DOUGLAS RAILROAD INTERPRETIVE CENTER

Visitors Guide

REVISED EDITION

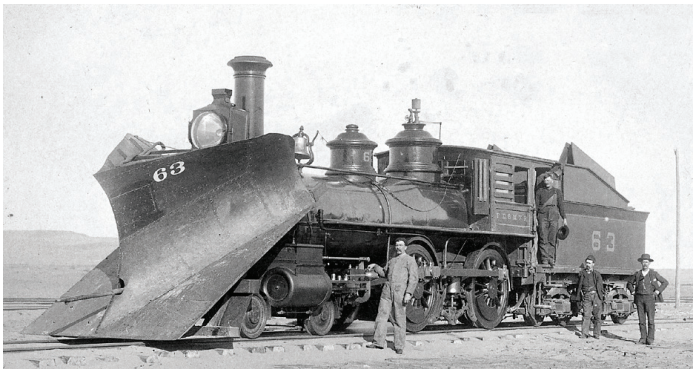
LAST STOP: DOUGLAS

Douglas Railroad Interpretive Center is arguably the most important historic attraction in Converse County. Like many other cities and towns throughout Wyoming, the city of Douglas—which is the County seat—was born out of the westward expansion of the railroads. Union Pacific—Northern Pacific—Chicago & Northwestern—Chicago, Burlington & Quincy—the Great Northern: these were the arteries that carried the lifeblood of 19th-century America out into the wilds of the country's western territories. In the process, whole towns were born; in the end, east met west, and the nation became truly continental.

Before that epochal transformation, there was little but natural turf encompassing most points west of the Mississippi and east of the Rockies. The native peoples would settle for a week, or a month, or sometimes for years, at the more habitable spots across the vast expanse of the high plains; and for eons, the tips of their animal skin dwellings were all there was to pierce the line of the horizon. Across the first half of the 19th century, these were joined by the shrouded humps of the pioneer wagon caravans, sometimes seen bumping across the rutted dirt trails, into the western sun. And everywhere, always, a puff of smoke in the distance could mean only a campfire, an accident, or a fleeting signal, borne on a breeze....

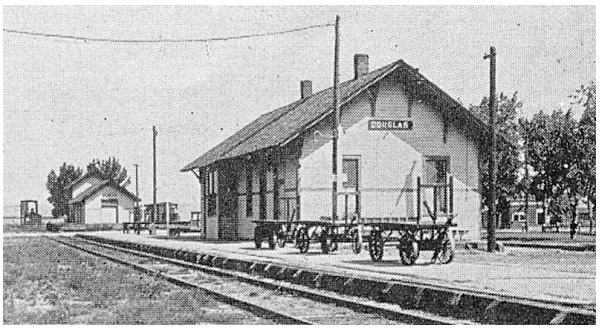
Those conditions—pre-industrial in the extreme—vanished forever around the middle of the 19th century, when a new and different breed appeared amongst the equine herds that ran wild across the interior plains. This was a horse differing not in color, but in constitution; it was an Iron Horse—so they called it—and it ran, not helter-skelter, but with utter and absolute control, along two fixed channels of hardened steel laid out on a path defined by a mathematician. It carried coal and water and fire, and it cut the line of the horizon with plumes of belched black smoke. And its sole purpose, its only motive, was movement; hence the genius who made it, named it—a *locomotive*. It came from England, originally—and bore west: first to America's eastern seaboard, and then west again, on steel rails—out of the old settlements, and into the new, furthest, empty reaches of America's western frontier. And it towed chains of wooden crates, mounted on wheels, that carried an infinite variety of cargo—and passengers, too, with an infinite variety of hopes.

The first iron horse appeared in Wyoming while the future state was still only a Territory, in 1867. It ran on the new rails of the Union Pacific, which was building across the southern expanse of the Territory, en route to an 1869 rendezvous with a golden spike, at Promontory Summit, Utah. Along other new rails, other engines soon followed. One entered Cheyenne City, on tracks built by the Colorado & Southern Railroad, in 1870; another steamed into Granger in 1881, on the Oregon Short Line. And in 1886, another left Chadron, Nebraska, bound for a tiny settlement being thrown together along the banks of the North Platte River. The place was called "Douglas," after the expansionist Illinois senator, Stephen A. Douglas. It was a motley collection of wood-frame structures set beside a dirt road. At the west end of that road, a small wooden building would soon be erected to receive the Nebraska train, and many others like it, in the years to come: the Passenger and Freight Depot for the Fremont, Elkhorn & Missouri Valley Railroad.



