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A message from the mayor

Greetings,
The city of Tualatin turns 100 years old on Aug. 18, 2013.
On this special occasion, we look back from where we've come over the span of a century, celebrate our community today, and dream of what tomorrow's Tualatin might be.

Tualatin has been built over the past century as a transportation link. First, ferries and horses which transitioned to cars, trucks and an interstate freeway. We also grew from corner shops to renowned shopping malls. Our industries have evolved from serving lo-



OGDEN

cal consumers to include global markets.
I'm proud to say as a 32-year resident and long-time mayor, that the city of Tualatin offers high quality service to residents and businesses. We have award-winning parks, a new library, dedicated professional staff, community police and a broad range of services and programs. Tualatin has strong citizen engagement, which supports fantastic community events

bringing us all together.

We don't know what tomorrow holds or how folks in 2113 will look back on us, but I feel it's safe to say that Tualatin has always been and always will be a great place to live, work and play.

Please enjoy reading this special commemorative magazine about Tualatin's colorful past, present and future. I invite you to participate in the 2013 Centennial Celebration programs, activities and events throughout the year.

Happy 100th birthday, Tualatin!

— Mayor Lou Ogden

Tualatin Tomorrow

■ *Tell us what the next 100 years should bring*

The Centennial Celebration has provided us with a look back at the past 100 years in Tualatin and has given us a cause to celebrate the great community that has evolved during the last century. Tualatin Tomorrow is a community visioning effort which will gather community input on what the community wants to see in the future. The Tualatin Tomorrow Vision Plan is being updated in 2013, and we cannot think of a more appropriate time than during this Centennial Celebration. As we reflect on and celebrate the past, it is a perfect time to say, "Well, what's next?"

Many wonderful new programs, facilities and community amenities have evolved from the Vision Process. Ideas such as the farmers market, the dog park, citizen involvement groups, a new Gateway Monument and many other community improvements were all concepts in the first Vision Plan adopted in 2006, which are now a real part of Tualatin!

More than five years have gone by, and it is time to check back with the people who live, work and play here to ask the question, "Well, what's next for Tualatin?"

At 100, Tualatin looks pretty good!



She looks a bit different than in the beginning as you would expect. Don't we all after we get a few decades on us? In Tualatin's case the changes seem to enhance her already good bones with Parks and Natural areas, plenty of good places to eat and shop, an outstanding school system, a place for our 50s-plus population to eat lunch and enjoy each other's company

and games, recreational classes of all kinds for all ages, a diverse collection of public art, the Art Walk and the Ice Age Tonquin Trail, the Ki'a Kuts bridge, our first dog park, health care providers Legacy, Providence and Kaiser Permanente all right here in our city, and so much more.

Tualatin is a special place with so much to offer.

The community's new Gateway sculpture at the intersection of Nyberg and Tualatin-Sherwood roads was unveiled this past June. The 18-foot-high sculpture, which features life-size Canada geese, was done by Studio Art Direct, with the help of bronze artist Rip Caswell as well as a team of local contractors.
SUBMITTED PHOTO

The Tualatin City Council and Tualatin Tomorrow Advisory Committee will be seeking your input this year for updates to the Vision Plan. "All great things start from small beginnings" is a great quote to highlight where we will begin with the Vision. Sharing ideas, discussing them and writing down a plan seem simple; however, from these simple beginnings, many great things will follow.

There will be many ways to get involved and share your input. There will be community meetings, online forums,

events and outreach of all types. We hope you will get involved and share your ideas, thoughts and dreams for the community!

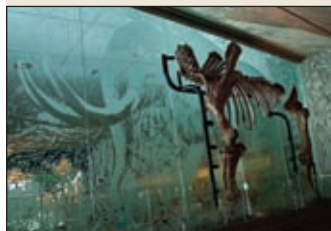
For more information, please visit, www.tualatintomorrow.org or email Sara Singer, deputy city manager, at ssinger@ci.tualatin.or.us.

— Candice Kelly, Tualatin Tomorrow

TUALATIN
TIMELINE

15,000 YEARS AGO — Catastrophic floods scoured the valley as giantic dams broke up during the end of the last Ice Age, creating the Tonquin Scablands as well as leaving rich fertile soil along the Tualatin River.

15,000 YEARS AGO — A female mastodon slipped into the bog, and its bones were dug up in 1962.



TIMES FILE PHOTO

The mastodon exhibit at the Tualatin Public Library.

7,000 YEARS AGO — Native people called Atfalatis, a band of Kalapuya, were inhabiting the Tualatin area, gathering bulbs and berries, hunting and fishing in the river.

1812 — Native Americans encountered trappers from the Pacific Fur Company.

1841 — Charles Wilkes, a U.S. government scout surveyed the Atfalati, sketching the people and their customs.

1850 — Edward Byron and Zenas Brown sailed around the Horn and settled in the Tualatin area.

1850 — Zenas Brown set up a ferry on his land claim which connected the Territorial Road from Dayton to Oregon City.

1850 — The Donation Land Grant was passed by

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Tualatin's growing pains

How liquor and local politics shaped the city's identity

By SAUNDRA SORENSON
Pamplin Media Group

Tualatin's decision to incorporate had little to do with organizing a local government or establishing a tax base. And the issue of becoming an incorporated municipality of Washington County didn't exactly make for polite dinner conversation.

The fact that Tualatin's residents were so sharply divided on whether to incorporate came down to one thing: the drink.

The Temperance movement was in full swing by 1913, and many in Tualatin identified as members of the influential Anti-Saloon League, which was by then a national political lobbying force to be reckoned with. If newspaper clippings and anecdotal evidence are to be believed, in Tualatin, one wasn't pro- or anti-incorporation. The two sides of the argument addressed what were seen as the sinful effects of alcohol versus the benefit of Tualatin generating a liquor tax, which it would as an incorporated city.

As the debate over whether to criminalize alcohol raged nationally, a 1904 statewide legal option law was adopted to allow each county in Oregon to decide whether it would have "wet" or "dry" status. Incorporated cities fell under their county's regulations. Washington County was, in 1913, a wet county.

"The Anti-Saloon League did not want to incorporate because they thought there would be more liquor sales," said Loyce Martinazzi, respected local historian. "They were adamantly opposed to any consumption of alcohol and thought it was very corrupt. They were a very angry people."

The anti-liquor movement was gaining

Don't miss the play

The Tualatin Historical Society is sponsoring a play depicting the fight between the Anti-Saloon League and incorporation enthusiasts, with a cast that includes some of the characters' descendants, as well as city officials.

The play was written, cast and directed by Sandry Lafky Carlson and Loyce Martinazzi.

The performance will be held Sunday, Feb. 17, at 2 p.m. at the Winona Grange Hall, 8340 S.W. Seneca St., Tualatin. For more information, call 503-885-1926.

momentum largely through religious factions. But as Martinazzi points out, suffragettes had their own grievances: In 1913, the U.S. was seven years away from Prohibition, and women would have to wait just as long to gain the right to vote.

"They stayed home when their husbands drank up the house's income and they didn't have a vote" about whether to incorporate, or on anything else, Martinazzi said.

A vocal supporter of incorporation was city father John L. Smith, an influential player in Tualatin's burgeoning logging and sawmill industries. Smith has been credited with serving as Tualatin's first major employer, and the entrepreneur pushed for Tualatin's status as an official city just as the town was becoming a major thoroughfare for two railroad lines between Portland and Salem. The four-year high school established in 1910 spoke to Tualatin's economic and social stability. But later that year, Smith, one of incorporation's greatest supporters, would be killed in an on-site accident.

While a 1904 statewide local option law granted each county of Oregon the right to decide whether it would have wet or dry status," a 1913 revision stipulated that, "No person shall be permitted to sell, give, or in any manner dispose of any spirits, malt, vinous liquors, near beer, or fermented cider, in this state, outside of the limits of any incorporated city or town, etc."

And so, a vote to incorporate would put Tualatin at the mercy of Washington County's stance on liquor; remaining unincorporated meant Tualatin would stay dry.

But by 1913, state law had also shifted to allow incorporated cities to tax their li-

quor sales. This might have influenced the success of a petition that was circulated throughout Tualatin to put incorporation on the ballot, collecting a supposed 69 signatures in favor of incorporation. The petition then "mysteriously" disappeared, according to many sources, but not before the results had been officially registered.

The July 5, 1913, issue of The Portland Oregonian recorded a spirited three-hour argument regarding the petition in Washington County Court. Commissioner John Nyberg voted with the County Judge to permit the election to move ahead. A Sherwood Weekly Newsheet article dated July 23, 1913, announced Tualatin's Aug. 18 election to decide on incorporation, characterizing it as "launched by the wet forces in that community with the hopes that by incorporating they would be able to get back the saloon that has been closed since June 3 on account of the law passed by the legislation last winter."

