



THE TRAINMASTER

NUMBER 136

JUNE 1970

ELECTRIC RAILWAYS OF THE TUALATIN VALLEY-PART II



One of the smallest towns in Oregon that had streetcar service had to be Forest Grove. The Forest Grove Transportation Company came about when the Southern Pacific refused to construct their "Red Electric" Line into Forest Grove but passed the city to the south. The above photo is one of those rare findings that digging through someone's attic can discover since it is the only known photograph of this unknown operation. Photo from the collection of John T. Labbe and David L. Sterns.

SCHEDULE OF COMING EVENTS:

- June 12* Monthly meeting of the Pacific Northwest Chapter. Room 208, Union Station, Portland at 8:00pm. Please note that this is not the normal meeting night but was rescheduled since many of the members will be on their way to Railcon the third Friday of the month.
- *2nd Fri.
- June 20&21 RAILCON '70 at Victoria, B.C. Plan to attend this all steam meeting of the rail clubs of the Pacific Northwest. Car pools from Portland on Friday June 19th to connect with CPR boat for Victoria. Also cars to Port Angeles on Friday night. Contact Roger Philipps or Jack Holst for more information and/or a ride. Don't miss this outstanding convention of the West.
- July 10,
11,12 Fourth Annual Oregon Trunk Mixed Trip to Bend. Anyone who has gone on the past trips know that this is one of the railfan experiences a person can enjoy. Ride one of the last mixed trains in the United States in the comfort of the lounge-sleeper Mt. St. Helens. See attached flyer with this issue of the TM.
- August 9 Scandia Limited special train to the Scandinavian Festival at Junction City, Oregon. Operated by the Pacific Northwest Chapter and is considered to be one of the outstanding public excursions in the Northwest. A flyer will be mailed out in the near future.
- Labor Day
Weekend NRHS National Convention at Charleston, S.C. Connection from Pacific Northwest for convention will feature miles of steam operation. Additional details will be mailed later but with all transportation: hotels, meals and sightseeing the cost will be around \$600.
- Sept 12 Intermountain Chapter will operate a fan trip using UP #844(4) between Denver and Julesburg. With three meals \$32.50. Should be the Intermountain Chapter's usual excellent trip.

THIS N' THAT

N.P. Oldtimers Association will hold their convention in Portland June 5-8. They will arrive by a special train including most of the Slumbercoaches left on the Burlington Northern.....Those leased Southern Pacific ALCO units reported in the last issue of the TM are now being seen on the BN and can be photographed at the Hoyt Street Roundhouse when they are in town.....Union Pacific parked some cars in Union Station for a meeting of General Electric appliance dealers and included several display cars along with two lounge cars.....Portland Zoo Railway has removed the stack from along side the engine that had ruined the appearance of the engine. When asked why, an employee said that they had received some letters on it and a publication didn't like it either (TM?).....PNW car #598 in the process of getting a new paint job on the seats in the open section, painting should be done for the chapter's trip this summer.....SP&S car #99, business car, to be retired. Built by Barney and Smith in 1913 and operated a month ago.... Ex-NP RS-11's still showing up in Portland.....Mt. Hood Railway depot almost completely torn down.....Jack Holst did show movies of his double-headed Bassets....

United Railways

The United Railways of Oregon began life as the West Side and Suburban Ry. Co. in 1901. The line was projected to run from Portland to Forest Grove via Balch's Gulch (Cornell Road). This line never got off the ground and the franchise was purchased in 1906 by a group of California investors who reorganized the company into the United Railways. But this group also ran into financial trouble on account of the San Francisco earthquake and the line was sold to Wittenburg's Pacific Coast Biscuit Co. Construction proceeded at a slow pace but by 1909, an inspection trip was made between Portland and Burlington via Linnton. Regular service began on Sunday, April 18, 1908, between Portland and Burlington. The summer of 1909 saw construction pushed on the line over Cornelius Pass. In 1910, after many months of secret negotiations, the Great Northern acquired the railroad. In 1911, the tunnel under Cornelius Pass was opened, becoming the longest tunnel on an interurban in the United States. By April 16, 1911, electric service was operated to Banks. Through its Great Northern ownership, operations of the United passed to the SP&S.

