
WEDNESDAY, JUNE 11, 1930

MT. JOY BULLETIN
MOUNT JOY, PA.
J. E. SCHROLL, Editor & Pro'r.

Stronger Bulbs Permissible

An increase from 21 to 32 candle power in automobile head lights is now allowed in this State, says the commissioner of motor vehicles.

WEDNESDAY, SEPTEMBER 10, 1930

MT. JOY BULLETIN

MOUNT JOY, PA.

J. E. SCHROLL, Editor & Pro'r.

Autoists Drove a Flivver Backward From New York to Pacific Coast and Return X

New York--Jim Hargis and Charlie Creighton are back in New York after backing all the way to California and backing back again. For forty-two days they have seen everything backwards and they nearly backed into Pier Z instead of a pier where their friends were to welcome them yesterday afternoon.

Forty-two days ago the two youths, who come from St. Louis, where other non-stop flights of reality and imagination have been incubated, left the Battery in a flivver which had but one gear, reverse. Their dashboard was equipped with a wide-vision rear mirror, and their bright lights were draped from the after-deck of the vehicle.

Otherwise their equipment was standard. They proposed to drive their machine backwards all the way to California and return. An obliging oil company bet them the cost of gas and oil they couldn't do it. But they did.

They backed their car over the Lincoln Highway to Chicago, out through the wide open spaces of Kansas, New Mexico and Arizona and up to the back door of the Los Angeles City Hall. Their motor never stopped running, and until they reached New Mexico, where they were stopped by washouts, their progress was never stopped. They took turns driving and sleeping, and ate from a well-stocked commissary department they carried with them.

MT. JOY BULLETIN
MOUNT JOY, PA.
J. E. SCHROLL, Editor & Pro'r.

WEDNESDAY, JANUARY 14, 1931

Opened a Branch
The Chevrolet Commercial Body
Division, a branch of the General
Motors. opened a truck assembly
plant at Harrisburg.

WEDNESDAY, JUNE 29th, 1932

MT. JOY BULLETIN
MOUNT JOY, PA.
J. E. SCHROLL, Editor & Pro'r.

New Inspection For Autos Near

NEXT OFFICIAL INSPECTION AUTHORIZED BY STATE FROM JULY 1 TO SEPTEMBER 30—INSPECTION STATIONS ANNOUNCED

The tests, official inspection stations are authorized to make during the compulsory motor vehicle inspection period, July 1 to September 30, inclusive, were announced by the Department of Revenue. All Pennsylvania-owned motor vehicles, regardless of previous inspection, must be reinspected during the period.

Inspection of service brakes and emergency brake is required. They must be adjusted and relined when necessary. Brakes must be road tested to ascertain stopping distances. Front wheels must be checked for alignment and adjusted if out of line. Inspectors are required to jack up the front, inspect front end and also check steering wheel play. Horns windshield wipers and mirrors are subject to tests.

In checking lighting equipment, the doors will be removed from headlamps
(Turn to page six)

New Inspection For Autos Near

(From page 1)

to allow inspection of bulbs and reflectors. Bulbs will be checked for candlepower, discoloration or sagging filaments. Reflectors must be polished replated or replaced if brass shows through reflecting surface, if pin holes or small pots are bunched, or if reflector is rusty or dented.

Both headlamps are required to light in the driving and tilted position. Lenses must be clean, not cracked and of the same make in each headlamp. Headlamps must be properly focused and aimed, with necessary loading allowance. Rear lamps and stop lights also will be checked.

The condition of tires will be checked. This check is an added safety precaution and is for the benefit of the vehicle owner. The condition of tires, unless continued operation with them is considered too dangerous, will not effect the issuing of approval stickers. Stickers will be issued only when the law has been complied with.

MT. JOY BULLETIN
MOUNT JOY, PA.
J. E. SCHROLL, Editor & Pro'r.

WEDNESDAY, FEBRUARY 8th, 1933

—•••—
That's a Slight (?) Gain
In 1906 there were 200 automobiles
owned by residents of Lancaster Coun-
ty. Today there are 40,000.
—•••—

The Pennsylvania Department of Highways has adopted a new standard of signs for providing warnings and information on State highways in this Commonwealth, Secretary Samuel S. Lewis announced today. Information is embossed in black on a white background. Symbols are employed to denote most conditions requiring caution. Any lettering is of the utmost brevity and simplicity. The new signs will be placed in position as rapidly as possible.

