

Boardman Wallace Manning

(1901 – 31 Mar 1920)

Manning. Suddenly, Wednesday, March 31, 1920, Boardman Wallace Manning, beloved son of Mrs. Helen B. Simonds of 2845 Belair place n.e., in his 19th year. Funeral from his late residence Saturday, April 3, at 2 p.m. Interment in Congressional Cemetery.

The Evening Star, April 1, 1920, p. 2

Coroner Investigates Grade Cross Deaths

Responsibility for Killing of B.W. Manning and L.B. Whitman to Be Fixed

Responsibility for the killing of two occupants of a motor truck of the Washington Sand and Gravel Company, Bladensburg, Md., that was struck by a Baltimore and Ohio railroad engine on the grade crossing at Mills avenue and Douglas street, Langdon, yesterday afternoon will be fixed by a coroner's jury at an inquest to be held at the morgue this afternoon.

One of the dead men was Boardman W. Manning, twenty-three years old, 2845 Bel Air place northeast, driver of the truck. The other was Lester B. Whitton, twenty-five years old, 738 McHenry street, Baltimore, William Taylor, twenty-five years old, Hanover street, Baltimore, was seriously hurt.

Gateman Is Held

Hiram Marshall Gibson, forty-four years old, Beltsville, Md., gateman at the crossing, was held by the ninth precinct police to await the result of the coroner's inquest. His explanation of the accident was that he had been given to understand the track was clear and opened the gates to permit several motor vehicles to cross the tracks.

Manning was almost instantly killed, and burning gasoline that was spilled from the tank of the demolished motor truck ignited and burned him. Witton died two hours after the accident happened, surgeons at Casualty Hospital being unable to save his life. Taylor, who also was taken to Casualty Hospital, is in a serious condition.

Track Filled With Gravel

The five-ton truck was filled with gravel and was on its way from the plant at Bladensburg to Rhode Island avenue and 8th street northeast. A motorcycle and motor truck crossed the track just ahead of the heavy vehicle driven by Manning, and a southbound engine reached the crossing just in time to do the damage, Engineer Daniel V. Eyler, 212 Warren avenue, Baltimore, not seeing the truck in time to avoid the accident.

The heavy truck was reduced to scrap and carried about 200 feet down the track, Taylor being carried on the front of the engine. He fell to the ground when the engine stopped, and when taken to a nearby house he was in such a dazed condition that he was unable to recall what had happened.