

## PREVENTABLE STREET CAR ACCIDENTS.

Scarcely a day passes without a street railway car collision occurring in this city. The frequency of these disasters must be attributable to some well defined cause. They are not all the product of unavoidable circumstances. Those which are not due to the latter are among the preventable accidents, and the responsibility for them reaches to some one associated with the operation of the roads. One of the latter order occurred at **Twenty-ninth street** and San Jose avenue on Sunday.

Accidents at street crossings are certainly among the preventable class. The simple precaution of employing a flagman or respecting the law which applies to the operation of steam railroads and which brings the train to a dead stop before it reaches a crossing would eliminate collisions at the intersections of street car lines. But the employment of a flagman at every railroad crossing means extra expense to the corporation, and the suggestion of extra expense to some railroad managers has the same effect as the flaunting of a red rag in the face of a belligerent bull. Then, compliance with railroad crossing law might affect the running time, as the cars would then be stopped on both sides the crossing to take on and discharge passengers. So in both cases the railroad management prefers to run the risk of collisions and all the responsibilities associated with such accidents rather than suffer a loss of time or incur additional expense. Every time a street car runs over the crossing of another line now without first coming to a dead stop a well established law affecting railroading is violated. Some of the steam railroads are equally guilty with the street car lines in this respect.

If there had been a flagman stationed at the **Twenty-ninth street** and San Jose avenue crossing the car collision last Sunday, which injured several passengers and may be responsible for the death of some of them later, would not have occurred. Nor would it have happened if the railroad law respecting crossings had been observed. The culpability of the railroad management in neglecting these simple precautions is all the greater when it is considered that the approaches to the scene of the accident are among the most dangerous points on the routes of either of the two lines using the crossing.