

# DANGER LURKS AT CROSSINGS

Statistics Show 53 Percent of Motorists Disregard Safety Warnings

TOLL 2,000 ANNUALLY

"Look Both Ways Before Crossing Tracks"

In 1923 there were 2268 persons killed and 6314 injured (154 subsequently died) at railroad crossings, according to the accident prevention department of the Chicago Motor club.

During 1923 the railroads removed 972 crossings at an expense of \$75,000,000, and there were added 2424 new grade crossings without railroad solicitation. The railroads are doing everything possible to stop grade crossing accidents. What are you as a motorist doing to stop accidents?, the club asks.

All railroad crossings are dangerous crossings. Nine thousand one hundred and one persons were killed at grade crossings within a five year period. Almost twice as many as lost their lives in the battle of Gettysburg. The majority if not all, these deaths could be eliminated if the drivers of the ill-fated cars had realized that there are no safe railroad crossings.

**All Crossings Dangerous**  
Even where a crossing is protected by a signaling device or by a watchman, there is an element of danger; the device may fail, the watchman may not be at his post.

Grade crossings are marked with

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danger signs that are located from 200 to 400 feet from the right-of-way. These signs are on the right hand side of the road at a sufficient distance from the track to enable the motorist to stop and look before proceeding to cross.

Are you obeying the law about stopping at railroad crossings?, is the question.

Section 145-B of the Road and Bridges act of the Illinois statutes of 1919 says: "Upon approaching any highway crossing a railroad at grade the person controlling the movement of any self-propelled vehicle shall reduce the speed of such vehicle to a rate not to exceed 10 miles per hour."

"At all grade crossings at which 'stop' signs are placed, the person controlling the movement of any self-

propelled vehicle shall bring such a vehicle to a full stop at such 'stop' sign before proceeding over the railroad tracks." A fine of \$10 is attached for failure to comply with this law.

**Alarming Carelessness**  
Stop and go into "second" or "low" gear at crossings. If you have waited for one train to pass do not take it for granted that the way is clear; another train hidden from view by the first may be approaching on another track. Hundreds have met their death because they never thought of that possibility. Hundreds have been killed when their engines stalled on the tracks; shifting to lower speed would have eliminated that danger.

Observations have been made to record the care shown by automobile drivers and in 35,000 instances the fol-

lowing results were noted: 53 per cent looked neither way before passing over a grade crossing; 8 per cent looked only one way; and about half of one per cent actually stopped their engines before proceeding to pass over the crossing. These figures are alarming, for they show that few drivers display the necessary caution that may save their lives, limbs and property.

### Justice of the Peace Tastes Speeder's Fine

Justice of the Peace W. R. Brightmire, who lives at the Orrington hotel, Evanston, was fined \$10 and costs on a charge of speeding by Police Magistrate D. M. Mickey last Wednesday evening. C. C. Bergherm, 634 Davis street, Evanston, a friend, was also

fined \$10 and costs on a similar charge. The two men were arrested by Motorcycle Policemen George Schaefer and John De Groot. According to the officers, Brightmire and Bergherm were driving at the rate of 32 miles an hour on Ridge avenue near Wilmette avenue. When they were arrested they demanded an immediate trial, which was granted. Brightmire was formerly a football star at Northwestern university and is the proprietor of the Pantry restaurants in Evanston. He said that he was returning from a Rotary dinner at Waukegan.

Little Ann Elizabeth Winscott, daughter of Mr. and Mrs. J. M. Winscott, 903 Spruce street, was hostess to a number of her friends Thursday, in celebration of her seventh birthday.

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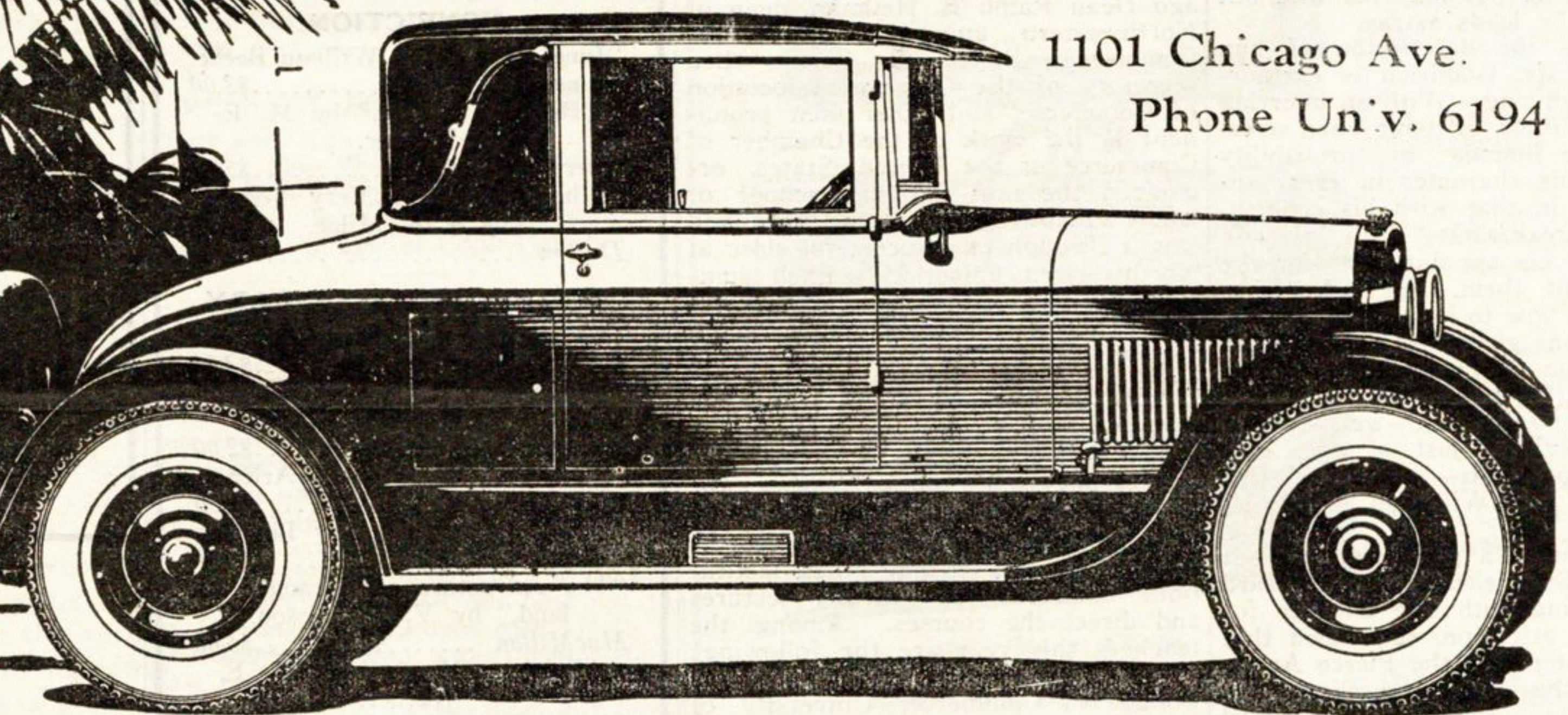


