

Instructions for Placing Metal Signs

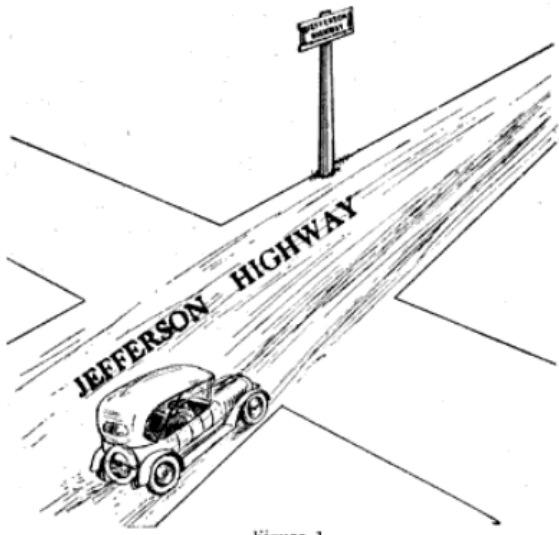


Figure 1

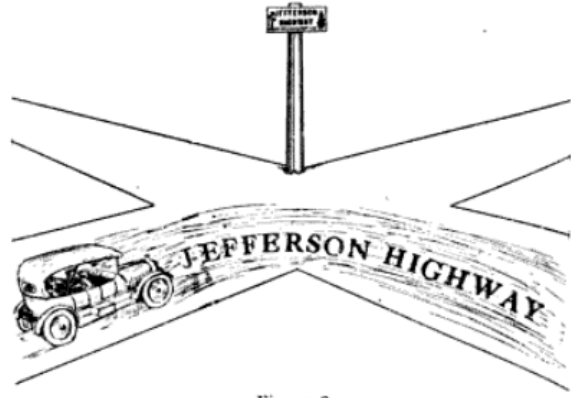


Figure 2

THE ASSOCIATION had hoped to be able to organize a force to go over the Highway to place these signs, but for various causes too numerous to relate here, it had to give up this plan and do the next best thing, which was to send the signs to the chairmen of the various Jefferson Highway county boards for erection in the proper places on the Highway.

It is desired to have a sign located at every cross road, or diverging road, where a perfect stranger might be confused on a dark and stormy night, as to the proper direction to drive.

Of course, indistinct trails, woods roads or private roads, which are little traveled in comparison to the Highway, do not need a sign unless at a turn in the Highway where one might naturally keep straight ahead in the dark.

CROSS ROADS, at right angles to the Highway, where the right course is straight ahead, should be indicated by setting the sign parallel with the Highway as shown in Figure 1.

CROSS ROADS where the Highway turns to right or left of its previous course, the sign should be placed on the outside of the turn and, quartering across the corner, as shown in Figure 2.

WHERE THE ROAD FORKS the sign should be placed at least ten feet beyond the fork of the road and on the opposite side from the diverging road. Figure 1.

The purpose in setting the sign straight or parallel with the Highway, at a cross or diverging road, where the Highway course is straight, and at an angle, on the outside of the turn, where the Highway course turns instead of continuing straight; is for the benefit of night driving, especially driving at night during a storm.

The headlight will not disclose the sign set straight with the road, and as there is no turn to make, it is not necessary that it be seen; but where there is a turn, the sign set at an angle on the opposite, or outside corner, will flash up in the headlight, signifying a turn and suggesting the advisability of getting under control.

Owing to the constantly advancing prices of material and labor, and the difficulty of getting either, even at these advance prices, we had to accept a much lighter grade of steel than we wanted.

IN ORDER THAT THESE SIGNS MAY NOT WHIP IN THE WIND and break the enamel, it will be necessary to reinforce them with a strip of wood one inch by two inches by thirty inches (1" x 2" x 30") as shown in Figure 3.

ONE THOUSAND OF THESE SIGNS WILL HAVE FOUR (4) BOLT HOLES near the center and are to be fastened on the post as shown in Figure 4 with four $\frac{1}{4}$ " x 4" machine bolts.

