CHICAGO COUNCIL CLUBS

(Continued)

## Rambler Cycling Club

"RAMBLINGS," monthly bulletin for the club, was issued for the first time in June with Evelyn Boiskou as editor. The group plans a picnic for July 21, with the Elgin Sprocketers at Deer Grove.

Thomas McNeill, president of the Ramblers, won the door prize last Winter at the six-day bike races and donated the bicycle to the club. The club is offering a \$75 Paramount bicycle as Grand Prize in their raffle contest with club prizes of \$10, \$7.50, \$5.00 and \$2.50. All clubs in the Chicago Council are selling tickets and one-half of the proceeds will be turned over to the Council.

## Elgin Sprocketers

THE Elgin club celebrated their first anniversary on June 6, with election of officers, a 25-mile bike ride and an anniversary cake. The club lists a membership of 17, with eight members completing a century run of 116 miles in nine hours.

## Sprocket Wheel Cycle Club

THE Sprocket club have originated an all-night moonlight ride for July 20 and 21. There will be a full moon and the group will start the trip at 10 p.m. and ride 40 miles to Waukegan Dunes for breakfast and a swim. The group will return on Sunday after a rest at the Dunes.

The group are planning a trip to Niagara Falls, New York, for July 27 and 28, with a trip on bikes into Canada on Sunday.

Jessie Small, Benzonia, Michigan, cycling teacher was made an honorary member of the Sprocket Club.

## Evanston Cycle Touring Club

WILL. HAHN, JR., president of the Evanston cyclists, was honored by the Evanston mayor, Henry Penfield, by receiving bicycle license number one. The city of Evanston ordinance for bicycle licenses became effective on June 1, after a five-year political fight to get the law passed. Mr. Hahn has a record of eleven years of cycling with 21,000 miles.

The Evanston club sponsored an LAW picnic to Dam No. 2, on the Des Plaines River on June 23, which was attended by 130 cyclists.

## Safety Cycling in Buffalo

THE Casimir Pulaski Post No. 1897, Veterans of Foreign Wars, have launched a Bicycle Safety campaign in Buffalo, N. Y. The move is being assisted by the Buffalo Police Department the "Bicycle Safety Club Boosters" is the name of the inter-club safety group and they claim a registration of over 500 children between the ages of 7 to 16 years of age from nine public and a dozen parochial schools in the Buffalo sector.

Veterans of Foreign Wars posts throughout the country with a total of 300,000 members are co-operating with the Pulaski post having charge in Buffalo and vicinity. The Sheriff's office, two, is aiding and members of the Boosters receive emblem, which indicates you are assisting in the move to safeguard children riding bicycles.

R. J. "Dick" Hoover attended an installation and made a talk. Captain Peter Flood, in charge of registration in Buffalo, is also an enthusiast.

## FOLLOWING THE HOSTEL TRAIL

By EDNA V. GRODMAN

FOR Hostellers cycling into New York City for the World's Fair, the American Youth Hostel is offering special accommodations. Through an arrangement with the New York sponsoring committee, a youth hostel primarily for cycling college and university students has been set up at International House on Riverside Drive.

Throughout the year, over five hundred students from forty to fifty countries live in International House. Since hosting principles advocate biking youth meeting students of different places, out-of-town hostellers this Summer will be exposed to the social and cultural activities of the House.

A second hostelry for men and boys in New York City will be located at the West Side YMCA at 5 West 63rd Street, and a similar hostelry for girls and women will be set up at the International Institute of the YWCA at 341 East 71st Street.

Other hostel facilities have been set up in various parts of the country. They include a recently chartered Cape Cod hostel, several additional New England shelters, two Long Island homes at Center Moriches and Mattituck, a loop of seven hostels in eastern New York, two well-equipped Maryland places and some Pennsylvania hostels connecting with previously established hostels in that state, and the new West Virginia hostels.

In the mid-west, an active Ohio group have established the beginning of a local network at Circleville and Pataskala. The states of Michigan, Illinois, Wisconsin and Missouri have also extended their earlier chains of

hostels. To introduce hosteling to young people of this area, the Great Lakes Council proposes ten sponsored trips of combined boating and biking for two to three weeks with the dollar a day travel itinerary to cover the Lake Michigan region, the Mississippi River section in western Wisconsin, the Rock River country in Illinois and the Ozark Mountains in Missouri. Hostel weekends will be featured on working holidays.

In the Pacific Northwest, the councils have re-chartered the established Puget Sound and Olympic Peninsula hostels in Washington and have formed four additional Washington inns and a complete set of ten Oregon hostels. Northern California groups around San Francisco and Southern California groups at Los Angeles have added eight western shelters to their circuit.

To utilize any of the hostels in the United States, increased in the past year to 227, cyclists should write to Northfield, Massachusetts, for membership in the national organization, which is one dollar for those under 21 years of age and two dollars for members 21 or above. The cost for overnight in any hostel in the country is 25 cents. For information on the Great Lakes Council trips, write to Justin Cline, 136 South Harvey Street, Oak Park, Illinois.

## L.A.W. Roundup

at McCormick Creek Park, Ind.

THE week-end roundup of L.A.W. clubs not reported previously and which was held May 25 and 26—was an all around success. Despite rainy and cool weather, 65 or more members checked in at McCormick Creek State Park, Saturday night and Sunday morning. The largest contingent drove down from Chicago and just about every club in the Chicago council was represented. The Indianapolis clubs were well represented also, and members of the Bloomington, Ind., club showed up too.

Dick Wilson had made all arrangements for the accommodation of the party, and everybody was immediately assigned to quarters in the new dormitory buildings, which are equipped with double deck bunks. Each person provides his own bedding or blankets. Some did not bring enough, but a little roughing it doesn't hurt these hardy cyclists.

Plenty of good, plain food was provided by the camp cook, and was served on long tables in the community hall. Clearing up the tables and dish washing was efficiently handled by some of the girls in the party. The sum of \$1 each covered the cost of lodging and three meals. And it was worth the money.

After the Saturday night supper, the tables were cleared away and everybody joined in the folk dancing—except those who preferred to sit around the large fireplace. Sunday dawned cloudy and cool — just right for cycling—and various groups toured about the country or explored the roads and trails through the park, which wind through the beautiful wooded country.

A group of the harder road riders wheeled over to Brown County, a trip of over 60 miles, while others cycled to Bloomington and other points. A number of the Indianapolis riders made the trip on their bikes, about 70 miles each way. Late Sunday afternoon the bikes and packs were loaded in the cars and the party headed for home.

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# SAFETY ON TWO WHEELS

By RUSSELL E. HARRISON

Secretary  
Committee on Bicycle Problems  
National Safety Council

**T**HE bicycle is a perplexing problem. Motorists want to know how to avoid those accidents in which a bicycle rider suddenly comes swooping into the path of traffic. Parents want to know how to protect their children. And you folks who ride bicycles want to know just exactly what makes a good bicycle rider.

To find the answers to these questions, the Street and Highway Traffic Section of the National Safety Council set up the Committee on Bicycle Problems during the summer of 1938. Members of this Committee are engaged actively in various phases of safety and are greatly interested in the welfare of bicycle riders. They come from all sections of the country and provide approaches from almost every angle—the school, the manufacturer, the police, and others.

In almost two years of study the Committee has been besieged with questions on every phase of bicycle safety. Some of these that will be of especial interest to you bicycle riders are discussed below. You may not agree with all of the answers, but they deserve your fullest consideration. If all of us who ride bicycles were guided by the rules of courtesy and common sense, and willingly assumed our share of the responsibility for our own safety, many of these questions would answer themselves.

## Just where is a fellow going to ride a bicycle?

If he rides on the sidewalk, the pedestrians don't like it. If he rides on the street, the drivers don't like it. That doesn't leave any place for him to ride except on the curb—which is a little narrow.

The best way out is to build bicycle paths where neither automobiles nor pedestrians will be in the way. That's all right for the country or for parks, but you can't build a bicycle path through the heart of towns!

In residential and rural districts—where fewer people are on the sidewalks and the cars shoot by pretty fast—the safest practice is to ride on the sidewalk. But even that doesn't solve the problem entirely.

Practically every sidewalk crosses a number of alleys and driveways. Bicycle riders on sidewalks frequently collide with motor vehicles at these crossings. A rider should slow down or come to a stop at an alley or driveway and make sure the way is clear before crossing.

At the end of every block the rider has to cross a street. And that's how many accidents happen. Some bicycle riders turn down a driveway as they approach the corner, and they don't always look before they enter the street. Jumping the curb at the end of the block is very dangerous. Frequently a rider loses control of his bicycle doing this, and either falls or wobbles into the path of a car. A rider should dismount and walk his bicycle across the street.

All in all, if a rider uses good sense in crossing streets, alleys and driveways, the sidewalk is a safe place in rural and residential sections. Of course, the streets may be safe in such sections, too, if motor traffic is light.

Downtown the situation is just the reverse. There are usually a lot of people on the sidewalks, and while there also are a lot of cars on the street, the traffic moves slowly and drivers pay close attention. It's best in business districts to ride in the street—with caution, of course. Wise bicycle riders stay out of congested districts as much as possible.

## On which side of the street—right or left—should a bicycle be ridden?

The answer is, by all means, the *right* side, moving *with* traffic. This rule applies in both city and country for several reasons. The chief one is that there is much less chance for a head-on accident that way.

And it's a good idea to ride as close to the right-hand curb as possible. We often read, in a report of an accident between a bicycle and an automobile, that the bicycle rider was out in the middle of the street.

The fight against bicycle accidents is just beginning. One of the most important steps in the program of some cities is compulsory registration of bicycles. This means that people who have bicycles must register them and have a license plate attached.

## Why is registration of bicycles so important to safety?

First of all, remember this: a good share of bicycle accidents is caused by poor condition of the bicycle—bad brakes, no light, no horn, and so forth. Before a license is granted, the owner has to make his bicycle pass an inspection.

Every bicycle should have a light in front that can be seen at least 500 feet away, and a reflector in the rear visible from a distance of 300 feet to the rear when in front of lawful upper beams of headlamps on a motor vehicle. It is well to have a red light visible from a distance of 500 feet on the rear in addition to the reflector which then serves as a precautionary measure against mechanical failure of the light.

Every bicycle should have a basket or a carrier, so that the rider won't have to ride with one hand when he has to carry parcels. The bicycle should be the right size for the person who is going to ride it. Too big a bicycle is hard to control, especially in an emergency.

Another very important reason for registration is that it provides a basis of punishment for bicycle riders who do not voluntarily obey traffic regulations.

Now suppose the city passes a law—as many cities have done—prohibiting such dangerous bicycle practices as carrying two on a bicycle built for one, or riding on the wrong side of the street, or riding without a light at night, or disregarding traffic signals.

## What should be done with the bicycle riders who are arrested?

Four out of five bicycle riders are children. It certainly isn't a good idea to send a child to a detention home for riding his bicycle wrongly—which may be a mistake, but certainly is no crime!

That's where the license comes in. Riders can be punished by taking away the license or impounding the bicycle for a period determined by the seriousness of the offense.

But that isn't all. Bicycle registration helps to reduce thefts. When each bicycle is registered, has a license, and a note made of its serial number at the police station, it becomes much easier to identify stolen

bicycles and return them to their owners. Furthermore, registration helps to identify the bicycle rider in case of injury.

## What makes a good bicycle rider? What are the things that a good bicycle rider does which others don't do?

There are three important qualities that every good bicycle rider has. First of all, he obeys all traffic signs and signals and all traffic laws.

Second, he has the proper equipment on his bicycle, and he maintains it carefully. It's important for a person who owns a bicycle to inspect it regularly.

Third, a good bicycle rider is alert. He can spot danger before it reaches him, and he knows how to side-step it.

The safe bicycle rider knows better than to ride in car tracks or ruts where he might slip. When he comes to a dangerous intersection, he dismounts and walks across. Before he makes a turn, he looks to make sure there is no more traffic, and even then he signals to be doubly sure.

On the other side of the picture, there are some things that good bicycle riders *don't* do.

Good bicycle riders don't wobble all over the street—they ride in a straight line. They don't stunt or race in traffic. They don't hitch on to trucks or cars.

Mass formations of bicycle riders sweeping down the street unorganized are a danger to themselves and to motorists. In the first place, it's discourteous to drivers. A bunch of bicycles riding together is just as bad as a road hog. And second, it's dangerous because the group never acts together. If a car approaches, the riders scatter in all directions, and that makes it hard for the motorist to avoid them all.

The safe rule is: Always ride single file along city streets or on sidewalks and never more than two abreast along country highways.

A reduction in the bicycle accident toll can come about by educating and controlling bicycle riders in the cause of safety through the police, the school, and the home.



# League of American Wheelmen



# BULLETIN

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## THE BICYCLE AND PUBLIC RECREATION

By V. A. BROWN

*Director, Recreation,  
Chicago Park District,*

*President*

*American Institute of Park Executives*

MY own bicycling days are over. But three children, each with a modern light weight model, and all of them enthusiastic Youth Hostellers, keep my interest in the sport active. What's more, my work, directing the Recreation Department of the Chicago Park District, forces me to keep in touch with cycling as a sport.

A modern recreation system has to keep abreast of the times. It must be sympathetically interested in every spontaneous development in the leisure doings of the people of the community it serves.

Cycling enthusiasts everywhere should keep that fact in mind. They should establish acquaintance with the recreation administration in their neighborhood. They will find an understanding and a helpful set of friends in their city's recreation executive and his staff.

This simply must be the case, because the purpose of a recreation service are the same as those of the bicycling fraternity. Both are interested in what our constitution calls "the pursuit of happiness." Both realize that a congenial group of friendly companions, all interested in the same things, is a benefit to society. It helps banish loneliness and discontent. It helps people to get to know and understand each other. It broadens every member's sense of tolerance to the same degree as it broadens his acquaintance, and that is fundamental to civilized life.

At this moment, however, when we are just beginning to realize how greatly the world is changing before our eyes, neither a sport like bicycling nor a recreation program itself can be secure when it merely interprets itself in such theoretical terms as these.

None of us can longer doubt that we face stern days ahead. A prostrated Europe after war ends, for its own survival must raid the markets of the solvent nations. It must pour out products at minimum labor costs, to get back onto its economic feet. This threatens our own business and industry. It promises to take some of our trade outlets away from us, and that, in turn, must result in increased unemployment and a huge bill for national relief.

But while facing this bill, we must also face the necessity of great outlays to build up our national defense.

We have gone about as far as we can expect to go on borrowed money. We shall have to foot these bills in a far greater measure than we have yet done, out of current incomes. This means greatly increased taxation on behalf of the national Government, and groaning under such taxation, people will not feel able to support sport for sport's sake, or programs of activity and the purchase of equipment which appear to them to be luxuries which they can do without.