That first engine into Douglas was the steam-driven FE&MV No. 63. Retired from service in 1921 (with, at the time, Chicago & Northwestern), some portion of it may be embedded in Cadillacs cruising highways of the 21st century, and other parts rotting into earth. But in that year of 1886, when it hissed to a stop amongst the scatter of wooden skeletons rising against the sky in a barren stretch of the Wyoming Territory, the infant Douglas had its walking legs.

One hundred years later, descendants of the FE&MV's earliest passengers, and others who'd long since joined them, built a museum, of sorts—a shrine, actually—to the machines that were the midwives to their city on the plains. And they named it, somewhat pretentiously, the Douglas Railroad Interpretive Center. Today this Center unpretentiously—and thus, very effectively—showcases a fascinating assortment of railroad vehicles dating from both the 19th and 20th centuries, as well as the FE&MV Depot building itself.



As for the Depot, after being closed to regular passenger traffic in the 1950's, it was used for a time as a railroad storage facility, and then retired from service in the 1970's. In later years, it fell into a state of disrepair. But in the 1990's, after being acquired by the City of Douglas, it was meticulously restored and now

serves as headquarters for both the Railroad Interpretive Center and the Douglas Chamber of Commerce. The interior of the building is also restored (and somewhat modified for modern use), and is open to the public during regular business hours.

As for the vehicles, a total of eight were donated by railroads to the State of Wyoming, across the latter half of the 20th century; all were transferred, in 1992, to the city of Douglas: a steam locomotive (and tender)—a dining car —a stock car—a sleeping car—a baggage car—a passenger coach—a caboose—and, last and least, a track inspection car. The engine and cars were owned and operated by various railroads, for varying lengths of time; most of them rolled across Wyoming at some juncture during their service life—many pieces, no doubt, right through what would eventually prove to be their last stop. Some have been carefully restored; others are slated to be so, as funds are found. All can be freely viewed from the exterior, seven days a week, twenty-four hours a day. Tours of the car interiors can be arranged with staff members of the Interpretive Center, who are available during normal business hours.

Driving directions to the Center: From Interstate Highway 25, take Exit 140, and drive the Yellowstone Highway into Douglas, for approximately one mile—to the intersection of Center Street and Brownfield Road.

RAILROAD COMPANY ABBREVIATIONS

B&M ..... Burlington & Missouri River

BN ..... Burlington Northern

CB&Q ..... Chicago, Burlington & Quincy

C&NW ..... Chicago & Northwestern

C&S ..... Colorado & Southern

FE&MV .... Fremont, Elkhorn & Missouri Valley

GN ..... Great Northern

OSL ..... Oregon Short Line

UP ..... Union Pacific

ON CHRONOLOGY

The "chronology" at each feature specifies dates of important events in the life of the vehicle. When only approximate dates are available, entries are followed by the notation **(c.)**, for *circa*. A dash (—) signifies that no date, and no good estimate thereof, is available.

PASSENGER DEPOT—FE&MV RR

The Passenger Depot of the Fremont, Elkhorn & Missouri Valley Railroad was constructed in 1886, when the railway, which was building out from Nebraska and toward the Rocky Mountains, established the town of Douglas as its temporary western terminus. Built to standardized plans, the wood-frame structure was no different than hundreds of other small railway depots that dotted the 19th century American landscape, and offered the usual arrangement of the usual spaces: a waiting room, a ticket office, two restrooms, and a freight room. Built with strict economy, there is scarcely a nail or a board extraneous to the functional purpose of the structure. Restored by the City of Douglas, it was reopened to the public in 1995, and is listed on the National Register of Historic Places.

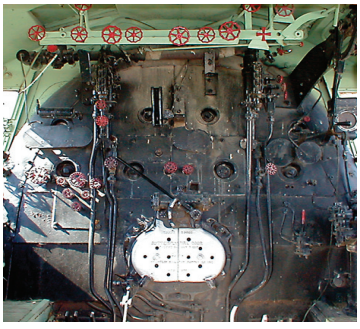
The interior of the Passenger Depot was modified for modern, multiple uses during renovation of the building in the 1990's. Yet, it still retains much of its essential character—owing largely to the finish materials, all of which are original to the structure. The interior walls and ceiling, for example, still exhibit planks of the box car siding that was used as wallboard—a material available to the railroad in, naturally, ample supply. All expense was spared during construction of the Depot, since the future viability of the stop—meaning, in this case, the town of Douglas itself—was by no means a sure thing; and, as the town went, so would the depot. In the end, the physical longevity of the building is a testament to the railroad's design and construction department. And what proved to be its longevity of service stands as a historical testament to the citizenry of Douglas.

