

THE TEXAS EXPRESS

Texas Express engineer Frank Caton kept a sharp lookout on the road as he piloted the Frisco steam locomotive east through the Ozark Mountains of central Missouri June 2, 1877. He was due to arrive in Saint Louis at 6:15 Sunday morning. A fierce wind lashed at the train as it traveled through Richland. Lightning flashes danced across the sky just long enough for passengers to glimpse the shadow of the two-and-a-half story Richland House hotel across from the wooden depot. Richland was a small village of 500 inhabitants. The settlement was less than a decade old- born as the railroad laid its track westward across Pulaski County. The community had a handful of merchants, a school, and a saloon. The Richland House was the only hotel.

The squall concerned Caton. After a decade on this road he knew that Missouri's summer storms could turn vicious in an instant- and the inky black sky could be hiding flooded rails or even a cyclone. A cyclone was the more probable of the two on the prairie that stretched between Richland and Dixon, away from the deep valleys of the Gasconade River. Caton realized that the real challenge would be descending Dixon Hill in the downpour. Although he knew it could put the Texas Express behind schedule, Caton slowed the train to ten miles per hour. He had lives in his hands. The train wasn't as full this Saturday night as it was during his weekday runs but he still had twenty-eight passengers who were counting on him for their safe arrival. The locomotive's

headlight barely cut through the darkest of nights as the engineer peered at the tracks in front of him surveying for danger. Beside him, Dr. Atkinson slowed down his steady stream of friendly chatter and small talk. The doctor was practically Caton's neighbor- they both lived in the railroad town of Pacific. Caton had bumped into him during the dinner stop and invited Atkinson to finish the trip in the engine with him. The rain continued its relentless punishment.

At 9:20 p.m., two miles west of Woodend, Caton made out an obstruction on the track- and saw the figure of a man. Instantly he reversed the engine and applied the air brakes. The locomotive, including Engineer Caton and Dr. Atkinson, was hurled down a forty-foot embankment. The tender, manned by fireman Samuel Richardson, leapt into the abyss after the engine. The violence of the wreck ripped the coupling between the tender and the baggage car leaving the baggage car, carrying mail bags, partially off the track and on its side. The broken coupling saved the second-class and first-class passenger cars and also the Pullman cars from the plunge and they all remained on the track, intact.

As Caton applied the air brakes Conductor A.H. Wilson felt the checking of the train and instantly knew that something was terribly wrong. Grabbing his lantern, he bounded from the train, scrambled through the tangled underbrush towards the locomotive and began to scale a fence in his path. His lantern made him a target for the men hiding in the darkness who began to fire in his direction. The

pistol flashes illuminated four or five men to the passengers who remained on board. One shot passed through the conductor's hat. The near miss caused Wilson to stumble. During his fall the light of his lantern went out and seven shots rang out in quick succession before the revolvers fell quiet. Conductor Wilson, now aided by passengers, crawled and groped his way to the wrecked cars. The engine, wheels skyward, thirty feet down the slope was boiling and steaming beside the upside-down tender.

Lanterns reached the rescuers and they began to dig through the mud and twisted wreckage for survivors. Under the engine they found Engineer Caton who was terribly scalded and horribly mangled, but alive. Fireman Richardson's mutilated corpse was pulled out from under the locomotive. Dr. Atkinson's body was the last to be recovered- scalded, burned and almost unrecognizable. It was thought that they had both been killed instantly.

Mr. Euphrates Burchard, editor of the *Mountain Grove Fountain and Journal*, and other passengers who were recruited as messengers, began the five-plus mile trek west, back to Richland. The station ahead, at Woodend, two miles east, sparsely settled and little more than a tender stop, did not have a telegraph. The tiny community earned its name from the stacks of wood, used to fire the boiler, stored there. At Richland another engine, with a physician on board, was sent to the distressed train. Two hours after the accident, but before the doctor arrived, Caton succumbed to his injuries. With his dying breath he told those gathered around him, including Frisco Railroad Chief Engineer James Dun, a passenger on the Texas Express, what he had seen before reversing the train.

