

Looks like late 1930s

OREGON DRIVER'S MANUAL

(REVISED EDITION)



A Summary of
Rules of the Road and
License Requirements



Compiled by
EARL SNELL
Secretary of State
Salem, Oregon

FOREWORD

THE information included in this booklet has been prepared for the specific purpose of acquainting the citizens of this state, as well as newcomers and visitors, with the Oregon traffic regulations, a thorough knowledge of which is essential to the driver or the pedestrian who would avoid mistakes of the type responsible for a high percentage of motor vehicle accidents.

It is hoped that a study of this material will encourage thoughtful and considerate cooperation among all drivers and pedestrians in promoting greater safety on the streets and highways of Oregon.

Also included is information concerning the issuance of operators' licenses, chauffeurs' licenses and special driving permits.

Such additional information as may be desired relative to motor vehicle regulations and license requirements may be obtained by writing to the undersigned at Salem.

Respectfully submitted,

Earl Sney
Secretary of State

Salem, Oregon

What Every Driver Should Know

It is quite probable that you are reading this booklet in preparation for your driver's license examination and, if that is the case, you are perhaps wondering just what kind of an examination it is going to be. This booklet will explain it for you.

However, before explaining the examination, it might be well to anticipate a question which likely occurred to you regarding the purpose of the license tests. In other words, "Why is it necessary to have a license to drive motor vehicles, and why is it necessary to pass an examination in order to get such a license?"

Problems Are New

To answer these questions we must point out that the problems connected with the safe operation of automobiles are comparatively new problems. Of course it may be difficult for younger drivers to imagine a state or a community without automobiles but those who are older can easily recall the "horse-and-buggy" days because the entire transition from that era to the present has been accomplished within the span of a single lifetime.

Automobiles were not registered in Oregon until 1905 and only 218 cars were registered in the state during that entire year. There was no major traffic problem then because there was comparatively little traffic.



At present there are nearly 400,000 motor vehicles licensed for operation in Oregon.



Operation of these vehicles has accounted for some 35,000 accidents, nearly 7,000 injuries and for the loss of over 300 human lives in a single year.

Accidents Don't "Just Happen"

It is an established fact that most accidents are caused by the carelessness or lack of knowledge or experience of individual drivers and pedestrians and few such accidents can be regarded as unavoidable. In other words, and as a general statement, "Accidents do not just happen; they are caused."

Because it is known that bad driving causes a high percentage of automobile accidents it is necessary to restrict the privilege of driving to those who are known to be capable of driving safely. Please note that we have referred to driving as a "privilege". As just stated, it is a privilege granted to those who prove themselves capable of driving safely and it is a privilege which can be retained by such drivers only as long as they continue to drive in a safe manner. In other words, even though you obtain a license to drive, that license may be withdrawn at any time upon receipt of evidence indicating that you have been driving in a dangerous manner.

Your License May Be Taken Away

Your license may be suspended or revoked if you are involved in a serious accident caused wholly or in part by your careless or unlawful driving.



Also, your license may be suspended or revoked if it becomes apparent that you are habitually careless or that you have committed a serious violation of the motor vehicle laws of this state.

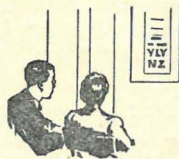
Under the following conditions your license **must** be revoked:

1. If you are found guilty of manslaughter resulting from the operation of a motor vehicle.

2. If you are convicted of driving while under the influence of intoxicating liquor or narcotic drug.
3. If you are found guilty of perjury or the making of a false affidavit in connection with the registration of motor vehicles or their operation.
4. If you are convicted of committing a felony under the motor vehicle laws of Oregon or any other felony in the commission of which a motor vehicle is used.
5. If you are found guilty of reckless driving three times within twelve months.
6. If at the scene of an accident in which you have been involved and in which the death or injury of another person has been caused, you fail to stop and disclose your identity.

The Examination

Referring again to the examination; it is designed to include four distinct tests. First, a test of your vision; second, a check on your ability to recognize and understand all road signs regulating traffic; third, a written test of your knowledge of traffic regulations; and, fourth, an actual driving demonstration to disclose the extent to which you are capable of driving under normal traffic conditions.



Surely you will agree that clearness of vision, knowledge of the regulations pertaining to traffic, and the ability to handle a car skillfully and carefully under normal conditions represent the very least that should be expected of anyone who intends to drive in the rather complex traffic of today. The importance of recognizing warning and directional signs



is self evident. (Highway signs are described and illustrated on pages 41, 42, 43 and 44.)



The grade you will receive on your law test will reflect the thoroughness with which you have studied the material presented in this booklet. That remains true even though you might have been driving for a number of years in other states. In preparation for the law test it must be remembered that

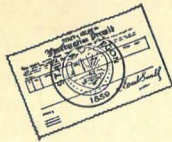
state laws vary in the different states and they are changed from time to time in each individual state. Therefore you are reminded that the questions asked in the law test are questions regarding the traffic regulations **now in effect in Oregon**. This point is stressed for the benefit of those who, because they have been licensed previously in another state, do not appreciate the necessity of carefully preparing for the Oregon license tests.

Instruction Permits

Inasmuch as your success in passing the driving test will depend to a great extent upon your previous driving experience and training a question arises as to how a beginner may acquire lawfully the necessary experience prior to the issuance of his operator's license, and that brings us to the subject of your first license, or, rather, your first permit, if you are an inexperienced driver.

If you are 15 years of age or over you may file an application for an **Instruction Permit** which permit will authorize you to operate motor vehicles

in Oregon for a period not to exceed one year but, while driving with an Instruction Per-



mit, you must at all times be accompanied by a licensed driver who is actually occupying the seat beside you in the driver's compartment of the vehicle.

The fee for an Instruction Permit is 50 cents and, even though the permit remains valid for a period of one year, a regular operator's license may be obtained at any time after your sixteenth birthday if you have acquired sufficient driving experience to qualify you for such regular license. It is recommended that you operate on an Instruction Permit for at least 60 days before taking the driving test.

Before an Instruction Permit can be issued to you it will be necessary for you to pass the vision test, the law test and the sign reading test just as in applying for an Operator's license. However, you will not have to repeat these tests when you apply for your regular license. If you apply for an Operator's license while you are in possession of a valid Instruction Permit it will only be necessary for you to pass the driving test in order to qualify for your license.

Minor's Application Must Be Signed by Father

If you are under 18 years of age it is necessary that the application be **signed by your father**, if you are in his legal custody, before any type of license or permit may be issued. Only in the event that your father is not living or has not retained your legal custody can the signature of your mother or legal guardian be accepted on any application for an Operator's license or permit.



(Special licenses and permits are described on pages 39 and 40.)

You must be 16 years of age or over before you may be issued a regular Operator's license and you must be 18 years of age or over before you may be issued a Chauffeur's license.

An Operator's license costs \$1.00 and remains valid until June 30th of the next odd-numbered year.

The fee for a Chauffeur's license is \$1.00 and the license expires on December 31st following date of issuance.

Traffic Regulations

You may be assured that the state license examiner before whom you appear will be courteous and helpful and will give careful and impartial consideration to your application. However, it is only fair to remind you that, unless you are well acquainted with Oregon traffic regulations and are capable of operating your car properly in the course of your driving demonstration, it is the duty of the examiner to refuse your application. He has no alternative.

