

By 1870, the city had become girdled by a network of railroads, horse-drawn streetcar lines, docks, bridges and ships S.H.C.

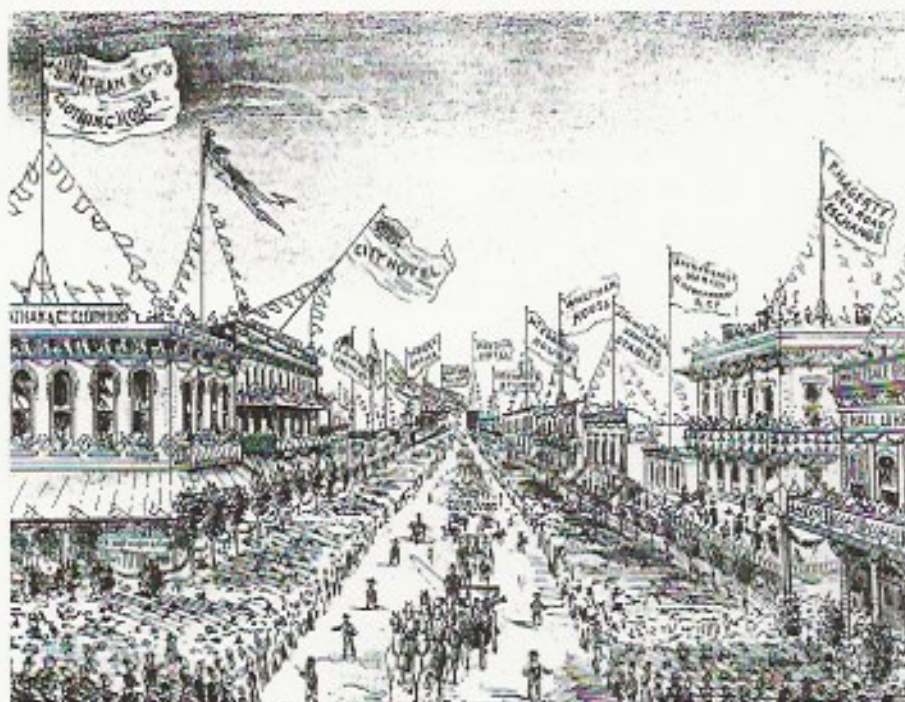
Located at Twelfth and K Streets, St. John's German Lutheran Church was built in 1873. German-speaking churches were one of the major social organizations that Germans brought with them when they came to Sacramento. St. John's was the central Protestant church in the Sacramento area where many influential members of the German community, and of the city, worshipped together. (Courtesy Frank Christy Collection.)

Across the street from CB  
N/E Corner corner 12th & K St



Mule-drawn streetcars at Eighth and K Streets on Sacramento's newly raised streets, circa 1870. *Author's collection.*