From the beginning, the bulk of the passenger traffic was from the Linnton area into Portland since the northern Tualatin valley was too thinly populated to provide many passengers. In 1915, after a bitter dispute between the City of Linnton and the railroad regarding the charging of a 5¢ fare between Portland and Linnton, the



Oregon Electric Train at
Meadow View, Oregon SP&S Photo

United Railways abandoned their trackage between Portland and Linnton. This left the United Railways divided into two segments: the line from Linnton to Banks and the terminal yards in Portland. A connection was provided by SP&S's parallel line, however.

After World War I, there was an increase in logging activities in the Vernonia area. The Oregon American Lumber Company constructed a steam railway line from Banks to Vernonia and beyond to Keasey and named it the Portland, Astoria and Pacific Railway. In 1921, the United Railways acquired this line and operated it as part of their system, although it was never electrified. In 1923, electric service was dropped except for terminal switching in Portland.

In 1943, the United Railway was merged into the Spokane, Portland & Seattle Railway Co. In 1955, there were 16 industrial shippers on the line. These included 3 in North Plains (a feed and seed company, a lumber yard and a pole yard); 3 berry-fruit packers in Banks-Wilkesboro; 2 sawmills and a pole yard in Manning; 5 firms in Vernonia, consisting of the big Oregon American lumber mill, a shingle mill, a feed mill and 2 oil companies. The decline of logging in the area resulted in the closing of the big mill at Vernonia in 1957 and a resulting drop in freight shipment. Today, the line from Banks to Vernonia sees no regular service although thrice-weekly service is in effect to North Plains. The United Railways was a bad financial venture because it never made money in its entire history!

Today, the United Railways forms an important part of the SP&S with its mainline over Cornelius Pass being the connection with the SP&S system to the Oregon Electric. After the Oregon Electric tore up its trackage through south Portland, the only way to reach the OE mainline was over the United Railways.

Forest Grove Transportation Company

Very little is known about this company except that it operated streetcars in Forest Grove. It was built by a man known as Mr. Haines who also owned the electric company that served the town. The exact dates of operation are not known but they are thought to be 1906-1909. The line had five cars which were acquired from the Hawthorne steam dummy line in Portland and equipped with electric motors. The trackage ran from the Southern Pacific station at Carnation, south of Forest Grove, up the main street and circled around the university (Pacific). After the line was abandoned, the cars were sold to the Carver Line in Portland who never used the cars.



Oregon Electric Train on the double track to Garden Home

(SP&S Photo)

Corrected to May 11, 1922

Oregon Electric Railway



Time Tables

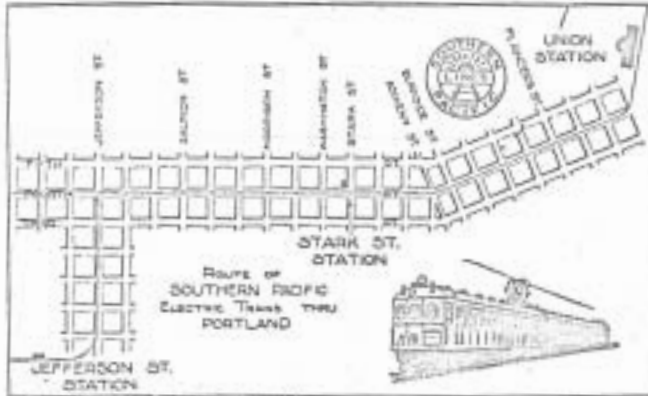
Subject to Change without Notice

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GLASS & PRUDHOMME CO., PRINTERS, PORTLAND.

134044

OE Timetable from the collection of Miln Gillespie/PNW NRHS



SOUTHERN PACIFIC ELECTRIC LINES AND CONNECTIONS



Table 1. Read Down

and connections for Sheridan, Willamina, Grand Ronde, Cherry Grove and Tillamook Gate.

Table 1. Read Up

Main train schedule table with columns for stations, miles, and departure/arrival times for various routes.

Table 2 CARLTON & COAST RY. CO.

Table 2: Schedule for Carlton & Coast Ry. Co. showing mixed trains between Tues. and Fri. with stations and times.

Table 3 WILLAMETTE VALLEY & COAST R. E.

Table 3: Schedule for Willamette Valley & Coast R. E. showing daily trains with stations and times.

BAGGAGE:

Baggage will be handled on following West Side trains between all points at which they stop: Nos. 121, 123, 122, 124.

