

APPENDIX C

Public Workshops Summary and Initial Site Concepts

C.1 INTRODUCTION

A series of three public workshops were held to support the General Plan development. A brief summary of the public workshops, graphics, and early alternatives developed as part of the General Plan process, are provided in this section. The alternatives presented in this section and public input received in the public outreach process is the basis and precursor, leading to the development of the Preferred Concept Plan presented in Chapter 4. The results and all materials presented to the public during the public workshops are available and accessible from the General Plan project website: www.parks.ca.gov/ossHPgenplan.

C.2 PUBLIC WORKSHOP #1: IDENTIFICATION OF ISSUES AND OPPORTUNITIES

The first public workshop introduced the public to the planning process for the General Plan and EIR and was used to gather public input on the issues, concern, ideas, and visions to improve the future use and management of Old Sacramento State Historic Park (OSSHP). A brief presentation was provided to give an overview of the project and then followed up with questions for the public and table discussions addressing the issues, opportunities, and desired future for OSSHP. The key themes arising from the public workshop and table discussions are summarized below (refer to the notes for Public Workshop #1 on the project website for a summary of the comments received from the workshop).

Vision and Proposed Uses:

- ▶ As a Living History Site
- ▶ Connect to the River and Interpret the Riverfront
- ▶ Extend the Rail Line but Use Clean Energy
- ▶ Uncover the Past
- ▶ Places for Events
- ▶ Connect to Museums and other Cultural Destinations
- ▶ As a Gateway to California
- ▶ Alternative Transportation Options

Issues:

- ▶ Freeway Constraint
- ▶ Traffic and Parking Conflicts
- ▶ Lack of Attractions and Activities
- ▶ Lack of Interpretation
- ▶ Authenticity of Structures

- ▶ Balancing Different Ownership Interest
- ▶ Visitor-Friendly Public Facilities

Favorite Experiences:

- ▶ CSRM and Excursion Train Rides
- ▶ Historic Architecture/Character
- ▶ Special Events
- ▶ River Cruises
- ▶ Bike Trail

Important Historical Themes:

- ▶ **Railroad** – as the site of the transcontinental railroad
- ▶ **Gold Rush** – the event that brought people here
- ▶ **Commerce** – the connecting activity from which the city grew from
- ▶ **Agriculture** – the fertile region of the Sacramento Valley as a source of living for early settlers and significance to the economy of the valley
- ▶ **River and River Access** – as an important early means of transportation and shipping for early settlers and miners
- ▶ **As a Diverse, Cosmopolitan Community** – attracting an ethnically and culturally diverse community from the onset of the city’s early development
- ▶ **Archaeology** –historic remains of the city can still provide a glimpse into the past
- ▶ **Pony Express** – historic site of the western terminal delivering express mail service from the east coast
- ▶ **As a Transportation Nexus** – the site of dramatic revolutions in transportation technology (stage coaches, steamboats, railroads, etc.) that transformed the Sacramento region
- ▶ **Skid Row/Redevelopment** – as part of the history/story of Old Sacramento’s transformation

C.2 PUBLIC WORKSHOP #2: PRESENTATION OF INITIAL CONCEPT PLANS

The second public workshop presented and gathered public input on three possible alternatives for the future use and management of OSSHP. The alternatives carry out various interpretive themes of the park to their full, logical development. These alternatives, however, did not represent final “alternatives,” but were rather a starting point to understand public preferences and choose to choose the preferred plan components, envisioned for the future development of OSSHP. The three alternatives presented and their accompanying descriptions are shown in Exhibits C-1 through C-3 and Tables C-1 through C-3, below.

Exhibit C-1: Site Concept 1 – Gold Rush History

EXPAND, INTERPRET, AND BRING ALIVE GOLD RUSH HISTORY

Interprets buildings and activities in Old Sacramento in the years 1848-1852

* California State Railroad History and Technology Museums become a separate classified unit



EXCURSION TRAIN LINE & STOPS



CHARACTER IMAGES



SACRAMENTO FROM THE FOOT OF J STREET, 1850



BENJAMIN FRANKLIN HOUSE, PHILADELPHIA, PA



PADDINGTON RESERVOIR GARDENS, SYDNEY, AU



SUNKEN GOLD RUSH SHIP

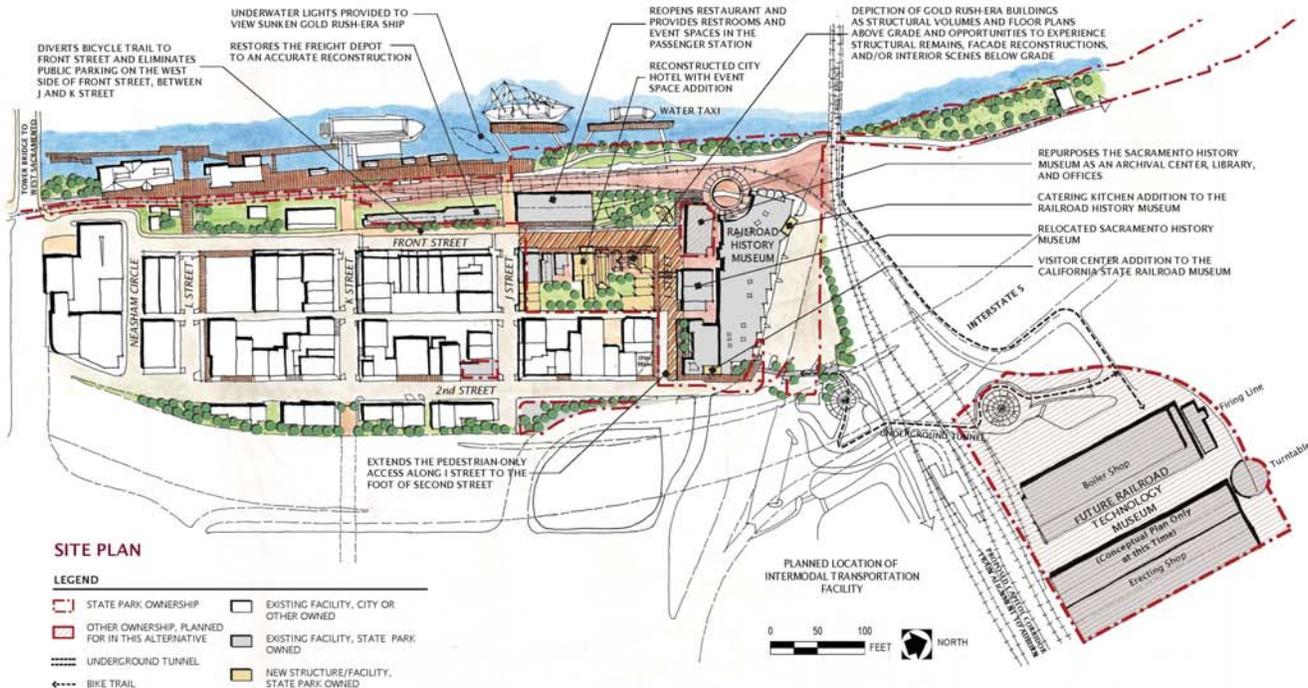


Table C-1: Alternative 1 – Gold Rush History



Old Sacramento State Historic Park
Draft General Plan Alternatives: Potential Themes, Land Use, and Access

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ALTERNATIVE 1	
Primary Theme Emphasis Including Period of Significance	<p>Gold Rush History Interprets buildings and activities in Old Sacramento in the years 1848-1852 <i>* California State Museum of Railroad History and Technology becomes a separate classified unit</i></p>
INTERPRETATION & EDUCATION	
Interpretive Focus	<p><u>Gold Rush</u></p> <ul style="list-style-type: none"> Interprets early Gold Rush period architecture and scenes including the living conditions, activities, and commerce of the day Tells the story of "how the world rushed in" <p><u>Railroad</u></p> <ul style="list-style-type: none"> Minor improvements to railroad scenes and facilities <p><u>Communication and Commerce</u></p> <ul style="list-style-type: none"> Interprets the Gold Rush commerce of the tent city <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> Interprets the story of the riverfront as it was experienced during the Gold Rush period
RECREATIONAL EXPERIENCES AND RESOURCES	
Visitor Experience	<p><u>Museum Experiences</u></p> <ul style="list-style-type: none"> Sacramento History Museum Railroad History Museum and expansion with Railroad Technology Museum Visitor Center at CSRM lobby Old Sacramento School House Museum Potential museum experiences in Gold Rush scene BF Hastings exhibit and museum rooms Wells Fargo Museum <p><u>Present Grass Area</u></p> <ul style="list-style-type: none"> Depicts Gold Rush Era buildings originally located in the area as structural volumes and floor plans; may reconstruct one or more additional buildings for potential concession use (hotel) and/or event space Conducts tours through structural volumes and original Gold Rush period grade to highlight structural remains, façade reconstructions, and/or interior scenes of the Gold Rush period Uses the Front Street right-of-way between the present grass area and Central Pacific Railroad Passenger Station events and activities <p><u>Excursion Train</u></p> <ul style="list-style-type: none"> Extends the excursion train to the Sacramento Zoo with potential stops at Crocker Art Museum, Miller Park, Baths Maintains existing boarding at Freight Depot in Old Sacramento <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> Provides underwater lights to view a sunken Gold Rush-era ship at the foot of J Street Interprets historic river elevation at Riverfront Park through interpretive signs <p><u>Parks, Open Space, and Urban Design</u></p> <ul style="list-style-type: none"> Includes a picnic area and outdoor stage in front of current Sacramento History Museum building (101 I Street); maintains existing track Includes landscaped plaza and gathering spaces in the grass area (may be within building volumes or other areas) Creates unobstructed views and access to the waterfront from I Street and J Street Interprets historic street and lot line divisions of the Gold Rush Period (may be through paved or brick outlines on ground) Adds gateway monument and signs at I and Second; J or K and Front <p><u>Visitor Amenities</u></p> <ul style="list-style-type: none"> Adds an addition and extension of CSRM lobby for use as small visitor center for ticket sales and tour and event information Includes public restroom and food service facilities at all appropriate locations Adds additional shading and landscaping with the development of the grass area <p><u>Public Safety</u></p> <ul style="list-style-type: none"> Requires small increase in Public Safety staff to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> On the Sacramento River During increased operating hours To the addition of a tunnel from Old Sacramento to the Railyards and North Sacramento Requires increase in Public Safety equipment to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> On the Sacramento River
PARK OPERATIONS	
Facility Use – State Park Owned	<p><u>Grass Area</u></p> <ul style="list-style-type: none"> Interpretation Reconstructed 1840s/50s buildings Volume of buildings Underground tours Potential concessions Events and activities <p><u>Big Four Building and Dingley Spice Mill</u></p> <ul style="list-style-type: none"> Becomes site for the Sacramento History Museum Repurposes basement and adds connection to Gold Rush scene via underground tunnel <p><u>Passenger Station</u></p> <ul style="list-style-type: none"> Existing interpretive use Re-opens restaurant Restrooms Event space <p><u>Freight Depot</u></p> <ul style="list-style-type: none"> Restores the Freight Depot to an accurate reconstruction by removing public market additions Maintains passenger ticketing and boarding

Table C-1 (continued): Alternative 1 – Gold Rush History

ALTERNATIVE 1	
	<p><u>Railroad History Museum</u></p> <ul style="list-style-type: none"> Adds an addition to the east end of the building for Visitor Center Adds catering kitchen at the back side of the museum <p><u>Railroad Technology Museum</u></p> <ul style="list-style-type: none"> Museum expansion focused on railroad science and engineering located in historic Southern Pacific shops (the Railyards) in Boiler Shop and Erecting Shop <p><u>BF Hasting Building</u></p> <ul style="list-style-type: none"> No change from existing use <p><u>Pony Express Park</u></p> <ul style="list-style-type: none"> No change from existing use
Facility Use – City or Other Owned	<p><u>Sacramento History Museum</u></p> <ul style="list-style-type: none"> Moves the Sacramento History Museum functions to Big Four Building, with basement tunnel underground connecting to the Gold Rush scene Repurposes existing building as State Parks archival center, library, and offices <p><u>Hall, Luhrs & Co.</u></p> <ul style="list-style-type: none"> No change from existing use <p><u>Old Sacramento School House</u></p> <ul style="list-style-type: none"> No change from existing use <p><u>Other</u></p> <ul style="list-style-type: none"> None <p><u>Property Acquisitions</u></p> <ul style="list-style-type: none"> City and State Parks trade property Requires future land swap of waterfront property along the Railyards site for the Railroad Technology Museum properties (common to all alternatives) Requires I Street easement or title transfer from City in front of the Railroad History Museum
Unit Classification	<p><u>Park Management</u></p> <ul style="list-style-type: none"> Old Sacramento State Historic Park and California State Museum of Railroad History and Technology operate as two separate classified park units
ACCESS AND CIRCULATION	
	<p><u>Roadways/Parking</u></p> <ul style="list-style-type: none"> Maintains existing roadways, eliminates diagonal parking on the west side of Front Street from J Street to K Street Requires I Street closure in front of the Railroad History Museum <p><u>Public Transit</u></p> <ul style="list-style-type: none"> Improves transit access to the Park via street trolley, light rail, train, water taxi, bicycle Bus drop off at north end of Second Street <p><u>Pedestrian-Only Access</u></p> <ul style="list-style-type: none"> Maintains the 1849 Scene as a pedestrian-only zone with vehicular access restricted on Front Street at J Street and on I Street at the alley, and includes half of I Street between Second Street and the alley for pedestrian-only access <p><u>Bike Trails/Access</u></p> <ul style="list-style-type: none"> Creates bike lane from J Street to Neasham Circle on west side of Front Street Diverts bicycle traffic from the bike trail down J Street to Front Street Improves connectivity along bike trail between I Street and J Street Improves connectivity at Capitol Mall and Front Street Improves connectivity into Land Park Creates bicycle linkage from Old Sacramento to Railyards

The comments received from the public workshop are provided in the meeting summary for Public Workshop #2, found on the General Plan project website: www.parks.ca.gov/ossHPgenplan.

Exhibit C-2: Alternative 2 – Transportation, Communication, and Commerce

TRANSPORTATION, COMMUNICATION, AND COMMERCE

Focuses on the influence of transportation, communication, and commerce on the growth of Sacramento including the greater Sacramento region during the period 1840s to 1880s but allows for other periods to be interpreted



