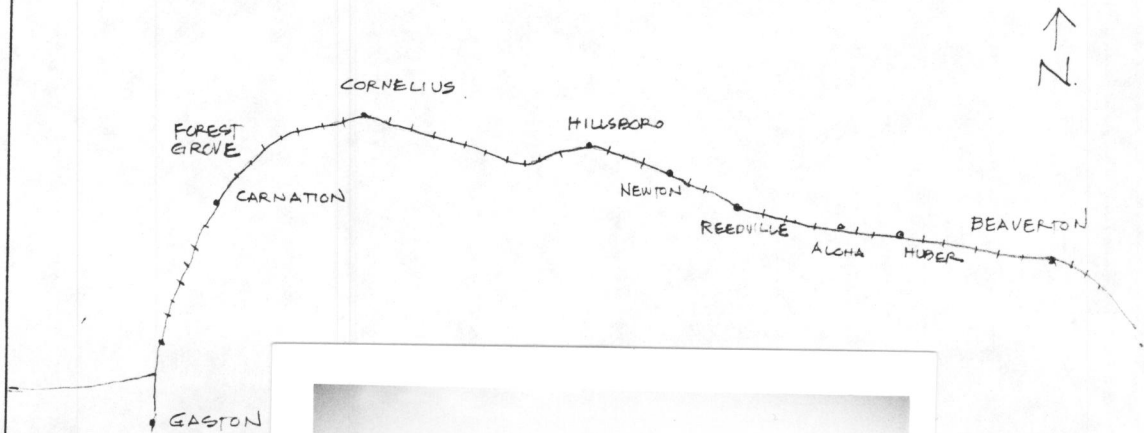


WASHINGTON COUNTY CULTURAL RESOURCE INVENTORY

COMMON/HISTORIC NAME: Southern Pacific RR T1S R 2W Sec. 10 1/4



HISTORICAL SIGNIFICANCE (Cont'd)

Holladay pushed the WRR into the Tualatin Valley via present day Raleigh Hill on out to Forest Grove by 1871. In the process he incidentally created the town of Cornelius when his line was denied direct right-of-way into Hillsboro and Forest Grove, thus forcing him to create his own farm-to-market railhead. Holladay's O & C R.R. and its subsidiary lines were acquired by the Southern Pacific in 1887 due to a significant Southern Pacific investment in the O & C line and Holladay's mismanagement of same.

The advent of mass produced steam technology opened up the vast timber areas of the Coast Range just after the turn of the century. There was a major railroad scramble for the logging companies business. This new demand for rail service on the western rim of the Tualatin Valley occasioned the construction of a line from Forest Grove to Tillabook by the Pacific Railway and Navigation Co. between 1908-1912. The P.R. & N. Railroad was a company capitalized in large part by the Southern Pacific and purchased outright by that railroad in 1915.

It is worthy of note that while the various antecedents of, and including, the S.P.R.R. were built for freight and passenger service, the S.P. also ran a electrified commuter service along its route during the first third of this century (c.1905-1933). Known as the Red Electric, the interurban trains formed the main link between Tualatin Valley urban centers and Portland until the advent of cheap automobiles and buses put an end to the service.