ATTACHMENT 2

EVANS & DE SHAZO, LLC
ARCHAEOLOGY HISTORIC PRESERVATION

# A CULTURAL RESOURCE EVALUATION FOR THE PAVEMENT REPLACEMENT PROJECT ON WASHINGTON STREET, BETWEEN GERARD STREET AND LINCOLN AVENUE, CALISTOGA, NAPA COUNTY, CALIFORNIA.

**SUBMITTED TO:**

**Erik Lundquist, Senior Planner**
**City of Calistoga**
**Planning and Building Department**
**1232 Washington Street**
**Calistoga, CA 94515**

**SUBMITTED BY:**

**Sally Evans, M.A., RPA,**
**Principal Archaeologist**
**Evans & De Shazo, LLC**

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**Redacted Version of Final Report**

**Evans & De Shazo, LLC**
**118 W. Hills Circle**
**Sebastopol, CA 95472**
**707-484-9628**
**www.evans-deshazo.com**

## STATEMENT OF CONFIDENTIALITY

This report identifies the locations of cultural resources, which are confidential. As nonrenewable resources, archaeological sites can be significantly impacted by disturbances that can affect their cultural, scientific, and artistic values. Disclosure of this information to the public may be in violation of both federal and state laws. To discourage the damage, vandalism and artifact looting, archaeological site locations shall be kept confidential and report distribution restricted to applicable land managers and those meeting the U.S. Secretary of the Interior's professional standards or California State Personnel Board criteria for Associate State Archaeologist or State Historian II. Applicable U.S. laws include, but may not be limited to, Section 304 of the National Historic Preservation Act (16 USC 470w-3) and the Archaeological Resources Protection Act (16 USC 470hh). California state laws that apply include, but may not be limited to, Government Code Sections 6250 *et seq.* and 6254 *et seq.* Furthermore, disclosure of archaeological site location information to individuals other than those meeting the U.S. Secretary of the Interior's professional standards or California State Personnel Board criteria for Associate State Archaeologist or State Historian II violates the California Office of Historic Preservation's records access policy. Location information regarding aspects of the built environment, including the section of rails evaluated herein, is not restricted.

## REDACTED VERSION

This report has been revised to exclude confidential information.

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# INTRODUCTION

**Evans & De Shazo, LLC** was contracted by the City of Calistoga to provide a Cultural Resource Evaluation (CRE) for the potential Pavement Replacement Project located within a one-block section of Washington Street between Gerard Street and Lincoln Avenue in the City of Calistoga, Napa County, California. The CRE includes an evaluation of the last remaining 177' long section of the Napa Valley Interurban Railroad following National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) criteria. The purpose of the Cultural Resource Evaluation is to determine (1) if the existing segment of railroad is considered a significant historical resources as defined by California Environmental Quality Act (CEQA), (2) the potential for there to be additional cultural resources present that could be adversely affected by the proposed project, and (3) to provide further recommendations if necessary.

The methods used to determine the presence or absence of significant cultural resources include archival research, a field survey and application of the NRHP and CRHR criteria. The findings in this report are based on specific guidelines and evaluation criteria of the CRHR (14 CCR §15064.5 and PRC§ 21084.1), the NRHP (36 CFR Part 60.4) and guidelines developed by the City of Calistoga.

Evans & De Shazo principal archaeologist Sally Evans, M.A., RPA conducted archival research, surveyed the project area and served as project manager.

## PROJECT DESCRIPTION

The project consists of a proposed replacement of existing pavement within a one-block section of Washington Street due to the deterioration that is posing a public safety hazard. The project will entail removing the existing pavement and rail tracks, excavating and replacing 18-24" of road base and soil, and compacting and laying new pavement over the prepared surface.

## PROJECT LOCATION

The Project is located within a section of Washington Street between Gerard Street and Lincoln Avenue in the City of Calistoga, Napa County, California. The Project Area is approximate 240' long and 40' wide. Excavation in order to replace the pavement within this defined area is expected to reach depths ranging from 18-24 inches.

In Figure 1, the project area is shown as being located within in the former Mexican era land grant of *Carne Human*, within unsectioned land of Township 9 North, Range 7 West, extended, Mt. Diablo Base and Meridian. The Universal Transverse Mercator (UTM) grid coordinates to the approximate center of the project area, as determined by measurement from the USGS Calistoga 7.5-minute quadrangle map (1958; photo revised 1980 and 1993) are:

4270086 meters North

536716 meters East, Zone 10

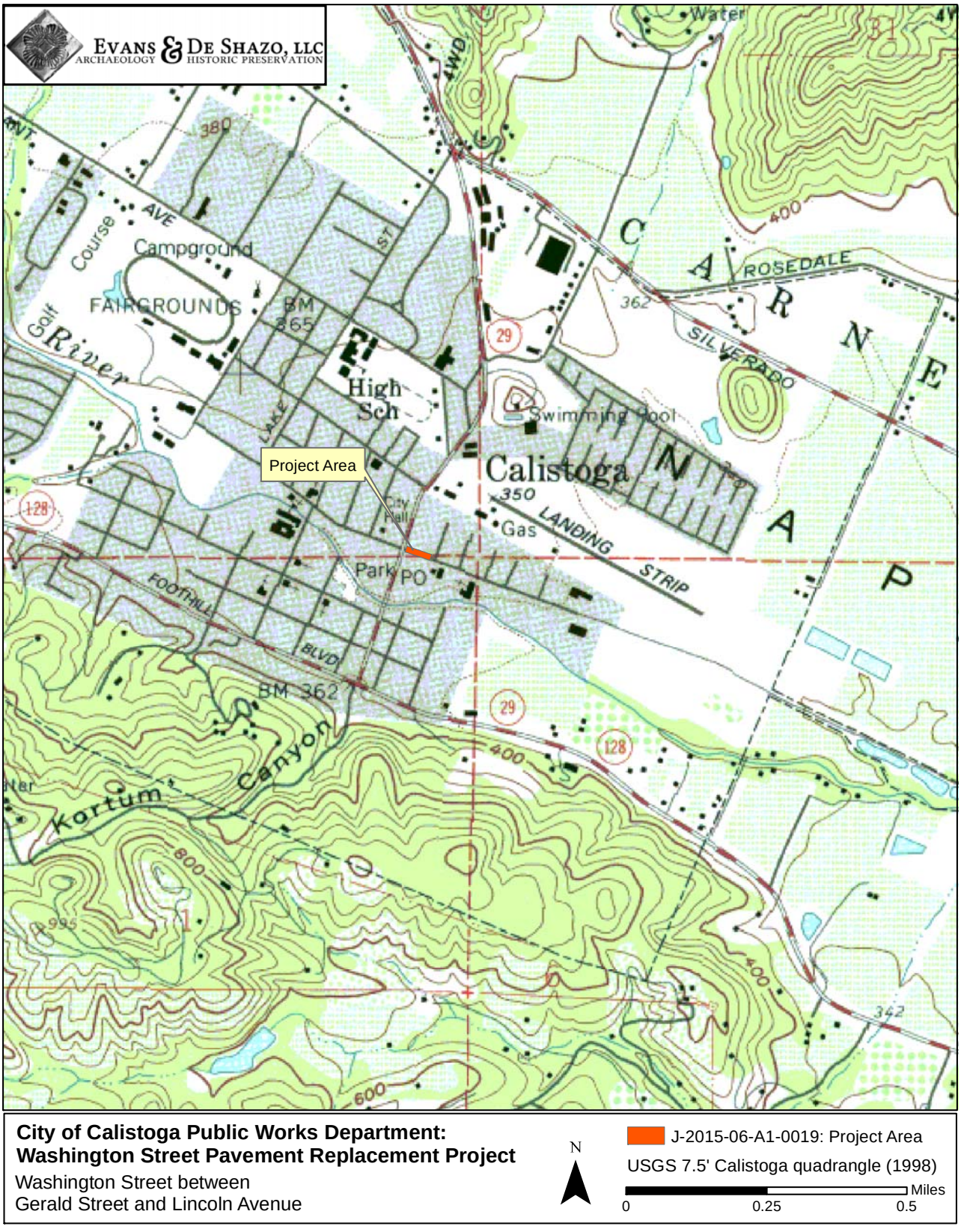


**Figure 1: Project area as shown on the USGS 7.5' Calistoga quadrangle.**

# REGULATORY SETTING

Historical resources are distinguished by features, materials, spaces, and spatial relationships that contribute to their historic character. The project area was evaluated to determine the presence or absence of potentially significant cultural resources, namely those that have the potential to meet the NRHR and/or CRHR criteria. The existing railroad tracks were evaluated to determine eligibility using both the CRHR and NRHP criteria.

The five general categories of properties for the NRHP and the CRHR include:

- **Building**: A structure created principally to shelter or assist in carrying out any form of human activity. A "building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn.
- **Structure**: A construction made for a functional purpose rather than creating human shelter. Examples include mines, bridges, and tunnels.
- **Object**: Construction primarily artist in nature or relatively small in scale and simply constructed. It may be movable by nature or design or made for a specific setting or environment. Objects should be in a setting appropriate to their significant historic use or character. Examples include fountains, monuments, maritime resources, sculptures and boundary markers.
- **Site**: The location of a significant event. A prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing building, structure, or object. A site need not be marked by physical remains if it is the location of a prehistoric or historic event and if no buildings, structures, or objects marked it at that time. Examples include trails, designed landscapes, battlefields, habitation sites, Native American ceremonial areas, petroglyphs, and pictographs.
- **District**: Unified geographic entities which contain a concentration of historic buildings, structures, or sites united historically, culturally, or architecturally.

### NATIONAL REGISTER OF HISTORIC RESOURCES

The criteria for determining eligibility for listing on the National Register of Historic Places (NRHP) have been developed by the National Park Service. Eligible properties include districts, sites, objects, buildings and structures:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.

According to the NRHP standards, in order for a property to be considered eligible for listing it must meet one more of the criteria and the "essential physical features" that define its significance must be present. The standard for determining if a property's essential physical features exist is known as integrity, which is defined as "the ability of a property to convey its significance." The integrity evaluation is broken down into seven "aspects," including **location, design, setting, materials, workmanship, feeling and association**. A property must retain **most** of these qualities to possess integrity.

## CALIFORNIA REGISTER OF HISTORICAL RESOURCES

A resource may be listed as an historical resource in the CRHR if it has integrity and meets any of the following criteria:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2. Associated with the lives of persons important to local, California or national history;
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The CRHR defines "integrity" as "the authenticity of an historical resource's physical identity, evidenced by the survival of characteristics that existed during the resource's period of significance" (State Office of Historic Preservation, 1997). Enough of these characteristics must remain to convey the reasons for its significance. These regulations specify that integrity is a quality that applies to historical resources in seven ways: **location, design, setting, materials, workmanship, feeling and association**. A historical resource must retain **most** of these qualities to possess integrity.

CEQA (PRC 21083.2) also distinguishes between two classes of archaeological resources: archaeological sites that meet the definition of a historical resource as above, and "**unique archaeological resources**." A "unique archaeological resource" has been defined in CEQA as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1) Contains information needed to answer important scientific research questions and that there is a demonstratable public interest in that information,
2) Has a special and particular quality such as being the oldest of its type or the best available example of its type, or
3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

According to California Code of Regulations Section 15064.5, cultural resources are significant if:

- The resource is listed in, or eligible for listing in the California Register of Historic Resources (CRHR) (Public Resources Code 5024.1, Title 14 CCR, Section 4850 et. seq.);
- Listed in, or eligible for listing in, the National Register of Historic Places (NRHP);
- Included in a local register of historical resources, as defined in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resource Code; or
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, or included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) does not preclude a lead agency from determining that the resource may be an historical resources as defined in PRC sections 5020.1(j) or 5024.1.