EXCURSION TRAIN LINE & STOPS



CHARACTER IMAGES

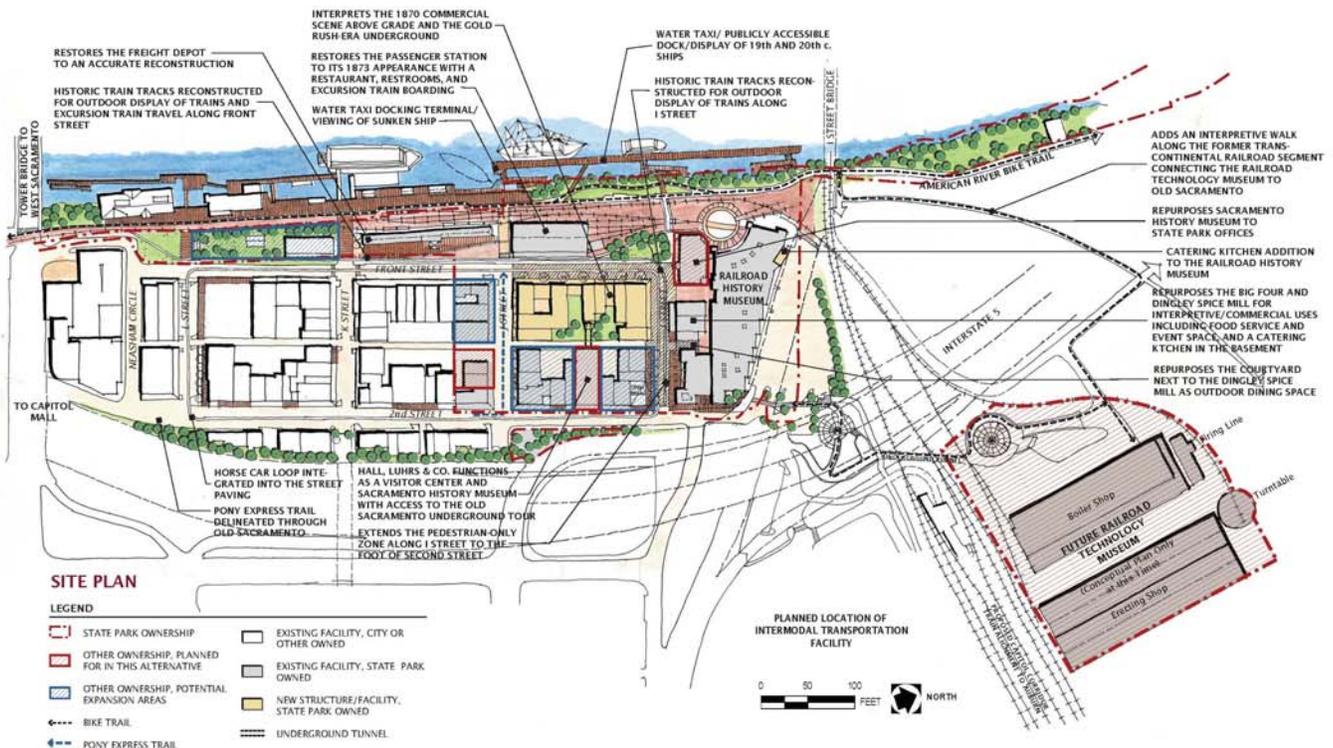


Table C-2: Alternative 2 – Transportation, Communication and Commerce



Old Sacramento State Historic Park

Draft General Plan Alternatives: Potential Themes, Land Use, and Access

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ALTERNATIVE 2	
Primary Theme Emphasis Including Period of Significance	Transportation, Communication, and Commerce Focuses on the influence of transportation, communication, and commerce on the growth of Sacramento including the greater Sacramento region during the period 1840s to 1880s, but allows for other periods to be interpreted
INTERPRETATION & EDUCATION	
Interpretive Focus	<p><u>Gold Rush</u></p> <ul style="list-style-type: none"> Interprets the early Gold Rush scene at its historic (lower) elevation underground as part of the commercial scene <p><u>Railroad</u></p> <ul style="list-style-type: none"> Expands railroad activities, exhibits, and events into the outdoor spaces of the park Showcases transportation technologies over time <p><u>Communication and Commerce</u></p> <ul style="list-style-type: none"> Tells the story of transportation, communication, and commerce in Sacramento Highlights 1870s Front Street scene, creating linkage to current commercial district in Old Sacramento <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> Interprets the river/riverfront as a key transportation system promoting the growth and development of the city
RECREATIONAL EXPERIENCES AND RESOURCES	
Visitor Experience	<p><u>Museum Experiences</u></p> <ul style="list-style-type: none"> Sacramento History Museum Railroad History Museum, and expansion with Railroad Technology Museum Visitor Center in Hall, Luhrs & Co. Old Sacramento School House Museum (new location) Adds an interpretive walk/bike path along the former transcontinental railroad segment connecting the Railroad Technology Museum to Old Sacramento Emphasizes the Pony Express western terminus and path through Old Sacramento with interpretive markers or paving BF Hastings exhibits and museum rooms Wells Fargo Museum <p><u>Present Grass Area</u></p> <ul style="list-style-type: none"> Depicts late 19th century buildings originally located along Front Street for potential concession and/or event use Includes development of Gold Rush period scenes including structural remains, potential facade reconstructions, and/or interior scenes of the Gold Rush period Converts Big Four Building and Dingley Spice Mill to active interpretive/commercial use appropriate to the period. May include new concession in Dingley Steam Coffee and Spice Mill Re-opens Silver Palace Restaurant as concession in Passenger Station <p><u>Excursion Train</u></p> <ul style="list-style-type: none"> Extends the excursion train line to Hood with potential stops at Crocker Art Museum, Miller Park, Baths, the Sacramento Zoo, and Freeport with an operating schedule of 60 days/year to Hood with two round trips daily Allows for riverboat interface at Old Sacramento, Freeport, or Hood Reconstructs historic rail line on the western edge of Front Street Develops boarding location in Central Pacific Railroad Passenger Station. Line runs down Front Street and connects back into mainline at Waterfront Park (removes School House) Reconstructs historic rail line along I Street in front of Big Four Building and Railroad History Museum Recreates historic horse car loop connecting along I Street, Front Street, L Street, and Second Street <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> Constructs a new dock along Riverfront Park for public access and for the display of 19th and 20th century river vessels Includes a water taxi at the foot of I Street Provides underwater lights to view a sunken Gold Rush-era shipwreck at the foot of J Street Interprets historic river elevation at Riverfront Park through interpretive signs <p><u>Parks, Open Space, and Urban Design</u></p> <ul style="list-style-type: none"> Establishes event and activity space in the grass area behind and perhaps below the reconstructed 1870s commercial scene Adds gateway monuments and signs on I and Second; J or K and Front <p><u>Visitor Amenities</u></p> <ul style="list-style-type: none"> Adds visitor center on the ground floor of Hall, Luhrs & Co. providing visitor orientation, concierge services, ticket sales, tour and event information, museum store, and departure for underground tours Includes public restroom facilities at all appropriate locations Adds additional shading and landscaping with the development of the grass area <p><u>Public Safety</u></p> <ul style="list-style-type: none"> Requires significant increase in Public Safety staff to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> On the Sacramento River During increased operating hours To the addition of a tunnel from Old Sacramento to the Railyards and North Sacramento On 17-miles of active railroad tracks from Old Sacramento to the town of Hood Requires significant increase in Public Safety equipment to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> On the Sacramento River On 17-miles of railroad right-of-way from Old Sacramento to the town of Hood
PARK OPERATIONS	
Facility Use – State Park Owned	<p><u>Grass Area</u></p> <ul style="list-style-type: none"> Interpretation Reconstructed 1870s buildings Underground tours Lower level depiction of Gold Rush era buildings and activities Potential concessions Events and activities <p><u>Big Four Building and Dingley Spice Mill</u></p> <ul style="list-style-type: none"> Repurposes first and second floors as interpretive/commercial space, including food service (Dingley Steam Coffee and Spice Mill, Stanford Bros Dry Goods, etc) and event space Adds catering kitchen to support event space in basement

Table C-2 (continued): Alternative 2 – Transportation, Communication and Commerce

ALTERNATIVE 2	
	<p><u>Passenger Station</u></p> <ul style="list-style-type: none"> Restores Passenger Station to 1873 interior appearance Becomes boarding and departure location (Hahn painting) for Sacramento Southern Railroad (excursion train) which then travels up Front Street Re-opens restaurant Restrooms Event space <p><u>Freight Depot</u></p> <ul style="list-style-type: none"> Restores the Freight Depot to an accurate reconstruction by removing public market additions Eliminates passenger ticketing and boarding Adds exhibits about freight transportation and commerce <p><u>Railroad History Museum</u></p> <ul style="list-style-type: none"> Redesigns front of museum to blend with 1870s character Adds catering kitchen at back side of museum building Adds courtyard (outdoor) dining connected to Dingley eating venue <p><u>Railroad Technology Museum</u></p> <ul style="list-style-type: none"> Museum expansion focused on railroad science and engineering located in historic Southern Pacific shops (the Railyards) in Boiler Shop and Erecting Shop <p><u>BF Hasting Building</u></p> <ul style="list-style-type: none"> No change from existing use <p><u>Pony Express Park</u></p> <ul style="list-style-type: none"> No change from existing use
Facility Use – City or Other Owned	<p><u>Sacramento History Museum</u></p> <ul style="list-style-type: none"> Moves Sacramento History Museum to Hall, Luhrs & Co. Repurposes existing building as State Parks archival center, library, and offices <p><u>Hall, Luhrs & Co.</u></p> <ul style="list-style-type: none"> Houses Sacramento History Museum with access to underground tours through existing basement facilities Adds a Visitor Center inside the museum <p><u>Old Sacramento School House</u></p> <ul style="list-style-type: none"> No change from existing use, but is relocated to a site in Old Sacramento to be determined (accommodates train tracks) <p><u>Other</u></p> <ul style="list-style-type: none"> None <p><u>Property Acquisitions</u></p> <ul style="list-style-type: none"> Hall, Luhrs & Co. acquired by State Parks to house visitor center and Sacramento History Museum, then traded with City for the Sacramento History Museum building Potentially expands the ownership boundaries of the State Park to include other Old Sacramento properties Requires State Parks to obtain properties for the Railroad Technology Museum State Parks would acquire an access easement through the Railyards site for the interpretive walk along the path of the Transcontinental Railroad Requires I Street easement or title transfer from City in front of the Railroad History Museum
Unit Classification	<p><u>Park Management</u></p> <ul style="list-style-type: none"> Old Sacramento State Historic Park and the California State Museum of Railroad History and Technology are classified as one park unit
ACCESS AND CIRCULATION	
	<p><u>Roadways/Parking</u></p> <ul style="list-style-type: none"> Reconfigures Front Street as a one way lane, heading south with diagonal parking on the east side only, a horse car track, and train tracks double tracked along Front Street for the excursion train Closes I Street in front of Railroad History Museum <p><u>Public Transit</u></p> <ul style="list-style-type: none"> Emphasizes new transit access to the park via street trolley, light rail, train, water taxi, horse-drawn carriage, and bicycle Bus drop off at north end of Second Street <p><u>Pedestrian-Only Access</u></p> <ul style="list-style-type: none"> Extends the pedestrian-only zone along I Street to the foot of Second Street and to the waterfront <p><u>Bike Trails/Access</u></p> <ul style="list-style-type: none"> Creates connectivity of bike trail from I Street Bridge to Capitol Mall via boardwalk extension, requiring the removal of some existing railroad track along the boardwalk Improves connectivity along entire railroad right-of-way Creates bicycle linkage from Old Sacramento to Railyards

Exhibit C-3: Alternative 3 – Old Sacramento Through Time

OLD SACRAMENTO THROUGH TIME

Equally emphasizes Gold Rush, River, and Railroad history, as well as related architectural and archaeological features from mid-19th century, and following through key historical periods in Old Sacramento's development



EXCURSION TRAIN LINE & STOPS



CHARACTER IMAGES

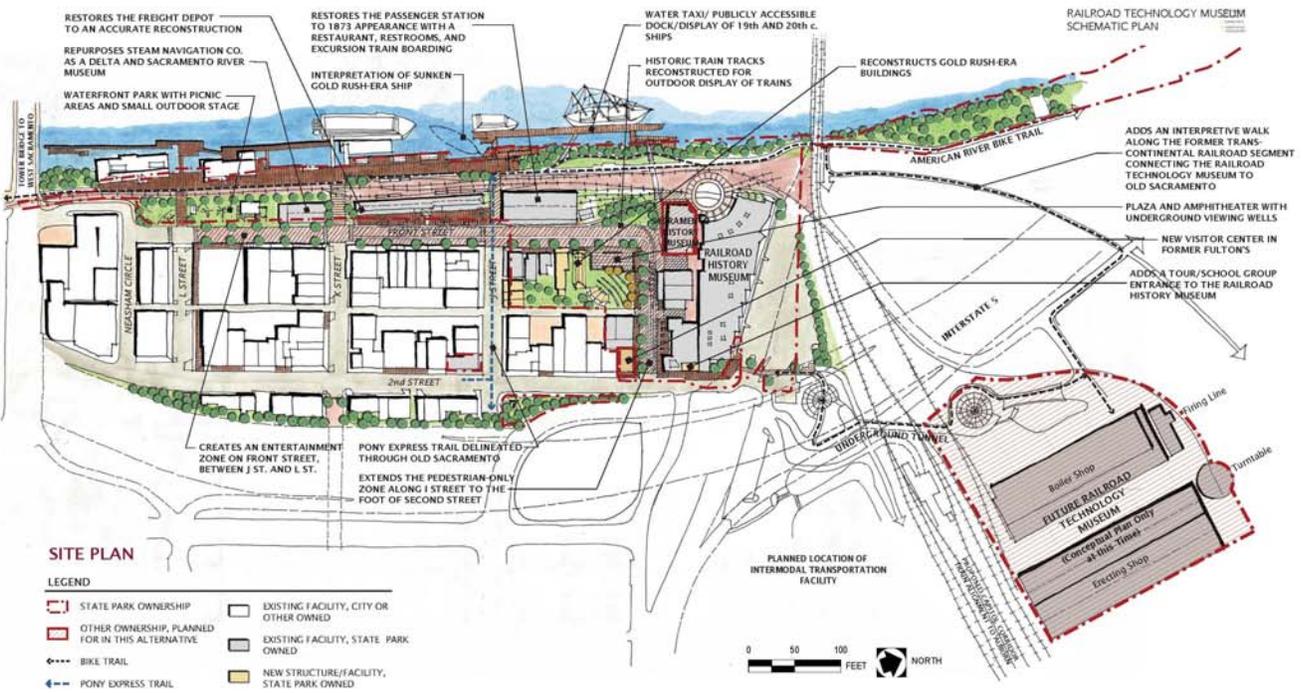


Table C-3: Alternative 3 – Old Sacramento Through Time



Old Sacramento State Historic Park
Draft General Plan Alternatives: Potential Themes, Land Use, and Access

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ALTERNATIVE 3	
Primary Theme Emphasis Including Period of Significance	<p>Old Sacramento History Through Time Equally emphasizes Gold Rush, River, and Railroad history, as well as related architectural and archaeological features from mid-19th century, and following through key historical periods in Old Sacramento's development</p>
INTERPRETATION & EDUCATION	
Interpretive Focus	<p><u>Gold Rush</u></p> <ul style="list-style-type: none"> Expands interpretation of the Gold Rush story, scenes, architecture, and activities <p><u>Railroad</u></p> <ul style="list-style-type: none"> Expands railroad activities, exhibits, and events into the outdoor spaces of the park Showcases transportation technologies over time <p><u>Communication and Commerce</u></p> <ul style="list-style-type: none"> Creates opportunities for interpreting both Gold Rush Commerce and its aftermath <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> Interprets the riverfront as a landing, ferry terminal, freight and passenger dock Conveys the impact of the river as an avenue of transportation, a force of nature, and a critical part of the Delta environment
RECREATIONAL EXPERIENCES AND RESOURCES	
Visitor Experience	<p><u>Museum Experiences</u></p> <ul style="list-style-type: none"> Sacramento History Museum Railroad History Museum, and expansion with Railroad Technology Museum Visitor Center in former Fulton's Prime Rib Addition of a Delta and Sacramento River Museum Old Sacramento School House Museum Adds an interpretive walk/bike path along the former transcontinental railroad segment connecting the Railroad Technology Museum to Old Sacramento Emphasizes the Pony Express western terminus and path through Old Sacramento with interpretive markers or paving BF Hastings exhibits and museum rooms Wells Fargo Museum <p><u>Present Grass Area</u></p> <ul style="list-style-type: none"> Depicts Gold Rush Era buildings originally located in the area as structural volumes and floor plans; may reconstruct one or more additional buildings for potential concession use (hotel) and/or event space. Build out allows for the inclusion of a small amphitheater and plaza with monuments to the period Uses the Front Street right-of-way between the grass area and Central Pacific Passenger Station for events and activities <p><u>Excursion Train</u></p> <ul style="list-style-type: none"> Reconstructs historic rail line from Passenger Station by Big Four Building (up I Street) and continuing in front of Railroad History Museum for display purposes Reconstructs historic rail line along Front Street to end at K Street for display of trains on Front Street to support events Extends the excursion train line to the Sacramento Zoo with potential stops at Crocker Art Museum, Miller Park, Baths Adds a second excursion train line from Freesport to Hood with potential for dinner train, brunch train, or other themed-excursions Connects rail segment through Land Park and South Land Park mainly for equipment transfer, not regular passenger operations Constructs historic horse car line in L configuration along I Street and Front Street ending at Neasham Circle Develops boarding location in Central Pacific Railroad Passenger Station. Line runs down existing rail line (may require alteration of corner of freight depot platform) <p><u>River/Riverfront</u></p> <ul style="list-style-type: none"> Provides interpretation of the sunken Gold Rush era shipwreck Docks a Gold Rush Era ship (replica) at the foot of J Street Includes a joint ticketing office for riverboat and train excursion at the Passenger Station Includes a wharf and water taxi stop at the foot of J Street Repurposes the Steam Navigation Co. as a Delta River Museum with environmental interpretation of the Delta <p><u>Parks, Open Space, and Urban Design</u></p> <ul style="list-style-type: none"> Creates an amphitheater using current slopes on a portion of the grass area. Includes uniform streetscape and pedestrian improvements to distinguish Old Sacramento as a unique district Adds gateway monument and signs on I Street at Second, and Front at Capitol Mall entrance to Old Sacramento Creates a museum and entertainment district along I Street and Front Street, continuing the pedestrian-only zone along Front Street between J Street and L Street <p><u>Visitor Amenities</u></p> <ul style="list-style-type: none"> Adds new visitor center facility at former location of Fulton Prime Rib, on the southwest corner of I Street at Second, providing visitor orientation, concierge services, ticket sales, tour and event information, and departure for the underground tour Includes public restroom facilities at all appropriate locations Adds additional shading and landscaping with the development of the grass area <p><u>Public Safety</u></p> <ul style="list-style-type: none"> Requires significant increase in Public Safety staff to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> On the Sacramento River During increased operating hours To the addition of a tunnel from Old Sacramento to the Railyards and North Sacramento On the entire Old Sacramento River front On a second train line running from Hood to Freesport Requires significant increase in Public Safety equipment to effectively patrol and respond to visitor incidents: <ol style="list-style-type: none"> On the Sacramento River On the Old Sacramento River front On a second train line running from Hood to Freesport

