

Surviving California Railroad Stations

Alturas: Originally built by the Nevada California Oregon Railroad, the railroad's former office building also still stands. Also, the former Southern Pacific freight depot here still stands.

Agnew: Originally built by the South Pacific Coast Railroad, home of the California Central Model Railroad Club.

Alviso: Originally built by the South Pacific Coast Railroad, used as a private residence.

Anaheim: The former Southern Pacific and Union Pacific stations here still stand, the latter used as a business.

Angels: Originally built by the Sierra Railway, used as a residence.

Arbuckle: Originally built by the SP, vacant.

Arcadia: The former ATSF passenger and SP freight depots here still stands, both used as museums.

Arelta Bay: Originally built by the Ocean Shore Railroad, used as a private residence.

Atherton: Originally built by the SP, used by Caltrain as a station stop.

Auburn: Originally built by the SP, restored and used by local chamber of commerce.

Azusa: Originally built by the ATSF, abandoned.

Bagby: Originally built by the Yosemite Valley Railroad, moved to El Portal and used as a museum.

Bakersfield: Former ATSF freight and passenger depot here stills stands, the latter used as a residence. Also, two of SP passenger depots here still stand (one which originally served Sumner, now part of Bakersfield), both are owned by UP with one in very poor condition.

Ballico: Originally built by the Santa Fe, used as a business.

Banta: Originally built by the Southern Pacific.

Barstow: Originally built by the ATSF, used as an Amtrak stop and home of the Western America Railroad Museum.

Bay Meadows: Originally built by the SP, used by Caltrain as a station stop.

Bellflower: Originally built by Pacific Electric.

Belmont: Originally built by the SP, used by Caltrain as a station stop.

Bena: The passenger depot built by the SP here still stands, used by the Kern County Museum and moved to Bakersfield.

Benicia: Originally built by the SP, vacant. Also, the former California Pacific Railroad here still stands, used as a private residence.

Berkeley: Originally built by the Santa Fe, vacant but to be restored. Also, the former Southern Pacific depot here still stands.

Blairsden: Originally built by the WP, privately owned.

Blue Lake: Originally built by the Arcata & Mad River Railroad, home of the Blue Lake Museum.

Blythe: The original ATSF freight and passenger depots here still stand owned by shortline Arizona & California.

Bodie: Originally built by the Bodie & Benton Railway.

Brawley: Originally built by the SP, used as a business. Also, the former SP freight depot here still stands.

Broadway: Originally built by the SP, used by Caltrain as a station stop.

Burlingame: Two original SP passenger stations and a freight depot used by Caltrain and local chamber of commerce.

Burney: Originally built by the McCloud River Railroad.

Burrell: Originally built by the SP, used as a business.

Caliente: Originally built by the SP, used for storage.

Calistoga: Originally built by the SP, used as a business.

Calwa: Originally built by the Santa Fe, BNSF yard office.

Campbell: The former SPCRR freight depot here still stands, used as a business..

Campo: Originally built by the San Diego & Arizona Railway, home of the San Diego Railroad Museum.

Capay: Originally built by the SP, used as private residence.

Capitola: Originally built by the SP, used as a private residence.

Carlsbad: Originally built by the ATSF, used as a visitors center.

Castro: Originally built by the SP, abandoned.

Castroville: Originally built by the SP.

Centerville: Originally built by the Southern Pacific, restored as an Amtrak stop.

Chico: Originally built by the Sacramento Northern (WP), relocated to Southgate Industrial Park. Also, the former SP station here still stands and restored as an Amtrak stop.

Chowchilla: Originally built by SP, used by local VFW.

City of Industry: Originally built by the UP.

Claremont: Originally built by the ATSF, now a Metrolink stop.

Cloverdale: The original structure built by the Northwestern Pacific is gone; today a new CalTRANS station and MOW building serves the site but is unused.

Colfax: Originally built by the SP, restored and used as a museum and Amtrak stop. Also, the former SP freight depot here still stands.

College Park: Originally built by the SP.

Colma: Originally built by the SP.

Colton: Originally built by the ATSF and SP, used as offices. Also, the former SP station here still stands, used as a business.

Corcoran: Originally built by the ATSF.

Corona: Originally built by the ATSF, used as a restaurant.

Cottonwood: Originally built by the SP.

Coyote: The former SP freight and passenger depots here still stand, the former used as a business, the latter as a private residence.

Crockett: Originally built by the SP, used as a museum.

Danville: Originally built by the SP, restored, home of the Museum of the San Ramon Valley.