Now let us go over a few of the points which will be considered in grading your tests and which will also determine your success or failure in maintaining a good driving record after your license has been issued.

Basic Rule of Oregon's Speed Law

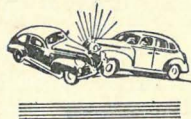
First, we might well consider the matter of speed because a very high percentage of traffic accidents are traceable in cause to the driver's failure to adjust his driving speeds to the conditions under which he is driving. In other words, many such drivers cause accidents by violating the **basic rule** of the Oregon speed law.

As a general statement it may be said that the provisions of the Basic Rule are as follows: A motor vehicle shall be driven at all times at such a speed and in such a manner as not to endanger any person or any property, and the driving speed shall be regulated with due regard for all existing conditions.

Specifically the foregoing statement means that you, as a driver, shall, at all times, give due consideration to the amount of traffic on the road; the weather; the type of street or highway on

which you are driving; the dangers at intersections, and any other factors which may effect your safety in driving; and, with full appreciation of the actual and the potential dangers of these conditions you shall so adjust your speed as to maintain full control of your car at all times. And remember this: your car is out of control when it is being driven at a speed that will not permit a safe stop **within the distance you can see to be clear and unobstructed.**

Failure to appreciate the foregoing has caused many of the most serious traffic accidents, and you can readily understand why. The driver who, at an intersection or near a curve, or when driving at night, so adjusts his speed as to be able always to stop within the known clear distance ahead of his car will not be caught unaware by the "emergencies" which thoughtless drivers so frequently encounter.



Indicated Speeds

To assist you in your understanding of the Basic Rule the Oregon law sets forth certain "Indicated Speeds" designed to guide you in adjusting your driving speeds under normal conditions. For example, when you are approaching a school during school recess or when children are going to or leaving school during opening or closing hours or when you are approaching a railroad crossing at which you do not have an unobstructed view of the track in both directions, the indicated speed is **15 miles an hour**. You *must* reduce your speed to 15 miles an hour or less in passing a school bus which is loading or unloading children.

In any business district or near any intersection of highways when your view of the intersecting highway is obstructed within a distance of 200 feet, the indicated speed is **20 miles an hour**, except when you are traveling on a through street or highway.

In a residence district or near any railroad crossing the indicated speed is **25 miles an hour**.

On the open highway the indicated, or recommended, speed is **45 miles an hour**.

These Indicated Speeds are not fixed speed limits in the ordinary sense, but they are speed limits in that the driver who is guilty of any type of dangerous driving is subject to a heavier penalty if, at the time of his violation, he was driving faster than the indicated speed.

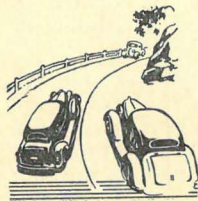
In addition to regulations limiting high speed the law provides penalties for those who needlessly drive at unreasonably slow speeds.

Drive on Right

Drivers should drive their cars on the right side of the highway. Keeping to the right is one of the oldest and perhaps one of the best known of all traffic regulations; still, it is a rule often violated.

Passing

When you move to the left side of the highway for any purpose whatever, you are, in a sense, "trespassing". You are driving in territory which rightfully belongs to cars approaching from the opposite direction and when necessary to use that part of the roadway you should never move into such territory until you have first determined that it is perfectly safe and clear. Never attempt to pass another car until you have first made sure that the road ahead will remain clear until you can safely and conveniently return to your side of the road.



Near curves and near the crests of hills it is impossible to know whether the road ahead is clear. For that reason you should never attempt to pass another car when you are within **500 feet** of such curve or hill crest. To do so is extremely dangerous and is a di-

rect violation of law, as also is turning around on a highway at a point which does not permit you to have a clear view of the roadway for a distance of 500 feet in both directions.

"No-Passing" Zones

Under no circumstances can you safely drive on the left side of the roadway when the white "barrier" line is on your side of the yellow center line stripe.

"No-passing" zones are marked on hard-surfaced state highways where dips and hillcrests make it impossible for a driver to see traffic approaching from the opposite direction.

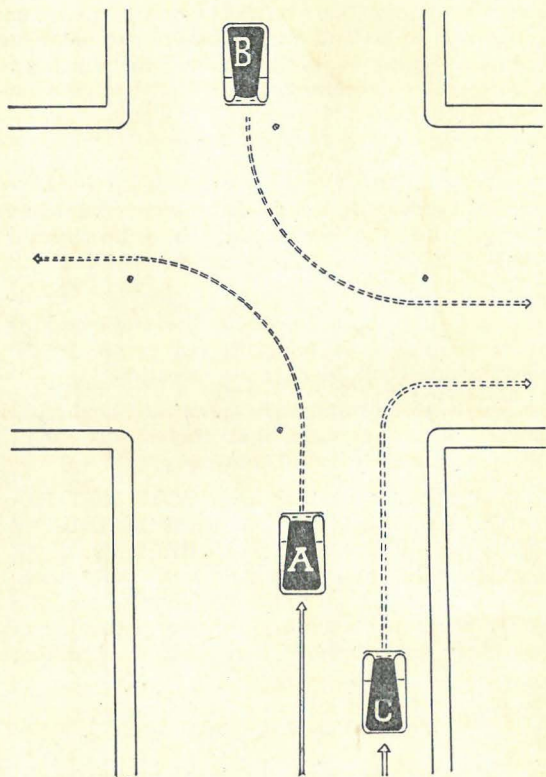
No such markings are used on horizontal curves for the reason that the limited sight distance on such curves is obvious.

The use of "barrier" lines DOES NOT RELIEVE THE DRIVER OF RESPONSIBILITY FOR DETERMINING THAT HE HAS SAFE CLEARANCE. In other words you should never pass when the white line is on your side of the center stripe nor should you attempt to pass at any other time without first making sure that the roadway ahead is clear.

Proper Use of Traffic Lanes

When driving on extra wide highways, or when driving on city streets where you find more than one line of traffic traveling in a given direction it is necessary that you know how to utilize these "Traffic Lanes", which are either marked or unmarked divisions of the street or roadway.

In discussing "Traffic Lanes" we refer to the "Right Lane" as the lane nearest the curb or the right side of the highway. When we refer to the "Left Lane" we are indicating the lane nearest to the center of the roadway.



When you drive on a four-lane highway it is suggested that you drive in the right lane and use the left lane for passing.

When you are driving on city streets the proper use of traffic lanes is extremely important and for that reason you will be watched carefully in the course of your driving test to determine whether you have learned to use them correctly.

Normally, of course, you should drive in the right lane in order to leave the left lane free for the use of vehicles overtaking and passing yours. You should also drive in the right lane in approaching a **right turn** and you should make the turn as closely as practicable to the right-hand curb.

In approaching a **left turn** you should move your car into the **left lane** and do so well in advance of your intended turn. The reason for these provisions should be self-evident, but in order that there may be no misunderstanding of this important point we mention briefly the advantages of traffic lanes in making turns.

By maintaining your position in the right lane prior to making a right turn you protect yourself from vehicles which might try to crowd between your car and the curb as you make your turn.

