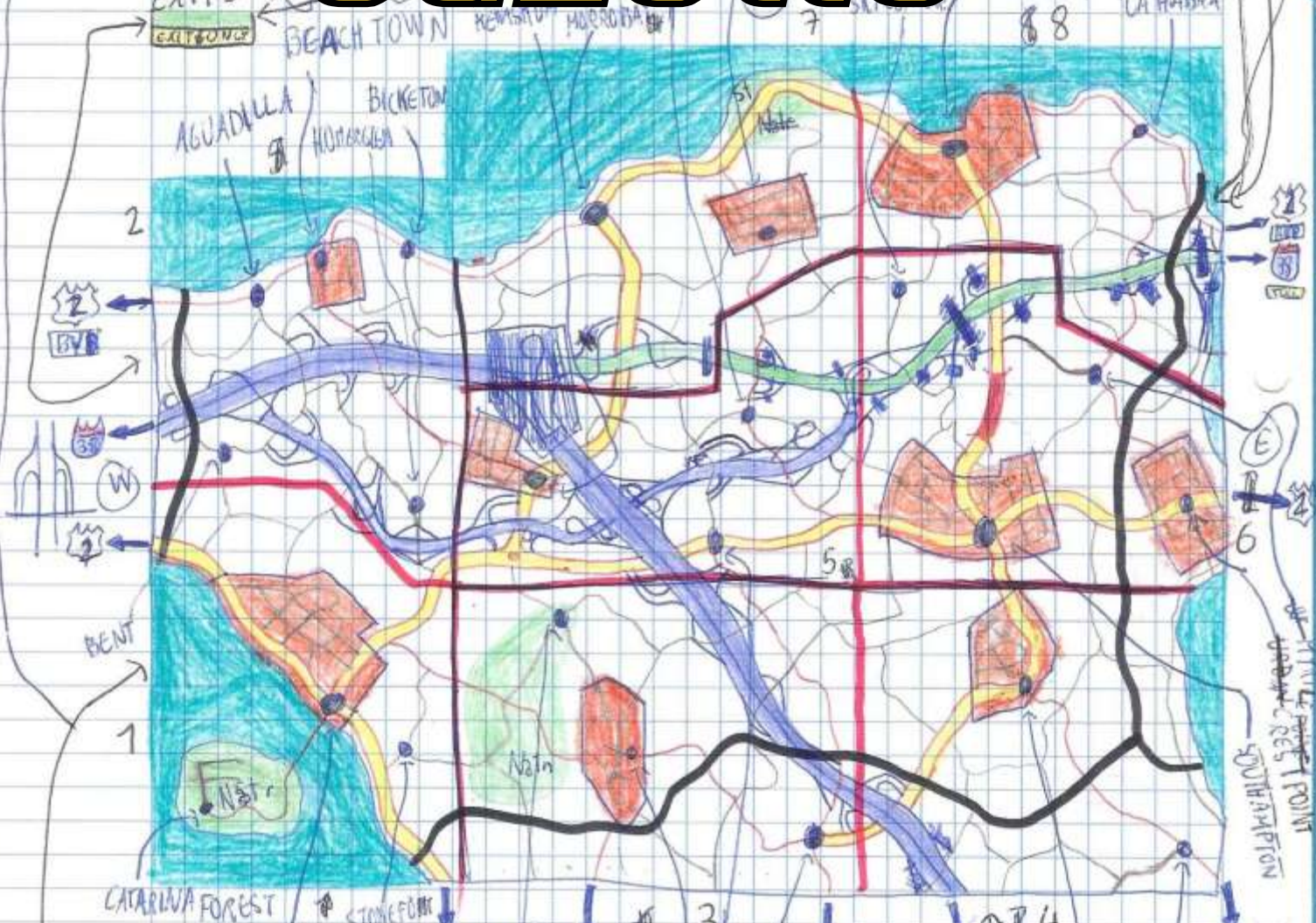


Crescent's Gazette

YEAR I
NUMBER 1

JANUARY
2025

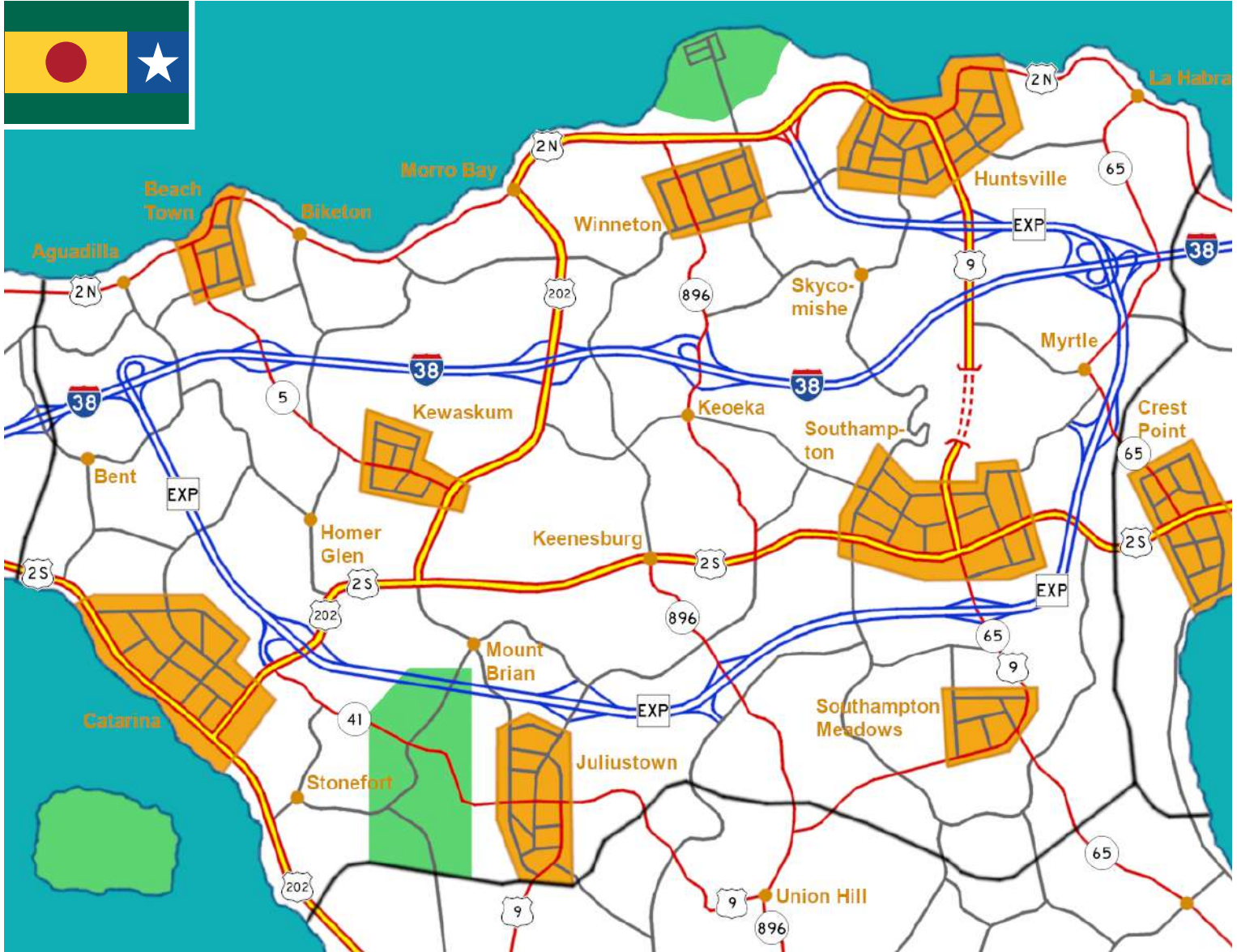


This month's focus: signs/plates/info of

SHEDINGTON 1ST

What to expect from this magazine?
How does it work, what does it contain?
Find that out and more in this first release!

SHEDINGTON 1ST:



Since it is one of my oldest maps and essentially the only one I have really continued, Shedington is going through a lot of changes during its lifetime. Yes, it's still being worked on currently. Do note that the map you see above is indeed a map of Shedington the First, but not the most recent version of said map. The vector redraw is unfinished, but is still very close to the image above.

Shedington the First was imagined as another state belonging to the real life United States of America, like many other maps of my time. Way after the map was drawn, it was determined that the era that it belonged to in the series of Shedington maps was the 1950s.

Since my first real interaction with highways in the US was through videogames, namely *Need for Speed: Hot Pursuit* (2010) and *Ultimate Driving: Westover Islands* (2011) on Roblox, this map was imagined as an amalgamation of north-eastern US states, with plenty of rolling hills and forests. That