## CITY OF CALISTOGA HISTORIC PRESERVATION GOALS, OBJECTIVES AND POLICIES

The City of Calistoga possesses cultural resources that are important parts of its community identity. Therefore, the City adopted a Community Identify element within its General Plan that addresses locally important historic resources, including historic buildings, sites and areas that played important roles in local history and that have design attributes that provide insight into past architectural styles and values.

As part of the Community Identify Element of the General Plan, in 2000 the City of Calistoga conducted a Cultural Resource Inventory of the Planning Area and identified 50 properties within the City that are potentially eligible for the NRHP and the CRHR (Category A properties), 75 properties that could be found eligible following further research (Category B properties), and 300 properties that retain architectural integrity but are unlikely to be eligible for listing as individuals properties, but may contribute to potential historic districts (Category C properties). These resources include houses, barns and stables, a railway depot, churches, government building, a public park, a bridge and a cemetery; four potential historic districts were also identified.

The Community Identify Element also contains goals, objectives, policies and actions to preserve these resources. One of these goals pertains to the preservation of historic, architectural and cultural resources. The goal, along with its objectives and policies that pertain to this evaluation is described below.

**Goal CI-3: Conserve Calistoga's Historic, Architectural and Cultural Resources**

*Objective CI-3.1 Protect historic properties as representatives of Calistoga's rich and varied heritage.*

Policies:

- P.3.1-1 The preservation of historic properties shall be encouraged through restoration, sensitive renovation and adaptive reuse.
- P.3.1-2 All properties listed as Category A – Primary Historic Resources shall be preserved and protected.
- P.3.1-3 The demolition of significant buildings or structures shall be prevented when it is economically feasible to restore them.
- P.3.1-4 Efforts by property owners and other interested individuals and groups to obtain State and/or federal recognition of historic properties shall be supported.
- P.3.1-5 The County of Napa shall be encouraged to institute a program to recognize and protect primary Historical resources in the unincorporated portion of the Planning Area.
- P.3.1-6 Owners of primary historical resources located in the unincorporated part of the Planning Area shall be encouraged to protect and enhance their properties.

*Objective CI-3.3 Promote research regarding potentially significant historical properties.*

Policies:

- P.3.3-1 Adequate development opportunities shall be ensured while preserving historical quality.
- P.3.3-2 The adaptive reuse of appropriate historic properties shall be considered for City facilities and City projects shall ensure that they are sensitive to Calistoga's cultural resources.
- P.3.3-3 Development standards shall reflect the historic qualities of Calistoga, except where public health and safety would be compromised.
- P.3.3-4 New development shall ensure that it does not disfigure or demolish Category A properties, identified as primary historic resources in the May 2000 historic resource survey.
- P.3.3-5 As part of the review process, development proposals potentially affecting Category B historic resources shall include an assessment of the significance of these resources and the potential to cause substantial adverse change in their significance. If such studies find that those Category B historic resources are significant, then new development shall not disfigure or destroy the subject resources.
- P.3.3-6 The State Historical Building Code shall be applied as a means to facilitate the rehabilitation and adaptive reuse of historic buildings while preserving original archaic materials, historic interiors and unique design elements.

*Objective CI-3.4 Preserve and protect cultural resources other than historic buildings, including Native American sacred places, burial sites, archaeological resources, fossils and other paleontological resources, historic landscapes, and other culturally significant sites and objects.*

Policies:

- P.3.4-1 As part of the development review process, assessment shall be required by appropriate professionals regarding the presence of archaeological and paleontological resources and the potential for adverse impacts on these resources.
- P.3.4-2 Any archaeological or paleontological resources on private property shall be either preserved on their sites or adequately documented and conserved as a condition of removal.
- P.3.4-3 All public projects shall preserve and enhance cultural resources to the maximum extent feasible.
- P.3.4-4 If Native American artifacts are discovered on a site, representatives of the Native American community shall be consulted to ensure the respectful treatment of Native American sacred places.

# CULTURAL CONTEXT

This section describes the prehistoric, ethnographic and historic settings of the Calistoga area and a specific history of the Napa Valley Interurban Railroad. Each context provides the basis for understanding cultural resources located within the project area and how they may relate to broader patterns of resource use and settlement of the region.

## PREHISTORIC SETTING

Evidence of prehistoric settlement of the North Coast Ranges spans over a 14,000-year period and is organized using a taxonomic system that incorporates a cultural sequence based on Patterns, Phases and Aspects subsumed under temporally defined archaeological periods, the Paleo-Indian, the Lower, Middle and Upper Archaic Periods, and the Emergent Period (Fredrickson 1973, 1974). Patterns are units of culture having similar economic and technical manifestations, mortuary patterns, concepts of wealth, and trade practices; Phases are cultural manifestations within a Pattern bounded by time and region; and Aspects are cultural units bounded regionally, but not temporally.

### Post Pattern of the Paleo-Indian Period (pre-10,000 BP)

The Post Pattern period is encountered throughout the southern Columbia Plateau and the northwestern Great Basin regions and is associated with the Paleo-Indian Period. It is characterized by a "Millingstone culture" that used milling slabs and handstones, crude cores and core tools, and various types of large wide-stemmed, and leaf-shaped projectile points (Fredrickson 1973; Milliken et al. 2007). These tools infer an economy based on large game hunting with the use of the atlatl and dart supplemented by the gathering of seeds, which were processed using the mano and metate. People appear to have been mobile foragers taking advantage of the surrounding mountains where resources would be procured as seasonally available. Semi-permanent settlements may have existed at this time, situated in the river valley and where major creeks empty into the Napa River, but sites dating to this period are rare throughout the North Coast Ranges and No Post Pattern sites have been identified in the Napa Valley.

**Borax Lake Pattern in the Lower Archaic Period (10,000 - 7500 BP)**

The early *Borax Lake Pattern* of the Lower Archaic Period a distinctive cultural pattern characterized by the presence of wide-stemmed and fluted projectile points, milling stones (metates) and handstones (manos), inferring an economy based on large game hunting supplemented by the gathering of seeds. The *Borax Lake Pattern* is recognized in the Clear Lake Basin by the Borax Lake Aspect, represented by square-stemmed projectile points and milling stones, as well as in two other areas much farther to the north. No Borax Lake Pattern sites have been identified in Napa Valley.

**Houx Aspect of the Berkeley Pattern in the Middle Archaic Period (7000 - 1200 BP)**

The Houx Aspect of the Berkeley Pattern is the earliest cultural pattern well-represented in the Napa Valley at sites located in lowland valleys along the Napa River and where major creeks empty into the River. The Houx Aspect is recognized by artifact assemblages that include Excelsior and wide-stemmed projectile points, *Olivella* and *Macoma* shell beads, charmstones, bowl mortars, pestles, serrated flake tools, and a highly developed set of bone tools, including awls, serrated scapula saws and hairpins (White et al. 2002). Archaeological evidence suggests that Houx populations lived in large, fixed settlements focused on hunting and gathering a large variety of plant and animal resources. This more sedentary way of life seems to have been in response to the adoption of acorns as a primary food source, which is also evidenced by the slow replacement of millingslabs and manos with mortar bowls and pestles. Populations increased, as evident by the establishment of many previously unoccupied sites, and social organization became more complex, evidenced by an elaboration in mortuary practices, an increase in ornamental grave associations, regional symbolic integration and the establishment of trade networks, and possibly the beginning of established territorial boundaries (Milliken et al. 2007: 115).

**Hultman Aspect of the Mendocino Pattern in the Middle and Upper Archaic Periods (3500 - 1200 BP)**

The Hultman Aspect of the Mendocino Pattern overlapped temporally and spatially with the Houx Aspect of the Berkeley Pattern. It is recognized by artifact assemblages made of local material and consisting of basalt core tools and flakes, lanceolate shaped projectile points, as well as side-notched and concave-base projectile points, millingslabs and handstones.

The Hultman Aspect continues into the Upper Archaic Period with a slight technological shift towards the use of mortars and pestles. Archaeological evidence suggests that Hultman populations were small, mobile groups that utilized a variety of plant and animal resources available in upland ecological zones. Depending on ecological setting, some Hultman populations focused on plant and seed processing, while others focused on the hunting of large and small game. The presence of artifacts made mostly of local material indicates a localized economy and limited trade.

People associated with the Hultman Aspect of the Mendocino Pattern and the Houx Aspect of the Berkeley Pattern co-existed, but their adaptive strategies differed. Berkeley Pattern people are thought to have utilized the valley floor and riverine environs as part of a long-term settlement strategy, whereas Mendocino Pattern people are thought to have used the valley on a short-term, seasonal basis, possibly to procure obsidian from Napa Glass Mountain. While they must have interacted to some

degree, they seemed to maintain their individual life ways, and eventually these two patterns merged into what is known as the St. Helena Aspect of the Augustine Pattern.

**St. Helena Aspect of the Augustine Pattern (1200 BP - present) in the Emergent Period**

The Emergent Period is distinguished by a lower and upper period. The St. Helena Aspect of the Augustine Pattern in the northern Napa Valley is characterized in the Lower Emergent Period by artifact assemblages consisting of steatite ear spools, *Haliotis* pendants with scored decoration along the edges, thin rectangular *Olivella* beads, small serrated projectile points with straight or expanding stems, collard stone pipes and ring beads, and a variety of bone tools (Fredrickson 1974). The small arrow-sized projectile points would have been attached to a wooden shaft and used in conjunction with a bow, which replaced the atlatl around 1,400 B.P. (Justice 2002). The use of smaller, precision flaked tools such as arrow points coincides with a decrease in the amount of stone tool manufacture observed at sites in the Napa Glass Mountain area. This is most likely due to the demand for large un-worked obsidian flakes from Napa sources at distant locations around the Bay, which were transformed into smaller points, preforms, and simple flake tools by individuals at these locations (Milliken et al. 2007: 117).

The North Bay became the "seat of innovation" during the Upper Emergent Period introducing such items as the toggle harpoon, hopper mortar, simple corner-notched arrow points, clamshell disk beads, and magnesite tubes, which are characteristic of the latter phase of the St. Helena Aspect, in addition to painted stone tablets and bird-bone ear tubes. Cremation as a burial practice was also introduced in the North Bay during this time. The simple corner-notched points replaced the earlier Stockton serrated points in the North Bay and spread as far as the Central Bay. The manufacture of clam shell disk beads seems to have centered primarily on the Santa Rosa Plain and within the Napa Valley. This shift in technological artifact types and mortuary practices which, for the most part, spread from north to south, signals what would have been "another upward cycle of regional integration." The cycle was stopped short however, by Spanish settlement of the region and European-introduced epidemics.

## ETHNOGRAPHIC SETTING

The project area is located in what was historically occupied by a Native American people known as the Wappo. The Wappo language was one of four members of the Yukian language family, a language family found only in California. Wappo linguistic boundaries extended through Napa Valley, reaching as far as Middletown to the northeast, and included portions of eastern Sonoma County as well as a small area of land south of Clear Lake (Sawyer 1978). They are one of the oldest tribes in the State of California, likely preceding the neighboring Pomo, Coast and Lake Miwok, and Patwin peoples by as much as 2,000 years (Kroeber 1925; Driver 1936; Sawyer 1978; Weber 1998).

The term "Wappo" is actually an Americanization of the Spanish word *guapo*, meaning "courageous" or "brave," a designation that resulted from their bitter refusal to be dominated by the Spanish (Heizer 1953). *Sotoyome* and *Ashochimi* were also terms used to describe the Wappo by both themselves and the neighboring Pomo. Individual tribelets were also referred to according to primary village sites, such as the *Callajomanes* near St. Helena, the *Mayacamas* near Calistoga, and the *Kaimus* from the Yountville area.