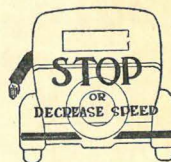
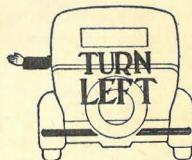
You leave the left lane clear for the passage of vehicles which may pass you as you slow down for the turn.

Your correct position and your signal enable other drivers to know exactly what you intend to do.

By traveling in the **left lane** before making a left turn you give yourself the same protection as in the foregoing case, but the first point mentioned is even more important in making a left turn than in making a right turn. Cars ordinarily pass on the left and the driver who carelessly attempts to make a wide left turn is needlessly inviting a collision with any car which might be passing as he begins the turn. If, on the other hand, he had previously moved to his proper position **near the middle of the street** and had given his hand signal the car following would pass on the right without danger.

Hand and Arm Signals

The illustration on page 12 will show you how to approach both right and left turns and how such turns should be completed. However, one point which the illustration does not show should be stressed as of great importance. It has to do with getting into the proper lane carefully (never change lanes without first making sure that the move can be made safely) and getting into the proper lane **well in advance of the turn you intend to make**. Make the correct hand and arm signal before turning from one lane to another as well as in making the turn at the intersection.



The correct signals as illustrated are:

- (1) *Right turn*—Extend hand and arm out and **up** from left side of car.
- (2) *Left turn*—Extend hand and arm **straight out** from left of car.
- (3) *Stop*—Extend hand and arm out and **down** from left of car.

Signal Intentions Clearly

Please note that the foregoing instructions all mention signals to be given by the hand **and arm**. All such signals must be plainly visible to other drivers and laying the hand over the edge of a car door or extending the fingers over the glass of a partially closed window **does not constitute a proper signal**.

All such signals shall be continuous and plainly visible during the last **50 feet** before a turn or stop is made.

When approaching a Stop sign or a red traffic light the regular hand and arm Stop signal must be given. After stopping under such conditions you should signal your intentions before starting if you intend to turn either to the right or to the left.

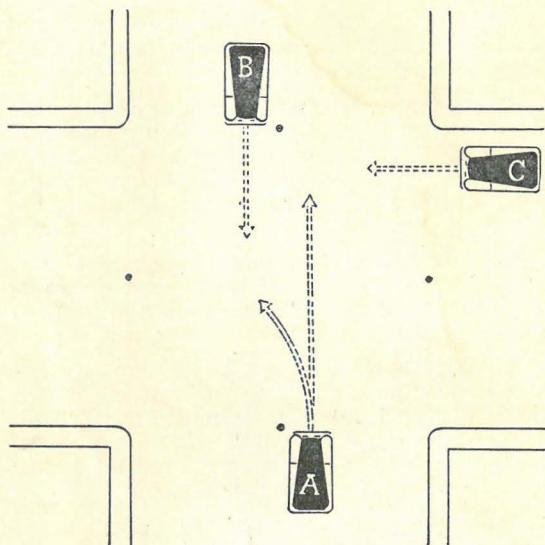
There are two conditions under which it is unnecessary for you to bring your car to a complete stop upon approaching a Stop sign or a red traffic light.

You may cautiously pass a stop sign or a red light in making a right turn **if you see a sign stating that right turns are permitted at all times**. (Or the sign might state that you are permitted to complete a right turn against a red light **after** bringing your car to a complete stop.)

Vehicular traffic may proceed against a red light **if a green arrow operated in connection with the red light indicates the direction in which you may proceed**. Under such circumstances, however, you may proceed **only** in the direction indicated by the arrow. No pedestrians facing such signal may enter the roadway.

Right of Way

Closely related to the question of traffic lanes, signals, etc., is the matter of Right of Way at intersections, and before taking up the legal aspect of this point it might be well to remind you, as was done at the beginning of this booklet, that your study of these regulations should serve better to enable you to avoid accidents when driving. This point is mentioned in connection with Right of Way because, the Right of Way law is extremely important and it can also be extremely dangerous if it is not fully understood and properly respected.



Car "A", if turning left, yields the right of way to both "B" and "C".

Car "B" has the right of way over car "C".

If car "A" proceeds straight through it must yield the right of way to car "C".

To say that you have the "right of way" means only that you have the privilege of immediately using the street or roadway upon which you happen to be driving. At an intersection, then, to have the right of way means that you would be entitled to proceed ahead of another car which might also be approaching the same intersection and it means, too, that under other conditions you would be obliged to stop your car or reduce your speed to permit the other car to cross the intersection ahead of yours.

What are these conditions bearing upon right of way?

As shown in the illustration on page 16 they are determined by considering the positions of the cars in relation to each other. Under all conditions you must permit the other car to proceed ahead of yours if the other car is approaching from the **right** and that remains true even though you might have entered the intersection slightly ahead of the second car.

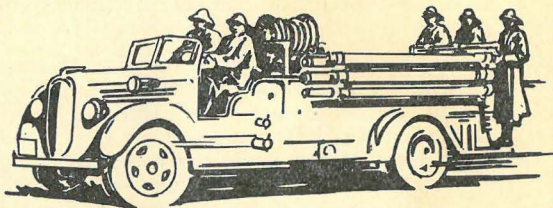
By studying the illustration you will note that in all cases the car shown as having the right of way is approaching *from the right* of the driver who must stop or reduce speed to avoid a collision.

When you intend to drive into a street or highway protected by **stop** signs you must not start your car into such intersection until you have granted the right of way to other vehicles within the intersection and to those on the through street or highway that are **close enough to constitute an immediate hazard**.

How Speed Affects Right of Way

The foregoing provisions are based upon the assumption that both cars approach the intersection at a lawful rate of speed. If you approach an intersection at an **unlawful** rate of speed you forfeit the right of way you might otherwise have, and if your carelessness causes an accident you cannot defend your position by saying that you had the right of way.

It is also worth noting here that if you intend to avoid accidents you will not depend entirely upon the right of way law for your safety at intersections. The other driver might be careless or inattentive and because it takes only a few seconds to yield the right of way it is advisable to do so rather than to risk a collision which you could easily avoid by stopping or slowing down.



Emergency Vehicles

Of course you must grant the Right of Way to emergency vehicles at all times. When you hear the approach of an ambulance, fire truck or police car the driver of which is signaling with siren or bell you must immediately pull to the right side of the street and stop your car. Do not start again until the emergency vehicle has passed or until you are instructed to do so by a police officer.

Pedestrians

Pedestrians must be given the right of way at intersections. Any person walking across a street in a crosswalk, whether such crosswalk is marked or not, has the right of way over motor vehicles and the best drivers grant such right of way to pedestrians as a matter of courtesy as well as to comply with the law.



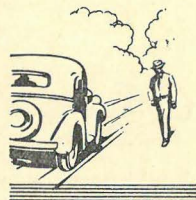
If you are not positive as to the definition of a crosswalk it should be explained that a crosswalk is that area ordinarily represented by the imaginary extensions of sidewalks across the streets at intersections. Such crosswalks are sometimes marked by painted lines but painted or unpainted they remain "pedestrian territory" and you as a driver must so regard them.

If the traffic at an intersection is controlled by lights or is directed by a police officer the pedestrians have the right of way only when they are crossing with the green light or the officer's "go" signal.

The person who walks across a street at any place *other than an intersection* must grant the right of way to all motor vehicle traffic unless he crosses in a crosswalk which has been painted on the street or highway or is otherwise plainly marked for the use of pedestrians.