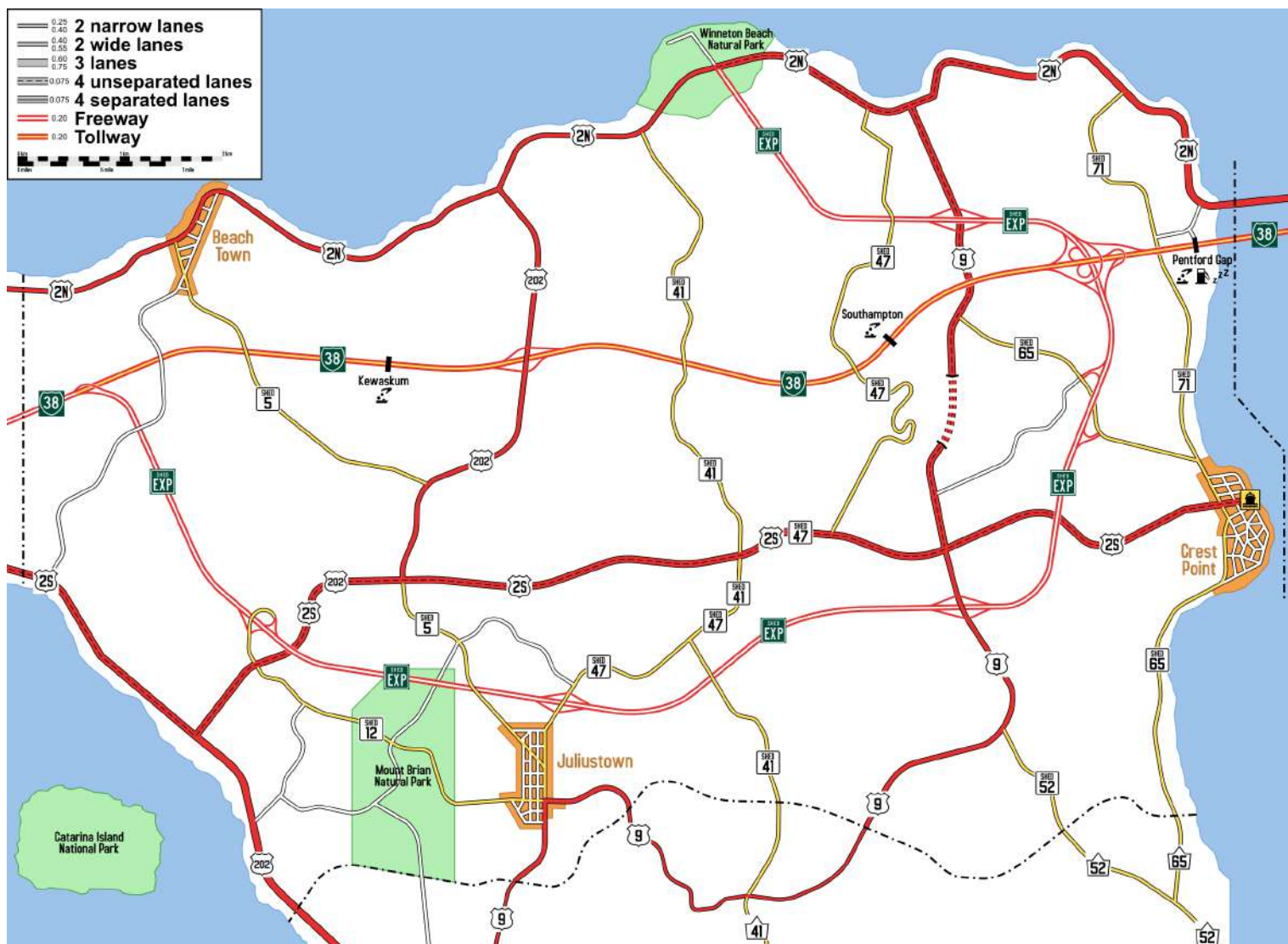
is the reason behind there being so many green areas, which actually represent areas of natural interest.

We have the Catarina Island National Park southwest of Catarina, which used to be connected to the mainland thanks to a bridge under the here-numbered-as-SR-41, more on that in the Route log.

We also have the Mount Brian Natural Park, which the same route goes through, featuring the tall Mount Brian in the north and surrounded by a thick forest that occupies the rest of the natural reserve. The sharp limits are caused by nearby lumber companies who still want to harvest said forest's resources.

And lastly, we have Winneton Beach Natural Park, which is renowned across the region, not just the state, for its large size and even its dunes. The dunes are surrounded by trees that prevent their expansion and therefore mark the limits of the Natural Park.

A small step for maps, a... Wait, who am I kidding?!



Above is the unfinished vector redraw of the map.

The original paper map lacks a scale, like many of my paper drawings do, but I was able to figure out a scale for the vector redraw. And according to that scale, the map is 12.26 km or 7.62 miles wide and 9.18 km or 5.70 miles tall.

Now of course, if you compare that to real life, that ridiculously small, barely the size of a small county. And at this point I was more than used to making maps which occupied the entirety of the paper.

But I still appreciate that I made this map in such a reduced space. Even with how messy the whole page looks, I gave myself room to write more information about what everything was, thus giving small explanations to the things in the world.

The names of the counties, the way lane drops are signed, the designation of all routes written on the back (yes, I also wrote on the back of the paper) is some of that extra information that I put into the paper, which is a restraint, or challenge,

depending on how you look at it, that the digital realm doesn't give you, unless you want to later print the maps back onto paper.

Now, I know I should have spent the month working on this: the map, the signs, the lore... But as you will see later on, I simply didn't have the time to do so. So in the next page, you are going to see an outdated version of the signs, with the very few updated ones. Sorry, I really didn't have enough time.

The original map was made in 2013, 2014 I really think, so it's now over a decade old. Many maps have been drawn and lost over that time, and somehow, Shedington the First received a blessing that not even I could've ever imagined. Not only has it survived the multiple times that my mom has come through my bedroom and forced me to throw away so many of my maps, but it inspired me to redraw it over and over, and also make new versions of it, each building more compared to the previous. You will see when I talk about those other versions of Shedington in future gazettes, but indeed, there are lots of things left in store.