The most important departure of the new standard from State highway signs previously used in Pennsylvania is the adoption of symbols. These symbols have been developed after extensive experiments conducted during the past year on Pennsylvania highways.

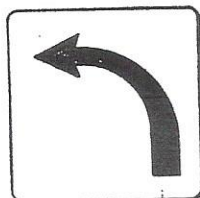
The chief purpose of the symbol sign, Secretary Lewis said, is to give the motorist at a single glance the information necessary for his guidance in the situation presented. The symbols adopted are so plain that they can be readily understood by the most illiterate individual or by those whose vision may be defective or so obscured that they could not readily decipher lettered information.

A curved line bent to the left with an arrow at its upper end indicates that the motorist is approaching a left curve. A similar line bent to the right indicates a right curve. A line right-angled to the left indicates a left turn, while the same angle placed in an opposite direction denotes a right turn. Two simple crossed lines denote crossroads. A left intersection is indicated by horizontal and vertical lines joining in T-shape with the horizontal line projecting to the left. An exactly opposite symbol indicates a right intersection.

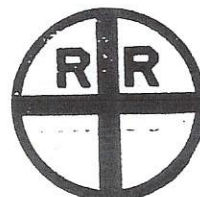
A dead-end intersection is symbolized by a T in up-right position. A line tilted to the left with two curves in opposite direction indicates left reverse curve, while a similar symbol with tilt to the right indicates a right reverse curve. In case an intersection is encountered on a simple curve or a reverse curve there will be a straight line joining or bisecting the curve symbol to indicate character and direction of the intersection.

The new signs are of standard dimensions, 24 by 24 inches, excepting the railroad grade crossing symbol, which is of the familiar corcular shape with black border and bisecting lines and with the letters RR in the upper sectors. Another variation is the octagonal stop sign with which all motorists should be familiar, as it has been the accepted standard in Pennsylvania since designation of stop intersections. All of the signs will be placed in square position, the diamond shape formerly used for certain cautionary signs having been entirely abandoned because of the hazzard presented by the projecting points.