Shortly after, the Argus questioned the MIA status of the petition, in what was no doubt the industry-accepted purple prose style for newspapers of the time:

"Just why it disappeared — just how it disappeared — and just when it was given its quietus so far as being in evidence is concerned, remains enveloped in darkness as jet as the tomb of Elisha, or whether it took wings and went up in a chariot of fire, as another solution of its absence, is mere conjecture," the article read.

A response written by the editor of the Hillsboro Independent Newspaper demonstrated an arguably more modern perspective on the issue, explaining that his publication opposed statewide prohibition because "prohibition did not prohibit in states already with a prohibitory law, and we favored the open saloon rather than the bootlegger, fake drug store and joint."

On Aug. 28, The Argus announced that the county court had verified election results that day, with 57 votes for and 47 against incorporation. And so Tualatin was declared a city.

Thadius Sweek became the first mayor of what was then fondly referred to as "the city of two railways" — fitting, as it was the Sweek family who had sold right of way on their property to the Portland and Willamette Valley Railway Company as it established the first railroad line through town in 1886.



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TUALATIN TIMELINE

Continued from page 4

Congress, giving 160 acres of land to each settler, and 160 acres of land to his wife.

1851 — The Provisional Government removed the Atfalati to Wapato Lake.

1851 — John Preston surveyed the Willamette Valley Township 2 South Range 1 West and Range 1 East were the Tualatin area.

1852-54 — The Oregon Trail brought settlers from the East who took up land in Tualatin.

1853 — Sam Galbreath set up a ferry across the Tualatin River on his land claim. The ferry connected the road from Boones Ferry north into Portland and Oregon City. Soon a blacksmith shop, store and inn were operating around the ferry crossing. The area was called Galbreath.

1854 — John A. Taylor built a ferry on his land across the Tualatin River.

1855 — The Atfalati ceded all claims to their land and were settled at Grand Ronde Reservation in the Coast Range.

1855 — Many men left to fight in the Rogue River Indian Wars.

1855 — A log school was built along the Territorial Road. Isaac Ball was the first teacher.

1855 — Citizens built the first bridge at the Galbreath location and the area was called Bridgeport.

1857 — John A. Taylor built a toll plank road from Dayton across his ferry and

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The mix of uses around the Lake of the Commons includes combination home-offices, as well as such other businesses as restaurants, a hotel, professional offices and an assortment of residential.

SUBMITTED PHOTO

A community redefines itself

Adversity, vision and urban renewal all contribute to the centerpiece of Tualatin, the commons

By MIKEL KELLY
Pamplin Media Group

It all began because there were problems. Tualatin, situated on a sharp bend in the river bearing the same name as the town, had a tendency to flood way more often than every 100 years. Just in 1974 and '96, for example, the entire city center was under water.

Tualatin's downtown also had troubles with drainage, public right of way, increasing traffic through the middle of town and, perhaps most significant, there really wasn't much of a downtown.

There were some streets criss-crossing between the freeway and the railroad tracks, but the single most noticeable feature in the city center was first of all, a giant dog food factory that, when it was in full production, smelled like burning dog

food — and then, after it was closed and torn down, all that was left was a huge concrete slab where the dog food factory used to be.

Like city leaders in most small towns — paid, elected and otherwise — there were plenty of ideas about what it would take to make Tualatin blossom into something members of the community could be proud of.

There was talk of outlawing cars in the city core — something planners and dreamers often suggest, but which business people almost never appreciate.

Fortunately (it turns out), Tualatin leaders had concluded in the early 1970s that one effective way to take on some of the city's woes was to establish an urban renewal district. The City Council, which would adjourn as itself and reconvene as the Tualatin Development Commission, set up the urban renewal district in 1975.

A line was drawn around 300 acres of the downtown area, and the property tax rate was frozen at its mid-'70s level. Then using the often-misunderstood tax-increment financing scheme which banks subsequent taxes on the increased value of the area in question, a fund was established to solve some of the city's downtown problems.

Also fortunately for Tualatin, the downtown core area was a textbook example of urban blight. With the exception of a couple of public buildings and a smattering of businesses, the downtown consisted of crumbling streets and vacant lots — along with the former Hervis Blue Mountain Dog Food plant.

Although The Central Urban Renewal Plan was approved in 1975, Simmons B. Buntin wrote in 1999 in a piece on the Tualatin Commons on Terrain.org, "It was not until 1983 that a concept for a 'Village Square' was developed."

Prior to redevelopment, Buntin reported, the largest use of the area was the non-conforming dog food plant and "some older dilapidated buildings, and the entire site was 3 to 6 feet below the 100-year floodplain."

Between 1985 and '87, the city purchased the property under the auspices of the Tualatin Development Commission. Two attempts by developers to breathe life into the project failed, and observers were beginning to think nothing good was ever going to happen.

And that's when local home builder Steve Stolze decided to run for mayor. He campaigned, in fact, on the idea of getting the redevelopment to move forward.

Spoiler alert: Stolze, who had never held public office before, would be elected and serve as Tualatin mayor from 1988 to '94. But back then, he recalled, there were a lot of unknowns.

"As the election came closer and closer, I was very aware of the old dog food plant and the area around it had become very dilapidated and outdated." It was a safety hazard and an eyesore, he said.

The first couple of runs at redeveloping the downtown were probably misdirected, Stolze said, remembering that community leaders had tried to get a Washington Square-type development built in the center of town, but that simply wouldn't fly. The town wasn't big enough to support that kind of project, and it just fizzled.

"I ran on the slogan 'it's time for a change,'" Stolze said, pointing out that after he was elected, he was eventually embraced by city leaders who weren't so sure at first what this new guy was going to be all about.

"I asked for a city meeting, and they assured me that nobody would show up," said Stolze, explaining that he arranged to get the huge Meridian Park Hospital auditorium, which can hold a lot of people.

"Six to seven hundred people showed up," he said. "It was the biggest thing that ever happened."

They spent the first half-hour of the meeting discussing the urban renewal financing method, Stolze said, and then they started taking comments from the public. As ideas were thrown out for consideration, they were all written down — including a suggestion from developers that the area should include more strip malls. Then city staffers and consultants



TIMES PHOTO: JAIME VALDEZ

Brent Savage of McMinnville paddles his way to victory in the pumpkin growers competition race during the ninth annual West Coast Giant Pumpkin Regatta at the Tualatin Lake of the Commons this fall.

sat down with the elected leaders and discussed how to incorporate all of the ideas.

At a second meeting — also attended by hundreds of interested citizens — the idea of a lake was popular because it would not only be a way to raise the elevation of the entire area above the flood level, it could also serve to add value to the real estate and attract development. Other decisions coming from the public were to scratch strip malls off the list and not to put the police department and city hall on the lake.

All through the planning process there continued to be opposition from business and development interests — including one of Tualatin's newest elected leaders: Lou Ogden. Ogden would eventually go on to become mayor, but in the beginning he was something of an outside agitator looking to represent the business community — and, it turns out, a swing vote on the merits of the commons project.

It was an all-night talk between Stolze and Ogden — during a trip to a



PHOTO COURTESY OF CITY OF TUALATIN

An aerial view of the Tualatin Commons shows how well development has occurred around the manmade lake.

See COMMONS / Page 9

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TUALATIN
TIMELINE

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into Portland.

1858 — The “Hoosier,” a small steamboat, plied the Tualatin River for a short time.

1860 — Many settlers went to the Idaho mines.

1865 — The Little Red Schoolhouse was built on the corner of Avery and Boones Ferry Road.

1865 — The steamboat “Yamhill” plied the river delivering farmers goods to market.

1867 — Washington County erected a toll bridge to replace the old free bridge at Bridgeport.

1868 — The steamwheeler “Onward” navigated the river.

1880 — A fierce storm raged through the Valley, toppling trees like toothpicks.

1880 — Farmers began draining the swamps and groving products, especially onions, on the rich beaver-dam soil, and found some huge bones, thought to be from a prehistoric animal.

1887 — Chinese laborers laid a narrow gauge railroad through the area. John Sweek platted out a new town site around the new train station, naming it “Tualatin.”

1889 — The first east-west railroad train came through, and a store and hotel were built close by.

1892 — John L. Smith brought his extended family

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An educational Odyssey

The history of Tualatin schools show countywide collaboration

By SAUNDRA SORENSON
Pamplin Media Group

When Tualatin High School celebrated its 20-year anniversary at the start of the school year, the Timberwolves had a lot to be proud of: a record of extensive community service, 16 state championships in athletics, a drama and a music department that could boast several tours nationally and internationally. Facilities also looked as fresh as they did in 1992.

But it was hardly the first Tualatin High School.

