



The Cloverdale and Ukiah Railroad was formed in 1886 to extend the San Francisco and North Pacific Railroad (1872) northward through this location at Hopland, California, to Ukiah; service began to Ukiah in 1889. In 1914, the San Francisco & Eureka Railroad, a joint venture between the Southern Pacific and Atchison, Topeka & Santa Fe railroads, was completed through the difficult Eel River Canyon. A "golden spike" ceremony commemorated the event and through trains between the San Francisco Bay area and the logging center of Eureka began running through Hopland (this location). These railroads, connecting railroads, and dozens of miles of narrow gauge trackage in Marin County, were consolidated into the Northwestern Pacific Railroad, which was jointly owned and operated by the SP and ATSF. In 1929, the NWP became a full SP subsidiary. By 1980, freight was still running in the Eel River Canyon between Willits and Eureka but was the most expensive stretch of rail line to operate and maintain in the United States. In 1983 the SP unsuccessfully tried to shut the line down. In 1984, the SP sold the line north of Willits (at the junction with the California Western Railroad [1911]) to Bryan Whipple, who was bankrupt within several years. In 1989, the North Coast Railroad Authority was founded to save the NWP and operated it until 1995, when severe flooding of the Eel River washed out too much of the line to justify repairs. The NWP north of Willits has not seen traffic since 1995. South of Willits, the southernmost part of the line has been upgraded for commuter rail but as of 2021 I am not sure if trains still run through Hopland.

Northward view of the C&U (1889) at Hopland. It's hard to tell if any trains have run through here recently (as of 2021). The building with the black car in front of it looks like a railroad depot but I could find no information on it.