It behooves us all, therefore, to begin interpreting our wares or services not so much in terms of pleasure, or in terms of refinement, as in terms of basic necessity. We must ask ourselves honestly, and answer

logically, whether our services or our products contribute to the essentials of life?

Is the bicycle such an essential?

Probably the best answer is to be found in experience abroad, where the bicycle is not so much an instrument of amusement or enjoyment as of cheap transportation.

Low income has resulted, overseas, in enormous use of the bicycle, where higher income here has permitted the purchase of the motor car.

If net income does shrink, when we settle down to the cold realities of life after the war isn't it probable that hard necessity will work out here as it has worked out abroad, and develop a much greater use of the bicycle in daily life as a means of getting to and from work, or of running necessary errands?

If this proves to be the case, then the bicycle will become increasingly a factor to be considered by those who deal with the recreational life of the people.

There are two things with which the recreation service of the land must increasingly reckon, if it also is to be realistic, and similarly interpret itself as serving the necessities of life, and not providing mere luxuries. National security is dependent on national vigor, on physical health and endurance.

Our sports and activities must increasingly contribute to the robust vigor of the nation, and serve that useful purpose of reconstructing the virility and capacity to undergo hardship of the people, or they will suffer in support as being costly and wasteful extravagances no longer to be tolerated.

In giving attention to bicycling as a sport, we must ask ourselves, therefore, whether our investment of time and planning fits in with this requirement of physical security.

Again, Europe has found that use of the bicycle does contribute to physical efficiency. We can conscientiously give some attention to it, therefore, even in the hard terms of such values.

There is still another angle, however, to this physical question. Under the strains and tensions which confront us, we shall all need a physical basis of nervous reserve, and serenity of spirit. We are going to be tested. If we exhaust ourselves in unprofitable worry, if we do not establish the ability to "take it" with resolution and fortitude, and

### L. A. W. Platform

- To promote general interest in cycling.
- To facilitate touring, club runs, and all cycling activities.
- To encourage the creation of cycling facilities on public lands.
- To educate cyclists in proper riding under varying traffic conditions.
- To advocate the Registration of Bicycles the same as motor cars, at a fee not to exceed 50 cents annually, in the interests of safety; proper regulations and recognition of the bicycle as a vehicle used for pleasure, health and economical transportation.

## THE BICYCLE and PUBLIC RECREATION

(Continued from Previous Page)

inner calm, reconciling ourselves to the fact that life is becoming more challenging and more difficult, if we do not rise to the emergency and laugh off the strains and anxieties, consoling ourselves with the thought that they make living all the more interesting and worth while, we shall probably crack up in general fault finding and discontent, and become the easy victims of propaganda intended to break our national spirit of unity, and undermine our national morale.

Morale has a physical basis, a basis of abounding health and nervous reserve. The recreation habits of American life must be pointed toward the building of that health and that nervous reserve, not as a matter of enjoying life alone, but as a matter of sheer national security.

Here again the recreation program may well consider the bicycle as a means to this end. There is a certain serenity of mind that attends pedaling a wheel out into the open or the woods, conducive to regaining nervous equilibrium. There isn't the tense mad rush of high speed in such an adventure. Its exhilaration is a mild one, contributing to mental repose. Purely as a contribution to such mental repose, therefore, the recreation people may well give attention to organizing group excursions, to providing leadership for such groups who can develop group interest in nature, and appreciation of the quiet and the serenity of the countryside.

In my own department in Chicago, in fact, we have held a leader training program to do some pioneering in qualifying people to serve as such leaders. We instructed them in the techniques of repair, the processes of group organization, the problems of first aid, the questions of diet, and the preparations of foods,—all conducive to the ends of making a bicycle trip an experience contributing something to mental repose of the participants.

Lastly, we are going to need increasingly a sense of national solidarity. We have got to erase our suspicions of each other, and we can only do so by getting to know each other more completely. However, much a person may resemble a chestnut burr to the outside world, the ones who love him most are always the intimate family circle who know him best. They know him well enough to see beneath the surface the qualities that endear him to them.

The better we can become acquainted with each other, the greater ground we have for confidence and respect for each other. We are going to need confidence in the days to come more than we have needed it at any time in the past, if we are to remain a united people, and preserve the liberties that are dear to us.

Recreation increasingly must address itself to this necessity of national morale and national solidarity. It must interpret the American spirit in terms of action, of fraternizing, rather than in the abstractions of our formal declarations of principle. It must make every American feel himself participant in the American way of life, a contributor to the American way of life.

Here again, group excursions, group sharing of experience, group life rising to emergencies and solving problems together democratically, afford a practical device, not the only one by any means, but let us say an

(Continued on Page 4)

## FOLLOWING THE HOSTEL TRAIL

By EDRIE VAN DORE

"SOCIAL barriers are broken down and class distinctions are dissolved in Youth Hostel," stated Isabel Smith in a preliminary lecture to trainees taking an eight-weeks' course in the history, theory, philosophy and practice of Youth Hosteling, at American Youth Hostels' Headquarters, Northfield, Mass., during July and August.

"The simplicity of hostellers' food, the ruggedness of their living, the tolerance and co-operation displayed all tend to put everyone on an equal basis," continued Mrs. Smith, who with her husband Monroe founded the Hostels organization in America and is one of the National Directors.

The importance of hosteling and its work at the present moment cannot be over-emphasized, continued the speaker. The seeds of hosteling, world friendship, and world peace, are alive today in America, and our youth must cherish and nurture them for the youth of other countries who are engulfed in chaos and the shambles of war.

The lecture by Mrs. Smith was part of the opening session of the AYH Training Course. Twenty young men and women from all parts of the country especially interested in hostel work or in other phases of social service work have been selected to take the course, paying a board and room fee. Character, accomplishment, and aptitude are considered in accepting applications.

In addition to learning the spirit and traditions of hosteling from its American cofounders and Headquarters staff members, trainees will assist in various division offices so as to see the mechanical processes necessary to answering inquiries, sending out information, chartering new hostels, planning group trips,

and so forth. They will write publicity releases, help to set up new hostels, act as houseparents in the Richard Schirrmann Youth Hostel in Northfield, and take hosteling trips themselves. They will perform manual tasks, exemplifying the Hostels ideal of learning to use one's hands. Among the projects will be carpentering, gardening, cooking, caring for livestock, cleaning barns, offices, and living quarters. At the end of the semester each student will present a thesis on some phase of hosteling, and receive a certificate of merit.

Trainees will live co-operatively in Hostel quarters planned especially for their use at Headquarters. Girls' and boys' bunkrooms and baths, a common kitchen and a living room have been newly prepared for the 1940 group.

Although positions are not guaranteed to those in the course, it is planned to meet a special need for workers trained to Youth Hostel ideals and activities, there being at present no other suitable educational program of this kind. The course will include experience of value to those already engaged in or planning to enter professionally other social service fields. Nurses, teachers, recreation workers, leaders in youth activities, college students and writers are among those enrolled.

First established in Europe in 1910, Youth Hostels came to the United States in 1934. There are now 227 hostels in 22 states from Maine to California, and there are others in Canada with pioneer work being done this summer in Alaska, Mexico, and South America.

## Rocky Mountain Area Described by Handbook

THE author of "The Shining Mountains," Lulita Crawford Pritchett, has written of hostels and the Rocky Mountains in her introduction to the Rocky Mountains section of the 1940 edition, American Youth Hostels Handbook.

"Come out to Colorado, you hostellers, and climb! Climb in body and spirit. Here is a mountain area greater than that of any other state in the Union—six times that of Switzerland! From Denver you can see one hundred and fifty miles of range upon range stretching across the west. Beyond, peaks and blue-creased ridges gleam in the sun. Within a few hours, if you are hiking or bicycling, you can enter the foothills by any of several canyons, or take the scenic road up Lookout Mountain.

"West of Denver, and within a radius of thirty-five miles of the city, are some hostels. Others are being planned in Roosevelt National Forest, Rocky Mountain National Park, and the beautiful Sangre de Cristo range of the near Southwest. Thousands of acres of wooded mountain land are yours for hiking, horseback riding, or skiing, if you like. The tawny plains behind you are yours for the looking. The sky is yours—deeper and bluer than you can imagine.

"Any trail you follow will bring adventure. You can read the story of earth's creation in the wrinkled rock-layers of Canyons, or lie quietly in the grass of intimate valleys and watch beaver at work. You can hear the trumpet call of winds from the top of the world, and the small sweet songs of willow thrushes near at hand.

"Kit Carson, Jim Bridger, Vasquez, St. Vrain, Berthoud—those pioneers of strength and courage—traveled these same trails, stood upon high places and gazed far into the future. You may still find their spirit here; and you, too, may stand upon the high places and look afar."

Present Colorado hostels are at Morrison on the Black Mountain Ranch and at Indian Hills on the Spence Ranch. Miss Bobby Pascoe, Executive Secretary for the Rocky Mountain region now visiting National Headquarters at Northfield, spoke in an interview of plans for hostels during the coming year.

"There will be a loop of seven hostels out of Denver including the two already established," she announced. "Branching from that loop will be a chain toward Estes Park. We also plan a chain at the foot of the mountains to the south, and eventually a route through the mountains down to Sante Fe, New Mexico."

Newly published at Northfield Hostel Headquarters, at fifty cents, the Handbook lists 227 hostels located in 22 states from Maine to California. They are divided into nine regions in all, others are in New England, the Southeast, Midwest, Middle Atlantic, great Lakes, California, Southwest and Northwest.

Established in loops so that cyclists or hikers may start at any point and return to it in a circle without covering the same road twice, Youth Hostels are planned a day's journey apart and travelers are encouraged to make leisurely trips.

## CHICAGO COUNCIL CLUBS

By PHYLLIS WIEDMAN

**S**UMMER time activity in the Chicago area is at its peak with night rides to escape the heat of the city, week-end tours and hostel trips, and vacation trips to surrounding areas for several days to two weeks' duration.

The Desplaines Hostel formally opened on June 30 was the mecca for Chicago Council cyclists on July 6 for 30 overnight guests. A breakfast was served to 50 bike riders on Sunday and the group left for a 20-mile ride to the Chicago Municipal Airport where the American Airlines conducted tours for the cyclists through the hangars and an inspection lecture on the transport planes. A picture of the cyclists and of the plane was made by the airline photographer.

Eight Chicago clubs and guest riders from Indianapolis participated in the ride.

\* \* \*

On July 14, the Northwestern Railway sponsored a cycle train to Beloit, Wisconsin, the first to be sponsored by this Chicago railroad.

Highlight of the tour was the station incident where four coffee-drinking cyclists found themselves in Chicago and their bicycles and the train off to Beloit right on schedule. A hectic taxi ride followed for the bikers but they failed to make connections by two minutes at the next stop.

The railroad obliged the riders by unloading the bicycles at Beloit and letting the riders take the next train.

The cyclists unloaded at Rockville and rode the eight miles to Beloit where dinner was served. The group then cycled to Janesville through the picturesque country of southern Wisconsin and spent the late afternoon in singing and dancing in Janesville before returning to Chicago.

\* \* \*

September trips scheduled are the Evanston Cycle Touring Club tour on Sept. 8 to Lake Geneva on the Northwestern Railroad and the Santa Fe Cycle Train on Sept. 22 to Chilicothe, Illinois. The train will leave Dearborn Station at 8:45 daylight time and the price is \$3.50 including dinner. The Sprocket Wheel Cycle Club is sponsoring a trip to Lake Koshkonong, Wisconsin, on the Milwaukee Railroad on September 29 with the price of tickets \$1.70 including dinner.

\* \* \*

Two clubs, Garfield Park Cycling Club under the presidency of Max Miller, and the Berwin Cycle Club with James Vertis, president, were voted into membership of the Chicago Council on July 8. The total membership of affiliated clubs in the Chicago Council is 19.

### Columbus Park Wheelmen

The Columbus Park group have completed their organization with appointment of Glen Wright, membership; Jean Campbell, social; Lee Severson, program; and Verne Heim, road captain; to standing committees. Color and style of the club uniforms will be decided at the next meeting.

The group are holding short rides through the summer and have ridden to the Grant Park concerts and to the Whelan Pool and plan a tour of the Bowman Dairy Company and other industrial plants.

### Evanston Cycle Touring Club

Evening rides once a week are the feature of the suburban club with the group cycling west of the city to Desplaines, Illinois, or north to Highland Park. Another

feature of the clubs has been Sunday morning breakfast rides and the group is planning circle rides with two loops routed from the starting point and one group riding a short distance and the other group riding the longer distance and both meeting at the same finish point.

### Garfield Park Cycling Club

The new Council member has organized a cycling school where cycling and safety rules are taught. The school meets every Monday night at the club headquarters.

The group has organized two-in-one rides. The group leaves from the starting point and ride a set distance. At this point, part of the riders drop out and the remainder continue until point number two has been reached. After a rest period, the second group returns to point number one and meets the cyclers who dropped out and the entire group returns to the starting point.

Officers of the club are Max Miller, president; William Ritzmand, vice-president; Grace Klemtner, secretary; and Albert Imah, treasurer.

### Greenbriar Park Cycle Club

The platform of the Greenbriar Club is: 1. Education in Cycling; 2. Co-Operation with the L.A.W. and the A.Y.H.; 3. Obey all traffic laws pertaining to motorists; 4. The promotion of Friendship.

The club is holding short evening rides and gradually lengthening the distance as the group becomes accustomed to cycling. At present the rides are 15 miles.

### South Shore Cycle Club

Mr. and Mrs. Wally Pearson were married on June 29 and took a honeymoon trip via bicycles and train. They rode the train to Milwaukee and cycled to Devil's Lake in Wisconsin, through the Dells and back to Madison. They returned to Chicago on the Lake Michigan boat. A honeymoon on bikes covering 340 miles.

### Sprocket Wheel Cycle Club

At 10:30 p.m. on July 20, 50 Sprocket members started the second annual moonlight ride to Waukegan Dunes. The group reached the camp at 5:30 a. m. and enjoyed breakfast, and returned to Chicago during the day.

The *Cyclometer*, monthly publication of the club quotes *Cycling*, published in England for the date of June 12: "Chicago has a very active cycling organization by the name of Sprocket Club. The runs list for the 1940 season contains 27 fixtures including Hostel week-ends, train-cum-cycle tours. There are nearly 100 members, both men and dames, most of whom are either on one of the many committees or a delegate to the American Youth Hostels or the League of American Wheelmen. There are separate committees for finance-scrapbook (whatever that may be) and there is a Sergeant-At-Arms. The number of miles "downhill" is quoted in advance for the outstanding fixtures. The club has a mouth organ band."

### INDIANAPOLIS COUNCIL CLUBS

The newly organized Indianapolis Council has for officers: Robert L. Randal, president; Frank Powell, vice-president; William Dehn, secretary; and Felix T. McWhirter, treasurer.

