# 

## Two Trains on the Lehigh Valley Meet Head On.

## Both Were Going at a High Rate

of Speed.

AT WEST DUNELLEN, N. J.

RESCUERS' GOOD WORK

#### East-Bound Train Was Carrying Excursionists-Previous Wreck Had

Blocked One of the Tracks.

A frightful train accident on the Lehigh Valley Railroad occurred near West Dunellen, N. J., at 12:45 P. M. yesterday, two passenger trains coming in direct collision

while running at high speed in opposite di-

Fifteen people are already dead as

the wreck, and two of those taken out injured died last night in the hospital at

Thirteen were killed outright

a

rections on a single track.

Plainfield. One or more persons now in hospitals, it is feared, are fatally hurt. number of injured was so great as to make it impracticable yesterday to obtain a complete list. About fifty were so seriously injured that medical attention was required and records of those cases taken, while many more were hurt more or less severely. One of the remarkable features of the case, according

to physicians who did service at the scene,

The cause of the accident was indirectly due to a freight wreck earlier in the day

was the number of broken legs.

Carmel, Penn.

Plainfield. --

mel. Penn.

Penn.

Penn.

black braid,

dore Steckler.

Plainfield.

Plainfield.

PORRECA.

field.

Brook

head cut.

Hospital, Plainfield.

which confined traffic to a single track, but the direct cause was some confliction of orders the responsibility for which has not yet been fixed. The list of those killed and of the names of injured ones recorded is as follows: THE DEAD. HELLER, JACOB, thirty-five years old, Mount

KEENAN. -, fifty-five years old, Mount Carmel, Penn. KEISER, ABNER S., age unknown, Pottsville, Penn.

LEADER, W. C., age unknown, Mount Carmel,

HINKLE, WILLIAM, forty-five years old, Mount Carmel, Penn.; died in Muhlenberg Hospital.

JARVIS, JOHN, sixteen years old, Mount Car-

MARKEL, WARREN H., age unknown, Shamokin, Penn. RYBECKI, FRA Carmel, Penn. FRANK, forty years old, Mount WEIKEL, R., forty years old, Mount Carmel,

WEIKEL, H. E., thirty-seven years old. Mount Carmel, Penn.

UNKNOWN WOMAN, middle-aged, gold wed-ding ring on third finger, left hand, and ring with blue stone on third finger, right hand.

UNKNOWN WOMAN, about thirty years old, brown hair, hands rough from work, blue and white petticoat and gray stockings, in her pocket an envelope containing recept for dues in a Greek Catholic society signed by George Wreik, 336 West Centre Street, Shenandoah,

UNKNOWN WOMAN, gray dress, trimmed with

UNKNOWN MAN. In his pockets were found a card and a book bearing name of Theodore T. Kohn, and a receipt for rent for Theo-

THE INJURED.

KNOWN MAN, sandy mustache. In his pocket a handkerchief having initial letter H.

UNKNOWN MAN, sandy mustache.

CHESHIRE, WILLIAM, aged twenty-seven, fire-man on Bound Brook local train, 209 Broad Street, Bound Brook; serious general injuries. At the Muhlenberg Hospital, Plainfield. ELY, WILLIAM, aged forty, coal miner, Wilburton; minor cuts and bruises. At the Muhlenberg Hospital, Plainfield. EFSTI, MICHAEL, shoemaker, Shenandoah, Penn., age thirty; both legs fractured. At the Muhlenberg Hospital, Plainfield. GIEFSTI, JARVIS, MARGARET, age fifty, Diamondtown. Penn.; general contusion; condition favorable.

At the Muhlenberg Hospital, Plainfield.

JARVIS, MARY, her daughter, age twenty-one, severe, general, and internal injuries; condition critical; at the Muhlenberg Hospital,

KEENAN, MARTIN, coal miner. Locust Gap, Pern.; age thirty-five; head and leg cut; expected to recover; at the Muhlenberg Hospital,

LAMUSKY, GEORGE, aged twenty-three, Russian tailor, Mount Carmel, Penn.; fractured

leg and severe contusions; at the Muhlenberg

of right leg; at the Muhlenberg Hospital, Plainfield. PENDERGAST, JAMES, aged forty-five, engineer of Hazleton express train, lives at South Easton; scalp wound, right leg lacerated, internal injuries; condition favorable; at the Muhlenberg Hospital, Plainfield.

PORECCA, ALBERT, aged three years, son of Nicolas; severe bruises; expected to recover;

RRECA, HENRY JOHN, aged four months, son of Nicolas; skull fractured; not expected

to live. At the Muhlenberg Hospital, Plain-

las; seriously wounded; may recover. At the Muhlenberg Hospital, Plainfield.

at the Muhlenberg Hospital, Plainfield.

MILEFSKI, JOSEPH, aged thirty-six. Shenan-doah, Penn., coal miner; compound fracture

PORRECA, MARY, wife of Nicolas, age thirty, native of Italy, severe bruises and internal may recover; at the Muhlenberg injuries; Hospital, Plainfield. PORRECA, Nicolas, age twenty-nine, 904 Clay Street, Shamokin, Penn.; Italian shoemaker; severe cuts and contusions; will recover; at the Muhlenberg Hospital, Plainfield.

RICK. EDWARD W., age thirty-five, Union Av-

broken ribs, condition critical. At the Muhlenberg Hospital, Plainfield.

SHAFER, O. E., age twenty-six, 830 Lincoln Avenue, South Easton, Penn., fireman on Hazleton express; severely bruised and cut.

At the Muhlenberg Hospital, Plainfield.

