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HISTORY OF THE AMERICAN FRONTIER

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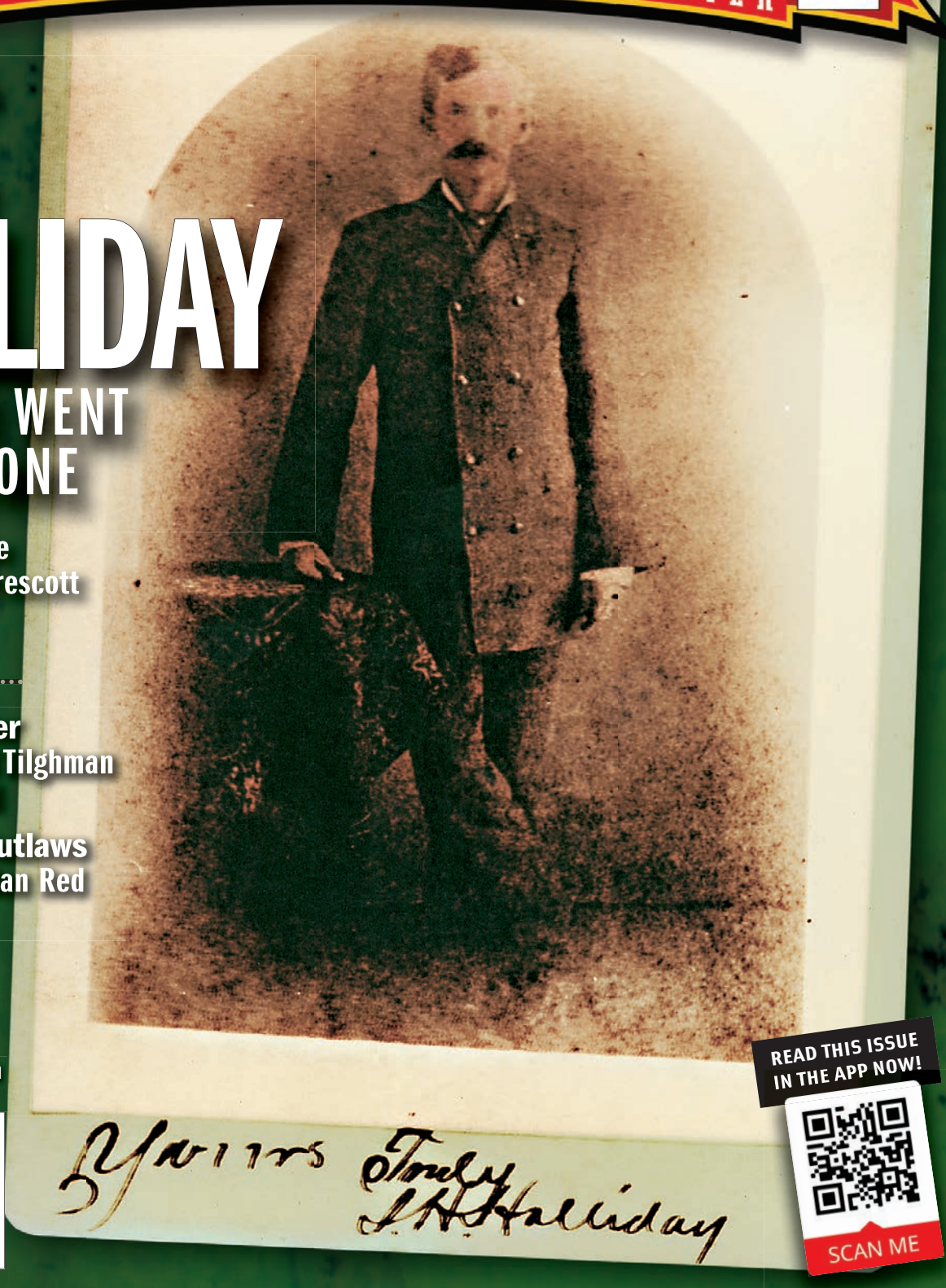

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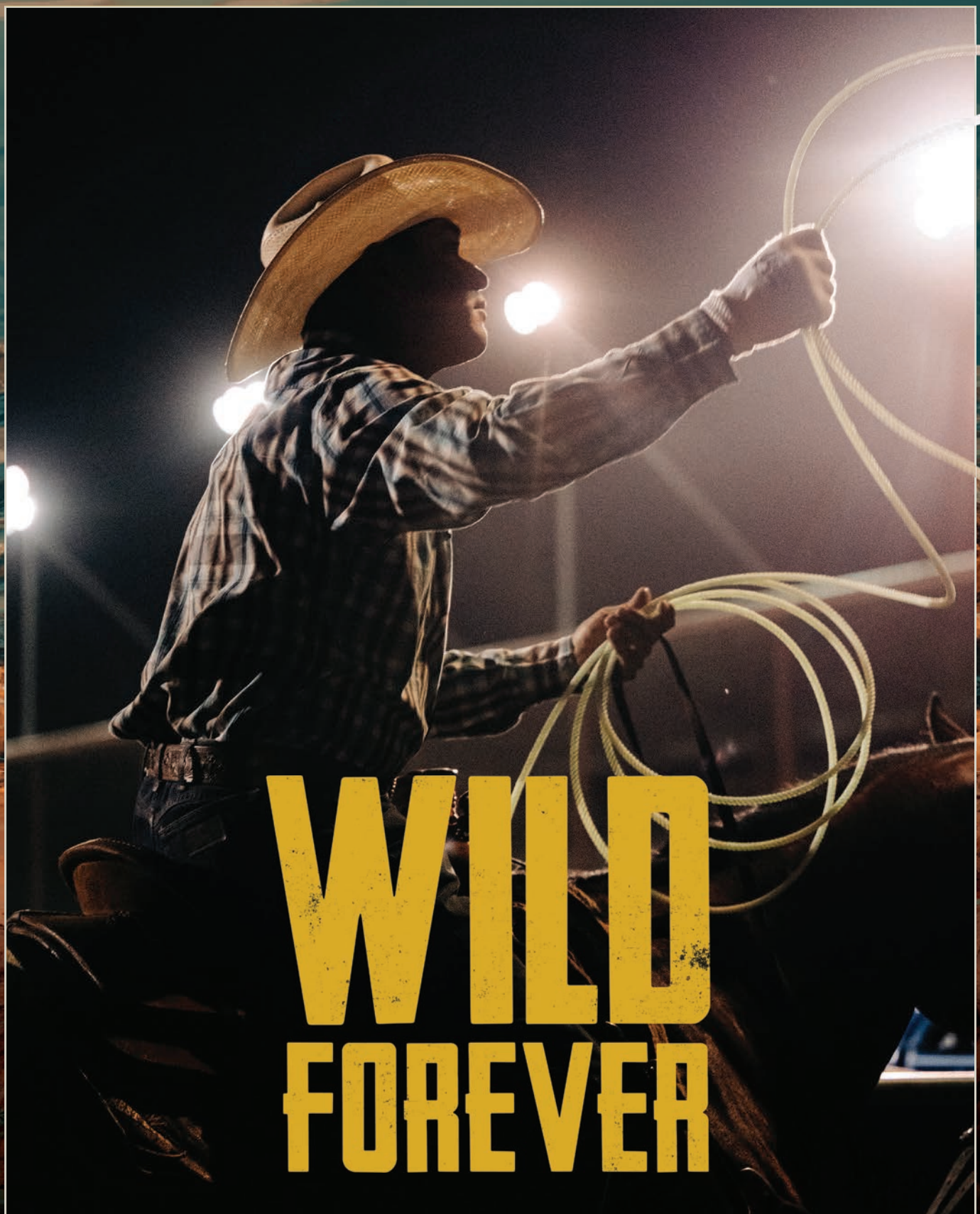

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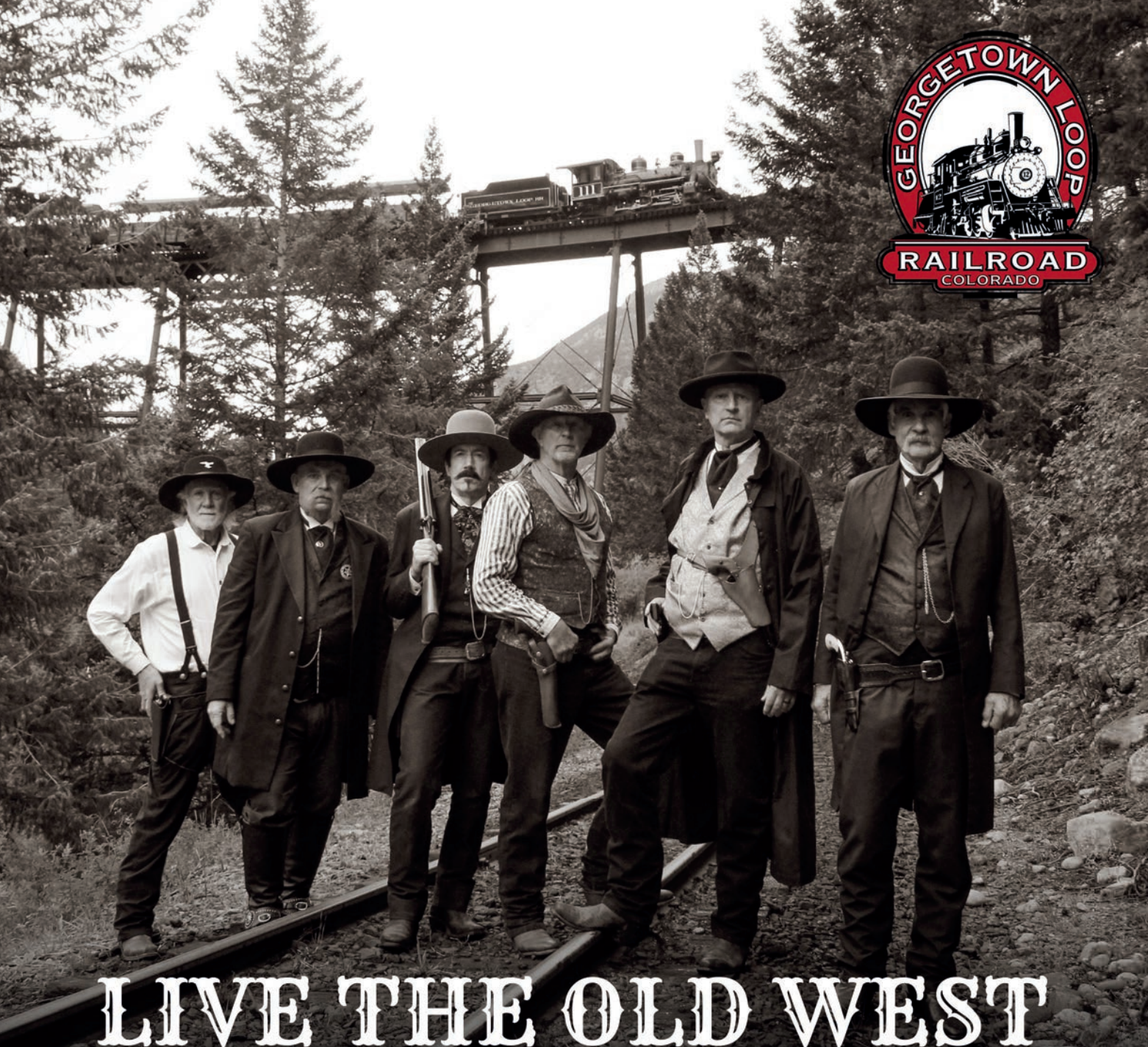

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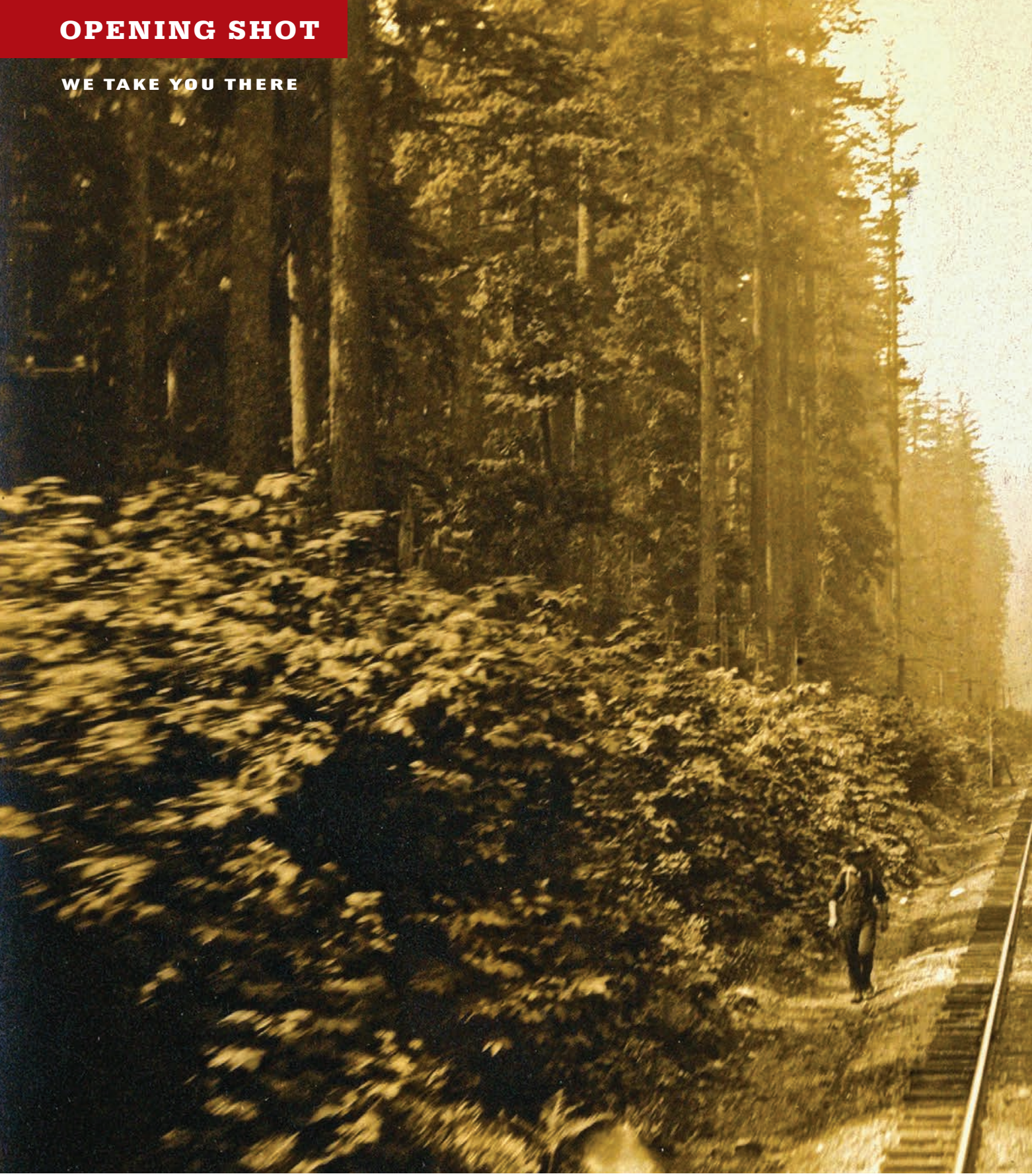

WORKING ON THE RAILROAD

James J. Hill's Great Northern Railway from Minneapolis–St. Paul, Minnesota, to Seattle, Washington, was completed on January 6, 1898, although G.N.'s first Cascade tunnel under Stevens Pass was not completed until 1900. In 1908, a G.N. summer work train and workers, shown here, were part of a year-round effort to maintain the vital economic corridor, which receives over 471 inches of snow a year.

Courtesy Library of Congress

TRUE WEST
HISTORY OF THE AMERICAN FRONTIER

True West captures the spirit of the West with authenticity, personality and humor by providing a necessary link from our history to our present.

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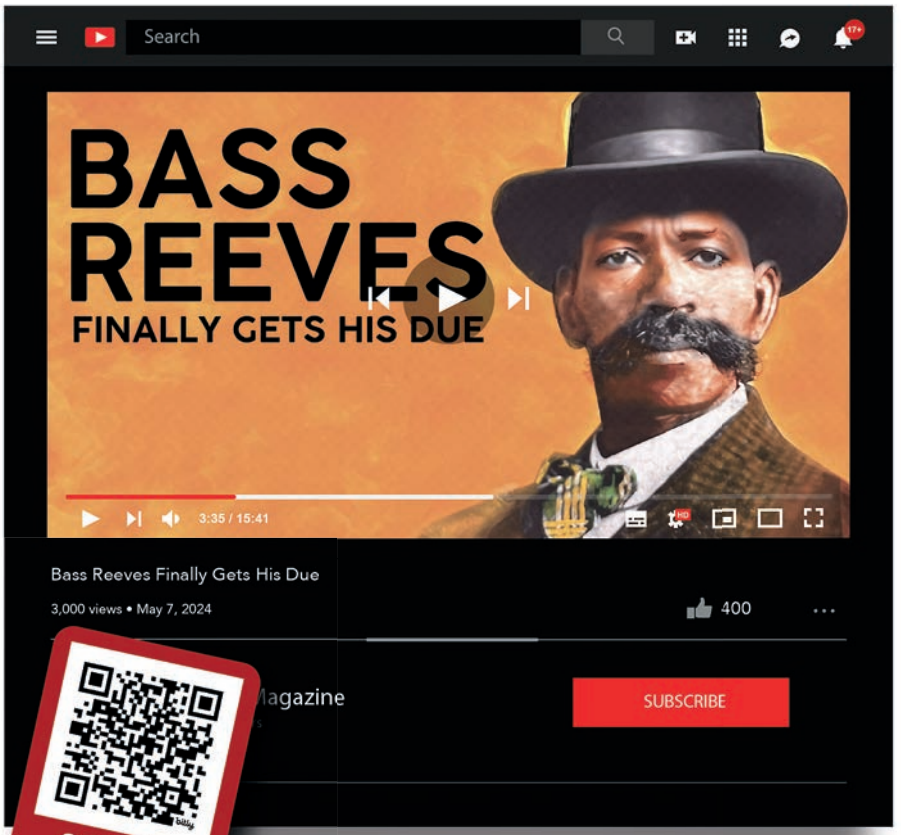

Bob Boze Bell
America's Western Storyteller

Wild West enthusiasts are going crazy for Bob's videos on the ***True West*** **YouTube Channel.**

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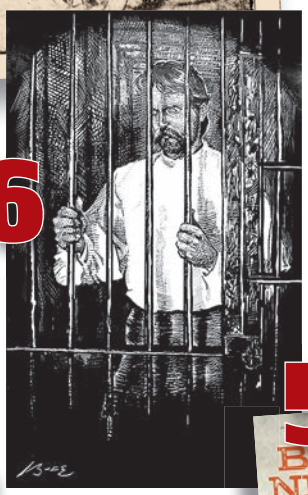
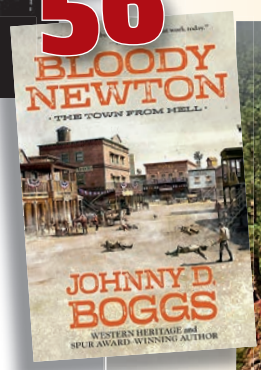
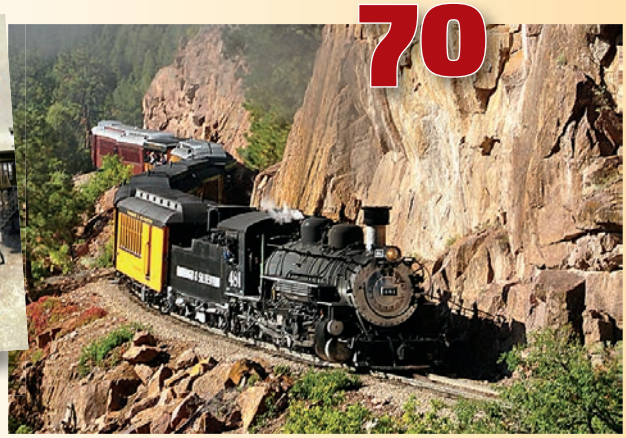


Doc Holliday Photo Courtesy
True West Archives
Cover Design by Dan Harshberger





COMPILED BY THE EDITORS OF *TRUE WEST*

Old Vaquero Sayings

"There is a fine line between catching an outlaw and becoming one."

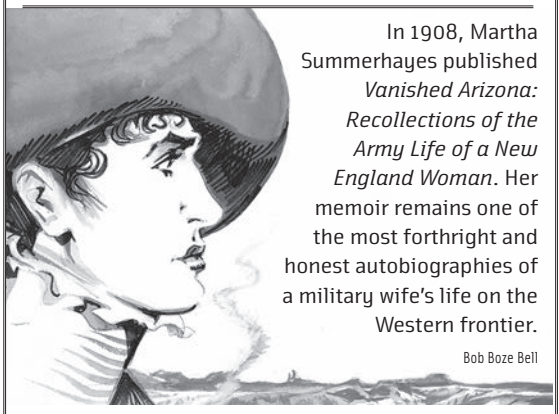
Quotes

"Either write something worth reading or do something worth writing."

–Benjamin Franklin

"A word is dead when it is said, some say. I say it just begins to live that day."

–Emily Dickinson



In 1908, Martha Summerhayes published *Vanished Arizona: Recollections of the Army Life of a New England Woman*. Her memoir remains one of the most forthright and honest autobiographies of a military wife's life on the Western frontier.

Bob Boze Bell

"I cast my lot in with a soldier, and where he was, was home to me."

–Martha Summerhayes, author of Vanished Arizona

"The only way of catching a train I have ever discovered is to miss the train before."

–G.K. Chesterton

"Get your facts first, then you can distort them as you please."

–Mark Twain

"You have evidently found it difficult to leave out anything. Good writing means leaving out a lot."

–Rich Kent of Houghton Mifflin Publishing, to Stuart Lake on August 29, 1930 on Lake's finished manuscript of Wyatt Earp: Frontier Marshal

During the Great Depression, Groucho Marx rivaled Will Rogers, W.C. Fields, Mae West and Bob Hope as one of America's great comedians and humorists. The Marx Brothers' film *Go West* (1940) is still considered a classic of Western comedy.

"Outside of a dog, a book is man's best friend. Inside of a dog it's too dark to read."

–Groucho Marx, The Essential Groucho: Writings For, By and About Groucho Marx

"Railroad trains are such magnificent objects we commonly mistake them for Destiny."

–E.B. White, One Man's Meat

"When you have eliminated the impossible, whatever remains, however improbable, must be the truth."

–Arthur Conan Doyle

"Neither a wise man nor a brave man lies down on the tracks of history to wait for the train of the future to run over him."

–Dwight D. Eisenhower

"Hurried and worried until we're buried, and there's no curtain call, Life's a very funny proposition after all."

–George M. Cohan

PIONEER PETS

Clara Barret sits with her dog and cat at her family's Oklahoma ranch, circa 1903–1904.

Frank E. Downs, Florence E. D. Muzzy Scrapbook, NYPL Digital Collection

BY BOB BOZE BELL

What's Up, Doc?

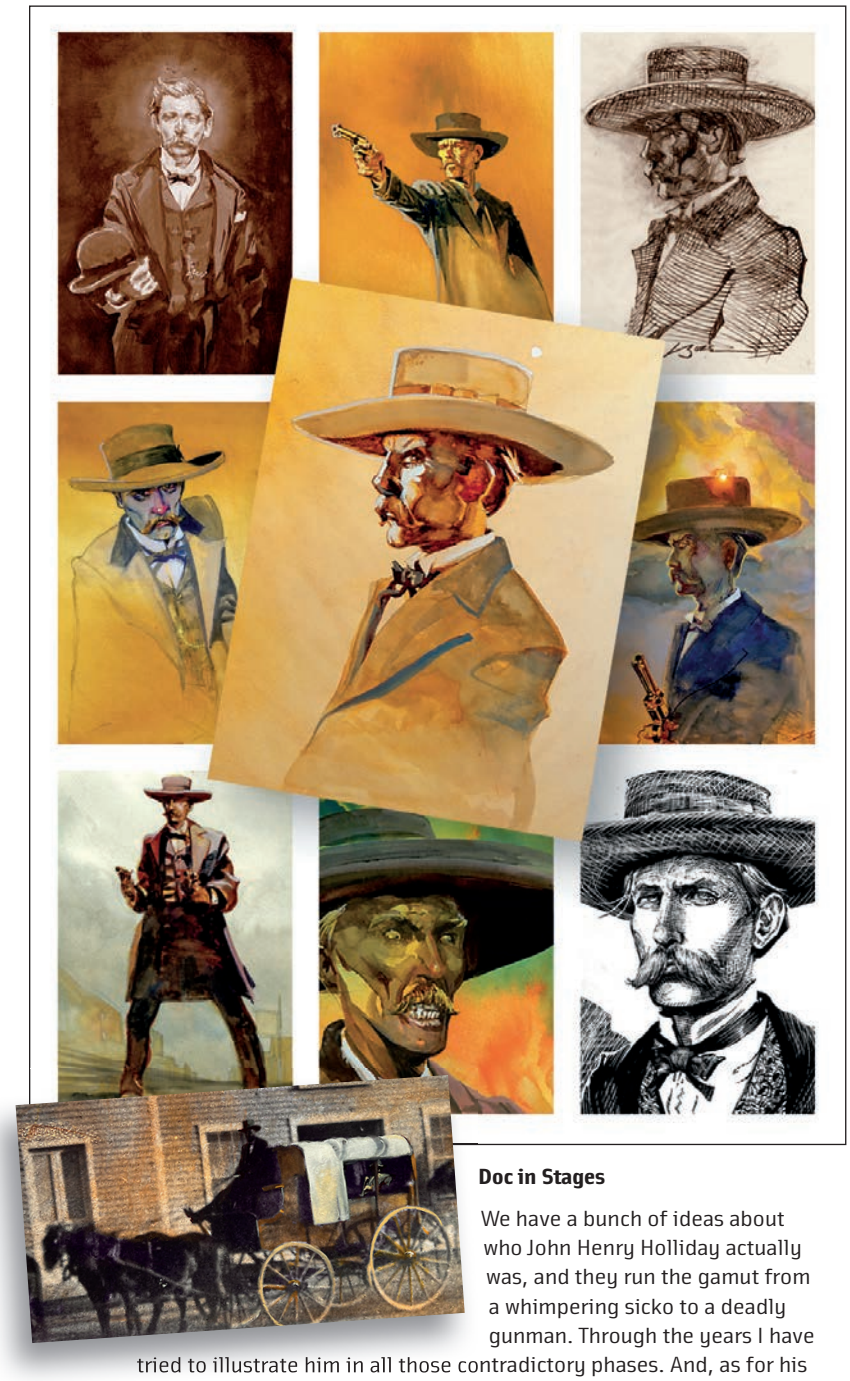
A slew of new revelations about John Henry Holliday's two sojourns in the Mile-High City

In this issue you will discover, just like I did, how wonderful it is when local historians dig deep into their local history. For a long time there have been several mysteries about Doc Holliday's travels between late 1879 and 1880 before he eventually arrived in Tombstone, and now we have a better view of this time thanks to Brad Courtney.

Just to give you a taste of what has been uncovered: In March 1880 Doc traveled back to Las Vegas, New Mexico, to settle up a debt and support a friend in jail. It is a very long trip—538 miles! to be exact. How did he make this trip? Well, the details of that journey are hard to believe, but the scholarship is impeccable and proves the old adage that sometimes truth is stranger than fiction.

Also, for me, the Holy Grail of research and history writing is finding a photograph of the place in question so we can see with our own eyes what it might have been like. For starters, let me say I have been looking at old Arizona photos for over a half century, and I have never seen a photograph of Gillett, a mining camp in Arizona Territory.

To recap: late in life Kate told three different interviewers about traveling from Prescott to the new mining camp of Gillett, where she claimed the mining superintendent allowed Doc and her to stay in his residence for the night. What might that have that looked like? Well, thanks to Brad Courtney, we now have a photograph of the place in question (see page 22).



Doc in Stages

We have a bunch of ideas about who John Henry Holliday actually was, and they run the gamut from a whimpering sicko to a deadly gunman. Through the years I have tried to illustrate him in all those contradictory phases. And, as for his long stagecoach ride, I have a hunch he rode in more than one style of conveyance, especially in Prescott.

For a behind-the-scenes look at running this magazine, check out BBB's daily blog at TWMag.com

OUR READERS REMIND US OF THE VARIABLES AND VAGARIES OF HISTORIC TRUTHS, "WELL-ESTABLISHED" FACTS, HEADLINES AND HISTORICAL PHOTOGRAPHS.

A SALUTE TO APACHE SCOUTS

Thanks for publishing Lynda A. Sánchez's eye-opening article on Apache scouts, "The Last Hurrah," in the May/June 2024 issue. Southwest scholars and history buffs who are familiar with writings on the Apache wars up through 1886 will doubtless be intrigued and enlightened by this insightful piece. Modern-day Apaches may also take pride in this tribute to the martial legacy of their ancestors, especially at Rancho Ojos Azules.

—Frank Puncer
Rio Rico, AZ

We are fortunate to have Lynda A. Sánchez as a contributing editor to True West *for over 25 years. She is a national treasure.*

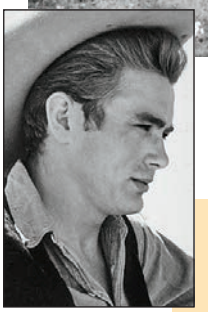
Apache scout "First Sgt." on left was described as "able to track any man across any terrain."

Courtesy N.A.R.A.

JAMES DEAN AND TOM MIX

It is hard to read this lonely road story "The Day Tom Mix Died" by Jeb Rosebrook in the March/April 2024 issue, and not hear the echo of James Dean, just 15 years later. In the arc of 20th-century historical memory, the two events seem so much farther separated in time—at least from my vantage point. The age difference (60 vs 24) is also greater than I think it appears in pop cultural memory. ("Live fast, die young.")

—Bill Yenne
San Francisco, California



James Dean starred as Jeff Rink in the epic film *Giant*. The film was released in October 1956, 13 months after Dean died in a car accident near Cholame, California.

Courtesy Warner Bros.

IN THE EYE OF THE BEHOLDER

That, in my opinion, is one (March/April 2024 cover of Tom Mix) of your best paintings. The cover just explodes out of the mailbox. After reading the stories it's even better. Really captures the ego of Mix.

—Allen Fossenkemper
Fountain Hills, Arizona

I recently bought your March/April issue in Saint Thomas, Ontario. Very good magazine. However, the cover was the ugliest choice you have made in a long time. I'll bet it isn't selling as well as the previous magazines. I blame it on the choice of the cover. The picture of Chief of Scouts Al Sieber would have been a far better choice.

—Paul Gordon
St. Thomas, Ontario, Canada

We love the passion of our readers! We will keep trying our best to keep the West alive—no matter disagreements or debates.

