

A HIGHWAY CODE FOR CEYLON

(A reprint of Captain E. B. Murrell's Motoring notes in The Ceylon Observer of the Highway Code of the United Kingdom and incorporating "The Code de Colicette")



Code Observer's Name.....Tel. No.....

Address.....

Signature.....

"I have responsibilities as well as rights"

A FREE LIFE INSURANCE ISSUED TO YOU

by

The Ceylon Motor Insurance Association Limited
by the courtesy of The Ceylon Observer.

ACCIDENTS DON'T HAPPEN. . . . THEY ARE CAUSED
BECAUSE SOMEONE DID NOT OBSERVE
THE HIGHWAY CODE.

**THE CODE HAS BEEN DIVIDED INTO
SECTIONS FOR—**

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Read YOURS first

Then learn it ALL—To teach OTHERS....

IT

is YOUR FREE LIFE INSURANCE POLICY issued to YOU

by

THE CEYLON MOTOR INSURANCE ASSOCIATION LIMITED

by the courtesy of

The Ceylon Observer.

A Highway Code for Ceylon

CHILDREN

by COL. THE HON. SIR JOHN KOTELAWALA

YOU are the most important people in Sri Lanka to-day,
because You are Sri Lanka of tomorrow.....

Our ancient traditions, history and culture, our Destinies are
in Your hands NOW.

Not one of YOU must be lost, nor fall by the wayside.

Your Elders and I, your Minister, owe to you our experience,
our wisdom to that end.

As we teach you these things, here, faithfully and fearlessly in
the Right as we are given to see the Right, will you teach those
near to you? Your fathers, mothers, brothers, sisters and
school-fellows? To those who walk with you, and those who
will follow you?

Men and women who loved little children worked to make
this Code for you, to whom I dedicate it, children of Lanka.

J. L. KOTELAWALA,

Minister for Transport & Works

Upon the Road, observe this Code,

And accidents will cease.

And Lanka's brow shall wear from now

The smile of Lanka's peace

THE HIGHWAY CODE FOR CEYLON

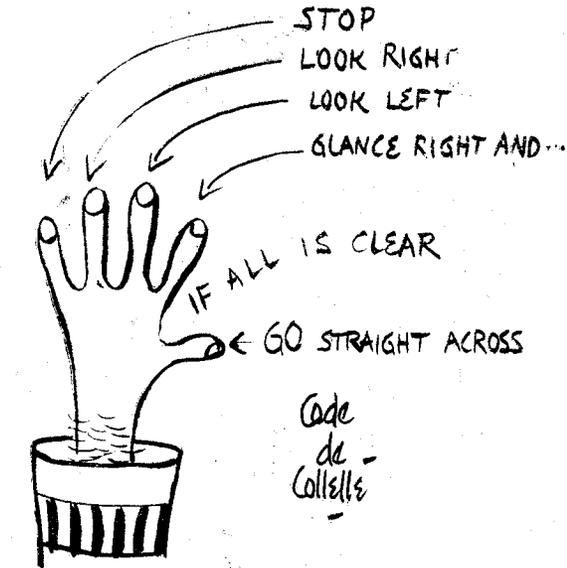
To all Road Users

- 1 The Highway Code is a set of commonsense provisions for the guidance and safety of all who use the roads. Consideration for others as well as for yourself is the keynote of the Code. Remember that you have responsibilities as well as rights, the first of which is to know all this Code.
- 2 Be careful and courteous yourself at all times; allow for other people doing something silly at any minute.
- 3 Be sure that you are fit to use the road. Alcohol, even in small amounts, lowers your alertness and sense of caution. A fraction of a second may make all the difference between safety and disaster. If you cannot give the necessary concentration you are risking not only your own life but the lives of others. Many drugs have the same effect and so also has fatigue and emotion.
- 4 Learn the signals used for regulating traffic and by drivers of vehicles. (See pages 14 to 19 inclusive).

Keep death off our roads



Highway Code for Ceylon



PRACTISE YOUR SAFETY FIVE-FINGER EXERCISE
WHEN YOU CROSS THE ROAD

The policeman regulating traffic has a responsible job to do. When he is busy don't put questions to him; they may distract his attention. If you want to know the way ask someone else. 5

Keep your dog and cattle under control whether it is on the road or on a vehicle. Many a person has been killed or injured because a driver swerved to avoid an animal. 6

Watch the children. Accidents to small children are terribly frequent. 7

If you are a teacher, parent or guardian teach your own children to cross the road safely and set them an example by your own road conduct. Do not let your children play in the streets. Children under seven should be accompanied by an older person when using roads. Teach them "Five Finger Exercise"..... 8

As a pedestrian, study this Section, and learn all the Code to teach others.

