

A Science Service Feature

Released upon receipt
but intended for use
March 21, 1931

? WHY THE WEATHER ?

Mailed March 14, 1931

By Charles Fitzhugh Talman,
Authority on Meteorology.

HEADLIGHTS FOR FOG

An English writer, M. G. Bennett, has recently called attention to the fallacy that automobile headlights throwing yellow or reddish lights have greater power of penetrating fog than ordinary white lights. Their light is actually less intense than that of ordinary headlights and hence cannot be seen so far.

The best solution, says Mr. Bennett, of the problem of driving in fog is to have as intense a light as possible, focused into a much narrower beam than is usual in headlights. It should be fixed at a low level and well forward, and the driver should sit as high as possible, so that he is looking at a big angle to the beam and not along it. The narrowness of the beam and the direction in which it is sent should be adjustable, according to the density of the fog.

With this arrangement, objects ahead are illuminated as brightly as possible. Moreover, the illuminated fog within the beam -- which tends to swamp the light reflected from the object -- appears less bright when viewed at a large angle, so that there is less confusion from this source.

London buses have adopted this plan, and its efficacy is indicated by the fact that motorists in that city find safety in following the buses when thick fog prevails.

(All rights reserved by Science Service, Inc.)

SCIENCE SERVICE
21st and Constitution Ave.
Washington, D. C.