### Irvington Cycle Club

This club organized in 1935 promotes bicycle touring, hosteling, and sponsors a racing team and is a member of the L.A.W. and A.B.I.

The club is planning to sponsor a Junior Wing, with members between the ages of 14 and 17.

During August the racing team participated in the Cleveland Parade of Champions, the Indiana State Championships; and the Pittsburgh 10-hour Team races. They are sending a team to the national meet in Detroit on Sept. 1 and 2.

The group held a twilight ride and hamburger fry at Meusing's Woods on July 3. The club had built a fireplace in the grove for the fry.

The Irvington Cycle Club and the Bloomington Bike Club joined together for a trip to the new Youth Hostel at Maumee, Indiana. Several members of the Chicago Council clubs were guests.

### WISCONSIN CLUB NOTES Milwaukee Muni-Bike Club

The Muni Bikers joined the Kettle Moraine Bike Hike Club on August 18 for a cycle train trip on the Northwest road to Kewaskum, Wisconsin, and Mauthe Lake. The Y.M.C.A. Bike Club also went with the group.

Seven youngsters with Harold Morgan, director of municipal athletics, enjoyed a hostel trip to the Ozark Mountains in Missouri. The group went through Chicago where they were the guests of the national secretary of the L.A.W., J. Richard Wilson, and went from Chicago to St. Louis by train and cycled to the Kirkwood hostel, from where they made their cycle tour of the Ozarks.



## LEAGUE OF AMERICAN WHEELMEN

### NATIONAL OFFICERS

PRESIDENT . . .  
Dr. Graydon McK. Powell  
*President of Chicago Council*  
FIRST VICE-PRESIDENT . . .  
H. S. Morgan  
*Municipal Athletic Director of Milwaukee, Wis.*  
SECOND VICE PRESIDENT . . .  
Robert L. Randal  
*President, Indianapolis Council*  
SECRETARY . . .  
J. Richard Wilson  
TREASURER . . .  
Will Hahn, Jr.  
*President, Evanston Cycle Touring Club, Evanston, Illinois.*

### NATIONAL BOARD OF DIRECTORS

Dr. Graydon McK. Powell  
*National President, L.A.W.*  
V. K. Brown  
*Director of Recreation, Chicago Park District*  
H. S. Morgan  
*First Vice President, L.A.W.*  
H. P. Hansen  
*Chicago Rotary Club*  
F. A. Baker  
*Treasurer, Cycle Trades of America*



## WHEN GOOD FELLOWS GET TOGETHER . . .

**T**HE place was Thatcher Woods, west of the city of Chicago . . . The time was noon on Sunday, July 28 . . . The cast included 250 cycling members of the Chicago Council and Milwaukee, Wisconsin area . . . The excuse for being was the second annual picnic of the League of American Wheelmen.

Cycling 156 miles to the picnic, Victor T. Broome of Fond du Lac, traveled the greatest distance for the meal of fried chicken and ice cream. Twenty L.A.W. clubs were represented at the gathering and the Ramblers Cycle Club of the Chicago Council sold the largest number of tickets, 60, with the Sprocket Wheel Cycle Club, also of the Chicago Council, selling 49.

Drawing of meal ticket stubs resulted in 12 prize winners with Ernest Tetzner of the South Shore Cycle Club winning first prize of a Philidyne generator set. Other prize winners were Connie Beth of Evanston Cycle Touring, Waltham clock; Grace Lima of Evanston club, pair of saddle bags; Ann Breckenridge, Sprocket Wheel Cycle Club, rain cape; Rudy Holmes, Ramblers Cycle Club, sponge grips; Virginia Ciao, Ogden Hill Wheelmen, vanity bag; Six compacts were awarded to six ladies: Marion Pater, Olympic Cycle; S. Staberow and Lillian M. Parks, South Shore Cycle; Heinz Richter, Wastyn Cycle; Petty Mattalino, Ogden Hill; and Dolores Goggin, 5354 Nelson Street.

The Ramblers held the drawing for the bicycle raffle with Esther Benson, 5011 Ainslee Street, Chicago, holding the winning number for a Schwinn Paramount bicycle. James Littlejohn, 23 South 19th Avenue, Maywood; and William Grice, Sprocket Wheel Cycle Club, won the two dresser sets.

Sprocket Wheel won the \$10 cash prize for selling the most tickets and Ogden Hill Wheelmen received \$5 and the Evanston Cycle Touring Club won \$2.50.

Harry Clausen of the Ramblers won the \$10 prize for selling the most tickets and Anthony Bozata also won \$5.

Columbus Park Wheelmen were in charge of the picnic with John Baker, president; and Margaret Musgrave, secretary; as chairmen.

## Bicycle Pageant Held in Chicago

**T**HE Daily Times, Chicago newspaper, sponsored the fourth annual bicycle pageant and Central A.A.U. novice cycle championships on August 18.

Prizes were bicycles to the pageant winners and championship medals to the novice races. Contestants were allowed to enter one pageant event in addition to the best decorated bicycle contest and in one race, stock bike or novice bike.

*Representatives of 20 L. A. W. clubs in Wisconsin and Illinois who gathered for the second annual picnic in Thatcher Woods on July 28 in Chicago . . . Jack Hansen at extreme right.*

## L.A.W. and A.Y.H. Join for Rally

**O**N June 29 and 30 at Desplaines, Illinois, the new hostel, Park Lodge, was officially opened by the Chicago Council cyclists and Great Lakes region hostellers. One hundred persons attended the rally which began on Saturday evening with a swim and showing of colored movies by Justin Cline, national executive secretary of A.Y.H.

On Sunday morning the gathering divided into small cycle groups and rode to Barrington, visited the Wheeling hostel, rode to Chicago to watch the finish of the Kenosha, Wisconsin to Chicago bicycle race, or went swimming in the Desplaines pool.

This new hostel forms a link in the northern Illinois chain of hostels at Wheeling, Waukegan, Antioch, Camp Lake, Wisconsin; Lake Geneva, Wisconsin; Rockford, Byron, Oregon, Fairdale and Dundee.

Seventeen clubs from the Chicago Council were represented with rally committees drawn from the Ramblers, Sprocket Wheel, Evanston Cycle Clubs.

## Kettle Moraine Bike Hike Club

The Kettle Moraine groups held a bike picnic and outing at Mauthe Lake on July 18 with the Milwaukee club as their guests. The group went by train to Kewaskum and left at noon for Mauthe Lake on their cycles, a trip of nine miles. The train returned to Milwaukee that evening.

Victor T. Broome, secretary of the Kettle Moraine Bike Hike Club, had the honor of travelling the greatest distance to the Chicago Council L.A.W. picnic in Chicago on July 28. Broome covered 156 miles from Fond du Lac to Chicago. The Milwaukee group of five riders traveled 93 miles for the next honors. Broome joined the Milwaukee riders at Milwaukee.

## RECREATION—Continued

additional one, and one that can be made to interpret itself not in terms of luxuries, but rather, in terms of the necessities we face.

To make these developments possible, I suggest that we begin thinking at once in terms of additional facilities.

Instead, we can build a habit of interpreting the bicycle (again in terms of safety necessities) as a means of escaping from the city highway and its dangers to get into the countryside and its by-paths.

It is possible, however, that national defense necessities will force us to launch in the near future a great program of additional highway development as a necessity of defending our shores in case of attack.

# League of American Wheelmen



# BULLETIN

VOL. II, NO. 7

59 E. Madison St., CHICAGO

SEPTEMBER, 1940

## L. A. W. DEVELOPS RECREATIONAL HIGHWAYS



Riders following marked bicycle route . . . note marker on right.

### Indianapolis Council Maps 200 Mile Bike Trail

states when these two gentlemen agreed definitely that they should be thinking in terms of the acquiring of narrow strips of forest land to connect the larger tracts.

So there is nothing fanciful at all about the picture we have painted of "recreational highways." It is entirely consistent with modern trends toward recreational facilities.

The only thing necessary to change this dream into a fact is co-operative effort and that is now being supplied by the League of American Wheelmen. Work is already under way.

The Indianapolis Council of the L.A.W. has mapped out a bicycle route 200 miles in length and is now engaged in erecting markers to designate the way. They have the assistance of other L.A.W. clubs in various communities along the route as well as

—Next Page Please

**I**MAGINE yourself in the center of a broad highway with surface of concrete stretching off into the distance. On each side of the roadway are shallow ditches and back of the ditches are, perhaps, a few scattered trees, or, more likely, no trees at all. A little further back on each side are fences extending, like the pavement, off toward the horizon.

Now, let the scene change. The same fences are there but the pavement is gone. Gone also are the ditches, and the space between the fences is filled with trees and shrubs so that the whole becomes a long strip of natural woodland. Between the shrubs and under the trees winds a smooth surfaced pathway with cyclists passing to and fro. Here and there are horseback riders travelling along a path parallel to the cycle path; and hikers with packs on their backs are to be seen at frequent intervals.

Imagine now, a network of such strips of woodland, let us call them "recreational highways," extending over the country. Similar

to our automobile highways, but fewer in number, they would connect cities with state parks and other recreational areas of the great outdoors.

Such a system, though but a dream at the present time is not as fanciful a dream as most would suppose. It can be accomplished by several steps. First, comes the marking of routes over existing roadways; the back roads, byways, etc., where the erection of markers is all that is necessary. The first step toward a special route away from motor traffic will come where routes run through public land and the smoothing of a pathway, with perhaps, just a dirt surface at first, will do the trick. Many states are now making extensive purchases of narrow strips along stream banks for conservation purposes and the locating of bicycle paths within the strips is in accord with the purpose of their acquisition. As long as two years ago, the writer sat in informal discussion with the superintendent of the state forests and of the state parks of one of the Great Lakes'

### L. A. W. Platform

- To promote general interest in cycling.
- To facilitate touring, club runs, and all cycling activities.
- To encourage the creation of cycling facilities on public lands.
- To educate cyclists in proper riding under varying traffic conditions.
- To advocate the Registration of Bicycles the same as motor cars, at a fee not to exceed 50 cents annually, in the interests of safety; proper regulations and recognition of the bicycle as a vehicle used for pleasure, health and economical transportation.

various public agencies. The trail winds its way for some 40 miles or more through the Hoosier National Forest and the Forest Service has completed the marking of this section. It traverses Brown County and McCormick's Creek State Parks and the Morgan-Monroe State Forest, and the supervisors of these domains are now constructing sign boards to guide the cyclists while within their boundaries.

The method of marking, by use of a symbol since both numbers and letters are used for automobile highways, has been recognized by the Indiana State Highway Department as an experiment to determine its suitability for adoption as standard on all such routes throughout the state. With such adoption the L.A.W. will work for similar adoption in other states so that it may become a national standard. The symbol used was selected after a careful consideration of all related factors.

The route selected is one that will be enjoyed by lovers of the outdoors who enjoy getting into the more remote sections that are generally unseen by the motorists. The route traverses regions where wild deer roam the woodlands and where the now rare ruffed grouse is to be seen. It fords creeks where gold may be had for the panning and runs through forests where the cyclist will travel miles at a time without sign of human habitation other than the wheel tracks beneath his feet.

It is not a route for those speed demons who want to spend their cycling hours pedaling madly along the main highways, seeing the same sights that they see from their automobiles and missing entirely the joys of poking along a shaded woodland road watching the red flash of the cardinals darting through the leaves. Such people had better not try this route for, although much of the way lies over the finest cycling roads to be found anywhere, there are rough places and hills where haste will have to be forgotten.

Starting from the southern outskirts of Indianapolis the route picks its way through gently rolling farmlands for sixty miles before reaching the first of the Brown County hills. Here, the cyclist finds himself in a country that is probably unlike anything he has ever seen. The region is one of wooded hills and is not confined entirely to the limits of Brown County though usually designated by that name. Nashville, a town of 370 people, is the largest community. Recently made accessible by a modern highway, it seems to be suffering from the tourist blight but retains a quaint charm in spite of the handicap.

The population outside of Nashville, for the most part, leads a primitive existence. Log cabins are the rule. Many of the people have never seen a railroad train and some are to be found who have never ridden in an automobile although it is not unusual to see families with nothing more than shanties for homes, owning rather creditable looking cars. One woman living 20 miles from Bloomington said that she had not been in that city for 10 years.

Much the same type of territory prevails until the route leaves the National Forest area where the cyclist will find himself among the quarries that yield the famous Indiana limestone. Here he is close to Bloomington and Indiana University. More rural roads take him to McCormick's Creek State Park and loop back again to the Morgan-Monroe State Forest. Then back to Indianapolis.

Such a route can only be developed by close co-operation of cycling clubs along its length. The various public agencies have done the work within their properties but by far the greatest part of the route lies beyond their jurisdiction. Here the clubs must not only

select the route but must also do the marking, each club assuming responsibility for a designated section. Affiliation of the various clubs through such an organization as the League of American Wheelmen is a pre-requisite to successful bicycle route development.

The Indiana trail has already inspired plans for expansion. The state-wide recreation organization has inaugurated action toward establishment of bicycle clubs over the entire state so that a state-wide system of routes can be planned. Neighboring states are thinking along similar lines and their routes must connect with those of Indiana. Here again, the L.A.W. must be the coordinating agency; there is no other to serve in that capacity. Isolated clubs, no matter how numerous, would be totally unable to undertake such a project.

Attaching markers along marked route.



Marker in Hoosier National Forest, Indiana.

The L.A.W. has still another function in the establishment of cycling routes. Signs erected along a back road will make a bicycle route that is good to look at but probably not so good to ride over, for the roads with little auto traffic usually have poor surfaces. Improvement costs money. Public officials are only too glad to provide anything that the public is willing to pay for, so public education is needed. With 9 million cyclists now in the United States and a million or more new ones being added each year, a voice loud enough to be heard and heeded can be had if a good percentage can be united under the common cause. The League of American Wheelmen can, in the not too distant future, make "recreation highways" an established fact.

## Following the HOSTEL TRAIL

THE addition of 17 newly chartered hostels to the Handbook list of 227 is news of the month at the American Youth Hostels Headquarters in Northfield, Massachusetts. These include such widely scattered stations as Arlington and Sequim, Washington; Indian Hills, Colorado; Stephentown, New York; and Atlanta, Georgia. Others are: Castile, Middle Grove, Otto, Quaker Bridge, Mariaville, and Stockton, New York; Granville, Ohio; West Branch, Iowa; Cottage Grove and Eugene, Oregon; Berkeley, California; and Jeffersonville, Vermont.

The Indian Hills Hostel on Spence Ranch, 22 miles up from Denver, Colorado, has a housefather who knows and loves horses, a housemother who is interested in young people. Snuggled in an enclosed Rocky Mountain valley, this hostel is fourteen miles from Black Mountain Ranch Hostel. These two are the nucleus of a loop planned to run out of Denver, with a chain branching off in the direction of Estes National Park.

