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COURSE OF STUDY IN TRAFFIC SAFETY

FOR JUNIOR AND SENIOR HIGH SCHOOLS IN COLORADO

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DEPARTMENT OF EDUCATION
THE STATE OF COLORADO

INEZ JOHNSON LEWIS
State Superintendent of Public Instruction

DENVER

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STATE OF COLORADO

Department of Education

**COURSE OF STUDY
IN TRAFFIC SAFETY**

FOR

**JUNIOR AND SENIOR HIGH SCHOOLS
IN COLORADO**



INEZ JOHNSON LEWIS

State Superintendent of Public Instruction
DENVER

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FOREWORD

The need of high school instruction in traffic safety is evident and in view of the growing hazards on streets and highways, the State Department of Education is prompted to provide the secondary schools of the state with this course of study.

Study and investigations of this Department have covered a wide range in the preparation of this course. No effort has been spared in securing the latest data and statistics available. Materials have been studied and evaluated from Federal and State governments, national and local organizations, research institutions and private industry. It was found that in reviewing multitudinous publications that there was much duplication of materials and for that reason a bibliography is not contained herein.

In the preparation of this course of study, the State Department of Education has recognized that laws, regulations and practices are established by law-making bodies representing society. It is society that sets the criteria for rules and regulations; our concern then must be with the teaching of good citizenship in the use of the streets and highways, that is, with the developing of attitudes—tolerance, courtesy and personal responsibility, as well as a friendly cooperation with the law enforcement bodies.

It is not the desire of this Department to impose upon the schools a rigid and inflexible course of study. Rather, it is the intent of the Department that the course be made adjustable and yielding to changing laws and practices. It is hoped that the teachers will treat this course as a progressive moving program. Therefore, it is expected that they will keep abreast of current changes in rules and regulations and will adapt the course accordingly.

It will be noted that traffic safety is only one phase of the safety problem and should not exclude discussion of other safety problems and devices.

The first year of this course comprises a study of the basic state traffic laws prefaced by a brief history of transportation. The course also includes in a small way the philosophy and evolution of traffic laws.

The second year is believed to be a distinctly new approach in teaching the subject, namely, case studies of "School Vicinity Traffic Accidents" with the data to be secured through student activity programs.

The third year course consists of a study of the physical, mental and emotional traits of the driver and pedestrian as well as the construction and characteristics of various highways.

The fourth year is concerned with the traffic problem in general and the way in which society is dealing with it.

The aim of this final step is to assist the young citizen to participate intelligently in promoting traffic safety in his community. The last two years of the course may require some research and planning on the part of the teacher. These third and fourth year courses will not be used before 1938 and therefore it is deemed advisable to provide only basic outlines for each year.

The matter of examinations or tests rests entirely with the local school authorities. The organization and use of student patrols is believed to be a matter of individual preference in each school and therefore is not developed in this course. It will also be noted that this course does not provide for actual instruction in the driving of an automobile.

In view of the serious situation—dangers and hazards of the city streets and highways of Colorado, we believe that the emergency is such that the State Department is justified in suggesting that at least one period a week throughout the four-year high school course be given to instruction in traffic safety courses. This subject should be presented as a part of the regular social science or citizenship courses and credit given for the work done.

The Extension Division of the Colorado State Library will, upon request, furnish a bibliography of reference material as well as a list of motion picture films.

INEZ JOHNSON LEWIS,
State Superintendent of Public Instruction.

ACKNOWLEDGMENTS

The State Department of Education wishes to thank the Advisory Committee for its advice and guidance in the preparation of this course of study and desires to acknowledge its indebtedness to the following organizations and individuals for their generous cooperation, counsel and permission to use their material:

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INEZ JOHNSON LEWIS,
State Superintendent of Public Instruction.

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OBJECTIVES AND MATERIAL OF INSTRUCTION

The educator in our modern high school is facing the problem of preparing the youth for a relatively new and immediately vital life activity—"the conservation of human life on street and highway."

The magnitude of the problem is evidenced by the fact that in 1935 twenty-six million motor vehicles were registered;¹ and the number of operators, between thirty-five and forty millions, includes about one-third of the United States population.

In 1935 one person out of every one hundred was injured in a motor vehicle accident, and over 36,000 people were killed. The death rate per 100,000 in 1913 of 4.4 increased to 28.5 in 1935.²

The greatest increase in deaths from traffic accidents during the period 1922 to 1933 was among persons of high school age, 15 to 19 years of age, and among those of college age, 20 to 24. The percent of increase in the former group was 130 and in the latter 157. The average increase for all ages was 81 percent.³

If the present trend of automobile accidents continues, during the lives of every 100 youths 16 years old, 12 will be killed or seriously injured and 65 will sustain minor injuries.⁴

Whether as pedestrian or driver, the high school student who has been given proper training in traffic safety and driving will be better prepared to cope with the everyday problems of this motor age.⁵

Some high school students may never drive an automobile. There is a very important reason why even these youths should be given traffic and safety instruction. The success of efforts materially to reduce the traffic accident toll, to improve traffic conditions, and to provide more adequate highways for modern traffic needs is mainly dependent upon "public opinion."⁶

¹U. S. Department of Commerce

²National Safety Council

³Travelers Insurance Company, **Thou Shalt Not Kill**

⁴American Automobile Association, **Sportsmanlike Driving**

⁵Ibid

⁶Ibid

Many weaknesses today, as for example in traffic law enforcement, are basically to be blamed upon lack of sound public support. A proper public attitude upon traffic matters can be secured only through sound education. What better method is there for instilling the proper fundamental attitudes than by means of a sound educational program in high schools? It must be borne in mind that high school students of today will be public officials of the near future.⁷

The real test of an educational program is therefore going to be measured over a period of years by the general tendency toward the reduction of accidents.⁸

The actual economic loss in 1935 for the State of Colorado, due to automobile accidents resulting in death, injury and property damage, is estimated in excess of three and one-half million dollars.

These unfortunate occurrences are primarily attributed to carelessness or ignorance. The principal remedial measure, therefore, is education.

The immediate objectives of a traffic safety course are threefold:

1. To reduce the increasing toll of traffic accidents and fatalities among youth of high school age.
2. To prepare the high school youth to accept the dual responsibilities of pedestrian and motor vehicle operator, stressing good citizenship, tolerance, courtesy, patience and fine sportsmanship.
3. To prepare the high school youth of today to become the traffic advisors of tomorrow in promulgating sound, intelligent traffic programs as citizens.

⁷Ibid
⁸Ibid

SCOPE OF COURSE OF STUDY BY YEARS

YEAR 1—NINTH GRADE

A study of the basic State Traffic Laws, prefaced by a brief history of transportation and the philosophy and evolution of traffic laws. The instruction should be directed toward the acquiring of safety habits, skills and attitudes, with particular emphasis on courtesy, tolerance, sportsmanship and a friendly attitude toward enforcement bodies.

The course of study outline for the year comprises nine parts.

It is suggested that ample time be devoted to parts 3 and 4. In treating part 4, every question should be discussed and whenever possible should be illustrated with blackboard diagrams. The discussion and illustration should also disclose the "effect" or "result" when regulations or rules are disregarded. The appendix will also provide statistics for illustration.

1. Brief history of transportation.
2. Evolution and development of traffic laws.
3. Personal responsibility.
 - a. Development of skills and attitudes.
 - b. Mental attitudes.
 - c. Personal characteristics.
 - d. Safe driving rules.
 - e. Friendly cooperation with police.
 - f. Economy of safe driving.
4. Driving rules, Colorado State Law.
 - a. Pedestrians.
 - b. Riders of animals.
 - c. Horse drawn vehicles.
 - d. Bicycles.
 - e. Legend of traffic signals.
 - f. Speed, maximum and minimum.
 - g. Driving.
 - h. Passing.
 - i. Stopping.
 - j. Turning.

- k. Signalling.
 - l. Right-of-way.
 - m. Emergency vehicles.
 - n. Street cars.
 - o. Railroad crossings.
 - p. Highway signs.
 - q. Parking.
 - r. Passengers on front seat.
 - s. Mountain driving.
 - t. Miscellaneous regulations.
 - u. Automobile equipment.
 - v. Compulsory inspection.
5. Driver and owner Safety Responsibility.
6. Title and license for vehicle.
- a. Title.
 - b. License and plates.
 - c. Fees.
7. Licensing the operator or driver.
- a. Examination.
 - b. Fees.
 - c. Age limits.
 - d. Use of license.
8. Accidents.
- a. Procedure when involved in accident.
 - b. Making report of accident.
 - c. Suspension or revocation of license.
 - d. Reckless driving.
9. Governmental Functions.
- a. State.
 - b. County.
 - c. City.

PART ONE

HISTORY OF TRANSPORTATION

The history of transportation from primitive times to date shows the human being traveling by foot as well as performing the functions of a carrier of burdens. Primitive travel and transportation is still the vogue in many parts of the earth.

Primitive man soon learned that a pole, with the burden fastened near the center and one end dragging the ground, increased the carrying capacity of a single individual; and that a man at each end of a pole permitted the carrying of larger burdens than by a single man.

This mode of carrying burdens no doubt later developed into the litter, sedan chair and similar devices for transporting human beings and freight. Just at what period four-footed animals became the carriers of humans and of freight, is not known.

However, the same methods of increasing the carrying capacity of an animal were later applied as were developed when man was the sole method of transportation, that is the use of poles, one end dragging the ground, such as the Indian "travois," the suspension of poles between animals, and the development of litters.

No doubt the urge or need to move masses of materials or large single units such as large rocks or tree trunks, developed the sledge. Dragging the sledge over smooth surfaces increased its carrying capacity. This also held true by dragging the sledge over rollers. Early Egyptian history records the movement by such methods, of huge blocks of quarried stone, these blocks weighing in some instances as much as three hundred and fifty tons.

The next revolutionary step in the development of transportation devices was boring a hole in the rollers or round logs and fastening the logs or rollers permanently to the sledge. This step was improved by cutting off slices of a roller or log and using the slices; thus evolving the first wheels.

The use of the wheel permitted the construction of all manner of conveyances. At first utility was the only objective; later comfort became a requisite. The real advance in transportation came with the device called a self-propelled vehicle. The use of steam as a motive power encouraged development of vehicles confined to rails or tracks. The development of the internal combustion engine heralded the opening of an unsurpassed era of human movement on wheels.

Statistics¹ from 1900 to 1935 inclusive show that more than 63,000,000 motor vehicles were manufactured during this period in the United States alone.

¹U. S. Department of Commerce

PART TWO

THE EVOLUTION AND DEVELOPMENT OF TRAFFIC REGULATIONS

With the development of vehicles, there was a more or less simultaneous development of roads.