GENERAL

Where there is a footpath use it. If there is no footpath it is generally better to walk on the right so as to face oncoming traffic. 9

On a footpath do not walk alongside the kerb in the same direction as the nearer stream of traffic. 10

Do not step off the footpath unless you have made sure that it is safe to do so. 11

LEARN AND TEACH THE FIVE FINGER EXERCISE

All the five fingers are not alike

Highway Code for Ceylon

- 12 Wait until a bus or tram has stopped at a recognized stopping place before you get on or off.
- 13 Do not walk on a cycle track ; leave it free for the cyclists.
- 14 Never stand in the road at a blind corner or other place where you may not be seen by approaching drivers.

CROSSING THE ROAD

- 15 Before you cross the road, stop, look right, left, and right again ; then cross at right angles, keeping a careful look-out all the time. Be specially alert on one-way traffic roads.
- 16 Where there is a pedestrian crossing—use it (see page 28).
- 17 If your view of the traffic is obscured by a stationary vehicle or other obstruction, take particular care. If you don't you may be knocked down.
- 18 A slippery road is dangerous ; watch your step.
- 19 At traffic signals or at a police-controlled crossing watch the traffic as well as the signals and cross the road only when you can see that it is safe. Look out for traffic turning the corner.
- 20 Where pedestrian-operated signals are provided, use them, and wait until you see the " Cross Now " signal.
- 21 It is a courteous and kindly act to help small children, the aged, the infirm and the blind to cross the road safely.

STUDY ALL THE CODE TO TEACH OTHERS

Each one teach one

Highway Code for Ceylon

If you drive a MOTOR CAR study this Section and Paragraphs 41-61.

If you drive an ANIMAL-DRAWN VEHICLE study this Section and Paragraphs 41-45.

If you ride a MOTOR CYCLE study this Section and Paragraphs 41-43 and 46-53.

If you ride a pedal cycle study this Section and Paragraphs 62-75.

- Keep well to the left unless you are about to overtake or turn right. 22
- When on a narrow winding road, however familiar to you, go slow. You may come upon danger suddenly and kabook causes skids. 23
- Be careful when passing standing vehicles and other obstructions ; a pedestrian may dodge out from behind them. 24
- Take special care at cross roads, crossings and bends. If about to turn from one road into another, give the proper signal. When turning, go slow and give way to pedestrians. Give way to traffic on the major road. At uncontrolled crossings, unless you have a clear view of the major road in both directions, stop before entering the major road. 25
- When traffic in front of you is held up, never attempt to gain a forward position by encroaching on the offside of the road. (See paragraph 1). 26

IF YOU CAN'T SEESTOP SAFELY

Highway Code for Ceylon

- 27 Go slow when passing animals and give them plenty of room. Stop if necessary or if signalled to do so. Be prepared to meet pedestrians and led animals coming towards you on your side of the road.

OVERTAKING

- 28 Never overtake unless you are sure that you can do so without danger to yourself and others. Be specially careful in the dusk or driving into the setting sun when it is more difficult to judge speed and distance.

- 29 Overtake only on the right except when the driver in front has signalled that he is going to turn right. (This does not necessarily apply at a roundabout and in one-way roads or when overtaking tramcars).

- 30 Do not overtake—

- (a) unless you can do so without forcing the overtaken or approaching vehicles to swerve or reduce speed ;
- (b) at a corner or bend ;
- (c) at or approaching the brow of a hill or hump-back bridge.
- (d) at cross roads;
- (e) at a pedestrian crossing ;
- (f) at Police declared " Danger Zone "

- 31 Never cut out, that is do not turn from the near side sharply, without giving ample warning and making sure that it is safe to do so.

- 32 Give way to pedestrians about to get on or off a tramcar.

" NEVER DRIVE FAST BECAUSE YOU HAVE TO—ONLY BECAUSE YOU WANT TO "—Sir Malcolm Campbell

Highway Code for Ceylon

Before you stop or slow down or change direction, give the proper signal and give it in good time. Make your conduct honour your signal. 33

Keep a sharp look out for traffic lights signals, traffic signs, and lines marked on the highway (See pages 20–22). 34

A policeman regulating traffic is there to help you. Do as he directs, and help him in return by letting him see clearly by your signal which way you want to go. 35

Do not rely on signals to proceed given by unauthorised persons. 36

PEDESTRIAN CROSSINGS

Look out for pedestrian crossings. Learn and observe the Regulations relating to them. (See page 28). 37

FILTERING

When you are held up at a road junction, by a police officer regulating traffic, or a traffic light signal, do not turn to the left unless you get a definite signal to do so. (See pages 15 and 22) 38

LIGHTS

See that your lights are in good order and are properly adjusted. 39

Always light up in good time. When visibility is poor and particularly on foggy days, in tropical rain, or smoke from fires, put on your lights so that other people can see you. 40

" EXCESSIVE SPEED ALONE IS THE GREATEST SINGLE FACTOR IN ROAD ACCIDENTS ".