The new Atlanta hostel, established at the country home of Mr. and Mrs. E. B. Durham, on Memorial Drive, will serve ultimately as base for a complete loop to extend to the lake and mountain districts in North Georgia, connecting with loops already established in North Carolina and running up the coast to New England.

A series of three loops containing 35 hostels is the aim of the Niagara Frontier District for western New York state. These will be developed by three separate committees: Alleghany State Park, Letchworth State Park, and Niagara Falls. There are already eight hostels here. The Quaker Bridge Hostel is in Alleghany State Park and is sponsored by the Buffalo Museum of Science.

In the Great Lakes Council, it is possible that by 1941 there will be new hostels or chains of them from Marinette, Wisconsin, north through the upper peninsula to Mackinac Island and south along the east shore of Lake Michigan to Muskegon. The neighborhoods of Detroit, Cincinnati, Cleveland, Columbus, Brown County in Indiana, Chicago, and Prairie du Chien, Wisconsin, will boast new hostels also.

### League Publishes Booklets

TWO booklets have been published by the national headquarters' office "Bicycle Club Organization" and "The League of American Wheelmen." They are free on request to member clubs, to individuals wishing information and to persons wishing to form clubs.

The booklet on club organization traces the development of a community club from the reasons for organizing such clubs, through the location of clubs, the starting of clubs, how to plan a program and take the initial steps in beginning and points out a few of the activities clubs can participate in.

The League of American Wheelmen booklet traces the development of the League from its founding in 1880 through to the 1940 Cycling platform. The booklet outlines the five-plank platform and describes each proposal in detail and gives the planned future based upon club co-operation.

The organization of and membership requirements of clubs are stated. Copies of these booklets may be had by writing to National Headquarters, 59 East Madison Street, Chicago, Illinois.

# WHY NOT LICENSE BICYCLES? . . .

By Richard O. Bennett

Member of first Kemper Fellowship Class at Northwestern University Traffic Institute in 1936 and 1937 . . . April 25, 1940, became head of the Lansing, Mich., Safety Council; Chairman of National Safety Council Committee on Bicycle Problems.

**I**N the course of a lifetime, John Q. Public is frequently called upon to purchase a license to do something or other. Maybe it's a license so that he may enjoy the companionship of a wife, or a dog; maybe it's a license to own or operate a motor vehicle; maybe it's a license to do a job of plumbing; or maybe it's a recreation license, to hunt and fish.

Does Mr. Public ever stop to ponder why we have licenses? No, he just considers them necessary evils. If someone were to ask him point-blank why we have licenses he would probably produce a what-can-you-do-about-it gesture and remark: "These politicians gotta have dough!"

The trouble is Jack, as Mr. Public has come to be known, has the terms "license" and "registration" confused with the term "taxation." True, the primary purpose of some required licenses is to produce revenue, but in a vast majority of cases licensing is for regulation. Certainly this is the case in registering and licensing bicycles.

Can you conceive what a disorderly jumble our streets and highways would be if there were no regulations; regulations made possible through registration and licensing of vehicles and operators?

Certainly conditions are bad enough in spite of our traffic regulatory efforts, but just imagine how confused they would be if everyone drove just as he chose!

Believe it or not, this is the condition that exists with bicycle riders today. Generally speaking (there have been a few isolated efforts to control bicycling) bicycle riders conform only to their own, often adolescent, best judgments which sometimes are not good, or even half good.

Many cities such as Kansas City, Mo., Milwaukee, Wis., and Evanston, Ill., have demonstrated conclusively that the number of bicycle-motor vehicle accidents, can be greatly reduced through strict traffic regulation. If regulation can do the job for the automobile it can do it for the bicycle.

Obviously, we cannot have bicycle safety without regulation and we cannot have bicycle regulation without some instrument of control; in other words, an enforcement weapon.

This instrument is more necessary when dealing with bicycle riders than with motor vehicle operators because, as we said before, bicycle riders for the most part are children.

In most states children are not subject to the same traffic court penalties as are their elders. Something special must be designed as a penalty for juvenile bicycle violators. The courts, juvenile and other, can't impose woodshed penalties as they would like to in many cases, nor can they expect parental cooperation to that extent. It goes without saying that monetary penalties imposed against the parents do not achieve the desired result with the children.

The penalty must be such so that it is imposed on the violator regardless of age.

A bicycle license provides the means for such penalty through the medium of suspension and revocation.

Registration and licensing change the status of the bicycle in the eyes of the child owner. . . . He no longer considers the bicycle a toy to be used as he sees fit.

Through registration a bicycle becomes something of importance. The child recognizes it as an instrument for travel as well as recreation.

He learns that to be able to ride a bicycle on a street or sidewalk only as a privilege rather than a right, and that other traffic and others' rights must be considered.

He knows that when he oversteps the rules of courtesy and common sense as well as those imposed by the community he is not just "another kid on a bicycle."

He knows he has a license number which will lead to his identity. In this again he learns some of the responsibility that goes with using public thoroughfares.

The licensing of bicycles will undoubtedly change the attitude of law enforcement officers toward violations by bicyclists. The officer, upon seeing a violation by a child rider, needs not feel like a brute taking candy away from a baby when he fulfills his oath of office.—The bicycle license gives him an opportunity to make a record or even a citation without the appearance of "picking on a kid." Violations by bicycle riders should no longer be "nodded at" and thus condoned.

It must be remembered that the bicycle riders of today in most instances will be the automobile drivers of tomorrow and it is an indisputable fact that the manner in which a boy rides his bicycle will reflect on the manner in which he will drive a car when he becomes a motorist.

Safe or unsafe driving practices is a matter of habit to a large extent, developed over a long period. . . . The regulation of bicycles

## REGULATION

through

## REGISTRATION

as afforded by registration can help mold these habits in the direction of safety.

Besides this, the registration of bicycles affords an excellent medium of safety education generally. Through it children learn while quite young many of the traffic regulations which their parents were forced to learn in the hard way.

Properly administered bicycle ordinances provide an annual contact between law enforcement officers and bicycle riders (at the time of re-registration) which is conducive to better understandings of each other's problems. It also affords the officers an opportunity to examine bicycles for mechanical fitness and to see that they are properly equipped with safety devices such as a headlight, a tail reflector, a brake, etc.

Besides the safety factor there is another condition which, in many localities, is deplorable—the matter of bicycle thievery. Nobody knows better than a police officer the futility of attempting to control bicycle stealing when there is no means of distinguishing one bicycle from another.

A would-be bicycle thief knows that unless he is detected by the owner while actually stealing an unlicensed bicycle, the probability of apprehension in possession of the bicycle is highly remote.

It is only when the thief abandons the bicycle that the rightful owner can expect to recover his property. The argument that automobiles, though licensed, are frequently stolen does not hold water, inasmuch as we have no way of knowing what the automobile theft ratio would be were it not for license plates.

It must also be remembered that probably more automobile theft cases are solved than any other one type of criminal endeavor due to license identification. Too often the stealing of a bicycle is the first step toward a criminal career.

The fact that a bicycle can be identified through the license number will be a deterrent to many would-be juvenile bicycle thieves. Licensing facilitates the recovery and restoration, to the rightful owner, of a stolen bicycle.

Before a bicycle registration and licensing law can accomplish the desired ends a number of things are necessary:

Bicycle riders must know the purpose behind each section of the law.

The bicycle riders must know that the law-makers who enacted the law and the police officers charged with its enforcement mean business.

The attitude of law enforcement officers and courts toward bicycle riders must change.

The law must receive a high degree of intelligent enforcement and the courts must support the officers in their efforts.

Parents are important factors in the ultimate success or failure of a bicycle registration law—their cooperation is essential.

Owing to the human element, a Utopian condition cannot be expected. However, there can and must be an improvement in the bicycle accident and theft situations.



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*President of Chicago Council*

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F. A. Baker, *Cycle Trades of America*

# COURTESY WEEK

## To Be Safety Drive In Chicago

WITH "Courtesy Saves Lives" as the official slogan, the third annual "Courtesy Week" will be observed in Chicago from Sept. 29 to Oct. 5 by proclamation of Mayor Edward J. Kelly and edict of the Chicago City Council. The period precedes the 1940 Safety Congress and Exposition, sponsored by the National Safety Council, to be held from Oct. 7 to 11.

Fostered by Mayor Kelly's Keep Chicago Safe Committee in co-operation with leading industrial, commercial, civic, community, social, fraternal, church and traffic club groups, the movement is city-wide and receiving the support of all individuals in an effort to reduce deaths and injuries and accidents from traffic causes.

The League of American Wheelmen has been asked to work with these organizations and to be responsible for cycling activities. Friday, October 4, was proclaimed Bicycle Riders' Day.

## Memorial Plaque For Chapter Member Erected by Club

THE Greenbriar Park Cycle Club of the Chicago Council held a memorial service on August 13 for charter member, William Andreasen, who was killed in an accident in May. The family of the youth with members of the Greenbriar Park district attended the service. Dr. Graydon McK. Powell, National President, was the L.A.W. representative. A bronze plaque was erected in the park.

PEDAL PUSHERS lure their members on Tuesday night rides with "Free Eats" which have been featured at beach parties, hamburger fry and a midnight exploration of a cemetery. "Pedaler" is the club paper which was first issued in August. The club sponsored a cycle train to Rock Creek Park on the Kankakee River in Illinois on August 5.

EVANSTON CYCLE TOURING CLUB follow a novel riding plan: "Gone With the Wind" applies to the cyclists who ride with the breeze until they reach a point where a train is boarded for the return trip. Evanston sponsors a cycle train to Lake Geneva, Wisconsin on Sept. 8. Bill Glass of the club rode 630 miles in six days on his return from Brantford, Ontario, Canada.

Two new clubs join the roster: SPOKESMEN CLUB of Oshkosh, Wisconsin with 28 members and Alan Davis as president; and CRYSTAL CYCLE CLUB, Chicago Council with Adolph Fischer as president.

Wicker Park, Indiana, was scene of cycle trip for OGDEN HILL WHEELMEN of Chicago on August 25.

Some members of ELGIN SPROCKEETERS have ridden 1500 miles since first of May. Members rise with the sun and cycle 6 to 10 miles before going to work.

IRVINGTON CYCLE CLUB in Indianapolis held a picnic lunch and barn dance on a farm outside of Indianapolis. First square dance that any of the members had ever swung.

## National President of the L. A. W.



Dr. Graydon McK. Powell

WIRY, active Dr. Graydon McK. Powell guides the national destinies of the League of American Wheelmen . . . the lighthearted chiroprapist was born in Sidell, Illinois in 1896 on Feb. 25 . . . he was graduated from the Hillsboro High School and took a year of pre-medical study at Washington University in St. Louis when the call to arms was issued and the American doughboys went overseas. . . .

Dr. Powell served two years with the Mobile Hospital No. 3 unit and received his discharge in Europe in 1919. . . . For six months Graydon Powell lived in France . . . toured several hundred kilometers on a lightweight through the chateau country of the Loire River, visiting among others the ruins of Chinon and the Chateau Blois . . . he stayed at inns and enjoyed the sights along the way. . . .

Sara Bernhardt Theater in Paris drew his services as well as those of the Overseas Theatrical League of which he was a member . . . the troupe toured the Province of Orne presenting their original skits . . . musical and otherwise. . . .

"I came back in the same cabin that Dorothy and Lilian Gish went to Europe in to make "Hearts of the World," on the S. S. Louisville."

Hitting Broadway, Powell started a coast to coast vaudeville tour completing the circuit twice and hopping into Canada . . . the versatile cyclist played the piano, organ and saxophone and the 8-piece band headlined at the old Majestic and Palace Theaters in Chicago with such pieces as "The Vamp" and the hit tunes from the musical, "Irene," which was packing them in on Broadway's White Way. . . .

Leaving the backstage props and footlights Powell worked the Southeastern section of the States with headquarters at Atlanta for an appraisal engineering firm and started cycling once more . . . in 1927 he came to Chicago and entered the von Schill College of Chiropody and Pedic Surgery which is operated in conjunction with the Jefferson Park Hospital . . . D.S.C. was conferred on him in 1930 and the new Doctor

established practice at 952 North Michigan Avenue where he still has his offices. . . . For two years he taught related subjects at his alma mater . . . von Schill. . . .

Dr. Powell became interested in Chicago Metropolitan cycling three years ago and went on the Turkey Run trip two years ago and is a charter member and helped found the Sprocket Wheel Cycle Club which has the largest membership in the Chicago Council . . . he was made president of the group. . . . In October last year . . . he became president of the Chicago Council and this year was elected National President. . . .

Prexy Powell has a summer camp at Waukegan Dunes where he spends his summer week ends in pursuit of his second hobby: camping, cycling holding number one position . . . he has ridden three thousand miles in three years and has covered 10 thousand miles in his cycling career. . . .

"Bostock of Picpus" was his companion for many years . . . Bostock was a Belgian and Alsatian Shepherd given him by Paris friends. . . .

Dr. Powell . . . salesman . . . trouser . . . musician . . . teacher . . . doctor . . . army man . . . cyclist . . . camper . . . promoter . . . live wire . . . president. . . .

## Chicago Park District Issues Bike Material

FROM the offices of the Division of Recreation in Chicago have come mimeographed sheets to park supervisors informing them of bicycle club activities and listing the clubs at Columbus, Garfield and Green Briar parks as parts of the regular program of the recreation program. All three of these clubs are affiliated with the League of American Wheelmen.

A roster of the 20 Chicago Council clubs of the L.A.W. are listed with the names and addresses of the Officers for persons interested in cycling to contact.

Recommended by the Continuation Committee of the Illinois State and County Fair Seminar is that recreational facilities for sports of all kinds should be included in all fairs held in the state. The committee also recommends workshops where demonstrations of hobbies and semi-vocational activities for youth and adults may be held.

Phyllis Wadman  
1479 Rascher Ave.  
Chicago



# League of American Wheelmen



# BULLETIN

VOL. II, NO. 8

59 E. Madison St., CHICAGO

OCTOBER, 1940

## Autumn is the Season

# for MEMBERSHIP DRIVES

**T**HE cool days of fall offer some of the most enjoyable cycling weather of the whole year. On the days when the sunshine is warm over a world of brown, red and gold and the dry leaves gather along the sides of the road where they crunch delightfully as rolling tires pass over them, a genuine adventure in contentment awaits those who take to the saddle.

No less enjoyable are the cold snappy days when sweaters and gloves become necessary equipment, and the sharp air makes tingling cheeks as the riders pedal briskly along.