History states that Rome pioneered good roads. Rome had 29 great roads radiating in all directions as the hub of a great wheel or a center of a system of nearly 50,000 miles of highways. Traffic became so brisk in the days of Julius Caesar that the parking of chariots and other vehicles congested the streets and tended to injure business. Therefore regulations were enacted in Rome which prohibited vehicles from entering the city during business hours. No doubt, the Roman legislation regarding highways is the basis for much of our present road regulations. With the decline of the Roman Empire their road system also disappeared and road building shifted to English and French centers. Public safety on the streets early began to be a problem in this country. A restriction against reckless driving was passed by the Colony of Rhode Island in 1678 as the result of an accident in which a child was run down in the streets of Newport. The resolution of the Assembly provided that:

"Whereas there was very lately in the Towne of Newport on Rhode Island very great hurte done to a small childe by reason of exceeding fast and hard riding of horses in said towne, this Assembly, takeing the matter into their serious consideration and being desirous for the future to prevent the like mischief, do ordain, etc.—that from and after the publication hereof, if any person or persons shall presume to ride on either horse, mare, or gelding, at a gallop or to run speedily—in the streets of Newport—said person shall for his offense pay into the treasury of said towne 5 shillings in money on demand; 2 shillings of which shall be paid to any person or persons that shall give information thereof, and the other 3 shillings to remain for the use of said towne."¹

In 1757 the Board of Selectmen of Boston passed an ordinance against fast driving, for protection of the public against accidents and general disturbance, according to the *Detroit Motor News* for May, 1924. The ordinance read that: "Owing to great danger arising oftentimes from coaches, sleighs, chairs, and other carriages, on the Lord's days, as people are going to or coming from the several churches in this town, being driven with great rapidity, and the public worship being oftentimes much disturbed by such carriages, it is therefore voted and ordered that no

¹Institute of Traffic Engineers, Report of Committee on Evolution of the Art of Traffic Control and Regulation, 1931

coach, sleigh, chair, chaise, or other carriage shall at such times be driven at a greater rate than a foot pace, on penalty to the master of the slave or servant so driving of the sum of 10 shillings."²

The General Turnpike Acts passed in England in 1822 and 1823 dealt in part with the rules of the road. In a single sentence this Act covered a wide variety of rules that we have expanded into several articles and sections in most traffic laws to meet our more complex traffic conditions. The Act imposed a penalty on every person who:

"Having the care of any wagon, cart, or carriage rides on the shaft, or without having rein and holding the same rides upon such wagon, etc., or on any animal drawing the same or is at such a distance as not to have due control over every animal drawing the same, or who does not in meeting any other carriage keep his wagon, etc., to the left or near side, or who in passing any other carriages does not keep his wagon, etc. on the right or off-side (except in cases of actual necessity or some sufficient reason for deviation), or who by obstructing the street wilfully prevents any person or carriage from passing him or any wagon, etc. under his care; or rides or drives furiously any horse or carriage or drives furiously any cattle."³

A famous court ruling regarding the parking of vehicles that is recognized in American courts today had an early English origin. It is said that during the reign of Henry the Eighth in England an innkeeper was brought before a magistrate for storing his vehicles and those of his guests on the road in front of his inn. The case was finally brought before the House of Lords which body held that "An innkeeper must not make a stable of the King's highway." But it was Lord Chief Justice Ellenborough who restated this principle in 1812 in the language that is now familiar. He ruled that:

"Every unauthorized obstruction of a highway to the annoyance of the King's subjects is a nuisance. The King's highway is not to be used as a stable yard."⁴

Early in the Nineteenth Century the self-propulsion of vehicles began to be the subject of experiment and invention. Immediately Parliament received many appeals for protection against these devices, some to insure greater safety in the use of the highway by other traffic, and some to protect the interests of other competitive passenger carriers. The resulting legislation pertained largely to public protection, but, without waiting for

²Ibid

³Ibid

⁴Ibid

legal means, the competitors devised ways of their own for harassing the new method of transportation.⁵

Habits or customs are frequently the basis for originating regulations. The Conestoga wagon or prairie schooner is believed to be responsible for the practice of driving on the right-hand side of the road.

Accidents and regulations to prevent accidents belong to no particular period, and both increased as traffic increased. Just before the advent of the motor car traffic conditions were in a deplorable state according to popular belief of the times, if one refers to newspapers of that period.

News items† picked at random concerning traffic conditions in 1890 and 1891, state the following:

- | | |
|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>June 2, 1890
Denver, Colorado</p> | <p>A team of horses attached to a hose cart became unmanageable and ran away on Sunday. The cart was overturned at 18th and Curtis Streets where the driver finally succeeded in stopping the frantic animals. Several firemen were badly hurt.</p> <p>Another disastrous runaway occurred on McNassar Avenue. Mr. and Mrs. Jones* who were driving were badly injured and the horse, a valuable one was instantly killed in the smashup. Mrs. Doe* was thrown from her Victoria while driving on Broadway. She suffered concussion of the brain and other serious injuries.</p> |
| <p>July 7, 1890
Denver, Colorado</p> | <p>Citizens of South Denver are complaining of the fast driving upon Broadway lately.</p> |
| <p>October 8, 1891
Eaton, Colorado</p> | <p>Miss Smith* and a cousin were nearly killed in a runaway today.</p> |
| <p>November 9, 1891
Denver, Colorado</p> | <p>Police officers have been stationed at 16th and Curtis Streets and 16th and Larimer during the day to enforce the ordinance against driving at the rate of more than four miles an hour. The deadly horse and buggy castastrophes have piled up several serious, if not fatal cases during the past week. Meanwhile a whole family was hurled to destruction in a southern state by a team of runaway oxen.</p> |
| <p>December 28, 1891
Denver, Colorado</p> | <p>Thursday was a bad day for runaways. They ran by at such speed that an observer could not discover their identity.</p> |

According to William Phelps Eno, there were a few rules for driving in effect in American cities prior to 1903. Traffic practically had to handle itself. An effort was made in New York City to pass a suitable ordinance on traffic regulations and restrictions. Finally, it was discovered that the police not only

†News items from Rocky Mountain Herald (weekly), Denver, Colorado

*Fictitious name

*Ibid

had the power for regulating traffic already delegated to them, but they were ordered by the city charter to do so. As a result, the first printed traffic regulations were issued in New York City on October 30, 1903, as police regulations rather than as an ordinance.⁶

Since that time the problem of regulation has grown so rapidly that practically every city of any appreciable size has adopted regulations, either by police order or as an ordinance. But there has been great variety in these regulations, as well as in the signals, signs, markings, and practices in traffic administration. It became evident that uniformity of practices was necessary.⁷

Various efforts of standardization culminated in the three National Conferences on Street and Highway Safety held in 1924, 1926, and 1930 called by the Secretary of Commerce. Directly from these Conferences and through the activities of contributing and associated organizations, standards for uniformity were promulgated for both legislation and equipment. In addition, recommendations for the greater employment of engineering methods in traffic administration were made, with recommendations to aid engineers in discharging their new responsibility.⁸

PART THREE

PERSONAL RESPONSIBILITY

Safety on the street and highway or in a motor vehicle cannot be attained through setting up a more or less elaborate set of prohibitions. While it is recognized that there will always be certain prohibitions, safety is primarily the result of a code of behavior based on safety habits, skills and attitudes.

Safety habits are the result of training, skills the result of repetition, and attitudes the composite result of sympathetic understanding, courtesy, tolerance and patience.

The high school youth, as a pedestrian on a crosswalk, must understand that the motor car approaching him at 20 miles per hour will travel at least 22 feet between the time the driver sees him, the pedestrian, and the time the driver's foot is placed on the brake pedal. The pedestrian knowing this may decide the courteous and safe thing to do is to step back and permit the vehicle to pass, even though the pedestrian has the right-of-way.

⁶Ibid
⁷Ibid
⁸Ibid

The high school youth, as a driver, must adopt a tolerant, patient attitude toward the pedestrian. While the pedestrian is more mobile than the vehicle, there is always the possibility that he is not aware of its approach due to preoccupation, physical disabilities or some other reason, or the pedestrian may suddenly change direction or stop. The average pedestrian speed is 4 to 5 feet per second.

MENTAL ATTITUDE

The attitude of driver toward driver is frequently expressed in childish attitudes, such as petulance, sulkiness, intimidation, exaggeration, swagger, pretense and cruelty.

The car in front hogs the road and pokes along; the driver behind finally passes and cuts in front in an attempt to force the other off the road—juvenile attitudes on the part of both drivers.

At an intersection the driver of a new car approaches at high speed and slams on the brakes, stopping less than an inch from the running board of a car already partly through the intersection—more childish habits, the desire to show off, swagger and some intimidation; the thrill of power overrides judgment and courtesy—the attributes of maturity.

Another very common juvenile habit is revealed when involved in some difficulty or an accident, namely, blaming the other party before surveying the situation.

The skillful driver and the careful pedestrian believe in and accept a common code to direct traffic actions, even though it may in some instances interfere with what they may consider their inalienable personal rights.

When walking or driving “don’t be juvenile.”

Personal responsibility of both pedestrian and driver increases with

- An increase in traffic volume
- Unfavorable road conditions
- Inelegant or bad weather

PERSONAL CHARACTERISTICS

Personal responsibility requires that every individual search out and study his or her own characteristics, and the limitations of

these characteristics whether physical or mental. A study¹ on the Psychology of the Highway by the National Research Council shows that people differ in ability to judge distance, in color vision, and visual acuity, in observation of road signs, and in the interpretation of traffic information and ordinances. Some persons respond much quicker than others and thus get their machine under control in case of danger quicker than some others who are slow in their actions. There are great differences in the way persons "sense" or recognize dangerous situations, and then in the way persons respond after danger seems imminent or occurs. There are some who manifest great signs of "nervousness or unbalance" as soon as they get into a "tight place" while others show no such signs until everything is over. There are some persons definitely anti-social, or with no regard for the rights of others. Often this is associated with a tendency to get angry easily if their rights are not observed by "the other fellow." These differences as given above account for a large part of our accidents.

SAFE DRIVING SUGGESTIONS

The National Research Council suggests the following eleven rules² for drivers to eliminate most accidents:

1. Drive within your limitations. You may have your car under perfect control at 45 miles per hour but not at all at 50 miles.
2. If you are color-blind watch others at the stop lights. The red light is not always below the green light.
3. If you cannot judge distance do not take a chance in passing.
4. If you have only one good eye be sure that you turn your head before you turn your car.
5. If you are not sure of the meaning of a sign, ask about it. Safe drivers ask many questions.
6. If you get nervous easily keep out of close places. Take your time.
7. If glare of lights bother you build yourself some "cues" for night driving like looking at the right edge of the pavement, or provide a suitable shield for your eyes.

¹National Research Council, Washington, D. C., **Principles of Safe Automobile Driving**

²Ibid

8. Get experience with more than one car if possible. Research shows that drivers who have had no accidents have driven several types of cars. Trade experiences with your neighbors. Get the "feel" of different cars and you will feel more at home in your own.
9. Always drive so you are out of the other person's way or be prepared to do so at a moment's notice.
 - a. Drive at the extreme right lane when going slowly.
 - b. Move to center of street or highway on approaching intersections when turning left.
 - c. Move to extreme of right lane when turning right.
 - d. Drive steady and avoid unnecessary passing.
 - e. Drive straight on the roadway. Do not swerve back and forth.
 - f. Indicate clearly the direction you expect to take by conventional signs.
 - g. Stop at all boulevard or light stops. If you do not you are in danger of being struck by another car and if an accident occurs, you will be legally responsible.
10. The modern car is a powerful machine. You should always be aware of this fact and make it easy for yourself to drive safely.
 - a. Do not allow more than two persons in the front seat of your car.
 - b. Keep the windshield and windows clean.
 - c. See that your brakes and steering mechanism operate properly.
 - d. Do not drive when you are tired or sleepy.
 - e. When in a hurry, "watch your step."
 - f. See that your eyes are not on a strain and have proper protection from glare. Bright sunlight reflected from the pavement is fatiguing to the eyes and induces drowsiness.
 - g. Keep the speed of your car within reason. It is more economical as well as safer.
 - h. Know the degree of safety of the different road materials.

11. Have a periodic examination of yourself made.

Safe and sane driving in the matter of speeds is reflected in gasoline economy. An automobile traveling at

20 miles per hour goes about 18.2 miles per gallon

30 miles per hour goes about 18.4 miles per gallon

40 miles per hour goes about 15.7 miles per gallon

50 miles per hour goes about 13.1 miles per gallon

60 miles per hour goes about 10.1 miles per gallon¹

Safe and sane driving in the matter of speeds is also naturally reflected in lesser damage or injury in case of collision. Hitting a pedestrian with a car traveling at 60 miles per hour has about the same result as pushing a pedestrian off the top of a ten or twelve-story building. A 40 mile speed would reduce the effect to a drop from a four-story building and a 20 miles speed to a single story structure.²

Personal responsibility includes the element of good citizenship. The policeman, the sheriff, the highway patrol officer or any other officer responsible for traffic law enforcement is entitled to courteous, friendly cooperation.

The policeman's duties require him to advise, guide and direct; and in instances of violation to make arrests. He prefers to be your friend; will you help him?

Good citizenship requires you to "play the game according to the rules." Cheating in the game of highway traffic is just as likely to cost a life today as cheating at cards, when caught, exacted a life in the early days of this country.