Royal Society for Prevention of Accidents

*If you drive a MOTOR VEHICLE study this Section and Paragraphs 22-40 and 44-61.
If you drive an ANIMAL DRAWN VEHICLE study this Section and Paragraphs 22-40 and 44-45.
If you ride a MOTOR CYCLE study this Section and Paragraphs 22-40 and 46-53.*

GENERAL

- 41 Give pedestrians and pedal cyclists plenty of room. They are very vulnerable. Be ready for children who may run suddenly on to the road, and for people who may step from a refuge or a footpath or from behind a vehicle or other obstruction. Make special allowance for the aged, the infirm and the blind.

STATIONERY VEHICLES

- 42 When you stop your vehicle, draw in as close as possible to the side of the road. Never put it where it endangers or obstructs others. (See page 25).
Do not leave your vehicle—
- (a) near the brow of a hill or a hump-back bridge ;
 - (b) at or close to a bend or road junction ;
 - (c) when it obscures a pedestrian crossing or traffic signal;
 - (d) at or near a bus or tram stopping place or school entrance ;
 - (e) opposite a refuge, road repairs or other obstacle ;
 - (f) opposite another standing vehicle ;
 - (g) facing the " wrong " way at night, or in fog or misty weather, lest your lights mislead oncoming traffic ;
If your vehicle will be stationary for more than a few minutes, put it in a parking space.

**USE YOUR RIGHT FOOT RIGHT TO GIVE YOU TIME
TO THINK RIGHT—Capt. E. B. Murrell**

*If you drive a MOTOR VEHICLE study this Section and Paragraphs 22-43 and 46-61
If you drive an ANIMAL-DRAWN VEHICLE study this Section and Paragraphs 22-43.*

PROJECTING LOADS

A load projecting behind your vehicle may be a danger 44 to others. In daytime mark the end with a white cloth or something else which will attract attention (At night mark the end of the load with a red light).

TURNING OR REVERSING (BACKING)

Never turn or reverse (back) your vehicle unless you have 45 made sure that it is safe to do so and that you will not endanger other people. Look out specially for pedestrians and children. When turning a motor vehicle round it is generally best to go to a side road or entrance, back into it and then come forward into the major road.

**KNOW YOUR "THINKING" AND "STOPPING"
DISTANCES**

Highway Code for Ceylon

If you drive a MOTOR VEHICLE study this Section and Paragraphs 22-45 and 54-61.

If you ride a MOTOR CYCLE study this Section and Paragraphs 22-43.

GENERAL

- 46 Take a pride in your driving. The good driver knows how stopping distances increases with speed, and drives accordingly ; drives on his engine and hot on his brakes ; knows the braking and acceleration of which his vehicle is capable in an emergency and always adjusts his speed to the prevailing road and traffic conditions. (See pages 29-30).
- 47 Do not drive in a spirit of competition with other road users. If another driver shows lack of care or good manners do not retaliate.
- 48 Make as little noise as possible. Do not drive on the horn. Use your horn only when it is really necessary ; its use does not give you the right of way or absolve you from the duty of taking every precaution.
- 49 The faster you travel, the smaller will be the margin of safety in emergency, and the worse the smash if an accident happens. Always be able to pull up well within the distance you can see is clear. (See inside back cover).
- 50 Never accelerate when being overtaken.

SPEED LIMIT

- 51 A speed limit is imposed for reasons of safety which may not always be obvious. To exceed it is to take a risk as well as being an offence. (See pages 20 and 24).

NIGHT DRIVING

- 52 At night always drive well within the limits of your lights. If you are dazzled, slow down even to a standstill.

VEHICLE CONDITION

- 53 Make sure that your vehicle is in a fit condition to be used on the road. Give regular attention to brakes, steering and tyres. Do not wait for an accident.

ADJUST YOUR SPEED TO TRAFFIC CONDITIONS
OBTAINING—Uncle Aesop Murrell



If you drive a MOTOR VEHICLE study this Section and Paragraphs 22-53.

DOORS

Before opening any door of a vehicle, make sure that the vehicle has stopped and that you will not endanger or inconvenience anyone on the road or footpath. 54

DIRECTION INDICATORS

If you use a direction indicator, see that it is returned to neutral as soon as your movement is completed. 55

MIRRORS

Make a habit of using your driving mirror so that you know what is behind you, especially when about to move off, overtake, turn, stop or open the door, but remember it may not show you all the road. 56

IN CONVOY

If you are a driver in a convoy, or a driver of one of a series of large vehicles such as lorries or motor coaches do not drive close behind the vehicle in front of you. Leave ample space so that a faster vehicle after overtaking you can, if necessary, draw in to the left again before overtaking the next vehicle. 57

