19 Dead or Missing as P. & R. Train Plunges Down 60-ft. Bank at Winslow Junction, N.

wrecked through his mistake he wired to Atlantic City:

"My God! I sent 33 on the wrong

track!" Towerman Collapses With Crash The Atlantic City dispatcher's

office immediately tried to raise De Wald by wire, but was unable to get s response. He had fainted, it later developed, as the terrific crash came and the roar of the locomotive, hissing of steam and moans and shrieks of the victims arose.

The wreck, one of the most unusual and deadly of recent years, occurred 1000 yards east of the Junction on the right-hand switch off to Cape May. The tower, in which De Wald was on duty, is 800 yards east of the junction and is known as

When the speeding express struck the switch it tore up rails and bent them into ring shapes like wooden shavings.

Wreckage Blocks P. R. R. Tracks

Crossing beneath the tracks of the Cape May Reading route, 100 yards to the eastward of the switch, lay the Pennsylvania's right of way. Down he embankment, which from top to ottom was a distance of sixty feet on the company of the property of the company of th ottom was a distance of sixty feet on a angle, the locomotive and tender lunged, dragging the cars behind, some f which reared high in the air and fell fer and beyond the heavier locomo-

The first car, a Pullman, hurdled ver the engine and beyond over the Pennsylvania tracks, choking that ght of way with debris. Immediately bove the locomotive, piled in indescribble confusion, were two more nd cracks, with windows smashed and alding steam from the mechanism be-

The Pullman lay upside down on the ecomotive, which was on its side. The 'ullman slid along on its roof for twen-'ullman slid along on its roof for twenty feet, the vestibule digging up a
mound of dirt, which clogged the doorway. One of the Pullman chairs was
immed out through the side of the
car and lay on the wrecked engine.

Just above this on the side of the
embankment were two more cars on
their sides, filled with screaming women
and children and moaning men. The
crash had come with the suddenness of
thunderbolt and it was a minute or thunderbolt and it was a minute or wo before the injured survivors of the

rain crew could crawl out.

The wreckage did not take fire, due to the steel coaches. The electric lights in the less damaged coaches were kept lighted by storage batteries and added to the weirdness of the scene, which ppeared somewhat like a cubist sketch, was standing almost on end and piled irs standing almost on end and piled n those lower down in the cut where

he death leap stopped.

At daybreak, about 5 o'clock, wrecking crews of both the Pennsylvania and eading roads began the work of clear-Their delay was due to the fear of arting a fire in shifting the debris.

Rescue Trains Rushed to Scene There was prompt response to the peals for aid for the injured and the moval of the dead and dying from the ene of the wreck. The Reading disacted trains from Camden and Atantic City almost simultaneously, carving surgeons, nurses and hospital quipment. The entire countryside also was aroused and automobilists returnwas aroused and automobiles retaining home after midnight hurried to the wreck, where they turned their headlights upon the ghastly seene.

The rescue and wreck trains picked

p doctors en route and also firemen vith axes and ladders. Many were brought from May's Landing and Hammonton. The work of removing the victims began in less than an hour under the flaring light of torches, lanterns and automobile headlights. orns and automobile headlights.
On the relief train from Atlantic City were Drs. Lipschutz, Simcox, Reed and Ircland. Their coats were

peeled off for action when the train pulled in and they went to the work eroically.
Station hands and trainmen had al-

ready extricated many of the survivors and these received the immediate atten-

Woman, Five Children, Unscratched Many of those found in the wreckage were hysterical. Most of them urged the rescuers to try and save their chil-liren or some loved one in the family.

In the fourth coach of the train,
which was piled high over another
coach, were a woman and her five
children, one a babe in arms and the others ranging in age up to eight years. None of the party was burt by some freak of chance. All were shaken, but not one received an injury worthy of the name.

The firemen and State police of Hammonton also gave valuable aid. They rushed to the scene in all sorts of vehicles and did all in their power to save those in the shadow of death. H. M. Phillips, head of the Hammonton Fire Department, directed the work He took many last messages from suf-ferers, who believed that they could

not survive.

