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# YOUNG BOY IS UNDER ARREST

*O'boro Messenger*

**On Charge of Derailing Illinois Central Train.**

**7-23-13 —**

**BENJAMIN ALVEY MAKES CONFESSION OF HIS ACT.**

**HE PLACED A SPIKE ON RAIL**

**Wanted to See What Train Would  
Do to It—He Is Held to  
Grand Jury.**

Central City, Ky., July 22.—Benjamin Alvey, the fourteen-year-old son of Sam Alvey, was taken in charge today by the Illinois Central railroad officials, following his admission that he had placed a spike on the rail at the crossing on Barker's farm on Sunday afternoon, which resulted in the derailment of south-bound passenger train No. 101.

On Monday night the spike was found, and this followed up the theory that the railroad officials expressed that something had been placed on the rail, as it showed a scraped surface for about ten feet which was undoubtedly made by some foreign substance.

The boy watched No. 102, fast passenger bound for Louisville, pass, and knowing that No. 101, was at Eckport waiting for No. 102, he decided to put the spike on the rail and see what would happen to the wreck. He declares he had no idea of derailing the train, but just wanted to see what the train would do to the spike.

He sat on the wheel scrapers beside the track as the train approached and was horrified to see the train plunge into the ditch. He watched the rescuers come to the relief of the injured and remained on the ground nearly all the evening, too frightened to tell what he had done.

On Monday night the spike was found, showing that it must have been struck with full force by the train, as it was flat. With this piece of evidence, the railroad officials commenced to make inquiries, resulting in the confession being made by the boy just before noon.

The railroad officials, accompanied by the father of the boy, went to Greenville on the noon train today. Alvey had his examining trial before Acting County Judge Johnson, the case being prosecuted by Commonwealth's Attorney T. C. Jones, who had gathered up the facts in the case. The boy was held over to the grand jury on his proven admission.

placed on the stand. He was allowed bail in the sum of \$250, and being unable to furnish this, he was committed to jail. The boy seemed not to realize the position he held until learning that he must go to jail, when he broke down and cried that his father will secure bail tomorrow and take the boy home.

The boy is uneducated, but has a fairly good looking face. Besides his parents there are three other boys and one girl in the family. The family lives on the Ed Frost farm through which the railroad track runs for quite a distance. It is not believed that the boy did the act intentionally, but ignorantly, never thinking of the consequences.

# 5,000 PEOPLE VIEWED WRECK

On the I. C. Road, Near Central City.

*O'boro Messenger*

**FAST TRAIN SHOOTS OVER AN  
EMBANKMENT**

**7-22-1913**

**THREE VERY BADLY INJURED**

**It Is Impossible to Say How Wreck  
Occurred None of Passengers  
Injured.**

Central City, Ky., July 21.—Illinois Central train No. 101, which leaves Louisville at noon and is bound for Memphis, was in one of the worst if not quite the worst passenger wrecks ever on this division. The train in charge of William Curley, engineer; R. C. Ludlow, fireman; C. A. Leatherman, extra flagman; H. C. McKinney, conductor; James Stacker, baggage man, and carrying baggage car, smoker, day coach, Pullman and dining car was fifteen minutes late leaving Louisville on account of B. & O. from Cincinnati being late. She had made up some of her time and passed 102 fast passenger train into Louisville at Rockport at 3:09. Reducing her speed for the curves she was going thirty miles an hour when she reached Baxter crossing.

Just as she passed the crossing Engineer Curley realized there was something wrong and put on emergency brakes. The train immediately went to the ties traveling 200 feet on the and with a bound rushed into the air and then down the twelve-foot embankment. The engine turned to its side, the cab being smashed completely off. The crew bravely stuck to their posts, the engineer holding down the brakes. Fortunately the engine went dead, as the trainmen expressed it, and nothing was set fire. The baggage car tumbled after the engine, however breaking loose from the same and one end rests on the ground at the foot of the embankment, while the other is twenty-five feet in the air. The smoker followed the baggage car to the foot of the embankment, where it lies almost turned over. The day coach left the rails but remained on the road bed. Engineer Curley was rendered unconscious by a

deep gash on his head, and numerous cuts on both limbs where apparent large bolts had entered. As the passengers took hold of him thinking he was dead as he was covered with blood from head to foot he rallied long enough to tell them to take care of the passengers if any were hurt, as he was all right. He again sank into unconsciousness and so remained until the physicians arrived. He was brought to town and taken to the home of Mr. and Mrs. E. Miller, where he is receiving medical attention.

Fireman Ludlow received a blow on the head that put him to sleep and when he rallied he crawled the ground, injuring his foot. A special train brought the injured crew to Central City.