Bound Brook. Engineer of Bound local train; laceration of lungs by ribs, condition critical. At the Muh-

PORRECA, LOUIS, aged five years, son of Nico-

HASS, JOHN, Sunbury, Penn.; slightly injured. TREGEMVO, ARTHUR, aged twenty-three, of New Pottsville, Penn., a private of Company D, Twenty-first United States Infantry, quar-tered at Plattsburg; both legs broken; condition favorable. At the Muhlenberg Hospital, Plainfield. n, name unknown, age about twenty-eight, swarthy complexion, brought in unconscious; recovery not expected, as he has a fracture of the skull; linen marked, "J. J." At the Man.

the skull; linen marked,

Muhlenberg Hospital, Plainfield.

In Brooklyn.

KURZHELD, Leopoid, Providence, R. I.; bruised and head cut and leg cut. Gone home. PRENTICE, John, Marblehead, Mass.; bruised. At 33 Ludlow Street, this city. GHES, MRS. A., Shamokin, Penn.; leg bruised. At 27 East Eleventh Street, this city. HUGHES. HNS, MISS ANNIE A., Shamokin, Penn.; side, hip, and legs bruised, and possibly injured internally. At St. Vincent's Hospital, this city.

McINTYRE, Frank E., Mauch Chunk, Penn.;

HECK, THEODORE, Shamokin, Penn.; leg cut. At the Morton House. S., ex-District L. Attorney Northumberland County, Penn.; leg broken. Taken home. County Commissioner GEORGE. COPE, Northumberland County, Penn.; face cut. Taken home.

STEIN, ORLANDO B., Sunbury, Penn.; foot

broken. At St. Francis's Hospital, Jersey SHISSLER, Dr. A. C. Shamekin, Penn., leg cut and bruised. At the Morton House. WHITEHOUSE, DAVID, Shamokin. Penn., bruises on chest and body. At the Morton O'DONNELL, Mrs. KATE, McAdoo, Penn., back injured. At 894 Kent Avenue, Brooklyn. LINGUE WILLIAM, Sunbury, Penn.; slightly injured. BALLOU, MRS. JOHN, Sunbury, Penn.; shock; severe bruises. BALLOU, JOHN, husband of above, severe bruises. FRELEY, WILLIAM, Mount Carmel, Penn.; badly bruised, leg fractured. LOCKHOVEN MRS. H., Ashland, Penn.; legs broken; sent home. INFANT CHILD of Mrs. Lockboven; contusions. ALLGIVE, A., Mount Carmel, Penn. MARLIE, WILLIAM I., Shenandoah, Penn. TRENBEDE, ARTHUR, Shenandoah, Penn.

BILTZ, MRS., Ashland, Penn; both legs broken; FOSTER, H. R., Pottsville, Penn.; both legs PRICE, -, conductor of the local; slightly injured; RIDDLE, Harry, conductor of the excursion train; slightly injured. REED, RALPH L., baggagemaster of the local; slightly injured. HEIM. P. O., Sunbury, Penn.; scalp wound; hands injured. DAY, STANLEY, New Market, N. J.; bruised about body and leg. CORRIE, WILLIAM, New Market, N. J.; bruised. MRS. MARY, Sunbury. LOUDENS Penn; ankle sprained and leg cut; brought to

#### TRAINS MET AT A CURVE.

Jersey City.

Both trains were going at high speed and met at a curve in the road opposite the Greenwood tanks of the Central Railroad of New Jersey. The east-bound train consisted of five passenger cars and was the third section of Train No. 20, the first section of which reached Jersey City on time at 1:20 P. M. The second section was a few minutes in advance of the wrecked section. The west-bound train was the Bound Brook local accommodation, consisting of two cars—a combination baggage and smoker in front and a passenger coach

in the rear. Ordinarily two tracks are used on the Lehigh on the section in which the accident occurred, one used exclusively by east-bound trains and the other by those west bound. Early yesterday morning, however, a freight train was wrecked near Bound Brook and several carloads of rye, wheat. and other grain spilled and the tracks blocked. One of them was cleared after a time and traffic was resumed on the single track, trains going over it in both direc-

Section 3 of Train No. 20, east-bound, was filled with excursionists from the coal regions of Pennsylvania, who were coming to New York to visit relatives, do shopping, and see the sights. The excursion is an annual affair, rates of less than \$3 for the round trip being given by the railroad to encourage patronage. The train was made up at Shamokin.

The local train, west-bound, did not carry many passengers. Being late, it was driven at a terrific speed as soon as orders to go ahead were received, and a rush made to get over the single track to Bound Brook, beyond the freight wreck. Apparently the engineers and conductors of both trains were led to believe from their orders that they had a clear track, and, as chance would have it, their respective rates of speed brought them together only a short distance from the sharpest point of the long curve in the road between New Market and West Dunnellen. The engineer and firemen of both trains doubtless did not see the danger until almost the moment the crash came, for, as it was learned afterward, all had remained at their posts until the last and had done

all in their rower to prevent the inevitable. when it was too late. Three men who witnessed the affair were W. S. Smalley, Harry Baker, and John Richardson of Lincoln, a station on the Central Railroad about three-quarters of a mile west of the accident. They were walking to Dunelien, and were within perhaps 200 feet of the two trains when they struck. They say that the local was going much faster than the excursion train, and that both engines leaped high into the air, coming down with a second crash before the roar of the first crash had ceased. The tender of the excursion train was driven entirely into the front car, and it was in this car that all those instantly killed were found, except one man in the second car, who died supposedly from the shock and fright, having apparently no serious bodily injuries.

