

## Willamette Shore Trolley Complete History and Facts- Edited 6/28/2025

**Our Vintage Trolleys** were introduced to Tri-Met in 1991. There were 4 cars built by the Gomaco Trolley Company of Ida Grove, Iowa. They were designed to replicate, as closely as practicable, a design of trolleys which the J. G. Brill Company supplied to Portland back in 1904 (called the Council Crest Streetcars). The Vintage Trolleys were numbered 511-514 after their Council Crest predecessors which were numbered 501-510. The old trolleys had all-wood bodies, whereas the replicas have steel frames, concealed by wood, for better safety and durability. We still have two of those original Council Crest Streetcars, #503 and #506, awaiting restoration at our trolley museum barn in Brooks, OR. The Council Crest line ran from 1904 until 1950. Many of the cars originally were used for the 1905 Lewis & Clark Fair and subsequently for the Council Crest amusement park which operated from 1907-1929. Trolley service dwindled after its closure but ran the route until 1950. While we now operate the Vintage Trolleys #513 and 514 you may also visit trolleys #511 and #512 in St Louis where they are operating as The Loop Trolley on a 2.2 mile fixed route track linking the Delmar Loop to Forest Park in St Louis, MO.

### TROLLEY SPECIFICATIONS

- Length – 41' 10"
- Width – 8' 7"
- Height – 13'
- Empty Weight – 49,000 lbs. (24.5 tons)
- Seating Capacity – 36

Born in 1987, the **Willamette Shore Trolley** is a group of volunteers who has been responsible for the operation of trolleys on this line since 1995. Willamette Shore Trolley is a part of the Oregon Electric Railway Historical Society, a 501(c)3 nonprofit founded in 1957, dedicated to the preservation and education of our historic electric railway heritage. Originally, we operated the Blackpool Double-Decker #48 on this line and later the Portland Traction Company's #813 Brill Master car. Both these trolleys can still be seen and occasionally ridden at our Trolley Museum at the Antique Powerland Museum in Brooks Oregon about 30 minutes South on I-5.

**History of our Line** - In **1887** a narrow-gauge railroad was completed between Dundee (via Oswego) and Portland by the Portland and Willamette Valley Railroad (which was controlled by Southern Pacific – which had prominent Portland historical figure owners including WS Ladd, Simeon Reed, CH Lewis, Aaron Meier). In **1892** Southern Pacific took full control of the line and converted it to standard gauge and called it their "Eastside line". A "Westside line" ran a bit further west along current Barbur Boulevard. Steam trains originally ran on the line until it was electrified in **1914** with overhead wire constructed 22 feet above the rail. In **1914** sleek red electric trains started carrying commuters and bringing Portland residents to swim and boat on

the lake. The line was often referred to as the Jefferson Line as the majority of traffic was between Jefferson Station (currently near west end of Hawthorne Bridge) and Oswego. Service was extended to McMinnville (more precisely Whiteson) and then Corvallis (88 total miles). In **1921** Elk Rock tunnel was constructed to replace a trestle that ran along the cliff face in the Elk Rock area. By **1924**, 28 trains operated on the SP Eastside line and 16 on the Westside line. Passenger service was discontinued by **1929** although SP continued freight service along our line until **1983**. In November **1984** seven government entities acquired SP's abandon line to preserve the right-of-way for possible future mass transit. Trolley service began along the line in **1990** and OERHS became the operating entity in **1995**. A few efforts to explore commuter service have been explored since then, most recently in 2012. At that time the City of Lake Oswego suspended the effort to further study a full-length streetcar connection between LO and Portland due to local opposition. There are currently no plans at this time for any use of the line other than our operation of the Vintage Trolleys.

**Railroad Gauge Standard is 4' 8.5"** – US railroads based their gauge on how they build them in England, which was how they built them based on wagon trails/ruts, which were based on how they were built by Imperial Rome for Roman war chariots. Roman war chariots were made just wide enough to accommodate the back end of two war horses. So the reason for the seemingly odd distance between two rails goes back to ancient Rome and the width of a horses rear.

