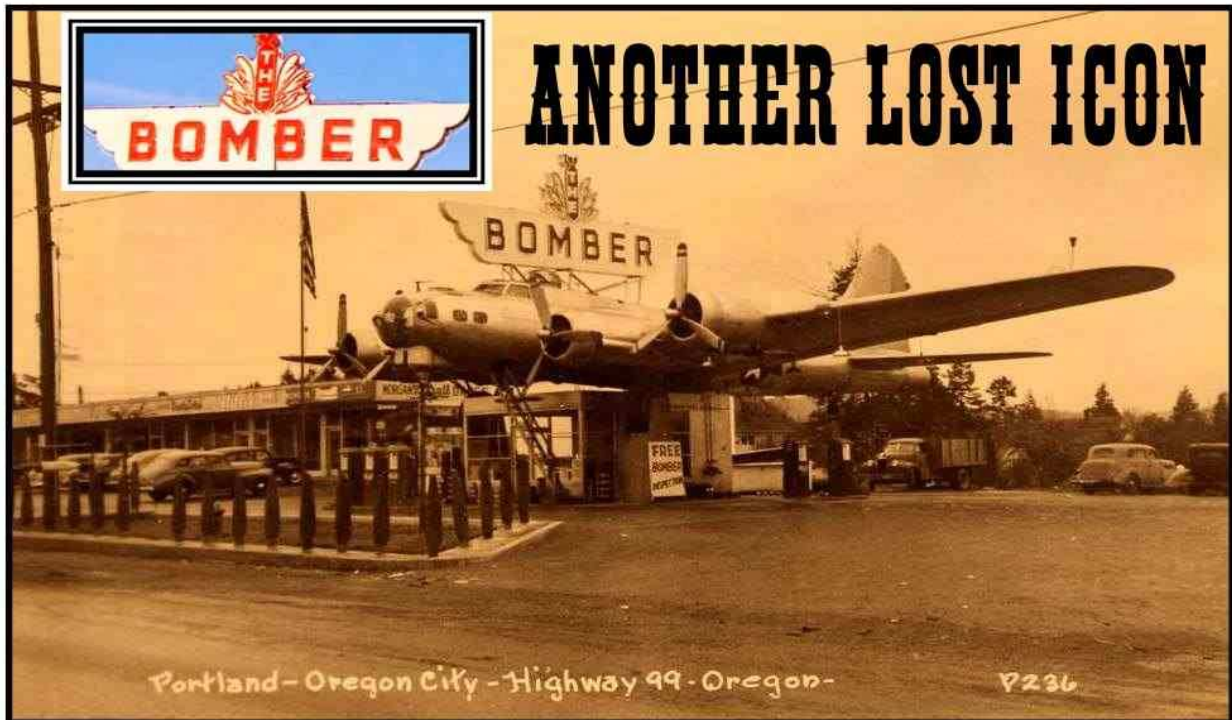




WEBFOOTER EXTRA

August 2012



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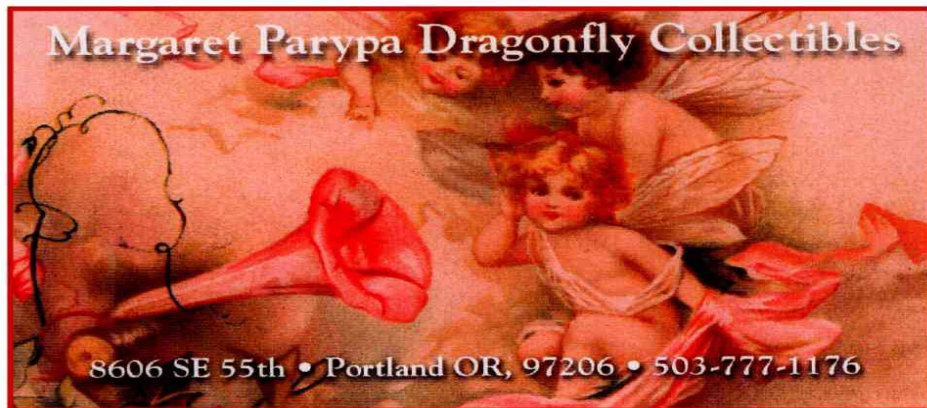
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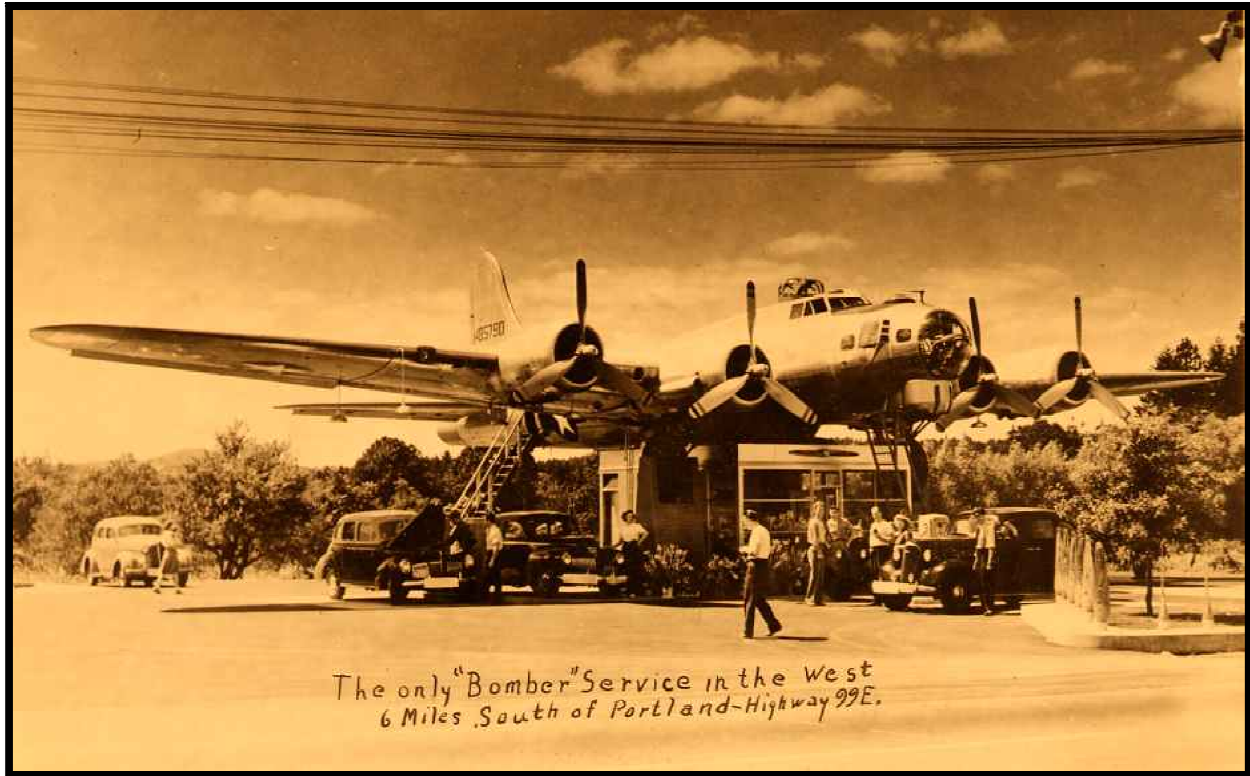
A sepia-toned photograph of a cowboy on a horse pulling a team of oxen in a race. A sign on the oxen reads "OREGON CITY FRONTIER DAYS JULY 2-3-4".

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UPDATE ON THE BOMBER

In the July 2006 edition of The Webfooter, we featured a story on The Bomber, one of Portland's longtime icons on Highway 99E south of Milwaukie, near Oak Grove. We recently received photos showing that the engines were removed and transported to Aurora, Oregon where the plane will be moved in pieces for restoration.



In 1947, Art Lacey, a young pilot who had grown up in Parker, Oregon, near Wilamina, decided to open up a gas station in Milwaukie, Oregon. After World War II, he retired after serving as an engineer for the Corp of Army Engineers during the war.

Lacey wanted an advertising gimmick for his new enterprise so he flew a retired World War II B-17G Bomber from the U.S. Air Force's Altus Air Force Base in Oklahoma to Oregon. From 1947 until its closing, the "Flying Fortress" you see on McLoughlin Boulevard sheltered one of the nation's largest filling stations. This station with its 40 pumps was the largest volume single unit station in the United States during the 1960s.