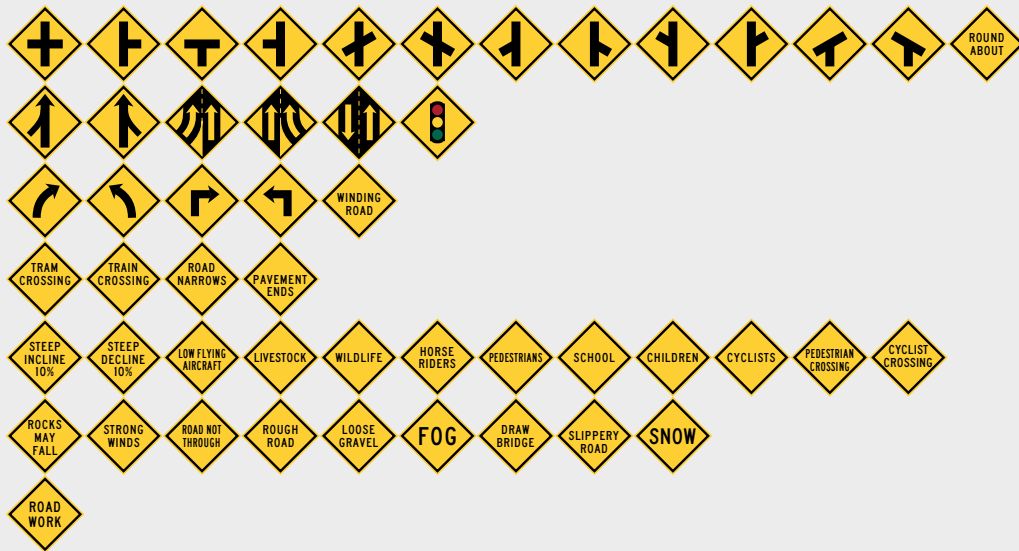
Road signs



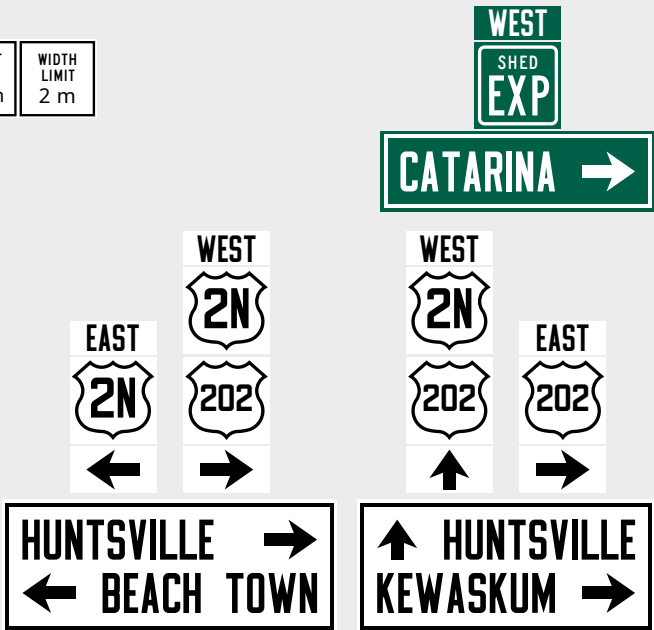
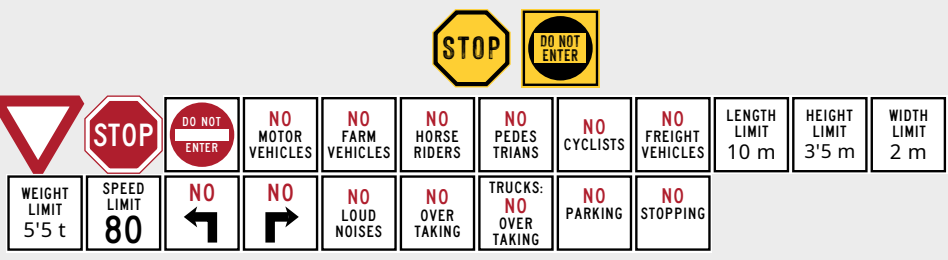
Updated signs



CATARINA
EXIT 1/2 MILE



Original signs



Scatterwords

Welcome one, welcome all to the DEFINITIVE first release of Crescent's Gazette! I am Crescent, and this is my gazette. What a phrase to introduce the gazette with, even if technically the Shedington segment came first...

But anyway, yes! This is my own doing, my own idea! My own words, my own drawings... Even if the idea of making a gazette was first formulated back in last June and I just haven't had the time or motivation to pick it back up until now, you can rest assured that this product has a 100% Shedingtonian aka Crescent Moon (both online pseudonyms) Authenticity Guarantee!

I may be pondering on that point for longer than I should, but with how the scene is nowadays, it's best to make sure. AI tools have improved way too much in the last year, and they're here to stay, so we best get used to them. Even I have used AI for my worldbuilding stuff in the past. Just once though! In order to create the flag for Krasko i Harvagzna, that's it.

For university I will never use AI either. Recreationally though, I do use AI more often. Those of you who've known me online for a good while will know that I love roleplaying (NOT the kind of roleplaying that happens in bed though). And since I haven't been able to find a good person or group of people to roleplay with, I resort to an app to fulfil that hobby of mine. It's not the best, I feel like the words I'm saying end up having no meaning since they go towards a machine and not a person. But it could be worse. I could speak to myself and daydream even more.

So, whenever you see a picture and something about it throws you off, remember to check the fingers, the eyeballs and the words if they are present. And if a piece of texts reads wrong, make sure to read it properly, see if they provide some sort of source or previous experience, if they get to a deeper point, or if they change topic at all. We humans can think of tons of stuff, we have a stream of thoughts. Does the text shift in such a stream? Does it flow across different topics or does it stick to the same thing? And especially, does it remember what it said beforehand?