CHRONOLOGY

1886	designed and built by **FE&MV** (sub. of **C&NW**)
1950	**(c.)** closed to passenger traffic
1970	**(c.)** retired from service
1990	purchased by City of Douglas
1992	renovation begun (by City of Douglas)
1995	opened to the public as HQ of Interpretive Center

LOCOMOTIVE—CB&Q #5633

It was an Englishman, Matthew Murray, who designed what was probably the first working steam locomotive, in 1804; 136 years later, the manufacturing division of the Chicago, Burlington & Quincy made one of the last—which is #5633. Despite a host of improvements introduced across the thirteen intervening decades, the *motive power* of both machines was generated in exactly the same way: a burning fuel turned water to steam—which, in a compressed state, was directed against a pair of steel shafts, which linked to, and turned, a set of wheels—which bore down mightily upon two fixed rails; friction between the rails and the wheels set (and kept) the vehicle in motion. Murray's locomotive ran on timber rails and might go ten miles per hour—if pulling nothing; #5633 ran on rails of steel and could cruise at 100 miles per hour, while pulling thousands of tons. When it was retired in 1962, #5633 had rolled more than one million miles.



A mass of levers, knobs, dials, and gauges—the nerves and brains of the beast—occupy the front wall of the cab. In #5633, the cab held an Engineer, who would monitor the speed, direction, and overall health of the train; a Head Brakeman, who protected the train from potential head-on hazards; and a Fireman, who fed the firebox with coal and regulated the flow of water into the boiler tubes.

A locomotive was rarely isolated from its tender for the simple reason that it could go nowhere without it; even at the roundhouse (a gigantic garage, of sorts, where locomotives were serviced), the car usually remained attached. While the train was en route, fresh supplies of coal and water were taken on at trackside supply depots, at intervals ranging from ten to nearly one hundred miles—and in enormous quantities. At the height of the steam locomotive era, the railroads were consuming almost one-quarter of the total annual domestic coal supply.

CHRONOLOGY

1940	mfd. by **CB&Q** as **#5633**
1962	retired from service
1962	donated to State of Wyoming
1993	donated to City of Douglas

DINING CAR—CB&Q #196

Appropriate to its function and appearance, the Chicago, Burlington and Quincy nicknamed car #196, the "Silver Salver." While it originally ran the rails between Chicago and Minneapolis, it may have been used by the CB&Q on runs through Douglas, in the early 1950's; it also ran on both the "Twin Cities Zephyr" and the famed "California Zephyr" lines. Eighty years before, in 1868, the very first dining car was developed by railroad entrepreneur George Pullman. While such cars were at first used only on trains catering to the wealthy, competition eventually led to their inclusion on passenger trains of every stripe. Diners like the Silver Salver, however, were never profitable for the railroads; they were the heaviest of all passenger vehicles, and were very expensive to manufacture, maintain, and staff. Some of that expense could, however, be recouped at retirement: cars not unlike #196 were often purchased from railroads and set up as stationary, roadside diners; these proved to be the prototypes for those specially-manufactured units of similar character commonly found in American cities throughout the 1930's and 1940's.

The car's streamlined, stainless steel exterior was emulated in designs for stand-alone roadside diners.

The nickname of car #196 was employed as a veritable brand name by the railroad, and was featured prominently at the exterior.

That half of the car reserved for dining is apparent from the exterior by a row of broad, rectangular windows, one per table.

Accordion-like membranes formed sheltered vestibules between the diner and adjoining passenger cars, allowing for access-in-transit.

The asymmetrical window arrangement at the kitchen—a single window at one side, and four at the opposing side—was dictated by the layout of the kitchen equipment.

Unlike other passenger cars, the diner was accessed by travelers only from either end of the vehicle; smaller doors at each side of the car were used only for service access to the kitchen.

The dining area occupies one-half of the interior, and could accommodate up to 48 passengers. Furnishings throughout were made to harmonize with the pastel finish of the walls and ceiling. Booths with bench seating at each end of the space are separated from the central, tabled area by means of thick glass partitions. Interior lighting ran the length of the dining area, in tubular fixtures along the upper edge of the side walls. A tiny bar occupied the center of the car. Background music issued from a grid of ceiling-mounted loudspeakers, via a 17-station hi-fi system.