The Bomber stopped operating as a gas station in 1991 and has since been associated with the adjacent restaurant, where visitors can grab a "Bomber Burger" and a souvenir Bomber placemat. A serious restoration effort on the B-17G, aka "Lady Lacey" (after Art Lacey's British wife), began in 1996. Art Lacey died four years later in December 2000 at the age of 87. After more than 65 years of weathering Oregon's climate and being pestered by birds and periodic vandalism, The Bomber is being dismantled. The plane will be moved to Aurora, Oregon where it is slated for an overhaul and plans are to put it on display there.

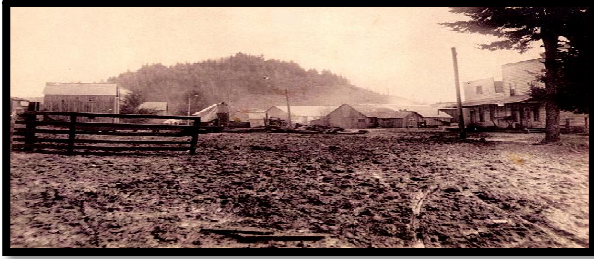


Portland - Oregon City - Highway 99 - Oregon -

7236



Art Lacey is flanked by his crew.



UPDATE ON BULL RUN



View of the Bull Run Powerhouse, which was completed in 1912.

Portland's legendary Bull Run drinking water comes from one of the purest water systems in the world. Located in the western foothills of Mt. Hood, Oregon, Bull Run was also a main source of electricity for Portland in the early days, and it supported a town that boasted a hotel, gas station, grocery store, blacksmith and many other amenities that a modern town offered about 1900.

It is believed that the original settlement, which was christened "Unavilla" was near to the present-day location of the Bull Run School and Roslyn Lake. A post office was established there on May 6, 1893, just about the time the pristine waters of the Bull Run Watershed were harnessed. An elaborate water purification and delivery system was built to transport the water to the residents of Portland and the surrounding areas.

The Bull Run Hydroelectric project was started by the Mount Hood Railway and Power Company which began building the Little Sandy Dam in 1906 to divert water through a 3-mile long wood box flume to Roslyn Lake, which was completed in 1911. The lake stored the water that was then piped about 320 feet below to the Bull Run River and Powerhouse, where electricity was generated.

The Powerhouse was completed and put into operation in 1912. That same year, Portland Railway Light and Power Company, which would later become Portland General Electric, bought the assets of the Mount Hood Railway and Power Company.



Dignitaries and their spouses are shown at Bull Run on a special run on the ornately decorated private car "Portland."



Wood planks lined the streets of Bull Run to keep the mud under control.

The Mt. Hood Railway and Power Company opened a 22-mile steam line from Montavilla to Bull Run in 1911 with 30 stations. Nearly all the stations were located at little towns that sprang up around the streetcar line.

There was Montavilla (originally Mount Tabor Villa), Russellville, Ascot, Rockwood, Powell Valley, Gillis, Pleasant Home, Cottrell and Mayberry, where the tracks turned south and followed the Sandy River to a long high trestle at Bull Run Park (now known as Dodge Park) and on to the town of Bull Run. Several of these towns had their own post offices at one time.

After the powerhouse began generating electricity, The Portland Railway Light and Power Company added overhead electric wires above the rails in 1913 and began operating electric streetcars on the Mt. Hood Division.



Passenger service continued to Bull Run until December 27, 1930, while freight service continued there until November 26, 1932, when declining revenues brought on by the Great Depression forced the abandonment of the line. The tracks were removed and salvaged from east Gresham to Bull Run.

Eventually, fewer employees were needed to operate the power and water generation facilities and the town was dismantled. On January 7, 1939, the Post Office was moved to nearby Camp Namanu where it remained until it closed in 1953. One of Oregon's finest camping resorts, Camp Namanu, was founded in 1924 and it continues under the direction of Camp Fire USA.

Growing up, we spent many a summer afternoon at Roslyn Lake; it was like a little bit of Heaven on Earth. Every day during Church Camp, we would swim, rent boats and play softball. We usually had picnics there as well. What fun!!!

Since our story on Bull Run was published in August 2006, the dams have been removed, the flume has been dismantled and Roslyn Lake was drained for the last time. About all that remains is the Bull Run Powerhouse.

A historical organization hopes to turn the old powerhouse into a museum. They are celebrating the 100-year anniversary of the powerhouse on September 29, 2012 from 1 pm to 5 pm at the powerhouse. Webfooters Steve Kenney and Mark Moore will be displaying historical memorabilia relating to Bull Run from their collections.

