

21 Gls Killed, 44 Hurt in Ohio Train Wreck

28th Division Men On Way to Attentbury For Army Training

(Continued From Page One)

just a little later, most of the men would have been eating breakfast in a dining car near the head of the train. Capt. Spangenberg, a Carbondale, Pa., newspaperman said.

Capt. F. R. Brannan, a member of the 109th Infantry Regiment, said he was standing in the rear of the troop train when he saw the passenger train approaching.

"The red flares were out on the track at the time and we could not figure what was going on," Capt. Brannan said. "I dashed through the train yelling to the other officers and men to fall on the floor. I pulled a lot of them down with me. But it happened so fast we couldn't prevent casualties from happening."

"Lots of the men were pinned inside and crews had to cut through the wreckage to get them out."

"It was amazing how orderly the boys behaved after the crash. Those who were not hurt helped their buddies out of the train and took them to the ambulances outside."

Bill Wallace, a reporter for the Coshocton Tribune and one of the first to arrive on the scene said seats in the last four cars of the troop train had been ripped out by the impact of the collision.

"Soldiers were lying on top of one another in the aisle," Mr. Wallace said. "Broken glass was everywhere and many of the men were screaming for help."

Mr. Wallace said that when he arrived on the scene less than 10 minutes after the collision three bodies hung limply from the bottom of the last coach, which had been split by the impact.

Belongings scattered

Personal belongings of the men, car-marked for overseas action as a result of the Korean War, were scattered along the right-of-way. There was no battle equipment, since it had been sent to Camp Attentbury, Ind., on an earlier troop train.

Maj. Gen. D. B. Strickland, commander of the 28th Division, flew to the scene by National Guard transport from Camp Attentbury to direct activities. Adj. Gen. Frank B. Weber of Pennsylvania also was at the scene.

Some 130 units of blood plasma were rushed to the scene of the wreck. Red Cross headquarters also advised all persons wishing to make inquiries about friends or relatives who may have been involved in the accident to make inquiries through their local Red Cross chapter.

The crash occurred at approximately 5:30 a. m.

The troop train was made up of two engines, two baggage cars, 16 coaches, and two kitchen cars. The spirit of St. Louis was made up of the twin-unit diesel, one mail car, a postoffice car, one baggage car, six Pullmans, two diners, five coaches and one observation car.

Two other troop trains preceded the one which was wrecked. One left Columbus at 1:27 a. m. for Camp Attentbury and the other pulled out of Columbus at 4:38 a. m.

Three Cars of Wrecked Troop Train Shown

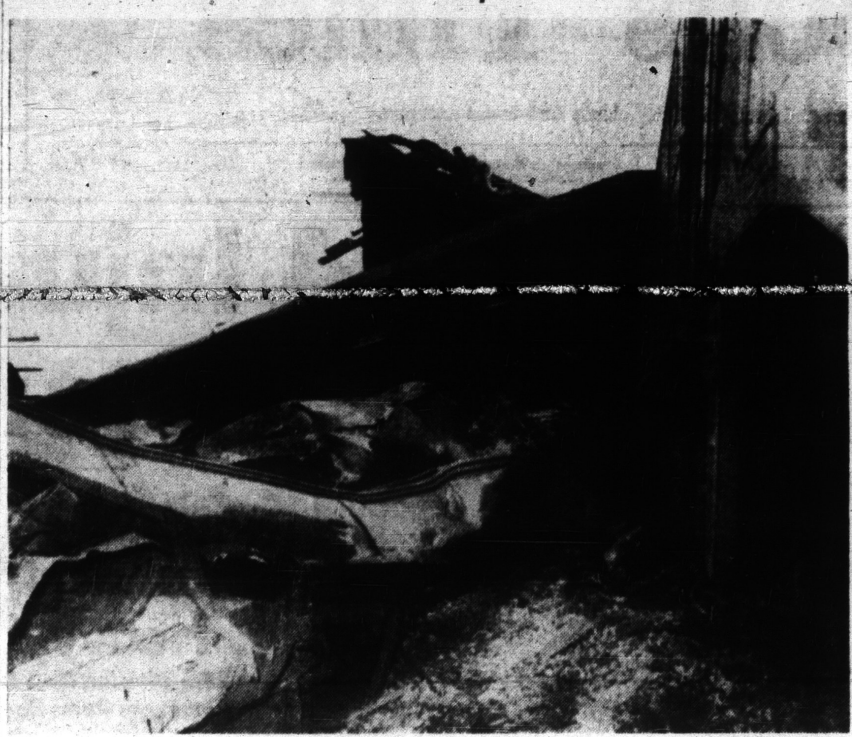


Photo of the Pennsylvania National Guard troop train crash shows two of the wrecked cars. A third car can be seen with a workman crawling on top.