The original Tualatin High School was established during a boom time in the city's development. Historically, a rising demand for educational facilities is a great economic indicator, and this was especially true in Tualatin, where John L. Smith's 1890 arrival in town further propelled Tualatin's status as a financially viable place to live and work. His Tualatin Mill Company venture combined the town's relocated saw mill with logging and lumber businesses, providing steady salaried work for an increasing population.

Farming families and the families of skilled laborers had produced a school-aged population which, according to school records of the time, was then at around 90.

This was not an exponential increase from 30 years before, when Washington County School District 25's sole one-room schoolhouse was overflowing with 38 children. A new, larger red frame school was built around 1863 on Boones Ferry Road, forming districts 25 and 26 — until a fire claimed the older log cabin school in 1866.

The newer structure that remained standing was put up on jacks more than 30 years later in order to add a new first floor — and a complete four-year high school program. In 1911, the building was once again raised to meet the changing needs of the student body, and toilets and a central heating system were added.

Incoming Tualatin Heritage Center president Art Sasaki identifies his father, also Art, as one of eight members of the Tualatin High School graduating class of 1927.

Until Tualatin High School reopened as we now know it in the early 1990s, 1936 was its final graduating class.



TIMES FILE PHOTO: JONATHAN HOUSE

Tualatin High School math teacher Mark Dolbeer grabs homework assignments from his students. He retired last spring after 29 years of teaching. At left, Tualatin Grade and High School was built in 1900 and closed down in the 1930s



From that point on, teenage Tualatin students were given the choice to attend one of the far more spacious nearby campuses: either Sherwood or Tigard high schools. (By the time the younger Art Sasaki was in school, the split happened as early as sixth grade. He opted to attend Sherwood, he said.)

This opened up the top two levels of the Tualatin schoolhouse. Even so, primary school grade classes had to be held at City Hall.

By the time the younger Art Sasaki was in school, he said the split happened as early as sixth grade. He opted to attend Sherwood schools.

With Tualatin's remaining students still scattered round town, the school board decided to modernize with a building large enough to give each grade its own room — and to invite students from the much smaller nearby Tonquin and Malloy districts to attend. The project used premade plans from another school and was funded in part by the Public Works Program, in part through land sales.

The old three-story schoolhouse then became an apartment building before being demolished some years later.

Although the city's sons and daughters completed their education in surrounding towns, they held fast to their Tualatin roots. Farmer's daughter Nellie Wesch worked tirelessly as a caddie at the Tualatin Country Club and ended up financing her way through college not through her earnings on the green, but through a collection put together by regular golfers such as Julius Meier. Wesch Returned from what was then Oregon Agricultural College and became a popular teacher at Tigard High School.

“She taught business education, typing, accounting, book-keeping. In fact, several of our members here had her as a teacher. They attribute their success in their careers to her,” said Larry McClure of the Tualatin Heritage Center.

The Tualatin side of the school district grew to include three elementary schools, Tualatin, Byrom and Bridgeport. It wasn't

until 1992, however, that Tualatin finally had its own middle and high schools.

According to Susan Stark Haydon, director of community school relations for the Tigard-Tualatin School District, during the late 1980s and early 1990s, the Tigard and Tualatin communities were growing at a rapid rate. The need to provide additional classroom space gave the district the additional opportunity to examine how to best educate students. A decision was made to move sixth-graders from the elementary schools into grade 6-8 middle schools and to move ninth-graders into a four-year high school program.

"The grade level change, combined with the fact that existing schools were already overcrowded, led to the decision to build a new middle school and high school in Tualatin," Stark Haydon said. "Voters in Tigard and voters in Tualatin approved the bond measure to build these new schools. Splitting one high school into two schools was a major event for the whole community."

The move to middle schools was also a big change. Hazelbrook was designed from the start to be a middle school with a classroom "pod" structure so that the teachers could have easy communication with each other, know what the other teachers were teaching and take that into consideration as they planned lessons."

Now, Tualatin's school system can boast an International Baccalaureate Program and distinguished graduates that have gone on to attend prestigious schools such as Harvard, Stanford and Julliard and become doctors, lawyers, engineers, musicians, entrepreneurs and teachers. It's a far cry from the original one-room school house — but not from Tualatin's general spirit.

Commons: 'a classy center' needed

■ From page 7

conference in New Orleans on the eve of the big, final make-or-break vote on the commons — that the pendulum finally swung in the favor of the project. Stolze had to almost talk himself to death, but he finally convinced Ogden that the tax-increment financing method of paying for urban renewal was not going to adversely affect Tualatin taxpayers or businesspeople. Once the council reached agreement, the necessary votes were taken, and the project began to move forward.

Community surveys were conducted, and the ideas were flying.

"Tualatin needs a classy center that separates us from Beaverton and Tigard," said one survey respondent."

"I'd like to see a European-style town or village square, where people could meet for a cup of coffee to play checkers, chess, dominoes or just visit in a relaxing area without occupying a space that someone is waiting for," another wrote during the site visioning process.

Much credit for the project's success has been given to Janet Young, who served as Tualatin's economic development director during that formative period, and she did her share of advocating on behalf of the commons.

In a 1992 opinion piece in the Tualatin Times, Young wrote, "Tualatin citizens have an opportunity which is

very rare in today's suburbs: the chance to shape the center of their city. In most rapidly growing suburbs, prime central locations disappeared long ago to shopping centers or office parks. Tualatin still has the chance to shape the future of its central city."

There were some snags along the way, of course. Between 1986 and '89, the site was tied up with two developers, both of whom eventually backed out.

"We knew we wanted a really nice restaurant in there," Stolze said. "Charlie Sitton and his father-in-law stepped in and said 'we'll build a hotel there.'" That became the Century Hotel, and the attached restaurant, Hayden's Lakefront Grill, has never faltered.

Little by little, plans came together. Ground was broken in the summer of 1993, "in the field between Southwest Seneca Street and Nyberg Road, at the site of the Herwin Co.," according to the notice on the front page of the Tualatin Times.

For almost a year, the downtown was even more of a mess than normal. Then, in May of '94, the official dedication took place, on a drizzly day beside the new lake. Stolze was floored by the huge crowd that turned out for that event. He was, after all, a builder, not a professional politician or speaker.

The city has had visitors from all over the world to see how urban renewal can be used to accomplish such great things, said the former mayor.

"It's been a very big success," Stolze recalled. "I am very proud of that project."

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Since 1985 Rotary International has led the private sector to help rid the world of Polio. Thousands of Rotarians have gone into the field to immunize children, and over one Billion dollars has been contributed by Rotary to help reduce those afflicted by this deadly disease from 350,000 cases per year to just over 200 in 2012.

Tualatin Rotary has served Tualatin through hands on projects in community parks and assisting the elderly or needy in their homes, and providing grants for dental care to those who cannot afford it.

With a focus on the youth of our community, each year we supply dictionaries to third graders, support youth clubs and organizations, and provide four year college scholarships and mentoring to a high school student. We also host foreign exchange students to spend a year at Tualatin High School, and sponsor Tualatin students to learn abroad in countries such as Mexico, Thailand, France and Argentina!

We welcome new members! The Tualatin Rotary Club meets every Wednesday at 11:45 am at The Tualatin country Club. To learn more, contact the club, or visit our website at www.tualatinrotary.org, or follow us on Facebook.



**City of
Tualatin**

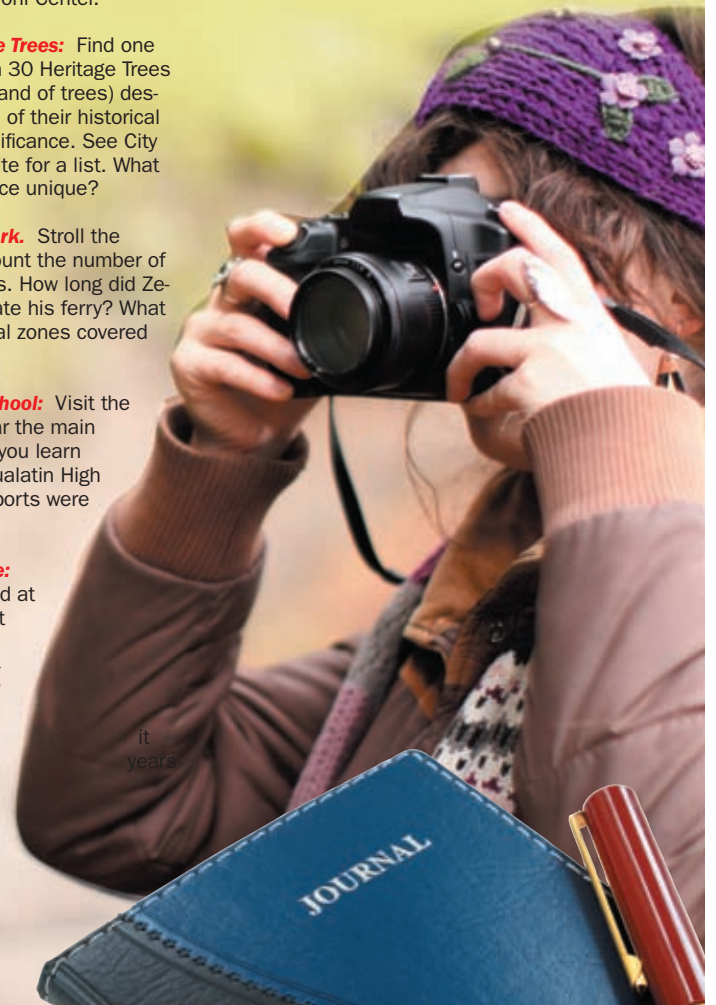
The Tualatin Discovery Challenge: A Family Centennial Project