Table C-3 (continued): Alternative 3 – Old Sacramento Through Time

ALTERNATIVE 3	
PARK OPERATIONS	
<p>Facility Use – State Park Owned</p>	<p><u>Grass Area</u></p> <ul style="list-style-type: none"> • Interpretation • Amphitheater • Reconstructed buildings 1840s/50s • Potential concessions • Underground tours • Events and activities <p><u>Big Four Building and Dingley Spice Mill</u></p> <ul style="list-style-type: none"> • No change from existing use (office, storage, interpretive/commercial, exhibits, multi-purpose, library) <p><u>Passenger Station</u></p> <ul style="list-style-type: none"> • Restores the Passenger Station to 1873 interior appearance • Becomes boarding and departure location (Hahn painting) for Sacramento Southern Railroad (excursion train) which then travels along existing line • Re-opens restaurant • Restrooms • Event space <p><u>Freight Depot</u></p> <ul style="list-style-type: none"> • Restores the Freight Depot to an accurate reconstruction by removing public market additions • Eliminates passenger ticketing and boarding • Makes space available for events and rentals • Interprets agricultural history of California <p><u>Railroad History Museum</u></p> <ul style="list-style-type: none"> • Develops tour/school group entrance on east side of museum <p><u>Railroad Technology Museum</u></p> <ul style="list-style-type: none"> • Museum expansion focused on railroad science and engineering located in historic Southern Pacific shops (the Railyards) in Boiler Shop and Erecting Shop <p><u>BF Hastings Building</u></p> <ul style="list-style-type: none"> • No change from existing use <p><u>Pony Express Park</u></p> <ul style="list-style-type: none"> • No change from existing use
<p>Facility Use – City or Other Owned</p>	<p><u>Sacramento History Museum</u></p> <ul style="list-style-type: none"> • No change from existing use <p><u>Hall, Luhrs & Co.</u></p> <ul style="list-style-type: none"> • No change from existing use <p><u>Old Sacramento School House</u></p> <ul style="list-style-type: none"> • No change from existing use <p><u>Other</u></p> <ul style="list-style-type: none"> • Repurposes Steam Navigation Co. to serve as a Delta and Sacramento River Museum <p><u>Property Acquisitions</u></p> <ul style="list-style-type: none"> • Expands the ownership boundaries of the State Park to include the entire length of the waterfront area in Old Sacramento including portions of properties west of Front Street • Requires State Parks to acquire the Fulton's Prime Rib building • Requires State Parks to obtain properties for the Railroad Technology Museum • State Parks would acquire an access easement through the Railyards site for an interpretive walk along the historic path of the Transcontinental Railroad • Requires I Street easement or title transfer from City in front of the Railroad History Museum
<p>Unit Classification</p>	<p><u>Park Management</u></p> <p>One classified park unit, but consideration given to new operating structure and governance for all of Old Sacramento</p>
ACCESS AND CIRCULATION	
	<p><u>Roadways/Parking</u></p> <ul style="list-style-type: none"> • Closes Front Street public vehicle traffic from J Street to L Street • Includes a horse car track in an "L" shape <p><u>Public Transit</u></p> <ul style="list-style-type: none"> • Emphasizes new transit access to the park via street trolley, light rail, train, water taxi, horse-drawn carriage, and bicycle • Bus drop off at north end of Second Street <p><u>Pedestrian-Only Access</u></p> <ul style="list-style-type: none"> • Extends the pedestrian-only zone along I Street to the waterfront and on Front Street from J Street to L Street <p><u>Bike Trails/Access</u></p> <ul style="list-style-type: none"> • Creates connectivity of bike trail from I Street Bridge to Capitol Mall via a boardwalk extension, requiring removal of track on boardwalk • Improves connectivity along entire railroad right-of-way • Creates bicycle linkage from Old Sacramento to Railyards

C.3 PUBLIC WORKSHOP #3: PRESENTATION OF DRAFT PREFERRED SITE CONCEPT PLAN

The third public workshop presented and gathered public input on a Draft Preferred Concept Plan for the future use and management of OSSHP. The public was asked to respond to features they like or didn't like on various components of the preferred concept plan, including the waterfront area, former 1849 Scene, railroad experience, circulation, and any other suggestions for plan improvement. Public input from the draft preferred concept plan was used to develop the Preferred Concept Plan in Chapter 4 of the General Plan. The Draft Preferred Concept Plan (Exhibit C-4), Preferred Excursion Train Concept (Exhibit C-5), and Historic Scene Concept (Exhibit C-6) follow. The comments received from the public workshop are provided in the meeting summary for Public Workshop #3, found on the General Plan project website: www.parks.ca.gov/osshpgenplan.

Exhibit C-4: Draft Preferred Concept Plan

CHARACTER IMAGES



PASSENGER STATION, 1873 APPEARANCE



HORSE CAR EXHIBITION DURING RAILFAIR 1999



JORVIK VIKING CENTRE, YORK, ENGLAND; VISITOR CENTER/MUSEUM EXAMPLE



1849 SITE UNCOVERED SHOWING SIDEWALK BUTTRESSES FROM STREET RAISING



SACRAMENTO IN 1850 FROM THE FOOT OF J STREET

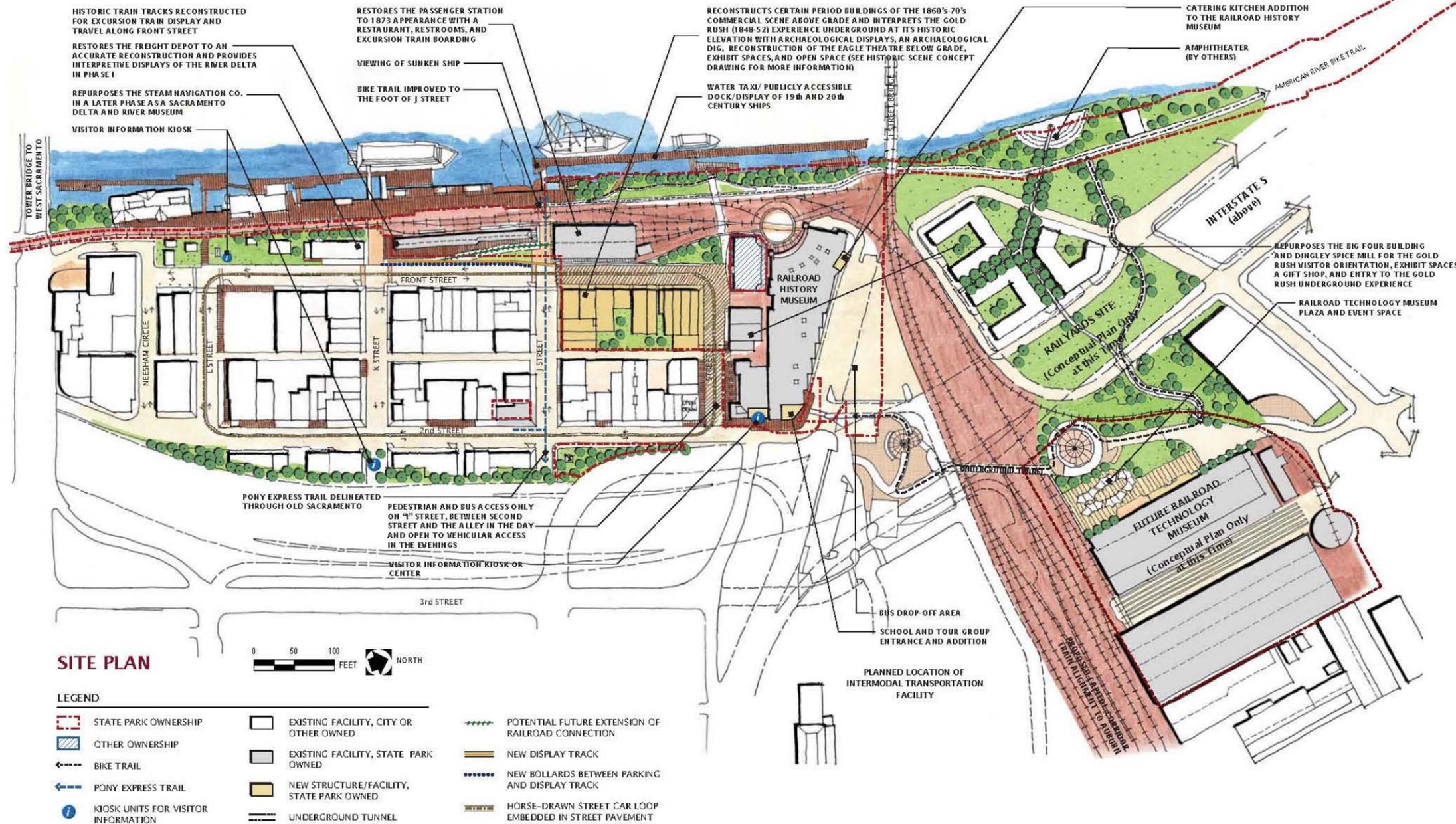


Exhibit C-5: Preferred Excursion Train Concept

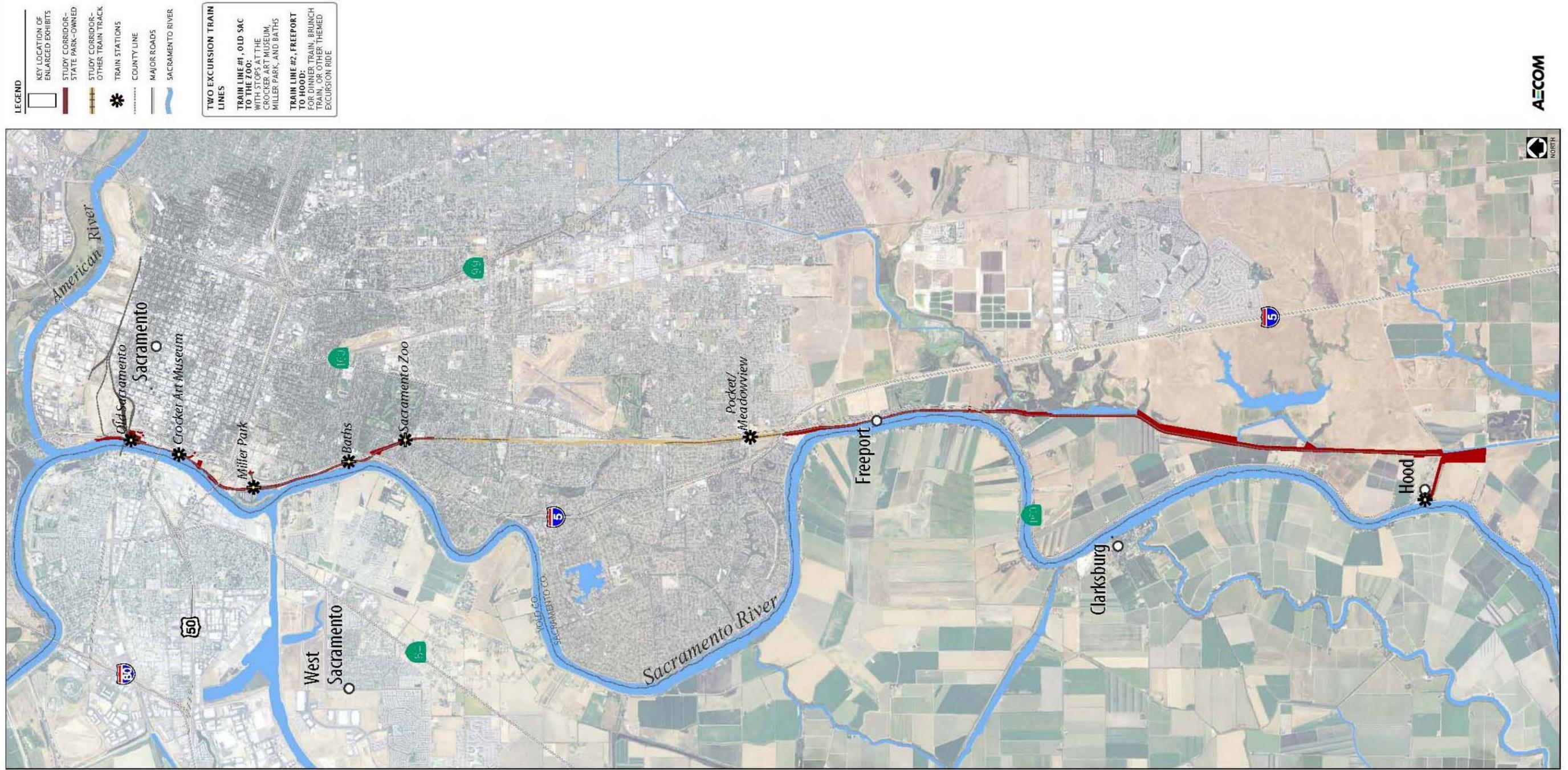
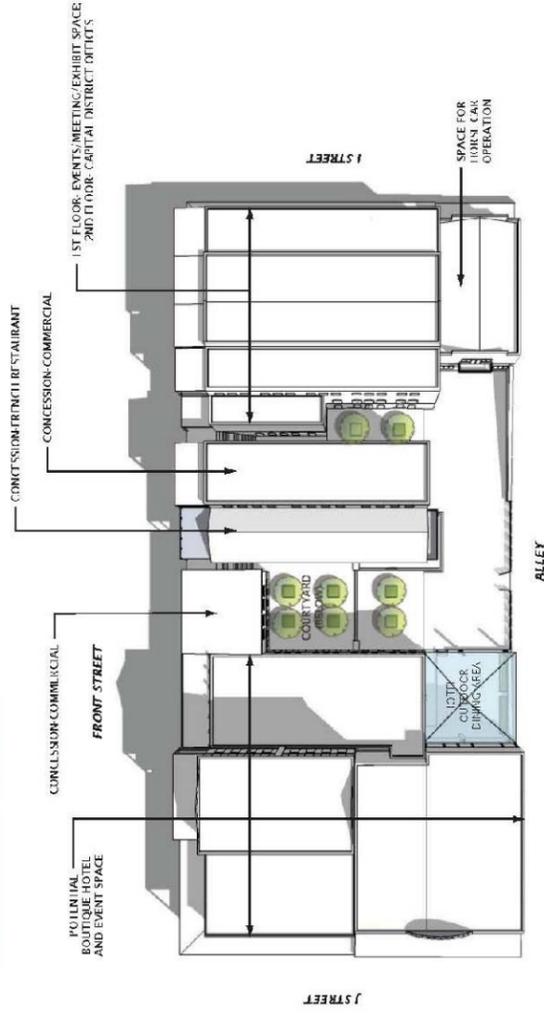
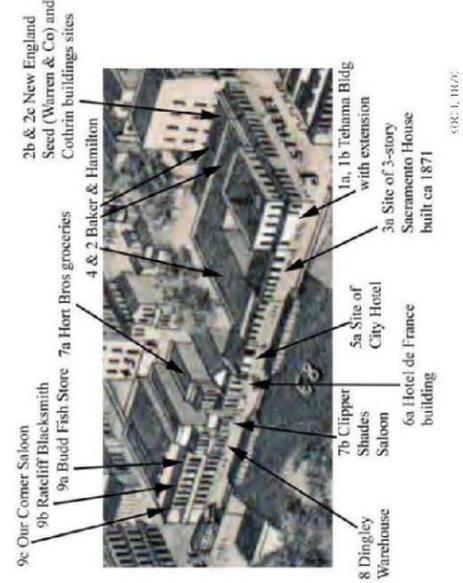


Exhibit C-6: Historic Scene Concept

CONCEPTUAL SITE PLAN

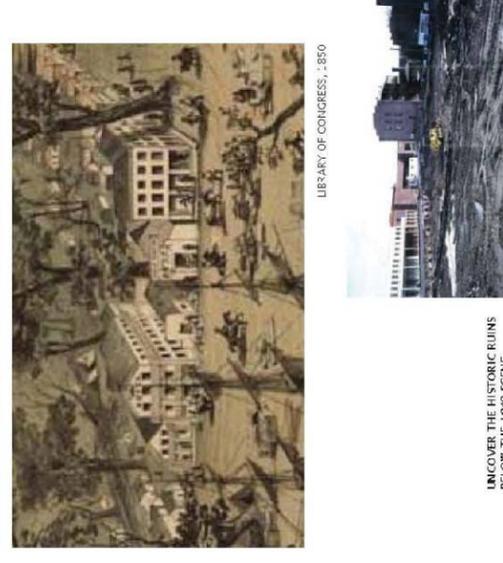


CHARACTER IMAGES

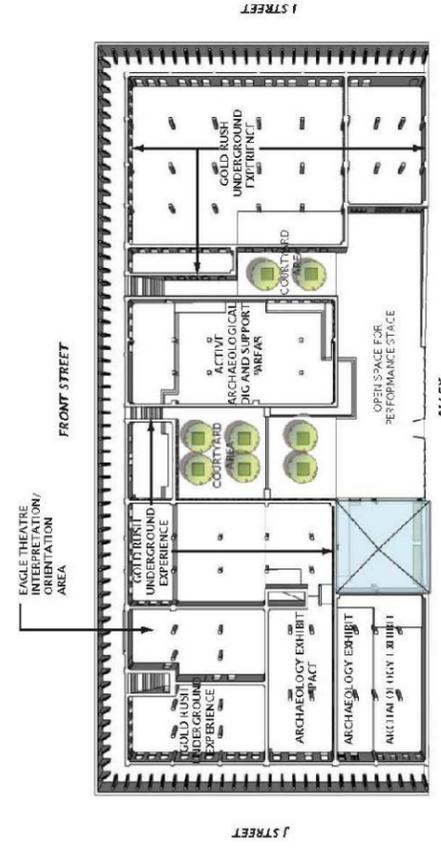


1870'S COMMERCIAL INTERPRETATION AT STREET GRADE

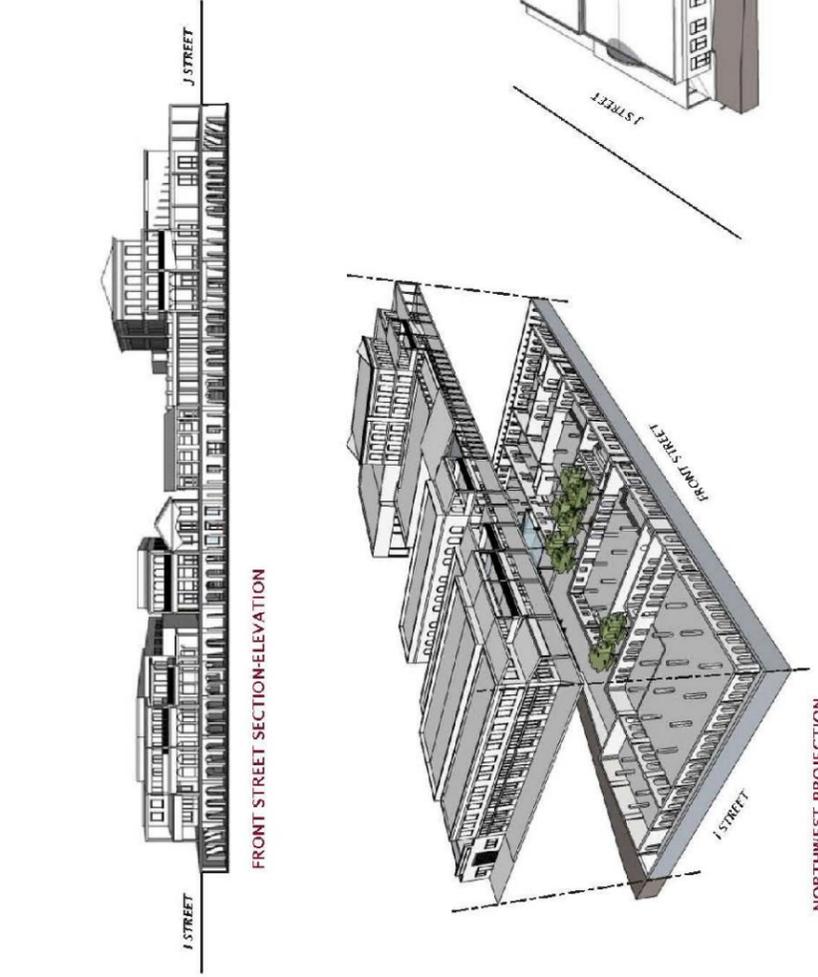
GOLD RUSH-ERA INTERPRETATION AT HISTORIC GRADE