13 More Hoosiers On Casualty List In Korea Fighting

(Continued From Page One)

White, 3219 Schofield St., Indianapolis.

Cpl. Melvin A. Durham, brother of Miss Betty Durham, 1858 W. Morris St., Indianapolis.

Pfc. Charles Eugene Young (Marine), son of William Guy Young, 2004 Broadway, Indianapolis.

Pfc. Claude Owen Joseph, son of Mrs. Lena Joseph, Muncie.

Pfc. William D. Smith, son of Ralph Smith, Osgood.

Cpl. James C. Bruner, son of Mr. and Mrs. Otis Bruner, East Chicago.

Pfc. Joseph B. Stephenson, son of Mr. and Mrs. James Stephenson, Magnat.

Cpl. James T. Belcher, (Army), son of Mrs. Geneva Belcher, Evansville.

M/Sgt. Paul R. Kelly, (Army), son of Michel J. Kelly, Marion.

Pfc. Richard Herman Freisburger, (Marine), son of Mr. and Mrs. Herman Freisburger, Ft. Wayne.

Pfc. Chester White

Chester A. White has been wounded in action.

His parents, Mr. and Mrs. Joseph White, 3219 Schofield St., were informed yesterday by a Defense Department Telegram.

Pfc. White was fighting with the 24th Division.

The telegram was the first word his parents had received since he was stationed in Japan.

They knew he was in the fight from newspaper accounts of the division's activities.

Pfc. White, who is 20, took his basic training at Camp Breckinridge, Ky., after going in service in October, 1948. Sent to Japan, he was stationed near Nagasaki.

Pfc. White attended Public School 69.

War II Troop Train Crash Killed 35 Drafted Men

(Continued From Page One)

Thirty-five drafted men were killed on July 6, 1944, at High Bluff, Tenn., in a major troop train disaster of World War II.

The worst train crash in United States history killed 101 persons near Nashville, Tenn., on July 9, 1918.

The highest death toll in a recent train wreck was 70 killed when the Pennsylvania Railroad's crack Congressional Limited was wrecked by a broken axle near Philadelphia on Sept. 6, 1943.

Other high-toll train wrecks of the last 25 years included:

June 17, 1925—50 killed at Hackettstown, N. J., when a special train carrying German-Americans en route to an excursion to Germany was derailed by a dirt slide.

Dec. 28, 1926—20 killed at Rockmont, Ga., in a two-train collision.

June 19, 1938—46 killed at Miles City, Mont., when a train plunged through a bridge into 20-foot-deep Custer Creek.

Aug. 13, 1939—24 killed when the speeding streamliner City of San Francisco was derailed near Carlin, Nev.

April 19, 1940—30 killed when the Lake Shore Limited was derailed on a curve at Little Falls, N. Y.

July 31, 1940—43 killed at Cuyahoga Falls, O., in a head-on collision between a freight train and a gasoline-electric coach.

Aug. 29, 1943—29 killed when a train hit a freight locomotive at Wayland, N. Y.

Dec. 16, 1943—72 killed, 47 of them service personnel, when one passenger train crashed into another which had previously been derailed, near Lumberton, N. C.

Aug. 4, 1944—47 killed near Stockton, Ga.

Sept. 14, 1944—29 killed near Dewey, Ind.

Dec. 31, 1944—50 killed when the second section of the Pacific Limited rammed the rear of the first section at Bagley, Utah.

Aug. 9, 1945—34 killed in a similar rear-end collision at Michigan, N. D.

Apr. 25, 1946—47 killed in a rear-end collision at Naperville, Ill.

Wreck Queries Swamp Pittsburgh

Victims From East; Callers Breathe Easy

By LAWRENCE FAGAN

Times Special Writer

PITTSBURGH, Sept. 11—Wives and families of western Pennsylvania Guardsmen of the 28th Division spent a jittery night in Pittsburgh.

Switchboards in newspapers of Pittsburgh and surrounding towns were swamped as frantic callers sought to learn what had happened to their boys.

Groups huddled on street corners in nearby Washington and Waynesburg hoping someone had a thread of news that would relieve the anxiety.

After many hectic hours, western Pennsylvanians breathed easier, for the rammed train carried military men from eastern Pennsylvania.

But until the word got around, most calls were like this: "My boy left for Camp Attentbury. Was he on that one wrecked?"

When newspaper switchboard operators told them no western Pennsylvanians were on the train, many said "Thank God." Others were so relieved they were almost speechless.

It was the same story in Canonsburg and other district home towns of Keystone Division members.

Four places, however, were spared of seeking information about local men. They were Greensburg, Ligonier, Latrobe and Somerset. Units from that area, in the 110th Infantry, do not leave until 11 p. m.