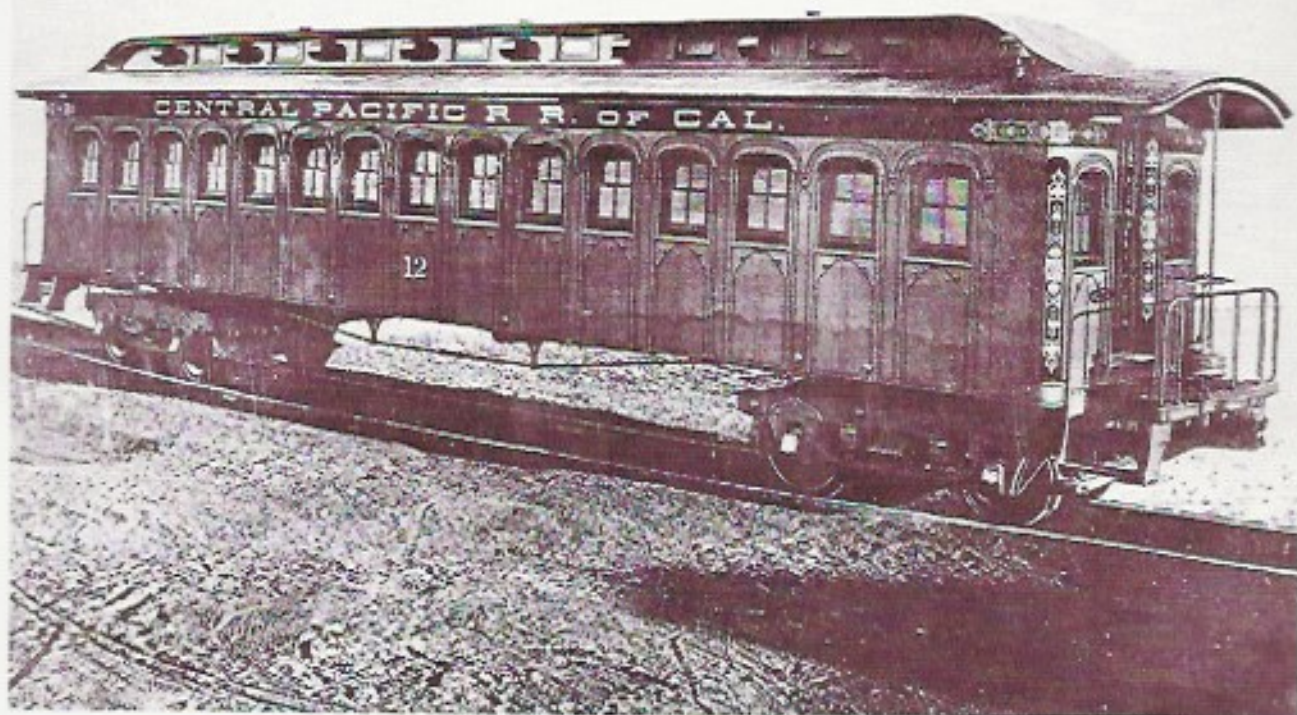
## SACRAMENTO'S K STREET



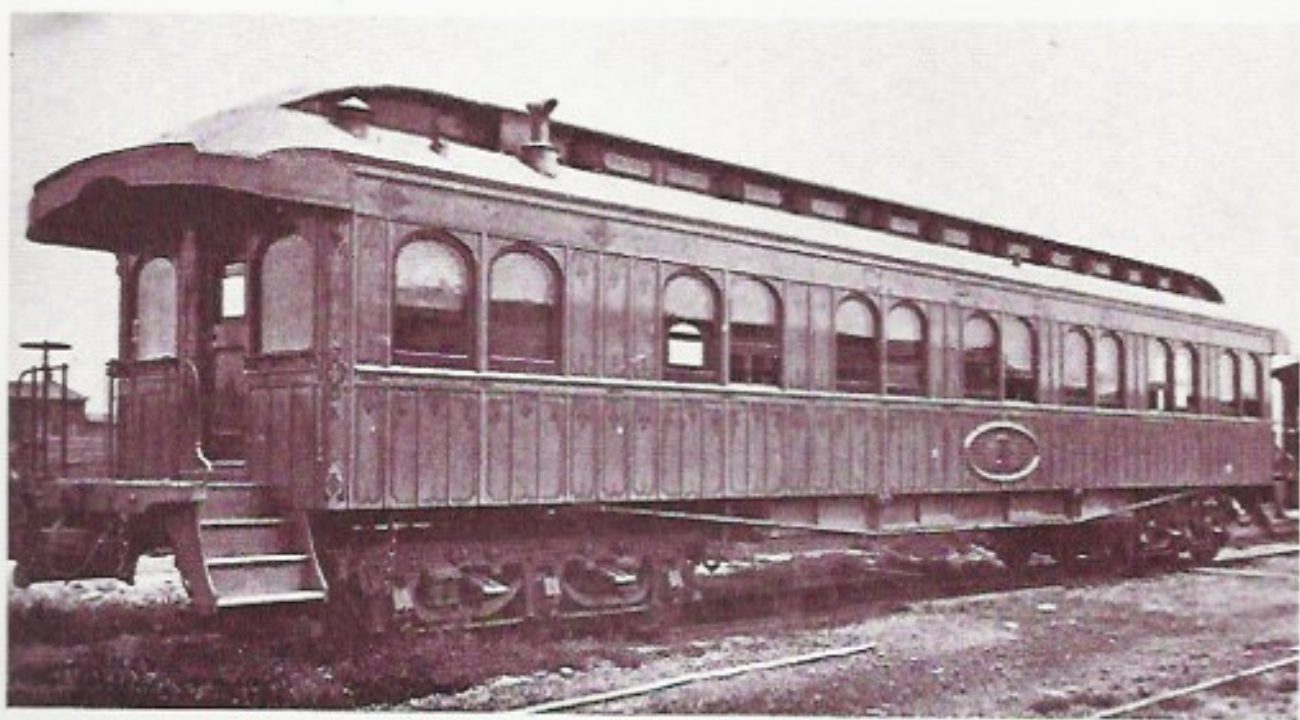
In addition to the Fourth of July, K Street was the most common parade route for any occasion. This drawing illustrates a grand procession for President Ulysses S. Grant, who visited on October 22, 1879. *Center for Sacramento History.*



Many Sacramentans joined the festivities to celebrate former Pres. Ulysses S. Grant's visit to Sacramento on October 22, 1879. The procession on K Street featured Grant, along with Gov. William Irwin, Sen. Newton Booth, and Mayor Jabez Turner in the lead carriage, escorted by numerous military units. Grant, the first president to visit the city, stayed at the Golden East Hotel at Seventh and K Streets. (Courtesy Noel LaDue Collection.)