**Why is our vehicle called a "Trolley"** – in the 1880s an inventor named Frank Julian- Sprague (working for Thomas Edison) invented the "troller" for operating electric streetcars with an overhead spring-loaded trolley pole. It was called a troller because it was much like a pole used to troll for fish. Because of his invention Mr Julian- Sprague is considered "The Father of Electric Traction"

**Lake Oswego: A Brief History** –the earliest name of the area was **Waluga** which was a native American word that meant "Wild Swan" due to wild birds on the lake. The lake formed a boundary between the Tualatin and Clackamas tribes. Phantom Bluff on the south side of the lake was an Indian tribal meeting place. A story concerning the early history of the Lake goes that the Tualatin chief's son and the Clackamas chief's daughter fell in love. This union was forbidden so the princess was tied up, so she could not see the son of the rival. However, the prince snuck over in the night to free her but was killed in the process. Many moons later the girl was freed and jumped in the lake and drowned herself due to her distress.

- 1840's the lake was named Sucker Lake/Creek due to the fish in its waters.
- 1847 Albert Dunham founded town naming it after his birthplace of Oswego, NY
- 1853 the town promoters attempted to make the area into the "Pittsburg of the West" after Robert Moore discovered iron ore in the hills at the east end of the lake. In 1865 the first iron furnace/smelter West of Missouri was built. This furnace closed in 1885 but was renovated in 2010 and can be seen today at George Rogers Park. (it is on the

National Historic Registry) By 1893 an economic depression completely ended the iron business in Oswego.

- Up in the lower part of Tryon Creek State Park just up Terwilliger Blvd, near the Iron Mountain trailhead, you can find an interpretative sign which describes the charcoal pits that once littered the hills to provide fuel for these iron furnaces. This site is part of the Historic Oswego Iron Heritage Trail which opened in 2012 and follows the rail bed of the narrow-gauge railroad that transported ore from the mines to the furnace by the river. Visit Lake Oswego Parks and Recreation for a map and more information about this City trail.
- 1910 city of Oswego incorporated, and 1913 Sucker Lake was renamed Oswego Lake.
- 1959 Lake Grove and Oswego merged to become the Lake Oswego we have today. By all accounts Lake Oswego is currently one of the most idyllic and affluent suburbs in the area.



### Wilsonia Junction (where tracks split)

**Wilsonia Junction/Stop** (Portland & Western Railroad splits east to cross the river to merge with Union Pacific here.) The Willamette River Railroad bridge was built by Southern Pacific in 1910 in response to the desires of Portland city planners for an eastside railway bypass to mover main line railroad traffic out of downtown Portland (and off the Jefferson Street Line) as the steam engine exhaust was not enjoyed by everyone. This bridge is 1,378 feet in length with two 298-foot through truss spans and a 668-foot open-deck trestle completing the bridge on the east bank of the river in Oak Grove. In the 1910's Linus Pauling, who lived in SE Portland, would get off here to visit grandparents who lived in Oswego on 4<sup>th</sup> street. Linus Pauling is one of Oregon's most prominent sons. Born in 1901 and died 1994 at age of 93. During his life he received TWO Nobel Prizes – 1954 for Chemistry (hazards of smoking, benefits of Vitamin C) and 1962 Nobel Peace Prize for efforts to end testing of nuclear weapons. He is the only person to have been awarded two unshared Nobel Prizes.

**Dunthorpe Area** – One of the wealthiest areas in the Portland Metro Area located between Lake Oswego and Portland. Their school district, Riverdale School District, is the third richest school district in the United States. In January 1916, William M. Ladd's Ladd Estate Company purchased 215 acres (0.87 km<sup>2</sup>) in this area from the soon to be dissolved Oregon Iron & Steel Company for \$1. The company drafted very specific provisions for the Dunthorpe development: only residential buildings were allowed, except for outbuildings to house domestic animals; swine and goats were prohibited; the minimum cost of a house was to be \$3000; and the sale of "intoxicating liquor" was prohibited. Famous residents have included actor Danny Glover, several Portland Trailblazers including Clyde Drexler, LaMarcus Aldridge and Terry Porter and former US Senator Bob Packwood.