The three pedestrians say that immediately after the crash a cloud of steam and

smoke enveloped the wreck, and that the shrieks and cries of the wounded and dying mingled into one moan. These three men, together with those on the two trains, who were able, turned their attention at once to the work of rescue. Men, women, and children still living were pinioned in the debris, and some turned their attention to extricating these and put-

RESCUERS RUSH TO SCENE.

ting them in more comfortable positions, while others summoned medical aid. Workmen in factories in the neighborhood threw down their tools and ran to the scene, and soon there were several hundred strong men at the work of rescue, and a great many, though in all too few, physicians. Meanwhile the wreckage had caught fire. but the blaze was soon extinguished, and little harm to persons or property was done by the flames. Wrecking trains from Bound Brook and Jersey City were soon at hand, but it was severa! hours before the wounded and all the bodies of the dead were taken from the ruing.

Edward W. Rick, the engineer of the local train, was pinioned beneath his locomotive, which had to be raised by a derrick before he could be drawn out. He was held fast by both legs, and stood the ordeal most bravely.

The bodies of the dead and the wounded. as their injuries were dressed, were taken into the cars that had not been too badly smashed, and later the injured were taken to Plainfield or to various hospitals in this city and Jersey City. Some slightly hurt were taken to Bound

Brook and Newark. A train was also made up at Bound Brook which carried some of the Pennsylvania people who were able to travel back to their homes.

## CLERGYMAN'S NARROW ESCAPE.

The tender of the local was likewise forced back through the baggage and smoking car of the local. There appears to have been but one or two persons in the car, and they were at the rear end and escaped with minor injuries. The Rev. R. M. Harris was seated in one of the rear seats of the first car of the excursion train. He says he will never forget the scene he witnessed. At the moment of collision the whole car seemed to split open, and it seemed to him as though the black mass of the tender was shooting toward him at lightning speed. From whee he was he saw the life crushed out of those who sat further forward. He saw one woman only four seats in front of him crushed beneath the tender. which crashed into the car. He says that the duration of the agony of facing death. as he did, was very brief, but the fearful scenes occurring in those few seconds are as clearly defined as though they occurred slowly and in order. He offered up a prayer to Heaven of not more than four words, he says, so brief was the interval. He was powerless to move from the waist down because of the way the seats had pinned him, and some wreckage had fallen upon the back of the seat which pressed against his back. Standing thus he was able to reach forward and place his hand upon the rear of the tender which wrought the loss of life and which gave himself leverage. He says no man ever came nearer death than he did, two feet, and escaped with nothing worse than a couple of black and blue spots on his hips.

A PITIFUL SIGHT. One of the early comers to the scene of the wreck was Melvin W. Small, a railroad man, who was living with his family in the neighborhood, and reached the place only a few minutes after the collision. "The people in the excursion train," said he, "were groanin' and goin' on terrible. I didn't hear the women scream much; they was mostly groanin'. It was the greatest scene I ever seen. I didn't see any legs and arms lyin' around, but they began to take dead bodies right away out of the car that had the tender drove way into it. There was a terrible crowd here, and everybody pitched in and helped. They laid the wounded out on the seat cushions. I was asked about fifty times to help carry out bodies, but I couldn't bear for to touch 'em. Jest about as soon as I got there, though, a boy that works for me came along on horseback, and I sent him right up to Dunellen to get all the doctors there was there. "I seen one young woman lying in the wreckage, all over blood, and with a baby in her arms. The baby was still, but the mother was groaning awfully. A man that was with her sat by a car window, too much hurt to move, and another woman, who looked about old enough to be the young woman's mother, when they come along to take the young woman away, says not to go without him. They were all taken away together on the train that went toward Plainfield. The young woman was all cut up, and she was a terrible sight. "The engineer of that train was pinned down under his engine, and for a while we

thought the fireman was pinned down there,

too, because he was missing. The engineer

was caught by the foot, and it was about an hour and a half before they got, nim Another man said that the engineer, James Prendergast, was caught by the side of the foot. "When he was taken out," said he, "the sole of his shoe was all burned away by the steam." The first thing Prendergast did when released was to wipe

his face with a handkerch:ef and call for a drink of water. A young employe of the Central Railroad Company, Joseph Kelly, who was stationed at the tanks of the Central, on the far side of the Central tracks, telephoned the news down to Plainfield, and it was his call that brought the Central engine up from Plain-

CROWDS HAUNT THE SCENE.

The grim scene of disaster was the Mecca for the curious for long hours after the dead, the dying, and the mangled and grief-stricken had been carried away. Crowds hung about in clusters until late in the evening, when the masses of wreckage that had once been almost living things, obedient to the desires of feeble men, lay piled in colossal ruin beside the fitful glare of blazing embers. The twisted bars of metal, the split and splintered woodwork, the evidences on every hand of the tremendous force that had spent itself in disaster were an eloquent attraction to people of all ages and conditions, who stood quietly talking in subdued tones by the remnants of the tragedy, thrilled by the common bond of awe. It did not need the groans of the dying, the shrieks of the desperate, and the sight of distorted and bleeding humanity to make the occasion terrible. And even the coarsest and the lightest-minded found themselves moved by wnat they saw The majority of the onlookers late in the

evening were of course men, young and old, many in slouch hats and rough garb, but some who were creased trousers, fully shared the interest of their less pretentious neighbors. Here and there a young girl might be seen, sometimes bareheaded, keeping an unusual silence as a rule, and apparently fascinated by what she saw. The men talked in low tones of the causes of the tragedy and asked each other how many were really killed. One of them told how the baggagemaster in the combination car behind the tender of the local had escaped almost by a marvel without a scratch. Another man, in the rear smoking compartment of that car, had been hurled bocily out of a windw and escaped unhurt. He had originally planned to make a Western trip over the Central, but changed to the Lehigh at the last moment and came through a terrible experience unscathed. He went about later among the by-standers with his tale, and carried many curious folk back to see the window from which he took his unusual plunge with no ill effects.

