

# SMASHUP ON I. C.; 10 PEOPLE HURT

## Third Wreck in Day Occurs at Hawthorne; Accident to Flagman Leaves the Switch Open.

### COLLISION IS RESULT.

## Over Thirty Passengers Injured When the Oriental Limited Turns Turtle at West- ern Springs.

### MANY KILLED AND INJURED IN SIX WRECKS OF WEEK.

The last week has seen many railroad wrecks. The following are the most serious:

Date.	Railroad.	Location.	Killed.	Inj.
Dec. 11—	Big Four,	Northeast, Pa..	4	20
Dec. 13—	C. & N. W.,	Evanston, Ill.,	2	18
Dec. 15—	South'n,	Reidsville, N. C.	16	18
Dec. 18—	C., B. & Q.,	West'n Spgs., Ill.,		31
Dec. 18—	Lake B.,	Cleveland, O.,	5	18
Dec. 18—	I. C.,	Hawthorne.....		10
Total killed .....			27	
Total injured .....				110

Ten persons were injured, one of them seriously, at Hawthorne last evening in an Illinois Central railway wreck that was due to a series of unusual mishaps.

East bound passenger train No. 6, running from Fort Dodge, Ia., on the Freeport division of the road and due in Chicago at 8:20 o'clock, crashed into a freight train.

The collision occurred near the Hawthorne station, just west of Fifty-second avenue, at 8:30. Rounding a curve, the passenger train dashed through an open switch and into the caboose of the freight train waiting on the siding.

### Flagman Falls from Caboose.

A freight train flagman had been jerked off the caboose of his train three miles west of the scene of the wreck.

He was not on hand to look after the switch. After he had walked to Parkway, the first station west of Hawthorne, he saw the approach of the passenger train.

The man attempted to flag the passenger with a white lantern he carried in his hand, but the light was blown out at the first swing of his arm and the passenger train rolled by to Hawthorne, to dash itself into the rear of the waiting freight from which the flagman had fallen.

This is the report of circumstances made by the flagman, who is C. A. Johnson of Freeport.

The wreck was the third in a day of train accidents—several men being killed and a number injured in the early morning wreck of Lake Shore passenger train No. 1 at Cleveland and thirty-one passengers suffering injuries when the Oriental limited train on the Burlington road was overturned at Western Springs, Ill., several hours later.

### The Injured.

The names of those injured in the Illinois Central wreck follow:

CALLAHAN, JAMES, Dubuque, Ia.  
DODD, O. H., Julian hotel, Dubuque.  
ENRIGHT, FRANK, Dubuque.  
HARRIS, SAMUEL P., Boston.  
KOHN, MISS FANNIE, Crawfordville, Ind.  
NEWBERRY, J. M., 4612 Michigan avenue, Chicago.  
PURDY, MRS. I. FRANCIS, 5000 Prairie avenue.  
REIGER, CHARLES, engineer on passenger train; face and head severely cut and may be internally injured; taken to St. Anthony's hospital.  
SMITH, MISS KITTY, 1027 Locust street, Dubuque.  
SOLOMON, A. J., 5422 Michigan avenue.

### Making Up Lost Time.

When the collision occurred the passenger train was running thirty minutes late into Chicago. At Parkway, two miles west of Hawthorne, the freight train, a combination stock and produce freight, No. 650, stopped for orders. T. J. Reardon, conductor of the train, received the orders from the station agent and read them to the engineer, Charles Blanchard. Then he climbed into the engine cab to ride to Hawthorne with Blanchard.

The switch was reached and the freight train pulled on to the siding. When it had stopped Reardon alighted from the engine cab and ran back to see that Johnson, the flagman, had looked after the closing of the switch. But he saw nothing of Johnson—he being two miles back at Parkway.

Reardon hurried to see if the switch had been closed; but as he started for it the passenger train rounded the curve in the track into the open switch and without warning ran into the rear end of the freight train.

### Puts On Brakes and Jumps.

Reiger, the passenger engineer, when he saw what was about to happen, put on the emergency brakes and jumped from his engine. The fireman remained on the tender, but he was not hurt, despite the fact that the engine telescoped the rear cars of the freight.

Half a dozen freight cars were damaged to the extent of \$6,000 or \$7,000, according to Supt. Henry Battistore, superintendent of the Chicago division, who went to the scene of the wreck in a relief train sent out from Chicago. None of the passenger cars left the tracks.

Reiger, his face bleeding, crawled on his hands and knees along the side of the railway track until he reached the rear car. There he was seen and he called out weakly that he was hurt. He was helped into the car, there to await attention.

Supt. Battistore said it was the most extraordinary wreck he had known about in thirty years' experience.

"The flagman of the freight train reported an unusual experience," he said. "A sudden lurch of the train jerked him off the rear of it and he fell to the tracks. When he picked himself up the freight train was getting away from him fast. He ran to Parkway in the hope of catching up, and, failing to do so, tried to flag the passenger, but in vain."

