

CROWD BIGGEST IN STATION'S HISTORY

Home Bound Trains on All Steam Roads Leave City Many Hours Late.

TIRED PEOPLE SEEK FLOOR

Heavy Traffic Also at Interurban Station With Many "Extras"—Congestion Without Accidents.

There was delay in the railways getting visitors out of Indianapolis last night and early in the morning, as an end to the biggest transportation day and the greatest crush the stations here have ever seen. After much confusion, however, an exhausted travelling public was gradually taken from the city on trains running from two to five hours later than they were expected to depart.

The crowd which passed in and out of the union station was the biggest ever, says Jack Lewis, station master for the last nineteen years. Lewis declines to make a specific estimate on the number taken to and from the speedway, but says the in-and-out traffic totaled from 170,000 to 180,000. This includes the counting of most of the visitors twice, when they came in and when they went out. Lewis says:

"I am sure that not less than eighty thousand or ninety thousand different individuals passed through the union station between 5 o'clock Tuesday morning and 4 o'clock this morning."

Lewis was on duty all that time.

At the traction station the estimate is that the in-and-out traffic totaled about sixty thousand.

Union Station at Night.

The night saw a scene at the union station such as had never been seen in Indianapolis before. Hundreds of exhausted persons waited for trains. Rules were allowed to be ignored, and dozens stretched out on the floors of the station. The sidewalks in the vicinity also afforded resting places for hundreds of tired visitors. Had

LEADER NEVER GETS TIRED

How does it feel to win the greatest race ever run in the world?

This was a question put to Ray Harroun, the Indianapolis motor driver, after the race at the speedway, yesterday afternoon, when he received the greatest applause ever tendered the winner of any automobile event in America. Harroun was puzzled for a moment, but a smile lingered about the corners of his mouth.

"It makes me feel pretty good. I know that much," he replied. "A man never gets tired driving in a race when he's ahead. It's when he is behind that the wear and tear tells on him. I'm not a bit tired now. At the end of 100 miles, when I gave way to Patschke and rested while he was driving eighty miles, I was about all in. When I got back in the race and secured the lead, then it was easy. I didn't feel like getting out. No driver can get tired in the lead of a race of that kind. However, I believe five hundred miles is too long a race for one man to think of driving."

Evening and 3 o'clock this morning twenty special trains left the city. The Big Four ran sixty-five trains to the speedway and sixty-five in.

The three fourteen-coach trains put on by the Big Four at the close of the races brought in a load only once and then were taken to the yards.

Big Four men are pointing with pride to the fact that they handled many thousands without an accident.

O. F. Brookmeyer, chief clerk in the office of General Superintendent Houghton says:

"There was some complaint that we were not bringing in the crowd from the speedway promptly. This was due to the fact that every one wanted to come in on the first train. It should be taken into consideration that we began running crowded trains close together at 6 o'clock in the morning, and were taking big crowds out until 12:30 p.m., and many, of course, after that."

Return Trips.

"It took six hours and a half to take the crowd out, and we brought back practically as many people in the two hours and a half between 5 and 7:30, when the last train from the speedway was in. This is handling the crowd in a manner that is just as good as any crowd is ever handled in the east or anywhere else when big crowds gather. The first thought was for safety, and it is a thing for which we deserve credit that no one was hurt in an accident. The crowd was brought into Indianapolis within a remarkably short time, considering the number of tracks and other facilities we

MUCH CREDIT FEAT GOES

RELIEF DRIVER
CAR TOWAF

DROVE A SW

Not a little of the speedway race John Wasp is due driver employed by & Partridge Company in New York, who engaged as a relief man company.

Many of the racers were in the lead without his assistance have come in first. Harroun, following no driver should be five hundred cause the place in the racing well.

Identity L

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Union Station at Night.

What night will be scene at the union station will not have been seen in Indianapolis before. Hundreds of exhausted persons waited for trains. Rules were allowed to be ignored, and dozens stretched out on the floors of the station. The side-walks in the vicinity also afforded resting places for hundreds of tired visitors. Had the heat of a week ago fallen to the lot of Indianapolis, men familiar with crowds say that doubtless several deaths from prostration and exhaustion would have occurred. Judging from the condition of many persons who waited for the trains late at night.

Some of the day coach excursions, which were scheduled to leave the union station between 8 and 9 o'clock, did not go away until between 11 o'clock and midnight. The Big Four had five of these, and it is explained at the operating headquarters that the delay was due to the crowded condition of all passenger yards. The dense packing of cars made switching very slow until early morning, and more than the usual length of time was necessary in making up a train. The Pennsylvania, which was to take three trains out of here a little after 7 o'clock, did not get out with these until after 9. Nearly every train was tied up for some length of time. This was due to the crowded yards and tracks.

