

## 21 GIs Killed, 44 Hurt in Ohio Train Wreck

28th Division Men  
On Way to Atterbury  
For Army Training

(Continued From Page One)  
just a little later most of the men  
would have been eating break-  
fast in a diner 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 casual-  
ties 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 out-  
side."

Bill Wallace, a reporter for the  
Cochecotan 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 aisles," 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,  
ear-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  
Atterbury, 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 At-  
terbury to direct activities. Adj.  
Gen. Frank B. Weber of Pennsyl-  
vania also was at the scene.

Some 130 units of blood plasma  
were rushed to Isleta from the  
Columbus Red Cross office as  
surviving Guardsmen pitched tents  
and prepared to bivouac in nearby  
fields.

The American Red Cross at  
Washington said it has sent a  
disaster team and supplies of  
whole blood 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 in-  
volved in the accident to make  
inquiries through their local Red  
Cross chapter.

The crash occurred at approxi-  
mately 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 bag-  
gage car, six Pullmans, two din-  
ers, five coaches and one obser-  
vation car.

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

### Three Cars of Wrecked Troop Train Shown

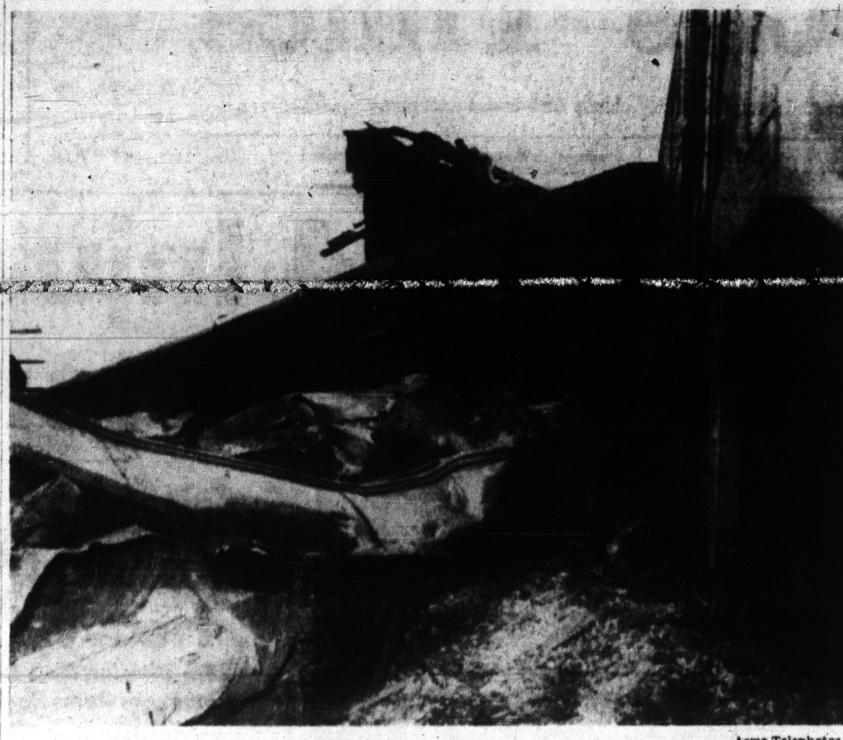


Photo of the Pennsylvania National Guard troop train crash shows two of the wrecked cars. A third car can be seen with a workman crawling on top.

### 13 More Hoosiers On Casualty List in Korea Fighting

(Continued From Page One)  
3219 Schofield St., Indian-  
apolis.

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, Indian-  
apolis.

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 Stephen-  
son, Magnet.

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 Freibur-  
ger, (Marine), son of Mr. and Mrs.  
Herman Freiburger, Ft. Wayne.

Pfc. Chester White

Pfc. 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 sta-  
tioned in Japan.

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

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

Pfc. White attended Public School  
III.

### War II Troop Train Crash Killed 35 Drafted Men

By United Press

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 spe-  
cial train carrying German-Amer-  
icans en route to an excursion to  
Germany was derailed by a  
dirt slide.

June 23, 1926—20 killed at Rock-  
mont, Ga., in a two-train collision.

June 19, 1938—46 killed at  
Miles City, Mont., when a train  
plowed 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 12, 1940—30 killed when  
the Lake Shore Limited was derailed  
on a curve at Little Falls, N. Y.

July 31, 1940—43 killed at Cuy-  
ahoga Falls, O., in a head-on col-  
lision 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 an-  
other 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,  
III.

### Wilkes-Barre Hit By Deep Grief

WILKES-BARRE, Pa., Sept. sought information on names of  
11 (UPI)—This city's heart was broken today.

Fathers and mothers, wives and  
sweethearts were stunned by re-  
ports 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 Ar-  
tillery 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  
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 At-  
terbury, Ind., for training.

Uncertainty and fear all but  
filled the area's business life as  
relatives and friends of the  
Pennsylvania National Guards-  
men on the train frantically  
searched for answers.

"Personally, I believe this  
makes sense," Dr. Pierce said.  
"I believe that those who were  
sincere in their protest will  
responsible. 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 can-  
celation not 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 Con-  
gressman whose name I'm not  
sure of said he heard I was a  
Communist. Such a thing is com-  
pletely 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... bring 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 clip-  
ping from the Daily Worker criti-  
cizing Mr. Dolivet's writings in  
"The Nation" and saying "Thus  
Mr. Dolivet qualifies himself for  
the pages of the Communist-  
hating 'Nation.'

### Wreck Queries Swamp Pittsburgh

(Continued From Page One)

**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

afternoon yesterday, awaiting word  
of the train wreck.

Not Quite So Grim

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, de-  
corated commanders of the South

Korean 1st and 2d Corps Monday

awarded South Korean com-  
manders.

Seven Injured GIs  
Sent to Hospital  
At Dover, O.

highway communications junc-  
tion.

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Seven of the injured soldiers

were taken to Union Hospital at

Dover, O. The home addresses of

four of the men, all reported to

be members of Co. F, 2d Battalion

of the 109th Infantry, were not

available.

The injured:

Philip Scorzaf, 117 Walker St.,

Childs, Pa., sprained back.

John Corrigan, Falls Road, Car-  
bondale, Pa., back injury.

George Iacob Jr., 301 Whitmore  
Ave., Mayfield, Pa., sprained hand.

Michael Corrigan, possible in-  
ternal injuries.

Chase 1000 Reds

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

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."

At Yongchon, midway between  
Pohang and Taegu, the South Ko-  
rean 5th Division claimed to have

counted 829 enemy dead after a

week-long battle for the four-

neer.

The cutters were

reported at 4 a. m. Indiana  
and the Coast Guard

had been hea-