

RESOLUTIONS ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS AT ITS 1924 CONVENTION REGARDING TRAIL MARKING WHICH LED TO THE APPOINTMENT OF THE NATIONAL JOINT BOARD COMPOSED OF STATE AND FEDERAL HIGHWAY OFFICIALS

WHEREAS, this association has adopted the report of the sub-committee on Traffic Control and Safety recommending the immediate selection of transcontinental and interstate routes from the Federal Aid Road System, said roads to be continuously designated by means of standard highway marking signs and protected by standard traffic warning signs; and

WHEREAS, this system of highways when established and marked will satisfy the demand for marked routes on the part of transcontinental and interstate traffic, thus meeting the need which has been met in the past in a measure by the marked trails established by the reputable trails associations; and

WHEREAS, many individuals have sought to capitalize the popular demand for interstate or cross-country routes by organizing trails, collecting large sums of money from our citizens and giving practically no service in return, with resulting discredit to the reputable trails associations which have heretofore rendered distinct public service by stimulating highway improvement, maintenance and marking;

NOW THEREFORE BE IT RESOLVED, that this Association hereby recommends to the several States that the reputable trails associations now existing be permitted to continue their markings during their period of usefulness, pending the establishing of the proposed marking system, unless such action shall conflict with the marking systems and policies now in force in the several States;

BE IT FURTHER RESOLVED; That no trail association be permitted to establish further routes on State or Federal Aid Routes; and

BE IT FURTHER RESOLVED: That we hereby warn the citizens of this Nation to investigate carefully the responsibility of trails organizers and demand convincing evidence insuring proper expenditure of funds before contributing to or otherwise supporting such agencies.

NATIONAL COMMITTEE APPOINTED
United States Highways Adopted and Numbered

In keeping with the foregoing resolutions the Joint Board was appointed by the Secretary of Agriculture as head of the Federal Road Bureau. This Board, through recommendations from the 48 states, adopted a system of interstate or national travel routes to be known as "United States Highways" to be built and maintained to carry overland travel properly at all times, and to be numbered and marked "U. S. Highway No.-----." These United States Highways will be through routes; the confusing routes so extensively promoted and marked will not have any official standing. The Old Spanish Trail route and the United States Highway designation are the same, so regardless of conditions elsewhere those complications as to name and number do not arise in our case.

We have been advised the minutes of this Joint Board show the attempt was made to eliminate all names and fix numbers only, but some of the established national routes are too important for this action to prevail. We have also found some highway officials still confused on this subject.

The Lincoln Highway Forum article, reproduced on the inside cover page, discusses these questions and the problems and reactions that are arising. There are undoubtedly localities and prominent highways not so easily adjusted to this movement as the Old Spanish Trail.

Thos. H. Mac Donald, Chief of the Federal Road Bureau, makes very clear his understanding and attitude that the names are not to be arbitrarily eliminated. Our work now should be to plan and put into effect the Old Spanish Trail marking and signing for the good of this South country without concerning ourselves with the problems in other sections.

Mr. MacDonald's letter follows;

UNITED STATES BUREAU OF PUBLIC ROADS
WASHINGTON, D. C.

April 13, 1926.

Hon. Earle B. Mayfield,
United States Senate.

My dear Senator Mayfield:

At the first meeting of the Joint Board appointed upon the request of the American Association of State Highway Officials to consider the uniform marking of important interstate highways, consideration was given to the matter of the named trails and highways. It was the opinion of the Board at that time that the naming of highways was a matter entirely within the jurisdiction of the States, and if the individual States desired to perpetuate the names there would be no interference on the part of the Joint Board, nor would any action taken by the Joint Board prohibit the continuance of these names.