

1966

On Two Wheels : Safe Bicycle Riders Today, Good Drivers Tomorrow (1966)

Maine Highway Safety Committee

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"On Two Wheels"

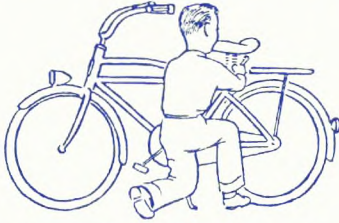


SAFE BICYCLE RIDERS TODAY

Good Drivers Tomorrow

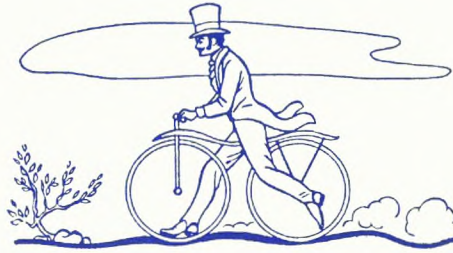
MAINE HIGHWAY SAFETY
COMMITTEE

BICYCLE CARE for SAFER RIDING



Keep your bike in good condition for your own safety as well as for the pleasure it gives you. A good rider always keeps his bicycle in proper condition. A bicycle in poor condition usually means a poor rider.

1. **SEAT SADDLE**—Adjust to fit your size and tighten securely. A loose seat may mean a fall.
2. **HANDLEBARS**—Adjust to fit your body. Tighten and keep stem well down in fork. Be sure handlebars are at proper level for correct rider position. (Bent slightly forward with head up.)
3. **HANDLE GRIPS**—Replace worn handle grips. Cement them on tightly. Loose grips mean unsafe riding. Handlebars without grips, or broken grips, are dangerous.
4. **PEDALS**—Lubricate and tighten pedal bearings and spindle. Replace worn pedal treads. Good pedals are important for bicycle control and power.
5. **WARNING DEVICE**—Horn or bell must always work properly to be heard at least 100 feet.
6. **LIGHT**—White light in front must be visible at night at least 200 feet. Keep it clean and in working condition.
7. **REFLECTOR**—Red reflector in rear must be visible for 50 feet to the rear when in front of automobile headlights. Be sure the size is large enough and keep it clean.
8. **COASTER BRAKE**—Does it brake evenly and will it skid your wheels at once? Unless you are an expert, have it cleaned and adjusted regularly by your bicycle serviceman. A number one rule for bicycle condition is—a good brake.
9. **SPOKES**—Replace broken ones promptly.



YOUR modern, streamlined bicycle is the latest in a long line of two-wheeled vehicles.

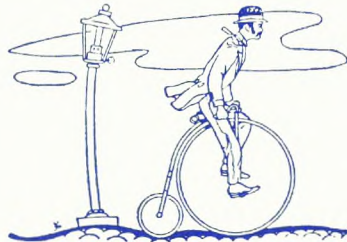
Dating back to ancient Egypt among the frescoes in the ruins of Pompeii were found “winged figures” astride of a stick connecting two wheels.

The title “father of the bicycle” is usually given to Carl Drais, a German, who invented a velocipede in 1816 with the rider resting his weight upon the frame kicking his way along the ground. The “walk-along” bicycle was known as the “dandy-horse” because its price was so high only the very wealthy young dandies could afford it.

Cranks, pedals, driving-rods, a seat and elaborate arm rests were later added and in the 60’s the “bone-shaker” was produced with a large wheel in front and iron tires which gave the rider rough treatment on the cobbled streets of that time.

The first all-metal bikes, with the high wheel in front and a very small wheel in back, were built in the 70’s and were called “ordinaries.” Steering was controlled by the small back wheel and the higher the front wheel, the greater the speed, but a small bump usually meant a tumble head first for the rider. Then came the “star” bicycle with the little wheel in front and the large wheel in back.

About 1884 the bicycle came down to earth and the low machine, with both wheels the same size, of modern style called the “safety” was developed.



The bicycle reached its height in the Gay Nineties with over a million bikes produced in this country. Today, the United States is the leading cycling country with 18 million riders now pedalling our roadways.