Compile your own **Tualatin Discovery Journal** noting the date of the place you visited and documentation of the following activities (written and photo). Some information is available on websites. Bring your journal to Tualatin Historical Society (THS) by December 1, 2013 for entry to win a \$100 gift card from Bridgeport Village and 12 free Regal Theatre tickets and other great prizes. A panel of judges will select the most complete electronic or hard-copy journal with the winner announced at the 2013 Starry Nights. Finalists will receive prizes as well. If you have questions related to this Centennial Challenge, call the Tualatin Heritage Center, 503-885-1926.

1. **Hike or bike the Tualatin ArtWalk:** Photograph yourself at each interpretive sign; what historical facts did you learn at each stop?
2. **Ibach Park:** Who was it named for and their background; take your group or individual photo at one of the historic replicas in the play areas
3. **Atfalati Park:** How many interpretive signs do you find? What did you learn about native uses of plants; list some examples and take photo of one plant mentioned. What was one family name on memorial trees at the park (look for stone at ground level)?
4. **Jurgens Park:** What's the theme of this park representing a major Tualatin industry for many years? What was one interesting memorial tree marker you saw along the sidewalks?
5. **Lake at the Commons:** Carefully examine the wording on granite blocks around the fountain and lake. What were the early names and spellings for our city? Write down a line or two of the etched poetry about the natural history of our area.
6. **Tualatin Library:** What's showing in the THS exhibit case? What did you learn?
7. **Tualatin Library:** What books on Tualatin history are available for reference? Find a book or DVD on Tualatin or the Ice Age floods to review with your family and describe something you didn't know before. Photograph the Tualatin mastodon.
8. **Tualatin Heritage Center:** Visit during open hours Monday-Friday, 10 a.m.-2 p.m. What was your favorite exhibit and why?
9. **Ki-a-Kuts Bridge:** Photograph yourself at the brass sign. Who was this leader and what kind of bridges did he build? What creek flows into the Tualatin River at that confluence?
10. **Tualatin Community Park:** Find the interpretive sign describing the 1996 flood.
11. **Tualatin City Operations Center on Herman Road:** What happens here? What services do they provide for local residents?
12. **Lafky Family:** Mark Lafky made Tualatin history among flower lovers for propagating a first-ever white Dutch Iris he named for his wife Manette. The Lafky name appears on two city landmarks: Lafky House and Lafky Park. Visit them. (To see these white irises in bloom, visit Winona Cemetery in April-May growing in planters near the entry kiosk. Some also grow in front of Lafky House at Community Park and at the Heritage Center).
13. **Winona Grange, 8340 SW Seneca:** What is its history and role in the city today?
14. **Interactive Meridian Line Interpretive Exhibit on the Tualatin River Greenway Trail at 65th Ave. and Nyberg Lane:** Parking is available nearby at Browns Ferry Park. Why is that instrument located there? What did you learn by operating it?
15. **Sweek House (by WES station):** Who were the Sweeks? What's special about this house? (Please no trespassing!)
16. **Glacial erratics (between police station and Heritage Center):** How heavy are these boulders? Where did they probably originate? How did they wind up in Oregon?
17. **Robbins Rose:** There are two moss rose bushes at Tualatin Heritage Center named for the Robbins family. They have some physical differences from modern roses (no sharp thorns, for example). What is significant about the family and this rose. (best time to see blooms and smell: May-June).
18. **Winona Cemetery:** When was it established? Find the oldest grave marker near the middle of the south fence. What's unusual about the shape and décor of this marker? Who is buried there? How long did this person live? Find the gravestone for someone buried in the past decade. Who was it and what was their life span?
19. **Pohl Family:** These Tualatin leaders are remembered in two locations: Tualatin High School and the Juanita Pohl Center at City Park. What did they contribute to our city? Take your picture at the memorial flag pole at Juanita Pohl Center.
20. **Tualatin Heritage Trees:** Find one of the more than 30 Heritage Trees (one tree or a stand of trees) designated because of their historical or botanical significance. See City of Tualatin website for a list. What makes your choice unique?
21. **Browns Ferry Park.** Stroll the pathways and count the number of interpretive signs. How long did Zenas Brown operate his ferry? What are the ecological zones covered along this trail?
22. **Tualatin High School:** Visit the display case near the main office. What did you learn about the first Tualatin High School? What sports were big in that time?
23. **Bridgeport Village:** What was located at this site before it became a major shopping and office destination? What natural force created thousands of earlier?

Interview someone who lived in Tualatin at least 25 years ago: Ask them to describe a major employer located at today's Lake of the Commons and Century Hotel. Take your photo with any likely consumer of that product if that factory were still here today.

We hope you learned more about Tualatin's rich and colorful history by completing the Centennial Challenge!



TUALATIN TIMELINE

Continued from page 8

to the area and set up a sawmill, providing the first payroll. He built a company store and a row of homes for his family and workers.

1893 — The Congregational Church was built north of the new depot.

1895 — Winona Grange was organized.



SUBMITTED PHOTO

The Winona Grange Band, circa 1910.

1900 — Winona Cemetery was organized.

1900 — A new school was built for both grade and high school.

1906 — Local farmers blew up the dam on the Tualatin River.

1906 — Oregon Electric Railroad came through, north and south, and stores were built around the new depot.

1907 — John L. Smith built a brickyard and manufactured bricks.

1910 — Congregational Church burned; Methodists built a church.

1912 — Old store was moved east and a new brick store was built, and telephones and electricity installed.

Continued on page 15



RITA BARNGOVER CONOVER COLLECTION, COURTESY OF TUALATIN HISTORICAL SOCIETY

Tualatin Rural Fire Protection District members (from left) Floyd Berning, Dutch Maxwell, Chief Bill Barngrover, Wendell Heald and Cliff Floyd stand in front of the fire district's first aid car, a Chevrolet panel sedan, which was purchased in 1949. The photo was selected for the cover of Arcadia Publishing's Images of America book, "Tualatin Valley Fire & Rescue."

It all began with volunteers

*Where there's smoke,
reasoning went, you
need a fire department*

By **RAY PITZ**
Pamplin Media Group

While Tualatin's modern fire service is provided by a district that spans more than 210 square miles, its origins can be traced to the a small group of Tualatin Volunteer Fire Department members who gathered for an informal meeting on Feb. 2, 1935, to discuss the formation of a department.

Within two years, the organization was up and running with Bill Barngrover

elected as chief of the Tualatin Fire Department (and later Tualatin Rural Fire Protection District) in a career that would span the next 30 years, according to the Tualatin Historical Society's book, "Tualatin Fire Protection History 1937-1989" compiled by Yvonne Addington and a fire history committee.

\$200 borrowed from a road fund

A short time after being activated, the new department requested a place to house its fire trucks and a 14-foot-wide "lean-to" was constructed on the north side of Tualatin City Hall, which was then located on Boones Ferry Road. Meanwhile, hoses, ladders and sirens were purchased by using \$200 borrowed from a city road fund.

By 1942, the fire department had taken

on major defense duties as World War II raged on and volunteer firemen were deputized as part of the Civilian War Service Act.

"Led by Chief Barngrover, the Tualatin Fire Department provided 24-hour watches at Tualatin City Hall," according to the historical society book. "(Note: City Hall did not open for city business until 1967.) Some of those who had not already been called up for war service worked on the civil defense day shift."

Addington, who also served as Tualatin city manager (and whose father Ted Saarinen was an early volunteer fire captain) noted in her book that when City Hall was officially open for business, remnants of the 1941-45 wartime night watch were still on the walls along with bed frames, equipment hooks and an old hand-

cranked telephone still in place.

The largest disaster

Eventually finding the need to expand fire services beyond the city's borders, the Tualatin Rural Fire Protection District was formed in 1946, with Barngrover again elected chief of the district. The new district covered 81 square miles, and in addition to Tualatin, provided contract services for the city of Wilsonville.