#### THE STORY OF DR. FRITTS.

When the news of the tragedy was telephoned down to the Plainfield station of the New Jersey Central Railroad, it was first rumored that the accident had been on the Central. The employes of the system at once sent word to the home of the official surgeon of the road for the section between Elizabeth and Somerville, Dr. J. T. Fritts, who lives about five minutes' walk from the station. Dr. Fritts had fallen a victim to the grip epidemic, which was particularly severe in Plainfield, and had been in bed for a week. He had risen that day for the first time, and was sitting up in his

He got on a pair of hoots without delay, then clothed himself for outdoors, and got away in a few minutes. He went to the scene of the wreck and worked with all his might until he had superintended the bringing back in a small train of those wounded that went to the Muhlenberg Hospital in Plainfield. After seeing them as comfortably fixed in the hospital as possible, he made his way home, his clothes wringing wet with perspiration, and got at once to bed, feeling badly fatigued. When seen, about 9:30 o'clock, he was resting comfortably in bed and feeling considerably better. He thought he would suffer no ill effects from his exertions.

"When the news came to me." said he. "I secured the services of Dr. Zieglio and Dr. Buchanan of this town, and two or three men as helpers, and we took a Central engine at the station. Mrs. J. A. Haynes, the wife of the station agent, and a noble woman, came with us. Her home is right over the station, and there she has a collection of splints, bandages, stimulants, and other things for such emergencies, and she took a bundle of these things along. We rode to Bound Brook, and then switched off on the Lehigh Valley tracks, and so got down to the wreck, which we reached in good time. Dr. Brakeley and Dr. Nelson of Dunellen from which place a Central engine was also sent, were there, and several other physicians besides.

### SCENE A HORRIBLE ONE.

"When we arrived the first car was lying toppled over off the track, but every one had been taken out of it and carried into the next car. We hurried right into this car. It had not been badly wrecked, though many of the peple in it had been nurt by the shock.

"The scene was a horrible one. The dead were lying in the aisles, and through them we had to pick our way to the living, who were laid out on the cushions, bleeding and groaning. Almost every one had broken legs. The legs of the dead were almost all broken, I noticed, by the force with which they had been driven against the cushions, the breakages in the limbs being, as a rule, near the feet. No passengers had their arms or legs taken off completely but in some cases they were hanging merely by shreds of flesh. We attended to dressing the wounds at once, putting on temporary splints, and also administered stimulants. We used strychnine and other drugs hypodermically and liquor internally. "The people appeared to me to be a class of laboring people, as a rule. They had their lunch boxes with them, as though they had been going for a holiday. We ripped up the lunch baskets and other things to make splints with, and also split up the slats in the window shutters for the

same purpose. "The scenes were pathetic as well as horrible, because of the grief of the sufferers for the loss of friends. There was one young woman about twenty, who was there with her younger brother and with her mother, a woman, I should judge, about forty, and who had a baby with her. This older woman had a fractured hip, and the girl was also badly injured. Her brother was one of those killed, and as she was carried out on a stretcher into the next car she wept and lamented terribly over his loss.

## ONE ENGINEER'S BRAVERY.

"There were not many ord people among the victims. There were at least two babies. One of these was at first thought to have been killed. It was passed along down the car, and it looked exactly like a dead baby. Its mother and father, who were considerably cut and bruised, but not seriously injured, thought the baby was dead, and started away for the Plainfield Hospital. It was later discovered that the infant was alive and had a chance of recovery, and it followed its parents to the hospital. The most serious injuries of the survivors were fractured skulls. One case of fractured skull I noticed was that of a man. Another person suffering from a fractured skull was a small boy in a plue suit, whom I at first took to be a uniformed newsboy; but I was later told that he was a passenger. He was unconscious. "All the cars of the east-bound train, except the first, were left standing, on the track, and we took the wounded right into these other cars, where they were settled as comfortably as possible. Meanwhile Prendergast, the engineer, had been lying all this while pinned under his engine. He was as plucky as could be. His head was frightfully cut all down the middle, and he lay there with his hand at the side of his head, holding the flesh up over the wound. There was never a whimper or groan out of him. He was coolly directing the men who were trying to rescue him as to how to get him out. They had to jack up the engine in some way to do it. He was down beneath the twisted ironwork, and I don't know how they ever succeeded in extricating him. Dr. Dana of Metuchen was there assisting us, and I assigned him to wait there by Prendergast until they got him out and see what could be done for

"Then an engine was hitched on to the cars of the east-bound train into which most of the wounded had been put. We had to go up to Bound Brook again to switch off on to the Central's tracks, and we left a stretcher behind for Prendergast. By the time our train got down again by the Central's tanks, right opposite to the place of the wreck. Prendergast had been rescued and carried the short distance between the two railroad systems. He was therefore put on board our train and taken down with us. I don't think his skull was fractured.

WAITING FOR THE WOUNDED. "We stopped opposite the Muhlenberg Hospital, which stands about a fifth of a mile from the track. Every one who could do anything had turned in willingly to do it, and there were several express wagons waiting there, each filled with two or three feet of straw to make them comfortable, and an ambulance. The wounded were taken out in stretchers and put into these conveyances, and so driven to the hospital. The ambulance made several trips for the more seriously wounded. "Before I had left the scene of the wreck I had telephoned down from the tanks to

ask how many more the hospital could ac-

commodate. I had a good deal of difficulty in getting the wire, as New York people had it and kept it for a long time. Before this we had sent about ten of the wounded to the hospital, and when I got the telephone I said I wanted to send about a dozen more. They were badly crowded, but they said they would take them, and they made the best provision for them they could. I waited until I saw that I was no longer needed there and then made for home. I had not felt my illness while at work." Dr. Fritts said that several of the wounded would probably have to lose their legs. Dr. Fritts was not the only medical man who commented on the number of broken legs. Dr. F. A. Wild of Bound Brook said that he had seen a great many railroad accidents, but he had never seen one before in which there were so many broken legs as in this case.

