

CONDUCTOR TELLS OF FATAL PLUNGE

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dow and got out—I will not talk any more." The conductor was clad in a strangely assorted suit, made up of parts of a borrowed uniform, parts of clothing supplied to him by Atlantic City friends and parts that he secured at the Camden station after his arrival there.

Bridge Party Open, Say Officials The railroad officials used the conductor's statement, together with the telegraphed reports from officials at the scene of the wreck to formulate the official statement of the railroad made public at 10 o'clock last night.

The wheels of the first car thus missing the rail at the opening of the bridge fell upon the supports of the bridge, and the entire train was hurled over the south side of the bridge, the cars falling into about fifteen feet of water.

The first two cars were entirely buried. The rear quarter of the third car remained above water. There were seventy-seven passengers upon the train and three trainmen. Out of the eighty persons aboard the train the railroad company at this hour only has information of the safety of nineteen or twenty.

The bridge was about fifteen feet above the surface of the water. So far as we know there were seventeen persons, slightly injured, treated at the Atlantic City hospital, and most of these were occupants of the last car.

For several hours it was the belief among all the railroad men and those who escaped from the wreck that every occupant of the first two cars had perished. Late in the evening, however, a train from Atlantic City brought to Philadelphia John Bacon, of 2450 North Nassau street, who is believed to have been the one survivor of the first car.

Mr. Bacon was so completely prostrated by the shock as to be ghastly white and decked out in borrowed clothing. "I cannot talk—do not ask me," he gasped, leaving his bed as he was hurried to the hospital.

One of the hits of brightness that appeared in the midst of the stories of black tragedy was the account given by H. E. Wood, of 4413 Germantown avenue, of his escape from the wreck.

"No smoking cars are run upon these electric trains," said Mr. Wood, "and I am exceedingly fond of a cigar. I thought I would slip out upon the rear platform of the car and have a few whiffs. The train had been making fast when I saw the bridge slowly up a bit as we approached the shore.

"I had hard work opening the door to get to the platform, but finally succeeded by the combination of the knob and stepped outside. Just as I had placed a cigar between my teeth and lighted it, the rear of the train tipped over the side of the bridge.

"By pure instinct I threw myself off the rear of the train, and as I fell I saw the water rushing toward me. I was hurled into the water, and I was under the water for some time. I was unable to move and the car seemed pretty much intact as the wreck had all been plunged in a heap at the forward end by the shock."

Those in the rear car were carried up and out to safety by the rush of water. They found themselves suddenly fighting their way out to safety through breaking windows, and struggled in the water until picked up by boats. Curtis, the conductor, happened to be on the rear car, counting up his tickets. To this he owes his life.

Many of the victims were members of the Royal Italian Band. There are thirty members in this organization, which was on its way to fill a Sunday night's engagement in Young's Pier. Most of them were together in the rear car. Their escape was so swift that most of them are unable to describe it.

Among the members of this band known to have been saved were Elenda Tascas, leader; Joseph Davoto, manager; Camillo Vitoccoloma, Filippo Froga, Giuseppe Palli, Nazario Facini, Federico Salomone, Annibale Vincenzo, Frank De Casare, Mazzella Pasquale and John Fortunato.

John Taylor, of Camden, was one of the first to fight his way to the rear car. As the car plunged he kicked the glass out of a window, dived out and struck out for his life. He swam to the bridge and held on to the railings until rescued by J. S. Deford, a railroad man, who was near-by. Within a few minutes after the wreck men attacked the roof of the car with axes, and a few rescues were effected.

Word was flashed to Camden and Atlantic City and in a few minutes wrecking crews and relief trains were on their way to the scene. One of the first persons to hear of the tragedy, outside of official circles, was George H. Wofor, a photographer of 518 Federal street, Camden. Soon after word of the wreck was received in Philadelphia, a newspaper called Wofor up on the telephone.