Davis: Originally built by the SP, used as an Amtrak stop.

Del Mar: Originally built by the ATSF, vacant.

Del Rosa: Originally built by the ATSF, owned by the BNSF Railway.

Diamond Springs: Originally built by the SP, vacant.

Dinuba: Originally built by the SP, home of the Alta District Historical Society.

Duncans Mills: Originally built by the NWP, used as a museum.

Dunsmuir: Originally built by SP, used as an Amtrak stop.

Earlimart: Originally built by the SP, used as a business.

East Los Angeles: Originally built by the UP, used as business storage.

East Oakland: Originally built by the SP, vacant.

Edison: The former SP freight depot here still stands.

El Centro: SP's original station here used by Union Pacific as a dispatch center. Also, the SP's former freight depot here still stands.

El Granada: Originally built by the OSRR, used as a business.

Elsinore: Originally built by the ATSF, used by local chamber of commerce.

Encinitas: Originally built by the ATSF, used as a business in Leucadia.

Escondido: Originally built by the ATSF, used as a business.

Esparto: Originally built by the SP, used as private residence.

Exeter: Originally built by the ATSF, privately owned.

Fall Brook Junction: ATSF freight depot here still stands.

Felton: The former SP freight and passenger depots here still stand, the latter used as a private residence.

Fernbridge: Originally built by the Northwestern Pacific Railroad.

Fellows: Originally built by the SP, passenger section used as private residence.

Fettters Springs: Originally built by the NWP, used as private residence.

Fillmore: Originally built by the Southern Pacific, used as a museum.

Folsom: Originally built by SP, used by local chamber of commerce. Also, the former Sacramento, Placer & Nevada Railroad depot here still stands, used as a museum.

Fort Seward: Originally built by the Northwestern Pacific Railroad.

Fortuna: Originally built by the Northwestern Pacific Railroad, preserved and home of the Fortuna Depot Museum.

Fowler: Originally built by the SP, used as a business, moved to Clovis.

Fremont: The Western Pacific freight and passenger depots here still stand. Also, a former SP freight depot here remains.

Fresno: The former ATSF station and freight depot here still stand, the former an Amtrak stop the latter used as offices. Also, the former SP station stands in UP's Ashland Avenue Yard, used as offices.

Fruitvale: The former SP freight depot here still stands, used as a business.

Fullerton: Former ATSF and UP stations here still stand, both used as businesses. Also, the Pacific Electric Railway's passenger depot here still stands, used as a business.

Gilroy: Originally built by the SP, used by Caltrain as a station stop.

Glendale: Originally built by the SP, restored and a Amtrak/Metrolink station stop.

Goleta: Originally built by the SP, home of the South Coast Railroad Museum.

Greenville: Originally built by the WP, displayed in local city park.

Grenada: Originally built by SP, used as a private residence.

Gridley: Originally built by the SP, freight section remains, used as a museum.

Guadalupe: The former SP freight depot here still stands.

Half Moon Bay: Originally built by the OSRR, used by a local church.

Hanford: Originally built by the ATSF, restored and remodeled and used as an Amtrak stop and by the local chamber of commerce.

Healdsburg: Originally built by the NWP, vacant.

Hemet: Originally built by the ATSF, used as a museum.

Highland: Originally built by the ATSF, used as a private residence.

Highland Park: Originally built by Los Angeles Independence (Pacific Electric), part of Heritage Square Museum.

Hillsdale: Originally built by the SP, used by Caltrain as a station stop.

Hollister: Originally built by the SP, used as a business.

Holtville: Originally built by the SP, moved to El Centro.

Hopeland: Originally built by the NWP, used by local fire department.

Inyokern: Originally built by the SP, used as a business.

Ione: Originally built by the Southern Pacific, vacant and derelict but interested in being restored.

Irvington: Originally built by the WP, used as a private residence.

Jacumba: Originally built by the SD&A, used by shortline Carrizo Gorge Railway.

Johannesburg: Originally built by ATSF, used as private residence.

Keddie: Originally built by the WP.

Keeler: Originally built by the Carson & Colorado Railroad, used as a residence.

Kelso: Originally built by the UP, used a visitors center.

Kenwood: Originally built by the SP, for rent. Also, the former NWP freight depot here still stands.

King City: Originally built by the SP, used as a museum.

Kingsburg: The former SP station still stands, derelict.

Korbel: Originally built by the A&MR, privately owned. A second passenger station here was originally built by the San Francisco & North Pacific Railway (later NWP) still stands, restored and owned by the Korbel Winery.