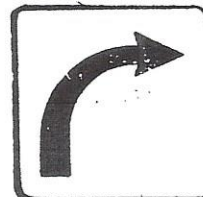
SYMBOLS NEW FEATURE OF SIGNS FOR PENNSYLVANIA HIGHWAYS



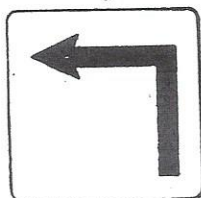
LEFT CURVE



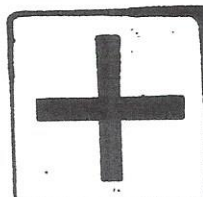
RAILROAD GRADE CROSSING



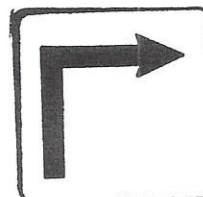
RIGHT CURVE



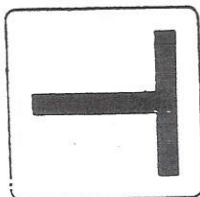
LEFT TURN



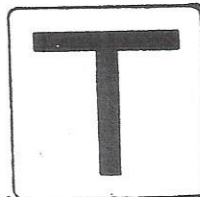
CROSS ROADS



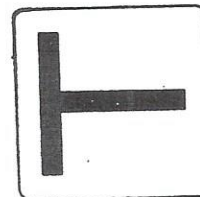
RIGHT TURN



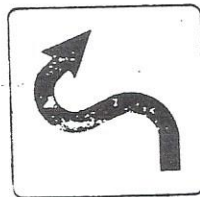
LEFT INTERSECTION



DEAD END INTERSECTION



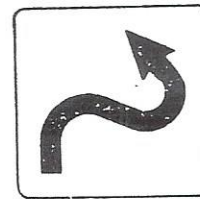
RIGHT INTERSECTION



LEFT REVERSE CURVE



SCHOOL SLOW



RIGHT REVERSE CURVE



NARROW BRIDGE



SLOW



ONE LANE BRIDGE



DIRECTIONAL ROUTE MARKER



STATE ROUTE MARKER



U.S. ROUTE MARKER



DIRECTIONAL ROUTE MARKER

The several new signs requiring lettering include one to be placed 300 feet from school buildings and stamped simply "School Slow," also signs to indicate narrow bridges and stamped either "Narrow Bridge," or "One-lane Bridge," as conditions may require. The "One-lane Bridge" sign will indicate a bridge of 15 feet or less in width. These extremely narrow bridges are being widened or replaced as rapidly as possible. Bridges of more than 15 feet and less than 18 feet will be indicated as "Narrow Bridge."

Exhaustive tests conducted by the Pennsylvania Department of Highways in co-operation with several neighboring states have established that the greatest legibility of highway signs is attained by placing black symbols or lettering on a white background. It is for that reason that this standard has been adopted for Pennsylvania, Secretary Lewis stated. It is pointed along highways throughout at least half the year. These are the colors of ripe grain in mid-summer, of autumn corn fields, of foliage in the fall, and of dried grass and weeds throughout the winter, as well as of most soils where cuts are encountered. Green is the prevailing color during several months, while there is the occasional white background presented by snow. Against all of these backgrounds the new standard signs have been found to be extremely effective both day and night.

Most color combinations, even including the yellow and black sign which has been widely accepted, were found to have much lower visibility under practical conditions in Pennsylvania, and were found to lose legibility rapidly as they become dirty or weathered.

A flat-finish paint especially developed by the Department laboratory for use on signs is specified, as one of the discoveries made in the Department tests for visibility is that a glossy surface reduces legibility, particularly when the sign is to be read under the rays of headlamps at night. The embossing of Pennsylvania highway signs also affords improved visibility.

Wherever the hazard is sufficient to warrant it, a "Slow" sign will be placed far enough in advance of the symbol or other warning sign to permit the motorist to be on the watch for further information. In each case the symbol

or other warning sign will be located approximately 300 feet ahead of the condition it indicates.

In connection with the school signs the Department has adopted recently a standard providing for the painting of cross walks on the highway surface opposite rural school buildings to assist in guiding pupils safely across the highway.

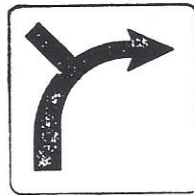
New directional signs are now in process of development by the Department after much experimentation. Those signs will indicate simply and effectively places, and the distances in miles to those places, on the highway being traveled. Through cities those directional signs will be smaller than on the open highway and will be of a type and mounting to add to rather than detract from beautification. They will meet a long-felt need for better guidance of the highway traveller thru urban districts.

The familiar route marker, bearing the route number on a keystone-shaped sign to indicate a Pennsylvania highway route, or a shield to indicate a Federal route will no longer require an "R" or "L" sign beneath to denote change of route direction. The newly adopted standard provides an embossed arrow immediately under the route number to indicate the change of direction. An arrow with a head at each end of the shaft will denote a junction point and replace the "junction" sign.

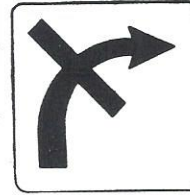
An extensive program of education is proposed by Secretary Lewis, to inform the public of the meaning of the new symbol signs, even though their simplicity is such that they require little explanation. They will be brought to the attention of school children and will be displayed on the reverse side of the Pennsylvania Department of Highways.

MT. JOY BULLETIN
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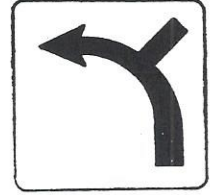
Supplemental Highway Symbol Signs



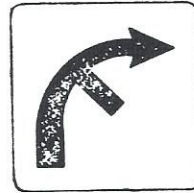
RIGHT CURVE
LEFT
INTERSECTION



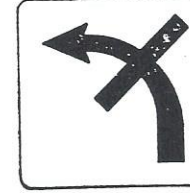
RIGHT CURVE
CROSS ROADS



LEFT CURVE
RIGHT
INTERSECTION



RIGHT CURVE
RIGHT
INTERSECTION



LEFT CURVE
CROSS ROADS



LEFT CURVE
LEFT
INTERSECTION

Harrisburg, Nov. 15—The Pennsylvania Department of Highways has, with the approval of Governor Pinchot, adopted additional symbol signs to supplement its new standard of warning characters to apprise motorists of the presence of hazards. These signs, conveying information of road intersections on curves, will permit one symbol to serve for two where this condition is presented.