### WORK AT THE HOSPITAL.

The little one story and attic Muhlenberg Hospital, formerly the Hospital of the Good Samaritan, which is near the Grant Avenue Station at Plainfield, had its resources tried to the utmost. When the first sufferer arrived there there were ten patients in the wards, which can accommodate but twenty-two comfortably. By doubling up and placing some patients in an annex building, the injured were tenderly and properly cared for. Owing to the complicated nature of some of the injuries it was past 9 o'clock last night before the last from the wreck had been fully attended to.

When news came of the disaster there were ten nurses at the hospital. Miss Louisa Moss, the Superintendent, in less than an hour increased this force by nine trained and graduated nurses in Plainfield. Of the staff of the hospital there were on duty Drs. T. H. Tomlinson, W. C. Boone, W. H. Murray, J. H. Corneau, George Endicott, M. B. Loy, J. B. Probasco, E. W. Hedges, F. Carl, and B. Van D. Hedges. From Plainfield came as volunteers Drs. D. C. Adam, J. H. Buchanan, W. K. Browning, J. T. Fritz. P. J. Zeglio, and T. S. Davis. Aiding in the general plan of relief to the sufferers were Vice President W. L. Saunders, ex-Mayor of North Plainfield, and Govs. W. R. Cook and Howard P. Reynolds. No amputations were performed, but in several instances the up-to-date operating room was used for dressing wounds and setting fractured limbs. Because of the crowded condition of the hospital, rigid orders were issued against admitting any but near relatives to see those injured in the wrecks. The Lehigh Valley Company made many inquiries about the patients, and its Superintendent, W. O. Sprigg, notified the hospital authorities to spare no expense, and to do all they could for the injured, who were taken from the Grant Avenue station in the hospital ambulances and in carriages and other vehicles.

#### FAMILY OF FIVE SUFFERERS.

Full sympathy went out to the unfortunate Porrecca family of husband, wife, and three chi'dren. The mother and her babe and two little boys were secluded from the other patients in a comfortable room and constantly attended.

The photographer, Weikel, whose survival of the most frightful injuries to the head for six hours was considered remarkable, was probably the most prosperous of the Hazleton excursion party. He had a valuable Elgin gold watch, a solitaire diamond pin, and three wallets containing about \$100. He was found by a card to be a member of the Black Diamond Lodge, No. 1,092, I. O. O. F. William Hinkle, who died at 9 o'clock, is supposed to have been a coal miner. He had a fracture of the skull that rendered him unconscious at the moment of the collision. The Jarvis mother and daughter are natives of Wales, and they suffered so much from shock that they were not questioned about their home af-

The wreckage stopped traffic on the line, and the Lehigh during the afternoon used the tracks of the Central Railroad as far as Bound Brook. By 9 o'clock in the evening, however, the wreckage had been almost entirely cleared away.

The two locomotives were almost complete wrecks, while the two front cars of the two trains and the tenders were also smashed. The other cars were badly damaged, but not beyond repair.

### STORIES OF SURVIVORS.

Men and Women in the Wreck Relate Their Experiences-Many Narrow Escapes.

Among the first to arrive in the city from the wreck were several excursionists from Shamokin, Penn., who had taken advantage of the reduced rates to come to New York to transact some business. In this party were N. H. Pritchard, S. E. May, Joseph H. Haupt. Dr. A. G. Shissler, Theodore Heck, and David Whitehouse. They are at the Morton House. They regard their escape as little short of miraculous, and are now congratulating themselves that their injuries are so slight. When the train left Shamokin yesterday morning they occupied

the first car, which was a smoker. There were two smoking cars on the train, but at Mauch Chunk the first smoker was taken off, and they had to move to the rear of the train and make themselves as comfortable as they could in a car that was already well filled. They grumbled considerably when they were disturbed, but if things had been left as they were when they first began their journey, in all probability several of them would have been killed. When the accident happened they were watching a game of cards which was being played by some of the men on the train. Dr. Shissler said: "I was resting on the arm of one seat and leaning against another. The train was traveling along all right, and suddenly a shrill whistle sounded. 'That means trouble,' shouted one man. jumping up. I don't know why he thought this, but he had hardly uttered the words when there was a violent collision. I was thrown to the floor of the car, and some of the seats got loose and fell on top of me. Then some of the other passengers fell on the heap of which I was the bottom. For a moment I did not know what had happened, and then I realized that it was a

"The men in our car soon got out, helping those who were hurt, and I was one of those helped. My left leg is cut and badly bruised, and I have other bruises, but am glad to have got off so lightly. The scene was a horrible one. The dead and dying were pinned under the wreck, and what made it worse was that we were unable for some time to help the injured. We did what we could, and then came on to New York by the first train that was sent on." Dr. Shissler started for the theatre with his friends last night, but his leg pained him so much that he returned to the hotel and went to bed.

