

me Star, Wednesday, May 31, 1911, p. 3 (#1)

# CRUSH AT STATIONS MAKES NEW RECORD

Railroads and Traction Lines  
Handle Throng Without Single  
Serious Accident.

## POLICE SWEEPED AWAY AT TIMES

Scramble to Get to Speedway Is  
Equaled Only by Later Scram-  
ble "to Get Home."

The handling of the enormous crowd which visited the Speedway yesterday without a single serious accident gave Indianapolis transportation officials cause for mutual congratulations last night, although practically all of them were exhausted by their strenuous duties during the day. Of the 85,000 people who saw the race, it is estimated that fully 75,000 made use of the railroad and traction lines in going to and from the Speedway.

The co-operation of the Indianapolis police department with the transportation officials is believed to have been an important factor in keeping danger to the minimum and in the quick movement of the throngs of passengers. Extra police at the Union Station and at the Traction Terminal Station aided the employes of the various lines in handling the crowds.

Attaches of the Union Station said that the number of travelers cared for during the day was several thousand larger than for any day since the station was erected in 1888. According to figures given out last night by W. I. Lamport, trainmaster of the St. Louis division of the Big Four, who had charge of the shuttle trains at the Union Station, more than seventy thousand persons were hauled to and from the Speedway yesterday by the Big Four.

## DAY ESTABLISHED RECORD.

With more than \$2,000,000 worth of equipment and rolling stock in service, railroads running into Indianapolis easily broke all old transportation records for one day and established a record which local railroad men said last night would not be shattered in Indianapolis in years. One of the most pleasing features of the events of the day was the fact that not

injuries in the big crush at the station during the early hours of yesterday morning, while at least three cases of persons being trampled on were reported. None was given an official investigation, and this fact caused railroad men to say that no mishaps occurred during the day. This is considered the more remarkable in light of the fact that one large iron post was pushed over, a city patrolman was knocked down and trampled on and six

# Win Second and Third Prizes



RALPH MUIR



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**OFFICER IS TRAMPLED.**

Special Officer George R. Pinnell was the victim of the crowd's mad rush. He was on duty at one of the gates leading from the station to the train sheds. When the gates were thrown open Officer Pinnell attempted to stop the throng from crowding too rapidly. His blue suit and badge offered him no protection, as he was brushed aside instantly and in a few seconds more the immense crowd was trampling on him. Officer Pinnell's coat was badly torn and his badge was bent almost double. His bodily injuries amounted to nothing more than a few bruises, and he was able to continue on duty throughout the day.

More than seventy-five patrolmen, detectives in plain clothes, and railroad officials with police powers were on duty at the Union Station during the day. Several "dips" operated in the crowd in the morning. Several well-known police characters from other cities came in early yesterday morning, but they were quickly shown the shortest way out of Indianapolis. Sergts. Ray, Row, Street, McCarty, White and Hagerty and Patrolmen Fields, Johnson, Livingston, Garringer, Woolen, Bruce, Sullivan, Bleson, Finney and Clary and Detectives Larsh, Lancaster, Brady, De Rossette, Ulery, Asch, Trimpe and Capt. Holtz were detailed by Superintendent Hyland to look after the crowds at the Union Station. Thirty-five Big Four detectives under command of Mark Robbins, chief of the Big Four police department, and detectives from other roads entering Indianapolis were also on duty during the day.

**BAGGAGE FILLS STATION.**

The general waiting room at Union Station was used as a checkroom, after the regular room for grips and trappings and the smoking room. In addition, had been found too small for the immense amount of personal baggage. Twenty men were used to hand out articles checked. The proportionately large crowd at the Pullman ticket booths illustrated the distance many persons had come. Indiana was represented by every city, town and hamlet. The crushing and swaying of the crowd all was taken in good spirit.

W. M. Ortwein, Carmel, Ind., reported to Detective Larsh that a pocketbook belonging to him had either been "lifted"



**DAVID BRUCE - BROWN.**

Ralph Mulford wore his usual smile and appeared fresh after driving the 500 miles yesterday and finishing second. The blonde pilot went through the entire race and

for the first 400 miles about 1:55. David B. leading the race in the event and driving in manner that characteri

or lost. He said there was about \$3 in change and a number of checks on the Carmel bank contained in the book. He told the officer he missed it shortly upon boarding a car at the Speedway after the races.

als left for Chicago in an early hour this mo

Sergt. John G. Duffy and T. P. Fitzgerald of the Harrison Street Police Station and Dr. William K. Murray, police surgeon of Chicago, visited the races, and were entertained at dinner afterward by local detectives.

**CRUSH IN TRACT**

The crowd at the Station last evening in every sense of the word was worn out with watching the race, thousands were tiring home and getting as possible. The crowd of the city hundreds rapidly as eight or ten cars, with trailers, pull ton, a fresh consignor visitors appeared.