PART FOUR

DRIVING RULES

These driving rules are abstracted from the Uniform Motor Vehicle Act of the State of Colorado as amended and revised to September 1, 1935. The text is in question (Q) and answer (A) form. The numerals in parentheses following each set of answers refer to the Section in the Act. The particular chapter and year of the Session Laws precedes each set of questions and answers. *A good citizen will keep abreast of the changes in laws.*

¹American Automobile Association, **Automobile Accidents 1933**

²Ibid

PEDESTRIANS

Chapter 164—Session Laws 1935

- Q. Are pedestrians subject to traffic signals at intersections?
A. Yes. (98)
- Q. Does the pedestrian have the right of way at all times?
A. No, only at crosswalks at intersections not controlled by traffic signals or within any marked crosswalk. (99, 100)
- Q. In walking on a highway shall the pedestrian walk on the right side?
A. No, the pedestrian shall always walk on the left side of the highway, facing traffic. (102)
- Q. Is hitch hiking legal?
A. No. (102)

RIDERS OF ANIMALS

- Q. Are riders of animals subject to the same regulations as pedestrians?
A. Yes. (102)

HORSE-DRAWN VEHICLE

- Q. Is a horse-drawn vehicle subject to the traffic regulations?
A. Yes, subject to those parts which by their natures are applicable. (47)
- Q. Does the law require lights on the rear of a horse-drawn vehicle if on the highway at night?
A. Yes, or a reflector. (134)

BICYCLES

- Q. What laws govern the bicycle rider?
A. All provisions of the traffic law which are applicable. (47)
- Q. Must a bicycle be equipped with lamps?
A. Yes, a white lamp visible 500 feet to the front and a red lamp or red reflector, visible 500 feet to the rear. (133)
- Q. May a bicycle be equipped with a whistle or siren?
A. No. (145)

TRAFFIC SIGNAL LEGEND

- Q. What are the authorized traffic control signals?
A. 1. Green or Go. All traffic proceeds.

2. Yellow or Caution, following green or go. Clear the intersection or prepare to stop before entering intersection.
3. Red or Stop. All traffic stops and resumes only on the Green or Go.
4. Red with green arrow. Proceed with caution in direction of arrow.
5. Flashing Red. Stop. Procedure same as at a stop sign.
6. Flashing Yellow. Caution. Proceed with caution at no greater speed than 15 miles per hour. (55)

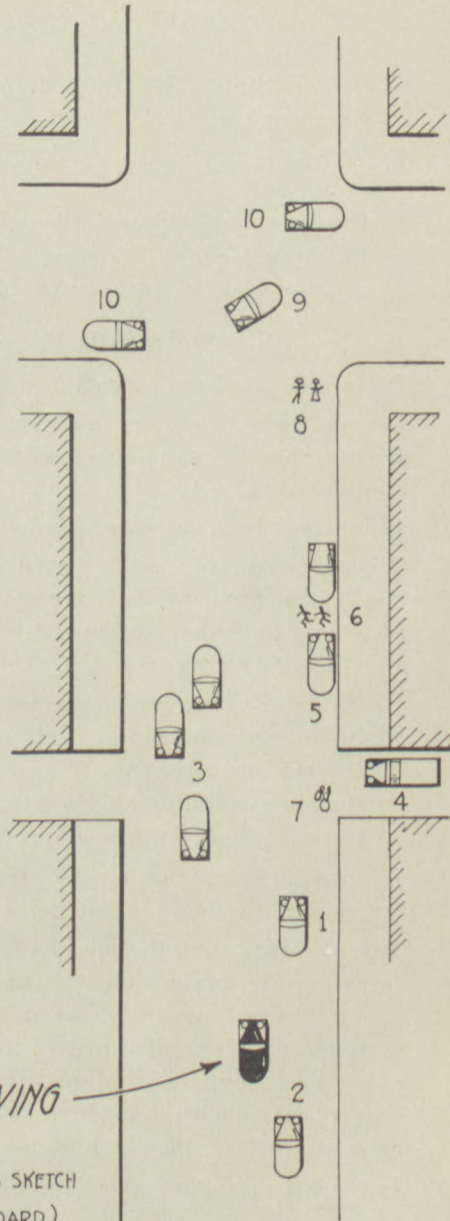
SPEED, MAXIMUM AND MINIMUM

- Q. Do weather and road conditions affect the legal speed limits?
- A. Yes, no person shall drive a vehicle on a highway at a speed greater than is reasonable and prudent under the conditions then existing. (74)
- Q. What are the legal speed limits?
- A. Where no special hazard exists the following speeds* are lawful, but any speed in excess of these limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful. (74)
- | | |
|------------------------------------------|-----------|
| On winding narrow mountain highways..... | 20 miles |
| In business districts..... | 25 miles* |
| In residence districts..... | 30 miles* |
| On open mountain highways..... | 40 miles |
| Under other conditions speed limit..... | 60 miles |
- Q. Is there an obligation on the driver even though he is traveling within the legal speed limits?
- A. Yes, the fact that the speed of a vehicle is lower than the foregoing limits does not relieve the driver from slowing up when approaching and crossing an intersection, approaching or rounding a curve, approaching the top of a hill, traveling upon a narrow or winding highway, or when any special hazard exists with respect to pedestrians or other traffic, or by reason of weather or highway conditions. (74)
- Q. Is there a minimum speed limit?
- A. Yes. It is unlawful to drive at so slow a speed as to block or impede the normal and reasonable movement of traffic. (76)

*Unless speed limits are otherwise posted.

WHEN DRIVING WATCH,

1. CARS IN FRONT
2. CARS IN BACK
3. CARS APPROACHING
4. ALLEY-TRUCKS
5. PARKED CARS
6. CHILDREN RUNNING
FROM BETWEEN
PARKED CARS
7. BICYCLES
8. PEDESTRIANS
9. INTERSECTION-TURNS
10. & CROSS TRAFFIC



THE CAR YOU ARE DRIVING

(NOTE: IT IS SUGGESTED THAT THIS SKETCH
BE REPRODUCED ON THE BLACKBOARD)

DRIVING

- Q. Does the law require an operator to drive on the right half of the roadway?
- A. Yes. Upon all roadways of sufficient width a vehicle shall be driven upon the right half of the roadway, except as follows:
1. When overtaking and passing another vehicle proceeding in the same direction.
 2. When the right half of a roadway is closed to traffic while under construction or repair.
 3. Upon a roadway divided into three lanes for traffic.
 4. Upon a roadway designated and sign posted for one way traffic. (79)

PASSING

- Q. How do you pass a vehicle proceeding in the opposite direction?
- A. Vehicles proceeding in opposite directions shall pass each other to the right. Upon roadways having width for not more than one line of traffic in each direction, each driver shall, as nearly as possible, give to the other at least one-half of the main traveled portion of the roadway. (80, etc.)
- Q. How do you pass a vehicle proceeding in the same direction?
- A. The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left at a safe distance and shall return to the right side of the roadway when safely clear of the overtaken vehicle.
- The driver of an overtaken vehicle shall give way to the right on audible signal and shall not increase the speed of his vehicle until completely passed by the overtaking vehicle. (81)
- Q. Is it permissible to overtake and pass another vehicle at any time?
- A. No; do not attempt to pass unless the left side is clearly visible and free from oncoming traffic, so as not to endanger an oncoming vehicle or the vehicle being passed. The overtaking vehicle must return to the right hand side of the road before coming within 100 feet of an approaching vehicle.

Never overtake and pass a vehicle

1. Near or at the crest of a hill or grade.
2. Upon a highway curve where the driver's view is obstructed within 750 feet.
3. When approaching within 200 feet of a bridge, a tunnel, an intersection or a railroad grade crossing.
4. At an intersection or railroad grade crossing.
5. Where official signs direct traffic to keep to the right or a distinctive centerline is marked. (83)

Q. Is it permissible to overtake and pass another vehicle on the right?

A. Yes, when the other vehicle is making or about to make a left turn. (82, etc.)

Q. How does a vehicle pass around a rotary traffic island?

A. Always to the right; and on one-way streets in the direction sign-posted. (84)

Q. What is the purpose of a three lane highway?

A. The center lane is used only for passing and overtaking a vehicle, or for a left turn, or for a purpose clearly sign-posted.

Under no circumstances shall a vehicle attempt to pass upon the shoulder or any portion of the roadway remaining to the right of the indicated right-hand traffic lane. (85)

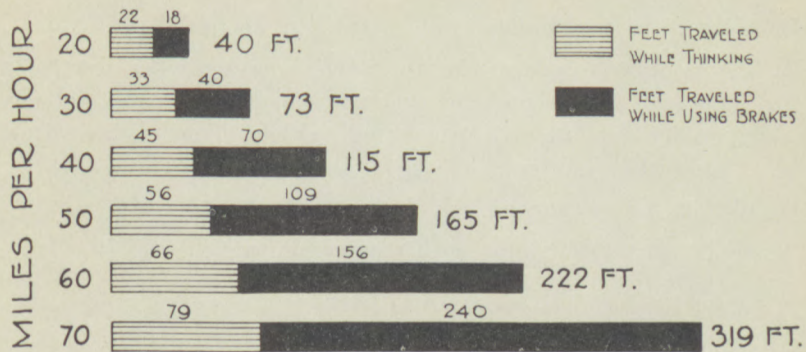
Where three or more lanes are marked a vehicle should not weave between lanes.

Q. Is it unlawful to follow another vehicle too closely?

A. Yes. One motor vehicle shall not follow another more closely than is reasonable and safe, considering speed, volume of traffic and highway condition. (86, etc.)

STOPPING

Distance required for stopping under excellent conditions with effective 4-wheel brakes on a straight, level, smooth, hard-surfaced highway.

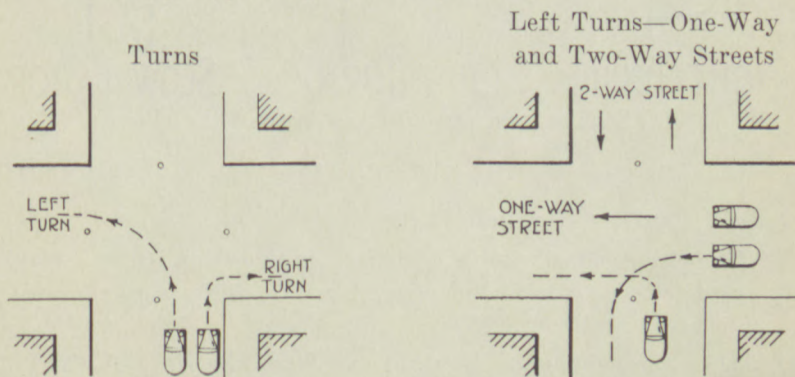


- Q. Must a vehicle stop before emerging from an alley or private driveway?
- A. Yes. The driver of a vehicle within a business or residence district, when emerging from an alley, driveway or building shall stop the vehicle immediately before driving into the sidewalk area extending across an alleyway or private driveway. (112)

TURNING

- Q. Is there a rule for turning at intersections?
- A. Yes. A right turn should be made from the lane or portion of highway nearest the right-hand curb or edge of highway, giving the right turn signal continuously for not less than 100 feet before making turn.

A left turn should be made from the lane or portion of the right half of highway nearest the center of highway, giving the left turn signal continuously for not less than 100 feet before making turn and turning on the right of the center of the highway being entered. (87)



- Q. Where is it illegal to turn completely around?
- A. On a curve, or upon the approach to or near the crest of a grade or hill where the turning vehicle cannot be entirely seen by drivers of approaching vehicles from either direction within 750 feet. (88)
- Q. When may a parked vehicle be started?
- A. When it may be done with reasonable safety. (89)

SIGNALLING

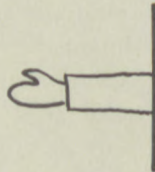
- Q. When are signals required and what are they?
- A. Signals are required regardless of weather prior to change of direction; stopping or slowing down; by sounding the horn when a pedestrian may be affected or by giving the appropriate signal by hand, arm or signal device where other vehicles may be affected by such movement.

Signal lamps or devices approved by the Department are required when vehicles are so constructed or loaded that a hand or arm signal would not be visible to both front and rear. (90)

- Q. What are the hand and arm signals?
- A. Right turn—hand and arm extended upward.
Left turn—hand and arm extended horizontally.
Stop or decrease speed—hand and arm extended downward. (92)



RIGHT TURN



LEFT TURN



SLOW OR STOP

NOTE: The arm extends well beyond the elbow.

