

#29 PINKERTON, ALAN

# HOLDUP ROBBERY

## UNION PACIFIC TRAIN NO. 3

Tipton, Wyo., August 29th, 1900

AT ABOUT 8:00 P. M. on the evening of August 29, 1900, train No. 3 of the Union Pacific R.R. had passed the station of Tipton, Wyo., and was approaching Table Rock when the engineer was held up by a man masked and armed with a .45 Colt revolver, who had slid down into the cab from over the back of the tender. The intruder ordered the engineer to stop the train when he saw a fire at the side of the track, a command with which the engineer had no alternative but to comply. Less than a mile further on, the fire described became visible and three other masked men joined the bandit already in the engine cab. As the train came to a halt, conductor E. J. Kerrigan came forward to ascertain the reason for the train's stopping but was immediately commanded by one of the desperados, who leveled his gun at him, to uncouple the mail and express cars from the train. Instead of complying with the demand, he mounted the platform of the first coach. On the order being repeated, Kerrigan explained that the train being on a grade, it was imperative that he set the brakes as, when he uncoupled the train from the locomotive, it would roll backwards down the hill with serious and probably fatal results to the passengers in the coaches. Having obtained a grudging assent to his proposal, Kerrigan proceeded to set the brakes on each coach, at the same time warning passengers to remain calm and not to put their heads out of the car windows. One elderly gentleman, who was deaf, ignored the conductor's warning and peered through the window but quickly withdrew his head when he saw a gun flash. After the brakes were set, the conductor complied with the bandit's demand to uncouple the express and mail cars from the rest of the train and the engineer was then ordered to proceed, with the two cars, about a mile further, where the engine was again stopped and, while one of the holdup men mounted guard over the train crew, the three others commenced operations on the express car.

The same messenger, Woodcock, was on duty as was on the run at the time of the Union Pacific train holdup at Wilcox, Wyo., on June 2, 1899, and nothing daunted by his previous experience in which he had been knocked senseless when the bandits dynamited the car, he again locked the doors of the express car and defied the threats of the holdup men. He was finally persuaded to admit the robbers to the express car by conductor Kerrigan who feared for the messenger's life if he persisted in his refusal to open the car doors. On gaining admission to the car the trio blew open the safe, after the use of three blasts of powder and nearly wrecking the car. After taking the contents of the safe, which consisted of watch movements and watch cases, the bandits joined their confederate who was in charge of the train crew where one of the men inquired of Kerrigan what the time was. Kerrigan referred to his watch and answered the inquiry after which he offered his interrogator the timepiece saying, "I suppose you want this too". "Keep it" was the reply the conductor received, "we don't want anything from the railroad boys." The robbers then mounted their horses and rode away with their loot into the night. The holdup had netted them only \$50.40 in cash and the watch movements and cases. The train journeyed on to Green River, arriving two hours late, and an alarm was turned in. Rewards of \$1,000 each for the capture of the holdup men dead or alive, was offered by the railroad and express company but

although a posse, immediately organized under the leadership of Sheriff Swanson of Rock Springs, rode in pursuit of the bandits, and twenty-five men under U. S. Marshal Hadsell also conducted an extensive search for the fugitives, the outlaws were never captured for this crime.

Pinkerton's National Detective Agency operatives, who worked on the case on behalf of the victimized express company, cooperated with Union Pacific railroad detectives and identified three of the robbers as Harvey Logan alias "Kid Curry", Ben Kilpatrick and William Cruzen, all members of the notorious "Wild Bunch" gang of cattle thieves, train robbers and holdup men, whose depredations had ravaged the Western States for many years. The head of this gang was a desperado named George Leroy Parker alias "Butch" Cassidy. Harvey Logan and Ben Kilpatrick were veterans of the gang and were two of Cassidy's principal lieutenants. William Cruzen, who was the man who had held up the engineer and fireman of the train at Tipton had been introduced into the gang by Harvey Logan and the Tipton holdup was his initiation into the technique of train robbery although he had done a four year term in the Canyon City, Colorado, penitentiary for horse stealing in Mesa County of that state.

Harvey Logan was arrested at Knoxville, Tennessee, on December 13, 1901, after seriously wounding two police officers while resisting arrest. He was convicted of passing altered bank notes stolen at the holdup of a Great Northern Express car at Wagner, Montana, on July 3, 1901, and sentenced to twenty years' imprisonment in the State Penitentiary at Columbus, Ohio. While awaiting transfer from the Knox County jail to the above penal institution, Logan escaped from custody on June 27, 1903. Logan eluded pursuit until June 7, the following year when he participated in the holdup of a Denver and Rio Grande R.R. train at Parachute, Colorado. Closely pursued by a determined posse and finding that there was no chance of escape, Logan committed suicide rather than be captured. His identity was at first not known, but Asst. Supt. Spence of Pinkerton's Chicago office definitely identified him as Harvey Logan.

Ben Kilpatrick was arrested on November 5, 1901, through the wide circulation of reward sheets furnishing his photo and description by the Pinkerton's at St. Louis, Missouri, under the name of J. W. Rose. His true identity was quickly established and he was convicted of attempting to utter altered bank notes stolen in the robbery of Great Northern R.R. train at Wagner, Montana, on July 3, 1901. About \$7,500.00 of the stolen notes were found in Kilpatrick's possession at the time of his arrest. He was convicted and sentenced to serve fifteen years' imprisonment in the Columbus, Ohio, penitentiary. He was released on June 11th, 1911. A female companion of Kilpatrick's, Laura Bullion, also a criminal associate of the "Wild Bunch" gang was sentenced to five years' imprisonment for the same offense. On March 13, 1912, Kilpatrick and another hold up robber named "Ole Buck" were killed by an express messenger when they attempted to hold up a train at Sanderson, Texas. The messenger struck Kilpatrick on the head with an ice mallet and then shot Buck with the vanquished bandit's gun.

Cassidy and Longbaugh, continued their banditry for a year or so longer but finding that local authorities and Pinkerton's had materially diminished the gang's effectiveness, departed for South America shortly after the holdup of the Great Northern Railway train near Wagner, Montana, July 3, 1901, taking with them a girl named Etta Place, a female companion of Harry Longbaugh. After many robberies in the Argentine and Bolivia, Cassidy and Longbaugh were besieged by a troop of military police in a roadside inn at the village of San Vicente, Bolivia, in the spring of 1909. In the gun fight which ensued, several troopers were killed and many were wounded. Cassidy administered the "coup de grace" to Longbaugh, who had been mortally wounded, and then committed suicide. Etta Place who was accompanying the outlaws, also was killed during the gun fight.