

In 1855, the California Pacific Railroad submitted this plan for a Yolo-Sacramento line to the State of California.

It does seem more-or-less to depict where the road was actually built.

Because of the hills and swamps, the road runs north out of Yolo and then turns east through a pass in the hills and just north of the swamp (through present day Cordelia).

Not long after the Yolo-Sacramento line was completed, a new line running from Suisun to Berkeley was built and it became the "main line."

But, the Suisun to Yolo line still exists and is in use.



April 1, Item 1. Meanwhile, back in deep and swamp-infested Solano County a 34 year old German immigrant named William Drebach, who barely speaks English and never learns it very well, is running an obscure U. S. Post Office on the SOUTH BANK of Fresh Creek, in Solano County.

He is friends with the San Francisco "Garin King" circus.

Drebach is trying to get for him to be bonded as an anticipated new rail road junction on the FRESH NORTH BANK, in Yolo County.

In anticipation, Drebach illegally moves his post office from Solano to Yolo County.

4-1-68 SP

April 1, Item 2. In March, the California Pacific Rail Road Company - the "Cal P" people called it - begins work on a rail road to Sacramento.

4-1-68

April 4. The Yolo County Democrat reprints the same Chronicle story three days later.

4-4-68

April 5. Decades later, William Drebach is a regular on the local politics grain exchange as a man of remarkable calm, nerve and astuteness in even the greatest market crises and great personal financial loss.

We see those qualities here, where he defends his shady actions with forceful counter-attacks on his accusers.

4-6-68

April 29, Item 2. Although the owners of the "Cal-P" were now building a rail line pointed toward Yolo County, as of early May their financing was still uncertain. This is entrepreneurial risk-taking of a high order.

4-29-68 SP

April 29, Item 3. As late as early May, work on the Vallejo-Sacramento line was still just beginning and still being planned. Nonetheless the entire line would be operating by the end of 1868.

4-29-68



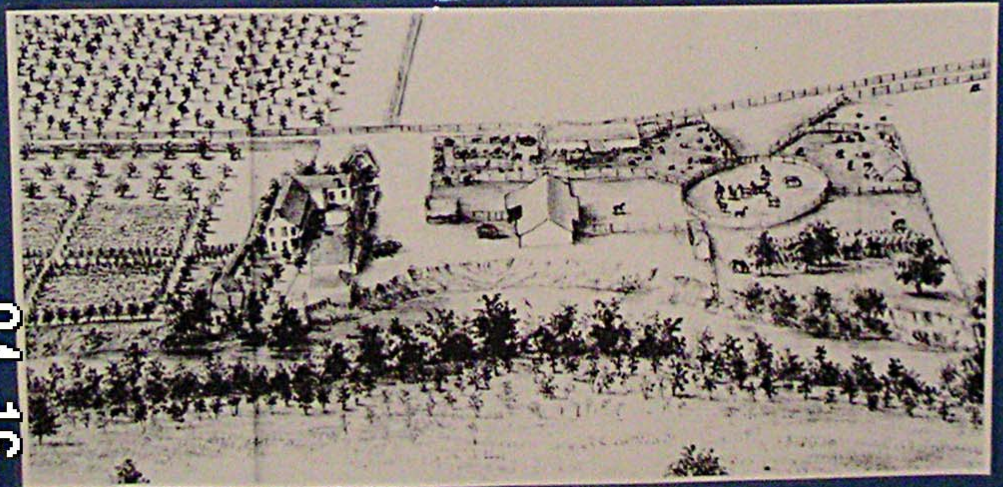
1858 drawing of the James Davis farm on which a grid for a "Davisville" was laid out (in the far right of the drawing).

Because of bad weather and other factors Davis' farm was swamped, failed, and the farmed mortgage bought by the California Pacific Railroad (the "Cal-P").

Planning to create a town in which grain could be purchased and the shipped on the new route, in late 1867 the Cal-P owners hired the local geographer, William Drebach, as its agent to carry out this plan.

Drebach moved from the south bank of Fresh Creek and took over the three-story buildings of the Davis farm.

Before the new Davisville grid became operational the almost new buildings of that farm burned down excepting one structure and became a total ruin. In this sense, the only portion to have stood before it was here on a new level 1868.



The very first Davisville?

Detail from the 1858 Davis farm drawing (above), showing those buildings that are reported to have been occupied in the expectation that a town grid named "Davisville" would soon be laid out just a few hundred yards northeast of this farm site.

04.16.2008