

**RAILWAYS REDUCE ACCIDENTS IN SPITE OF HEAVIER TRAFFIC.**

Considering the abnormal activity of freight traffic during the period beginning at about the commencement of the fiscal year 1916, the railway accident record during that period is remarkable. The increase in freight traffic in 1916 over the average for the preceding five years was 22.7 per cent, and though ton mileage figures for the first three months of the fiscal year 1917 are not available, it is a matter of common knowledge that freight traffic in those months exceeded that in any of the months of the fiscal year preceding. Yet the accident bulletin recently issued by the Interstate Commerce Commission for the quarter including July, August and September, 1916, shows that there were only 66 passengers and 635 employes killed in train service accidents in these three months of 1916, a decrease of 39 per cent in fatalities and nearly 8 per cent in fatalities to employes, as compared with the average number of casualties for the corresponding months of the five years preceding.

The record of all train service casualties for the entire fiscal year 1916, moreover, shows almost 10 per cent less casualties to passengers and over 20 per cent less casualties to employes than the average for the preceding five years, notwithstanding the great increase in traffic. Passenger traffic did not increase in 1916 over the preceding years to as great an extent as freight traffic, but it is well known that fluctuations in freight traffic have even a more marked influence upon the accident record than fluctuations in passenger traffic.

The average number of passengers, employes and other persons including trespassers, killed in the three months July, August and September of each of the years 1911 to 1915, inclusive, is shown in the table, together with the number of each class killed in the corresponding months of 1916, and the percentage of increase which the number of each class in 1916 is of the average for the preceding five years:

	Pas- sengers	Em- ployes	Other Persons	Total
Average, 1911-1915	109	689	1,972	2,770
1916	66	635	2,080	2,781
Increase or decrease, per cent.	D39.4	D7.8	5.5	0.4

Against this decrease of 39.4 per cent in number of passengers killed in July, August and September, 1916, as compared with the average for ten corresponding months of the five preceding years, there appears an increase of 5.5 per cent in the number of other persons killed making an increase of 0.4 per cent in the total number of all persons killed; while the increase in freight traffic, comparing the same periods, was at least 22.7 per cent. But "Other Persons" are about five-sixths of them trespassers, and no amount of care in railway operation can be successful in eliminating casualties of this



DON'T LET THIS CROWD OF JINXES GET ON YOUR WIRES!



Courtesy Goodrich Rubber Co.

class until it is supported by the enactment and enforcement of suitable legislation.

	Pas- sengers	Em- ployes	Other Persons	Total
Average, 1911-1915	313	2,871	6,588	9,772
1916	283	2,273	6,322	8,878
Increase or decrease, per cent.	D9.6	D20.8	D4.0	D9.1

The data given in the foregoing include all fatalities due to the movement of trains. The number of fatalities merely from collisions and derailments was smaller in 1916 than in any of the last 15 years except 1915. —Railroad Age Gazette.

**WAS IT YOU?**

By Stewart I. Long

Some one started the whole day wrong—  
Was it you?  
Some one robbed the day of its song—  
Was it you?  
Early this morning some one frowned;  
Some one sulked until others scowled,  
And soon harsh words were passed around—  
Was it you?  
Some one started the day aright—  
Was it you?  
Some one made it happy and bright—  
Was it you?  
Early this morning, we are told,  
Some one smiled, and all through the day  
This smile encouraged young and old—  
Was it you?