Walk Facing Traffic

If it is necessary for you to walk along a highway outside of town you must walk on the left side of the roadway so that you will be **facing traffic**. This will enable you to see all approaching traffic in time to step off the roadway and avoid being struck. Walking on the right side of a highway is dangerous at any time but is especially dangerous at night for reasons which should be obvious.



Under some conditions it is impossible for the driver of an automobile to see a pedestrian on the highway at night until the car has approached to within a few feet of the person on foot.

Under all conditions it is possible for the pedestrian who walks on the left and faces traffic to see the lights of an approaching car in plenty of time to avoid a collision by stepping off the roadway.

As an added precaution it is always advisable for a pedestrian to carry a light or wear light-colored clothing when walking at night as a means of making himself more readily visible to drivers. Even such simple precautions as carrying a folded newspaper or a piece of white cloth will increase noticeably the distance at which a pedestrian can be seen by approaching drivers.

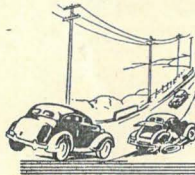
If the walker is wearing dark clothing less than five per cent of the light which falls on him is reflected back to the eyes of the driver. That explains why he remains almost invisible even when facing lights that all but blind him.

Persons who stand on the roadway for the purpose of soliciting rides (hitch-hiking) do so in direct violation of the law which specifically prohibits such practice.

Stopping on the Highway

So far our explanations have dealt entirely with cars in motion. Now we will briefly consider your obligations when you stop or park your car. As you gain driving experience you will learn to recognize the danger created by any parked car or stationary object on the traveled portion of a roadway. Because such objects are hazardous to moving traffic you should never stop your car before driving it off the traveled part of the roadway. In fact you must move far enough to the right to leave at least **16 feet** on your left for passing traffic and if conditions are such that you cannot so move your car off the roadway you must stop only where other drivers approaching from either direction will have a clear view of your car for a distance of **200 feet**.

At some time in your driving experience you might encounter emergency conditions which make it necessary for you to stop on the highway and which also make it impossible for you to comply with the foregoing provisions. Mechanical trouble with your car or an accident might place you in such a position. If such occurs be certain to take every precaution. Prepare immediately to warn oncoming drivers of the presence of your "stalled" car. Warn them in time to permit a safe stop.



Parking

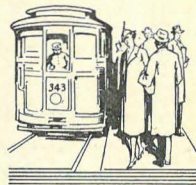
When parking your car in town you must not park at any time in the following places or positions:

- (1) Within an intersection.
- (2) On a crosswalk.
- (3) Between a safety zone and the curb.
- (4) Within 25 feet from the intersection of curb lines.
- (5) Within 30 feet of any stop sign or traffic control signal located at the side of roadway.
- (6) Within 15 feet of the driveway entrance of a fire station.
- (7) Within 10 feet of a fire hydrant.
- (8) In front of a private driveway.
- (9) On a sidewalk.
- (10) On the roadway side of any vehicle stopped at the curb or edge of highway (double parking).

After leaving your car parked you should always set the brake, stop the motor and, if the car is stopped on an incline, turn the front wheels toward the curb or right side of roadway.

Pedestrian Safety Zones

In connection with item (3) of the foregoing list it should be explained that a "Safety Zone" is any area, other than a crosswalk, which has been set aside and plainly marked for the use of pedestrians. There are a number of places where safety zones are used but perhaps the most common is where pedestrians by necessity must stand in the street before boarding a streetcar, or after alighting from a streetcar. As just stated, these zones are for the exclusive use of pedestrians and the law provides that the driver of a vehicle shall not at any time drive through or over a safety zone.



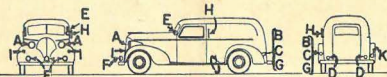
Required and Permissible Vehicle Lighting Equipment

(In Accordance with Chapter 533, Oregon Laws, 1939, Effective June 14, 1939)

LIGHTS REQUIRED ON ALL
MOTOR VEHICLES
Except Motorcycles

A, B, C, D*

* Applies only to new vehicles sold after January 1, 1940.



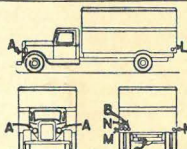
ADDITIONAL EQUIPMENT
PERMITTED

But Not Required

E, F, G, H, I, J, K

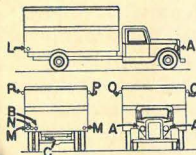
Equipment required on every truck or bus, whatever its size:

A, B, C, L, M, N



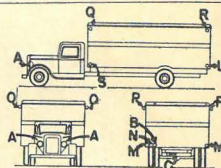
Equipment required on every truck or bus 80 inches or more in overall width and less than 30 feet in overall length:

A, B, C, L, M, N, O, P



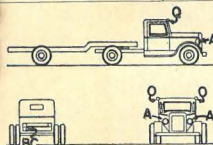
Equipment required on every truck or bus 30 feet or more in length, regardless of width:

A, B, C, L, M, N, O, P, Q, R, S



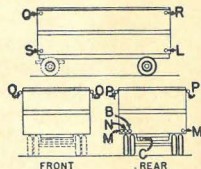
Equipment required on every truck-tractor, the cab of which is as wide or wider than any vehicle being drawn by it:

A, B, C, O, Q



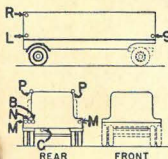
Equipment required on every trailer or semi-trailer having a gross weight in excess of 3,000 pounds, if wider than the cab of the truck or truck-tractor drawing it:

B, C, L, M, N, O, P, Q, R, S



Equipment required on every trailer or semi-trailer having a gross weight in excess of 3,000 pounds, if of the same width or less than the truck or cab of the truck-tractor drawing it:

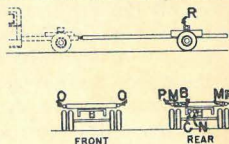
B, C, L, M, N, P, R, S



Equipment required on every pole trailer having a gross weight in excess of 3,000 pounds:

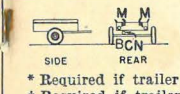
B, C, M, O, P, R, N*

* Required if trailer or a load thereon obscures stop light on towing vehicle.



Equipment required on every trailer, semi-trailer and pole trailer having a gross weight of 3,000 pounds or less:

B, M, C*, N†



* Required if trailer requires license.

† Required if trailer or a load thereon obscures stop light on towing vehicle.

LEGEND: A—Two head lamps. B—One red tail lamp (required on every motor vehicle, trailer, semi-trailer and pole trailer). C—One license plate lamp. D—Two red reflectors (applies only to new vehicles sold after January 1, 1940). E—One spot lamp. F—Three auxiliary driving lamps. G—One stop signal lamp (red or yellow). H—Turning signal device or light (amber). I—Two cowl or fender lamps (amber or white). J—One running board lamp on each side (amber or white). K—One back-up lamp. L—On each side a red reflector (at or near the rear). M—Two red reflectors (one at each side). N—One stop light (yellow or red). O—Two amber clearance lamps (one at each side). P—Two red clearance lamps (one at each side). Q—On each side, an amber side marker lamp (at or near the front). R—On each side, a red side marker lamp (at or near the rear). S—On each side, an amber reflector (at or near the front).

