

Motor Association Explains Oregon's New Rules of Road

Cars Shall Not Follow Leading Vehicle More Closely Than Prudent

"The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard to the speed of such vehicles and traffic upon and conditions of the highway."



The above diagram shows the minimum interval that should be kept between cars at various speeds. The figures are the result of actual observations and checks on main highways throughout the United States.

The above diagram does not show prudent intervals that will meet all emergencies. For instance should the preceding car, which has been travelling at a speed of 35 miles an hour, come to an instantaneous stop by reason of a collision or mechanical breakdown, the following car, with an interval of only 65 feet, and travelling at 35 miles an hour, could not possibly stop

within that distance by its own braking power. The following table gives the stopping distance with two wheel brakes, in good condition, at various speeds.

Speed in Miles per Hour	Stopping Distance in Feet
10	9.3
15	20.8
20	37
25	58
30	83.3
35	113
40	148

A car travelling 35 miles an hour requires a distance of 113 feet after brake pressure is applied to bring it to a stop. A second and a half of time is conceded as the average time elapsed before power is applied to the brakes, during which time, the car is covering a distance of 77 feet. Thus, approximately 190 feet is required to bring the car to a stop providing the driver is the average in ability to act and that his brakes are in first class condition. Less than one half this distance however, is found in actual practices and should a driver attempt to maintain an interval of 190 feet on fairly crowded highway the chances are he would soon have another driver passing him, and the distance of the interval ahead of him cut in two.

Distance designated by the interval curve in the diagram is the generally accepted safe spacing of cars at various speeds, average highway and car condition prevailing.

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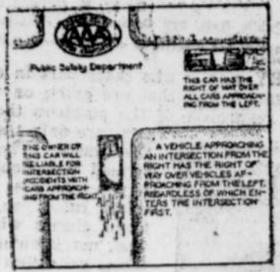
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shall yield the right of way to vehicles upon the highway."



The above diagram illustrates the absolute restrictions which the 1927 legislature has placed on parking outside of business and residence districts. The required clearance must be left, a vehicle must not be parked on the highway under any circumstances except where such vehicle is so disabled that it cannot be moved or in the case of an emergency vehicle when an emergency exists which necessitates the violation of the provision.

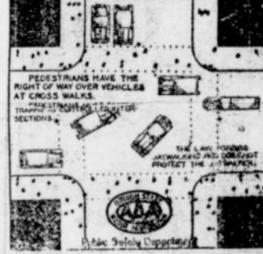
Parking outside of the business and residential districts has always been a problem in Oregon. Our road system is probably one of the finest in the world considering the miles of pavement per capita. This means that while the Highway Commission and the counties have been unable to completely surface the whole highway, they have done a wonderful work in paving the main travelled portion. In many cases this paved portion is only eighteen feet wide. Even eighteen feet of width isn't bad when one considers that many states have only fifteen and sixteen foot pavement.

We have beautiful surroundings, in Oregon, our people like to visit in the country and occasionally it becomes expedient to stop the car and get out, leaving the car parked. Under the law as it formerly read, some authorities interpreted the law to read that a car could not be parked if any portion of it was on the paved or travelled portion of the highway.

Right of Way Is Decided

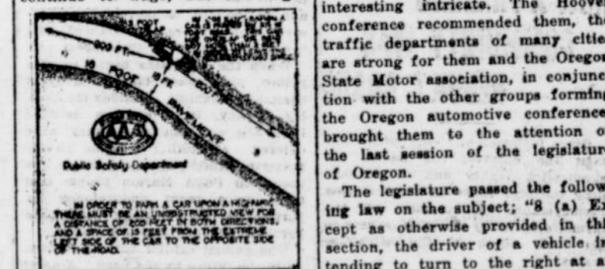
Pedestrians Have the Right of Way Over a Vehicle at Cross Walks

Far back in the borderline days when man first walked erect, he



started in making paths, as time passed these paths became roads and man became a pedestrian. All went well with man and his roads until the advent of the motor-vehicle, then a dispute arose as to who should have the paramount right on these roads, the pedestrian or the horseless carriage.

One line of authorities said that the pedestrian was here first and the right of crossing the road when, wished belonged to him. Another line said that the motor-vehicle was an important unit in the chain of commerce and that as such unit, it was more important in the scheme of things than the individual pedestrian. The battle wages and will continue to wage, but in Oregon



we have solved a part of it by adopting, at the suggestion of the Oregon State Motor association and the other agencies forming the Oregon Automotive Conference, the Hoover Committee recommendations on this point.