By 1948, the district had its first paid firemen (six in all), who by then had been joined by a new companion, Dottie, a Dalmatian and the district's mascot. A year later, the district was able to purchase a Chevrolet panel truck that served as a first aid vehicle.

While the district responded to numerous fires, accidents and citywide floods in its early years, the largest disaster occurred on Oct. 8, 1952, when 11 airmen died after their B29 Superfortress collided with a F94 Starfighter near Wilsonville. The collision scattered the wreckage throughout several fields (some concentrated where the Wilsonville Toyota dealership is now located) and there were many witnesses to the falling debris.

The disaster was part of training simulating how to fight off a head-on attack by a jet fighter but the pilot of the jet fighter apparently misjudged his attack with his wing tank hitting the wing of the B29, according to Addington's book.

'Shut up and listen'

Donald Sempert, who was a Tualatin Grade School football coach at the time, later told authorities about



RITA BARGOVER CONOVER COLLECTION, COURTESY OF TUALATIN HISTORICAL SOCIETY
Residents gather inside the bay of the Tualatin fire station in 1952 to celebrate the 15th anniversary of the formation of the Tualatin Fire Department.

the crash as recounted in the history book:
"When the plane (the B-29) disappeared, I told the

boys to 'shut up and listen' for an explosion or noise. I counted to 8, maybe a little hurriedly, from the time the craft disappeared until we heard a loud and long stifled roar. A few minutes later, black smoke appeared just a wee bit to the left of where we last saw the plane before it went out of sight. This smoke rose very high and lasted approximately three minutes before it grew faint."

By 1946, the old station at City Hall was becoming too small, and a new fire station was built by volunteers at Southwest 84th Avenue and Seneca Street. The iconic station was later torn down, and today a parking lot sits in its place with the Winona Grange behind it.

In 1989, Tualatin Rural Fire Protection District merged with Washington County Fire Protection District No. 1 to become Tualatin Valley Fire & Rescue. The Beaverton Fire Department officially followed suit several years later to create the second largest fire department in the state.

Today, fire service to Tualatin residents is provided by Station 34, located at 19365 S.W. 90th Court.

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A little Q&A

■ City leaders talk about Tualatin's development

Mayor Lou Ogden

HOW DO YOU SEE TUALATIN DEVELOPING AND CHANGING IN THE NEXT 100 YEARS?

A century is clearly a long time into which to gaze and garner a glimpse of what might occur. To that point, the Tualatin of today surely could not have been imagined in 1913. That said, it is inevitable that we will be a much larger city. Our 30-year projections are to grow by about 50 percent and in 100 years we will be perhaps three times our current size. It is curious to wonder about technology since probably the biggest influence on our past growth, that is, cars and trucks, weren't even a part of our culture a century ago. We may not be a "Jetson" community with airborne, single-occupancy vehicles or a "Star Trek" community with teleportation and rematerialization.

However, I think it is safe to say that vehicular congestion as we know it today will be very much a passé thing of the 21st Century. In that case, our community will be more accessible, and I predict, more interconnected, person to person. While various forms of commuting via technology will be the norm, the need for people to associate with people face to face will never become antiquated. Social gathering places will abound in myriad formats, much like today. Parks, natural areas, commercial attractions and the "town square" will still be an integral part of our society, and I predict Tualatin will be able to maintain that "small town sensation" even in light of the technological marvels that await us in the

coming century. Tualatin will surely be a center for high-paying jobs, close-knit neighborhoods and great amenities, much like today. The phrase, "a great place to live, work and play" will still be our credo.

WHAT'S YOUR FAVORITE PIECE OF TUALATIN TRIVIA?

There are many, and of course, though I have served on our City Council now for 20 years, and lived in Tualatin more than 30 years, I know most trivia only by the reporting of such historical guardians as Loyce Martinazzi. So the fact that our main thoroughfare downtown was named for the ferryman on the Willamette River who was the grandson of Daniel Boone, and the mystery murder of Helen Jennings, the town "hottie" in 1916, are of great intrigue.

During the 1960s, upon hearing on a national TV show that the Tualatin Crawfish Festival was the best in America, a New Orleans Voodoo queen cast a hex on our festival. A major biker gang brawl at the festival the following year was perhaps more than a coincidence. In my personal experience, the trivia I most starkly recall is the motto on the side of the trucks owned by the dog food company previously located at the intersection of Martinazzi Avenue and Tualatin-Sherwood Road: "Going to the Dogs." We've come a long way, wouldn't you say?

WHAT IS ONE OF YOUR PROUDEST ACCOMPLISHMENTS AS MAYOR OF TUALATIN?

Certainly the completion of the Tualatin Commons is a high point during my time, though that project was largely the fruit of the labors of Mayor Stolze and those pre-

ceding him. I was merely fortunate to be in office when it came to fruition. We have opened four parks during my tenure: Ibach, Browns Ferry, Jurgens and North End of Community Park, as well as placed artificial turf at Tualatin High School, making that field available for general public use year-round. All of those occurred because of the willingness of our citizens to invest by passing bond issues. Similarly our citizens voted to build a state-of-the-art police facility and thanks to unwavering determination by various city councilors and others, we enjoy a new library.

Tualatin boasts a vibrant business sector with many high-paying jobs and renowned shopping. A large portion of our outstanding neighborhoods have been developed since I have been in office. We have made substantial transportation improvements, including both of our Interstate 5 interchanges being rebuilt, Tualatin-Sherwood and Tualatin Road rebuilt and the addition of WES.

Perhaps the biggest is yet to come and that is the extension of 124th Avenue south and east around Tualatin to I-5. After years of work, that connection is finally moving the point that it will definitely be built, though it will take several more years to complete. We have a revitalized recreation program for all ages and an active Youth Advisory Council. Most recently, through the efforts of dozens of dedicated citizens, we have the beginnings of a city-wide Citizen Involvement Organization. The last 20 percent of this century has been good for Tualatin.

Although I was in office for only 6 years, we grew from a sleepy town of about 6,000 people to a city of over 19,000 during my term, and the management of that growth, the concept and development of the Commons, the centerpiece of our city and the most used area of the city, seems to have been the reason I ran, but also I was able to bring many large companies into our city in the Leviton Property area, creating thousands of new jobs for our area. I was able to raise the funds to build the grandstands at Tualatin High School as chairman of the fundraising group and saw the opening of the state-of-the-art high school.

I am particularly proud of the Commons, and the way it has brought this community together and the city staff and consultants that helped make it come to fruition.



STOLZE

I see our history being preserved, but I see much different ways to define wetlands, conservation lands, etc., and how they are managed.

WHAT IS YOUR FAVORITE PIECE OF TUALATIN TRIVIA?

I have always thought it was interesting that our city council, prior to my running, had both Roy

Rogers and Charlie Brown on it.

Also, I delivered the groundbreaking speech at the Oki Semi-conductor plant in Japanese, without the knowledge of anyone else until I began speaking . . . that was interesting.

WHAT IS ONE OF YOUR PROUDEST ACCOMPLISHMENTS AS MAYOR OF TUALATIN?

Steve Stolze, mayor of Tualatin 1988-1994

HOW DO YOU SEE TUALATIN DEVELOPING AND CHANGING IN THE NEXT 100 YEARS?

I am hoping that our biggest issue, which is transportation, is finally manageable, with perhaps one jurisdiction (Tualatin) having not only the control, but the ability to pay for street improvements for the whole city, not the current cookie cutter control that now exists.

I believe our mayor and council will have a different look, in that technology and social media will change the way business is done and governance itself will take a whole new approach to things.

I sincerely hope our schools regain the stature we once had, and that our children will feel and believe it is worthwhile to complete their education.

TUALATIN TIMELINE

Continued from page 12

1913 — Tualatin was incorporated, mayor and aldermen were elected, two saloons were soon operating, coal oil, street lights installed.

1914 — Tualatin Country Club, an executive golf course, was laid out.

1918 — Many young men went off to World War I while polio and flu epidemics hit Tualatin hard.

1925 — Methodist Church burned, new church built next year.

1926 — First city hall built.

1935 — Volunteer Fire Department organized and the city dug a well.

1936 — High school students went to Sherwood or Tigard high schools.

1937 — Overflow of the Tualatin River caused massive flooding.

1939 — New brick elementary school opened as old school closed.

1940 — Veterans of Foreign Wars organized.

1940 — 4-H programs provided learning experiences for youth.

1941 — Many local men and women joined the armed forces for World War II; others worked in shipyards.

1948 — Melville and Jessie Chase Eastham donated 6 acres to the city of Tualatin for a park.

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A brief history of Tualatin's park system and library



PHOTO COURTESY OF CITY OF TUALATIN

A family takes a moment to study the posted information at an interpretive panel in Atfalati Park.