The tragedy was best summed up by a Washington newspaper employee, who hung on the phone all morning. "The wreck made the war hit home."

Yanks Hold on to Korea But Slug It Out With Reds

(Continued From Page One)

highway communications junction.

In the Yongchon area today, the South Koreans still were forging ahead, with some of their patrols operating as far as six miles north of the Yongchon-Kyongju highway.

Gen. Walton H. Walker, U. S. field commander in Korea, decorated commanders of the South Korean 1st and 2d Corps Monday awarded South Korean commanders.

Enemy shells fell in the edge of Taegu Sunday and again early Monday, but little damage resulted.

Heavy return blasts from American artillery knocked out three North Korean guns and the closest enemy shells came to Taegu after that was at Chilgok, four miles to the north.

On the extreme northeastern front, where some three enemy divisions had sought to slice southward through Kyongju toward Pusan, 47 miles away, the American 24th Division was advancing steadily against moderate resistance.

They had relieved the pressure on Pohang airport and were endeavoring to straighten out a line which would run from Pohang, 16 miles north of Kyongju, through Angang, then west past Yongchon and Taegu.

Chase 1000 Reds

Angang still was in enemy hands, with our forces about one and a half miles to the south.

The one gap in the Angang-Pohang line was at a point about half way between the two towns where South Koreans still were chasing an estimated 1000 Red troops out of a pocket 2000 yards deep.

At Yongchon, midway between Pohang and Taegu, the South Korean 8th Division claimed to have counted 829 enemy dead after a week-long battle for the four-

Crash Plunges Camp Into Gloom

Word Received Soon After 1st Train Arrives

(Continued From Page One)

assistant division commander, greeted a second trainload of troops at 8 a. m.

Fifty Army trucks were lined up waiting for the train.

At least 1000 guardsmen were alerted today as 100-mph winds off the coast.

A 9 a. m. (advised said would pass along Nantucket, Mo. Schools in Gree suspended and a holiday.

Storm warned at 4 a. m. Ind. the coast from N. C. to Cape Massachusetts.

The storm was north, and the Bureau said it stick to that of 12 hours. Wind ahead of the storm was warned to and "abnormal."

Freight A small d left in trouble, the wake of Guard cutters through heavy winds.

The Coast reported at 4 had been heard from S. S. Paris that she was a tanker would have seen the Coast Guard has a crew of The cutters kee were speed ance.

The Unima a. m. that it Paris and the Amtrak in it miles ahead.

The Amtrak the Paris late broke before be pulled out storm's path. by. It reported the Paris was right.

Blame In Train EVANSVILLE —A superintend inville and said today a sly caused by sembly on a f the locomotive train to overline engineer and fi

The accident yesterday, sh freight train p track the La passenger tra to line superi

Killed when scalded them Hedden, 66, a J. Renfro, 48, Ky. None of aboard the t two empty be express car w Traffic wa hours until t replaced.

List 36 Ty Thirty-six fever, one ca year, were re Board of Hea year. The d in 15 of Indi

L. S. Ayres & Co. FRANKLIN 4411

Charmingly at your leisure . . .

Quilted Robes by Barbizon

Shimmering rayon satin, quilted and deftly turned by Barbizon into the smartest robes ever! Beautifully tailored in soft iridescent colors to keep you at your twilight-to-mid-

night prettiest. Lined throughout in rayon satin. Sizes 12-20.



- A. "Lounge-at-Ease" . . . Barbizon's dash-about coat with rolled collar, nipped in waist, and two big pockets. Sunset Blue or Copper Pearl. 15.00
- B. "Puffet" . . . quilted bed jacket of new longer length with free action shoulders and snug, warm collar. Petal Pink or Bachelor Blue. 5.95
- C. "Lady-at-Ease" . . . full length robe with swirling skirt and gather-back belt to nip in your waist. Copper Pearl or Sunset Blue. 19.95

Ayres' Robes, Second Floor

Ministers Protest Gag on Dolivet

(Continued From Page One)

cel his appearance, its spokesman, Dr. James A. Crain, said.

A protest from the Downtown Lions Club last week forced the Church Federation to "regretfully" cancel a talk by Mr. Dolivet here Sept. 23.

After the Lions Club protest was published the Columbia Club, where the speech was scheduled, canceled the reservation. It was then that the Church Federation canceled the talk.

In his sermon at Broadway Methodist Church yesterday, Dr. Robert B. Pierce commended The Times for its stand that the cancellation threatened freedom of speech.

"Personally, I believe this makes sense," Dr. Pierce said. "I believe that those who were sincere in their protest will respond. If they do not they have, in my opinion, lost their reasonable right to protest in the future."