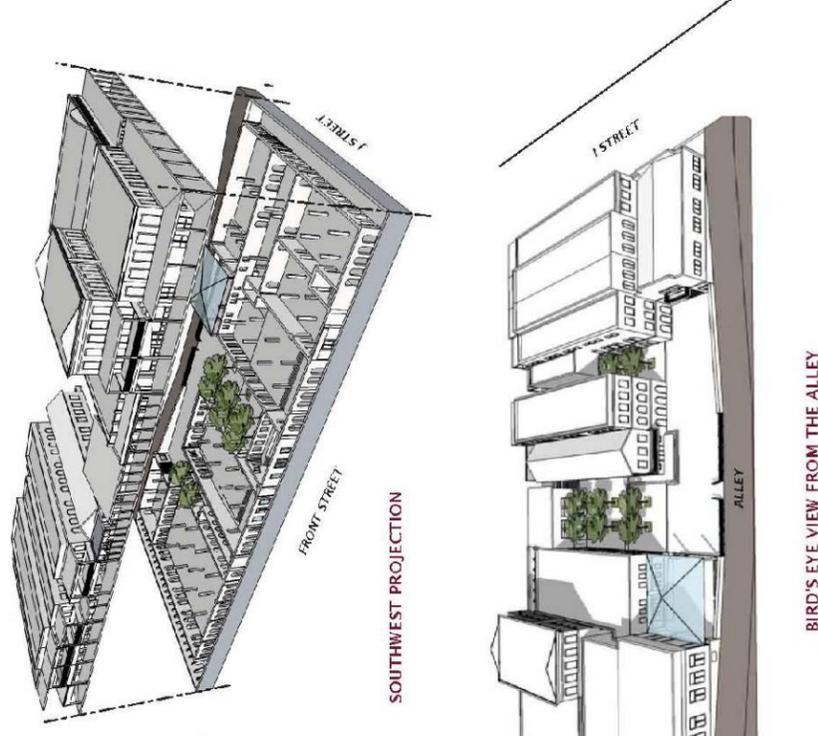
STREET GRADE 1865-1875



HISTORIC GRADE 1848-1852



CONCEPTUAL RENDERING OF THE HISTORIC SCENE



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APPENDIX D

Supplemental Cultural and Historical Resources Information

D.1 HISTORICAL BACKGROUND AND HISTORY

In the early days of settlement, the City of Sacramento was shaped by a collection of opportunistic business decisions by a few business-savvy and influential capitalists rather than by careful planning of where and how to build a sustainable community.¹ Only later did leaders of the community address problems resulting from short-term choices that were made in the early years of the city.

In 1840, John Sutter settled on nearly 44,000 acres (later increased to 132,000 acres) of land granted to him by the Mexican government, which he named New Helvetia (Nueva Helvetia in Spanish, meaning "New Switzerland"). He built a fort as his headquarters, strategically located a couple miles inland from the confluence of the Sacramento and American Rivers on a higher knoll above the level of seasonal flooding.² Sutter planned to develop his properties by exploiting the Native American population in the area for labor and by encouraging nearby settlement of other Europeans and Americans to make his fort a commercial center for the region. Unfortunately for this aspiring empire-builder, James Marshall's 1848 discovery of gold at Sutter's mill in Coloma Valley on January 24, 1848, attracted large numbers of emigrants, who would overrun and redirect Sutter's vision.

It was the next generation of opportunistic city-builders, led by Sam Brannan, who recast Sutter's vision. Brannan's many business ventures in January 1848 included a store at Sutter's Fort and a San Francisco-based newspaper called the *California Star*. While Sutter tried to keep the gold discovery a secret, Brannan quickly stocked his store with mining supplies and then widely publicized the discovery, quickly profiting from the rush of folks eager to strike it rich in the foothills.³

Brannan convinced Sutter's son, John Sutter, Jr., to survey the land for Sacramento City, stretching out three miles from the place, known as Sutter's Embarcadero on the banks of the Sacramento River, just below its confluence with the American River. Its proximity to the two rivers made it a natural transportation route. However, this opportunistic choice failed to consider the geography of the land, especially its propensity to flood.⁴ The Sacramento and American Rivers became the city's life blood, providing the key to its success as the gateway to the gold fields and as a major commercial center in young California, but also provided its greatest challenge to survival as a community.

With the help of Peter Burnett, a lawyer (and later, first elected governor of California), Brannan and Sutter Jr. plotted the city and began selling lots in 1849 for \$250. Intense speculation swept the city and lot prices rose quickly; by the end of 1849, lot prices soared to \$8,000.⁵ With a little help from an abnormally dry winter, potential buyers were unaware of the issues with the site's geography they would later encounter. Brannan's scheme paid off almost

¹ Mark A. Eifler, *Gold Rush Capitalists: Gold and Greed in Sacramento* (Albuquerque: University of New Mexico Press, 2002), 39-40.

² Steven M. Avella, *Sacramento: Indomitable City* (Charleston: Arcadia, 2003), 22.

³ Avella, *Sacramento*, 30.

⁴ Ibid. 31; Eifler, *Gold Rush Capitalists*, 50.

⁵ Ibid., 49, 51, 54.

immediately.⁶ However, most Sacramentans were renters or transients who owned nothing.⁷ In fact, most of Sacramento's population was made up of miners or those passing through, only staying in Sacramento during the winter months. Many were eager to make their fortune and return home.⁸

In 1849, a small but powerful minority owned most of the land in Sacramento. According to historian Steven Avella, "This loose coalition of merchants, traders, and speculators" were the most vocal in ensuring that the city be a permanent and safe place to do business. Goods and people coming to the bustling city via the Sacramento River were off-loaded from their boats onto the crowded Embarcadero, the heart of commercial and social activities in 1849. Within a year, the city's first city council consisted of land agents and some of the wealthiest men in town, including Sam Brannan.⁹ Their political agenda focused on promoting and sustaining this Gold Rush marketplace through which they hoped to get rich.¹⁰ Such things as public health and safety enjoyed little attention from these speculators, leading to conflict with other newcomers, who arrived with their own expectations of a community in the West.¹¹

Reflecting the speculators' attitudes, early structures were made from canvas and other provisional materials, and the streets were poorly maintained. New arrivals found shelter in the nearly forty-five wooden buildings, 300 cloth houses, as well as the many campsites that housed hundreds of seasonally unemployed miners and recently-arrived overland migrants and families.¹² By the end of 1850, Sacramento's population reached 10,000.¹³ An 1850 Sacramentan described the town:

*The streets are not graded, nor are anything done to clear them out, except cutting down some of the scattering trees which five or six months ago were the sole occupants of the ground. The whole town plot is covered with boxes and barrels, empty or filled with all kinds of goods, in passable, indifferent, or bad order, or totally ruined; and wagons, lumber, glass bottles, machinery, and plunder of all sorts, heaped and scattered and tumbled about in the most admired confusion.*¹⁴

While they brought little financial capital to Sacramento, many overland migrants possessed a unique desire for community forged after months on the trails, which they subsequently projected onto the development of the city.¹⁵ Differing visions for the city, those that elevated

⁶ Lagomarsino, *Early Attempts*, 5.

⁷ Avella, *Sacramento*, 35.

⁸ Mary Helmich and Pauline G. Spear, *A Gold Rush Merchant's Manual* (Office of Interpretive Services: California Department of Park and Recreation, 1989), 11.

⁹ Avella, *Sacramento*, 35, 36.

¹⁰ Helmich and Spear, *A Gold Rush Merchant's Manual*, 11.

¹¹ Eifler, *Gold Rush Capitalists*, 69, 89.

¹² Thor Severson, *An Illustrated History: 1839-1874 From Sutter's Fort to Capital City* (California Historical Society, 1973), 90.

¹³ Helmich and Spear, *A Gold Rush Merchant's Manual*, 6.

¹⁴ Helmich and Spear, *A Gold Rush Merchant's Manual*, 11; J.S. Holliday, *The World Rushed In: The California Gold Rush Experience* (New York: Simon and Schuster, 1981), 230-231.

¹⁵ Eifler, *Gold Rush Capitalists*, 89.

community and those that valued commerce often came into conflict in 1849 and 1850 and enhanced the sense of confusion and uncertainty in Sacramento.¹⁶

Much of the square-mile city existed below high river level, from the river banks all the way to the public square on high ground at Tenth and I Street.¹⁷ It did not take long for Sacramento citizens to come face to face with the realities of their physical location. On January 8, 1850, the American River overflowed its banks and within hours, four fifths of the city was under water.¹⁸ Flood waters rushed into the city, quickly erected of canvas and wood, and swept away structures as well as tents, wagons, livestock, and merchandise.¹⁹ A brick building under construction collapsed onto the building next door from the force of the rising waters. Thompson and West reported that “great discomfort was produced by the multitude of dead cattle that were lodged everywhere about the city.” Citizens moved bed-ridden patients from the county hospital to high ground near Sutter’s Fort. Even still, Dr. John Frederick Morse observed that “every one was inclined to believe the ridiculous and false assurances of safety, which could scarcely be extinguished when the city was actually under water. . . It was, in fact, an aquatic carnival, and the town was afloat on a frolic.”²⁰

Sentiments of levity quickly ceased. By the time the flood waters receded, the *Daily Alta California* of San Francisco “estimated a loss of one million dollars;” while other estimates ran to three times as much.²¹ For most, whether they owned property or not, leaving the now flood-soaked Sacramento was not an option. The economic ties landowners, merchants, and others held to the city prohibited them from giving up and moving to a new location on higher ground.

Sacramento’s underdeveloped and commercially-driven City government no longer served the needs of Sacramento’s residents. According to historian, Mark Eifler, permanent residents wished to “create a city that would support their efforts rather than exploit them.” As such, a new government, one that was both civic-minded and committed to commercial growth, replaced the great speculators and their leadership.²² The recurring flood waters of the early 1850s gave citizens something around which to rally and helped to re-launch the vision for Sacramento as not just a place to do business, but also a place to live.

After the flood of January 1850, Hardin Bigelow led the citizens in their fight to build a levee. Following the provisional State government’s act formally incorporating Sacramento in February 1850, the city held its first official election and Bigelow became its first mayor, ousting the great speculators from their seats of unofficial political authority. Shortly thereafter, “city voters approved a special \$250,000 tax assessment for the building of a permanent levee.”²³ Upon completion, it ran from Sutterville, west towards the Sacramento River, north along the

¹⁶ Mark Eifler, “Taming the Wild Wilderness Within: Order and Opportunity in Gold Rush Sacramento, 1849-1850,” *California History* 79, no. 4 (Winter 200/2001): 193.

¹⁷ Lagomarsino, *Early Attempts*, 6-7.

¹⁸ Marvin Brienens, “Sacramento Defies the Rivers 1850-1878,” in *California History* 58, no. 1 (Spring 1979): 3.

¹⁹ Joseph McGowan and Terry Willis, *Sacramento, Heart of the Golden State* (Woodland Hills, Windsor Publications, Inc., 1983), 36.

²⁰ Thompson and West, *A History of Sacramento County* (Oakland: Thompson & West, 1880; reprinted Berkeley: Howell-North, 1960), 67, 69.

²¹ Brienens, “Sacramento Defies the Rivers,” 4.

²² Eifler, *Gold Rush Capitalists*, 3-4.

²³ *Ibid*, 5.

river, around the edge of Sutter Slough, to the American River and then up the American River to high ground. The levee was three to five feet high, twenty feet wide at the base, and ten feet wide on the top.²⁴ In November 1850, citizens also took their first step toward improving the condition and appearance of J Street and Front Street. They passed an ordinance that required every property owner or occupant on J Street, between Front and Eighth Streets, and on Front Street, between I and N Streets, to build a sidewalk.²⁵

Unfortunately, the city flooded again in the winters of 1852 and 1853. On March 7, 1852, high water breached the levee at several locations near the mouth of the American River, flooding the city. The American River again breached levees in December 1852 and January 1853, compounding the misery caused by the Great Fire in November 1852.²⁶ The continued inundations rallied public support not only to rebuild the levees, but also to raise and grade a small portion of the business district five feet above the high water mark.²⁷ More earnest discussions of actually high-grading the streets began and by the end of the year, private citizens and hired contractors lifted J, K, and I Streets as high as five feet, from the levee to the public square on high ground at 10th Street. As hundreds of wagon loads of dirt filled the streets, building owners replaced their old store fronts with new ones to make sure their entrances remained at street level.²⁸ According to the 1854 Sacramento City Directory, the funds for the projects came from “a pro rata tax upon property owners,” amounting to \$185,460.²⁹ This young city – led by its established merchant class and new local government – opted to tax itself to alter the natural landscape in hopes of ensuring continued prosperity at its particular location. Before the 1850s were over, Sacramentans spent nearly \$600,000, protecting their city from floods.³⁰ As the 1854 City Directory explained, “A well-grounded hope is indulged by the citizens of Sacramento, when they gaze upon this apparently impervious piece of workmanship that the day of her affliction is over, at least so far as related to the probability of future overflow.”³¹

Flooding was not the only threat to Sacramento. In a wood and canvas city, fire was a continuing danger. The first volunteer fire department in the far west was established in Sacramento on February 5, 1850.³² Early Sacramento experienced its share of fires, but the most devastating, known as the “Great Fire of 1852”, nearly wiped out the entire city on the night of November 2nd and day of the 3rd. “In a single night,” reported the Sacramento State Journal, “our beautiful city has been swept away by the terrible element which we are accustomed to associate the end of all earthly things. . . In less than four hours of about 1,500 houses, nothing remained but masses of ashes, burning timbers and heated bricks and at least

²⁴ Lagomarsino, *Early Attempts*, 9.

²⁵ Helmich and Spear, *A Gold Rush Merchant's Manual*, 14.

²⁶ Sacramento Daily Union, March 9, 1852; San Francisco Daily Alta California, March 9, 1852; New York Daily Times, April 13, 1852; San Francisco Daily Alta California, Dec 31, 1852 — *Another Flood at Sacramento*; Sacramento Daily Union, Jan 3, 1853; San Francisco Daily Alta California, Jan 3, 1853; Sacramento Daily Union, Jan 5, 1853; San Francisco Daily Alta California, Jan 11, 1853. More on the Great Fire below.

²⁷ Brienens, “Sacramento Defies the Rivers,” 7, 12; Lagomarsino, *Early Attempts*, 14.

²⁸ Lagomarsino, *Early Attempts*, 15-18.

²⁹ Samuel Colville, *City Directory of Sacramento for the Year 1854-5* (San Francisco: Monson & Valentine, 1854), Center for Sacramento History, Eleanor McClatchy Collection.

³⁰ Avella, *Indomitable City*, 40.

³¹ Colville, *City Directory of Sacramento for the Year 1854-5*.

³² History of the Sacramento Fire Department, <http://www.sacfire.org/indexSub.cfm?page=342924> . A paid fire department was established on October 1, 1872.

8,000 persons were left houseless... hundreds with nothing but the clothing upon them.”³³ Among the few surviving structures were several early brick buildings, including the Lady Adams Building (built 1849) on K Street between Front and 2nd Streets and the Tehama Block (rebuilt in brick in the summer of 1852, torn down in the 1960s) at the corner of Front and J Streets. Brick became the norm for most rebuilding after the fire.

Between 1854 and 1861, Sacramento prospered economically, socially, and politically while the rivers remained at bay. Permanent brick structures replaced temporary wooden and canvas ones. The city added a courthouse and the City Hall and Water Works building to its urban landscape. In 1854, the State Legislature selected Sacramento as the state capital, a sign of not only its economic importance to California, but the widely held assumption that floods, or any other disaster, no longer posed a threat to the city.