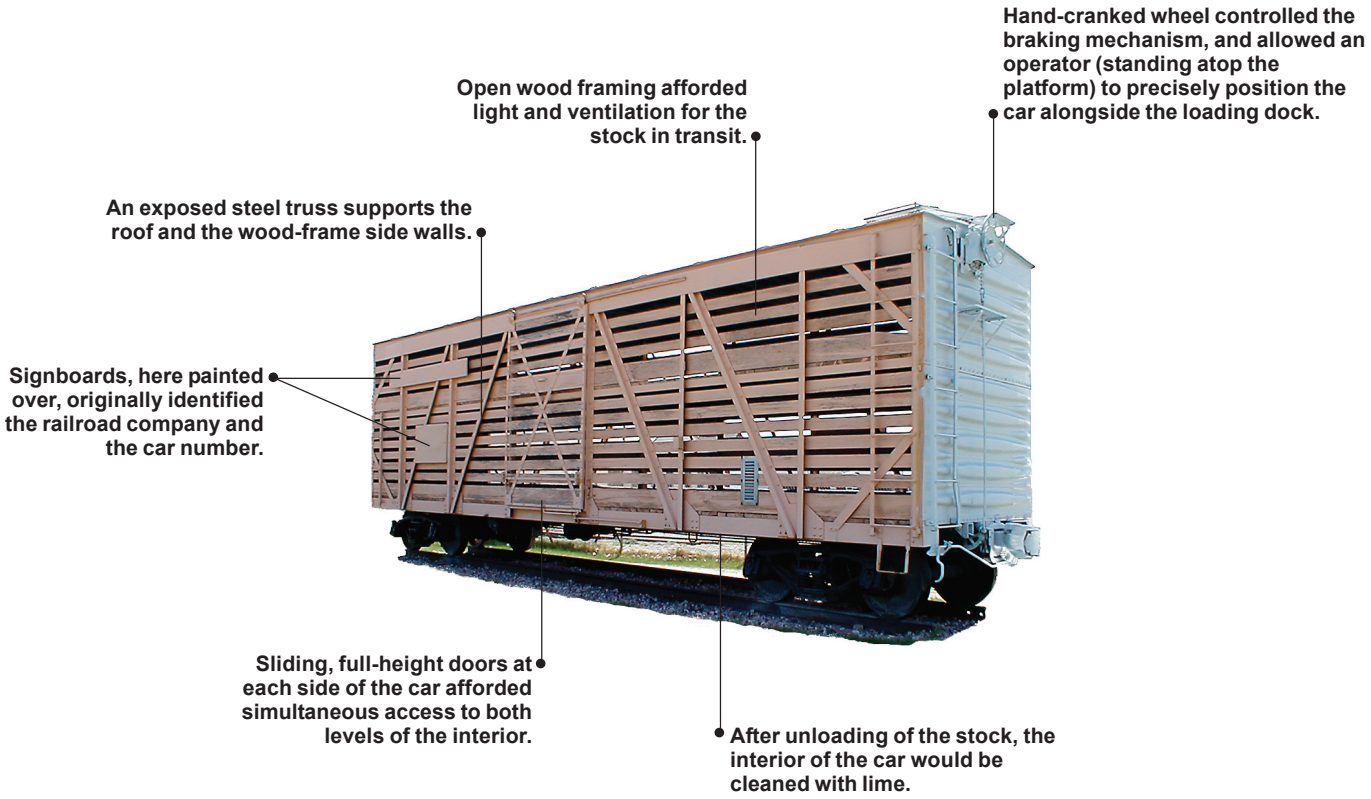
The stainless-steel kitchen occupied the other half of the car; it included oversized ovens and stoves, refrigeration compartments, automatic dishwashers, prep tables, hot tables, and three sinks. It was staffed with two entree cooks and a pastry chef, in addition to one "cook" charged with dish and pot washing. Menus were extensive for all three daily meals.

CHRONOLOGY

1947	mfd. by Budd Co. for **CB&Q** as **#196**
—	to **BN** as **#1160**
1972	retired from service
1974	donated to State of Wyoming
1993	donated to City of Douglas

STOCK CAR—UP #48330D

THIS DOUBLE-DECK WOOD FRAME CAR was used to haul domestic livestock such as pigs and sheep. "Double-deck" refers, simply, to the fact that the car has two interior floors, one above the other. Number 48330D was originally constructed for the Union Pacific Railroad in 1914, as a simple wooden box car for transporting dry goods. Later, it was converted into a livestock carrier—which entailed removal of alternate boards along the side walls, installation of that second floor, and the application of yellow paint on the exterior (over the original box car red). Although this unit has only a single sliding door, many double-deckers included Dutch doors, which allowed for separate loading (and unloading) of livestock at each level; loading and unloading two levels through a single door made, as one might imagine, for slightly more complicated proceedings.