CORRECTIONS

In the March/April 2024 issue, I noted the name of Walt Coburn (right) was misspelled as Colburn. As it happens, Coburn was a close friend of my grandfather Lester Lee Ruffner, and with his wife, Pat, was a guest in our home in Prescott on several memorable occasions. I have attached a very sad obituary about a young cowboy killed at the Prescott Rodeo, elegantly penned by Walt. I recently found the yellowed copy of newsprint folded inside his autobiography titled *Walt Coburn: Western Word Wrangler*. Although undated, I'm guessing the obituary was written after 1933, the year my Great-Uncle George Ruffner died here in Prescott, as he is mentioned in the obituary as residing at "Mountain View" along with some other local notables buried there.

Thanks for keeping the West alive, at least in the hearts and minds of your readers.

—Rebecca Ruffner
Prescott, Arizona

True West Archives

BY MARK BOARDMAN

Where Did the Loot Go?

Whatever happened to the $97,000 from the Reno Gang's last heist?

Gang leader Frank Reno escaped the Hoosier State and found refuge in Canada. When extradited back to Indiana, on the promise he would get a fair trial and be safe from vigilantes, the elder Reno lasted just one month before justice was served and he was illegally lynched.

Courtesy Mark Boardman Collection

This is one of those "find the money" stories. And it's one that has attracted treasure hunters for more than 150 years.

It goes back to May 22, 1868. Up to a dozen members of the Reno Gang stopped a Jeffersonville, Madison and Indianapolis train at a watering station in southern Indiana. The outlaws had prior intelligence about its main load: express car safes held about $97,000 in government bonds and notes. In the process of the job, one of the crew was killed and two others hurt. The gang made a clean getaway with the loot.

For the moment.

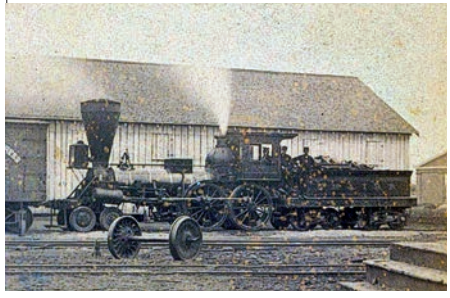
Vigilantes lynched 11 of the outlaws in three separate incidents over the next six-and-a-half months. But ongoing searches—some official, some by treasure hunters—never turned up the stolen money. Where is it?

I've been studying the Renos for some 30 years, and I've got some theories.

First, three of the gang members—including leader Frank Reno—managed to escape (temporarily) to Canada. While fighting extradition to the U.S., Reno offered thousands of dollars in bribes to stay in Canada (honest officials said no). I believe Frank Reno and the others took at least some of the robbery loot to their north-of-the-border hideout. And the outlaws likely left at least some with Canadian cohorts.

The rest of the money? Many believe it was buried around Seymour, Indiana, the gang's headquarters. But the Renos, who had pulled in many more thousands of dollars in criminal activities over the previous few years, had never before put money in the ground, in caves, etc. They spent it—often to grease the palms of local officials and businesspeople in an effort to avoid issues in their hometown. They blew the rest of it on high livin'. That was the historic pattern; why would the bandits change a successful process?

I believe local businesses in particular took the notes and laundered them, in various fashion, giving the Renos clean cash (and keeping some for themselves). There is at least some evidence of that. In the early 1870s, one of Seymour's most successful merchants and property owners, John Pfaffenberger, tried to cash one of the $500 notes from the robbery at a Cincinnati bank. The note numbers had been circulated to money institutions around the Midwest in 1868, and some bankers were still on the lookout. Pfaffenberger was arrested and tried for passing stolen notes; he was found not guilty since the prosecution couldn't prove that he knew they were illegal. His reputation probably played a role in that verdict.



A Jeffersonville, Madison and Indiana locomotive similar to this one in Columbus, Indiana, was most likely pulling the Adams Express car that the Reno Gang robbed in the southern part of the state on May 22, 1868.

Courtesy NYPL Digital Collections

The rest was never discovered. I don't believe the loot is in a hole in the ground or some cave in southern Indiana—sorry, treasure hunters. It's long gone. And most of those who profited from the stolen money were not the robbers themselves.

Outlaws John Reno and Frank Sparks took time off from robbing trains to hoist some cold beers at a Seymour, Indiana, saloon in 1867. Dick Winscott, an undercover agent of the Adams Express Company, posing as a tavern keeper, might have taken the photo.

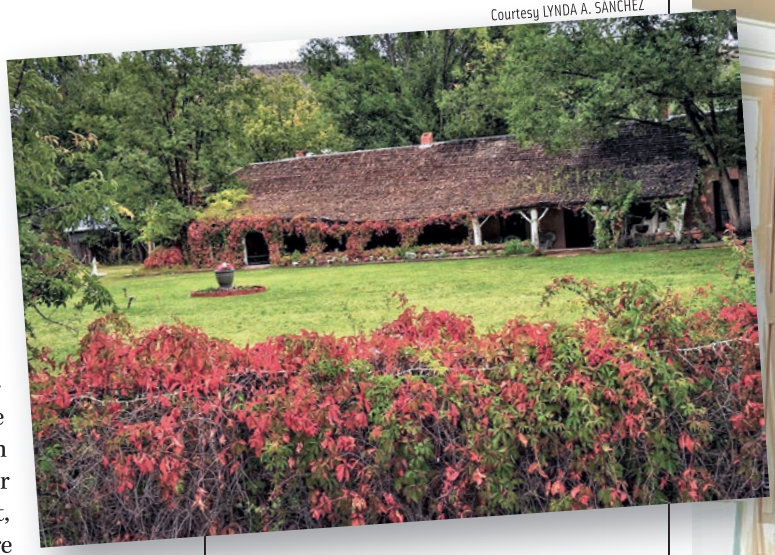
Courtesy Mark Boardman Collection

BY LYNDA A. SÁNCHEZ

She Means Business!

An energetic and ambitious woman has come to Lincoln, New Mexico, to restore the town's legendary Ellis Store.

Courtesy LYNDA A. SÁNCHEZ



Every day for the last 50 years I have had the good fortune to look outside my window and view the structure known today as the Ellis Store (established, 1876). Its long, flowing sweep of a porch; its wood-shingled roof and expansive gardens, along with adobe walls that harbor memories of the past, are all there as they were during the brutality of the Lincoln County War, the Apache Wars and the fight against the White Plague (TB). The violence reached a crescendo during the infamous and bloody Lincoln County War, when enemy combatants fighting over land, money and probably a woman or two fired their weapons from nearby hills into the ranch house during the destructive five-day battle in July 1878. Billy the Kid no doubt visited the place when it was a ranch headquarters for Isaac Ellis. And when the war was finished, people took a step back and realized this was a beautiful place situated along the Río Bonito. Come spring the blossoming orchards of pear, apple and plums along the *acequias* were exquisite as the perfumed air replaced the acrid smell of gun smoke.

However, today, another war is ongoing and that is one of restoration, preservation and repurposing this wonderful building before it is lost as part of our regional heritage. There is a new lady in town, and she means business! As Amy Gauthier indicated, "falling in love" with the place was easy but now the hard part is at hand, and she has taken that bull by the horns too. From painting, cleaning and getting rid of broken furniture, fixing tiles, renewing hardwood floors and leaking pipes, this woman is a whirlwind of energy.

Researching grants and those who came before her, Gauthier has future plans including possibly an equine therapy and general wellness approach as a way forward for guests, along with historical symposia, and a welcoming locale to discuss "the way of things." That fits perfectly with part of the site's history as a TB sanitorium under the wise guidance of Dr. James Laws. The beautiful Bonito River also flows peacefully through the property reminding us that early Mogollon pueblo folks and Apaches lived here, too, way before we came on the scene. They farmed and irrigated from this valued resource.

A grand opening, date yet to be determined, is coming soon. Nevertheless, Gauthier reminds us that this is all a work in progress and will be for many years. "It is such an honor and privilege to be in Lincoln. I hope to be here for some time," says the new and proud owner from a nearby ladder.

Even the ghosts of times past must be smiling. Perhaps visitors will become part of Ms. Gauthier's hope that restoring this home will also help restore people and their souls as well.

Amy Gauthier is the new proprietor of the historic Ellis Store Bed and Breakfast in Lincoln, New Mexico. She is restoring the 1876-era property, which has been shuttered for a couple of years, and hopes to be open for business in the near future.

Courtesy Amy Gauthier

True West Contributing Editor **Lynda Sánchez** has long been an advocate for preserving the West. She was awarded the Best Preservation Project in the USA by *TW* in 2007 for her work in saving Fort Stanton, New Mexico. It is now a NM Historic Site. She is a guest columnist of "Old West Saviors" while Jana Bommersbach is on sabbatical.

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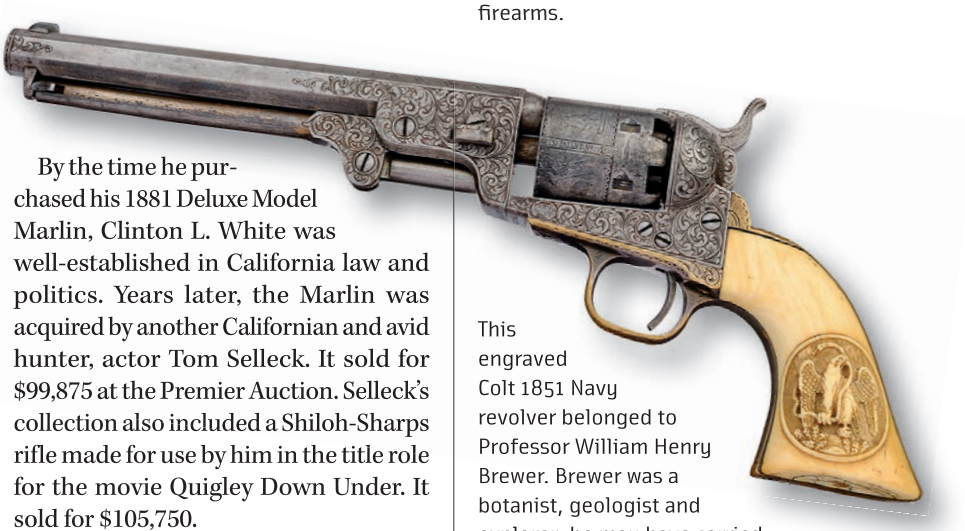
BY STEVE FRIESEN

Firearms With a Storied Past

Rock Island gavels off high profits from historic firearms.

In 1834, gunsmith Jonathan Browning built a "harmonica" rifle. It had a loading device with multiple chambers, resembling a harmonica, that slid through the breech and loaded the gun. He was the father of John Moses Browning, who designed many iconic firearms.



This engraved Colt 1851 Navy revolver belonged to Professor William Henry Brewer. Brewer was a botanist, geologist and explorer; he may have carried the revolver on some of his expeditions.

Rock Island Auction Company's final sale of 2023 was exceptional, grossing $26.7 million. One of their Premier Auctions, it was promoted by three catalogs filled with firearms used in the West. Many were accompanied by stories of their owners and the part they played in history.

In 1853, Jonathan Browning joined the Mormon migration from Illinois to Utah, settling in Ogden. There he opened a gunsmithing shop. His sons continued their father's work, opening the Browning Company in 1878. Jonathan's "harmonica" rifle, created before he made the trek, sold for $49,938. Professor William Henry Brewer moved west to California in 1860 to take part in its first geological survey. He also took part in later exploratory expeditions to the Rocky Mountains, Greenland and Alaska. His engraved Colt 1851 Navy revolver sold for $25,438.

In 1875, Montana pioneer Thomas Stuart received a gift of a Model 1873 rifle from his brother. Made by Winchester, it was part of a rare series referred to as "One of One Thousand." Inscribed to Thomas, the rifle went for $528,750. Arthur William Merrifield was Theodore Roosevelt's hunting guide on his first hunts in the West in the 1880s. Roosevelt gave Merrifield an engraved Merwin, Hulbert and Company 3rd Model Army revolver, together with a cartridge belt and pocket watch. The set fetched $164,500.

By the time he purchased his 1881 Deluxe Model Marlin, Clinton L. White was well-established in California law and politics. Years later, the Marlin was acquired by another Californian and avid hunter, actor Tom Selleck. It sold for $99,875 at the Premier Auction. Selleck's collection also included a Shiloh-Sharps rifle made for use by him in the title role for the movie Quigley Down Under. It sold for $105,750.

Some of the firearms at the auction had been favored by women, because they were small and light. One was a nicely embellished Colt pocket revolver inscribed to "F.W. Jacobs" on its backstrap. Francis Wisebart Jacobs and her husband moved to Denver in the 1860s, traveling in a wagon train from Ohio. Made in 1877 the Colt was probably acquired after the two opened Denver's OK Clothing Store. Her revolver sold for $32,313. Another Colt, a Lightning "Baby" Carbine, was shorter and lighter than most shoulder arms. Journalist Robert E. Strahorn presented one as a Christmas gift to his wife, Carrie, in 1888. Strahorn traveled around the West with his wife, who may have taken some comfort from having the carbine. Her "baby" sold for $21,150.

The lavishly illustrated catalogs for the December 2023 Rock Island Premier Auction can be visited online. The images of the firearms are outstanding, and the stories associated with them make interesting reading.

All Images Courtesy Rock Island Auction Company

Steve Friesen comes to "Collecting the West" with over 40 years of experience in collecting for museums, including evaluating and acquiring artifacts from the American West.

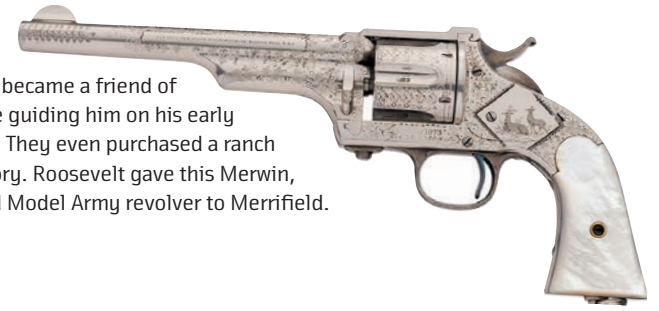
Francis Wisebart Jacobs owned this nicely embellished Colt pocket revolver inscribed to "F.W. Jacobs" on its backstrap. Mrs. Jacobs became very involved in charitable causes after moving to Denver and until her death in 1892.

This Lightning Baby Carbine by Colt would have had a lot of appeal for someone desiring a light, short rifle. It was given by journalist Robert Strahorn to his wife, Carrie, as a Christmas gift in 1888. She traveled the West with him and published their experiences in a two-volume memoir titled *Fifteen Thousand Miles by Stage*.

One of three Shiloh-Sharps rifles created for use by Tom Selleck in the movie *Quigley Down Under*, features the initials "MQ," for the fictional character Matthew Quigley, inlaid onto the side of its receiver.

This 1881 lever-action Marlin belonged to Clinton L. White, an early settler of California and one-time mayor of Sacramento. It had a scope mounted on the side of the barrel, which allowed either it or the barrel sights to be used. It was popular with hunters and marksmen.

This Model 1873 Winchester, marked "One of One Thousand" is a rarity and commanded top dollar at the Rock Island auction. It belonged to Thomas Stuart, a miner, rancher, marksman and early settler in Montana.



Arthur William Merrifield became a friend of Theodore Roosevelt while guiding him on his early hunting trips to the West. They even purchased a ranch together in Dakota Territory. Roosevelt gave this Merwin, Hulbert and Company 3rd Model Army revolver to Merrifield.

UPCOMING AUCTIONS

August 23-25, 2024
Premier Firearms Auction #4092
Rock Island Auction Co. (Rock Island, IL)
(800) 238-8022 • rockislandauction.com

September 10-12, 2024
Firearms & Militaria
Morphy Auctions (Denver, PA)
(717) 335-3435 • morphyauctions.com

September 16-21, 2024
Buffalo Bill Art Show & Sale
Rendezvous Royale (Cody, WY)
(307) 587-5002 • rendezvousroyale.org

BY PHIL SPANGENBERGER

Spencer's West

After the Civil War, savvy frontiersmen chose the Spencer repeating carbine.

The Spencer repeating carbine carried seven metallic cartridges in its butt stock and loaded from the butt plate. Rounds were fed into the breech via a spring-loaded tube, when the under lever was lowered. Once loaded, the hammer still had to be manually cocked. This Model 1860 Spencer was among the last Civil War contract that was delivered to the Army of the Potomac in early 1865, and has a faint letter "B" lightly stamped into the butt stock. It shows probable use by an Indian in later years as inset shows an 1874 Indian-head penny inlaid and brass tacked into the stock, along with a German silver sunburst inlay, and four holes in the "four winds" design where tacks have been removed.

All Images Courtesy Phil Spangenberger Collection Unless Otherwise Noted

At the conclusion of the Civil War, the Spencer Repeating Rifle Company had sold more than 100,000 military arms to U.S. forces. Although the company enjoyed great success during the war, such massive production of guns worked against it in the postwar years. Many thousands of Spencer military surplus rifles and carbines were being sold for far less than the company's sporting rifles. Spencer had literally produced himself out of the postwar market, and by 1868 the company had failed. Interestingly, the bankrupt Spencer Company was purchased by the Fogarty Repeating Rifle Company and in less than a year that firm sold Spencer's remaining assets to Oliver Winchester in 1869.

Ironically though, Christopher Spencer's metallic cartridge guns were quite popular and there was a great demand for inexpensive arms by those heading West, and his seven-shot repeaters were held in high esteem by many frontiersmen. Along with the government's sale of surplus Spencer carbines and rifles, Western gunsmiths were creating modestly priced "sporterized" Spencer rifles by using surplus carbine actions and adding heavy octagon barrels, forearms and occasionally double-set triggers and wiping rods, giving them the look of the old-time muzzleloading plains rifles, such as Hawken, Dimick, Gemmer or others of that ilk.

With Indian troubles boiling over out West in 1865, the U.S. Cavalry was largely armed with the 1860 Spencer carbines. Broken up into smaller companies or several company-sized units, these horse soldiers were ordered to posts all over the frontier. However by 1867, virtually every cavalry regiment with the exception of the 1st and the 5th Cavalry were armed primarily with the shorter and modified Model 1865 Spencer carbines, with a total of around 5,000 Spencers in the hands of troopers of the 2nd through the 4th, and the 6th through the 10th Cavalry regiments. Some units were only partially equipped with Spencers and still relied partly on other Civil War breech loading, single-shot carbines. With various companies of each unit seeing action against the tribes, in skirmish after skirmish, it was their Spencers that often proved to be the difference in the soldiers' life or death.

In the summer of 1866 the 4th and 6th Cavalry, stationed in various posts in Texas, were completely outfitted with Spencer carbines. The following year the newly created 7th Cavalry, as well as the 8th, 9th and 10th regiments were also fully armed with Spencers. Custer's 7th saw its initial action near Fort Lynn in Colorado Territory when a detachment of C Company skirmished with Sioux and Cheyennes. Still carrying Spencer carbines on the freezing cold morning of November 27, 1868, Custer and his troopers attacked 51 Cheyenne lodges of Chief Black Kettle on the Washita River (Oklahoma). "Old Arizona" Territory in the late 1860s saw numerous fights between the Spencer-armed 8th Cavalry and Apaches, while the African American "Buffalo Soldiers" of the 9th and 10th Cavalry regiments campaigned in Texas and Kansas respectively, as did the 6th Cavalry—all using Spencers. There were even a few Spencer carbines issued to the foot sore infantry, like the 9th Infantry, stationed in Nebraska who reported keeping a pair of Spencers on hand, possibly for guard duty.

What may be the earliest recorded use of a civilian-used Spencer was by Arizona Territorial Governor John N. Goodwin in

Durango, Colorado, photographer E. A. Walker captured this nattily dressed frontiersman with his Model 1860 Spencer carbine, circa early 1870s. In the years before the Winchester lever actions were introduced, Westerners of every kind considered the Spencer a superior arm. Although the Henry could be fired faster, The Spencer was a more powerful and less complicated firearm.

the summer of 1863, when he purchased a Model 1860 carbine for his trip across the plains from Leavenworth, Kansas, to Arizona. The following year he wrote, "Since September last it has been in constant use, either carried in an ambulance or strapped to the saddle. No weapon has ever been subjected to harder usage than this has been up to the present time." Goodwin went on to claim, "During this time it has been once cleaned and has never got out of repair, and now works better than when I first had it."

The governor loaned his Spencer to his friend, Alabama-born Arizona adventurer King S. Woolsey, who carried it on an 1864 expedition against the Apaches. Woolsey's fondness for the Spencer was reported in the April 26, 1864, edition of the *Hartford Evening Press* newspaper stating that although he had never fired a rifle until he went West and then only the Spencer, his first shot with the carbine during an informal shooting session hit a one-inch piece of white paper stuck to a black painted board placed out at about 100 yards. Woolsey reported: "As a weapon for fighting Indians, the Spencer has no superior."

While traveling south of the border Westerner August Santleben recalled an encounter with a group of outlaws that "numbered about fifteen men and all were armed with Spencer carbines and six-shooters. That pattern of rifle was the first breechloader, using metallic cartridges, introduced into Mexico." Back in the U.S. on the plains of Kansas, while working on the Union Pacific Eastern Division Railroad in 1868, Prussian immigrant Adolph Roenick and a half dozen other laborers were attacked by Indians. In the excitement of the attack Roenick loaded eight, rather than seven cartridges in his personally owned Spencer carbine's butt stock. When he couldn't force the gun's magazine tube back in place, he realized his mistake and quickly removed one round, re-inserted the tube and resumed the fight. On another occasion in 1875 in Galveston, Texas, young cowhand Charles Siringo was given a Spencer carbine by his uncle. Siringo remembered the Spencer was "one he had captured from a yankee while out scouting during the war. I was very proud of the gift for I had never owned a repeating rifle before."

These are just a few instances that illustrate the Spencer's use out West after the Civil War. Within a few years, this old warhorse would be overshadowed by its chief rivals, the Henry rifle and its offspring, the 1866 Winchester. However, during the years immediately following the war, and until the introduction of the then more-modern Winchester repeaters of the 1870s, the more powerful 1860 .56-56 and .56-50 Model 1865 Spencers were the preferred shoulder arm by frontiersmen of every kind.

Phil Spangenberger has written for *Guns & Ammo*, appears on the History Channel and other documentary networks, produces Wild West shows, is a Hollywood gun coach and character actor, and is *True West's* Firearms Editor. He's also *True West's* "True West Westerner of 2022."

At times the Army's Indian scouts, like this Warm Springs band warrior in the Modoc Wars of 1872, were issued Spencer carbines. The seven-shot, metallic cartridge Spencer proved a great advantage over the more primitive weapons often encountered with fighting tribes.

True West Archives

HISTORICAL UNIFORMS AND EQUIPMENT

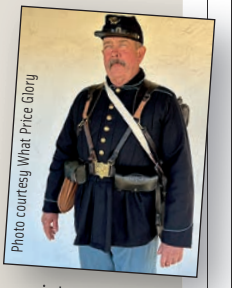


Photo courtesy What Price Glory

What Price Glory, aka onlinemilitaria.net, where you can search categories or enter your keyword (recommended) to have your desired item(s) appear, is a well-respected company among military reenactors, museums, motion pictures, TV documentaries and others. After starting out in 1994 with the purchase of 12 tons of old uniforms from Warner Bros. motion picture studios, eventually led to the manufacturing of a comprehensive collection of reproduction uniforms and equipment, starting with World War II and ultimately spanning the period from 1866 through 1980. The company has made equipment for the films *Hostiles* and HBO's *Band of Brothers* and its repros include American, British, Canadian, Australian and French, as well as some original items and more. Download the 100-plus page catalog (updated daily) by going to **whatpriceglory.com**. Some U.S. Indian Wars items are currently only offered on ebay at what_price_glory.

BY BRAD COURTNEY
WITH ADDITIONAL RESEARCH BY GARY ROBERTS, STUART ROSEBROOK, TOM JONAS AND MARK LEE GARDNER

DOC HOLLIDAY BEFORE HE WENT TO TOMBSTONE

NEW EVIDENCE OF HIS LIFE IN PRESCOTT REVEALS THE GAMBLER WAS ON THE MOVE BACK AND FORTH TO NEW MEXICO BEFORE JOINING THE EARPS IN COCHISE COUNTY.

History buffs in Prescott, Arizona, know that the legendary John Henry "Doc" Holliday lived in Prescott before moving to Tombstone. Most, however, don't realize that Doc actually spent two separate tenures in their mountain town, the first during the winter of 1879-80.

Doc went to Prescott by way of Las Vegas, New Mexico. His friend Wyatt Earp had gotten the hell out of Dodge City, Kansas, because he'd heard from older brother Virgil, constable of Prescott, about a new boomtown in southern Arizona with an odd name, Tombstone. No one knows precisely why Doc decided to join the Earp party almost a year after he heard about Wyatt's Tombstone plans.

Holliday, with his lover Kate Elder, arrived in Prescott in early November 1879. Doc and Kate found boarding in town, while Wyatt and his lady Mattie, brother James and his wife and stepdaughter, lodged with Virgil and Allie. Wyatt's time in Prescott was short, indeed more like an "extended layover" than a sojourn. He and Virgil were anxious to get to Tombstone while the pickings were still good.

Doc, who was making the switch (maybe not intentionally) from dentist to full-time professional gambler, found Prescott to his liking and decided to lag behind for the time being. In the center of town was Whiskey Row, the gambling center of Arizona Territory. Another possibility is that it was Kate who liked what she saw, and convinced Doc to hunker down. Perhaps she was trying to keep Doc from Wyatt, whom she didn't like. Or it might have been the climate of the Central Arizona Highlands, considered by many to be one of the best in the world. It's common knowledge that Holliday suffered from tuberculosis. Prescott would become a major treatment destination for tuberculosis patients in the early 1900s, and surely Doc sensed that central Arizona was healthier for him than southern Arizona.

DOC HOLLIDAY

Doc Holliday avoided notoriety while living in Prescott in the winter of 1879–80 and the late spring and summer of 1880.

All Artwork and Images Courtesy True West Archives Unless Otherwise Noted

Tombstone vs. Prescott

Doc might have been doubtful about Tombstone all along. He has often been depicted as having been beholden to Wyatt, even in a puppy-dog manner. But Holliday was his own man who walked to the thump of his own cask, and he seemed in no rush to join Wyatt in the fledgling Pima County community.

It's possible that Doc lingered in Prescott because its newspaper, the *Weekly Arizona Miner*, had started to print negative news about Tombstone. When the area first started booming, the reports were very positive, noting that the silver strikes there were good for Arizona Territory's chances of becoming an American state. As early as February 1879, the *Miner* affirmed, "Tombstone District is no sham, but contains many wonderful veins, which are calculated to bring in thousands of people to that section." Similar information continued through September, and Virgil Earp was surely reading it and sending the news to his brother Wyatt in Dodge City.

As time went on, however, the reports turned negative. By September 12, it

Continued on page 24

The last known verified photo of Doc Holliday was taken in Prescott by D.F. Mitchell in 1879–80. Mitchell had a successful photo studio, Capital Art Studio, on North Cortez.

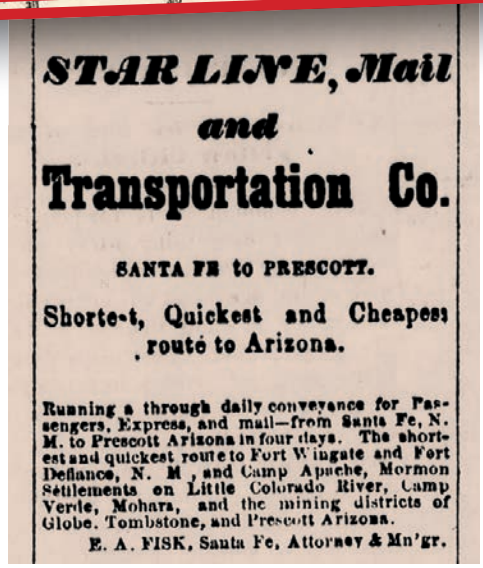
In the late 1870s and early 1880s, well-established roads for wagons, buckboards and stagecoaches allowed the Earps, Doc Holliday and Kate Elder to travel, albeit ruggedly and arduously, between the main cities and boomtowns of Arizona and New Mexico territories.

Map by Tom Jonas

Gillett, Arizona Territory, was about halfway between Prescott and Phoenix and was a key crossroads for travelers between the two cities.

In early 1880, Doc and Kate went to Gillett together, but left separately. Kate went to Globe and Doc returned to Prescott.

Photo taken by D.F. Mitchell



STAR LINE, Mail and Transportation Co.

SANTA FE to PRESCOTT.

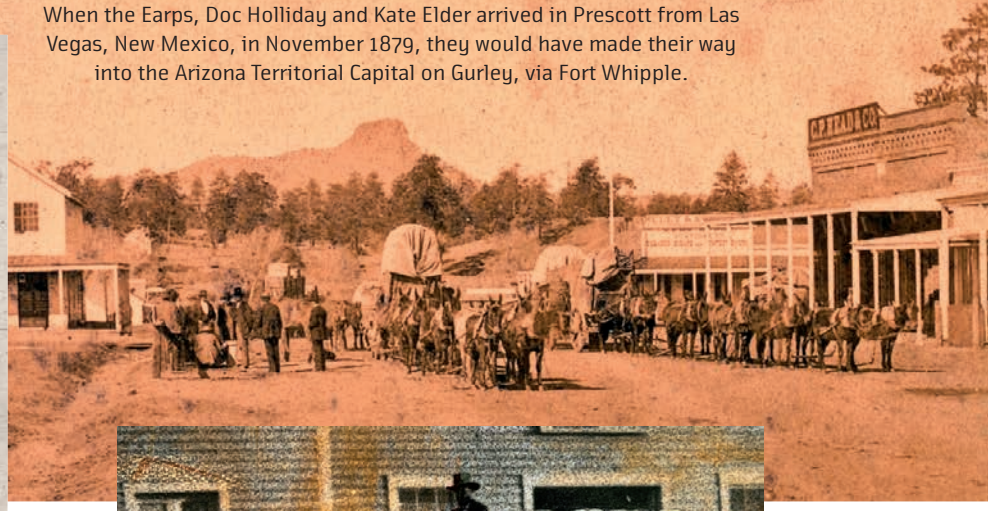
Shortest, Quickest and Cheapest route to Arizona.

Running a through daily conveyance for Passengers, Express, and mail—from Santa Fe, N. M. to Prescott Arizona in four days. The shortest and quickest route to Fort Wingate and Fort Defiance, N. M., and Camp Apache, Mormon Settlements on Little Colorado River, Camp Verde, Mohara, and the mining districts of Globe, Tombstone, and Prescott Arizona.

E. A. FISK, Santa Fe, Attorney & Mn'gr.

Newspaper Clippings Courtesy Newspapers.com

When the Earps, Doc Holliday and Kate Elder arrived in Prescott from Las Vegas, New Mexico, in November 1879, they would have made their way into the Arizona Territorial Capital on Gurley, via Fort Whipple.



