

CONDUCTOR TELLS OF FATAL PLUNGE

DIVERS SEEK BENEATH THE WAVES BODIES OF THE DEAD

LATCH KEY MISSING, SHOT CLIMBING IN

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down 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.

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 hospitals, and most of these were occupants of the last car.

One survivor in First 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 car had been killed. Late in the evening, however, a train from Atlantic City brought to Philadelphia John Bacon, of 2450 North Nassau street, who is believed to be the one survivor of the first car.

Mr. Bacon was so completely prostrated by the shock as to be unable to speak. He was a ghastly white and decked out in borrowed clothing.

"I cannot talk—do not ask me," he gasped, leaning heavily on his wife, who accompanied him to the city.

"I was in the first car of the train," he confessed, "but I know myself no longer."

"No smoking cars are run upon these electric lines," said Mr. Wood, "and I am exceedingly fond of a cigar."

"I never saw a man in the train," he said, "but I saw a man in a uniform who had been taken at once to his home."

One of the bits 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.

"I jumped from the rear platform," he said, "and I saw a man in a uniform who had been taken at once to his home."

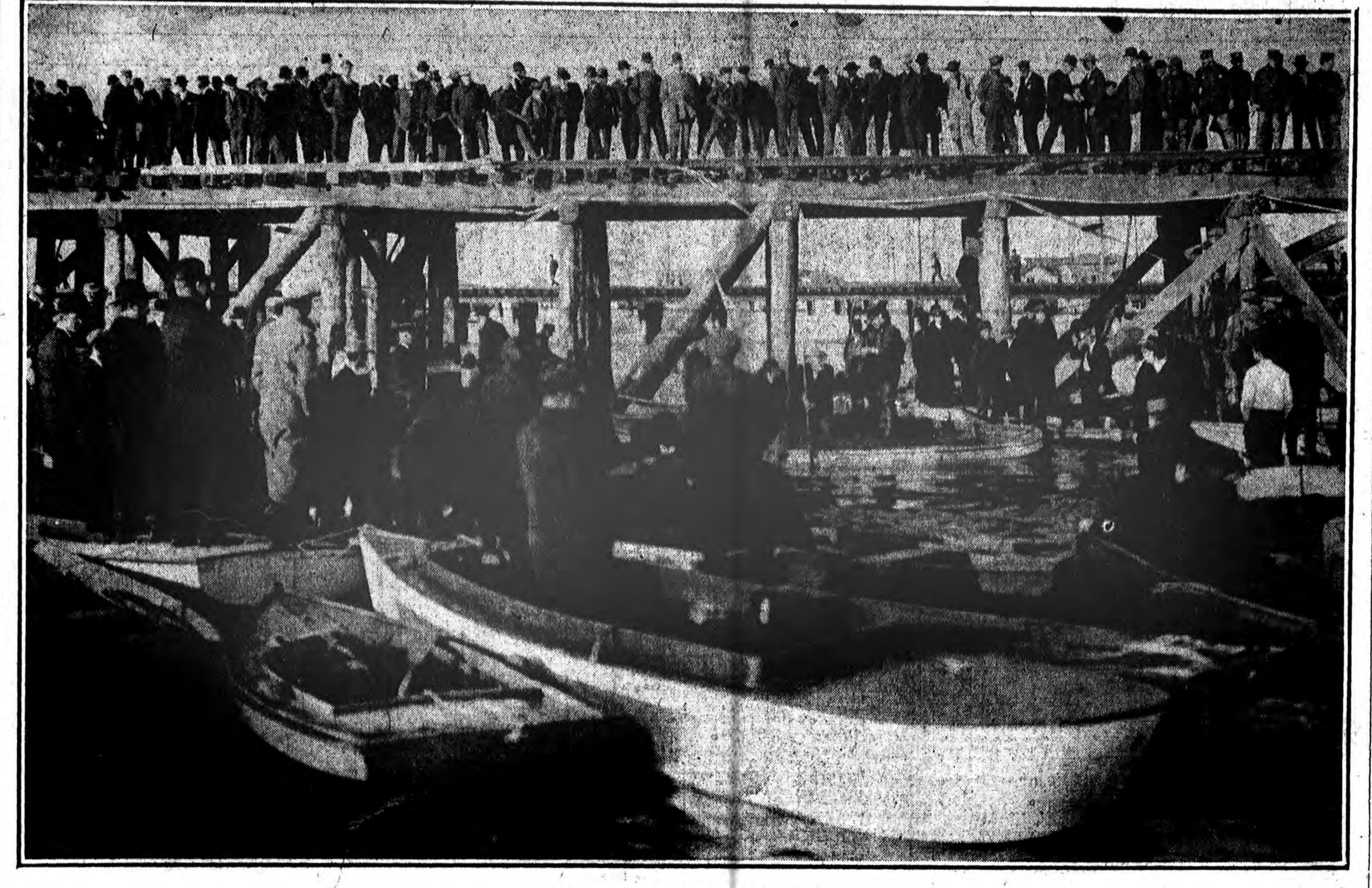
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Word was flashed to Camden and Atlantic City and in a few minutes wrecking crews and relief trains were on their way to the scene.