Total Train Movement.

The total train movement at the union station was 374 trains in and out, as compared to a movement of 172 on an ordinary day. From 4:30 to 9:45 Tuesday morning sixteen special trains pulled into the station. Between 7 o'clock in the

evening and 3 o'clock this morning twenty special trains left the city. The Big Four ran sixty-five trains to the speedway and sixty-five in.

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Brookmeyer, who was working with W. L. Lampert, trainmaster of the St. Louis division, in handling the crowd, makes a higher estimate of the number handled to and from the speedway than does Lampert. The latter put the figures at 70,000 in and out. Brookmeyer says he thinks it likely that it was a little nearer 90,000.

Many Did Not Pay.

"We handled many people from whom we received no pay," he says, referring to the "wise ones" who took advantage of the crowd to board a train without tickets, and trusted to luck that the ticket taker would not get around.

At the passenger offices of the Big Four no figures are given out concerning the crowd. This is the source from which eventually will come the exact number of fares paid. Tickets were sold in so many different lots and from so many selling stations that the exact figures are not obtainable at present, it is explained. The traction station was the scene of great activity and a big crowd. Cars

Continued on Page Thirteen.

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Harroon Wins
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The crowds had to of Patschke's drift to shout when the lightning speed with which Patschke was apparent his seat must have gratification to him boost the winning Patschke's experience the wheels of Lozzi races in the east.

FIREFLIES CO.

Sparkling Little

ple of O-

[Special to The OAKLAND CITY Times] flies are so thick in this city that the sheet of sparkling The flashes of the tinsel a wavetlike. The lightning bugs numerous than he here. People here stop outside the various sight.

KNIGHT'S PRESENCE OF MIND SAVED MAN FROM

CROWD OF AT SPEEDWAY

From Page Twelve.

To and from the speedway trains carried from Indiana, with engines at

speed During Race.

people were employed management in handling the crowd. President and associates were praised which the crowd was kept of the spectators by an army of ushers, guards, under Captain reinforced every rule that of safety. At the close of manufacturers and rushed to Fisher and A. Allison, who were adcock, and congratulated success of the under-

"er" was the favorite in complimenting the agent.

SAVE WOMEN.

and Quick Judgment Prevent Fatalities.

men, who have assisted in Indianapolis for the crowds at the speedway at the Big Four, and station stand out in as the largest and the ever known here. That fainted and injured is liable. Time and again, as in train loading a be seen to center his spot, and a moment merge, either half supping bodily an exhausted never could have neared from the gates to car speedway or union station few who were accompaniment, and those were attempted to enter the

in Were Rescued.

when who did the work on Hagerman, conspic-

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Continued From Page Twelve.

were leaving pretty well on schedule time, most trains going out either carrying trailers or running in two or three sections of one car each. Practically every bit of serviceable passenger rolling stock on all the lines into this city was pressed into service.

At Interurban Station.

The crowd, says E. B. Peck, vice-president of the Terminal company, who spent much of his time in the traction station and train sheds, was perhaps a trifle smaller than the big days of the state fair. Even at that the traffic was heavy. The figures of the stationmaster reported to Mr. Peck show that there were 122 extra "trains" into the station and 122 extras out, making a total train movement of 725 at the station during the day and night. As all cars were filled to the capacity, these figures show that the sixty thousand estimate is not far from right.

All this was handled at the terminal station without as much as a scratch of a finger or a torn dress of a woman being reported, says Mr. Peck.

On the city street car lines the traffic was unusually heavy. The Crown Hill, Fairview and Riverside park lines handled the largest crowds. Although the speedway was the big magnet which drew the people here, the day was a heavy one for traffic in other sections of the city.

Commended by Wood.

William J. Wood, chairman of the Indiana railroad commission, has commended the interurban lines running into Indianapolis for the methods adopted in handling the thousands of persons who came to the city over the lines for the race at the speedway.

"Two members of the commission spent virtually the entire day watching the interurban cars," said Chairman Wood. "We wished to know how, on a day like that, they obeyed the recent orders of the commission, and we found them obeying them to the letter. We were particularly interested in ascertaining if any of the motormen permitted passengers in their compartments, and we found no instances where the rule against passengers in such compartments was violated."

News Concerning Indiana.

(Special to The Indianapolis News.)

WASHINGTON, May 31.—Harry Strohm, of Kentland, Ind., a postoffice inspector, is visiting in Washington.

sales. They are up to the Conrad standard of workmanship and fit—silk lined and no charge for alterations.

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