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# Railroads Try New Tack in Laying Wreck Blame

Unsigned news report in the *Milwaukee Leader*, v. 11, no. 218 (Aug. 22, 1922), pg. 1.

CHICAGO — Worried by the recurrence of railroad wrecks admitted on all sides to be due to defective equipment because of the lack of repairs since the shopmen went on strike, railroad officials have taken the new tack of blaming wrecks to “acts of vandalism” by labor “radicals” and “agitators.”

Thus, following the wreck of the “million dollar express” on the Michigan Central Railroad near Gary, Ind., a freight train, in which two men were killed and two injured, officials of the road issued a statement in which they charged that spikes were withdrawn from the track for a distance of several hundred yards.

## And Then the Round-Up.

As a necessary concomitant, a round-up of “radical agitators” was started, and the office of William Z. Foster, labor editor and director of the steel strike in 1919, was raided, where “propaganda lists” were found, according to the police.

Foster was not in his office at the time of the raid. Authorities claimed they also discovered “revolutionary propaganda” which indicated “an organized plan to back the shopmen’s strike and further disorders in other unions.”

Foster in an interview declared he had no literature in his office, and that the invasion of his office was only in line with other activity of big business. He also said that his office is not the only labor office that has been raided recently.

## One Man Arrested.

John Katana, Gary, was arrested after he is alleged to have remarked, “It’s a shame they weren’t all killed.”

P.F. Foote, veteran conductor, stated that if the train had been a passenger instead of an express, scores of lives would have been lost.

One thousand dollars reward was offered by the road “for the arrest of persons responsible.”

Only 8 men were on the train, which was composed of 23 cars of perishable freight and express. Every car left the track.

## Buried in Wreckage.

Engineer E. Coy and Fireman E. Lubbs, both of Niles, Mich., were buried in the wreckage of the engine and it was hours before the bodies were recovered.

Two express messengers were rushed to the hospital here.

The train was traveling at 60 miles an hour when the engine left the tracks and the cars piled up behind it.

The crash was heard for miles. Thousands of persons walked from Gary to see the wreckage.

Conductor Foot was a veteran of the Porter, Ind., wreck in which 40 were killed.

*Edited by Tim Davenport.*

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