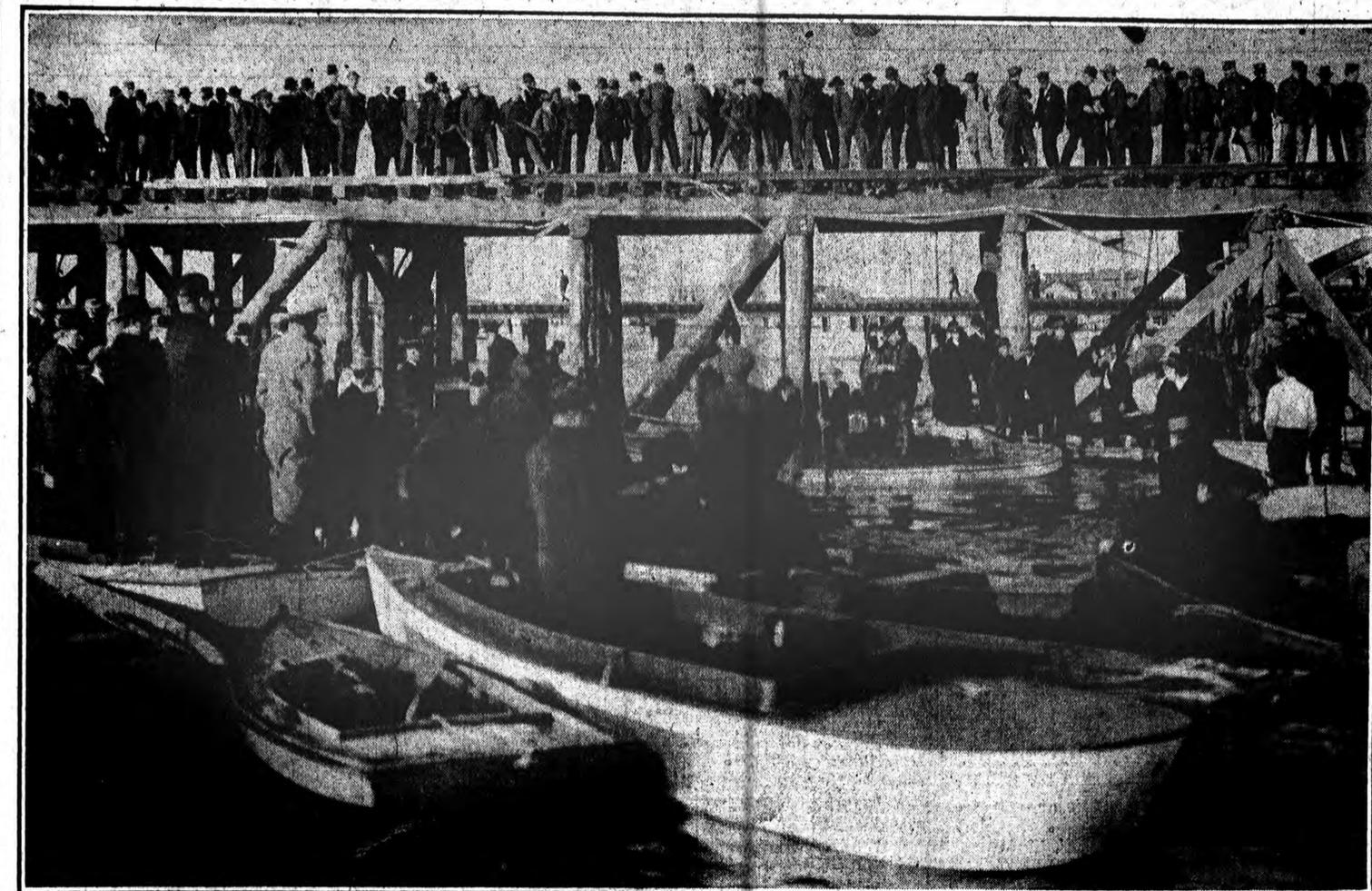
"The 1 o'clock train from Camden has plunged off the drawbridge and we want you to rush down and get photos," he was told. Wofor dropped back as if shot and exclaimed, "My God! My father and mother are on that train."

Wofor reached Atlantic City at 8 o'clock, to find his worst fears realized. The body of his mother was among those already reached. It had been found in the last car. His father's body has not been recovered.

It seemed as though all the elements combined to make the tragedy the more severe. The tide began to come in right after the accident. The higher the water reached the more difficult it made work. At midnight hope of getting the bodies out of the forward cars was abandoned. The divers say they cannot work in the swift current and must wait for low tide.

It was some minutes after the accident occurred that the work of rescue began. A dozen small boats put off from shore, and these used their oyster and clam tongs effectively. To those nearby who sought to lend help from the bridge the third rail was a deadly barrier. One amateur rescuer was hurled back almost to death by touching the current-carrying rail.

