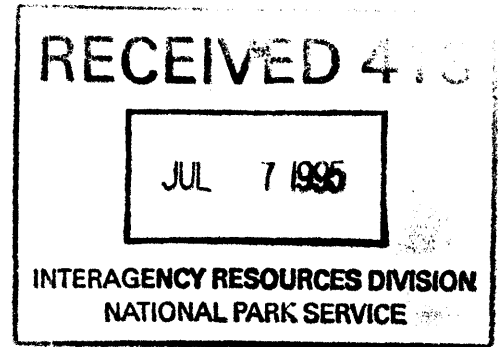


United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name San Francisco and North Pacific Railroad Station House/ Depot
other names/site number Donahue, Peter Building; Northwestern Pacific Railroad Depot

2. Location

street & number 1920 Paradise Drive not for publication
city or town Tiburon vicinity
state California code CA county Marin code 041
zip code 95449

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] Signature of certifying official 6/7/95 Date

California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 ___ See continuation sheet.
- determined eligible for the National Register
 ___ See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Edson H. Beall 8.4.95

Natio
Histor

Beall Signature of Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u> 1 </u>	_____ buildings
_____	_____ sites
_____	_____ structures
_____	_____ objects
<u> 1 </u>	<u> 0 </u> Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)
_____ N/A _____

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: _____TRANSPORTATION_____ Sub: _____rail-related_____

Current Functions (Enter categories from instructions)

Cat: _____GOVERNMENT_____ Sub: _____government office_____

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

_____MID-19TH CENTURY: Greek Revival_____

Materials (Enter categories from instructions)

foundation _____Wood_____

roof _____Metal: Iron_____

walls _____Wood: Weatherboard_____

other _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation _____

Period of Significance 1886 - 1945

Significant Dates _____

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation _____

Architect/Builder _____

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: Belvedere-Tiburon Landmarks Society

10. Geographical Data

Acreage of Property: Less than one acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	10	548280	4191620	3	_____	_____
2	_____	_____	_____	4	_____	_____

_____ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Victoria Mason Arnett Town Commissioner
Belvedere-Tiburon
organization Heritage and Arts Commission date September 30, 1994
street & number 30 Lagoon Road telephone (415) 435-2107
city or town Belvedere state CA zip code 94920

Additional Documentation

Submit the following items with the completed form: ✓

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

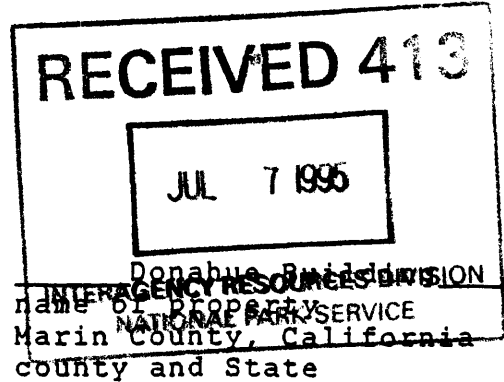
(Complete this item at the request of the SHPO or FPO.)

name Town of Tiburon
street & number 1155 Tiburon Blvd. telephone (415) 435-7383
city or town Tiburon state CA zip code 94920

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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The Peter Donahue Building, a Tiburon designated landmark, is the old station house of the ferry-railroad terminus of the San Francisco and North Pacific Railroad and its successor, the Northwestern Pacific, a subsidiary of the Southern Pacific Railway Company. The simple, almost spartan two-story structure is utilitarian in nature, having been constructed to house the railroad's passengers, baggage, and the station agent and his family. Named for Col. Peter Donahue, the founder of the S.F. and N.P.R.R., the Tiburon depot, the communications center and heart of the S.F. and N.P., is virtually all that remains of the unique railway that once dominated the growth and development of Northern California.

Donahue had his S.F. and N.P.R.R. carpenter-designers erect the building by using a post and beam framing system of 6" x 6" posts, placed 12' apart around the perimeter. The choice of material to fashion the structure was the abundant local redwood lumber milled from trees along the Russian River.

The Donahue Building, like other typical RR structures of that era, is made to be moved. It is light and flexible; it has no below grade foundation. The structure is designed to rest on sill plates created to effect easy portability. Evidence of these plates is still visible today. The current foundation is fashioned of railroad ties running around the perimeter and down the center of the building. The railroad ties rest on thick redwood shingle sized boards which lie directly on the ground.

The building, 40' x 40' square and 36' tall at the roof ridge, is made up of an outsized lower story that is divided from the smaller upper story by a horizontal trim board. The structure is capped by a low gabled roof covered in sheets nearly 5' x 8' in size of corrugated zinc-like metal that are laid shingle fashion in 3 rows up the slope of the roof. The roof has no sheathing and the corrugated sheets are nailed directly to roof purlins that support the metal shingle roofing. The roof is pierced by a small metal roof hatch and various vents and flues. The slopes of the roof end in molded, shaped metal gutters 2-3' on each gable facade with a modest cornice displayed on the East and West facade reminiscent of the classical style to add interest to the exterior.

Carpenter trusses, an early type of truss created at the pleasure of the foreman on the job, support the entire roof. This leaves the floor space below free of columns and allows for storage of tall, bulky railroad equipment and the free movement of railroad commerce throughout the building. Below the roof line, 11 1/2" x 5 1/2" board and batten redwood siding finish the exterior walls on the north and west facades that date

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from the original construction period. On the exterior walls of the south and east facades 7 1/8" wide horizontal siding covers the original board and batten siding, placed there in a later renovation. The window treatment is simple Victorian style. The tall windows are double hung with four over four lights, most of which have their original wooden framing and glass panes.

Near the water of the San Francisco Bay, the old depot, surrounded by low foundation planting of Ivy, Hawthorne shrubbery and 8 Eucalyptus trees, stands free in the 2.6 acre, grassy Shoreline Park in old Point Tiburon. Remnants of the old wharves and two well preserved caissons constructed in 1883 of concrete to underpin and buffer the ferry entrance, are clearly seen at low tide. The building is located on dark brown clay fill, created when the S.F. and N.P.R.R. dug out the sheer hillside to provide the flat land on which to build the terminus. The South side of the building looks directly at the City of San Francisco 6.5 miles across the bay; the North fronts Paradise Drive and the Point Tiburon condominiums built on the site of the old railroad yards; the east looks to nearby Angel Island, a former Army post and the western immigration center for the United States; the west facade faces the commercial center of the Town of Tiburon.

The Sanborn-Ferris Maps of 1890, 1911, and 1928 and the 1917 N.W.P. map of the railroad yards show that the station house is the last important structure of a once large water, rail and land transportation complex which extended over 60 acres and included 50 buildings. These included the roundhouse, paint shop, boat shop, backshop, car repair, machine shop, oil and water tanks, various office buildings, foundry, tin shop, boiler shop, blacksmith shop, lumber mill, corral, carpenter shop, etc., one independent platform, a long wooden viaduct over the railroad yards, freight slip, schooner, auto and small boat wharves. Ferries, built by the S.F. and N.P. in Tiburon regularly plied to San Francisco's ferry building, a famous historic landmark of that city. One of these, the largest ferry ever built on the bay, the "Eureka", constructed in 1890 in Tiburon, rests in the San Francisco Maritime Museum. Some of the railroad cars which took passengers and freight to cities, to northern mineral springs and to campgrounds built by the S.F. and N.P. such as the Bohemian Grove, a well known retreat on the Russian River, are on display at California's State railroad museum in Sacramento. Locomotive 112, which crashed through Tiburon's dock in 1913, is a main feature at the museum.

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The long-lived Donahue Building has always been the hub of the rail-
road operations. (See Photo 1, 2 and 3). In the panorama of the terminus,
the Donahue Building is the prominent 1 and 2 story structure at the east
end of the railroad yards. The San Pablo ferry is ready to disembark the
graceful Victorian-ornamented and pyramid-shaped tower ferry slip with its
covered walkway. Next to the freight slip with gallows frame sits the
James M. Donahue ferry without its stack. The roundhouse and other rail-
road buildings are at the west end. In the background, the white building
is the Corinthian Yacht Club, started with Donahue seed money to encourage
sailing on the bay.

