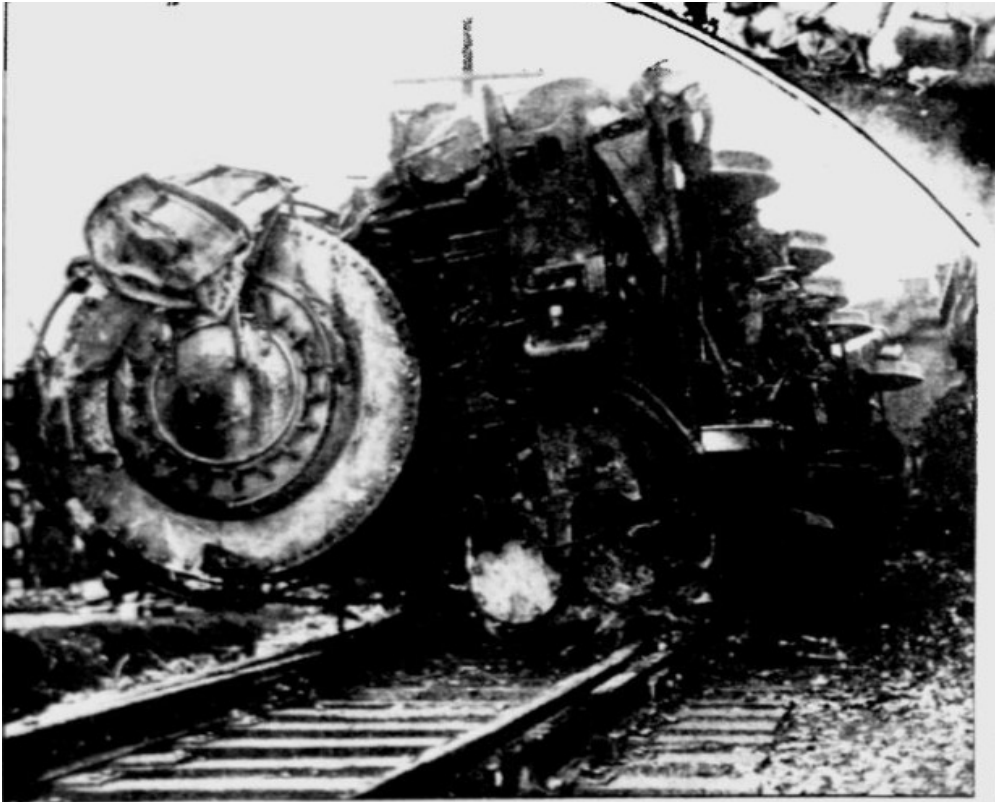
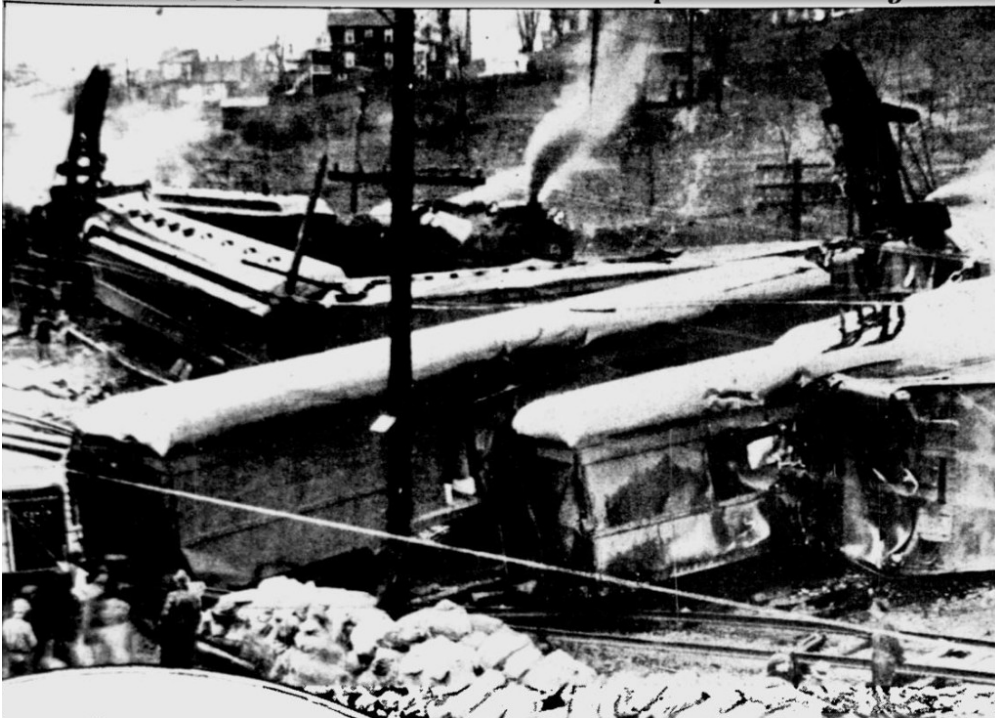


From the Pittsburgh Press, page 1 / Friday, March 27, 1936



Here is a graphic picture story of the wreck near Manor early today which killed three Pennsylvania Railroad engineers and seriously injured a fourth.