RIGHT-OF-WAY

- Q. Who has the Right-of-Way?
- A. The driver of a vehicle within an intersection has the right-of-way over a vehicle approaching the intersection from a different highway. (93)
- Q. Does the vehicle on the right ever have the right-of-way?

A. Yes, when two vehicles enter an intersection at the same time from different highways the driver on the left shall yield the right-of-way to the one on the right. (93) If two vehicles enter close enough to have a "running collision" they are considered to have entered at the same time.

Q. What other modifications are there of the Right-of-Way?

A. A vehicle within an intersection intending to turn to the left shall yield the right-of-way to any vehicle approaching from the opposite direction which is within the intersection or so close as to constitute an immediate hazard, but having so yielded and having given a signal may make such turn and all other vehicles approaching the intersection from the opposite direction shall yield the right-of-way to the vehicle making the left turn.

The driver of a vehicle shall stop at the entrance to a through highway and shall yield the right-of-way to other vehicles which have entered the intersection or which are approaching so closely on the through highway as to constitute an immediate hazard, but after having so yielded may proceed and the vehicle approaching the intersection shall yield the right-of-way to the vehicle so proceeding into or across the through highway.

The driver of a vehicle shall likewise stop in obedience to a stop sign at an intersection not a part of a through highway and shall proceed cautiously, yielding to vehicles not so obliged to stop which are within the intersection or approaching so closely as to constitute an immediate hazard.

The driver of a vehicle about to enter or cross a highway from a private road or driveway shall yield the right-of-way to all vehicles approaching on said highway. (94, 95, 96)

EMERGENCY VEHICLES

Q. What does a driver do upon hearing a fire engine siren?

A. Upon the approach of an authorized emergency vehicle, when the driver is giving audible signal by siren, exhaust whistle, or bell, the driver of every other vehicle shall yield the right-of-way and shall immediately drive to a position parallel to, and as close as possible to, the right hand edge or curb of a highway clear of any intersection and shall stop

and remain in such position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer. (97)

STREET CARS

- Q. Is it lawful to pass a street car on the left?
- A. No, except when directed by a police officer, or upon a one-way street or where the car tracks are so located as to prevent passing on the right. When the driver is permitted to pass on the left of a car receiving or discharging passengers he must reduce speed and grant pedestrians the right-of-way. (103)
- Q. When there is no safety zone for car patrons, what does a driver do when the car is loading or discharging passengers?
- A. When overtaking a street car stopped or about to stop, the driver of a motor vehicle shall stop five feet to rear of nearest running board or door until passengers are aboard, or until those alighting have reached a place of safety.

If at a safety zone, he may pass at a reasonable and careful speed. When driving on a street car track ahead of a street car, the driver shall clear the track as soon as possible when signalled by the motorman. When a street car has started across an intersection, no driver of a motor vehicle shall drive upon or cross the tracks in front.

No driver shall overtake and pass a street car and then turn in front so as to interfere or impede its movement.

Driving through a safety zone is prohibited.

RAILROAD CROSSINGS

- Q. What laws apply at railroad crossings?
- A. Any motor vehicle carrying passengers for hire, any school bus carrying any school child, or any vehicle carrying explosives or inflammable liquids must stop within 50 feet but not less than 10 feet from any railroad crossing and shall not proceed until it is safe.

Motor vehicles shall stop at all railroad crossings when any electrical or mechanical signal device gives warning of the approach of a train, within 50 feet but not less than 10 feet from the nearest track.

No motor vehicle shall cross any railroad track when a crossing gate is lowered or until a flagman signals to proceed.

All motor vehicles must stop where a State Highway stop sign has been placed at a particularly dangerous highway grade railroad crossing. All motor vehicles stopped at any railroad crossing shall be kept as far to the right as possible and shall not form two lanes unless highway is marked with four lanes or more. (107, 108, 109)

HIGHWAY SIGNS

- Q. Are highway stop signs to be obeyed?
- A. Yes. Every driver of a vehicle shall stop at such sign, or at a clearly marked stop line before entering an intersection except when directed by a police officer or traffic control signal. (111)

Highway signs are grouped according to functions. Each functional group is indicated first by shape and second by color combination. The principal shapes are shown in the sketch below. Other shapes include horizontal and vertical rectangles, arrow, shield, clover leaf and special state.¹

SHAPE



RAILROAD CROSSING



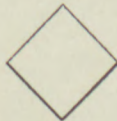
RAILROAD ADVANCE



STOP



CAUTION



SLOW

¹National Conference on Street and Highway Safety, **Manual on Uniform Traffic Control Devices**

PARKING

Q. When is it permissible to park on a main traveled highway?

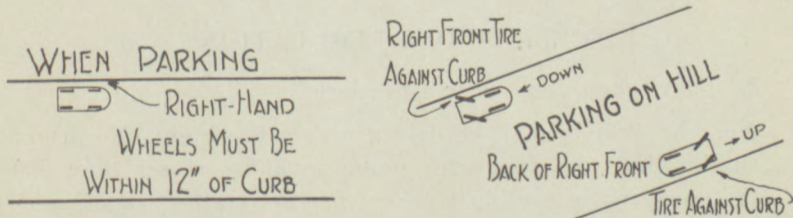
A. No motor vehicle shall be stopped, standing or parked, attended or unattended upon the paved or improved part of the main traveled portion of highways outside of any business or resident district where it is possible to park off said highway, but in every case 20 feet of the highway opposite the vehicle must be clear for passing vehicles and the standing vehicle must be visible 200 feet in each direction on the highway. This does not apply when the motor vehicle is disabled, in which event after sundown all lights must be burning but headlights dimmed. In the case of disabled trucks, the torches and flags required to be carried shall be used. In daytime, one red flag on standard shall be placed on side nearest traffic, one placed 200 feet directly in rear and one placed 200 feet directly in front. After sundown, a fusee shall be lighted, placed at side nearest traffic and torches lighted and placed same position as above. (113, 132, 151)

Q. Is all parking lawful?

A. No, the following parking is unlawful:

1. On a sidewalk
2. In front of a public or private driveway
3. Within an intersection
4. Within 5 feet of fire hydrant
5. On a cross walk
6. Within 20 feet of a cross walk at intersection
7. Within 30 feet upon the approach of a flashing beacon stop sign or a roadside traffic control signal
8. Between a safety zone and curb
9. Within 50 feet of railroad
10. Within 20 feet of driveway entrance to fire station or directly opposite such entrance when posted
11. Alongside or opposite a street excavation or obstruction
12. Double parking
13. On any bridge or elevated structure or in a tunnel or underpass
14. Where signs prohibit parking (115)

- Q. How far from the curb is a car parked?
- A. The right hand wheels of a parked vehicle must be parallel to and within 12 inches of the right hand curb. (116)



- Q. Is it lawful to leave a vehicle unattended with the motor running?
- A. No, furthermore the ignition must be locked and key removed. (117)
- Q. How is a vehicle parked on a grade or hill?
- A. Set the brake and turn the front wheels into the curb or side of highway. (117)

PASSENGERS ON FRONT SEAT

- Q. How many people may ride on the front seat of a vehicle?
- A. Not more than three; furthermore no motor vehicle shall be loaded as to obstruct the view of driver to front or sides or to interfere with or hinder the control. (118)

MOUNTAIN DRIVING

- Q. Who has the right-of-way on narrow mountain highways?
- A. The ascending vehicle unless it is more practical for the ascending vehicle to return to a turnout. (119)
- Q. What other precautionary measures apply to mountain driving?
- A. 1. Vehicle must always be under control
 2. Drive reasonably close to right hand edge of highway
 3. Sound horn on curves or approaches where view is obstructed. (119)
 4. While not obligatory, caution dictates descending steep grades in low gear.

- Q. Is coasting permitted on a down grade with engine turned off, in neutral gear or clutch disengaged?
- A. No. (120)

MISCELLANEOUS REGULATIONS

- Q. Is it lawful to drive over a fire hose?
- A. No. No vehicle shall be driven over a fire hose. No driver shall follow fire apparatus going to a fire closer than 500 feet, or park in the block where fire apparatus has stopped. (121, 122)
- Q. Is it lawful to throw or break a bottle upon a highway?
- A. No. The law also applies to nails, tacks, or anything else likely to injure a person, animal or vehicle.
After an accident any broken glass or other injurious substance must be removed from the highway. (123)
- Q. What is the law regarding overtaking and passing a school bus?
- A. No vehicle shall pass a school bus, that has stopped to unload or receive school children, faster than 10 miles per hour. (124)
- Q. Is it permissible to carry baggage extending beyond the line of left fenders?
- A. No, nor over 6 inches beyond line of fenders on right side nor higher than lower edge of windshield. (161)

AUTOMOBILE EQUIPMENT

- Q. Is it lawful to drive a motor vehicle in unsafe mechanical condition or without proper equipment designated by law?
- A. No; it is a misdemeanor and the penalty for the first offense ranges from \$5.00 to \$100.00 or imprisonment for 10 days. (126)
- Q. When are lights required?
- A. From one-half hour after sunset to one-half hour before sunrise, or at any time when pedestrians or vehicles are not clearly discernible at 500 feet. (127)
- Q. What lights are required?

- A. Headlamps—Two required, one on each side of vehicle. One required, for motorcycle. (128)

Rear lamp—Red, visible 500 feet, so constructed and placed as to illuminate with a white light the license plate for a distance of 50 feet. (129)

Reflector—Required as a separate unit or as the lense of the tail light; must be of an approved type in either case, visible 50 to 500 feet, placed 24 to 42 inches high. (129)

Stop light—Automatic, controlled by brake equipment, required after July 1, 1936. (136)

- Q. What additional lamps are required under certain given conditions?

- A. 1. Clearance lamps—Required when width exceeds 72 inches, located on extreme left side, visible 500 feet, green in front, red in rear, between 26 in. and 42 in. above ground level.
2. Identification lamps—Required when length exceeds 30 feet, or width exceeds 80 inches, 3 green in front, 3 red in rear, near top of vehicle, evenly spaced in a horizontal line 6 to 12 inches apart, visible 500 feet.
3. Side Marker lamps—Required when length exceeds 20 ft., one green on each side near front, one red on each side near rear, visible 500 feet to the side, rear lights cannot be visible from the front. If clearance lamps are visible 500 feet at right angles to left side they will meet the requirements as marker lights. (130)
4. Projecting load—Flag at day; red light or lantern at night, visible 500 feet to side and rear required at end of load when projecting 4 feet or more to rear. (131)
5. Parking—It is required that all lights be burning when vehicle is stopped on highway or shoulder thereto; headlights must be dimmed. (132)

- Q. What regulations govern additional lighting equipment?

- A. Spotlight—Only one permitted.

Auxiliary Driving Lights—Three permitted, on front, between 12 and 42 inches high; not more than 4 driving lights can be used at one time. (135)

Cowl or Fender lamps—Two permitted, white or amber.

Running Board Courtesy lamp—One permitted on each side, white or amber.

Back-up lamp—One permitted. (137)

Q. Do the provisions relating to Single Beam, Multiple Beam and Alternate Road lighting equipment differ?

A. Yes. (138, 139, 140, and 141)

Q. Are there any special restrictions on lamps?

A. Yes. All lamps projecting a beam must be so adjusted as to prevent glare.

Red lights must not be visible from the front. (142, 143)

Q. What special provisions apply to trucks carrying passengers or property?

A. Trucks carrying passengers or property must carry:

3 oil burning torches, good for 12 hours each.

3 red emergency flares, good for 20 minutes each.

3 red flags with standards for daytime, for use in case of breakdowns.