The Donahue Building has remained, throughout its long life, amazingly
intact despite the many alterations deemed necessary to fit the needs of
the railroad. Incredibly this has included moving the building on and off
the wharf in Tiburon, to a final place 20 feet from where it started. Most
historians accept that the Donahue Building was barged a distance of 35
miles, along with the car shop and other similar buildings to Tiburon, from
Donahue Landing, 8/10 of a mile south of Lakeville on Petaluma Creek in
Sonoma County, the founding terminus of the S.F. and N.P. Railroad in 1870.
George Johnson, in a contemporary account of the S.F. and N.P. Railroad
published in his Illustrated History of Sonoma County 1889, stated that the
railroad ferried its buildings from Donahue to Tiburon. The Weekly Argus
of Petaluma in July 11, 1884, reports that a committee of leading citizens,
fearing their impending commercial demise, hoped to implore Peter Donahue
to move his shops to Petaluma and not to Tiburon. The Marin County Journal
reported in November, 1885 that the shops of the S.F. and N.P. Railroad are
ready to be moved at the first of the year. On September 29, 1887, The
Marin County Journal stated "the village of Donahue is desolate and lone-
some. The Sonoma Hotel and shops have gone down on the flood." According
to The Marin County Journal, first Donahue and then his son, J. Mervyn
Donahue, moved the buildings between the end of the year 1885 and Septem-
ber, 1887. In an interview with Dr. Alexander Keenan, Peter Donahue's
great nephew, in the Petaluma Argus Courier 1955 Centennial Edition, the
doctor recalled the dismantling of the town and wharf and the barging of
the shops to Tiburon, along with The Sonoma Hotel and four cottages, which
were the last to go. The restoration architect, who examined the structure
in 1992, found no evidence to indicate that the structure could not have
been moved down from Donahue. He also found a rosehead nail lying in the
eaves, which type of nail had not been manufactured since the 1860's.
Given the available evidence, it appears that the Donahue Building was
barged from Donahue Landing to Tiburon in the early Spring of 1886, when
winter rains raised the waters of the Petaluma slough.

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A water view of the Tiburon steamer landing in 1887 establishes the building had been originally constructed as a tall one-story, multi-purpose railroad structure with open bay doors at the west end for baggage and freight to pass through. A 250' long shed sits behind the station house to protect the cars and passengers from the harsh bay weather. The warehouse on the 300' wharf rises behind the James M. Donahue ferry, named after Donahue's son. In the foreground, there is a schooner wharf and a freight slip at the end of which is the 6-bay roundhouse. (See Photo 4)

Careful analysis of Sanborn-Ferris maps and measurement of an early 1890 historic photo which shows a small storage building and the oil tank, numerous passenger cars surrounding the passenger shed from which an engine is emerging, tracks running onto the docks, the ferries: Ukiah, James M. Donahue and the smoking Tiburon, and the entire roof line of the Donahue Building with a partial exposure of the north facade's 4 windows indicates the structure was 40' wide by 96' long. By measuring the existing windows on the north side, which have not changed since the original construction, the building's length is determined. There is 12' from the center of each window to the center of the next. The 4 windows shown in the 1890 photo cover 1/2 the peak of the roof, a distance of 48', making the total length of the building 96'. (See Photo 5)

Sometime between the years 1898 and 1901, the old directors of the S.F. and N. P. reincorporated as the California Northwestern. They envisioned an extended railroad terminal and expanded the office capacity of the station house. The builders altered the interior to create a 40' by 40' second story on the western end of the building. The railroad carpenters probably raised the original roof slightly, added floor joists and columns to support a pine floor, walls and windows. Horizontal trim bands covered and decorated the joining of the first and second floor and the second floor with the roof. On the West corner, a new window and square-shaped baggage extension have been added. In this early photograph, a horse drawn surrey sits in front of the warehouse and a wood burning engine "W.J. Ralston", a 4-4-0 built by Booth of San Francisco in 1870, is ready to steam north. (See Photo 6)

In 1907 the S.F. and N.P. was sold to the Northwestern Pacific Railroad. In a 1908 postcard picturing N.W.P.'s recent acquisition, the Tiburon terminus, the West bay door of the Donahue building had been partially closed, and a heating stove flu ran from the lower story to the roofline. The station house looked as it had earlier, but the N.W.P. had major expansion plans for the terminal's facilities. Commerce was growing, and soon war was looming in Europe. Between 1908 and 1914, the N.W.P. moved the

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depot approximately 55' onto its wharf to extend the maintenance and repair yard. This allowed space for a road beside the single track between the passenger shed and the depot to accommodate the increased vehicular traffic, and to increase the distance of the station house from the railroad engines' flying sparks, always a potential fire hazard, so that the second story could be used as living quarters for the railroad station agent and his family. (See Photo 7)

Proof of the relocation of the depot onto its dock is most evident at the east end of the building where its south wall abutted a grand Victorian arched tower ferry entrance and covered walkway, the first building constructed by the S.F. and N.P. in Tiburon in 1883. Careful scrutiny of 2 photographs (one, an 1889 close-up of the structures' south and east sides containing a good view of the handsome Victorian Stick and Eastlake-style ferry slip and a shed extension, probably used as an office, with a milk cart on its corner and cask wagon nearby; the other, a birdseye view from Corinthian Island about 1910 of the town and railroad yards featuring the Ukiah in its ferry slip, the car repair shop, the roundhouse in the foreground; and J.M. Donahue at the schooner wharf, the renovated Lagunitas near the steamer dock and the depot with the tower entry and walkway near the point) show the towered ferry slip with its sliding doors to the landing wharf is clearly a distance away from the Donahue Building. The ferries landed and the passengers strolled down this nearly 60' covered path to the depot. The walkway's length was estimated by comparing the known width of the Donahue Building with the unknown distance from the Southeast corner of the depot to the pediment-shaped tower and was determined to be one and a half times the width or 60' (See Photo 8 & 9)

On Christmas Day 1921, a major storm lacerated the Tiburon waterfront. Photographic analysis of the partially damaged wharf revealed that the Donahue Building now ran parallel to the tower entrance, a mere 5' separated them. Clearly the railroad moved the building and not the 200' wide by 300' long wharf, ferry slip and tower walkway. The carpenters did remodel the walkway by cutting off 15', placing sliding doors on the open north end and abutting it to the east end of the depot. (See Photo 10) During the transit year about 1910, railroad men shortened the building's length to 70'. Depictions of the North exterior of the depot indicated that the window east of the door has now been located 2' from the end of the building, instead of the previous 6'. By calculating the distance between the 5 windows and the door, a former window, with the known measurement of 12' from center window to center window, the 70' length was established. This figure was substantiated by the Sanborn-Ferris 1928 map.

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Manifestations of the family quarters are displayed in the prominently exposed plumbing in the northeast corner and the kitchen stove pipe exiting through the roof. The west bay doors have been replaced by two windows and a door to enclose the former baggage area to create office space for the Railway Express and Station Agent since the upstairs is no longer available for such use. As a result of the N.W.P. major expansion of the railroad terminus between 1908-1920, boarding houses have sprung up on the hillside behind the railroad yards and a decorative wooden pedestrian viaduct has been built by the N.W.P. to ease the worker's walk to the yards and the new freight slip with gallows frame. (See Photo 1 and 11). The baggage extension has been removed from the south facade of the Donahue Building. The southwest door, the old door to the freight area, leads to the family quarters, where geraniums bloom in an upstairs window box off the parlor. The southeast door that opens to the telegrapher's office, and the rest of the facade, have not changed since its construction in the late 1890's. (See Photo 12)

N.W.P. moved its main passenger traffic to Sausalito, but retained Tiburon as its maintenance, repair and freight yard for all its operations. Some passenger trains still left Tiburon, but the emphasis was on the ferry-rail transportation of goods. In 1925/26 the railroad removed the neglected passenger promenade and landing wharf in front of the Donahue Building. The remaining wharf underneath the structure continued to deteriorate. In 1939, the N.W.P. decided to move the depot off the dock onto the land. Foreman Arthur Hefte, in a letter to Henri Clouette in December, 1976, recalled the task: "The construction crew removed the 30' one-story portion [the portion not raised earlier], hoisted the two story building onto timbers with rollers between", and rolled the building (at a 5 degree angle) directly north 70' to land.

By comparing photographs of the structure taken in 1939 before the move with those taken after the move in 1940, it's short journey could be traced. Use of the known width of 40' made it possible to ascertain that the northwest corner sat about 90' from the main road and 70' from the second telephone pole east of the railroad track. The roof tip pointed at the peak to the left of the highest elevation of Angel Island. After the relocation, the northwest corner was placed approximately 20' from the highway and 30' from the same telephone pole. The roof peak angled toward Angel Island's summit. The building has ended up no more than 20' from its original location in the 1880's.