### Passenger Charges Delay.

"I was riding in the parlor car," said Mrs. I. Francis Purdy last night when she had reached her residence, 5000 Prairie avenue, "when the crash occurred. The passengers

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In this car were thrown from their seats and the windows of the car were broken. There we sat in the cold from about 6:30 until nearly 10 o'clock, nearly freezing. It is a prairie about there and the ground was covered with a deep, icy snow. About the only thing we could do was to remain in the car.

"A few moments after the collision occurred the engineer crawled up to the parlor car on his hands and knees. He seemed to be fearfully hurt. He was carried into the car. There was nobody to give attention to those who were hurt until the relief train arrived so late.

"The engineer was taken to some hospital. The rest of us, who were shaken up and injured, were taken aboard the relief train and on it we came to Chicago."

Supt. Battisfore denied that the relief train was late in arriving. He asserted that it reached the scene of the wreck at 8:45 o'clock. He said he regarded the relief furnished to have been provided in quick time.

## Women Hurt in C., B. and Q. Wreck.

Among the passengers injured in the Burlington wreck were two women, Mrs. Barnard Eschlebach of Portland, Ore., and Mrs. O. A. Lovell of Wymir, B. C. Both suffered severe internal injuries, the former being taken to the residence of her sister, Mrs. Mary Milburn, 3814 Rokeby street, and the latter to the Presbyterian hospital.

The following people living in Chicago or vicinity were included in the list of victims:

ANDREWS, MISS EMMA, 4033 South State street  
BISHOP, FRANK; bruised and cut; taken to 504  
Thirty-fifth street, Chicago.

BROWN, J. E., 4352 Clarendon avenue, Chicago.

PAYSON, MRS. J. P., and 7 year old son, Theodore; cut and bruised; taken to Presbyterian hospital.

REED, MRS. MARY, and baby; taken to Presbyterian hospital.

The Burlington in its official statement regarding the wreck claimed only nineteen passengers had been injured.

## Broken Rail Causes Wreck.

The wreck was caused by a rail which broke as the fourth car of the coach was passing. The three rear cars, all sleepers, were derailed and overturned in a ditch after dragging along the roadbed on their sides for yards. The first three cars and the locomotive left the track, but did not overturn, and plowed along, tearing up the track for 200 feet.

The train, consisting of an engine, a baggage car, two chair cars, and three sleepers, was due to arrive at the Union station, Chicago, at 9:40 o'clock Friday night. It was over seven hours late and was running at great speed when the wreck occurred.

The three Pullman sleepers, most of them filled with passengers coming east to spend Christmas with friends, slid down an embankment for fifteen feet, and that none was killed is declared by railroad men to be one of the miracles in the history of railroad accidents.

## Pinned Beneath Wreckage.

The passengers were buried in the wreckage of the partly demolished coaches, many of them being pinned down, where they were obliged to wait until released by fellow passengers and citizens of Western Springs, who were summoned by the whistles of the engine.

William Watkins, conductor of the train, aided by A. Rombaugh, flagman, and O. W. Johnson, brakeman, began the work of rescue, and with axes chopped holes in the roofs of the overturned Pullmans.

Some of the passengers escaped through windows to the tops of the cars and were helped down by ladders. George Hadfield, engineer, and Fireman John Burke, ran on through the snow to the station at Western Springs and notified the operator of the accident, and relief trains with physicians were sent from La Grange and Aurora.

Contrary to the usual record of railroad accidents, the passengers in the chair cars were not injured, beyond a shaking up. The broken rail, to which the accident was due, was curled into a shapeless mass when the cars came to a stop.

Mr. and Mrs. Lovell—both of whom were injured—were racing across the continent in an effort to reach the bedside of Mrs. Lovell's sick mother.

## Saved from Missile of Death.

The broken rail which caused the wreck was almost identical with the one in the wreck of a Chicago and Northwestern train near Evanston last Sunday morning. In this instance, however, the twisted steel did not penetrate the cars. To this railroad men credit the fact that there was no death list.

It is believed the severe cold caused the rail to snap. Conductor Watkins called attention to the fact that the first three coaches and the engine passed over the rail in safety. "Had the rail been broken before," he said, "it would have curled up when the locomotive struck it. As the fourth car went along the rail was torn up and twisted under and finally the mass caused the three cars to leave the track and plunge into the ditch."

An official statement was given out by O. L. Dickinson, member of the vice president's staff of the railroad. He said: "The train was late, but when the accident occurred was running twelve miles slower than the approved speed over this piece of track, which is sixty miles an hour.

"The track at this point is straight and is in the best condition, being laid with heavy, standard steel. The hidden defect causing the accident was something impossible to discover before the rail broke."

## Police Search for Lost Boy.

City detectives are assisting relatives in a search for Fred Speir, 20 years old, of Aurora, Ill., who disappeared from his home in that city a week ago yesterday. He was traced to Chicago and was seen in the La Salle theater last Wednesday night.