**MANY SPECIALS DEPART.**

About one hundred and twenty-five Pullmans and approximately 200 extra coaches were used yesterday and last night in taking care of extra business.

The Big Four had two specials last night to Chicago and one to each of the following cities: Lafayette, Ind.; Champagne, Ill.; Lynn, Ind.; Union City, Ind.; Wabash, Ind.; Fort Wayne, Ind.; Crawfordsville, Ind.; and Toledo, O. With the exception of one special to Chicago all of the trains left before 10 o'clock last night.

The Lake Erie had a special to South Bend, Ind., at 7:15 o'clock, while the Vandalla had two specials, one to Terre Haute, Ind., and the other to St. Louis, Mo.

The C. & D. had a special to Springfield, Ill., at 11:30 o'clock, while two spe-

The heaviest traffic was on thirty-five cars on the various lines, the ing about twenty minutes in handling cars and 6 o'clock when twenty loaded and had cleared a little more than six o'clock as many as seven pulled in and out of the

L. C. Bewsey, division for the Indiana Union in Indianapolis, said more than 35,000 passengers day. Officials of the T. tion Company estimate passengers handled during 600. Will M. Frazer, one

blonde face and... event and driving in the same brilliant manner that characterized his work in the

...with his grasp... rode as a mechanician to the New York millionaires in the race.

ut \$3 in... on the... ok. He... ty upon... after the... chals left for Chicago over the Monon at an early hour this morning.

**CRUSH IN TRACTION STATION.**

The crowd at the Traction Terminal Station last evening was "speed mad" in every sense of the word. Tired and worn out with watching the 500-mile race, thousands were intent only on getting home and getting there as rapidly as possible. The crowd was taken out of the city hundreds at a time, but as rapidly as eight or ten large interurban cars, with trailers, pulled out of the station, a fresh consignment of Speedway visitors appeared.

The heaviest traffic was at 7 o'clock, when thirty-five cars were sent out on the various lines, the time required being about twenty minutes. The best time in handling cars and the crowd was at 8 o'clock when twenty-eight cars were loaded and had cleared the station in a little more than six minutes. During the rush as many as seventy cars an hour pulled in and out of the train sheds.

L. C. Bewsey, division superintendent for the Indiana Union Traction Company in Indianapolis, said his road handled more than 35,000 passengers during the day. Officials of the F. H. I. & E. Traction Company estimated the number of passengers handled during the day at 30,000. Will M. Frazee, one of the directors of

the Indianapolis & Cincinnati Traction Company, said last night that his road carried fully 10,000 persons during the day. The number of passengers carried by the Indianapolis, Columbus & Southern for the day was said to be in the neighborhood of 12,500. Counting the number of passengers hauled to the Speedway, C. E. Morgan, general manager of the Ben-Hur line, said that his road hauled 25,000 passengers Tuesday. Ross Harris, chief dispatcher of the Newcastle line, said the road hauled 7,500 up until 8 o'clock last night. Plain Clothes Men Mullen and Stewart and Patrolmen Dolan, Wernsing and Delner were detailed at the station during the day.

**ACCIDENTS ARE PREVENTED.**

During the rush between 6 and 7 o'clock employees of the Indianapolis Traction and Terminal Company, conductors, motormen and police battled with the crowds to prevent accidents. That there were no reports of serious injuries is due to the strenuous efforts of those employed in protecting the public. At times the police and interurban men had to be rather rough in pressing the crowds back from the tracks as the cars pulled into the sheds or left for their destinations, but outside of a few who were slightly crushed and bruised no one was injured. Several times the rushes to get on cars when the doors were opened resembled an old-fashioned football skirmish, and it was in these that the street car employees had to mix to the utmost of their strength.

Comparatively few came from the Speedway on the traction line, although every car in was filled to the steps. An average of two minutes was required to empty the Speedway cars.

**WHISKY BOTTLES OPILLED.**

A foreigner who boarded a Greenfield car had a cement sack, out of which the bottom fell. A large number of bottles of whisky followed the bottom of the sack. Several corks came out and one bottle smashed. The man grabbed the empty bottles and jumped on the car as it pulled out.

While there was a big jam inside the Traction Station and train sheds, Illinois street in front of the station was blocked between 6 and 7 o'clock with pedestrians and automobiles returning from the Speedway. The machines from both Indiana avenue and Illinois street attempted to pass the station, and as many wished to stop and let passengers alight there was a congestion of traffic for a time. Patience and time and the efforts of the police untangled several mixups without mishaps.

In spite of the number of cars run by the various roads, fair schedules were maintained. When the regular car started several extras, running as different sections of the regular train, pulled out.

**RYAN DECLARES HEARING FAIR AND SATISFACTORY**  
President of I. A. of S. I. W., Returned From Washington, Predicts New Law on Extradition.

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