After backup arrived on the scene the three bodies of the dead were placed in a car and the investigation began. On the track searchers found a new monkey-wrench, a claw-hammer, and a pick. The wrench and the

pick had been used to unfasten the iron straps that had held the rails in place. The track had been removed and re-laid in such a fashion as to catapult the train over the embankment. Leaves and brush had been placed over the mislaid rails to camouflage the bandits' handiwork. The horror of the bandits' intention began to dawn across the investigators and the survivors. Had it not been for the broken coupling not only would they have plummeted over the edge but their corpses would have been looted. The miraculous escape of the passenger and Pullman cars turned the would-be bandits into cowards who snuck away from the scene. Their murderous intent, however, had not been fully realized.

WOODEND HORROR

Train robbing wasn't unheard of in the frontier landscape of Missouri in 1877. In 1874 on the Iron Mountain railroad members of the James Gang famously robbed the Little Rock Express at Gad's Hill. Masked men, believed to be members of the Younger Gang, robbed the train near the Lamine Bridge at Otterville in 1876. However, this was the first plot to wreck a train to kill those on board. The ugliness of the plan was splashed over both city daily newspapers and rural weekly sheets. The papers contained headlines describing the crime as "A FIENDISH CRIME" and "DARK AND BLOODY WORK ON THE OZARKS MOUNTAINS." Mr. Dempster Wishart, General Freight & Ticket Agent of the St. Louis & San Francisco Railway (formerly the Atlantic & Pacific) provided an account of the wreck to the *St. Louis Republic*. Mr. Wishart traveled to the scene and arrived in St. Louis with the dead and the survivors Sunday afternoon. His narrative was also published in the *Rolla Herald*. Newspapermen across Missouri editorialized on behalf of the powerful railroad. The Frisco offered a \$1,000 reward for the detection and arrest of the persons responsible. The *St. Louis Post-Dispatch* practically promised "a big hanging festival in Pulaski

County before many days." The *Sedalia Weekly Bazoo* reminded its readers that "no blame can be attached to the company." It seemed that the Frisco's public relations team needed the villains captured, and punished, quickly.

PRELIMINARY HEARING AT RICHLAND

Less than a day after the wreck Pulaski County Sheriff Robert Harrison Hendricks, aided by Frisco railroad special detective John Eaton, had four men in custody in the Richland jail. Leroy Oliver had confessed to the plot and named Allen M. Greenstreet, George B. Gibson, and James Long, among others, as co-conspirators. The men were held, without bail, charged with murder in the first degree. Judge Charles H. Davis who was to oversee the preliminary hearing was removed from the case because he resided at Richland. Perhaps the railroad had learned that Long, the smallest and the oldest of those arrested was the son of a well-to-do public official living at nearby Waynesville, the county seat. Perhaps they had learned that Gibson, "the deepest in the crime," was the nephew of Waynesville founder George W. Gibson and the brother-in-law of Richland's well-respected, enterprising merchant and town founder (Civil War) Captain Henry Ernest Warren.

No matter the reasons of the legal maneuvering, Judge Davis was replaced with Judge Robert M. Lilly of Dixon for the hearing.

Sheriff Hendricks and Frisco Division Superintendent Daniel H. Nichols both stated that they were "fully satisfied that they had the right men." Friday, June 8th, the opening day of the preliminary at Richland, Frisco attorney Oscar O. Day telegraphed the *St. Louis Post-Dispatch* "that the evidence against the four thus far implicated in the murderous affair is conclusive." The newspaper printed the contents of the private telegram in an early edition. Day wasn't the only person to travel to Richland to follow the proceedings. The *Post-Dispatch* reported "an immense throng has been pouring into the town and flocking through the courtroom all day." A large guard had been stationed at the proceedings to prevent the prisoners from escaping, and perhaps, to ensure the safety of those charged.