Red electric torches replace oil burning torches when hauling explosives or inflammable materials. (151)

Q. Does the law require brakes to be in good working order at all times?

A. Yes. (144)

Q. What kind of a horn is permitted?

A. Must be audible at 200 feet; a siren, bell or whistle is prohibited. (145)

Q. Is a muffler cutout permitted?

A. No. Mufflers must be in good working order and in constant operation at all times against noise and smoke. (146)

Q. Are rear vision mirrors compulsory when vehicle is so built or loaded as to obstruct drivers view to rear?

A. Yes; visibility 200 feet in rear is required. (147)

Q. Is a dirty windshield lawful?

A. No. Nothing is permitted on any windows which might obstruct the driver's vision. Every windshield must be equipped with an efficient wiper. (148)

- Q. Are solid tires lawful after January 1, 1936?
- A. No, however, a special permit for use to December 31, 1936, may be obtained from State Highway Department. (149)
- Q. Where is safety glass required?
- A. On all new motor vehicles carrying passengers for compensation, or school busses.
- In windshield of other new vehicles after January 1, 1937.
(150)

COMPULSORY INSPECTION

- Q. Is inspection of motor vehicles compulsory?
- A. Yes. (157)
- Q. How often is inspection required; by whom, and what does it cost?
- A. Inspection is compulsory not more than twice a year, during periods to be publicly announced, at official inspection stations, the charge not to exceed 50 cents for an inspection and issuance of certificate. (153, 154, 155, 156)
- Q. What happens when a vehicle is without a certificate?
- A. The Department may suspend the registration of the vehicle. (154, 158)
- Q. Does the law govern the size and weight of trucks?
- A. Yes; the maximum width, height and length of trucks is as follows:
- 8 feet wide
 - 12½ feet high
 - 35 feet length—single unit
 - 40 feet tractor—semi-trailer
 - 50 feet other combinations
 - 12 feet wide limit, loose hay loads
- Oversize equipment now in use can be licensed until July 15, 1937.
- Special safety equipment is required for trailers or towed vehicles.
- Regulations govern the maximum weight of loads.
- Officers may weigh vehicles and remove excess loads.

Under certain conditions permits may be obtained for excess size or weight.

Spilling loads on highways is prohibited. (159, 160, 162, 163, 164, 165, 166, 167, 168)

PART FIVE

DRIVER AND OWNER SAFETY RESPONSIBILITY

Chapter 163—Session Laws, 1935

Q. Is it prudent to drive a car, under the Financial Responsibility Law without public liability and property damage insurance?

A. No.

Q. What is the Financial Responsibility Law?

A. In brief, it requires every motor vehicle operator who is judged responsible for an accident resulting in a personal injury, or property damage of certain limits, to pay for the damage.

After paying for the damage the offending motor vehicle operator, also any operator who is convicted of a major traffic violation must before again driving or licensing a motor vehicle, deposit with the state \$11,000 in cash or securities, or post bond or an insurance policy for that amount.

Failure to satisfy the judgment or failure to provide financial responsibility will result in the following penalties for 3 years.

1. The operator cannot drive a motor vehicle in Colorado or in any State having similar laws.
2. All license plates for motor vehicles issued in his name are withdrawn and the vehicles cannot again be licensed while owned by him.
3. He shall be unable to license any new vehicle he might purchase.

Any person subject to the above penalties found violating the law faces six months in jail or a \$500.00 fine, or both.

PART SIX**TITLE FOR VEHICLE**

Chapter 136—Session Laws, 1925

- Q. When purchasing a new or used motor vehicle what document must be demanded to prove ownership?
- A. A Certificate of Title. (2, 3, 4)
- Q. Is such a certificate also mandatory when a Colorado resident buys a car outside the state?
- A. Yes. Also a new resident must secure a certificate within 30 days. (4)
- Q. Where may a certificate be secured?
- A. At the office of the County Clerk and Recorder in the County of residence. (2)
- Q. How long is a certificate good for?
- A. The life of the motor vehicle. Upon new ownership the certificate is endorsed over to the new owner. No certificate of title may be transferred if the taxes for the previous year are not paid. (2, 3)

LICENSE AND PLATES FOR VEHICLE

Chapter 122—Session Laws, 1931

- Q. May a motor vehicle be operated without license plates?
- A. No. A license must be obtained each year, good only to December 31, from the County Clerk and Recorder in the County of residence.
- New residents must secure a license within 30 days; the same applies to residents who are issued licenses by another state.
- Q. When must a non-resident secure license and plates?
- A. Non-residents owning and operating a motor vehicle wholly within the State must conform to the same requirements as residents.
- Q. If license plates are lost or stolen may new ones be obtained?
- A. Yes. (27, 29, 32, 33, 36, 37, 40)
- Q. May license plates or registration card be used on any vehicle other than that registered?

A. No. However, when a change of vehicle is made the plates may be transferred by applying to the Department and paying a \$1.00 fee. (34, 41)

Q. What are the license fees for motor vehicles?

A. Passenger Car License Fees:

Based on shipping weight up to and including 2600 lbs...\$5.00
2601 lbs. to 4500 lbs. \$5.00 plus 15c for each additional 100 lbs. Over 4500 lbs. 60c for each additional 100 lbs.

Motorcycle\$2.00

Passenger Bus Fees

\$20.00 for busses seating 9 passengers, plus \$1.00 for each seating capacity over 9.

School Bus Fees

\$15.00 for first 25 seating capacity or less, 50c additional for each seating capacity over 25. Juvenile seating capacity 14 inches.

Truck Fees

1 ton.....	\$10.00
1¼ to 2 tons.....	17.50
2¼ to 3 tons.....	25.00
3¼ to 4 tons.....	37.50
4¼ to 5 tons.....	50.00

Plus \$25.00 for each additional ton over 5.

Trailer Fees

\$10.00 for each full ton rated capacity.

Tractor Fees

5 ton class.....	\$25.00
10 ton class.....	50.00

Fees reduced on May 1 to three-fourths the full rate. On October 1 to one-fourth the full rate. (42)

PART SEVEN

OPERATING LICENSE

Chapter 164—Session Laws, 1935

Q. Who may drive a motor vehicle?

A. Only a licensed operator or licensed chauffeur. (7)

- Q. How does one become eligible for a license?
- A. By passing an examination in the county of residence.
Examination includes a test of eyesight, ability to read signs regulating traffic, a knowledge of the State traffic laws, and a demonstration of ability to handle a motor vehicle. (16)
- Q. Who may not be licensed?
- A. Any person as an operator under 16 years.
Any person as a chauffeur under 17 years.
Any person who is under suspension.
Any person whose license is revoked.
Any habitual drunkard or one addicted to narcotics.
Any person adjudged mentally afflicted.
Any person not passing the examination.
Any person required to prove financial responsibility and who has failed to do so.
Any person the Department may deem a menace to safety. (9)
- Q. Is there a fee for an operating license?
- A. Yes. An operator's fee is \$1.00, good until July 1 of the 3rd year after issued.
A chauffeur's license costs \$2.00 and expires December 31st of each year. (18, 22)
- Q. Does the law require one to carry the driver's license at all times while operating a motor vehicle?
- A. Yes. (19)
- Q. Is the parent or cosigner of an application for operator's license of a minor responsible for the actions of the minor while driving a motor vehicle?
- A. Yes, except when an insurance policy or other proof of financial responsibility as required by law is deposited. (13)
- Q. When a minor reaches age 17, is it necessary that he or she obtain a new license?
- A. Yes. (13)
- Q. Does the law permit you to loan your license to any other person?
- A. No. (35)

- Q. Does a person licensed as an operator need a chauffeur's license to drive a truck while in use as a common carrier of persons or property?
- A. Yes. (10)
- Q. Does one holding a chauffeur's license need to procure an operator's license?
- A. No. (7)

PART EIGHT

ACCIDENTS

- Q. When involved in an accident is it necessary to stop at the scene of the accident?
- A. Yes. (59, 60, 61)
- Q. If involved in an accident, does the law require that you show your operator's license when requested to do so?
- A. Yes. (61)
- Q. Where must accidents be reported?
- A. To the Motor Vehicle Department, except when the accident occurs within an incorporated city or town, then to the local police department. (64)
- Q. If involved in an accident does the law require the operator to take another examination within 10 days?
- A. Yes. (16)
- Q. What is the procedure when one collides with an unattended vehicle?
- A. Stop and locate the owner, or leave securely attached in a conspicuous place, name, address and a statement of the circumstances. (62)
- Q. May an operator's license or chauffeur's license be suspended or revoked?
- A. Yes. (25, 26, 27)
- Q. For what reason?
- A. For a death, personal injury or property damage;
Reckless driver;
Habitual violator of traffic laws;

Anyone incompetent to drive;
Anyone who has permitted unlawful use of license, or committed an offense in another State. (30)

- Q. When must the license be revoked?
- A. When convicted of manslaughter; driving under influence of liquor or drugs; any felony committed using a motor vehicle; hit-and-run driving; perjury, or false statement under oath on any motor vehicle law; three convictions in one year of reckless driving or forfeiture of bail; conviction of misuse of licenses, titles, permits or plates. (29)
- Q. What is the penalty for driving under the influence of liquor or narcotic drugs?
- A. First offense, by imprisonment of not more than one year or fine of not more than \$1,000.00 or both. Second offense, by not less than 90 days imprisonment nor more than one year and in the discretion of the court a fine of not more than \$1,000.00. (72)
- Q. What is reckless driving?
- A. Driving a vehicle in such a manner as to indicate either a willful or a wanton disregard for the safety of persons or property.
Penalty—First conviction, 90 days or \$500 fine or both. Second conviction, 6 months and \$1,000. Also revoke license to drive. (73)
- Q. Is it necessary to notify the Motor Vehicle Department of a change in address or name?
- A. Yes, within 10 days. (23)

PART NINE

GOVERNMENTAL FUNCTIONS¹

The supervision, regulation and licensing of motor vehicles and motor vehicle operators for the State as a whole is under the jurisdiction of the State Treasurer.

The State Treasurer delegates authority to the Excise Tax Commissioner.

The Excise Tax Commissioner is charged with the responsibilities

¹State of Colorado Uniform Motor Vehicle Act

of the State Inspector of Oils and the State Motor Vehicle Supervisor.

The State Motor Vehicle Supervisor is in direct charge of the Division of Motor Vehicle Supervision.

The Division of Motor Vehicle Supervision has four departments:

1. Motor Vehicle Registration and License.
2. Motor Vehicle Title.
3. Motor Vehicle Theft.
4. Operator's and Chauffeur's License.

The authorized agent for the Department in the matter of issuing a motor vehicle registration and license and motor vehicle certificate of title is the County Clerk and Recorder in every county except Denver.

The authorized agent for the Department in the matter of licensing operators and chauffeurs is also the County Clerk and Recorder in every Colorado county.

The Department is charged with maintaining records of all accidents, deaths, and convictions in connection with motor vehicle operations. Reports of accidents resulting in personal injury, death or property damage must be filed with the Department by peace officers, sheriffs, highway patrol and the individuals involved. Deaths must be reported by the coroners, and convictions by the Clerk of the Court or Justice of the Peace.

The enforcement of traffic laws is charged to the county and city peace officers, sheriffs, and the highway courtesy patrol.

Responsibility for the Highway Courtesy Patrol is vested in a State Supervisor who is granted authority by a Board of three members, one each from the office of the Secretary of State, the State Highway Department and the State Public Utilities Commission.

It must be remembered that communities have the right to impose any additional regulations not in conflict with the state laws, considered necessary to safeguard human life and property.

YEAR 2—TENTH GRADE

PURPOSE

A study of accidents, their *causes* and *effects*; to develop a safety consciousness and the ability to anticipate and avoid critical situations.

PROCEDURE

Case studies should be made of *school vicinity traffic accidents*; the data should be secured through a student reporting system.

If the "school vicinity" is too circumscribed the teacher should enlarge the area to be studied.

The teacher should organize student reporting committees (a new committee each week) composed of two girls and two boys to obtain all facts regarding the accidents within the reporting area. Field data should be obtained as indicated on the suggested form of report* shown between pages 48-49. This report should be supplemented by sketches of the accident, position of the cars, accident victims, measurements, etc. An additional sketch showing the features of the terrain—fences, trees, shrubs, etc., surrounding the scene of the accident, will also be very helpful.

Committee is to report on each accident, showing appropriate blackboard sketches and to lead class discussion on how the accident occurred and how it could have been prevented.