DIVERS SEEK BENEATH THE WAVES BODIES OF THE DEAD LATCH KEY MISSING, SHOT CLIMBING IN



GRAPPLING FOR BODIES IN SUNKEN CARS

SCORES MET AWFUL DEATH IN PLUNGE OF CARS INTO THOROUGHFARE AT ATLANTIC

Continued from first page

For an instant the train trembled and reeled like a drunken man as the wheels bumped over the tracks.

Passengers screamed in terror. Motorman Scott, hero-like, stuck to his post and put on the brakes. The reeling train twisted and writhed, and then plunged headlong over the side. The couplings of the cars were rent asunder as the train fell. The two first cars plunged down, and were completely submerged under eighteen feet of mud and water. The third car went in front first, but swayed to one side and reeled against the cement pillar of the bridge. There it stuck at an angle of about thirty-five degrees, with the rear end protruding from the water, the only visible evidence of the terrible disaster. Those who escaped were mostly passengers in the rear car.

An hour after the wreck the story of the picture of what was beneath the water was brought up by John W. Cooney, an Atlantic contractor. Cooney is an old-time diver, and immediately after the wreck he volunteered to go down and fasten a derrick chain under one of the cars. An old diving suit was procured from somewhere. There was no air pump, so an old beer pump from a neighboring brewery was brought into service.

DIVER WITH THE DEAD

"I could only stay under the water a few minutes," said Cooney, "for my improvised pump would not work. I found the first two cars had been wrecked apart from each other and were sunk in water and mud at an angle of about 45 degrees. The forward ends had been driven fast in the mud and the two cars were sort of rolled on their sides and were about seven feet apart. "I raised myself up and peered through a window of the forward car. The face of a dead child, perhaps four years, was pressed against the window. It had a horrible gasp clear across its forehead. I saw the body of a man in some sort of a uniform wedged up tightly in one of the package racks. Bodies were piled up in a great heap at the forward end of the car. At the top of the heap I saw the form of a woman. A pair of diamond earrings glistened in her ears. I never saw such a horrible spectacle in my life. The car seemed pretty much intact as the wreck had all been plunged in a heap at the forward end by the shock."

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CAMDEN MAN'S EXPERIENCE

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TIDE ADDED TO TERROR

It seemed as though all the elements combined to make the tragedy the more severe. The tide began to come in right after the accident. The higher the water reached the more difficult it made work. At midnight hope of getting the bodies out of the forward cars was abandoned. The divers say they cannot work in the swift current and must wait for low tide. It was some minutes after the accident occurred that the work of rescue began. A dozen small boats put off from shore, and these used their oyster and clam tongs effectively. To those nearby who sought to lend help from the bridge the third rail was a deadly barrier. One amateur rescuer was hurled back almost to death by touching the current-carrying rail.

The relief train made up by Station Master Brennan from Atlantic City was the first to reach the scene. At the same time the relief train bearing important officials of the road was started from Philadelphia, headed and led by the conductor, who was clad in a strangely assorted suit, made up of parts of a borrowed uniform, parts of clothing supplied to him by Atlantic City friends and parts that he secured at the Camden station after his arrival there. He appeared almost in a daze, and while talking eagerly with some friends refused to say one word regarding the accident to others. He went to the office of the West Jersey and Seaboard Railroad and made his official report to Trainmaster G. W. Gregg and Assistant Trainmaster Harry Or.

wagons and vehicles were hurried to the scene. Virtually all the bodies taken out have been brought from the rear car. The bodies in the city are being buried. Hundreds have rushed here from the city hoping for news of their loved ones. The newspaper offices, the police stations, the telegraph offices are besieged. A regular mob hangs around the railroad terminal on Tennessee avenue. Women are walking about wringing their hands in agony. Up to a late hour no arrangements have been perfected for a central morgue. The bodies are being distributed to the various undertaking establishments. Fourteen bodies all told had been recovered up to midnight. Of these not more than ten have been identified.