The court had heard of threats of lynching, and rumors swirled that the only reason the prisoners hadn't been hanged by a mob was out of respect for storekeeper Henry E. Warren. Court proceedings lasted through the night. The *Post-Dispatch* noted "the judge seems to be anxious to hurry the alleged perpetrators of the hellish crime to a quick punishment." The next morning, Saturday, at 8 o'clock, Oliver took the stand and testified that he had been in on the planning but was held up at a neighbor's house by the storm and didn't arrive for the rendezvous at the section house a mile-and-a-half west of Woodend.

Despite a supposed threat against his life Oliver's testimony was straightforward, without "hitch or flaw," and convincing, according to the *Post-Dispatch*. The paper editorialized "seems little doubt that the alleged criminals will be found guilty, and of course, will all swing, with the exception of the state's witness, Oliver."

Wednesday, June 13th, after an abrupt ending of the proceedings, Judge Lilly ordered the prisoners held for trial. Missouri's Adjutant General Ewing Y. Mitchell, who had attended the hearing, stated that four of the prisoners "are dead to rights." Mitchell, commander of Missouri's military forces would be in charge of protecting the men if the need arose. He made it known that although he could have to protect the men that he had the "least sympathy" for them. Some of the accused's parents and relatives gathered and held a prayer vigil for the prisoners following the preliminary.

SAFEKEEPING

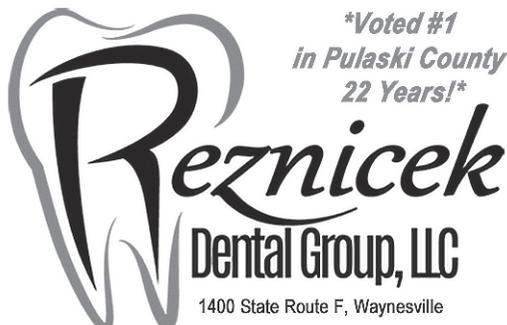
Sheriff Hendricks conceded that safeguarding the prisoners at Waynesville would be expensive. The prisoners were transferred to the Springfield jail for safekeeping. The *Springfield Patriot-Advertiser* dispatched a reporter to the jail to interview the men held for the train wrecking. The paper described Greenstreet as the "tallest of the lot, being fully six feet, and is the best looking." It continued stating that his "open, frank countenance would deceive one of the best

judges of human nature." The article revealed that Greenstreet and Gibson were running a saloon in Richland at the time of their arrest. Gibson was described as being "below the medium" in size. Gibson wouldn't answer the reporter's questions- Greenstreet answered on his behalf. Long, described as having a youthful appearance, with gray eyes and a heavily-wrinkled brow, when queried about the possibility of their trial being held in Springfield answered in a very positive manner that they were determined to have their day in court at Waynesville where they were well-known. He feared trusting their case to outside strangers who were too prejudiced against them to give them a fair trial. "We only ask justice, and if we are to be tried by an unbiased jury of those who have known us from childhood, we will be acquitted without the least doubt," he said to the reporter. Oliver, often described in newspapers as a "boy," although he was twenty years old, was asleep in an adjoining cell during the reporter's visit. None of the men would answer questions regarding the train-wrecking.

GRAND JURY INDICTMENTS

On Monday, July 9, 1877, the prisoners, heavily ironed, and escorted by a strong guard were brought from Springfield to Waynesville. The jail at Waynesville was a small wooden structure that would "afford but feeble resistance against the attack of an armed mob."

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On Wednesday, July 11th the Pulaski County grand jury indicted James Woodward who was in jail at Rolla for a violation of revenue law.