Kramer: Originally built by the ATSF, used as the Mule Team Museum. Also, the former ATSF freight depot here stills stands, used by BNSF Railway. Both buildings moved to Boron.

La Habra: Originally built by Pacific Electric, used as a business. Also, the former UP depot here stills stands, home of the The Children's Museum.

Lakeside: Originally built by the San Diego, Cuyamaca & Eastern Railway, used as a business (also the SDC&E freight depot here still stands, used as a business).

La Mesa: Originally built by the SD&A, now part of the San Diego Railroad Museum.

La Verne: Originally built by the ATSF, used as a business.

Larkspur: Originally built by the NWP, used as a business.

Lawrence: Originally built by the SP, used by Caltrain as a station stop.

Laws: Originally built by the C&C, home of the Bishop Museum and Historical Society and Laws Railroad Museum.

Le Grand: Originally built by the Santa Fe, used as a business.

Live Oak: Originally built by the SP, used as a business.

Livermore: Originally built by the SP, restored and used as a business.

Locke: The former SP freight depot here still stands.

Lodi: Originally built by the SP, used as a rail/bus center.

Loomis: Originally built by the SP, vacant.

Lone Pine: Originally built by the SP, used as private residence.

Lone Star: Originally built by the ATSF, privately owned.

Long Beach: Originally built by the SP.

Los Alamos: The former Pacific Coast Railroad freight depot here still stands.

Los Altos: Originally built by the SP, used as a business.

Los Angeles: Los Angeles Union Passenger Terminal (LAUPT), built by UP, SP, and ATSF, remains in serve as a commuter/long-distance passenger train terminal. Also, the former ATSF freight depot still stands.

Los Molinos: Originally built by the SP.

Loyalton: Originally built by the WP, freight section remains, used for storage.

Madera: Originally built by SP, restored and used as a business.

Magalia: Originally built by the SP, used as a business.

Martell: Originally built by the Ione & Eastern Railroad, vacant.

Martinez: Originally built by the SP.

Marysville: The former SP and WP stations here still stand, the latter used as a business.

Maxwell: Originally built by the SP, moved to Chico.

Menlo Park: The former SP freight and passenger depots here still stand, used by Caltrain and West Bay Model Railroad Club.

Merced: The former SP freight depot here has been restored and used by local chamber of commerce.

Millbrae: Originally built by the SP, used by Caltrain as a station stop.

Millux: Originally built by the ATSF, used as private residence.

Mill Valley: Originally built by the NWP, used as a business.

Milpitas: The former WP freight depot here still stands, owned by Union Pacific.

Minkler: Originally built by the ATSF, private residence.

Modesto: Originally built by the SP, used as an Amtrak stop.

Montague: Originally built by SP, passenger section used as a museum.

Monrovia: Originally built by the ATSF, abandoned and derelict.

Morgan Hill: Originally built by the SP, used by Caltrain as a station stop.

Mount Hermon: Originally built by the SP.

Mount Shasta: Former SP freight and passenger depots still stand, the latter privately owned, former used as a business.

Mulford: Originally built by the Southern Pacific, owned by Union Pacific.

National City: Originally built by the ATSF, home of the San Diego Electric Railway Association Museum.

Needles: Originally built by the ATSF, vacant.

Newman: Originally built by the SP, used as a business.

New Pine Creek: Originally built by the Nevada California Oregon Railroad, privately owned.

Niles: Two former Southern Pacific stations here still stand, one used as a private residence, the other the home of the Niles Depot Historical Foundation. Also, the former SP freight depot here still stands.

Nipomo: Originally built by the Pacific Coast Railroad.

North Hollywood: Originally built by the SP, under restoration as a transit center.

Novato: Originally built by the NWP, abandoned.

Oakdale: Originally built by the SP, used as a business.

Oakland: Two former SP passenger stations still stand, including 16th Street Station, which is vacant. Also, SP's former Kirkham Street freight depot still stands used as a business. Western Pacific's 3rd & Washington station still stands, used as a business.

Oceano: Originally built by the SP, restored.

Orange: Originally built by the ATSF, used as a restaurant.

Orange Cove: Originally built by ATSF, local town hall.

Orinda: Originally built by the California & Nevada Railroad, privately owned.

Orland: Originally built by SP, home of the Orland Historical & Cultural Society.

Oroville: Originally built by the WP, used as a business.

Oxnard: Originally built by the Southern Pacific.

Owenyo: Originally built by the SP, moved to Keeler and used as fire station.