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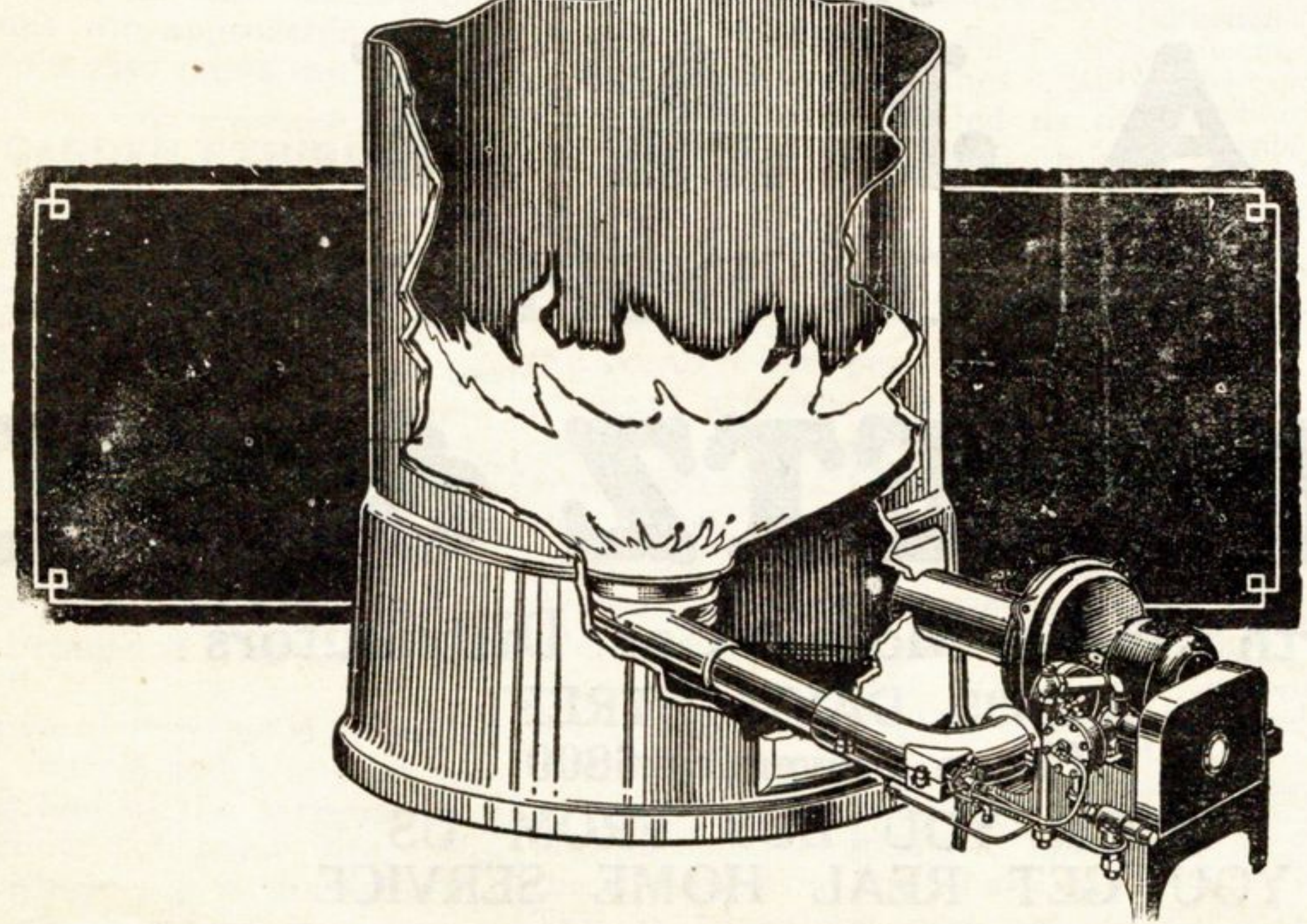
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