The 1 o'clock train from Camden has plunged off the drawbridge and into the water, and divers are now at work recovering the dead.

Fifteen of Hand Escaped

Most of the members of the band who were not in Atlantic City took the 1 o'clock train for the shore.



GRAPPLING FOR BODIES IN SUNKEN CARS

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

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

PASSENGERS SCREAMED IN TERROR

Passengers, shaken from their seats, 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.

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.

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.

"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 ghastly expression on its face."

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.

CAMDEN MAN'S EXPERIENCE

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.

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 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

wagons and vehicles were hurried to the scene. Virtually all the bodies taken out have been brought from the rear car.

The newspaper offices, the police station, the telegraph offices are besieged. A regular mob hangs around the railroad terminal on Tennessee avenue.

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.

"I was riding in the last car," he said. "Every window was closed. Suddenly we felt the jar when the train jumped the track."

"I crawled along on the car, breaking windows with my bleeding feet. Then I heard my wife cry out, 'Save me, Harry!'"

Deemer was taken to the Hotel Mervine, where Mrs. Deemer was found to be in a critical condition by the physician who was summoned.

To the fact that he was standing in the aisle of the last car, Joseph Devitto, manager of the Royal Italian Artillery Band, owes his life.

"I was a terrible experience," said Devitto, when seen at the hospital where he was having injuries of the head and ribs dressed.

"There was no time to think. Instinct seemed to make every one attempt to get free of the mass of tangled bodies.

"I was riding in the last car," he said. "Every window was closed. Suddenly we felt the jar when the train jumped the track."

home, at 1018 Brandywine street, and the 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.

"The first two cars were entirely submerged, and the third car partially submerged, with the rear end resting on the cribbing under the drawbridge."

"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."

"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."

George J. McGee, of 2310 North Third street, one of the survivors of the ill-fated train, reached his home in this city about 8 o'clock 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."

"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."

"I 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."

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

Special to The Inquirer.

BRYN MAWR, Pa., Oct. 28.—Clayton Bryn Mawr, Pa., 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.

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

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.

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 church of Our Saviour, within the last ten years, has expended more than \$50,000 in improvements here and at Wynton.

Yesterday's Local Weather Report from U. S. Weather Bureau

Table with 5 columns: Time, Wind, Rain, Clouds, Weather. Rows include 8 A.M., 8 P.M., Temperature 12 noon, etc.

MUSICIANS' FRIENDS GREATLY PERTURBED

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 one of the piers.

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 the Tascas home was filled with the joyous news.

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 the door.

Supported on each side Tascas was helped inside his home, and led gently upstairs to his room.

Thank God all but two of us escaped," he exclaimed. "Poor Mozella and Managolo are still in the water."

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BRIDGE, CLOSED SAYS ANOTHER STATEMENT

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."

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