

BOOMTOWN - Tualatin in the 1970s

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As the ring of growth expanded outward from Portland, via 1-5, the population of Tualatin grew from 359 in 1960 to 922 in 1970. **“The 1970s to 1980s were big development years for parks, architectural review of buildings and landscaping, street trees, 1975 establishment of downtown Urban Renewal Agency to eliminate blighted areas of downtown and major funding to implement the downtown plan.”**

--Yvonne Addington.

With water and sewer available, subdivisions cropped up on undeveloped farm land. Pat and Clare O’Callahan had earlier developed Killarney Lane using Tualatin’s water without being annexed. But a law was passed that any land using the water and sewer lines would need to be annexed.

Peggy Gensman, Metro West realtor, sold the Jurgens property to Ken Waymire who developed the first part of Apache Bluff, Shawnee Trail. Other subdivisions quickly followed.

Meridian Park Hospital and Kmart were developed in the 1970s, and a new city hall was built on S. W. 80th. Fred Meyer opened his Tualatin store on the old Thompson property, and Tualatin-Sherwood Road was extended from the 1-5 freeway bypassing Nyberg Road and the Hervin Company and easing traffic problems. The 1-205 freeway split off of 1-5, bypassing Portland in 1974.

Joe and June Burgess entered into a two-family partnership with Rich and Yvonne Frost that ultimately produced Tualatin’s best known landmark restaurant—Rich’s. Joe, a builder by profession, remodeled the old brick store, adding a balcony, with Rich as chef. June and Yvonne served as hostesses.



Joe also built the two buildings east of Rich’s, using bricks so they would be visual companions to the restaurant.

“Hervin Company had expanded until it stretched from the present-day Tualatin Commons Park to Clark Lumber. There were seven Blue Mountain trucks, with the phrase “Going to the Dogs” parked by the loading dock. And there was a rail line extending from the Burlington tracks.

This was part of a deal worked out with the City. Expansion had brought unpleasant odors and waste-treatment problems, and there was lots of public nose-holding. So Hervin agreed to build a tertiary sewage treatment plant on his property and the City got a Pollution Control Demonstration grand for

75 % of the cost. Tualatin finally had a good supply of Bull Run water and development began to take off in the ‘70s, and the location of a meat processing plant in the center of town was no longer a good fit.” --Willie Crossway

In 1977, a lending library was started in a book-mobile parked in front of K-Mart. Later a library would be established in the old Manlove house, currently the Community Services building on Tualatin Road. The little town with two railroads was growing up.



Loyce Martinazzi was born and raised in Tualatin and is passionate about Tualatin History. She is currently Master of Winona Grange, Co-Founder of the Tualatin Historical Society and Co-Author of *Tualatin...From the Beginning.*

Photos courtesy of Yvonne Addington, Lois Dalton, Larry Lee and the Nyberg family



The “White Store” on Boones Ferry and Seneca streets, developed into the Milk and Honey Co-op store. On the right end, which had been Hauxhurst’s butcher shop, Rebecca Pratt managed The “Grass Roots” store which sold tools for self-sufficiency.



The Hanegan House on Nyberg Road. The family service station is on the left. Originally the house was built along Tualatin Road by the park by the Smith family of sawmill fame. It was moved to Nyberg street in the 1930s.



Oregon governor Tom McCall dons hip boots to inspect Tualatin flood damage. With him is Harvey Latham, Administrator of Emergency Service Department.



The Riverbank Riders 4-H horse club built a riding corral next to Ferguson’s store along Nyberg Road. Men, left to right, are Larry Lee, Blake Rivera, Bob Heitschmidt, Gene Martin and Jack Howard. The Mitchell-Stavens wagon, 1900 era, belonged to George Galbreath, who came across the plains in 1852 as a baby. When he died, Joe Itel bought it at a farm auction. Itel sold it to Mark Lafky who gave it to Larry Lee in trade for custom farm work. Lee donated the wagon to the Tualatin Historical Society.



Bonnie Egger, Tualatin Postmistress, did business from this trailer in front of K-Mart during the 1974 flood.



The Tualatin River flooded in January 1974. Sandbags lined Boones Ferry Road in front of the Tualatin Life office, then a private home.



Hervin Company in the 1974 flood.



Ramada Inn opened in 1965. It stood at the present site of Nyberg Woods and he name was changed to Sweetbrier later.



Yvonne Addington, City manager, worked with around 2,000 volunteers during the catastrophic 1974 flood.



The old gives way to the new. The rusty disc on Art Martinazzi’s farm in the foreground against the new homes in Apache Bluff.



New City Hall, built on land purchased from the Tualatin Volunteer Fire Department



Tualatin’s landmark: The old brick store was remodeled into a classy restaurant known as Rich’s.