The *Sedalia Weekly Bazoo* snidely reported that Waynesville wasn't religious enough to have a church. In September the *Bazoo* relayed that after hearing "a good deal of argument," Judge Vandover Berry Hill had granted a continuance until the March 1878 term due to the absence of witnesses. The prisoners, most likely with help from influential family members and friends, had hired "numerous and able counsel." The defense team, in legal maneuvering of their own, attempted to defend their clients from a virtual smear campaign that played out in newspapers through leaks and quotes seemingly on behalf of the St. Louis and San Francisco Railroad. Part of the defense strategy, as reported by the *Bazoo*, was to use every known expedient and device to secure delay and wear out the prosecution. The *Bazoo* promised its readers that the counsel for the State would present "one of the most vigorous prosecutions ever known." The *St. Louis Republic* criticized Judge Hill's decision- "the evidence of guilt of the accused parties is very strong, almost conclusive in fact; but appearances seem to foreshadow some hard swearing and other desperate expedients to cheat justice." It seemed that Waynesville itself, her citizens, and the potential jury, were scrutinized

in the court of public opinion. Judge Hill must have walked to his rough-hewn log home across from the courthouse square with the weight of the world, and that of the Frisco Railroad, upon his shoulders.

The following February, in 1878, Engineer Caton's breech-loading shotgun was raffled off with a dice game to raise funds for his widow and their three little children. Over 300 tickets were sold at a dollar each.

THE "RICHLAND DIABOLISM" TRIAL

George B. Gibson's trial for the murder of Engineer Caton began at Waynesville Friday, March 8, 1878. It was reported that the trial was the first murder trial in Pulaski county in twenty-seven years. For just over two weeks the unfolding drama at the courthouse on the square captivated locals, Frisco railroad employees, newspaper editors, and Missourians far and wide. The town's population had more than doubled in the days leading up to the trial. More than 200 witnesses had been called. Members of the National Grange of the Patrons of Husbandry, known as "grangers" from Pulaski and adjoining counties flocked to Waynesville to hear the arguments in the case. The crack prosecution and defense teams, loaded with star power, added a celebrity quality to the proceedings, drawing in even larger crowds.

Certainly Richard "Silver Dick" Bland, one of Missouri's most well-known politicians was paying close attention to the case. The

prosecution was led by his father-in-law, Adjutant General Ewing Y. Mitchell, and the defense team was led by his brother, Charles Clelland Bland. Mitchell, a general in the Confederate army and Charles Bland, a captain in the Union army, despite his southern blood, found themselves at odds again. This time their battlefield was Pulaski County's five-year-old two-story brick courthouse. The courtroom was forty feet square, only accommodating "a tenth of those anxious to get in." Spectators spilled out onto the public square and crowds thronged Waynesville's muddy streets. Updates were passed bucket-brigade style from bystanders to onlookers. Those closest to the gallery received more timely and accurate reports.

Judge Hill, formerly a captain of a company in McBride's Division of the Confederate army, oversaw the proceedings. Hill, a Master Mason and Pulaski county pioneer, was known as an exemplary citizen of Waynesville, a trusted official, and an impartial judge. Hill held

night sessions for the duration of Gibson's proceedings to "hasten the completion of the trial."

FOR THE PROSECUTION

The prosecution team was led by Mitchell, and (Civil War) Colonel John O'Day. Springfield pioneer Walter D. Hubbard, James A. Bradshaw of Richland, future mayor of Rolla Hamilton E. Baker, & Pulaski county Prosecuting Attorney James Larkin Johnson rounded out the team.

Johnson had trained in law under his predecessor William Rollins and was admitted to the bar March 1877. Rollins, tragically, had dropped dead at the Iron House hotel on the southside of Salem, Missouri's courthouse square after a sudden-onset, short illness in April, just two months before the train wrecking. Johnson had then been appointed by Governor Phelps to complete Rollins's term. Wholly inexperienced compared to his counterparts, he deferred to other members of the prosecution team.

Mitchell had been appointed



John O'Day



Pulaski Prosecutor J. L. Johnson



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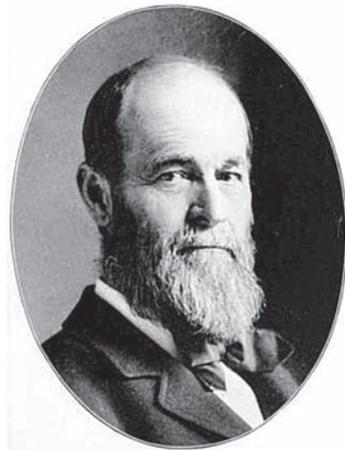
Adjutant General just six months before the train wrecking. He was a broad-shouldered, heavy-set, muscular, genial and pleasant gentleman about fifty years of age. He was appointed to the prosecution team by State's Attorney Jackson Leonidas Smith.