HEADLIGHTS

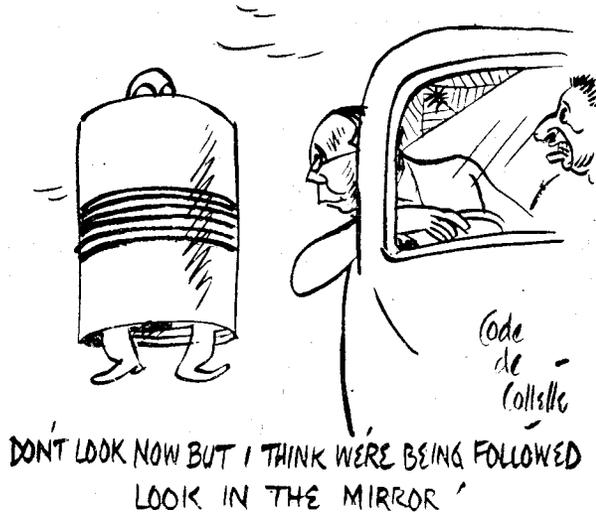
Do not use your headlights unnecessarily, especially in lighted areas. 58

Dip your headlights when meeting other vehicles on the road unless there are exceptional circumstances which make it unsafe for you to do so. 59

Switch off or dip your headlights when you are following close behind another vehicle which you do not intend to overtake. 60

When your headlights are dipped or extinguished be specially careful. If you can't see...stop in good time, safely. 61

**DO NOT WAIT FOR AN ACCIDENT
HAVE YOUR "BREAKDOWNS" IN
YOUR GARAGE—Uncle Aesop Murrell**



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*If you are a pedal cyclist study this Section
and Paragraphs 22-40.*

GENERAL

- 62 Ride in single file when road or traffic conditions require it, and never more than two abreast.
- 63 Do not wobble about the road. (See page 30).
- 64 When traffic is held up do not take risks by riding along a narrow space between vehicles.
- 65 Never ride close behind a fast moving vehicle ; it may slow down or stop suddenly.
- 66 Do not hold on to another vehicle. (See page 27).
- 67 Make sure that your rear light, reflector and white patch are kept clean and are never obstructed by your clothing or anything else.

CONTROL OF MACHINE

- 48 Keep full control of your cycle.
- 69 Do not ride a machine which is too big for you.
- 70 Do not carry a passenger on your cycle unless it is constructed or adapted for the purpose. (See page 27).
- 71 Never carry parcels or other articles which may interfere with the proper control of your machine, or may cause harm to others.
- 72 Take special care in bad weather and on slippery roads. If you fall you may be run over.
- 73 Cross tramlines at wide angle and signal your intention well in advance.

CYCLE TRACKS

- 74 If there is a cycle track...use it.

VEHICLE CONDITION

- 75 Make sure that your cycle is in a fit condition to be used on the road, and in particular that the brakes act properly. (See page 31).



SOMEONE FORGOT THE HIGHWAY CODE

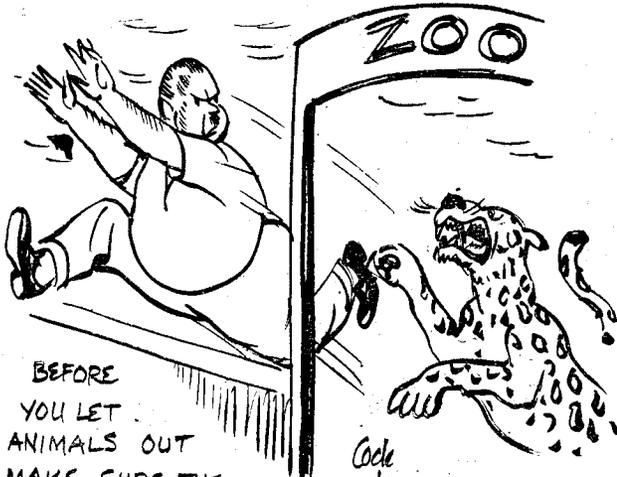
CAN THAT CHILD HEAR A CYCLE COMING ?

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If you ride a HORSE or are in CHARGE OF HORSES OR OTHER ANIMALS study this Section.

When leading an animal, always place yourself between it and the traffic and keep the animal to the edge of the road. This rule applies equally whether you are walking or riding. When leading an animal do not ride a bicycle. 76

If you are a driver, and have another person with you, send him on ahead so that he can warn traffic, particularly at a bend or a brow of a hill, or when animals are coming out of a gateway on to a road. Make sure the road is clear before you let an animal out of a field or yard on to the road. 77



BEFORE
YOU LET
ANIMALS OUT
MAKE SURE THE
ROAD IS CLEAR

Cole
de
Collins

NEVER LET CATTLE ROAM ON A ROAD

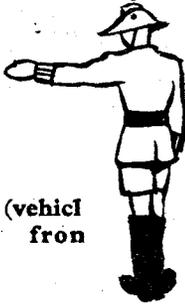
Signals to be given by Police

Constables and others

engaged in the regulation of traffic, as viewed by the driver for whom they are intended.