**Space Ship House (actually the Elk Rock Residence)** – built 1988 by Robert Oshutz as his residence. Prominent local “organic architect” who holds the belief that architecture should be at peace with its environment and that people should be at peace within. His personal residence embodies this as it appears to soar right out of the hillside. “The house clings to a 30-degree slope rising above the Willamette River providing a spectacular view of the river, Mt. Hood and the rising sun. The house is an experiment in feelings. Although providing a secure feeling of being anchored into the site, the structure achieves a feeling of floating in space, like a bird in flight. The structure is funnel-like in shape: starting out with a small studio on the lowest level, moving to the children’s bedrooms on the middle level, and on the upper level where the view is the best, family community spaces and master bedroom suite.”



### South Entrance of Tunnel

### Elk Rock

**Tunnel (about 1400 feet long S shaped)** – Built in 1921. Originally lined with cedar and highest tunnel on SP lines due to overhead wire that once existed for the electric trains. Prior to the tunnel a long trestle followed the face of the cliff. However, fallen rocks were a big issue. So big an issue there is a legend to explain it...

*Once upon a time Indians would come to hunt elk in the area and they would chase elk off the edge of Elk Rock to their deaths. One year the elk finally realized what was happening, so they stopped at the edge of the cliff and refused to jump. On the island below the cliff a young Indian maiden cooking by a fire looked up and saw they were not jumping off and realized this meant their tribe may starve and freeze without the meat and hides so she yelled up to the elk on the cliff “I will marry one of you if you would only jump off the cliff” so all the elk jumped off the cliff to their deaths. However, one of the elk survived the fall, got up and said, “Well a deal is a deal, now let’s get married”. But the maiden could not bring herself to do it and refused to marry the elk. So now the elk spirits were mad indeed and decided from that point forward to throw rocks off the cliff whenever people came by.*

The railway apparently realized the elk could never be appeased when in 1918 Mrs. Ella Newlands, prominent wife of Oswego Cement Company President, was struck by a rock that fell through the roof of the car she was riding in along the cliff trestle, cutting her head. She had to have her head shaved for the stitches to close the cut. It has since been told that the reason the railroad decided to build the tunnel was a bald-headed lady.

In **November 1967** two 11-year old boys were in the tunnel burning cobwebs when the cedar timbers caught fire. The fire department could not extinguish the fire and had to let it burn itself out as it was too dangerous to enter. It burned for several months. You will notice there are no longer cedar timbers lining our current tunnel.

**The Garden of the Bishop's Close (Elk Rock)** above north portal of the tunnel. Open to the public and free! Created over a period of many years by Mr. and Mrs. Peter Kerr. Kerr was a Scot who came to Portland in 1888 and started a grain business. Kerr and two buddies purchased the land that would become the garden and formed the Cliff Cottage Club. Kerr then married Laurie King in 1905 and kicked his friends out of their bachelor pad. The newlyweds constructed a larger Scottish manor house in 1914 and famous landscape architect John Olmsted helped them design an extensive garden to go with it. In 1957 when Mr Kerr died at age 95 the house and garden was given to the Episcopal Bishop of Oregon together with an endowment for care and maintenance of the garden with the stipulation the garden be open to the public. It is truly one of the most magnificent gardens of the NW with a celebrated collection of rare and interesting plants from all over the world. The address is 11800 SW Military Lane and is accessible just off Highway 43 if you wish to visit.



**North Entrance of the Tunnel**



**Stone Steps**

**White House (Riverside Hotel)** – Riverside Stop stone steps still exist from where trains would stop to let visitors to the hotel off – this was a busy stop in the 1890s.

The original White House was built in 1886 for \$17,000, and was called “White House Bob’s”, essentially a stage coach stop named after its earliest owner who was said to have catered to all forms of pleasure. To give an idea of its popularity, the road now known as Highway 43 was initially called the White House Road and was the first paved road in the area to provide easy access to its Portland visitors. Shortly thereafter a man named HD Leonard (prominent business owner of Portland Water Company fame) purchased and moved the hotel across the road and expanded the operation. The Riverside Hotel was a four-story wood structure which included a large dining room, a ballroom featuring a live orchestra, party rooms and a casino. Adjacent to the south of the hotel was a ½ mile race track and stables. There was also a 200-foot dock at the river’s edge for sternwheelers to offload and onload passengers for the hotel. The dashing young men of Portland brought their fast horses and paid off many a bet on the half-mile race track. All its of its fans lost on June 27, 1904 when the White House burned due a defective chimney flue- **SEE OREGONIAN ARTICLE NEXT PAGE**