When Tualatin residents are asked what they love about their hometown, at the top of many people's list would be the parks and the Tualatin Public Library. Modern history of the city's parks and library system begins in the 1970s.

In 1975, the public library in Tualatin consisted of two shelves of donated books on the second floor of the Van Raden Community Center inside Tualatin Community Park. In 1976 Washington County loaned the city a book van, which was open 36 hours a week and staffed by volunteers. That same year the official Library Advisory Committee was formed to advise City Council on the management and operation of library services.

In 1977, the City Council established a city-funded library, and the library was set up in the Manlove House also in Tualatin Community Park. The walls of the 920-square-foot building were lined with books, and it had chairs for just six readers. By the following year, the book

collection had grown to 7,000 items and circulation was 20,000 per year.

In 1983, voters approved a 15-year construction bond for \$500,000. Another \$200,000 in funding came from the Federal Library Services and Construction Act. Construction started in May 1984 and was completed in March 1985. Tualatin had its first building designed specifically to be a library.

In 2004, Tualatin voters approved the passage of a bond measure, which in combination with urban renewal funds, provided the opportunity to remodel the Tualatin Public Library for modern use and a larger population. The new building opened in August of 2008.

The library first got its first computers in 1987, and in 1998 there were 17 computers connected to the Internet. In 2003/04 the library checked out 457,000 items. Today the Tualatin Public Library has a collection of 90,000 items and offers the public access to the world via 38 computers. It circulated 766,848 items last year and over 315,000 people visit the library last year.



Thank You

We thank the City of Tualatin and all the many friends and partners whose time and gifts created Tualatin Heritage Center. Hundreds enjoy services like these each month:

- Public lectures and programs
- Publications and DVD's on Tualatin history
- Exhibits and displays at the Heritage Center, City Library
- Home of Tualatin Mastodon tusk and molars
- Digital collection of historic photos
- Gifts based on Tualatin's early days
- Reference library on local and state history
- Annual 4th grade Pioneer Days for local schools
- September wine tasting and auction
- Rental facility for family and community events

8700 SW Sweek Drive (adjacent to police station)

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Visit www.tualatinhistoricalsociety.org for info, monthly newsletter and schedule of events.



The tusk and molars of the Tualatin Mastodon are on display at the Heritage Center.



This small historic church was saved and moved to become part of the City park system and managed by THS



All 4th graders in Tualatin public schools visit each May for hands-on activities about pioneer life.



Tualatin Historical Society: Preserving and interpreting Tualatin's rich and colorful history for 27 years

A brush with the British invasion

By SAUNDRA SORENSON
Pamplin Media Group

A New Mexico developer once brought the Beatles to Tualatin — if only briefly.

In the early 1960s, Harry Driver was a man on the hunt for a prime new piece of real estate. According to Arne Nyberg, Driver had his “Eureka!” moment while on a kind of prospector’s journey between the Mexico and Canadian borders.

“When he came down the hill, he saw the property where Nyberg Woods is now,” Nyberg said.

Driver set his cap to the property, but it took some convincing for Nyberg’s parents to even lease it.

Driver built a Ramada Inn on the site. The Ramada Corporation built another franchise in downtown Portland. On principal, Harry and his wife Althea took a loan out and went independent, renaming the hotel the Sweetbrier Inn.

Then, in the summer of 1965, the Bea-

ties came through on their American tour, appearing at the still-new Veterans Memorial Coliseum to play two shows on Aug. 22, 1965.

Offstage, the Fab Four (who came and went from the airport at Troutdale to avoid crowds) made the suburban flight, choosing to crash in Tualatin.

They wanted the Driver suite.

“What the Beatles were looking for, instead of a standard room, they had a suite,” said Nyberg. “It was a kitchen with two rooms. That way, they didn’t have to come out. And because it was 12 miles out of town, it was really high-security.”

This was, after all, the height of Beatlemania.

The grand-floor accommodations also offered a fence around the perimeter.

“Once they had them in, with security, very few people saw them,” Nyberg said. “It was a nice space with a Japanese garden outside, kind of in the corner.”

“It was easy to sneak people in and out,” Nyberg added.



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TUALATIN
TIMELINE

Continued from page 15

1948 — Winona Grange sponsored larger youth group for degree work, dancing, drama and music.

1951 — Crawfish Festival, sponsored by VFW, raised funds for park development.

1954 — The I-5 freeway cut a swath through Tualatin.

1962 — Columbus Day Storm's, 116-miles-per-hour winds left utter destruction.

1962 — A 15,000-year-old mastodon was unearthed in a bog by geology student John George.

1963 — Old farms sold off for subdivision.

1965 — Ramada Inn opened.

1969 — Tertiary Sewage Treatment Plant built.

1972 — Van Raden donated estate to city of Tualatin.

1973 — Meridian Park Hospital opened.

1976 — The old brick store became Rich's Kitchen restaurant.

1976 — Saarinen Wayside Park opened.

1977 — Stoneridge Park and Little Woodrose Park opened.

1978 — Senior Center opened.

1979 — Lafky Park opened.

1979 — Tualatin began getting Bull Run water.

Continued on page 22

Barngrover helped blaze trail early on as one of city's first marshals

Tualatin swore in first police chief on Dec. 29, 1986

By RAY PITZ
Pamplin Media Group

While the origins of early law enforcement efforts in Tualatin are sketchy, several facts are clear: The city had no formal police department with the day-to-day duties of upholding the law undertaken by a town marshal.

William "Bill" Barngrover was one of those early town marshals, according to his daughter, Rita (Barngrover) Conover, and she has an old Tualatin police chief badge her father once owned as proof.

Conover said she's not sure how long her father served as marshal (his tenure most likely occurring in the 1930s) and it would be more than 40 years until the Tualatin Police Department was formed.

Law and order

Tualatin Police Department by the numbers

■ **POPULATION:** 1987: 11,690; 2012: 26,400

■ **CALLS FOR SERVICE:** 1987: 4,709; 2012: 28,016

■ **TRAFFIC CITATIONS:** 1987: 989; 2012: 4,031

■ **MEMBERS:** 1987: 12 sworn officers, one professional staff; 2012: 38 sworn officers, eight professional staff

protection committee that issued a report in August 1981. However, such patrols no longer were working effectively as the city grew larger.

"Finding qualified volunteers proved to be difficult, and city officials eventually conceded that this type of approach to law enforcement had the potential for creating more problems than it would solve," according to the committee's report.

As a result, the city signed a contract with the Washington County Sheriff's De-

partment in 1970 to provide police services, an arrangement that continued until Jan. 1, 1987. That was the date that the newly formed Tualatin Police Department officially began patrolling a city that had grown to almost 12,000 residents. Steve Winegar became the department's first chief, sworn in during ceremonies at the Tualatin-Durham Senior Center on Dec. 29, 1986.

Earlier this year, during the Tualatin Police Department's awards and appreciation ceremony, current Police Chief Kent W. Barker praised Winegar and the original members of that department, likening their accomplishments to constructing a house.

"It took 12 sworn officers to build a foundation for that home," Barker said. "We all know that without a strong foundation, the house will collapse."

All those officers, one of whom has since died, received a special commemorative badge celebrating the 25th anniversary of the department.

Winegar recently recalled that when the new police department was established, officers worked out of the second floor of the building where the Tualatin City Council



PHOTO BY DONALD S. ADAMS

This badge, believed to be from the 1930s, belonged to Bill Barngrover, the father of Rita Conover Barngrover and the great-grandfather of Donald S. Adams, who shot this photo. Barngrover was an early town marshal, keeping law and order in Tualatin's early days. He would go on to establish two fire departments.

still meets on Martinazzi Avenue.

In the early 1990s, the department moved to its second home in space next to what is now the Hot Seat Sports Bar.

One of the unique challenges Winegar discovered when he helped create the department (the former chief had formerly been one of those Washington County deputies who patrolled the city) from scratch was discovering there was no organized culture or institutional knowledge to draw from.

Still, he said he had a great career with a supportive city manager and city councilors. He retired in 2003, and Chief Barker took over.

Tualatin voters eventually passed a bond to build a new police headquarters, which officers have occupied since 2000. The building's architecture, especially its interior configuration, is often held up as a state-of-the-art facility that is often toured by police from other cities who hope to build a similar structure, said Barker.

As part of the celebration of Tualatin's first 100 years, a new centennial badge will be issued to officers in 2013.

Crime in Tualatin

Although major crimes in Tualatin have often occurred few and far between, the city has had its share of them dating back to a 1916 double murder involving a 41-year-old Tualatin woman and a Portland taxi driver. According to the book "Tualatin... from the Beginning" by Loyce Martinazzi and Karen Lafky Nygaard, the woman (who officials believe was murdered with an 11-pound hammer) and the taxi driver (who was discovered in a ditch with a crushed skull) were front-page fodder for both the old Portland Oregonian and the Oregon Journal for several weeks as details of the case emerged. Eventually, Bennett Thompson was convicted of the murders and sentenced to life in the state penitentiary.