Sheep are an integral part of the history of Wyoming—and of the city of Douglas, in particular. When, in 1888, the town lost its privileged status as the western terminus of the Fremont, Elkhorn & Missouri Valley Railroad, the Douglas population rapidly shrank—from 1,600 to a mere 300. But after sheep were introduced to the region in 1889, the town recovered; and by 1907, population was approaching the 2,000 mark. In tribute to the industry, when the first Douglas City Hall was built in 1916, a ceramic ornament was installed over the main entrance—featuring, most prominently, a ram's head relief.

One of the most successful early ranchers in the region was John Morton, who owned and operated what was for many years the largest sheep ranch in Converse County. While Morton, who died in 1916, never set eyes on unit #48330D, the growth of his business very much depended on cars of a similar character, for transporting stock to far-flung markets.

CHRONOLOGY

1914	mfd. (as box car) by Western American Car & Foundry Co. for **OSL** as **#120579**
1936	converted to stock car for **OSL** as **#48330D**
—	to **UP** as **#47926**
1964	retired from service; donated to State of Wyoming
1993	donated to City of Douglas

SLEEPING CAR—GN #1182

Reclining to the horizontal, in a semiconscious state, within a tube of metal cruising on steel rails at 80 or 90 miles per hour—across a dim, moonlit landscape ... does seem, on the face of it, to lack appeal. Nonetheless, railway "sleepers" have had a long history of successful service and are still in use on passenger trains today. In America, the earliest sleeping cars were designed by George Pullman, and mass-produced at the Pullman company town, near Chicago. Because of their intricate, heavily-equipped interiors, the cars were expensive to build, costing up to five times as much as that of a typical passenger coach. Car #1182 offered 16 duplex "roomettes" (each affording space for one sleeper—or two, in a pinch), and four "bedrooms" (larger units, accommodating two adults apiece in relative comfort). The sleeping units offered retractable beds, a lavatory, and upright passenger seats for day traveling (and insomnia). Each unit was accessed through a curtained opening, from a central, extremely narrow corridor.

All cars within a typical GN passenger train of this time period bore the bold "EMPIRE BUILDER" graphic: the honorific of entrepreneur James J. Hill, whose railway, the Great Northern, connected the Gulf of Mexico with Puget Sound.

"Bedroom" sleeping units are characterized by a single window at the first level; and "duplex" units, by pairs of diagonally-stacked windows.

Flexible membranes at the end walls afforded an enclosed passage between adjoining cars.

The sleeper was nicknamed after a huge glacier—the *Agassiz*—that, eons before, encased the same terrain across which the trains of the Great Northern later rolled, from Minnesota to Montana.

The paint scheme incorporates numerous color separations—and is, as such, more complex and colorful than that characterizing other cars in the collection.

The sleeping compartments were accessed from an extremely narrow corridor, and closed off by means of heavy draperies. Each of the units included a roll-out bed—mounted on rails, like a bureau drawer: when the bed was stowed, a seat cushion became accessible; in the open position, the bed locked in place, to prevent inadvertent stowage of the sleeping passenger. Equipped with wash basins and toilets, the only basic need not provided for within a compartment was that of consumption—to fulfill which, the passenger would repair to the dining car.

The Great Northern Railway was the brainchild of James J. Hill—the "Empire Builder." Hill devised the unprecedented strategy of moving potential customers onto established rail routes—with the railway effectively paying settlers to establish new towns along those routes.

CHRONOLOGY

1950	mfd. by Pullman-Standard Mfg. Co. for **GN** as **#1182**
1970	to **BN**
1972	retired from service
1974	donated to State of Wyoming
1993	donated to City of Douglas

BAGGAGE CAR—UP #1897

Number 1897 was manufactured by the Pullman Car Company for a subsidiary of the Union Pacific Railroad, which was called the Oregon Short Line. The car trundled passenger baggage and fresh produce, and accommodated one baggage handler, who sometimes remained with the cargo en route. The exterior of #1897 was originally painted a uniform "Pullman Green," but was repainted in bright yellow (with red striping), as part of a "recoloring program" conducted by the UP in 1947. From early on, baggage cars were the frequent targets of train robbers, who knew where the goods were kept; this accounts, to some degree, for the car's slightly forbidding appearance, security of the cargo being a paramount design consideration. Today, the interior is essentially only an open box; originally, however, #1897 was designed as a mail car—and, as such, included a complex assortment of apparatus for the manual sorting of mail, in-transit.

The original function of the car—to transport mail—is suggested by the barred windows within the loading doors (which are present on both sides of the vehicle).

Grab handles at the top of the car facilitated access to the roof.