The Oregonian's account of the tragic event – *“The White House was transformed into a heap of charred ruins yesterday. The fire had little or no opposition and was blamed on a defective flue. The evening visitors had not commenced to arrive when the fire broke out a few minutes before 9 o'clock. Two young men, who were washing the dust of travel from their parched throats, first saw it and notified the manager of the house, John Bary. The force, composed of a brace of Chinese cooks, one barkeeper, one porter and two roustabouts, manned fire extinguishers and tried nobly till driven down by the heat. Their attention was then turned to saving the stock of liquor, cigarettes and viands of the larder. They then had plenty of assistance as a motley throng of railroad laborers ran from their nearby camp, carried out cases of beer, champagne and liquor. In about 20 minutes the whole railroad camp was drunk and no alarm given. Dozens of spectators went out in launches, autos and traps to watch the hotel burn”*

**Macadam Ave** – Likely Portland's oldest permanent road, Macadam followed an original Indian trail. John Loudon Macadam, a Scottish engineer, had invented a method to drain water from sub-soil by laying down larger stones first and then filling with progressively smaller stones to a smooth finish. In 1862 the Portland & Milwaukie Macadamized Road Company paved the road in this manner and put in a tollgate at Macadam & Front and another at Palatine Hill. The toll lasted only some short-time as potential users found other ways around the gates. In 1866 it was named “best road in the state”. It also in 1896 became the first bike path in the region when bike's first became a Portland phenomenon.



### Riverwood Road Crossing

**Oregon's last Wigwag** – named for the pendulum like motion it uses to signal arrival, utilizes alternating electromagnets pulling on an iron armature. Willamette Park (2008) and Macadam Bay (2016) crossings had wig wags until fairly recently.

**Palatine Hill Water Pumping Station House** – Pump Station built in 1884 and provided most of the water to City of Portland until 1895, when the Bull Run system was completed. Most of the pump station structure was destroyed in 1920s but the base of the current home was a remnant of this original structure and now part of the current 18,000 square foot luxurious home, with 14 bedrooms, and a five-story elevator.



### Trestles

**Long Trestle 686 Feet Long, Short Trestle 150 Feet Long** – *mention that this is a great view point for both our Christmas Ship and 4<sup>th</sup> of July excursions!*

**Waverley Golf and Country Club** – 2<sup>nd</sup> oldest regulation golf course West of the Mississippi. Club opened at present location in 1897 on the site of an orchard owned by Oregon fruit

pioneers Henderson Luelling and Seth Lewelling. Prior to this they had a nine-hole course at the current location of Cleveland High School. The fruit orchard was wildly successful and the first known orchard where grafting occurred. Seth and his orchard foreman Ah Bing developed the Bing cherry (near where the Waverley practice range can be found today). To the East of the range a residual collection of these old fruit trees still remain.

**First Airmail Service** - The US Postal Service officially introduced Airmail service in 1918. However local pilots started making deliveries 6 years prior! Walter Edwards took off from Portland's Waverley Country Club on Aug. 10, 1912, and flew 1,500 pieces of mail to Vancouver's Pearson Airfield. He delivered more than 3,000 pieces of mail the next day.

**The Wilson House (over/under house)** – Ronnie and Sara Wilson own a construction business and built this home which proved to be one of their greatest construction challenges. By designing the only building that crosses over our right-of-way they had to jump through an astronomical number of regulatory hoops that made the skybridge connecting the garage to the house a 3-year project. The Wilson's are OEHR members who have been known to hop on the trolley from time to time.