The first train into Atlantic City carried more than forty injured and as the stretcher cases were taken out through vindows there were pathetic scenes Babies clung to their mothers and the women were hysterical. Atlantic City had a fleet of automobiles and ambulances on hand and a dozen doctors worked with the injured in the hospital all night.

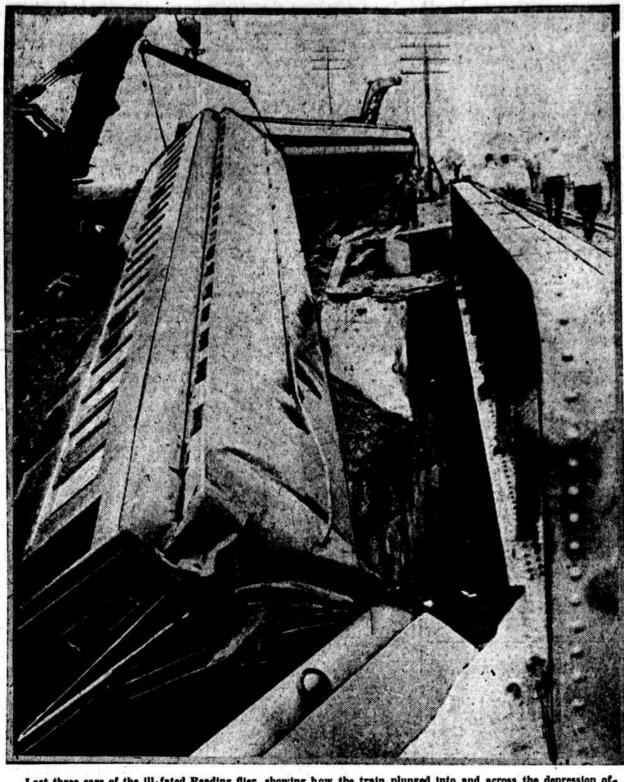
Doctor Tells of Rescues Dr. Lipschultz, of Atlantic City, was one of the first surgeons to arrive back at Atlantic City, after work-





CHARLES LUKENS is in the Atlantic City Hos-recovering from injuries re-d in the Winslow Junction t. He lives at 6327 Beecher

THE DEATH CUT



Last three cars of the ill-fated Reading filer, showing how the train plunged into and across the depression ofthe Pennsylvania's right of way

Towerman's Mistake Caused Wreck, **Atlantic City Dispatcher Asserts**

"My God! I've sent No. 33 over the wrong track! I thought it was 491."

That was the wire received by the train dispatcher at the Reading Terminal in Atlantic City from John De Wald, towerman at Winslow De Wald went on to explain he had mistaken the Atlantic City

flyer for the Cape May freight, both of which were due at the Junction about the same time. He switched the flyer on to the track of the Cape May division,

antic ing over survivors at the wreck. The doctor was exhausted from his efforts.

"When I got alongside the cars," he said. "I heard no screams at first. only a few moans from women and children that were jammed in the debris. The reason was that so many were dazed or unconscious. I went immediately those that appears."

"Band over survivors at the wreck. The remember anything more until they brought me here."

O'Neil lives at 1918 West Willard or unconscious. I went immediately those that appears."

Latticles were found by the searchers, and were held by the police.

One package containing underwear and pajamas was addressed Mrs. A. J. Reach, Marlborough-Blenheim, Attaintic City. A hat bore the initials to remember anything more until they brought me here."

O'Neil lives at 1918 West Willard Natilo Cresence."

Natio Cresence.

Natio Cresence.

Natio Cresence.

Natio Cresence.

Natio Cresence.

Natio Cresence. which takes a sharp curve there. That, combined with the speed of

those that appeared to be the worst injured, giving emergency aid.

"Before long the scene abruptly changed, as the victims began regaining their senses and realization came of what had happened. From the overturned and smashed cars came calls for help and shricks. With other physicians I gave all the assistance possible to those we were able to extricate, but to those we were able to extricate, but some were past all aid. "In the flashes of light from auto-

mobiles and lanterns the wreck made a weird and terrible spectacle. I found the conductor with a bad head wound and gave him all possible aid. The rest of what happened has become almost as much of a blank to my mind as to the half-crazed survivors."