The only problem is that, with every word, every voice line, every image and every video we post onto the internet, the AI is taught that post. The same machine that we fear, we feed, against our will.

Tech companies and data scrapers do not and will never give a damn about what we think of such actions, they will continue to feed the machines with our content and information in the same way that cookies get planted into our browsers and fed to advertising companies, or in the same way tax payer dollars get used to continue conflicts around the world, to put a more extreme example.

But even then, we need to keep making things, such as music, paintings, books, or even something as simple as this gazette, or even make things that don't have a name or haven't even been thought of yet. It shows the world that human originality and creativity is still very much a thing, and it will now rise and fight against immoral, unimaginative AI generation. At least that's my hopeful take on it, and it's one of the few things I have hope left in.

There will be a time in the future where the only thing that will remain truly our own will be the intangible. All our memories, all our ideas, the myriad of words and concepts that we will consider but won't be able to bring into reality.

But we are learning to nullify them. Many do already. Keep giving your babies and kids phones and tablets instead of crayons and papers. Keep preventing them from expressing themselves, from letting out their energy and imagination. Don't let them form a thought of their own. We'll see how far that gets them.



The personal column.

For non-roadgeek thoughts and other mishaps.

This month: why not make a gazette?

I remember reading in a WebToon comic once, said comic being called "I'm the Grim Reaper", that you should create whatever you want to see in the world, or create the media you wish to consume, or something like that, I can't find the exact quote right now.

And as I remembered that quote today, it got me thinking, "hey, why don't I make a sort of magazine where I can show the world my creations of road signs?" I began to think about reasons why I should do it, some of them being condensing my work and findings into a digestible format and making me work on a specific set of standards instead of being all over the place with different ones. It would also be more easily distributable, since a PDF file mimicking an actual magazine is easier to share and visualize than a link to another site which who knows whether or not it has mobile support or requires a log-in.

And then I began to think of what I should include in it. First things first, I obviously wanted the magazine or whatever to be focused around the things I create, so obviously the country, its signs and its map would be the first things that you'd see. After that, I decided to also feature something more personal so that readers could get to know me better, hence this column. I also realized that I have designed license plates and driving permits for some of the countries, so I would like to show those too!

And for creating those signs, I must have had some inspiration, right? Then of course I need to have a section dedicated to that too. And to my video game builds too, of course! After all, some standards are made specifically for video games!

Now that I had all the ideas behind the magazine sorted, I only needed to work on a visual style for it. To help me with this, I turned to old entries of the "Tráfico" magazine published by Spain's DGT. You will realize the striking similarities between the logo of that magazine and this one. I don't know why, but something about the old stuff seems much more alluring to me.


As a closing statement, thank you so much for reading. You can always learn more about everything I make by visiting my site: shedingtonian.neocities.org


Route log


The map had its routes renumbered once while it was still in its paper form, and several changes were made to the map once it entered the digital realm in the form of the raster and then vector redraws. This log covers the routes in the vector redraw.


Explaining the numbering system


The route numbering system in Shedington the 1st is pretty simple. Roads are numbered in increasing order from east to west and from north to south, and numbers are chosen so long as an image on the Roblox Marketplace of a circle route shield with that number exists. Yes, the roads were numbered with the intention of later building the map in a videogame. It won't be happening anymore, but it is indeed the explanation for the numbers. Another notable fact is that mileage increases in the same way the road numbers do, from east to west and from north to south.


 Interstate 38 acts as the East-West backbone of the state. At a length of 12.38 km or 7.69 miles, it is a tollway with few exits and in excellent condition, with two lanes in each direction that handle traffic respectably well. Being a tollway, it has one toll station north of Kewaskum and another one north of Southampton, where cars must pay €25 and heavy traffic €75 at each booth.


 The Shedington Expressway serves as the free alternative to the tolled I-38, having more local exits and not having a grass median for separation, only a concrete barrier. Its 18.78 km or 11.67 miles make for a smooth and slightly scenic ride, as it passes through Mount Brian Natural Park and ends at Winneton Beach.

 US-2 passes through the state in two different branches, one hugging the north coast and the other going through the center of the state. US-2N stands at a length of 14.59 km or 9.07 miles, and offers a calmer and curvier ride along the coast before arriving at the untolled Pentford Gap Bridge.

 US-2S instead goes through the center of the state, serving as a more direct route between the largest settlements of the state. With 13.86 km or 8.61 miles of length, it ends at the historic Crest Point Port, which serves as one of the two ends of the still operational ferry line across the Pentford Gap.


 US-202 is one of the north-south connections of the state. It isn't too relevant since it doesn't connect any relevant towns within the state, but it does become more important south of Catarina. It runs for 9.39 km or 5.84 miles before it enters the state of Chekert and services its eastern coast.


 US-9 runs for a total of 10.13 km or 6.29 miles within Shedington, but it is separated by an unupgraded section within the state of Chekert of 3.29 km or 2.05 miles of length. It serves not only as a north-south artery, but also as a scenic route, thanks to the Stonebrook Tunnel, Union Hill Pass (inside Chekert) and the sights of Mount Brian.


