

5 O'CLOCK SPECIAL.

PRICE ONE CENT.

FRIENDS' WORK.

Wreckers Ditch a Central-Hudson Passenger Train.

Six Sleeping Cars Derailed, Three Turned Upside Down.

Terrible Loss of Life Averted as Though by a Miracle.

The Company Offers \$5,000 Reward for the Wreckers' Capture.

ALBANY, Sept. 5.—Train wreckers got in their work on the Central-Hudson Railway shortly before midnight last night, hurrying from the track a north-bound passenger train due here at 11:30 p. m.

The point chosen by the wreckers for accomplishing their purpose was on a high embankment, four miles below Greenbush, a village opposite this city.

A train of eight sleepers was thrown from the track while running at full speed by colliding with a pile of iron fish-planks which the wreckers had placed on the track.

It was a dastardly piece of work, but what seems almost a miracle issue of life was averted.

The first news of the affair was brought to the city by Conductor McAuliffe, of the wrecked train, and one of the passengers, who had walked all the way to town, not waiting to learn the full extent of the disaster.

The wrecked train was the second section of Hudson River No. 13, composed entirely of sleeping coaches, and drawn by locomotive No. 843.

Further particulars obtained soon after the news reached here were to the effect that soon after the first section had passed the point several ties and rails had been dumped upon the track, together with fish-planks, fastening the mass together and completely obstructing the track.

The engineer failed to see the obstruction and it was too late to stop the train, and half a dozen sleepers were derailed and the engine crashed into the pile and leaped over the side of the embankment, the heavy coaches broke loose and toppled down the bank and the others left the track.

As soon as Supt. Bissell was notified he despatched the wrecking train to the scene. The wrecked second section was 25 minutes behind the first section.

It was in charge of Conductor Joseph McAuliffe, with Charles White, of Albany, engineer, and Wm. Grinton fireman.

According to the story of those in charge of the train, it was making about twenty-five miles an hour when the crash came.

Five of the eight sleeping coaches left the track and were turned sideways and bottom side up in the ravine on the east side of the track.

The bumping and jarring awakened those sleeping, and when those in the bunks were turned upside down all thought that their last hour had come.

As soon as the trainmen could collect themselves, they burst through the windows and in the dark, every lamp in the train having been extinguished, commenced the work of relieving the passengers.

Conductor McAuliffe, Trainman Sappanich, a colored porter and a young lady passenger were the sole occupants of the first car.

The young lady, whose name could not be learned, was the most seriously hurt, having her back wrenched and suffering a terrible shock.

Miss Atkinson, of Trenton, who was among the passengers in the second sleeper, was badly bruised.

Miss Osakan, of Brooklyn, had a severe cut on the left side of her head.

There were all the seriously injured, but half a dozen others sustained bruises more or less severe.

There were about sixty passengers on the train, half of whom were women.

A relief train left Albany at 2:30 a. m. for the scene of the disaster, having on board several officers of the road and Chief of Public Works.

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