Woman Victim Describes Crash

Georgia Fanywerler, Atlantic City, was in the third coach from the rear. was in the third coach from the rear. She suffered from shock and bruises. "Everything was going smoothly," she said, "when suddenly there came a peculiar, dizzy careening of the cars ahead. The first thing I knew we were all violently fighting and scrambling in the darkness of the wreckage. I fainted and not until I was lifted into an automobile by somebody did I reggin conmobile by somebody did I regain con-sciousness and did I realize what had

"It was sickening to see and hear what we did. I shall never forget that dreadfu lpicture in the weird darkness streaked with light from above, as long as I live. I turned away my head and begged to be taken away quickly. In a short time there were crowds of men when the stream of about, and all were working like mac-men. They attacked the crumpled up cars below from which came cries for

A hero of the accident was a man whose initials were J. T. L. and who died after a display of heroism which moved the rescuers deeply. He was in the second car of the train which was piled upon the locomotive. Another man was pinned just above J. T. L., and he was moaning in great distress from broken legs and strained back.

from broken legs and strained back.

J. T. L. was on his back. He directed the rescuers as follows:

"That's right, now get this poor fellow out who is above me first. Lift him gently. Now get my right leg. Fine. Now try the left."

They finally extricated him, his legs cut and torn and one arm almost torn from its socket. His head was badly crushed and bruised. Later today he was identified as John T. Linnehan, 1714 Allegheny avenue. His body was iden-

Allegheny avenue. His body was identified at 10 o'clock by his mother and father in the Camden Morgue.

John O'Neil, the friend for whose safety Linnehan with his last breath was so solicitous, is now at the Raleigh was so solicitous, is now at the Raleigh Hotel in Hamonton under the care of Dr. Espozitous. He has serious internal injuries, a dislocated spine and partial paralysis of both legs. He does not know that Linnehan is dead.

"My buddie and I," he said, when he was able to talk, "eant to spend the Fourth together in Atlantic City. We had taken off our coats and were We had taken off our coats and were curled up for a little sleep. All I know then is that there was acrash, and that I was on top of Idanehan and

Charles Schwartz, twenty-eight, 2540
North Napa street, now recovering from slight injuries at the home of a friend in Hammonton, said:

"At the beginning the train slowed up and almost stopped three times. Then it began to pick up a pretty good speed. Suddenly the car in which I was riding seemed to crumple up. When I opened my eyes I saw a woman with a baby at her breast trying to crawl out of a window. Finally she managed to get out with the child. I don't know the fatal mistake of switching the ex-

to get out with the child. I don't know what became of her then."

Two of Train Crew Killed

The body of Walter Wescott, the The body of Walter Wescott, the engineer, was not extricated from be-neath the locomotive until this afternoon, because of the great mass of debris to be lifted by the wrecking

Seven Cars in Train

The train consisted of seven cars, one

to the tender. The last car was broken loose from the rest of the train, the coupling being ripped out. It stood on edge beside the track inclined down-

ward. The car ahead was just over the

brink on its side.

W. S. Taylor, of Philadelphia, one

of the survivors, said the wreck hap-pened so suddenly tha, no one could

conceive what had happened until it was all over. There came a series of

grinding, ripping shocks, as though lightning had struck the train.

"I was sitting beside an open win-dow," said Mr. Taylor. "I felt my-self lifted by a resistless, unknown and

unseen force, and by good luck I went straight through the window aperture and landed clear of the wreck, cata-pulted as though by a cannon. I ached in every bone afterward, but for the

minute was so dazed I felt no pain, although quite conscious. I was near the edge of the embankment leading down into the cut in which most of the wreck lay. The scene that I gazed upon was stipefying."

Sinney A. Poor, one of the injured.

is a real estate operator in South Jersey, with offices at Atlantic City. He is thirty-five years old and single.

