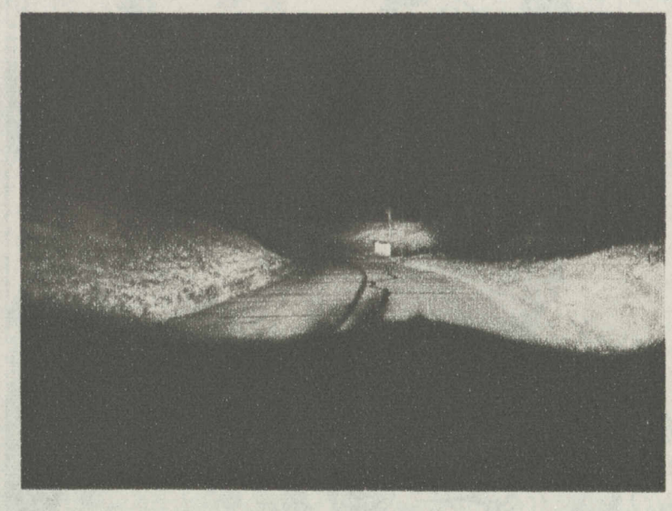
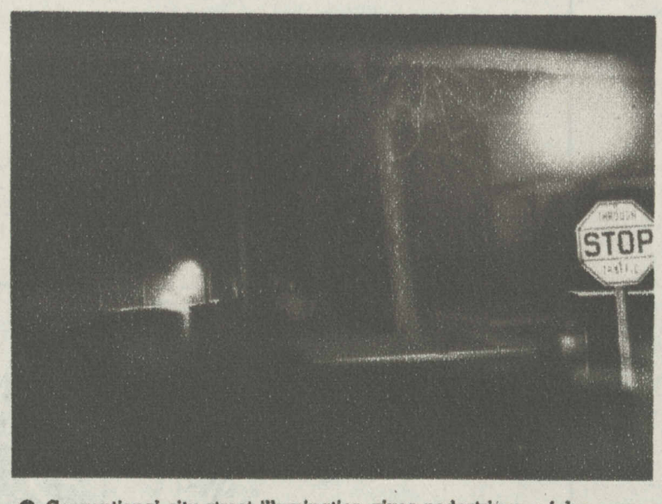
How You Risk Your Life Driving at Night



1 On your pleasure tours this summer try to end 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 illumined by headlights. It is as if you were driving in a tunnel.

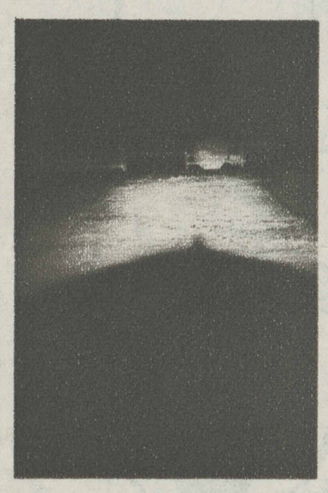
1A With sunlight turned on the same landscape you have a view of white clouds drifting across a blue sky over fields with the first green of spring and over groves of trees with young buds. This picture, from the identical location as the night picture above, was taken on Ill. 124 north of Springfield.

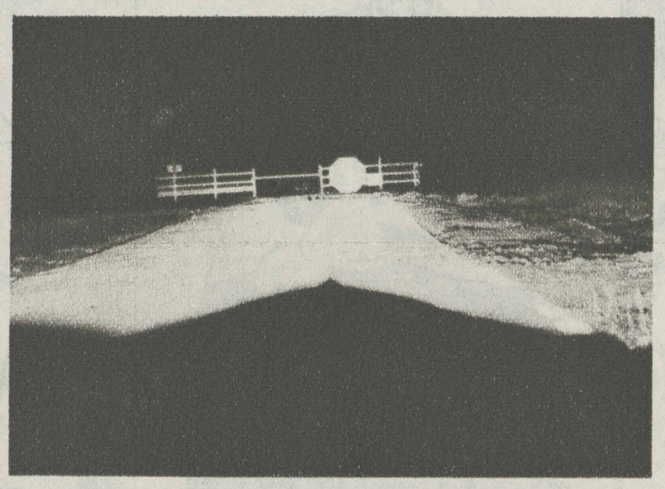
In five years night fatalities on streets and highways have increased 37 per cent, while in the same period the daylight toll of trafic accidents has decreased 12 per cent. In Illinois today the 29.6 per cent of the trafic that travels in darkness accounts for 51 per cent of the accidents. The risk is two and a third times as great at night as it is in daylight.



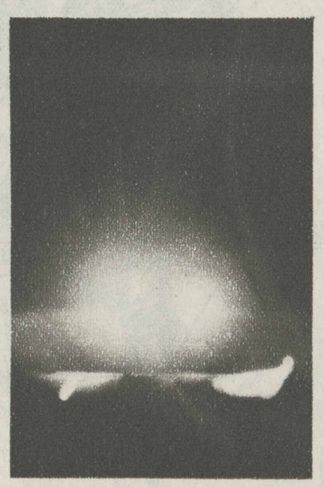
8 Conventional city street illumination gives pedestrians a false sense of security. The pedestrian is able to see the sidewalk clearly. The approaching automobile is a big object with shining lights. He sees it and feels that he is likewise seen. This is what the driver actually sees —mainly glare and shadows.

8A This is what the driver sees with daylight on the same scene as the upper picture. The sun discloses a pedestrian leaving the curb on the far side of the street. The stop sign here would have given him a chance to dodge the automobile, but he could not expect the night driver to dodge him.



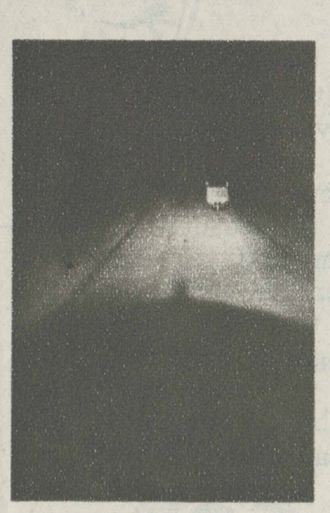


2 Illinois highway department inspections have found that 52.5 per cent of automobiles lack good lights and 66.5 per cent lack good brakes. In the picture on the left, average headlights are picking up the barricade ahead too late for a car with no better than average brakes to avoid a collision. To the right is the same scene as viewed under good lights.



5 Approaching headlights reduce visibility virtually to zero. On the left a camera has recorded the glare. The same situation duplicated in daylight may be seen on the right. The men, posing as if repairing a tire, are obstructing their tail light for the night picture. There is a double lesson here. Get off the pavement while making repairs at night.

9 Highway walkers should face automobile trafic and not expect cars to give way for them. Here the driver can't dodge.



3 Of cars picked at random from trafic, 17.5 per cent were found to have headlights no better than those illustrated on the left, while only 29 per cent had lights as good as those illustrated on the right. With average lights and average brakes a driver cannot stop within the illumined distance at speeds greater than forty miles an hour.

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

9A Don't cross the pavement to make way for an oncoming car. Another automobile may come from your rear, as shown here.

4 Even with fair headlights and driving at a reduced speed (illustrated on the left) a night traveler cannot be assured of a clear right of way. In the night picture there is a hazard hidden from the limited range of the headlights. With daylight on the identical scene (to the right) you see the car entering the highway from a side road on the right.

7 On the left, with good headlights, the driver feels that it is safe to pass the overtaken automobile. But at fast 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.

10 Engineer William C. Giessler of state highway department has found that Illinois trafic is traveling too fast for mechanical equipment.