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The building, of necessity, underwent some remodeling. The crew must have reused the window and door from the first story and installed them in the first floor east exterior wall. They eliminated the door and window of the telegraph office on the south exterior and covered the original board-and-batten siding on both the south and east facades with 7 1/8" horizontal boards. Both stories of the north facade retained the character from the time of their first construction and the west side retained the look given to it 85 years ago. (See Photo 13 and 14)

The exterior facades of the north and most of the west are the original board-and-batten siding. The 1" x 12" redwood boards are nailed vertically to the underlying structure and the 1" x 3" redwood battens that disguise the join are shaped with a milled edge to give a decorative and shaded effect. There is a strong horizontal band that produces a line below the roof cornice and below the second story windows that creates a shadow to break the vertical emphasis. The 6 1/2' -7' tall Victorian-style windows have a pediment over modest shaped stiles and sill giving the structure a modicum of classical detailing to an otherwise simple structure. The three windows on the first floor and the 4 windows on the second floor with four-over-four sash configuration have mostly original panes as have other similar windows throughout the building. The windows on the upper story are irregularly spaced. Their location relates to the function of the structure's interior rather than to the symmetry of the exterior. A painted over metal plate covers the place where the flue entered the second story several feet below the roof line. Prominent plumbing is exposed at the northeast corner. The northeast corner and all corners are trimmed with 1" x 5" vertical boards. All the windows, except the casement window on the east, are original or of the same era. At the time of the original construction, the S.F. and N.P. carpenters trimmed the exterior windows with flat board molding, a classical detail. With the addition of the upper level, all the windows were altered to an ornamental style with pediment form at the window peak. During the last renovation, the N.W.P. retrimmed the South and East windows to the original board style.

The west facade displays the shaped roof ends of molded sheet gutters that suggest a pediment style of the classical mode by returning to each gable. The horizontal bands hide the joins and give distinction to the surface. The second floor has regularly spaced windows of similar style and height as the north side. The flush type doors on the first floor are of the same size. Historical photographs show the initial entrances to be 4-panel, wood stile and rail doors with operating transoms. The door in the northwest corner, not original yet still old, has a top glazed panel;

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the old exterior doorway trim replicates the feeling of the adjacent pedi-
ment style windows by use of a pedimented head trim over the entry. The
door, appearing to have a tall transom with 4 lights flanked by the 2
irregularly spaced windows, has been converted from the middle window by
removing the wall and lower sash to fit the glazed panel door under the old
existing upper sash. (See Photo 15)

The south facade has horizontal shiplap wood siding. The 2 four over
four windows on the first floor with their flat style moldings are original
to the building. The old style glazed panel door, still in its pedimented
frame, is sympathetic to the building's character. The shelter over the
entry to the upstairs was added later. The symmetry of the 5 similarly
flat-style, trimmed, four-over-four configuration, double-hung windows
dating to the second story conversion, is broken by the flue to the roof
erupting from the lower floor.

The east facade has the identical shiplap siding as the south. Evi-
dence that the original board-and-batten siding remains beneath the present
exterior can be seen at the "scar" area at the southeast corner. The
foreman of the 1940 renovation deliberately chose to leave an exposed part.
The door added in that remodeling is a flush-type glazed panel like its
counterpart on the northwest corner of the building. The 3 double-hung
windows on the first story are like all the rest on the north and west
side except for their flat-style finish duplicating those of the south.
The wood flat board trimmed casement has been converted from the middle of
three small pedimented, trapezoidal windows installed to give light to the
bath area of the family quarters during the 1898-1901 upper story remodel-
ing. (See Photo 1 and 16)

A single flight of 22 stairs with 7" risers to the former six-room
living quarters of the station agent located in the southwest section of
the structure are steep by today's standards. The stairwell is 4' wide and
has wood round hand railings on each side of the stairs. The older, deco-
rative railing on the west side is supported by iron wall brackets. The
stairs lead to a generous central hall from which all six rooms and a bath
are entered. The south side of the hall has three rooms. The largest
room, once the family parlor and now a conference room, is in the southeast
corner. The southwest corner, formerly a child's bedroom, contains a
passageway high over the stairwell to an old dining room that occupied the
space between the two corner rooms. The northwest corner on the north side
of the central hall housed the station agent's bedroom with a connecting
door to a kitchen with storage closet next to a large pantry and laundry.
Near the laundry, the hallway jogs northeast around the corner to a bath-

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room, shower and heating system. In the shower area, the elaborate thick molding of the southeast trapezoidal window covered over on the exterior is exposed. (See Photo 17)

Painted redwood tongue-and-groove beaded board paneling, once an expensive interior finish, is used on all walls and ceilings, dating to the second story conversion. The high ceilings measure 10'. Most rooms have a crown molding between ceiling and wall. A shaped picture molding 2' from the ceiling, used in the living room, 2 bedrooms and dining room, give the rooms a more pleasing proportion. The high, double-hung windows designed to open with inside sash sliding up and outside sash sliding down, are original to the building or reused in the 1900's. Most have original operating hardware of sash cord and weights. The windows in all the rooms, with the exception of the bathroom area, all have Victorian detail of a routed vertical motif at the sides and head trim of square blocks of rosettes or roundels at each upper corner. The trim is intact on the north and west sides with horizontal sills or rounded edges and molded trim pieces below the sill board. The south and east window sills have been removed and altered to a simple 5" flat board trim. (See Photo 18)

The most common doors are the classic 4-panel, wood doors with Victorian-style, operating, glazed panel transoms. Most have their original brass door hardware and transom hardware with ornamental pin hinges on the bottom of the air way. The stiles and rails which make up the frame of the door are unique because of the use of mortise and tendon locks rather than the more common rabbet type. Some doors have been changed and added to the living quarters during the building's long occupancy, but the original doors (those that were replaced) are still in the second story storage area. Throughout the living quarters, The floors are pine and retain the coats of red painted by the station master's wife in the early 1900's. The interior of the Donahue Building has not been extensively remodeled over the years; the second floor has remained largely untouched and must look as it did in 1900 and 1910.

The first floor interior, recently renovated for city occupancy, has had its original tongue-and-groove beaded wall siding, still intact but in poor condition from a previous remodel, covered with a 1/3 replica wainscoting on the lower portion and a 2/3 textured fabric on the upper. All the windows have the same Victorian detailing as the unaltered windows on the second floor. Two interior doors are multi-paneled French doors. One leads to an office in the southwest corner, the other to a storage area in the southeast corner. The contemporary offices follow the remains of the original tripartite layout of the area: freight on the west end, ticket

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office in the middle and waiting room on the east. The typical arch between the freight and ticket offices, now the recreation and fire personnel spaces, is still to be seen. The redwood floor, installed at the time of the building's 1940 move from the pier to land, is covered by carpet.

The Town of Tiburon recently painted the exterior and trim of the old depot a sea gray, near to the original light gray wash used by its builder, the S.F. and N.P. This covered the previous coats of yellow and brown favored by the N.W.P. and brought the building's contemporary look close to the past.

Recent exterior alterations to the building have been minor. The Northwestern Pacific Railroad ceased operating the Tiburon yard in 1967 and leased the structure to Frank Howard Allen, a local real estate company that removed the old door and placed it in the middle window of the west facade and affixed a plaque honoring Peter Donahue, railroad pioneer. (See Photo 19). The Town of Tiburon designated the building an historical landmark in 1976.

In the early 1980's, the Southern Pacific abandoned the railroad property completely and sold its land to The Innisfree Company, developer of the Point Tiburon condominiums on the old railroad yards. Innisfree deeded the Peter Donahue Building to the Town of Tiburon in 1989. In 1991 the Tiburon Fire District temporarily moved into the old depot while their new headquarters was being built. They shared office space with the Belvedere-Tiburon Recreation Department. The building is now undergoing seismic repairs. The Landmarks Society has made plans to turn the old depot into a Railroad-Ferry museum and to recreate the Station Agent's home in the second story.

The Donahue Building was well maintained by the railroad and Town. It is in remarkably good condition. The former S.F. and N.P. station house of Col. Donahue's railroad line is perhaps Tiburon's oldest structure and the only remaining link with Tiburon's railroad and ferry past. The old depot was once the hub of a huge land, railroad, ferry docking complex. The terminus linked Marin county with the City of San Francisco to the South and with the resources of the North and sent these resources on to Mexico and around the world.

The structure is one of the few terminals nationwide to serve both railroad and ferry passengers. The charm and uniqueness of the Donahue Building lie in its portability and flexibility. The old depot has survived intact both the 1906 and the 1989 earthquakes. (See photo 20)

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The Donahue Building is significant under National Register criterion A for its association with the San Francisco and North Pacific Railroad, a pioneer California railroad incorporated on November 17, 1869 by Peter Donahue, San Francisco industrialist and builder of the West's first important railroad, the San Francisco and San Jose. "Donahue's line", the S.F. & N.P., and its successor railroad, the Northwestern Pacific, a subsidiary of the Southern Pacific, opened, developed and monopolized rail traffic to Northern California from Tiburon to Eureka. The S.F. & N.P. dominated the exposure of North California and the bay to California's rich resources.