### MR. WHITEHOUSE'S STURDY FRAME, David Whitehouse of Shamokin was in the

smoking car, and was leaning over the back of a seat watching the card players. The force of the collision threw Mr. Whitehouse over the seat he was leaning on, and he fell with such force on the next seat that he broke it down, Mr. Whitehouse fell under the broken seat, and had to be helped out of the wreck. At first it was thought that some of his ribs had been broken, but when he came to this city he went to a doctor and found that he was only badly bruised. Mr. Whitehouse is at the Morton House. Theodore Heck from Shamokin, had his

leg cut, but was able to assist in getting the wounded out of the wreck. He is also at the Morton House. Miss Annie A. Johns, Miss S. Johns, Miss L. Johns, Mrs. A. Hughes, Mrs. Fulton, and

Miss Fulton, all from Shamokin, are at 27

East Eleventh Street. After the accident Miss Johns fainted. When revived she was brought to this city and then taken to 27 East Eleventh Street in a cab. Dr. J. Milton Mabbot of 19 Fifth Avenue was called in. He found that Miss Johns was suffering from bruises on her sides, hips, and legs, and he feared that she might be internally injured. She was taken from the house to St. Vincent's Hospital. Of the others in this party, Mrs. Hughes was thrown at the time of the collision and several in the car fell on her. Her leg was painfully bruised, but she insisted that it did not amount to much. Talking of the accident, she said:

"We had gone to the front end of the second car to get a drink of water, and the force of the collision threw me to the floor. I was buried under several others, and for a while was unconscious. I don't know how I was taken off the car or what happened after that. The scenes were pitiable, and I was glad to get away as soon as possible. What I saw will be impressed on my mind as long as I live. The wounded, the dead, and the wreck, and escaping steam and fire made it too horrible to describe. We escaped fairly well in our car, which was the second. Those who were standing up were hurt more or less. I think my aunt, Miss Johns, was the most seriously injured of those in the second car. Every

one was more or less bruised.' One man arrived at Jersey City yesterday afternoon with a handkerchief tied about his face. He came from Mahanoy City, he said, but declined to give his name, because he did not want it to get into the papers. He said that nearly all the flesh was torn from his chin by being hurled against a broken window, his head was cut, and so were his hands. Two women were taken from the station in invalid chairs. They declined to give their names, but had been badly injured in the wreck.

Mr. and Mrs. J. F. Llewellyn of Shamo-

kin, Miss Ida Llewellyn, Miss Annie Llewellyn, and Mr. and Mrs. Klumbach, all from Shamokin, are at the St. Denis. They declare that beyond a few slight bruises and shock they are as well as they were when they began their journey. Leopold Kurzheld arrived in the city last

night. He is a Providence man. He said: "There must have been at least 165 persons on the excursion train, most of whom were men coming to New York. I was in the last car, and was bruise'd and cut by being thrown against a seat. The man who sat opposite me had his right leg pierced by a splinter of wood, and seemed to be in great agony. Nearly every one in this car was hurt more or less. C. C. Schoffstall of Sunbury, Penn., was

congratulating himself last night that he is not numbered among the dead. "I was sitting about two feet forward of the middle of the first car," said he. " when I suddenly heard a whistle. I knew what it meant, and I grasped the seat. Then the crash came. I was joited pretty badly, but before I had a chance even to know what had happened, the engine tender had plowed its way through the car and stopped at the seat just in front of

"The man who sat there was killed, and mangled in a way frightful to look at. Another body I saw was flung back in front of my seat. The man probably never knew what had hit him. I was struck in the back by flying splinters, and one hit me in the leg, numbing it so that for a few minutes I was unable to move. As soon as I could walk I got out of the car with my friend John Hawes, who was sitting with me. He was not injured at all, and had. I consider, a most remarkable escape.

sisting in removing the injured, when I suddenly remembered that I had left my coat and grip inside the car. As soon as I had finished in aiding the injured I crawled back into the car and recovered the articles. as also did my friend, who got his baggage. I never saw such a sight in my life. Men, women, and children were crushed and broken, some of them out of all semblance of humanity. The car was spattered with blood, and human beings, or what had been human beings, were mixed inextricably with broken wood, splinters, and twisted iron. It

"We stood around outside for a while. as-

was a horribae sight. "It is a rather singular coincidence that only a few minutes before the accident my friend and myself were talking with two young ladies who sat right behind us, about accident policies. One of them said in a laughing way that we ought to have them, as there would surely be an accident. Sure enough there was.' Charles Arnold and A. J. Baum, who, with

Mr. Schoffstall, are stopping at Smith &

McNell's Hotel, were with him on the train. They sat in the rear of the first car and were not injured. Mrs. Katie O'Donnell of McAdoo. Penn., who was on the train on her way to visit her sister, Mrs. Allie O'Donnell of 894 Kent Avenue, Brooklyn, arrived in this city late in the afternoon, and was taken in a carriage to her sister's home. She was accompanied by her four-year-old nephew, Frederick O'Donnell, who escaped unhurt. Mrs. O'Donnell said last night:

"I was in the third car of the train, near the centre, and was sifting next to Mrs. Patrick Bonner and Peter Washington of Hazleton, Penn., when the collision occurred. Mrs. Bonner and I were thrown forward over two seats, while my nephew was hurled to the end of the car. My back was injured, but I managed to retain consciousness and assisted my nephew, who was unhurt, from the car. Mr. Washington was uninjured, and aided Mrs. Bonner to the roadway. She complained of a severe wound in the kneecap. The scene of the wreck. with its dead, the cries of the injured, and the general confusion, was terrible."

#### MR. STEIN'S INJURIES LIGHT.

Orlando B. Stein of Sunbury, Penn., one

of the victims of the wreck, was taken to St. Francis Hospital in Jersey City. Two or three bones in his right foot were broken, but he was not hurt otherwise. He was brought to the hospital in an ambulance at 5 o'clock, and was accompanied by three of his friends who had started with him from Sunbury on the excursion train. He had been at the hospital only a few minutes when he shut and locked the door to his room and went to sleep.

"My father is proprietor of the European Hotel in Sunbury," said Mr. Stein, "and I help run the business. About a dozen friends of mine-all men-were on the excursion with me, but some of them were on the other section of the train. Four or five of us were sitting about in the middle of the first car when the accident happened. We were laughing and joking, as was everybody around us. As near as I remember the car was crowded with people, and many of them were women and children. A married woman, who had her children with her, was sitting in the seat across the aisle from me.

