

Anna Frances<sup>4</sup> Skinner (Richard Jr.<sup>3</sup>, Richard Sr.<sup>2</sup>, John<sup>1</sup>):

**ANNA FRANCES SKINNER ("Fannie")**

b. Dec 18, 1849 Glassboro, NJ

d. Feb 11, 1937 buried Manahath Cem.

m. Aug 7, 1869 (Sep 7 per 1/17/1975 VEM; Aug 7 per undated VEM) by Rev. W.E. Perry (pub. Wood. Const. Sep 10, 1869)

**h. ARTHUR RICHARD HENRY**

Son of William Henry and 2nd w. Rebecca Sharp of Millville, NJ (her 2nd h. \_\_\_ Jones), reference "300 Years with Corson Families in America", by Orville Corson, Middleston, Ohio, 1939, Vol. II, p. 176.

Descendants living in Pitman, NJ

Railroad Baggage-master [HES]

b. Aug 20, 1846 Millville, NJ

d. Feb 25, 1899

Bodies of husband and wife later moved from Manahath to Berlin Cem., Berlin, NJ

**CHILDREN:**

**1. MELVIN KING HENRY**

b. Oct 2, 1870

d. Buried Cedar Hill Cem, Phila, PA

**w. MARGARET VAN HORNE**

**children: no issue**

**2. ESTELLE HENRY**

b. Aug 22, 1872

d. infant July 1874 Glassboro, buried Berlin Cem., Berlin, NJ

**3. FOREST RICHARD HENRY**

Berlin mortician (his business later run by James Knight Funeral Home)

Learned the craft from his uncle Louis Shreve, Glassboro mortician, with whom he was living at the time of the 1895 state census. [KDS]

Died in train wreck [HES]

b. Apr 19, 1875

d. July 3, 1911, buried Berlin Cem. (pub. 7/6/1911, Glou. Co. Dem.)

m. Nov 19, 1902

**w. LILLIE MAY CHEW** (raised by aunt)

b. Apr 5, 1880

d. Oct 29, 1962, buried Berlin Cem., Berlin, NJ

**4. ALVERNON COOPER HENRY**

b. Aug 18, 1878 Glassboro, NJ

d. Nov 19, 1957 Phila, PA, buried Magnolia Cem., Wyssinoming, Phila, PA

w. **LILLIE VAN DUSEN TAYLOR**, dau. of Jesse Taylor and Margaret Stafford

b. Mar 6, 1880 Phila, PA

d. Aug 10, 1958 Phila, PA, buried Magnolia Cem., Wyssinoming, Phila, PA

**Children** - [per HES - they had son and daughter; son swimmer and diver, died from water infection.]

**5. ELIZABETH SKINNER HENRY ('Lizzie')**

b. May 4, 1881

d.

m. May 11, 1904

**h. HOWARD MERIDITH WALTON**

**6. WILLIAM CURTIS HENRY**

b. Oct 30, 1884

**w1. CATHERINE COLEBAUGH**

d. Jul 11, 1918, lived Phila, buried Berlin Cem.

**7. ETHEL HENRY**

b. Jun 8, 1887 Bridesburg, PA

**h1. WILLIAM HENRY BURGIN**

Ref: Mrs. Jesse Henry Veith, Pitman Manor, Pitman, NJ

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All of above per files of VEM, except where otherwise noted within brackets [ ].

**KDS COMMENTARY**

Fannie Henry (1849-1937) was a sister of Harry Skinner - my grandfather's grandfather. Fannie married Arthur Richard Henry (1846-1899).

My grandfather Earl knew of the Henry family in his childhood and had said that Mr. Henry was a railroad baggage-master. After his death in 1899, his widow and family relocated to Philadelphia.

One of the Henry sons - Forest Richard Henry, was a mortician in Berlin, NJ in the early 1900's. He had learned the funeral business from his Uncle Louis Shreve at Glassboro, NJ, with whom he had lived in the late 1800's. His mother and the wife of undertaker Shreve were Skinner siblings. Forest died in a railroad accident in 1911 at Lucaston, NJ [today Lindenwald, NJ], just a few miles away from his home at Berlin, NJ, as described in the newspaper accounts on the following pages.

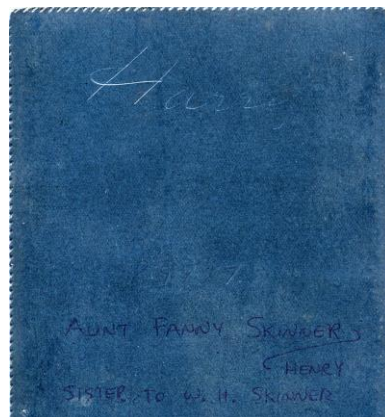
Both of his parents were buried at Manahath Cemetery in Glassboro, NJ, probably by his Uncle Louis Shreve and family, who made a living burying Skinner relatives at Manahath. The bodies were later moved to a cemetery in Berlin, NJ, where son Forest had also been buried.



The Henry's lived at Berlin, NJ. Son Forest Henry died in a train accident at Lucaston.  
1911 Rail Map [mamaker.Rutgers.edu]



Fannie (Skinner) Henry (b. 1849)



Fannie addressed this photo to her brother, Harry Skinner. Photo passed to Elizabeth, daughter of Harry, with whom Harry spent his final years.

My printing at bottom – copied from decayed photo album of Elizabeth Skinner Ungerbuehler.