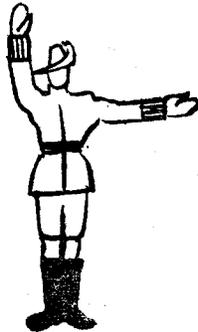


"Stop" signal (vehicle approaching from the front).



"Stop" signal (vehicle approaching from behind).

"Stop" signal (vehicles approaching from the front and from behind simultaneously).

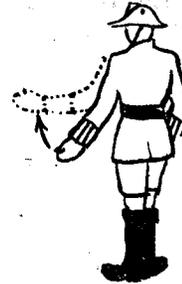


Drivers should note that, after they have stopped, the Police Constable may lower his hand or use it for giving other signals, but they must not move on until signalled to do so.

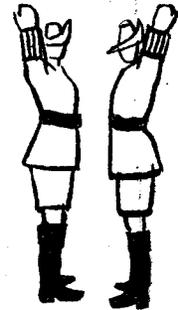
Release Signals, given according to circumstances, are shown below.



To bring on a vehicle from the front. (A beckoning movement.)



To bring on a vehicle from behind



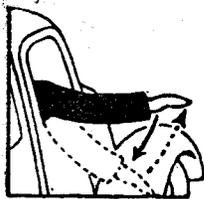
To bring on vehicles from right or left. (A beckoning movement.)

Drivers should be specially careful to distinguish the "Proceed" signal intended for them, from signals intended for other traffic. This will be shown primarily by the Constable looking in their direction.

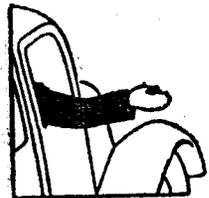
Signals to be given by drivers and cyclists to indicate their own intentions, where a mechanical indicator is not used.

These signals are for the purpose of giving information and not instructions to others. The arm should be extended beyond the side of the vehicle at least as far as the elbow.

SIGNALS TO OTHER DRIVERS



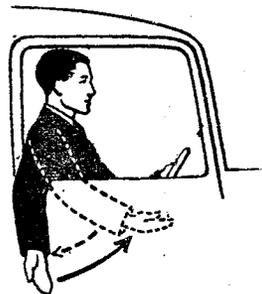
am going to SLOW DOWN or STOP."



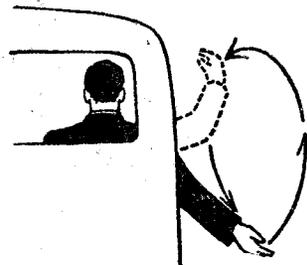
I am going to TURN to my RIGHT."



SIGNALS TO OTHER DRIVERS - contd.

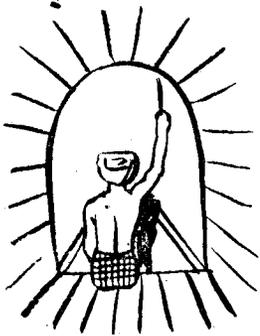


" I am READY to be OVERTAKEN."



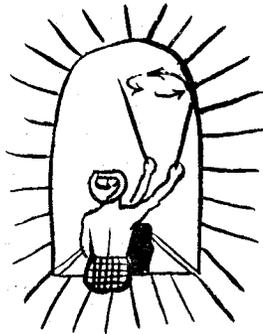
" I am going to TURN to my LEFT."

SIGNALS TO OTHER DRIVERS - contd



Alternative signals which may be used by drivers of horse drawn vehicles.

"I am going to STOP."

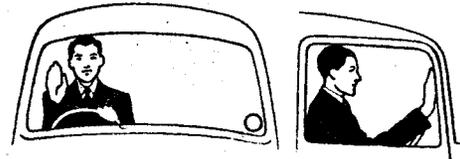


"I am going to TURN."

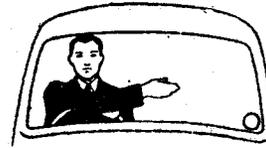
After rotating the whip, incline it to the right or left to show the direction in which the turn is to be made

Signals by drivers to Police Constables.

When approaching a Police Constable engaged in regulating traffic, drivers should, whenever possible, indicate to him the direction in which they wish to proceed. Signals for this purpose are shown below.



"I want to go STRAIGHT AHEAD."



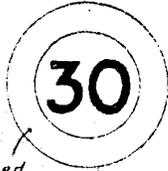
"I want to TURN to my LEFT."



"I want to TURN to my RIGHT."