"We were going along at high speed when I suddenly realized that the train was slowing down. It was only for an instant, however. Then there was a terrible crash, and I lost consciousness. The next I knew I was being carried into a field. Presently I said I preferred to walk, and I put my damaged foot on the ground. That was enough for me. The pain was something terrible. "I lay there in the field for a while. and

got a pretty good idea of what was going on around me. There were bodies lying around in all directions—men with holes in their heads and mangled bodies, and I think I saw a few bodies of women and children lying here and there. But in the excitement it was hard to tell how many there were. Perhaps 1 got an exaggerated idea of what I saw.

"I learned later that I had been pinned in the wreck. The car I was in turned completely over as it left the track, and I was thrown out through the broken side. My foot was caught between two of the car seats and held fast. They had to prop the seats apart to get me free. The woman who sat opposite me in the car was also pinned down in the wreck and one of her

legs broken." Three of Stein's friends who left Sunbury with him were William Single, John F. Haas, and J. J. Schoffstall. All three were cut and bruised, but none was seriously hurt.

One of the most remarkable escapes in the wreck was that of F. A. Tiburski, a young insurance broker of 321 Willow Avenue, Hoboken. He arrived in Jersey City over the Pennsylvania Road late yesterday afternoon and was taken in a cab to the home of friends, at 395 Second Street, Jersey

He is suffering from bruises about the feet and legs, but when seen last night had not finished congratulating himself that he was alive. He was in the front coach of the east-bound train and was within three or four seats of the front when the collision came. He was completely covered with debris, and three people who had sat near him were killed. "I was on my way East from a vaca-

tion spent with my parents at Freeland, Penn.," he said, "and had changed to the east-bound excursion train at Lumberyard, a little way station. At Mauch Chunck I left the smoker, which was attached to the rear of the train of six cars, and walked through to the forward coach, which was attached to the engine. I think we left Bound Brook on time, or, at any rate, we stopped there quite long enough to get orders. The engineer was in the telegraph station, and I think when I saw him walk forward to his engine he had a slip of paper in his hand like an order slip. We had gone several miles, and were running along on a fairly level piece of track at about a forty-five or fifty mile gait. "We were going faster than usual, I

think, for I've been over that road on the same kind of train many times. The coach in which I was seated was crowded. A young woman sat beside me. Behind was a man asleep. On the seat forward of me was a woman and little child. An old man and his wife sat on the seat directly opposite me. I sat on the left side of the car, and, thinking that the Black Diamond Express was due about that time, I spoke of it to the passengers near me.

"I noticed then that we were on the westbound track. We spoke of this unusual thing, and as we neared a sharp curve I saw an engine shoot around toward us. The curve was so sharp that I thought it must be a track crossing ahead of us, as the engine disappeared ahead of ours. At that instant I heard our engineer whistle down brakes and saw a dark object shoot through the air." "It must have been an engineer or fireman

of one of the engines. The brakes of our engine were put on so suddenly that the passengers were all pitched forward, some with such violence that seats were broken. Then the shock of the engine came like a terrific explosion that set my ears ringing, and I felt as if I were dreaming. My seat seemed to sink gently down with me, although I could not have been sitting down. When I opened my eyes I was so stunned that I could not remember what had happened.

"The car in which I was had been com-

pletely telescoped. I was half sitting, with my face near a shattered engine cab. The young lady with whom I had been sitting was still sitting near me, but with a great gash in her forehead. Her head was nearly split in two. She seemed to be looking at me intently, and in my deadened condition I wondered why she did not speak. I know now that she was dead. "Near me I saw the woman who had sat in front of me, half kneeling, while some beams rested on her legs. She was hold-

ing out her child pleading for some one to take it. Even then I was so stunned that I did not know why she should do this, but I started to rise to take the child, and thought it strange that I could not move. The child and mother were both covered with blood, but I do not know yet if they

were injured, for blood was scattered everywhere about us. "Finally I slowly began to remember that there must have been a collision; that car seats, wood, iron, and debris of every kind were piled all about us and over us, and that I was pinned down. I made an effort to rise, but could not move. The screams and cries about us were heartrending. I felt so weak and sick from the reaction that I could not call for help, but lay there with the dead about me, until finally a negro trainman pulled the débris from about me and carried me over to a dirt bank and laid me down. The engine of the other train seemed to have gone right

through our engine. "The car which we were in had split in half, and the spot where I had been buried was just one big heap of iron and wood and steel. Blood was spattered about everywhere, and mangled bodies were scattered about. Here and there were scattered what looked at first like trousers legs and coat sleeves, but from the openings protruded mangled flesh. At last the awful cries of women and even men, and my own fright and shock made me sick and faint, and I remembered nothing more until I was well on my way to this city. God knows whose fault it was."

David Hand and Louis Corriell, both of Shamokin, were on the excursion train. Almost from the start of the train from their city they sat in the fourth seat from the front in the first car. Just before reaching Bound Brook they left their seats and went into the very last car of the train, the smoker, to play cards.

There had been so many delays they thought they might as well pass the time in play. They had just begun to deal the cards when the crash came. Hand said last night that he was sick thinking how close to death he had been.

### THE CAUSE OF THE COLLISION.

Facts as to Who Was Directly to Blame Hard to Obtain—The Company's Statement.

Facts as to the direct cause of the collision were hard to obtain yesterday. A rigid investigation may, however, throw some light upon it.

Leon Price, the conductor of the local train, showed to a reporter after the accident his telegraphic orders, which were for him to proceed with all speed to Bound Brook and wait there for the excursion train to pass. What the specific orders were of the conductor of the other train could not be learned.

Harry Butland, the operator at South Plainfield, and who gave the signal for the local to proceed, said last night he went on duty at 12 noon. The local was then thirty-six minutes late. He received no orders to hold the train, and as the track ahead was supposed to be clear, he allowed the train to go upon the single track. Butland was greatly worked up over the accident and cried like a child.

