

TRAFFIC RECORD FAR BEYOND 1912

Steam and Interurban Lines
Carry Many Thousands More
Than Last Year.

UNION STATION CONGESTED

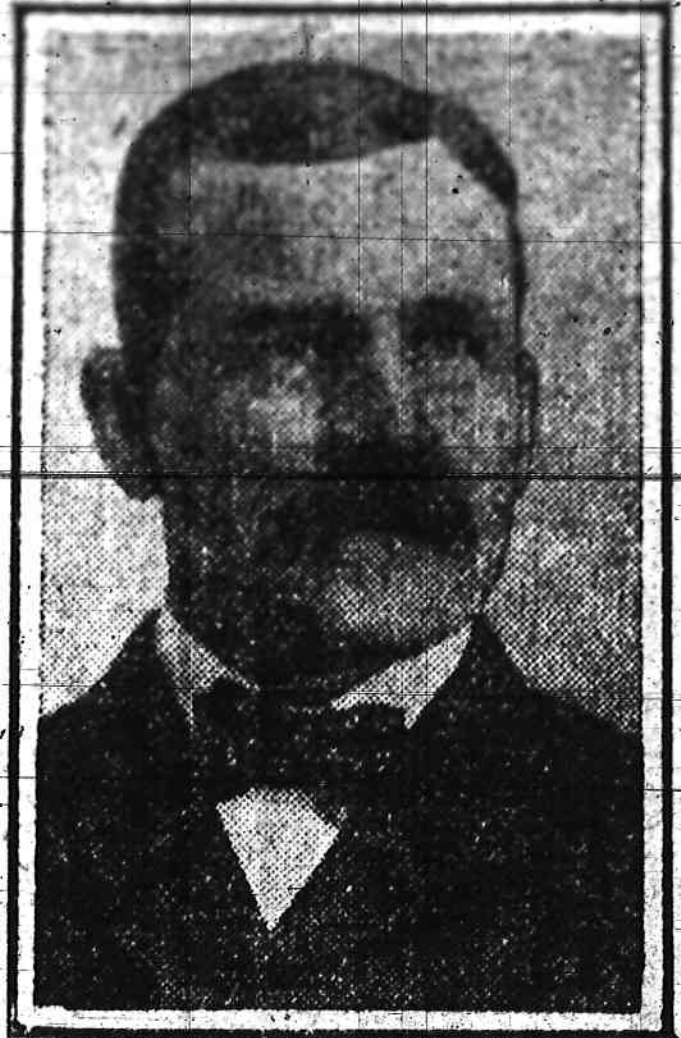
Blocking of Tracks by Incoming
Trains Causes Confusion
During Morning.

A new Memorial day traffic record was established on the steam and electric railway lines of Indianapolis yesterday. Never in the history of the transportation companies have so many passengers been handled within a day's time as was recorded between 4 o'clock yesterday morning and last midnight.

There was manifestly less efficiency in the handling of traffic out of the Union Station to the Speedway by the steam roads than was in evidence in either 1912 or 1911. The late arrival of special trains from outside points, which pulled into the station and blocked the tracks for some minutes, was responsible for the previous high efficiency records being spoiled.

With the consequent delay of the Big Four shuttle trains to the Speedway the crowd which flocked to the Union Station between 9 and 10 o'clock was fairly turned into a struggling mass of humanity, everyone trying to get aboard a train.

Traveling Man for 17 Years
Dies Suddenly at Home Here



FRANK M. GIPE.

Frank M. Gipe, 2117 North Pennsylvania street, a traveling man, died suddenly of acute indigestion yesterday. He had represented M. O'Connor & Co. on the road for more than seventeen years and was a stockholder in the company. He did not regard his illness as serious and even joked with the physician who came to attend him. Mr. Gipe had been a resident of Indianapolis for more than twenty years, having come here from East Germantown, Ind., where he was born. He was a member of the Travelers' Protective Association, was a Knight of Pythias and a member of several other organizations. He was active in the Central Avenue Methodist

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25,500 TICKETS SOLD.

Men, women and children fought for positions which would finally land them through the gates to the train sheds. At times the rights of the fairer sex were disregarded and there was many a picture hat or fine gown that came out of the crush torn and disfigured.

Henry Martin, general ticket agent for the Union Station, said last evening that approximately 25,500 round-trip tickets to the Speedway had been sold during the day. This is approximately 5,000 tickets in excess of 1912 and is far in advance of preceding years.

T. J. Gore, general joint ticket agent at the Traction Terminal Station, said that at least 16,000 passengers were handled to the Speedway, this being several thousand in advance of any other passenger movement for a single day.

Good fortune hovered over the crowd, for in the stampede no injuries of consequence were reported. Several women were on the point of fainting, but after getting out of the midst of the jam they were quickly revived.

CROWD SWELLS QUICKLY.

The rush of traffic this year was entirely different from that in the previous year. From the time of the first train at 5:30 o'clock until shortly after 10 o'clock there was one continuous rush of speed fans.

Until 9 o'clock the trainmen, with eight special trains of eight cars each, kept up with the flow of business, but at that juncture the trains were blocked from the station, and it was only a few minutes until the crowd outside of the gates was three times greater than the carrying capacity of any one of the shuttle trains.