The students may prefer to make a horizontal layout of the intersection or highway, plotting the accident with toy vehicles and pedestrians.

Show economic loss in dollars—for example: \$5,000 for each death; \$250 for each personal injury, and \$30 for each property damage.

Discuss also the social problem—the effect on the family of accident victim, and the effect on the victim through bodily injury and mental shock.

It is suggested that reports be tabulated quarterly, that a map of the school vicinity be prepared and accidents be spotted as they occur.

Charts may be prepared analyzing the accident showing:

- a. Number of fatalities, injuries and property damage.

*This report has been designed from the State of Colorado Motor Vehicle Department Accident Report used by all state law enforcement officers

b. Distribution by

1. Type of accident (auto and auto; auto and pedestrian, etc.)
2. Actions of driver.
3. Age of driver.
4. Years of driving experience.
5. Actions of pedestrian.
6. Age of pedestrian.
7. Time of day, week, month and year.
8. Weather conditions.
9. Highway surface conditions.

These charts may be kept current from day to day.

In instances where the area is large, thus prohibiting personal surveys by students, it is further suggested that cooperation be secured from the State Highway Courtesy Patrol or Sheriff.

Compare the quarterly reports with national statistics in the Statistical Appendix and with data published by the National Safety Council.

Accidents are the "effect" of some "cause"; they do not just happen, and in the majority of cases are preventable.

As a rule accidents are the result of several "causes." The principal cause is the human element. Other contributing causes are the condition of the highway or the condition of the automobile.

A. Factors in the human element are:

1. Inaccurate or poor judgment.
2. Too much speed under given conditions.
3. Inattention or preoccupation.
4. Carelessness or lack of interest and consideration.
5. Recklessness or a criminal disregard for safety of others.
6. Inability to anticipate critical situations, or recognize potential accident conditions.
7. Unsuspected physical or mental shortcoming.
8. Physical or mental fatigue.

- B. Highway factors which constantly change and which must constantly receive consideration by the alert driver. Failure to do so may result in an accident.
 - 1. Surface conditions.
 - 2. Types of paving.
 - 3. Grades and curves.
 - 4. Intersections.
 - 5. Obstruction due to repairs, etc.
 - 6. Visibility.
- C. Mechanical defects of the automobile may cause accidents such as:
 - 1. Bad brakes.
 - 2. Blinding headlights or poor headlights, one or both out, or taillight out.
 - 3. Tires, worn out or underinflated.
 - 4. Faulty windshield.
 - 5. Windshield wiper worn out or inoperative.
 - 6. Faulty steering mechanism.
 - 7. No rear view mirror.
- D. Weather and time of day factors which must be compensated for to avoid accidents.
 - 1. Rain, snow, sleet, ice, and fog.
 - 2. Sun-glare, twilight and darkness.

Slippery weather increases the problem of stopping and starting. An accepted method of stopping by many good drivers is to start slowing down the auto quite a distance from the stopping point by a series of quick moderate brake actions, instead of one continuous pressure; that is press the brake lightly and release almost at once, repeating the action till stopped.¹

Many of the best drivers make it a point not to disengage the clutch until the car is nearly stopped, being careful not to stall the engine.

In starting on an icy or slick highway many skillful drivers start in high gear or in second, thus avoiding wheels spinning or sideslipping, but they remember to engage the clutch very slowly.

¹Driving suggestions from **We Drivers**, General Motors Corporation

In case of a skid the good driver turns the front wheels toward the direction of the skid and does not apply the brakes or disengage the clutch.

Headlight beams should be depressed when driving in fog, snow, or mist, otherwise the beams are reflected right back into the eyes of the driver.

Visibility in twilight or dusk is very treacherous; the careful driver reduces his daylight driving speed to two-thirds or by half.

Night driving is continually within the danger zone due to a lack of visibility. A speed of 40 miles per hour requires at least 250 feet visibility—a safe visibility range.

Sixty miles per hour requires at least 600 feet visibility which is not obtainable with legally adjusted headlights. Such night speed is foolhardy.

E. Use of intoxicating liquors is another contributing cause of accidents.

1. It slows mental reaction, thus requiring at least twice the normal distance to stop.
2. It warps judgment of distance.
3. It encourages taking chances.

Studies¹ made by Dr. H. A. Heise of Columbia Hospital, Milwaukee, indicate that driving even after “moderate drinking” is potentially very serious from the point of view of accidents.

¹American Automobile Association, **Looking Ahead at the Traffic Problems**. National Bureau of Casualty and Surety Underwriters, **Man and the Motor Car**.

STUDENT TRAFFIC ACCIDENT REPORT

COUNTY.....Date of Accident.....193.....at.....

WEATHER: Clear ☐ P.M. Daylight ☐ Foggy ☐ A.M. Dusk ☐ Rain ☐ Dark ☐ Snow ☐

LOCATION: On...../.....Ft./Inches.....of.....
 (Street or Highway) (Intersecting Road or Landmark) (Direction) (City, Town or Landmark)

OPERATOR A. Age.....Sex.....Type of Vehicle.....Make of Vehicle.....
 (Sedan, Coupe, Truck, Bus, etc.) (Lic. No.)

OPERATOR B. Age.....Sex.....Type of Vehicle.....Make of Vehicle.....
 (Sedan, Coupe, Truck, Bus, etc.) (Lic. No.)

OPERATOR C. Age.....Sex.....Type of Vehicle.....Make of Vehicle.....
 (Sedan, Coupe, Truck, Bus, etc.) (Lic. No.)

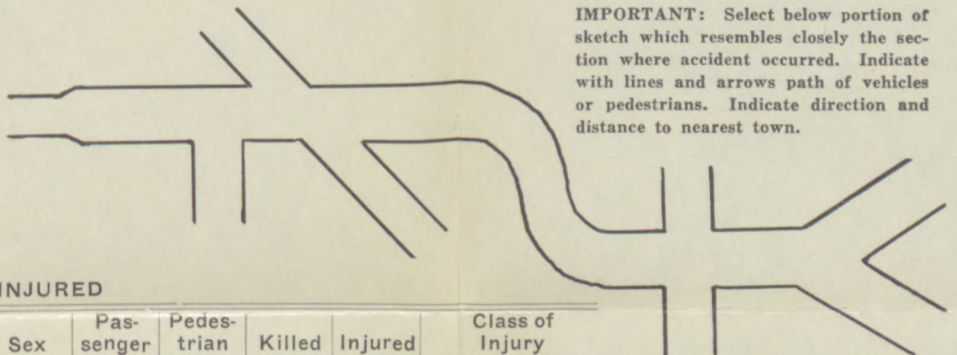
OTHER OBJECT INVOLVED: Pedestrian ☐ R. R. Train ☐ St. Car ☐ Horse Drawn Vehicle ☐ Animal ☐
 Bicycle ☐ Other Motor Vehicle ☐ Fixed Object.....Non-Collision ☐
 (Give Description)

Check each item that applies to this Accident:

DRIVER:	A	B	DRIVER'S CONDITION:	A	B	CONDITION OF VEHICLE:	A	B
1. Turning Improperly	<input type="checkbox"/>	<input type="checkbox"/>	1. Asleep	<input type="checkbox"/>	<input type="checkbox"/>	1. Brakes Defective	<input type="checkbox"/>	<input type="checkbox"/>
2. Going Straight Ahead	<input type="checkbox"/>	<input type="checkbox"/>	2. Had Been Drinking	<input type="checkbox"/>	<input type="checkbox"/>	2. Defective Steering	<input type="checkbox"/>	<input type="checkbox"/>
3. Turning Right—Left	<input type="checkbox"/>	<input type="checkbox"/>	3. Fatigued	<input type="checkbox"/>	<input type="checkbox"/>	3. Glaring Headlights	<input type="checkbox"/>	<input type="checkbox"/>
4. Slowing Down—Stopping	<input type="checkbox"/>	<input type="checkbox"/>	4. Physical Defect	<input type="checkbox"/>	<input type="checkbox"/>	4. Lights Too Dim	<input type="checkbox"/>	<input type="checkbox"/>
5. Backing	<input type="checkbox"/>	<input type="checkbox"/>	5. Confused by.....	<input type="checkbox"/>	<input type="checkbox"/>	5. One—Both Lights Out	<input type="checkbox"/>	<input type="checkbox"/>
6. Standing Still	<input type="checkbox"/>	<input type="checkbox"/>	6. View Obstructed by:	<input type="checkbox"/>	<input type="checkbox"/>	6. Taillight Out—Obscured	<input type="checkbox"/>	<input type="checkbox"/>
7. Double Parked	<input type="checkbox"/>	<input type="checkbox"/>	Buildings	<input type="checkbox"/>	<input type="checkbox"/>	7. No Reflector	<input type="checkbox"/>	<input type="checkbox"/>
8. Avoiding Ped.—Object	<input type="checkbox"/>	<input type="checkbox"/>	Parked Vehicle.....Other	<input type="checkbox"/>	<input type="checkbox"/>	8. No Clearance Lights	<input type="checkbox"/>	<input type="checkbox"/>
9. Skidding	<input type="checkbox"/>	<input type="checkbox"/>	Vehicle.....	<input type="checkbox"/>	<input type="checkbox"/>	9. Defective Windshield	<input type="checkbox"/>	<input type="checkbox"/>
10. Reckless Driving	<input type="checkbox"/>	<input type="checkbox"/>	Shrubbery—Trees	<input type="checkbox"/>	<input type="checkbox"/>	10. Defective Windshd. Wiper	<input type="checkbox"/>	<input type="checkbox"/>
11. On Wrong Side of Road	<input type="checkbox"/>	<input type="checkbox"/>	Fog	<input type="checkbox"/>	<input type="checkbox"/>	ROAD CONDITIONS:		
12. Did Not Have Rt. of Way	<input type="checkbox"/>	<input type="checkbox"/>				1. Paved.....Conc.....Oil.....	<input type="checkbox"/>	<input type="checkbox"/>
13. Cutting	<input type="checkbox"/>	<input type="checkbox"/>	PEDESTRIAN'S CONDITION:			2. Graveled	<input type="checkbox"/>	<input type="checkbox"/>
14. Passing on Curve or Hill	<input type="checkbox"/>	<input type="checkbox"/>	1. Had Been Drinking	<input type="checkbox"/>	<input type="checkbox"/>	3. Earth—Graded	<input type="checkbox"/>	<input type="checkbox"/>
15. Passing on Wrong Side at Intersection	<input type="checkbox"/>	<input type="checkbox"/>	2. Physical Defect	<input type="checkbox"/>	<input type="checkbox"/>	4. Condition—Wet—Dry	<input type="checkbox"/>	<input type="checkbox"/>
16. Failed to Signal	<input type="checkbox"/>	<input type="checkbox"/>	3. Confused by Traffic	<input type="checkbox"/>	<input type="checkbox"/>	Muddy—Snowy—Icy	<input type="checkbox"/>	<input type="checkbox"/>
17. Disregarded Officer—Signal	<input type="checkbox"/>	<input type="checkbox"/>	4. Careless	<input type="checkbox"/>	<input type="checkbox"/>	5. On Curve	<input type="checkbox"/>	<input type="checkbox"/>
18. Failed to Stop at Through Highway	<input type="checkbox"/>	<input type="checkbox"/>	5. View Obstructed	<input type="checkbox"/>	<input type="checkbox"/>	6. Straight.....Winding.....	<input type="checkbox"/>	<input type="checkbox"/>
19. Drove—Was Crowded—Off Highway	<input type="checkbox"/>	<input type="checkbox"/>	PEDESTRIAN WAS:			7. Level—Hill	<input type="checkbox"/>	<input type="checkbox"/>
20. Hit and Run	<input type="checkbox"/>	<input type="checkbox"/>	1. Crossing at Intersection	<input type="checkbox"/>	<input type="checkbox"/>	8. On Bridge or Culvert	<input type="checkbox"/>	<input type="checkbox"/>
			2. Walking Along Highway	<input type="checkbox"/>	<input type="checkbox"/>	9. Were Any Hazards Marked?	<input type="checkbox"/>	<input type="checkbox"/>
			3. Crossing Against Traffic	<input type="checkbox"/>	<input type="checkbox"/>	No—Yes	<input type="checkbox"/>	<input type="checkbox"/>
						10. R. R. Crossing—Marked?	<input type="checkbox"/>	<input type="checkbox"/>
						Yes—No	<input type="checkbox"/>	<input type="checkbox"/>

PROPERTY DAMAGE

Car "A" \$.....
 Car "B" \$.....
 Other: \$.....
 TOTAL \$.....