The American and Sacramento Rivers remained below their banks for nearly ten years while residents, businesses, the legislature, and committed trading partners in San Francisco and the foothills and valley benefitted from the relative peace, prosperity, and growth of Sacramento. The city and its neighbors considered its near annihilation wrought by earlier floods as unfortunate flukes and certainly did not worry about future flooding as long as the levee remained intact. In the 1860, City Directory the author boasted, “Eleven years ago where Sacramento stands was an unclaimed wilderness; today by that indomitable energy and perseverance which characterizes the American people, we stand as the second City on the Pacific Coast and there we will stand forever...”³⁴ The abnormally rainy winter of 1861-1862 challenged these sentiments and forever altered the way Sacramento handled the physical realities of its location.

The winter of 1861-1862 was one of the wettest California winters on record. In Northern California, mining debris piles burst, sending flows of clay and rock onto valley farms and raising streambed levels. Over thirty inches of rain fell over a two month period that winter. The lake, formed by the flood waters in the valley, was sixty miles wide.³⁵ On December 8, 1861, the American River rose nearly twenty feet, an alarmingly high level for so early in the rainy season.³⁶ In the morning hours of December 9, the levee in the northeastern part of Sacramento succumbed to the rising river waters, inundating the city.³⁷ The water rose rapidly, bringing with it a current that was strong enough to imprison many people in their homes, unable to be rescued by mules, horses, wagons, or even boats. Families worked quickly to bring first-story belongings upstairs, while the lucky ones were shuttled to safety by any kind of imaginable watercraft. As the Union reported, “The flood came with the rapidity of a hurricane. In a few hours after the water crossed the levee, the whole city was under water.”³⁸

³³ Sacramento State Journal, Nov. 12, 1852; San Francisco Daily Alta California, Nov 4, 1852; Sacramento Daily Union, Nov 5, 1852.

³⁴ D.S. Cutter, *Sacramento City Directory for the Year A.D. 1860* (Sacramento: H.S. Crocker & Co., Book and Job Printers, 1859). Center for Sacramento History: Eleanor McClatchy Collection.

³⁵ Karen M. O’Neill, *Rivers by Design: State Power and the Origins of U.S. Flood Control* (Durham: Duke University Press, 2006), 75.

³⁶ Thompson and West, *A History*, 69.

³⁷ Brienens, “Sacramento Defies the Rivers,” 13.

³⁸ *A Capitol Neighborhood: The Archaeology of the Capitol Area East End Complex* (A Report Prepared for Department of General Services: Sacramento, 2003): 6.88; “A Great Calamity,” *Sacramento Union*, Dec 11, 1861.

On December 11, 1861, just two days after the first flood of the season, the Union asked its readers, “What next? Is not self protection the first law of nature? Does not necessity demand obedience? Can Sacramento exist as a city without a higher grade and levees . . .?”³⁹ Even while on the receiving end of a natural disaster, Sacramentans felt tied to the location and were willing to fight for their city.

As with the floods of the early 1850s, some Sacramentans opted to ignore the obvious danger and attempted to enjoy the perceived novelty of the event. Historians Thompson and West wrote:

*Hundreds of boats were afloat up on the streets, some carrying but one passenger, and some a dozen. All seemed to enjoy the novel experience of a boating expedition through the principle streets of a great city. Every balcony was crowded with spectators, and mirth and hilarity prevailed.*⁴⁰

However hard these citizens tried to enjoy the event, they soon found it difficult to do so in the face of so much destruction. Most of the levees remained intact, trapping flood waters inside the city. According to one local newspaper, “The levee is now an injury instead of a benefit, as it confines the water in the city, and causes it to rise higher by probably two feet than it would have done had no levee existed. . .”⁴¹ The city charged the chain gang with the dangerous task of breaching the R Street levee to relieve the city of the excess flood water.⁴² Once the chain gang breached the levee, the force of the rushing water was so great that it took twenty-five homes with it, some of which were two stories tall.⁴³ On December 23, the city flooded again only to be inundated once more on January 9, 1862.⁴⁴

In January 1862, the entire state of California experienced a 200-year storm, compounding the damage in the already flood-soaked Sacramento.⁴⁵ Traveling north from Southern California, the great storm dumped over twenty-four inches of rain, “an amount almost equal to Sacramento’s annual rainfall total.”⁴⁶ The floods inundated the entire Central Valley. Records show that the winter rains “transformed the Sacramento and San Joaquin Valleys into an inland sea 250 to 300 miles long and 20 to 60 miles wide,” covering the tops of telegraph poles. The floods claimed enough livestock to deplete one fourth of the state’s taxable wealth and effectively ended California’s cattle-based ranchero society.⁴⁷ One observer estimated the loss of property as 50-100 million dollars or 100-200 dollars for every person in the state. The storm destroyed one in eight homes statewide, and almost all were damaged to some extent. The

³⁹ “What Next?” *Sacramento Daily Union*, Dec 11, 1861.

⁴⁰ Thompson and West, *A History*, 71.

⁴¹ “A Great Calamity,” *Sacramento Daily Union*, December 11, 1861,

⁴² For information on the chain gang, see McGowan and Willis, *Sacramento, Heart of the Golden State*, 39; Joseph McGowan, *History of the Sacramento Valley*, vol. 1 (New York: Lewis Historical Publishing, 1961), 10; Center for Sacramento History, Eleanor McClatchy Collection (Caroline Wenzel Notebooks, Volume 29), 77. “100 Years Ago,” *Sacramento Bee*, Dec 23, 1958); Dolores Saunders, *The Sheriff’s Department of Sacramento County 1850-1879* (Master’s Thesis: CSU Sacramento, 1974), 7.

⁴³ *A Capitol Neighborhood*, 6.88.

⁴⁴ Brienens, “Sacramento Defies the Rivers,” 15; McGowan, *History of the Sacramento Valley*, 186.

⁴⁵ Wayne E. Engstrom. “The California Storm of January 1862,” *Quaternary Research* 46 (1996): 141.

⁴⁶ Steve Mellon, *Sacramento: Then and Now* (Gibsonia: Scripps Howard Publishing Inc., 1994), 18; W. Leonard Taylor and Robert W. Taylor, “The Great California Flood of 1862,” *The Fortnightly Club*, www.redlandsfortnightly.org/papers/taylor06.htm.

⁴⁷ *A Capitol Neighborhood*, 3.11; Taylor and Taylor, “The Great California Flood of 1862.”

storm migrated eastward, bringing heavy rainfall to Tennessee and slowing troop movement during Civil War engagements in the area. In San Francisco, the storm reversed fresh-water flows into the Pacific Ocean. According to scientist Wayne Engstrom, “For nearly two weeks fresh water flowed continually seaward through the Golden Gate, without tidal fluctuation. Fresh water covered the surface of the bays for two to three months; bay fisherman often caught fresh water fish during this interval.”⁴⁸

Sacramento received over 400% of normal rainfall that January. The American River levee broke again on January 10th, and residents found themselves subject to hurricane-force winds and five feet of muddy, ice-cold water, rising nearly two feet higher than that of the previous record set on December 9th.⁴⁹ Historian Joseph McGowan writes that “dead animals [floated] about the streets, houses were washed off their foundations and the town lost all communication.” Furthermore, “the force of the water was such that one thousand feet of brick wall, fourteen inches thick and twenty four feet high, collapsed.” Sacramento was under water for three months. In the end, four hundred families were left homeless and five thousand individuals were in need of aid.⁵⁰ On March 16, 1862, federal land surveyor, William Brewer, wrote in his journal: “I don’t think the city will ever rise from the shock, I don’t see how it can. Yet it has a brighter side. No people can so stand calamity as this people. They are used to it.” In the days and weeks to come, the devastating and unexpected floods forced Sacramentans and their neighbors to come to terms with the reality of the situation in Sacramento. Upon hearing about the disaster, citizens from San Francisco and other nearby towns donated over twenty thousand dollars, food, clothing and blankets for the suffering residents.⁵¹

Cleaning up after the floods required more of Sacramentans than simply clearing debris from city streets. Civic pride and the faith to continue living in a city so easily subjected to the dangers of two flood-prone rivers waned, and with it, the promise of continued economic and political growth. For the wealthy elite that not only owned much of the property, but held positions of power in local government, moving the city in response to the most recent flooding remained unthinkable. As Barbara Lagomarsino notes, “For men like this, the question was not whether to admit that Sacramento was located on an untenable site for activity and leave, but rather to make sure that the site was, indeed, tenable.”⁵² Determined Sacramentans picked up where they left off in the 1850s. They began plotting how best to further modify their environment to match their city-building dreams. Their three-pronged approach—building levees, altering the course of the American River and raising and grading the streets—was an expensive, time-consuming and labor-intensive one. Upon completion, the plan would secure Sacramento’s location in exchange for completely redefining its natural landscape.

On January 8, 1863, a new age dawned for the City of Sacramento. City leaders, railway officials, and practically every citizen gathered on the Front Street levee at the foot of K Street

⁴⁸ Taylor and Taylor, “The Great California Flood of 1862.”

⁴⁹ Ibid; “Two Years Ago,” *Sacramento Daily Union*, January 11, 1864.

⁵⁰ McGowan, *History of Sacramento Valley*, 186.

⁵¹ William Brewer, *Up and Down California in 1860-1864: The Journal of William H. Brewer* (Berkeley: University of California Press, 1966), 249.

⁵² Lagomarsino, *Early Attempts*, 29.

to celebrate the “ground breaking” of the Central Pacific Railroad (CPRR), the Pacific link of the nation’s first transcontinental line. This triumphant occurrence was directly connected to the events of the previous year when flood waters overtook the city, leaving it inundated for over three months. As a reaction to this disaster, the City took quick action, making a shrewd deal by which to prevent flood-related disasters and guarantee a new economic base for the community.

To protect Sacramento’s vibrant business center from future flooding, it was crucial that the Front Street levee on the Sacramento River be increased. The already financially-devastated city did not have the funds to complete the project. In response, city officials struck a deal with the Central Pacific that secured Sacramento as the initial terminus for the transcontinental railway line, in exchange for ownership of land along Front Street. A key part of the agreement was the railroad’s obligation to raise the levee to at least 20 feet above river level before constructing its new rail line in that location. The January 8 “Ground Breaking” actually consisted of the officials taking shovelfuls of dirt from two carts and depositing them on the ground, beginning the process of raising the Front Street levee.⁵³ This land transfer played an important role in rebuilding Sacramento in the wake of a natural disaster and was but one example of the city’s determination to survive and prosper.

The railroad reinvigorated the business district, allowing many 1850s businesses on Front Street to thrive and adapt as the city grew. Front Street was historically some of the most valuable land in the city, and would continue to be so with the addition of the railroad. Just as the Gold Rush did, the railroad brought thousands from around the world to Sacramento. Here, hotels and retailers took full advantage of the new customers and residents, traveling by rail. Businesses located on the eastern side of Front Street were in a prime location to greet passengers arriving from the East and to put forth the city’s best face.

Sacramento’s physical development soon began to reflect the railroad’s presence in the business district. As the railroad brought more people to the city, the size of businesses grew. Gold Rush-era buildings and businesses began to merge with larger companies as the need for increased retail spaces made these smaller structures impractical continuing and expanding a process started in the 1830s as successful businesses grew. The Baker-Hamilton Company expanded its properties to create multiple stores and warehouses in the half block, bounded by Front, J, and 2nd Streets, often swallowing up smaller stores in the process. Or older buildings were simply torn down and replaced with new larger structures, often covering several lots. A striking surviving example of this trend is the Hall Luhrs & Company Grocers building on Second Street, constructed in 1884. The two-story, brick structure sat atop four separate lots which various businesses had occupied for nearly thirty years. As such, Hall Luhrs & Company had one of the largest stores in Sacramento.

The railroad’s influence on the Front Street area persisted, but also evolved. In 1879, the Central Pacific moved its Passenger Station away from Front Street to the new Arcade Station on 3rd Street. By the 1880s, the railroad’s presence on Front Street focused on freight activities

⁵³ “Pacific Railroad,” *Sacramento Daily Bee*, Jan 8, 1863; “Pacific Railroad Inauguration,” *Sacramento Daily Union*, Jan 9, 1863

and facilities, transitioning the area away from its retail-centered origins and toward warehousing. Thus 1879-1880 would mark a major transition as passengers and those businesses serving them left the area of Front Street, and especially the block between I and J Streets. Commercial and warehousing were the new dominant activity, well into the 20th century.

D.1.1 RAILROADS IN OLD SACRAMENTO

The first steam railroad in California and the far West was the Sacramento Valley Railroad (SVRR), founded in Sacramento in 1852. The railroad was laid out by Theodore Judah, who arrived in California in May 1854, hired for the purpose. Ground was broken in February 9,⁵⁴ 1855 and the line was completed to Folsom in February 22, 1856. It was the first railroad on the Sacramento waterfront, entering Sacramento along the alignment of R Street and following the river as far north as K Street. Its route along the river is generally followed today by the California State Railroad Museum's (CSRM's) Sacramento Southern Railroad.

The CPRR was founded in Sacramento in 1862. Promoted by Theodore Judah, prominent founders included Sacramento shop keepers Leland Stanford (who also was elected California Governor), Collis P. Huntington, Mark Hopkins, and Charles Crocker. Prominent local attorney E. B. Crocker (brother of Charles Crocker and for a time a California Supreme Court Judge) soon joined the railroad. Ground was broken in January 8, 1863 at Front & K Street, and the first rail was laid at Front and I Street on October 26 of that year, both sites within the boundaries of Old Sacramento State Historic Park (OSSHP). The first Central Pacific locomotive, 4-4-0 *Gov. Stanford*, was unloaded on the waterfront October 6, 1863, and first operated under steam November 9.⁵⁵

By 1864, the first CPRR passenger and freight depots had been constructed along Front Street and regular trains were leaving for the mountains daily, in addition to construction train. The first official timetable, with trains running to Newcastle, went into effect June 6, 1864. The freight station was periodically expanded over the years, and in 1868 the railroad constructed a new, larger passenger station with a covered train shed. The 1868 passenger station and the freight station have been reconstructed by the Park, as detailed above. Meanwhile the waterfront was the major point of arrival for nearly all supplies shipped in for the railroad. In 1865 the Central Pacific partners acquired control of the Sacramento Valley RR, and soon the tracks of the two companies were connected at K Street. Old Sacramento was a very busy place.⁵⁶

The Central Pacific tracks initially left the riverfront by running east on I Street. This was a temporary expedient. In 1866, construction started on the permanent mainline, which headed north from Front and I Streets, made a sweeping curve on newly constructed levee through a

⁵⁴ *Sacramento Union*, May 8, 1854; *Sacramento Union*, February 12, 1855; *Sacramento Union*, February 22, 1856.

⁵⁵ *Sacramento Bee*, January 8, 1863, *Sacramento Union*, January 9, 1863; *Sacramento Union*, Tuesday, October 27, 1863; *Sacramento Union*, October 7, 1863, *Sacramento Bee*, November 9, 1863.

⁵⁶ *Sacramento Union*, May 4, 1864; *Sacramento Union*, May 4, 1864; *Sacramento Union*, June 22, 1864; *Sacramento Union*, July 12, 1865; *Sacramento Union*, August 27, 1867; *Sacramento Union*, October 2, 1868.

portion of Sutter Lake (also known as China Slough), and reconnected with the line out of town at 7th and D Streets. Trains switched over to the new mainline on February 27, 1867.⁵⁷

The lands of Sutter Lake had been deeded to the Central Pacific in 1862 by both City ordinance and State Legislative act. In 1867 the railroad started filling in the land as the site for its new permanent main locomotive and car shops. Plans for the shops were drawn up by the firm of Woolaver & Wilkinson, both of whom subsequently became Central Pacific employees. The first structure completed was the Roundhouse, placed in service in December 1868. The Planing Mill & Car Shop and the Erecting & Machine Shop were both completed in early 1869.⁵⁸ Many more buildings followed over the years.

On May 10, 1869, the Central Pacific met the Union Pacific at Promontory, Utah, to complete the first Transcontinental Railroad line. Linked by telegraph for instant work of the completion, the meeting set off celebrations from coast to coast across the nation. Leland Stanford's special train to the ceremonies left from the Sacramento Depot on Front Street, several days before the event. Sacramento's celebration on May 10 was also focused at the depot, with bells ringing and the locomotive *Gov. Stanford* blowing its whistle continuously. Celebrations had actually started on May 8, the date the connection was supposed to have been made.⁵⁹

With the East connected, attention turned to a through track to the San Francisco Bay Area. The connection was made over the Sacramento Valley RR tracks south from Front and K Streets, east out R Street to Brighton, and then south on the (19th century) Western Pacific through Stockton, over Altamont Pass, and on to Alameda and Oakland (with a ferry ride to San Francisco). This line was completed in November 1869. Mainline railroad traffic between points north and east, connecting with points south and west continued using this trackage along Front Street through Old Sacramento until a bypass was secured via Elvas about 1905.

The Passenger Station remained on Front Street until 1879, when a new much larger station was constructed adjacent to the Shops on land filled from Sutter Lake. Both the old 1860s passenger station and freight station were torn down to make way for a new, larger freight station stretching along Front Street from K Street nearly to I Street. As years went by the area slowly deteriorated into a "skid row". In the 1960s the area that became Old Sacramento was cut off from the rest of the downtown by the construction of Interstate 5. California Department of Parks & Recreation partnered with the City of Sacramento and the Redevelopment Agency in the revitalizing of Old Sacramento. The Eagle Theatre was the first element of OSSHP, opening March 14, 1974. The reconstructed CPRR Passenger Station was the first element of the new CSRM in OSSHP when it opened July 4, 1976.