NOTES: 1—License plate lamps may be combined with tail lamps. 2—Tail lamp and license plate lamps must be so wired as to be lighted when head lamps or auxiliary lamps are lighted. 3—Reflectors must be mounted not less than 24 inches nor more than 60 inches above the ground. 4—A

EQUIPMENT REQUIRED ON MOTORCYCLES AND BICYCLES

Motorcycles

1. At least one, and not more than two head lamps.
2. One red tail lamp.

Bicycles

1. One head lamp.
2. One red reflector on rear. Red light may be used in addition to the reflector.

stop light is required on any towed vehicle which obscures the stop light on the towing vehicle. 5—Red reflectors on the rear of a vehicle may be incorporated with the tail lamp or tail lamps. 6—Clearance lamps must be mounted as near the top of a vehicle as possible and so as to indicate the extreme width. 7—Clearance lamps and side marker lamps may be mounted in combination. 8—A red light or lantern must be displayed upon the extreme end of any load which extends four feet or more beyond the rear of the bed or body of any vehicle. 9—Every new vehicle registered after January 1, 1940, equipped with multiple-beam lights must be equipped with a beam indicator.

If pedestrians are standing in a safety zone you may drive past the safety zone if you do so at a speed which is reasonable and with due caution for the safety of pedestrians.

Passing Streetcars

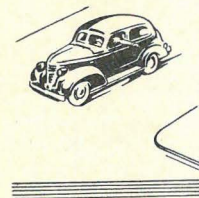
When you overtake a streetcar which has stopped or is about to stop where there is no safety zone you must bring your car to a complete stop to the rear of the streetcar and you should not start until all passengers have reached the curb safely or have boarded the streetcar.

Always pass moving streetcars on the right side. The only situations permitting you to pass on the left are: (1) when driving on a one-way street and (2) when the car tracks are so located as to make passing on the right impossible.

Purpose of Traffic Regulations

At this point it might be well to mention again the general purpose of the regulations you have been studying, as well as those to follow. Probably you believe them to be a little complicated and you might wonder why it is necessary to have so many regulations. Possibly you have the impression that so many regulations will greatly restrict your freedom while driving.

Traffic regulations, however, are nothing more than "Rules of the Road" and if you intend to become a good driver you will find that these regulations are necessary and most helpful. In other words, the traffic laws simply represent the common sense rules of good driving, and they are common sense rules which the good driver would practice even though he was not obliged to do so in compliance with the



law. The driver who regards driving regulations as "restrictions" is a driver whose competence or attitude might well be questioned.

The Driver Must Not Be Crowded

As an illustration we might consider the matter of crowding the driver. Because driving demands the complete attention of the driver at all times and because the driver must sometimes act quickly in meeting traffic situations he must not be handicapped by being so crowded as to be unable to meet emergencies promptly. For that reason he does not permit more than two other adult persons to ride with him in the driver's compartment of his car. Surely that will be easily recognized as a good "common sense rule" of safety, and because it is a good common sense rule it is included in the traffic regulations. The law states that not more than three persons over the age of 12 years shall occupy the front seat of a motor vehicle. The law further states that children must not be permitted to ride on the hood, fender, running board or any other external part of a moving vehicle. That's reasonable too. Incidentally it is also unlawful to carry a dog on the hood, fender or running board of a car unless the animal is protected by a framework or some other device to prevent it from being thrown off the vehicle.)

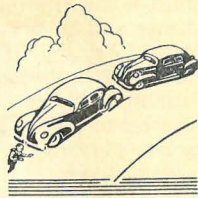
It should also be noted that you must never drive when your car is so loaded that your normal view to the front, sides or rear is obstructed in any manner, or is so loaded as to interfere with your control or with the driving mechanism of the vehicle.

Windshield Stickers

It is unlawful for any driver to have signs, posters or other nontransparent materials upon the windshield or windows of his car unless such posters or signs are required by law to be so displayed.

Importance of Keeping Proper Distance

Among the thousands of accidents reported each month there are many "rear-end collisions", and almost invariably one driver will report that the driver ahead stopped his car suddenly and without warning. Of course a driver should not stop quickly unless it is absolutely necessary and he should properly signal his intention when it is at all possible for him to do so. Still, situations might develop which make it necessary for a driver to stop quickly and which make it almost impossible for him to signal his intentions. When these situations develop the smart driver is not caught off guard if he happens to be following in the line of traffic.



Rear-end collisions can be avoided by keeping your car far enough behind the one ahead to permit a safe stop regardless of the kind of stop made by the other driver. To do this you must take into account the speed at which you are driving and any other condition which might effect your stopping distance.

And speaking of distances between vehicles; never under any circumstances may you follow a fire truck closer than 500 feet.

Miscellaneous Provisions

Now, we have just about covered the main points concerning which you will be questioned in the course of your license examination and they are points which you will be expected to know and put into practice in all of your later driving experience.

Before leaving the subject of traffic regulations however let us consider a few of the miscellaneous provisions not included in the foregoing discussion. These are no less important than those before mentioned but they can be readily

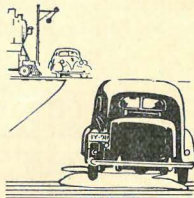
understood with little explanation and will be mentioned briefly.

You should always keep your car in gear when driving down hills. "Coasting" with the gears in neutral is prohibited by law.

When a driver approaching from the rear signals his intention to pass **do not** increase your speed. If you do you might cause an accident by preventing the second driver from passing your car promptly and returning to the right side of the highway.

When you approach a railroad crossing and see a plain and positive signal indicating the immediate approach of a train you must not drive across the tracks without first bringing your car to a complete stop. Except in remote cases you will use good judgment if you wait until the train has actually passed before crossing the tracks.

You must always bring your car to a complete stop before driving across a sidewalk area when you are coming onto the street from an alley, a garage or a private driveway.



And finally among these few miscellaneous points we might mention one which, while not directly connected with driving, can easily lead uninformed motorists into trouble. It has to do with discharging firearms on a public highway. You cannot lawfully shoot a gun on or across any highway in Oregon. (Peace officers, in the performance of their duty, are excepted.)

The Driving Demonstration

Now let us assume that you are well acquainted with the material we have presented thus far (if you are not it is suggested that you go over it again) and we will assume also that you are ready for your driving demonstration.

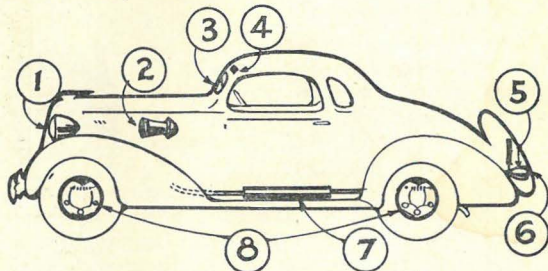
This demonstration, your "driving test", should be taken in a car with which you are entirely

familiar and it must be a car which is properly equipped as required by law. The car you use, and every other car operated on the highways of Oregon, must have two sets of brakes (hand brakes and foot brakes) *either* of which is capable of stopping the car at least within the distances shown below. (Only one such brake is required on a motorcycle.)

Miles per hour	Stopping distance
10	9.3 ft.
20	37.0 ft.
30	83.3 ft.