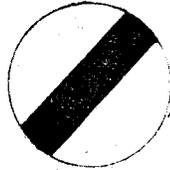
Traffic Signs and Signals

The following are some of the more important of the traffic signs, and all road users should be familiar with their significance.

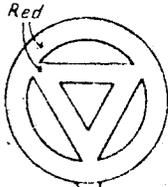


Red

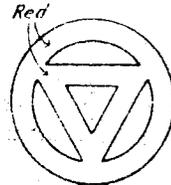
Where the speed limit begins this sign is used.



Where the speed limit ends this sign is used.

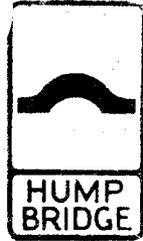


Red



Red





TRAFFIC LIGHT SIGNALS

- RED**.....means STOP and wait behind the stop line on the carriageway.
- RED AND AMBER**.....means STOP but be prepared to go when the Green shows.
- GREEN**.....means PROCEED if the road is clear but with particular care if the intention is to turn right or left.
- AMBER**.....means STOP at the stop line unless the Amber signal appears when you have already passed the stop line or are so close to it than to pull up might cause an accident.
- GREEN ARROW**.....shown with the RED signal allows vehicles to proceed in the direction indicated by the arrow.

Highway Code for Ceylon

OBSERVE THESE RULES AND DON'T FALL FOUL OF THE LAW

This is not a complete list, but it sets out some of the main demands of the law upon road users. For complete information you should refer to the various Acts and Regulations.

TO DRIVERS OF ALL MOTOR VEHICLES

Before driving make sure that:—

Your vehicle is properly licensed.

Your insurance is in order.

You must be insured against claims for personal injuries to third parties. If you allow another person to drive your vehicle you must satisfy yourself that your insurance policy, or his, covers the particular use of the vehicle while he is driving it. A certificate of insurance must be obtained from an authorised insurer and must be produced to a police constable on demand. If it is not so produced, it must be produced in person within five days at a police station specified at the time the certificate is demanded.

Your driving licence is in order and correct.

You are in a fit condition to drive and are not under the influence of drink, drug, fatigue or emotion.

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Your vehicle is in a roadworthy condition:—

Brakes
Steering gear { must be in good working order and properly adjusted

Tyres must be free from defect likely to cause danger to anyone or damage to the road.

Windscreen must be kept clean and the windscreen wiper in working order.

Mirror must be properly adjusted.

Warning instrument must be in working order.

It must not be sounded in silent zones, nor on any road when the vehicle is stationary.

Silencer etc., . . . There must be no excessive noise due to an inefficient silencer or to defects or lack of repair.

All parts and accessories must be in such condition that no danger is likely to be caused to anyone.

Your lights are functioning.

Your load { of such weight so distributed so adjusted so secured } that danger will not arise.

WHEN DRIVING

You must

Observe speed limits

Observe traffic signals, and signs.

Highway Code for Ceylon

Observe police officers' directions, and respect pedestrian crossings. see also " Pedestrian Crossings " (page 28) see that your obligatory lamps are alight at night.

You must not drive in a manner or at a speed dangerous to the public drive without due care and attention drive without reasonable consideration for other persons using the road drive under the influence of drink or a drug be in a position which prevents you from having proper control of the vehicle, or a full view ahead.

WHEN YOU STOP

You must stop the engine and set the brake, if you leave the vehicle at night, turn off your headlights (unless you have to stop owing to traffic conditions but see that the obligatory lamps are alight)

You must not leave your vehicle in a position where danger or obstruction is likely to arise or in a pedestrian crossing. sound your horn while stationary.

IF YOU ARE INVOLVED IN AN ACCIDENT

You must

- (i) stop ; and
- (ii) give your own and the vehicle owner's name and address and the index mark of the vehicle to a police constable or anyone having reasonable grounds for wanting these particulars ; and
- (iii) if a person is injured, produce your certificate of insurance or security to a police constable or anyone who has with reasonable grounds required its production.

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You must report the accident to a police constable or at a police station as soon as practicable and in any case within 24 hours in the following circumstances ; if, for any reason, you have not supplied your identifying particulars as in (ii) above, and, in injury cases, if you have not produced your certificates.

TO MOTOR CYCLISTS

Most of the foregoing requirements apply to you. In addition:—

You must not carry more than one passenger on a two-wheeled machine and the passenger must sit astride on a proper seat securely fixed behind the driver's seat.

TO DRIVERS OF ANIMAL-DRAWN VEHICLES

You must hold the reins, unless your animal is conducted by someone else. observe traffic signals and signs observe police officers' directions respect pedestrian crossings (page 28) at night see that your lamps are alight

You must not drive furiously so as to endanger the life or limb of anyone, including yourself be so far away from your animal that you have no control over it drive if you are drunk leave your vehicle in a position where danger or obstruction is likely to arise, or on a pedestrian crossing.