The Donahue depot is believed to be one of the oldest station houses in the Farwestern United States. The building, the communications center of a once huge ferry-rail-land terminus in Tiburon, Marin County, linked the cattle and agricultural produce of the Bay Area, Marin and Sonoma Counties and the vast, rich forest lands of Northern California to the port of San Francisco, which shipped those goods around the world. The Donahue Building is significant because it is the only architectural reminder of Tiburon and Marin County's importance in ferry and rail transportation history. The forerunner of "piggybacking", the method of lifting loaded transport directly on to rail, was originated by the S.F. & N.P. in Tiburon.

The history of the S.F. & N.P., from its incorporation in 1869 to the last train run by the NWP in 1967, is the history of the very existence and growth of Tiburon, the regional growth of commerce of the Bay Area and is reflective of the growth of California's economic history and industry. The Donahue Building is the last symbol of the community's struggle in perfecting its unique ferry-rail system.

Peter Donahue purchased the rights of the San Francisco and Humboldt Bay Railroad Company, organized in 1865 to build a railroad in Sonoma County, for between \$30,000 and \$50,000 (reports vary). He began construction of the first terminus of his scenic, broad-gauge railroad at Donahue, south-east of Petaluma, head of navigation of San Pablo Bay. The citizens of Petaluma quarreled with Donahue over the location of the depot; Donahue, vowing he would see grass growing in their streets, founded his own town, Donahue, (Donahue Landing), as the terminus. Donahue operated the S.F. & N.P. from Donahue Landing to points north and east from 1870 to 1882. In 1876, at the invitation of the Korbels brothers and George Guerne, loggers from the Russian River region, Donahue constructed a branch line from Fulton, 4 miles north of Santa Rosa, to Guerneville. In 1879, Donahue purchased the bankrupt Sonoma and Marin Railroad; he completed the line from Petaluma to San Rafael.

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In 1882 Donahue, inspired by the encroachment of a rival railroad, commenced to fulfill his ambition of going from tidewater to tidewater by looking south to San Francisco Bay for a deep water port. He preferred to extend track north to prolong the life and prestige of his namesake town of Donahue, but he rightly gauged the future of commuter traffic in Marin and challenged the North Pacific Coast Railroad, the competing line that wandered from its deep water port at Sausalito over Strawberry Point to San Rafael (with additional water access 3 miles by train at San Quentin, its main terminus) and then to points northwest. The NPC was owned by his old rival, Milton Latham, former governor of California, who enjoyed considerable political advantages and tax concessions in the State. Latham, a Sonoma County ally of "The Big Four", helped the Central Pacific wrest control from Donahue of his S.F. & N.P. in 1871. The Central Pacific sold it back to Donahue in 1873 for the excellent price of \$1,000,000. Donahue ceased the pursuit of a bid for a rail route from Los Angeles to Texas.

According to Henry Poor's 1882 Manual of the Railroad, the Donahue line had 93 miles of track, 8 locomotives, 10 passenger cars, 225 freight cars and one large ferry and a small fleet of cargo boats; however, the only ferry boat terminal was at Donahue Landing, a 2 1/2 hour trip by ship to San Francisco. Citizens were grumbling. From San Rafael, Donahue had made arrangements for passengers and freight to be transferred to the NPC line for the short 3 1/2 mile train trip to San Quentin. Donahue considered the amount charged, 15 cents per passenger, excessive and wanted the rate lowered to 10 cents. Donahue realized the increased use of the transfer point put his monopoly in danger. He needed a new, quick way to the markets for commuter and produce. He decided to abandon the use of this San Rafael to San Quentin route and looked for a deep water terminal close to San Francisco in southern Marin County. On October 21, 1882, he organized the San Francisco and San Rafael Railroad to extend his track 9 miles south to Point Tiburon peninsula (Shark Point) on San Francisco Bay, a fishing area and graveyard for naval and merchant ships, with a population of 100, dotted with dairy farms.

Two entrepreneurs with extensive land holdings on the peninsula, Dr. Benjamin Lyford and Mr. William Coleman, encouraged Donahue to build his deep water terminus at Tiburon. Dr. Lyford controlled the peninsula through his wife's, Hilarita Reed, inheritance of a portion of the huge land grant, Corte Madera de Presidio, given to her father John Reed, by the Mexican government. Lyford was anxious to develop his hillside property for commercial and residential use. He leased a portion of the side of the hill to Donahue so that the S.F. & N.P. could dig gravel from the "borrow pit" to create fill for the terminus. Dr. Lyford envisioned the railroad as the

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conduit between the Pacific and the East that would bring jobs, industry and new families to purchase homes in his new "Hygeia", believed to be the first planned commuter subdivision in the U. S.. Lyford's advertisements assured the potential buyer that "having searched the world over for this location and climate, [he] had at last found the fountain of youth in Tiburon".

William Coleman, previous owner of the Sonoma and Marin Railroad and former head of the notorious San Francisco vigilante committee, whose interests sometimes coincided with Donahue's, had extensive real estate holdings around San Rafael and had acquired the direct access route across the marsh to the only flat, hard ground among the steep hillsides of Pt. Tiburon next to San Francisco Bay. Coleman deeded the property to the S. F. & S. R. in February, 1883. In April, 1883, the S. F. & S. R. purchased from Thomas Valentine, the man who had successfully shepherded the approval of John Reed's Mexican land grant through the U. S. Congress and received a land gift as a reward, a narrow spit of land which later comprised the most important building of the railroad yards, the roundhouse and bits of Main Street. Citizens applauded the decision to create a direct route from the North to the city. They hoped to see cottages sprinkling the countryside between Raccoon Straits and Petaluma and train and ferries running many times daily to San Francisco. The Marin Journal on November 29, 1883 expressed the hope that "one day the Point would attract people of means and taste to build homes".

The road took two years to build because of the difficult terrain of long marsh lands and huge coastal hills which forced the construction of three tunnels and a 750' long high wooden trestle (Trestle Glen) near the Point. By Fall of 1883, the San Francisco and San Rafael Railroad was nearing completion. On October 6, 1883, The Petaluma Weekly Argus reported that Donahue had 3 shifts of men working 24 hours a day on each end of Alto Hill to build the middle tunnel, five miles south of San Rafael. Two hundred men were digging down the hill at the Point with picks, shovels and drills to make room for tracks and buildings. "The wharf, using 1280 piles and 1/2 million feet of lumber, was being built in a V shape 300' on the angles and 200' at the apron of the wharf. The apron will be 60' long to rise and fall with the tides." The wharf was behind schedule because a vessel had sunk with the flooring. In addition, steel rails from Liverpool, England had not arrived. On January 29, 1884, The Petaluma Weekly Argus reported "construction at Tiburon heatens up with the dismantling of the old rotten naval vessels and the building of the S.F. & N.P., it's a good time for government work. Boarding houses full and the horn is on the blower". On April 12, the trackmen drove the last spike on the line and the trains were ready to roll. A week later, in the April 19 edition of the

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Argus, a reporter noted that "if promised rates and trains in service are realized between the North Counties and San Francisco, many businessmen will build homes up this way and increase our population with a desirable class" and "a day will come when all roads this side of the bay will meet and cross by a tunnel or bridge to San Francisco". The enthusiastic reporter marveled at the beauty of the line and at the construction and engineering skills employed by Donahue's railroaders.

From Pt. Tiburon, the track skirts the beautiful bay and runs over marsh and crosses a high, Sierra-like trestle to enter a 593' timber tunnel (Belveron) 3 miles from the point, crosses a meadow for 1 mile and plunges into a long, dark 1,849' tunnel (Alto Hill), and emerges running due north, first on solid ground to solid fill traversing 800' of marshland on a trestle to a 90' drawbridge over Corte Madera Creek, to admit small craft, to a third 1,097' concrete tunnel under San Quentin ridge, then a quick run into San Rafael to Donahue's new depot at Fourth and Tamalpais.

The reporter also noted

the road has been costly, \$678,000, traversing a hilly country with two intervals of salt marsh, the work done well in a substantial manner with redwood timbered tunnels, yet at no point rising higher than 54' above the bay.