Required Equipment

Before the license examiner permits you to begin your driving demonstration he will check your car to see if it is properly equipped and to see if all of the equipment is in good working order. Because it is unlawful to operate a vehicle on the highways of Oregon unless it is equipped as described, the examiner must refuse to permit a driving test in any car which he finds to be faulty in this respect.



- | | |
|---------------------|-----------------------|
| 1. Head lamps | 5. License plate lamp |
| 2. Horn | 6. Tail lamp |
| 3. Windshield swipe | 7. Muffler |
| 4. Rear view mirror | 8. Brakes |

It will also be noted if your car carries stickers attached to the windows or windshield. The only such stickers permitted are those required by law.

Of course your car must be equipped with two headlights and they must be strong enough to reveal persons or vehicles at a distance of 350 feet ahead of your car under normal atmospheric

conditions when you are using the upper beam or "bright" lights. Your car must also be equipped with a tail light showing red to the rear, visible for 500 feet, and either the tail lamp or a separate lamp shall illuminate the rear license plate with a white light. (Every new motor vehicle other than a truck-tractor sold after January 1, 1940, must carry on the rear, either as parts of the tail lamps or separately, two red reflectors mounted one on either side of the rear of the vehicle.)

Use of Lights

When driving in the evening you must turn on your lights not later than a half hour after sunset and they must be used during any driving you do between that time and a half hour before sunrise. This provision of law assumes atmospheric conditions to be normal but because some driving must be done under subnormal conditions the law further provides that you must use your lights at any time if there is not enough natural light to reveal persons and vehicles at a distance of 500 feet ahead of your car.

As you gain driving experience you will learn that one great hazard of night driving is that created by careless or thoughtless drivers who fail to tilt the beam of their headlights downward or, in other words, "dim" their lights, when meeting oncoming cars. As a matter of courtesy, as well as to comply with the provisions of law you must always lower the beam of your headlights, or "dim" when you approach within 500 feet of any oncoming vehicle during the hours when lights are being used. The good driver does this habitually, and does not wait for the other driver to do so first. The good driver does even more than is required by law in that he lowers his lights when driving behind another car so that his lights will not annoy the other driver by glaring in his rear-view mirror. (Every new motor vehicle registered in this state after January 1, 1940, which has multiple-beam road lighting equipment shall be equipped with a beam indi-

cator; a small light ordinarily mounted on the instrument panel for the purpose of enabling the driver to determine whether the head lamps of his car are displaying the upper or the lower beam.)

If you find it necessary, in case of emergency, to park your car on a highway at night you must leave at least one white light showing to the front on the roadway (left) side and a red tail light. These lights must be visible from distances of 500 feet. (These requirements may be changed by local authorities in certain cases.)

The lighted head lamps upon a parked vehicle shall be depressed or dimmed.

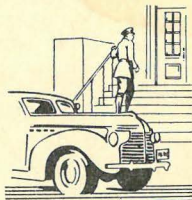
Under no circumstances are you permitted to have red or green lights so mounted as to be visible from the front of your car. The use of such lights is permitted only on emergency vehicles.

If you ride a motorcycle your lights must conform to the same requirements as must the lights on an automobile with the exception that a motorcycle may be operated with only one headlight.

What To Do in the Event of an Accident

While it is hoped that you will never become involved in a traffic accident it is highly important that you be informed as to what you should do in case such should occur. For that reason we will mention briefly a few points of law with which every driver **must** comply following a motor vehicle accident.

First in importance is the matter of **stopping** at the scene of the accident. If you have an accident, whether it is your fault or not, and regardless of the apparent amount of damage, **stop your car**. Don't let momentary panic cause you to violate the law and be booked as a "hit-and-run" driver.



After stopping your car you must make known your name, your address, your car license number and the number of your operator's license. You must also furnish the names and the addresses of all other occupants of your car. The driver of the other car should give you the same information. If more than one other car the same procedure applies.

If persons have been injured in the accident you must give whatever assistance appears to be necessary, including transportation to a physician if such procedure appears to be advisable or if it is requested by the injured person.

If you should damage a parked or unattended car you must either locate the driver or owner of the car and supply him with the required



information or, if he cannot be located readily, you must leave a written statement including your name and address and a description of the accident. Such written statement must be left in or attached to the car struck so that it may be found by the driver or owner when he returns to the car. As in any other accident you also must file an official report.

Accident Reports

Within 24 hours after the accident you must obtain an official accident report form and furnish all information requested thereon. These forms may be obtained from the Chief of Police with whom the report should be filed if the accident occurred within the city limits of a city or town or from the Sheriff in whose office the report should be filed if the accident occurred outside the limits of any city or town.

In making out your report be sure that you supply **all** requested information in connection with the case. Accident reports supply the information upon which traffic authorities base their studies of the accident problem and it is

necessary that all such reports be complete and accurate in order that the true causes of accidents may be determined and suitable steps taken to prevent their recurrence.

Accident Reports Confidential

All accident reports are treated as confidential and no such reports can be introduced as evidence in court should any trial arise out of a motor vehicle accident.

You must file a report following any accident in which you have been involved as a driver whether the case involves a second car or not.

Penalties for Drunken Driving

So far in this discussion we have made no mention of the driver who attempts to drive after partaking of intoxicating liquor. The foolishness of such conduct and the attendant serious dangers should be readily apparent to all. However, you will be interested in knowing that the operator's license of any person convicted of driving while intoxicated *must* be immediately revoked and cannot be reinstated for a period of three years unless, within the three-year period the offender established proof of financial responsibility as mentioned on pages 40-41. Even with proof of financial responsibility established no consideration can be given to reinstatement of the license within the first year of the revocation period unless such reinstatement is recommended by the court in which the case was originally tried or unless the offender is pardoned by the Governor. Neither a recommendation of the Court nor a pardon of the Governor can relieve the convicted driver of the necessity of furnishing proof of financial responsibility under the provisions of the Safety Responsibility Act.

It is hoped that you, as a motor vehicle operator, will so conduct yourself that you will never be brought into direct contact with the penalties provided by law for the punishment of those found guilty of driving while intoxicated or for

driving in a reckless manner. "Reckless driving", as you may already know, is any driving done in a careless or heedless manner and with wilful or wanton disregard of the rights or safety of others.

Know and Abide by Regulations

Now, as a final word, may we remind you again that while you may be studying this booklet in preparation for your license examination the material contained herein will serve a far broader purpose if you will habitually observe the "Rules of the Road". The license examination, remember, only discloses whether or not you are *capable* of driving correctly. Only *you* can determine whether you *will* drive correctly after the examination has been completed.

Remember, too, that *practically all traffic accidents are caused by someone's disregard for these regulations.*

NOTE: If you intend to apply for a chauffeur's license it will be necessary for you to study, in addition to the foregoing material, the information beginning on page 34.

Additional Information for Chauffeurs

The law defines "Chauffeur" as "Every person who is employed by another for the principal purpose of driving a motor vehicle, and every person who drives a motor vehicle carrying persons or property for compensation * * *." So, if you intend to do this type of driving it will be necessary for you to obtain a chauffeur's license in addition to a regular driver's license.

As was explained in another section of this booklet you may obtain a chauffeur's license upon proper qualification at any time after your eighteenth birthday. There are no conditions under which the secretary of state is authorized to issue a chauffeur's license to any applicant who is under 18 years of age.

