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extended its Santa Rosa-San Rafael trackage from San Rafael on to Tiburon, transferred its shops and other buildings by barge from Donahue Landing and established a Tiburon terminal with ferry service to San Francisco. Among the boats operated were the "James M. Donahue," the "Tiburon" which was built in 1884, and the "Ukish," built in 1890. *double ended*

- 1884 North Pacific Coast Railroad completed the Corte Madera tunnel and its present direct line between Corte Madera and Sausalito, abandoning the portion of the original line via Strawberry Point and the Richardson Bay trestle. At the same time it stopped using San Quentin as a passenger ferry terminal, routing all passenger service through Sausalito. Strenuous competition for San Rafael-San Francisco passenger business then ensued between the North Pacific Coast Railroad (via Sausalito) and Donahue's San Francisco and North Pacific Railroad (via Tiburon). Built in 1901 for the Sausalito service was the steel hull steamer *double ended* "Tamulpais," still in operation. Originally unsatisfactory, it was lengthened 12 feet on each end to provide better entrance to the cabin. Other passenger boats in the service included the "San Rafael", (sunk in collision 1901), and the second *double ended* "Sausalito" (since retired from service.)
- 1889 North Pacific Coast Railroad completed its Mill Valley branch.
- 1903 North Shore Railroad Company, successors to North Pacific Coast, broad gauged and electrified its Sausalito-San Anselmo-Fairfax line, San Anselmo-San Rafael line and Mill Valley branch. It built the ferry *double ended* "Cazadero", still in service.
- 1907 Northwestern Pacific Railroad Company, jointly owned by Southern Pacific and Santa Fe, was formed by consolidation of the North Shore, San Francisco and North Pacific and other lines.