**Fir Acres/Frank Manor** (Lewis & Clark College – formerly Albany College, up the hill from the “over/under house”) – Manor was built in 1926 by the Lloyd Frank family (of Meier & Frank department store fame). Architect was Herman Brookman, who also helped build Temple Beth Israel in NW Portland and the Congress Hotel in downtown Portland. The Frank Manor House, a 35-room Tudor-style mansion built in 1924-25, was the centerpiece of the 63-acre estate, which also included a cottage-style gatehouse, a conservatory, and a rose garden. In 1942, the Lloyd Frank family offered the Fir Acres estate to Lewis & Clark College on generous terms. This allowed the previously named Albany College to complete its move from Albany, OR to Portland. Today the Frank Manor House serves as the administrative core of Lewis & Clark. It houses the offices of the president, vice president, and provost; the College of Arts and Sciences Admissions; and the Business Office



### **Powers Marine Park**

**Powers-Marine Park** – Land for this park was donated by Ira Powers to the City in 1929 with the intent of being a future option for a road extension of Terwilliger Blvd. This was never needed so the City turned it into the park we have today. Ira F Powers settled in the Rivera District in the Dunthorpe area after making his fortune in the furniture business. The Powers Furniture Company got its start in 1865 when Ira Powers Sr. came to Portland dabbling in the 2<sup>nd</sup> hand furniture business. In 1872 he began manufacturing his own furniture. They conducted their business at several different manufacturing locations in South Portland including SW Front and Jefferson from 1875-1891 and finally setting up shop to stay at 3<sup>rd</sup> and Yamhill in 1911. Ira Sr died in 1902 and Ira Jr took over the business from his father which

continued until sold out to Directors Furniture in 1957. The Powers Furniture Company famously had a 50-foot-high, 7000 pound goose sign atop the flagship store at 3rd and Yamhill until 1964. Similar but smaller versions of this goose could be found on East Burnside over the building that would later become home to Hippo Hardware, and, most appropriately, in Goose Hollow at its store on 18<sup>th</sup> and Jefferson Street. Powers Warehouse and Factory is a historic industrial building built in 1925 that still stands at 123 NE 3<sup>rd</sup> Ave in Portland.

Halfway through the park a “shoe fly” in the track takes short bend due to landslide during 1996 floods.



### Sellwood Bridge Siding Track

**Riverview Cemetery** – Just up the hill from Macadam near the Sellwood Bridge is Portland’s premier garden cemetery. Established in 1882 by prominent Portlanders who wanted a proper place to bury their dead, it is home to many of the City’s most prominent founders and families - Corbett, Couch, Failing, Pittock, Skidmore, Terwilliger, Weinhard. However, a person not often associated with the Rose City is actually the most visited gravesite - Virgil Earp (Wyatt’s brother) of Tombstone AZ holds that honor.

Back in 1882 a group of Portland families organized the non-profit River View Cemetery Association - mutually owned by those who choose this as the eternal resting place for their loved ones. These Portland people were leaders in the community and many streets and buildings carry their names today. Riverview was part of the “garden cemetery” movement in America in the late 1800s. These cemeteries were precursors to the public parks system. People would come to the cemetery to picnic, socialize, and enjoy nature. The Metropolitan Railway Company build an electric streetcar service in 1890 to bring folks from Portland to the cemetery. The line originated at NW 2<sup>nd</sup> and Glisan, travelled along Corbett Ave to Taylor’s Ferry Rd and then to the cemetery. This became the desirable place to be buried and at least 50 earlier burials at the Lone Fir Cemetery were disinterred and moved to Riverview after it opened. The Oregonian October 22, 1899 stated that it was “the most beautiful cemetery on the Pacific coast. It might cause even the most ardent advocate of cremation to waiver in his convictions.” The caretaker cottage on Macadam was designed by renowned architect Ellis Fuller Lawrence in 1913 and the chapel was designed by the esteemed Pietro Belluschi in the 1940s.



### Sellwood Bridge

#### **Sellwood/Sellwood Bridge –**

In 1882 Henry Pittock purchased 32 acres from Reverend John Sellwood on the other side of the Willamette, just South and East of East Portland.

1889 - Sellwood town incorporated  
1892 – Sellwood streetcar line opens  
1893 – Sellwood annexed into the City of Portland  
1903 – John F Caples public ferry opens, operated until 1926. Red paving stones still show through the asphalt where Sellwood Ferry landed on the eastside  
1924 – A \$5 million bridge program is proposed by the City to build Burnside, Ross Island and Sellwood bridges. 3 county commissioners were accused of bribery in awarding contract to contractors Hendrick & Kremers. Gustav Lindenthal of NY bridges fame took over after the fallout and completed the Sellwood Bridge project which had its grand opening on December 15, 1925. The steel truss bridge type was unique but had its flaws - too narrow and not built for heavy streetcars/vehicles, also the westside was built on a landslide that caused problems from the get go.  
2012-2016 – New bridge was finally built. This one is a deck-arch type bridge.