Many rumors as to the cause and various theories were talked of by railroad men. One railroad man in Bound Brook, who declined to give his name, said that the train dispatcher had telegraphed to Bound Brook for the excursion to go ahead to South Plainfield, at the same time wiring to the operator at the latter point to hold the local there. The operator responded that the local had already gone on, and then these two men, although knowing the inevitable result, were powerless to amend the mistake. This story could not be verified last night, and other reports did not bear it out. At 4 P. M. the general officers of the Lehigh Valley Railroad gave out the following statement:

"The third section of Train No. 20, which is due in New York at 1:03 P. M., collided with Train No. 71, a local accommodation, which left New York at 10:50 A. M., near West Dunellen station, shortly after noon to-day. The east-bound train was occupied by an excursion party from Mahanoy City, Shamokin, and other points in the coal regions, destined to New York.

"Both trains were using the west-bound

track on account of the east-bound track being occupied by freight trains, which temporarily had blocked the road. The engines telescoped, likewise the first car of the excursion train, resulting in the injury of fifteen or more persons and the death of twelve persons. The Lehigh Valley Railroad officials in Philadelphia gave out a similar statement last night as to the number of the victims.

No responsibility was placed, but it was stated that an investigation was already under way. Very little other information was obtained at the general offices of the company, although Charles S. Lee, the agent of the railroad, remained until nearly 10 o'clock at night, and was in telephone communication with General Superintendent R. H. Wilbur in South Bethlehem. Mr. Lee said that he could not tell what

was the cause of the collision. He had asked General Superintendent Wilbur, but he did not know either. Whether it was the fault of the signal men or of the engineers who might have misunderstood orders he did not know, but he did not think that anything about that would be ascertained until to-day. All the officials were looking after the killed and wounded. Many people having friends on the Black Diamond Express visited the offices after hearing a report to the effect that that train was concerned in the collision. As a

matter of fact the Black Diamond was a few minutes behind the wrecked local, and was flagged by trainmen immediately after the collision.

## TAMMANY HALL MEETING.

Mr. Croker Urges Members of the Municipal Council to Attend More Regularly Its Meetings.

The Executive Committee of Tammany Hall met in the Wigwam, in Fourteenth Street, yesterday afternoon. It was the first meeting since the election in Novem-Richard Croker made an address to the

committeemen, in which he called attention

to the fact that some of the members of the Municipal Council were not regular in their attendance at the meetings of that body. He said that frequently there was not a quorum present, which prevented the passage of necessary legislation. "It is the moral duty of members," he said, "to attend the meetings of the Council." The organization, he added, would be held responsible for such neglect on the part of the members to fulfill their obligations to the public, and "it is time for a change of conduct on the part of such members." They are paid, he asserted, for the performance of certain duties, and they

should perform them. The committeemen were urged to see that the members of the Council attended its meetings regularly. At the meeting the annual assessment for each district was fixed at \$500. Richard Croker offered the following resolutions, which were adopted unanimously in reference to the death of Augustus W. Pe-

Whereas, Since the last meeting of the Executive Committee the Almighty, in His infinite wisdom, has seen fit to summon away the Chairman of the Tammany Hall County Committee, the Hon, Augustus W. Peters; and Whereas, During the long and prominent conproved loyal to every trust confided to him and

nection of the deceased with this organization he under all circumstances upheld and defended the principles and policy of the Democratic Party; therefore be it Resolved, That while we bow in submission to the decree of Divine Providence, we cannot refrain from expressing our heartfelt regret over

the serious loss this organization has sustained by his death. He was a faithful son of Tammany. In defeat or in victory his loyalty never varied. No matter how fierce the conflict, he never left the fighting line until the smoke of battle had cleared away. The same line of conduct which won for him the confidence and esteem of his associates in Tammany Hall, he adhered to in all the official business he had to transact, and in his dealings with the fraternal bodies with which he was identified during his life; as a result the announcement of his sudden demise evoked throughout the city a sentiment of sincere sorrow, which demonstrated the high esteem in which he was held by all classes of the community. Be it further Resolved, That these resolutions, expressive of our sincere sorrow and sympathy, be spread upon the minutes of our meeting, and that the Secretary be instructed to send an engrossed copy to

his surviving relatives. James J. Coogan, President of the Borough of Manhattan, was elected a member of the Executive Committee to fill the vacancy created by the death of Mr. Peters. After the meeting of the Executive Committee the regular meeting of the Tammany Society was held. Capt. William Astor Chanler, Congressman-elect, who had been chosen a Sachem about a year ago, was installed in office. The following were also initiated as members: M. Valentine, John M. Tierney, John Fox, Jr., C. C. Hughes, John Moebus, Thomas Byrne, and A. M. Downes.

The following were elected members: Timothy D. Sullivan, Timothy P. Sullivan, Philip Hano, Thomas F. Galligan, Joseph D. Cremin, John Monks, Herman Ellis, Spencer B. Koch. Elmer E. De Camp, Charles Gabriel, James Hagan, Michael Mc-Gee. Edward V. Greene, Welter K. Rodgers, James T. Malone, Eugene Turpenny, John B. McDonald, Fred Thielman, Clifford D. Hartridge, Howard H. Morse, Thomas F. Donnelly, and William H. Page, Jr. The following were proposed for member-

ship: W. Pletzels, Nicholas Ryan, D. J. Donovan, W. M. Barnard, Charles McCain, James W. Gerard, Jr., Thomas Lloyd, John F. Cowan, Myron H. Oppenheim, Charles J. Hardy, Dixie Hines, Turner A. Beal, Frederic Fischer, and John V. Donohue.