

FIRST CLASS PASSENGER

NEXT STOP
PENNINGTON
ESTATE

REV.

P&S

PIB
CENTURY GRAND

EST 2018

AILS WHISKEY

SEAT NO

C19

0720

SL

EST 2018

PROVISIONS

WHISKEY

No.

ISSUED BY

PLATFORM 18 - PIB

For one free class passage in CENTRAL PACIFIC SYSTEM connecting
PORTLAND from date of issue, and in the reverse direction, valid until
date of issue, subject to conditions and restrictions on back of ticket.

CENTRAL PACIFIC RAILROAD

SOUTH OREGON TO *Portland*

VOID AFTER

DATE OF ISSUE

10/1

8.7

TICKET

CENTURY GRAND

PLEASE HAVE YOUR TICKETS READY

COCKTAILS

BARTER & SHAKE

LIBATIONS



100 Proof

Century Grand

ALL ABOARD PLATFORM 18

ROW	SEAT	DATE	TIME
C	19	10/1	7:20 (BYRONIA)

ADMIT

No. 072000

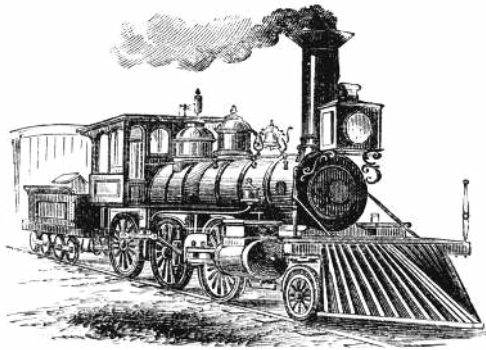
All Aboard!



* THE GREY HEN *

ARRIVAL DEPARTURE





CENTURY GRAND

This collection of cocktails is a collaboration of our owner & Operator Jason Asher and our Director of bars Mitch Lyons. As always we hope to push boundaries with flavors, ingredients & imagination! We drew inspiration from the birth and evolution of the rail as it forged its way across our country.

LAYOUT/DESIGN BY: MEG HOWARD



The Baltimore and Ohio Rail Road Company was America's first common carrier. It was chartered on February 28th, 1827, by a group of Baltimore businessmen to ensure traffic would not be compromised to the proposed Chesapeake & Ohio Canal. Construction on July 4th, 1828, with the laying of the first stone in a grand ceremony attended by the honorable Charles Carroll, the last living signer of the Declaration of Independence. The first horse-drawn rail lines were made of wood rails with iron straps laid upon stones.



The first "official" passengers rode in horse-drawn carts from Mount Clair in Baltimore to the Carrollton Viaduct were constructed on January 7th, 1830. On May 24th, the line was completed to Ellicott's Mills, Md. The first trial run of Peter Cooper's Tom Thumb in August of 1830 brought steam to the railroad along with many other improvements. Cast-iron rails replaced wood, trains of carts divided the weight upon the tracks, flanged iron wheels held to the rail better than wood, and a braking system was developed.

Produce was flowing from the city of Point of Rocks, Md. on the Potomac by 1832, and the B&O expanded steadily with a branch reaching Washington in 1835. US Mail began flowing on the line on January 1st, 1838. The B&O reached Cumberland, Md. by June 1851, but to reach Wheeling, Va. (West Virginia did not yet exist) Eleven tunnels and 113 bridges needed to be built. On June 22nd, 1852, the line reached the Monongahela River at Fairmont, Va. (now West Virginia). On Christmas Eve, the last spike was laid east of Wheeling. On January 1st, 1853, the first train arrived in Wheeling from Baltimore in 16 hours, a trip that had once taken several days. The "West" was now open.



In 1862, President Lincoln signed the Pacific Railroad Act into law, and shortly after the construction of the Union Pacific Railroad began. Under terms of the Pacific Railroads Act, the Union Pacific was authorized to build a line westward from Omaha, Nebr., to the California-Nevada line. It was to connect with the Central Pacific RR—which was planned to be made simultaneously from Sacramento, Calif. Each railroad company, after completion of an initial 40 mi (64 km) of the track, was to be granted 6,400 acres (2,589 hectares) of public lands and a loan of from \$16,000 to \$48,000 for each mile of track laid. In 1864, Congress doubled the land grant, considerably eased the terms of government loans, and allowed the two railroad companies to borrow private capital. In 1864 and again in 1866, the Central Pacific was authorized to build eastward beyond the Nevada line. In 1865 construction of the Union Pacific begun from Omaha westward, and a long succession of harrowing delays, construction problems, and trouble with Natives were encountered.



The Central Pacific Railroad was chartered by Congress, through the Pacific Railroad Act of 1862, to construct a portion of the first transcontinental line, starting in Sacramento and proceeding eastward. Many considered a railroad running through the nation's interior to be the key to westward expansion and the future of the country. A transcontinental route would significantly reduce the time it took to cross the continent, develop the nation's vast interior, encourage settlement, promote trade, and fuel industry. Congress felt it was also essential to the national defense.