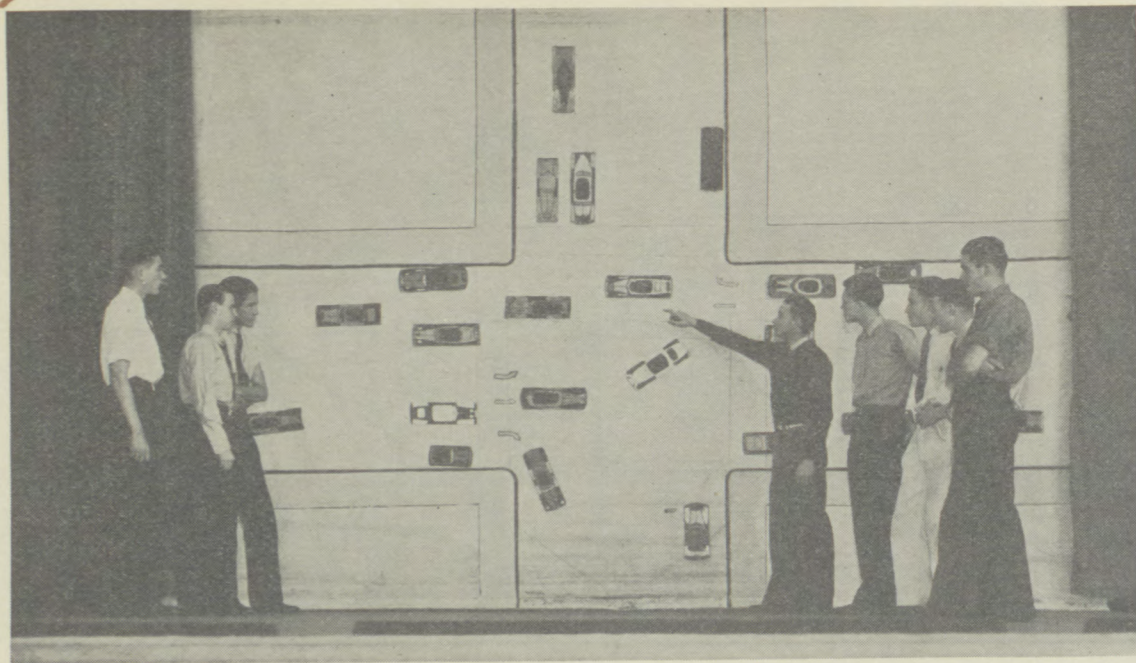
IMPORTANT: Select below portion of sketch which resembles closely the section where accident occurred. Indicate with lines and arrows path of vehicles or pedestrians. Indicate direction and distance to nearest town.

PERSONS KILLED OR INJURED

	Car	Age	Sex	Pas-senger	Pedes-trian	Killed	Injured	Class of Injury
1.								
2.								
3.								
4.								
5.								

ADDITIONAL INFORMATION:

DATE OF REPORT.....REPORT MADE OUT BY (1).....(2).....
 SCHOOL.....(3).....(4).....



The Safety Legion of South High School, Denver, Colorado, Demonstrates by Means of This Huge Chart the Right Way and the Wrong Way to Drive in City Traffic.

(Reproduced by Courtesy School Review, Official Publication of the Denver Public Schools.)

YEAR 3—ELEVENTH GRADE

Study of the driver, the pedestrian and the highway. Due to the rapidity of mechanical improvements, the new development of psychological research as applied to driver and pedestrian, and the advancement of highway engineering to expedite traffic flow with a maximum safety factor, it is realized that a text provided today would be largely obsolete on the morrow.

Therefore, outlines¹ of basic topics for study and discussion are provided, and a current bibliography of reference material should be used each year.

The Driver—Physical, Mental and Emotional Characteristics.

1. Introduction
2. Physical Condition
 - a. General Health
 - b. Disabilities
 - c. Eyesight
 - (1) Importance of Eyesight
 - (2) Acuity of Vision
 - (3) Field of Vision
 - (4) Depth Perception
 - (5) Color Blindness
 - (6) "Double" Vision
 - (7) Ocular Dominance
 - (8) "Blind Spot"
 - (9) Glare
 - (10) Eye Fatigue
 - (11) Ability to Judge Distances and Speed Effects
 - d. Hearing
 - e. Fatigue and Drowsiness
 - f. Intoxicating Liquor
 - g. Carbon Monoxide Poisoning
3. Reaction Time
4. Emotional Conditions
 - a. Hurry and Impatience
 - b. Worry and Preoccupation
 - c. Nervousness

¹American Automobile Association, **Sportsmanlike Driving.**

- d. Loss of Temper
- e. Indecision
- f. Fear and Timidity
- 5. Intelligence and Common-Sense
- 6. Attitude
- 7. Judgment
 - a. Its Importance
 - b. How Developed
 - c. Illustrations of the Use of Judgment
- 8. Quick Decisions
- 9. Attention
- 10. Distractions
- 11. Anticipation of Hazard and Troublesome Situations
 - a. What is Involved
 - b. Its Importance
 - c. How Developed
- 12. Habits and "Automatic" Driving
 - a. Value in Driving
 - b. How Developed
 - c. Examples

The Pedestrian

- 1. Introduction
- 2. Pedestrian Responsibilities
- 3. Pedestrian at a Disadvantage—Natural Limitations.
- 4. Safe Practices
 - a. Habits
 - b. City Traffic
 - c. Rural Highways

The Highway

- 1. Introduction
- 2. General Types of Highways, Roadway Width, Lanes, Pedestrian Walks
- 3. Road Surface Conditions—Types of Paving, Crown, Bumps, Trolley Tracks, etc.

4. Shoulder and Guard Rails
5. Grades, Hillerests and Dips
6. Curves—Radius, Width and “Banking”
7. Intersections—Various Types
8. Special Structures—Circles, Islands, Bridges, “Clover-
Leafs,” etc.
9. Visibility—at Intersections, Curves, Hillerests and Dips
10. Signs, Signals and Roadway Markings

YEAR 4—TWELFTH GRADE

The objective of this portion of the curriculum is the final step in preparing the high school youth of today to become the traffic advisors of tomorrow, and as citizens to promote sound, intelligent traffic programs.

Again the element of change suggests a basic outline¹ of conduct of study.

How Society Copes With the Traffic Problem—Organizations and Functions Thereof

1. Governmental Organizations
 - a. Federal
 - (1) Federal Legislation—Federal Aid Highway Program
 - (2) Bureau of Public Roads
 - (3) Bureau of the Census
 - b. State
 - (1) Legislature
 - (2) Revenue—Collection Agency
 - (3) Highway Department
 - (4) Motor Vehicle Department
 - (a) Licensing Agency
 - (b) Highway Patrol
 - (5) Traffic Commission
 - c. County
 - d. Municipal
 - (1) Legislative Body
 - (2) Highway Department
 - (3) Traffic Engineering Agency
 - (4) Police Department
 - (5) Courts
 - (6) Traffic Commission
2. Governmental and Semi-Governmental Association, Conferences, etc.
 - a. National Conference on Street and Highway Safety
 - b. American Association of State Highway Officials
 - c. American Association of Motor Vehicle Administrators

¹American Automobile Association, **Sportsmanlike Driving**.

- d. Highway Research Board
- e. International Association of Chiefs of Police
- 3. Non-Governmental Organizations.
 - a. Major Organizations Actively Engaged in Traffic Safety Work
 - (1) American Automobile Association
 - (2) National Safety Council
 - (3) National Bureau of Casualty and Surety Underwriters, and Insurance Companies
 - b. Other Organizations Interested in Traffic Safety (local Automobile clubs, safety councils, chambers of commerce, insurance companies, civic clubs, trade associations, traffic engineering and research organizations and others)
 - c. Citizens' Traffic Safety Committees
- 4. Future Trends

STATISTICAL APPENDIX*

TABLE 1

Types of accidents resulting in persons killed and injured in 1935

	Number of Accidents	Per Cent	Persons Killed	Per Cent	Persons Injured	Per Cent
Collision with:						
Pedestrian	297,610	36.0	16,030	44.4	276,640	30.9
Automobile	374,490	45.3	8,900	24.6	450,320	50.3
Horse-drawn vehicle..	4,960	.6	140	.4	5,370	.6
Railroad train.....	4,960	.6	1,440	4.0	4,480	.5
Street car.....	13,230	1.6	310	.9	11,640	1.3
Other vehicles.....	8,270	1.0	250	.7	8,060	.9
Fixed object.....	53,730	6.5	4,080	11.3	64,460	7.2
Bicycle	19,840	2.4	580	1.6	17,910	2.0
Non-collision	47,120	5.7	4,290	11.9	53,720	6.0
Miscellaneous	2,480	.3	80	.2	2,680	.3
Total	826,690	100.0	36,100	100.0	895,280	100.0

TABLE 2

Automobile driver actions resulting in death or injuries in 1935

	Number of Accidents	Per Cent	Persons Killed	Per Cent	Persons Injured	Per Cent
Exceeding speed limit	121,460	22.8	7,240	30.7	161,550	22.9
On wrong side of road	85,770	16.1	3,940	16.7	111,460	15.8
Did not have right- of-way	135,840	25.5	3,580	15.2	191,880	27.2
Cutting in.....	17,580	3.3	420	1.8	23,980	3.4
Passing standing street car.....	2,130	.4	70	.3	2,820	.4
Passing on curve or hill	8,520	1.6	400	1.7	11,290	1.6
Passing on wrong side	2,130	.4	50	.2	2,820	.4
Failed to signal and improper signaling	27,700	5.2	260	1.1	35,980	5.1
Car ran away—no driver	3,200	.6	280	1.2	4,230	.6
Drove off roadway....	55,940	10.5	3,390	14.4	64,190	9.1
Reckless driving.....	51,670	9.7	3,020	12.8	67,020	9.5
Miscellaneous	20,780	3.9	920	3.9	28,220	4.0
Total	532,720	100.0	23,570	100.0	705,440	100.0

*Travelers Insurance Company, **Live and Let Live.**

TABLE 3

Pedestrian actions resulting in death or injuries in 1935

	Pedestrians in Accidents	Per Cent	Pedestrians Killed	Per Cent	Pedestrians Injured	Per Cent
Crossing at intersection:						
With signal.....	10,990	3.8	210	1.3	10,780	3.9
Against signal.....	36,200	12.4	1,070	6.7	35,130	12.7
No signal.....	37,280	12.7	1,870	11.7	35,410	12.8
Diagonally	5,350	1.8	370	2.3	4,980	1.8
Crossing between intersections	78,100	26.7	4,550	28.4	73,550	26.6
Waiting for or getting on or off street car.....	3,210	1.1	80	.5	3,130	1.1
Standing on safety isle.....	1,210	.4	100	.6	1,110	.4
Getting on or off other vehicle	3,210	1.1	260	1.6	2,950	1.1
Children playing in street..	45,850	15.7	1,600	10.0	44,250	16.0
At work in roadway.....	6,220	2.1	450	2.8	5,770	2.1
Riding or hitching on vehicle	3,920	1.4	320	2.0	3,600	1.3
Coming from behind parked car	34,340	11.7	1,140	7.1	33,200	12.0
Walking on rural highway..	14,650	5.0	3,030	18.9	11,620	4.2
Not on roadway.....	5,920	2.0	340	2.1	5,580	2.0
Miscellaneous	6,220	2.1	640	4.0	5,580	2.0
Total	292,670	100.0	16,030	100.0	276,640	100.0