Drip channels deflected rain water away from the loading door openings.

The roof and outer walls are clad with riveted steel plates, 1/8" thick.

In the display, the baggage car is coupled to the sleeper, GN #1182.

Originally finished in a uniform "Pullman Green," the car today sports colors specified by the Union Pacific's "recoloring program"—specifically, "Armour Yellow" and "Stop Sign Red."

The REA was founded in 1918, as a Federal shipping agency; a railroad consortium bought out the service in 1929, but poor management and competition from private carriers led to its dissolution in 1975.

The Pullman company was founded in 1864, in Chicago, by George Mortimer Pullman—first, to manufacture sleepers and, before long, other types of railway cars; it was the Pullman Company, in fact, that introduced the first dining car to American railways, in 1868. Pullman established both a plant and a company town near Chicago and, by 1893, the company had over two thousand cars on rails all over the country and boasted a net worth of 62 million dollars. When the organization's fortunes took a dip in 1894, worker disaffection culminated in the violent Pullman Strike of 1894, which was quashed by Federal troops. As a result, Pullman's reputation took a severe hit: upon his death in 1897, to quell his family's concern that his remains would be desecrated, his grave at Chicago's Graceland Cemetery was dug deep, and overlain with asphalt, concrete, and—steel rails.

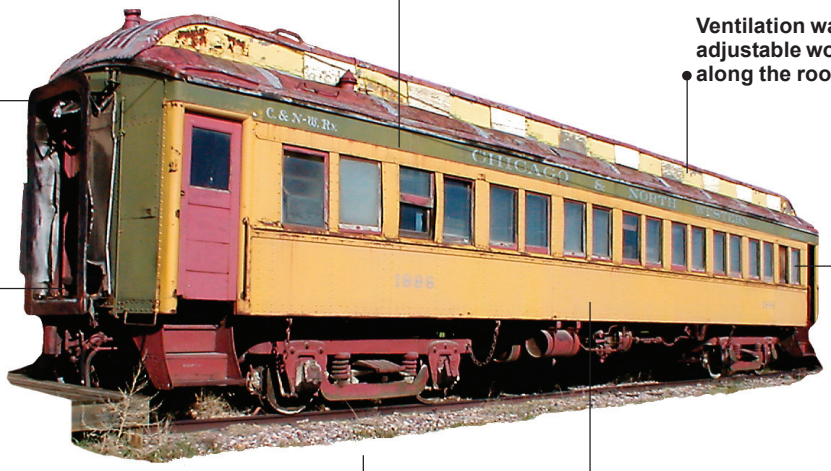
Baggage carts were used to shuttle both passenger baggage and bundled or packaged dry goods, from depot to train, and back. The cart on display probably dates from the 1920's or 1930's.

CHRONOLOGY

1911	mfd. (as mail car) by Pullman Co. for **OSL (UP)** as **#331**
1914	to **UP** as **#2114**
1924	converted to baggage car by **UP**, renumbered as **#1897**
1961	retired from service
1961	donated to State of Wyoming
1993	donated to City of Douglas

DAY COACH—C&NW #1886

Coach #1886 was first placed in service in 1884, on passenger trains traveling what would soon come to be called the "Cowboy Line" of the Fremont, Elkhorn & Missouri Valley Railroad—which proceeded westward from the state of Nebraska, and out across the wilds of the Wyoming Territory. The car is called a "day" coach because, with the bands of broad windows along each side, the ventilating skylights, and the fixed, straight seat backs, it was intended to accommodate passengers on trips of only a single day's duration; but of course, given the comparatively slower speeds of the early trains, arduous overnight passages were not always avoidable. Number 1886 could hold a total of about 72 adults, two per seat; thus the population of a train that included numerous such day coaches as this would sometimes exceed that of the little towns and settlements through which it passed.



The interior of the coach included a tile floor (over a cement underlay), gas light fixtures, mahogany panels (along the lower side walls), overhead baggage racks, and a skylight clerestory equipped with wooden shutters. Thirty-six seats could accommodate up to about 72 passengers. The original gaslights were replaced by electric fixtures as part of the car's 1915 make-over.

