On October 23, 1890, a C&O vestibule train crashed into a boulder near Hinton, resulting in the death of engineer George Alley.

**Investigate the Document:** *(Hinton Daily News, December 23, 1967)*

1. How many years did Leonidas Alley actively serve on the C&O Railroad? How many passengers was responsible for losing?

2. The Alley family had been loyal to the C&O railroad to such an extent, that the family had someone receive pay every day for ______ consecutive years.

3. On the night of October 23, 1890, what caused the train to wreck? What type of injuries did George Alley sustain? Did his family reach him before he passed away?

**Think Critically:** What does the first stanza insinuate about the train’s punctuality? What industry did the C&O Railroad facilitate the growth of in West Virginia? Are railroads still vital to economic growth in present-day West Virginia?
seven-year recording contract with Capitol Records. Later he recorded for several other record companies, including his own Jim-Bob label.

The following single records were recorded by Jimmy Wolfsord, "Im patient Heart," "Going Steady with the Blues," "Tenny-Weeny Man," "My Name Is Jimmy," "You Look a Whole Lot Like Her," "Trouble in the World," "I Woke up in a Tree," "When This Song Is Over, You're Gonna Cry," he also made an album, entitled "Will There Be Any Red Dog in Heaven?"

He wrote the following songs: "Will There Be Any Red Dog In Heaven?", "Devil Anne and Randall", "We Can't Have a Flood in the Mayor", "The Man Who Held the Hammer", "The Way to Columbus", "Ada Married a Banjo Picker", and "Another Flood."

WOMAN'S BEEN AFTER MAN EVER SINCE. Blind Alfred Reed, composer.

WOMAN'S TALKIN' LIBERATION BLUES. Sheet music, Billy Edd Wheeler. Copyright 1971, United Artists Music Co.

WOMAN'S TALKIN' LIBERATION BLUES. Single record, Billy Edd Wheeler. RCA Records.

WOODS. Linda, See Valley Four and Linda.

WORK, SWEAT AND GO TO SCHOOL. Sheet music, Billy Edd Wheeler. Copyright 1964, Butterfield Music Corp.

WODEBECK. Record album, Phyllis Carlin. Boston Symphony under Erich Leinsdorf. RCA Records.

WRECK OF OLD 97. The Wreck of Old 97, immortalized in song, did not take place in West Virginia, but the engineer, "Steve," who was "way behind time," was a West Virginian and named Joseph A. Broady, called Steve for Steve Brodie, who had become famous about that time for jumping off the Brooklyn Bridge. Broady was formerly an engineer on the Pocahontas Division of the Norfolk and Western, hauling West Virginia coal to Hampton Roads.

He had worked on the Southern Railway, operating between Washington, D.C. and Atlanta, for about a month when the wreck occurred, near Danville, Virginia. The song was written by a native of the area.

WRECK ON BARREN-SHE RUN. The ballad entitled "The Wreck on the Barren-She Run" was recently discovered and published in an issue of the Sutton newspaper Braxton Central. It tells the story of an accident on a logging railroad which ran in what is now the Monongahela National Forest between Richwood and Cranberry. The Braxton Central attributed the poem to J. A. Collins, a blind poet of Webster County. Copies were peddled by the poet for five cents. It is believed that, the newspaper report notwithstanding, the poet's name may actually have been J. A. Howell, also blind.

The words to the ballad are:

On the 16th of October, 1912 A dangerous log wreck exhibited here well. Cars and engine smashed up. Three men killed outright. Four out of seven escaped with their life.

On Cranberry River, Up Barren-She Run, The unmanned engine derailed fiercely. Were having their feet. Eight cars they had loaded. And four empties, it seemed. The crew got on board and Tuned on the stream. If you Green jumped off At the sharp turn hill, They had lost all control, It was running at will. Dick Green and Luke King Both jumped off, startled; Near eighty rod further the excitement grew worse. The further the faster. These loaded cars flew.