The railroad opened its line for service May 1, 1884. 100 Chinese and 80 Irish trackers were checking the rail bed along the line. At 10:00 a.m. Peter Donahue and family, railroad executives, important officials and guests from San Francisco, Sonoma and Marin left the new Clay Street wharf on the paddle wheel ferry Donahue for the festive crossing to Tiburon. They disembarked at the new ferry slip to board brand new yellow coaches, built at the Donahue Landing shops and coupled behind the highly polished locomotive, Ukiah, waiting to steam north with its passengers to San Rafael. The Marin County Journal's May 1 account of the affair acknowledged the race between the NPC and the S.F. & N.P. to capture the commuter traffic was on. "Both lines are on their mettle. The Donahue road is an entirely new line. Everybody wants to go on it." The paper's prediction was astute. Donahue's line, which was shorter, faster, and safer and whose fares for passengers and freight were lower than the NPC's, captured the lion's share of the commuter traffic and nearly all of the freight. His line had no real rival.

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Peter Donahue did not long enjoy his S.F. & N.P. success. He died 1 1/2 years later in 1885 of complications from a cold that appeared after he inspected the excavations for the machine shops at the Tiburon yards on a wintry November day.²

The coming of the railroad to the North Bay and California signaled the beginning of an era of progress as no other development had done before. The S.F. & N.P. and Tiburon, which owed its existence to that company, rapidly expanded after Dr. Lyford officially deeded 11 acres, including Pt. Tiburon, to the S.F. and N.P. RR Co. July 17, 1886. J. M. Donahue, the new President, supervised the move of the shops and buildings by barge from Donahue Landing, the old terminus, during 1886 and 1887.³

The Tiburon machine shops of the S.F. & N.P. were unique in railway history because a small road possessed the gigantic ability to construct and repair equipment from rolling stock to ferries. The Master Mechanic had the huge responsibility to keep the rail system in full operation. Under his watchful eye, the machinists built and fixed engines and walking beams for ferries, and assembled and spit-polished locomotives. The men in the back shops were able to turn out hundreds of cars a year: box cars, hopper cars, flat cars, smoking cars, light, short passenger cars and hand baggage express trucks.

The shops reassembled for the Tiburon terminus the new locomotives ordered by Peter Donahue in March, 1883 from his old friend, Thomas Rogers. The engines, the Peter Donahue #12 and the Thomas Rogers #13, had been shipped in parts from the East and pieced together like a jigsaw puzzle by the machinists. Of the 18 engines the S.F. & N.P. acquired under the Donahues' aegis, most were coal or wood burning with a 4-4-0 wheel base; 6 had been built at his old Union Works by his protege, H. J. Booth. Donahue's iron works had made the first railway locomotive in California for his S.F. & S.J., but his railway shops concentrated on rolling stock.

On September 29, 1887, The Marin County Journal reported "The Donahue railroad village is desolate and lonesome, the hotel and shops have gone to Tiburon." The hotel was the Sonoma House, built at Donahue as a luxury resort; it had 40 bedrooms with a large lobby and piped in water and gas. Four cottages brought from Donahue were erected for the workers, and other railroad men began to build homes on the hill back of the yard. Hotels, fruit and meat markets and a post office soon sprang up to serve the railroad community. According to the Petaluma Weekly Argus, Sam McDonald built a saloon to replace one torched by an arsonist in February, 1884. Later, the same paper reported on July 12, 1884 that another citizen, "Sam McDo-

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nough has left Donahue for Tiburon where he intends to operate a boathouse and fishing apparatus for the accommodation of the public." (The McDonoughs own and operate the ferry to Angel Island today.) The town of Donahue became a backwater. It disappeared from the S.F. & N.P. ledgers after 1891 and from the S.F. & N.P. route in 1913. Tiburon became a busy waterfront town indispensable to the routing of traffic from the city of San Francisco to points north.

The S.F. & N.P. dominated the political and social affairs of the town. The train hands formed the backbone of the community. The station agent - the dispatcher of passengers, freight and government mail - expedited daily gold shipments from the city to San Rafael and acted as the agent for the Wells Fargo Bank. The ticket agents and baggage handlers were often pressed into service as deputy sheriffs to quell the rowdy excursionists enjoying the seafront or riding the popular, special picnic trains supplied with food, drink and music for entertainment and bound for various towns along the route for a holiday in the country, all run by the S.F. & N.P. at a financial profit. To further increase the paying ridership, the S.F. & N.P. sponsored boxing matches such as the World Champion bout held in Tiburon in the fall of 1886 between America's champion Duncan Ross and the German champion Jacob Voss. The newspaper account failed to report who won.⁴

The S.F. & N.P.'s financial assistance to Tiburon was considerable. The Donahue heirs, J. Mervyn and his sister, Mary Ellen, Baroness Von Schroeder, respectively donated the money to organize the Corinthian Yacht Club (1886) and to furnish the new St. Hilary's church with a steeple bell (1888). On November 13, 1890, all Donahue employees brought the railroad's fire equipment and the steamer Donahue to fight the flames that destroyed the business section of the main street except for the Sonoma House Hotel and the saloon. The Superintendent, H. C. Whiting, housed the citizens who were burned out in railway cars. The S.F. & N.P. built a school and a sewer system for the residents. Tiburon became a railroad and seafaring town accommodating train hands, local citizens, soldiers from the Army post on Angel Island, sailors from the coaling station on the east side of the peninsula, and fishermen who called at Kashow's Island (Belvedere) from the fishing stations of the northwest United States and Canada.

By the 1890's, the ferry station was a whirlwind of activity. The S.F. & N.P. concentrated its wood-sided and wood-roofed shops and stores and the new tin-roofed, 6-bay roundhouse on narrow yard streets within a few acres. 200 employees plied their trade at the terminus. Schooners tied up at the schooner wharf; a scow pile driver pounded redwood and pine into the mud for a new freight wharf, to berth a new ferry being framed on the shore. ←

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Livestock awaited shipment to the stock pen at the Lombard Street wharf. The old switch engine, the #1 San Jose, the 1862 Norris-built locomotive for Donahue's S. F. & S. J., scrapped in 1926 with the reputation of the last active steam engine, shunted cars around the yard. The bulk of activity occurred at the main pier in front of the depot, the communications center and ferry landing for the S.F. & N.P. Freight handlers loaded and off-loaded cargo from ferries to docks to warehouse to trains from morning into the evening. Baggage men pushed hand express trucks, laden with mail and luggage, around the platform to a train waiting to pull out from beneath a long, 250'-300' shed that had been built to shelter locomotives, cars and passengers from inclement weather.

Two through trains a day, except Sundays and holidays, operating from each end terminus, transported passengers and freight at the fast speed of 25 miles per hour. One ferry-train sailed from Tiburon for San Francisco at 7:45 a.m. arriving at Cloverdale at noon. The other ferry-train left San Francisco in mid-afternoon arriving at Cloverdale in the evening. A similar schedule was kept by the Cloverdale train, leaving 2 hours earlier each way. Now Petalumans, enduring only a 1 1/2 hour trip, could easily go to the city and return the same day.⁵ By 1897, S.F. & N.P., with more scheduled trains than other railroads of its size, ran freight daily from San Francisco to Ukiah. Three trains left daily for Santa Rosa; two went on to Cloverdale, and one on to Ukiah. Four branch lines - the Donahue, Sonoma, Sebastopol and Guerneville - had connecting trains to the main line. Two logging trains chugged between Fulton and Guerneville each day. Seven commuter trains ran daily from San Rafael to Tiburon and the ferry ride to San Francisco; round trip fare was \$.50, monthly ticket for adults \$5.00, for schoolchildren \$3.00.

Westerners wanted to take part in the spa cures just as Europeans. The S.F. & N.P. had connections with stage lines to the several mineral hot springs in the north; Saratoga, Bartlett, Blue Lakes, Agua Caliente and Highland Springs, known as the Great Sanitarium of the West. The round trip between San Francisco and Hopland, stage stop for Highland Springs, cost \$5.00 for a 98-mile trip. The stage ride cost \$3.00 for a 14-mile round trip. This difference between fares for the rail car and stage coach is a prime example of the lowered transportation costs that railroads brought to the West.⁶

920,000 people traveled the S.F. & N.P. in a year, an average of 2,300 per day. Passengers bought tickets at the general offices at Montgomery Street or the Palace Hotel, the second largest structure in San Francisco, at the depot in Tiburon or at other towns on the S.F. & N.P. System. Ten percent (92,000) of this total number were excursionists to the campgrounds

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and scenic areas. Nearly 50% of the passengers were commuters or people taking one-day business trips; the rest (40%) were visitors from the United States and abroad or new residents.

The construction of a deep-water anchorage on the bay at Tiburon allowed Donahue's broad-gauge, scenic line to outdistance its competitors in achieving technical and financial success and popularity with its passengers. The port invited the S.F. & N.P. paddle wheel fleet, a major railroad asset, to increase transbay traffic and to add new fame and lore to San Francisco's cherished ferry boat tradition. On May 19, 1884, The Marin County Journal made this interesting reference to the new port at Tiburon. "There is such pride in the new ferry slip that it appears to house the ferry of a continental route rather than the outlet of a cow county commune."