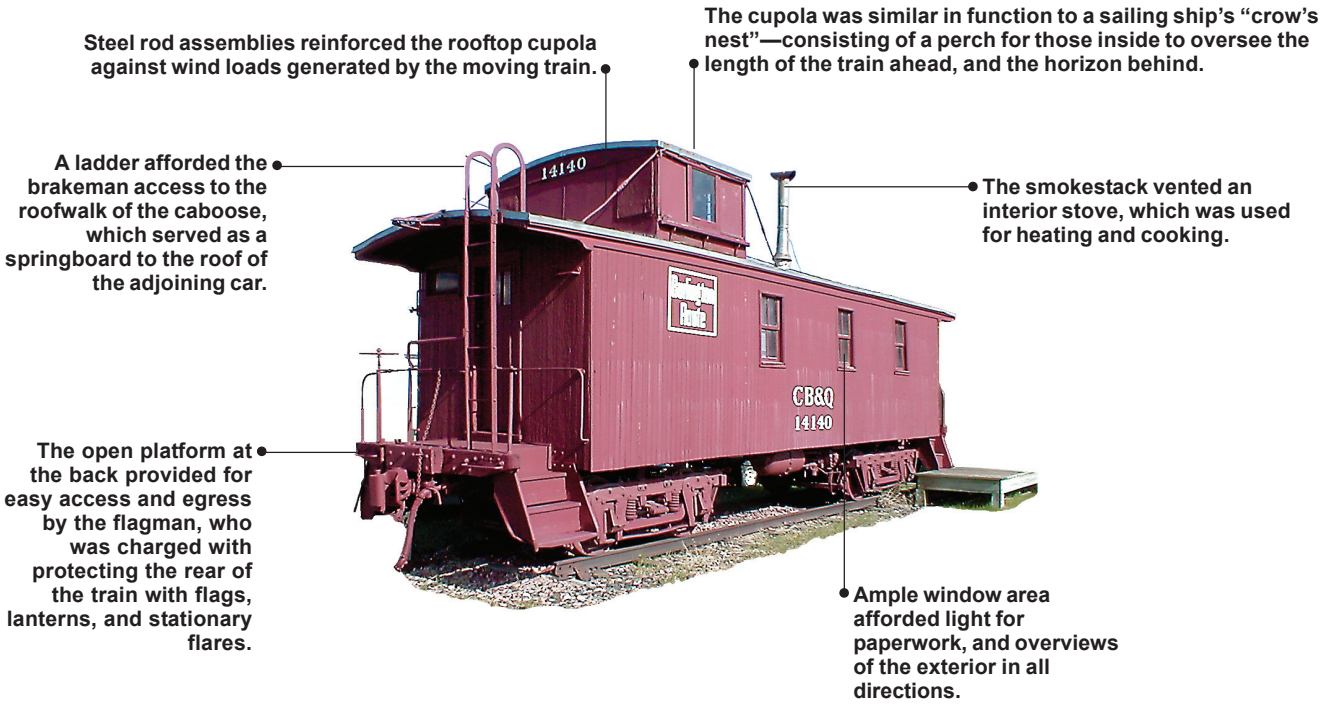
American Car & Foundry Company, which remodeled #1886 in 1915, was founded at the end of the 19th century; the company is still in business today, as ACF Industries. While they originally produced only wood-frame cars, by the second decade of the 20th century, their cars, and those of most other manufacturers, were being made almost entirely of steel.

CHRONOLOGY

1884	mfd. by St. Louis Car Co. for **C&NW**, as **#1886**
1915	renovated by American Car & Foundry Co.
1961	retired from service
1962	donated to State of Wyoming
1993	donated to City of Douglas

CABOOSE—CB&Q #14140

As a car type, the caboose dates from the 1830's, when train workers were being housed in roughshod shanties built atop flatcars. Presumably, this makeshift arrangement led to the design of what was variously known as: the "crummy," the "brain box," the "bone-breaker," the "snake wagon"—and, finally—the "caboose" (which odd term may derive from the Dutch word for a ship's galley, *kabuis*). The car was a multipurpose vehicle, affording office space and living quarters for a train's brakeman, flagman—and the all-important conductor, who was responsible for everything from ticket sales to mail bag retrieval. The car was also used to oversee the length of the train during travel, and to monitor the rear horizon for approaching trains bound along the same track. Today, cabooses have been relegated to menial labors on local freight lines, and to yard switching—and have been supplanted on major freight lines with a computer in the last car known as an "E.O.T." (End of Train) device, which relays signals to the locomotive automatically.



Interior appointments of the caboose included equipment lockers (which doubled as seating and sleeping platforms), a coal-burning stove for cooking and heating, a lavatory washstand, and an outhouse-style latrine. A drawing board, work desk, and storage cabinets were used for paperwork. And a platform toward the rear of the car supported two lookout chairs, installed at a second level within the cupola. The natural wood of the walls, floor, and ceiling lend the multipurpose space the look of a ship's galley.

