



The North Pacific Coast Railroad began construction of a narrow gauge line in 1874 from a pier at Sausalito (this location), where the service continued to San Francisco across the Golden Gate via ferry. Over the next 12 years until 1886, the NPC built northwest about 90 miles to the Russian River, where the line split and ran the last few miles to west to Duncans Mills and north to Cazadero. The NPC carried redwood lumber, dairy and agricultural products, and passengers. The NPC became the North Shore Railroad in 1902, which standard gauged and electrified the line from Sausalito (this location) to Point Reyes Station (about 40 miles) for suburban passenger service. In 1907, the NS became part of the Northwestern Pacific Railroad. The narrow gauge tracks north of Point Reyes Station remained until abandonment in the late 1930's; since then the standard gauge part of the line (Sausalito to Point Reyes Station) has also been abandoned.

Northwestward view of the abandoned NPC/NS/NWP grade at Sausalito. This location is an empty lot 3,000 feet northwest of the ferry pier at Sausalito Point, the starting point of the NPC (1886n). As far as I can tell, the grade has been completely obliterated southeast of this point, which is therefore the southernmost and oldest remaining evidence of the NPC.





Southeastward view of the abandoned NPC/NS/NWP grade, 4 miles northwest of Sausalito. The grade is now a rail-to-trail, the Mill Valley-Sausalito Path. The bridge carries the grade over a tidal creek with an impressive name, Arroyo Corte Madera del Presidio, which drains to Pickleweed Inlet. The bridge in the left distance carries U.S. Highway 101 over Pickleweed Inlet.



Northwestward view of the abandoned NPC/NS/NWP grade, same location as previous on tidal marshland.





Northward view of the abandoned NPC/NS/NWP grade at Larkspur, 3 miles north of the previous location. This rail-to-trail is called the Corte Madera-Larkspur Path and there is a very clear railroad switch here. The NPC (1886n) mainline is the straight alignment to the left. The split to the right makes a 90-degree turn and heads almost due west for one mile, there it ends at the alignment of the San Francisco & North Pacific Railroad (1879). This short connection was likely built soon after 1907, when both the NPC and SF&NP (actually their successors) were both acquired by the Northwestern Pacific Railroad.



A few steps north of the previous photo. Old steps (seen here), old curbs, and other features hint at the passenger loading facilities that once existed here.