A chauffeur's license authorizes you to engage in any type of commercial driving with the one exception that you cannot drive a public passenger-carrying vehicle unless you are 21 years of age or over. (This provision does not apply to the drivers of school busses which may be operated by any licensed chauffeur.)

In connection with school transportation it should be explained that any student may transport other students to and from school in a private passenger vehicle and may receive compensation for such service without being licensed as a chauffeur. Of course any such driver must be in possession of a valid driver's license or permit.

A chauffeur's license is issued in the form of a card similar to a driver's license together with a metal badge bearing the same number as appears on the license card. Therefore it is necessary for every chauffeur to carry two license cards (operator's and chauffeur's) and to wear the aforementioned badge in plain sight upon the band of his cap or upon the lapel of his outer coat during the time he is operating a motor vehicle as a chauffeur.

To operate as a chauffeur without being so licensed subjects the driver as well as his employer to the penalties prescribed by law.

If you operate commercial vehicles upon the highways of this state it will be your obligation to make sure that the vehicle you drive conforms to the requirements of law in operation as well as in equipment and physical specifications.

For instance, if you drive a motor bus carrying passengers for hire, a school bus carrying any school child, or a truck carrying explosive materials or inflammable liquids it will be necessary for you to bring your vehicle to a complete stop at every railway grade crossing.

It is unlawful for the driver of a truck to coast down a hill with the clutch of such vehicle disengaged or the gears in neutral.

As for speed it must be remembered that you will be expected to operate at all times within the provisions of the Basic Rule of the Oregon speed law and, in addition, to regulate the speed of your vehicle in compliance with the speed limits which are applicable to trucks and busses. These limits are, 45 miles per hour for busses and 35 miles per hour for pneumatic tired trucks. The drivers of such vehicles are subject to arrest for exceeding these limits under any conditions.

When two or more busses or trucks are traveling in the same direction the drivers are required to maintain a distance of at least 300 feet between their vehicles except when overtaking and passing.

No vehicle, regardless of tire width or axle weight, may be operated upon Oregon highways if the maximum combined weight of the vehicle and the load exceeds 54,000 pounds, and no vehicle may be lawfully operated upon the highways unless it is within the following maximum dimensions: Height 11 feet. Width 8 feet. Length 35 feet. (Single vehicle or truck tractor and semi-trailer combination.) No combination or train of vehicles may exceed a length of 50 feet.

Piling or logs may be moved over state highways only after a permit for such hauling has been obtained from the state highway commission, or from the county court if the hauling is to be done over county roads.

In loading a truck it is the duty of the driver to have his vehicle so loaded that its contents cannot sift, leak or drop onto the highway and the vehicle must be so loaded that no part of the load will extend for a distance of more than three feet beyond the front fenders. The distance which the load may extend beyond the rear of the vehicle is determined by the vehicle's length. The load of a single vehicle may not extend beyond the rear axle for a distance greater than one-half of the vehicle's wheel base. Such overhanging load may not extend beyond the rear of a combination of vehicles for a distance greater than one-third the wheelbase of the vehicle combination.

A red flag (at night a red light) must be displayed at the end of every overhanging load extending for a distance of more than four feet beyond the rear of the vehicle.

Every truck or bus operated on the highway at night shall carry at least three flares or electric lanterns each capable of producing a light visible from a distance of at least 500 feet and each capable of burning continuously for a period of at least 12 hours. (A vehicle transporting inflammables shall carry red electric lanterns in place of flares.)

Whenever any truck or bus and its lighting equipment are disabled on the highway during the hours of darkness and when such vehicle cannot immediately be removed from the main-traveled portion of the highway the driver shall place his flares or lanterns as follows: one at the roadway side of the vehicle, one at a distance of from 100 feet to 300 feet ahead of the vehicle and one at a distance of from 100 feet to 300 feet to the rear of the vehicle.

Two red flags not less than 12 inches square shall be used in place of the flares or lanterns during daylight hours. (No flag need be placed at the side of the vehicle.)

In combining vehicles the coupling device shall be so constructed as to prevent the towed vehicle from swinging toward one side or the other for more than three inches and no such towing device shall exceed 15 feet measured from the rear axle of the towing vehicle to the front axle of the vehicle being towed. An exception may be made when towing a pole or pipe dolly or when one vehicle is towing another, temporarily disabled, by means of a chain, rope or cable. In the latter cases the distances between axles shall not exceed 25 feet, and when such towing connection consists solely of a chain, rope or cable a red flag not less than 12 inches square shall be displayed thereon.

The use of solid tired vehicles is permitted only within the corporate limits of a city or town or within 3 miles thereof.

The accompanying illustration shows the lights and the reflectors which must be on every bus or truck regardless of size. For the additional lighting requirements pertaining to the particular vehicle you are driving, or will be driving, it will be necessary for you to refer to the complete light chart appearing on pages 22 and 23.

A—Two head lamps

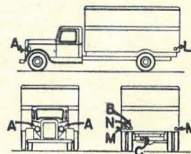
B—One red tail lamp (required on every motor vehicle, trailer, semi-trailer and pole trailer)

C—One license plate lamp

L—On each side a red reflector at or near the rear

M—Two red reflectors (one at each side)

N—One stop light (red or yellow)



Important Information Regarding Licenses and Permits to Drive

The examination, as described in the foregoing part of this booklet, must be completed by all applicants for original licenses or permits. The examination must be completed at each renewal period by all applicants who are 70 years of age or over and must be completed by all applicants for license renewals unless the applicants therefor were in possession of valid licenses during the registration period immediately preceding that for which application is being made.

The secretary of state maintains headquarters offices in the state capitol building at Salem and branch offices at 225 Southwest Fifth Avenue and 615 Southeast Alder Street in Portland for the purpose of administering the provisions of the above-mentioned act. Besides these two cities numerous other towns throughout the state, including county seats and other centers of population, are served by traveling examiners and by part-time resident examiners.

Renewal blanks and printed schedules showing where examiners are on duty may be obtained by addressing a request to the secretary of state, at Salem, and quantities of these forms have been distributed to chiefs of police, city recorders, justices of the peace, county sheriffs, automobile association offices, chambers of commerce, and state police officers so that they may be readily available to applicants throughout the state.

Minimum Age Requirements and Fees for Licenses and Permits to Drive

	Age	Fee
Original operator's license	16	\$1.00
Renewal operator's license	16	1.00
Chauffeur's license and badge	18	1.00
Duplicate operator's license25
Duplicate operator's license bearing new name after change of name25
Duplicate chauffeur's license card only25
Duplicate chauffeur's badge or license and badge50
Instruction permit	15	.50
Special emergency permit	14	1.00
Special student permit	14	1.00
Special instruction permit	14	No fee
Duplicates of above 4 permits (each)25

Every Application Must Be Accompanied by the Required Fee

Duplicate Licenses—Change of Name

If your operator's or chauffeur's license or chauffeur's badge becomes lost, mutilated or destroyed you should immediately make application to the secretary of state for a duplicate.

In the event your name is by marriage or otherwise lawfully changed you are required by law to notify the secretary of state immediately of such change upon a form furnished for that purpose.