REFERENCE NOTES

- List of reference notes including: Light face figures A. M., Dark face figures P. M., Stops to receive or discharge passengers, Daily except Sunday, Stops on flag for passengers en route Tillamook Branch, Connects at Hillsboro with steam trains to and from Tillamook Branch, Freight trains which carry passengers, Stops to discharge passengers from Bertha and points west, Stop, Connects at Main Street Hillsboro with No. 141 for Tillamook, Connects at Beaverton with 141 for Tillamook.

Table 4 AUTO BUS CONNECTIONS

For MONMOUTH;—Bus meets Southern Pacific trains at Independence. Fare 15c. Round trip 25c. For PERRYDALE;—Bus meets Southern Pacific train No. 351 at McCoy. Fare 25c. For SALEM, DALLAS and FALLS CITY—Connection at Gerlinger and Berry. See Table 5, 13 and 14.

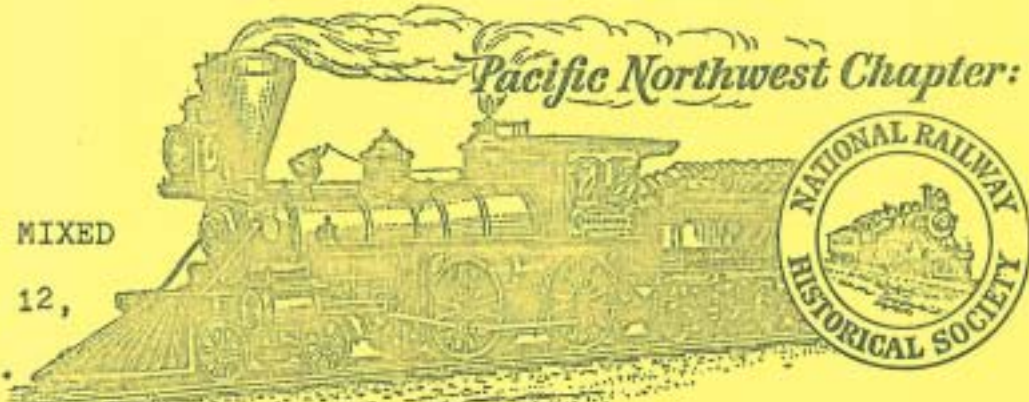
*Leaves 5.15 p.m. Sunday Only.

Pacific Northwest Chapter:

OREGON TRUNK MIXED

JULY 10, 11, 12,

1970.



FOURTH ANNUAL--OREGON TRUNK MIXED TRAIN TRIP with Lounge Sleeper MT ST HELENS

Few trips are operated from Portland for the true believer, the exception is the PNW Chapter's famous Mt St Helens trip on the OREGON TRUNK MIXED to Bend Oregon. Be aboard for a trip that will be long remembered. If you were not aboard one of the previous trips, your railfan experience is not complete; if you were, you know what is in store.

CONDITIONS OF OPERATION: Because of the nature of the trip it must be restricted to Adult Males. Please bring sleeping bags or linen because linen is not provided. The OT Mixed is a third class mixed and schedules depend on work to be done, conditions on line, etc., so schedules are only approximate. We will be returned on the first reasonable schedule Sunday. No heat can be provided.

PRICE: Price of the trip is 18.00 dollars and includes round trip transportation, our favorite beverages, and enough food to hold us through even the longest layover in Gateway. For the first thirteen reserving space, space will be provided in the sleeping accommodations on the car. Others will be provided parlor accommodations. To insure operation please reserve early.

SCHEDULE:

Lv Portland	9:45pm 7/10	Ar	7:00am 7/12	Schedule for information only.
Lv Vancouver	10:10	Ar	6:35	Except for times out of Portland,
Ar Wishram	11:46	Lv	4:43	Vancouver, times could vary greatly.
Lv Wishram	1:00am 7/11	Ar	12:15am	Trip starts Friday evening July,
Ar Bend	7:00	Lv	7:00pm 7/11	10 and ends Sunday July 12.

ORDER FORM: (Don't forget stamped, self-addressed envelope for reply)

Enclosed is my check for _____ dollars for _____ spaces @ \$18.00 each.

NAME _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____

ZIP _____

Mail To: BEND MIXED TRIP, C/O
PNW Chapter, NRHS
Room 1, Union Station
Portland, Oregon 97209

Office Use: BDT _____, RMT _____, Parlor _____

Date received: _____

Amount received: _____