Above is a general scene of the twisted wreckage after an eastbound express, hauled by two locomotives, crashed when it sideswiped a box car.

believed to have been derailed, in a westbound freight train. Seventy-eight passengers escaped. Note the stack of mail bags in the foreground.

Below is pictured one of the demolished locomotives as crews began clearing the main line tracks, all four of which were blocked.

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3 DIE, TWO HURT IN TRAIN WRECK

Crack Flyer Hits Box Car
Near Irwin—Passengers
Escape Injury

A Pennsylvania express, speeding east, sideswiped a westbound freight train at Manor, near Irwin, 23 miles from Pittsburgh, early today, carrying three trainmen to death and injuring a fourth.

Seventy-eight passengers on the express drawn by two locomotives, were shaken up, but escaped injury.

The crash, coming at 12:10 a. m., just 35 minutes after the express had left here, ripped up almost 300 yards of track and blocked all four main lines of the road.

The dead:

Engineer George Kuhn, of Ruffsdale.

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CRACK PENNSY FLYER CRASHES, 3 DIE TWO HURT

Train Hits Box Car Near
Irwin, Pa.—Passengers
Escape Injury

(Continued From Page One)

Engineer E. F. Snyder, of Altoona.

Fireman Roy Mitchell, 51, of Derry.

In Westmoreland Hospital at Greensburg, suffering from severe scalds was Fireman Claire Gove, 41, of Altoona. It was believed he will recover.

Mr. Mitchell lived for almost 10 hours after being pulled from the wreckage and removed to the hospital at Greensburg.

Working frantically, three wreck crews were able to open one track by 10 a. m. and trains bound for Pittsburgh from the East, held up

since midnight, were able to get through.

Train Headed East

The night express left Pittsburgh at 11:35 p. m. yesterday for Philadelphia. After making a stop at East Liberty Station to take on additional passengers, it roared east.

Drawn by the two high-powered locomotives, the train had sped past the Manor Station when the lead locomotive crashed into a box car, which, it is believed, became derailed from a west-bound freight as the passenger train approached.

The first locomotive tore loose from the rails, hurled across the tracks and plunged to Route No. 953, the Manor-Jeannette Rd.

Baggage Cars Leave Rails

The second locomotive and five baggage cars leaped from the rails, tearing up 400 feet of track, tying up eastbound and westbound trains.

Passengers, many in night clothes, came streaming out of the six sleeping cars which remained on the tracks. Though most of the 78 passengers were severely shaken up, none was seriously injured.

The five baggage and express cars were crumpled into a heap. It is believed there were no persons in these cars. Three coaches in front of the sleepers were derailed and came to a stop at an angle.

The box car which the first passenger engine sideswiped was splintered. Pieces of it were found tangled in overhead wires

Freight Cars Wrecked

A dozen other box cars in the freight train were wrecked, some of them being hurled over a 35-foot embankment. A number of flat cars also were demolished.

The first three cars behind the locomotives in the passenger train carried second-class mail — newspapers, etc., and Postal Inspector M. G. Brown arrived at the scene to supervise work of transferring it.

Persons living in the vicinity, awakened by the crash, rushed to the scene to give aid. Members of the Manor Fire Department searched the wrecked cars for the injured.

The passengers, en route east, had to walk about a half mile around the wreckage where they were picked up by a relief train sent out from here.

Two work trains with cranes were on the scene in a short time to begin clearing the debris. Railroad officials pointed out that the scene of the wreck was well out of the flood zone and the wreck could not have been caused by an undermined track.

G. S. West, superintendent of the Pittsburgh Division of the Pennsylvania Railroad, said he believed a box car of the freight train was derailed, but was unable to give reason.

H. P. Mishler, of Cleveland, a passenger on the train, was found in a baggage car following the crash.

Mr. Mishler said he had been in a sleeper and after the crash rushed to the baggage car which was carrying the body of his mother from Cleveland to Graterford, Pa., for burial.

"She was with me all my life," he said. "Why should I leave her now." He remained in the baggage car beside her casket.

Wreck trains were rushed to the scene from Derry, Conemaugh and Pitcairn and scores of men began the work of clearing the tracks.

Charles Wiltrek, an operator at the Manor sub station of the West Penn Power Co., said splinters of wood from the wrecked cars fell all around him.

Mr. Wiltrek said he feared a high powered electric line would fall, endangering lives, and called Springdale to shut the power off.

F. J. Collins, his wife, and their son, Robert, 20, living along the Manor-Jeannette Rd., said they were in the kitchen of their home when they heard the crash.

"I opened the doors and saw the locomotive on the road," Mrs. Collins. "Steam poured into our home and we fled to the street."

Fireman Grove regained consciousness at the hospital and said the train was rounding a curve near Manor when he heard a thump. He shouted to Engineer Snyder to "for

God's sake put on the emergency brake."

"The locomotive started to fall on the right side and I thought we were all goners."