Peter Donahue and fellow railroad visionaries had ambitious plans for the new wharf. The new double-end, wooden-hulled, side-wheel, 1500-passenger ferry Tiburon, commissioned from the San Francisco Fulton Iron Works and designed by naval architect Patrick Tiernan, was crafted to match Peter's desire to have the most commodious, magnificent, fastest fleet on this corner of the Bay. The new double-ender design allowed the ferry to steam forward into and out of the slip, rather than losing precious time turning around, as the single-ender ferries of the competing railroads were compelled to do. Rather than a 50-minute trip across the Bay, the Tiburon cut the time almost in half. The Tiburon was powered by a big, strong, vertical, broad-stroke, walking-beam engine, the first marine engine on the West Coast that Donahue had built in his Union Iron Works in 1860. It was an extraordinary piece of machinery and too advanced for its era. Donahue stored it for 24 years, then refurbished it for his new steamer Tiburon. She had forty remarkable years, before "worn out" was placed on her record in 1924 and she was sold for scrap.

The Tiburon replaced the 227' wood-hulled, single-ender, James Mervyn Donahue, the "Queen of the Ferries", built by Wm. E. Colver of San Francisco in 1875 for Donahue Landing. The steamer's hull had been recarved to fit the Tiburon slip when she was transferred for ferry service to the new port; the remainder of Peter's fleet still called at Donahue Landing for a few more years. The James Mervyn Donahue, whose name honored both brother and son, had a gorgeous cabin, a grand staircase, and a great golden eagle capping her tall pilot house, but she was a single ender and had half the passenger capacity of the Tiburon. The Donahue became the backup boat for the Tiburon. She was tied up at the Tiburon docks and eventually towed away and beached near San Quentin in 1922. She served as a shrimp wharf in 1948 and was finally buried as fill for the anchor abutment of the Richmond-San Rafael Bridge.

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The commencement of ferry service by the Tiburon stimulated the rivalry of the S.F. & N.P. and the N.P.C., which had transferred its terminus from San Quentin to Sausalito in order to compete with Peter Donahue, who had nearly wrecked their commuter business. The two ferries, the Tiburon and the San Rafael, left their respective ports at the same time each day and raced each other to their destination. The railroad evinced disapproval of disembarking pale faced passengers and attempted to "discourage" the fierce gamesmanship between ferry boat captains. The N.P.C. fined skippers five demerits for racing and ten demerits for losing to the S.F. & N.P..

In 1890, James Mervyn Donahue, turning out to be an industrious carbon copy of his father, laid track to Ukiah to capture the transport of wool and forest products. He inaugurated the new extension on a blustery February day and hailed the road's future with myriad champagne toasts. Like his father, he caught a chill and died two weeks later, not yet thirty years old. He bequeathed his estate to the Archbishop of San Francisco to build homes for the benefit of the old, the poor, and the orphan.

In 1893, the Judge in the administration of the estate ordered the railroad auctioned to raise the capital for Mervyn's bequest. During the interval between probate and sale, two employees, who had been with the railroad since the 1870's, Superintendent H. C. Whiting and Chief Engineer Frank Zook, looked after the railroad's interests, along with John Burgin, former Private Secretary to J. Mervyn Donahue. The energetic trio extended track to canneries in the Russian River Canyon, bought a small lumber railroad, the Guerne Murphy, and carried out Mervyn's plans to build a new steamer, Ukiah, and to develop El Campo, a pleasure resort near Tiburon, "the gem of the bay".⁸

Mervyn had commissioned Patrick Tiernan, the naval architect of the Tiburon, to design the last great steam paddlewheel of the Bay, the "floating palace" Ukiah. John Dickie, the finest steamship builder on the West Coast, built the 291'-long, football field-size ferry on the Tiburon shore. The sleek 42 1/2' wide hull, made of native Douglas fir, was carved for swiftness, at full speed of eighteen knots; The Ukiah had three upper decks and four cabins. The main deck had two sets of tracks that carried 12 - 16 standard gauge, 36' - 40' long railroad cars. The passenger accommodations were minimal - either the lower deck or topside in the open air.⁸

The innovative feature of the Ukiah, the railroad tracks inlaid on the main deck, allowed locomotives to push freight cars directly on to the ferry from the pier whose tracks aligned with those of the ferry by means of a gallows frame on the dock that rose and fell with the tide. The Ukiah

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earned her sobriquet, "the workhorse of the ferries". In her best years of service, the Ukiah ran freight from 8:00 p.m. until 6:00 a.m., and from 6:00 a.m. until 8:00 p.m., carried passengers and autos, and all day Sundays and holidays ferried excursionists across the Bay. After hard use as a U. S. Government ferry during the World War I years, the Ukiah's hull was overhauled and her decks redesigned to carry 3300 passengers and 100 autos. Now the Ukiah, renamed the Eureka, emerged from her transformation in 1922 as the largest ferry boat in the world. The walking beam engine of the 1890's, retained from her conversion, pumped faithfully for 67 years. The engine has become historically significant since it is the only one of its kind and is still preserved on a floating vessel. The Ukiah substantially increased the shipment of freight and mail along its route and doubled the number of excursion passengers on the S.F. & N.P..

One of the Ukiah's anticipated duties had been to daily deliver excursionists to El Campo (Paradise Cove), a 100-acre vacation resort on the eastern shore of the Tiburon peninsula. "The S.F. & N.P. spent more than \$10,000 to erect a wharf, pavilion, bowling alley, shooting gallery, restaurant and merry-go-round" for the visitor's enjoyment.¹⁰ Vacationing families could also hunt, fish or go shelling around the Indian mounds. The resort, opening in July, 1891 was an instant success. By 1892, large crowds attended the picnics at El Campo.

2,000 passengers traveled on the ferry boats from San Francisco to Tiburon on Sundays and holidays during the summer months. From the first commencement of service at Tiburon, Peter Donahue planned to participate in the recreational craze and the love of escape to the countryside that swept America from the 1880's through the turn of the century. He advertised his S.F. & N.P. as "The Picturesque Route" and promised that "the grandeur and variety of views on the line of this road are unsurpassed and every facility will be offered to Invalid, Tourist, Merchant, Sportsman in search of health, pleasure, business and game."¹¹

The construction of the deep water terminus by Peter and the completion of the projects, the Ukiah and El Campo, planned by Mervyn, began the strong operations of the S.F. & N.P. rail route for the next fifty years, but the railroad could not survive as a private entity with the death of Mervyn; for the first time, the S. F. & N.P. passed from private hands into corporate ownership. In 1893, Arthur W. Foster, native New Yorker, San Rafael broker, and Sonoma landowner, and 2 other investors, Sidney Smith and Andrew Markham, purchased "the best managed line in the country" the S.F. & N.P.¹² Foster became President of the line.

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Foster continued the high quality care of the railroad begun by the Donahues, but the role of money man, not genial railroad empire builder, best suited him. A hard taskmaster and shrewd businessman, he increased the profits of the road from \$57,000 in 1891 to \$286,000 in 1906, the last year of his tenure.

Under Foster's aegis, the men of Tiburon machine shops devised the forerunner of "piggybacking"; special "Elephant" railroad cars, built with doors at each end, carried driver and loaded wagons still hitched to their horses; the whole lot transferred at Tiburon to the San Francisco ferry by a specially constructed ramp. At their arrival at the wharf, horse, wagon and driver drove down a ramp and proceeded to their destination. Goods could be loaded on a wagon somewhere outside San Rafael and unloaded anyplace in San Francisco. This historically significant innovation saved a good deal of time and labor at the ferry dock.

In 1896, Foster's partners attempted to seize ownership of the railroad from him in order to sell out to New York investors who already owned shares, exchanged for an infusion of capital during Mervyn's ownership of the road. While the battle was being fought in court, Foster out maneuvered his partners by a clever corporate trick. He incorporated the California Northwestern Railway in 1898, owned 100% by him, and leased the S.F. & N.P. to his new company for twenty years. The battle for the S.F. & N.P. was over.

The last annual report of S.F. & N.P., prepared by President Foster June 30, 1906, related the story of a technically healthy and fiscally successful railroad company that grossed \$1,434,000 for the year and netted a profit of \$286,000. In July, Foster leased the S.F. & N.P. (CNW) with the exception of the roundhouse and shops, to the Southern Pacific for 2 1/2% per annum of its estimated worth of \$15,000,000.¹³

On January 8, 1907, the Southern Pacific and the Atchison, Topeka and Santa Fe, long lurking on the fringe of the S. F. & N.P. Railroad routes in the redwoods and on the Oregon Coast, merged their interests to jointly incorporate a new railroad, the Northwestern Pacific, to monopolize the train traffic of the Northwest. Up to this time, the S.F. & N.P. had always been referred to as "Donahue's line"; the organization of the NWP fulfilled Peter Donahue's dream. By 1914, trains traversed North California from tidewater, Humboldt Bay, to tidewater, San Francisco Bay.

