



Barry Lawrence Ruderman Antique Maps Inc.

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Northwestern Pacific Railroad

Stock#: 32052
Map Maker: Anonymous
Date: 1914 circa
Place: n.p.
Color: Color
Condition: VG
Size: 30 x 12 inches
Price: SOLD



Description:

Fine early map of the Northwestern Pacific Railroad, published in the first year of its operation, extending from Trinidad, Arcata and Eureka in the north to Tiburon and Sausalito in the South.

The map shows the lines of the NPRR, proposed routes, Wagon and Stage Routes, with the Chief Resources identified (Redwood Timber, Dairying, Fruit, Wine Grapes and Berries, General Farming and Poultry. Includes details regarding each of the counties traversed by the line and at least 2 Indian



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Reservations (Hoopla Valley and Round Valley).

Beautiful topographical details, with many cities located.

In the late 1800s, both the Southern Pacific Railroad and the Santa Fe Railroad pursued lines north from San Francisco to Humboldt County to reach the rich logging industry. Both railroads planned on building a line north, the Santa Fe starting with a boat connection in present-day Larkspur, California, and the Southern Pacific, starting at its interchange in American Canyon, up north through Marin, Sonoma, Mendocino and Humboldt counties to finally terminate in Eureka, California.

It soon became clear though as plans went forward that only one railroad would make money in the Eel River Canyon, and so the Southern Pacific and Santa Fe entered into a joint agreement, and in 1906 merged a total of 42 railroad companies between Marin and Humboldt Bay, to make one railroad line stretching from Schellville, California, to Eureka, California. Construction was finally completed through the unstable Eel River canyon by October 1914 when a Golden Spike ceremony and celebration was held to mark the accomplishment.

The SP controlled the southern end of the line, from Willits down south to Marin and Schellville, while the AT&SF controlled the northern end, from Willits to Eureka. There were also dozens of miles of narrow gauge trackage in Marin, controlled by SP. The railroad service became popular; a 1911 NWP time-table shows 10 passenger trains each way, plus dozens of freights. In 1929 the AT&ST sold its half-interest to the Southern Pacific, making the NWP a full SP subsidiary.

Detailed Condition:

One tear at the top center, archivally repaired on the verso.