Doc in Stages

As soon as the transcontinental rail line was completed in 1869, travel in the West began to change rapidly.

By October 1879, when Wyatt Earp picked up Doc Holliday and Kate Elder in Las Vegas, New Mexico, the West was entering the era of the Iron Horse. The Earp party was traveling by buckboard, a popular mode of transportation across the West. In fact, Wyatt had hoped to use his buckboard for a stage line between Tombstone and Tucson but discovered upon his arrival that a successful stage line with a covered coach was already in service.

But what about Doc and Kate? After they decided to stay in Prescott, Arizona, rather than continue to Tombstone with the Earp party, which now included Virgil and Allie, it is known that Kate and Doc left sometime in the early months of 1880 for Gillett. Kate later left for Globe, Arizona, while Doc returned to Prescott. In March of 1880, Doc left the Arizona territorial capital for Las Vegas, New Mexico, and returned to Prescott in May 1880.

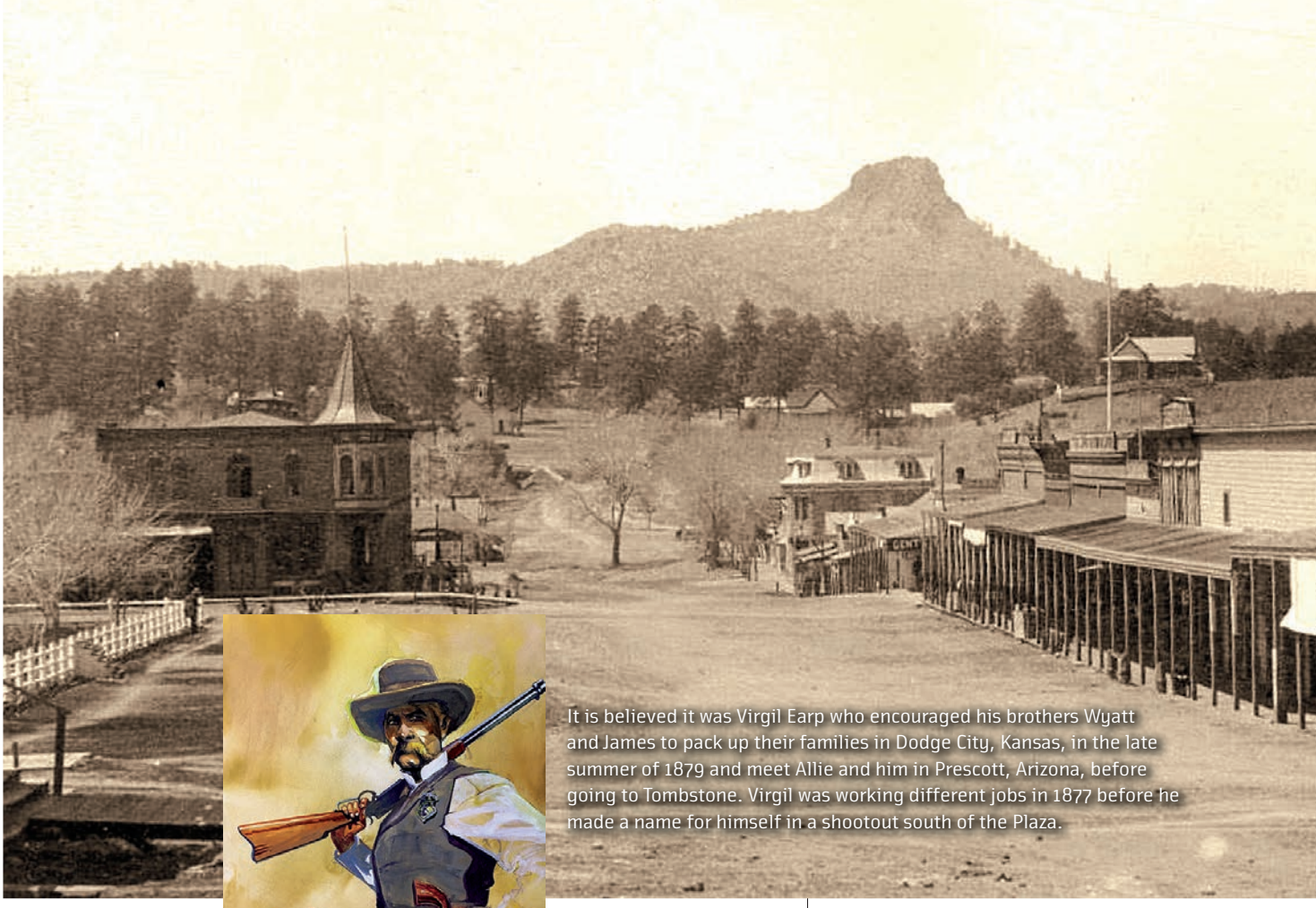
But what did they travel in? Open buckboard, covered buckboard with multiple seats, a mud-wagon style stage or the top-of-the-line Concord coach?

The answer is that it could have been any of those possibilities and all of them carried some kind of freight and mail, which was the base of profit for the stage lines.

But consider these facts: travelers in 1879 recounted to multiple newspapers how rough it was to travel in the Southwest by buckboard stage. One rode in a two-seat mail hack that had room for just two passengers, one seated with the driver, and one in the back. But as the railroads pushed into southern Arizona and across northern New Mexico, Concord coaches began to replace buckboard-style coaches as reported in *The Santa Fe New Mexican* in February 1880.

Will we ever definitively know exactly what kind of stagecoach Kate Elder or Doc Holliday traveled in? No, probably not, but whatever it was—covered buckboard, Celerity style mud wagon or brand-new Concord coach—it had to have had enough protection from the elements in the winter and spring of 1880 to not kill the consumptive dentist-turned-gambler.

—Stuart Rosebrook



It is believed it was Virgil Earp who encouraged his brothers Wyatt and James to pack up their families in Dodge City, Kansas, in the late summer of 1879 and meet Allie and him in Prescott, Arizona, before going to Tombstone. Virgil was working different jobs in 1877 before he made a name for himself in a shootout south of the Plaza.

Continued from page 20

was "The Tombstone section is keeping up its reputation in cutting and shooting." Some of the articles (which were more like editorial commentaries) were published out of jealousy because a major migration of people from Prescott looking to make their mark in Tombstone had left the territorial capital. Although it was small and isolated from other towns, Prescott was still one of the busiest places in the West. It was a people magnet in Arizona Territory because it was the capital. And it wanted to remain the capital. There was a fear that since the population was larger and growing in southern Arizona, the capital would need to move as well.

Not only was Prescott's population declining in 1879, capitalists were passing through but not staying. They too were heading to Tombstone. By the time Doc and Wyatt arrived in Prescott in November, the news was mostly derogatory toward the boomtown.

Virgil Earp was just one of many Prescottonians leaving for Tombstone, but on November 14, the *Miner* singled him out: "[V.] W. Earp is about to pull out for Tombstone, which is just now the great center of attraction. We don't like tombstones and shall avoid them so long as possible." No small number of those who left the Central Arizona Highlands for southern Arizona, like Virgil, played roles in the legendary Tombstone dramas of the early 1880s.

On November 21, near the time the Earp party was leaving town, the *Miner* issued a more direct and cautionary statement: [B]usiness is much overdone in that bonanza land. So we would advise those who think of going there to consider before they leap." If Doc already had doubts about Tombstone, declarations like these certainly would have fed them. Similar warnings continued throughout 1880.

Kate vs. the Earps

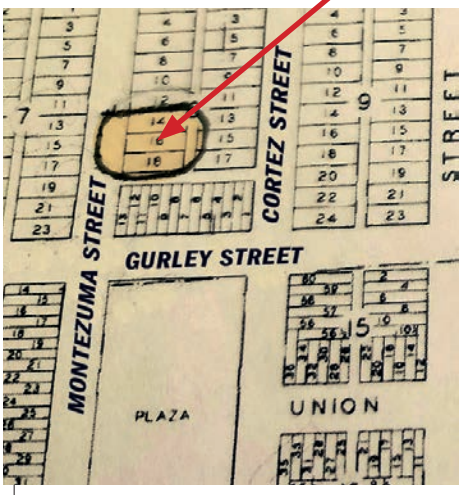
Kate was never fond of the Tombstone idea and thought the Earps were bad news. If we are to believe Kate (who was known for offering questionable and contradictory stories), she and Doc argued incessantly about Tombstone—which he apparently had reservations about as well—and Wyatt Earp. Eventually, Kate declared, they agreed to temporarily separate. She'd go to Globe, and she did. Doc would head to Tombstone, which he didn't. Instead, he went back to Las Vegas, New Mexico, to settle some personal business.

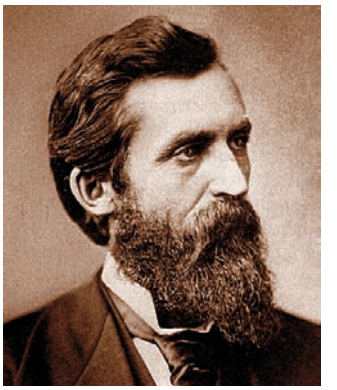
There's a Prescott legend that started with author Stuart Lake, who claimed that Wyatt Earp told him that Doc had a winning streak playing faro on Whiskey Row which resulted in a staggering sum of $40,000. Today that figure would be worth over $1.2 million.

On March 6, 1932, Anton Mazzanovich, a famous history chronicler during the time that Lake's popular *Wyatt Earp: Frontier Marshal* was published, wrote to the editor of the *Prescott Evening Courier* asking if any old-timers knew anything about it. In Mazzanovich's mind it was all "apple sauce. As all the faro games put together in Prescott at that time could not show that amount of money." He went on to claim that the most money Doc ever saw was the $8,000 his grandmother in Georgia had

In the spring and summer of 1880, Doc Holliday had returned to Prescott from Las Vegas, New Mexico, and was living in a boardinghouse just behind the northeast corner of Gurley and Montezuma. His roommate was John J. Gosper, the acting territorial governor of Arizona.

Doc lived in a boarding-house located here.





John J. Gosper

left him after her death. Actually, the inheritance money came from Doc's mother, Alice, who had died in 1866, but it appears no one responded to Mazzanovich's question.

While Doc lived in Prescott his name never surfaced in the local newspaper. However, he was remembered. In an 1884 *Prescott Weekly Courier*, when a report was published about Doc shooting a man in Leadville, Colorado, he was described as "formerly a well-known Prescott sporting man." Unquestionably, Holliday had made an impression on Whiskey Row. Pinpointing any saloon he may have patronized is impossible to do with certainty, but the Cabinet Saloon—"the chief faro and gambling place in the village" according to Governor Fremont's daughter, Lily—is a likely location. Today, the Cabinet is the famous Palace Restaurant and Saloon.

Inexplicably, a Prescott legend has whittled Doc's winnings of $40,000 to $10,000, still a wildly high sum (over $300,000 today). It's reasonable, however, to conclude he might have won a fair amount on the Row, as Doc was able to return to New Mexico to pay off a debt related to a saloon he'd co-owned. He also appeared in a Las Vegas courtroom on March 12, answering to a pair of illegal gambling charges (which were dismissed).

Doc Returns to Prescott

Holliday was back in Prescott that spring, probably by May. His name, written as "J. H. Holladay," appeared in the 1880 Federal Census for Yavapai County. It's difficult to remember sometimes that Doc was a young man at this time, being only 29 years old. His occupation was listed as dentist. The owner of the boardinghouse where Doc rented a room was Richard Elliott, a man who wore many hats.

The first mention of Elliott in Prescott came in the *Miner* on March 23, 1867, when he, along with several significant Prescott pioneers, signed a petition to remove squatters who were settling on Prescott's Plaza and attempting to set up businesses. Arriving in Yavapai County as a former school teacher, Elliott, over time, became a successful miner, furniture maker, treasurer for the Masons, corn-sheller (using steam), picture-frame manufacturer, temperance leader, popular singer and singing teacher, windmill operator, match manufacturer and boardinghouse owner.

After a bit of gold mining success on Lynx Creek, Elliott bought Lot 16 of Block 8 of downtown Prescott on June 25, 1867, which was on Montezuma Street just above Gurley Street. He added Lot 18 on October 4. By 1872, Elliott had added Lot 14 to his collection. That year he built a good-sized house, house 52, according to the Yavapai County census, on these lots. On November 19, 1875, Elliott experienced the tyranny of fire like so many other frontier people when his "fine frame building" burned down. At first, he thought he wouldn't be able to rebuild, but rebuild he did—bigger and better. Elliott's new, large house sat within easy walking distance of Whiskey Row. A busy parking lot is there today.

Also living in Elliott's house in 1880 was the secretary of Arizona Territory, John Gosper. In 1880, Arizona had its most illustrious but also most ineffective territorial governor, John C. Fremont, known to the world as the "Great Pathfinder." Fremont's ineptitude was primarily due to him being voluntarily absent much of the time, almost to the point of abandonment of his post. Consequently, Gosper became the most active acting governor in Arizona's history. In fact, Fremont was absent from Prescott the entire time during Doc's second tenure in the mountain town.

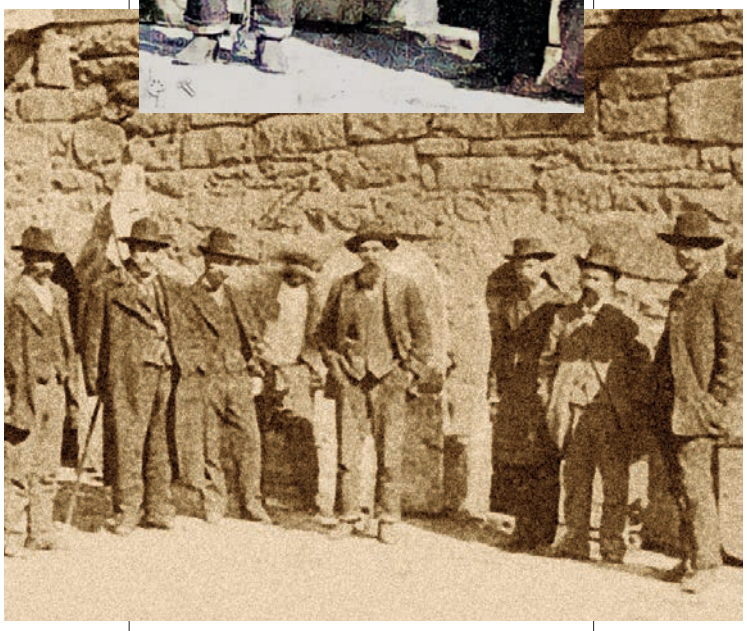
Did Gosper and Doc get along? Did they become friends? Conjecture and assumptions have been made, but virtually nothing is known about the nature of their relationship. When trouble came to Cochise County and Tombstone in 1881, however, it was primarily Gosper who tackled the problem, not Fremont.

When Doc Holliday returned to Las Vegas to settle up his debts and attend his court hearings, he went to the Old Town Las Vegas Jail to support his old friend J.J. Webb, who was convicted for a questionable murder (Webb was the marshal at the time) and sentenced to hang. The good dentist knew Webb in Dodge City, and they were both part of the Royal Gorge affair as part of the Santa Fe Railroad's force. This photo was taken in March of 1880, and some historians believe the man standing to the right of Webb (he's in shackles at center) is none other than Doc Holliday. The suit seems to match the Prescott photo. Doc's biographer, Gary Roberts, says, "I don't have a definitive answer, but I wouldn't bet against it being him."

The Famous Photo

The most notable thing Doc did in Prescott didn't become known until the 1970s. One of the only two verified photographs of him was taken by pioneer photographer Daniel Francis "D.F." Mitchell at his Capital Art Gallery on North Cortez Street.

D.F. Mitchell of Massachusetts arrived in Prescott in June 1876 by stagecoach. By September, the *Miner* reported that Mitchell was producing photographs of Arizona scenes, as well as "[h]uman likenesses, true to nature." The July 25, 1879, *Miner* gratuitously reported that "D.F. Mitchell, the photographer, is kept quite busy making the handsome faces that are so great in this section of the world. Get your picture taken, and give it to your sweetheart." During which of Doc's two tenures in Prescott he stepped into Mitchell's studio is anyone's guess.



Did Mitchell know who J. H. Holliday was? Probably not. In the archives of Sharlot Hall Museum are many duplicates that Mitchell made of his photographs. Doc's isn't one of them. The raw truth, Holliday wasn't yet the legend that a gun battle in Tombstone later made him. Of course, there was no way Mitchell could have predicted that his photograph of a dentist from Georgia would become his most famous.

In 1973—over 90 years after the likeness was taken—in a small book that didn't sell well titled *In Search of the Hollidays* by Albert Pendleton Jr., and Susan McKey Thomas (who was related to Doc from his mother's side, the McKeys), it was revealed that there existed a full-length photograph of Doc that he'd sent to his mother's sister, his Aunt Ella. And it was signed, "Yours truly, J. H. Holliday." He may have had copies made and sent out, but there was only one in the family's keepsakes. Furthermore, on the back was the name of the photographer, D.F. Mitchell of Prescott, Arizona.

A couple of observations can be made from the image. One, although Doc was only 29 years old at the time, he seems older. Tuberculosis had clearly taken a toll on him. This may explain why Holliday has sometimes been portrayed by older actors in movies and television shows. Two, Doc's apparel says something about him. He is wearing a double-breasted frock coat that a banker or lawyer may have worn in the 1880s rather than a flashy gambler. According to Holliday biographer, Victoria Wilcox, those who knew him mentioned that this was typical of the man, and the dentist.

Martha Wiseman McKey had possession of the photograph at the time *In Search of the Hollidays* was published. The family later sold it to Craig Fouts, a notable and reliable collector of Western photographs who was, according to Holliday biographer Dr. Gary Roberts, "a stickler for provenance." He sold his collection to billionaire Bill Koch.

Although the Prescott image of Doc became verified on the spot in 1973, it wasn't widely seen by the public for two decades after Fouts bought it. It was published in Ben Traywick's 1996 biography of Doc, Casey Tefertiller's trailblazing *Wyatt Earp: Life Beyond the Legend* in 1997, and in Karen Tanner's biography of Doc in 1998. But it wasn't until 2006 when Gary Roberts—who obtained a copy from Fouts—used the Prescott image on the cover of his

Doc Holliday finally arrived in Tombstone in September of 1880, while the Earps had been in town for almost a year. Thirteen months later, on October 26, 1881, Wyatt will join Holliday in the latter's side yard at the Fly Boarding House for a 30-second-event that defines them both to this day.

definitive biography of the sometimes gunslinging, often gambling Georgia dentist, *Doc Holliday: The Life and Legend*, that it became widely seen. Today, it's possibly the most used image of Doc, the one that shows him as he would have appeared in Tombstone, and has the bonus of bearing his signature.

The Siren Call of Silver

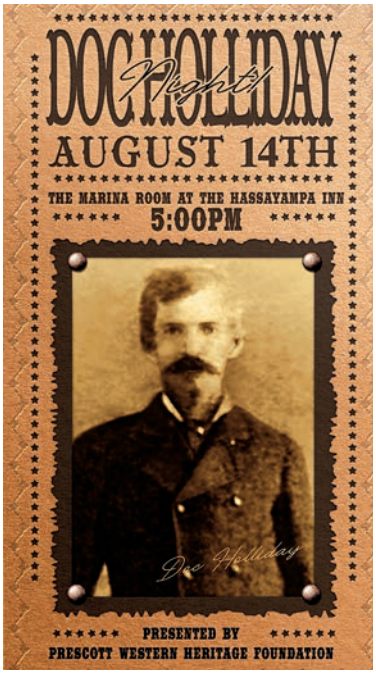
Deductions by historians have been made as to why Doc finally left Prescott. Some have conjectured that Prescott was too tame for him, or that his luck ran out on Whiskey Row. That's highly doubtful. First, that would imply that Holliday was looking for trouble, which he needed no help doing. Second, Whiskey Row was still the gambler's mecca of Arizona in 1880.

In fact, Prescott snickered at a report that came from Tombstone in June 1881 bragging about a poker game (in which Doc's enemy Johnny Tyler was a player) that had lasted "twenty-four hours with an ante of $2.50 each, taking $10 to play." According to the *Miner* this was child's play. "Four gentlemen of Prescott have had a game running during the last forty-eight hours with an ante of $4, taking $16 to come in and see." The report ended with an admonition: "Tombstonites must look well to their laurels."

More than one historian has surmised that Doc left because the gambling laws in Prescott changed to the detriment of faro dealers. This claim is easily debunked. True, there was a $500 quarterly gaming table license fee initiated in Arizona in April 1880. However, it was only true for the counties of Maricopa, Yuma and, yes, Pima, which Tombstone was still a part of, and where Doc would be in six months' time. As a faro dealer and gambler, Doc would have been better off staying in Prescott where a license to run a table was only $15 a month.

The most likely explanation is that he left Prescott for Tombstone because of Wyatt's urging and the lure of the boomtown. After his final stint in Prescott from May to August 1880, the Georgia gambler caught the stage south to Tucson, and then Tombstone—and destiny with the Earps and eternal fame. Or infamy. Take your pick. Regardless of one's analysis, he became a key figure in what is possibly the most legendary and debated true drama in Wild West history.

Bradley G. Courtney's latest book project is *The Prescott/Tombstone Connection*. "Doc Holliday Before He Went to Tombstone" is adapted from an earlier version published in the February 2024 edition of *The Tombstone Epitaph*.

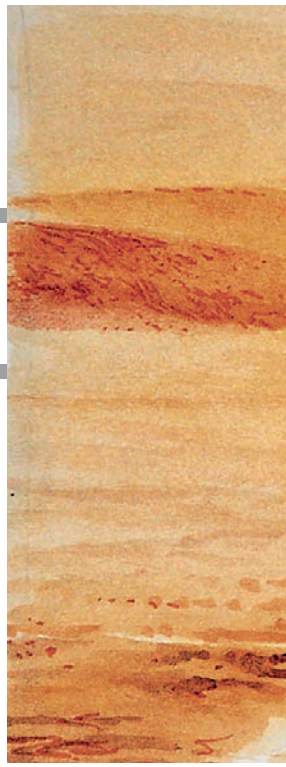


DOC HOLLIDAY GETS HIS DUE

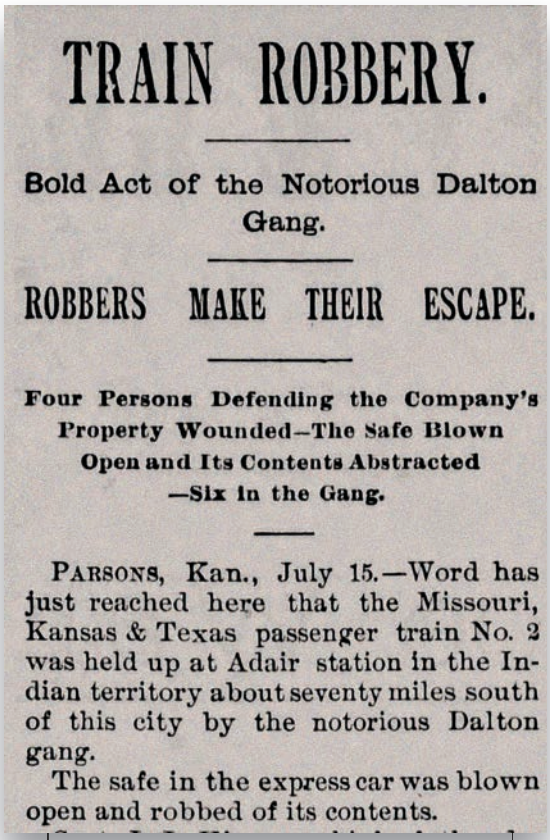
At 4 p.m. on August 14, 2024, a special plaque will be unveiled next to 123 N. Montezuma Street, behind Bashford Courts, in Prescott, Arizona, commemorating where Doc Holliday lived in the territorial capital in May to August 1880. The plaque ceremony will be followed by a reception with a no-host bar at 5 p.m. in the Marina Room at the historic Hassayampa Inn at 122 Gurley St. The reception, including live music by Tyler Gummersall and an 1880s fashion contest, is presented by the Western Heritage Foundation of Prescott. Tickets are $25. For more information and details on the evening, which will include a raffle, please go to visitwhc.org to purchase a ticket.

BY ART T. BURTON

RENEGADES OF THE RAILS



RAILROADS WERE OPEN SEASON FOR OKLAHOMA AND INDIAN TERRITORY OUTLAW GANGS.



TRAIN ROBBERY.

Bold Act of the Notorious Dalton Gang.

ROBBERS MAKE THEIR ESCAPE.

Four Persons Defending the Company's Property Wounded—The Safe Blown Open and Its Contents Abstracted —Six in the Gang.

PARSONS, Kan., July 15.—Word has just reached here that the Missouri, Kansas & Texas passenger train No. 2 was held up at Adair station in the Indian territory about seventy miles south of this city by the notorious Dalton gang.

The safe in the express car was blown open and robbed of its contents.

Glenn Shirley, the late historian of Oklahoma's frontier history of lawmen and outlaws, said there were more stagecoach and train robberies in the Twin Territories than anywhere on the Western frontier. The first railroad to enter pre-state Oklahoma in 1871, was the Missouri, Kansas and Texas Railroad, known by the pioneers and locals as "The Katy." The first Katy train robbery on record was committed by a band of Cherokees. It occurred some 10 miles north of the new Red River city of Denison, Texas, in the Choctaw Nation, during the summer of 1873. The bandits were said to have taken in a sum of $2,000 in cash plus a sizeable load of rings and watches from the passengers.

Train robberies in the Oklahoma and Indian territories got worse after 1890, when the Oklahoma Territory was formed. By that time, there were more railroads traversing the territories. In May 1891, the Dalton gang robbed an AT&SF (Santa Fe) Railroad train at Wharton, Oklahoma Territory, now Perry, Oklahoma. Bob Dalton and George Newcomb waited at the depot for the express to arrive. The rest of the gang waited at the stockyards. When the train pulled into the station, Dalton and Newcomb jumped into the cab of the steam engine with drawn guns and told the engineer to move the train to the stockyards and stop there. The engineer did as he was told. At the stockyards, the engineer and fireman were led to the express car and ordered to tell the express messenger to open the door. Shots were fired into the door and the messenger opened it. If passengers stuck their heads out of windows, the gang members would fire shots alongside the train. The Dalton gang was able to get two bags of money. Emmett Dalton later claimed the gang got $14,000 for the robbery.

The Daltons

In June of 1892, the Dalton gang robbed the Santa Fe Railroad at Red Rock, 15 miles north of Wharton, Oklahoma Territory. The Dalton gang learned there would be $75,000 in Indian annuity money transported via the Santa Fe on June 1. The Daltons had a

Eight outlaws ride toward Adair, Oklahoma. In addition to their daredevil ways, they share one commonality: All of them will stop a hail of bullets, but only one will live to tell about it. The robbers are believed to have been Bob, Grat (just escaped from jail in California) and Emmett Dalton, Bill Doolin, Bill Power, Dick Broadwell, Charley Pierce and Bitter Creek Newcomb.

Art by Bob Boze Bell/Newspaper Clipping Courtesy Newspapers.com

well-known outlaw named Bill Doolin with them when they robbed this train. The gang was only able to open one of two safes in the messenger car and got no more than $11,000. After this robbery, a large contingent of lawmen were put in the field to find the Daltons but were unsuccessful. The Santa Fe Railroad offered $500 for the arrest of each member of the gang.

By this time, in the Twin Territories, it was reported that there were 11 men in the Dalton gang, including the brothers: Bob, Grat and Emmett Dalton. On Thursday night of July 14, 1892, the No. 2 Katy train was northbound when it made a stop at Adair in the Cherokee Nation, some 20 miles south of Vinita, Indian Territory, at around 9:42 p.m. The station agent was ordered at gunpoint to flag the train down. Two armed men quickly took command of the steam engine while the others took the conductor and trainmen in charge.

Unbeknownst to the outlaws, a posse was on board the train to protect it against robbers. The posse included railroad detective John J. Kinney, Deputy U.S. Marshal Sid Johnson, three members of the United States Indian Police, Captain Charles LeFlore, Alf McKay and Bud Kell. The posse stepped off the train to confront the robbers, and almost immediately Kinney, LeFlore and Johnson were wounded. The lawmen took refuge in a coal house. The outlaws used the trainmen as human shields during the gunfight. The lawmen stopped firing for fear of hitting one of the innocent workmen.

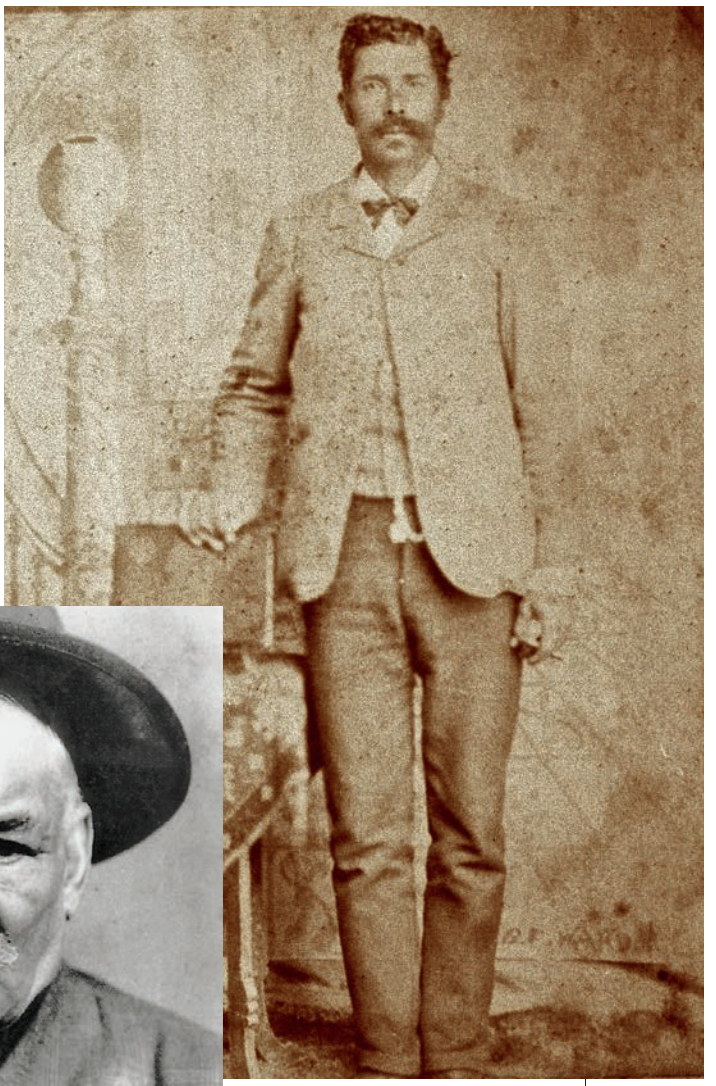
Meanwhile, other members of the gang were pouring a steady stream of gunfire into the express car. The messenger opened the door and gave the robbers access to the car. The robbers looted the safe in the express car for $17,000, but were not successful in getting the station agent to open the safe in the station. While riding out of town, the gang shot two unarmed doctors sitting outside the drug store. Dr. D. L. Goff died from his gunshot, and Dr. T.S. Youngblood lost a foot to his gun wound. After this robbery, the Katy Railroad placed a $5,000 reward for each member of the gang, which included the Dalton Brothers, Dick Broadwell, Charlie Pierce, Bill Doolin and William Power.