### **Oaks Amusement Park – 1905**

Sellwood Park was originally called City View Park and was considered as a site for the 1905 Lewis and Clark Exposition. The park housed a horse betting race track and baseball fields. It was not chosen for the centennial expo but instead the Oregon Water Power and Navigation Company decided to build Oaks Amusement Park to provide a destination for street car riders from the city. The Oaks was in a race with the Lewis & Clark Exposition in NW Portland to be the first to open and The Oaks won, opening two days before the exposition. Today, Oaks Park is the oldest amusement park and roller skating rink west of the Mississippi. Legend has it that there even was once a roller skating elephant that would cruise along the midway!

For train enthusiasts!... **The Oregon Pacific Railroad** operates a 45-minute passenger train ride every Saturday from March through November pulled by a diesel locomotive between the Oaks Amusement Park and the Oregon Rail Heritage Center near OMSI. [www.Portlandtrainrides.com](http://www.Portlandtrainrides.com). \$5-20. **The Oregon Rail Heritage Center** is open Thursday and Friday from 1pm – 5pm; weekends Noon to 5pm. Admission is free, and donations are greatly appreciated

**Butterfly Park** - Newer small 1.09 acre City park. This use to be a gravel parking lot and dump for the Macadam Bay Club. The park was the inspiration of community member Jeanne Galick, who convinced the City to buy it in 1984. Starting in 1991 volunteers planted it with wildflower seeds from the Columbia River Gorge.



**Miles Street Crossing**

**Miles Place Colony** – only small scale residential neighborhood directly on the river in Portland. Started as inexpensive houseboat neighborhood in late 1800's and was eventually washed up

onto the riverbank by floods. One resident described it as “home to some fiercely independent folks who enjoy each other, and life focused on the river and changing seasons.” The Flood of 1996 damaged some homes leading to construction of some more upscale homes you see today which replaced some of the old, colorful cottages.

**Fulton townsite** – Town platted in 1883. Named after the original donation land claim owner Thomas Fulton Stephens. Townsite originally developed by Robert Thompson, successful ship owner and merchant, he built a hotel and post office near Taylors Ferry. **Former Fulton Train Station** stood near group of buildings, including Gorge Performance just South of Miles and west of the tracks.

**Post office** at 7035 SW Macadam (shingle sided building) was built in 1868 and still stands as a business which currently houses Portland’s newest trend in retail - a cannabis shop. This building also once housed Al Speak’s General Store. The area was notorious for recreational activities in the late 1800’s as it was well outside the City but accessible by the Macadam Road. Establishments included the “Red House” and “Rosie’s Park Roadhouse” (just one block south of Nevada between Macadam and Virginia). Rosie purchased the previously named Kleinsorge’s Place in 1892 and after Rosie retired it became another hangout called Wilhelm’s Beer Garden. (about 1911)

Early industry in the area included Jones Lumber, Leech’s Foundry and Webber Brothers’ Tannery. Joseph Webber’s house (1911) (aka Fulton Park B&B/Red House) still stands. Keller’s Meat Market stood on Nevada Street, tight against the hillside. Stone walls of the spring house where the meat was kept still remain (?) Up above Fulton is the area called Fulton Park, Hillsdale, and Multnomah which was prime dairy land in the late 1800s and early 1900s.

**7543 SW Fulton Park Blvd – Queen Ann style Cardwell-Parrish** House built in 1888 still stands. Is on the historic registry due to its architecture. Parrish was a Portland Police Chief.

**Fulton School** was located at SW Pendleton and Macadam, where Macadam Bar & Grill once stood and now is home to The Macadam Apartments.



### Nevada Street Crossing

**Willamette Park** – Thomas Stephens (Fulton namesake) had a cabin on riverbank here in 1852. Before settlement by newcomers it was an Indian camp site. The National Guard used the area as a drill field in the early 1900s. The Northern part of the park was previously the Portland Ship Building Company property. The City acquired additional lands for the park in 1926 and 1942. In late 1960’s-70’s fill from demolition of Oregon Journal Building, removal of Front Ave

and excavation for Vista Ridge Tunnel (highway 26) was used to raise up the elevation of park. In the 1970's the boat ramp and parking lot were built.



