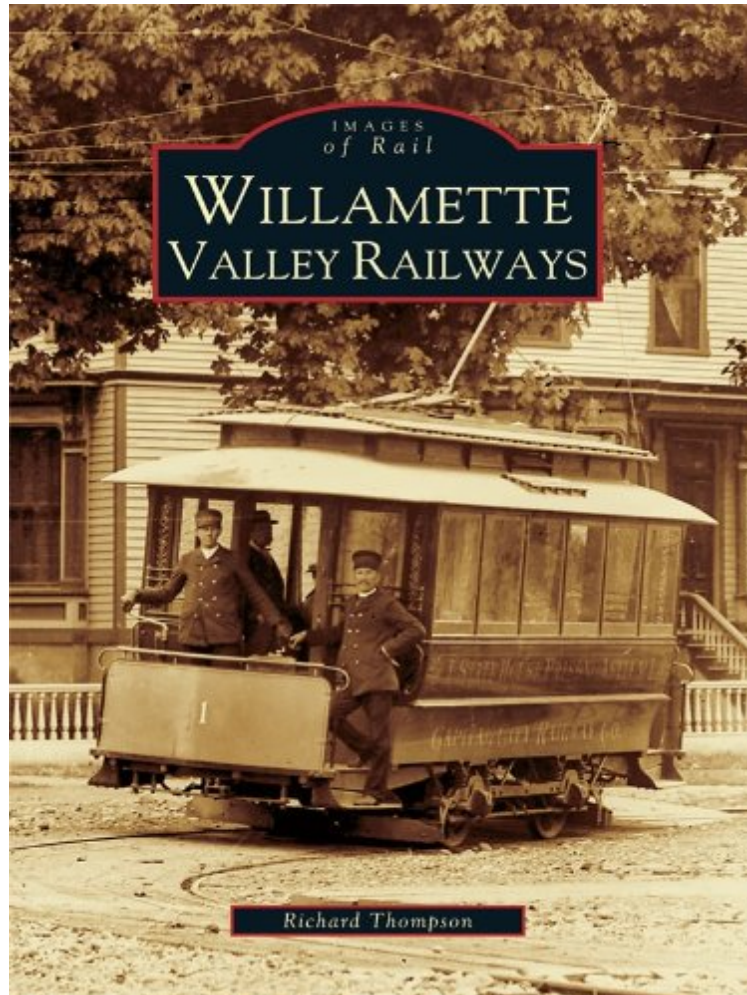


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Willamette Valley Railways (Images of Rail)

Richard Thompson

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Richard Thompson : Willamette Valley Railways (Images of Rail) before purchasing it in order to gage whether or not it would be worth my time, and all praised Willamette Valley Railways (Images of Rail):

2 of 3 people found the following review helpful. Trolley poles and pantagraphs south of PortlandBy G. HulinWillamette Valley Railways is one of the more than 4,000 local history titles published by Arcadia Publishing, and part of Arcadia's "Images of Rail" series. However, this 2008 publication has one key word missing from its title: "Electric." The subject of the book is Willamette Valley Electric Railways, and provides history and illustration of the area's interurban and street railways, but does not deal with steam railroads.The Willamette Valley is Oregon most populous region, extending 120 miles south from Portland through Salem, Albany, Corvallis and Eugene. The book is divided into eight chapters: Portland Area Interurbans (1891-1958), Oregon Electric Railway (1908-1933), United Railways (1911-1923), SP Red Electrics (1914-1929), Willamette Valley Southern (1915-1933), Salem Street Railways (1889-1927), Albany Street Railways (1889-1918) and Eugene Street Railways (1891-1927).Portland Street Railways, the Oregon Electric Railway and the SP Red Electrics have been covered in other books, but this volume

collects the basic company histories, photos, maps, timetables and vintage advertising in one handy reference. Some of the photos have been often published, but many obtained from museum and local library collections will be new to most readers. The book consists mostly of photos and captions, with just one page of historical text per chapter. The dates included with each chapter title refer solely to the years of passenger operation. In most cases this conforms to the company's history, but in the case of the Oregon Electric Railway, electric freight operation continued another dozen years into 1945 and the corporate identity lasted past the Burlington Northern merger, Oregon Electric being a subsidiary of the Spokane, Portland and Seattle Railway. 0 of 0 people found the following review helpful. Very informative but the maps need work. By OregonBubba Very informative but the maps need work. 0 of 0 people found the following review helpful. Great Historical Pictures By Marty Bernard I knew nothing about the history of the electric railroads in the Willamette. Now I know a lot. I know much about electric railroads in general and there are a few minor technical mistakes that do not distract from the great pictures. If you want to understand the history of the Willamette Valley, this is a big and important piece of it.

Willamette Valley Railways tells the story of the electric interurban railways that ran through Oregon's Willamette Valley and of the streetcars that operated in the towns they served. Long before modern light rail vehicles, electric trains were providing Portland and the Willamette Valley with reliable, elegant transportation that was second to none. Between 1908 and 1915, two large systems, the Oregon Electric Railway and the Southern Pacific Red Electrics, joined smaller competitors constructing railways throughout the region. Portland became the hub of an impressive interurban network in a frenzy of electric railway building. Yet all too soon, this brief but glorious interurban era was over. Highway improvement and the growth of automobile ownership made electric passenger trains unprofitable in the sparsely populated valley. By the early 1930s, the company that had launched the nation's first true interurban was the only one still offering passenger service here.

About the Author Rail historian Richard Thompson, author of Arcadia Publishing's "Portland's Streetcars," has enjoyed an interest in streetcars since his grandmother took him on Oregon's last interurban. In this volume, he uses more than 200 historic images to give the reader a sense of what it was like to travel through the beautiful Willamette Valley during the interurban age.