Each of these bolts should be supplied with two washers. One lead washer on the head of the bolt, to prevent it from chipping the enamel, when the nut is drawn tight, and an iron washer under the nut.

The wood cross pieces should be flush with the top and bottom of the sign as shown in Figure 4.

Before fastening the sign to the post, the post should be flattened at the top as shown in Figure 5, on both front and back to a thickness of $2\frac{1}{2}$ ".

The posts should be ten (10) feet long, set two (2) feet in the ground and well tamped. It will be found better to place the signs on the posts before setting the posts.

FIFTEEN HUNDRED OF THE SIGNS WILL HAVE 8 HOLES—four (4) in each edge of the sign, of a size to take No. 7- $\frac{5}{8}$ " round headed brass screws. A small lead washer should be placed under the head of each screw to prevent cracking the enamel, see Figure 3 and Figure 6.

In this case, the wooden strips should project one (1) inch above and below the sign, to permit of nailing to post. Figure 3 and Figure 6. Care should be taken not to strike the sign with the hammer as it will crack the enamel.

Before nailing to the post, the wooden strips should have four (4) holes bored in them four (4) inches apart, large enough to prevent splitting the strip with the 16 d nails.

Then the wooden strips with the sign attached are to be nailed to the post with 16 d corrugated galvanized nails.

The bolts, nails, screws, lead and iron washers, will be found packed in the end of the crate containing the signs.

The posts should be of the most lasting wood available, preferably cedar, and five (5) inches in size at the top.

It is hoped that the signs will all be in place by the time of the Relay Run and so substantially put up, that they will stand for years, a distinctive feature of the great Highway.

Please report as soon as signs are in place.

JEFFERSON HIGHWAY ASSOCIATION,
By J. D. Clarkson, Gen'l Mgr.

(From the Clearbrook, Minnesota, Journal)

"Tuesday evening a happy bunch of automobile owners in Clearbrook met and organized the Clearbrook Automobile Club. A membership fee of \$10 for the season was arranged.

"This year should be a red letter year in the history of Clearwater county as far as road building is concerned. Ten thousand dollars federal aid is set aside for us at St. Paul, through the good efforts of Thief River Falls, Red Lake Falls and Bemidji."

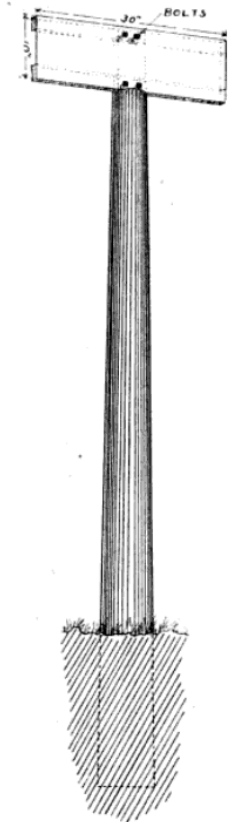


Figure 4



Figure 3

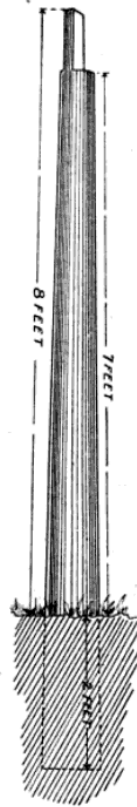


Figure 5

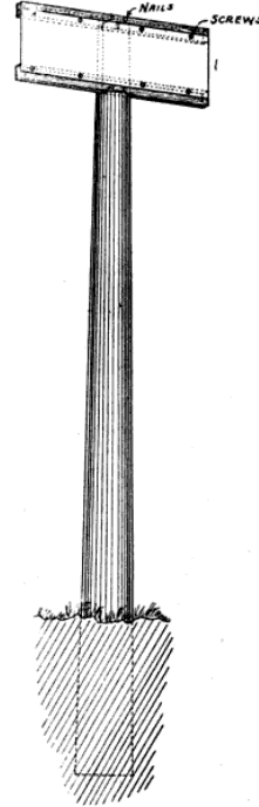


Figure 6