Mr. Pool had gone on a week-end visit to his parents, Mr. and Mrs. Sidney H. Poole, at 114 East Montgomery avenue, Ardmore, and had taken the late train back to Michael City.

the late train back to Atlantic City. Upon receipt of a telephone call from the Atlantic City Hospital, Mr. Poole's parents started for Atlantic City by

Charles H. Lukens, fifty-five years

the victims of the Winslow Junction wreck, and now in the Atlantic Hospital, is a widower and has two children, the youngest a girl of thirteen.

He had been working at Chelsea for

the last six months as a carpenter. He had returned to his home Sunday and

was returning to his work. He was severely cut and bruised. His sister, Mrs. Mary Jakeman, keeps house for

of 6327 Beechwood street, one of

Wescott had been with the Reading for thirty years and was to have retired from service on a pension next year. It was said by trainmen to have been his first wreck—as it was his last. He was married and lived at Gloucester,

The fireman, Joseph Slouder, was killed instantly, but his body was found outside the wreck of the locomotive, which was No. 349.

Shortly after 6 o'clock rescue workers

One of Injured



EMANUEL ZEVIN Of 1039 North Third street, this city, who was injured in P. and R. wreck. He is in the Atlantic City Hospital

PHYSICIAN'S WIFE AIDED THE INJURED

Shortly after the noise of the col-lision had died away Dr. Charles Cun-ningham, of Hammonton, accompanied by his wife, was at the scene of the wreck. Mrs. Cunningham, before her

marriage, was a trained nurse.

"It was terrible," she said, "but I have never seen such coolness and courage as that displayed by every one who took part in nelping to straighten

out the tangle.

It was shortly before 1 o'clock that our telephone bell rang," she continued. "Dr. Cunningham, who was formerly Coroner and has recently been a surgeon for the P, and R., answered the call. He told me there had been a had wrock.

a bad wreck.
"Of course, I was out of bed in a minute, for I have been used to such "The wreck was about three miles from our house and we certainly did

Too Busy to Keep Count "Once there, I really forgot every-thing but trying to help those poor people who were in agony. We worked right on the road and, to tell the truth, I do not know or have any idea of the number of people I fixed up, together with Dr. Cunningham. As for

him, he was everywhere.
"I remained there, doing what I could, until all the injured had been taken away and then came home, but the doctor is still there, trying to get out those underneath the train.

"It seemed to me that all of Ham-monton responded to the cry for help.

Shortly after the wreck the whole town was up and off for Winslow Junction. Women made coffee and took it to the scene. Everything worked just like a machine. Every one seemed to know just what to do, and after a short time there was little confusion. there was little confusion.

Will Never Forget Scene "It was a dreadful sight and one none

of us will ever forget, especially the cries of those in agony. It is a wonder to me that more were not more seriously injured, or, indeed, killed.
"We have a Red Cross division here

at Hammonton and the members dressed hurriedly and went to the wreck. There were also many people from Egg Har-bar, and they helped get out the in-"The American Legion boys were one else, more seriously hurt, had been attended to."

WORK OF CLEARING DEBRIS IS STARTED

who had broken into the wrecked Pull-man recovered the body of James Owen, Two wrecking trains of locomotives and cars bearing cranes and other equipment, with a third train standing by, are at the scene of the wreck. With them are a corps of officials and 200 workmen. It is believed it will take sylvania Dental School, and a brake-with the wrecking trains of locomotives in the wreck until forced to. After treatment at the Cooper Hospital he went to his face as though he had been dragged along the bed of the road. He, too, was undoubtedly killed outright.

"The train was going at top speed when the crash occurred. There is a bend in the track press the switch for the Negro porter.

"F. L. C." the unidentified man who lay in the Atlantic City morgue all night, was identified this morning as Francis L. Corbett, twenty-eight years old, a carpenter of 1714 North Twelfth street. Identification was made by his sister, Miss Mary Corbett.