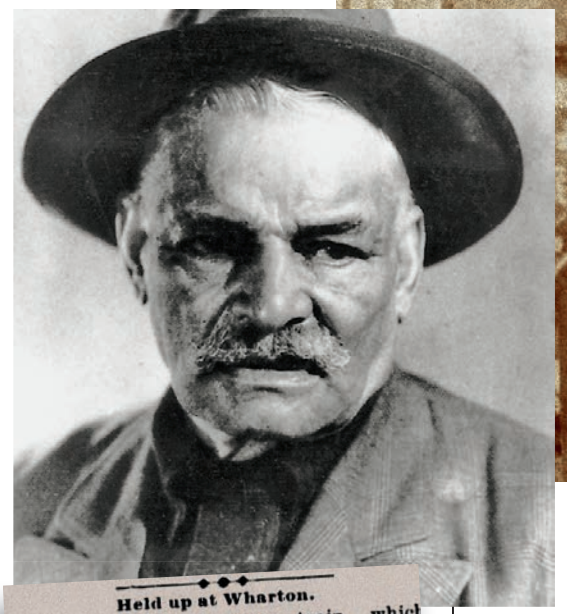
Open Season on Trains

A second train robbery happened at Wharton on September 8, 1892. Five men held up the train, captured the express car, opened the safe and found nothing worth taking. They left with two baskets of grapes. There was a third train robbery at Wharton on November 8, 1892. Three white men held up a Santa Fe southbound passenger train. Robbers only got a few small packages and took the messengers' Winchester rifle and revolvers. In January of 1893, two of the robbers, Jesse Jackson and Scott Bruner were captured after having a running gunfight with a posse led by Black Deputy U.S. Marshals Rufus Cannon and Ike Rogers. At close range, Cannon shotgunned off one of Jackson's arms

On November 8, 1892, outlaws Scott Bruner and Jesse Jackson robbed a passenger train south of Wharton, Oklahoma Territory. In late January 1893, Deputy U.S. Marshals Isaac Rogers (right) and Rufus Cannon (below) caught up with the two bandits, and in the ensuing gunbattle Cannon took Jackson's arm off with a shotgun blast during their capture.

Photos Courtesy True West Archives/ Newspaper Clipping Courtesy Newspapers.com





Held up at Wharton.

The through passenger train which leaves this city at 8:05 in the evening was held up at Wharton about 10 o'clock last night. This makes the third time in the past three months that the train has been robbed at the station. The attempt at robbery proved to be a water haul, as no money was secured and the robbers left with nothing but two baskets of grapes. The robbers compelled Engineer Spunagle and his fireman to batter down the door of the express car and when they gained entrance opened the small safe but found it empty. The express messenger had, during the battering down of the door, emptied the safe and hid the valuables. They then attempted to open the large safe, but were not prepared for it. After the attempted robbery the bandits lounged around the station for some time with their horses tied near by. The robbers numbered five. One of them stood on guard and whenever a passenger would stick his head out of the window the report of a revolver would be heard and the passenger would retreat. No attempt was made to rob the passengers.

during the gunfight. The outlaws were turned over to Deputy U.S. Marshal Heck Thomas in Bartlesville, I.T. Another man in custody named Ernest Lewis turned state's evidence and testified about the robbery to authorities.

On October 20, 1894, a Missouri Pacific Railroad passenger train was robbed at Coretta, Creek Nation, now Okay, Oklahoma, five miles south of the town of Wagoner. A gang member threw a siding switch while the train was going about 25 miles an hour. The train went into the siding and ran into some box cars on the track. The robbers were able to loot the "local" safe in the express car but couldn't open the "through" safe. The pass-engers were robbed of their money and valuables as the robbers went through the coach cars. The bandits shot out every window in the train and even the steam gauge and gauge pump in the locomotive. Black Creek Freedman outlaw Buss Luckey and his all-Black gang comprised of Bob Elzey, and brothers Frank, Henry and Will Smith carried out the robbery.

Texas Jack

Katy's premier passenger train, the northbound *Katy Flyer*, was robbed on the night of November 13, 1894. The leader was a White man named Nathaniel "Texas Jack" Reed with three tough Black desperadoes: Buss Luckey, Tom Root and Will Smith. The robbery took

Train robber Texas Jack Reed went to federal prison for his crimes, but after his release he lived a reformed life as as showman and preacher.

True West Archives

Texas Jack Reed's train-robbing days ended soon after he and his gang of Buss Luckey, Tom Root and Will Smith robbed the *Katy Flyer* in November 1894. One of the men who tracked him down was Deputy U.S. Marshal Paden Tolbert (right, back row).

place at Blackstone Switch, near Wybark, eight miles north of Muskogee, Indian Territory. Again, the outlaws switched the train to a siding from the mainline. Riding as guards in the express car were lawmen Bud Ledbetter and Paden Tolbert, legendary lawmen of the Indian Territory. In the express car was $60,000 in gold bullion and silver. A furious gunbattle ensued, and the outlaws made no progress in capturing the express car. While the gunfight was taking place, Texas Jack went through the chair car and robbed the passengers of $460, eight watches and three pistols.

On leaving the scene, Ledbetter shot Texas Jack with his Winchester and seriously wounded him. Buss Luckey picked up Jack, and the outlaws made a quick escape on horseback. Luckey was later captured by authorities and convicted by testimony from Root, who turned state's evidence. Root was later killed in a gunfight; Smith was never captured. In Arkansas, Reed turned himself in and Judge Isaac C. Parker gave him a five-year sentence. When released, Reed became an evangelist and traveled in Wild West shows.

A southbound Rock Island Railroad passenger train was robbed on April 3, 1895, in the Oklahoma Territory. A group of five men led by William "Tulsa Jack" Blake and Red Buck Weightman forced their way aboard and robbed the express car of $400. They also stole jewelry and high-valued watches from panic-stricken passengers whom they threatened to shoot if they offered any resistance. The outlaws were able to get away, but Blake and Weightman were both killed later by deputy U.S. marshals in the Oklahoma Territory.

Deputy U.S. Marshal Bud Ledbetter tracked down outlaw Al Jennings (above) after Jennings's gang robbed a Santa Fe train near Edmund, Oklahoma Territory, on August 16, 1897. After serving his prison time, Jennings became a consultant and acted in silent pictures depicting his days as an outlaw.

Al Jennings

On August 16, 1897, lawyer turned outlaw Al Jennings had assembled a gang that included two hardcases from the Bill Doolin gang: Little Dick West and Dynamite Dick Clifton. They decided to rob the Santa Fe passenger train at Edmond, Oklahoma Territory. The outlaws were able to get aboard the engine and ordered the engineer to stop the train. The gang tried unsuccessfully to blow the safe in the baggage car, so they robbed the passengers of their valuables. The gang rode east toward the Indian Territory and were seen by Black farmers near the town of Arcadia. Deputy U.S. Marshal Bud Ledbetter later caught Al Jennings in the Creek Nation. Jennings was convicted and sent to prison. Later, West and Clifton were both killed by federal lawmen in the territories.

This is just a recap of a few of the train robberies in the Oklahoma and Indian Territories during the frontier era. A train ticket in the Twin Territories could be very exciting and unpredictable—as well as deadly and dangerous.

Art T. Burton, a retired history professor, has spent the last 35 years researching and writing about African Americans and Native Americans on the Western frontier. Internationally recognized, Burton has appeared in numerous film documentaries on the subject. He is best known for bringing Deputy U.S. Marshal Bass Reeves to the public's attention. Burton, a lecturer, has written four books and numerous articles for magazines and journals documenting Wild West history.

BY J.R. SANDERS

LOS ANGELES POLICE CHIEF WILLIAM HAMMEL

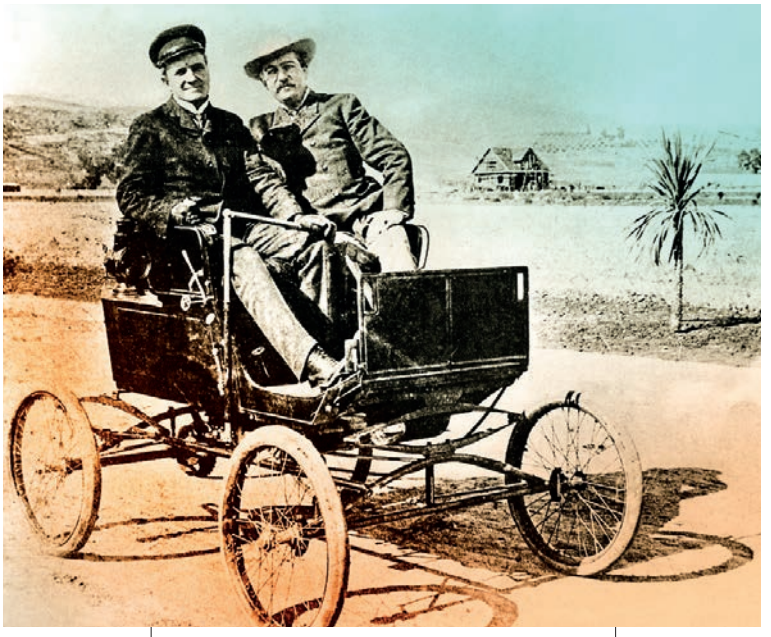
HERO OF HORSEPOWER

LOS ANGELES LAWMAN WILLIAM HAMMEL TAMED ONE OF THE WEST'S WILDEST TOWNS WITH HARD WORK AND HORSELESS CARRIAGES.

Los Angeles, California. Not everyone's picture of a wild-and-woolly Western town—even though Wyatt Earp, who spent his last years there, claimed Tombstone in its heyday "wasn't half as bad as Los Angeles." Policing the City of Angels, and the 4,000-square-mile county of coastline, desert and mountains encompassing it, took a special breed of lawmen. Men like Billy Hammel.

Native Angeleno William Augustus Hammel was born March 13, 1865. The son of a doctor and educated at Santa Clara University, young Billy—likely to his parents' chagrin—took a brief stab at cowboying in Arizona. He soon returned to California and might have settled in the grocery business but for his brother-in-law, L.A. County Sheriff George Gard.

In mid-April 1885 Melcado Garcia, a notorious "horse-thief and desperado," had traded gunfire with a deputy sheriff near the San Gabriel Mission. Gard swore in Hammel as a special deputy and sent him and boyhood friend Martin Aguirre, a county constable, on Garcia's trail.



General Moses Sherman (left) and Los Angeles Sheriff William A. Hammel pose in a Mobile Stanhope Steamer, circa 1900.

Police Chief Hammel, top of page, courtesy J.R. Sanders/Photo of Stanhope Steamer, Courtesy True West Archives

They followed it northwest through the Arroyo Seco and, finding Garcia "wounded in bed"—the deputy's bullet in his chest—30 miles away at San Fernando, captured him without further gunplay. Thus in true Old West fashion, Hammel embarked on a career spanning four decades, taking L.A. law enforcement from its horseback days to the mechanized 20th century.

A Badge Well Worn

Appointed a regular deputy, Hammel's duties alternated between hazard and routine—arresting cattle rustlers, ferrying convicts to prison, serving papers. He was slightly wounded in a skirmish with another horse thief and stopped a runaway horse and buggy after a firecracker startled the animal. In 1889-90, with

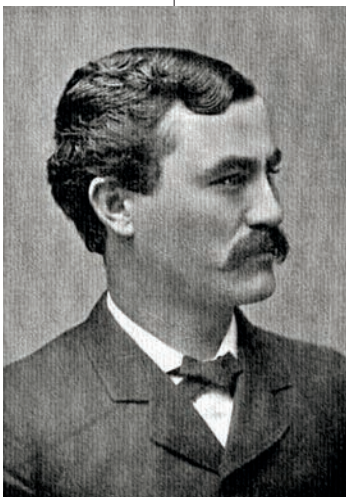
When William Hammel was born in 1865, Los Angeles County had under 15,000 residents. When Sheriff Hammel died in 1932, the county had grown to over two million.

Courtesy Library of Congress

Martin Aguirre as sheriff, Hammel further distinguished himself, helping capture a fugitive who'd shot and wounded Aguirre, and arresting a fugitive in an 1872 Texas murder. Aguirre's successor, E.D. Gibson, assigned Hammel to the district attorney's office as one of its first detectives.

Having built a solid reputation, Hammel ran unsuccessfully for sheriff in 1892 and 1894. The third time proved the charm. Elected in November 1898, the new sheriff started with a rare act for a politician: keeping a pledge. For the local Afro-American League's campaign support he'd promised to appoint a Black deputy—the first in L.A. County. Hammel made a solid choice in Julius Boyd Loving, who'd serve faithfully and fearlessly for nearly 40 years. Not joining Hammel's team was Martin Aguirre, who'd gone north as warden of San Quentin prison. Still, it wouldn't be the last time the two old law dogs hunted together.

Though Hammel proved a strict leader, firing a deputy in mid-1899 for extorting "license fees" from a female saloonkeeper, he retained some cowboy copper ways. "If you are insulted by a bully in the office don't lick him there," he warned in a staff briefing. "There are plenty of dark alleys." He learned the frustrations of leadership in October 1899 when a new U.S.-Mexico treaty prevented him from extraditing murder suspect Juan Puebla from below the border.



Billy Hammel and boyhood friend Martin Aguirre (above) hunted outlaws on horseback as deputies, and during Aguirre's term as L.A. County sheriff and Hammel's boss. Two decades later they trailed criminals by car, with Aguirre as Hammel's deputy.

Courtesy J.R. Sanders, "The Capitol," Vol. VII, No. 9, 1898

To Serve and Protect

In January 1903, former deputy Will White became the new sheriff. Hammel spent much of the year eyeing upcoming openings for wardens at Folsom and San Quentin (Aguirre was vacating the post) but ended it in the running for another job. The Los Angeles Police Department badly needed reform, and several city fathers felt Hammel was their man. In April 1904, he became the second person to have served both as L.A.'s county sheriff and its police chief (the other was his brother-in-law George Gard).

Vowing to make L.A.'s police force "second to none in the United States," Hammel answered complaints that "vice of every kind had full sway in the past" by directing raids on opium dens, proposing licensing to combat "crooked horse traders" selling diseased stock, and ordering a crackdown on "mashers" and "indiscriminate makers of goo-goo eyes" harassing ladies on the streets. In the latter cases, the *L.A. Record* reported, his orders implied that "it may be necessary for an ambulance to bring in the offender." Looking forward, Hammel replaced a horse-drawn patrol wagon with an electric model, capable of 20 miles per hour, and doubling as an ambulance. He also urged upgrades to the receiving hospital—the city's only emergency facility—which operated under LAPD's umbrella.

Hammel dealt swiftly with misconduct; his first official act was suspending a patrolman for intoxication. He later relieved three officers for extorting protection money from prostitutes. But he rewarded diligence, supporting a plan devised by several sergeants for a relief association to assist sick and injured officers and provide burial expenses for line-of-duty deaths.

In November 1904 Hammel was himself accused of misconduct, by none other than the Mexican government. Receiving word that Juan Puebla—the murderer who'd eluded his extradition efforts as sheriff—was frequenting Campo, in the desert east of San Diego, Hammel and a police detective headed south. When they returned with the fugitive in irons, Puebla cried foul, claiming Mexican ruffians had waylaid him south of the border and delivered him to the lawmen. "If the line between the two countries became dim or uncertain," the *L.A. Times*


Sheriff's Automobile Returning to City After Recent Capture of 'Arizona Jack'

Front seat—Sheriff W. A. Hammel and Driver Billy Frye. Back seat—Martin Aguirre and "Arizona Jack" Allen

Sheriff Hammel returns from the hunt with Billy Fryer at the wheel of the "big red car," as Martin Aguirre rides in back with their quarry, a barely visible "Arizona Jack."

Courtesy J.R. Sanders, "Los Angeles Herald," July 25, 1909

unconcernedly remarked, "or was mysteriously moved a bit just to suit circumstances, it would not be strange." Diplomatic kerfuffle aside, Puebla was convicted and packed off to San Quentin, and Los Angeles's city dads reappointed Hammel for another year.

A July 1905 *L.A. Herald* spread headlined "Police Force is Model Army" praised Hammel's leadership and detailed improvements on his watch. In further innovations, he upgraded the department's telephone system to a central exchange, proposed a citywide alarm system, and owing to a plague of "scorchers" (speeders) on city streets, recommended examination and licensing of automobile drivers.

Despite praise from press and politicos, Hammel tendered his resignation in August. He was mum on his reasons, but friends and city councilmen cited frustration with meddling by the mayor. Whatever his reasons, Hammel's trusted subordinate, Capt. Walter Auble, replaced him in October. By April 1906 he was back in the county sheriff's race, and in November was elected to a four-year term.

A Sheriff with Horsepower

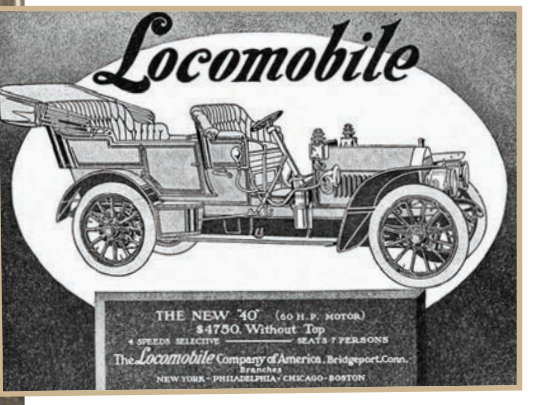
Back behind the sheriff's star Hammel continued exploring new ideas, his greatest innovation being the introduction of motor vehicles. The Thor motorcycles he fielded allowed deputies "to answer hurry-up calls," but he was best known for his personal vehicle—a specially outfitted seven-seater 1908 Locomobile touring car. With Deputy Billy Fryer at the wheel, Hammel and his "big red car" became a familiar, fearsome sight on the county's streets and side roads; he was possibly the first Western sheriff to hunt crooks in an automobile. When robber Louis "The Rabbit" Willey broke jail in February 1908, Hammel and Fryer nabbed him within minutes. In May, with L.A. Police Chief Edward Kern riding along, they aided the hunt for the killer of Hammel's LAPD successor, Walter Auble.

Hammel's most high-profile vehicular pursuit came in January 1909. With Fryer and old pal Martin Aguirre—now his deputy—he scoured the county for a cowboy drifter named John "Arizona Jack" Allen, who'd shot and killed Deputy Constable Charles De Moranville at Newhall, in the desert north of Los Angeles. Crisscrossing 200 miles of rugged terrain, using Allen's own dog to help track and twice cutting off his escape, the lawmen cornered their quarry at a ranch mere miles from the shooting site. Suspecting Allen was hiding in a barn, Hammel sent in the dog, and the pup's overjoyed barking betrayed his master. When Allen scuttled from his hidey-hole and ran for the trees, Hammel threw down on

The electric-powered horseless patrol wagon LAPD Chief Hammel purchased in 1904 whizzed through Los Angeles streets at 20 miles per hour and doubled as an ambulance.

In May 1908, Sheriff Hammel fielded his department's first Thor motorcycle to answer "hurry-up" calls. Next year he'd implement a "motorcycle squad" to combat speeders on county roads.

Motorcycle and Patrol Wagon Courtesy J.R. Sanders



Customized for manhunting, Sheriff Hammel's Locomobile boasted a 5,000-candlepower searchlight and beefed-up electrical system, and carried sundry weapons, camp supplies and spare parts "almost sufficient to manufacture a new car."

Courtesy J.R. Sanders, *Harper's Magazine*

him with a Winchester, and Aguirre snapped on the cuffs. In a jiffy, the big red car was shuttling Allen to the county jail.

Hammel's 1907-10 term was also distinguished by his hiring of Eugene Biscailuz (later L.A. County sheriff), and his part in investigating the 1910 bombing of the *Los Angeles Times* building. Next term, he added yet another first to the sheriff's department. Echoing the nepotism that kicked off his career, in 1912 Hammel installed the department's first female deputy—his sister-in-law, Margaret Q. Adams.

In March 1913 Hammel's Locomobile, having logged nearly 200,000 miles, was featured in a *Times* article, "Bad Ones Fear This Machine." The "old red automobile," said the paper, had seen more action and romance than any "galloping, foam-flecked steed carrying a frontier sheriff over mountain and desert in pursuit of desperate outlaws." Buried in the piece was Hammel's petitioning the county for "a more modern, high-powered car." The auto, like the sheriff, was nearing the end of a long, colorful career. In November 1914 John Cline, sheriff from 1893-94, defeated Hammel for reelection.

Following William Hammel's death on New Year's Day 1932, his funeral's honor guard included trailblazers Julius Loving, L.A.'s pioneering Black deputy, and Eugene Biscailuz, who'd been first superintendent of the California Highway Patrol and would become L.A. County sheriff in December, holding the job for a record 26 years. It was a fitting tribute for an old lawman who'd blazed some trails of his own.

J.R. Sanders writes historical crime fiction and Westen nonfiction from his home in Southern California. He is the author of *Some Gave All: Forgotten Old West Lawmen Who Died With T heir Boots On.*

BY CHRIS ENSS

CATCHING A KILLER

HOW BILL TILGHMAN'S HUNT FOR OUTLAW BILL DOOLIN MADE THE OKLAHOMA LAWMAN A LEGEND.

When legendary lawman Bill Tilghman was killed in the line of duty in November 1924, his distraught wife, Zoe, was left with $80 and the monumental task of caring for their three sons alone. Inspired by the women who had penned books about their accomplished husbands, including Elizabeth Custer, who was married to Gen. George Armstrong Custer, and Jessie Benton Fremont, who was married to explorer John Fremont, Zoe hoped a book written about Tilghman would bring him the recognition she felt he deserved and provide necessary revenue.

According to Zoe, "My husband was one of the West's greatest peace officers. He hunted down famous outlaws and killed when he had to. But Tilghman was more than an expert gunman who fought on the side of the law. He and other men who held dangerous jobs as sheriffs and marshals did the work of civilization along the whole frontier."

Zoe was already a respected author who had written several published articles and poems for various magazines. Her first book, titled *The Dugout*, was about the life of early Oklahoma pioneers and was scheduled to be printed by Harlow's Publishing Company, a subsidiary of the newspaper where she was employed, in the fall of 1924 after Tilghman was killed.

Born in Dodge City, Iowa, Bill Tilghman grew up on the Great Plains. Before he became a lawman, he was known as one of the top buffalo hunters on the South Plains. His law career began in 1878 and lasted on and off until his death in 1924.

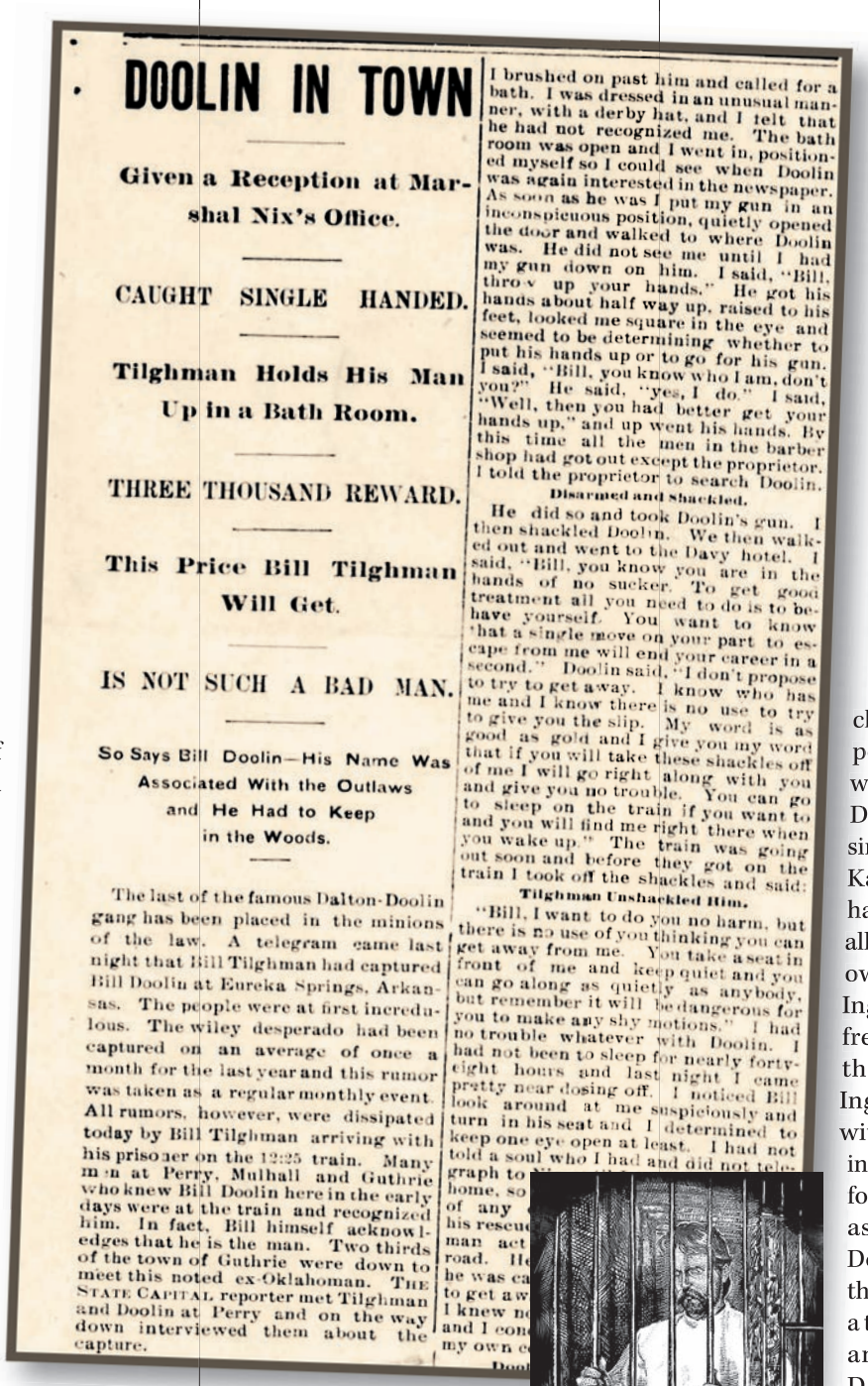
True West Archives

In early 1925, she persuaded Victor Harlow, the founder of the publishing firm, to invest in a manuscript based on the life and services of the slain marshal. She had no way of knowing the tragedies and trials she'd experience would keep her from completing the book until the late 1940s. The content of the book did not pose a difficulty. Bill Tilghman was a legend who had lived an adventurous life, but Zoe was dealing with the death of one of her sons and the arrest of another for murder.

The Man with the Star

William Matthew Tilghman was born on July 4, 1854, at Fort Dodge, Iowa. He entered the field of law enforcement in 1874 and remained in the profession for more than 50 years. He rode with well-known peace officers Wyatt Earp and Bat Masterson and was referred to by his closest lawmen friends as the "greatest of all of us." Tilghman was celebrated by city officials and territorial politicians for his work. In 1905, he was honored by President Theodore Roosevelt for his dedication to law and order on the frontier. At a public tribute to the officer, the president remarked that Bill Tilghman was the kind of man who would "charge hell with a bucket."

Among the many stories about the marshal included in Zoe's work was the lawman's capture of outlaw Bill Doolin.



DOOLIN IN TOWN

Given a Reception at Marshal Nix's Office.

CAUGHT SINGLE HANDED.

Tilghman Holds His Man Up in a Bath Room.

THREE THOUSAND REWARD.

This Price Bill Tilghman Will Get.

IS NOT SUCH A BAD MAN.

So Says Bill Doolin—His Name Was Associated With the Outlaws and He Had to Keep in the Woods.

The last of the famous Dalton-Doolin gang has been placed in the minions of the law. A telegram came last night that Bill Tilghman had captured Bill Doolin at Eureka Springs, Arkansas. The people were at first incredulous. The wiley desperado had been captured on an average of once a month for the last year and this rumor was taken as a regular monthly event. All rumors, however, were dissipated today by Bill Tilghman arriving with his prisoner on the 12:25 train. Many men at Perry, Mulhall and Guthrie who knew Bill Doolin here in the early days were at the train and recognized him. In fact, Bill himself acknowledges that he is the man. Two thirds of the town of Guthrie were down to meet this noted ex-Oklahoman. THE STATE CAPITAL reporter met Tilghman and Doolin at Perry and on the way down interviewed them about the capture.

I brushed on past him and called for a bath. I was dressed in an unusual manner, with a derby hat, and I felt that he had not recognized me. The bath room was open and I went in, positioned myself so I could see when Doolin was again interested in the newspaper. As soon as he was I put my gun in an inconspicuous position, quietly opened the door and walked to where Doolin was. He did not see me until I had my gun down on him. I said, "Bill, throw up your hands." He got his hands about half way up, raised to his feet, looked me square in the eye and seemed to be determining whether to put his hands up or to go for his gun. I said, "Bill, you know who I am, don't you?" He said, "yes, I do." I said, "Well, then you had better get your hands up," and up went his hands. By this time all the men in the barber shop had got out except the proprietor. I told the proprietor to search Doolin.

Disarmed and Shackled.

He did so and took Doolin's gun. I then shackled Doolin. We then walked out and went to the Davy hotel. I said, "Bill, you know you are in the hands of no sucker. To get good treatment all you need to do is to behave yourself. You want to know that a single move on your part to escape from me will end your career in a second." Doolin said, "I don't propose to try to get away. I know who has me and I know there is no use to try to give you the slip. My word is as good as gold and I give you my word that if you will take these shackles off of me I will go right along with you and give you no trouble. You can go to sleep on the train if you want to and you will find me right there when you wake up." The train was going out soon and before they got on the train I took off the shackles and said:

Tilghman Unshackled Him.