MIRACULOUS ESCAPE OF PHILADELPHIANS THRILLINGLY TOLD

From a Staff Correspondent

ATLANTIC CITY, N. J., Oct. 28.—Almost miraculous was the escape of Harry C. Deemer, of 2570 Reese street, Philadelphia, and the rescue of his wife. Both were taken to the Atlantic City Hospital, Mrs. Deemer with a fractured shoulder and severely injured spine and husband suffering from many bruises. With his head swathed in bandages, Deemer told the story of how he and his wife were saved.

"We were riding in the last car," he said. "Every window was closed. Suddenly we felt the jar when the train jumped the track. I looked from the window and saw the first car as it splashed into the water. The second car followed, and then the front end of our car plunged from the bridge and came to an abrupt stop. Most of the passengers were thrown in a heap in the lower end of the car, which was submerged. It immediately filled with water. I bobbed to the surface and at once thought of the window. I struck it with my fist, but the first blow failed to break the glass. Then I jabbed a hole in the pane with my elbow. The hole was not very big, but I managed to squeeze through. Then I got a good breath of air and turned to look for my wife.

"I crawled along the car, breaking windows with my bleeding fist. Then I heard my wife cry out, 'Save me, Harry!' I reached through the window and grasped her arm. 'Don't worry, it's broke,' she screamed, but I held on, and with the aid of another man who had escaped through the window I had broken I got her out."

The Deemers were taken to the Hotel Mervine, where Mrs. Deemer was found to be in a critical condition by the physician who was summoned. Saved Because Standing To the fact that he was standing in the aisle of the last car, Joseph Devitto, manager of the Royal Italian Artillery Band, is now at the home of his mother in Philadelphia. He was on top of the pile of human beings that Devitto fell.

It was a terrible experience," said Devitto, when seen at the hospital where he was having injuries of the head and ribs dressed. "It is hard to remember just what happened."

"There was no time to think. Instinct seemed to make every one attempt to get free of the mass of tangled bodies. Being near the top, I was fortunate. As soon as I managed to free my arms I caught hold of the seat ahead of me and pulled my body free. I was half submerged, and my legs were caught by other passengers who were wholly under the water. Other passengers were also getting themselves free. And we all lent a helping hand to each other. Then, when only a few moments had elapsed, although it seemed an age to us, aid came and we were rescued."

Many Musicians Killed In the rear car were about thirty members of the Royal Italian Artillery Band, which was to play at Young's new mill, which was to play at Young's new mill, which was to play at Young's new mill. It is believed that fully twenty of the members of this organization were drowned. That all of them were not killed was due to the fact that they were sitting in the rear of the last car. Many of the bodies taken out are clad in the uniform of this band. Some few have been recognized, but owing to the fact that the bodies are being conveyed to half a dozen different undertaking establishments as well as to the morgue the work of identification is necessarily a long one.

Theodore Lawrence, of 1018 Brandywine street, Philadelphia, undoubtedly owes the fact that he is alive to the possession of a cork leg. His wife, Laura, 30 years old, was "one of the wreck's victims." She was found at the home of friends at 144 Westminster avenue. The fact that he was unable to save his wife has completely turned his reason. Like a madman he has been ravaging all afternoon and several physicians have been powerless to quiet him. Lawrence, his wife, and her sister, Mrs. Lorman, of 1911 Fairmount avenue, had arranged to come down on the ill-fated train. Mrs. Lorman missed the train by a few minutes. To this fact she owes her life. She followed on the 2 o'clock train. "When I reached here," said Mrs. Lorman, "I hurried to the home of friends on Westminster avenue, where I found my brother-in-law almost out of his mind. Gradually I learned from him how he escaped. They were riding in the second car. At Pleasantville he opened the window at which they were sitting on the side of the car. He saw that the water was sitting next to the window. "He remembers nothing more until he found himself submerged in the water of the car. He looked up at a bright light, and saw the water for half a minute, when some men in a boat picked him up and rowed him ashore. He fought to go back to the wreck and look for his wife, and the men had great difficulty in restraining him."