The main social unit of the Wappo was the bilateral kin group, and these groups congregated in town or village communities of up to three hundred people. Their main food source was acorn, eaten as a mush, and supplemented by a variety of seeds, roots, berries and nuts. Deer were also an important food source, as well as a variety of small game such as rabbits, squires, rats, gophers, birds and grasshoppers. Fish were regularly caught, but constituted a smaller part of the diet, as they were less important than land animals or plants. Sea food was also part of the diet, eaten occasionally when trips were made to the coast to collect shellfish such as abalone, mussel, clam and crab, as well as seaweed. Men were mostly responsible for hunting and fishing, while women often collected the vegetable foods (Driver 1936:182, 184).

As described by Sawyer (1978: 260), the Wappo were "seasonal and inveterate travelers" who moved frequently to take advantage of a range of subsistence and exchange resources. These travels even included trips as far away as Bodega Bay, through Miwok and Pomo territory, to collect abalone, clamshells, seaweed and other commodities. Clamshells in particular were a valuable material for the manufacture of beads and were also used as money. The Wappo are considered to have been middlemen in the distribution of coastal shells to more inland peoples, and they also controlled access to the obsidian source at Napa Glass Mountain near present day St. Helena (Driver 1936; Heizer 1953; Heizer and Treganza 1944). Obsidian was a valuable resource for all prehistoric Californians, who used it to fashion spear points, arrowheads, knives, scrapers, and other cutting implements.

Wappo villages were often located along major water courses, such as the Russian River in the vicinity of Alexander Valley (Sonoma County) and the Napa River. Their houses were oval in shape and made with a framework of willow poles bent in towards the center of the oval and overlain by layers of grass. They were semi-subterranean structures dug about two feet into the ground, which kept the interior of the structure well insulated, and it was common for several family to live in a single house. The Wappo built their winter homes on higher ground away from the river, due to annual flooding, and in the summer they lived in temporary shelters close to the river. Earth-covered semi-subterranean houses were used as sweat house by men and for ceremonial activities by both sexes. Temporary summer houses were simple brush covered structures with roofless circular brush enclosures used for dances (Driver 1936).

According to the ethnographer Samuel Barrett (1908) there were three old village sites located in the vicinity of Calistoga. Two were located on the east side of the Napa River just north of town, one called *tse'lmēnan* and the other, *nīLektsōnōma*; and one was located on the west side of the Napa River south of Calistoga, called *maiya'kma*.

## HISTORIC SETTING

### The Mexican Period (1822 - 1846)

In 1821 Mexico declared its independence from Spain and took possession of California. The missions were secularized and huge land holdings called Ranchos were either sold or given to politically prominent people and military leaders. The first land grant was given to Don Estudillo in 1842, which was followed by 14 additional land grants that totaled over 200,000 acres. Most of the grantees were soldiers that and had served in the Mexican army companies themselves. Among the most noted

ranchos connected with the history of Napa County include *Caymus, Napa, Entre Napa, Tulucay, Huichica, Locoallomi, Yajome, Carne Humana, La Jota, Las Putas, Mallacomes, Catacula* and *Chimiles*.

The project area is located in the former Rancho *Carne Humana*, an 18,000-acre property granted to Dr. Edward Turner Bale by the Mexican government in 1841. Bale married General Vallejo's niece Maria Ignacia Sobrantes in 1839, which made him a Mexican citizen and eligible to receive land from the Mexican government. Bale and his family moved to the rancho in 1843 and built a grist mill to grind corn and wheat, and a saw-mill (Bancroft 1886; Menefee 1873).

**Early American Period (1846-1880s)**

On July 7, 1846, U.S. annexation of California was proclaimed in Monterey, and by 1850 California had become a state. The 1848 Treaty of Guadalupe Hidalgo, which was established following the cession of California to the United States after the Mexican-American war, provided that the Mexican era land grants be honored by the U.S.; however, the Land Act of 1851 required that the Public Land Commission confirm the land grants before they were considered valid. A claim was filed for Rancho *Carne Human* in 1852 and it was eventually patented to Maria Ygnacia Bale (Edward's wife) and the heirs of Edward T. Bale in 1879. Squatters in Napa County believed that landowners without clear possession could not evict them and this lead to litigation with the burden of proof on the Mexican landowners, who often lost their land holdings to newly arriving settlers. By 1879 much of the land comprising Rancho *Carne Human* had been sold or otherwise "acquired" by settlers moving into the area.

**Settlement of Calistoga**

In 1857 a San Francisco entrepreneur, Samuel Brannan began buying property in the center of Calistoga, then known as Hot Springs Township. Over the next few years Brannan added another 2,000 acres to his original holdings and an additional 1,000 acres in 1863. Hoping to capitalize on the area's mineral waters and natural hot springs, Brannan saw the potential of Calistoga to become a resort destination. He sold plots of his land to finance the development of his resort based around the geothermal resources. Advertised as the Saratoga Springs of the west, Brannan's Hot Spring's resort opened its doors in 1862. The hotel boasted a number of cottages and palm trees, within a resort atmosphere, as well as a winery and brandy distillery that attracted wealthy guests from San Francisco and throughout the Bay Area (Archuleta 1977; Webber 1998).

During this time Brannan also encouraged the development of the town to support his resort and laid out commercial and residential plots near the resort. He envisioned a better means of transportation than that of a horse drawn wagon or coach to bring people to his establishment. He recruited financial investors in Napa County and abroad to assist with the project of a railroad system crossing through the valley. Groundbreaking operations for the steam railroad, known as the Napa Valley Railroad, began in 1864 at a southern terminal called Soscol Landing, which was just south of Napa and reached as far as Union Station west of Highway 29 (Wichels 1979). The Napa Valley Railroad was later extended from Napa to Calistoga in April of 1867 and was completed by 1868. The extension of the railroad to Calistoga catalyzed growth and encouraged settlement. This newly formed connectivity provided an incentive for investors and wealthy city dwellers to develop the growing town of Calistoga. By 1871, Brannan's Hot Springs Resort was renamed by Brannan to "Calistoga Springs."

This was not all that was happening in Calistoga during this time, the area also saw increased development of mining activity. In 1860 Cinnabar, also known as mercury ore or quicksilver was discovered in the ranges northwest of Calistoga. The Oat Hill Mine in particular proved extremely lucrative. Other main industries included cattle and sheep ranching, cultivation of grains, mainly wheat and barley, grapes for wine production, and a variety of fruits and vegetables. These crops and goods were transported to market more quickly via railroad (Wichels 1979).

Other changes to the town of Calistoga occurred in order to support the railroad, such as the clearing of the hillsides to provide fuel for the steam engines was perhaps the most notable. Many hillsides, once heavily forested, became sparsely vegetated because of the felling. It was during this era that many immigrants were introduced to the valley. The rise in population and the influx of funds and business ventures allowed Calistoga to incorporate as a town in 1876.

**Late 19th and Early 20th Century Development**

By 1886 Calistoga re-incorporated as a city. Tourism thrived throughout the late 1800s and was bolstered by the visit of famed author Robert Louis Stevenson in 1880. Stevenson and his wife, Fannie Vandergiff Osbourne, honeymooned in a cabin at the abandoned Silverado Mine camp. In 1883, Stevenson recorded his impressions of the town and its people in his travel memoir, "The Silverado Squatters" that included details about the geysers and boiling hot springs. In 1901 a fire started behind the train depot on the southern end of Lincoln Avenue burning all of the wood frame buildings in downtown Calistoga; the brick and mortar buildings were spared. Subsequent fires in 1907 and 1918 did their share of damage as well, but were not nearly as destructive as the 1901 fire.

In 1912 the San Francisco, Napa & Calistoga Railway Company (SFN&C) extended its line to Calistoga. Although the Napa Valley Railroad provided passenger service to and from Calistoga starting in 1867, the electric interurban railroad offered fast, reliable and comfortable travel through the Valley and connected Calistoga with Vallejo and points beyond. The coming of the electric railroad help bolster the local economy and became an important fixture in the commercial and social life Calistoga's residence, as many relied on its service for employment, recreation, and to travel to and from jobs, appointments and social events (Swett and Aitken 1975).

**Post World War II**

By the 1940s and 1950s Calistoga was less a destination than it is today. In fact, up until 1944 Calistoga was still surrounded by prune orchards, walnut orchards and dairies and had only four wineries. The popularity of Napa Valley and Calistoga as a tourist destination increased dramatically from the 1970‘s onwards. Not only did the tourist population begin to inch northward, but Calistoga‘s population began to increase at the same time. Prior to the 1970‘s Calistoga‘s population still had yet to exceed 2000 residents.

With the increase in population and development, by the 1980‘s most of the vernal pools had all but disappeared, as did the plant communities associated with them and the size of the alkali meadows decreased considerably. However, salt tolerant plants such as salt grass are still found in fields and yards in the Calistoga area. Also, over the last seventy years the presence and new growth of oak trees in the valley has slowly declined (Grossinger 2012). Today Calistoga remains a destination town, but it is also

home to over 5,000 residents. Throughout the town's history it has managed to maintain a small town feel which is represented by historic properties, most of which are located in the original platted section of the city.

## HISTORY OF THE NAPA VALLEY INTERURBAN RAILROAD

Colonel J. W. Hartzell, aided by his brother H.F. Hartzell, was responsible for the building of the Napa Valley interurban railway from Vallejo through the Napa Valley to Calistoga. Colonel Hartzell arrived in California in 1889 with experience in constructing electric railroads in Topeka and Wichita, Kansas. Before conceptualizing an electric railroad in Napa he built the pioneer interurban line from San Francisco to San Mateo, and was also largely responsible for the California State Legislature's passing of a bill that legalized the use of electricity as power for street railways.

To increase the value of their landholdings in Vallejo, the Hartzell's conceptualized an electric railway carrying fast electric cars from Benicia, where connection would be made with rapid ferry service to San Francisco, to Vallejo and through the Napa Valley to Lakeport. They secured franchises for electric railway lines in 1901, which allowed them the right to build on city streets and along county roads. The Hartzell's secured investors from the Los Angeles area, and on April 24, 1902, the, Benicia, Vallejo & Napa Valley Railroad Company (VB&NV railroad) was incorporated (Swett and Aitken 1975: 27-29).

### Building of the Vallejo, Benicia & Napa Valley (VB&NV) Railroad

After a rough start securing the money necessary to build the railroad and negotiating construction details with city leaders, work began in 1903. Although the southern terminus was now Vallejo instead of Benicia and the northern terminus was now St. Helena for time being; the plan was to eventually reach Calistoga and finally into Lake County. The electrified line placed many convenient stations throughout the Napa Valley. Besides the larger ones that included: Napa Junction, Soscol, Napa, Yountville, Oakville, Rutherford, St. Helena (which it reached in 1908), and Calistoga (which it reached in 1912), there were also little intermediate stops at the State Hospital (Imola), Union, Salvador, Oak Knoll, Trubody, Veteran's Home, Barrow, York and Salmina (Dillon 2004:132). The train was one of the first electric trains to run on alternative current (AC) instead of direct current (DC) and was used as an experimental operation by Westinghouse (Kernberger 1974).

Construction started along the section between Vallejo and Napa and consisted of grading the route, building bridges and trestles, laying ties and rails, erecting cedar poles, running overhead trolley wires and building a wharf in Vallejo where a connection to San Francisco could be made via steamers owned by the newly incorporated Monticello Steamship Company. In February 1905 the section of railway between Vallejo to Napa was complete, and for much of this distance the route followed a county road; the wharf in Vallejo was not completed until later that year.