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On April 1, 1909, the NWP shifted passenger service except for a few trains, from Tiburon to Sausalito, the former NPC terminal on the Bay. Tiburon retained the roundhouse and all the general shop facilities, the heart of the railroad. It continued as the principal operating, maintenance, repair and freight terminal for the NWP. A permanent station agent, on 24-hour watch, moved into family quarters on the refurbished second floor of the depot to take charge of the active railroad yard. The shops alone employed 400 men, a significant number for that era. The 11-bay roundhouse rang with the ear splitting noise of workmen's tools hammering away at 10-wheeler locomotives, temporarily out of service. Box cars sat on jacks in the car shop, awaiting repair; in the back shops machinists rebuilt and refit trains, remodeled engine wheels, train doors and sand domes. Among the 50 buildings and storehouses, pallets, stacked high with bale rope, kegs of spikes, oil, lamps, chimneys, gallons of stove polish and paint buckets, sprawled throughout the yard. Cows lowed in the corral to alert the station agent's wife to a timely performance of her assigned, albeit unpaid, milking chores. In 1921, a fire almost destroyed the yards. The machine shop, blacksmith shop, car shop, planing mill with master mechanic offices, all went up in flames. The railroad fire department saved the burning roundhouse with its bays full of locomotives. The railroad carpenters quickly rebuilt the shops and erected a new master mechanics office, hospital, staffed with a doctor, and print shop in the yard in 1924.

The formation of the NWP had given that road the magnificent S.F. and N.P fleet of ferry boats, the Donahue, the Tiburon, and the Ukiah, later the Eureka. A new ferry, the Marin, was put into service for the commute between Tiburon and Sausalito. Tug boats and commercial barges of the Santa Fe, Western Pacific and Southern Pacific delivered and collected freight at Tiburon. Passengers continued their love affair with the ferry boats, enjoying the elaborate meals and the social clubs that met during the ride across the water.

On the Fourth of July, 1923, Henry Poor, chief keeper of U.S. railroad statistics, recorded that 30,000 people ferried to Sausalito and environs.¹⁴ The popularity of railroad transportation reached its pinnacle. In 1930, 47,000,000 people passed through the San Francisco ferry building.

Ironically, ferries like the Ukiah that extended "tracks across the bay" to accommodate autos helped to set the stage for the railroad's demise. The coming of the automobile terminated the Golden Age of Rail, 1880-1920. As commuters took to their cars, train and ferry service gradu-

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ally declined throughout the twenties and thirties. The Golden Gate Bridge and the Bay Bridge, opening to great fanfare in 1937, now ferried the autos across the water. In 1939, the NWP petitioned the government to allow it to discontinue ferry shuttle service; the Eureka made its last trip in 1941. The railroads received a brief revival during the war years. After the war, freight trains still rolled to the logging area around Eureka. Freight traffic was heavy but trains were in fewer number, only Santa Fe railroad barges docked at Tiburon's wharf.

The abandonment of the train-ferry system was gradual. In the late 1950's the S.P., sole-owner of the NWP since 1929, began to dismantle the Tiburon terminus. The S.P. tore down the Donahue roundhouse in 1958 and closed the shops in 1963. The last freight train, powered by a diesel locomotive pulling eight cars loaded with beer, furniture and building materials, rolled north to the Redwood Empire September 25, 1967. The Santa Fe barge that had delivered the laden cars had also made her last run from Richmond to the Tiburon wharf.

The Southern Pacific sold the railroad yard in the early 1980's to a development company, Innisfree, who wished to build condominiums next to the Bay. Ferry service to this area had been restored in the 1970's. Tiburon approved the building plan in 1984 - 100 years after the enthusiastic inaugural of the S.F. and N.P.'s new terminus at Tiburon.

The depot in Tiburon is all that remains of the large train-ferry terminus, the last real port built on San Francisco Bay, that once monopolized the transit of passengers and freight from Northern California to San Francisco to the rest of the United States and the World and provided an integral link to the cultural and economic growth of the western region. The S.F. and N.P. opened up the interior of Northern California to commercial development and settlement by providing a cheaper means of transportation. The depot is the oldest visible legacy of the S.F. and N.P..

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- 2 Official Railway Guides of the S.F. & N.P. Railway Company, San Francisco, CA, 1888, 1897.
- 3 Marin County Journal, November 5, 1885.
- 4 Petaluma Weekly Argus, Oct. 17, 1886.
- 5 Official Railway Bulletin of the S.F. & N.P. Railway Co., San Francisco, Ca. 1885.
- 6 Official Railway Bulletin of the S.F. & N.P. Railway Co. E. P. Fish & Co., San Francisco, Ca., 1897.
- 7 Third Annual Report of the S.F. & N.P. Railway, San Francisco, Ca., June 30, 1892.
- 8 Brochure of El Campo, S.F. & N.P., San Francisco, Ca., 1890.
- 9 Cullinan, Lynn, "Eureka, a Centennial Retrospective," Sea Letter, No. 42, National Maritime Association, San Francisco, Ca., 1990 .p.31.
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- 14 Poor, Henry, Manual of the Railroads for the U.S., N.Y., N.Y., 1923.

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PHOTOGRAPHS:

1. 1. NAME: Donahue, Peter, Building
2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
3. PHOTOGRAPHER: Unknown
4. DATE: 1922
5. LOCATION OF NEGATIVE: Belvedere-Tiburon Landmarks Society,
Tiburon, CA
6. DESCRIPTION OF VIEW: Together with Photo 2 a panorama of the
railroad yards at their peak looks west to show the oversized
stationhouse with the tower ferry slip serving water, land and
rail transportation; the ferries: San Pablo on loan from the A.T.
and S.F. at steamer landing; James M. Donahue without a stack at
the schooner wharf.
7. NUMBER: 1 (1 of 20)

2. 1. NAME: Donahue, Peter, Building
2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
3. PHOTOGRAPHER: Unknown
4. DATE: 1922
5. LOCATION OF NEGATIVE: Belvedere-Tiburon Landmarks Society,
Tiburon, CA
6. Together with photo 1 the same panorama looks west at the
many operational buildings in the yards; Town of Tiburon in the
background.
7. NUMBER: 2 (2 of 20)

3. 1. NAME: Donahue, Peter, Building
2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
3. PHOTOGRAPHER: Unknown
4. DATE: 1923
5. LOCATION OF NEGATIVE: Belvedere-Tiburon Landmarks Society,
Tiburon, CA
6. DESCRIPTION OF VIEW: Aerial photo looks North to Tiburon water-
front. From right to left old depot with 300' long wharf; gallows
frame ferry slip, schooner wharf; old freight dock; the railroad
yards with circular roundhouse, machine shop and back shop.
Across railroad tracks to schooner wharf 1st row of buildings:
power house, blacksmith shop, boiler, tin shop and foundry; 2nd
row: repair shop; 3rd row: lumber, storage and mill; Tiburon
Main Street. Corinthian Yacht club is white building on tip of
island.
7. 3 (3 of 20)

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PHOTOGRAPHS (continued):

4.
 1. NAME: Donahue, Peter, Building
 2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
 3. PHOTOGRAPHER: Unknown
 4. DATE: March 29, 1887
 5. LOCATION OF NEGATIVE: California State Library, Sacramento, CA
 6. DESCRIPTION OF VIEW: View of Pt. Tiburon looks north to steamer landing. S.F. & N.P. railroad ferry James M. Donahue sits in front of 1 story stationhouse with passenger shed and railroad freight cars in background. Schooner wharf in foreground.
 7. NUMBER: 4 (4 of 20)

5.
 1. NAME: Donahue, Peter, Building
 2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
 3. PHOTOGRAPHER: Britton and Roy
 4. DATE: c. 1895
 5. LOCATION OF NEGATIVE: Belvedere-Tiburon Landmarks Society, Tiburon, CA
 6. DESCRIPTION OF VIEW: View looks south toward the terminus of S.F. Bay, Angel Island in upper left; 1 story Donahue Building with windows; engine emerging from passenger shed with passenger cars nearby; trains run onto the dock; ferries (from l. to r.): Ukiah, J.M. Donahue, Tiburon; lower right hand corner: storage and oil tank with coal chute and horse drawn freight truck.
 7. NUMBER: 5 (5 of 20)