Palms: Originally built by Los Angeles Independence (Pacific Electric), part of Heritage Square Museum.

Palo Alto: Originally built by the SP, restored and used as a Caltrain station stop.

Paradise: Originally built by the SP, used as a business.

Paramount: Union Pacific freight depot here still stands.

Pasadena: Originally built by the ATSF, restored and used as a business.

Paso Robles: Originally built by the SP.

Patton: Originally built by the ATSF, used as a business.

Pedro Valley: Originally built by the OCRR, used as private residence.

Perris: Originally built by the ATSF, restored and home of the Perris Valley Historical & Museum Association.

Petaluma: Originally built by the NWP, used as a visitors center. Also, the former Petaluma & Santa Rosa Railroad freight depot here still stands.

Pico Rivera: Originally built by the ATSF, used as a museum, restored.

Piru: Originally built by the Southern Pacific.

Pittsburg: Originally built by the ATSF, owned by BNSF Railway.

Pleasant Grove: Originally built by the WP, privately owned.

Point Reyes Station: Originally built by the North Coast Pacific Railroad, used as a post office.

Pomona: Originally built by the ATSF, used as Amtrak/Metrolink station stop. Also, the former SP station still stands, used as city transportation center.

Porterville: Originally built by the ATSF, used as a business. Also, original SP freight and passenger depots here still stand.

Portola: The former WP freight depot here still stands.

Ravendale: Originally built by the NCO, privately owned.

Redding: The former SP freight and passenger depots here still stand, the latter used as an Amtrak stop.

Redlands: Originally built by the ATSF, restored.

Rialto: Originally built by the ATSF, used as a business.

Ridgecrest: Originally built by the SP, used as a business.

Rio Vista Junction: Originally built by Pacific Electric, used as a museum. Also, the former Sacramento Northern Railway station here stills stands, used by the Western Railway Museum.

Riverdale: Originally built by the SP, used as a business.

Riverside: The former ATSF and UP stations here still stand, the former privately owned, the latter used as a restaurant.

Roseville: The original SP passenger station here has since been razed, a newer structure is used as an Amtrak stop.

Routier: Originally built by the SP, used as a business.

Rutherford: Originally built by the SP, used by the Napa Valley Wine Train.

Sacramento: The former SP freight and passenger stations here still stand owned by Union Pacific, the latter used as an Amtrak stop. Also, the former WP passenger station and railroad offices stand, the former used as a business.

Salinas: The former SP freight and passenger depots here still stand, the latter used by Amtrak as a station stop.

San Bernardino: The former ATSF freight and passenger stations here still stand, used by BNSF Railway and Amtrak (as a station stop).

San Bruno: Originally built by the SP, used by Caltrain as a station stop.

San Carlos: Originally built by the SP, used by Caltrain as a station stop. Also, the former SP freight depot here still stands, also used by Caltrain.

San Diego: Originally built by the ATSF, used as an Amtrak/San Diego Trolley stop.

San Dimas: Originally built by the ATSF, home of the Pacific Historical Society.

San Geronimo: Originally built by the North Coast Pacific Railroad, private residence.

San Francisco: Four ATSF freight depots here still stand, used as businesses. Also, four former SP stations still stand, all used by Caltrain (three of which are located at Bayshore, 22nd Street, and Paul Avenue).

Sanger: Originally built by the SP, home of the Sanger Depot Museum.

San Jose: Two former SP and one SPCRR station here still stand, as well as the WP's freight and passenger stations. The SP and SPCRR buildings are used by Caltrain and the WP's owned by Union Pacific.

San Juan Capistrano: Originally built by the ATSF, used as an Amtrak/Metrolink stop. Also the ATSF's former freight depot still stands, used as a business.

San Leandro: Originally built by the SP, home of the San Leandro Historical Railway Society.

San Luis Obispo: The former SP freight and passenger stations here still stand, restored and used as an Amtrak stop and home to the San Luis Obispo Railroad Museum.

San Mateo: Two former SP stations here still stand both used by Caltrain as a station stop.

San Rafael: Originally built by the NWP, used as a meeting hall.

San Ysidro: SD&A freight depot here still stands.

Santa Barbara: The former SP freight and passenger stations here still stand, the former used as a business, the latter restored and used as an Amtrak stop.

Santa Clara: Three former SP stations here still stand, one used by Caltrain, one by Amtrak/Altamont Commuter Express, and one home to the South Bay Historical Railroad Society (and a Caltrain stop).

Santa Maria: The former (original) Santa Maria Valley Railway freight depot here still stands.