Many cyclists know these pleasures but many more, unfortunately, do not. The latter are for the most part, those who ride occasionally during the spring and summer, but who give up all thoughts of cycling when autumn approaches.

Genuine, dyed-in-the-wool cyclists should search out such persons, sell them a club membership and convert them into honest-to-goodness bicycle fans.

**FALL IS THE TIME FOR AN INTENSIVE MEMBERSHIP DRIVE.**

The better cyclists, who want to cover 30 to 50 miles on a run, should not endeavor to compete with the beginner to whom half that distance or even less, is a killing grind. If the two classes of riders try to ride together the run is spoiled for both of them; so many club members prefer to ignore the more inexperienced and let them remain outside the fold, no attitude could be more shortsighted, yes, enlist beginners.

The biggest need of the cyclists is recognition. The whole situation can be expressed in that one word. . . . Traffic officials are beginning to recognize the bicycle as a definite and permanent factor in traffic problems. . . . Recreation leaders are recognizing the advantages as a means of adult recreation and recognizing the necessity of including cycling activities in their recreational programs. . . . BUT the public generally has not given the bicycle the recognition it deserves.

Proper recognition means more considera-

### *Recognition, Publicity Facilities and Varied Activities Possible Through Membership*



tion by the motorists of the right of cyclists to use the highways with increased enjoyment.

Special places to ride, provisions in highway plans for bicycle lanes past the zones of heaviest traffic, also parking racks to prevent damage to bicycles at points where cyclists gather, and other facilities that are of advantage to every rider.

**RECOGNITION IS THEREFORE OF BENEFIT TO ALL.**

Publicity is the biggest aid to recognition. At a cycling booth at a recent outdoor ex-

position, L.A.W. members interviewed thousands of persons on their bicycle riding activities. By far the greater number stated that they were too old for cycling, this answer coming from people as young as 18 and 20 years of age! When the public is so completely ignorant of the fact that cycling is an adult activity it is no wonder we do not have proper recognition.

Publicity is needed, and the greater the membership the more easily it is obtained. Newspapers give their space to stories that interest the most people. The activities of a big organization is news, that of a little one is not. Furthermore, every member has many friends who do not cycle but who will take cycling seriously because of that member.

Larger membership means bigger and better bicycle activities. A cycle train, let us say, requires 200 passengers as a minimum. With a small membership it is out of the question, but with a large group to draw from it can be run successfully. Thus more varied and more enjoyable programs can be worked out and more publicity secured, for such programs will interest more people.

Every organization has need for money—and generally could use to advantage more than they have. Some exist through donations but most have to depend on dues and special money-raising events. A bicycle club usually is in the latter class and it seems unnecessary to point out the increased revenue that results when support can be drawn from a larger group.

If membership in a bicycle club is to be a source of pride to the member, it must hold his interest. The club must be looked upon with respect by the community. To gain that respect, the club must engage in active community service. This service, together with the activities for members, requires workers to plan and carry out such endeavors.

Practically every organization is hampered by an insufficient number of active workers. If 20 per cent of the membership are good

#### L. A. W. Platform

- To promote general interest in cycling.
- To facilitate touring, club runs, and all cycling activities.
- To encourage the creation of cycling facilities on public lands.
- To educate cyclists in proper riding under varying traffic conditions.
- To advocate the Registration of Bicycles the same as motor cars, at a fee not to exceed 50 cents annually, in the interests of safety; proper regulations and recognition of the bicycle as a vehicle used for pleasure, health and economical transportation.

workers, a club of 50 will have 10 to do most of the work. If 20 are needed, the way to secure them is to double the membership.

By no means the least advantage to present members in increasing the enrollment is the widened circle of friends that each enjoys.

Let every L.A.W. club, therefore, plan a fall membership campaign. New members joining in the fall enjoy many advantages over those who wait until spring. Activities need not cease with the end of good cycling weather for when the snow is too deep for bicycles, skating and other winter sports can be substituted and indoor social activities planned to bring enjoyment to club members.

There are even better opportunities for new members to become acquainted at indoor winter parties than there are on runs where general conversation is difficult. The fall member therefore finds himself feeling like "one of the gang" much more quickly than does the spring recruit.

The club as well as the individual is benefited when new members join in the fall. The program for the coming year should be planned during the winter.

New members should be encouraged to take part in this discussion and be on hand to assist in the work of arranging activities. This not only gives the club the benefit of their help but increases the new member's interest in the club, a benefit that will indirectly produce a material improvement in the organization.

Much benefit will be lost if you wait until spring. . . . So get busy now and bring in new members.

## 70 YEARS YOUNG cycles 70+ MILES

A MILE for good luck plus seventy miles was the achievement of Louis Pierron of the Muni Bike Club in Milwaukee. Celebrating the active gentlemen's seventieth birthday anniversary on September 23, the Milwaukee club rode with Pierron on Sunday for his 71 mile cycle jaunt and presented him with 70 new dimes!

He broadcast over Milwaukee station WTMJ on the "History of Cycling in Milwaukee." His initiation into the cycling world was in 1879 when his grandfather presented him with a bicycle and since then he has ridden a total of 265,000 miles which includes tours of the northern states and the Pacific Coast states and Canada.

In 1892 Pierron joined the L.A.W. and organized the North Side Cycling Club of Milwaukee. He became the state representative of Wisconsin for the L.A.W. in 1895 and staged the Good Roads banquet which was attended by the national officers of the League and resulted in road improvement for Wisconsin. His idea of a road leading through the lake shore towns from Chicago to Milwaukee, became the 85 mile Sheridan Road where cyclists ride today.

Pierron claims that Wisconsin is a progressive state and "what Wisconsin has done before, they will do again."

## Field Workers Plan

### NEW YOUTH HOSTELS

MEETING in annual conference at the National Headquarters of American Youth Hostels in Northfield, Sept. 6, field secretaries from Oregon, Illinois, New York, Georgia, and New England discussed during the week their plans for development of new hostels in their regions.

Led by John G. Hanna, National Field Secretary, the conference reported on growth accomplished in the last year and announced possible additions for 1941. In New Eng-

land, where in 1940 new hostels were opened at Sandwich on Capt Cod, Manchester-by-the-Sea and Georgetown, Mass., Pownal and Newport, Vt., Newbury, N. H., and Cheshire, Conn. there will also be new chains in 1941 to connect hostels in the Berkshires with those along the Connecticut River, announced William A. Nelson, field-worker for New England. "We want also to connect those in the Berkshires with hostels in Vermont," stated Mr. Nelson, "and to establish a horizontal chain across Vermont from Bennington to Brattleboro. Tentative plans for hostels in Maine, adding to the one now in use near Portland, are being formed."

There are now 77 hostels in New England, the most closely organized region in the United States.

## SAFETY GROUP PLANS ROAD MANUAL

GROUP riding rules for bicycle clubs are to be incorporated into a Road Captains' Manual by the Safety Council of the Chicago Council of the L.A.W.

The Safety Council is made up of the road captains of each member club of the Chicago Council and meets once a month to consider the problems and difficulties

that arise during the course of rides. Outside speakers are guests of the Council and give advice on safety, riding regulations and suggestions for organization.

Fred Koenig of the Evanston Cycle Touring Club is chairman of the Council. Many suggestions for safe cycling are to be published in the manual which will be distributed to each club.



LOUIS  
PIERRON

Dr. Harry Lando of Muni Bike Club of Milwaukee presenting Louis Pierron, veteran Wisconsin cyclist, with seventy new dimes on Pierron's birthday anniversary ride. . . .  
Photo Courtesy Milwaukee Journal.

# TRAIL MARKERS SHOULD BE STANDARD

## Use of Trail Symbols Proves Adaptable

WHEN automobiles first came into use, cross-country touring introduced the idea of marked routes. The marking of the first auto routes was accomplished by the use of some sort of symbol. The routes were generally comparatively short, a 100 mile trip at that time being a real adventure, and the symbol gave no indication as to where the route might lead.

Whenever any group of people wanted to make the same trip a number of times, they would think up a new symbol and go spread it along the way. The result was a hodgepodge that no one could understand until the states stepped in and created a unified system.

The idea of establishing marked bicycle routes brought with it the conviction that there should be profit from the automobile experience and a standard set before any marking was done; so the cyclist, whenever he follows a trail, be it in Maine, California or Texas, will find familiar markings.

The selection of a suitable marker required considerable thought. Since most of the bicycle routes are away from the state or county highway system, there is no public agency to erect such signs and the work has to be done by volunteer help from cyclists themselves. It naturally follows that where this is the situation there are little or no funds available for materials for signs and therefore, the type of sign that can be painted on trees, posts, etc. is the most practical. The placing of any kind of lettering in such places is highly unsatisfactory and the use of numbers or letters to designate routes will not do.

There is the further consideration that such numbers or letters might cause great confusion since automobile routes are so marked. Because of the fact that the routes will be few in number, the use of a symbol without any number or letter will be a satisfactory method of marking bicycle trails.

The only place where any other type of sign is necessary is at junctions and intersections. Here signs will be placed that indicate the next town or other definite locality, and the direction.

The spread of the American Youth Hostel system has developed what are called trails, very few in the United States, unfortunately, are marked throughout their whole length. The standard marking for a Youth Hostel route is a 7 inch equilateral triangle with the point up. Since this is a marking that is used all over the world, it seems highly desirable.

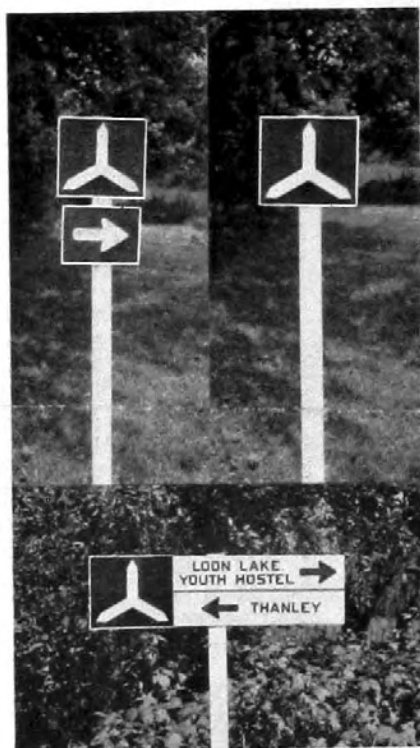
Hostel trails should be understood to mean those routes that run from one hostel to another, and where the two are not more than about 50 miles apart. Bicycle routes that do not connect hostels should have a different kind of a mark, but because of the fact that any of the bicycle trails are likely, with the opening of new hostels, to become hostels trails on short notice, the mark must be such as to be easily changed into a white triangle.

One other consideration is important: Highway officials object very strenuously to additional signs on highways. The more there are, the less attention the motorist

gives to any of them. Since many state highway departments are being forced, in one way or another, to erect signs that they feel are not needed, saying "sign" to them is more or less like waving a red flag in front of a bull!

The practical solution is to make a sign visible to cyclists but inconspicuous to motorists—a result that is easily attained

Indicating a Turn . . .  
 . . . Standard Marker Indicating  
 Trail Straight Ahead



Method of Marking a Junction . . .  
 All photos are for demonstration only.

because of the different speed of travel of the two vehicles.

With the above considerations in mind, the League of American Wheelmen adopted a standard that was worked out by experiments. That is, simple signs were made with different sizes of lettering and variations in other details and were erected temporarily in roadside locations.

Groups of cyclists riding past them tested the signs for "minimum visibility," if such a term can be used to mean sufficient visibility to cyclists and at the same time a maximum of inconspicuousness to motorists. The standard, therefore, was tested under actual operating conditions before adoption.

The standard symbol to identify a bicycle route is a white, inverted "Y," 7 inches across the points, as shown in the photographs. This device can easily be stenciled on trees and posts. (A number of telephone and

power companies have already shown the desire to cooperate in their willingness to allow such signs to be painted on their poles.) It is also easily converted into the standard youth hostel trail mark.

Lettering is used only at junctions and intersections of routes, and at points where it is desirable to call the cyclists attention to scenic or educational features. The type of lettering used at such points is block lettering 1 inch in height.

All signs erected for the benefit of cyclists carry the standard, route sign of the inverted "Y."

Lettering is black on a white background and the bicycle symbol white on a black background. Change of direction on the route is indicated by the standard marker in conjunction with an arrow showing the proper direction.

Individuals or clubs wishing to aid in the establishment of bicycle routes are cordially asked to communicate with the League of American Wheelmen, 59 East Madison, Chicago.

## CYCLISTS EXPAND WORK ON BIKE TRAILWAYS

BEGINNING work on a proposed system of marked bicycle trails, now spoken of as trailways, throughout the Chicago area, member clubs of the Chicago Council have been surveying the back roads away from the main traffic arteries for their possible use as cycling highways. GREENBRIAR PARK CYCLE club under the direction of Robert Weakley has been scouting the roads of north Chicago. EVANSTON CYCLE TOURING CLUB members have been riding and charting the roads leading north and west of the city.

In the state of Wisconsin, the Kettle Moraine Bike-Hike Club has been developing a system of roads for biking to connect with the state forest trails and to run through the Kettle Moraine hill country.

Milwaukee cycling clubs have developed a loop around the city for a 66 mile trailway. The Wauwatosa Youth Hostel is located on the Milwaukee Loop.

In Indiana the Boy Scouts are assisting L.A.W. club members in marking Indiana routes and in Bloomington, club members are using the City Recreation Building in which to paint signs for the trails.

WOLVERINE WHEELMEN of Detroit, Michigan, have a project underway for marking trails throughout southeastern Michigan with a proposal to include the whole state as an eventual project.

Other clubs and individuals are concentrating on the routing and marking of bicycle trails to become a unified system of recreational highways to join with state parks and forests and provide trails from the cities and towns to outside areas.

# BE ON TIME

And Ride With Evansville

**T**HE EVANSVILLE CYCLE CLUB of Evansville, Indiana affiliated with the League of American Wheelmen at the end of August with Mildred Uhde as president; Eloise Dauble as second officer; John Grossman, secretary-treasurer; Alice DeKemper and John Wendling as advisory board and Peggy Kercheval of the city recreation department as sponsor. These officers comprise the club's directing board.

The club was formed on May 12, 1938 at a meeting held in the recreation office. The club lists 13 rules for club riding including: "each member pays his own way; bicycle runs every Sunday morning unless followed by breakfast; wear comfort clothing; carry a first aid kit; club leave at time designated on schedule time says 7:00 that means leaving not ing time. Be on time and ride with club."

**HORN WHEELMEN** of Milwaukee, Wisconsin, affiliate with the L.A.W. with Grover Horn as president and Marguerite Thomas as secretary. This club has been active in racing circles for several years and now enters the touring field.

**CHICAGO CYCLE CLUB** holds three regular rides per week. Ten-mile test rides are required for membership; and twenty-mile ability tests are given to advanced members; and a fifty-mile tourist trial. Leather club emblems are awarded to those who pass the tests.