Meanwhile, former Police Chief Steve Winegar recalls two terrible crimes that occurred while he was chief. The first occurred in the late 1980s, an execution-type homicide that occurred at the Baskin Robbins in Tualatin. The suspect in that case is still in jail.

The second case happened in the 1990s when the dismembered body of a man was discovered stuffed in a container in a local storage facility on McEwan Avenue. That was a case where his department "solved the unsolvable," Winegar said.

A different kind of Oregon trail, a unique industry

Ice Age Tourism could be new resource for city

By SAUNDRA SORENSON
Pamplin Media Group

With the sawmill long closed and agriculture on the decline, a new kind of industry is emerging in Tualatin. In addition to semiconductor manufacturing, the city is poised to become an important destination in a new, unusual kind of travel experience: Ice Age Tourism.

As president of the Lower Columbia Chapter of the Ice Age Floods Institute Rick Thompson explains, Tualatin is at the crossroads of a route as significant as the Lewis and Clark Trail: the Ice Age Floods Trail.

During massive floods that happened about 15,000 years ago, an ice dam in the Idaho panhandle gave way and sent the 500 cubic mile Lake Missoula on a two-day deluge from what is now Idaho through Washington and the Gorge. It was as though two of the smaller Great Lakes had emptied, and the flood made

its way through the Tualatin Valley by way of Lake Oswego. Flood waters made it as far south as Eugene. In Tualatin, waters reached depths of 400 feet.

This massive natural disaster explains a lot about Oregon: Why Willamette Valley has soil fertile enough to sustain its own renowned vineyards, for example. It also explains Tualatin's rich geological heritage — why, for example, so many non-indigenous rock formations have turned up in the city. Like the large piece of granite that now sits outside the Tualatin Heritage Center. The rock originated in Missoula, Mont.

Although the Omnibus Public Land Management Act of 2009 designated the Ice Age flood path between Missoula, Mont., and the Pacific Ocean as part of the National Wild and Scenic Rivers System, lack of funding leaves it to cities like Tualatin to play up the region's role in this unique period of pre-history.

Grants approved to the city and Chamber of Commerce offer Tualatin a chance to highlight its role as a point of geological and prehistoric interest — although the locally unearthed mastodon skeleton on display in the library is a great start.



PAMPLIN MEDIA GROUP PHOTO: PATRICK COTE

Yvonne Addington wants people to be more aware of the mastodon exhibit at the Tualatin Public Library.

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Tualatin's ever-changing industry

A quick look at some of the city's more interesting employers

By SAUNDRA SORENSON
Pamplin Media Group

When Lam Research Company finalized its merger with Novellus Systems on June 4, 2012, the two semiconductor manufacturers combined forces not only to put Tualatin on the tech map, but also to become Tualatin's largest private sector employer.

It's a far cry from one of Tualatin's first true payrolls: the modest sawmill the Saum couple built in 1879. Or is it? Like California-based companies Lam and Novellus, George and Gertrude Saum were recent Oregon transplants who saw a chance to keep up with the technology of their day and use it to push their growing community ahead. George knew that as Tualatin rapidly grew, construction de-

mands would require lumber that could most easily be acquired from the Durham family mill quite a trek away. The Saums' savvy 80-acre investment, as well as the installation of a strategically placed dam and all the accoutrements of a functioning lumber mill, guaranteed the Saums a steady local customer base.

But it wasn't until nearly a decade later that Tualatin — by then forging its identity as a true agricultural community — would have its central employer. The enterprising Smith family had arrived in 1890 and quickly established a thriving lumber and logging business after buying and relocating a sawmill from the Savage family. The resulting Tualatin Mill Co. was a family-run affair that drew scores of able-bodied men into town.

Bricks brought trains

Residential planning was on the rise, area families of means plotted out their own family subdivisions and there were so many students, the schoolhouse was bursting at the seams — all positive economic indicators. And John L. Smith, the true visionary of his clan, was expanding

his business ventures. He boosted his growing construction company by creating a brickyard and began work on a rather ingenious plan to use railroad technology to acquire brick materials from further afield.

Sadly, a freak accident robbed Tualatin of one of its most energetic businessmen: Perhaps fittingly, John L. Smith died as the result of an on-the-job incident. No other Smith volunteered to take up the mantle, and the town's primary employer dwindled as the Tualatin Mill Co. was slowly shuttered.

The dog food era

In 1948, a less romantic endeavor offered steady work to Postwar job-seekers when the Blue Mountain dog food plant began operations in the city. The facility accepted frequent deliveries of horse-meat from a local slaughterhouse owner, but after a mere four years in existence, the plant went up for sale. It captured the whimsy, morbid curiosity, or both of a Portland-based clothing advertising executive. Jason Hervin staked his claim on what would become an olfactory blight in

the middle of town for nearly 40 years.

The Hervin Company hardly improved its public image when it was sold to Alpo Food Company in 1986, with Alpo quickly announcing its plans to cease pet food production on-site, thereby laying off or relocating 130 employees. But the public seemed equally outraged by the Hervin Company's announcement that one specific division of the company would quite literally be eliminated: Approximately 40 dogs and cats who had been employed as taste testers would be out of work and consequently destroyed. (An AP article published on Dec. 20 of that year stated the Hervin Company received an overwhelming number of phone calls from an outraged public looking to adopt the pink-slipped pets, so it's unlikely any of Hervin's former four-legged staff were euthanized.) The plant was closed by 1990 and made way for what is now the Tualatin Commons.

But Tualatin's industry wasn't all agriculture, lumber and offal: At least one rock band contributed its share to the local economy. Portland band the Kingmen recorded "Louie, Louie" (an innocu-



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Ryan Milly assembles a weed trimmer at the Shindaiwa warehouse in Tualatin. Shindaiwa Inc., located at 11975 S.W. Herman Road, is one of the many international firms attracted to Tualatin since the 1980s.

TIMES PHOTO: JAIME VALDEZ

ous classic which was briefly investigated by the FBI under a strange charge of obscenity), and found themselves booking bigger and bigger venues with more demanding acoustics.

Frustrated by the technical limitations of his audio equipment, bass player Norm Sundholm collaborated with his brother Conrad to boost his amp's performance potential. The resulting amp did the trick, and the Kingsman proved the perfect advertisement for the brothers Sundholms' creation. In less than a year, there were enough orders to fill that the newly established Sunn Musical Equipment Company moved to Tualatin, into a more appropriate manufacturing space than the Sundholm family garage.

Wildly popular with numerous influential rock bands, Sunn Amplifiers have not been manufactured in about a decade. It's still possible to see them — in the grainy background of an old Cream video, or on stage during The Who reunion tour.

Recruiting trips to Japan

Since the early 1970s, when Tualatin's population leaped from a measly 900 peo-

ple to more than 3,000 in just a couple of years, the city has always had more jobs than residents — thanks largely to the city's farsightedness and its habit of setting aside generous sections of industrial land.

During Steve Stolze's time as mayor (he served from 1988 to 1994), a practice began of going on overseas trips to pitch large companies on the idea of building plants in Tualatin.

A political novice ("Here I am, this yokel," he laughed), Stolze first led a delegation to Japan at the urging of Janet Young, economic development director for the city, to woo high-tech giant OKI Semiconductor.

"She called me up and said we've got to go to Japan," Stolze recalled. "And you have to wear your suit. I didn't even own a suit."

He found out when he got there that he would have a face-to-face meeting with OKI's CEO — alone — which not only scared him, but the rest of his delegation as well. But when he came out, Tualatin had a new industry.

Later trips had similar results as JAE and Fujimi Inc. decided to build plants in Tualatin.

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TUALATIN
TIMELINE

Continued from page 21

1979 — Edward Byrom Elementary School opened.**1982** — Bridgeport Elementary School opened.**1985** — Tualatin Commons Park opened.**1992** — Hazelbrook Middle School opened.**1992** — Atfalati Park opened.**1992** — Tualatin High School opened.**1994** — Tualatin Commons, a community gathering place, opened with lake and fountains.**1996** — Ibach Park opened.**1997** — Brown's Ferry Park opened.**2000** — Jurgen's Park opened.**2004** — New Tualatin Elementary School opened as old brick school closed.**2005** — Old Methodist Church was moved, refurbished and opened as Tualatin Heritage Center.**2008** — The old brick store was moved east and refurbished.**2008** — New library was built.**2009** — WES commuter rail line opened, running from Beaverton to Wilsonville.

TIMES FILE PHOTO

The WES train shows its face.