TO PEDAL CYCLISTS

You must observe traffic signals and signs

Highway Code for Ceylon

observe police officers' directions respect " Pedestrian Crossings " (page 28) at night, see that your lamps are alight.

You must not ride furiously so as to endanger the life or limb of anyone, including yourself ride if you are drunk ride on a footway or footpath by the side of any road made or set apart for the use of foot passengers carry a passenger if your cycle is not constructed or adapted to carry more than one person hold on to a motor vehicle or trailer in motion, without lawful authority or reasonable cause.

TO PEDESTRIANS

You must not wilfully cause obstruction of the footway or highway loiter on a pedestrian crossing see also " Pedestrian Crossings " below without lawful authority or reasonable excuse. Hold on to a motor vehicle or trailer in motion ; tamper with the brake or other part of the mechanism of a stationary vehicle. be drunk in any highway or public place.

PEDESTRIAN CROSSINGS

It is an offence under the Pedestrian Crossings Places (Traffic) Regulations to disobey the following requirements :—

(1) Drivers of vehicles, and cyclists

- (a) When you are approaching a pedestrian crossing, proceed at a speed which will enable you to stop before reaching the crossing unless you can see that there is one pedestrian on the crossing.

Highway Code for Ceylon

- (b) Where a pedestrian crossing is controlled by police or light signals, allow free passage to any pedestrian who has started to cross before you receive the signal to proceed.
 - (c) Where a pedestrian crossing is not controlled by police or by light signals, give way to any pedestrian on the crossing.
 - (d) Never stop on any pedestrian crossing unless you are forced to do so by circumstances beyond your control or to avoid an accident.
- (2) Pedestrians

A pedestrian may not remain on a pedestrian crossing longer than is necessary for the purpose of passing from one side of the road to the other with reasonable despatch.

HINTS ON DRIVING

Some General Hints

See that your driving seat is secure and correctly adjusted before moving off.

Make sure your tyres are in good condition and inflated to the correct pressure. A front or rear burst is dangerous, for the former is more disastrous.

When driving, keep both hands on the steering wheel unless you are performing a necessary driving function.

Never drive with your elbow on the window edge—it restricts your movements in an emergency.

Keep a sharp look out for changes in road condition. Learn to notice quickly and use extra care where the camber of a road is against you or where the surface is loose, greasy, icy, highly polished, or covered with leaves.



EYES RIGHT

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Unless compelled by traffic conditions, avoid diving closely behind the vehicle in front of you. If you do, your vision is restricted and your margin of safety lessened, should the driver in front suddenly brake or swerve.

When following a 'bus or tramcar, look ahead for the stopping places, as these will warn you of the likelihood of such a vehicle pulling up or the possibility of persons suddenly crossing the road to board it.

Keep a look out on both sides of the road as well as to your front.

Learn to look ahead so that you will see road signs and warnings of danger in sufficient time for you to be able to react.

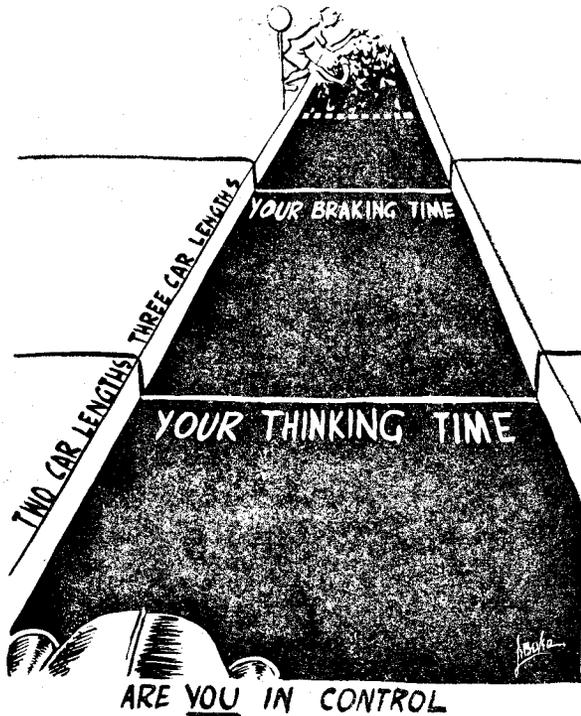
Never brake or accelerate violently at a corner ; it may induce skidding.

Don't start making adjustments while travelling—stop and make them in safety.

Be very careful at night when approaching red " danger " lamps on the road. There may have been an accident and people may walk unexpectedly into the path of your vehicle.

At night a " flick " on or off of your headlights is a useful form of warning at cross roads or to traffic which you are overtaking.

A good driver, though he may use different controls in quick succession should be very observant and never allow himself to be placed in such a position that he must try to do too many things at the same time. His whole method of driving should never need to be hurried, as he must always be master of his machine. In other words, he should be competent to drive it and be equally competent in controlling himself. Always concentrate on your driving.