CHRONOLOGY

1885	mfd. by **B&M** for **CB&Q** as **#14140**
1912	renovated (prob. by **B&M)**
—	retired from service
1958	restored (prob. by **B&M**
1958	donated to State of Wyoming
1993	donated to City of Douglas

MOTOR CAR—FAIRMONT #217980

Motor cars were used by railroads throughout much of the 20th century, to inspect track and transport workers. Manufactured in various sizes and configurations, they were generally boxy contraptions, short on style and comparatively slow, with a top speed of about 30 miles per hour. Their predecessors were the manually-operated handcars used on the early railways; but the motor cars, variously known as "track cars," "speeders," and "jiggers"—were propelled with gasoline engines, and required an operator only for controlling speed. The Fairmont car in this collection was a one-seater, the smallest available model; larger units could accommodate 12 people or more. Motor cars, which are about as uncomfortable as they look, were superseded in the 1980's by a device known as a "Hy-rail," which allows ordinary pickup trucks to cruise the rails by means of retractable, rail-guided wheels. Today, retired track cars are prized as collector's items and recreational vehicles.

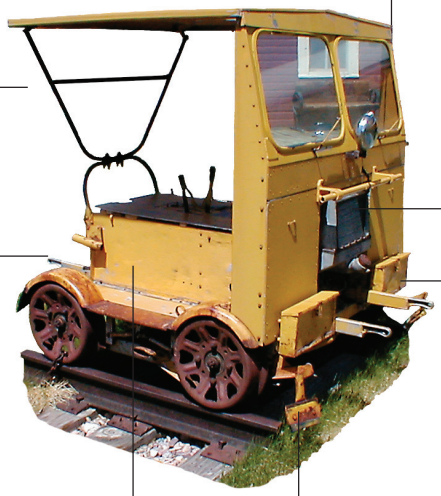


Photo by B. Douglas Jensen/Motorcar Operators West

Retired motor cars have become popular with mechanically-savvy railroad buffs, who invest ample hours (and funds) in restoring the vehicles. Many of the rejuvenated units are used for recreational jaunts along scenic stretches of the nation's smaller railway companies, for a nominal fee. Clearance must, of course, be obtained from the railroads well in advance; and operator's insurance is not a matter of choice.

CHRONOLOGY

1960	**(c.)** mfd. by Fairmont Railway Motors as **#217980**
—	to **UP**
—	to **C&S**
—	donated to State of Wyoming
1993	donated to City of Douglas

RECOMMENDED READING

LOCAL AND REGIONAL HISTORIES

Trails to Rails: A History of Wyoming's Railroads
by Robert A. King
Endeavor Books–Mountain States Lithographing, Casper WY: 2003

Fremont, Elkhorn & Missouri Valley R. R. Co.
by David Seidel
Harbor Mist Publications, Columbus NE: 1988

Historic Downtown Douglas: A Walking Tour
City of Douglas, Douglas WY: 2002

RAILROAD BIOGRAPHIES

The Life and Legend of Jay Gould
by Maury Klein
John Hopkins University Press, Baltimore MD: 1986

James J. Hill and the Opening of the Northwest
by Albro Martin
Minnesota Historical Society, St. Paul MN: 1991

RAILROAD FICTION

Held for Orders
by Frank H. Spearman
The Paper Tiger, Inc., Cresskill NJ: 1996

The Nerve of Foley
by Frank H. Spearman
The Paper Tiger, Inc., Cresskill NJ: 1996

Whispering Smith
by Frank H. Spearman
The Paper Tiger, Inc., Cresskill NJ: 1996

Thanks to the staff of the **Wyoming Pioneer Memorial Museum** for their invaluable help in the preparation of this guide—and to the **City of Douglas**, for making it possible.

Brochure design and text, and all contemporary photos (except as noted), by Jeffrey Derks. All historic photos courtesy of Wyoming Pioneer Memorial Museum.

1990	**Douglas acquires FE&MV Depot—headquarters of the Douglas Railroad Interpretive Center.**
1971	**Chicago & Northwestern Railroad closes FE&MV Depot.**
1914	**Chicago, Burlington & Quincy Railroad lays track through (and builds depot in) city of Douglas.**
1886	**Fremont, Elkhorn & Missouri Valley Railroad enters Wyoming Territory, establishing Douglas.**
1867	**Union-Pacific is first railroad to enter Wyoming Territory (en route to Promontory Summit, Utah).**
1856	**First railroad bridge across Mississippi River is completed, at Davenport, Iowa.**
1827	**Baltimore and Ohio Railroad becomes first westward-bound railway in America.**
1804	**Matthew Murray invents first working steam locomotive, at Leeds, England.**