



The California Pacific Rail Road Company was incorporated in 1865 at San Francisco, California, and was renamed the California Pacific Railroad in 1869. The Cal-P, as it was later known, commenced construction at Vallejo on the north shore of San Francisco Bay, where ferries connected to San Francisco. Grading began on Christmas Eve 1866 and rails began to be laid on April 10, 1868. The track was completed from Vallejo via Napa Junction to Suisun (now Suisun City, which became a suburb of Fairfield) on June 24, 1868. Building continued northwest to Davisville (now Davis, this location) where the line split. One line, the mainline, continued west to Sacramento, where tracks arrived January 15, 1870, and operation of the Cal-P began. The other line was built north from Davisville (Davis) then turned northeast to Marysville, where tracks arrived on February 15, 1870.

Even as the Cal-P was being built and before the transcontinental line to Sacramento was completed, the Cal-P route offered the most direct connection between Sacramento and San Francisco Bay to complete the transcontinental railroad. When the golden spike of the "Pacific Railway" was driven on May 10, 1869, the Central Pacific's only connection with the Bay was the much longer Western Pacific (1869) route to Oakland via Stockton. Thus, the Cal-P became busy as soon as it was completed. However, in December 1871, flooding caused damage to the line between Knight's Landing and Marysville and financial hardship for the Cal-P. In 1876, the Cal-P was sold to the CP, but continued operating under the California Pacific moniker, and the damaged Knight's Landing-Marysville line was abandoned in 1877. The Cal-P was caught up in the absorption of the CP into the Southern Pacific; in 1885 the Cal-P was leased to and operated by the SP, in 1888 the Cal-P was a non-operating subsidiary of the SP, and in 1898 the Cal-P was finally purchased by the SP. Today, Amtrak's Capitol Corridor follows the original Cal-P (1870) from Sacramento through this location at Davis to Suisun (Fairfield) on its way to Oakland and San Jose, and the Cal-P branch from Davis (this location) and the connecting Northern Railway (1882) are now part of the short-line California Northern Railroad.

Southwestward view of the Cal-P (1870) route split at Davis. The double track on the left is the line to Sacramento, which in 1870 became the second connection between the transcontinental line at Sacramento and the Pacific Ocean (after the WP [1869]) and today is shared by the Union Pacific (SP successor) and Amtrak. The less-traveled track in the foreground is the Cal-P branch to Marysville, which is now owned by the CN and has been cut back to Woodland (10 miles north of Davis) where it connects to the former Northern Railway (1882), also now owned by the CN. The track in the foreground is just starting to turn north (right) to form the west branch of a wye.





Southwestward view of the Cal-P (1870) route split at Davis, a few steps east of the previous location. The double track beyond the truck is the line to Sacramento and the track in the foreground is the west branch of the Davis wye.





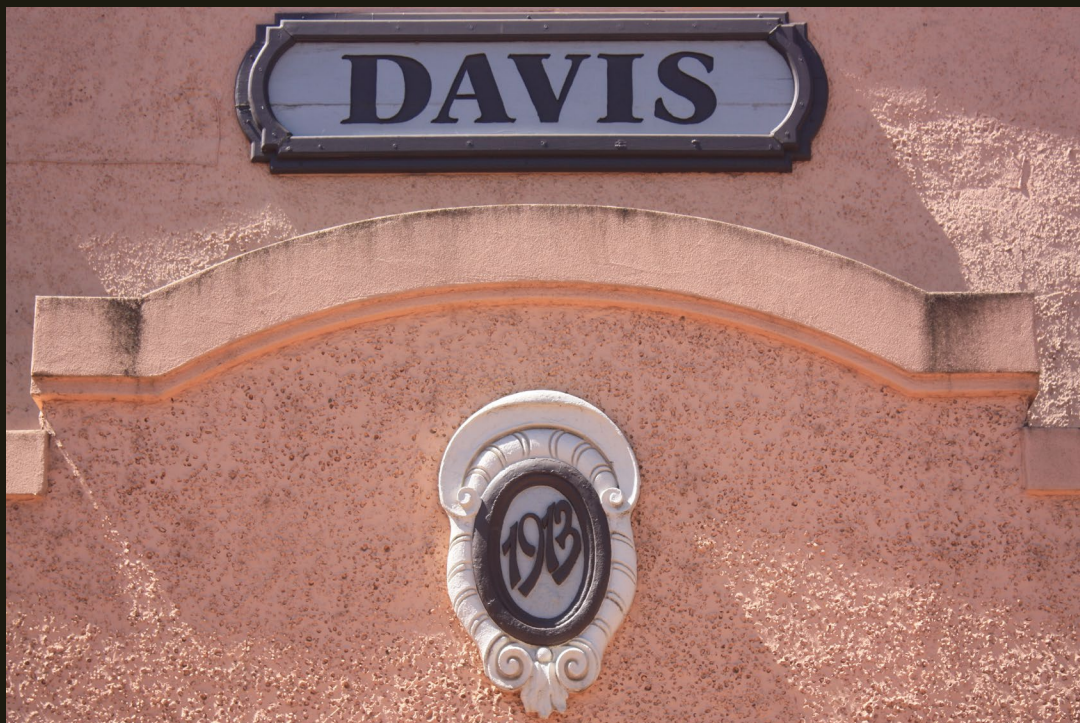
Northeastward view of the Cal-P (1870) route split at Davis. The double track in the foreground is the UP/Amtrak line to Sacramento, with passenger loading platforms, and the track on the far left (beyond the traffic cone) is the west branch of the Davis wye.







Westward view of the Cal-P (1870) at Davis, 400 feet east of the previous location. The track in the foreground is the UP/Amtrak line to Sacramento, with passenger loading platforms. The beautiful station building, built by the SP in 1913, is now an Amtrak station, and the west branch of the Davis wye is out of sight beyond the station. Davis is famous for its many bicycles, and many Davis riders parked here to take the train to San Francisco or Sacramento and points beyond.







Northeastward view of the Cal-P (1870) at Davis, 550 feet east of the previous location. The track in the foreground is the UP/Amtrak line on which a mixed freight train is arriving from Sacramento. The bolted track to the left is the east branch of the Davis wye and the starting point of CN ownership.





Eastward view of the Cal-P (1870) at Davis, a few steps north of the previous location. The bolted track in the foreground is the east branch of the Davis wye and the double track with the same mixed freight train as before is the UP/Amtrak line.





Southeastward view of the east branch of the Davis wye, the UP/Amtrak line is barely visible beyond the red signal. Note the old curb along the right (west) side of the track, possibly the remains of an old passenger loading facility.





Northwestward view of the east branch of the Davis wye, same location as previous. The area within the wye (to the left beyond the fence) is landscaped parking for the Amtrak station.





Southward view of the north tip of the Davis wye; the east branch is on the left and the west branch is on the right. The station is barely visible down the west branch.





Northward view of the north tip of the Davis wye, which heads north to Woodland (10 miles north of Davis) where CN-operated trackage continues north along the former Northern Railway (1882).





Southward view of the west branch of the Davis wye, the back side of the Davis station, and more bikes.