It is impossible to say just what caused the wreck, but it was probably due to the pony truck or forward tender truck of the engine being derailed. It is considered remarkable by the 5,000 spectators from all over the county who visited the scene of the wreck that no lives were lost. The smoker, which was directly behind the baggage car was packed with men and the colored folks. As the car commenced to turn some men jumped from the windows. A husband of one of the ladies in the Pullman was in the smoker and as she saw the smoke leaving the track and plunging down the embankment she started through the aisle of the Pullman after him only to fall fainting to the floor. Other than a few minor bruises and a few cuts all the passengers escaped uninjured.

James Stacker, the baggage man, owes his life to his presence of mind. Feeling his car turning and seeing the heavy trunks plunging toward him, he jumped to the rail which ran through his car just below the roof. Hanging suspended he watched the heavy baggage shoot through the heavy doors of his car as though they were made of paper. Conductor McKinney was in the day coach and was not hurt. Those passengers, who were injured were slightly injured that they were not delayed in their travels going on their journey on the special train that went out from Central City. Mr. and Mrs. Charles Gorman, of Louisville, were passengers on the train and Mr. Gorman seeing the engine leave the track called out loud "Everybody be seated." Everybody sat down as fast as he or she could.

Tracks are laid around the scene of the wreck and the trains will run regularly.

William Curley, R. C. Ludlow and C. A. Leatherman, engineer, fireman and assistant fireman, were taken to Louisville to St. Mary and Elizabeth's hospital Monday morning on fast train 104.



# Business Building Has Occupied Corner Of Muhlenberg Court Square For 119 Years

8-15-37

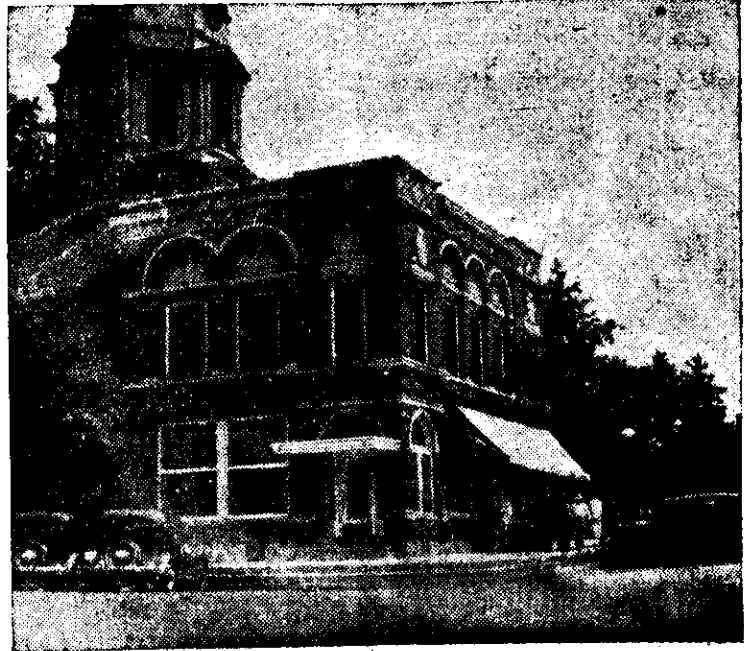
**Present Structure Was  
Erected in 1894; Re-  
modeled in 1936**

*Olboro* *Messenger*  
Greenville, Ky., Aug. 14. —The curiosity of visitors in Greenville, unaccustomed to seeing business buildings in courthouse yards, is often aroused by the two story office building of the northwest corner of the court square. Residents of Greenville and Muhlenberg county think little of it since that corner has been occupied by a commercial building for 118 years.

Here is how it came about:

On February 9, 1819, the Kentucky legislature passed a bill that authorized Muhlenberg county to dispose of part of the public ground. This act enabled the fiscal court to sell the northwest corner of the courthouse lot to the "Bank of Greenville" for the purpose of erecting a bank building on it. A two-story brick house was built in 1819. Seventy-five years later—in 1894—this building was torn down, and the building now used by the Greenville Coal company was built for the First National Bank, by which it was used until 1907, when the bank sold it to the coal company. The bank is now located on a corner across the street.

The reason given for asking legislature to pass special act allowing sale of lot was that no suitable location for a bank building could



The dome of the Muhlenberg county courthouse is seen over the top of the Greenville Coal Co. office building which occupies the northwest corner of the court square. That corner has been occupied by business buildings for more than a century.

be found in Greenville at that time, according to old records.

In May, 1936, when the coal company began to remodel the building, an effort was made to have the Muhlenberg county fiscal court buy

the building. The court favored the plan, and the company was willing to sell, but it was found the county could not assume additional indebtedness at that time and the plan was abandoned.