"Bill, I want to do you no harm, but there is no use of you thinking you can get away from me. You take a seat in front of me and keep quiet and you can go along as quietly as anybody, but remember it will be dangerous for you to make any shy motions." I had no trouble whatever with Doolin. I had not been to sleep for nearly forty-eight hours and last night I came pretty near dosing off. I noticed Bill look around at me suspiciously and turn in his seat and I determined to keep one eye open at least. I had not told a soul who I had and did not tele-
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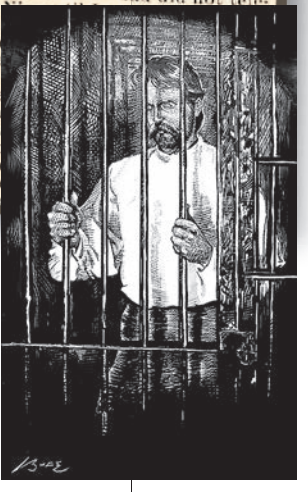
Tilghman Tracks Down Doolin

In the summer of 1895, Tilghman learned that a man matching Bill Doolin's description had been seen in a Kansas town east of Dodge City known as Burden. The deputy U.S. marshal traveled to the area and discreetly discovered that Doolin had visited Burden to buy supplies. Dressed as a tenant farmer, the outlaw drove a tired team and wagon to complete the disguise. When Tilghman found out the location of the farm where Doolin was staying, he made his way there. The house was next to a ravine surrounded by trees, and the lawman was able to observe the comings and goings undetected. "Necessity kept Doolin away from the secluded spot, but his wife and baby were inside," Tilghman noted in his journal. The deputy U.S. marshal kept watch over the home and its inhabitants, waiting for the gang leader to appear. Doolin never showed, but his wife, Edith, eventually left the cabin with her bags and child in tow. Tilghman followed a safe distance behind her as she drove her wagon to the train depot in Burden. Mrs. Doolin purchased a ticket to Perry, Oklahoma, and sent a telegram to her father who lived near there, letting him know she was coming to visit.

Tilghman decided to check with the Burden postmaster to find out what mail, if any, Mrs. Doolin had received since she'd been in the Kansas town. Doolin hadn't written to her at all but Mrs. Pierce, the owner of the hotel in Ingalls, corresponded frequently. Tilghman then took a trip to Ingalls to have a talk with Mrs. Pierce. The innkeeper was less than forthcoming about her association with the Doolins. It wasn't until the lawman mentioned a train robbery in Texas and suggested the Doolin-Dalton Gang was responsible that



Bill Tilghman's arrest of Bill Doolin in Eureka Springs, Arkansas, on January 15, 1896, made national headlines. Tilghman transported his prisoner Doolin by train to Guthrie, Oklahoma Territory, and an estimated crowd of 2,000 greeted them at the local train station.

True West Archives/Newspaper Clipping Courtesy Newspapers.com

Zoe Tilghman was Bill Tilghman's second wife. She was 26 years his junior and lived until 1964. Her determination to chronicle her husband's life after he was killed at the age of 70 while working undercover in Cromwell, Oklahoma, in November 1924, is one of the primary reasons we have such a rich history of his life.

Courtesy Chris Enss

Mrs. Pierce's tongue loosened. In defending the Doolin-Dalton Gang and its leader, she let it slip that Doolin was in Eureka Springs, Arkansas, getting help for his rheumatism.

Armed with key information, Tilghman rode to Guthrie to report to Marshal Evett Dumas "E.D." Nix. Nix knew Tilghman was anxious to be on his way to Arkansas and suggested the officer take other deputies with him to help capture Doolin. Nix reminded him of the outlaw's threats to not be taken alive. Doolin had promised to kill any lawman who tried to arrest him as well. Tilghman assured the marshal he had a plan to get the job done alone.

When Bill Tilghman stepped off the train in Eureka Springs, he was dressed as an itinerant preacher complete with a long, black coat and derby hat. As he proceeded down the main thoroughfare clutching a Bible in his hand, he noticed a tall man bent at the waist walking with a cane. The man's complexion was pale, and he carried himself as though he was in pain, but there was no mistaking he was Bill Doolin. Tilghman followed the fugitive to a barbershop. There Doolin made himself comfortable in front of a warm stove and began reading a paper he had tucked under his arm. The lawman walked into the room, scanning the setting for other patrons. No one paid any attention to the lawman masquerading as a minister until he pulled a pistol from his suit pocket and pointed it at Doolin. "Put up your hands!" Tilghman ordered. The outlaw jumped to his feet and attempted to go for his six-shooter. The seasoned officer jerked Doolin's gun arm back before his hand reached the holster. Bystanders scurried out of the business, leaving Tilghman alone with the combative criminal. "Bill, you know who I am?" Tilghman asked Doolin. "Yes, I do," he replied. "Well, you better get your hands up," the lawman told him. The desperado complied. After confiscating Doolin's gun, he handcuffed him and led him out of the barbershop.

"The fact that Doolin knew him accounts for the easy manner in which Tilghman took him," the January 16, 1896, edition of the *Weekly Oklahoma State Capital* reported. "There is no other marshal that could have gotten him without a desperate fight. Tilghman is the only man on Marshal Nix's force who really made Doolin's capture a study. He was following him incessantly for many months, being very close on his trail several times. ...The government and the railroad and express companies had outstanding rewards aggregating $3,500 for the capture of Doolin, which Tilghman will receive."

A crowd of people were waiting at the Guthrie depot when the train arrived carrying Tilghman and Bill Doolin. "What were you doing in Eureka Springs?" the *Oklahoma State Capital* reporter at the scene asked the outlaw. "I was doctoring my rheumatism," Doolin responded. "I had been there about two months. I have not been a hundred miles from Oklahoma and the Indian Territory in two years. I knew the marshals were after me... Did I know Tilghman? I did not know him very well... I knew the man in front of me in the barbershop with his gun in my face

was Bill Tilghman. I looked squarely in his eyes, and I saw in a second that he had the nerve. If it had been anyone else, I would not have hesitated to pull my gun. I saw at once that if I made a move he would kill me, so I put up my hands."

Editor's Note: Unless otherwise noted, all direct quotes are from the *Memoirs of William Tilghman*, Handwritten by William Tilghman, Zoe A. Tilghman Handwritten and Typed Research Notes, *Marshal of the Last Frontier*.

In 1893, Bill Tilghman (man in white hat leaning on his Winchester) posed with his fellow deputy U.S. marshals, including to his left Charles Colcord and Heck Thomas (far right, leaning on his Winchester). Most of the men in the chairs are Land Office employees.

True West Archives

"Catching a Killer: How Bill Tilghman's hunt for outlaw Bill Doolin made the Oklahoma lawman a legend" is an exclusive excerpt of **Chris Enss**'s forthcoming TwoDot book, *Tilghman: The Legendary Lawman and the Woman Who Inspired Him*, the biography of Zoe Tilghman writing the biography of her husband.

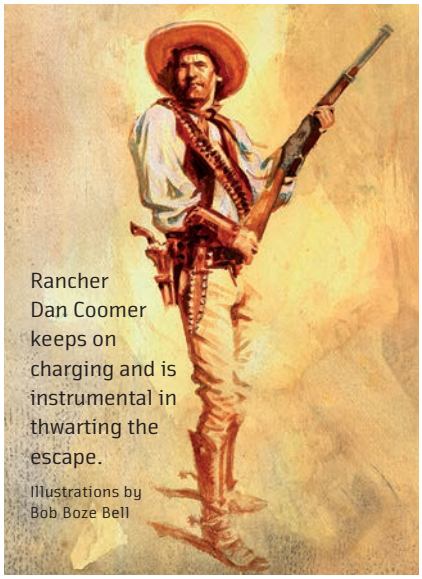
TRUE WEST EXCLUSIVE

CLASSIC GUNFIGHTS

SILVER CITY SHOOT-OUT

THE GAGE TRAIN ROBBERS VS THE CITIZENS OF SILVER CITY

"WE BETTER CHARGE THEM."



Rancher Dan Coomer keeps on charging and is instrumental in thwarting the escape.

Illustrations by Bob Boze Bell

BY BOB BOZE BELL

Maps & Graphics by Gus Walker

Based on the research of Bob Alexander and Karen Holliday Tanner

MARCH 10, 1884

After an exercise break, prisoners Frank Taggart, Mitch Lee and Kit Joy overpower two guards at the jail in Silver City, New Mexico, and procure four six-shooters, a Winchester, a double-barreled shotgun, a Bowie knife, gunbelts and about 150 rounds of ammunition.

Three other prisoners take advantage of the break: George Washington Cleveland (a fellow Gage train robber who snitched on the others), Carlos Chaves (convicted murderer) and Charles Spencer (awaiting trial on horse theft).

All six men race into the street and head for the Elephant Corral. Joy tells the owner, "We are the Gage train robbers and we want horses." George Chapman dryly replies, "You will be killed if you try to escape." Joy tells him, "If we stay in jail we will be hung [sic] anyway, and I would rather be shot than hung."

While the escapees mount up, armed locals have gathered outside. When the six explode out onto the street, Jack Fleming pulls up his scattergun and peppers Cleveland's horse, which goes into a plunging fit, bucking him off. Joy picks up the snitch, and six men on five horses run the gauntlet of fire, heading northeast on Fort Bayard Road.

Having slipped the harness from his delivery wagon horse, John C. Jackson, 46, shadows the outlaws. A half mile up the road, the outlaws stop, fire at him, then ride on.

Jackson keeps riding, passing people outside their cabins and encouraging them to join him in the chase. He convinces Frank Andrews, who quickly saddles a horse and spurs off towards the shooting.

Rancher Dan Coomer, who was in the bakery when the escape started, now has his six-shooter and rifle he retrieved from home. Borrowing a horse, he rides off with 45-year-old bricklayer Thomas E. Park. They are 10 minutes behind the escapees. Coomer later says, "We laid the whip to our horses."

Up ahead, Andrews has run his horse into a wire fence, delaying him several minutes. Coomer and Park catch up to him. Eventually all three join Jackson in following the outlaws. When the outlaws stop, Coomer tells the others, "We better charge them before they get into the hills."

Spurring his mount forward, Coomer gets within 100 yards of the gang and fires his rifle at them. Once the outlaws realize he is alone, they charge him. Dismounting, Coomer goes to one knee and shoots, knocking Chaves off his horse and felling one of the horses. The outlaws pick up Chaves and retreat as Coomer fires.

Jackson brings Coomer's horse to him, and the two ride northeast of the escapees to cut them off. Dismounting, Coomer and crew keep the outlaws pinned down with rifle fire.

During a lull, the outlaws steal up a brushy canyon in the Pinos Altos foothills. Local kids, who have heard the shooting, descend on the area. One young boy meets Coomer and Jackson, telling them he saw five men go up the arroyo. Coomer and Jackson follow, about 400 yards behind. Meanwhile, half the town has shown up—including the freed jail guards and a doctor in a buckboard.

Two hours have passed since the jailbreak, and the reinforced posse spreads out, combing through the brushy hills. Coomer and the jail guards spot the outlaws and open fire as they charge forward. Cleveland is killed in the exchange and Coomer fires twice, hitting Lee "from side to side, just above the hips."

With two down, the gang surrenders. The posse moves in and disarms everyone. They find the bodies of Cleveland and Chaves, yet Joy is nowhere to be seen.

The men soon hear four or five gunshots farther up the canyon. Word comes down that posseman Joseph Lafferr has been shotgunned by Joy as the outlaw made his way westward through the mountains.

The bloody fight is over, but one of the outlaws is still at large.

The Gage Train Robbery

"My God, there's a hole in the tracks!" yells the Southern Pacific fireman, Thomas North.

Engineer Theopolis C. Webster applies the brakes, but it's too late. It's about 4:20 p.m. on November 24, 1883, as the eastbound locomotive jumps the tracks and jackknifes to a jarring halt. A rifle shot from the desert floor slams Webster to the earth. (It's unclear if he was inside the cab or if he had left the train to inspect the damage when the outlaws shot him.)

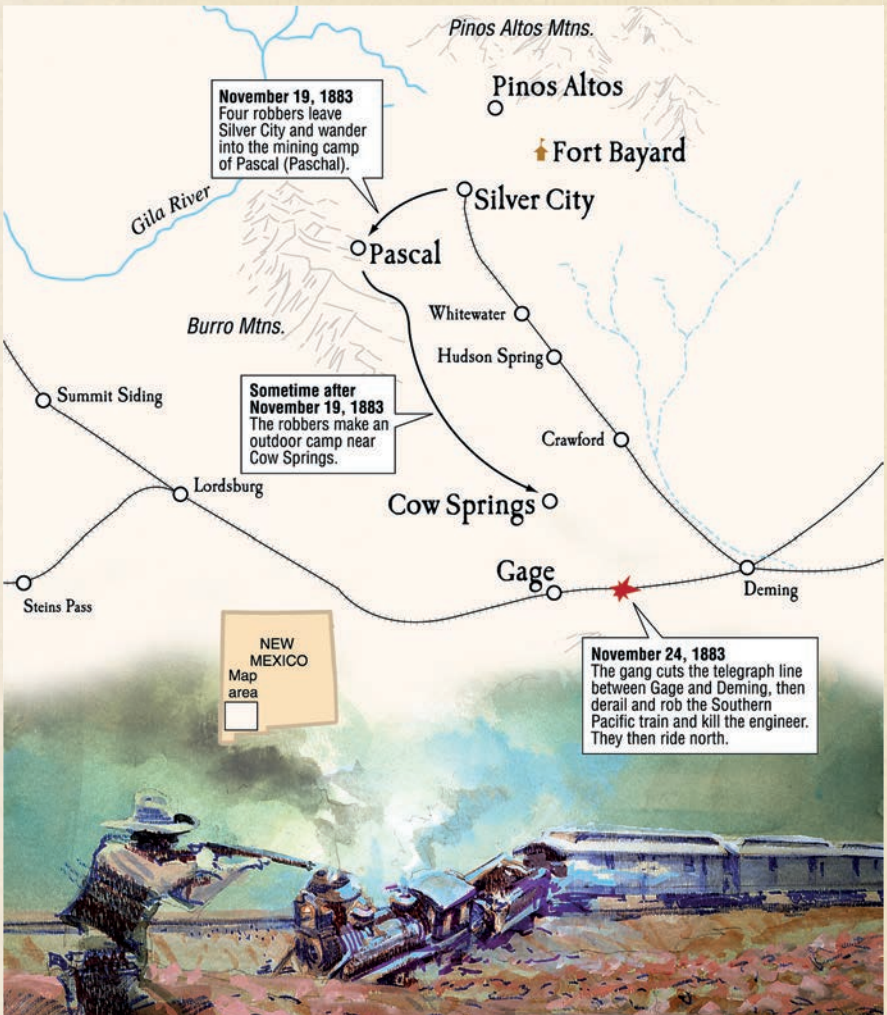
As more shots rake the engine, fireman North runs to the opposite side of the train and hides in a ditch.

Four outlaws approach the mail car, mistaking it for the express car, and fire promiscuously, demanding to be let inside. An onboard postal agent almost gets hit as a bullet bores through the walls of the rail car and leaves "a hole in the sleeve of his coat."

The cowboys move on to the express car and begin firing until the conductor and a passenger detrain and approach the outlaws. The outlaws "encourage" them to hand over some $355 and a gold watch.

By then, the express messenger has finally opened the door, and the leader of the robbers jumps up into the car. As he does, his bandanna slips, revealing his two chipped front teeth. Bypassing passengers' Mexican coin and jewelry as probable "Christmas presents," the leader ferrets out $518 in coin and $312 in currency. Not satisfied with the paltry take, the outlaws return to the mail car and rifle through it, looking for more loot. As they do, the lead robber, having discovered some nuts in a drawer, lets his mask drop and picks out the choicest ones with his Bowie knife. He chews them with relish. Finding no more money (they missed a registered mail pouch under a table), the four outlaws herd their prisoners back to the passenger cars and warn them not to step out for 10 minutes, under penalty of death.

The four horsemen, leading two mules, ride off in a northerly direction. Although none looked familiar, passengers did notice that one of the robbers is black.



Detectives Len Harris and Jim Hume prepared this reward poster. The fine print cleared the suspects of a later robbery in Bisbee, Arizona, where four people were killed on December 8, 1883. Those culprits were allegedly en route to Bisbee when the Gage train robbery occurred.

Courtesy New Mexico State Records Center & Archives


ARREST

MURDERERS! & ROBBERS!

$8,800 REWARD!

On the evening of November 24th, 1883, four outlaws wrecked the East bound Express train, at a point about four miles East of Gage Station, 15 miles west of Deming (New Mexico.) and ruthlessly murdered T. C. Webster, the Engineer and then robbed Wells, Fargo & Co.'s Express of $518.00 in coin and $312.00 Currency. They also robbed the Conductor of $100.00 coin and a silver watch; and R. O. Gaskill, a passenger, of $155.00 Currency. They also rifled the mail car but took nothing of value; the robbers were mounted on a small class of horses and left in a northerly direction toward Cow Springs.

Wells, Fargo & Co. offers a reward of $1,000 each for the arrest and conviction of the murderers; and S.P.R.R Co. offers a like reward on same terms. The P.O. Department has a standing reward of $200 each for conviction of mail robbing.

On saturday evening Dec. 8th, 1883, O. W. Sample alias Big Red, Dan Dowd alias Big Dan, John Kelly alias Yockey, Willie alias Tex, and W. E. Delaney, entered the town of Bisbee, Cochise Co. A. T. robbed Castenadas store of $2,500, coin Currency & Mexican silver, & shot and killed three men and one woman. The three first named have been arrested and are now in jail at Tombstone; the two last named being still at large.

The prevailing opinion based on Press Reports, etc., and the known bad reputation of the persons named, is that they were the parties, who robbed train and murdered the Engineer, near Gage, on Nov. 24th, 1883. We have AN ABUNDANCE OF POSITIVE EVIDENCE, that at the VERY MOMENT of the Gage affair, the men named were at San Simon Station, 74 miles from Gage and en route for Bisbee.

THE GAGE MURDERERS and ROBBERS, ARE STILL AT LARGE, and unknown, and the reward offered will be promptly paid.

The undersigned will co-operate with any person who obtains any clew and desires to obtain assistance without claiming any abatement in matters of reward. Any letters or dispatches sent in care of Col. A. A. Bean, Division Supt. S. P. R. R. Co., Tucson, will be promptly forwarded. All communications strictly confidential if so desired. If any of the above robbers are arrested in any of the states or territories or Mexico, they will be conveyed to the place of trial without cost to those who make the arrests.

Tucson, Dec. 22nd; 1883.

LEN. HARRIS, Detective S. P. R. R. Co.
J. R. HUME, Special officer W. F. & Co.

Still at Large

Two of the outlaws visited Albert Eaton's hay camp the day before the robbery, asking about the trains. Their mounts—a mule and a horse Eaton recognized as once belonging to acting Silver City Marshal Harvey Whitehill—aroused Eaton's suspicion. Eaton later spotted the mule in Silver City and learned it had been traded on the Gila two days after the train robbery. He also learned that, prior to the robbery, Whitehill's horse had been sold to a former employee, Christopher Carson "Kit" Joy. Since Eaton reported one of the men as having chipped upper teeth, Joy was one of the outlaws who visited him that day.

Wells Fargo and the Southern Pacific each pledged $1,000 per man for each train robber arrested and convicted. Plus the U.S. Post Office kicked in $800 ($200 per man), so the total reward was a healthy $8,800—enough for many Grant County men to actively take notice. And notice, they did.

One Crazy Roundup

Tipped off by the sale of one of the pack mules used in the robbery, acting Silver City Marshal Harvey Whitehill traveled, by train, to Socorro, New Mexico, and arrested George Washington Cleveland, a "colored-man." By telling Cleveland the others had ratted on him, Whitehill tricked Cleveland into naming his fellow Gage robbers: Kit Joy, Mitch Lee and Frank Taggart.

Numerous posses headed out to round up the robbers. Two of the suspects, Joy and Lee, had been sighted in the Duck Creek-Alma area. When the lawmen arrived, though, the locals refused to cooperate.

Taggart had fled from Grant County and landed in the Mormon town of St. Johns, Arizona. (Taggart, from Utah, had been raised by a man named McIntosh, who lived near St. Johns.) Marshal Whitehill, his son Harry and gunman John Gilmo rode the train to Holbrook (see circuitous route, opposite page), where the trio secured a team and wagon for the remaining 60-mile leg of their journey.

Discovering Taggart had left the area with a herd of cattle, Gilmo and "a Mexican" rented horses and hit the trail. After a long, rough ride, Gilmo arrested Taggart at the Jewett Ranch and returned with his prisoner to St. Johns. Taggart's friends and relatives tried to have Gilmo and Whitehill arrested for "kidnapping," charging that the order for arrest originated in New Mexico so the charges shouldn't stick in Arizona. The lawmen prevailed and the trio, with their prisoner, backtracked by rail to Silver City.

Meanwhile, two New Mexican cowboys, Jack Best and Charles Perry, also intrigued by the big reward, tracked Lee and Joy to Bill Slaughter's ranch in the American Valley of New Mexico. Upon their arrival, though, seven men exited the Slaughter ranch house with guns and questioned them. Joy, having just stayed at Perry's ranch, saved them by saying, "I know them boys." The two stayed all night, their plans foiled by bad weather. "It was snowing, and we did not care about going out," Perry said.

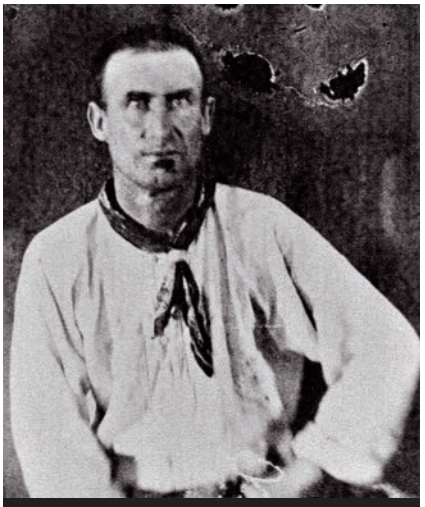
The next morning, the cowboy bounty hunters convinced Joy and Lee to ride to Socorro. (Popular folklore stated it was to free another badman, Joel Fowler, out of jail.) On the way, they disarmed Lee and Joy and delivered them to Sheriff Pete "Pedro" Simpson in Socorro on January 20. Sheriff Simpson accompanied the quartet on the train to Silver City, to deliver the suspects to James B. Woods, sheriff of Grant County.

Ironically, while Simpson was away, a mob broke into the jail and lynched Fowler. And while Whitehill chased his reward, the Silver City town council fired him for "neglecting his duty" by being "so wrapped up in the capture of the train robbers."

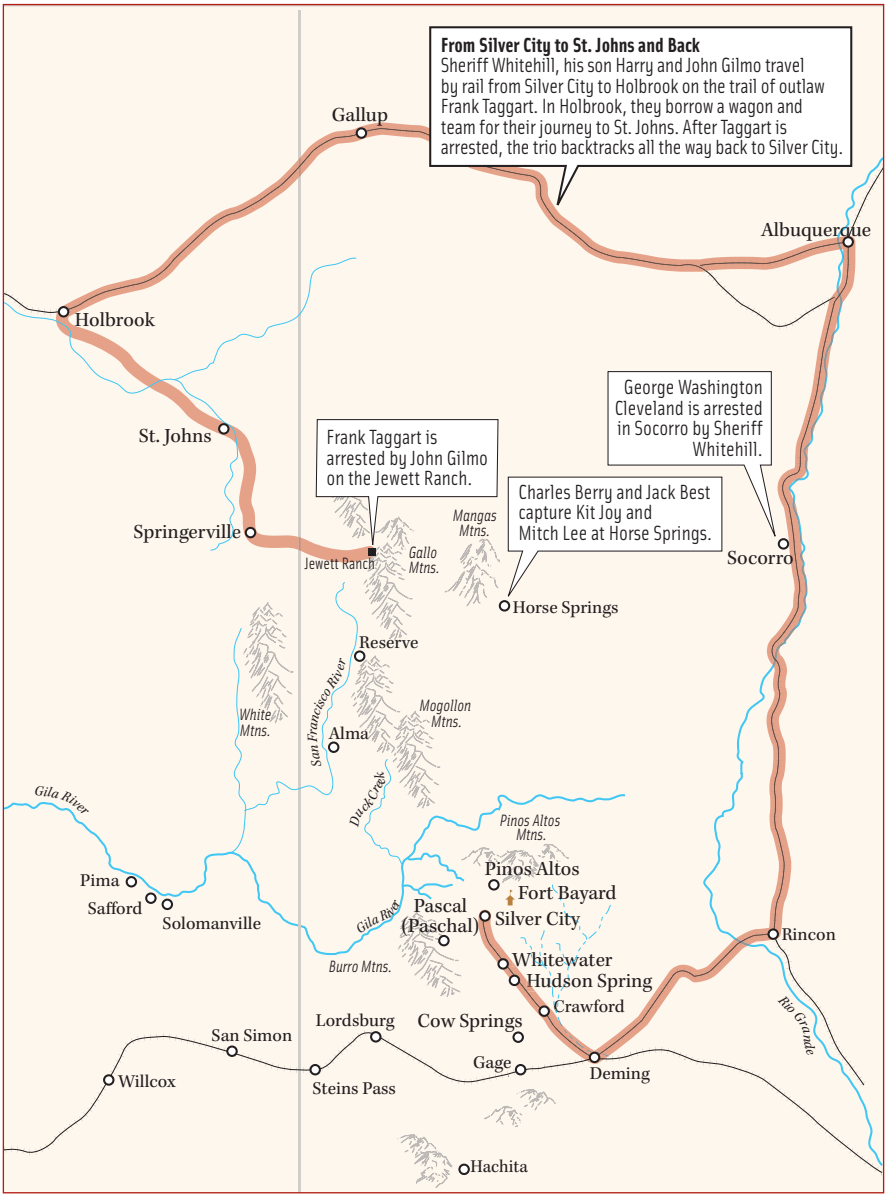
Christopher Carson "Kit" Joy dodged bullets and a lynch mob, or two. After his release from prison, he couldn't find work around Kingston, New Mexico, so he dropped his nickname and moved with his mother to Arizona, where he worked as a tailor (and moonlighted as a moonshiner for a time).

CHARLES PERRY

While serving as Grant County sheriff, Harvey Whitehill was the first to arrest Billy the Kid, back in 1875.



JOHN GILMO



Divvying Up the $8,800 Reward—A Nine-Way Split

With a rash of lynchings all over the Southwest and particularly along the Gila, the Gage jailbirds got antsy. At the time of the jailbreak, virtually all of the lawmen who brought them in were away from town. Gilmo was in San Francisco trying to get his reward money; Perry and Best were back on their home range waiting to get paid; Sheriff Woods was in Arkansas delivering his sons to school; Whitehill was in Santa Fe; Sheriff Pete Simpson was back in Socorro, defending himself over a killing of a rowdy cowboy.

Because of the jailbreak, Wells Fargo and the Southern Pacific Railroad had a thorny problem in determining who to pay. After some wrangling, the rewards were distributed as follows (the total reward was not paid out):

$$$ Harvey H. Whitehill $1,333
$$$ Charles C. Perry and A.J. Best (jointly) $1,333
$$ John W. Gilmo $888
$ Pete A. Simpson $444
$ Thomas E. Park $500
$ Frank Andrews $500
$ John C. Jackson $500
$ Daniel Coomer $500

Sheriff Harvey Whitehill's mismanagement of the Grant County Jail in Silver City, New Mexico, led to prisoners being lynched and escaping.

True West Archives

Aftermath: Odds & Ends

After their surrender, Mitch Lee and Frank Taggart were almost immediately strung up after Lee finally confessed to the shooting of the train engineer: "Well, by God! I did kill him." The life of escaped prisoner Charles Spencer was spared when he convinced the lynch mob he did not shoot during the gunfight (plus he had been in jail on charges of horse theft).

Kit Joy escaped from the Grant County Jail, but did not leave the area. Ten days after the jailbreak, a posse set a trap for him at Rackety Smith's cabin, high in the Mogollons northeast of Alma, New Mexico, but the wily outlaw didn't show.

Not long after, Smith and several neighbors went hunting Joy and found his concealed camp. Smith yelled out for Joy to surrender, but the outlaw replied, "I'll die first." Armed with a .45x60 Winchester rifle, Smith fired two shots, the second shattering two bones in Joy's left leg below the knee.

The outlaw was brought back to Silver City on March 22 and put back in the Grant County Jail. On November 17, 1884, he was tried and sentenced to life at the Santa Fe Penitentiary.

After pleading model behavior, Joy was pardoned in 1896, living out his life with his mother near Fort Huachuca, Arizona, where he worked as a tailor (and a short stint as a moonshiner, for which he served jail time). He died, at age 76, in Douglas on April 14, 1936, and his body is buried in the Bisbee-Lowell cemetery. The man who brought him down, Smith, committed suicide, according to popular folklore.

Recommended: *Lynch Ropes & Long Shots: The Story of an Old West Train Robbery* by Bob Alexander, published by High-Lonesome Books.

True West's "Old West Saviors" columnist Jana Bommersbach has been a regular contributor to the magazine for nearly 25 years. If you'd like to read more of Jana Bommerbach's articles in *True West*, please go to TrueWestMagazine.com and subscribe for full access to over 70 years' worth of exciting issues.

BY JANA BOMMERSBACH

COLLECTING AMERICAN OUTLAWS

Wilbur Zink has preserved the Younger Gang's history in more ways than one.

Growing up in Missouri in the 1930s, Wilbur Zink loved listening to family legends as he sat at the kitchen table.

The one that most impressed him was the story of his grandfather, David Crowder, who was a teenager when the Pinkertons killed John Younger in 1874. A shopkeeper's son in Roscoe, Missouri, Crowder stood guard over the body. Guarding a dead man? Zink says that's not as strange as it sounds, considering what often happened to the bodies of the infamous: "The custom in those days was to cut off an ear and pickle it, or show off a body at a Wild West show."

Roscoe wasn't far from Zink's own home of Springfield, and that family tie inspired him to study what became his first book, *The Roscoe Gun Battle*. That research led him to seek out items owned by the Youngers and their partners in crime, Jesse and Frank James. Zink amassed thousands of items, which would ultimately inspire him to save the Younger homestead.

"The first thing I got was Jim Younger's violin," says Zink, from his Scottsdale, Arizona, home, where he and his wife have wintered for the last 28 years before returning to Springfield. As he notes, Jim ended up in prison, where he was visited by an old sweetheart who had gotten married and had a daughter. Jim gave the little girl his violin, the only thing he had to offer as a gift.

Zink knew none of that when he wrote to the daughter decades later. His interest in this elderly woman was really to find out about her late mother, who had written a historical novel about Missouri. He wondered if she had left behind any research that could be valuable to his own work. Unfortunately, she had not, but the inquiry led to a friendship, as Zink learned the woman was all alone, having survived a husband and a son who would have been Zink's age. "She favored me," he says, and their friendship led to a wonderful gift—she gave him Jim Younger's violin, which he has to this day.

"I [then] bought Cole Younger's spurs," he remembers, selling them along the way. He owned Jesse James's gun belt, bought from a collector who'd gotten it through a pallbearer at Jesse's funeral. He owns Jesse's gold tie pin, and he eventually bought the entire "James Family Collection" of 25 letters from Frank James to his wife Anna, written while he was in jail awaiting trial. Zink is turning that treasure trove into another book that will be named after a command Frank included in the letters: "Burn These Letters." Zink calls that collection his "most exciting" find.