 SH-5 (read as Shedington Route 5) originally connected Beach Town and Kewaskum, but it was later extended down to Juliustown, resulting in a total length of 7.44 km or 4.63 miles.


Road conditions in general


As Shedington the First is set in the 1950s, one is to expect the road qualities of that era. The only paved roads, made out of concrete, are the freeways, US-2S, US-2N east of Huntsville, US-202 south of Catarina and US-9 between Huntsville and Southampton. The rest of the road network features a gravel surface of consistent quality, with 9 meters of width for US routes and between 6 and 7 meters for all state routes. As a fun fact, when two routes are concurrent, only the mileage of the route with higher classification and lowest number keeps counting. The mileage of the other route "pauses", and only resumes once the concurrency ends.


 SH-12 is one of the most scenic routes in the state, as it passes through the heart of Mount Brian Natural Park. On top of that, its 4.18 km or 2.60 miles of length act as a vital connection between Catarina, Juliustown and the southwest region of the state.


 SH-41 was the designation of SH-12 before the vector redraw, but it was then granted to former SH-896 to create a more logical numbering system for the network. The route roughly splits the state in half vertically, starting north of Winneton and not really connecting any other towns throughout its length of 9.32 km or 5.79 miles before entering Chekert.

 SH-47 has two different sections divided by a concurrency with US-2S and then SH-41. The first section is US-9's old alignment, connecting Huntsville and Southampton through Skycomiche Pass, standing at a length of 5.98 km or 3.72 miles. Meanwhile, the southern section, with a length of 2.24 km or 1.39 miles, connects Juliustown with Southampton thanks to the concurrencies.

 SH-52 was added in the vector redraw, and with its 1.21 km or 0.75 miles of length, it's the shortest highway in the state. It simply serves as a connection between Southampton Meadows and eastern Chekert.

 SH-65 saw some modifications with the vector redraw. Nowadays, with a length of 6.87 km or 4.27 miles, it hugs the eastern coast between Chekert and Crest Point, from where it moves slightly inland until ending at US-9 before Huntsville.

 SH-71 was the last route added to the map with the vector redraw, and, with 4.20 km or 2.61 miles of length, it roughly follows the old alignment of SH-65 north of Crest Point. There is a small branch with a hidden designation, SH-71T, which connects the state highway with the Pentford Gap Toll Plaza and Services.

 I think I went pretty overboard with the route log in this issue, but there aren't really that many routes, so I gave myself the liberty to get into this much detail. Don't expect future issues to do the same, though. Well, I'm not sure! Some maps have way too many routes to do what I did here, so I will list all the routes that exist but highlight some special ones.

License plates

The state of Shedington changed the design of its license plates in 1941 and in 1955, which causes Shedington the First to have two different systems of license plates. We will first discuss the 1941 system. The license plate classes in that system were passenger, passenger transit, emergency, and government. Their size is standardized to 12" x 4" or 30 cm x 10 cm.

Passenger, apportioned and passenger transit license plates are sequential and they reset at the start of every year. License plates were also the way to ensure that a vehicle had paid its road tax and passed inspection that year, since acquiring the license plate was the method of paying said tax. Emergency and government plates do not reset every year, and thus these vehicles are exempt from road tax.

These plates can have any background colour except for white, yellow and red, since those colours are reserved for specific plate classes. Thus, the most common colour was black, as in previous years.

The passenger transit plate is issued to motor vehicles dedicated to transporting passengers, such as city buses, school buses, coaches and taxis. Since the most common of these was still buses, they simply bear "BUS". They may only be black letters on yellow background, but they must only pass inspection once a year, at least until 1955.

Now we move onto license plates that do not reset at the start of the year. Vehicles who bear them do not need to pay road tax, but still pass a yearly inspection. These are emergency and government vehicles.

These display different symbols depending on if they are ambulances, fire trucks or law enforcement vehicles. The abbreviation they display represents the county which they correspond to (or hospital in the case of ambulances) and SHSP if the vehicle is part of the Shedington State Police.

The last license plate class in the 1941 system are government plates, issued to vehicles used by members of the state or federal governments and diplomatic corps. The word "GOV" is displayed and the letters "S", "F" or "D" corresponding to the aforementioned political positions. Diplomat license plates also show, abbreviated, the country of the embassy they belong to.

The last license plate class in the 1941 system are government plates, issued to vehicles used by members of the state or federal governments and diplomatic corps. The word "GOV" is displayed and the letters "S", "F" or "D" corresponding to the aforementioned political positions. Diplomat license plates also show, abbreviated, the country of the embassy they belong to.