These recommendations as expressed by the 1927 Legislature read as follows: "7 (b) The driver of any vehicle upon a highway within a business or residence district shall yield the right of way to a pedestrian crossing such highway within any clearly marked crosswalk or any regular pedestrian crossing included in the prolongation of the lateral boundary of the adjacent sidewalk at the end of a block, except at intersections where the movement of traffic is being regulated by traffic officers or traffic direction devices. Every pedestrian crossing a highway within a business or residence district at any point other than a pedestrian crossing, cross-walk or intersection,

ing as closely as practicable to the right thereof before turning such vehicle to the left."

In other words, when one approaches a corner intending either to turn to the left or right, the vehicle is guided into the lane of traffic on the side which one desires to turn. By this means traffic can be speeded up as double lines of traffic can be run along the street without the usual corner congestion which results when the man on the right-hand side of the road wants to turn to the left and the man on the left has just the opposite idea.

Another advantage of this rule is that the man turning to the left is out of the way quicker, thus permitting through traffic to go ahead in the left lane of the street into which the turn has been made.

The illustration accompanying this article shows the exception referred to in paragraph 8 (a) rather than the rule there laid down. The exception (paragraph 8 (b) of the rules of the road) provides that local authorities may modify the rule requiring vehicles in the left lane to travel to the right of the center of the intersection by clearly indicating by markers (the circles in the illustration) the course to be followed by vehicles turning thereat. These markers are to be placed as near the center line of the street where it meets a prolongation of the property line as possible.

Actual tests have shown that where a vehicle is driven beyond one of these property line markers and turned obliquely so that it will pass beyond a similarly set marker on the street into which a turn is being made, such turning can be made with greater speed and safety to all concerned than if the vehicle is compelled to pass beyond the center of the intersection.

Unobstructed View to Pass

A Car Must Not Pass Another Car Unless There is An Unobstructed View for A Distance of 500 Feet Ahead

One cannot drive in Oregon without driving in the mountains and one cannot drive in the mountains without driving around curves. In other words, there are always places on our highways where, from the natural topography of the ground, it is impossible to see the road ahead for a distance of five hundred feet.

If one cannot see the road ahead, either because of a curve or it is a pretty sure thing that someone else travelling in the opposite direction beyond his line of vision, cannot see him.

Safety experts have figured that it takes a distance of around 500 feet for one machine to safely pass another going in the same direction, particularly where the road is curved or up a grade. Based on these figures and the fact that the vi-

ion of the driver on such roads is obstructed and he cannot see another vehicle approaching from the opposite direction, the 1927 legislature adopted a new rule of the road, paragraph 13 (c) to cover this situation.



Paragraph 12 (c), as illustrated above, prohibits the driver of a vehicle passing another vehicle proceeding in the same direction upon the crest of a grade or upon a curve in the highway where the driver's view along the highway is obstructed within a distance of 500 feet.

The Man on the Right is Right

"The man on the right is right." In September 1925 the supreme court of Oregon rendered a decision based on the law as it stood, that where two vehicles were simultaneously approaching a given point, at an intersection, the man on the left must look out for and give the right of way to the man on the right. The court in discussing the case covered considerable territory and some of the lower courts became confused and rendered decisions not consistent with such a broad declaration of the law.

Some of these lower courts even went so far as to hold that if the man on the left, entered the intersection first, the man on the right had to stop and let him pass, this was tending to change the law back to the old "Button, button, who reached the button first," interpretation.

In order to clarify this situation and eliminate any question, the 1927 legislature amended paragraph 7 of the rules of the road to read, "Drivers when approaching highway intersections, shall look out for and give right of way

to vehicles on the right, simultaneously approaching a given point whether such vehicle first enter and reach the intersection or not, provided, that street and interurban cars and emergency vehicles shall have the right of way at all times at such highway intersections."

In other words, at an intersection of highways, the man on the left must watch out for the man on the right, it does not matter which is the closer to the intersection or how fast the other fellow may be going. The man on the left tries to pass in front of the man on the right, he does so at his own peril. This rule does not apply to street cars or emergency vehicles such as police and fire department vehicles and ambulances.

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