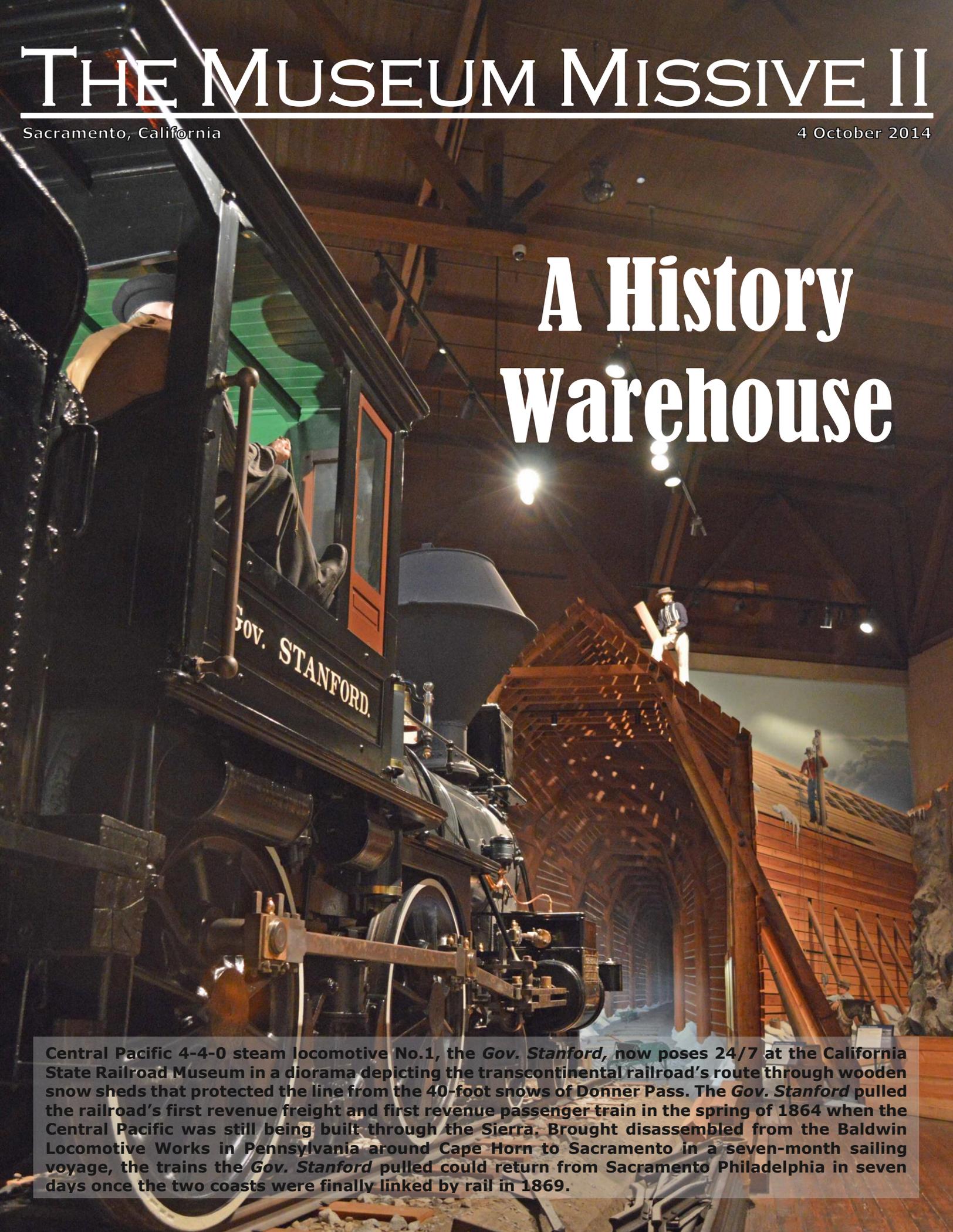


THE MUSEUM MISSIVE II

Sacramento, California

4 October 2014

A History Warehouse

A detailed diorama of a steam locomotive, the Gov. Stanford, in a wooden snow shed. The locomotive is black with gold accents and has "GOV. STANFORD." written on its side. It is positioned on tracks, and a man in a dark coat and hat is visible in the cab. The snow shed is made of dark wood with a high, arched roof. In the background, a man is seen working on the roof of the shed. The scene is lit with warm, focused lights, creating a historical atmosphere.

Central Pacific 4-4-0 steam locomotive No.1, the *Gov. Stanford*, now poses 24/7 at the California State Railroad Museum in a diorama depicting the transcontinental railroad's route through wooden snow sheds that protected the line from the 40-foot snows of Donner Pass. The *Gov. Stanford* pulled the railroad's first revenue freight and first revenue passenger train in the spring of 1864 when the Central Pacific was still being built through the Sierra. Brought disassembled from the Baldwin Locomotive Works in Pennsylvania around Cape Horn to Sacramento in a seven-month sailing voyage, the trains the *Gov. Stanford* pulled could return from Sacramento Philadelphia in seven days once the two coasts were finally linked by rail in 1869.



Southern Pacific 4-8-8-2 locomotive No.4294 was the last of 256 "cab forward" steam engines operated by the railroad that descended from the original Central Pacific. It was retired in 1956 as diesel power replaced steam. The unconventional positioning of the engineer and fireman at the front of the locomotive solved one of two major problems in operating a railroad through mountainous terrain. Putting the crew forward of the smokestack meant they could breathe fresh air in the 15 tunnels between Sacramento and the top of Donner Pass. The other problem was how a locomotive with polished steel wheels rolling on polished steel rails could get enough traction to pull a heavy load uphill. The answer was to make it heavy so that the wheels would grip. This locomotive weighs a million pounds.



Santa Fe 36-seat dining car *Cochiti* was named for an Indian pueblo as were the other diners used on the railroad's premier Chicago-Los Angeles train, the *Super Chief*. Its galley supplied 300 meals daily to its dining room and the private Turquoise Room in an adjacent dome car. Today its tables exhibit the silver and china place settings of U.S. railroads during the 1950s streamliner era.





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The Gold Rush put California in America's consciousness in 1849. But it was the completion of the "transcontinental" railroad from Sacramento to Omaha 20 years later – not admission to the Union in 1850 – that really made California part of the United States.

That event is celebrated by the state park known as the California State Railroad Museum one block from the original Central Pacific station in Old Sacramento, from which the railroad pushed eastward. Nearby is the hardware store owned by Mark Hopkins and C.P. Huntington, the forge owned by Charles Crocker and the law offices of Leland Stanford.

They were four transplanted East Coast businessmen who were making their Gold Rush fortunes by supplying mines and miners and who would finagle enough money from Abraham Lincoln to build the president's dream national transportation project.

Some folks go for the smaller trains.