"On Two Wheels"



SAFE BICYCLE RIDERS TODAY

Good Drivers Tomorrow

MAINE HIGHWAY SAFETY
COMMITTEE

SAFE BICYCLING

STATE LAWS

REVISED STATUTES, 1964, TITLE 29,

Sections 1961-1963

§ 1961. Regulations

Every person propelling a bicycle shall ride said bicycle as far as practicable to the right side of the roadway at all times except when making a left turn.

A person propelling a bicycle shall not ride other than astride a regular and permanent seat attached thereto. No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

No person riding upon any bicycle shall attach the same or himself to any moving vehicle upon a way.

§ 1962. Equipment

Every bicycle when in use in the nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least 200 feet to the front and with a red reflector to the rear which shall be visible at least 50 feet to the rear. Every bicycle shall be equipped with a brake which shall enable the operator to stop the bicycle within a reasonable distance.

§ 1963. Penalties

Any person of the age of 17 years or over who violates any of the provisions of sections 1961 and 1962 shall, upon conviction, be punished by a fine of not more than \$10. The chief of police of any municipality, or where there is no chief of police, the chairman of the board of selectmen, when satisfied that a juvenile under the age of 17 years has ridden a bicycle in violation of any of the provisions of sections 1961 and 1962, may impound the bicycle for a period not to exceed 5 days for the first offense, for a period not to exceed 10 days for a 2nd offense and for a period not to exceed 30 days for any subsequent offense.

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SAFETY RULES

1. **RIDE SINGLE FILE**—Never ride more than two abreast. It is best to ride Indian Style, or single file, one behind the other with a space of three bicycle lengths behind the rider you are following.
2. **CARRY BOOKS OR PACKAGES PROPERLY**—Keep at least one hand on the handlebars at all times. Never carry bundles that will prevent this. It is best to have a bicycle basket on the front or a rack on the back with straps to carry books or other packages.
3. **USE BICYCLE PATHS**—Where there are suitable paths along the roadway, you should use this path and not ride in the roadway. Remember that pedestrians always have the right-of-way.
4. **SLOW DOWN AT ALL STREET INTERSECTIONS**—Slow down and look both ways before crossing any intersection. Walk your bicycle when crossing heavy traffic or busy intersections.
5. **ENTER THE STREET WITH CARE**—Don't ride out of driveways or alleys or ride from behind parked cars without stopping and looking to see that the sidewalks or streets are clear. Walk your bicycle and mount after leaving the driveway.
6. **HAVE A PROPER HORN OR BELL**—You must always have a horn, bell or other warning device on your bicycle that can be heard for at least 100 feet. You should not use a siren or whistle on your bicycle.

SAFETY RULES

7. **RIDE STRAIGHT**—Ride in a straight line. Don't weave in and out of traffic or try trick riding on the street or sidewalk. Keep your head up.
8. **STOP FOR RED TRAFFIC LIGHTS AND STOP SIGNS**—Obey traffic lights and stop signs just as automobile drivers are required to do. A "stop" sign or "red" light means STOP and then proceed only after you are sure the way is clear.
9. **GIVE HAND AND ARM SIGNALS**—Before turning or stopping give the proper signal in plenty of time to let others know what you intend to do.
 1. **Left turn**—hand and arm extended horizontally;
 2. **Right turn**—hand and arm extended upward;
 3. **Stop or decrease speed**—hand and arm extended downward.
10. **OBEY ALL TRAFFIC REGULATIONS**—You must observe and obey all traffic rules as drivers of motor vehicles are required to do. Traffic signs, lights, one-way streets and crosswalk markings apply to the bicycle rider as well as to drivers and pedestrians. You must ride always at a safe speed to fit conditions.
11. **LEARN YOUR LOCAL TRAFFIC REGULATIONS**—Many cities and towns require riders to secure bicycle licenses and obey other local bicycle requirements. Some towns and cities permit riders under twelve years of age to use sidewalks in residential areas. Ask your Chief of Police to tell you of the bicycle regulations for your town.

A GOOD BIKE RIDER WILL MAKE A GOOD CAR DRIVER — MAKE THESE LAWS YOUR CODE FOR THE ROAD