A sizeable Chinese workforce, numbering 10,000 or more who were initially drawn to California by the Gold Rush, was drafted into the effort. By the second year, nine out of ten of the workers were Chinese immigrants. Much of the construction work, especially the dangerous assignments, was accomplished by those immigrants. The line crossed the Sierra Nevada Mountains into Nevada, followed the Humboldt River, and linked with the competing Union Pacific Railroad at Promontory Point near Ogden, Utah, on May 10, 1869. It was now possible to leave San Francisco and arrive in New York in 10 days instead of up to six grueling months. It is unclear how many men died in the effort, or what the actual cost of its construction.

The Central Pacific Railroad was the project of two of the great railroad barons of the day, Leland Stanford and Collis P. Huntington. While the Central Pacific lost out in the race to construct the most mileage, it was an immediate financial success. Lands received in government grants were sold to ready buyers, which provided sufficient income to cover construction costs.

A decorative banner with a black background and white text. The word "TRANSCONTINENTAL" is written in a bold, serif font across the top. Below it, the word "RAILROAD" is written in a similar font, with the letter "R" being significantly larger and more ornate. The banner is framed by intricate, golden-brown scrollwork and decorative elements, including a compass rose on the right side and a small figure on the left. The banner is set against a background of horizontal lines.

TRANSCONTINENTAL RAILROAD

The First Transcontinental Railroad stretched from the East Coast of the United States to the West Coast. No longer would people travel in long wagon trains that took months to reach California. They could now move faster, safer, and cheaper by train. In addition to people, things like mail, supplies, and trade goods shipped across the country in just a few days. The railroad was built between 1863 and 1869. The transcontinental railroad was built in six years, almost entirely by hand. Workers drove spikes into mountains, filled the holes with black powder, and blasted through the rock inch by inch. Handcarts moved the drift from cuts to fills. Bridges, including one 700 feet long and 126 feet in the air, had to be constructed to ford streams.



Thousands of workers, including Irish and German immigrants, former Union and Confederate soldiers, freed slaves, and especially Chinese immigrants played a part in the construction. Construction of the railroad provided many opportunities for financial deception, corruption, graft, and bribery.

The greatest financial scandal of the 19th century grew out of the railroad's construction. The president of the Union Pacific also founded a construction company, Credit Mobilier. Credit Mobilier allowed investors, including several members of Congress, to grant lucrative construction contracts to themselves, while nearly bankrupting the railroad.

The completion of the transcontinental railroad changed the nation. Western agricultural products, coal, and minerals could move freely to the east coast. Just as the Civil War united North and South, the transcontinental railroad united East and West. Passengers and freight could reach the west coast in a matter of days instead of months at one-tenth of the cost. Settlers rushed into what was previously considered a desert wasteland. The 1890 Census would declare that the American frontier had disappeared. The railroad was a significant cause.





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Founded in 1865 by a group of businessmen in San Francisco, the Southern Pacific was a rail line from San Francisco to San Diego. By 1883, the line extended to New Orleans. In 1885, the Southern Pacific leased the Central Pacific Railroad until eventually merging with it in 1959.

The Southern Pacific represented three railroads. Originally called Southern Pacific Railroad, then The Southern Pacific Company, and lastly The Southern Pacific Transportation Company. The Southern Pacific Transportation Company is now operating as the current incarnation of the Union Pacific Railroad. Following the purchase, the Southern Pacific merged with The Central Pacific Railroad in 1870. The merge included several smaller locomotive companies owned by Central Pacific, which created an excellent base for the Southern Pacific.





Those companies spanned the United States, allowing the newly merged companies to access resources when needed more quickly. The newly merged company was then able to machine-tool their parts and built their first locomotive in June 1873. The engine, built in Sacramento, California, became the company's pride and joy. That new creation served to fuel the owners' ideas. Between 1874 and 1881, the Southern Pacific used its resources from all over the United States to build new tracks that would span the country. The feat was accomplished on January 12, 1883, when the second transcontinental railroad line completed. On April 1, 1885, the Southern Pacific railroad decided to take control of their partner, the Central Pacific. Following the acquisition, they determined that the Central Pacific would no longer remain a separate company, and the two companies integrated everything under the Southern Pacific name. In 1886, The first refrigerated rail cars were introduced. These cars became popular because perishable products could be shipped farther. With that ability, the Southern Pacific and Union Pacific opened the Pacific Fruit Express (PFE) in 1906. That new rail line dedicated to transporting goods that needed refrigeration. In 1913, the U.S. Supreme Court ruled that the Union Pacific had to sell all of its stock to the Southern Pacific. That decision concluded the tandem operations of both companies as well as the Southern Pacific's interest in purchasing the Union Pacific.