John O'Day, a native of Ireland, a chief promoter of railroads, was a prominent lawyer in southwest Missouri. He was appointed as attorney of the St. Louis & San Francisco Railroad in 1869 and was considered an authority on railroad law. He later served as vice president of the Frisco (1886-1890) and as president of five other railroads. He was a Knights Templar, a staunch democrat, and a "gentleman of large wealth, genial and courteous manners" who "stands deservedly high, not only for his ability at the bar, but for his sturdy independence and high character."

Walter D. Hubbard, of Welsh-English stock, was a talented

mathematician who began reading law in 1859 while teaching school. During the Civil War he had been commended by his Union superiors for "gallant conduct in battle." He was elected Greene County Prosecuting Attorney, on the Republican ticket, in the fall of 1876. He was full of vigor, an efficient organizer, and devoted to his profession.

FOR THE DEFENSE
Gibson's "dream team" of



Charles C. Bland

defense attorneys consisted of Captain Charles Clelland Bland, Senator Edward Austin Seay, Senator Washington Irving Wallace, James P. Nixon, and James T. Moore.

Bland, educated at Arcadia Academy in Iron County, began his law practice at Lebanon in 1868 after partnering with his brother, Richard's, firm at Rolla for two years. He was "of wide acquaintance and influence."

Senator Seay began studying law in 1854 under Judge Pomeroy of Steelville. He was admitted to the bar in 1859 and practiced law at Steelville until 1867. He had served as prosecuting attorney at both Crawford and Dent counties in the waning years of the Civil War. He was elected as State Senator from the 22nd district in 1874, serving four years. Also a Mason, he carried a reputation as a man of strict integrity and was famed as a thorough barrister and described as a deep student of democracy and a

forcible and eloquent speaker.

Senator Wallace was educated in Wisconsin and studied law at Michigan. A Mason, he served as Laclede County Prosecuting Attorney beginning in 1868. He was elected as Senator in 1875. The home that he constructed at 230 Harwood Avenue (Lebanon) in 1877, just before the trial at Waynesville, was added to the National Register of Historic Places during the mid-1980s. Although altered, it still stands. Wallace became Laclede County's first millionaire.

Jim Moore was a ready debater, genial, "brainy enough to command serious attention," and foxy. He was appointed as postmaster of Lebanon in 1870 and again in 1873.

THE STAGE IS SET

The jury, all-male (Missouri women could not serve on juries until 1945), was considered a fair one, all of them being "substantial"

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citizens.

Gibson's father, wife, two sisters, child, and niece were all at Waynesville for his trial. Greenstreet's father, mother, and wife were also in attendance. They were joined by Long's wife and sister.

All the actors were in place and sixteen days of drama began to play out in fantastic fashion.

THE PROCEEDINGS

On Monday, March 11th the prosecution led with the testimony of George W. Morgan (the postmaster of Richland) and Joseph Shelton. Morgan's testimony stated that on the day after the train was wrecked that Gibson had told him he knew who had wrecked the train but would not tell the railroad for fear it would incriminate him.

Shelton's testimony painted a darker picture. He relayed that Gibson and Greenstreet had proposed to him that they wreck the mail train and rob the passengers. He declared that the date for the deed was set as Saturday, June 2, 1877.

On Tuesday, March 12th Leroy Oliver, one of the alleged conspirators who had turned state's evidence, testified for the prosecution:

- that he, Gibson, and Greenstreet were drinking considerably at a Richland saloon
- that Greenstreet and Gibson proposed to him to wreck the Saturday evening mail train and rob the train and dead passengers to get "plenty of money without working for it"
- that Greenstreet advanced him a one dollar bill to participate in the plan
- and that heavy rain prevented him from arriving at the rendezvous spot excluding him from further first-hand knowledge.

