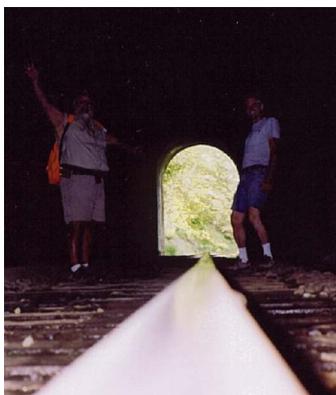

O&C Railroad Grants Of 1866

In accordance with a national policy to encourage and subsidize the settlement of the west after the Civil War, Congress enacted legislation in 1866 authorizing a grant of public domain lands to be conveyed to a railroad company to help finance construction of a railroad from Portland to the California border. A separate grant was authorized for construction of the rest of the line from the border to Sacramento¹ In these two grants were the seeds of the Oregon and California Railroad Company.

The first rail out of Portland was laid in 1869 and by December 1872 it was completed to Roseburg.

Construction stopped there and no further work was done for more than eight years.²



Tunnel No. 9 Looking South

1. Bureau of Governmental Research & Service, University of Oregon. 1968. *The Significance Of The O & C Forest Resource In Western Oregon*. OR.

2. Southern Pacific Company. April 18, 1969. *History Of Southern Pacific In Oregon*. Letter to Josephine County Historical Society.

Tunnel No. 9 Completed 1883

Some of the most difficult construction work was encountered as the right-of-way entered north of Josephine County. Tunnels and towering wooden trestles were required in the mountains and canyons as the rails stretched to Grants Pass from the north.

Construction of the O & C Railroad was resumed from Roseburg in 1881. The first official train arrived in Grants Pass December 2, 1883, the same year the Grave Creek Tunnel, better known in later years as Tunnel No. 9, was completed July 4th.² The tunnel measured 2,112 feet in length through the Grave Creek Hills north of Hugo.

Southern Pacific Railroad acquired control in 1884 and the “last spike” or final ceremony in that railroad was driven at Ashland, Oregon in December 17, 1887 connecting Oregon and California.² On August 7, 1955 the “*Rogue River trains 329 - 330 between Portland and Ashland discontinued for good ending all passenger service over the original Siskiyou Line for the first time since 1887.*”³

3. Webber, Bert & Margie. *Railroading in Southern Oregon and the Founding of Medford*. Appendix A.

More Information

Tunnel No. 9 would later be enlarged as it originally was not a stable hard rock tunnel, but a shored tunnel prone to cave-ins, requiring constant repairs.



Tunnel No. 9

Want more information? Contact an officer of the *Hugo Neighborhood* on how you can become involved in your community's land use, and/or history projects.

Hugo Neighborhood Association & Historical Society's Mission

This information brochure is one of a series of documents published by the *Hugo Neighborhood*. We are a nonprofit charitable and educational association composed of a voluntary group of citizens interested in both the land use and history of the Hugo area, which is located in Josephine County, Oregon.

Land Use & History

Its land use mission is to promote the social welfare of the citizens of the area by working to educate, preserve, protect, and enhance the livability and economic viability of its farms, forests, and rural neighbors.

Its history mission is to educate, collect, preserve, interpret, and research its local history and to encourage public interest in the history of the Hugo area.

Send us your email address if you want to know what we are doing; email does not cost us money, just time and effort.

Hugo Neighborhood
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Edited by Hal Anthony

Tunnel 9: 1883



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by

**Hugo Neighborhood Association &
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