



Early settlers

Local reports of artifacts found along Johnson Creek and near Mt. Scott suggest a Native American presence. Abundant timber, game, and fertile ground in the Willamette Valley attracted the first European settlers to the area. In the mid 1800s, as property along the Willamette River became scarce, settlement moved to smaller tributaries, including Johnson Creek.

Springwater Division Line

The Springwater Division Line was developed for rail service in 1903. By 1906, under a joint ownership with Portland General Electric and the Portland Railway Light and Power Company, the line reached its peak usage. By 1910 the company had six electric plants and 161 miles of rail, carrying 16,000,000 passengers each year on a city-wide system.

Oaks Bottom Wildlife Refuge is a 163-acre complex of meadows, woodlands and floodplain wetlands located on the east bank of the Willamette River, just upstream from Ross Island. Over 100 species of North American and neotropical birds visit or reside in the refuge annually including numerous species uncommon in the urban environment.



Tideman Johnson Nature Park is named after an early pioneer family, whose original land claim included this six-acre wilderness area. The Johnson family encouraged public use of its property for recreational purposes, sponsoring 4th of July picnics and fireworks. Nestled in a natural gorge along the banks of Johnson Creek the site was donated to the City of Portland in 1942.



Powell Butte Nature Park is a 616-acre open space with spectacular views of the surrounding city and mountains. The top of the butte is open meadow, with stands of old orchards and forested slopes below. The Park is perfect for hiking, biking, horseback riding, picnicking, and observing wildlife.



For additional information on bicycling, call the City of Portland Bicycle Information: **503-823-7083**
www.gettingaroundportland.org

See Clackamas County bike map for other recommended connections
www.co.clackamas.or.us/dtd/trans/info/pedbike.htm

Linnemann Station was one of the last surviving rail depots, built around 1903 and burned in 1995. The new station fits a community room and restroom in an identical footprint. Paneling, period-style light fixtures, and a bay window recall the original structure. Parking, picnic tables and landscaping make this a great entry or rest spot on the Corridor.

was completed September 1996. The trail through Gresham was built in 1996, and an additional mile east of Gresham was built in 2000. With recent completion of a 3-mile segment from SE Ivon St. to SE Umatilla St. (known as Springwater on the Willamette), the trail within Portland is nearly complete.

Future Plans

The Corridor is part of a larger trail system. On the west side of McLoughlin it parallels the Willamette River to the eastside industrial area, and south of Boring it continues to Estacada. Funding is in place to build "the three bridges" over Union Pacific Railroad, Johnson Creek, and SE McLoughlin Blvd. The addition of the 10.8 mile section between Boring and Estacada, or routes east to Government Camp offer the real possibility of a trail connection to the Pacific Crest Trail.

In addition to passengers, the rail hauled farm produce to Portland markets. It was at this time the line acquired the name "Springwater Line," probably because of the planned connection to the community of Springwater on the Clackamas River. It was also known as the Portland Traction Company Line, the Cazadero Line, and the Bellrose Line.

Many communities developed along the Springwater Line including Sellwood, Waverley Heights, Eastmoreland, Woodstock, Errol Heights, Lents, Powellhurst-Gilbert, and Pleasant Valley. Towns that developed along the line include Milwaukie, Gresham, Boring, Eagle Creek, Estacada, and Cazadero. During the peak of the railroad era, the Springwater Line was the linkage between these communities. To encourage weekend use, the rail corporation developed destination parks along the

line, such as Oaks Amusement Park on the banks of the Willamette River in Sellwood. These parks became major attractions, drawing thousands of passengers each weekend. Passenger service was discontinued in 1958.

Recent History

Much of the Corridor was acquired by the City of Portland in 1990, with additional acquisitions by Metro in the following years. It is managed by Portland Parks & Recreation. Master Planning for the Corridor began in 1991, and included active participation by citizens, agencies, organizations, and municipalities, including Portland Office of Transportation; Oregon Department of Transportation; the Cities of Gresham and Milwaukie; Metro; Clackamas and Multnomah Counties; the 40-Mile Loop Land Trust; and the Johnson Creek Corridor Committee. Construction of the initial Portland segment of the trail