In February 1904 the VB&NV railroad secured a block of land in Napa at the southeast corner of Soscol Avenue and Third Street "between the Palace Hotel and the Southern Pacific tracks" where in 1905 the railway company built a two-story Mission Revival-style depot, a 150' car barn, machine shop, yard, substation and freight house (Swett and Aitken 1975:54). The power to operate the electric railway came from the Napa Gas & Electric Company, a private company that secured its power from the Bay Counties Power Company. The Napa Gas & Electric Company purchased the Crowey Building on East

First Street in Napa and converted into a substation that could house three 500-kw transformers. The transformers brought the 60,000 volt current down to 33,000 volts before sending it under the Napa River through a submarine cable to the substation at the corner of Soscol Avenue and Third Street where it passed through a 400-kw AC generator provided by Westinghouse and then out to the network of trolley wires. On July 4, 1905 the Napa substation was complete and the section between Vallejo and Napa was placed in operation with a schedule of six daily round trips (Swett and Aitken 1975: 58, 64-66, 84).

> "*A NEW ERA dawned for the Napa Valley on July 4, 1905 when the fast steamers of the Monticello Steamship Company joined with the big red inerurbans of the Vallejo, Benicia & Napa Valley RR. Co. to bring speedy, comfortable and dependable transportation to citizens of Napa, Vallejo and way points*" (Swett and Aitken 1975: 85).


**Figure 2: First car in service, No. 7 in front of the East Napa Depot in Napa, c. 1907. Photo courtesy of the Napa County Historical Society.**

Work continued on the line out Third Street, Jefferson Street and Calistoga Avenue (as the northern portion of Jefferson Street was then called) to the Napa limits at Lincoln Avenue, and was complete on August 7, 1907. With the expectation that lines would be extended through town, additional lines were also laid south on Jefferson Street between Third and Oak streets that were later used as a siding for upvalley freight; however, the tracks were later removed when the street was paved. Rails were also laid on Randolph Street, but were never used (J. Beard, n.d). Figure 3 shows the route through Napa.

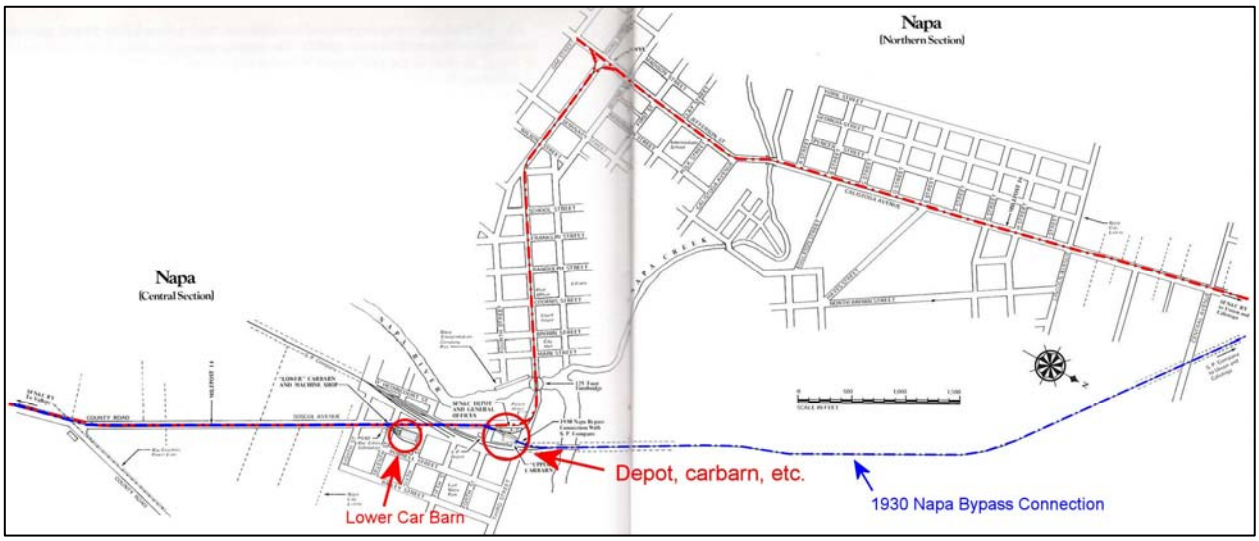


**Figure 3: Map showing the route of the VB&NV Railroad through Napa and the location of the depot, upper and Lower car barns, yard, repair shop, etc. The line was re-routed in 1930 (Swett & Aitken 1975).**

Also, in 1907 a new car barn was constructed in Napa on Soscol Avenue between 6th and 7th Street (Figure 4). The new facility was known as "The Lower Car Barn" and was an imposing structure that was equipped to perform heavy repairs and to built new steel cars (Swett and Aitken 175:109-110).

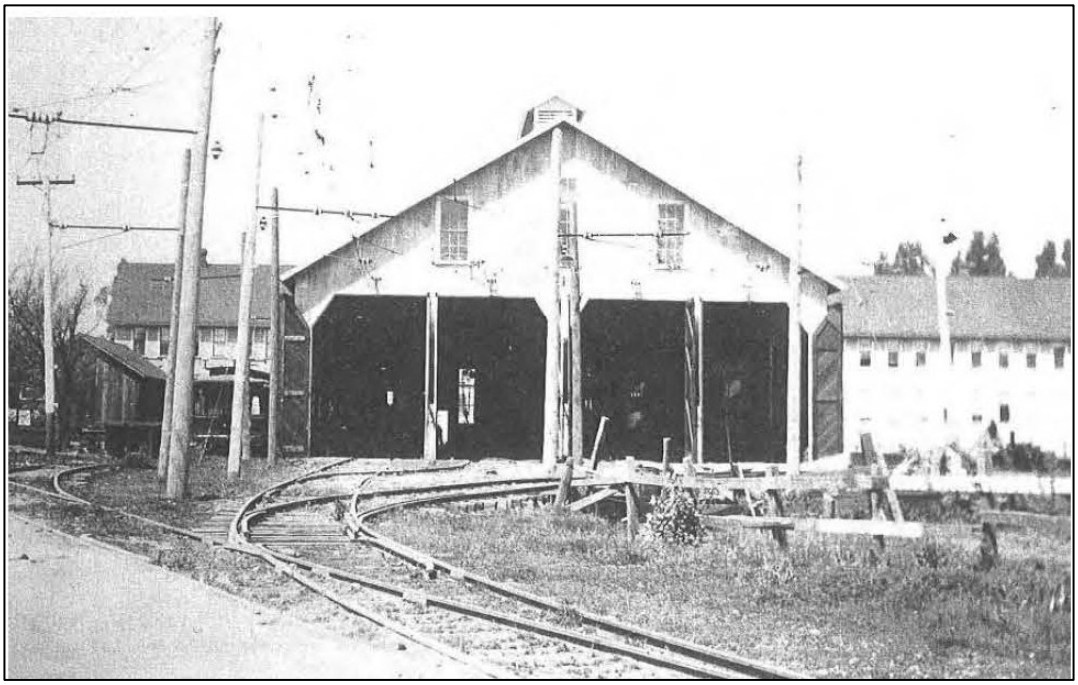

**Figure 4: Lower Car Barn, circa 1910 (Swett and Aitken 1975:110).**

**St. Helena Extension**

Construction on the northern portion of the railroad began in March 1905 with one hundred feet of track laid at Union Station at the north edge of Napa and seventy feet of track laid in St. Helena near the Southern Pacific depot where the electric line was slated to cross their line (Swett and Aitken 1975:57). In September 1905, after the line from Napa to Vallejo was complete, the VB&NV made further progress on its path north that would first reach St. Helena, then Calistoga and finally Lake County. In June 1906 a new corporation was formed to continue this expansion northward, the San Francisco, Vallejo & Napa Valley Railroad Company (SFV&NV). This new company provided the railroad with additional capital to pay for the extension, and the old VB&NV was later fully absorbed by the SFV&NV (in 1910) (Swett and Aitken 1975: 103). Under the SFV&NV, overhead trolley lines were reconstructed and changed from 750 volts to 3300 volts. The generators were refitted to supply additional power, eight new cars were purchased, including seven passenger cars and one baggage and mail car, the "Lower Car Barn" (Figure 4) was constructed in Napa and the line was extended to St. Helena, then Calistoga. By August 1907 the railway was in full operation to Yountville, with four additional stops that included Napa Limits, Union Station, Oak Knoll and Trubody.

The 18 mile extension north to St. Helena called for the railroad to run north from the Napa City limits along the graded portion of the county road to Union Station, where it paralleled the Southern Pacific Railroad tracks almost to Rutherford. From there it veered west, just enough to pass the school house and other buildings on the west side of the Southern Pacific tracks. Just before reaching St. Helena, the route turned east, coming within 200 feet of the Southern Pacific tracks where it crossed Sulphur Springs Creek and continued up Main Street. A station was constructed in St. Helena at the northwest corner of Main and Pope streets that (sometime after 1913) was moved across Main Street next to a tiny freight yard built in 1910. St. Helena's Main Street then became the new terminus of the SFV&NV railroad when the extension was opened on New Year's Day in 1908. "The opening of the St. Helena extension was cause for celebrating, not only by the SFV&NV but also by the citizens of St. Helena, now connected with down-valley cities and San Francisco by modern transportation" (Swett and Aitken 1975: 124).

The eight cars purchased by the SFV&NV railroad company were placed on the Vallejo to St. Helena run. Unlike the previous "used" cars that were originally purchased, the new cars purchased from the Niles Car Company were the most advanced type of electric cars available at the time. They had full Empire ceilings, plush upholstery, baggage racks and dome lights and were fitted with water coolers, a private compartment for the motorman, plate glass windows, automatic breaks and were capable of reaching speeds of 75 miles per hour. Two more Niles cars were added to the fleet in 1909.

**Calistoga Extension**

In 1911 the SFV&NV company was reorganized and incorporated under the name, the San Francisco, Napa & Calistoga Railway Company (SFN&C). The newly formed company then set its sights on extending the line to Calistoga, and by the end of the year nearly the entire 7.7-miles of right-of-way between St. Helena and Calistoga had been secured. The route closely paralleled the County Road until reaching Lodi Lane. From there the tracks headed eastward towards the Southern Pacific railroad tracks and then paralleled them for the remaining distance until reaching Calistoga, at which point they

diverted westward to approach Washington Street. On December 15, 1911 the Calistoga Board of Trustees received an application from the new SFN&C Railway for a franchise to run its line into town, either on Cedar, Myrtle or Washington Streets; Washington Street was chosen as the preference, so as the railway approached Calistoga it veered westward from the Southern Pacific right-of-way towards Washington Street. The line traveled up Washington Street then terminated at Lincoln Avenue. The railway also included a short spur for freight across Gerard Street on its east side (Figure 5). Originally, poles were set for a distance of three blocks past Lincoln Street in anticipation of the extension to Lake County, which was never completed. The poles were never used and were later sold to the telephone company (J. Beard, n.d.)