Waiting their parents' return to their home, at 1018 Brandywine street, Pearl and Lawrence's two children, Pearl, aged 8, and Florence, aged 13. Walter Scott, the motorman of the ill-fated train, was caught in his box, and was drowned before he had a chance to attempt to escape. A survivor of the wreck stated that before the train plunged from the drawbridge into the water a certain jerk was felt, as though the power had been turned off and the brakes applied. If this be true, and from the testimony of other passengers it seems doubtful, Scott would appear to have foreseen the danger and to have attempted to bring the train to a standstill. While on their way to Atlantic City upon the train which was wrecked, J. C. Smith, of Newfield, N. J., and A. C. Kelly, of Jeffersonville, N. Y., were suddenly seized with a strange desire to get off. Neither of them is able to give any explanation of how this desire came upon them, but at Pleasantville they both arose from their seats and alighted.

and recover the bodies. It is hoped with the removal of the cars that a critical examination of the equipment can be made so that the cause of the accident may be determined. "All possible effort is being made to learn the names of the passengers on the train. The bodies which recovered are being placed in charge of undertakers to await identification. The equipment of the train is entirely new, having been in service but a few weeks and is believed to have been perfect in every particular. The bodies of 70 passengers, of whom 22 have been accounted for as being safe, and one Vincent Danbold, of 728 South Eighth street, Philadelphia, died in the Atlantic City Hospital, and it is believed that several more escaped by the aid of the train. Walter C. Scott, was drowned. The conductor, J. L. Curtis, and the brakeman, R. B. Wood, escaped. Twelve bodies have been recovered from the water, only one of which, an employe, James Dempsey, foreman of car inspectors, Camden, has been identified.

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SURVIVOR IN LAST CAR DESCRIBES RESCUE

From a Staff Correspondent

George J. McGee, of 2310 North Thirteenth street, one of the survivors of the wreck, reached his home in this city about 8 o'clock last night. He was seated in the third coach at the time of the disaster and had a narrow escape from death. He said last night: "There were about twenty-five passengers in the last car, many of them members of an Italian band. We were flying along and were within a few hundred feet of the drawbridge when I heard a grinding, pounding noise and looking out of the window I saw the first car leaving the track. I thought that the rails had spread and got up and stood in the aisle. I could see the two cars in front of me leav the drawbridge and plunge into the water. Our car followed, but was only partially submerged. All the passengers were thrown forward to the lower end of the car. I was pinned under a seat and remained there partly in the water. I was unable to move and the car seemed to be sinking gradually to the bottom. "Those who were seated in the forepart of the car were crushed under the weight of the car and plunged into the water without possibility of escape. The rest of us were helpless. The roof of the car had broken and fallen on top of us. People were groaning and crying for help all around me. It seemed to me that I was pinned there for half an hour. If it had lasted ten minutes longer we would all have been drowned, for the car kept doing deeper and the water kept rising. Finally, however, it was found that the car had broken at the end of the car which projected above the water and got us out. I could see bodies floating around in the water when I got on the land again. McGee was one of the first rescued. He was taken to the Atlantic City Hospital, where it was found that he had sustained several contusions in addition to shock."

BRIDGE, CLOSED SAYS ANOTHER STATEMENT

From a Staff Correspondent

The Pennsylvania Railroad last night gave out the following statement: "Electric train No. 1065, consisting of three coaches, which left Camden at 1 P. M., left Pleasantville on time and ran at a speed of about twenty miles per hour, left the rails at the west end of the drawbridge over the Thoroughfare near Atlantic City at about 2.35 P. M. "The drawbridge was found properly closed and locked, the signals showing a clear movement. Track was in good condition, and until the cars can be raised out of the water it is not possible to determine the cause of the accident at this time. It is necessary to procure divers before the train could be raised, and these are now working on the wreck. Divers not being available in Atlantic City, had to be procured from Camden and Philadelphia. "General Manager Atterbury, with a force of assistant officers, is on the ground, and every effort possible is being made to remove the cars from the water."

CAMDEN MAN AND WIFE ARE AMONG THE DEAD

From a Staff Correspondent

James P. Dempsey, who, with his wife, was killed in the Atlantic City disaster, lived with his mother and sister at 330 Stevens street. Mr. Dempsey was a foreman in one of the departments of the electric road on which he and his wife lived. He and Mrs. Dempsey left on the ill-fated train yesterday for Atlantic City. The information that the man and wife were recovered, but that his wife was still in one of the submerged cars. Mr. and Mrs. Dempsey were married only about two years ago. They were each about 25 years old. Dempsey was a foreman of the Camden and wife, Camden, who were also reported to have been killed in the wreck, could not be learned last night.