The Central Pacific Shops, later Southern Pacific Shops, continued to be the number one heavy locomotive repair shop for the entire Southern Pacific system until 1992, when those functions

⁵⁷ *Sacramento Union*, October 18, 1866; *Sacramento Union*, February 27, 1867; *Sacramento Bee*, 23 July 1867; *Sacramento Union*, July 31, 1867

⁵⁸ "City Ordinance of Sacramento and Act donating Swamp Land", Sacramento, H. S. Crocker & Co., 1862; *Sacramento Union*, March 15, 1867; *Sacramento Union*, August 9, 1867; *Sacramento Union*, December 18, 1868; "Sacramento General Shops", manuscript by D. L. Joslyn, 1948.

⁵⁹ *Sacramento Bee*, May 8, 1869

were transferred to the Burnham Shops in Denver, of the recently merged Denver & Rio Grande Railroad. The Erecting Shop, opened in early 1869, expanded in 1873, 1888 and 1905, remained the central focus of all heavy locomotive work until closed in 1992, a record of continuous service likely unmatched by any other railroad locomotive shop in the country. In 1995 Southern Pacific had been acquired by Union Pacific, and the last shop functions were transferred to Roseville and Rocklin in 1999. The Erecting & Machine Shop, the adjacent Boiler Shop, and the turntable (remnant of the old 1868 Roundhouse), transfer table, and firing line are expected to become the new Railroad Technology Museum (RTM) of the CSRM.

The Sacramento Southern Railroad was built by the Southern Pacific, beginning in 1907, to provide direct railroad service to the rich farm lands in southern Sacramento County, located in the Sacramento River Delta region. Prior to that time, Southern Pacific river boats had served the Delta region and had a near monopoly. But in 1905, the Santa Fe Railway, recently built in Northern California, started competing with river boats of their own. Sacramento Southern tracks reached Freeport in 1909, continued past Hood, and after completing a swing bridge as Snodgrass Slough, arrived at Walnut Grove in 1912. The final extension to Isleton was completed in 1929-31.

The Isleton flood of 1971 destroyed the southern end of the line and service was cut back to Walnut Grove. In 1978, the Southern Pacific applied to abandon all but the northern three miles of the branch, and the last SP train ran on October 10th. With Southern Pacific cooperation, the CSRM started limited excursion operations in 1982 on the northern 3 miles of the branch (not included in the 1978 abandonment). Regular excursion operations began in 1984. The State of California acquired the northern portion of the branch to Freeport (except the 4 miles acquired by the Sacramento Regional Transit District) in 1985, and the balance of the line to Hood in 1988.

D.2 CULTURAL FEATURES & ARCHAEOLOGICAL SITES

D.2.1 OLD SACRAMENTO

Historic Structures

Big Four Building

Originally located at 52, 54, 56 & 58 K Street (post-1879 numbering 220-226 K Street) on the south side of the street is today a reconstruction at 109 & 111 I Street on the north side of the street in the State History Park. The original K Street location now lies beneath I-5. The Stanford Building and Huntington Hopkins Hardware store, located today on I Street, is a reconstruction of a building that once sat on K Street between Second and Third Streets—an area that now lies beneath I-5.

The structure which was actually three buildings is significant because of its association with Collis P. Huntington, Mark Hopkins, and Leland Stanford. These, with Charles Crocker and

others founded the CPRR, the western link of the first transcontinental railroad. Here were the railroad's headquarters from 1862, until it was relocated to San Francisco in 1873.

Stanford Hall

Leland Stanford's store originally located at 56 and 58 K Street (224-226 K Street after 1879), was built originally by Stanford Bros. in 1852 at a cost of \$7,000.00. 40 x 80 feet, it was one of the few to survive the fire of 1852. Operating a wholesale merchandise store here, Stanford also maintained quarters for the Masonic Lodge on the upper floor. Rebuilt in 1858, later became the office of the CPRR between 1862 and 1873.

Huntington & Hopkins Hardware Store

Originally to the west of the Stanford Store, was the establishment of C.P. Huntington and Co. at 54 K Street (222 K Street). This, a two-story structure, 20 by 100 feet, was built in 1852 after the fire. Established by C.P. Huntington in 1849, this firm was known as the Huntington & Hammond Co. in 1850, C.P. Huntington in 1852, Huntington & Massol & Co. in 1853, and Huntington & Hopkins after 1855. By 1860, Huntington & Hopkins had acquired the 20 by 100 feet building to the west, at what was 52 K Street (220 K Street). This also was built after the fire in 1852, was owned by Richard Chenery and occupied by P.J. Brown & Co. in 1852 and by George B. Gammons & Co. in 1854.

Dingley Steam Coffee and Spice Mill

Located at 15 I Street (115 I Street after 1879), the Star Mills, owned by Nathaniel Dingley, began operation in May, 1850. The present building was constructed in early 1859 after a December 1858 fire destroyed the earlier building. Described in 1880 by Thompson and West:

"A steam engine is used, and five men are constantly employed in manufacturing; the yearly business being between \$35,000 and \$40,000. The factory is of brick, having two stories and a basement, in size, 25 by 85 feet. The height, of the basement is ten feet, the first story fourteen feet and the second story eleven feet in the clear. An addition, of the same height, and in size 25 feet by 65 feet, is soon to be added to these mills."

Dingley operated his mill until the 1890s. Beginning about 1860 he had a warehouse at 7 Front Street (907 Front Street after 1879) near the corner of I Street. The enlarged structure of his mill on I Street adjoins the site for the reconstruction of the Big Four Building.

West of Dingley's original mill in 1856 was the Ferry Hotel, at what is now 111 I Street, and Edward Fletcher's laundry at 109 I Street. This is the site of the reconstructed Big Four Building.

B.F. Hastings Building

Located at 30-32 J Street and 34-40 2nd Street (1000 & 1002 2nd St after 1879), the B.F. Hastings Building that exists today is the very same one that stood during the Gold Rush, the floods, and street improvements of the 1860s. Construction on the building began immediately following

the devastating fire of 1852. The original owner went bankrupt with its construction, providing Gold Rush banker B.F. Hastings with an opportunity to sweep up this prime real estate on J Street, Sacramento's main commercial artery to the gold fields. Hastings finished the building in 1853 and quickly opened it up to some very high-profile tenants.

Wells Fargo & Co. opened an office in the Hastings building in 1854. They moved to the nearby former Adams Express building in November 1857. The B.F. Hastings Building was the Western terminus for the Pony Express during its first 12 months in business between April 1860 and March 1861. For its last eight months until its end in October 1861, the Wells Fargo office down the street served the Pony Express. Before the telegraph put it out of business, the Pony Express reduced the amount of time it took to send mail across the country from four months to ten days. The basement level, under the sidewalk, is the original street level used by the intrepid riders as they began or ended their journeys.

In 1853, Sacramento was the telegraph hub for northern California. The Alta California Telegraph Company opened an office in the B.F. Hastings Building in 1858, occupying the former Wells Fargo space. The California State Telegraph Company absorbed the Alta Company in 1860 but kept the Hastings Building office. By 1861 telegraph lines based out of the B.F. Hastings Building connected Sacramento to Salt Lake City and soon after, the rest of the country. In the evening of October 24, 1861, California Supreme Court Chief Justice Stephen J. Field (later the longest service US Supreme Court Justice until William O. Douglas) sent the nation's very first transcontinental telegraph message over the lines of the California State company to President Lincoln, assuring him of California's loyalty to the Union in the Civil War. The telegraph company moved to new quarters in 1853.

In 1854, Sacramento secured the title of State Capital after successfully luring the State Legislature to the city with its newly-completed courthouse. Other state offices such as the Supreme Court and State Library had to find office space throughout the business district. The Supreme Court re-located to Sacramento in 1855 and moved into the B.F. Hastings Building and the State Library soon followed. Both left about 1869 for chambers in the newly completed State Capitol.

The B.F. Hastings Building also housed the Sacramento Valley Railroad office of Theodore Judah, the engineer behind the Sacramento Valley Railroad, the CPRR. The railroad offices departed in early 1855 to make room for the Supreme Court.

The B.F. Hastings Bank occupied the corner space on the ground floor, today occupied by the Wells Fargo Museum, from 1853 until Hastings bankruptcy in 1871. He was a wealthy, powerful Sacramento tenant and business owner who held a lot of sway with the Board of Trustees. In fact, when property owners on his block petitioned the Board of Trustees to allow street improvements to begin in 1863, Hastings' lone objection was enough to shut the project down for a time. It was not until 1865, when Hastings was prepared to put his support and money behind the project, that his block, all the way down to the Union Hotel, was raised. Joel Johnson raised the B.F. Hastings building using jack screws. The basement level of the structure, its one-

time, original level, has been reinforced for structural safety. The B.F. Hastings Building was the second element of OSSHP to open to the public in 1976.

Historic Reconstructions

Central Pacific Railroad Passenger Station

Located on the west side of Front Street, extending north from J Street for about half a block, the CPRR Passenger Station in OSSHP is a historical reconstruction of the original station that served the Central Pacific at that location between 1868 and 1879. It was a Bicentennial Project, completed in early 1976 as the first element of the new CSRM, and the target reconstruction date was as the station appeared in 1876.

The first Central Pacific Depot in Sacramento was a small structure built in 1864, located near the 1868 structure, and perhaps incorporated into it. Construction began in 1867 on the larger structure, which included a train shed attached to the depot facilities. It was completed in 1868, but periodically underwent continued modifications as additional facilities were included in it.

In operation it appears to have only contained two tracks inside the train shed; the western one stub ending at the south end of the shed; and the eastern one running through, exiting the south end of the station and traveling along the edge of Front Street on the east side (street side) of the CPRR Freight Depot before curving back to the mainline south of the Steam Navigation shed. A third track east of the through track appears to have stub ended adjacent to the added covering on the north end of the station. As reconstructed the station has three tracks running its full length, and stub ending at the south end of the depot.

In 1878, the railroad initiated plans for a new mainline to reach Oakland, including a train ferry ride across the Carquinez Straits. A new and much larger passenger station in a different location, lined to serve the railroad bridge across the Sacramento River, was placed in operation in 1879. In early 1880, the 1868 station was torn down (along with the CPRR Freight Depot, see below), and a new much larger freight station was constructed on the site. This freight station burned in 1972. The site of the 1880 freight depot was cleared, with the northern half becoming the site for the reconstructed 1868 CPRR Passenger Station, and the southern portion initially becoming a parking lot, and later the site for the reconstructed CPRR Freight Depot (see below).

Central Pacific Railroad Freight Depot

Located on the west side of Front Street between J and K Streets, the southern part of the CPRR Freight Depot was constructed in 1864. A narrower extension to the north was added later, probably in 1868 when the larger passenger station was built (see above). After 1868, the mainline passenger track extended along the edge of Front street, running between the street and the freight depot.

As related above, the 1864/68 CPRR Freight Depot was torn down in 1880 and replaced with a new, much larger structure. The newer structure burned in 1972.

In 1986, the CPRR Freight Depot, as it stood between 1868 and 1880, was reconstructed by State Parks, and became the center of the operation of the Museum's Sacramento Southern excursion railroad operation. In 1996-1997, the Freight Depot was modified by the addition of the Old Sacramento Public Market, which significantly changed its historic architecture. State Parks intends to return the building to its historic 1868-1880 appearance.

Tehama Building

Located at the northwest corner of Front and J Streets—the Tehama Block, constructed by S.C. Bruce in the summer, of 1851, of brick, occupied the site of the 1849 frame building of S. Taylor and Company. The Tehama Block was among the brick structures which survived the fire of 1852. Two-stories, it measured 40 by 80 feet. Occupied on Front Street, in 1852, by Hall & Brown, it was also the headquarters of Page-Bacon & Company beginning September 1851. During that time it also housed district and county courts and various county offices. J.C. Carolan and Company, hardware merchants, succeeded Page-Bacon & Co. at 1 to 3 J Street from 1853 to 1870. F.F. Washington, attorney, also had his office there in 1856. A brick extension was added to the north side of the building about 1858.

East of Carolan, in 1856, on one of the 1849 sites of the Round Tent was the firm of Shaw and Jones, wholesale merchants, at 5-7 J Street. This was also occupied during the late 1860s by the hotel of Lorinda Washburn. In 1871, Maharry and Whitten's Central Pacific Railway saloon was located at 7 J Street.

The Tehama block was demolished in the 1960s and the 1849 wood structure rebuilt by State Parks in 1990.

Eagle Theater

The Eagle Theatre, a temporary canvas and board structure, and the first structure in California to actually be built as a theater, was completed early in September 1849 by Hubbard, Brown and Co. Its first performance on September 15 presented the Stockton Minstrels. Regular theatricals, under the management of C.B. Price, began on October 18 with the "*Bandit Chief*" and "*Love in Humble Life*."

The Eagle closed for a brief period early in November, apparently because of financial difficulties which resulted in lawsuits. The playhouse reopened shortly thereafter with the play "*The Tragedy of Douglas*" under the direction of James Atwater. The theater closed permanently on January 4, 1850, as a result of the floods of that date. Atwater moved his company to San Francisco, but returned to Sacramento in March 1850 to establish a theater on the east side of Second Street between I and J Streets.

Various accounts and illustrations depict the Eagle Theater. Cooper's lithograph of 1849 portrays it as facing Front Street with its Round Tent annex on J Street. The 1849 lithograph by McIlvain shows it at the same location but with the tent on Front Street beside the theater. The January 1850 Flood lithograph of the city indicates that the Eagle Theater was on Front Street at the time of the flood and that the tent served as a foyer is located on front at the entrance to the theater.

The *Sacramento City Directory of 1856* describes the Eagle as having been 30 by 65 feet with a roof covered with sheet iron and tin, sides of canvas, and a stage 16 feet in depth. This matches with the 1850 flood lithograph and positions the Round Tent—used as the entrance, saloon and place of gambling—to be an estimated 30 by 20 feet, and the theater are 35 by 45 feet. Reconstructed in 1974 as the first element of OSSHP, it opened with a performance on March 14, 1974.

Connecticut Mining & Trading Company / McDowell Building

Adjacent and to the north of the Eagle Theatre were two frame and canvas structures occupied by McDowell and Co. in 1849. The firm at first operated under the name Crowell and McDowell, but by May 1850, it had become Crowell, Dudley and McDowell. The property was the south portion of Lot No. 3, owned by W.D.M. Howard. Space was also leased to several tenants, including the Connecticut Mining & Trading (CM&T) Co.

The construction and dimensions of the two structures can only be estimated as they are depicted differently in the McIlvaine, Cooper and 1850 flood lithographs. However, the 1850 lithograph appears to be the most accurate. Using this as a reference, the north structure appeared to be about 15 by 30 feet and the south one 15 by 55 feet. These structures burned in the fire of November 2-3, 1852, and subsequently were replaced in the mid-1850s by a brick building ultimately owned by the Baker and Hamilton Company. The 1849 structure was reconstructed by State Parks in 1983.

Archaeological Resources

Central Pacific Trestle in CSRM parking lot

In October 2008, portions of an early Central Pacific trestle came to light in the back parking lot of the CSRM during a grading project. Overlaying historic maps showed that the trestle was on the original alignment of the Central Pacific mainline that was extended through Sutter Lake in 1866. Other similar trestle remains have been observed at several other locations along that mainline route, specifically at the site of the 7th Street undercrossing of the Union Pacific Railroad, and in the excavations of the remediation of toxics by Thomas Enterprises that cut

into the old mainline northwest of the Boiler Shop in the old Southern Pacific Shops complex. An archaeological report was prepared on the 7th Street excavations.⁶⁰

A common method for railroads historically to build raised grades and levees is to first build a trestle, and then fill the trestle with dirt dumped from railroad cars. It appears that all the above trestle features date from the 1866 construction of the Central Pacific mainline through a portion of Sutter Lake.

Footings and sites in 1849 Scene

There were a number of preliminary archaeological studies completed by the State Parks, relating to the half block area bounded by Front, I, and J Streets, and Commonwealth Alley. This area has been commonly referred to as the 1849 Scene, because in the original development plans for this area, it was intended to be reconstructed to represent the structures that stood there in the period between 1848 and the fire of 1852.

At the time of development in the 1970s, the existing buildings were removed (mostly leaving their cellars and cellar walls), and the whole area was covered with fill dirt to “preserve” what archaeological remains were on the site.

D.2.2 CENTRAL PACIFIC/SOUTHERN PACIFIC SHOPS – RAILROAD TECHNOLOGY MUSEUM

Historic Structures

Erecting & Machine Shop

The Erecting and Machine Shop contains the oldest standing structure remaining in the Southern Pacific Sacramento Shops Complex (Central Shops Historic District). The initial portion was one of the first permanent structures built by the CPRR on the Central Shops site, and was completed in early 1869, before the completion of the Pacific Railroad and driving of the Golden Spike at Promontory, Utah on May 10, 1869. The Erecting & Machine Shop served as the primary location for Central Pacific heavy rebuilding, and new construction, so locomotives, initially for the Central Pacific and later for the Southern Pacific Railroad. It remained the primary heavy rebuild shop from 1869 until 1992, undoubtedly a record for continuous use of a building in such a function on any railroad in the US. The building itself was extended about 1873, and again in 1888; while in 1905, an entire new addition was “glued” onto its west face to provide a larger erecting hall. The building has changed very little since 1905. Since 2000, the CSRM has used the building for storage of railroad equipment and parts. It is intended that this building will become the location for the more formal exhibit area of the RTM.

⁶⁰ Tremaine, Kim, and Wendy J Nelson: *final Report of Archaeological Testing and Monitoring for the City of Sacramento’s 7th Street Extension Project, Sacramento, California*. Prepared for Department of Public Works, City of Sacramento. Sacramento: Tremaine & Associates, Inc., February 2006, particularly pp 35-37, 47-48.

