How You Risk Your Life Driving at Night

1. On your pleasure tour this summer try to avoid the day's trip when the sun sets. If the higher accident risk of night driving doesn’t impress you, consider the scenery you miss. This is the limited view illuminated by headlights. It is not the view you see driving in a tunnel.

2. Illinois highway department inspectors have found that 14.5 per cent of motorists left their lights on. In the picture on the left, average headlights are picking up the humpside, ahead too late for a car with no better than average brakes to avoid a collision. To the right is the same scene as viewed under good lights.

3. Of cars picked at random from traffic, 12.3 per cent were found to have headlights as bright as those illustrated on the left, while only 28 per cent had lights as good as those illustrated on the right. With average lights and average brakes a driver cannot stop within the illuminated distance at speeds greater than forty miles an hour.

4. Draw with low headlights and driving at a reduced speed (illustrated on the left) a night tour can be conducted without a clear view of the road. With daylight on the identical scene (to the right) you see the car entering the highway from a side road on the right.

5. Approaching headlights reduce visibility virtually to zero. On the left a camera has recorded the scene. The same situation duplicated in daylight may be seen on the right. The man, passing on a reporting car, is obstructing their tail light for the night picture. There is a double lanes here. Get off the pavement while seeking safety at night.

6. In this pair of day and night pictures of an identical situation the glare from the oncoming headlights is blinding a pedestrian from the view of a driver in the position of the camera. Material in passing on the approaching automobile should be mindful of the possibility of a pedestrian’s presence. And pedestrians should be mindful of their presence may be hidden from drivers.

7. On the left, with good headlights, the driver looks that it is safe to pass the oncoming automobile. But at best cruising speeds the best headlights do not illuminate all of the distance needed to pass a car that is also stepping along. On the right the duplicate scene in daylight shows a team of horses approaching too closely for safety in passing.

8. Conventional city street illumination gives pedestrians a false sense of security. The pedestrian is able to see the sidewalk clearly. The person on a bicycle has a better chance of seeing the trip hazard and feels that he is invisible. This is what the driver actually sees — dimly glows and shadows.

9. Highway wellness should face automobile traffic and not expect cars to give way for them. Here the driver can’t dodge.

10. Don’t cross the pavement to make way for an oncoming car. Another automobile may come from your rear, as shown here.

Engineer William G. Glenn of state highway department has found that Illinois traffic is traveling too fast for mechanical equipment.