MUSICIANS' FRIENDS GREATLY PERTURBED

From a Staff Correspondent

Consternation reigned in "Little Italy" when it became known that the Tascas Royal Artillery Band was on the ill-fated train. Seventeen members of that musical organization, headed by Euclide Tascas, the leader, of 510 South Tenth street, and Manager Joseph Devitto, of 1119 South Nineteenth street, went down to Atlantic City to open their season at the city of the pier. Twenty-five of the musicians went to the scene of the day before, and the other seventeen were to join them last night for a grand concert. It was thought at first that the entire delegation of seventeen had been lost, and numerous friends and relatives of the other musicians flocked to Leader Tascas' home, 810 South Tenth street, to sympathize with Mrs. Tascas, who was nearly prostrated. At a little while came the joyful word that fifteen out of the seventeen were known to have been saved. The musicians were traveling in the last car and thus, by narrow margin, missed a watery death. Soon there came word from Atlantic City that Tascas was being sent home, and that he was being sent home. He was the Tascas home agonized with doubt, and unable to get any word. He was greatly relieved later to learn that Devitto was alive in the Atlantic City Hospital, severely injured, but in no great danger. Mrs. John Fortunato, of 911 South Eleventh street, whose husband, a well-known real estate dealer, accompanied the band, was also at the Tascas home and without news of Mr. Fortunato. She also was overjoyed to receive later a phone message from her husband telling her that he was safe. When a closed cab drove up to the door and the bell rang, Mrs. Tascas had scarcely strength to go to the front door and open it. Supported on each side Tascas was helped inside his home, and led gently upstairs to his room. He seemed suffering greatly from the shock and exposure. Tascas was put to bed, but before he fell asleep he told his family what he could of the catastrophe. "Thank God all but two of us escaped," he exclaimed. "Poor Mazzella and Manigello are still in the water. I am glad, and every effort possible is being made to remove the cars from the water."

Bryn Maw Man Perhaps Fatally Wounded, Being Taken for a Burglar on Porch

Special to The Inquirer. BRYN MAWR, Pa., Oct. 28.—Clayton French, son of Harry French, returned home at 1.15 this morning, accompanied by William N. Franklin, when, on reaching his boarding house at the Montgomery Inn, he discovered that he had left his latch key in his room. Instead of awakening the boarders he tried to enter a room he had formerly occupied and which he supposed to be vacant, by climbing on to the roof of the porch. This room, however, was occupied by W. G. Audenried, Jr., a stock broker in the Drexel Building, Philadelphia, and his wife. On hearing the intruder trying to open the window Audenried reached for his revolver. His wife, awaking, screamed, and Audenried fired at the supposed burglar on the porch. French fell off, bleeding from a wound in the back under his shoulder-blade, which pierced his lung. Dr. Council was called and ordered the injured man sent to the hospital, where he lies in a critical condition.

JENKINTOWN CHURCH WAS CONSECRATED

Special to The Inquirer. JENKINTOWN, Oct. 28.—Consecration services, following the completion of an addition to the Church of Our Saviour, the Protestant Episcopal building at this place, under the restorship of Rev. Roberts Cole, attracted many York road people, prominent in Philadelphia society and members of the church, today. The sermon was preached by Right Rev. Alexander Mackay-Smith, Bishop Coadjutor of the Diocese. The consecration services were held in the morning. The church fronts on the old York road. The improvements consist of a 27-foot addition to the front elevation, giving an additional seating capacity of 125, with a total seating capacity in the main auditorium of about 600. The alterations were the gift of a member of the vestry of the Church of Our Saviour, Clement B. Newbold, the Philadelphia banker, and involved a cost of thousands of dollars, no figures having been made public. Closely interwoven with the growth of the church and its history is that of the Newbold family. The parish was instituted fifty-two years ago. The cornerstone of the first, or original church, was laid September 19, 1858. This church was the gift of William Henry Newbold and his daughter, Marie Newbold, the first rector being Rev. Ormus B. Keith, who died only a few weeks ago. The founder of the church died in January, 1862, and was buried in the church. The church was placed in the hands of his memory, John S. Newbold, his son, took up the work, and when he died in 1887 the church of Our Saviour was organized. The church was the gift of William Henry Newbold and his daughter, Marie Newbold, the first rector being Rev. Ormus B. Keith, who died only a few weeks ago. The founder of the church died in January, 1862, and was buried in the church. The church was placed in the hands of his memory, John S. 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