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# 65 Bodies Taken From Wreckage of Pennsylvania Train

PHILADELPHIA, Sept. 7—(AP)—Twisted wreckage of the Pennsylvania railroad's Congressional Limited gave up seven more bodies to rescue workers at noon-time today, bringing to 66 the number known to have perished when the train piled up heading into a curve in Northeast Philadelphia last night.

The railroad company said three to five more bodies still were in the wreckage and the search continued.

At least 125 among the Labor day crowd of 541 passengers were injured as the 16-car, Washington to New York express developed a "hot box" and crashed with a roar. Many in over-crowded hospitals were reported near death.

The newly-discovered bodies and remnants of bodies were taken to the city morgue, where crowds of sorrowing relatives, some hysterical, filed past long rows in an attempt to make identifications.

The first body discovered as rescue workers broke into the No. 8 coach and raised it with a crane was that of a Marine lieutenant. Two other Marine lieutenants and a sailor immediately ordered workers away and took the body; and a Marine detail which had stood guard through the night was ordered closer to the wreckage.

As the crane resumed lifting, the decapitated body of a woman tumbled from the raised coach. Two more bodies were found when rescue workers crawled under.

Workers immediately began dissecting the tangled metal of No. 7 coach and three more bodies were discovered.

**Eight Cars Piled Up**

Eight cars of the Washington to New York express wrenched loose and piled up last night in one of the nation's worst rail disasters.

**FBI FINDS NO TRACE OF SABOTAGE IN WRECK**

WASHINGTON, Sept. 7—(AP)—The Federal Bureau of Investigation, after an investigation on the scene, said today "there is no evidence of sabotage" in the wreck of the Pennsylvania railroad's congressional limited near Philadelphia.

An official of the FBI said the inquiry established mechanical failures as the cause.

The electric - powered train, which makes the 226-mile run in 210 minutes with Newark, N. J., the first stop, and carried 541 passengers—many of them service men—was heading into a curve at Frankford Junction, in northeast Philadelphia, when the accident occurred at 6:13 p. m., (EWT).

A waste-packed journal box "ran hot," railroad officials said, on the front of the seventh car of the 16-car train, burning the wheel loose from the axle.

The coach, hurtled into a steel pole supporting overhead power lines, was cut in two vertically as though by a giant axe. The coach behind jammed accordion - like against it. Six other cars behind them were thrown from the rails, but all the dead and most of the injured were in the seventh and eighth coaches.

**Passengers Beneath Debris**

Passengers were buried under the debris from which many of the living were not released until hours later. Some were thrown through windows; galley workers in the diner were scalded. One woman lay in the wreckage for six hours calmly telling rescuers "take you time, I can stand it."

Robert Calvert, of Birmingham, Ala., a veteran of the fighting in North Africa, who was walking in the aisle of the third car, said something hit him in the stomach and—

"It seemed a million people were on top of me. I couldn't get my breath. I thought, 'this is it. I will die now.'"

**Bodies to City Morgue**

Twelve hours after the crash, the railroad placed the death toll

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## MARRIED MEN IN DRAFT LIST

**Group Leaves Here Today For Final Physical Exams at Tulsa**

The lapping of the married manpower reservoir started in this draft area with the departure today of the latest group of draftees to Tulsa and their final induction tests.

The men who left today included: Roger Edward Hox, Elroy James Robison, Fred Luther Case, Hal Henderson Bryant, Chester Eugene Clubb, Robert Harold Fain, Herman Randolph Staton, Glen Virgil Pike, Dennis Lee Watterson, Kermit Dee Dry, Ernest Alfred Williams, Raymond Charles Wimer, Ross Lois Fleming, Clifford Henry White, George Harrison Craig, Charles Raymond Chaney, Preston H. Piercefield, Clifford Raymond Bennett, Hugh H. Sapp, Marvin William Hall, Elbert Allen Johnson, Riley William Saffell, Ellsworth Barton Botts.

Edgar William White, William Edward Richards, Earnest Eugene Bell, Harold Edward Beets, Forest Ray Reynolds, Ted Morgan Tallen, Richard Orlonzo Barnett, James Howard Spoon, Clovis Denver Hines, Elwood Harvey Lowery, Jessie Delbert McCoin, Nocus Harjo McIntosh, Jimmie Edgar Spencer, Lester Ervin Miner, Robert Lee Garber, Glenn Thompson Mattox, George Everett McCalester, George Willis Hykins, Paul Richard Maute, Harrison Norman, Kenneth Ernest Bear, Sam Carrell Houser and Bert Wade Boulinghouse.

Eligibles transferred from this (their original) board to other boards for induction today include: James Elson McAnally to Eatonville, Wash.; Howard Evert Brown and Melvin Wesley Preston to Los Angeles, Calif.; Charles Richard Farley to Portland, Ore.; Raymond Ray Baker to Wilburton, Okla.; Giles Leroy Toms to Anaheim, Calif.; and Carl Robert Spitzer to Marion, Ohio.

### *Churchill Waiting For Italian Move?*

WASHINGTON, Sept. 7—(AP)—President Roosevelt and Prime Minister Churchill renew their war discussions today amid multiplying signs they are awaiting some momentous development — perhaps a definite peace bid from Italy.

Indirect peace pleas have been emanating from radio Rome for some time, and Enrico Galazzi, an official of the Vatican, which might be an agency through which formal overtures would be made, is on the way to Washington.

Mr. Churchill has been on this side of the Atlantic since Aug. 10, and while his current mission appears to have been fulfilled he has yet exhibited no disposition to return to England.

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