TABLE 4

Number of persons killed in automobile accidents by age groups in 1935

	Ages 0-4	Per Cent	Ages 5-14	Per Cent	Ages 15-64	Per Cent	Ages 65 and Over	Per Cent
Collision with:								
Pedestrian	1,190	78.3	2,410	75.1	8,900	34.0	3,530	68.4
Automobile	160	10.5	290	9.0	7,670	29.3	780	15.1
Horse-drawn vehicle .....	.....	.....	20	.6	90	.3	30	.6
Railroad train.....	40	2.6	70	2.2	1,210	4.6	120	2.3
Street car.....	.....	.....	.....	.....	270	1.0	40	.8
Other vehicle.....	.....	.....	.....	.....	250	.9	.....	.....
Fixed object.....	20	1.3	60	1.9	3,760	14.3	240	4.7
Bicycle	20	1.3	210	6.5	230	.9	120	2.3
Non-collision	80	5.3	140	4.4	3,790	14.5	280	5.4
Miscellaneous	10	.7	10	.3	40	.2	20	.4
Total	1,520	100.0	3,210	100.0	26,210	100.0	5,160	100.0

TABLE 5

Number of persons injured in automobile accidents by age groups in 1935

	Ages 0-4	Per Cent	Ages 5-14	Per Cent	Ages 15-64	Per Cent	Ages 65 and Over	Per Cent
Collision with:								
Pedestrian	21,700	63.8	86,200	62.1	151,810	22.1	16,930	49.8
Automobile	10,370	30.5	31,970	23.0	394,930	57.4	13,050	38.4
Horse-drawn vehicle	30	.1	390	.3	4,620	.7	330	1.0
Railroad train.....	110	.3	390	.3	3,770	.5	210	.6
Street car.....	140	.4	700	.5	10,520	1.5	280	.8
Other vehicle.....	30	.1	860	.6	7,060	1.0	110	.3
Fixed object.....	520	1.5	3,420	2.5	59,300	8.6	1,220	3.6
Bicycle	300	.9	9,990	7.2	7,410	1.1	210	.6
Non-collision	750	2.2	4,460	3.2	46,900	6.8	1,610	4.7
Miscellaneous	70	.2	390	.3	2,150	.3	70	.2
Total	34,020	100.0	138,770	100.0	688,470	100.0	34,020	100.0

TABLE 6

Number of automobile accident deaths 1922 to 1935 inclusive

1922	14,988	1927	25,533	1932	29,196
1923	18,031	1928	27,618	1933	31,078
1924	19,228	1929	30,858	1934	35,769
1925	21,628	1930	32,540	1935	36,100
1926	23,264	1931	33,346	Grand Total.....	379,177

TABLE 7

Condition of motor vehicles in accidents resulting in persons killed and injured in 1935

	Vehicles in Acci- dents	Per Cent	Vehicles in Fatal Acci- dents	Per Cent	Vehicles in Non- Fatal Acci- dents	Per Cent
In apparently good condition..	1,136,670	94.9	38,650	92.4	1,098,020	95.0
Brakes defective.....	18,690	1.6	790	1.9	17,900	1.5
Steering mechanism defective	4,840	.4	210	.5	4,630	.4
Glaring headlights.....	3,590	.3	380	.9	3,210	.3
One or both headlights out.....	6,160	.5	380	.9	5,780	.5
Tail-light out or obscured.....	4,840	.4	210	.5	4,630	.4
No chains (wet and slippery road)	11,890	1.0	330	.8	11,560	1.0
Other defects in equipment.....	2,560	.2	250	.6	2,310	.2
Puncture or blowout.....	7,360	.6	420	1.0	6,940	.6
Miscellaneous	1,360	.1	210	.5	1,150	.1
Total	1,197,960	100.0	41,830	100.0	1,156,130	100.0

TABLE 8

Types of motor vehicles in accidents resulting in persons killed and injured in 1935

	Vehicles in Acci- dents	Per Cent	Vehicles in Fatal Acci- dents	Per Cent	Vehicles in Non- Fatal Acci- dents	Per Cent
Passenger car.....	962,760	80.4	32,080	76.7	930,680	80.5
Commercial car.....	155,560	13.0	7,570	18.1	147,990	12.8
Taxi	44,310	3.7	380	.9	43,930	3.8
Bus	14,710	1.2	840	2.0	13,870	1.2
Motorcycle	17,030	1.4	840	2.0	16,190	1.4
All others.....	3,590	.3	120	.3	3,470	.3
Total	1,197,960	100.0	41,830	100.0	1,156,130	100.0

TABLE 9

Road locations of automobile accidents resulting in persons killed and injured in 1935

	Number of Acci- dents	Per Cent	Persons Killed	Per Cent	Persons Injured	Per Cent
Between intersections.....	275,000	33.3	8,470	23.5	307,980	34.4
Rural intersections.....	33,890	4.1	1,520	4.2	35,720	4.0
Highway	157,360	19.0	13,710	38.0	151,000	16.9
Driveway	4,130	.5	250	.7	4,480	.5
Curve	40,510	4.9	3,970	11.0	42,000	4.7
Street intersections.....	299,260	36.2	6,050	16.7	337,980	37.7
Railroad crossing.....	4,960	.6	1,440	4.0	4,480	.5
Bridge	11,580	1.4	690	1.9	11,640	1.3
Total	826,690	100.0	36,100	100.0	895,280	100.0

TABLE 10

Hours of occurrence of automobile accidents resulting in persons killed and injured in 1935

	Number of Accidents	Per Cent	Persons Killed	Per Cent	Persons Injured	Per Cent
12 to 1 A.M.....	28,110	3.4	1,590	4.4	29,550	3.3
1 to 6 A.M.....	80,190	9.7	5,050	14.0	85,050	9.5
6 to 7 A.M.....	10,750	1.3	790	2.2	11,640	1.3
7 to 8 A.M.....	17,360	2.1	690	1.9	18,800	2.1
8 to 9 A.M.....	23,150	2.8	760	2.1	25,960	2.9
9 to 10 A.M.....	23,970	2.9	760	2.1	25,960	2.9
10 to 11 A.M.....	30,590	3.7	830	2.3	34,030	3.8
11 to 12 A.M.....	35,550	4.3	1,120	3.1	39,390	4.4
12 to 1 P.M.....	36,370	4.4	1,050	2.9	39,390	4.4
1 to 2 P.M.....	34,720	4.2	1,080	3.0	38,500	4.3
2 to 3 P.M.....	41,340	5.0	1,410	3.9	44,760	5.0
3 to 4 P.M.....	50,430	6.1	1,730	4.8	55,510	6.2
4 to 5 P.M.....	62,000	7.5	2,090	5.8	67,150	7.5
5 to 6 P.M.....	63,650	7.7	2,310	6.4	69,830	7.8
6 to 7 P.M.....	57,040	6.9	2,670	7.4	61,770	6.9
7 to 8 P.M.....	60,350	7.3	3,320	9.2	64,460	7.2
8 to 9 P.M.....	55,390	6.7	2,560	7.1	59,980	6.7
9 to 10 P.M.....	44,640	5.4	2,350	6.5	47,450	5.3
10 to 11 P.M.....	36,370	4.4	2,060	5.7	39,390	4.4
11 to 12 P.M.....	34,720	4.2	1,880	5.2	36,710	4.1
Total	826,690	100.0	36,100	100.0	895,280	100.0

TABLE 11

Days of occurrence of automobile accidents resulting in persons killed and injured in 1935

	Number of Accidents	Per Cent	Persons Killed	Per Cent	Persons Injured	Per Cent
Sunday	143,020	17.3	7,440	20.6	153,090	17.1
Monday	106,640	12.9	4,660	12.9	115,490	12.9
Tuesday	104,990	12.7	4,180	11.6	114,600	12.8
Wednesday	102,510	12.4	3,830	10.6	111,910	12.5
Thursday	104,990	12.7	4,400	12.2	114,600	12.8
Friday	114,910	13.9	4,730	13.1	124,440	13.9
Saturday	149,630	18.1	6,860	19.0	161,150	18.0
Total	826,690	100.0	36,100	100.0	895,280	100.0

TABLE 12

Light conditions prevailing in accidents resulting in persons killed and injured in 1935

	Number of Accidents	Per Cent	Fatal Accidents	Per Cent	Non- Fatal Accidents	Per Cent
Daylight	479,650	58.0	14,000	41.9	465,650	58.7
Dusk	30,100	3.6	1,540	4.6	28,560	3.6
Dark	316,940	38.4	17,870	53.5	299,070	37.7
Total	826,690	100.0	33,410	100.0	793,280	100.0

TABLE 13

Direction of travel of cars involved in accidents resulting in persons killed and injured in 1935

	Number of Accidents	Per Cent	Persons Killed	Per Cent	Persons Injured	Per Cent
Going straight.....	653,090	79.0	31,480	87.2	703,690	78.6
Turning right.....	20,670	2.5	610	1.7	23,280	2.6
Turning left.....	56,220	6.8	1,120	3.1	63,560	7.1
Backing	12,400	1.5	330	.9	13,430	1.5
Skidding	20,760	3.6	1,260	3.5	31,330	3.5
Car parked or stand- ing still.....	23,970	2.9	610	1.7	25,070	2.8
Slowing down or stopping	26,450	3.2	400	1.1	30,440	3.4
Miscellaneous	4,130	.5	290	.8	4,480	.5
Total	826,690	100.0	36,100	100.0	895,280	100.0

TABLE 14

Sex of drivers involved in accidents resulting in persons killed and injured in 1935

	Drivers in Accidents	Per Cent	Drivers in Fatal Accidents	Per Cent	Drivers in Non-Fatal Accidents	Per Cent
Male	1,102,960	92.1	39,320	94.0	1,063,640	92.0
Female	95,000	7.9	2,510	6.0	92,490	8.0
Total	1,197,960	100.0	41,830	100.0	1,156,130	100.0

TABLE 15

Age groups of drivers involved in accidents resulting in persons killed and injured in 1935

	Drivers in Accidents	Per Cent	Drivers in Fatal Accidents	Per Cent	Drivers in Non-Fatal Accidents	Per Cent
Under 18 years....	15,820	1.3	790	1.9	15,030	1.3
18 to 24 years.....	246,280	20.6	11,590	27.7	234,690	20.3
25 to 64 years.....	912,470	76.2	28,030	67.0	884,440	76.5
65 and over	23,390	1.9	1,420	3.4	21,970	1.9
Total	1,197,960	100.0	41,830	100.0	1,156,130	100.0

TABLE 16

Operating experience of drivers involved in accidents resulting in persons killed and injured in 1935

	Drivers in Accidents	Per Cent	Drivers in Fatal Accidents	Per Cent	Drivers in Non-Fatal Accidents	Per Cent
Less than 3 months	9,630	.8	380	.9	9,250	.8
3 to 6 months.....	7,230	.6	290	.7	6,940	.6
6 to 12 months.....	13,100	1.1	380	.9	12,720	1.1
1 year or more.....	1,121,850	93.7	38,560	92.2	1,083,290	93.7
Unlicensed	8,720	.7	630	1.5	8,090	.7
Out-of-state	37,430	3.1	1,590	3.8	35,840	3.1
Total	1,197,960	100.0	41,830	100.0	1,156,130	100.0

TABLE 17

Weather conditions prevailing in accidents resulting in persons killed and injured in 1935

	Number of Accidents	Per Cent	Fatal Accidents	Per Cent	Non- Fatal Accidents	Per Cent
Clear	699,710	84.6	28,600	85.6	671,110	84.6
Fog	15,940	1.9	870	2.6	15,070	1.9
Rain	92,160	11.2	3,310	9.9	88,850	11.2
Snow	18,880	2.3	630	1.9	18,250	2.3
Total	826,690	100.0	33,410	100.0	793,280	100.0

TABLE 18

Road conditions prevailing in accidents resulting in persons killed and injured in 1935

	Number of Accidents	Per Cent	Fatal Accidents	Per Cent	Non- Fatal Accidents	Per Cent
Dry Surface.....	619,930	75.0	25,860	77.4	594,070	74.9
Wet Surface.....	136,830	16.6	5,240	15.7	131,590	16.6
Snowy Surface.....	23,970	2.9	770	2.3	23,200	2.9
Icy Surface.....	45,960	5.5	1,540	4.6	44,420	5.6
Total	826,690	100.0	33,410	100.0	793,280	100.0

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