The club entertained for members off to college this fall. The club membership is now scattered from Washington, D. C., to Oklahoma in various colleges and universities.

The club has to ned a fastriders' section who hold special arly morning runs in addition to the regular club trips.

**EVANSTON CYCLE TOURING CLUB** holds "with-the-wind" rides . . . they leave the club shop early in the morning and ride wherever the wind may take them that day and return in the evening by train.

**GARFIELD PARK CYCLING CLUB** amended their constitution to read: "All members must have lights on their bicycles."

**LANE CYCLE CLUB** members are eligible for their four years of high school and then become graduates and affiliate with some other touring club.

**SPROCKET WHEEL CYCLE CLUB** members held a three-day trip at Forest Lake, Wisconsin and toured the Kettle Moraine hill country.

**MUNI BIKE CLUB** of Milwaukee held a mystery breakfast ride on September 29. All details of the ride being kept secret from the members—something like sailing in the Navy "under sealed orders."

On October 20, the Y Bike Club of Milwaukee is holding a bike caravan to Lake Geneva. Bikes will be transported by trailer and riders will travel by auto. The group will cycle around the Lake a distance of 32 miles and visit the Yerkes Observatory, where the entire horizon can be seen on a 180 degree observation.



## LEAGUE OF AMERICAN WHEELMEN

### NATIONAL OFFICERS

- PRESIDENT . . . Dr. Graydon McK. Powell
- FIRST VICE-PRESIDENT . . . H. S. Morgan
- SECOND VICE PRESIDENT . . . Robert L. Randal
- SECRETARY . . . J. Richard Wilson
- TREASURER . . . Will . . . n, Jr.

### BOARD OF DIRECTORS

- . Graydon McK. Powell, L.A.W.
- . K. Brown, Chicago Park District
- . S. Morgan, L.A.W.
- H. P. Hansen, Chicago Rotary Club
- F. A. Baker, Cycle Trades of America

## Introducing . . .



Photo by Rice Studios

### HAROLD S. MORGAN

L. . . . sident

They call him "Zip" this husky ex-quarterback who directs the destinies of municipal athletics in Milwaukee and who is first vice-president of the National L.A.W. . . . an energy bug who believes in organizing and doing . . .

He's been at it since September 23, 1897, when he was born in Milwaukee—he attended the Milwaukee public schools, high school and the Teacher's College where he romped over the gridiron and captained the basketball squad for two years . . . after coaching the maple court aspirants at Concordia College, he entered the Milwaukee Municipal Athletic Department in 1923 . . .

In 1924, he married his college sweetheart, Nell Whitty . . . Ann the elder youngster

is 7 years old and Tommy boasts of being half past 3 . . .

Long active in youth work . . . Harold S. Morgan has chairmanned the Boys' Work Council of the Optimist International for 2 years . . . member for 4 years . . . member of the Milwaukee Optimist Club . . .

Hostelling has drawn him from Germany in 1936—to England . . . Michigan for 1487 miles in 1937 . . . a two weeks' hostel trip over the California loop . . . a 5 day hostel trip in Michigan with 8 orphanage boys . . . in 1939 a 700 mile trip through Wisconsin with 8 boys and this season's climax through the Ozark mountains with 7 boys . . .

Athletic-minded "Zip" likes rowing and handball and skating . . . he's an expert on the accordion . . . on the harmonica and he boxes with a mean hook . . . He's published a handbook . . . on "hill billy" band instruments . . . he's organized an orphanage harmonica band and has conducted this band for 10 years . . . organized the Junior Optimist Bicycle Safety Campaign which he runs annually . . . he organized the Muni Bike Club of Milwaukee. . .

We introduce . . . Harold S. "Zip" Morgan . . . promoter and organizer . . . a record of achievement to prove his activity . . . recreational leader . . . idol for athletic youth . . .

**T**HE Chicago Council of the L.A.W., composed of about 15 touring clubs, plans the publishing of an eight-page planographed bulletin to be sent to members. The bulletin will contain news on the activities of each club and interesting groups of rides and trips planned. . . . Wiedman of SPROCKET WHEEL CYCLE CLUB is editor of the new publication. The first issue is planned for October.

### Pictures Wanted

**T**O MAKE our issues more helpful in aiding the growth of the L.A.W. will readers please send us short articles and photos of interesting cycle doing . . . Thank you . . . Address LEAGUE OF AMERICAN WHEELMEN, 59 East Madison St. . . .



# League of American Wheelmen



# BULLETIN

VOL. II, NO. 9

59 E. Madison St., CHICAGO

NOVEMBER, 1940

## CHICAGO COUNCIL DOUBLES MEMBERSHIP

### Reports Year of Progress

**R**EPORTING on the progress made by the Chicago Council over a period of one year, Dr. Graydon McK. Powell, Council President gave a summary of activities and accomplishments made by the 20 member clubs of the Council.

Starting in the fall of 1939, the Chicago Council had a membership of 222 enthusiastic cyclists distributed among nine clubs. At the close of the Council year in 1940, the membership had been raised to 472 members and a club roll of 20 clubs.

Following the platform of educating cyclists in proper riding under varying traffic conditions, Dr. Powell told of the Council's establishing safety rules for group riding. Previously, the rules had been issued for the individual riders rather than for a club or group ride.

Road captains were appointed from each club to be responsible for their group. Head lights on all bicycles were required and tail lights were advocated in addition to the required legal reflectors. Night riding came under safety jurisdiction as it became increasingly popular.

Eager to see cycle paths and facilities created in their area, the Chicago council began by contacting the highway departments of both state and county, the planning boards, the forest preserve officials and others connected with control of the public lands; the traffic committees, the chamber of commerce and other civic organizations, the motor clubs and park authorities.

Each agency was told of the plan for increasing safety for both motorist and cyclist through the construction of cycle paths and provision for cycling on the proposed automobile highways to be constructed in the near future.

The whole plan of cycling activity received recognition through the fact that the membership of the Council was sufficient to demand an audience, Dr. Powell reported. The plan for 1940-41 includes the scouting of roads throughout the Chicago area and laying out the groundwork of the trails and cycling areas.

Support of Youth Hostels was evidenced through the Council's sponsorship of a ban-

### BIKE ROUTES SCHEDULED FOR 1941

quet in honor of Monroe and Isabel Smith, leaders of the Hostels in Northfield, Mass.; and by support of hosting trips throughout the middle west . . . L.A.W. council members led two-weeks' sponsored trips held in 1940 for the first time.

Civic organizations throughout the Council area were contacted and through pub-

licity and social channels introduced to the need of cyclists for recognition and consideration. Agencies contacted included park boards, schools, motor clubs, city and state police, women's clubs, Y.M.C.A. and Y.W.C.A. groups, Boy Scouts, Parent Teachers' organizations, also various safety and community committees.

At regular Council meetings, which were held twice a month at a centrally located park administration building, the business session was followed by demonstrations by recreation companies, by motion pictures of national parks, airlines, Mexico, Japan and Hawaii, and Youth Hostel films.

The Council cooperated with civic organizations through participation in sport shows and recreation displays and furnished speakers for several conferences and forums, participated in the safety week promotion of the Keep Chicago Safe Committee, and furnished literature to parks in the area for distribution to those interested in cycling.

Honoring the sixtieth anniversary of the founding of the L.A.W., the Chicago Council held a banquet with representatives from the first meetings of the L.A.W. as special guests and cycling men and women from midwestern cities attending.

Dances, picnics and raffles were held as money-raising events as well as an opportunity to bring all members of the Council together for social and cycling unity. Clubs in the Wisconsin area were installed and helped to organization by Council members.

Five cycle trains were sponsored during the year by the Council and three clubs sponsored cycle trains to which all Council members of the Chicago area were invited as well as clubs from Wisconsin and Indiana.

With a firm organization based on parliamentary procedure and with enthusiastic member clubs and individuals, the Council is now ready to help organize and sponsor other councils in the state in the eventual consummation of a state division. What one council can do, others can do.



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F. A. Baker, *Cycle Trades of America*

## Indian Summer Lures CYCLISTS

**C**RISP fall air and foliage tinted by an Autumn master have furnished the setting for fall trips of many clubs. Three hundred cyclists from Illinois climaxed cycle train activities on October 20 with the Burlington railroad trip to Oregon, 100 miles west of Chicago. Named the "Jack Frost" Cycle Train, the largest turnout of cyclists for the season reported early in the morning at the depot for the ride through the countryside basking in Indian Summer.

Through the Rock River country the cyclists rode to unload for dinner at the Coliseum which was decorated with pumpkins and fall flowers. After dinner, the cyclists rode the winding highway along the Rock River to the quaint and slumberous village of Grand Detour. A stop-over was made at Castle Rock where the cyclists climbed the summit and beheld a panoramic view of the countryside for three directions. Oaks and maples were in soft reds and yellows, future frost hung in the air while the sun shone warmly all day.

Grand Detour is named for the horse-shoe loop that Rock River makes around the sleepy little town. Here is the home of John Deere where in 1837 he and his partner Leonard Andrus built the first mold-board plow. Through the courtesy of Mrs. William Butterworth, the present owner, the home was opened for inspection, and refreshments were served.

Returning at dusk, the cyclists boarded the train at Oregon and rolled back into

the city of bright lights and bustling activity! Twelve hours out for a visit to a century old dreamy village, just a hundred miles from the metropolis!

\* \* \*

As usual the cycle trade men and dealers, and families, turned out in force, amongst whom were noted: Jack Hansen, Christ Hansen and son, Lee,—three generations of bike fans; Max Rieger, Mrs. Rieger and daughter, Maxine, of Arnold, Schwinn & Co.; Jimmy Manton, of Manton & Smith; Lee and 'Frenchy' Hammond, of New Departure; Joe Brenner and family, Paul Hansen and family, L. S. Ewit, John Richards and family, Charley Blankenheim and son, Joe; Stanley Kiddle, of Lake Forest; Mr. and Mrs. Nolte and the Elgin club, A. B. Crosby, of Aurora; A. S. Strandberg of Downers Grove; Harry Clausen and family, Harry Knipp and family—three generations.

\* \* \*

EDGEWOOD WHEELMEN OF INDIANAPOLIS toured Southern Indiana in a trailer tour on October 13. Bicycles were loaded in trailers and taken to Madison where curious spectators gathered to see the cyclists. Advance newspaper stories had brought the townsmen to see what a cycling club was and did.

The club rode from Madison through Clifty Falls State Park, leaving their bikes to explore by foot path the canyons and falls. After lunch they traveled on a surface highway and then journeyed on a gravel road to Hanover Beach. Leaving their bicycles once more, the group climbed the ridge for pictures and a scenic view of the Ohio River and autumn foliage.

Returning to paved roads, the group went back to Madison, ate supper and loaded bicycles into trailers for a moonlight drive to Indianapolis.

## NATIONAL SAFETY COUNCIL REVEALS PROGRAM

**H**OLDING session for the twenty-ninth congress, the National Safety Council, in their committee meeting on bicycle problems, outlined recommendations for the furtherance of safety in cycling. The committee on bicycle problems was created in 1938 by the Council and has since studied bicycle traffic problems and during the past year given major emphasis in the following projects: Promotion of legislative provisions for bicycle licensing and consideration of bicycle as a vehicle; analysis of bicycle accidents and safety programs.

Summary of the report on recommendations follows: Based on the fact that bicycle riders are increasingly exposed to traffic accidents since 1932, because bicycles in use have almost tripled and motor vehicle mileage has doubled.

The committee recommended that regulations for bicycles should be a part of the motor vehicle code of all states and municipalities. But that since a bicycle ordinance is only a charger stating certain rules of conduct, without enforcement activities, the purpose of the ordinance would fail. The committee listed citations for bicycle violations as effective enforcement measures as well as provision to impound bicycles, to suspend or revoke license plates, establishing bicycle courts under the direction of the police department; and sponsoring of bicycle instruction classes.

Construction by state or county highway departments of paths adjacent to roadways where there is, or likely to be, considerable traffic was recommended by the committee. Where the number of riders on a stretch of highway is appreciable, paths are warranted not only from the accident hazard but because of the interference with normal vehicle traffic flow. These paths can generally be used jointly by pedestrians and bicycle riders with greater safety than the mutual use of the roadway by motorists and bicycle riders the committee reports.

The committee supported this contention by saying, "Where there are systems of parkways, bicycle paths may be easily established. These are particularly attractive where they follow rivers, and other scenic routes."

Annual registration of bicycles was also recommended by the committee. In a questionnaire study conducted by the committee in 1939, 20 cities registering bicycles on a compulsory basis, reported the facilitation of more effective enforcement. An annual fee not to exceed 50 cents was recommended. This fee would be the cost of registration, including license plates issued.



THE DEERE HOMESTEAD

Visited by Cyclists  
on the Jack Frost Train

Part of group of 300 cyclists who toured the Rock River country on the Jack Frost Burlington Train. This long hill led from Castle Frock through the woods to Grand Detour where the John Deere home is located. Note cyclists resting at side of the road while others are pumping.





Sponsored by the SPROCKET WHEEL CYCLE CLUB in Chicago, clubs from Indianapolis, Milwaukee and Chicago area rode on a 20-mile tour to the Chicago Municipal Airport where this picture was taken by the American Airlines, Inc. The airline officials showed the cyclists through the plant and explained the mechanics of the transport in the picture.

## CAMPAIGN FOR FUN OPENS NOW

WHEN a club's program of activities runs smoothly, events take place on schedule, publicity is circulated about coming trips and plans, it is the result of careful planning and scheduling several months in advance. It isn't a last minute announcement or an enthusiastic week-end dream of a few members.

That is why NOW is the time to start planning the program of activities for next season. And the basis for any club program should be the wishes and ideas of the majority rather than a program based upon the thoughts of a few individuals. For a program to include the majority should be presented to the club as a whole and be subjected to discussion and alterations. Hence, the club should start building toward next season right now.

Since clubs are now concentrating on fall membership drives, a skeleton of next year's activities should be available to present to the prospective members as a sales point in the membership talk.

Cycling, of course, will be the foundation stone upon which any sturdy program will be built. But provision should be made for other forms of recreational and social activity as well as educational. Winter activities are the easiest to account for since ice and snow reduce cycling activity. These activities might include ski trains conducted much as the cycle trains during spring and summer seasons; skating parties, tobogganing, sleigh rides, and snow parties for outdoors. But even in the winter, the bicycle can be used for brisk rides on a still winter night when the moon is riding high and the snow is crisp. Highways and roads kept clear and warm clothes and the will to ride are the only requisites.

Indoor social events for the winter are many and can include roller skating, indoor swimming, dancing, bowling, indoor tennis, ping pong, archery, golf practice and any other activities in which the group as a unit would like to participate.