### Nebraska Street Crossing (former site of a Wig Wag)

**John's Landing** – Named for BP John's Furniture Company which operated in the area from 1903 to the 1970s. Once the largest furniture manufacturing operation west of Mississippi. The still standing Water Tower building on Macadam (Pier 1 Imports) is the last remnant of the BP John's operation. John's family worked with real estate developer John Gray and architect John Storrs, who had previously developed both the Salishan and Sunriver Resorts, to convert the former industrial buildings into a retail and residential destination. This proved to be one of the earliest and most successful historic reuse (of industrial space) projects in the nation, 25 years before the Pearl District.

**Ross Island** – (Ross (north) & Hardtack (south) joined in 1926, Toe is the tiny one closest to west shore and East Island behind Hardtack closest to east shore)

**1846** – Sherry Ross makes his land claim on the island and establishes a dairy farm.

**In the mid-1800s** - One of Portland' earliest settlers, William Johnson, who is believed to have built the first residence in the area, started distilling his infamous "Blue Ruin Whiskey" on the island.

**1890s** - Beatnik houseboats were prevalent around the island.

**1903** – Olmstead Plan proposed it as a park with a pedestrian bridge on the north end, croquet grounds, tennis courts and a large playing field on the south end. In the 1950s another idea was floated for an "exposition recreation center" which would have included a livestock coliseum, county fair ground, yacht yard, baseball field and football stadium.

**1926** – Ross Island Sand & Gravel purchased and began harvesting for cement. Army corps joined Ross and Hard Tack islands by joining them with a berm, diverting river to the West.

**1977** – Robert Pamplin Jr acquired. Between 1926-86 gravel mining eliminated about 80% of the islands.

**2007** – Northwestern 45 acres donated to the City by Pamplin. Negotiations for the future of the islands is ongoing with the City hoping to manage the property as a natural area, which is currently used by at least 50 species of birds including ospreys, eagles, and herons.



### North End of Jones Trestle

**Jones Trestle** – 947 Feet Long, much of the elevated trestle is now covered by fill dirt. Just up the street on Macadam is the Water Tower Building, only remaining building from the BP Johns Furniture Company. Jones Lumber was one of the original industrial operations in the area dating back to the 1860s, operated about a century before closing shop in 1962. Started with purchase of 3 acres by John Halsey Jones from James Terwilliger for \$500 and a bottle of whiskey. Jones had previously operated a mill at Cedar Mill in Beaverton area which he sold in 1869 to move to this new location.

**Heron Pointe Beaver** was installed by a local resident in memory of her husband who loved beavers. Passersby often leave him with mementos and locals often decorate him in various outfits. His head has been worn smooth from the many pats on his head.



### Bancroft

**Old Spaghetti Factory** - The First Old Spaghetti Factory opened its doors on January 10th, 1969 in the historic Carriage and Baggage Building on SW 2nd and Pine. In 1984 they moved to the current Portland location on the South Waterfront. The original Old Spaghetti Factory trolley car was found in a field near Reed College and was refurbished was used as a unique dining area for guests at the first location. The trolley car has since become a fixture in locations across the U.S. and when the flagship restaurant relocated to its current Portland location, the original car moved with it. Today, The Old Spaghetti Factory family extends from Honolulu to Louisville, proudly serving at over 40 locations across 13 states

**South Portland History** – once home to a thriving Jewish and Italian community the area was dramatically changed by one of Portland’s first urban renewal efforts in the South Portland/South Auditorium District. Lair Hill is the only remaining historic neighborhood in this area.

**William Johnson’s Cabin** – Believed to be the first residences built in Portland (1842) stood between SW Macadam and SW Hood between Whitaker and Gibbs, where the I-5 freeway now runs. There is a bronze plaque on a stone monument in the **NW corner of Caruthers Park** a few blocks south of the Bancroft Stop, which is just a few blocks east of that original cabin’s location. Johnson manufactured “Blue Ruin” whiskey that led to the first local prohibition of liquor in 1844.