"I've spoken all over Missouri on the James family and the Youngers," Zink says, estimating he has given more than 100 speeches to civic and religious gatherings on the history of their own backyards. Those lectures were given on top of his two day jobs; he was a Ford dealer for 50 years and a pastor for small Christian churches.

While he collected these pieces of history, he came across a building that he decided should be saved for history's sake—the Younger homestead.

The homestead is a two-story, pre-Civil War home with a small front porch and four bedrooms upstairs.A simple house, it is constructed of wood with lapped shingles. Its lifetime not only included housing the Younger family, but also being transformed into an antique shop before sitting empty for several years. "Somebody poked a large hole on one end, and it was in bad shape," Zink remembers.

The development of a new subdivision meant the old homestead was scheduled for demolition. That's when Zink and his collaborator, author Marley Brant, stepped in. She has also written about the Youngers and also wanted to see this piece of history saved from the bulldozer. She put up the money to buy the decrepit house, while Zink supervised the tearing down and cataloging of every board. Then he stored all the pieces of the house in his barn for two decades before he and Brant donated it all to the Cass County Historical Society, which plans to reconstruct it at a proper site someday. (Editor's note: The house has yet to be reconstructed.)

Meanwhile, Zink has the equivalent of a museum in his own home. "We have an 11-room house in Springfield, but my wife doesn't like having all this stuff around, so most of it is packed up in the basement," Zink says. He is keeping good records of it all, writing notes for his son and daughter, detailing the items that they will inherit one day.

"I collected all this stuff to work on when I got old, and I'm there," Zink says with a laugh. He still has the collecting bug. He's working on a collection of letters from Jesse and Frank's parents: Robert, who was a minister, and his wife, Zerelda. Perhaps material for another book? Who knows? What he does know is that his collections mean something special. "It's important to preserve history for our children or grandchildren, or it will be lost," says Zink, sounding very much like an Old West Savior.

Wilbur Zink has made it his personal mission to help save important relics of the Old West, such as the shoulder holster and pistol (above) once owned by Sheriff Mable Chase. Zink was inspired to begin his collection when he learned about his grandfather's connection to outlaw John Younger.

Photos by Robert Ray

Outlaw John Younger, whose brothers included fellow gang members Cole, Jim and Bob, was killed in a shootout with Pinkerton detectives on March 17, 1874, near Roscoe, Missouri.

All Images Courtesy True West Archives Unless Otherwise Noted

On November 2, 1926, Mabel Chase was elected the first female sheriff in Kansas and one of the first women to serve as a sheriff in United States history. She was known to drive an armored Hudson and carry a Thompson sub-machine gun when busting illegal stills and saloons in Kiowa County. She also served as undersheriff to her husband, Frank O. Chase (left, inset), who preceded her as sheriff.

Editor's Note: After Wilbur Zink died in 2010, his family entrusted Heritage Auctions to gavel off his collection in 2013.

TRUE WEST ARCHIVES

For the first time ever, every issue of *True West* magazine is now online, including Jana Bommersbach's original, unabridged article as it appeared in the September 2009 issue. To learn more about how you can read all of Bommersbach's articles and subscribe to *True West* Archives, go to *TrueWestMagazine.com*. **Our past awaits you!**

BY CANDY MOULTON

From the Basin to the Plains

Discover Wyoming on a road trip to Cody, Casper and Cheyenne.

After William F. "Buffalo Bill" Cody opened the Irma Hotel in Cody, Wyoming, in 1902, it became a centerpiece to the fast-growing town named in his honor.

Irma Hotel Courtesy Wyoming Tourism; Photo of Irma Hotel, ca. 1908, F.J. Hiscock. Buffalo Bill Center of the West, MS6 William F. Cody Collection. P.6.726; Cody Portrait Courtesy The Getty Online Collection

Scotsman Peter McCulloch ramrodded a crew that trailed 3,800 head of cattle into Wyoming's Bighorn Basin in 1879. The herd was owned by Judge William A. Carter and Carter Cattle Company which operated in southwest Wyoming near Fort Bridger. His herd became the first cattle trailed across Wyoming to form the basis of the industry in the region southeast of Yellowstone National Park.

McCulloch established a headquarters for the new cattle operation on a stream he called Carter Creek, and he also named Carter Mountain. The mountain is a dividing line between the Wood River Drainage near Meeteetse and the South Fork of the Shoshone River west of Cody, a town named for the frontiersman turned entertainer William F. "Buffalo Bill" Cody.

Settlement in the Bighorn Basin increased as more livestock owners moved to the area, and farmers came as well. The town of Cody, named for Buffalo Bill, developed when federal reclamation projects provided much-needed water for irrigation. But Buffalo

Bill's fame attracted hunters and dignitaries from across the world. Caroline Lockhart, a writer who owned and edited the *Cody Enterprise* newspaper, was a founder of the Cody Stampede, a rodeo that is still going strong every Fourth of July. In 2024, the Stampede will be held July 1-4. If you love rodeo and can't be in Cody over Independence Day, then don't miss a chance to attend the Cody Nite Rodeo, which is held every night from June 1 to August 31.

The Cody Heritage Museum located a short walk from the Irma Hotel—which was built by Buffalo Bill and named for his daughter—highlights Lockhart's story and stories of other townspeople. Another few blocks away is the world-class Buffalo Bill Center of the West with its museums devoted to the area's art, wildlife, Indian tribes, firearms and of course the great showman himself.

Casper

A journey from the Bighorn Basin to the eastern plains of Wyoming can be as diverse as you want. Head south to Thermopolis and drive the inspiring Wind River Canyon then see the wide-open spaces between Shoshoni and Casper.

You could also drive one of two routes over the Bighorn Mountains. The northern route, through Lovell to Shell and then on to Ranchester and Sheridan is a spectacular drive, and you can take time to visit the Medicine Wheel, a site that is particularly important for American Indian tribes. A more southern route is through Worland and Tensleep to Buffalo. It has equally awesome views.

Any of these highways lead to Casper, located at the last crossing of the North Platte used by overland emigrants during the period 1843-68. Those traveling the Oregon, California and Mormon Pioneer Trails followed the Platte and North Platte rivers across Nebraska and Wyoming. But just west of today's Casper that great river turns to the south, and the emigrants continued west toward the Sweetwater River and South Pass, the gateway to their new homes.

Mormon pioneers built a ferry at the river crossing in 1847. To serve California Trail traffic in 1852, an experienced mountain trader named John Baptiste Richard (Reshaw) constructed a bridge that eased travel issues for people needing to get across the water course. Later Louis Guinard built another bridge a few miles upstream.

By 1862 a military post had been established at the upper Platte Bridge crossing and became known as the Platte Bridge Station. The Battles of Platte Bridge and Red Buttes, with Lakota and Cheyenne fighters on July 26, 1865, resulted in the death of more than 20 soldiers from the 11th Ohio and 11th Kansas volunteer cavalry units. Subsequently, the post was renamed for Lt. Caspar Collins, who died in the first battle of the day. The city also took his name, with a difference in spelling.

Fort Caspar has been recreated and is operated as a historic attraction by the City of Casper. Annual reenactments at the fort involve events in late July to

Visitors to historic Fort Caspar in Casper, Wyoming, will discover the importance of the frontier outpost to settlers and travelers traversing the overland trails.

Candy Moulton

The National Historic Trail Interpretive Center in Casper provides visitors with an introduction on the day-to-day life of emigrants traveling West to Oregon, California and Utah.

Courtesy BLM.gov

A beautiful drive from the Bighorn Basin of Cody to Sheridan winds through scenic Shell Canyon and over the Bighorn Mountains.

Courtesy Library of Congress

Founded in 1919, the popular Cody Stampede is held over every Fourth of July.

Courtesy Wyoming Office of Tourism

commemorate the two battles in 1865. The fort also "comes alive" in early December with a living history celebration of Christmas at the fort.

While in Casper learn more about the trails at the National Historic Trail Interpretive Center but take a step far back in time and visit the Tate Museum with its paleontological collections.

Traveling from Casper to Cheyenne, Wyoming's high plains spread out to the east and south from a mountain landscape that includes Casper Mountain and Laramie Peak. South of Casper, take a detour to Ayers Natural Bridge, a site along the overland trails which has a picnic area. Another side trip to Guernsey gives you a chance to walk in the pathway of deep ruts carved by overland and military traffic on the historic trails or view the pioneer inscriptions at Register Cliff.

Cheyenne

Like the Buffalo Bill Center of the West in Cody, Cheyenne also has an iconic attraction: Cheyenne Frontier Days, a 10-day show always held the last full week and a couple of weekends in July. Started in 1897 as a place for cowboys to test their ability in riding bucking broncs, The Daddy (as the event is known) has certainly evolved.

Today's celebration includes four parades featuring a collection of horse-drawn vehicles, three free pancake breakfasts, daily rodeos with the top competitors in the hemisphere, chuckwagon cookoffs, Indian dancing and specialty events. Learn more about the history of the event at the CFD Old West Museum.

Cowboys behind the chutes await the Saddle Bronc competition at the "Daddy of Them All," the largest outdoor rodeo, Cheyenne Frontier Days.

Stuart Rosebrook

Tap into other history in Cheyenne at Messenger's Old West Museum or Nelson's Museum of the West or enjoy time in Depot Square in Cheyenne's downtown historic district in front of the Union Pacific Depot. Look for the oversized cowboy boots and the "running" horse atop the Wrangler store.

Take a drive west of the city on Wyoming Highway 210, locally known as the Happy Jack Road, to Curt Gowdy State Park, which has fishing, boating, camping, picnicking and hiking opportunities, or continue to the Medicine Bow National Forest and the Vedauwoo area with its massive rock formations.

Candy Moulton, the 2023 True Westerner awardee, also won a Spur Award in 2024 for her biography *Sacajawea*.

A WIDE SPOT IN THE ROAD

A New Beginning by Veryl Goodnight stands in front of the historic Union Pacific Depot and Old Cheyenne Depot Museum in Cheyenne, Wyoming. The bronze statue is dedicated to the courageous women who came out West to settle the Cowboy State and were the first to get the vote in the United States.

Stuart Rosebrook

STEP INTO A MISSILE LAUNCH FACILITY

Learn about some of Wyoming's contemporary history at Quebec One Missile Alert Facility (MAF), located 30 miles north of Cheyenne. Now a Wyoming State Historic site, the structure was a United States Air Force ICBM launch control facility. Built in 1962 as part of the Minuteman I Missile program, it was operated by the 400th Missile Squadron. It later became a Peacekeeper Missile site, until it was decommissioned in 2005. It was later gifted to the state of Wyoming for the interpretation facility. New exhibits opened this spring. Tours of the underground control capsule are offered seasonally.

Quebec-01 Missile Alert Facility Historic Site, Chugwater, Wyoming

Courtesy Wyoming State Historic Park, Sites and Trails

GOOD EATS & SLEEPS

GOOD GRUB:

Cassie's Supper Club, Cody;
The Irma Hotel, Cody;
Eggington's, Casper;
FireRock Steakhouse, Casper;
The Omelet House, Cheyenne;
The Albany, Cheyenne

GOOD LODGING:

The Chamberlain Inn, Cody;
Best Western Premier Ivy Inn & Suites, Cody;
Buffalo Bill State Park Campground, Cody;
Hampton Inn & Suites, Cody;
Ramkota, Casper; **Nagle Inn Bed & Breakfast**, Cheyenne; **Little America Hotel & Resort**, Cheyenne; **Curt Gowdy State Park Campground**, Cheyenne

BY SHERRY MONAHAN

Flagship Fare

Dining on the Santa Fe Super Chief was always a highlight of cross-country railway travel.

In 1936, the Santa Fe Railway launched the first Super Chief service from Chicago to Los Angeles with the first modern diesel-electric locomotives, air-conditioned Pullman sleeping cars and gourmet menus for diners.

True West Archives

The Super Chief was the flagship train of the Atchison, Topeka and Santa Fe Railway and was built by the Budd Company in late 1936. It made a round trip once a week between Chicago and Los Angeles that took almost 40 hours. The train's eight cars included a baggage car, a dining car called the Cochiti, a lounge car known as the Acoma and sleeping cars known as the Orabi, Taos, Laguna, Isleta and Navajo. The Super Chief was the first diesel-electric powered cross-country passenger train in America.

It got the nickname "The Train of the Stars" because of the celebrities who rode in comfort on the Super Chief between the two big cities. In 1950 the train was upgraded with modern touches, and the Turquoise Room in the dome car was added. The dome car was divided into five rooms that also included a lower cocktail lounge, the main cocktail lounge, a parlor observation dome and a private writing desk room. The Turquoise Room was a private dining room and cocktail service that catered to private parties for six to 10 people. The room was decorated in turquoise, silver and gold vinylite on the side walls, and the end walls contained accordion type sliding doors covered in the same pattern. The main dining areas, where most passengers dined, was decorated in a romantic Southwestern color scheme exclusively designed for the Super Chief. The dining cars were fitted with refrigeration units that used dry ice for cooling to keep meat, vegetables and other perishables from spoiling.

The food served on the Super Chief was considered gourmet due to the

Hollywood connection. Some of the chefs included Frank Kauten, Carlos Gardini, Armand Tomai and Clorse Dale. Some of the more elaborate items on the menu were freshly caught mountain trout, sturgeon, pheasant, partridge, caviar, curry, imported wine and champagne. Frequent requests for birthday cakes were made from passengers, as were special "dietary needs." One lady said she was on a "fresh peach" diet and had to have them despite it being January. Another gentleman requested a very specific meal that included a piece of potato cut into a one by three-inch long piece, a carrot three inches long, and a steak exactly 2.5 inches thick and an inch square. He provided the chef with a ruler so he could be precise. Other menu items included Hungarian veal goulash, toasted French bread and apple dollar pancakes with huckleberry syrup.

This lobster dish is an example of that opulence. It was offered on the "gargantuan" menu offered in the Turquoise Room, which was the famous private dining room on the Super Chief. This was offered by chef Carlos Gardini.

LOBSTER AMERICAINE

Servings: one large portion or two small portions.

1 two-lb. lobster, boiled • 4 tbsp. butter
1 tbsp. minced celery • 1 tsp. minced carrots
1 tsp. minced leeks • 1 tsp. minced shallots
½ garlic clove, minced • 2 tbsp. cognac
2 tbsp. flour • ¼ cup broth
2 tbsp. white wine
2 tomatoes, peeled and chopped
Dash salt • Dash pepper
Dash cayenne pepper

Remove meat from shell and cut in pieces one-inch thick.

Melt butter, add minced vegetables and sauté several minutes without browning. Add lobster meat and garlic and continue cooking for five minutes. Add cognac and set aflame.

Blend in the flour; add broth and stir until smooth and slightly thickened.

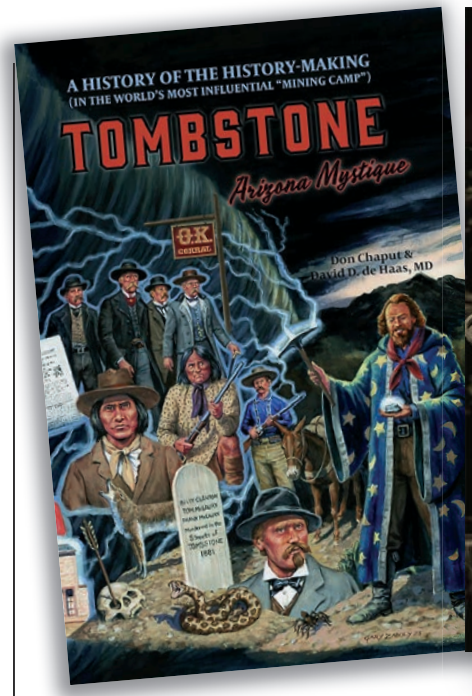
Add wine and chopped tomatoes, season to taste and cook slowly for 20 minutes.

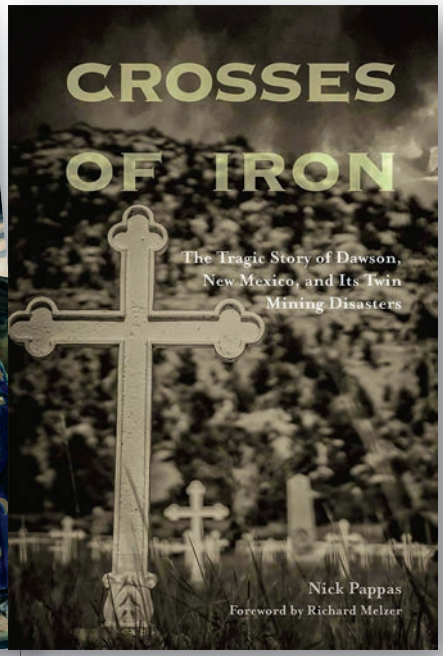
Recipe adapted from Fred Harvey's *Super Chief Recipe Book*, 1958.

Sherry Monahan kicked off her journey into Old West cuisine, spirits and places by authoring *Taste of Tombstone*. Visit *SherryMonahan.com* to learn more about her books, awards and TV appearances.

Tales of Two Cities

Two new mining town histories, plus a Ford film trilogy history, a biography of Buffalo Bill, Lincoln's spies and a conman for the ages.





The history of the American West is a story of infinite chapters, but one of the most studied subjects is mining towns. Recently published are two new studies of Southwestern mining communities, whose parallel histories are equally significant in Western American history, yet they are unequally remembered.

Don Chaput and David de Haas's *Tombstone, Arizona Mystique: A History of the History-Making (in the World's Most Influential "Mining Camp")* (Caxton Press, $26.95) is an exemplary, encyclopedic-style history of what could be considered the most infamous mining town in American history. Chaput and de Haas are both well-respected Western researchers and historians who have individually written about the West—and Tombstone—for many years. *Tombstone, Arizona Mystique* is both a follow-up to their first book, *The Earps Invade Southern California*, and a culmination of their tireless and passionate research on Tombstone and its famous denizens.

On the flip side of Western mining history from Tombstone, Arizona, is Dawson, New Mexico. The contrast between Dawson, a coal-mining company town, versus Tombstone, a frontier silver-boomtown, is striking, and historians have rarely done comparative studies of the two types of towns. After reading about both, scholars should consider deeper contrastive studies of the boom-and-bust mining camps and the company-owned mining towns. Both Dawson and Tombstone were founded when New Mexico and Arizona were still territories, but that is where most of the similarities end. Fortunately for students and scholars of the West, journalist Nick Pappas decided that the story of the nearly forgotten—and completely abandoned coal town—was worth researching and writing about. The award-winning writer's *Crosses of Iron: The Tragic Story of Dawson, New Mexico and Its Twin Mining Disasters* (University of New Mexico Press, $21.95) is an instant classic and a cautionary tale of what the coal company's pursuit of profit cost in human lives.

As a historian of the American West, I am going to have Chaput and de Haas's *Tombstone, Arizona Mystique* close at hand as an important resource for researching and writing about the Cochise County mining camp. What will be useful to so many for years to come is their five chapters of biographies organized by era from 1877 to 2023. It is *the encyclopedia* of Tombstone and a testament to the determination of Chaput and Haas to research such a list of men and women who left their mark on the mining town's history.

Pappas's *Crosses of Iron* should be considered one of the finest investigations of Western mining history, and if read in tandem with Chaput and de Haas's *Tombstone Mystique*, it will provide readers with a broader perspective on the twists of fate that determine whether a Western town lives or dies—or even survives in our collective memories. Fortunately for all of us, Pappas, Chaput and de Haas believed that their respective subjects were worth the time and toil to be retold and remembered.

—Stuart Rosebrook

ROUGH DRAFTS

Photo by Robert Ray

We are just halfway through the publishing cycle of 2024, and it is proving to be a banner year for *True West*'s columnists.

Mark Boardman, who has been our features editor for over two decades, is the editor of ***The Tombstone Epitaph***. Published monthly, *TTE* is one of the finest monthly publications publishing new research on the Old West.

Jana Bommersbach, with Bob Boze Bell, coauthored ***Hell-Raisers and Trailblazers: The Real History of Women in the West***. The book is a hot seller and is in a second printing. (Jana is currently on sabbatical from her "Old West Saviors" column.)

"Renegade Roads" columnist and editor of Western Writers of America's ***Round-Up*** magazine **Johnny D. Boggs**'s latest Kensington/Pinnacle Western, ***Bloody Newton: The Town From Hell***, was just released in paperback and Kindle on June 24, 2024.

"Collecting the West" editor **Steve Friesen**'s latest book on William F. Cody, ***Galloping Gourmet: Eating and Drinking with Buffalo Bill*** (Bison Books) was published in December 2023 and is now available on Kindle.

"Frontier Fare" columnist **Sherry Monahan**'s latest Globe Pequot culinary history book, ***Signature Dishes of America: Recipes and Culinary Treasures from Historic Hotels and Restaurants***, was released last fall and is also available on Kindle.

"Renegade Roads" columnist **Candy Moulton**'s latest book ***Sacajawea: Mystery, Myth and Legend*** earned the Wyoming author a Spur Award for Western Biography.

"Western Movies and TV" columnist **Henry Parke**'s first book, ***The Greatest Westerns Ever Made and the People Who Made Them***, is based on his *TW* columns. It was published in paperback and Kindle earlier this year by TwoDot. Order a copy today at TWMag.com.

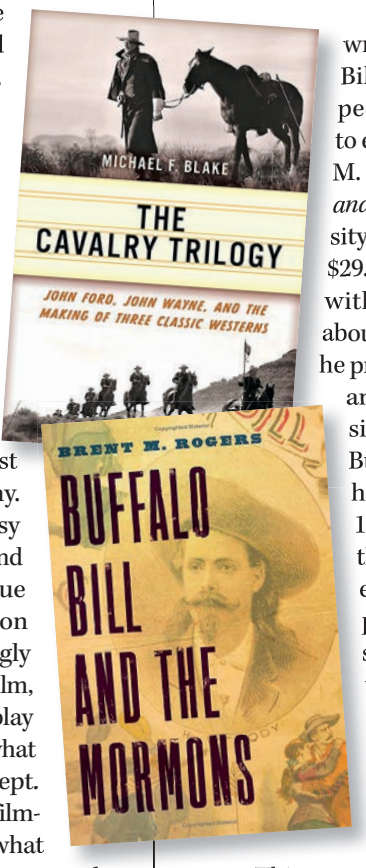
"Ask the Marshall" columnist **Marshall Trimble** and Executive Editor **Bob Boze Bell** just published their first book together, ***The 66 Kids: Still Kickin' It: More Stories and Hi-Jinks from The Mother Road***. Order a copy today at TWMag.com.

–Stuart Rosebrook

Following Ford's Guidon

Fort Apache, *She Wore a Yellow Ribbon*, and *Rio Grande* were three of the eight films John Ford helmed in just three years, among his finest work, and *The Cavalry Trilogy: John Ford, John Wayne and the Making of Three Classic Westerns* (TwoDot, $27.95) by Michael F. Blake provides an indispensable guide to them. These celebrations of America's frontier army feature much of the best work of John Wayne and of the vast John Ford stock company. Michael Blake, first a busy child actor, then an in-demand makeup artist, has a unique perspective on daily life on a movie set. He engagingly details the making of each film, from short story to screenplay to a day-to-day account of what was shot and what was kept. The pace maintained by a filmmaker who knew exactly what he wanted—each film came in under-time and under-budget—is a lesson today's bloated-budget auteurs could learn from.

—Henry Parke, author of
The Greatest Westerns Ever Made and the People Who Made Them



The Showman and the Latter-Day Saints

So much has been written about Buffalo Bill that one might expect there is little else to explore. Not so. Brent M. Rogers's *Buffalo Bill and the Mormons* (University of Nebraska Press, $29.95) presents readers with new information about Cody, showing how he progressed from being anti-Mormon to considering them allies. Buffalo Bill's change of heart began with an 1892 expedition to the Grand Canyon to explore the area as a possible nature preserve; along the way they were hosted by several Mormon families. After the expedition, Cody praised the hospitality and piety of the Mormons. This was the beginning of an evolving friendship that culminated in Buffalo Bill encouraging Mormon settlement in the Bighorn Basin of Wyoming. Rogers brings this story to the fore in a well-documented and entertaining form.

—Steve Friesen, author of
The Galloping Gourmet: Eating and Drinking with Buffalo Bill

Buffalo Bill (standing, center) on Lee's Ferry.

True West Archives

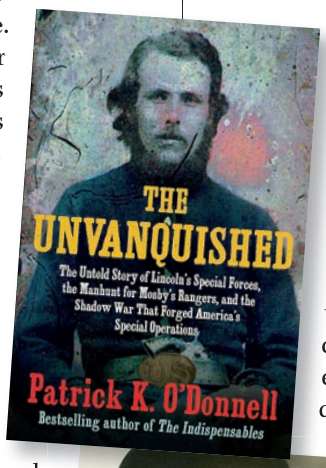
The Ghosts of the War

In *The Unvanquished: The Untold Story of Lincoln's Special Forces, the Manhunt for Mosby's Rangers, and the Shadow War That Forged America's Special Operations* (Atlantic Monthly Press, $30), author Patrick K. O'Donnell sheds new light on the fascinating adventures of the scouts, rangers and spies of the American Civil War. The forerunners of today's special forces, units like the Jessie Scouts, named in honor of the wife of Gen. John C. Fremont, "The Great Pathfinder" of the West, were composed of daring men who served in the shadows and gathered vital intelligence for the Union Army. O'Donnell, a masterful storyteller and military historian, introduces readers to a score of Union and Confederate warriors who carried out their missions on horseback, often in disguise. The author of 12 other books, O'Donnell brings to vivid life exciting tales of secret service missions and the epic hunt for John Singleton Mosby, the "Gray Ghost" of the Confederacy.

—Samuel K. Dolan, author of The Line Riders: The Border Patrol, Prohibition and the Liquor War on the Rio Grande

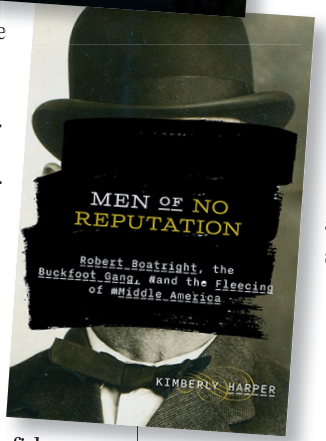
JESSIE BENTON FREMONT

True West Archives



Heartland Conman

In *Men of No Reputation: Robert Boatright, the Buckfoot Gang, and the Fleecing of Middle America* (University of Arkansas Press, $34.95) historian Kimberly Harper, a noted voice on Southern violence and post-Reconstruction issues, brings (back) to life one of the greatest but little-known confidence men. As the head of the Midwest's Buckfoot Gang, Boatright was every bit as dangerous and influential as Western conmen like Soapy Smith and Big Ed Burns. Through Harper's meticulous research, Boatright's story is again brought to national attention and exposes the seedy underbelly of Boatright's criminal influence on the otherwise idyllic Midwest at the dawn of the 20th century. *Men of No Reputation* is a book of cunning ability about menacing criminals and offers deep insight into the world of men whose lives led them into the shadows as well as those who sought to catch them.



—Erik J. Wright is the assistant editor of The Tombstone Epitaph

BUILDING YOUR WESTERN LIBRARY

Courtesy Candace Simar

MINNESOTA AUTHOR'S FAVORITE BOOKS ON SCANDINAVIAN IMMIGRANTS

Candace Simar likes to imagine how things might have been. She combines her love of history with her Scandinavian heritage to create historical novels that showcase real history with a good story. Simar writes about the Civil War, the U.S./Dakota War of 1862 and the Rocky Mountain locust plagues of the 1870s. Her newest release, *Sister Lumberjack*, is set in a logging camp during the 1890s harvest of Minnesota's white pine forest. Follow her at candacesimar.com.

❶ ***Let Them Eat Grass Trilogy (Smoke, Fire, Ashes)*** by Jack Koblas (North Star Press): Koblas provides a meticulous account of the causes, battles and aftermath of the U.S./Dakota War of 1862. It drew little attention, but was the largest Indian War in U.S. history with more than 600 Minnesotans killed.

❷ ***Giants in the Earth*** by O.E.Rolvaag (Minnesota Lincoln Concord 1925): Rolvaag drew deeply from his immigrant experience to create a novel about Scandinavian settlers that is both beautiful and tragic.

❸ ***Harvest of Grief, Grasshopper Plagues and Public Assistance in Minnesota*** by Annette Atkins (Minnesota Historical Society Press): Atkins presents a well-researched account of the Rocky Mountain locust infestations of the 1870s that plagued North American prairies from Canada to Texas.

❹ ***Timberrr! Pine Logging in the Big Fork River Country*** by Benhart Rajala (North Star Press): Rajala writes from his experiences as a lumberjack in Northern Minnesota. Thirty-thousand lumberjacks butchered wood during the glory days of white pine. Their efforts changed the Minnesota landscape forever.

❺ ***The Emigrants*** by Wilhelm Moberg (Borealis Books): This four-book series shatters the romantic myth of the immigrant life. Moberg's gritty and realistic portrayal is eye-opening. A must read for those trying to understand how it really was.

TRUE WEST'S
Ultimate Summer Reading Guide
2024

Saddle Up with a Western

Old West fiction and nonfiction are the perfect genres to fill your summer reading list.

BY STUART ROSEBROOK

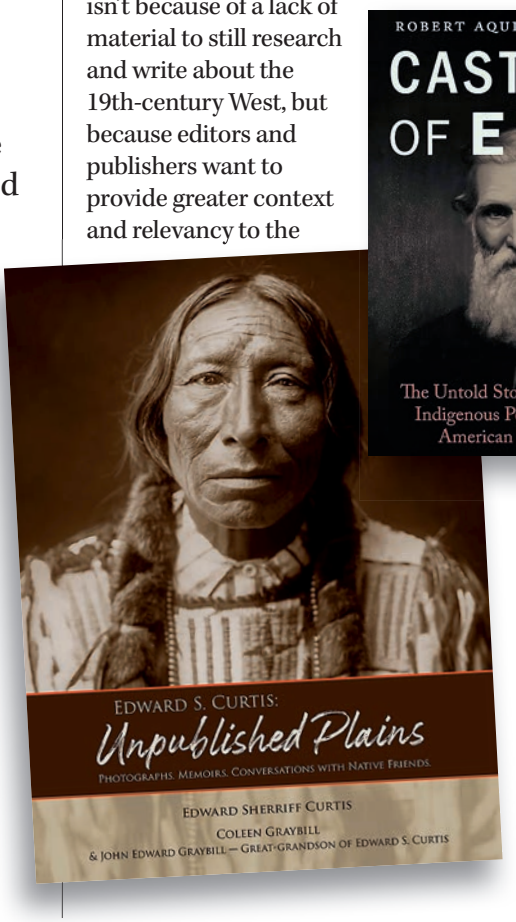
Every season is a good season to read, but summer is when we all plan to enjoy some good reading while on vacation or at home. Turn off the TV, laptop and phone; maybe put on some good music—or not—and just sit back and relax with a new book or classic that you've wanted to read for a long time.

