

Engineer Held Responsible For Train Wreck in Which 13 Persons Lost Lives

Swampscott, Mass.—(U.P.)—Investigators said today a railroad engineer who died with 12 others in the wreckage of two Boston and Maine commuter trains was responsible for the smashup.

Sixty persons were injured when the Silver Budd Highliner smashed into the rear of a nine-car diesel passenger train in a blinding snowstorm.

"Human Failure"
A B&M investigating board said the Budd Highlander engineer, Ernest Toutellotte, 55, of Winchester, raced his train past two signal lights and a frantically-waving flagman moments before crashing into the halted diesel.

They termed it a "human failure."

The aluminum-sheathed Highliner's first car split apart, the twisted metal shrieking under

the impact as it upended two rear coaches. The two trains were jammed with about 1,000 passengers.

Bodies were strewn on both sides of the tracks. A few were trapped in the wreckage. Tourtellotte's mangled body was found alongside the fireman, Raymond F. Jones, 28, of Lynn.

Called Worst Wreck
Officials, who called it the worst wreck in 38 years in New England, said the engineer had violated a railroad operating rule in running past the signal lights. Both were operating, a spokesman said, but were obscured by the blinding snow.

Both trains were on the B&M's main line which passes through this small North Shore town, 12 miles from Boston. The wreck occurred about a quarter of a mile north of the Swampscott Station.

A dual investigation was ordered immediately by members

of the Interstate Commerce Commission and the Massachusetts Department of Public Utilities. The date was tentatively set for March 6.

Dazed and bleeding passengers were helped into nearby homes and sped to North Shore hospitals by police and volunteer workers. Firemen pulled bodies from the Budd Highliner. Several were so mutilated that identification was delayed for hours.

Snow Hindered Rescue
A heavy snow made rescue work difficult. Trucks, ambulances and official vehicles struggled through crowded, ice glazed streets leading to the wreck scene. Persons seeking news of members of their families stood in ankle deep snow and freezing temperatures while rescue workers crawled beneath the twisted heaps of metal.

Alongside the tracks were per-

sonal effects of the dead and injured—school books, wallets, a shoe, a ripped overcoat smeared with blood. Men and women poured from the other cars. Some were crying. Others had to be led to ambulances.

Passengers Broke Windows
The trapped passengers broke windows. A witness, Henry Pydynkowski of Beverly, said the injured were piled "on top of each other with their arms and legs all twisted."

"I don't know how anyone survived in that crash," he said. "That first car was crushed."

Swampscott Fire Capt. Frank Maitland, one of the first to arrive, said the wreck scene was "a nightmare."

"Bodies were lying on each side of the track," he said. "We found the engineer about 10 feet from what was left of the Budd car."

Jackson, Josephine Made Control Area

Jackson and Josephine counties have been declared a mint control area following public hearings Tuesday in Grants Pass and Medford by the state department of agriculture.

The declaration will prevent planting in the area of mint which might carry insects and diseases not common to the counties and which might prove disastrous to mint crops, according to County Horticultural Agent C. B. Cordy.

He said sections of the Willamette valley which has been a large mint producing area, have been severely damaged by diseases carried in untested planting stock. The only other mint control area in the state is in central Oregon.

About 500 acres of the product are grown in the Grants Pass area. Only a few growers in Jackson county have indicated interest in mint production, Cordy said, but they seek to protect the area for possible future expansion.

A control area does not restrict planting and marketing of a product, according to Cordy, but does control the sources of plant propagation material.

Former Philippines President Succumbs

Manila.—(U.P.)—Former President Elpidio Quirino died today of a heart attack in his home in Novaliches near Manila.

He had been sick for a long time.

He was 65. In 1954, before he lost the presidential race to Ramon Mag-saysay, Quirino went to the United States and underwent a stomach operation in Johns Hopkins hospital.

CAA Civil, Electronic Engineers Still Needed

Graduate civil and electronic engineers are still needed by the civil aeronautics administration, according to Everett Lasher, CAA engineer here. He can be contacted at the Medford airport, telephone 2-9788.

Assignments are available in the installation of air navigation and communication facilities in the western states.

RADIO FIGURE DIES

Merced, Calif.—(U.P.)—Charles Owen Chatterton, co-owner of radio station KYOS and former Pacific Northwest radio and news figure, died yesterday of a heart ailment. He was 64.

Around Hollywood

By ALINE MOSBY
United Press Correspondent

HOLLYWOOD.—(U.P.)—An attractive girl named Ginny Kruse has the wildest job in television. She has been run over by sheep, splashed by mud, nipped at by a tiger and kissed by movie stars.



Ginny is Hollywood TV's only "stunt stand-in." For some reason, contestants on NBC-TV's "Truth or Consequences" like to do zany stunts in front of millions of viewers. It's up to Ginny to test the stunts in rehearsals.

"They have to be timed, and the lighting fixed," she explains. "And we have to make sure they are safe for the contestant." Thus Ginny is exposed to any danger or discomfort.

Tiger Proves Threat
Once, doubling for a contestant to be picked later from the studio audience, she had to stick her head through a hole in the scenery. On the other side a tiger lunged too close for comfort.

After years of watching contestants on giveaway shows, she

knows how various types react. In dress rehearsal she has to register embarrassment, hamminess, shyness, horror and fright. She tries to "put myself in the contestant's shoes and react the way they'll react."

Ginny stands in for three or four contestants for each show. She often wears overalls and a bandana for her unusual job. This attire comes in handy for such stunts as being splashed with mud. Many of the tricks, such as the tiger gag, are modified for contestants after Ginny tests them.

Kissing Wins Approval

The vivacious brunette has done stunts with pigs, water buffaloes, seals, snakes, bulls, bears, cats, dogs and ducks. The most fun, she thinks, are stunts in which the contestants (Ginny in rehearsals) are kissed by such stars as Cesar Romero, Tab Hunter and David Niven.

Once she stood in for a small boy contestant and was shot at (with blanks) by Guy Madison. Her worst injury was when a mechanical bicycle ran wild "and my vertebrae were shaken loose." Her weirdest experience was being hypnotized as a test for that SC coed who, while in a trance, refused to pick up \$100,000 on the show last fall.

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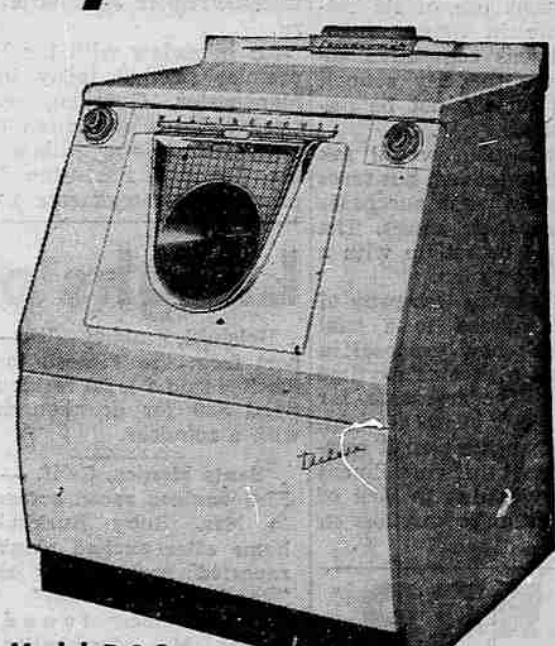
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