

cisco. (The San Francisco landing had been moved from Meigg's wharf to Davis street.) The rail line crossed Richardson Bay from Sausalito over a 4,000-foot trestle to Strawberry Point, and continued through Corte Madera and the Ross Valley. In the same year this railroad company took over the San Rafael and San Quentin trackage and connecting ferry service from San Quentin to San Francisco.

1876 North Pacific Coast Railroad Company built a narrow gauge line from San Anselmo to San Rafael, linking its Sausalito line with its line to San Quentin.

1879 Donahue's line, the San Francisco and North Pacific Railroad, extended its Santa Rosa trackage on down to San Rafael by taking over the Sonoma and Marin Railroad Company which had been built a few years earlier from Haystack Landing to San Rafael, but had never been put into operation. At San Rafael, Donahue turned his freight and passengers over to the North Pacific Coast Railroad's line to San Quentin and connecting ferries to San Francisco.

1882 North Pacific Coast Railroad took over the Sausalito Land and Ferry Company's service from Sausalito to San Francisco, but also continued to operate the San Quentin-San Francisco ferry. Two of the boats built for the San Quentin-Sausalito-San Francisco operations were the original "Sausalito" and the "San Rafael". *Single hull* Constructed in New York, they were dismantled, shipped west by rail, and reassembled in San Francisco. The original "Sausalito" burned at the San Quentin wharf in 1883 and the "San Rafael" went down off Alcatraz Island in 1901 when it collided in a heavy fog with a new steamer "Sausalito". *double hull*

1884 Donahue's line, the San Francisco and North Pacific Railroad,

