

Merry Christmas

Traveling with the

Rim Country Classic Auto Club

Payson Arizona

RIM COUNTRY CLASSIC AUTO CLUB NEWSLETTER DECEMBER 2018



THE RIM COUNTRY CLASSIC AUTO CLUB IS A NON-PROFIT ORGANIZATION FOR THE PURPOSE OF:

- ◆ Providing social, educational and recreational activities for its membership.
- ◆ Participating in and supporting civic activities for the betterment of the community.
- ◆ Encouraging and promoting the preservation and restoration of classic motor vehicles.
- ◆ Providing organized activities involving the driving and showing of member's cars.

Join Us!

RCCAC meets at 6:30p.m. on the first Wednesday of the month at Tiny's Restaurant, 600 E. Hwy. 260 in Payson
NO MEETING IN DEC.

RCCAC
P.O. Box 2853
Payson, AZ 85547

Meeting Minutes can be reviewed on the clubs website:

<http://clubs.hemmings.com/rccac/>

Past newsletters can also be viewed and printed from the website.



This is my final "Fuel for Thought"! I must say, "yippee", as I found this to be the most nerve-wracking part of being the Club president for the last 2 years. I often drew a blank when I started writing this each month.

It was fun for me being president. I enjoyed introducing new things (quarterly guest speakers, "Outstanding Member" award, monthly meeting reminder). I also must claim I had a great Board with self-starters, conscientious, and smart people who made these 2 years successful and fun.

We've been a more noticeable presence in our Community with new businesses requesting our classics in their grand openings. I am most proud of the involvement we initiated with the Payson Community Kids in the cardboard car contest at our car show in May. That meant a lot to these kids and they were so excited to be an integral part of our car show. Our annual "take a Vet to Lunch" gives such pleasure to the Vets. We filled 108 Christmas bags for the "Meals on Wheels" seniors in the area. The RCCAC definitely has a positive effect on the Community.

As I hand off the 'steering wheel' to Richard Graves, our new president, I wish the 2019 Board a successful and fun year.

MERRY CHRISTMAS & a Happy New Year!



2018 RCCAC PIT CREW

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Color Me
Stop And Go:
The History Of
The Traffic Light
See page 3 & 4



FROM THE GLOVEBOX



December- Activities

at a glance

No Club Membership meeting this month.

The annual Christmas Dinner Party is our meeting for the month. The RSVP was due by Nov. 15th.

No other activity this month.

Coming in January

Our Club Member
Charles Proudfoot
is in charge of January's
activity. More info to come!



- 4- Larry Bertram
- 4- Rick Dexheimer
- 6- Ron Trainor
- 8- Terri Dexheimer
- 9- Bob Decker
- 15- John Zillisch
- 20- Sherrill Magnuson
- 26- Steve Rang

Not sure what to get your Car Guy for Christmas this year?

Editors Note: Dale has not asked me to promote his work but I have ordered a calendar each year from him for my car guy sweetie and a few car guy friends. I've also gotten a print for Steve for a special gift. You can order on line or give Dale a call if you are looking for something special. Check out his web site! I will be sending a copy of this newsletter to Dale so he knows that the word is going out. **Love his work!!!**

MERRY CHRISTMAS TO ALL *Mangie Fowler*



2019 Junkyard Classics Calendar or a Print by Dale Klee
See his web site for lots of ideas for gifts to give that classic car guy.

<https://dalekleeart.com/> (651)464-2200

"2019 Junkyard Classics Calendar"

Regular price \$18.00 Sale price **\$14.00**

***Limited quantity! (sells out almost every year)**
(Bulk discount) Additional Calendars only \$9 each!

"Many of the images in this year's calendar are from an earlier time when I would travel back roads of Wisconsin and Michigan acquiring barn wood for small vignette paintings and picture frames. A Ford Coupe in a shed or an abandoned Chevy in a barn would always make me stop for photographs and sketches."

I like country roads in autumn and dark meandering streams in winter. When I paint old cars in quite country settings, I am combining two things I really love. It seems to have worked for forty years since I have not accepted a "real job" that my father urged me to find. I hope these images stir some memories in those who happen upon this calendar."

Dale Klee



WOODLINE FORDS
DECEMBER 2019

Color Me **Stop** And **Go**

The History Of The Traffic Light

by [Michael Daisy](#)



You see them hanging around, here and there. They're everywhere, part of the landscape, it seems but you never really pay close attention to them until

you blow through a red one.

Traffic lights. *Webster's* defines them as "a set of automatically operated colored lights, typically red, amber, and green, for controlling traffic at road intersections and crosswalks. "Without traffic lights, urban life would be a lot more chaotic than it is. No doubt bloodier, too.



Roman Milestone Traffic lights as regulators of traffic flow evolved from road signs – those ubiquitous objects on the side of roads that provide essential, often useful, and frequently annoying information. Road signs, of course, came on the scene sometime after the development of roadways, which developed to accommodate vehicular and military traffic.



The oldest constructed roads known are stone paved streets at Ur, between the Tigris and Euphrates rivers in present day Iraq, and date to around 4000 BC. All of our traffic signs trace their origins to Roman milestones. As the name suggests, these were usually large stone columns placed at intervals of one mile (occasionally portions of a mile) and contained directions and the distance remaining to Rome; the origin of the old saying "All roads lead to Rome."

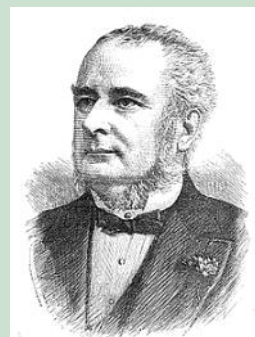
In the middle ages, road signs evolved into multidirectional indicators that directed travelers to distant villages and towns, and sometimes included distances to specific destinations.