Corbett died on the relief train on the way to Atlantic City. Workers at the morgue were only able to find a cuff button bearing the initials "F. L. C." His sister, knowing that he had taken the train, went to the shore and

lieved to be in the wreck. Ten persons "and everybody in the car took a for Atlantic City have a straightawa at last count are listed as missing or headlong dive toward the front of the course and do not need to slow down.

Alongside the wrecked Pullman a large pile of suitcases, straw hats and coats gave silent evidence of the many victims. The baggage was watched by a State trace of the suitcases as well as the suitcase of the suitcase of the many victims. The baggage was watched by a state trace of the suitcase of the victims. The baggage was watched by a State trooper. A number of smaller articles were found by the searchers, About two hundred and fifty auto-mobiles were parked beside the road adjoining and scores more were arriving every hour from all parts of the com-pass. Hundreds arrived on foot from the surrounding countryside, crossing the fields, sodden with last night's rain,

From Overturned Coaches and to reach the dismal scene.

It was believed great difficulty would be experienced in clearing and repairing the Pennsylvania Cape May right of way. One of the rails of the single track was twisted into a giant letter "S" by the force of the descending wreckage hurled from the Reading

tracks above.

One of the outstanding heroes in the Ambulances, which met the train, rushed Miller and Cope, who were unwoman's green urbrella with imita-ion ivory handle bearing the initials "Poss" Miller, captain of the Univertion ivory handle bearing the initials.
"L. G." on the top.
On the top of another wrecked coach

which the porter, James Owen, died at his post, was found a Pullman car step, green covered and partly burned, which had been thrown there by the impact ball, Miller worked like a Trojan to in some queer way.

Honeymoon Halted



LOUIS COLKER Cooper Hospital in Camden received news of the wreck shortly after it oc-curred with a report that a special train was to bring thirty injured per-MRS. LOUIS COLKER Were married here yesterday and had traveled thirty miles of their honeymoon trip when the train was wrecked at Winslow Junction, N. J. Both were injured sons there.

The entire hospital staff was prepared

· HANDS BABY TO RESCUER,

Passenger's Tragic End Described by Roy Cope, Who Aids Injured-Eye-Witnesses Tell of Accident

Roy Cope, of 2403 North Sixth street, who was riding in the fourth coach of the train, described the rescue

coach. "The car then slid down an embankment and turned over on its side as it came to a stop. Fortunately I was standing on the side of the car in a place where I could reach up to a window from which the glass had been broken. I pulled myself through this opening and then assisted some of the others out

others out. "One man handed me a baby girl and then dropped over in the car apparently dead. There were no women in the coach in which I was riding.

"Several of the men found their way to this window and I assisted them out. We could hear others groaning in the car; some of them severely injured and pinned fast were unable to rise. Other rescuers soon arrived to help the injured Saw Baby Die

"While I was walking through the relief train on the way to Atlantic City I noticed a husband and wife sitting on a seat, with blood pouring from cuts on their faces and arms. Before them, on another weat lay a little

"Leaning over the little face, all covered with blood, the young husband looked intently for a moment. Then resumed his seat and quietly took s wife's hand, 'Edie is dead,' he his wife's hand, said. The wife fainted.
"In one of the cars three men were

were also many people from Egg Har-bar, and they helped get out the in-jured and put them on the relief train. dreadful pain. As a matter of fact.

battered, working to rescue their less fortunate fellow passengers. Cope was severely cut on the right man sticking upward from the wreckage shoulder and suffered cuts and bruises of the engine. on other parts of his body. He was taken to the Cooper Hospital in Camden on the special train. Despite his injuries he did not leave the scene of injuries he did not leave the scene of ried away from the wreckage dead.

man on the train, said he was in the bend in the track near the switch for fourth coach when the wreck occurred.

"There was a terrine jolt," he said, and other points, but the trains bound "and everybody in the car took a for Atlantic City have a straightaway

Football Star Drags Passengers

Administers First Aid

One of the outstanding heroes in the

"Poss" Miller, captain of the Univer-

sity of Pennsylvania football team of

aid the suffering victims after he nar-

He was a brakeman on the wrecked

owed their lives to the football player and were profuse in their praise of

It was Miller, they say, who first ad-ministered aid to suffering men and women who lay stretched on the ground

extricate themselves.

