

4-4-0 48-14x20-46000-27600 (built 5' gauge)
#1 *Sacramento* Hinkley 554 1-1855
Arrived in California June 1855.
In service August 20, 1855. Believed to be first locomotive to operate in West.
Overhauled 1857.
Transferred to Crocker & Co. by October 1866 for use as hoisting engine at Summit Tunnel and used there until 1867.
Restored to serviceable condition (standard gauged?) at Folsom and in service on SV in April 1869.
Reboilered and changed from hook to link valve motion at Sacramento in early 1870 and in service in March of that year as CP #166, *Argenta*.
Apparently scrapped in 1886. Some parts possibly used by A. J. Stevens to construct 2nd CP #166, CP shop #29.

4-4-0 66-15x20-50000 (?)

#1 (2nd) *Pioneer* Globe 1849
Was original #3, *C. K. Garrison* (see below); renamed and renumbered 2nd #1, *Pioneer*, November 1869 after being rebuilt at Folsom with new boiler. The *Sacramento Union*, Nov. 10, 1855, recorded drivers as 66". Contrary to some reports, it is doubtful that 71-inch drivers were ever applied.
Shopped by CP May-September 1871, receiving new front truck, new stack, and other repairs.
Retired 1879?
Scrapped by CP 1886? Huffman thinks date must be earlier.
See *Western Railroader* June 1970, page 5, for a photograph of the locomotive.

4-4-0 48-14x20-46000-27600 (built 5' gauge)

#2 *Nevada* Hinkley 555 1-1855
Arrived in California August 1855.
In service about November 1855.
Named *Nevada* by February 1856.
Overhauled January 1857.
Repaired 1859.
Out of service from April 1866 until standard gauged and returned to service in August 1867.
Exploded at Latrobe on September 16, 1876.
Rebuilt at Folsom in early 1877.
Became Sacramento and Placerville #2 in 1877.
Carried on books as Northern Railway 1020 in 1888 (but not so numbered?)
Loaned or leased to Folsom Water and Power Co. in 1889.
Used at Folsom Prison throughout the 1890s where it still had S&P 2 stenciled on tender.
Became SP 1116 in 1891, but not numbered until June 1892 at the earliest.
Overhauled in Sacramento in June 1892.
Only locomotive to operate in California without interference of American Railway Union in July 1894 (because it operated at the prison quarry).
Scrapped 1898.

4-4-0 66-15x20-50000 (built 5' gauge)

#3 *C. K. Garrison* Globe (Souther) 1849
Built for a railroad at Norfolk, Virginia (South Side RR?), but apparently never shipped to them.
Arrived San Francisco January 1851 as the *Elephant* and stored there. It was the first locomotive in the West. Never operated in San Francisco due to city ordinance although it was apparently intended for use in leveling hills and extending waterfront. Arrived in San Francisco with a Cony (Otis) steam shovel (excavator) also built by Globe (Souther), known as the *Steam Paddy* and also

a group of 30 side dump cars that were hauled by horse or mule when the steam locomotive was rejected by the City. All were brought to California by James Cunningham. Shipped to Sacramento September 1855 for use on Sacramento Valley Railroad. The SV named the locomotive *C. K. Garrison* upon delivery in October.

In service November 24, 1855.

Overhauled in Sacramento, June-August 1856.

Standard gauged by April 1866.

Out of service in 1868.

Rebuilt at Folsom and returned to service November 1869 as #1 (2nd), and renamed *Pioneer*.

4-4-0 66-16x20-50000 (built 5' gauge)

#4 *L. L. Robinson*

New Jersey 1855

Arrived in California September 1856.

In service November 6, 1856.

Overhauled at Folsom August 1862 (first engine shopped at Folsom).

Standard gauged 1866?

Out of service in January 1870.

Rebuilt at CP shops March 1871.

Boiler repaired at CP shops July 1876.

Running gear overhauled at Folsom in August 1876.

Retired 1879?

Specifications? (built 5' gauge)

#5 *George F. Bragg*

builder? 1861?

Ordered as *Garibaldi* by California Central, but sold to SV before delivery.

Arrived Sacramento in May 1862.

Renamed *George F. Bragg* and in service June 1862.

Used in construction of Freeport RR, July-October 1863.

Standard gauged in 1866?

Shopped by CP May-August 1870 with *C. P. Huntington*

Retired in 1879?

Wendell Huffman does not believe that this engine became CP 2nd 93. See comments for p. 40 of D&S.

4-4-0 60-14x24-52000-45000 (70000 with tender, built 5' gauge)

#6

Norris 1858? or 1863?

Arrived in Sacramento as *Nebraska* in May 1864, possibly a second-hand engine.

In service, without a name, in July 1864.

Fell through washed out culvert and exploded December 23, 1867, near Cothrin's Station on Placerville and Sacramento RR.

Repaired at Folsom shops in 1868.

Transferred in July 1868 to CP as CP 93, the *Oronoco*.

Wrecked at Cothrin's Station December 9, 1868.

Repaired by CP and back in service February 1869.

Used on WP.

Overhauled by CP with pilot and light on tender January 1870.

Overhauled by CP August 1872 and drivers reduced to 54".

Transferred to SP Cal as their #17 in 1872.

Renumbered 1119 in 1891.

Sold for scrap 7-28-1893.