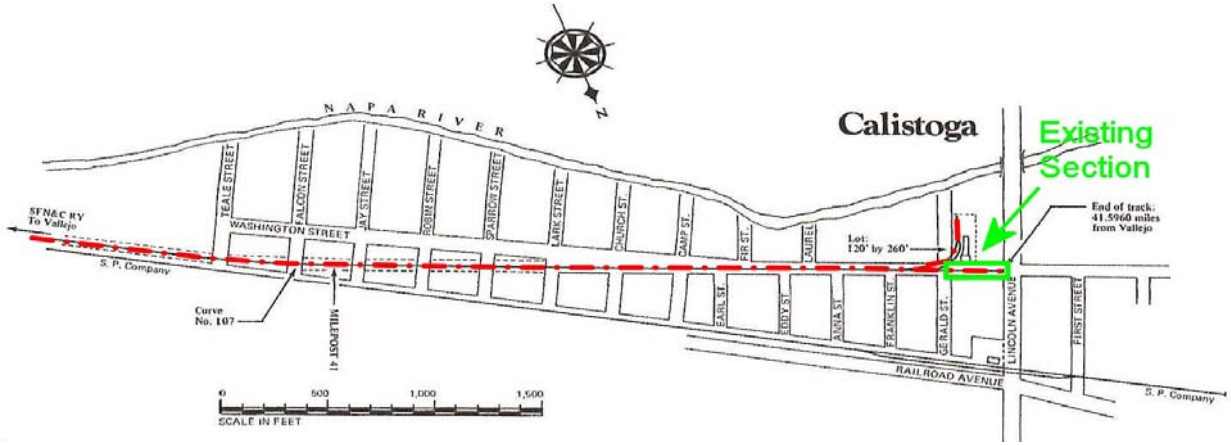


**Figure 5: Map showing route of the SFN&C Railroad through Calistoga. Existing section is shown in green.**

The site for the Calistoga electric railroad depot was purchased in July 1912 at the corner of Gerard and Washington streets. Like the depot in Napa, the Calistoga depot was built in the Mission Revival-style of architecture (Figure 6). There were also freight sheds and a warehouse adjoining it in the rear. The depot was completed in March 1913, six months after opening day.

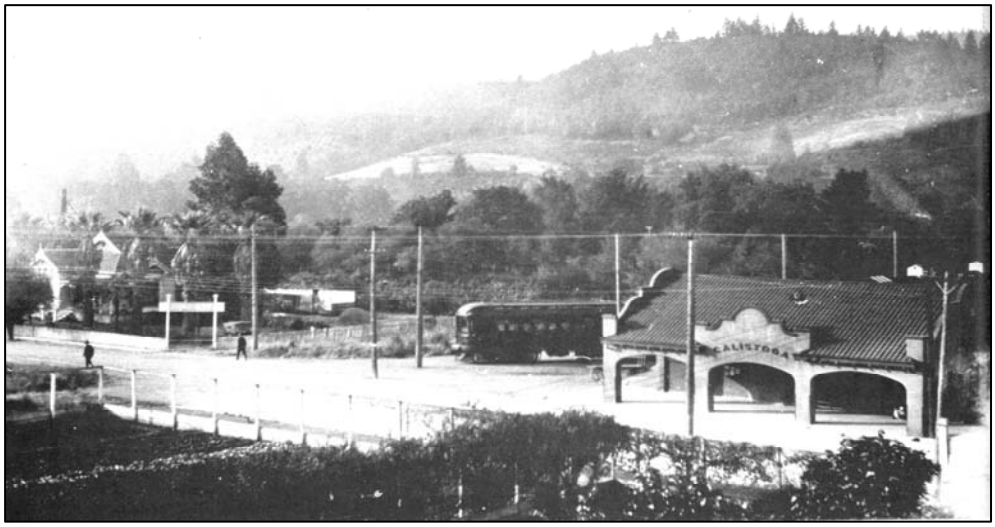

**Figure 6: SFN&C train station in Calistoga, circa 1913 (Swett and Aitken 1975: 184).**

The opening of the Calistoga extension was a big event throughout the county and advertised as far away as San Francisco (Figure 7). The arrival of the first train occurred on September 2, 1912 when the first cars rolled into town featuring an on-board band, several passengers and an awaiting crowd (Figure 8). Calistoga's mayor John Rutherford drove the last "golden" spike into the last tie at the end of the line on Washington Street symbolizing the completion of the railway as far as Calistoga. The celebration also featured a banquet and social dance at the Star Pavilion hosted by the Native Sons.

> "*Twas a great day for Calistoga when the first interurban train arrived in town. Headed by motor 50, this two car train preceded a three-car official train; the Calistoga Promotion Club chartered, which arrived at 11:28 AM September 2, 1912. Cheers, waving hats and other manifestations of the citizens' joy at finally beholding an electric train in town are evident here* [Figure 8]" (Swett and Aitken 1975:181).

NAPA VALLEY HAS ANOTHER OUTLET

Calistoga Soon Will Celebrate Opening of Another Important Transportation Line

CALISTOGA, Aug. 13.—Calistoga is making preparations for a celebration to mark the opening of another transportation line connecting the upper end of Napa valley with Vallejo and San Francisco. The Calistoga Promotion club has the arrangements in charge and the co-operation of the chambers of commerce of St. Helena and Napa has been secured.

A special round trip rate has been secured from San Francisco and all points along the line via the Monticello Steamship company and the San Francisco, Napa and Calistoga electric line, good going September 2 and returning September 3. Fruit growers of the upper Napa valley have been canvassed and promises have been received that every visitor to Calistoga during the celebration will be given all the fruit he can eat and take away.

Down the main street of Calistoga a great table is to be built and on this table there will be piled high the fruit that has made Calistoga famous.

**Figure 7: Article in the San Francisco Call from August 14, 1912 announcing the opening of the extension to Calistoga.**

**Figure 8:First Electric care in Calistoga (Swett and Aitken 1975:181)**

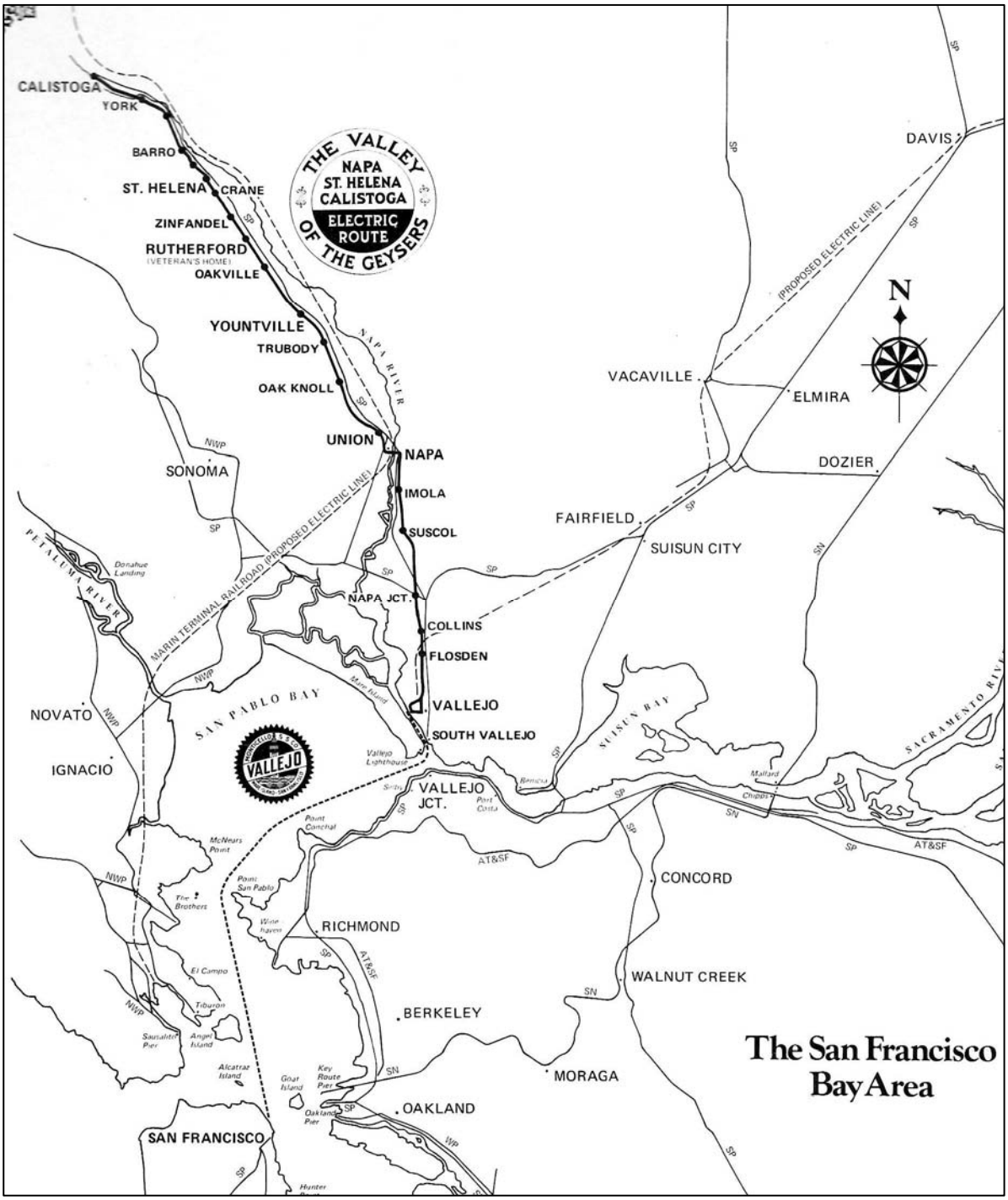


**Figure 9: Route of the electric railroad between Vallejo and Calistoga, showing the various stops along the route (Swett and Aitken 1975).**

**The Big Wreck**

A head-on collision between two interurbans, known as the "Big Wreck" occurred on June 19, 1913 at a point about 2.4 miles north of the Vallejo wharf, which left thirteen people dead, dozens more injured and the SFN&C Railroad in a precarious financial condition. As a result, the SFN&C railroad was not able to afford to extend the line into Lake County, and Calistoga became the northern terminus of its route.

**The Comeback**

The company did however begin to make a strong financial comeback in 1915, as crops prices began to rise and Napa Valley entered a period of prosperity. The Panama-Pacific exposition in San Francisco in 1915 swelled the numbers who rode the electric train between San Francisco and the Napa Valley in that year to 615,000 passengers (J. Beard, n.d.); and passenger service increased steadily over the next several years. When the U.S. entered World War I and Mare Island Navy Yard was transformed into a major ship building and repairing facility, thousands of workers were hired and several hundred new workers lived in Napa and relied on the SFN&C for transportation. The upsurge in passenger business reached 830,000 riders in 1918, an all-time high (Swett and Aitken 1975: 21). In 1920 the SFN&C Railroad opened its Mare Island Navy Yard Freight Service that functioned to receive and transport all freight consigned to the government or individuals at Mare Island Navy Yard to and from the Southern Pacific Company at Napa Junction, giving the island a rail connection for the first time with the rest of the nation.

**A Period of Decline**

The period between 1914 and 1920 saw tremendous growth in automobile ownership, and the formation of large auto clubs throughout California brought demands for hard surfaced roads. In 1918 the county road between Vallejo and Napa was rebuilt as a concrete highway and by 1921 it was possible to drive all the way to Calistoga on a hard surface road. It also became part of the interurban's improvement program in the early 1920s to lay girder rails in these newly paved streets.

The availability and affordability of the automobile, as well as new competition from bus travel, caused a decline in the number of passengers relying on the interurban railway. As a countermeasure, the SFN&C Railroad lowered its fares between all points on its system by approximately one-sixth, but ridership continued to decline. In 1927 only 250,000 riders rode the interurbans. So in 1927 the SFN&C applied to the Railroad Commission for a certificate to replace a few of the scheduled trains with bus service. The proposal was accepted and the Napa Valley Bus Company was formed to operate two Studebaker buses, each seating 21, for one daily round trip between Calistoga and Vallejo with one additional round trip between Vallejo and Napa (Swett and Aitken 1975: 297).

The decline in ridership during this time was also aided by the completion of the Carquinez Bridge in 1927, which for the first time provided a means to drive an automobile to Oakland from Vallejo. The Southern Pacific Railroad was also affected by this decline in ridership, and in 1929 they abandoned their Napa Valley passenger business altogether, with the last trail leaving Calistoga on July 13th 1929.