6.
 1. Peter Donahue Building
 2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
 3. PHOTOGRAPHER: Roy Graves
 4. DATE: 1898-1901
 5. LOCATION OF NEGATIVE: Bancroft Library, Univ. of CA., Berkeley, CA
 6. DESCRIPTION OF VIEW: Looking Southeast at the 2 story depot with open sliding freight doors facing west; telegraph arm on north-west corner of second story; S.F. and N.P. "W.J. Ralston", coal burning diamond stack engine ready to leave for San Rafael
 7. NUMBER: 6 (6 of 20)

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PHOTOGRAPHS (continued):

7. 1. NAME: Donahue, Peter, Building
2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
3. PHOTOGRAPHER: Richard Behrendt, Publisher
4. DATE: 1908
5. LOCATION OF NEGATIVE: Belvedere-Tiburon Landmarks Society,
Tiburon, CA
6. DESCRIPTION OF VIEW: View is East toward best view of the long
North side of structure; Angel Island rises behind building;
passenger shed on left, pile driver in bay on right.
7. NUMBER: 7 (7 of 20)

8. 1. NAME: Donahue, Peter, Building
2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
3. PHOTOGRAPHER: Roy Graves
4. DATE: 1889
5. LOCATION OF NEGATIVE: Bancroft Library, Univ. of CA, Berkeley, CA
6. DESCRIPTION OF VIEW: View looks North to depot's east end which
abuts tower ferry entry. Dray with cask sits near towers, milk
cart near shed extension, a probable office.
7. NUMBER: 8 (8 of 20)

9. 1. NAME: Donahue, Peter, Building
2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
3. PHOTOGRAPHER: Roy Graves
4. DATE: c. 1909-1910
5. LOCATION OF NEGATIVE: Bancroft Library, Univ. of CA, Berkeley, CA
6. DESCRIPTION OF VIEW: View from Corinthian Island looks northeast
to terminus. White building in foreground Pioneer boathouse built
c. 1880. Ferries now marked NWP. Ukiah in its slip near the
first car repair shop and roundhouse; J.M. Donahue at schooner
wharf; Lagunitas near landing. Excellent southwest view of
Donahue Building and tower ferry entry show building a good
distance (approx 60') from tower.
7. NUMBER: 9 (9 of 20)

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PHOTOGRAPHS (continued):

10.
 1. NAME: Donahue, Peter, Building
 2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
 3. PHOTOGRAPHER: Henri Clouette
 4. DATE: January 4, 1922
 5. LOCATION OF NEGATIVE: Belvedere-Tiburon Landmarks Society,
Tiburon, CA
 6. DESCRIPTION OF VIEW: View looks west to damaged wharf from Dec. 25 storm; 2 story structure almost parallels the tower, a mere 5' separate them; building has been moved.
 7. NUMBER: 10 (10 of 20)

11.
 1. Peter Donahue Building
 2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
 3. PHOTOGRAPHER: H. C. Tibbetts
 4. DATE: c. 1925
 5. LOCATION OF NEGATIVE: Bancroft Library, Univ. of CA Berkeley, CA
 6. DESCRIPTION OF VIEW: View looks southeast to Donahue Building; best view of North side showing use of 2nd story as living quarters with plumbing and kitchen flue; freight door has been replaced by windows and a door on northwest corner, reused from cut-off end for use of old freight area as offices; renovated gallows frame at freight lip, railroad boarding houses in foreground; pedestrian viaduct to railroad yards.
 7. NUMBER: 11 (11 of 20)

12.
 1. NAME: Donahue, Peter, Building
 2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
 3. PHOTOGRAPHER: William Bent
 4. DATE: c. 1920
 5. LOCATION OF NEGATIVE: Belvedere-Tiburon Landmarks Society,
Tiburon, CA
 6. DESCRIPTION OF VIEW: View looks north to the only close up shot of the south facade that clearly shows the pediment shaped windows and stile and nail doors. Station master Wm. Bent and family posed in front; cut down window in place with flat board trim after removal of baggage extension; door on left leads to family quarters; door on right to telegrapher's office.
 7. NUMBER: 12 (12 of 20)

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PHOTOGRAPHS (continued):

13.
 1. NAME: Donahue, Peter, Building
 2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
 3. PHOTOGRAPHER: Unknown
 4. DATE: Early 1940's
 5. LOCATION OF NEGATIVE: CA Historical Society, San Francisco, CA
 6. DESCRIPTION OF VIEW: View looks east to depot on dock probably just before move to land.
 7. NUMBER: 13 (13 of 20)

14.
 1. NAME: Donahue, Peter, Building
 2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
 3. PHOTOGRAPHER: Unknown
 4. DATE: Early 1940's
 5. LOCATION OF NEGATIVE: CA Historical Society, San Francisco, CA
 6. DESCRIPTION OF VIEW: View looks east to depot after move to land; N.W.P. work locomotive pushes cars on to wharf for awaiting barge.
 7. NUMBER: 14 (14 of 20)

15.
 1. NAME: Donahue, Peter, Building
 2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
 3. PHOTOGRAPHER: Phillip Molten
 4. DATE: Dec. 1993
 5. LOCATION OF NEGATIVE: Neg. with photographer, Tiburon, CA
 6. DESCRIPTION OF VIEW: View looks southeast to the north and west facades.
 7. NUMBER: 15 (15 of 20)

16.
 1. NAME: Donahue, Peter, Building
 2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
 3. PHOTOGRAPHER: Phillip Molten
 4. DATE: Dec, 1993
 5. LOCATION OF NEGATIVE: Neg. with photographer, Tiburon, CA
 6. DESCRIPTION OF VIEW: View looks northwest to south and east facades.
 7. NUMBER: 16 (16 of 20)

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PHOTOGRAPHS (continued):

17. 1. NAME: Donahue, Peter, Building
2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
3. PHOTOGRAPHER: Phillip Molten
4. DATE: Jan 1994
5. LOCATION OF NEGATIVE: Neg. with photographer, Tiburon, CA
6. DESCRIPTION OF VIEW: Interior view looks west to large central hall on 2nd floor showing Victorian parlor door with corner square blocks of rosettes; door on left to dining room; part of stair rail; doorway to bedrooms on either side of central hall's window with original trim and glass panes.
7. NUMBER: 17 (17 of 20)
18. 1. NAME: Donahue, Peter, Building
2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
3. PHOTOGRAPHER: Phillip Molten
4. DATE: Jan. 1994
5. LOCATION OF NEGATIVE: Neg. with photographer, Tiburon, CA
6. DESCRIPTION OF VIEW: Interior view looks south to water. Conference room, former parlor with old bead board siding and 4 over 4 windows with flat board molding.
7. NUMBER: 18 (18 f 20)
19. 1. NAME: Donahue, Peter, Building
2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
3. PHOTOGRAPHER: unknown
4. DATE: c. 1970
5. LOCATION OF NEGATIVE: Belvedere-Tiburon Landmarks Society, Tiburon, CA
6. DESCRIPTION OF VIEW: Looking east to closeup of west facade during realtor's occupancy; door inset into window; sign.
7. NUMBER: 19 (19 of 20)
20. 1. NAME: Donahue, Peter, Building
2. ADDRESS: 1920 Paradise Dr., Tiburon, CA
3. PHOTOGRAPHER: Nicole B. Gallagher
4. DATE: August 1, 1994
5. LOCATION OF NEGATIVE: Neg. with photographer, Tiburon, CA
6. DESCRIPTION OF VIEW: View looks east to contemporary setting of building near S.F. Bay; Pt. Tiburon Condominiums take place of old passenger shed.
7. NUMBER: 20 (20 of 20)

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**National Register of Historic Places
Continuation Sheet**

San Francisco & North Pacific RR
Station House/Depot
(Donahue Building)

Section number 10 Page _____

Boundary Description:

Please see attached scale map.

Boundary Justification:

The boundary is a boundary of convenience, drawn to encompass the historic building and its associated landscaping and parking. The boundaries consist of the San Francisco Bay on the southwest, Paradise Drive on the northeast, and approximately 90' on either side (southeast and northwest) of the building. The nominated property is part of 2.6 acre Shoreline Park in Tiburon, which in turn is part of a 9.74 acre parcel identified as #163 on the Marin County Assessor's Map, Book 59, Page 16. No other railroad features remain,

San Francisco & North Pacific

SITE PLAN - STATIONHOUSE / DEPOT
SAN FRANCISCO AND NORTH PACIFIC RAILROAD
DONAHUE BUILDING, TIBURON, CA.
Marin County

KEY
NATIONAL REGISTRY BOUNDARY - - -
SCALE 1" = 25'

Paradise Drive