Now moving on to the 1955 plate system, all the plates received huge redesigns, becoming more standard with the other states in the ISD. License plates were resized to 12" x 6" or 30 cm x 15 cm and adopted a dogbone shape. Another

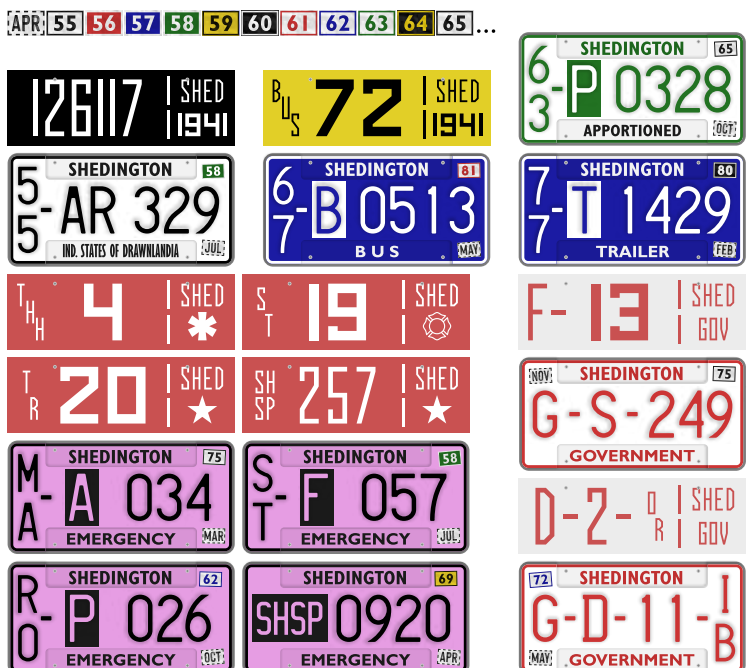
change that was put in place was demanding vehicles to display their license plates on both sides of the vehicle.

The system of ensuring a vehicle's inspections were in order was now done through stickers placed onto the plate instead of buying a new plate altogether. These stickers had a cyclical colour scheme as can be below. The same colour scheme was also followed by the license plates, resulting in colourful combinations.

The year of issuance of the license plate remained part of the license plate, but letters were introduced into the registration of the vehicle. Passenger plates used all letters of the alphabet basic latin except for Q, without any banned combinations. The first plate of the year was "AA 001", the second was "AA 002"... Once "AA 999" was reached, the next plate was "AB 001", and so on. This results in 624,375 possible plates.

Bus plates were also changed to this colour system, their class now only distinguished by a letter within a box and the text at the bottom of the plate. Emergency plates got the same treatment but a unique colour scheme, black letters on pink background, to make them stand out more. Government license plates were the ones with the least changes. The letter "G" was placed before the designation and the word "GOVERNMENT" was placed at the bottom.

The 1955 plate system introduced two new kinds of plate: apportioned and trailer. The apportioned plates are issued to motor vehicles not dedicated to passenger transit with over 10,000 lb or 4,500 kg of allowed gross weight which want to deliver cargo across states. These vehicles must be inspected ever 6 months instead of the usual 12. The trailer plate is issued to trailers with over 1500 lb or 700 kg of allowed gross weight. Thus, some apportioned vehicles now had to carry both a plate for the vehicle itself and a plate for the trailer, on the front AND on the back.



Research finds

Unfortunately, this month's research for leisure has been pretty hindered by research for duty. I've spent the biggest part of this month finishing three different projects for two different subjects, these being Railroads and Urban Facilities.

One project for Urban Facilities was about creating a new park, following certain demands imposed by the city council and using the stuff that we had learned in class as a guide. At first I misunderstood my professor and thought that we had to take an already existing park and redesign it with what he had said in mind, so I picked my town's fairground, since there was a lot of discontent when that was refurbished. I honestly thought I could do a better job than the city council, hahah.

The other project was related to studying a busy street in a nearby city and analyzing its "furniture": stuff like lamps, benches, trash cans, manholes and gutters. We had to pinpoint where every single one was, and while some were very easy since there were so few or none at all, the ones that were abundant were a PAIN to mark down. Especially the gutters. God, I hated placing a pin on every, single, gutter along the street. I'm so thankful that Google Street View's resolution is so high.

And lastly, the Railroads project. We had to do it in groups, so two of my friend classmates and I decided to do it together, since we got along so well. It went great at first, I designed the alignments and was pretty happy about my work, and although not at first, my friends picked up their pace and got to work too. But a moment came where I fucked up by sending an email to the professor without asking them and one of them got super mad at me, stopped talking to me for a week. That had me really worried but it seems like we have settled it now.

But then, she did something that didn't make me mad, but it pissed me off. You see the image right below? That's the board that explained our project, so you can get the jist of the project at a glance. We were looking for places where they would print it to DIN A2 size (roughly ANSI C), comparing prices. But the same friend went ahead and printed the project just as



I was leaving the house to check a different store. But well. What's done, is done. I did find find this very sinister picture while working on that project. But enough about my university homework, let's get down to business.

The Railroads project (and subject) got me pretty interested in railroads, curiously enough since I had always been more focused on roads of asphalt. But the way he explained everything so enthusiastically made a passion for the roads of rails spark in me. So most of my research in the last two or three months has been centred around them, although here I will only report on what I found during January.