Preston Adams, engineer jumped off and was killed. His head struck a tie. His body they were spilled. Joe Taylor, conductor And Russell Berry turned brake. Both stood to their places, Which was a mistake. For the cars jumped the track. And their lives fled as fling Their bodies were covered With the wreckage of logs.

The engine still rolling And left on the road Pete King, the log rollerman Alone left on board. The engine turned over In Barren-She Run But Pete, he slipped out Of the cab as she turned.

So he took a tie-tacker For Camp Four, so they say And he arrived there quickly. The very same day. For he thought himself all That was left to tell now The crew, cars and engine Broke up in a row.

Sparks Thomes and Doctor McCang Got the word and rushed To the scene as quick as they could. Iron Green and Dick King Were both badly hurt. So Doctor McCang was Soon put to work.

I must speak of an act Of Joe Taylor in life. He left some support for his children and wife. Sixteen-hundred dollars, In a check that was good, His wife the received from their good brotherhood.

Taylor, Adams and Berry Were three youthful men So prompt in their business. But sudden their end. Their bodies were mingled In all shame. Their spirits dispersd. They greatly are missed.

But those few should be thankful, To God for their breth, He, the Great Prophet, Hath saved them from death. That they may have time To prepare for the grave. God is always able and willing to save.

WRECK ON THE C & O. At 5:40 a.m., October 23, 1890, a C & O train was wrecked by a landslide near Hinton, killing the engineer, George Alley, and badly injuring the fireman, Lewis Withrow. Alley, a native of Alderson and White Sulphur Springs, was leaving at Clifton Forge, Virginia at the time. The ballad was probably written by a Negro engine wiper who worked in the Hinton Roundhouse. Several versions of the song have been recorded in different parts of West Virginia; the one given below was sung by Miss Maudie Rucks, of Braxton County, in 1915.

Along came the F. F. V., the fastest on the line. Running o'er the C. & O. Road, a quarter behind time. As she passed Sewell, 'twas quarters on the line, Waiting to get orders at Hinton, late, behind time.

When she got to Hinton, the engine was there. George Alley was his name, with bright and golden hair; Jack Dickerson, a faithful man, was standing by the side. Waiting to get orders; both in the cab did ride.

George's mother came to him with a bucket on her arm;
Gave him a letter and said, "My boy, be careful how you run; For many a man has lost his life in trying to make last time. But if you run your engine right, you'll seldom be behind."

Georgie said, "Dear mother, to your warning I'll take heed; I know my engine is all right, I know that she will speed; But if I had a local train, the truth to you I'd tell. I'd run her into Clifton Forge or drop her into hell."

Georgie said, "Now listen, Jack, the message must be known to all. I'm going to blow for the Big Bend Tunnel, they'll surely hear my call."

Then he cried, "O look, look, Jack; a rock ahead I see! I know that death is waiting there, to grab both you and me."

"So, from the cab, Jack, you must fly, your darling life to save, I'm in my grave."

"No, no, Georgie, I cannot go on that we can't agree."

"Yes, yer, Jack, you must; I'll die for you and me."

O from the cab poor Jack did fly; the river it was high.

Farewell, he kissed the hand of George; old No. 4 flew by: Up the road she started, just like any angry bull; To get her back in action, the lever he did pull.

Against the rock the engine crashed, and upside down she lay.

The best engineer on the C. & O. Road went to his grave that day.

Brave and strong he held his grip; at last she made the crush. Knocked poor George upon his face, his tender breast did smash.

The firebox fell against his head (He said, "I'm glad I was born an engineer to die on the C. & O. Road."

Georgie's mother came again; with sorrow she did sigh. When she looked upon her darling boy and knew that he must die; She prayed for every engineer to take warning from her son, In making any schedule to be careful how they ran.

The doctor said, "Now Georgie, my darling boy, be still."

Your life may be saved, if it be God's precious will."

"No, no, Doc, I went to die! I'm ready now to go."

I said I'd die on my engine. No. 184.

