



Even before the Transcontinental Railroad was completed, the Big Four were expanding their empire. In 1865 the Central Pacific acquired the California & Oregon Railroad, which had plans to build a line from Marysville, California (about 50 miles north of Sacramento), north to Portland, Oregon. The C&O expanded slowly to the north, reaching Redding, California, at the north end of California's Central Valley, in 1872, and construction stopped there. The main factor that halted construction in Redding was that the Oregon & California Railroad, with which the C&O was intended to link up, failed shortly after reaching Roseburg (north of Southwest Rails map area) in 1872. This situation left railheads at Roseburg (O&C) and Redding (C&O) in 1872.

The CP ran several surveys to find the best route to Oregon from Redding, and their favored route was the route that was eventually built through Klamath Falls in 1912 and today is the active mainline between Oregon and California. In 1872, however, the C&O had an agreement to join up with the O&C to form a through route between California and Oregon, and the O&C took the more direct route south of Eugene. The O&C resumed construction south of Roseburg in 1881, and the C&O resumed construction north from Redding in 1883. The two railroads met in Ashland, OR, in 1887 to complete the route. By this time the CP assumed control the O&C, placing the entire line between California and Oregon under CP ownership, which later merged into the Southern Pacific.

The C&O reached the location of the town of Mount Shasta around 1885, and in 1901 became the starting point for the McCloud River Railroad. The shiny rail with a siding is the C&O (now Union Pacific) mainline and the rusty bolted track is the siding for the MR junction.



Steel water tower beside the C&O (now Union Pacific) mainline in Mount Shasta .





Switch and siding for the MR junction with the C&O (now Union Pacific) mainline, which is in the distance across a ditch.





The McCloud River Railroad leaves the C&O (now Union Pacific) mainline in the town of Mount Shasta, headed for early 20th century lumber traffic to the east.