HINTS ON CYCLING

The Highway Code tells you the principles of good roadman-ship. But it does not always tell you what those principles involve, because it does not deal with the "technicalities" of cycling.

You are told not to wobble about the road. A common cause of wobbling is riding a machine that is too big for the rider. It is advisable, when practicable, for the saddle to be so adjusted that, to avoid dismounting the rider can place one foot on the ground when the cycle is stationary.

Another possible cause of wobbling is pedalling with the "waist" of the foot on the pedal; at slow speeds, or when turning a corner, the toe may catch the front mudguard and cause an unintentional and uncontrolled swerve.

Keeping full control of the bicycle implies three things first, that the machine is in mechanically good condition; second, that it is right size; and third, that the rider has road sense.

A CYCLE IS NOT IN GOOD CONDITION

IF	{	the bearing are too slack
		the brakes are not fully effective
		the wheels are out of line
		spokes are loose or missing
		the chain is slack
		the mudguards are not firmly attached
		the handlebar or saddle is not secure
the tyres are badly worn or soft		

Before descending a steep hill make sure, by a touch of the brakes, that they are working properly.

Have your bell in such a position that you are able to ring it and at the same time apply your brakes.

Even when facing a strong wind or driving rain, keep your eyes on the road ahead.

Take special care in bad weather or on slippery roads. In foggy weather be prepared to deal with emergencies that would not arise in normal circumstances e.g. finding a vehicle on the wrong side of the road or a pedestrian "lost" on the highway. In windy weather be prepared for sudden gusts which may cause you to swerve (especially if you are wearing a cape) particularly at road junction. Never apply your front brakes first, especially when the road surface is wet or rough, as this tends to cause a front wheel skid, which is almost impossible to correct; sudden change of direction on wet roads should be avoided, because of the risk of side slip.

"A failure on the part of any person to observe any provision of the highway code shall not of itself render that person liable to criminal proceedings of any kind, but any such failure may in any proceedings be relied upon by any party to the proceedings as tending to establish or to negative any liability which is in question in those proceedings".

STUDY THE FOLLOWING TABLE AND THINK IN TERMS OF OVERALL STOPPING DISTANCE

This is What Proper BRAKES can do on good DRY LEVEL SURFACES

Speed M.P.H.	Thinking Distance Feet	Braking Distance Feet	Overall Stopping Distance Feet
10	10	5	15
20	20	20	40
30	30	45	75
40	40	80	120
50	50	125	175

IT'S ALL YOURS

by

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Since, early in '41, Lanka admitted me as honorary Ralahamy so the tawny gold and green bosom of her paddy lands, and the sunshine in her skies and hearts of her people, the only clouds smudging the horizon have been the direct looks which have invariably preceded the remark "We ought to have a Highway Code." Even the peaceful seclusion of Cecil Soysa's office, (where I go for a free cup of tea and to escape the sordid atmosphere of matters motoring), has been disturbed by this tactless remark.

Judge then my feelings, when the senior partner of my bliss recently said without provocation of any sort. "While Banda is pouring out your fifth cup of tea, you might easily copy out The Highway Code."

Stung, as so often before, by the rank inhumanity of woman-kind to man, I hastily recalled that first paragraph of the unpublished "Strategy For Junior Officers", which goes.... 'If chased by the Colonel, chase your subalterns and N.C.O.'s so that he can't catch up.' More, I improved upon it. I chased the Colonel's and Brigadier's instead. I cornered a prominent Motor Insurance Company, who said "O.K. We'll pay for it, but don't bang the table—its not insured." I hung around Collette's little office, until he said "How do

you expect me to contemplate the more aesthetic side of Ministers countenances with YOUR ugly mug drooling opposite ? ” An eminent legal luminary threatened to have the Law on me, and the Traffic Cops said “ alright, ALLright, ” and, as an afterthought, “ VERY WELL ”.

Sir John was coaxed down from the admirah top on which he had taken refuge, and given an emetic to recover the key of the safe, which he swallowed when I was announced. A quick thinker, who should go far, given a job of work.

Even Beven, who produced a medical certificate, was ruled out of order, and YOU hold the result in YOUR hand NOW.

All that you have to do, is to send a one rupee stamp to the I.G. Police, Ceylon, for the Police Road Safety Campaign together with a large foolscap envelope stamped and addressed to yourself, so that you can obtain another copy for a relative or friend. It is YOUR OWN CAMPAIGN to KEEP DEATH OFF OUR ROADS, and any noughts you care to add to that rupee will . . . well anyhow, take a look at Collettes front cover. Me, I'm going home to my sarong and banian, because if I don't get puttah's homework finished to-day, there'll be another reprimand from his teacher, who also seems always to pick on me.