WWVA. It was not until 1926 that West Virginia had a radio station of its own. That year, not one, but two stations, WWVA in Wheeling and WSAZ, in Huntington, went on the air.

WWVA began as a 100-watt station on December 13 of that year. Within 13 years, it had a 5,000-watt transmitter and advertised that it was "eleven-sixty on 2,085,666" radio dials. For lovers of country music, the station became best known for its weekly "Jamboree" broadcasts which, with the possible exception of WSM's "Grand Ole Opry," out of Nashville, Tennessee, is the most popular show of its kind in the United States. It is now a 50,000-watt station, operating at 1170 kilocycles. It is the most powerful station in West Virginia.

In addition to its early affiliation with the Columbia Broadcasting System, which started in 1936, the station produced a wealth of local entertainment programming. In 1972 the station began to feature the broadcasts of L. P. Lehman, and his staff. In 1936, a flood carried away their auditorium, organ, piano and broadcasting equipment, but the Lehman had never missed a program. The entire Wheeling flood relief program centered around the station's studios.

1934 was the year that the WWVA Jamboree program began. The programs were broadcast live from the Wheeling Market Auditorium, and the program carried to an audience some 91 percent of which did not live in Wheeling. In conjunction with the program the WWVA Jamboree Whooper-Uppers was formed, an organization of regular Jamboree Listeners with members all over the United States.

Another musical program carried by the stations was "The Musical Steelmakers" sponsored by the Wheeling Steel Corporation, and featuring entertainment by Wheeling Steel employees. It began on WWVA in 1936 and within a few years was carried on other stations via the Mutual Broadcasting System.

In 1936 a ten-year family album was issued, featuring pictures of the company's executives: "George Smith, Managing Director; Paul Miller, Production Manager; Walter Patterson, Program Director; Glen Boundy, Chief Engineer; and announcers Wayne Sanders, Paul Myers, Bob Pitchard and Oliver Poor. Among the early country music performers were Cowboy Loney, Elmer Crowe, Vivian Miller, Jack Lloyd, Molly Welsh, the Flyin' X Band, and many others."

In more recent years, the station continued its country music tradition. In 1965 Bob Finnegan, Program Director, said, "WWVA Radio has been in its 'Modern' country music format since November of 1965. Our music is indicative of the new ultra modern trend in the country music industry."

"Music is carefully balanced to create excitement. Ballads heard here are 'heavyweight' country western sound. I.e. Glen Campbell, George Jones, Buck Owens and Tammy Wynette."

"Our announcers are extremely professional, having many years in format radio not necessarily from radio but schooled for many years in the operation of a 'format' theater."

"Jamboree shows to be featured and presented from the new Capitol Music Hall complex (old Capitol Theatre) will prove most interesting and entertaining to our thousands of 'Jamboree' fans each month."

"We plan to employ such visual aids as 'screen' projection and actual staging of a show to tell country music lovers a better story."

"The Live" show of old vaudeville days will be reborn in the opening of West Virginia's largest theatre as a radio outlet this Dec. 13."

Since that time WWVA has continued to broadcast its "Jamboree" programs from the old Capitol Theatre, which has drawn thousands of tourists to Wheeling. The station is the foremost voice of country music in West Virginia, and one of the most important in the world. Over four million people have attended "Jamboree U.S.A."

By RONALD S. LANE

The rugged mountains, deep gorges, and picturesque valleys of West Virginia and western Virginia have spawned many fascinating stories and folktales about the glorious era of steam-powered railroading and the men who built and operated the mighty Chesapeake and Ohio.

We have immortalized such heroes as gigantic John Henry, who beat the steam drill at Big Bend Tunnel about 1870, and Uncle Billy Richardson, who met his fate at Scary in 1919 after 27 years at the throttle of two crack passenger trains, No. 3 west and No. 4 east on the Hinton-Huntington line.

