

PH0362760

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED SEP 9 1976  
DATE ENTERED DEC 12 1976  
DATA SHEET  
DATA SHEET

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC Cloverdale Railroad Station

AND/OR COMMON Same as above

**2 LOCATION**

STREET & NUMBER At point of intersection of Railroad Avenue and the  
Northwestern Pacific Railroad tracks in Cloverdale, California

CITY, TOWN Cloverdale VICINITY OF 2nd  
CONGRESSIONAL DISTRICT

STATE CODE COUNTY CODE  
California 06 Sonoma 097

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input checked="" type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME Contact - H. P. Fowler, District Superintendent  
Northwestern Pacific Railroad

STREET & NUMBER P.O. Box 69

CITY, TOWN Willits VICINITY OF STATE CA 95490

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE, REGISTRY OF DEEDS, ETC. Sonoma County Recorder's Office

STREET & NUMBER 2555 Mendocino Ave.

CITY, TOWN Santa Rosa STATE CA

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE None

DATE  
\_FEDERAL \_STATE \_COUNTY \_LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN STATE

# 7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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## DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Attached drawing depicts the floor plan of the station building as of April, 1974. All features shown remain essentially unchanged as of the current time.

Such modification as the building has undergone since its original construction seems to have been relatively minor. It includes removal of furnishings, conversion of the passenger waiting room into the storage room indicated in the plan, and possible alteration of loading platform. For purposes of security, all windows are now boarded.

The structure is 82 feet, six inches long by 32 feet, four inches wide. Walls are of vertical board and batten construction, believed to be redwood throughout, with corrugated metal roofing which replaces the original shingle. The walls extend about 15 feet in height and are topped by a peaked roof which adds another seven feet to the overall vertical measurement of the building.

The interior is divided into two approximately equal halves. The north end of the building is occupied almost entirely by the freight handling room, identified as the warehouse. The south end contains the cluster of areas comprising the electrician's and agent's room, the storage room (originally the passenger waiting room), and supply room, all of which are concerned with passenger traffic and the discharge of administrative detail. The sketch provides the dimensions of each of these spaces.

The station, whose longer axis is oriented in a north-south line parallel to the Northwestern Pacific Railroad tracks, is rectangular in shape with dimensions as shown in the sketch. Its windows, with one significant exception, are of small, multi-paned design, in deference to decorative intent. The exterior walls are of extremely heavy redwood rustic, unsurfaced, faced with wide battens and supported by four by six inch redwood joists.

The southern end of the building houses the original passenger waiting room, now simply redesignated as "Storage", restroom facilities, the agent's office space, the supply room, and the electrician's area, an afterthought to accommodate equipment designed long after the structure was erected. The partitioned areas, which are slab floored throughout, are separated by walls of very early tongue and groove construction supporting a common high ceiling. It had its inspiration in the lofty rooms which were characteristic of many of the better homes in the latter part of the last century. The tongue and groove material appears unexpectedly in an exterior usage for it is employed to cover the under-surface of the eaves of the station. The eaves, are made very wide to afford shade and provide protection against the weather for passengers and visitors when waiting out of doors. Along the east and west walls, where the overhang exceeds six feet, support is provided by striking usage of twenty-one sets of paired buttresses of figured redwood beams on each side, while ten single beams are utilized at the south end. The roof requires no buttressing at the north end where the overhang is considerably reduced, doubtless because here was centered the heavy freight movement in and out of the structure via a loading ramp, preventing passengers and visitors from congregating at this point.

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On the east side of the structure there is a break in the otherwise uniform straight lines of the sides. This break is a projection of a window area, comprising a pronounced, square sided bay window at the end of the agent's office. It is reminiscent of the identical side window construction of the familiar caboose and served exactly the same purpose. It conferred upon the agent lateral vision of the track, allowing him to scan its stretch lengthwise both north and south, giving him a clear view of trains approaching or departing in either direction. Its windowpanes represent the exception - they are relatively large sheets of glass obviating usage of dividers which would have impaired vision, another functional touch. Immediately at hand were two heavy steel levers for throwing switches, situated so they might be operated with full view of the trackage. There they still remain in place motionless after many years of service operation. The agent's office retains also the original counter, some eighteen feet in length, over which so much paper work and so many tickets flowed in an endless stream.

