

PERSONNEL OF THE D. & R. G. RAILROAD IN 1873.

Directors, W.J. Palmer, William P. Mellen, Robert H. Lambourne, A.C. Hunt and Wm. A. Bell.

( Rocky Hoffsmith, Charles Jones, Denny O'Brien, Bill Hockett, and Newton Moreland,

President, Wm. J. Palmer

( Passenger Engineers, Frank Wilson, Billy Ryan, Quinby Lamplou, and John Walker,

Vice-Pres, Robert H. Lambourne.

( Freight Engineers, Pap Marston, Bill Reid, Jack Edgar, Frank Summers, Frank Greenwood, and Jack Kingsbury,

Secretary and Treas., M.S. Jackson.

Mgr. Construction and General Supt., Wm. H. Greenwood.

( Firemen,

Supt., W.W. Borst, Denver,

) George Pool, Tommy Mason, Mike Gleason, Bob Edgar, Shorty Brown, Bill Everettts, Abe Gutchell, George Crater and Al Hart.

General Ticket and Freight Agent, D.C. Dodge, Denver,

Chief Clerk to Supt., Wm. Hamilton

Assist. Chief Clerk and Telegraph Operator, J.J. Harris

Master Mechanic, John Greenwood, Burhham,

Chief Engr., --McMurty,

Assist. Engrs., Frank King, Mas Thompson, and ----DeRemer,

Supt. of Tracklaying, Mike Green,

Roadmaster, Tom Bradstreet,

Foreman, John Grady, J.M. Collins;

Yardmaster at Pueblo, Jim Massey,

Boarding Boss, Pat Tamey,

Water Boy, Track Laying Gang, Monty Moorland,

Freight Condrs., Jimmie Hines, Tom Burch, Frank Stoddart, John McDowell,

Passenger Condrs., John Allendough, Bob Glascott, John Tammany and Cole Lydon.

Passenger Brakeman, Phil Stimmell, Wm. Hawthorne, Dan Reilly, Cog Watson, Dan Turney, Jake Larsey, and Jim Britt,

Freight Brakeman, John Cunningham. (Was later engineer) Wm. Brown, W.M. Hoffsmith,

Newton B. Moreland

His father, Robert Moreland, was an attorney by profession, a pioneer and frontiersman by choice. The subject of this sketch was born at Freeport Illinois, July, 30th, 1852; and when he was two years old the family moved to Nebraska, where Robert Moreland founded the town of Fremont. They did not remain there, however, but moved on to Kearney in 1860; where tragedy overtook them.

Robert Moreland set out for Lone Tree, riding a magnificent race horse, which had excited the admiration and envy of every one in that vicinity; he nor the horse were ever seen again. A Sioux war party was seen nearby, a fact which, no doubt, explained the disappearance of the brave man and his horse. This occurred in 1866.

Our subject spent his boyhood in these frontier towns of the plains, where self-protection was a grim necessity. He became wise in the lore of the plains and was an expert marksman with both the rifle and six-shooter early in life. When he was but 18, he was appointed Captain of a body of men to pursue a band of Indians who had slain three trappers near Adobe Town. One day, from his position on a house top, he witnessed a Sioux attack upon the Pawnees at Genoa. When he was living at Kearney a large war party of Sioux attacked and burnt a train near Plum and Elm Creeks. The conductor, who was wounded, scalped, and left for dead, recovered; and while walking down the track to flag, discovered his own scalp laying on the ties. *Tommy Calhoun*

Later young "Newt", as he was familiarly called, went to Wyoming. At Cheyenne he entered the employ of M. S. Hall, a contractor; and on August, 6th. 1866, he helped to complete the first house built in that town. In '69 he drove stage from Cheyenne to Fort Laramie. He was later hired by Major Whaum of the Red Cloud Indian Agency to drive stage from the agency to Fort Laramie, 32 miles.

He was then a brakeman on the Union Pacific Railroad, running between Cheyenne and Sidney, and Cheyenne and Fort Laramie.

In the winter of 1873 he entered the employ of the D&RG Railroad as brakeman, running between Denver and Pueblo, then the end of the line. He was in one of the first train wrecks on the D&RG. It happened a few miles south of Pueblo when the engine he was riding struck a cow and turned over. Engineer Summers, one of the road's earliest engineers, was killed in this accident. In those early days the locomotives owned by the Rio Grande numbered 12, including the Fairlee--that doubleheaded freak of English design and construction. The first 'switch engine' in the Denver yards was an old white mule.

His mother and family moved to the Dolores country in '79; Mr Moreland going there later to visit them. During this time the D&RG, with Silverton as its objective, had reached Chama, and from then on the growth of Durango was rapid; and accompanied by the usual wild booming times.

That spring, Kid Coulter, an outlaw, came to Durango and became boisterous and obnoxious in a dancehall. Three members of the police force attempted to arrest him but he scared them off; The next day the entire police force was discharged; and, thru the recommendations of a friend, Mr. Moreland was hired as marshall. Kid Coulter soon returned to town, and, as usual, started trouble in a dancehall; whereupon Mr. Moreland immediately tamed, and arrested him. Coulter was later hanged in another town by a vigilance committee.

Mr. Moreland served on the Durango police force about two years and then re-entered the employ of the D&RG, and worked on the construction of the Silverton branch. On July 3rd, 1882, the first passenger, with Mr. Moreland, conductor, entered Silverton. In honor of this transportation event a big celebration was staged, and a wild, hilarious time enjoyed by the populace for several days. Mr. Moreland continued on his run for sometime after this during which time he acted as baggagemaster, train porter, flagman, brakeman, as well as being conductor; in addition to this he was yardmaster, between runs, at both ends of the line.

When, or before, he was promoted to conductor it had been the custom of certain gangs of that vicinity to board the trains and ride them to their destination, refusing to pay their fare. Mr. Moreland's reputation as a cool, fearless man was well known, however, so he never experienced any trouble in this manner; in fact, these gangs always seemed eager to relinquish the required fare. To quote an admirer: "In 1881, Newt Moreland was the only kind of a man who could have been master of his train, so sporty were many of the passengers of that early day. He never drew second money or a booby prize."

His mother was Postmistress at Antelope Springs in '77 and '78.

In '84 he entered the employ of The Rocky Mountain Detective Agency and was sent by Dave Cook, the manager, to Los Animas to break up a rustling gang, which was stealing cattle belonging to the Prairie Cattle Company. He was very successful on this mission, breaking up the gang and capturing two of its members in less than a week. Later, on the same trip he broke up another gang, capturing five of its members. While waiting for the next term of court, when he would have to appear as witness against his prisoners, he went to Dodge City for a visit. While there he undertook the capture of a gang of horse thieves. Riding day and night on the trail of this gang he finally succeeded in getting every man for which he received a substantial reward.

In '86 he went to Telluride where he served as marshall for about two years. He also engaged in ranching in this vicinity and served as undersheriff. Later he acquired a ranch and located in the Grand Mesa district.

He entered the employ of the D&RG Railroad again as conductor and later established his home in Salida. He was retired on April 1st, 1922 after a long term of faithful and conscientious service, and is now living happily at his home in Salida with the thought of work well and honestly done.

*Newton B. Moreland*