

# Route Marking Department

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The first stage marking across Texas is now in progress. All this work is in cooperation with the State highway departments for the permanent marking must be the same thru all the states and a clear guide to travel night and day over plains and mountains and thru busy city streets.

Blue print specifications for the most thorough and attractive route marking in the United States are now completed for distribution. This combined Old Spanish Trail marking embraces the U. S. standard numbering system and the OST colors and special signing. Through the women's beautification department special signing of historical and interesting places will be included—artists have designed a marker for this according to old Spanish art. Columns will mark county and state lines—architects acquainted with ancient Spanish art have designed forms for these. City and town entrances are other signing and beautifying plans, a method that will substitute beauty for the billboard or advertising signs at city or town entrances. Altogether, this color and special signing combined with the U. S. shield will make the Old Spanish Trail a delightful route to follow. A section will be selected for introducing this marking and signing in all its interesting phases; West Texas is seeking the privilege of being first in this work.

## Removing Advertising Signs

The highway departments are clearing the highways of advertising signs, trail promotion marks and other litter that have accumulated thru the years. The Old Spanish Trail finds it a pleasure cooperating with these efforts for a well regulated, well marked trunkline. Maintenance forces are developing special pride in their work and tourists frequently comment on the nice appearances.

## Lincoln Highway Marking

The Lincoln Highway announces all its states but one are now cooperating on the Lincoln Highway marking. This distinctive signing of a nationally noted highway, coupled with the U. S. Standard numbering and signing, is the ideal plan for great trunklines like the Lincoln and the Old Spanish Trail.

# Tourist Department

Because inquiries are now covering a wide range a Tourist Department is being established to gather information and provide for its distribution. The development of this travelog into a quarterly publication is one of the first results. Over 1000 auto clubs, tourist directing bureaus and Old Spanish Trail agencies thruout the United States and Canada now distribute these travel bulletins—this issue brings the total distribution to 75,000. Chambers of Commerce and local advertising campaigns do not supply the comprehensive information desired by the person planning an automobile trip.

## Letters from Everywhere

OST headquarters also receive letters constantly from individuals seeking maps, or the old history story, or the location and character of auto camps and hotels, road

conditions, opportunities for settlers, and from schools, students, librarians, writers and magazine editors calling for printed matter, photos and special information.

## Travel Helps in Preparation

The Association has in preparation the following:

a. The old history story. Qualified historians along the Old Spanish Trail and also faculty members of State Universities acquainted with old Spanish history and literature are cooperating in this work.

b. A complete description of the OST territory from St. Augustine to San Diego is nearly ready—it embraces the growth, attractions, industry and historical background of all localities. This data has been gathered thru tens of thousands of miles of auto travel the past ten years and also by the present cooperation of over a hundred OST people and local organizations.

c. A pocket travel map is partly ready. An experienced national map maker and travel authority is preparing this. A trip over the highway will be necessary to complete the travel service information.

d. Information directly necessary to the traveler, such as this travelog aims to carry, is being constantly gathered and edited for national distribution.

e. A graphic map of the Old Spanish Trail is being supplied to the tourist directing agencies. It shows in colors the pavement, the gravel and the other road surfaces and gives inquiring travelers at a glance a clear understanding of the good driving conditions now prevailing and the rapid extension of paved surface.

## Dangerous Bridges and Dips

Highway Departments in many states no longer build narrow or "bottle neck" bridges, nor are they built at right angles to the streams with dangerous curve approaches. Bridges are now designed to cross the streams on a safe line with the road. The time has come also for the dangerous dips in the Southwest to be replaced with culverts.

## Safe Road Widths

The California Highway Commission is now making no pavement less than 20 ft. in width and in sections close to large centers widths of 30 and 40 ft. are used.—California Highways.

It is now recognized a "travel lane" requires 10 ft. A 20 ft. roadbed or pavement is safe so long as traffic moves freely in two travel lanes; when three travel lanes are needed, a 30 ft. roadbed or pavement is necessary. There is no safe width in between.—Ed.

## Don't Help the Roadside Advertisers

Help improve roadside appearances by refusing to patronize concerns that litter the landscape with the advertising signs. Encourage the roadside stores and service stations that maintain attractive buildings and grounds.

## MANAGER WANTED

A man experienced in tourist and highway work is wanted as manager of the tourist department of the Old Spanish Trail. Probably a half of his time should be spent on the highway gathering information, building up the service, and developing this travelog into the best possible source of information respecting the Old Spanish Trail territory.