This was a typical C.P.R.R. passenger coach of the 1870's cst.



The *D. O. Mills* was the first private car of the C.P.R.R. not owned by a railroad official cst.



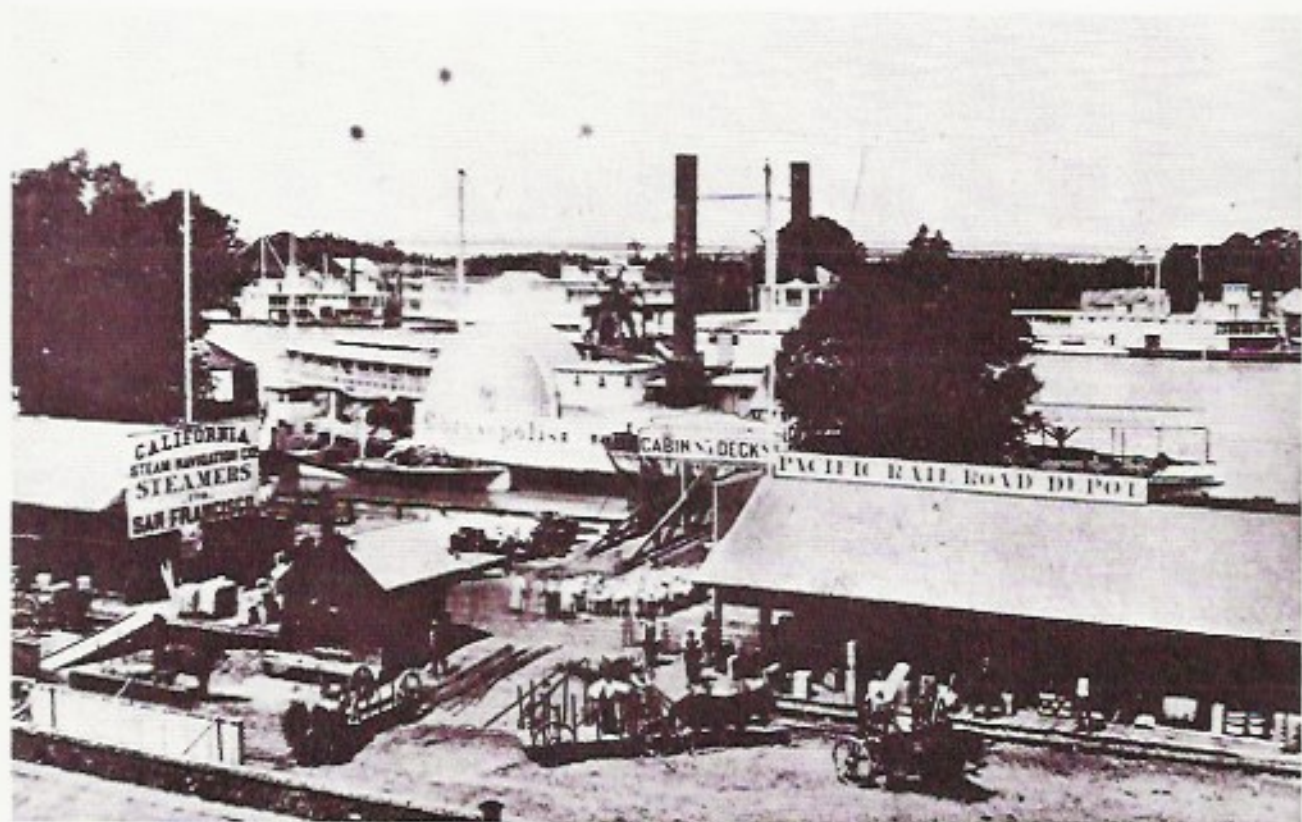
The employees of the C.P.R.R. Car Department posed on its steps in 1876 sf



The Sacramento Roundhouse of the C.P.R.R. est.