In 1930 the electric railway was forced to abandon its right-of-way through Napa because of the high cost of strengthening the Francis bridge, which was proposed to replace the old drawbridge on Third

Street. Instead of helping pay for a new bridge, the SFN&C proposed to reroute its trains by using the Southern Pacific tracks that had recently been abandoned, and in September of that year the electric trains were rerouted and the tracks through Napa were abandoned. The electric railroad took another hit in 1932 when the upper car barn, three train cars and the substation building at Third Street and Soscol in Napa burned down causing the entire Napa Valley Route to go out of service. Passenger services was temporarily covered by the Napa Valley Bus Company until strong public support enabled the railway to rebuild. Railway service was restored to St. Helena in May 1932 and then to Calistoga in July 1933 (The Western Railroader 1953:3-5).

In March 1936, the company reorganized again, this time into the San Francisco & Napa Valley (SF&NV) Railroad. However, this time, due to the completion of the Bay Bridge (1936) and the Golden Gate Bridge (1937) that made it even easier to travel by for automobile, ferry service dwindled and so did passengers using the electric railroad. In September 1937, the Southern Pacific-Golden Gate Ferries, Ltd., which had purchased the Monticello Steamship Company in 1929, discontinued steamer connection between Vallejo and San Francisco, essentially cutting off the interurban's through connection from the Napa Valley to San Francisco. The SF&NV railroad operated rail passenger service for only a short time thereafter. It terminated passenger service to Calistoga in August 22, 1937 then along the rest of the route in the following month; although freight service between Napa Junction and Mare Island Navy Shipyard continued until February 1942 when the Navy ordered removal of the electric overhead lines on Mare Island due to its interference with overhead cranes and the line was converted to diesel (Swett & Aitken 1975:363, 403; The Western Railroader 1953:3-5). A farewell excursion was operated between Vallejo and Napa by the Electric Railway Historical Society of California on February 13, 1938. The Navy then took over freight service to Mare Island in 1956 and the SF&NV railroad company was dissolved.

**Abandonment of the Electric Railroad**

Within months of terminating service the railroad tracks and overhead lines began to be removed. In 1938 about 22 miles of track and overhead lines were removed between Napa and Calistoga, and in 1940 rails and overhead lines were removed in the City of Napa. In March and April of 1942 the tracks and overhead lines between Napa and Napa Junction were removed and the power house at Napa was sold (The Western Railroader 1953:3-5). By 1942 most of the system had been taken out, but the line between Napa and Mare Island was retained for continued freight operation.

The fate of locomotive cars varied. Some cars went into service at lumber companies in Oregon and in northern California, while others went to Chico, CA. or into service back east. One car is rumored to have been sold to a railway in Brazil. Another was purchase by the Bay Area Electric Railfans' Association for preservation, but was later destroyed by fire.

The depots remained for several years and were utilized by the Napa Valley Bus service that transported passengers up and down the valley after electric rail service was terminated. The depot on Third Street in Napa was removed circa 1950; it was likely demolished, although a portion of it may have been relocated and converted to a residence on Roosevelt Street (Page & Turnbull 2010:56). The "Lower Car Barn" on Soscol Avenue between 6th and 7th Street was remodeled and used as an auto service shop, and is still present. It appears that the depot buildings in Napa Junction, Yountville and St. Helena have

all been demolished. It is not clear when the depot in Calistoga was taken down, but a fire station was built in its place between 1967 and 1969, which was remodeled in 2009.

**Figure 10: Electric locomotive #98, the first electric car to operate on the railway that is shown here taking up the rails near Rutherford after the abandonment of passenger service in 1937 (Swett and Aitken 1975: 401).**

While it was reported that tracks were pulled up by 1942, newspaper articles from the St. Helena Star indicate that some segments were still present in 1943 and later. During 1942-1943 the Salvage Committee hosted metal scrap drives for the War Production Board (WPB) in an effort to collect metal that could be repurposed for use in World War II. September 1942 was deemed "scrap harvest month" in Napa County (St. Helena Star, 28 August 1942). During that month an article in the St. Helena Star announced a rail removal drive. The article states,

> "*The treasure of steel in St. Helena's Main street may soon be doing its share to win the way, if the drive by the Chamber of Commerce and the 20-30 club is successful. Estimated some 200 tons of fine grade steel lie unused in the heavy rails of the old electric line... The property of the city, they cannot be removed unless the State division of highways approves the paving to fill in cuts. In the past this had been economically*

*impossible, although a number of firms have flirted with the idea. Now, with scrap metal a matter of victory or defeat, this stage has been past, it is pointed out, and the rails should be put to war use without too much red tape and regardless of cost of removal*" (St. Helena Star, 11 September 1942).

In the following weeks, more articles appeared in the St. Helena Star. On September 18th, 1942 the article "Main Street Rails Again Discussed" reports that the City had approved the removal of the rails by the Chamber of Commerce and the 20-30 Club who would seek a contractor to take up the rails, repave the street and satisfy the State, all for the salvage value of the rails. On October 16, 1942 the St. Helena Star announced the city's intent to pass an ordinance releasing the railroad from its franchise obligations, surrendering the rails to the WPB, granting the city's consent to their removal and replacing all old ordinances having to do with the electric road franchise. It was also reported that the Metals Reserve Company, a subsidiary of the Reconstruction Finance Corporation was planning on taking up the rails as soon as all legal barriers were released. However, despite much negotiation with various government agencies the rails were never removed, and when Main Street was resurfaced in 1943 they were simply covered over (St. Helena Star, 20 August 1943).

Sometime in the 1970s or 1980s crewmen working on the sewer line in the middle of Main Street encountered a section of track from the former railway, and while it was necessary to remove a portion of them to install a new sewer lateral (Figure 11), the remaining section was left in place (undated newspaper article on file at the Napa County Historical Society).

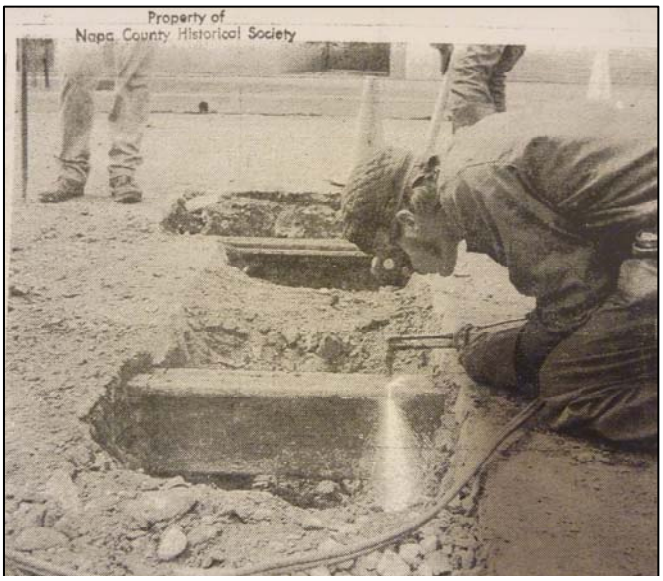


**Figure 11: Tracks from the electric railway discovered under Main Street in St. Helena during a sewer line repair project (Napa County Historical Society).**

More recently, in 2013, the City of Napa was conducting work within Jefferson Street and also encountered rails. The contractor reported the discovery to the Napa County Historical Society with the indent to donate the rails to them, but the Historical Society did not accept the donation and it is not clear what happened to the rails (Alexandria Brown, personal communications, July 6, 2015). Other

remaining features of the railroad have also been reported, including concrete bridge abutments located about 2.5 miles south of Calistoga between Dunaweal and Maple Lane, and a fence line located north of St. Helena, which curves west away from Highway 29 as it follows the former ROW heading back towards Lodi Lane (John Monhoff, personal communication, July 10, 2015).

However, the segment of tracks along Washington Street in Calistoga appear to be the only visible section of rails along its former route and the only feature from the electric railway that remains in Calistoga. In 1999 the Native Sons of the Golden West, led by Bob Maxfield, dedicated a plaque to this feature as the "only existing traces of the Vallejo and Napa Valley inter-urban railway" in Calistoga (Difede 1999). Approximately 100 people were present for the dedication as well as the Calistoga City Council, including city Mayor at the time, Mario Callegari (Difede 1999).

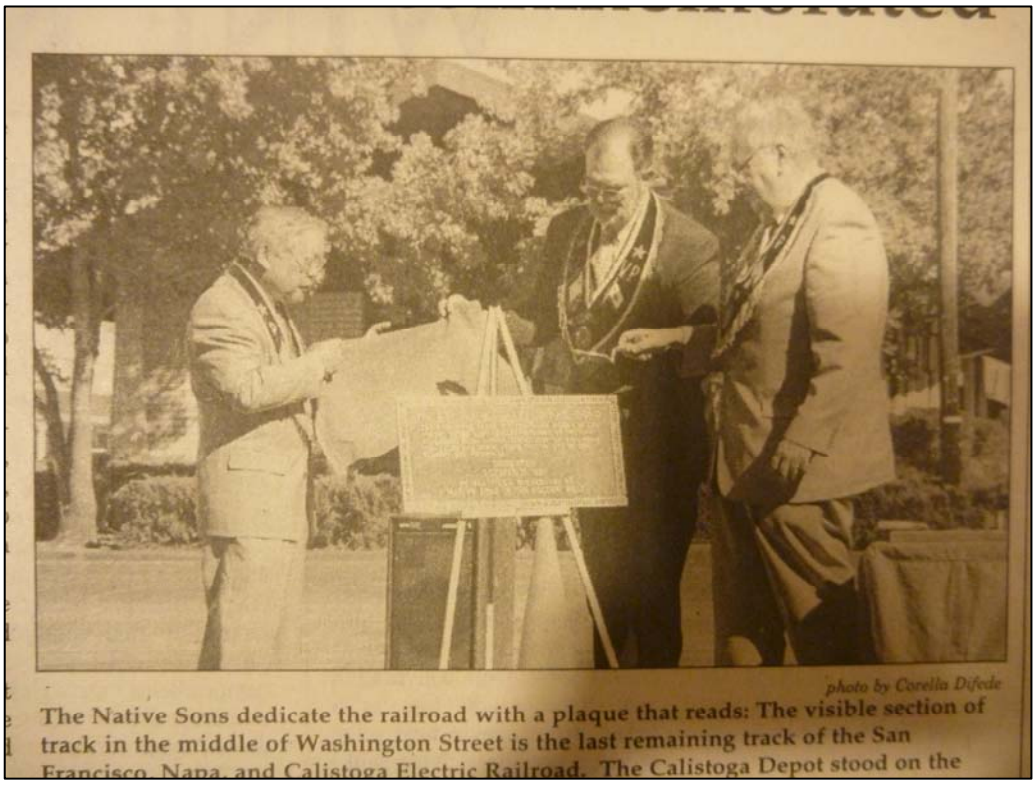

photo by Corella Difede

The Native Sons dedicate the railroad with a plaque that reads: The visible section of track in the middle of Washington Street is the last remaining track of the San Francisco, Napa, and Calistoga Electric Railroad. The Calistoga Depot stood on the

**Figure 12: Native Sons of the Golden West dedication ceremony announced in The Weekly Calistogan newspaper October 21, 1999.**

**The Importance of the Electric Railroad**

During its 32 years of operation, the electric railroad linked Napa to Vallejo, San Francisco, and the rest of the Bay Area and had a huge economic impact on the Napa Valley population and their social life. For the first time, people were offered comfortable, fast, dependable transportation through the valley, and relied on the interurban railroad for business, leisure travel and access to Napa Valley's resorts and summer estates. The electric railroad was also an important fixture in the commercial and social life of

the Napa Valley and many relied on its service for employment, recreation, and to travel to and from jobs, appointments and social events (Beard, n.d.; Swett and Aitken 1975:179). "Passengers filled the cars to overflowing for reasons as diverse as baseball game to a dentist's office" (Kernberger 1974). The earliest available figures show that in 1909, a total of 543,762 passengers rode the railway, and in 1912, the same year that the line reached Calistoga, 615,351 passengers were served. This number steadily increased reaching an all-time high of 830,000 passengers in 1918. It also furnished employment to people living in Napa County, the number varying from year to year with the peak being 200 in 1912 (J. Beard, n.d.).