Across the United States, Western publishers work hard every year to produce deep lists of new fiction and nonfiction—as well as reprints and reissues of classics—in time for summer readers.

The following list of recommended Western books is dominated by new releases from this year, but it also includes recommendations on classics that everyone should have on their to-read list. Why not start now and create your very own ultimate Old West reading list?

Western Nonfiction

For the past decade, Western fiction has been on a wild ride. We have seen a lot of changes in the marketplace, with fewer titles published on the 19th-century West. With the Roaring Twenties currently marking its centennial and the Great Depression not too far behind, publishers have rightfully been asking their authors to extend their research farther and farther into the 20th-, and even the 21st-century. This isn't because of a lack of material to still research and write about the 19th-century West, but because editors and publishers want to provide greater context and relevancy to the present consumers, whose parents and grandparents (even great-grandparents) were alive while the history was happening. Two good examples of this are the mining history books reviewed on page 52, *Tombstone Mystique* and *Crosses of Iron*, which begin their narratives in the 19th century but conclude in the present day.



The following are 15 recently published Western history books I recommend for your summer reading pleasure.

Cast Out of Eden: The Untold Story of John Muir, Indigenous Peoples and the American Wilderness by Robert Aquinas McNally (University of Nebraska Press, $34.95): Award-winning historian McNally once again tackles a difficult topic, and readers will be discussing his conclusions on Muir for many years.

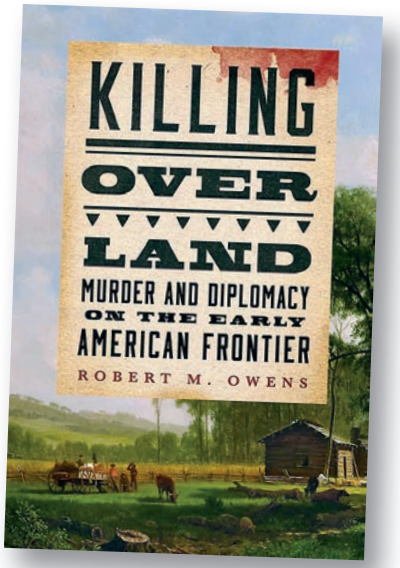
The Colfax County War: Violence and Corruption in Territorial New Mexico by Corey Recko (University of North Texas Press, $34.95): Historian Recko is at his best in *The Colfax County War*, and his latest history of the violent era in New Mexico should be on everyone's list to read this summer.

The Doctor Was a Woman: Stories of the First Female Physicians on the Frontier by Chris Enss (TwoDot, $26.95): Enss's latest history of women in the West tackles the lesser-known topic of frontier female doctors.

The Education of Clarence Three Stars: A Lakota American Life by Philip Burnham (University of Nebraska Press, $34.95): The latest biography by Spur Award recipient Burnham adds a new understanding to Lakota life in the late 19th and early 20th centuries.

Edward S. Curtis, Printing the Legends Looking at Shadows in a West Lit Only by Fire by Dr. Larry Len Peterson (Farcountry Press, $79.95): Peterson's *Edward S. Curtis* is the finest Western history and biography published this year. Everyone who loves the West should own it.

Hoof Beats: How Horses Shaped Human History by William T. Taylor (University of California Press, $28.95): The University of Colorado archaeologist has traveled the world researching the horse and its



influence on history. Taylor's book sets the new standard on the subject.

Killing Over Land: Murder and Diplomacy on the Early American Frontier by Robert M. Owens (University of Oklahoma Press, $45): Owens's fresh look at the earliest decades of Western expansion will be welcomed by all seeking a greater understanding of American continental expansion in the early 19th century.

Lost Landmarks of Orange County by Chris Epting (Santa Monica Press, $24.95): If you grew up in Southern California, Epting's work will bring smiles and tears of nostalgia for simpler times in the Southland.

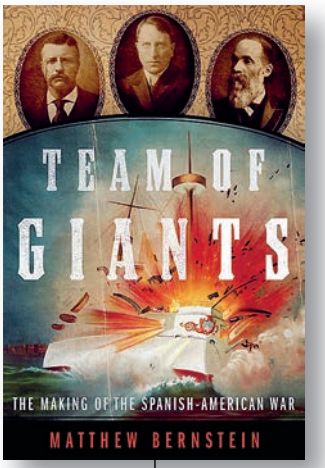
Luck o' the Draw: Irish Gunfighters in the West by Karen Wilkes (Karen

Wilkes, $19.95): Independent historian Wilkes gives readers great insight into the influence of the Irish on the law-and-order West.

Murder on the Largo: Henry Coleman and New Mexico's Last Frontier by Eleanor Williams (University of North Texas Press, $34.95): Edited with an introduction by Southwestern historian Jerry Thompson, the Texas author has resurrected some of the most important lost works on New Mexico's violent territorial days.

The Pink Dress: A Memoir of a Reluctant Beauty Queen by Jane Little Botkin (She Writes Press, $17.95): Botkin presents a modern Western memoir of growing up in West Texas and pursuing her dreams in the culturally conflictive era of the late 1960s and early 1970s.

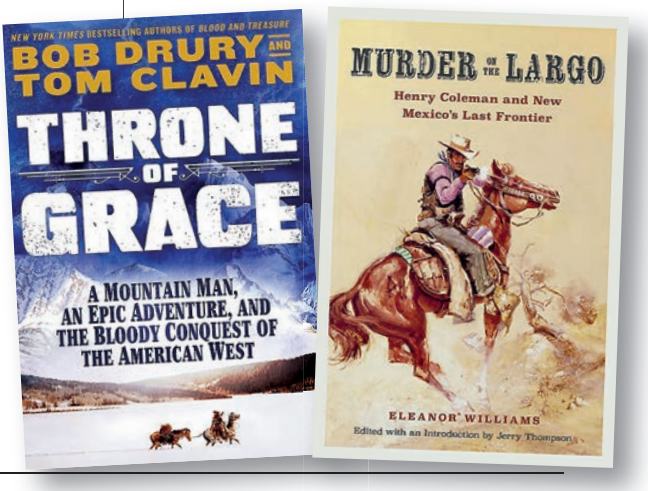
Ride the High Country (Reel West) by Robert Nott (University of New Mexico Press, $19.95): Veteran writer and film historian Nott is at his very best in his biography of Sam Peckinpah's classic Western.



Team of Giants: The Making of the Spanish American War by Matthew Bernstein (University of Oklahoma Press, $36.95): *Team of Giants* by author, educator and editor of the *Wild West History Association Journal* Bernstein will quickly be considered one of the most important histories of one of the least understood American wars.

Throne of Grace: A Mountain Man, an Epic Adventure, and the Bloody Conquest of the American West by Bob Drury and Tom Clavin (St. Martin's Press, $30): Drury and Clavin are currently one of the most successful popular history-writing duos in Western publishing, and their biography of Jedediah Smith will leave you amazed at the courage of Smith and his fellow mountain men.

Warrior Woman: The Story Mo-Chi, A Southern Cheyenne by Linda Wommack (Caxton Press, $21.95): Colorado author and *True West* contributing editor Wommack is a tireless researcher of Southern Cheyenne history, and *Warrior Woman* is one of her best yet.

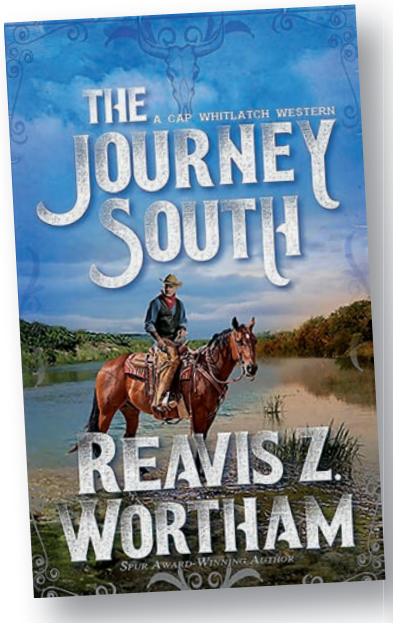


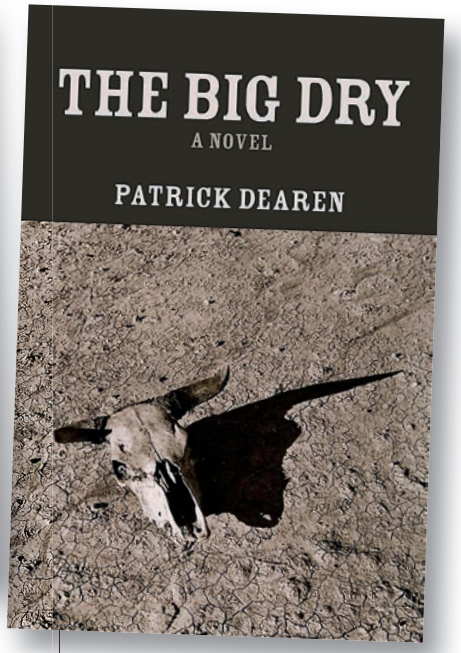
Bonus Book: ***Edward S. Curtis: Unpublished Plains, Photographs, Memoirs, Conversations with Native Friends*** by Edward Sheriff Curtis, Colleen Graybill & John Edward Graybill—Great Grandson of Edward S. Curtis (Curtis Legacy Foundation, $79.95): For Curtis fans, this beautiful volume is a treasure of never-before-seen photos and supports the Curtis Legacy Foundation.

Upcoming: Tom Clavin's latest Western history of lawmen and outlaws, ***Bandit Heaven: The Hole-in-the-Wall Gangs and the Final Chapter of the Wild West*** (St. Martin's Press, $30) will be an instant bestseller.

Western Fiction

One of the most original American genres, Western fiction is as complicated in 2024 as Western nonfiction, but for different reasons. The greatest challenge to this internationally popular genre is American publishers. That's right. The consumer is not





behind the shrinking of this ageless line of fiction—it is the reduction of publishing houses in the traditional Western book marketplace. But that does not mean Westerns are dead in the water. No, simply, like the Western nonfiction market, the shift of the genre is into the present, the 20th century and three major sub-genres of the classic Western novel: Mystery, Romance and Christian. Everyone who loves a good Western should be thankful that Kensington and Wolfpack have maintained strong backlists and a stable of Western writers churning out popular, traditional Westerns. All of us who love a

good Western, though, need to tip our hats to the publishers who understand the marketplace and are keeping writers in business and readers entertained with Western mystery, romance and Christian novels.

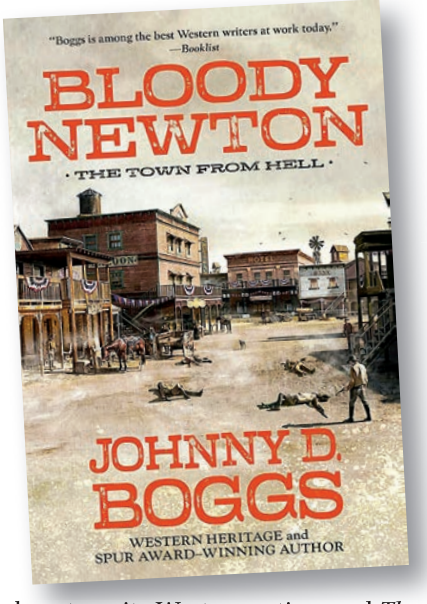
The following are 13 recently published Western fiction books I recommend for your summer reading pleasure.

Bloody Joe's Last Dance: A Classic Western Series (Bloody Joe Mannion) by Peter Brandvold (Wolfpack Publishing, $12.99): Few Western authors can compete with Brandvold's fast-paced style akin to the styles of great Western novelists Max Brand and Louis L'Amour.

Bloody Newton: The Town From Hell by Johnny D. Boggs (Kensington, $14.95): Boggs never disappoints, and *Bloody Newton* is one of his best trail-driving Westerns of all time.

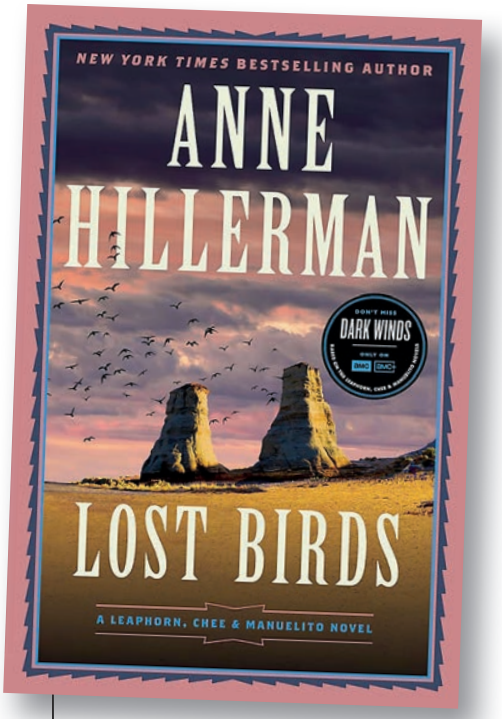
California Dreaming: A Western Romance by Harlan Hague (Wolfpack Publishing, $14.99): Retired history professor Hague continues to entertain readers with his historical novels of the Western frontier.

The Coming of Centori and The Circle C Riders by Daniel R. Cillis, Ph.D. (iUniverse, $20.99): Cillis knows



how to write Western action, and *The Coming of Centori* will not disappoint.

Del Rio Hondo: A Western Novel (West to Bravo) by Eric H. Heisner (Lean Dog Productions, $24.95):

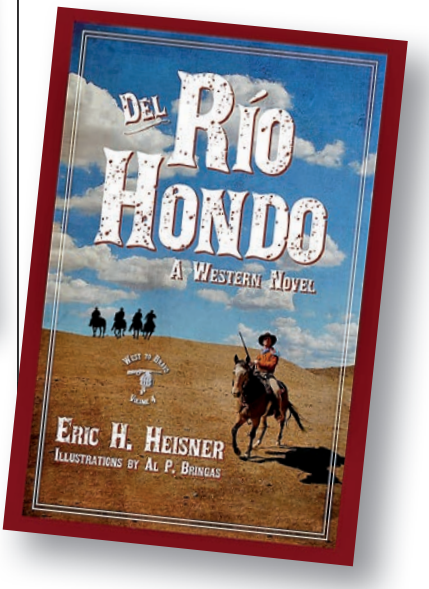


Heisner is a screenwriter, producer and author, and if you love a fast-paced Western, you'll want to pick up *Del Rio Hondo* this summer.

First Frost: A Longmire Mystery by Craig Johnson (Viking, $30): The 20th book in Johnson's internationally acclaimed modern Western mystery series takes a trip back in time to Route 66. Guaranteed to be a favorite of Longmire fans.

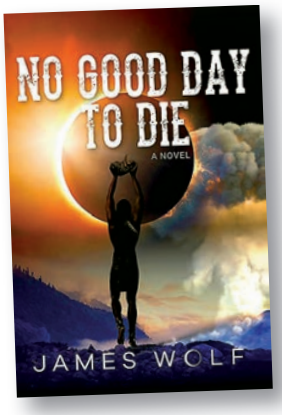
Fitz: A Mountain Man Novel by Win Blevins (Wolfpack Publishing, $12.99): Wolfpack is bringing Blevins's classics to a whole new generation of readers.

The Journey South: A Cap Whitlatch Western by Reavis Z. Wortham (Kensington, $18.95):



Texas author Wortham is a real pro, and his new Cap Whitlatch series makes perfect summer reading.

Lost Birds: A Leaphorn, Chee & Manuelito Novel by Anne Hillerman (Harper Collins, $30): One of America's bestselling modern Western mystery authors, Anne Hillerman delivers again with her ever-popular Leaphorn, Chee and Manuelito adventures on the Navajo Nation.



No Good Day to Die by James Wolf (Evans McDaniel Publishing, $29.95): The first Western by Montana author Wolf will surely entertain, and you will eagerly await his next novel.

Sister Lumberjack by Candace Simar (North Star Press of St. Cloud, $22): Minnesota author Simar writes historical cozy, mystery adventure novels of frontier Minnesota that everyone can enjoy.

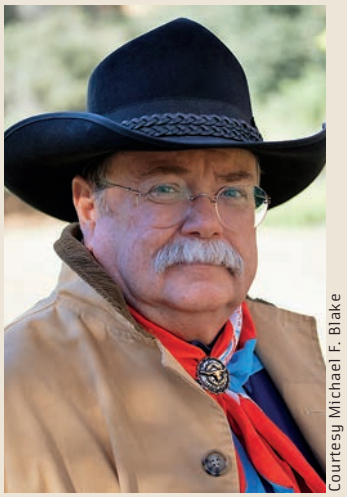
Three-Inch Teeth (A Joe Pickett Novel) by C.J. Box (G.P. Putnam's Sons, $30): For over two decades, Box has been entertaining readers worldwide with his Joe Pickett series, and he delivers again with *Three-Inch Teeth*.

Trail of the Hunted by Lee Martin (Lee Martin, $18.99): Screenwriter and novelist Martin writes Westerns that make you want to saddle up and ride for the brand.

Bonus Book: ***Changing Woman, A Novel of the Camp Grant Massacre*** by Venetia Hobson Lewis (University of Nebraska Press, $24.95): Historical fiction novelist Lewis brings to life an era of the Southwest that is poignant and tragic.

Upcoming: ***Patrick Dearen's The Big Dry*** (TCU Press, $24.95) will be published in October. The Spur Award-winning author's standalone sequel to ***The Big Drift*** is one to put on your reading list for the fall.

WRITING HISTORY



Courtesy Michael F. Blake

Michael F. Blake spent 60 years working in the film/TV industry, first as a kid actor and then 40 years as a makeup artist, picking up two Emmy Awards along the way. He is also a respected film historian with eight books to his credit, including his latest, ***The Cavalry Trilogy: John Ford, John Wayne and the Making of Three Classic Westerns.****

Question 1: Why John Ford?

John Ford, in my opinion, is the greatest director in American cinema. He holds the record of winning four Best Directing Oscars, plus two additional Oscars for Best Short Subject. Many of his films are classics, and his work has influenced directors from Orson Wells to Steven Spielberg. He was a cinematic poet and the greatest painter with a camera that captured so many memorable images.

Question 2: What was your first John Wayne film?

The Searchers on a local L.A. television station. From then on, I was a die-hard Wayne fan, watching as many films as I could—even *The Conqueror*!

Question 3: Why is the Cavalry Trilogy so significant?

Ford turned to the U.S. Cavalry to honor the military's courage and duty in post-WWII. Everyone can relate in some way to these three films, even if they never served. The stories are still compelling, and the audiences loved them. Plus, they had Monument Valley as a dramatic backdrop. How can anyone beat that?

Question 4: When did you first work in Monument Valley?

In 1989, on ***Back to the Future III***. I immediately fell in love with this place and go back whenever I can. Words fail to describe its beauty; it must be seen.

Question 5: What's your next project?

I have a few ideas but nothing concrete. I believe a book's subject finds the right writer to tell its story, not the other way.

Editor's Note:** See the review of Blake's ***The Cavalry Trilogy on page 54.

By Henry C. Parke

She Wore a Yellow Ribbon

Seventy-five years after its debut, John Ford's second cavalry Western is considered one of the greatest Westerns.

A primary reason that *She Wore a Yellow Ribbon*, John Ford's second film in his cavalry trilogy, is a favorite of critics and Western cinema fans is that the grandeur and beauty of Monument Valley is on display in all its colorful glory in magnificent Technicolor, while *Fort Apache* and *Rio Grande* were filmed in black and white.

All Images Courtesy RKO Radio Pictures Unless Otherwise Noted

She Wore a Yellow Ribbon, the centerpiece of John Ford's celebrated trilogy of cavalry Westerns, turns 75 this year. The earlier film, *Fort Apache*, ended with the death of troopers led by an arrogant martinet (Henry Fonda) modelled on Custer. *Yellow Ribbon* begins immediately after the Battle of Little Bighorn, with an ominous gathering of tribes near Fort Starke. Captain Nathan Brittles (John Wayne), on the eve of retirement, must endanger his patrol and his mission in order to escort his commander's wife and niece to safety.

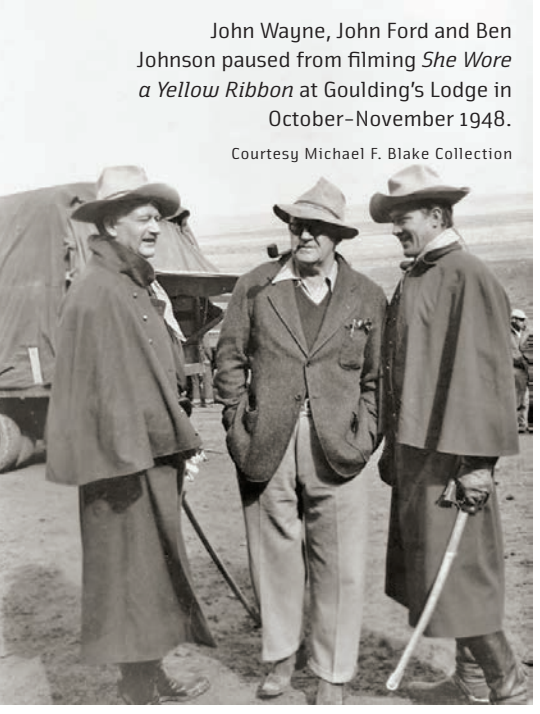
Ford, the sole four-time Oscar-winning director, whose beloved Monument Valley will ever be known as Ford Country, didn't actually set out to make a trilogy. As Michael F. Blake, author of the excellent *The Cavalry Trilogy* explains it, Ford, just returned from World War II, "wanted independence. Ford had just fought dictators, and the idea of coming back to Hollywood and having to work for a dictator like Jack Warner or Daryl Zanuck, wasn't appealing." Reuniting with *King Kong* producer Merian C. Cooper, with whom he'd made 1939's *Stagecoach*, they revived their Argosy Productions, and promptly produced the well-reviewed but money-losing south-of-the-border drama, *The Fugitive*. Knowing that Argosy's next film had better be profitable, they decided to return to Westerns, with excellent results.

The films could more accurately be called John Ford's *and* James Warner Bellah's Cavalry Trilogy, as all three were based on Bellah's *Saturday Evening Post* short stories. Blake points out, "Ford always said he liked working with short stories because it'd give you a basic idea that you could grow from, rather than trying to [adapt] a novel," where so much story must be cut out. While fine reading, Bellah's stories were not traditionally cinematic: the butchery described would be hard to watch even by today's film standards, and more of the story is in the characters' minds than in their actions. But New York-born Bellah, a pilot for Britain during World War I, and a U.S. Army Infantry lieutenant during World War II, filled his tales with unusual characters, authentic details and sly insights into military thinking.

Wayne would tell Dan Ford, the director's grandson, "Jack [Ford] never respected me as an actor until I made *Red River*" for director Howard Hawks, or as John Ford himself put it, "I never knew the big son-of-a-bitch could act!" Blake scoffs, "That's the Ford Blarney! If you didn't think he could act, why did you put him in *Stagecoach* or in *Long Voyage Home*? I think he saw *Red River*, and it was a competition: I'm gonna do one better." Both performances would be high watermarks in Wayne's career. But the pressure on Wayne was daunting. Harry Carey Jr. wrote about the nightly after-dinner poker game. "It must have been pretty hard on Duke. Here's a man who's carrying the whole picture on his shoulders, who has to know his lines perfectly, never miss his mark, and play cards every night, and lose." Ford always had to win.

John Ford greatly admired Ben Johnson's ability to ride a horse and created specific—and very memorable—scenes in *She Wore a Yellow Ribbon* that featured Johnson riding across Monument Valley.

Courtesy Michael F. Blake Collection/Ben Johnson Standing Courtesy RKO Radio Pictures



John Wayne, John Ford and Ben Johnson paused from filming *She Wore a Yellow Ribbon* at Goulding's Lodge in October–November 1948.

Courtesy Michael F. Blake Collection

Director John Ford carefully cast Harry Carey, Jr., Joanne Dru, John Wayne and John Agar in *She Wore a Yellow Ribbon*, with Carey, Jr. and Agar co-starring as young, rival lieutenants, who vie for the attentions of Joanne Dru.

Much of the cast was made up of the fabled John Ford Stock Company, including Arthur Shields as the fort's doctor; George O'Brien, a captain in *Fort Apache* and a major in *Yellow Ribbon*; and Victor McLaglen, Oscar-winner for Ford's *The Informer*, as a sergeant in all three.

Tom Tyler, Wayne's nemesis in *Stagecoach*, plays a wounded corporal whom Shields must operate on in a moving wagon. Ford no doubt cast Tyler in this heroic but stationary role because of his crippling rheumatic condition. The sentimental director looked after his aging actors—in the dance scene near the end, most of the officers' wives are leading ladies of the silents, like Ruth Clifford, who'd been directed by Ford in 15 films since 1923.

New to the group were a pair of squabbling lieutenants, Harry Carey Jr., who'd just starred in *3 Godfathers* for Ford, John Agar, from *Fort Apache*, and stuntman-turned-actor Ben Johnson as Sergeant Tyree, whom he'd reprise in *Rio Grande*.

There are two elements that set *Yellow Ribbon* apart from all other cavalry films, even Ford's own: Winton Hoch's Technicolor cinematography, and lack of violence. Hoch's nighttime long-shot of the troops walking away, lit only by lightning, won him the Oscar—and Carey said Ford's claim that Hoch balked at shooting it was nonsense.

WESTERN SPIRIT PRESENTS

Classic Westerns playing all summer long

True West magazine has joined forces this summer to screen 25 classic Westerns at Western Spirit: Scottsdale's Museum of the West. Films include, *Rio Bravo*, above, *The Searchers*, *Tombstone*, *Unforgiven*, *Pale Rider*, *High Noon* and *Shane*, among many others. For the full listing and dates, go to scottsdalemuseumwest.org.

Bob Boze Bell and Marshall Trimble

Plus, additional commentary on movies will be provided by our editor, Stuart Rosebrook, and our film editor, Henry Parke.

If you want to enjoy the very best Westerns ever filmed and be educated on how they came to being made—and most importantly—how much, if anything, on the screen really happened, come join us for a rip-roarin' time.

There is some shooting, but no major battle scene—the violence we anticipate is averted, and you don't miss it. The major action is Ben Johnson's spectacular riding, evading the swarm of Indians who are after him. He was riding Steel, one of the greatest movie horses, who had been ridden by Gable and Peck, coveted by Joel McCrea. *Hollywood Hoofbeats* author

The on-screen chemistry in *She Wore a Yellow Ribbon* between Joanne Dru's Olivia Dandridge and Harry Carey, Jr.'s Lt. Ross Pennell was perfectly played between the two young actors. It was the second time they had worked together on a Western, the first being *Red River* in 1948.

Petrine Mitchum explains why Johnson, and not Wayne, got the best horse. "Fat Jones rented horses to the movies. Ben Johnson, an expert horseman, had dibs on Steel because he was married to Carole, Fat Jones's daughter. John Wayne rode one of his favorite horses from the Fat Jones stable, Banner."

Editor's Note: For an interview of Michael F. Blake and a review of his new book *The Cavalry Trilogy: John Ford, John Wayne and the Making of Three Classic Westerns*, see page xx.

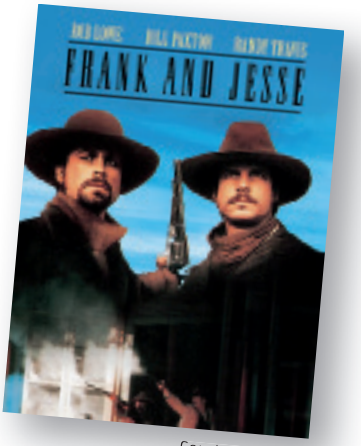
STREAMING REVIEW

FRANK & JESSE

(Streaming on Tubi, Roku, Pluto TV, Plex, and for rent on Prime Video)

Thirty years ago, following up on the success of *Tombstone*, Trimark released this direct-to-video gem, starring *Tombstone*'s Morgan Earp, Bill Paxton, as Frank James, and coproducer Rob Lowe as Jesse. Writer/director Robert Boris delivers a tension-filled story—more fact than fiction, and a thoughtful

John Wayne's portrayal of Capt. Nathan Brittles in *She Wore a Yellow Ribbon* stands out as one of his most critically acclaimed roles in a John Ford Western. Goulding's Lodge was the film's headquarters, and Ford expertly used vistas from the hotel in the second installment of the cavalry film.



Courtesy Trimark

and finely acted film whose elegant art direction, costuming and cinematography belies what was presumably a modest budget. The gunplay, riding and other action are exciting, and the Arkansas locations lend beauty and authenticity. Along with Lowe and Paxton, convincing and sympathetic in their strained relationship, the cast includes terrifying Luke Askew as a lethal railroad representative, William Atherton as the driven Allen Pinkerton, Dana Wheeler-Nicholson (the first Mrs. Wyatt Earp) as Mrs. Frank James, and Randy Travis, who is a revelation as Cole Younger.

Henry C. Parke, Western Film and TV Editor for *True West*, is a screenwriter, and blogs for the INSP Channel, and at *HenrysWesternRoundup.blogspot.com*. A book based on his *True West* columns, *The Greatest Westerns Ever Made*, was recently published by TwoDot.

BY PETER CORBETT

Northfield, Minnesota

The James-Younger gang met its match in a frontier bank.

Frank and Jesse James (l.-r., inset) escaped Northfield on September 7, 1876, but the rest of the gang was not so lucky. Bob, Cole and Jim Younger were captured, while Clell Miller, Bill Chadwell and Charlie Pitts were killed in the ill-fated raid. The failed raid is reenacted every year at the Defeat of Jesse James Days in Northfield.

All Images Courtesy Northfield CVB Unless Otherwise Noted/Jesse and Frank James Photos Courtesy True West Archives

At the centennial of the nation's founding, Northfield, Minnesota, was a bucolic river town on the plains 40 miles south of St. Paul with a tidy business block, flour mill, railroad and two small colleges.

Hardworking immigrant farmers—Norwegians, Swedes and Czechoslovakians—populated the area. They went to church, bought goods in Northfield and kept their earnings at the First National Bank of Northfield.

Roughly two months after Independence Day in 1876, the James-Younger gang disturbed Northfield's tranquility when eight bandits rode into town to rob the bank. A trio entered, demanding that clerks open the vault.

"Get your guns, boys! They're robbing the bank," cried hardware merchant J.S. Allen after witnessing the robbery in progress and alerting bystanders.

Inside, a gang member pulled a knife on Joseph Lee Heywood who refused to open the vault. "Damn you! Open the safe or we will slit your throat from ear to ear."

Heywood still resisted. The bandits fatally shot him and fled with a small amount of cash from the teller's cage.

Outside the bank, armed townsfolk killed two bandits, shot one of their horses and wounded Cole and Bob Younger. Jesse and Frank James escaped, but after a weeks-long manhunt a posse killed another gang member and captured the three Younger brothers at Hanska Slough, a swampy area in southwest Minnesota.