The warehouse, or freight handling area, occupies about half the entire square footage of the station. Its floor area, which is covered with heavy planking, is elevated about three feet above the office and passenger spaces. A heavy duty Fairbanks scale, which is complete in all particulars, remains flush with the flooring so that freight might be wheeled directly onto it for weighing without lifting. The north end of the warehouse is pierced by a nine foot sliding door giving access to an eighteen foot long wooden ramp over which the bulk of the freight, and certainly all of the heavy cargo, was moved. An identical sliding door appears about the midpoint of the west wall of the warehouse, it opens on a platform forty feet long by eight feet wide from which descent is made to the ground level by a short flight of steps at its southerly end. The full expanse of the interior warehouse was by intent left clear and unimpeded to facilitate movement and storage of freight, and still remains so.

Roof support for the station is provided by "V" shaped trusses constructed of unsurfaced two by ten and two by twelve redwood timbers. Sixteen of these trusses are exposed above the warehouse area, which has no ceiling. They undoubtedly continue from one end of the building to the other, but are elsewhere concealed from view by the ceiling above the partitioned rooms.

The motorcar room housed the nostalgic hand car, which patrolled the right of way and carried trouble shooters to many an emergency. These scurrying little cars, whose bobbing motion brings to mind the walking beam ferries with which they were contemporary, excited the imagination of old and young alike.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

### ARCHITECTURE

This structure is an example of a specialized architectural genre - the rural railroad station. Never numerous, these buildings were the focal point of the life of the citizens they served. They were the link to the "outside" and the corridor of commerce through which the carrier took local products to market and to which it returned the manufactures upon which the community relied. The rural railroad station maintained its importance for the better part of a century until the private automobile and alternate means of freight transport forced it into obsolescence. With the dwindling of rail service, these stations have been abandoned and destroyed without thought for posterity. The Cloverdale station is one of the few depots of vertical board and batten construction remaining in California. It reflects an architectural expression, always functional, which was a part of life and which richly deserves preservation.

### COMMUNICATION

The Cloverdale station, supplemented in later years only by telephone service of uncertain reputation, was the communication center for the entire area. It remained so during the long period before the ascendancy of the internal combustion engine. It handled the mail in both directions; it brought in newspapers and periodicals with the news of the world from the metropolitan centers; it provided Western Union service to those of emergency service. It was the channel for orders for the products it offered and carried the requests for the goods it needed. It was the hub of the community, its nerve center, its lifeline, and its economic artery. It was the difference between stagnating isolation and integration into the life of a growing, prosperous state.

### AGRICULTURE, FOREST PRODUCTS, LIVESTOCK

The railroad, and hence its station, has been an integral part of the development of the agricultural, forest and livestock resources not only of Cloverdale but of a wide contiguous territory. Rail service seems to have been utilized at once upon its extension to Cloverdale in 1872 for the shipment of locally produced foodstuffs to the burgeoning communities surrounding San Francisco Bay.

That was the immediate effect, but the important long range result was to make it possible to move to market the bulk products which Cloverdale produced. Neither then nor now could it compete seriously in industry, but granted an avenue of transport to the consumer it could excel in providing the products of field and forest. This it did in increasing scale, pouring its goods through the Cloverdale station in a growing flood.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

None

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1/4 acre

UTM REFERENCES

A 

1	0
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4	9	9	0	0	0
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4	2	9	4	8	1	0
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 ZONE EASTING NORTHING

B 

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 ZONE EASTING NORTHING

C 

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D 

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VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
None			
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

T. E. Naughton, Chairman

ORGANIZATION

Cloverdale Bicentennial Building Committee

DATE

February 9, 1976

STREET & NUMBER

Post Office Box 187

TELEPHONE

CITY OR TOWN

Cloverdale

STATE

CA 95425

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

*[Handwritten Signature]*

AUG 30 1976

TITLE

SHPO

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

ATTEST: *[Handwritten Signature]*  
 DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

DATE

12/12/81

KEEPER OF THE NATIONAL REGISTER

DATE

12/6/76

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One of the initial consequences was the wide expansion of vineyards, producing table grapes, raisins and a variety of wines. The effect was formidable and permanent, for the area soon became, and has continuously remained, a part of the internationally famous California wine country.