Mr. Dolivet, who is out of the country, could not be reached for a statement on the forced cancellation nor on The Times offer to publish his suppressed speech. But his office sent photostated documents which included the following:

ONE: A clipping from the New York Times May 29 quoting Mr. Dolivet as saying "Some Congressmen whose name I'm not sure of said he heard I was a Communist. Such a thing is completely absurd. Why I have written and said enough against communism to have earned a long stay in Siberia."

TWO: A letter from President Truman July 8 to T. W. Phillips Jr., chairman of the board of United Nations World which said: "Your letter of June 28, signed also by Mr. Dolivet . . . brings me expressions of commendation and approval which I value very highly." The letter was a resolution endorsing Korean intervention. A similar commendation came from Mr. Austin.

THREE: A May 29, 1941 clipping from the Daily Worker criticizing Mr. Dolivet's writings in "The Nation" and saying "Thus Mr. Dolivet qualifies himself for the pages of the Communist-hating 'Nation'."

Wilkes-Barre Hit By Deep Grief

WILKES-BARRE, Pa., Sept. 11 (UP)—This city's heart was broken today.

Fathers and mothers, wives and sweethearts were stunned by reports that many of the men they sent away for war service only yesterday met death or injury in today's train crash at Isleta, O.

The main body of Wilkes-Barre's historic 109th Field Artillery battalion, founded in the Revolutionary War, was aboard the troop train which was rammed by a Pennsylvania Railroad train in a thick fog.

The men from Wilkes-Barre and other anthracite mining communities in the Wyoming Valley were in the rear cars. Reports from the scene said they suffered the worst casualties.

Uncertainty and fear all but paralyzed the area's business life as relatives and friends of the Pennsylvania National Guardsmen on the train frantically sought information on names of the victims.

Assembly in Armory

The community had given the 109th a rousing send-off as recruits a unit which has fought in all of Uncle Sam's wars.

On Friday, the boys put on a big farewell parade for the folks at home.

And this military-minded community presented gifts to the men called into federal service.

Then yesterday the men assembled in their west-side armory across the Susquehanna River in Kingston. They went from there to the old-fashioned railroad station to board the train which would take them to Camp Attentbury, Ind., for training.

The eight cars carrying 226 men from the Wilkes-Barre area were joined to a train which already had picked up 429 soldiers from Carbondale and Honesdale.

Scott's TURF BUILDER

Fall Feeding with TURF BUILDER brings out Fall Lawn Beauty

Your lawn needs the vital nutrients supplied in TURF BUILDER. A generous application of this just right lawn food insures vigorous growth, sparkling color. TURF BUILDER meets every requirement . . . clean, odorless, economical—you use only 1/3 as much as ordinary fertilizer. 25 lbs is a full meal for 2500 sq ft—\$2.50 Feed 10,000 sq ft—\$7.50

LAWN SEED
100% perennial grasses for full sun, light shade. Sow a third as much because of the millions of healthy, sure growing seeds in each package. 1 lb—\$1.55 5 lbs—\$7.65

SPREADERS
make feeding and seeding doubly easy, saves material, too. Rubber tires—Junior \$5.95 Deluxe No 25 \$9.95

C. E. GRIENER CO.

Wholesale Sales and Service Retail

Power Lawn Mowers—Garden Tractors—Roll Tilers
Park, Cemetery, Golf Course and Lawn Equipment

43 S. Delaware St. MA-4538

MONDAY
8-Stat
Area A
For Hu
Storm S
Expected
Course f
NORFOLK
An eight-sta
alert today as
100-mph winds
off the coast
A 9 a. m. (a
advised said
would pass al
Nantucket, Mo
Schools in Gree
suspended and
a holiday.
Storm warn
at 4 a. m. Ind
the coast from
N. C. to Cape
Massachusetts.
The storm wa
north, and th
Bureau said i
stick to that o
12 hours. Win
ahead of the st
was warned to
and "abnormal."
Freight
A small d
left in trouble,
the wake of
Guard cutters
through heavy
winds.
The Coast
reported at 4
had been hear
ton S. S. Paris
that she was a
tanker would
have seen the
Coast Guard
has a crew of
The cutters
kee were speed
ance.
The Unima
a. m. that it
Paris and the
Amtrak in it
miles ahead.
The Amtrak
the Paris late
broke before
be pulled out
storm's path.
by. It reported
the Paris was
right.
Blame In Train
EVANSVILLE
—A superintend
inville and
said today a s
ly caused by
sembly on a f
the locomotive
train to overline
engineer and fi
The accident
yesterday, sh
freight train p
track the La
passenger tra
to line superi
Killed when
scalded them
Hedden, 66, a
J. Renfro, 48,
Ky. None of
aboard the t
two empty be
express car w
Traffic wa
hours until t
replaced.
List 36 Ty
Thirty-six
fever, one ca
year, were re
Board of Hea
year. The d
in 15 of Indi