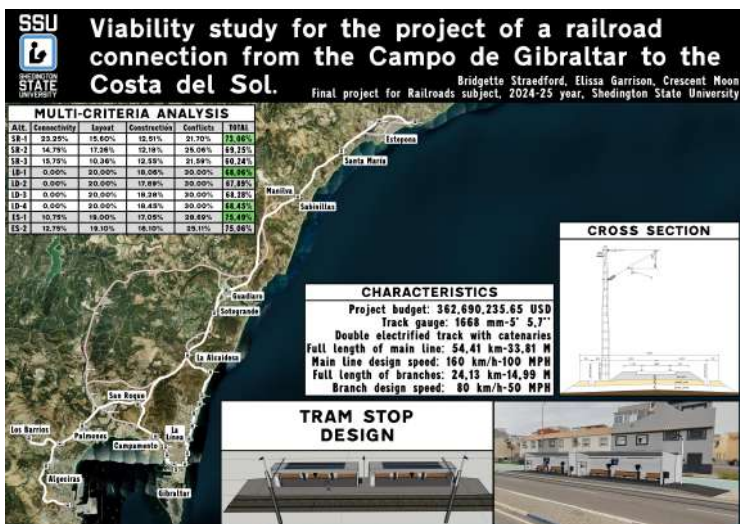
Even then, I did find something road related: this site! ciere.fr It's all about people collecting old French road signs, and they organize exhibitions too! The photos are a delight to the eyes.

After that, I found this page giving plenty of details and diagrams of old train signals: mysite.du.edu/~etuttle/rail/sigs.htm I had learned before about the ball signal, and semaphore signals are a classic, but there's a lot of ingenuity to these old models. That's why I love the early stuff so much. The technology is so new that everybody is just trying to figure out what to do with it, and they can have tons of original ideas, some of which might actually stick around. I suppose that's what I want to happen to the stuff that I create.

I also finally found out what these (now defunct) stickers mean! They were placed on goods vehicles, heavy or not. www.sme-matriculas.es/FTR/signlastransportes.html

The last thing that I'm going to put here, and this is essentially filler to fill this space that would otherwise be left blank, is that I was one of the people who helped update and document the updated citizeninsane.eu site! If you don't know it, it's a fansite, an encyclopedia about Radiohead, a band which has become my favourite next to Talking Heads. Hmm, head...

And yeahhh, this was a pretty disappointing instance of this segment. Half of it was me telling you about my university projects instead of roads and signs, so, sorry, but that's all I have for you this month.



Video games



Surprisingly for myself, I have been able to find some time for myself at the end of the month, mostly at night. And I have used that time to play a good bunch of Transport Fever 2.

Now, I have long since enjoyed transport and city building games. Games like OpenTTD and Cities: Skylines have served me for the longest time, and I like to take care into how I build my networks in these games. But I wanted them both to be merged: the 3D rendering of Cities: Skylines with the logistics focus of OpenTTD.

And so I discovered Transport Fever 2... a good while back. I got a pirated copy at first, but the framerate was rather bad, so I thought "maybe if I buy the game it will run better". Yup, that was my reasoning behind buying the game. At least now I get full access to the Steam Workshop.

I did have to stop playing the game during December and early January because of all the load that university was putting on my shoulders, but I have allowed myself to relax this end of the month.

And so, I got back on the game, gathered the mods that I liked the most, and started a new save, from the top, from 1850. I picked a map of Iceland, since I prefer island maps, and sandbox mode, to be able to decorate at will.

My network began by linking a farm to a processing plant via



train, and the processing plant to Eyrarbakki via horse. After that came a train track between a quarry up a high summit to an oil refinery, to be exchanged back to the farm train, which got extended to the oil refinery and to a construction material plant. The oil refinery later got connected to a fuel refinery and to an actual oil well, and finally the refinery to Reykjavik.

Although the network was rather profitable, the thought occurred to me that it would be more entertaining to build a passenger network first instead. So I simply started a new save and began anew.

The first thing I did in this new save was setting up urban routes on the towns that I was certain I wanted to connect at first. And after that, it was time to get an actual rail service going!

The first line was from Reykjanesbaer to Ströndakirkja, and already it was proving to be quite difficult because of the terrain. The town was at the bottom of a hill, so finding a place to put the station in was complicated on its own. And then came the time to actually connect both towns. The tall cliffs and the road that existed made it hard to fit the rail somewhere, but I achieved it by the end.

Eventually, always respecting the topography, I managed to connect all the towns and keep the gradient under 30%. Along the way, I had the idea of making different companies the game, giving each one different rolling stock and branding. And of course, I had to map everything, just like I had done in that old save where I built roads around Spain. The second company in the island is the Holmavik Railway Company, and you can see their greatest build so far at the bottom left.

But on the last week, I decided to return to how my first save went, and went on another spree of mod searching to build some good roads. And after that, I needed to figure out how the mods worked too.

I was gladly surprised to see that CommonAPI2 had been updated and that I remembered how to copy, paste and change files to make new assets for myself. So I was able to put together the intersection below in something under three hours. I'm pretty happy about it!



*Artwork of
the month*

Name: "MOTION PICTURE SOUNDTRACK"

Author: Crescent Moon

Date: March 6th, 2024

Red wine and sleeping pills
help me get back to your arms.
Cheap sex and sad films
help me get back where I belong.
I think you're crazy, maybe. I think you're crazy, maybe.
Stop sending letters,
letters always get burned.
It's not like the movies,
they fed us on little, white lies.
I think you're crazy, maybe. I think you're crazy, maybe.

I will see you in the next life