The introduction of the interurban railroad also spurred population growth and residential development. The greatest growth in Napa County occurred in during the decade that the electric railway was built and began serving the Napa Valley. This is because it greatly improved transportation in terms of time and availability for the travelling public who no longer had to rely exclusively on the limited passenger service offered by the Southern Pacific. In 1900, the population of the County was 16,451 and by 1910, after the railroad had been operating for only five years, the county's population swelled to 19,800. A mild building boom followed, as over a dozen business buildings were constructed, including the Martin, Migliavacca and Keyser buildings in Napa (Kernberger 1974), as well as residential buildings (Page & Turnbull, Inc. 2009:72). By 1920 the population of the County increased another 4.4 percent. Then by 1930 it increased 14 percent, from 20,678 to 23,541 in population. In Calistoga the population increased from 751 in 1910, to 850 in 1920, 1,000 in 1930, and by 1940 the population was 1,124. This population increase was due in part because the railway greatly expanded Bay Area commuting, as it was considered "the chief link between Napa valley and the metropolis, and the transportation it provided was considered one of the valley's greatest assets" (J. Beard, n.d.; Dillon 2004:132).

## LITERATURE REVIEW

As part of this evaluation, Evans & De Shazo conducted a literature review at the Regional Office of the California Historical Resources Information System (CHRIS) at Sonoma State University (File No. #14-1844) to review previous studies pertaining buildings, structures, features or sites related to the former electric railroad, as well as previous studies in the immediate vicinity of the project area and site records for nearby archaeological sites. A request was also made to the Native American Heritage Commission to conduct a Sacred Lands Inventory to determine the presence or absence of Native American Sacred Sites in the area. Research of primary and secondary documentation available at local libraries, museums, historical societies, and online documents were also reviewed to provide further understanding of the existing railroad structure. Evans & De Shazo also reviewed the following resources as part of the literature review:

- National Register of Historic Places
- California Register of Historical Resources
- California Inventory of Historic Resources
- California Historical Landmarks
- California Points of Historical Interest
- Caltrans Historic Highway Bridge Inventory

Based on research conducted at the NWIC, the segment of Calistoga railroad tracks that are being evaluated for this proposed project, as well as segments of tracks potentially located under the pavement in St. Helena and Napa and the concrete bridge abutments and fence line located south of Calistoga, have not previously been evaluated or recorded. The only resource associated with the former electric railroad that appears to have been previously evaluated and recorded is the Lower Car Barn located on Soscol Avenue in Napa. This resource was determined to have local significance because of its association with the SF&NV Railroad, which was critical to the growth of Napa and its connections to other cities and towns. The Lower Car Barn was determined to meet National Register/California Register Criterion A/1 (Events) for association with the development of Napa's interurban electric railroad and Criterion C/3 (Architecture). While the building has been altered since its original construction, including the loss of the large vehicular openings, and the construction of a Streamline Moderne addition, it was determined to retain enough of its original design elements (steel frame structural system, corrugated metal siding, industrial sash windows, truss roof, and overall form and massing) to convey a sense of its significance under Criterion A/1 as an early part of the interurban electric railroad system. However, due to its later alterations, it was determined that the car barn does not have the integrity necessary to convey its significance under Criterion C/3 as an example of an early twentieth century industrial building, or as a car repair barn (Page & Turnbull, Inc. 2010:51). It was recommended that the property be assigned a California Historic Resource Status Code of "5S3," which means that it appears individually eligible for a local listing through survey evaluation (Harvey 2009).

There have been two evaluations along the former right-of-way of the Southern Pacific Railroad between St. Helena and Calistoga that may have also included the right-of-way for the electric railroad that paralleled the Southern Pacific route (ACRS 1981; Bedolla 2003), however these reports do not mention the presence of any features related to the electric railroad.

Portions of the Southern Pacific route through the Napa Valley (P-28-001547) have been subject to previous evaluations, many of which were for projects associated with the Napa Valley Wine Train (P-28-000966) (Bischoff and Sterner 2001; Germano and Stewart 2006; King 1986; Roop 1997a, 1997b; Sterner and Thompson 2003). The depot in St. Helena has also been recorded as a historic resource (P-28-0001750), as well as the one in Rutherford (P-28-001751). Additional features associated with the Napa Valley Railroad were also identified and recorded as part of the Cultural Resources Inventory of Caltrans District 4 Rural Conventional Highways study (Leach-Palm et. al 2007).

The Napa Valley Railroad was previously evaluated to determine its historic significance (Bischoff and Sterner 2001; Germano 2006; King 1986) and been assigned the California Historical Resources Status Code of 6, meaning the railroad is not eligible for listing in the National Register of Historic Places or California Register of Historical Resources. This is because many of the of the original stations, platforms, sheds, and water tanks are not extant, numerous spur lines have been removed from the main line, culverts and trestles have been replaced outside the period of significance (1864-1930), tracks have been rerouted through the city of Napa, the line extending from St. Helena to Calistoga no longer exists, and the stations at Yountville, Oakville and in Napa are no longer present. The railroad was found significant at the local level under Criterion A for its association with the development of transportation and agricultural commerce throughout the Napa Valley during the period from the construction of the railroad line in 1864 to the year passenger service was discontinued in 1930, and at the local level under

Criterion B for its association with Samuel Brannan, who was an early pioneer of the Napa Valley and instrumental in the development of the Napa Valley. However, it was determined that as a whole the railroad does not retain enough aspects of integrity needed to convey significance, and therefore was determined not eligible for listing on the California Register or National Register. The previous evaluations of the Napa Valley Railroad are important to this evaluation of the electric railroad tracks on Washington Street because both railroads consisted of tracks, depots, stations, sidings, trestles, culverts, railroad beds, etc. that together make up a railroad system and both serviced the Napa Valley.

In addition to cultural resources associated with the former SF&NV (electric) and Napa Valley (steam) railroads, there are other types of cultural resources located within a quarter mile of the project area. These are listed in Table 1 and include one historic commercial district, historic buildings and sub-surface deposits and prehistoric sites.

**Table 1. Cultural Resources located within 1/4-mile of project area.**

| Primary # | Trinomial | Description | Reference(s) |
|---|---|---|---|
| **P-28-001011** | **CA-Nap-943/H** | **Multi-component site:**<br>**Historic deposits, Historic Buildings (Pacheteau Springs Resort) and prehistoric site containing flakes, fire cracked rock and groundstone** | **Beiling and Towey 1986; Dowdall 1998, 1999; Flynn 1982; Kelly and Benson 1988; Origer 1987; Wohlgemuth 2008** |
| **P-28-001541** | **CA-Nap-1128/H** | **Multi-component site:**<br>**Historic Building and buried prehistoric site** | **Dougherty and Maniery 2009; Scher and Berg 2013** |
| **P-28-000606** | **CA-Nap-731** | **Prehistoric site** | **Kelly and Compton 1987; Douglass and Origer 2005** |
| **P-28-000367** | **CA-Nap-480** | **Prehistoric site with burials rumored to be present** | **Beard 1977; Douglass and Origer 2005** |
| **P-28-001705** | | **Lincoln Avenue Commercial District. Period of significance from 1868-1930s** | **Clementino 2014** |

## NATIVE AMERICAN SACRED LANDS INVENTORY

The Native American Heritage Commission (NAHC) conducted a Sacred Land inventory to determine if there are any Sacred Sites located within or near to the project area. The NAHC works to identify, catalogue, and protect places of special religious or social significance, graves, and cemeteries of Native Americans per the authority given the Commission in Public Resources Code §5097.9.

A search of the Sacred Land file did not indicate the presence of a Native American cultural resource in the immediate project area (Sanchez 2015). Notification by email was sent to the one individual/organization listed by the NAHC to request further information about Native American Sacred

Sites, traditional gathering areas or other important Native American cultural resources that have the potential to be affected by this project. The following individual was contacted:

Mishewal-Wappo Tribe of Alexander Valley
Scott Gabaldon, Chairperson
2275 Silk Road
Windsor, CA-95492
scottg@mishewalwappotribe.com
(707) 494-9159

No response has been received to date, but if one is received it will be forwarded to the City of Calistoga.

# FIELD SURVEY

A pedestrian field survey of the project area was conducted by Sally Evans, M.A., RPA on July 3, 2015. The area surveyed also included a one-block section of Washington Street between Gerard Street and Lincoln Avenue (see Figure 13), as well as all areas of exposed soil in openings along the sidewalks. During the field survey Ms. Evans recorded the existing section of rail track from the former electric railroad located along a section of Washington Street, south of Lincoln Avenue.


**Figure 13: Project area looking southwest from the corner of Washington and**

## RAILROAD TRACKS

The segment of tracks from the former electric are 177.5' long, 4.7' apart and run parallel down the center of Washington Street in an east-west direction (95°east - 272° west), 20' from the north and south curbs. The rails are standard gauge, measuring 4'8.5" wide. The total width of the rails from each outside edge is 5.1'. The rails are not complete segments, as there is a short section from each rail

missing. The missing sections are located 46.8 feet from the west of the line. The northern rail has a 2'2" section missing and the southern rail has a 6' section missing. These sections appear to have been cut and removed to facilitate sewer line or drain line repair, as the missing sections are adjacent to two manholes situated in the street on the outside edges of each rail and the concrete has been patched in these areas (Figure 14). The rails are imbedded in pavement that is severely cracked and deteriorating.

**Figure 14: Sections missing from each rail.**

There is a monument located within the planting bed along the north side of the street in front of West America Bank that was dedicated by the Native Sons of the Golden West in 1999 (Figure 14). The monument consists of a plaque that sits on a cobble stone pedestal, which measures 34.5" (E-W) and 32" (N-S) wide, 30.5" tall on the north side and 38.5" tall on the south side. The top surface of the pedestal angles slightly north towards the sidewalk and the plaque sits in the center. The plaque measures 24" wide (W-W) and 12" tall (N-S) and has a 1" boarder around the edge. The plaque reads:

THE S.F.N. AND C. ELECTRIC RAIL-ROAD

THE RAIL-ROAD TRACK YOU SEE IN THE MIDDLE OF THE STREET IS THE LAST REMAINING TRACK OF THE SAN FRANCISCO, NAPA, AND CALISTOGA ELECTRIC RAILROAD. THE CALISTOGA DEPOT STOOD ON THE SITE OF THE PRESENT DAY FIREHOUSE.