A different kind of cultural consciousness

Tualatin's track record on race and culture

By SAUNDRA SORENSON
Pamplin Media Group

When World War I broke out in 1914, Art Sasaki said, it was replicated on the playground almost every day where his father went to school: "People of German descent had it out with people of English descent."

His father, who lived in the Tualatin area from 1914 on, was asked if he would find it tough to go home and speak a different language at home, and he said no, the majority of kids he went to grade school with were of a German, Polish or Swiss/German base — the vast majority of kids that he went to school with were the first born American children of foreign immigrants.

"Tualatin was incredibly supporting and accepting of our family, despite the conditions that prevailed."

— Art Sasaki,
Born in an
internment camp

When Sasaki himself attended Sherwood High School from 1958 through 1962, his classmates had mostly German or Italian last names.

"When I was in high school, if you took out the people who were axis countries in World War II — Italy, Germany, Japan — you wouldn't have much of a student body left," he said.

The Sasaki's two-year expulsion to an internment camp —



Camp Minidoka Block 39 Barrack 12 in Jerome County, Idaho, in 1943.

SUBMITTED PHOTO



A family snapshot in 1944 shows Art and Nami Sasaki along with children Joyce, Sue and Art.

SUBMITTED PHOTO

where Sasaki himself was born — might have marked them as pariahs in other towns or counties. Not in Tualatin. When they returned home in 1944, not only was the farm and house in good repair, but the crop had been harvested, all thanks to the Michaels family, who the Sasaki's had employed in the past.

"We had a means of income when we came back" from the camp, Sasaki said.

"Tualatin was incredibly sup-

porting and accepting of our family, despite the conditions that prevailed," he said. "We made a living raising strawberries, which is labor-intensive during harvest season. It wouldn't have been possible if we didn't

have pickers during harvest season."

"A lot has to do with the fact that the people who came here got dumped on somewhere else, so why dump on anyone here?"

But at a time when those of Western European descent strove to set themselves apart in distinctive groups, didn't Sasaki — or his father — ever feel like "The Other?"

When he did, Sasaki said, he used it to his advantage. Tuala-

tin was not a community that made a point of alienating others.

"And on the first day he's walking to school, and the guy that lived on the corner asked him if he had a name. And the guy said, 'Do you have an American name?'"

When Ojiro said no, the man replied, "I'm Arthur. You can use mine."

Years later, the younger Art Sasaki would use his heritage to his advantage.

"Sherwood High School was 253 people total my senior year, when I became student body president. I made it a point of knowing every kid's first name. Long story short, not only were we well accepted, I used it to my advantage. If you want to get noticed, just look different. We were the only Asians there."

He points out, too, that when he was growing up, there were only two clubs in the entire state where Jewish golfers were welcome. One of them was the Tualatin club, which, he points out, "they started from scratch!"

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Nellie Wesch, shown in 1915, caddied at the club before going on to become a well-respected teacher.

SUBMITTED PHOTO

A club ahead of its time

Tualatin Country Club celebrated its own centennial this past year

By SAUNDRA SORENSON
Pamplin Media Group

Tualatin had its own country club before it had elected officials.

In 1912, a group of Portland-area professionals purchased 100 acres from the Sweek family in order to establish a golf course and weekend getaway. A few of the founders' names are still easily recognizable today: Julius Meier of Meier & Frank, as well as members of the Tonkin family, famed for their chain of car dealerships, were largely responsible for founding a club for Jewish members barred from other such golf and leisure organizations.

The Tualatin Country Club celebrated its own centennial this past year. Its membership has been all-inclusive since the mid-1960s, and has had many local luminaries pass through. Former golf caddie Nellie Wesch went on to become a well-loved teacher at Tigard High School, educating many current members of the Tualatin Historical Society. The hard-working farmer's daughter might not have made it to college had it not been for her involvement with the country club, however: Future governor of Oregon Meier "passed the hat" to ensure Nellie, a farmer's daughter, could attend what was then known as Oregon Agricultural College.

The centennial celebrations stack up when you consider that another former caddie, Curtis Tigard, hit his own century mark in 2009. Tigard was welcomed as one of the first five non-Jewish members of the club, and for nearly 50 years,

played golf at the Tualatin Country Club weekly (in addition to applying his farm boy skills as a deft mole-trapper on the greens).

“We put a large centennial clock out front. That’s the one item we added that will commemorate the centennial for the next hundred years.”

— **Greg McMurray,**
General manager

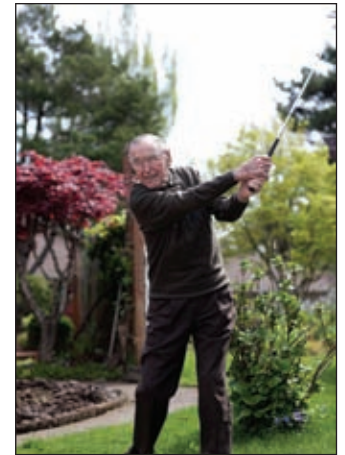
“We put a large centennial clock out front,” said General Manager Greg McMurray. “That’s the one item we added that will commemorate the centennial for the next hundred years.”

Tualatin Country Club may be 100, but it has kept up with the times by applying cutting-edge conservation efforts to maintain its beautiful lakes, which are supplied by Tualatin Clean Water Services. Meanwhile, the club’s lush greens serve in part as a testing ground for the U.S. Department of Agriculture and the Oregon grass seed industry as they try out newer strains of sod.

That’s not to say the Country Club isn’t acknowledging its own history.



SUBMITTED PHOTO



PAMPLIN MEDIA GROUP FILE PHOTOS



The Tualatin Country Club clubhouse (above), shown in 1920 before it burned down. Above right, Curtis Tigard joined the Tualatin Country Club shortly after it opened its membership to everyone. Right, the clock is a new addition to the club to help celebrate its 100th year.



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A history in transportation

By SAUNDRA SORENSON
Pamplin Media Group

Transportation has always informed commerce," local historian Loyce Martinazzi said.

Like when Sam Goldbreath put a ferry in place on Tualatin's south bank, which happened to be a river crossing on his own property. The Oregon Trail pioneer's solid thinking became an integral part of a network of ferries that allowed river access to a young Portland.

To secure a less fairweather method of crossing the Tualatin River, a toll bridge was created in 1856. Once tolls had paid off the cost of its construction, the bridge was free — and it was the first one ever built across the river. The story goes that the residents of what would later be called Tualatin named their town Bridgeport in recognition of this first early public works project.

Meanwhile, the river below was a major commercial thoroughfare. It became a major medium for transporting goods such as lumber.

Entrepreneurship continued to grow around transportation as railway companies laid their tracks through town.

When extending its line from Elk Rock west to Dundee, the Portland and Willamette Valley Railway Company in 1886 purchased right-of-way from landowner John Sweek. And Sweek identified multiple revenue streams in the deal: Since he knew the company would need railroad ties, he quickly established an on-site sawmill to process lumber from trees felled on his land.

Sweek's keen eye for opportunity would in a sense lay the foundations for the town that he himself named Tualatin (a gross mispronunciation of a local Native American tribe): With the railway's depot at the north of his property, he built out a town center. The year 1887 was the start of Sweek's homespun city planning, as he sold off parcels of his property as lots along the roads he designated.

Portland and Willamette Valley Railway was bought out by Southern Pacific, and it was only then that Tualatin residents saw the first train come through their increasingly developing town. There

was a daily train trip between Tualatin and Portland, carrying both commercial loads and passengers.

It would take another 20 years, but a second railway arrived when Oregon Electric Railroad connected its Salem-Portland route by running track along Boones Ferry Road.

It was 1906, and more frequent daily passenger train schedules connected Tualatin to what was becoming a bustling metropolis. Within the decade, as more commerce and accommodations popped up around the new railway depot, Tualatin would be viewed as a suitable weekend destination. In 1912, successful Portland businessman who had been denied entry to traditional golf clubs because they were Jewish would create their own recreational facilities, founding Tualatin Country Club.

Now of course, as a truly modern city blessed with truly diverse natural beauty — and as the place where major interstates 5 and 205 meet — Tualatin's city leaders spend much of their time figuring out how to balance the two elements to the mutual benefit of both.

Tualatin is Blazers' home away from home

The Trail Blazers represent Rose City as one of Portland's two major league teams. Off the court, they hone their skills and stay in fighting shape in a 34,000-square foot facility in the 7300 block of Childs Road dedicated to their team.

Opened in 1999, the facility gives players all-hours access to two, full-sized courts, top-of-the-line weight-training facilities, a lounge, kitchenette and video workroom.

A few of the players even choose to make a home in Tualatin. In 2009, then-Blazer Brandon Roy paid \$1.7 million for a 5-acre estate that boasted a 6,000-square foot house, swimming pool and tennis courts.

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