Tragic train wrecks also have lived on in folk song such as "The Wreck of the Old 97," when engine No. 97 on the Southern railway jumped the trestle near Danville in 1888; "The Wreck of the C. & O. No. 5" in which engineer Dolly Womack lost his life just west of White Sulphur Springs when No. 337, heading north toward Hinton, hit a broken rail; and "The C. & O. Wreck" in which engine No. 832 collapsed a bridge being repaired near Campfort, W. Va., in 1913, resulting in the deaths of a number of workers as well as several passengers, including engineer Ed Webers.

Another name that is closely intertwined with both the history and folklore of the Chesapeake and Ohio is the Alley family, probably best recalled by the folktale "The Wreck on the C. & O.," which immortalized engineer George Alley. But there is much more to be remembered about this "railroad" family. Mark McAloney, Howard Miller, and George Harwood of Hinton will fondly recall this story when it is retold in the colorful history of the entire family and will discuss the events.

Little old Leonidas Stalnaker, the entire family and will know with a touching story of the famous wreck.

Little old Leonidas Stalnaker Alley knew when he started running the road in 1912 while still a young single man, that he was to raise a generation of railroad men who would set an unprecedented record of faithful and outstanding service with the C. & O. He was born 30 miles south of Petersburg, Va., on Sept. 4, 1883, and spent his early life in the Old Dominion. Living at Richmond, Staunton, and Jackson River.

In his 46 years of active service, he never killed or injured a person, passenger employee or trespasser. He ran all styles of engines from wood burners to large coal-burners, from no cars, oil trade lights to electric lights and air brakes. Captain Alley supposedly ran C. & O.'s first train from Clifton Forge to Hinton when the line was opened in 1872.

One of the memorable events of his career which has been preserved for posterity in the "Allegheny Advertiser" of December 8, 1904 concerned a passenger run made during the Civil War. He had just brought a trainload of Georgia soldiers from Jackson River Depot to Staunton one cold November day in 1864. The following is an excerpt from a letter written by A. H. Brewster of Atlanta to Captain Alley in 1894.

"It was bitter cold, and as the light closed in with flakes of flying snow from the neighboring mountains, you grasped your lantern-your work finished and well done, you started for your home and the home comforts that you well knew waited you.

"As you started you met, at the door of the Telegraph office, four or five soldiers who were seeking some place of shelter from the weather all the public houses being filled to over flowing.

"Yes, out of the goodness of your heart, took them home with you and gave them a hearty Virginia hospitality with all that it implies."

"Ah! How well I remember, when we reached your house - you knocked on the door and a soft, tender voice asked, (Who's there? It's me Cassie and I've brought some Georgia soldiers to spend the night with us.)"

"My dear friend, have youforgotten her reply? I never have, and here it is: (They are more than welcome if they are soldiers, it matters not from where they come.)"

"Of the little squad of Georgia soldiers that sat at your table that November night I believe that I am the only one who has not passed (over the river and to rest under the trees)."

That Captain Alley's services were outstanding is evidenced by his obituary published in the "Allegheny Advertiser" on May 17, 1933, excerpts of which follow:

"In this business relation (with the C. & O.) Mr. Alley acquired and sustained the best reputation. This is evidenced by the courtesies shown him since he has been unable to perform such service. The company has expressed its appreciation of his long and valuable service by a remembrance of him each month and this as a mark of his singular usefulness. Besides he has been remembered from year to year with an annual pass. Six of Captain Alley's sons are all in so as to serve with the C. & O. The combined services including passages of Zed and his six boys amounted to approximately 275 years, and one of the Allens received pay every payday for his years. There is probably no other railroad family in the United States that can point to such a long and faithful service with the same railroad. Also, not one of the seven received a reprimand for bad service through any fault or neglect of his own, and with the exception of George there were no injuries save a few minor cuts and bruises. However, at least three of the sons in addition to George encountered wrecks during their career with the C. & O. John Henry Alley (better known as Dick) had several wrecks, one in which he struck and killed six members of a negro band who injured seven or eight more."