The new railroad bridge across the Sacramento River formed a background for dockside activity SCCL



Railroad, wagons, and ships met at the foot of K Street CSL



*The Mary J. Watson Grammar School located at Sixteenth and J streets covered an entire block*

*which is today the site of the Sacramento Memorial Auditorium. This view is dated 1873.*



Central Pacific locomotive No. 149, sporting an enlarged tender fabricated at the Sacramento shops, stands in Wadsworth, Nevada, in the 1870s. The tender's larger fuel and water capacity helped No. 149 cover the Ogden, Utah-to-Oakland leg of Jarrett and Palmer's *Lightning Express*, which brought the theatrical production of "Henry V" from New York to San Francisco in a mere 84 hours. (Courtesy of the California History Room, California State Library, Sacramento.)



Shops bosses gather around 1876. In the second row, from left to right, are L. J. L. Gerrish, foreman, machine shop; Pat Sheedy, foreman, machine shop; Frank LaShells, foreman, blacksmith shop; Jay Harris; George Welch; Jabez Turner, foreman, cab department; M. A. Baxter; Charles Hooper; George Chase; M. Rennick; M. W. Cooley; (first row) J. W. Clarke, foreman, roundhouse; Steven Uren, foreman, blacksmith shop; George Allen, foreman, foundry; A. J. Stevens, general master mechanic; W. H. Milliken; Charles F. Shields, foreman, boiler shop; and R. A. Fisher. (Courtesy of the California State Railroad Museum Library.)





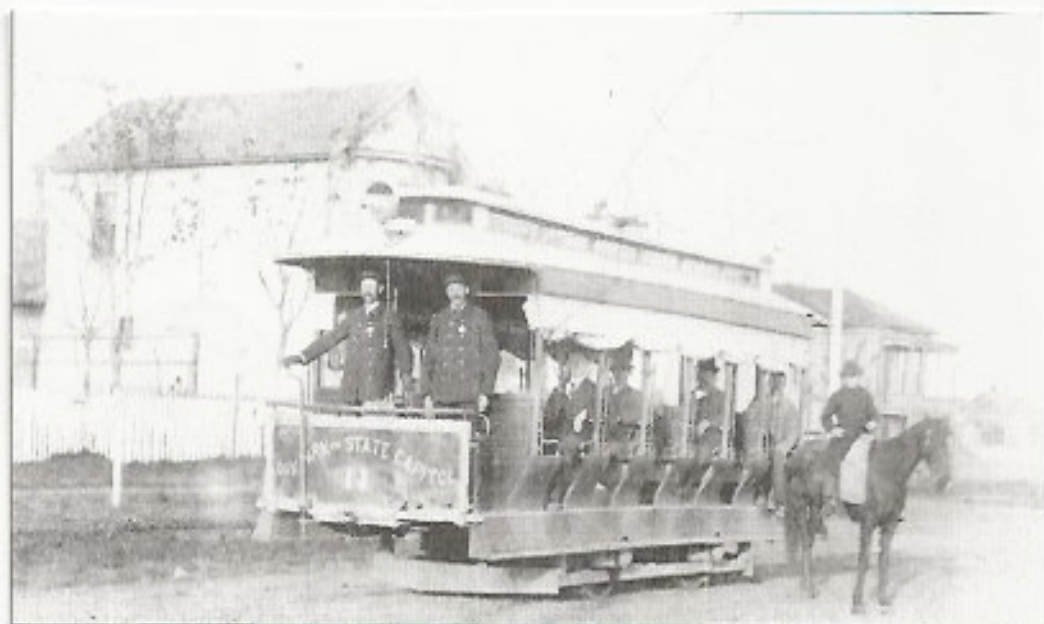
The Central Pacific Railroad Company built a 125-bed hospital for its employees at the southwest corner of Thirteenth and C Streets in 1870 for \$64,000. The hospital was the first of its kind funded through dues charged to all "white" railroad employees at a rate of 50¢ a month. The hospital, pictured here c. 1875, boasted of its modern improvements done to help its patients. (Courtesy David Joslyn Collection.)



*A City Police Patrol wagon, circa 1870.*



The Central Pacific Railroad Depot opened in 1879. The exact date of this image is unknown, but it was taken very shortly after the depot opened, probably in early 1880. It was built to replace the first depot on Front Street on land reclaimed from Sutter Slough. It was torn down and replaced by the current depot in 1925. (Courtesy A. R. Phillips Jr. Collection.)



Sacramento once had a fairly extensive trolley-car system, first with horse-drawn carriages in 1858 and later with horse cars on tracks. An electric system started in 1890, using steam-generated power, converting in 1895 to hydroelectric power generated at the new Folsom Power House. This c. 1900 image shows Car No. 11 on the M Street Line, running from the Southern Pacific Depot to Oak Park. (Courtesy California State Library Collection.)