Secretary Samuel S. Lewis states that the symbol signs already erected on all main State highways are receiving the enthusiastic endorsement of motorists generally. The symbol conveys at a glance the nature of the hazard being approached. The most important improvement suggested by the experimental installations was some means of eliminating one of the two signs, one indicating a curve and the other an intersecting or connecting road, required where these conditions existed in combination. Accordingly, the Department has developed the series of combination signs each of which reveals in a single symbol the

presence of a road intersection on a curve. As explained by Secretary Lewis, a crossroad on a right or left curve will be designated by the appropriate curve symbol intersected by a straight line. In case the intersecting road does not continue through the highway on which the motorist is traveling, the straight line will be shown on only one side of the curve, either right or left, depending upon the direction of intersection.

Motorists are cautioned that the combination symbol may not always designate the exact location of the intersection on the curve. In some cases there may be two or more intersecting roads on the same curve. A symbol designed to show each intersection with its exact location would be more confusing than helpful, and besides would require a specially prepared sign for each situation, so the conventional symbol will be employed instead in all cases. The only safe rule for motorists, the Secretary states, is to proceed with caution entirely through the curve where any combination symbol sign is displayed.

WEDNESDAY, APRIL 4th, 1934

MT. JOY BULLETIN

MOUNT JOY, PA.

J. E. SCHROLL, Editor & Propr.

AUTOISTS ATTENTION

Burgess Keener and Officer Zerphey are sounding a warning.

The practice of speeding on Main street, with absolutely no respect for the law, must be discontinued.

Large trucks frequently pass passenger vehicles on our Main thoroughfare. This must stop.

The wise motorist will heed this warning.

The fool will pay a fine and costs.

WEDNESDAY, DECEMBER 12th, 1934

MT. JOY BULLETIN
MOUNT JOY, PA.
J. E. SCHROLL, Editor & Propr.

The Safety Glass Law Is Outlined

ALL AUTOMOBILES MANUFACTURED AFTER JANUARY 1, TO BE LEGAL IN PENNA., MUST HAVE SAFETY GLASS THRUOUT

All motor vehicles manufactured or assembled after January 1, 1935, must be equipped with safety glass in windshield, doors or windows to be legal in Pennsylvania, the Lancaster Automobile Club announced in explaining provisions of a law passed by the 1933 Legislature. This statute, however, does not affect vehicles now in use, except those operated as public conveyances.

The law is quoted as follows:—

It shall be unlawful, on and after the first day of January, 1935, to operate, on any public highway or street in this Commonwealth, any motor vehicle manufactured or assembled after said date, unless such vehicle be equipped with safety glass, whenever glass is used in doors, windows or windshields.

The penalty for violation is \$25 fine and costs or not more than ten days in jail and, in the case of a company or individual holding a Public Service Commission certificate, suspension of that certificate until the law is complied with.

The term "safety glass," according to S. Edward Gable, president of the Automobile Club, is explained in the law to mean "any glass or transparent product, approved by the Department of Revenue manufactured or fabricated in such manner as subsequently to prevent shattering and flying of the glass or transparent product when struck or broken."

Mr. Gable said that a law requiring safety glass in public conveyances, including taxicabs, buses, school buses and others carrying passengers for hire went into force January 1, 1934, affecting such vehicles manufactured or assembled after that date.

WEDNESDAY, OCTOBER 16th, 1935

MT. JOY BULLETIN

MOUNT JOY, PA.