GEORGE W. ALLEY
Prominent In C&O History

Woodrow Woodward, who was a machinist in the Huntington shops for many years, it remains to tell the sad tale of George Washington Alley and his famous wreck, which has truly become a living legend through the folksong. George, born in Richmond, Va., on July 19, 1868, learned his trade well as he began driving for his father while still a boy. Quickly promoted to locomotive engineer, he earned the reputation of the division’s fastest engineer.

When the C. & O. inaugurated its first name train the Fast Flying Virginian, in May 1899, it was only natural that George would be assigned to this prestigious run. The train itself was a revolution in passenger travel on the C. & O. Functionally it featured solid vestibules, steam-heated, electric lights, watercoolers, electric fans, and leather-cushioned seats. Artistically it was one of the most beautiful trains ever to be put on the tracks. The exteriors were painted a rich orange, with maroon bands over the windows which

GREETINGS

May the cheery sounds of Christmas carry with them the warmest joys, and thanks to you, our good friends and customers.

Bowling’s Dairy Bar
(Continued from Page 21)

bore the railway name in gold leaf on canvas. The gay red wheels and silvered glass windows gave a striking effect in combination with the bright paint. The interiors were finished in mahogany, rosewood, and cherry with marble encased by nickel or brass plating.

When someone on an inspection tour declared that the coaches looked like the homes of the first families of Virginia the officials adopted the British as the designation for the elaborate cars. The cuisine served in the dining car was of the style and quality of the best metropolitan hotels, and the meals were served table d'hote at a uniform price of $1.

The luxury and beauty of this train would not, however protect it from the inevitable wrecks which seemed to single it out as a favorite target of nature. Indeed, George Alley's wreck was the fourth tragedy to befal the train in less than a year and a half.

On the dark and rainy night of October 22, 1890, F. F. V. train No. 4 pulled into Hinton an hour late. At Hinton George Alley and Lewis Withrow, were impatiently waiting to pull on into Clifton Forge, their last stop of the run. Walking with them to deadhead back home was Robert Fossey who had been working in Withrow's place. This run would take them along the Greenbrier River, through the Big Bend and Allegany tunnels to the summit, then down the mountain into Clifton Forge.

George stood by his post endeavoring to stop the train. Foster jumped out the window toward the end, while Withrow attempted to jump off the gangway on the same side. But as Withrow jumped, engine 134 slammed into the rock and turned over on its right side, spranging him with scalding hot water. George, still in the cub with his hand on the brake, was pinned in by the reverse bars and suffered a broken arm and a broken leg as well as being terribly scalded by steam and hot water. The wreck occurred at 5:30 a.m., and George lingered for five hours suffering intense pain before his brave and noble spirit passed from him, leaving behind a noble example of unfailing devotion to duty and principle.

Every effort was made by the railroad company to enable his wife and children to reach him before he died but all in vain. He spoke of them continually every few minutes, asking "Are they coming? Are they coming?" Which circumstance is touchingly alluded to in a poem written by Mrs. Alexander McVeigh Miller of Alderson, an aunt of George.

George's devotion to his family is well evidenced by the inscription on his gravestone in Alderson, "George W. Alley, of E. D. Died from injuries received on C. & O. Ry. Oct. 25 1890. Aged 50 yrs., 3 mths. & 13 ds. Rest sweetly dear in thy loved grave sleeping. While we are weary thy soul has flown to God's white throne." And on the side of the stone a touching phrase reads: "Dear George our home is sad and lonely without thee."

George's family was honored not only by the two Tributes of Respect made by the railroad but also by the.odd Statesman Division No. 38 in Clifton Forge with W. N. Bobbitt, E. B. Engert and J. M. Atkins on the committee; and one from the Greenbrier Division for the losses in the accident.}

WYTHE MISTLETOE
NEW YORK (UP) - The clubalon of the holiday with the most Christmas mail to the various clubs, who pleased Britain and Gaul before the time of Christ. Researchers for the National Association of Greeting Card...