The brave men of Northfield brought down the James-Younger gang, which for a decade terrorized frontier towns, robbing banks, trains and stagecoaches, and eluding capture.

The magnitude of Northfield's brave stand against the James-Younger gang is long remembered in these parts of Minnesota. In fact, the First National Bank of Northfield is a museum operated by the Northfield Historical Society. Plus, Defeat of Jesse James Days has been celebrated here for 76 years. An elaborate reenactment of the seven-minute robbery and shootout packs Northfield's historic district with visitors the weekend after Labor Day.

Local historian Tim Freeland said the bank is largely intact as it was on September 7, 1876. The museum is


Join us the weekend after Labor Day.
THE DEFEAT OF
JESSE JAMES DAYS
Bank Raid Re-enactments | Music & Entertainment PRCA Rodeo | Classic Car Show | Carnival Rides | Arts & Crafts Fair & Grand Parade | Great Food | Antique Tractor Pull | & 5k Run/Walk | And Much More!
Sept. 4-8, 2024
Events subject to change without notice | visitnorthfield.com | djjd.org

The historic Scrivner Building is home to the Northfield Historical Society Museum.

The Defeat of Jesse James Days was founded in 1947 and is one of the city's most popular events every Labor Day Weekend

The PRCA Defeat of Jesse James Days Rodeo is held every year in conjunction with the five-day annual event.

a popular year-round attraction in Northfield.

"Everything is original down to the floorboards, the spittoons, the clock, the old stove and the hanging lights," he said, while the teller cages were rebuilt based on photographs taken the day after the robbery.

One grim reminder of the violent attack is blood splatters on a bank ledger from the shot that killed Heywood, the town hero.

"He would not give up the money, $15,300, which was the life savings of a lot of farmers," Freeland said. "It was Carleton [College] money and St. Olaf's [College] money."

The $15,300 in the bank vault was the equivalent of about $450,000 today, he added.

Defeat of Jesse James Days, with the shorthand of DJJD, is set for September 4-8. Four reenactments will be staged Saturday with two each on Friday and Sunday. Forty-one events are planned, including a popular PRCA Rodeo, fine arts festival, antique car show, soap box derby, carnival rides, music, food trucks and a tractor pull.

Of course Northfield is worth a visit that goes beyond that tragedy of 1876. St. Olaf and Carleton colleges have beautiful campuses and bring art and cultural resources to this city of about 20,000 residents.

Carleton includes the Pearlman Teaching Museum with an impressive art collection and the Weitz Center for Creativity, a 250-seat theater.

St. Olaf is known for its choirs, orchestras, bands and the St. Olaf Christmas Festival. The college's Flatten Art Museum has more than 4,000 paintings, photographs, sculptures and ceramics.

The Northfield Arts Guild has a performing arts theater and several art galleries in town.

Outdoor activities include biking and hiking along the Cannon River, at the Cowling Arboretum and a short hike to a waterfall at nearby Nerstrand Big Woods State Park. Seasonally, cross country skiing and snowshoeing are popular winter activities in Northfield.

In summer, the Riverwalk Market Fair on Saturdays from June to October features vendors with fresh produce, flowers, art and crafts, and musical entertainment.

And what would a college town be without libations at local watering holes? Options include the Loon Liquor Distillery, Tanzenwald Brewing Co. and Imminent Brewing.

Peter Corbett has been exploring the West for the past half century and spent 35 years as an Arizona journalist.

WHERE HISTORY MEETS THE HIGHWAY

Northfield Chamber of Commerce and Tourism

FIRST STOP
Northfield Chamber of Commerce & Tourism, 19 Bridge Square.
northfieldchamber.com

ROBBERS FOILED AT TOWN'S HISTORIC BANK
Visit the Northfield Historical Society Museum within the First National Bank of Northfield where a brave bank clerk refused to open the vault for the James-Younger gang.
northfieldhistory.org

ASK DIRECTIONS TO OLE STORE RESTAURANT
Try the Swedish meatballs or fried walleye at the Ole Store Restaurant, a Northfield landmark established in 1889.
olestorerestaurant.com

TRY THE LOON IN THE AFTERNOON
Visit the Loon Liquor Distillery for a craft cocktail or pick up a bottle of Loonman vodka, gin, rum or Loonshine whiskey.
loonliquors.com

PERK UP YOUR BLUE MONDAY
Start the day with a cup of joe along with a bagel, muffin or croissant at Goodbye Blue Monday Coffeehouse.
gbmcoffee.com

Visitors to Northfield will enjoy the natural beauty of the parks near the city, including this beautiful waterfall at Nerstrand Big Woods State Park.

BY STUART ROSEBROOK

Ride that Train!

HERITAGE RAILROADS KEEP THE OLD WEST ALIVE ACROSS THE UNITED STATES.

Passengers experience thrills around every corner on the Durango & Silverton Narrow Gauge Railroad in Durango, Colorado.

Courtesy D&SNGRR

You never forget your first ride on steam-driven historic train. From Alaska to North Carolina, all across North America, heritage railroads take passengers back in time, to a simpler era, when coal-fired steam engines drove trains over narrow-gauge lines up and over some of the most rugged—and spectacular—landscapes in the country.

The editors of *True West* tip their engineer's caps to the owners and preservationists who work so hard throughout the year to provide extraordinary experiences on their heritage trains for tourists of all generations from around the world. We recommend the following 12 historic railroads to ride and experience the Old West firsthand.

Stuart Rosebrook, editor of *True West*, hopes that someday there will be heritage railways operating in all 50 states.

Durango & Silverton Narrow Gauge Railroad

Durango and Silverton, Colorado

Durango is a four-season destination. Since 1959 the Durango & Silverton Narrow Gauge Railroad has operated as a tourist train from May to October, with limited special trains in the winter and spring. The railroad makes it easy to customize an experience with different travel packages, including the adventurous Discover Silverton Package and always popular Polar Express. When in Durango, enjoy the historic downtown district with its great variety of hotels, restaurants, pubs and specialty shops.

More Info: DurangoTrain.com, Durango.org, DurangoFiestaDays.com
Good Sleeps: Historic Strater Hotel, Strater.com
Good Grub: Derailed Pour House, DerailedPourHouse.com

The Grand Canyon Railway

Williams, Arizona

On September 17, 1901, the Santa Fe Railway launched the 64-mile Grand Canyon Railway from Williams to the Grand Canyon, and it was a favorite line on the AT&SF system until 1968. Passenger service restarted in 1989 as the Grand Canyon Railway, with daily service to and from the national park, plus special packages and train events, such as Steam Saturdays the first Saturday, May through October; the Pumpkin Patch Train, every weekend in October; and the Polar Express, November to January.

More Info: TheTrain.com and ExperienceWilliams.com.
Good Sleeps: Grand Canyon Railway Hotel, The Train.com
Good Grub: Cruiser's Café 66, Cruisers66.com

Grand Canyon Railway
Williams, Arizona

Courtesy Grand Canyon Railway

Cumbres & Toltec Scenic Railroad

Chama, New Mexico, and Antonito, Colorado

The Denver & Rio Grande Western Railroad's San Juan Extension arrived in the Village of Chama in January 1881 and operated until the 1960s. Local boosters and preservationists worked to save the most scenic section of the line between Chama, New Mexico, and

Cumbres & Toltec Scenic Railroad
Chama, New Mexico, and
Antonito, Colorado

Photos Courtesy Cumbres & Toltec Scenic Railroad

Antonito, Colorado, and the two states jointly bought the route, tracks and stations, opening the Cumbres & Toltec Scenic Railroad to passenger service in 1970. The 64-mile railroad operates seasonally between May and October, and offers several fare packages with lunch included, and special trains, including firefighter and engineer school.

More Info: CumbresToltec.com and ChamaValley.com
Good Sleeps: Chama: The Parlor Car Bed and Breakfast, ParlorCar.com
Antonito: Steam Train Hotel, SteamTrainHotel.com
Good Grub: Chama: Foster's Hotel, Fosters1881.com
Antonito: Dos Hermanas, Facebook.com/DosHermanasDos/

Charlie Russell Chew Choo

Lewistown, Montana

Gold was discovered near Lewistown in 1880, and the town became an important trading center. In 1903, after eight years of construction, the Montana Railroad connected Lewistown with the Northern Pacific Railway. In 1908, the Chicago, Milwaukee, St. Paul and Pacific Railroad purchased the line, and operated it as "The Milwaukee Road" until the 1980s. Today, the Charlie Russell Chew Choo keeps the spirit of the railroad alive with round-trip dinner train trips on a spur track from May to October and the popular North Pole Adventure in November and December.

More Info: MontanaDinnerTrain.com, LewistownChamber.com and CentralMontanaFair.com
Good Sleeps: Circle Bar Ranch, CircleBarRanch.com
Good Grub: Big Spring Brewing, BigSpringBrewingMT.com

Nevada Northern Railway

Ely, Nevada

Founded after gold was discovered in 1878, Ely has been a mining town ever since. After copper boomed in the early 1900s, the Nevada Northern Railway was built in 1905-06. The 162-mile line connected the copper mining districts and the city with the national transcontinental lines of the Western Pacific Railroad and Southern Pacific Railroad. After the smelter closed in 1983, the train ceased running as well. Soon thereafter, a portion of the rail line was saved and reopened as the Nevada Northern Railway, which operates passenger trains daily, except holidays and Tuesdays, except in July and August. The National Historic Landmark railway has exciting passenger car options, specialty trains and even hands-on engineer training.

More Info: NNRY.com, ElyNevada.net and WhitePineCounty.net
Good Sleeps: Hotel Nevada, HotelNevada.com
Good Grub: Cell Block Steak House, JailHouseCasino.com

Nevada Northern Railway, Ely, Nevada

Courtesy Nevada Northern Railway and TravelNevada

Charlie Russell Chew Choo
Lewistown, Montana

Courtesy Charlie Russell Chew Choo

Georgetown Loop Railroad, Georgetown, Colorado

Courtesy Carol M. Highsmith Archives, Library of Congress

Georgetown Loop Railroad

Georgetown, Colorado

An 1859 silver strike during the Pikes Peak Gold Rush led to the founding of Georgetown. Mining continued to drive the growth of the mountain town, and in 1878 the Colorado Central Railroad reached Georgetown. In 1884, the engineering marvel, the Georgetown Loop, was completed as part of the Georgetown, Breckinridge and Leadville Railroad. The railroad operated until economic conditions forced it to close in 1938. The line was rebuilt and restored in the 1970s and 1980s, and the Georgetown Loop Railroad & Mining Park is the centerpiece attraction for a long weekend in the historic town.

More Info: GeorgetownLoopRR.com, Georgetown-Colorado.org
Good Sleeps: Rose Street Bed & Breakfast, RoseStreetBNB.com
Good Grub: Coopers on the Creek, CoopersOnTheCreek.com

Skunk Train

Fort Bragg and Willits, California

After its 1857 fort closed, Fort Bragg became a lumber town, and in 1885, the Fort Bragg Railroad Company opened the first rail line to haul redwood timber from the forests to the coast. The line was eventually bought out, expanded and renamed the California Western Railroad & Navigation Company. While it remains a popular passenger line today, the 40-mile line was also a successful freight service until 2001. The Skunk Train offers two major passenger trains: the Pudding Creek Express from Fort Bragg and the Northspur Flyer from Willits.

Skunk Train
Fort Bragg and Willits, California
Courtesy Skunk Train

More Info: SkunkTrain.com, FortBragg.com, Willits.com and VisitMendocino.com
Good Sleeps: Ocean View Lodge, OceanViewLodging.com
Good Grub: Patterson's Pub, PattersonsPub.com

Leadville Colorado & Southern Railroad

Leadville, Colorado

Originally the Denver, South Park & Pacific and Colorado & Southern, the railroad reached Leadville in 1880. The engineering marvel crossed the Continental Divide twice and went through the 1,285-foot Alpine Tunnel at 11,523 feet. Over the decades of railroad amalgamation, the Colorado & Southern continued to operate regularly to and from Leadville until 1981. Since 1988, the Leadville Colorado & Southern Railroad has been thrilling passengers on its two-and-a-half-hour journey through the San Isabel National Forest in sight of the state's two highest peaks. Popular themed trips offered annually include the Wildflower Special and Fall Photo Weekends Special.

Leadville Colorado & Southern Railroad
Leadville, Colorado
Courtesy Leadville Colorado & Southern Railroad

More Info: Leadville-Train.com, Leadville.com and LeadvilleTwinLakes.com
Good Sleeps: Historic Delaware Hotel, DelawareHotel.com
Good Grub: Golden Burro Cafe, GoldenBurro.com

Virginia & Truckee Railroad

Carson City and Virginia City, Nevada

Carson City was founded in 1858 and grew quickly after the Comstock Lode gold and silver discovery in 1859. The Virginia & Truckee Railroad was completed between Carson City and Virginia City in 1870, and by 1872 it was connected to the transcontinental Central Pacific in Reno. The short-line connected the state capital and the rich mining districts to the world, and the towns boomed. With the mines mostly closed in the 1920s and 1930s, the railroad slowly failed, closing in

Virginia & Truckee Railroad
Carson City and Virginia City, Nevada

Courtesy TravelNevada

1950. In 1975, railroad entrepreneur Robert Gray reopened the V&T and operates it as a tourist train between Memorial Day and October. Passengers will enjoy the 35-minute, conductor-led tour between the two historic cities. The train also offers specialty trips, including a Polar Express.

More Info: VTRailway.com, VisitCarsonCity.com and VisitVirginiaCityNV.com
Good Sleeps: Gold Hill Hotel & Saloon, GoldHillHotel.net
Good Grub: Red Dog Saloon, RedDogVC.rocks

Abilene and Smoky Hills Railroad

Abilene, Kansas

In the annals of Kansas railroad cowtowns, Abilene, Kansas, is the granddaddy of them all. Joseph McCoy's entrepreneurial vision of building stockyards and a drover's cottage next to the end of the Kansas & Pacific tracks in Abilene, and advertising his services to Texas cattlemen in 1867, created the legendary cattle drive era

Abilene and Smoky Hills Railroad
Abilene, Kansas

Courtesy Kansas Office of Tourism

of 1867-87. Abilene has maintained its connection to its Old West past through the Abilene and Smoky Hills Railroad, Old Abilene Town and the Dickinson County Heritage Center. The A&SH RR operates from May to October, with many exciting ride and tour opportunities for passengers, including steam-driven service on a limited basis, dinner trains and the Silver Flyer Railbus.

More Info: ASVRR.org and AbileneCityHall.com
Good Sleeps: Engle House Bed and Breakfast, EngleHouse.com
Good Grub: Brookville Hotel Restaurant, BrookvilleHotel.com

1880 Train

Hill City, South Dakota

Hill City was founded in 1876 during the first years of the Black Hills Gold Rush. The first mine and smelter

1880 Train—Black Hills Central Railroad

Courtesy South Dakota Office of Tourism

owners of the Black Hills knew the rugged mountain region would need a railroad to make the mining of the rich, underground veins profitable. It

was not until the 1890s that regular rail service reached Hill City. Over time, diesel locomotives replaced all the steam engines driving trains in the Black Hills and America. Since 1957, William B. Heckman and Robert Freer's dream of the Black Hills Central Railroad's 1880 Train has been thrilling passengers every summer for nearly 60 years.

More Info: 1880Train.com, VisitHillCitySD.com and BlackHillsBadlands.com
Good Sleeps: Alpine Inn, AlpineInnHillCity.com
Good Grub: Powder House Restaurant, PowderHouseRestaurant.com

Arkansas & Missouri Railroad

Springdale and Van Buren, Arkansas

The Arkansas & Missouri Railroad line originated with the construction of the St. Louis-San Francisco Railway through the Springdale area in the 1880s. The modern A&MRR was started in 1986 and still serves a primary purpose of the original railway, freight, but also has a popular passenger tourist line that keeps a regular, but limited, schedule from January to November. The A&M has two roundtrip passenger train options: Springdale to Van Buren, and Van Buren to Winslow, both of which take tourists through the beautiful Boston Range of the Ozark Mountains. And special trains are offered throughout the year.

Arkansas & Missouri Railroad
Springdale and Van Buren, Arkansas
Courtesy Arkansas & Missouri Railroad

More Info: AMRailroad.com and ExploreSpringdale.com
Good Sleeps: Inn at the Mill, InnAtTheMill.com
Good Grub: The Rail, RailPizza.com

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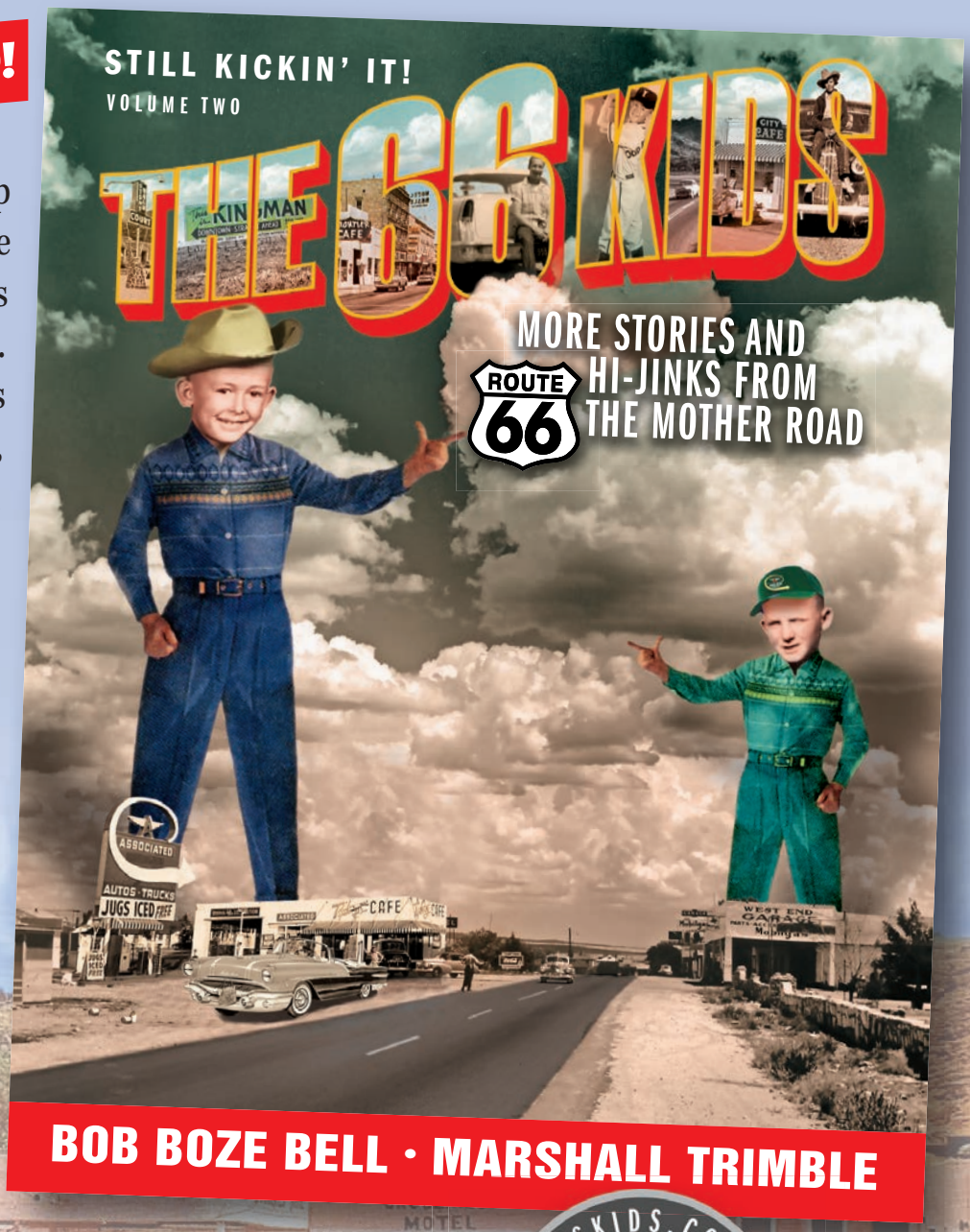

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TRADING POST

Marshall Trimble is Arizona's official historian and vice president of the Wild West History Association. His latest book is *Arizona Oddities: Land of Anomalies and Tamales;* History Press, 2018. If you have a question, write: Ask the Marshall, P.O. Box 8008, Cave Creek, AZ 85327 or e-mail him at marshall.trimble@scottsdalecc.edu. Please always include your name, city and state.

Ride 'Em Cowboy, Wagons Ho and the Old West

While watching some old Westerns, I saw wagon bosses and/or military commanders call out "Forward ho!!" to get the group moving. Was that accurate?

Paul Gortarez
Phoenix, Arizona

Sure they did, or something similar. The military would use a formal term such as "Forward ho!" while a civilian wagon master or trail boss could use whatever vernacular he wanted, such as "Head 'em up" or "Move 'em out" to get the wagons or cattle moving.

The wagon master was the ultimate authority on Western wagon trains.

Courtesy Beinecke Library, Yale University

Was the famed Chief of Scouts Al Sieber fluent in the Apache language?

Vanessa Carpenter
Muskogee, Oklahoma

Although Sieber was able to converse in the Apache tongue, he always required an interpreter when giving orders. His reason, according to Arizona State Historian Dan Williamson in the *Arizona Historical Review* of 1931, was that he "did not want any misunderstanding; that a number of lives had been lost and he wanted a witness as to what his orders were."

In 1940, rodeo cowboys sported their best long-sleeved shirts in the arena and in competition.

Russell Lee, Courtesy Library of Congress

Why do rodeo cowboys wear nice, long-sleeved, button-down dress shirts while competing in what may be the dirtiest and most dangerous of all the sports?

Tom Kramer
Port Hueneme, California

Cowboys today are sticklers to traditional Western wear—which means long-sleeved shirts. Long sleeves help protect the cowboy from scrapes, cuts, bruises and rope burns. So there are fashion and practical reasons behind it.

How extensive was the use of IOUs in the Old West? Is this just something Hollywood has promoted?

Alice Beale
Tulsa, Oklahoma

IOUs in some form have been around a long time and were quite common in the Old West. Farmers and ranchers didn't have much hard currency and needed credit until the livestock sold or the crops came in. So banks and stores extended credit in some form of an IOU. And that's not getting into their use in games of chance. Frequently, players didn't have enough cash at hand, so they'd see if their competitors would accept an IOU (and usually they did).

Pat Garrett shot Billy the Kid at Fort Sumner, New Mexico, in July 1881. Was Billy hit in the back or the front?

Alan Schwartz
Phoenix, Arizona

Billy came to the Maxwell house to cut a slice of meat that was hanging

outside the house. He was barefoot, carrying his pistol and a knife. He noticed the door to Pete Maxwell's bedroom was slightly open, and he entered. Pat Garrett was inside, sitting at the head of the bed, talking with Maxwell about Billy. Billy saw that there were two men in the room—he knew one was Maxwell, but he couldn't recognize the other. As he came in, Billy asked, "*Quien es*?" or "Who is it?" Garrett recognized the voice and fired twice. The first bullet lodged in his chest, just above the heart, fatally wounding the Kid. The second shot missed.

When did the era of the Old West begin?

Bill Storms
Dayton, Ohio

The term "Old West" is in the eyes of the beholder. It's generally thought of as the period from the end of the Civil War to circa 1900.

But for those crossing the Cumberland Gap into Kentucky, the Old West began after the French and Indian War. For a Texan, it could have begun with the victory over the Mexicans at San Jacinto in the 1830s. For Alaskans, it could have begun with the Gold Rush in the 1890s.

The Old West can pretty much be whatever and wherever one wants it to begin and end. And that's part of the fun of reading and researching it.

Historians have had long debates on when the "Old West" began, but Daniel Boone leading pioneers through the Cumberland Gap to Kentucky in 1769 is considered a key event in the history of America's Westward expansion.

Courtesy Carol Highsmith Archives, Library of Congress

What HISTORY HAS TAUGHT ME

I grew up in southern New Mexico. Our house was hand-built by my parents in a pecan orchard. I spent my Thanksgiving holidays picking up nuts. My first boyfriend came courting on his horse, then later, a tractor.

My parents were amazing people. They came from tough backgrounds and, now that they're both gone, I appreciate how strong they were. Raised as an only child, I had my parents, and the whole back seat of the car, to myself. They allowed me much freedom, yet seemed to know when to reel me in.

A teacher I had in high school was so awesome, I decided to become a teacher too. She taught shorthand and her husband was a lieutenant stationed in Vietnam during the war. My school at Subic Bay Naval Base, the closest ship repair facility to Vietnam, was 800 miles away. Occasionally, she got to see him. All nine of us girls in class thought that was *terribly* romantic!

Living in the Philippines formed the person I am today. Living on base in the late 1960s, I was a candy striper in the hospital one summer (before I got pneumonia) and helped GIs who'd just come from combat. I experienced things most people would never—galloping horses half a mile ahead of rampaging head hunters; a Girl Scout being attacked by monkeys the only time we were allowed to camp; sailing on the president of the Philippines' yacht in Manila Bay; interrupting a Communist rebels' meeting on the island of Corregidor; during a cruise on a small freighter nearly boarded by nearby pirates far south of Mindanao in the South China Sea…the list goes on.

The island of Guam is tiny, but that's where I spent most of the first two years of my life. World War II Japanese stragglers actually walked over our Quonset hut one night, leaving muddy footprints.

A writer needs to go out personally to research and to meet the public. And there's nothing else I'd rather be doing.

If I could hug my parents once more, I'd tell them I love them and how amazing they were. How proud I am to be their daughter.

New Mexico is my home. The Southwest is a major part of me, and I've *finally* figured that out.

Rodeo is all about man vs. himself. When I come back in the next life, I'm going to be a male 18-year-old bull rider. The experiences I had riding bulls, at an age much older than 18, were undeniably intoxicating.

An Old West saloon was more than just a place to drink. It was the news hub of the area and social club for men.

Writing fiction is harder than it looks. I quickly discovered that facts have to be accurate!

Photo by Myke Groves

MELODY GROVES, AUTHOR AND HISTORIAN

Melody Groves deeply loves the Southwest. As a native New Mexican, she explores ghost towns, rides horses and traipses through the desert. Recently, she won the coveted WWA Spur Award for *Before Billy the Kid* and a Will Rogers Gold Medallion recipient for a magazine story about Billy's mom. Author of two Western fiction series, The Colton Brothers Saga, and Maud Overstreet novels, she has also written five nonfiction books. Melody lives in Albuquerque, with her husband, Myke Groves.

A bowl of green chile....soothes the soul on a cold day.

Billy the Kid would not have become Billy the Kid if his mom had lived longer. She was a major influence on his life and she died much too young (45). In many ways, I admire Billy.

Marriage is like a walk in the park. Jurassic Park!

Playing guitar and singing in the Jammin' Time Band...is awesome! Been playing with them 13 years.

Western Writers of America changed my life when I joined years ago and then again when I became president in 2023. I had no idea a group of writers could be so welcoming and so dynamic.

The desert is the vessel for my soul. I gush at sunrises and sunsets over the gently rolling hills. I love walking through it, wandering bush to bush, gulch to gulch. Oh, the saguaros! Yes, please.

What history has taught me is to embrace each day like it's your last. To stand in awe of Nature. To appreciate the people I love. Tomorrow is not guaranteed.

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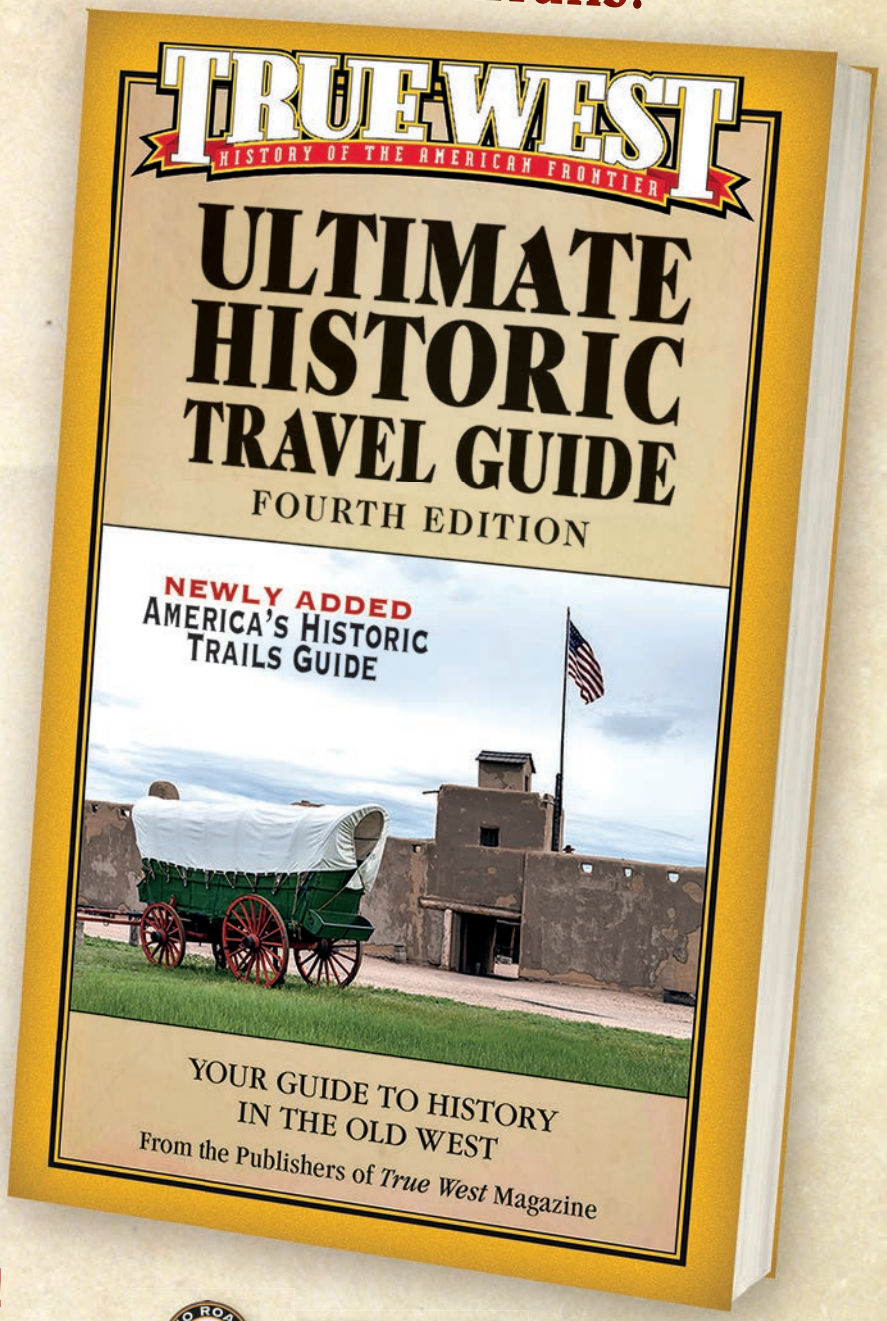

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