Miller has been star halfback of the Penn team two years. He has played

Penn team two years. He has played in all sports for a decade, and has never been hurt. Miller is twenty-four years old and a senior in the Den-tal School. He belongs to the Delta

FIVE WRECK VICTIMS

TAKEN TO CAMDEN

rowly escaped death himself.

men they had ever seen.

FALLS BACK INTO CAR, DEAD

ROY COPE

Lights Still Burn, Help Rescue

for any emergency operations, with a large number of physicians and nurses

were able to leave for their homes.

it was thought they also would die.

sons started to gather at the

it carried only

unidentified man.

Miss Mary Coterell, of Ha monton, Rushes to Scene of Disaster

HELPED REMOVE

When word of the Winslow Junction wreck reached Hammonton one of the very first on the scene was Miss Mary Coterell, a Red Cross nurse who had

seen active service in the World War. Many passengers were still in the wreckage when she arrived. Their cries for help were growing feebler. Groping about with the train men. Miss Coterell located several of those pinned under the mass of wood and twisted

While strong hands lifted parts of the wreckage which covered the injured passengers Miss Cottrell tenderly lifted them, without causing undue pain, to "Get my little girl," said a women who had been badly crushed by a mass of splintered iron and wood.

Miss Coterell had found a child in the wreckage near the woman a few moments before. "We have her." said Miss Coterell, "and she will be all right."
This comforted the mother and she

bravely withstood the pain caused by severe cuts and bruises in her head and

"After helping all others that we could I took a look around the train. At the engine I saw the legs of a man protruding upward. I supposed that it was the engineer, as a man supposed to be the fireman, was taken out dead. Although his body had no identifying marks, the man had on canvas gloves and workman's clothing.

"The lights on the train kept right town shouting news of the wreck," "In one of the cars three men were trapped by closing in of steel walls and frames. Two were dead, one was caught from the thighs down. His legs were broken in six places and he was severely cut. He hammered for help and cried, 'Get me out, my feet are in dreadful pain.' As a matter of fact.

Miller, who is spending his summer wacation "braking" for the railroad decred by the veterans and the very wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the railroad decred by the veterans and the very spending his summer wacation "braking" for the wreck which was commen.

wonderful. Their experience in France came in fine. Many got down on their knees and tried to help get out the men and women beneath the cars. And those boys knew how to dress injuries, too.

"The fortitude of those hurt was also
"The fortitude of those hurt was also
"Brakeman Tells of Crash
"It was a beautiful sight to see the thirty of the victims were being brought to that hospital."

"It was a beautiful sight to see the thirty of the victims were being brought to that hospital."

"It was a beautiful sight to see the were k had reached the work of the wreck had reached the hospital long before we got there." Miller said. "There was a large staff of physicians and nurses on hand, who said treatment. They stood by with said treatment. They stood by with said treatment as Miss Coterell lifted a passenger from the wreckage, the soldiers obeyed orders outside." were injured.

"Finally the beams were bent aside "Finally the beams were bent aside and he was lifted out. The release of "News of the wreck had reached the "News of the work of the brave nurse."

"News of the wreck had reached the "News of the way of first in the way of first the way of the way of the way of first the way of the w G. A. Reichelp, "middleman" on the quickly.

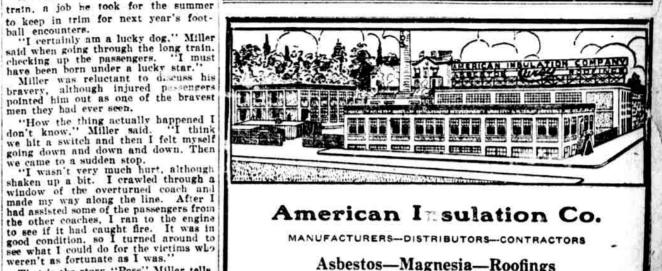


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