

## A STREET SIGN BID IN.

City Council Places \$13,300 Order for Markers.

The city finally has obtained an offer for the manufacture of 1,200 new street signs, half of which will be used in the territory annexed last January. Approximately one-fourth will be used as replacement in other parts of town, and the other fourth will go into the stock pile.

Four times last year the city tried to get bids on the new signs, but because of the steel shortage no bids were received. The bid this time came from the Mercury Stamp and Manufacturing company of Kansas City. The price, \$13,300, is more than twice what the signs cost before the war. There was only one bid in the fifth request, but the city council deemed it best to order the signs.

The signs have a porcelain enamel finish. The completed product includes the fittings for attaching to poles, and the brackets for the two signs at right angles, that go at each intersection.

Customarily, the city tries to keep a stock pile of at least one sign for each street, approximately one extra sign for each fifteen intersections of a long street. Thus Troost, which runs from First street to Eighty-fifth, should have at least six spares.

T. J. Seburn, city traffic engineer, said that the order included signs for six new street names, Maddi, President, Douglas, Pocahontas, Hiawatha and Boone boulevard, all in the newly annexed territory.

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## SIGNS IN 25-MILE ZONES

571/24/4903  
START OF 1400 WARNINGS TO  
BE WEDNESDAY

### The Police Hope to End Arguments With Arrested Motorists on Streets Where Top Limit Is Lower.

City workmen will start Wednesday putting up signs that are expected to end the greatest cause of arguments between drivers and police officers, and in the municipal courts.

The signs will specify a 25-mile speed limit, and will go up on through streets on which a 35-mile speed is deemed inadvisable. The first of the 1,400 signs will be placed on Indiana avenue, starting south from Fifteenth street to Forty-third, then on Brooklyn, working north from Forty-fourth street to Tenth.

The great cause for arguments has been a more or less common belief that a 35-mile speed is permissible on all through streets in the daytime. Such is not the case. The 35-mile speed is permitted only on streets so posted. On unposted streets, night and day, the maximum speed is 25 miles. Many drivers arrested for speeding have protested to the arresting officers and to the municipal judges because of the misunderstanding.

These facts came out in a conference at the start of the current safety drive, and the council then ordered the traffic engineer to prepare and post signs on all so-called "through streets," on which the maximum speed at all times is 25 miles an hour. The signs will not be placed on streets that are not through streets.

The other thoroughfares to be posted:

Holmes, Admiral to Robert Gilliam road.

Roanoke road, Southwest boulevard to Westport road.

Summit, West Pennway to Thirty-ninth.

Wyandotte, Fourteenth to Southwest boulevard.

Pennsylvania, Twelfth to Seventeenth.

Genesee, Twelfth to Sixteenth.

Wyoming, Twelfth to Nineteenth.

Roanoke parkway, Westport to Ward parkway.

Bellevue, Westport to Ward parkway.

McGee street trafficway, Fifteenth to the terminal viaduct.

Charlotte, Third to Nineteenth.

Troost, Eighth to Nineteenth.

Warwick boulevard.

Vine, Eighteenth to Lynn.

Lynn, Vine to Woodland.

Woodland, Lynn to Swope parkway.

Thirty-seventh, Beacon to K. C. S. overpass.

Woodland, Seventy-ninth to Eighty-fifth.

Fifth, Charlotte to Lydia.

Independence, Walnut to Charlotte.

Eighth, McGee to Woodland.

Tenth, Oak to Woodland.

Twelfth, Genesee to Broadway and Oak to Prospect.

Thirty-ninth, State Line to Cleveland.

Valentine road, Genesee to Broadway.

Westport road, State Line to Broadway.

Forty-seventh street, Mill Creek parkway to the Paseo.

Fifty-fifth street, Brookside to Prospect.

Street signs  
Tom 2/15/49 P3

THE KANS



**NEW STREET NAME SIGNS** were placed on Baltimore avenue yesterday from Ninth to Fourteenth streets. The signs were mounted vertical to the pole and lower than the former signs to enable motorists to read them easier. Miss Doris Brockman, 21, of 419 East Thirty-sixth street, is shown looking at one of the new signs on the northwest corner of Fourteenth and Baltimore. The signs are painted with a reflecting paint background to give added visibility at night. If motorists react favorably to the signs, the city plans to mark other downtown streets in a similar manner. —(Kansas City Star photograph).

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THE K



**RUBBER TRAFFIC SIGNS** advising of a prohibition on left turns were being placed at four intersections today by city crews. The 24x8-inch signs, with yellow letters, were set at 45-degree angles in the middle of the intersections, to be directly in line of vision of a driver starting to turn left. They were placed at Armour and Troost, Armour and Main, Linwood and Troost and Thirty-ninth and Main. William C. Puckett, an employee of the traffic engineer's department, prepares to operate a pneumatic hammer while N. L. Tullis, superintendent of street marking, views the marker, with its steel base, which will be sunk in the pavement.—(Kansas City Star photograph).

## Two Gillham Signs Are Misfits —Stump City Traffic Engineer

THE street sign at Twenty-sixth street and Robert Gillham road is not the only one in which "Gillham" is spelled with only one "L." T. J. Seburn, city traffic engineer, checked today and found there is one other in the reserve stock at the City hall.

Seburn had not been able today to determine when and how the two signs were acquired. When East Gillham road was changed to Cherry street, the signs went into the street sign reserve for use if and when needed on West Gillham road, which retained the name. Prior to that, the city purchased two of the signs, also put into the reserve, and he does not know where the misspelled ones came in.

A correctly spelled sign will replace the one at Twenty-sixth, he said.

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THE KA



**CITY EMPLOYEES HAVE STARTED ERECTING** new street signs on the safety island light poles on Fifteenth street. The new signs are of wood with a white background and the names lettered in black. T. J. Seburn, city traffic engineer, said the additional signs would aid motorists because of the width of the street. Frank Ramel, a used car dealer, is shown viewing one of the new signs—(Kansas City Star photograph).