country by train, perhaps the other women were not allowed to travel with the men, or perhaps they could not afford the expense of a ticket.

Other Women and the Railroad

Other women are mentioned in newspaper accounts and other reports and appear in historic pictures (Figure 9.33). One of the women mentioned is Mrs. T. Clapp. Her husband was working as a reporter for the Springfield Massachusetts Republican Newspaper (Carter 1960: 342). There is a photograph of a lady wearing a work apron and standing just inside of the "*Daily Reporter"* tent. Perhaps she worked with her husband setting type or writing columns (Mayer and Vose 1975: 164).

Reporter Cy Warman wrote about life in the Union Pacific camps. He described the role of one woman running a hotel tent (Mayer and Vose 1975:76-8) (Figure 9.34). Mr. Warman wrote:

> One of the first tents to go up is the hotel tent, and the man who runs it is the boarding boss. He is usually a jolly, fearless man, a good hustler, but not necessarily addicted to real manual toil. His wife does that. From four in the morning until midnight this slave of the camp is on her feet. To be sure, there are men cooks and flunkies and dishwashers, but the boarding boss has but one wife, and she must oversee everything. She must see that nothing goes to the pigs until all the boarders have refused it. Her tired but ever-smiling face repels more kicks than a State militia could repel. If one of the drivers is kicked by a mule, she bathes his hurt with horse liniment, and allows the wounded man to sit in the rocking-chair in the eating tent. She is at once a mother to the beardless and a sister of charity to the bearded men. Her private tent is the one spot respected at all times by the rough men of the camp, whether they be drunk or sober (Mayer and Vose 1975:76-8).

This description of the hotel matron is quite a tribute to the hard-working women on the transcontinental railroad. One has to wonder how many more women contributed to this endeavor but are lost to history or are out there waiting to be found.

After Completion of the Railroad

As the rail head moved eastward, so did the end-of-track towns. While a few, like North Platte, Laramie, Rock Springs and Evanston remained as section towns and evolved into respectable communities, most simply moved along with the rails. With the April 9, 1869, treaty at Hooper House, all extraneous construction stopped and the workers faded away along with the hell-on-wheels towns.