Automobile traffic signs began appearing on roadsides not long after the introduction and proliferation of the automobile. The red, green, and amber colors used by traffic signals are nature based and have evolved from nautical right-of-way, and railroad usage.

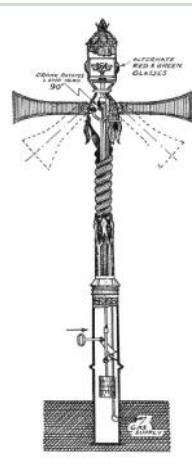
Almost from the very beginning, Red has been the color of choice for "Stop." Red, the color of blood, is considered a hot, or "dangerous" color. It elevates blood pressure, and heightens nervous tension. The shade of red used in most traffic signals contains orange hues to improve its visibility by individuals with vision issues, such as color blindness. On a color wheel, Green is the polar opposite of red, and a seemingly natural choice for "Go." Green is a calming and welcoming, and hence, inviting color. According to some sources, the use of green as a "go" signal for car traffic is a carryover from railroads, which adopted the color because white light was not sufficiently discernible during daylight hours. Like red, the color green in most traffic signals is enhanced. It includes some blue for the benefit of colorblind individuals. Yellow, or amber, the color of "Caution," is the most visible color in the spectrum. It can be seen from the greatest distance.

The world's very first traffic light was installed for the benefit of pedestrians, not traffic and was inspired by the 1102 fatalities and 1334 injuries documented on London roads in 1866. Invented by John Peake Knight (1828-1886), a railway engineer from Nottingham, the signal was installed at the busy intersection of Great George and Bridge Streets near Parliament in London on December 10, 1868.

It was based on railway signals then in use, and manufactured by Saxby and Farmer, a leading railway signal manufacturer. Mounted on a tall pillar, it featured three semaphore arms provided with red and green gas lamps for nighttime use, and was operated by a police constable.



Unfortunately, the signal was destroyed just over three weeks later, on January 2, 1869, by an explosion caused by a leaky gas valve that resulted in the death of the police officer operating the device. Knight's signal was declared a public safety hazard and ordered removed. It would be another 60 years, 1929, before an electrified variation of Knight's traffic signal would be reintroduced to London streets.



signals were the first to include amber "caution" lights and were installed at several busy intersections along Woodward Avenue, still the Motor City's main drag.

In 1923, Garrett Augustus Morgan Sr. (1877-1963) – the inventor of a "respiratory protective hood" that was the forerunner of the gas mask, and the first African-American to own an automobile in Cleveland OH – received a patent for a reliable and inexpensive manually operated signal. Shortly after being awarded the patent, Morgan sold his rights to General Electric for \$40,000 (currently the equivalent of more than a half-million dollars). GE used the patent for protection in a failed effort to establish a traffic light monopoly.



Meanwhile around this time in Detroit, the home of Henry Ford and the Model-T, the first traffic tower in the US was installed at the intersection of Woodward and Michigan Avenues in 1917.

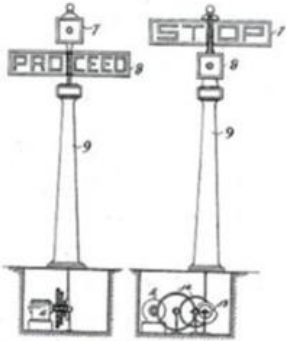
As they began being used in other cities, the towers assumed a wide variety of shapes and sizes, but were generally big, tall, right in the middle of all the traffic action, and therefore, VERY visible. These traffic controlling structures were often manned, but not necessarily so, and were available with or without traffic lights.



Laying claim to the world's oldest operating traffic light is the city of Ashville OH. The light in question controlled traffic from its installation at the corner of Main and Long Streets for about 50 years. Designed by Ashville resident Teddy Boor, the signal featured a slowly rotating hand that swept across the face of each light to let drivers know how much time remained before a light change. The signal was ordered removed in 1982 by the Ohio Department of Transportation, which ordered the then village to replace it with a standard traffic light. While it is no longer controlling car traffic, the light is still operating, and directing foot traffic inside the Ashville Museum, where it is the most popular exhibit.



The next chapter in the development of the traffic light took place in Chicago in 1910, when Earnest Serrine introduced what is believed to be the first automatically controlled traffic signal. The device used two separate display arms that rotated on an axis between two fixed positions. The display arms



were arranged as a cross with one display continually offset from the other by 90-degrees. In place of red and green lights, Serrine's "street traffic system" used the non-illuminated words "stop" and "proceed."

Two years later, Lester Farnsworth Wire (1887-1958) – a detective with the Salt Lake City Police Department – invented a traffic light that used red and green lights. It was powered from overhead trolley wires.



The following year, 1913, James Hogue received a patent for a manually controlled red and green-lighted traffic signal that was installed in 1914 at 105th Street and Euclid in Cleveland. Its big advantage lay with the ability of police and/or fire personnel to adjust the rhythm of operation as necessary in the event of emergency.



William Ghiglieri of San Francisco received a patent on May 1, 1917 for the first automatically operated traffic signal employing red and green colored lights that included an option to allow manual operation. Then in 1920, Detroit cop William Potts (1883-1947) invented electrically powered, hanging, automatic traffic lights to control four-way intersections. Potts



In a related sidebar, the first automated pedestrian signs featuring a lighted "don't walk" signal were installed in New York City on February 5, 1952.