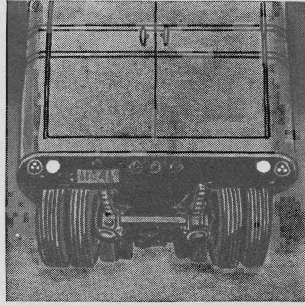


distance away, the four V's blend to the eye so that they appear as a single red glow. Closer, the outside pairs of V's appear as two distinct glow spots. Still closer, all four V's appear distinctly in their separate positions. Thus the tail-light lens is at once a warning of the presence of the vehicle and a gauge of its distance from the observer.

The clearance lights forward display a similar, though modified, distance-gauging effect with their two small openings. It is of less importance, however, since the two lamps themselves furnish the eye, accustomed to judging perspective, with ample distance information.

The War Department says that the blackout lights must have their own separately fused wiring systems controlled from a combination master switch that turns off all regular lights when the blackout lights are turned on. It must also turn out both sets of lights in its "off" position. Instrument lights are an exception. They may remain lighted if they provide only dim, red, indirect illumination, though you will see better by putting them out. Directional signal lights, normal stop lights, and others that are manually operated must be made inoperative and never used during blackouts.

Vehicles 80 inches or more wide must carry extra combination tail and stop lights on the extreme right rear, balancing the left rear ones. Also, two approved red reflectors must be attached no higher than 30 inches on the extreme rear near the sides, as well as two amber ones at front near the sides. If over 35 feet long, a vehicle must also display low-mounted red reflectors on the sides near the rear, and amber ones on the sides near the middle and the front. Such side and rear reflectors are strongly recommended for all vehicles, as is flat-white or reflectorized paint on bumpers, hub caps, and lower portions of all vehicles. All shiny sur-



WIDE MOTOR VEHICLES. Extra tail-stop lamp plus special reflectors at sides, rear, front

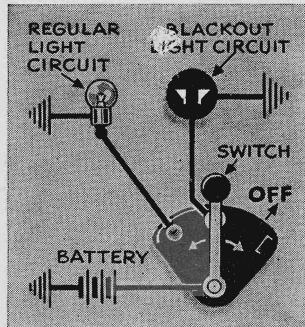
faces should be dulled, preferably with drab-brown paint.

Streetcars and busses of all descriptions must carry approved driving, clearance, and tail-stop lights and specified reflector elements. Bicycles, the lowly pushcart, and other human-powered vehicles must have approved amber reflectors on the front and red ones on the rear, and white paint on lower portions is urged. Approved blackout flashlights and lanterns—not yet announced as this issue goes to press—may supplement or substitute for the reflectors.

Animal-drawn vehicles—even ridden or herded animals—must stay off highways unless protected with blackout flashlights or lanterns, displayed so the animals are visible to approaching traffic.

The special reflectors for use on the sides and ends of vehicles during blackouts are far different from plain colored reflectors and mirrors. Place two glass mirrors at right angles to each other and you can then see your own reflection in them from a wide, horizontal viewing angle. The blackout reflectors use this principle, but add an extra mirror for three-dimensional viewing. Thus, light striking them is reflected straight back to the source, but in no other direction. As a result, your own car's lights will pick out a reflectorized vehicle, but not reveal that vehicle to anyone else.

Individuals must stay off streets during blackouts. Necessity or official duty is their out. Then, they should wear white or reflectorized leggings, or anklets equipped with approved clear reflectors, and should carry a blackout flashlight or lantern. In lieu of leggings or anklets, white cloth should be wrapped around the lower legs. Finally, pedestrians should remember that under blackout conditions "they generally are not visible from moving vehicles." That's fair warning. —SCHUYLER VAN DUYN.



SWITCH puts out normal lamps as it turns on blackout lamps. Also puts out everything

PEDESTRIAN. Must wear white or reflectorized leggings; should carry approved flash or lantern