Blank forms to be used in making application for duplicates or in forwarding notice of change of name may be obtained from an authorized examiner of operators and chauffeurs or by writing to the secretary of state, at Salem.

Special Permits to Drive Special Student Permits

A special student permit may be issued to a person over the age of 14 years when conditions are such that said person must personally operate a motor vehicle over the highways of this state in order to attend any school, college or other educational institution, but no one who has any other available means of transportation may be issued such a special permit. Student permits are valid only when the holder is going to and from school during the school terms of the institution attended and only over the particular roads and highways designated in the permit. Applications for permits of this type must be indorsed by the sheriff and the county judge of the county in which the applicant desires to operate motor vehicles and also by the chairman of the board of education of the district wherein it is desired to attend such school, college or other educational institution. An applicant for a special student permit must pass the regular operator's examination before the permit may be issued. The application must also be signed by the parent authorized to sign the application of a minor. (See page 7.)

Special Emergency Permits

Special emergency permits to operate motor vehicles over the highways of this state are issued to persons 14 years of age or over, in the event an emergency exists and there is no other person licensed or eligible to be licensed as a regular operator in this state, available to drive the motor vehicle in question. Every application for such a permit before being filed with the secretary of state must be approved by the county judge of the county in which the applicant resides, by the sheriff of such county and by the chief of police of every incorporated city or town in or through which

permission is sought to drive. The proper parent's signature must also be included on the application. The law requires that an applicant for a special operator's permit must pass an examination equivalent to that required by law for an operator's license before a permit may be issued. According to law the holder of such an emergency permit is authorized to operate motor vehicles only on such roads and highways and for the particular use designated in the application.

Special Instruction Permits

When a person has filed an application and fee for a special student or emergency permit, and, except for his lack of experience in the operation of motor vehicles, he would otherwise be qualified to obtain such special permit, the secretary of state may, in his discretion, issue to said person without extra charge a special instruction permit, entitling said applicant, while having such permit in his immediate possession, to drive a motor vehicle upon the highways of this state for a period of 60 days when accompanied by a licensed operator or chauffeur who actually is occupying a seat beside the driver.

Operation of Vehicles by Nonresidents

A nonresident licensed to operate motor vehicles in his home state or country may drive upon the streets and highways of this state without securing an Oregon license so long as he remains a nonresident, providing he is 16 years of age or over.

A nonresident coming from a state or country not requiring operator's licenses may operate a motor vehicle in Oregon for a period of not more than 90 days in any one year, providing he is 16 years of age or over.

Registration of Motor Vehicles

Private passenger motor vehicles are registered in Oregon on a calendar year basis from January 1 to December 31 at a flat fee of \$5. Commercial vehicles are subject to registration on the basis of light or combined weight for trucks and busses, respectively.

There are three methods by which registrations may be made or information relating thereto obtained:

- (1) By mail addressed to the Secretary of State, Salem, Oregon.
- (2) By calling in person at the Motor Vehicle Division offices in Salem or in Portland.
- (3) By applying in person to any county sheriff.

Financial Responsibility

Proof of ability to respond in damages must be established and maintained for a period of three years

as a prerequisite to the issuance or reinstatement of a driver's license within the three-year period in the case of any person convicted of an offense under which license revocation is mandatory, or in the event certain judgments for damages arising out of a motor vehicle accident remain unsatisfied for a period of thirty days.

Detailed information pertaining to the Motor Vehicle Safety Responsibility Act may be obtained by writing to the Secretary of State, Salem, Oregon.

Highway Direction and Restriction Signs

All direction and restriction signs and route markers are white with black letters. Because of lack of space only a few of these signs are shown in the accompanying cuts. They include, however, names of towns, creeks and geographical features; direction signs, parking restrictions, load limit restrictions, indicated speeds and route markers. See illustrations on following page.

The route marker shields bear the number of the route and are ordinarily set facing traffic. A route marker shield with an "L" or "R" below indicates that the route turns left or right at the next intersection and this combination is placed some distance before the intersection is reached. In cities, this distance is ordinarily about one block. Immediately at the intersection where the turn is to be made, a route marker shield is placed with an arrow below. This combination indicates that the route turns to the left or right, as the case may be, at the intersection where the sign is placed. After the turn has been made another shield is placed to show that the turn has been made in the right direction. From time to time other route markers are found as an assurance to the motorist that he is still on the correct route.

All transcontinental or interstate routes of major importance are marked with U. S. route markers. Other main traveled and intrastate routes are marked with state route markers. The numbers of the U. S. routes are not duplicated in the state routes in order to avoid confusion between the two. In some few instances two routes follow the same highway for a short distance. When this occurs, both numbers are carried on the highway for the distance involved.

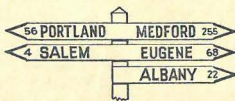
Intersections of numbered routes are marked with a sign bearing the legend "JUNCTION" with the number of the intersected route below. This combination is placed well in advance of the intersection.

The design of the state route marker is derived from the state seal.

All of these Signs
are White with Black Letters



U. S. ROUTE MARKERS



DIRECTION AND RESTRICTION SIGNS



STATE ROUTE MARKERS



JUNCTION MARKER

State Highway Signs and Signals

Road signs used by the Oregon State Highway Department are what are known as the U. S. Standard, now used by nearly all states of the Union. Some of these signs are illustrated on the back of this booklet.

The color and shape of the signs have a definite meaning that is supplemented by the lettering. For example, all warning and caution signs are yellow with black letters; all direction and restriction signs and route markers are white with black letters. By this system the meaning of the sign can be determined when the motorist is yet too far away to read the lettering. An examination of the figures on page 44 will illustrate these statements.

In the top group are the square-shaped caution signs such as "Men Working", "Side Road", "Cross Road", and "School". Signs of this type call attention to hazards not in the road itself but which may or may not be there at the time you pass. When you see one of these signs, increase your vigilance and be prepared for such immediate action as may be required. Note that symbols, rather than words, are used in the "Side Road" and "Cross Road" signs.

In the next group are the diamond-shaped caution signs. These signs call attention to potential hazards in the road itself, such as curves, narrow bridges, etc. In these, also, symbols are used where it is possible to convey the message by the use of symbols. Very sharp curves and turns are marked with the sharp-angled arrows while the obtuse angled arrows are used for curves of lesser degree. Reverse curves are indicated by the use of the "S" shaped arrows. Signs bearing the word "Slow" are used where it is difficult to describe the hazard by means of any other signs. Usually, it is used at the most dangerous places in the road.

The octagon shape has one meaning only—"STOP". This shape is not used for any other purpose so there can be no question as to its meaning. When you see one of these signs, stop. It is not enough to merely slow down.

The round sign indicates a railroad grade crossing and, as in the case of the "STOP" sign, the round shape has only one meaning. When you see one of these signs, exercise extra vigilance. Look in both directions before crossing and if there is any doubt as to whether a train may be approaching come to a complete stop. Remember that not all crossings are protected by automatic signals or flagmen.

OREGON
STATE HIGHWAY DEPARTMENT
STANDARD WARNING SIGNS

All Warning and Caution Signs
are Yellow with Black Letters



SQUARE SIGNS MEAN CAUTION



DIAMOND SIGNS MEAN SLOW



OCTAGON
SIGNS MEAN
STOP



ROUND
SIGNS MEAN
RAILROAD