Boiler Shop

The Boiler Shop (technically the 2nd Boiler Shop) was built in 1888, and was the site not only of major boiler construction and repair, but also for tender and steel locomotive cab construction. It underwent a major modification, around 1916, when the entire center portion was ripped out and a new structure constructed in its place, including an overhead crane. With the end of steam locomotive work, the building was repurposed for diesel locomotives as a Locomotive Truck Shop and a Fabrication Shop. A large Whiting Drop Table was added onto a single stall extension at the north end of the Boiler Shop in the 1970s. The last railroad operations moved out of the building in 1999, and the CSRM moved its Restoration Shop there in 2000. As part of the RTM it will continue as the Restoration Shop, with the addition of visitor access.

Turntable

The original turntable in this location, a 55-foot Sellers cast iron turntable, was installed as part of the Roundhouse construction in 1868. It was replaced with a 75-foot steel girder turntable in 1895. The current 100-foot turntable, nearly twice the length of the original, was installed in 1943. It will be operable as part of the RTM.

Transfer Table – In Ground Portion

The original Transfer Table was installed in 1888, running between the Erecting & Machine Shop and the 2nd Boiler Shop, and partly covering the site of the 1st Boiler Shop. The current Transfer Table was installed about 1905, built to an innovative patented design that eliminated the deep pit that characterizes most Transfer Tables. This facilitated foot traffic between the Erecting & Machine Shop and the Boiler Shop. The table was extended during the 2nd World War to its current 70-foot length. In 1992, after the heavy locomotive repairs were moved out of the Erecting & Machine shop, the old Transfer Table structure was cut up for scrap in 1995, but the in-ground portions remained in place. These have been renovated by the CSRM for the new reconstructed Transfer Table (see below).

Historic Reconstructions

Railroad History Museum Transfer Table – Moving Portion

Between 2001 and 2003, the CSRM built a new transfer table structure for installation in the historic track structure (see above). The design of the new structure followed the lines of the historic scrapped structure. The new Transfer Table was installed and dedicated on May 28, 2003, and has been in operation since then.

Archaeological Resources

Footings for Roundhouse

The footings for the southwest corner of the Roundhouse are visible just north of the Boiler shop. The roundhouse, constructed in 1868, was torn down in 1959.

Footings for Other Structures

Other footings of building are visible west of the Boiler Shop. These are for buildings constructed in the 1920s and in the 1960s. Older footings are likely underground.

Historic Structures

Sacramento Southern Railroad–Old Sacramento to Hood

The railroad right-of-way, owned by California State Parks, and managed by the CSRM, runs from a connection with the Union Pacific Railroad near OSSHP, south to the small riverside town of Hood, a distance of over 16 miles (this includes approximately 4 miles currently owned by Regional Transit, which separates the northern and southern properties owned by Parks). From milepost (MP) 0.0 to MP 3.0, the road parallels the Sacramento River. From this point it passes into a heavily residential area for approximately 4.5 miles (this includes the Regional Transit portion), to the town of Freeport at MP 8.5, where it again joins the Sacramento River, and parallels it to MP 10.1. From this point, it heads inland on secondary levees to Hood-Franklin Road, MP 15.5, and crosses to Hood Junction, and then on into Hood.

At present the Sacramento Southern Railroad excursion train operates on the northern three miles of track, to Baths, where the track leaves the Sacramento River. For the first 1.3 miles, the line passes through developed properties which include restaurants, shops and a hotel. The line then moves through developed parkland, which includes a bicycle and pedestrian path, river viewing points, benches and landscaped areas. South of this area, the line enters an area of gasoline tank farms. At MP 2.1 the line again reaches the Sacramento River on the West, but on the East parallels Interstate 5, until Baths, at MP 3.0, the terminus of the excursion train run.

From this point, the railroad passes through developed residential areas until it crosses Meadowview Road. At MP 8.5, the delta town of Freeport and the Sacramento River are reached. It is at this point that interpretive possibilities begin to present themselves. The orchards and other agricultural lands permit the explanation of the importance of agriculture to the Delta region, and the reason that the Walnut Grove branch line, which is the line of the Sacramento Southern Railroad, was established.

At Cliff's Marina, MP 10.1, and for the next five and one-half miles the line passes through stands of native vegetation, rich in wildlife. The Beach Lakes, and further South, the Stone Lakes wildlife refuges preserve natural areas close to a major city, permitting the citizens of Sacramento the chance to experience nature with little effort. The railroad, which runs alongside the refuges, offers the best option for viewing the natural world preserved here.

D.3 HISTORIC LANDSCAPE AND CULTURAL LANDSCAPE FEATURES

Sacramento is located in the northern portion of the vast Central Valley that runs 450 miles through the heart of the Golden State. The valley was one part of the ocean floor, and in its prehistoric period, four great mountain ranges emerged—the Sierra Nevada to the east, the Klamath and the Cascades to the north, and the Coastal range to the west. These mountains surrounded a huge depression into which they poured waters, sand, gravel, and other sediment. Eventually, this “inland sea” receded, some believe by bursting through the Coastal Range at Carquinez, leaving behind a valley containing volcanic rock and alluvial fans, the latter from the washed rock of the Coastal Range, but the valley’s key characteristic is its flatness.

“The physical geography of the valley has been a continuous factor in valley history. Transportation, settlement, irrigation, reclamation, floods and agriculture have all reflected this physical environment, especially the presence of the rivers.”

-Historian Joseph McGowen

The Sacramento River begins on the southern slopes of the Klamath and provides the central waterway for the valley. Into it, flow tributary streams fed from snow-capped mountains to the east. To the south, the waters of the Cosumnes and American Rivers also run into the Sacramento. Dozens of smaller streams with names like Antelope, Deer, Mill, and Butte enter the Sacramento as well. These waterways bring a rich diversity of soils and dump them on the ground in alluvial fans, providing the basis for the rich agriculture of the valley, an important ingredient in Sacramento’s economic stability.

The City of Sacramento’s destiny is shaped by its strategic location at the confluence of the Sacramento and American Rivers. Because of its location, in 1849, it became the “Gateway to the Gold Fields” as a convenient drop-off point for miners and a place where they returned for supplies and recreation. Later, agricultural riches of the valley were “mined” and processed by enterprising Sacramentans. Venture capitalists underwrote these endeavors and evolving transportation systems conveyed them to markets all over the nation and the world.

Sacramento is most widely known for the flatness of its landscape. The city can be oppressively hot during the summer but, thanks to the oceanic breezes that come up through the Sacramento Delta, often pleasantly cool enough in the evenings. Winters are often damp and rainy with daytime temperatures hovering in the 50s and 60s, while nights sometime plunge to the 40s and 30s. Snow and Freezing rain are unusual, but on rare occasions Sacramento has been blanketed in winter white. Precipitation varies from year to year. Some years, the rains barely soak the soil. Other years, the heavens open in such a deluge that fears of flooding is real.

Archaeologists describe the valley’s prehistory as a place inhabited by ancient prehistoric creatures: mastodons, horses, camels, ferocious saber-toothed tigers, huge bears, and fearless

wolves. Flocks of waterfowl filled the skies. Fish, like sturgeon and salmon were found in abundance while large herds of elk, deer, and antelope roamed at will. Giant oaks, sycamores, cottonwoods, willows, and ash once grew in abundance, tules choked the riverbanks, and open patches of heavy grass flourished in flat areas. The mountains surrounding the valley meant that it was isolated from the rest of the world. Indeed, because it was so remote, population grew slowly in Sacramento and in California's interior in general for many years.

Artifacts Original to the Site

The most significant and important artifacts original to the site are the original buildings that are still standing, as detailed above. In the numerous archaeological studies that have been conducted in Old Sacramento, and more specifically on State Parks property, there have been many small artifacts discovered and preserved. These are detailed in the various reports completed on the different studies. The Park has also acquired various artifacts that have association with the sites, notably including the very first Central Pacific locomotive which arrived on the waterfront in 1863, and a locomotive actually constructed in the Central Pacific Erecting Shop in 1882.

Collections

The extent to which individual units within OSSHP actively acquire, exhibit, store, and conduct related activities (cataloging, loans, transfers, etc.) varies. Units with a high level of collections management responsibility are:

- CSRM Railroad History Museum
- CSRM Historic Southern Pacific Shops Complex
- Big Four Building
- B.F. Hastings Building

The following units have a lesser degree of collections management responsibilities:

- CSRM CPRR Passenger Station
- Eagle Theatre

California State Railroad Museum, Railroad History Museum

The CSRM has the largest collection, in terms of the number of annual acquisitions, the quantity of material received and processed according to professional standards, as well as the amount of state resources (designated funding, staff, and space) allocated for collections management. In fact, collecting is specifically and prominently referred to in the Museum's mission statement: "The mission of the CSRM is to collect, preserve, study, exhibit, and interpret selected aspects of railroads and railroading, with an emphasis on California and the West, for the education, enjoyment and entertainment of the widest possible audience" (approved January 1997).

The nucleus of the Museum's collection dates from 1969, when William Penn Mott, Jr., then Director of State Parks, accepted donation of fifteen steam locomotives and cars from the Pacific Coast Chapter of the Railway and Locomotive Historical Society. On July 8, 1937, a group of dedicated historians from the San Francisco Bay Area had formed a chapter of this national organization established in 1921. The Chapter focused its interests on preserving the historical locomotives and cars still extant in the West. Its first acquisition was the 1875 Baldwin Locomotive Works woodburner Virginia and Truckee No. 21, J.W. Bowker. Over the next three decades, the Chapter acquired more than three dozen vintage locomotives and cars. In addition to saving this equipment from vandals and scrappers, the Chapter sought to exhibit and interpret the collection to the public. Original plans called for a museum in San Francisco, but when this endeavor proved unsuccessful, a group of Sacramentans stepped forward with the idea of establishing the museum in the capital city. Negotiations with the Department of Parks and Recreation, in the late 1960s, resulted in a decision to locate the museum in OSSHP. Other key participants who contributed to the success of the project were the Sacramento Historic Landmarks Commission, the Sacramento Redevelopment Agency and the Sacramento Trust for Historic Preservation.

In 1970, the Sacramento Trust and the Chapter held a dinner on board the *Gold Coast* (now on permanent exhibit at the Railroad History Museum) to host Governor and Mrs. Ronald Reagan. The car, once owned by famed authors Lucius Beebe and Charles Clegg, was parked on a siding near the site of the proposed museum. Governor Reagan expressed his support of the project and a short time later put his words into action by signing a bill authorizing establishment of a railroad museum in Old Sacramento.

The Sacramento Trust continued to be actively involved the museum project. In 1972 the Trust published its recommendations for planning and development of the CSRM. This document clearly defined the goals and purpose of the museum: "to interpret for the public and historian alike in a way different from most other railroad museums the railroad as it affected the westward movement and the development of California." The museum would achieve this goal with "well-organized imaginative and creative arrangements of well-interpreted three-dimensional display of railroad artifacts, documents and memorabilia." Collections were key to the museum's success. A thoughtfully assembled collection would contribute to the development of exhibits and interpretive programs as well as support the research needs of staff and public.

A modest legislative, appropriated the next year, supported the preparation of a master plan that called for a complex of reconstructed buildings and new facilities in Old Sacramento. In these, would be housed a railroad history museum, a railroad technology museum, a research library, exhibit galleries, house museum spaces, meeting facilities, and much more. The museum's 1973 "Master Plan" also supported the acquisition of collections to support interpretive themes.

A State Parks bond act, approved by the voters in 1974, provided the initial financing. The first phase was the reconstruction of the 1867 CPRR Passenger Station on Front Street. Undertaken

as an American Revolution Bicentennial project, the building opened on July 4, 1976 (dedicated September 25, 1976) as a house museum facility, depicting Sacramento's first formal train station as it appeared in 1876.

Planning for the RHM started late in 1976. Ground was broken for the museum on April 21, 1978. By early 1980, the building had taken on the form we recognize today. One of the most remarkable aspects of the project involved the restoration of 21 pieces of full-size railroad equipment for exhibition. This program, the most extensive activity of its type ever undertaken, began in earnest in February 1977 and continued through June 1981, financed largely by Federal grants. The first of the restored pieces—a three-car narrow gauge freight train—was installed above the roundhouse at the end of August 1980.

Running parallel to the restoration efforts was an equally focused program to acquire small three-dimensional artifacts and documents to support the development of exhibits in the near term and the creation of permanent study collection for the long term. Although the Department's statewide collections included a few pieces related to California's railroad history (locks, tools, photographs, locomotive and passenger car accessories, etc.), there were most certainly not enough to populate an entire museum.

Nor were the few artifacts located on site (such as pieces of rail, spikes, china shards, bottles) from archeological excavations or amateur finds, of sufficient number or fine enough condition for display. Building the museum's collection began in earnest. With an emphasis on California and the West, the museum began to collect artifacts which supported the primary interpretive themes established in the master plan, interpretive prospectus and other planning documents:

- Sacramento Valley Railroad
- Theodore D. Judah
- The Big Four
- The Transcontinental Railroad
- The People who Built the Railroad
- The Golden Age of Railroading
- Railroads and the West
- Railroad Architecture
- Railroad Building Feats and Technology
- Railroads and Land
- Railroads and Politics
- Railroad Gauges
- People and the Railroads
- Railroad Labor
- Railroads and Unions
- Railroads and Agriculture
- The Passenger Car
- Passenger Travel
- Name Passenger Trains
- Business and Private Cars
- The Freight Car
- Railroad Freight
- Railroads and Industry
- Railroads and Lumbering
- Railroads and Folklore
- Railroads and the Circus
- Railroads and Hollywood
- The Hobo
- Railroads and War
- Railroad Navies
- Standard Time
- The Roundhouse and Shops
- Dinner in the Diner
- Railway Mail
- The Sleeping Car
- How a Steam locomotive Operates
- The Diesel Locomotive
- Railroad Myth and Symbol

- Toy Trains and Scale Modeling
- The Railroads in Sacramento
- Railroads of California and the West
- Locomotives: Size and Power
- Cars
- Carrying Capacity
- Railroad Systems and Technology
- Alternate Railway Technologies
- Restoration and Preservation

Thousands of brochures were distributed to encourage railroadian collectors to donate artifacts and documents to the new CSRM. In addition, \$225,000 was appropriated from State Parks Bonds funds to purchase specific artifacts. In 1977, the State of California leased two collections storage facilities in an industrial park in West Sacramento, about four miles from Old Sacramento. One is still in use today; the other was occupied until the mid-1990s; then, moved to the current site which is only a few doors down from 1970s location. These facilities were used for the storage of collections. Up to six employees were assigned to process and catalog incoming collections, ranging in size from a single artifact to hundreds of boxes comprising the private collections of noted railroad enthusiasts. One facility was also used to house full-size equipment either pending restoration, or fully-restored and awaiting transfer to the Railroad History Museum.

On May 2, 1981, the RHM, a 100,000- square foot building featuring multi-media presentations, two theaters, twenty-one meticulously restored locomotives and cars, and more than forty interpretive exhibits, opened amid the celebrations of Railfair Sacramento 1981.

Refining the collection continues to this day. Staff is guided by the “Scope of Collections Statement” (approved 1998), which classifies the Museum’s three principal collecting areas: (1) documentary collections, (2) three-dimensional artifact collections and (3) full-size locomotives and car collections and details the types of materials within each area.

The focus of the documentary collections, managed by the CSRM Library, is the history of railroads and railroading in California and the adjacent states from the 1850s to the present. Collections cover selected railroad topics throughout North America, including Canada, Mexico and Central America. Emphasis is on acquiring materials relating to the social, economic, political, cultural, technological, and environmental impact that the industry has had and continues to have on the region.

The small three-dimensional artifact collection consists of objects from railroads, railroading, railroad history and technology, from circa 1830 to the present, with an emphasis on California and the West. These artifacts have been evaluated by the Smithsonian Institution’s former Curator of Transportation, John H. White, Jr., as the largest and finest publicly held collection of three dimensional railroad objects in North America. The 2001 donation of the Thomas W. Sefton Collection has given the Museum the pre-eminent publicly-held collections of toy trains and Buddy “L” toys extant in North America.

While detailed information about the Museum’s collection is available in various formats (accession records, catalog records, photographs, etc.), listing the primary categories of small

three-dimensional artifacts and documentary materials that form the CSRM's permanent collection provides some idea of its considerable breadth and depth.