H. F. Houghton, general superintendent; his chief clerk, Otto F. Brookmeyer; D. F. Schaff, superintendent, and H. M. Patten, trainmaster, all of the Big Four, together with a score or more of other railroad officials and policemen shouted themselves hoarse to keep down disorder and control the crowd.

USE FOOTBALL TACTICS.

When the delayed trains finally begun pulling into the station, six big gates, each manned by half a dozen "strong arm" railroad men, were thrown open for short intervals and the cars were rapidly filled. The handling of the gates was

as serious and even joked with the physician who came to attend him. Mr. Gipe had been a resident of Indianapolis for more than twenty years, having come here from East Germantown, Ind., where he was born. He was a member of the Travelers' Protective Association, was a Knight of Pythias and a member of several other organizations. He was active in the Central Avenue Methodist Episcopal Church. He leaves a widow, Mrs. Martha L. Gipe; a son, James C. Gipe, and an unmarried daughter, Miss Jeannette.

The funeral will be held at the family home at 2 o'clock, Monday, and will be conducted by the Rev. A. B. Storms, pastor of the Central Avenue M. E. Church. Burial will be in Crown Hill Cemetery and will be private.

straw. The cover of the sun shield had been lost in the crowd.

There was less disorder in the movement of traffic at the Speedway than at the Union Station. By means of the passenger pens the trains were quickly unloaded in the morning and last evening after the race were over they were again filled with comparatively little disorder.

At the Traction Terminal Station the crowd was in evidence from the time of departure of the first car at 4:45 until 11 o'clock in the morning. Three-car trains were handled on about fifteen-minute schedules. The crowd at the station assumed immense proportions at times, but the well-trained forces disposed of the burden admirably.

All incoming cars from points within a radius of seventy-five miles of Indianapolis brought in large contributions for hours, the cars being packed.

The police departments of both the city and the railroads did good work at the steam and interurban stations and at the Speedway. Sergt. Hagerman, with a detail of twenty-five patrolmen from the Indianapolis department, together with more than fifty detectives from the railroad companies, was on duty throughout the day and until late at night, mingling with the crowds to watch for any disorder. They found little. Mark Robbins, superintendent of the Big Four police; John T. Carr, a Union Railway detective; Capt. James Hussey of the Pennsylvania in Indianapolis, each had his own force of men. Capt. Hussey was further assisted by Capts. Nutter of Louisville and Cosby of Cincinnati, both Pennsylvania men.

RAILROAD OFFICIALS HERE.

Besides more than a score of special trains and the regular trains all carrying extra equipment, the private cars of several prominent railroad officials and individuals from out of town were here. These cars, which were parked on a side track near the Speedway grounds in-

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When the delayed trains finally begun pulling into the station, six big gates, each manned by half a dozen "strong arm" railroad men, were thrown open for short intervals and the cars were rapidly filled. The handling of the gates was controlled by signal blasts from a whistle. When one long shrill blast was blown the gates would be closed.

This was always followed by a stampede. Sometimes it was the husband or "fellow" who was separated from the wife or sweetheart by the closing of a gate. The crush against the gates became so heavy that it was almost impossible to get them shut after they were once thrown open.

At the west end of the train shed the guards and policemen in charge brought football tactics into good play to shut off the flow of fans when it was time for a gate to be closed. The flying wedge was formed by four or five big "huskies" and when they started the "wedge" towards the gate a big dent always followed on the opposite side of the fence.

The struggle to get aboard the trains provoked many laughable situations for bystanders. One middle-aged man, bent on not getting "dry" while at the races, bore upon his shoulder a basket of "wet goods." During the rush he was lifted off his feet and the basket of refreshments was lost.

An elaborately gowned woman with several companions was almost disrobed before she got through the gates. When the woman finally landed on the "inside" she was clinging to the handle of her parasol like a drowning man to a

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Besides more than a score of special trains and the regular trains all carrying extra equipment, the private cars of several prominent railroad officials and individuals from out of town were here. These cars, which were parked on a side track near the Speedway grounds, included one from J. J. Burnett, vice president of the New York Central system, and party from Chicago; W. L. Park, president of the Illinois Central, and party from Chicago; Ogden Armour, the meat baron of Chicago, and a party of friends; Edward Walker, an oil magnate and party of Erie, Pa., and G. M. Heckshor, a business man, and party of Pittsburgh.

Although anticipated as the biggest task of the entire day traffic from the Speedway to the city and thence to out-of-town points was handled with much less confusion than was the morning crowd. The forces particularly at the Union Station were better organized apparently. As the trains reached either the Union Station or the Terminal Station the crowds quickly dispersed, giving plenty of room for the unloading of the next train.

The rush was resumed again, however, about 7 o'clock at both stations when out-of-town trains began departing. Through the posting of bulletins in hotels, clubs and other public places persons coming from a distance in Pullman cars were enabled to go to the yard in which their cars were parked and go to bed early in the evening. Many took advantage of that opportunity and this in a measure cut down the number that went direct to the station to board trains.