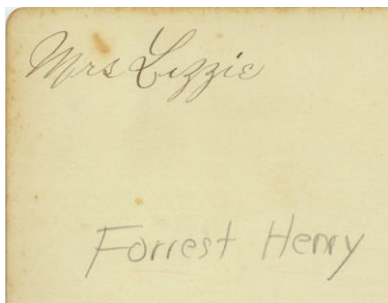
Children of Fannie Skinner and Arthur Richmond Henry:



Forest Henry (b. 1875)

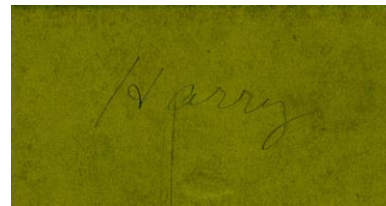


Curtis Henry (b. 1884)  
[Reimer Studios, Phila.]



Fannie addressed photo to Lizzie,  
wife of her brother, Harry Skinner

My printing at bottom



Addressed to Harry, Fannie's brother

My printing at bottom



Children of Fannie Skinner and Arthur Richmond Henry (continued):



Lizzy (b. 1881) and Ethel Henry (b. 1887)

# TWO KILLED, 17 HURT, AS FLYER HITS LOCAL

**Brakeman Opens the Wrong  
Switch, Sending Slow Train  
in Its Path.**

**GOING 60 MILES AN HOUR**

**Passengers In Atlantic City Express  
from Philadelphia Escape in  
Wreck Near Camden.**

*Special to The New York Times.*

PHILADELPHIA, Pa., July 3.—A man and a boy were killed and seventeen persons injured, eleven seriously enough to require hospital attention, at 10:25 o'clock this morning when the mistake of a brakeman sent a Pennsylvania Railroad express train, No. 185, for Atlantic City crashing into the Waterford local, No. 218, at Lucaston, N. J., 18.8 miles south of Camden, on the West Jersey and Seashore Railroad.

The express train, which had left Broad Street Station at 9:40 o'clock, escaped with slight damage to its locomotive. Not one of its passengers was injured. The road was blocked in both directions for five hours. Leon A. Harris, a brakeman, of Salem, N. J., was arrested charged with manslaughter, and Justice Frank G. Garrison, in Camden, committed him to prison.

The eleven more severely injured were placed in a train and hurried to Camden, where they were taken to the Cooper Hospital. Two died in the station at Lucaston before they could receive more than first aid attention from physicians. They were:

FOREST B. HENRY, undertaker, Berlin, N. J.  
THOMAS OGDEN, aged 17, paper hanger, Lindenwold, N. J.

### **The Injured.**

[List Removed - KDS]

The arrest of Harris, who is blamed by the railroad officials for the wreck, was made after an investigation by Charles S. Wolverton, Assistant Prosecutor of the Pleas of Camden County. Mr. Wolverton was early on the scene, and, after examining the train men, he issued a warrant for Harris.

The local, which was bound from Acton, N. J., to Camden, reached Lucaston on time, at 10:23 o'clock. Here it was supposed to take a side track, to give the clear track to train No. 258 from Atlantic City, one of the fastest trains of the line. The local, consisting of locomotive, combination baggage and smoking car and a single day coach, proceeded to take the side track to wait for No. 258, which was due in two minutes. The brakeman, Harris, went to the switch and signaled the engineman to go ahead. He threw the wrong lever, however, sending his train on a cross-over, across the down track right in the path of the southbound flyer No. 185.



As the engineman of the local saw the error and started to pull back, the express, drawn by a big three wheel locomotive and eight steel chair cars, going sixty miles an hour, thundered into view. The local crossing over set an automatic signal against the flyer, but the warning was too late, and though the engineman set his emergency brakes and flooded the rails with sand, the express hit the local at almost top speed.

At the moment of impact the combination smoker and baggage car of the local was diagonally across the line. The huge locomotive of the flyer went through it like a hot knife through butter. The locomotive of the local was shaken into junk and the day coach torn and twisted. The flyer, its pilot covered with wreckage, kept on for a hundred feet. Paint was scraped off the coaches and several windows broken. The passengers were jolted and frightened, but no other harm was done.

The fate of the passengers in the local was vastly different. The smoker was filled and the day coach had a score of occupants, mostly women, going to Camden or Philadelphia to shop. As the express hit their train they were tossed from their seats and thrown right and left. They were cut by glass and crushed beneath the timbers and seats of the cars.

The crew of the flyer, aided by the passengers and by the crew of No. 258, which had come up on the other track, carried the injured to the station, where they were given first aid by Dr. Cook, Dr. Westcott, Dr. Stern, and Dr. Frank A. Stem, who had been on the local and saved their lives by jumping.

Despite the crash and the cries and the screams of the injured, the baggage man of the wrecked local kept his wits about him. Remembering that No. 258, for which his train was to have been sidetracked, was due, he ran down the track with a red flag. Half a mile away he met the express. Waving his flag frantically he managed to warn the engineer and stop the express, which proceeded slowly to the scene of the wreck.

Pennsylvania Railroad Chronology 1911, March 2005 Edition [[www.prrths.com](http://www.prrths.com), KDS, 2005]:

"July 3 - Brakeman's error switches Atco-Camden local No. 218 across main line at Lucaston, N.J., directly into path of Philadelphia-Atlantic City Express No. 185, which cuts through it at top speed; two killed and 17 injured."

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