Santa Paula: Originally built by the Southern Pacific, used as local chamber of commerce.

Santa Rosa: Originally built by the NWP, used as a visitors center. Also, the NWP's former freight depot here still stands.

Santa Susana: Originally built by the Southern Pacific, home of the Santa Susana Railroad Depot and Museum.

Saticoy: Originally built by the Southern Pacific, used as a business.

Saugus: Two passenger depots originally built by the SP here still stands, restored and used as museums, moved to Newhall.

Schellville: Originally built by the NWP.

Scotia: Originally built by the NWP, vacant.

Seguro: Originally built by the SP, used as the Oildale Moose Lodge.

Selma: Both of the SP freight and passenger depots here remain, moved to Kingsburg Historical Park, used as museums.

Shafter: Originally built by the ATSF, home of the Shafter Historical Society. Also, the former SP depot here used as a private residence (only passenger section remains).

Shingle Springs: Originally built by the SP, remaining freight section used as a business.

Simi Valley: Originally built by the Southern Pacific, home of the Santa Susana Railroad Depot and Museum.

Sims: Originally built by the SP, owned by UP.

South San Francisco: Originally built by the SP, used by Caltrain as a station stop.

Sonoma: Rebuilt depot of the NWP, used as the Sonoma Depot Museum.

Standard: Originally built by the Sierra Railroad.

St. Helena: Originally built by the SP, used by the Napa Valley Wine Train.

Stockton: Originally built by SP, restored and used by Altamont Commuter Express. Also, the former ATSF and Western Pacific stations still stand, the former used as an Amtrak stop.

Strathmore: Originally built by the SP, moved to Lemoore for commuter use.

Sunol: Originally built by the Southern Pacific, now the ticket offices for the Niles Canyon Railway tourist train. Also, the former WP station here still stands, used as a private residence.

Suisun-Fairfield: The original SP passenger station here has since been razed, a newer structure is used as an Amtrak stop.

Susanville: Originally built by the SP, used as a museum.

Tarpey: Originally built by the SP, used as a tourist center in Clovis, restored.

Tehachapi: Originally built by the SP, in use as a museum.

Templeton: Originally built by the SP, freight section remains.

Terminous: The WP freight depot here still stands, used as storage.

Tiburon: Originally built by the NWP, used as a museum.

Torrence: The second passenger depot built by the ATSF here stands (1967). Also, the former Pacific Electric Railway (later SP) depot here still stands as well.

Tracy: Originally built by the SP.

Truckee: The SP freight and passenger depots here still stand, the latter used as an Amtrak stop.

Turlock: The former SP freight and passenger stations here still stand, both used by businesses. Also, the former Tidewater Southern Railway depot here still stands, used as a business.

Ukiah: Originally built by the NWP, restored, vacant.

Upland: Originally built by the ATSF, used as a business.

Vallejo: Originally built by the California Pacific, used as a private residence.

Valley Spring: Originally built by the SP, used as a business.

Vina: Originally built by the SP, used as a private residence.

Visalia: Former SP freight and passenger depots here still stand, the former vacant, the latter used as a restaurant.

Vista: Originally built by the ATSF, used as a local chamber of commerce.

Walnut Creek: Originally built by the SP, used as a business.

Warm Springs: The SP's modern freight depot here still stands, owned by UP.

Waterford: Originally built by the SP, freight section used as a business.

Watsonville: Originally built by the SP, used as storage.

Watsonville Junction: The former SP freight and passenger depots here still stand.

Watts: Former SP/Pacific Electric freight depot used as a museum.

Weed: Former SP freight depot still stands.

Wendel: Originally built by the SP, owned by Union Pacific.

Westwood: Originally built by the SP, remaining freight section used as a business.

Williams: Former SP freight depot here still stands.

Willits: The former NWP/CW freight and passenger depots here still stand.

Willow Ranch: Originally built by the Nevada California Oregon Railroad, privately owned.

Whittier: Originally built by the SP, used as city transit center.

Wilmington: ATSF, Harbor Belt, and UP freight depots here still stand.

Wingfoot: ATSF freight depot is now used as a furniture store.

Winton: Originally built by the ATSF.

Woodland: Originally built by the SP, privately owned and under restoration.

Yermo: Originally built by UP.

Yorba Linda: Originally built by Pacific Electric, used as a business.

Yountville: Originally built by the SP, used by the Napa Valley Wine Train.

Yuba City: Originally built by the SP, used as a business.

Thanks to Gene Poon and Allen King for help with the information regarding surviving California railroad stations.