Holidays and special events during the winter lend themselves readily to the spon-

soring of parties, beginning with Hallowe'en with its spooks, mystery and costumes, through Thanksgiving, Christmas, New Year's, February with its numerous special occasions, March, April and May Day.

One club holds an annual Thanksgiving dinner for members. Other clubs give folk dancing parties, stage little theater plays, hold card parties and kid parties. There are numerous books published giving interesting ideas on party giving.

When spring drifts into the picture, cycling bursts into activity in full force and then the clubs make special efforts to provide a program to interest new members and at the same time give full enjoyment to their own members.

At this time, clubs should plan rides that will recognize the limitations of the new cyclists and the abilities of the more experienced riders. Several clubs have used the plan of having a loop ride, or a two-in-one, in which two routes are plotted with the starting and finishing points the same; the one group riding a shorter distance than the other.

### L. A. W. Platform

- To promote general interest in cycling.
- To facilitate touring, club runs, and all cycling activities.
- To encourage the creation of cycling facilities on public lands.
- To educate cyclists in proper riding under varying traffic conditions.
- To advocate the Registration of Bicycles the same as motor cars, at a fee not to exceed 50 cents annually, in the interests of safety; proper regulations and recognition of the bicycle as a vehicle used for pleasure, health and economical transportation.

Rides are planned to include not only recreational rides with no particular destination or objective in mind but to have fun and relax; but also trips of educational value. Trips that have been sponsored by clubs include rides to Fort Sheridan in Illinois, the Great Lakes Training Station, industrial plants of various natures, tours of airports and railroads, the Mundelein Seminary for Catholic priests, the Brookfield Zoo, the Borden-Wieland Dairy, the parks and monuments near clubs throughout the states, municipal concerts and lectures and many other points of scenic interest and educational value.

Not only trips and tours for one club are included, but in an area where a council exists, a schedule of trips to which all clubs are participants is outlined and includes picnics, dances and cycle trains.

Issuing a club bulletin is sometimes included in schedules of activities. Financing of these news sheets is helped through local advertising. Such month by month announcement of activities keeps members informed of proposed rides and events, etc.

As clubs become more established, plans are made to raise money for the purchase of uniforms and emblems. Some clubs have advanced to the stage where they can now consider the building of club houses. A few clubs have their own club houses.

But no matter whether the club is just starting or is a flourishing organization of many members, no schedule of club activities can be drawn up and successfully carried out unless the club as individuals has a hand in preparing future events. And majority wishes should be considered. No schedule should be set so rigid that there is no chance for changes in plans. A flexible program should be the rule; for weather and unexpected occurrences can still play havoc with the best laid plans—from a picnic to a cycle train!

If a program is being set up that considers all members, novices and veterans alike, makes provision for a number of varied activities, includes a sufficient number of activities to keep members occupied and interested; then the club is assured of a successful season of cycling and pleasure ahead.

## PHILADELPHIA . . . HAS CLUB HOUSE

20TH CENTURY CYCLING CLUB of Philadelphia has its own club house that is kept open for members' use 24 hours a day. The club sponsors a Show Boat Cruise and holds hay rides, skating parties and dances.

Ruth Freestone and Susan Thomas of the club are to be featured in a "Sport Short" on cycling, edited by Grantland Rice. Frank Smith made an 8-day tour of 350 miles through New York State and Manoa Smith traveled 1000 miles in 9 days through New York.

RAMBLERS CYCLING CLUB of Chicago Council held their annual Hallowe'en party Saturday night, November 2. This party has become an established classic in the Chicago area. The club is purchasing a set of dishes to be used at all parties of the group. All meetings are held in the basement recreation room of one of the members.

For the sixth annual city-wide recreation conference in Chicago, the League of American Wheelmen, prepared a booth and display illustrating the values to be received from cycling, demonstrated correct riding, and distributed literature to those interested in cycling.

Held on November 8, the conference emphasized the part recreation can and does play in the preparedness program. The conference named the family as America's first line of defense and sketched a recreation program for the family group. Sources of recreation in the Chicago area were outlined and each unit gave reports on the work of the past year and the plans for 1941 recreation.

BIKE-O-LEER Club of Cleveland, Ohio, has the largest individual club membership in the L.A.W. Sprocket Wheel Cycle Club of Chicago is second, Shelby Wheelmen of Shelby, Ohio is third, Ramblers Cycling Club of Chicago is fourth, Evanston Cycle Touring Club of Illinois is fifth; and Spokesmen of Oshkosh, Wisconsin is sixth.

SPROCKET WHEEL CYCLE CLUB of Chicago Council held a mystery ride with only the road captains knowing the luncheon place en route. The group met for breakfast and then followed the road captains who seemed to know the way.

November social activity for the Sprockets includes a White Elephant Penny Social and Bingo Party. In December the club is holding a grab bag party and plans to secure contributions for Good-Fellow baskets to give to several of Chicago's needy families.

EVANSTON CYCLE TOURING CLUB of Chicago Council is making a contribution to the Community Chest Fund this year. This is the first year that any group in the area has done this.

BERWYN CYCLE CLUB in Illinois delved into childhood's trunks for costumes and games for their Kid Party. Prizes for the best dressed child went to Dr. Graydon McK. Powell, national president, as Lord Fauntleroy; and to the most original child, Estelle Tomaschoff of the Sprockets.

CHICAGO COUNCIL officers are planning an official visit to each club at one of the business sessions. Clubs sign up for a visit date and the officers attend to judge the club on procedure and offer suggestions for program and activities.



## Presenting . . .

### ROBERT L. RANDAL

L. A. W. Vice-President

THIS youthful second vice-president of the L.A.W. is a creative fellow with procrastination as a habit . . . he dislikes to get at a task . . . but once started follows through with brilliance . . . born in 1918 . . . April 10 in Indiana . . . lived in Irvington, suburb of Indianapolis . . . 18 years . . .

With art as his profession . . . Bob's first job was painting triple-dip ice cream cones on windows of Central Indiana drugstores . . . seeking a livelier occupation . . . started designing bird cages . . . attended school for three years at John Herron Art School . . . on scholarship . . . while there earned money as professional pall-bearer and commercial artist for nudist camp . . . holds U. S. patent on super streamlined lily design casket handle . . . dropped school to join art staff of Rhoades, Hice and Etter in Indianapolis . . . in April, 1940 . . . opened own studio at Circle Tower . . . specializes in cover design and figure illustration work . . .

Enterprising Randal has covered 22 states on cycling tours . . . slept in barns and haystacks . . . six years ago started cycling with Irvington Cycle Club . . . summer vacations from school spent touring! Indiana, Ohio, Kentucky, Tennessee, Alabama, Georgia, Carolinas, Virginia, Michigan, West Virginia, Maryland, Delaware, New Jersey, Pennsylvania, New York, Connecticut, Rhode Island, Massachusetts, New Hampshire, Maine and Vermont and Ontario, Canada . . . one trip lasted 38 days and 2400 miles . . . hostel trip in 1937 through New England loop . . .

Young Randal is unmarried and claims his greatest cycling achievement is crossing the Appalachian Mountains four different times . . . president of the Indianapolis Council . . . interested in development, mapping and marking of secondary blacktop roads in Indiana . . . thinks the cycling sport hasn't even scratched the surface of public acceptance . . .

Ingenious . . . modern . . . active . . . creative . . . cycling enthusiast . . . progressive dreamer . . . Robert L. Randal . . . second vice president . . .

## CHICAGO . . . HONORS HOSTEL LEADER

MONROE SMITH, National Director of American Youth Hostels, came to Chicago, November 8. The popular recreational promoter was honored by a banquet sponsored by the Great Lakes Council of the Youth Hostels and by the Chicago Council of the League of American Wheelmen.

The second rally for both hostellers and cyclists was held at George Williams College where Monroe and Isabel Smith were similarly honored in 1939.

Following the dinner, the group watched the colored films of the three outstanding trips of the Hostels for the summer season of 1940. These trips were the canoe trip by the hostellers through Canada and the first South American hostel trip through the Andes Mountains. The remaining trip was the Rolling Hostel Trip through the western national parks including Glacier National Park in Montana, Yellowstone and Grand Teton parks in Wyoming, and Bryce and Zion parks in Utah.

The entire group participated in folk dancing to finish the evening.

PACIFIC NORTHWEST CYCLING ASSOCIATION held a bike train over the three-day holiday celebrating Armistice Day. The Union Pacific railroad ran the train from Seattle, Wash., to Portland, Ore. The Washington riders left on Friday and toured the Portland area on Saturday and Sunday. The train tour included riders from the two Seattle clubs, Tacoma and Port Angeles clubs, the Sprocketeers of Portland and the Portland Cycling Association and Eugene, Ore. riders.

## Pictures Wanted

TO MAKE our issues more helpful in aiding the growth of the L.A.W. will readers please send us short articles and photos of interesting cycle doings . . . Thank you . . . Address LEAGUE OF AMERICAN WHEELMEN, 59 East Madison St., Chicago.



# League of American Wheelmen



# BULLETIN

VOL. II, NO. 10

59 E. Madison St., CHICAGO

DECEMBER, 1940

## Hosteling

### IS SIX YEARS OLD

**T**WO days after Christmas, hostelers from many states will pilgrimage to Northfield, Massachusetts, to celebrate the sixth birthday anniversary of American Youth Hosteling.

It was December 27, 1934 the first hostel was opened in the United States at Northfield. The opening was held amid jubilation that a movement so strong and with a fellowship and zest for living as exhibited by the European exponents should have found birth on the American continent. But along with the jubilation were the dreams and hopes of future growth.

By the end of four days, 250 overnights had registered. And by the end of the first year, the birthday celebration reviewed the opening of 35 hostels over the New England area. Today for the sixth anniversary, the roll call will list 243 hostels and a registration of over 47,000 overnights during the year.

The birthday celebration has become a pivot for the reunion of hostelers from all parts of the world. From Christmas until New Year the youth of America will trek to Northfield. Tales of trips to China and Japan will be exchanged for accounts of travel through Yugoslavia, Finland and Algeria. Those who have crossed the equator will vie with their experiences with those who have skirted the Arctic circle.

South of the border into Mexico the American hostelers journeyed this past summer. On into the southern continent went the hostelers spreading their fellowship program. They went north, too, into Alaska. Now at the holiday season the pilgrims return to Northfield to relate their successes, their discoveries, their disappointments.

At Northfield, groups will dance the national interpretations of many countries and peoples, will ski and skate, go sleigh riding, will go hiking, will come home to the hostel weary to drop around the fireplace and sing and watch the colored movies of the summer trips.

OSHKOSH SPOKESMEN held a treasure hunt on bicycles. The cyclists wore costumes and as usual with club trips, the destination and plans were a secret.

## WHAT THEY DO

**MILWAUKEE ELECTS:** Dr. Harry Lando of the Muni Bike Club has been elected president of the Milwaukee County Council. Other officers of the Council are Henry Wiegmann as vice president; Grover Horn as secretary and Bee Beck as treasurer.

**PARLIAMENTARY LAW INVADES COUNCIL:** Chicago Council at its regular business meeting held a laboratory on correct procedure for meetings, elections and order of business. Mr. W. T. Wilson of Chicago was instructor for the group.

Method of making motions, amending motions, addressing the chair, voting and discussion were aired in the laboratory. The Council plans to continue the parliamentary law sessions after each business meeting.

**COLUMBUS PARK WHEELMEN** were called for an exhibition of square dancing at a recent barn dance and three of the members walked off with prizes. The group's winter activities include horseback riding, roller skating and dancing.

**GREENBRIAR PARK CYCLE CLUB** is holding a ping pong tournament with singles, doubles and boys vs girls. The club holds a dancing class at the park fieldhouse on meeting nights.

**CHICAGO COUNCIL PLATFORM:** Construction of signs for marking trails in Forest Preserves surrounding Chicagoland; Promotion of bicycle clubs in every section of Chicagoland as well as every park, playground and school; registration of all Chicago bicycles; and promotion of adult bicycle recreation.

**CRYSTAL CYCLE CLUB** holds mystery rides with each member getting a chance to plan a ride and lead the club on one ride; the itinerary and destination being kept secret from the other members.

**PEDAL PUSHERS** are holding an "open house" on January 3 to which all Council members of the Chicago area are invited. The annual visit of the Council officers will be made at this time.

**ELGIN SPROCKETEERS**, as a club, have ridden 1400 miles during the season and many members have ridden as far as 3000 miles.

**GREENBRIAR PARK CYCLERS** are the only club in the Chicago Council to have scouted roads and reported on them. They have covered 400 miles.

**SKI TRIP HEADLINES ACTIVITIES:** Opportunity for winter sport enthusiasts of five states to gather at La Crosse, Wisconsin will be December 26 to New Year's Day. Hostelers and L.A.W. members will gather at the La Crosse Ski Bowl, according to announcement of the trip by Justin Cline, regional director of the Great Lakes Region.

Both skating and skiing will be on the sports docket and both will depend upon weather conditions. Groups are planning to attend from St. Paul, Madison, Chicago, Cincinnati, Milwaukee, Columbus and towns surrounding La Crosse. The cost of the trip will be one dollar per day plus transportation. Mr. Cline stated that most of the groups will travel by private car. Hostelers are urged to bring their own skis and skates but that there will be rental equipment available. The Hostel plans accommodations for 30 to 40 guests each day and the guests are free to come and go as they like. Heaviest attendance is expected for the week end.

### L. A. W. Platform

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## CYCLE LOGIC

### Among Ourselves . . . Psychologically . . .

This column is designed for you, the cyclist; for you, the reader; for you, a spectator; for ourselves as a clinic in which to air grievances; as a forum for discussion; as a bureau of information; as a spot to lecture, to preach, to scold, to praise.

\* \* \*

Long and loud comes the wail . . . "Why join a cycling club?" "What do I get out of belonging to the L.A.W.?" You've heard it said, "The best way to have a friend is to be one . . ." So if you want a cycling friend, the best way is to be a cycling club member. Why? Because the bikers are a friendly lot who welcome you to the fold and become loyal friends.

All right . . . you joined a club and then what? You went to their first meeting and felt so strange. Nonsense. The Club was delighted to have you there. Two dogs meet for the first time eye each other with wary glance and reserved mien . . . but it isn't long before they are canine cronies.

Try a night ride or a steak fry with the gang. You'll go home with new pals and whistling DAISY DAISY . . . you'll remember Bill lugging firewood . . . and Susie opening cans of beans and the songs around the fire . . . and the pedal home under the stars . . . that is a bicycle club.

Your friends through the cycling months that lie ahead of you as a member aren't limited to your own club . . . that club over on the other side of town; that club that rides by the river; those fellows that have night rides . . . they're your friends, too . . . you'll meet them and find they're the same sort of cycling bugs as you and Bob.