Three-Dimensional Artifacts

- Advertising souvenirs
- Architectural elements
- Artwork (paintings, prints, sculpture)
- Badges and emblem pins
- Baggage and brass checks
- Brotherhood and union items
- Builder's plates
- Buttons and pins
- Cans, torches and metalware
- China
- Clocks and watches
- Gauges
- Desk ornaments and accessories
- Glassware
- Hats and cap badges
- Headlights
- Horns and whistles
- Lanterns and lamps
- Linens (bed and table)
- Locks and keys
- Locomotive appliances
- Luggage stickers and decals
- Medallions, medals and tokens
- Oilers, torches and tallow pots
- Paper napkins and placemats
- Patent models
- Patterns
- Playing cards
- Punches
- Rail samples
- Rolling stock accessories
- Scale models
- Signals
- Signs
- Silver flatware and hollowware
- Smoking accessories
- Souvenir items
- Stamps and validators
- Telephones and telegraphic equipment
- Tools, shop and track
- Toy trains
- Toys and games
- Track materials
- Uniforms
- Watches and clocks
- Wax sealers

Documentary Collections

- Annual reports
- Architectural drawings
- Blotters
- Books
- Brotherhood and union publications
- Business cards
- Calendars
- Corporate business records
- Engineering drawings
- Forms
- Government documents
- Magazines
- Manuscripts
- Maps
- Membership cards
- Menus
- Motion picture films
- Paintings, graphic arts and other artwork
- Passes
- Patents
- Personal papers and correspondence
- Photographic prints and negatives
- Postcards
- Posters
- Railfan club publications
- Railroad association publications
- Rule books
- Sheet music
- Sound recordings
- Stationery
- Stocks and bonds
- Surveyor's notebooks
- Tariffs
- Tickets
- Timetables
- Tourist guides and travel brochures
- Trade catalogs
- Videocassettes and DVDs

The third major collecting area of the Museum is the full-size historic railroad equipment collection, consisting of 82 locomotives and cars dating from 1862 to 1979. Many of the museum's locomotives and cars are the sole surviving and/or best examples in North America. The collection includes 20 steam locomotives dating from 1862 to 1944, including eight built before 1885, and 14 internal combustion locomotives dating from 1928 to 1979. 18 passenger cars span the period from 1874 to 1962. 27 freight and 30 maintenance-of-way cars and cabooses date from 1891 to 1977 and include box, flat and tank cars, cranes, scale test cars, tool and outfit cars, flangers, a dynamometer, snow plows, track geometry cars, and even a Ford Model A fire truck on railroad wheels.

Today it is no longer necessary to advertise to attract donations. Since 1981, the CSRM has accessioned over 2,600 donations, ranging in size from a folder of cherished family photographs to hundreds of cartons. The museum's fine reputation ensures that collectors of railroad artifacts and documents, as well as the corporate entities and institutions, associated with all aspects of railroad history (railroads, manufacturers, unions, as well as railfan clubs and industry associations) consider the CSRM the appropriate repository for the long-term preservation of historic collections. The museum has received the gift of significant railroad collections from the Bancroft Library, the Smithsonian Institution, Southern Pacific, Western Pacific, Union Pacific, and the Atchison, Topeka and Santa Fe railroads. Many railroaders and

private collectors have made generous donations. The museum also purchases materials with funds provided by the CSRM Foundation.

CSRM: Historic Southern Pacific Sacramento Shops Complex

Located adjacent to downtown Sacramento, the Southern Pacific Sacramento Shops complex is one of North America's most important industrial heritage sites. Proposed on this site, is the Railroad Technology Museum, a major expansion of the CSRM. In late 1999, the museum secured a lease from the Union Pacific Railroad on the complex's two main structures, the Boiler Shop and the Erecting Shop. These cavernous structures date from the days when steam locomotives were built and repaired on site. Portions of the massive brick Erecting Shop are dated from 1869, when the building was constructed and operated by the Southern Pacific's predecessor company, the CPRR. As such, the Shops include the only surviving Central Pacific structures standing when America's first transcontinental railroad was completed.

Ongoing maintenance of the museum's operating steam and diesel locomotives takes place in the Boiler Shop, as do repairs and maintenance for the museum's coaches and converted freight cars. The necessary support systems for the museum's operating railroad, the Sacramento Southern - track materials, specialized machinery, and crossing signals - are built and maintained here as well. Restoration and conservation projects are also conducted in the Boiler Shop, attesting to the Shop's ability to provide skills and tooling for a variety of activities.

The adjacent Erecting Shop houses additional pieces from the museum's collection of historic railroad and cars. Stored outside for years, these historic items are a priority for restoration. Many will become exhibits within the RTM, to showcase over a century of technological development and innovation in the railroad industry.

Big Four Building

The Big Four Building is a reconstruction of two structures, the Huntington & Hopkins Company Hardware Store and the Stanford Hall. The original structure, actually three separate buildings with common walls, dates from the 1850's, and was located on the south side of K Street between Second and Third Streets. Collis P. Huntington and Mark Hopkins (two of the "Big Four" who built the CPRR, Leland Stanford and Charles Crocker being the other two) opened a hardware store in 1855 and continued in business at this site until 1891, when the company dissolved.

The Department, as part of the State of California's contribution to the revival of Old Sacramento, rebuilt the Big Four Building at its current location, 111 I Street adjacent to the Nathaniel Dingley Spice Mill. Ground-breaking ceremonies were held April 25, 1969; the building was completed in 1971. Although more than a million original bricks from the original K Street structure were used for the reconstruction, only a few of the nineteenth-century structural elements have survived: millwork on the front doors, some of the cast iron façade, a stair banister and a few interior columns. The exterior was designed to resemble its appearance between 1862 and 1873, when the CPRR offices occupied the second floor. Little specific

information about the interior of the building has survived. Collections are exhibited and stored and in several areas of the Big Four Building.

Big Four Building: Huntington, Hopkins & Company Hardware Store

The Hardware Store occupies the eastern section of the ground floor. The interior of the Hardware Store is typical of a mid-nineteenth century establishment, which sold tools, hardware, building supplies, kitchen implements, and other goods. Original artifacts and replicas are on display in open bins and in exhibit cases. A small selection of books and reproductions of nineteenth-century merchandise is available for sale.

The western section of the ground floor is the Stanford Gallery, a multi-use space and changing exhibit gallery.

Big Four Building: Second Floor and Basement

The second floor houses the administrative offices for the Capital District State Museums and Historic Parks, the CSRM, the CSRM Library, and a meeting room, a representation of the CPRR boardroom. Reproductions of period-appropriate furniture were purchased to furnish this room.

Selected items from the CSRM's permanent collection are displayed throughout the second floor. Artwork includes Sam Hyde Harris' painting of a Southern Pacific "Daylight" train steaming along the California in the hall, two oil portraits of Charles Crocker and his wife Mary, and several rare nineteenth-century lithographs of steam locomotives in the boardroom. Large-scale models of freight cars and ferryboats and two one-of-a-kind live steam locomotives dating from the late 1800s are popular with visitors to the Big Four Building.

The CSRM Library reading room and staff offices occupy the eastern section of the Big Four Building. The most heavily used documentary collections (photographs, books and periodicals, manuscript collections, ephemera) are housed in the public reading room or in closed stacks, which occupy two-thirds of the basement. The basement of the Dingley Spice Mill is connected and integral to the archival basement space of the Big Four Building. More extensive archival collections (primarily corporate records), as well as thousands of technical drawings, are stored in the West Sacramento collections management facilities.

Dingley Steam Coffee and Spice Mill

Like the B F. Hastings Building (below), the Dingley Spice Mill is original to the site. It was built in early 1859, replacing an earlier building destroyed by fire in December 1858. The Pacific Coast Chapter of the Railway & Locomotive Historical Society operated a gift shop and bookstore on the ground floor of this building from 1981 until March of 1995. While the space has been used as an information center during special events, it is currently closed to the public and used for storage by the Museum Store. Offices for the CSRM Foundation are on the second floor.

B. F. Hastings Building

Occupants of this building, erected in 1853, have included a bank, clothing merchants, Theodore Dehone Judah's (engineer for the Sacramento Valley and transcontinental railroads) office, telegraph companies, and the California Supreme Court. The B.F. Hastings Building also served as the western terminus of the Pony Express. The B. F. Hastings Building was officially dedicated as a unit of State Parks March 17, 1976, the first unit of OSSHP to open. An exhibit, focusing on various modes of communication in the West, from the Pony Express to the telegraph, occupied the ground floor. Today the Old Sacramento Visitors Center, managed by the Sacramento Convention & Visitors Bureau, shares the ground floor with an exhibit, installed in 2004. On display are 1860s stage coaches, as well as Andrew P. Hill's oil painting, "Crossing the Plains" and numerous artifacts, relating to settling the West and pioneer life.

The several rooms on the second floor were extensively refurbished to appear as they did from 1855 to 1869, when the State Supreme Court was in residence. Office spaces, once occupied by court justices, lawyers, and court clerks, contained furniture and artifacts of the period, from desks, quill pens, and ink bottles to multiple shelves of law books. Over time, water damage, from deteriorating roof and window frames, and other structural issues eventually forced the closure of the second floor. Most artifacts were removed in 1999. The second floor is vacant and devoid of artifacts, except for a few pieces of purchased antique furniture.

A portion of the B. F. Hastings Building, the ground floor corner area that historically was B.F. Hastings' bank, is leased by Wells Fargo Bank and contains a small museum, devoted to its history. A visitor center and historical exhibits occupy the southern portion of the ground floor.

State Parks also maintains a small park opposite the Hastings Building, on the corner of Second and J Streets. To commemorate the contribution of the Pony Express to Sacramento history, on June 4, 1976, the Sophia Comstock Memorial Committee installed Thomas Holland's fifteen-foot high bronze statue of a Pony Express rider. Several National Historical Landmarks, California Historical Landmarks, and other plaques relating to the Pony Express and Old Sacramento, adorn a wall at the east side of the park.

Central Pacific Railroad Passenger Station

The Passenger Station is a reproduction of the CPRR station built in 1868 and used as the western terminus of the first transcontinental railroad. It served the line until 1879, when the Central Pacific built a new station, just south of the current shops area.

The year 1876 was selected as the interpretive date and the interior furnished as a house museum. In the absence of any historic "site-specific" artifacts, period-appropriate artifacts were purchased to furnish the depot. Historic pieces from other state parks, including Sacramento's Sutter's Fort collection of pioneer and Gold Rush items, were also transferred for exhibit in the Passenger Station. Within station offices, waiting and baggage rooms, furniture, trunks, clocks, railroad lanterns, office and waiting room accessories and framed maps and broadsides set the scene. One area became a restaurant, the Silver Palace Eating Stand. Several

pieces of nineteenth-century railroad equipment, including the J.W. Bowker steam locomotive, noted above, were positioned under the train shed to be readily accessible from the boarding platform.

The popular “Emigrant Train” grade school program uses the main waiting room for orientation. However, with a reduction in District staffing levels, the Passenger Station is generally closed to the public. Rooms have been converted to staff offices and the covered track has been allocated for storage of railroad equipment, used along the Museum’s excursion railroad, the Sacramento Southern. The Passenger Station also serves as the boarding area for the popular Christmas event, the “Polar Express,” which in 2012 is in its fifth season. To preserve the artifacts on display and for security reasons, most artifacts have been removed to collections storage, leaving only a few reproductions and purchased antiques as furnishings.

Eagle Theatre

The original Eagle Theatre, a wood frame and canvas structure, with a tin roof, provided entertainment to Sacramentans for a mere three months (September 1849 thru January 1850). Its reconstruction was completed in 1974. Although several lithographs and written accounts provide descriptions of how the theater’s exterior underwent changes during its short existence, no interior description of the saloon, which was added to the front of the theater, sometime in September or early October of 1849, has been discovered. The current bar came from a Gold Rush saloon in Bear Valley (Mariposa County). It typifies bars of the time, with its turned columns and landscape panels. The back bar, at one time, displayed bottles and glassware, similar to those excavated at the site. The Eagle is open only a few hours each week, during which docents introduce a multi-media slide presentation on Sacramento history. Except for a few pieces of purchased antiques and a recently acquired vintage upright piano for use by visiting production companies, the Eagle lobby has been emptied of artifacts.

Other Park Facilities

The CPRR Freight Depot was reconstructed in 1986. Originally used as the passenger station, for the CSRM’s excursion train, the Sacramento Southern, it was converted to a public market. Several of the units, once occupied by restaurants and food vendors (in 2012) are vacant. Plans are underway to return the Freight Depot to its original intent as an interpretive venue, focusing on the story of freight transportation and its impact on Sacramento and the West.

Except for a gold scale on loan to the concessionaire (Skalet Family Jewelers), located on the first floor of the Tehama Block, neither CM&T Building nor the Tehama Block, contain collections; nor are there any current plans to develop exhibits at these sites.

Access to Collections

Collections are used for exhibit and research, as well as interpretation and education. Approximately 10% of the museum's permanent collection is on display in CSRM's 100,000-square foot RHM. Permanent exhibits feature artifacts, selected to tell the story of the primary interpretive themes. 82 pieces from the Museum's collection of full-size locomotives and cars are on display within the RHM, under the train shed, adjacent to the CPRR Passenger Station and along the right of way of the Sacramento Southern Railroad. Rotating temporary exhibits provide opportunities for more of the CSRM's collections to be on public exhibit. Remote access to CSRM collections is available on its website (www.californiastaterailroadmuseum.org), which includes photographs of the RHM, its exhibits, short essays on various railroad history topics, and a detailed roster of the full-sized railroad equipment collection.

The primary point of public access to the CSRM's documentary collections is the CSRM Library, open to the public twenty hours, weekly. A librarian, archivist, and support staff handle approximately 5,000 reference requests each year. While each query is unique, popular research topics include family history, railroad station architecture, locomotive and rolling stock design, social and labor issues, and passenger travel. The Library's collection of over two million photographs is heavily used for on-site research and reproduced in print and media sources, worldwide.

The Library adds its published holdings to the Online Computer Library Center, an international bibliographic database available as "World Cat" at hundreds of public, university and special libraries worldwide. In 2001, the North American Railway Foundation funded the addition of selected Library catalogs to the CSRM website. Researchers can search for information about the Library's holdings of books and other published materials, archival and manuscript collections, engineering and architectural drawings, and selected photograph collections. In 2004, a grant from the L. J. Skaggs and Mary C. Skaggs Foundation funded scanning the Library's dining car menu collection for addition to the online catalog. With support from the Library Services & Technology Act (LSTA), between 2001 and 2003, the CSRM Library partnered with three Sacramento research institutions (California State Library, Center for Sacramento History and the Sacramento Public Library) to create Sacramento History Online (www.sacramentohistory.org) which features images and descriptions of more than 2,000 documents (photographs, pamphlets, posters, and other ephemera), relating to the history of transportation and agriculture in the Sacramento area.

Additional public access to CSRM collections comes through loans to other institutions or through special projects and events. In recent years, CSRM has loaned items to Sacramento's Sutter Club, the National Constitution Center (Philadelphia), the George Bush Presidential Museum (College Station, Texas), Stanford University, the Baltimore & Ohio Railroad Museum (Baltimore), the Nevada State Railroad Museum (Carson City), and the San Francisco Airport Museum. Full-sized railroad equipment has traveled to and operated at off-site California events in Reedley, Lone, and Niles Canyon.

Collections Care

In 2004, State Parks identified “Leadership in Cultural Resources” as one of nine strategic initiatives and stated that “State Parks must play a leadership role in managing historic and cultural properties within the State Parks system and throughout the state. Nearly all State Park properties include cultural resources—thousands of potentially significant buildings, structures, landscapes, archaeological sites, and collections.” From its inception, the management and staff of OSSHP have been committed to professional care of its collections. Professional staff has always been part of the permanent staffing plan. Currently OSSHP’s curatorial department is composed of a Director of Collections, a librarian, archivist, and three curators, one with a focus on history and technology, the other two on object care and preservation, a museum technician, a museum custodian, as well as seasonal support staff and a loyal cadre of volunteers. Chapter 2000 of the Department Operations Manual (DOM) defines the Department’s museum collections management policies and procedures. The Department’s two-volume Museum Collections Handbook gives more details regarding these policies and includes chapters on acquisitions, registration, cataloguing, condition reports, conservation and other core collections management functions. Staff also implements nationally recognized standards for all aspects of collections management, as defined by the American Association of Museums, the American Library Association, the Association for State and Local History, the Association of Railway Museums, and the Association of Railway Museums.

To identify needs and measure progress, the Department accumulates data from parks units to assess the degree to which cultural resources are protected, preserved, and made available to public. OSSHP units annually complete the Department’s Museum Collections Facility Index (MCFI) report, which measures environmental conditions at facilities that house museum collections. State Parks’ Cultural Stewardship and Artifact Conservation Programs and the National Endowment for the Humanities has funded assessments by professional conservators, who have provided recommendations for improvements in environmental conditions (light, temperature, and humidity), pest management, security, storage and housekeeping. Museum objects with specific conservation needs have been identified and treated.

Only a small portion of OSSHP’s collections are on exhibit. The most heavily used portions of the CSRM’s documentary collections, such as photographs, published materials, and ephemera are stored in the Big Four Building; the remaining documentary collections (both processed and unprocessed) are stored off-site with the object collections. The CSRM houses collections in three West Sacramento facilities sites, totaling nearly 30,000 square feet. Collections from the other OSSHP units (B.F. Hastings Building, Eagle Theatre, Huntington, Hopkins & Company Hardware Store) are housed in a single 5,000-square foot unit also located in West Sacramento.

In addition, CSRM occupies two historic buildings on the site of the former Southern Pacific Sacramento Shops complex. These structures serve not only as the site for the Museum’s railroad equipment, maintenance, and restoration program, but will also provide display opportunities for a number of pieces of railroad equipment, as part of the RTM.

The CSRM’s collections are extensive and diverse—in composition, size and current condition—factors which present many challenges to proper care. There are a number of problems with

the existing facilities that argue for their replacement at the earliest possible opportunity. The current West Sacramento facilities are located within a FEMA-identified flood-hazard area. Storage space at all facilities is near capacity, limiting not only current uses, but also prohibiting any meaningful support for field units. Dedicated areas for conservation and processing are inadequate, in terms of size and functionality. The ability to provide public access to collections is limited. Moreover, environmental conditions are sub-standard and contribute to low MCFI-scores, year after year. The majority of the existing storage systems for objects and documents do not meet current professional museum standards for long-term protection.

Thus, as part of the Department's commitment to leadership in cultural resources, funds have been approved and the process has begun to select a site where all state collections can be consolidated into a single state-of-the-art facility. Those of the Capital District, of which OSSHP is part, together with statewide collections will be the primary tenants of a new facility scheduled for occupancy in 2012.

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