Stimulated at the same time and for the same reason was the lumbering industry. Mills sprang up in Cloverdale at once, where they are intensely active to this day, producing millions of feet of lumber annually. Shipment of the output of these mills was dispatched not only to all parts of the country but overseas as well, and has continued in heavy volume through the Cloverdale station since well back into the last century.

Similarly, the Cloverdale station became the collection point for heavy yields of wool produced throughout the hills terraced back from the fertile valley of the Russian River in which the community lies. Sheep ranches were widely dispersed through this upland area, hauling their products to Cloverdale for shipment for many decades.

Prunes were also shipped in heavy volume through the Cloverdale station, originating in large orchards in the low-lying area. This flow continued for many years during which Cloverdale's prune production made a significant contribution to the breakfast tables of America.

Tan bark, once used in the curing of leather, moved in heavy volume through Cloverdale station to which it was freighted by wagon from points in northern Sonoma and Mendocino Counties. This movement of tan bark, an extremely bulky commodity, continued for many years until its ultimate displacement by synthetics as an agent in preparation of leather.

Hops, long an essential in the production of malt liquors, were also shipped in great quantity through Cloverdale. This crop, which was grown extensively throughout Sonoma and Mendocino Counties until the 1940's, produced a heavy tonnage of freight from the Cloverdale station, which, as in the instance of tan bark, served as a major collection point.

During the early part of the present century there were large shipments of mineral waters through Cloverdale to the metropolitan centers. These waters were then a necessary part of the sophisticated household, to say nothing of being a desirable indication of affluence, and they were for decades a brisk article of trade.

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TRANSPORTATION AND COMMERCE

The freight traffic handled by the station was its primary function. That activity paid the community's bills, permitted expansion of its economic base, and enabled a considerable population increase. But these were somewhat impersonal considerations. The conscious reaction of the citizens turned almost entirely to its transport of people. To them the waiting room, measuring a modest fifteen by twenty feet, represented the gateway to everywhere. Certainly it was very busy during the heyday of steam. It accommodated a large flow of riders, meeting the needs of local residents and of an extensive surrounding area. It provided the means of reunion with friends and relatives who would otherwise seldom be met, and afforded access to intense local resort activity, which was enthusiastically patronized by vacationers. It was the reason and support for an astonishingly high level of hotel accommodations. The railroad was a medium of recreation. The record recalls a group of Cloverdale residents who out of sheer exuberance rode to the next station at Preston (hardly over a mile distant) to have a picnic, then entrained and rode back again.

Cloverdale stands about a hundred miles from the San Francisco Bay Area. It looked to the Bay Area also for the creature comforts which are part of the life of any civilized community. Prior to the inauguration of rail service in 1872 the growth of the Cloverdale area was inhibited by the need to move all goods in both directions via muscle power - usually by ox teams averaging about 15 miles per day. With the advent of steam, this restraint ended and materials flowed through the Cloverdale station readily, promoting growth and stimulating its productive capacity.

In addition, the station served as a busy passenger handling center. This meant much more than merely the movement of passengers to and from the community of Cloverdale and its extensive hinterland, for a network of stage lines to which passengers were transhipped fanned out from Cloverdale to the Geysers, into Lake County, north into Mendocino County and through Anderson Valley via Boonville on to communities directly on the Pacific coast. Some state operations continued to provide service as late as the early 1920's.

Passenger business for many years included large and lucrative movement from the metropolitan areas of San Francisco Bay to resorts situated on or near the Russian River, of which Cloverdale had its share. For decades these resorts, which in Cloverdale centered in the northern reaches of the community, afforded release from urban tensions and enjoyed an immense popularity. Passengers destined to these spas passed, of course, through the Cloverdale station. It served also as the disembarkation point for a very elite retreat established a century ago at the Geysers an area of ancient volcanic activity twenty miles back in the hills. The Geysers attracted distinguished visitors including President Grant and Theodore Roosevelt during their most popular period. The passage of years has changed the role of the Geysers; while the visitors have dwindled it has now become the largest geothermal producing field in the world.