Out of this club association you're getting sociability. Remember the song from kid days: "All I want is sociability . . . I'm so very sociable myself . . . I crave sociable society." Here in the club are your sociable companions . . . and they aren't always pedaling a bicycle madly over the terrain or working for cycling paths or carrying on a membership drive.

Cyclists build up their own legion of fun and frolic . . . a group riding together for some time have their own special jokes and songs and ways. They have their favorite eating haunt; the manager recognizes them and turns over one corner for their appetites and lusty songs.

V. K. Brown of the Chicago Park District claims that tradition is the backbone of all sport and just as in cricket, a cyclist has a tradition for his sport.

All right . . . we've told you that you get friendship and sociability out of club membership . . . next month we'll tell you what you can get out of belonging to the L.A.W. now as well as in the future . . .

# WISCONSIN CAPTURES LEAD IN ORGANIZATION RACE

**I**N THE early days of the L.A.W., the organization was composed of Divisions, each Division including the area within the boundaries of a state. Thus there was the Illinois Division, Ohio Division, etc.; all of the member clubs in one state constituting the membership of the Division. Many of the benefits received from the organization at that time were the results of such an arrangement.

Today, modern conditions indicate the need even more than formerly for a similar state setup. The work of the League involves contacts and co-operation with state highway officials, state police, state parks, and many authorities who are concerned with the state as a whole. And for such work, League officers and committees who represent the cycling public of the entire state are urgently needed.

During the "eclipse" of the L.A.W. when public interest in cycling was dimmed by the growing popularity of the automobile, the number of active clubs was reduced to the point where State Divisions could no longer operate as such. Now, however, with the bicycle again claiming its place in recreational activities and the L.A.W. regaining vigor as a result, all eyes have turned to the re-establishment of the old Division organization.

*Wisconsin leads the way.* With a number of L.A.W. clubs scattered through the state and organization work now under way in numerous additional towns and cities, Wisconsin L.A.W. leaders felt that the work was sufficiently widespread to justify recognition of a Wisconsin Division and consequently called a meeting for establishing the Division.

On October 30, representatives of each L.A.W. club in Wisconsin met in Milwaukee to discuss the organization. Dr. Graydon McK. Powell, national president, headed a delegation of Chicago members. After the Wisconsin cyclists were assured that the national headquarters would recognize a Wisconsin Division, the election of officers and organization work was completed.

Victor T. Broome, of the Kettle Moraine Bike-Hike Club of Fond du Lac, was chosen president. Other officers were Alan Davis, Spokesmen of Oshkosh, vice-president; Jeannette Starrine, Muni Bike Club of Milwaukee, secretary; and Leland Jones, Racine Wheelmen, treasurer.

Long active in L.A.W. work and enthusiastic and eager for progress, Broome appointed his committee chairman: Alan Davis, membership; Phil Lyman, Oshkosh, A.Y.H.; Dr. Harry Lando, Muni Bike Club, trails and trips; and Henry Wiegmann, Muni Bike Club, Division Bulletin.

Membership is considered by Broome and the Division members as the most important project facing the group. The work they are planning to do, especially the laying out of trails and marked bicycle routes similar to

the system already begun in Indiana, requires active units in all parts of the state. The organization of a large number of new clubs is the goal that the Wisconsin Division has set.

To accomplish the goal, a plan is being formulated that would involve the co-operation of municipal recreation leaders throughout the state. These individuals constitute the membership of the Wisconsin Recreation Association, a state wide organization whose assistance could be of tremendous benefit to the L.A.W. Almost all, if not all, of these individuals recognize the desirability of including a comprehensive cycling program in their recreational work and many already have such activity under way. Leader of those who have already incorporated bicycle club activities into the municipal recreation program is Harold S. Morgan, Municipal Athletic Director of Milwaukee, organizer of the Muni Bike Club and National vice president of the L.A.W.

In addition to the establishment of cycle clubs in new communities, the membership committee of the Division will aid in increasing the number of clubs in cities where activities are already under way and in adding new members to existing clubs.

As one means of accomplishing the latter, a radio broadcast is being planned that will acquaint radio listeners in all parts of the state with the L.A.W. and its program. This program, as planned, will be broadcast through the cooperation of the Sunday Morning Breakfast Club, a long established Milwaukee organization that each Sunday morning broadcasts a program of current interest. The occasion of the L.A.W. broadcast will draw club members from all parts of Wisconsin and from adjoining states as well in order to participate in the program.

An even larger gathering is expected to attend the Wisconsin Spring Round Up, a project that is the favorite of the tireless president. Tentative plans for this Round Up place is at the Salvation Army camp at Camp Lake, Wisconsin for a week end in the Spring. This camp has equipment for housing and feeding several hundred people, is centrally located for almost all of the clubs, has an excellent swimming facility, and other advantages that make it an ideal place to hold such a meeting.

The purpose of the Round Up is to draw together cyclists from a large area and give them an opportunity to become acquainted with members of other clubs and with different programs of activities. Those planning trips during the coming summer will have an opportunity to meet the people who reside in the territory they expect to visit and to secure assistance in making trip plans. The opportunity to broaden acquaintance and make new friends is one of the most valuable contributions that the L.A.W. makes to its members and the Round Up is being designed to further this end.

Though Wisconsin is the first to re-establish its state Division, other states are on the way and next year will probably see several other Divisions organized. The pace that Wisconsin is setting, however, indicates that the Badger home has good intentions of keeping ahead in energy, enthusiasm and development and that any other state that aspires to surpass the number one organizer will have a real job before it.

**Merry Christmas**  
and the best of cycling in a  
**HAPPY NEW YEAR**

# INDIANA ROUTE PLAN

*Being Pushed To Include  
Around-City Loop For Indianapolis*

.... COUNCIL WORKS ON MEMBERSHIP



JACK SNYDER, Irvington Cycle Club and Indianapolis Council, nails sign to mark Indiana Bicycle route . . . Cyclist passing was so interested that he stopped to watch the work . . . Difference between experienced rider and novice can be seen by noting rolled pants legs, shoes and bicycles.

**E**XTENSION of the Indiana bicycle routes was the dominant note of the November meeting of the Indianapolis Council. Both legs of the Brown County Loop, now marked over most of the 200 miles of its length, were started at the edge of Indianapolis with the future plan that a round-the-city loop would be laid out to connect all routes, present and future, radiating from the city. The clubs of the Council are now at work to choose the roads for the round-the-city loop.

Maps showing all of the roads in the vicinity of the city have been secured and the members are now scouting the roads to determine the condition of the road surface and the suitability for bicycle traffic. After this information has been recorded on the maps, the clubs of the council will check with the highway authorities who have complete information on the volume of automobile traffic on each road. With all data at hand, the roads for the bicycle loop will be selected on the basis of good surface and light traffic and that will connect for a continuous loop around the city.

The plan calls for two and possibly three such loops, one within the other so that all will intersect the routes that will run from the city in all directions. Thus a network will be formed entirely surrounding Indianapolis so that cyclists on any side of town will have safe riding roads near at hand.

Indianapolis offers several opportunities in the way of future development of cycle

paths connecting the residential sections of the city with the outer loops. The "city fathers" have visualized the desirability of city parks laid out in long connecting strips rather than in isolated spots for several years. Purchase of land for park purposes has been made with this plan in view. The terrain is adaptable for this type of expansion of strip parks since the city has waterways of various sizes cutting through, and park development has been laid out on the banks of these streams. Thus Indianapolis has public-owned land where there is room for cycle paths and construction of such awaits only a loud demand from the cycling public.

Another excellent opportunity for a cycle path is on the banks of an old canal that wanders into the heart of the city. In fact, in the early days of cycling, a path ran along the banks of the canal and hundreds of cyclists once pedaled their high wheels along the water's edge. The Indianapolis Council has a goal set so that they may open this same path again to cyclists.

Other plans formulated by the Council was a wide-scope spring event to inaugurate the cycling season and a big membership drive. The Council meets once a month on the second Tuesday. Robert Randal of the Irvington Cycle Club is president, Frank Powell of Edgewood Wheelmen is vice-president, William Dehn of Irvington is secretary and Felix McWhirter of Edgewood is treasurer.



J. RICHARD WILSON

*Our National Secretary*

J. RICHARD WILSON . . . has the job of organizing, of suffering growing pains with each new club, his is the job of salesmanship, of making contacts . . . and he does it well . . .

Twinkle-eyed, easy going, Wilson has proven his versatility and adaptability through 43 years of diversified activity . . . born in Illinois, public schooled in Illinois . . . B. S. degree from Armour Institute of Technology in Chicago . . . chemical engineering . . . summers spent in wire mill at Waukegan . . . chosen for Phi Lambda Upsilon chemistry honorary . . . nose broken playing tackle for junior college eleven . . . sheep cuticle in hand, went to work for American Steel and Wire Company . . .

Signed with Naval Reserve during war . . . signed out with Ensign Commission. Back to work at Waukegan with wire mill . . . assistant foreman in baled tie and galvanizing section . . . chemist in the lab . . . made nails, barbed wire and other wire products . . . learned wire and steel business from hearth to lab. During the Terrific Twenties was in three-way partnership in Screw Machine Specialty Company . . . turned out punch parts and screw machine work . . . airplane parts were not standardized as present . . . so Wilson turned out his own design for parts and fittings . . . some later adopted by U. S. Army.

Terrible Thirties rode in on the back of Old Man Depression . . . the National Secretary turned to sales work . . . worked through Illinois with gas heat installation . . . organizing was a hobby as far back as the fifth grade when he formed a boys' club . . . organized a drum and bugle corps . . . wrote the first instruction book for piston valve bugles.

Did field work for the Youth Hostels . . . worked in Chicago region . . . organized original hostels in Wisconsin . . . founder of Cycleers, cycle club in Villa Park . . . member of American Legion . . . played cornet in band and orchestra . . . only hobby now is CYCLING . . .

His cousin was in nurses' training in Montana . . . she had a roommate . . . the roommate became Mrs. Wilson in 1921 . . . has two daughters . . . Marjorie and Eleanor . . . and the whole family has bicycles and rides . . .

With deep faith in the future of the L.A.W., the national secretary is an organizer, is a salesman, a promoter with "Quits" an unknown word in his vocabulary.

We give you "Dick" Wilson . . . national secretary . . . genial, tireless, tolerant, fair . . . an interest in everyone . . . sincere . . . a salesman . . . a visionary and a good fellow . . .

# SCOPE OF L. A. W. WIDENS

## With Recreation Directors

WITH over 6000 citizens of the Chicago area, Illinois, Indiana, Wisconsin, Ohio and New York participating, the sixth Recreation Conference was held in Chicago. Represented at the Conference were civic and social organizations, district and local recreation committees and recreation agencies. Recreation opportunities for adults and youth were graphically presented by organizations with display exhibits and demonstrations.

More than a thousand leaders and directors for recreation attended the dinner session and heard Dr. Malcolm MacLean, president of the Hampton Institute, who told the group that "planned recreation does more to dispel the bloody fogs of group hatreds than can any other force except disaster. We shall have to purge ourselves of these hatreds either by learning to work and play together or by going through war and death together . . . Planned recreation can do the job here in the United States."

Groups ranging from 350 to 600 persons attended the afternoon sectional meetings which included camping, the family, nature and resources, civil morale and youth's leisure time. G. Ott Romney, national director of recreation for the WPA, emphasized recreational opportunity as a social responsibility, "a responsibility of the people and the government collectively."

Charles E. Henry, research director for the national council of the Boy Scouts of America, stated that "recreation in and of itself is a good thing, and the American people are fortunate to be able to hold a conference for discussion of problems and to take home the experience of others."

"Just as we are convinced that the task of the immediate present is not one of war but one of preparedness for defense, we must recognize the need for recreation on an equal footing. There must not be any retrenchment of recreation, of music, of drama, of sports of any of these community morale building forces . . . for if there is such a retrenchment it will be responsible for weakening our country just that much for defense," said Dr. Philip L. Seman, chairman of the Chicago Recreation, in speaking on the theme of the conference, "Recreation and Preparedness."

The Chicago Council of the League of American Wheelmen had an exhibit including pictures of cycling, a roller and a bicycle equipped with a speedometer. Literature on the organization was distributed and registration of leaders and directors was conducted. The youth leaders and those concerned with adult recreation activities stated that their groups were interested in cycling and that more and more were holding group rides and planned activities for those interested in cycling.

The leaders also brought out the fact that cycling was a new development in many of the programs and as yet was not regulated and in many programs was fighting for recognition to be included as a sponsored activity.

From the conference, the L.A.W., secured contacts with Chicago recreation leaders, P.T.A. groups, education clubs, Boy Scouts, C.Y.O. and Y.M.C.A. groups, women's clubs, auxiliary groups for national fraternities,

and settlement and W.P.A. programs. These various leaders are interested in co-operating with the League on a general program of cycle promotion, safety education and recognition of the bicycle.

## Youth and Leaders Meet



BEN SOLOMON of Peekskill, New York, editor, Youth Leaders Digest; ROBERT WEAKLEY, president of Greenbriar Cycle Club in Chicago; and J. R. BATCHELOR, National Recreation Association with offices in Chicago, pause for a camera record at the Recreation Conference in Hotel Sherman on November 8. Weakley demonstrated the roller in the L.A.W. exhibit booth.

## YOUTH HOSTEL HEAD

### Tours Great Lakes

MONROE SMITH, executive director of the American Youth Hostels, had an entertaining time on his annual visit to the Great Lakes Region. He visited Cleveland, and Columbus in Ohio, Detroit in Michigan, Chicago in Illinois, Milwaukee and Madison in Wisconsin and St. Paul in Minnesota. Each stop was the occasion of an enthusiastic gathering of hostellers who feted the leader with dinners, parties and saw the colored movies of the summer trips.

From the Great Lakes Region, Smith headed for the Midwest Region with headquarters at St. Louis.

Columbus held a dinner in the Malted Milk Shop with 75 guests attending.

Chicago honored Smith with a supper and folk dancing gathering at the George Williams College. Over 225 hostellers saw the



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movies. At Milwaukee, 200 hostellers and recreation men gathered for a pancake supper and 300 participated in the folk dancing. Carl Zeidler, mayor of Milwaukee, officially welcomed Smith and gave his public endorsement of the hostel movement.

In cities where there were L.A.W. clubs, the clubs and councils cooperated with the local Hostel group in feting Smith. The A.Y.H. report estimates that more than 80 per cent of hostel pass holders are bicycle riders.

## Pictures Wanted

TO MAKE our issues more helpful in aiding the growth of the L.A.W. will readers please send us short articles and photos of interesting cycle doings . . . Thank you . . . Address LEAGUE OF AMERICAN WHEELMEN, 59 East Madison St., Chicago.