

ST. LOUIS POST-DISPATCH

Frisco Wreck Attributed to Swelling of Creek by Rains

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The dining car and, with the aid of passengers from the Pullmans at the rear, started the work of rescue. The locomotive and baggage car had got across the trestle, but were jerked from the rails on a high fill by the falling couplers. The engine rolled down the embankment on the river side of the track and the baggage car went over the other side.

Smoking Car in Dive.

The south end of the trestle, that nearest the locomotive, had collapsed under the weight of the combination mail and smoking car, causing it to dive and the rear end to rise. The chair car, or day coach, immediately following, was driven under the rising rear end of the mail car by its own momentum and the force of the cars behind.

The chair car spanned the creek, with the combination mail car resting on its roof, and plunged its forward end into the opposite bank at the water's edge, stopping the dining and Pullman cars not a moment too soon.

The only light available for the rescuers was given by the few lanterns of the trainmen and persons living nearby, who had been roused by the crash and appeal for help. Holes were cut through the roof of the chair car, the floor of the mail car above and through the rear end of the latter car at top, and through these apertures the passengers climbed on were lifted to the roof of the mail car.

Ladders were obtained from Starland's only store, and these were laid from the rear end of the mail car to the handrail of the platform of the dining car, and over this portable bridge the passengers crawled to safety. This work required several hours and the lack of medical attention and material for dressing the wounds of the injured caused much suffering.

Several members of the National Guard lived at points south of Starland and on furlough from active duty at Moberly were among the less seriously injured.

Steel Cars Save Many.

Col. P. G. Jonah, chief engineer of the railroad, who reached the scene at 2:45 p. m., said the wreck was one of the most extraordinary he had ever seen and described the heavy steel construction of the combination mail and smoking car and the chair car, which prevented their collapse, had averted a terrible disaster. He pointed out that had these cars collapsed, which would have happened had they been constructed of wood, the entire train would have gone through the trestle and into the swollen creek.

When apprised of Prosecuting Attorney Penwick's statement he had heard the trestle had been reported unsafe, Col. Jonah said no such report had been made.

"It was not unsafe, and the fact that it collapsed was due to the two center spans having been washed away by torrential rains that swelled the creek," said Col. Jonah. "The trestle was built in 1918 and was virtually new, as the life of these trestles is about 10 years. They are standard construction and are used by railroads everywhere."

Noted The Notes.

Penwick had pointed out to Post-Dispatch reporters at the wreck scene many rotting ties on that part of the trestle that did not go down, and when asked about this Col. Jonah said:

"A few rotting ties in a trestle mean nothing. Ties are laid so close together that a trestle is not weakened by a few that may rot. I made a thorough inspection of the wrecked trestle and no trace of the two central spans of filling was found, which indicated they had been washed into the river and had floated away. This could not have been ascertained, for who can account for a storm that washes out whole areas? All the work in the vicinity of the wreck is down on the ground from the water that rushed down from the hills."

Col. Jonah said the track would be cleared and a new trestle erected by Monday. Meantime the railroad will divert its traffic over the Cotton Belt Railroad. Passenger service only was maintained over the road yesterday, the north and south bound trains meeting at Starland and transferring passengers there.

Trains on the river division are being detoured at Hannibal, 84 miles from St. Louis, and at Rockview, 141 miles from St. Louis.

Revised Casualty List in Frisco Wreck

FOLLOWING is the casualty list of the Frisco wreck at Starland, revised today by reports from Cape Girardeau, from the scene of the wreck, and at the Frisco Hospital in St. Louis:

DEAD.

J. T. Warmouth, 55 years old, of Glasgow, Tenn.

J. M. Yarras, Harri, son of a Frisco conductor.

INJURED.

The list of injured treated at the Frisco Hospital was given out today as follows:

Robert Hord, 4123 Barry avenue, cuts and bruises.

C. C. Chapman, East St. Louis, bruises.

John G. Crawford, Winfield, Kan.; bruises; sprained neck.

Mrs. J. P. Camp, Kansas City, Mo., cuts and bruises.

Mrs. Lulu M. Cox, Osceola, Ark., cuts and bruises.

Elmer Davis, Sta. Genevieve, cuts and bruises.

Sam Fuller, negro, 710 North Jefferson avenue, neck sprained.

Scott Gibson, negro, 2119 Pine street, fractured right leg.

N. E. Graham, Wagnapello, Mo.; bruised chest; cut shin.

R. C. Hepler, Webster Groves; fractured jaw, scalp and cheek wounds.

Mrs. H. C. Hepler, Webster Groves; scalp wounds.

William Holt, Kalma, Mo.; scalp wound; severe shock.

J. L. Johnson, Springfield, Mo.; cuts of scalp, face and body.

C. R. Johnson, 1231 Park avenue, bruises of scalp and body.

Raymond King, Hunter, Mo., bruises.

The Whit Lee, negro, 1908 Pine street, sprained ankle.

William Lewis, Brownwood, Mo.; bruised chest.

Sam Lippard, St. Louis, bruised forehead.

William McCarver, negro, Hannibal, Mo., scalp wound.

Edna McCoy, negro, 1225 Westworth avenue, Chicago, sprains of right knee and ankle.

Cora McKintley, negro, 2128 Walnut street, bruises of body.

Z. W. Miller, 209 Lucas avenue, scalp wounds.

E. M. Reeves, Campbell, Mo., cuts and bruises.

L. Robbs, Portageville, Mo., scalp wound.

Garry Robinson, 18, 1113 Gaty avenue, East St. Louis; cuts and bruises.

Mrs. T. J. Shumore, 3784 LaBalle street, bruises, sprained neck.

August Shultz, Menfro, Mo.; face and scalp wounds; bruises.

C. L. Trout, 17 years old, Charleston, Mo.; sprained neck; bruised chest.

Howard Vincent, Kennett, Mo., cuts and bruises.

Mrs. E. L. Watson, Alton, Ill., cuts and bruises.

H. Whitlow, Jerseyville, Ill.; scalp and right hip bruised.

Following are persons reported injured who were not treated at Frisco Hospital:

Horace Benson, Kennett, Mo.

J. B. Bird, mail clerk, right shoulder broken.

W. D. Brooks, no address.

R. F. Burns, Cape Girardeau.

Richard Ford, Cape Girardeau.

Edgar Hagar, Cape Girardeau.

Paul Hale, St. Louis.

F. R. Hawkins, Maryville, Mo., a school teacher.

Miss Beale Hepler, Webster Groves.

David Lee, negro, Minter City, Mo., left foot crushed.

Arthur L. Mayfield, Advance, Mo.

Tom Mathis, Pockhomie, Ill.

Charles Porter, negro, Memphis, Tenn.

H. R. Probst, Oak Ridge, Mo.

Misses Finney and Lavona Handal, Flora, Ill.

George Heide, St. Louis, Mo.

Dr. D. L. Shabough, Jackson, Mo.; back injured.

R. W. Smith, E. City, N. J.

Mrs. Edna Vandoren, Memphis, Tenn.; broken arm and dislocated shoulder.

Prof. A. V. Vaughan of the Cape Girardeau State Normal School, his wife and two children.

Schamel Yarras, Harri, seriously injured.

Leont. McElrain, Caruthersville, Mo., member of the National Guard.

Private Hargrave, Campbell, Mo.

Private Elam Hempstead and Theodore Breenbach, Cape Girardeau.

Private Frankes, Northrup, Curry, Gerald Brooks, T. R. Brooks, Julius Busell, Rev. Price and William Steele, all of Steele, Mo.

Theodore Regenhardt listed as injured - 2 Sep 1922 train wreck

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