DEDICATED
OCTOBER 15, 1999
BY CALISTOGA PARLOR NO. 66
NATIVE SONS OF THE GOLDEN WEST

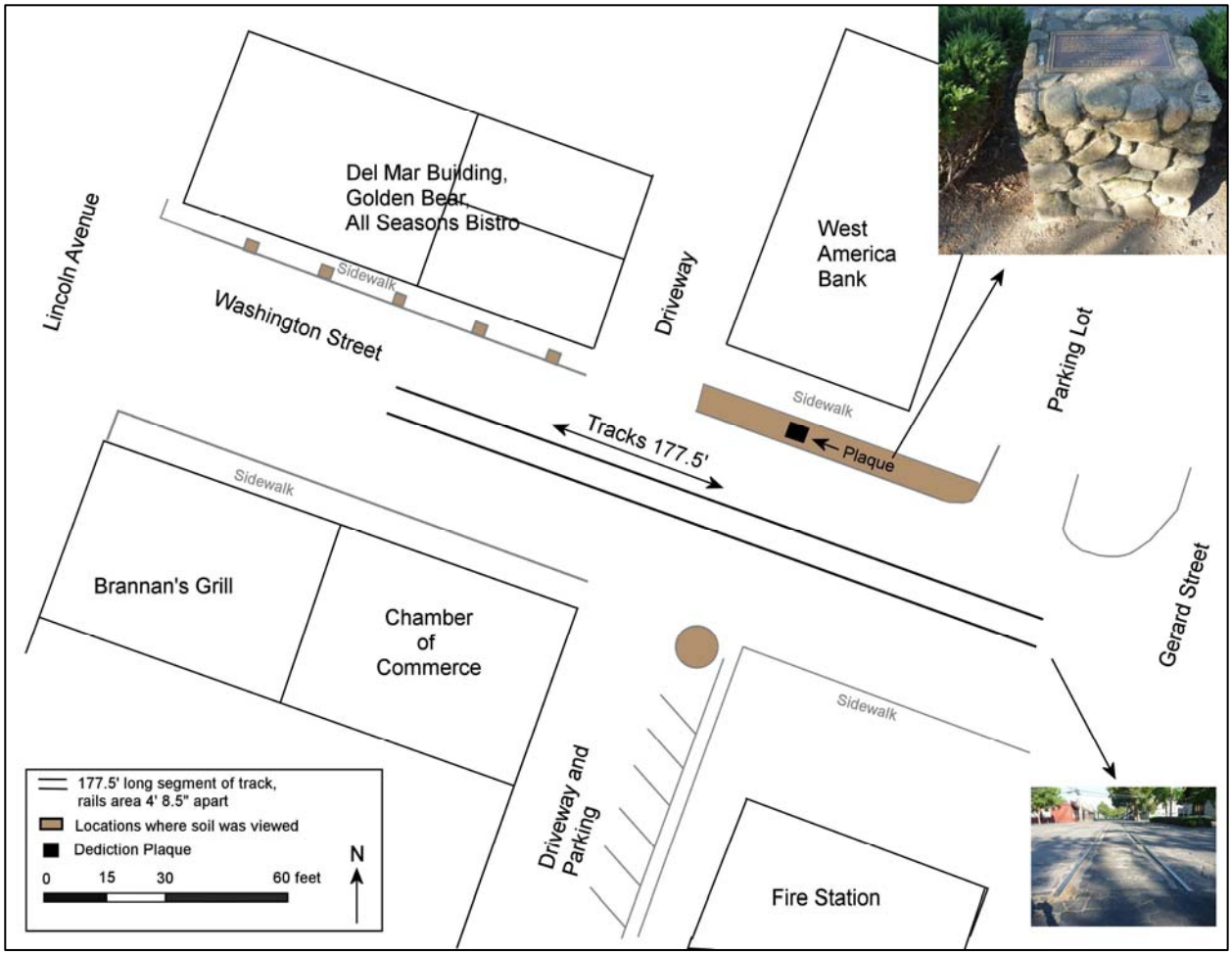


**Figure 16: Sketch map of project area showing location of the existing train rails, the plaque dedicated by the Native Son's of the Golden West, as well as area of exposed soil that were inspected.**

# EVALUATION OF THE NAPA VALLEY INTERURBAN RAILROAD FEATURE

The remaining segment of rails associated with the former Napa Valley Interurban Railroad was evaluated for eligibility to the CRHR, the NRHP, and consistency with the objectives and policies outlined in the City of Calistoga's Community Identify Element of the General Plan.

## NATIONAL REGISTER AND CALIFORNIA REGISTER CRITERIA

This evaluation was based on the level of documentation completed during the field survey and research documentation obtained from the Napa County Historical Society, St. Helena Historical Society, the History Room at the St. Helena Public Library, the Sharpsteen Museum and the Northwest Information Center, including, but not limited to, historic maps, photographs, newspaper clippings, cultural resource reports, site records, on-line documentation and published resources. Based on the field survey and archival research, Ms. Evans has determined the following:

A/1 The property is associated with events that have made a significant contribution to the broad patterns of our history. It is associated with the former SF&NV electric railroad that provided passenger service between Napa and Vallejo starting in 1905, St. Helena and Vallejo starting in 1908, and Calistoga and Vallejo starting in 1912, until 1937 when the last passenger train left Calistoga. During its Period of Significance (1905-1937) the electric railroad had a huge impact on the Napa Valley and Calistoga. It linked Calistoga to Vallejo, San Francisco, and the rest of the Bay Area, it spurred residential development and population growth throughout the County and was an important fixture in the commercial and social life of the Napa Valley and its occupants, as many relied on its service for employment, recreation, and to travel to and from jobs, appointments and social events.

B/2 The property is not associated with the lives of persons important to local, California or national history.

C/3 The property does not embody the distinctive characteristics of a type, period, region or method of construction, and does not represent the work of a master or possesses high artistic values.

D/4 The property will not yield, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

**Integrity Considerations**

While the property appears to qualify for listing under Criterion A of the NRHP (Criterion 1 of the CRHR), 95% of the railroad has been removed, including most of the tracks, depots, stations, siding and the overhead lines that made up the system, as well as the Calistoga depot, poles, overhead lines, siding and remaining tracks that were in direct association with this section of rail. Since these “essential physical features” that define the rails' significance are no longer present, the property no longer possess integrity of association, materials, workmanship, feeling and design; and these aspects of integrity are paramount for its ability to convey the reason for its significance. The only aspects of integrity that remain are integrity of location and setting. Given that the property lacks those aspects of integrity that enable it to convey the reason for significance, it has been determined that it is not eligible for listing on the NRHP or the CRHR.

## CITY OF CALISTOGA'S CULTURAL RESOURCE GOALS, OBJECTIVES AND POLICIES

The City of Calistoga possesses cultural resources that are important parts of its community identity. Goals, objectives and policies have been developed by the City of Calistoga to preserve resources having historic, architectural and cultural value to the City. The policies that pertain to this resource include:

- P.3.3-3 Development standards shall reflect the historic qualities of Calistoga, except where public health and safety would be compromised.
- P.3.4-3 All public projects shall preserve and enhance cultural resources to the maximum extent feasible.

The project, including removal of the rails, is being proposed due to the deteriorated condition of the pavement that is posing a public health and safety issue. While Policy P.3.4-3 is meant to preserve and enhance cultural resources within the City, Policy P.3.3-3 prioritizes public safely over the preservation cultural resources. Therefore, the removal of the tracks will not infringe on the City's goals, objectives and policies pertaining to locally significant cultural resources.

However, because the tracks may have historic value to the citizens of Calistoga it may warrant a local listing. CEQA states that if a resource is not listed in, or determined to be eligible for listing in the CRHR, or included in a local register of historical resources (pursuant to Section 5020.1(k) of the PRC), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the PRC) it does not preclude a lead agency from determining that the resource may be an historical resources as defined in PRC sections 5020.1(j) or 5024.1.

# CONCLUSIONS

This Cultural Resource Evaluation conducted for the City of Calistoga's Pavement Replacement Project on Washington Street between Gerard Street and Lincoln Avenue determined that the existing rails from the former electric railroad is not eligible for listing on the NRHP or the CRHR due to lack of integrity, but may warrant a local listing. The existing rails from the former electric railroad have been recorded on Department of Parks and Recreation (DPR) 523 forms for inventory purposes.

# RECOMMENDATIONS

Archaeological monitoring during ground-disturbing activities is recommended. Archaeological monitoring will ensure the identification, evaluation and treatment of potentially significant archaeological resources that could be encountered. Archaeological monitoring should be conducted by a Registered Professional Archaeologist who is Secretary of the Interior qualified.

The archaeological monitoring program may include a range of procedures including full-time monitoring, part-time monitoring or spot checks depending on the extent of excavation and the potential to encounter cultural resources.

- Full-time monitoring will occur during the entire workday and continued on a daily basis until the excavation of a given area had reached a depth at which resources would not occur or until the archaeological monitor determines that full-time archaeological monitoring can be scaled back to part-time monitoring, spot checks or is no longer warranted.

- Part-time monitoring will occur during part of a workday. Part-time monitoring will be conducted when the specific excavation activity occurring on any given day is unlikely to reveal cultural resources, and further excavation work beyond the scope of the specific excavation activity is not planned for the same day.

- Spot checks consist of partial monitoring of the progress of excavation over the course of the project and when excavation that is not likely to uncover cultural resources occurs. During spot checks all spoils, open excavations, recently graded areas, and other soil disturbances are inspected. The

frequency and duration of spot checks is based on the relative sensitivity of the exposed soils and active work areas as determined by the archaeological monitor.

In order to insure a smooth flow of operations and minimal delays the following procedures are recommended:

- Monitoring will consist of directly watching demolition and ground-disturbing activities within the project area. Monitoring will occur during the entire work day, and will continue on a daily basis (Monday through Friday) until excavation has been completed or there is no further potential to encounter cultural resources.
- Whenever the monitoring archaeologist suspects that potentially significant cultural resource or human remains have been encountered, the piece of equipment that encounters the suspected deposit will be stopped temporarily, and the excavation inspected by the monitoring archaeologist. If the suspected remains prove to be non-significant or non-cultural in origin, work will immediately recommence. If the suspected remains prove to be part of a potentially significant historical feature, all work will be halted in the immediate discovery area and the City will be notified immediately.
- Equipment stoppages will only involve those pieces of equipment that have actually encountered a potentially significant historical deposit, and should not be construed to mean a stoppage of all equipment on the project site. During temporary equipment stoppages brought about to examine suspected cultural materials, the archaeologist will accomplish the necessary tasks with all due speed and efficiency.
- If potentially significant cultural resources are encountered, as soon as the resource is secured, the archaeological monitor will report the find directly to the City and the appropriate contractor to explain the action taken, why it was necessary, and recommend actions to be taken.
- The halting or redirection of construction activities in a discovery area shall remain in effect until the archaeologist and City have conferred and determined if avoidance is possible. Avoidance is the preferred method of treatment. If avoidance is not feasible, the archaeological deposit shall be evaluated for its eligibility for listing in the California Register of Historical Resources and the adverse effects mitigated. If the deposit is found not eligible, mitigation is not necessary. For significant cultural resources, mitigation may include excavation of the archaeological deposit in accordance with a data recovery plan (see CEQA Guidelines Section 15126.4(b)(3)(C)) using standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; preparation of a report detailing the methods, findings, and significance of the archaeological site and associated materials; and accessioning of archaeological materials and report at a curation facility. Construction shall continue to be suspended in the immediate discovery area until any further data recovery and mitigation has been completed. In the event that a potentially significant historical resource is identified, the archaeologist and the City shall confer as promptly as possible to minimize any impacts or delays to the project.
- If data recovery or other mitigation measures are required, additional archaeological monitors shall continue to monitor construction activities, if necessary, while mitigation of the resource is performed. All necessary and required data recovery and other mitigation shall be completed as

promptly as possible after the discovery of any previously unknown cultural resource unless all parties agree to additional time.

- If human remains are encountered, all work will be halted within 25-feet of the find and the City and the County Coroner will be contacted immediately. The procedures to be followed at this point are prescribed by law.

Upon completion of archaeological monitoring, the archaeologist shall prepare a report to document the methods, findings and results of monitoring. The report shall be submitted to the City and the Northwest Information Center at Sonoma State University upon completion of the project.

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