Oliver's testimony was consistent with his recounting of events during the preliminary trial that had been held in Richland during June the previous year.

The Texas Express brakeman testified that as he held a signal

light in front of the wrecked train, he saw a man whose "exact description suited Gibson." The engineer of the freight train that was waiting for the wreck to be cleared testified that he saw Gibson and Greenstreet walk into town at an early hour the next morning wearing wet and muddy clothes. The wrench that was used to displace the rail was identified by a man that worked for Gibson and Greenstreet as being theirs. The defense attempted to establish an alibi by three or four witnesses but their testimony was impeached by statements they had each made prior to the trial.

Examination of state and defense witnesses continued through Monday, March 18th. The jurors heard testimony, cross-examination, and rebuttals, of more than a hundred witnesses. The case closed suddenly that night due to the absence of three witnesses. All the witnesses, 200 in number, were dismissed. The *Sedalia Weekly Bazoo* reported that 150 of the witnesses "took advantage of the bright moonlight and made their exodus from town after selling their fee-bills to brokers for 60 percent." The paper reported that the cost of the trial to the State up to that point was estimated at \$7,000.

Trial transcripts and records have been lost to time. The *Rolla Herald* conceded that the evidence against Gibson was circumstantial, although it was considered "strong and convincing." The paper continued stating, "the prosecution left nothing undone that could be done to convict the prisoner." The newspaper reported that during the prosecution's case, feeling was that Gibson would be found guilty and that the prisoner should be hung.

The jury was withdrawn from the courtroom while the prosecution and defense argued points of law for more than ten hours before Judge Hill. The main point of contention was regarding instruction to the jury on conspiracy, with the defense contending that the trial was for murder. The jury was returned to the courtroom and Jim Moore made the closing

arguments on Gibson's behalf to the jury. He reviewed the evidence introduced by the prosecution and claimed the circumstances were inconsistently linked together to prove Gibson's guilt beyond the shadow of a doubt.

Mitchell made the State's closing argument the afternoon of Wednesday March 20th. "His speech was an able one, lasting about three hours, during which time the entire lobby was held spellbound. He thought it was a monstrous imposition on society to turn such men as these loose; but he said it was immaterial to him whether the jury convicted or acquitted Gibson- all he was here for was to see the law vindicated. Following Mitchell's eloquent address came the instructions, of both sides, to the jury."

Hubbard read the instructions on the part of the State to them. His instructions stated that:

- The indictment charged Gibson with premeditated murder in the first degree by willfully tearing up the track and thereby killing Engineer Caton.
- If the evidence showed Gibson to be accessory before the fact by obstructing the track or removing rails; or if he aided or excited a conspiracy to do the act, or counseled the act for the purpose of robbing the passengers; or disclosed his connection with the affair, either personally or by others alleged to be in the conspiracy; or if the circumstantial evidence presented no reasonable and substantial doubt of Gibson's participating in the conspiracy; that the jury should find him guilty.

Hubbard soothed the jury's conscience by stating that if they found him guilty that they would not be sentencing Gibson to death by hanging. He reassured the jurors that their task was only to determine guilt beyond the shadow of a doubt, based on the evidence presented by the prosecution.

During Hubbard's instructions to the jury Mrs. Gibson, a stem of peach blossoms picked from a yard opposite the courthouse held in her mouth, acted in a meditative mood.

It was reported that occasionally she looked in her husband's face as "though she was inquiring if the statements were true."

Nixon read instructions given on the part of the defendant. He argued that to find Gibson guilty the prosecution's evidence had to prove:

- that the train must have been wrecked by human agency
- that defendant must have removed the rails and caused the engine to run off, with felonious intent to kill and rob the passengers
- that the circumstantial evidence must link together and implicate the defendant beyond doubt, the legal presumption of innocence being in favor of defendant
- and that the wreck must have been by a criminal act and not a possible accident
- and defendant must be shown to have been present at the time and place of the wreck.