J. E. SCHROLL, Editor & Propr.

F. Walters Drives Ford 233,000 Mi.

RESIDENT OF OUR BORO,
TRAVELING MAN. COVERS
THAT DISTANCE ON ROADS
OF THE STATE DURING PAST
SEVEN YEARS

Although it took "a piece of his heart" to do it, last week Frank Walters, of town, parted with his 1928 Model a "Lizzie" and is now driving a new V-8 Ford. To date we have never heard of a car driven as far as 233,000 miles.

In October, 1928, exactly seven years ago (before Mary Ellen was born and now she goes to school) as the family puts it, Frank Walters, corner Main and Jacob streets, this boro, purchased a new Model A. Ford.

His business, that of selling electrical appliances and harness, takes him all over the state and over all kinds of roads. He uses his car for that purpose, arranging his trips so that he can spend the week-ends here with his family.

During that period he drove that particular car, a sedan, 233,000 miles an average of nearly 33,000 miles a year, 3,000 miles per month and 100 miles each working day of the year. The last week he owned the car Mr. Walters drove it 600 miles.

We doubt whether the Ford Manufacturing Company can find a better record in its long list of car users, that will equal, much less surpass this record.

Last week Melvin S. Potter, of town, who is the hustling and obliging representative for "Huffy" Garber, at Elizabethtown, swapped Mr. Walters a new 1935 V-8 sedan on his relic. The new owner admits there is as much difference in comfort and satisfaction as there is between the ancient fat lamp and electric lights.

As a hobby Mr. Walters raises homing pigeons, having a loft on over 100 birds, some of which are thorobreds and fancy stock. He is a member of a Homing Pigeon Club

WEDNESDAY, MARCH 17th, 1937

MT. JOY BULLETIN
MOUNT JOY, PA.
J. E. SCHROLL, Editor & Propr.

**ALL FOG LIGHTS MUST
BE REMOVED AT ONCE**

Effective immediately, all "fog lights" on automobiles will have to be removed. This was made known a few days ago with a warning issued by the Highway Patrol safety division instructing motorists to remove them pending the approval of some specific type.

WEDNESDAY, SEPTEMBER 1st, 1937

MT. JOY BULLETIN

MOUNT JOY, PA.

J. E. SCHROLL, Editor & Propr.

50 Mile Speed Limit Legal Today

It will be legal to drive 50 miles an hour on Pennsylvania highways beginning Wednesday. The new state motor code goes into effect then, abolishing the present 40 mile-an-hour limit.

The code outlaws 20-mile speed limits in boroughs and cities but permits them to establish 25-mile limits providing official markers are set up every eighth of a mile. This means thousands of signs must be scrapped, it was said. It was estimated that it would require 11,000 signs to post the city of Pittsburgh alone.

The new code also reduces the driver's license fee from \$2 to \$1.

WEDNESDAY, DECEMBER 22nd, 1937

MT. JOY BULLETIN

MOUNT JOY, PA.

J. E. SCHROLL, Editor & Propr.

THREE GHOST CARS

Three new "ghost cars," assigned to the Lancaster Sub Station of the Pennsylvania Motor Police, went through town on Tuesday. Most of the motorcycles used by that unit were turned in and the ivory colored, black lettered sedans will be used in the line of duty instead.

THURSDAY, MAY 4th, 1939

MT. JOY BULLETIN
MOUNT JOY, PA.
J. E. SCHROLL, Editor & Pro'r.

**NEW LOW COST
AUTOMOBILE MAKES
ITS APPEARANCE**

A new low cost automobile ten feet long and four and a half feet high, made its bow at Indianapolis Friday.

The two-cylinder vehicle, which has top speed of approximately 50 miles an hour, was christened at the Indianapolis motor speedway by Lewis L. Hommedieu Crosley, grandson of Powell Crosley Jr., Cincinnati manufacturer of the new car.

An estimated crowd of 2,000 persons, including Crosley wholesalers and automotive industry leaders, saw the new creation roll around the two-and-a-half mile brick and asphalt oval.

Crosley said the car would be manufactured at Crosley plants in Cincinnati and Richmond, Ind., with the latter as shipping point. Production will start immediately.

The vehicle weighs 925 pounds and has three speeds forward, four-wheel brakes, safety glass and a one-man top. The gasoline tank holds four gallons, but engineers said the car would get approximately 50 miles to a gallon.