THE VERDICT

The jurors were then given the case and retired to the jury room at precisely 4 o'clock in the afternoon. They deliberated for approximately an hour and a half before returning with their verdict. The courtroom was still as death as the foreman approached Judge Hill with their decision in hand.

"We, the Jury, find George B. Gibson, the defendant, not guilty as charged in the indictment."

The *Shelby County Herald* reported that Gibson at first did not appear to realize the result of the verdict but his wife did. She threw her arms around his neck and wept. He then went to his aged father and placed his face on his shoulder, and the father gave him some religious advice about changing the course of his life.

The defense team was at a loss for words and instead shed tears of joy followed by a hearty round of congratulatory hand-shaking. Gibson and his wife celebrated joyfully until the following morning when he was re-arrested on another indictment and, along with the other prisoners, was returned to jail in Springfield by

Sheriff Hendricks. Mrs. Gibson fell “helpless as a little child to the floor” upon hearing of her husband’s second arrest.

Later, Jefferson City’s *State Journal* newspaper reported “On first discussing the verdict, one juror was for conviction, and two

for conviction, if punishment was otherwise than hanging. After reading over the indictment and instructions, the ballot was taken and resulted unanimously for acquittal.”

THE AFTERMATH

The little village of Waynesville



A depot with telegraphy was built at Woodend in 1884, shortly after the community became the town of Swedeborg. Courtesy Jan and Terry Primas.

resumed its wanted quietness.

Before March was over, a large number of Swedes came to Richland before continuing to their final destination at Woodend where there was already a Swedish settlement. Woodend would later become known as Swedeborg.

Gibson, Greenstreet, Long, and Oliver remained in jail at Springfield until late February 1879 when they were again returned to Waynesville. On March 5th the prisoners were brought into the courtroom and the attorney for the State *nolle prossed*. The prosecutors had abandoned their action. The long and labored effort of the State to convict the alleged Richland trainwreckers had failed. The four men were granted their freedom.

The *Lawrence Chieftain* reported: “The attorneys for the State claim that the sympathy for the accused is so great in that county that it would be impossible to get a conviction. We believe it.”

On May 20, 1879, at Rolla,

represented by his attorney Charles Clelland Bland, James Woodward began a lawsuit against the St. Louis and San Francisco Railway Company for malicious prosecution and false imprisonment. He requested damages of \$20,000 but lost the case. The Phelps County decision was reversed and remanded by the Missouri Supreme Court March 18, 1885.

No one was ever successfully prosecuted for the deaths of Frank Caton, Samuel Richardson, and Doctor Atkinson.

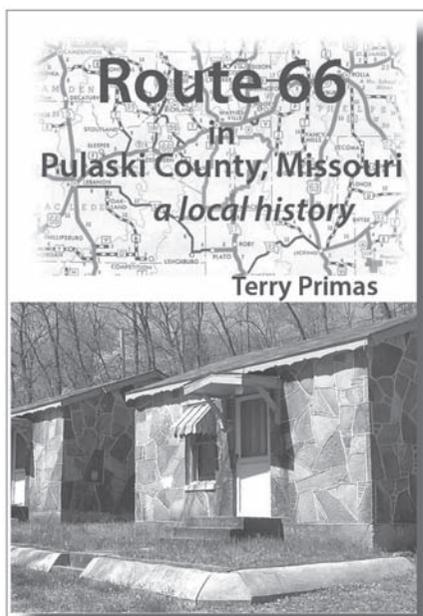
Laura (Abernathy) Huffman has been researching the history of Pulaski County for a decade. She shares the stories that she uncovers and details her historic explorations of the Ozarks at www.Population91.com. She is co-author of the Pulaski County Tourism Bureau’s *Historic Driving Tours* and *Historic Downtown Waynesville Walking Tour* brochures. This is her third article for the *Old Settlers Gazette*.



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