



# Greenwood Hills CEMETERY

Portland, Oregon  
Estab. 1882

## Your Fare, Please! Portland-Fulton Trolley

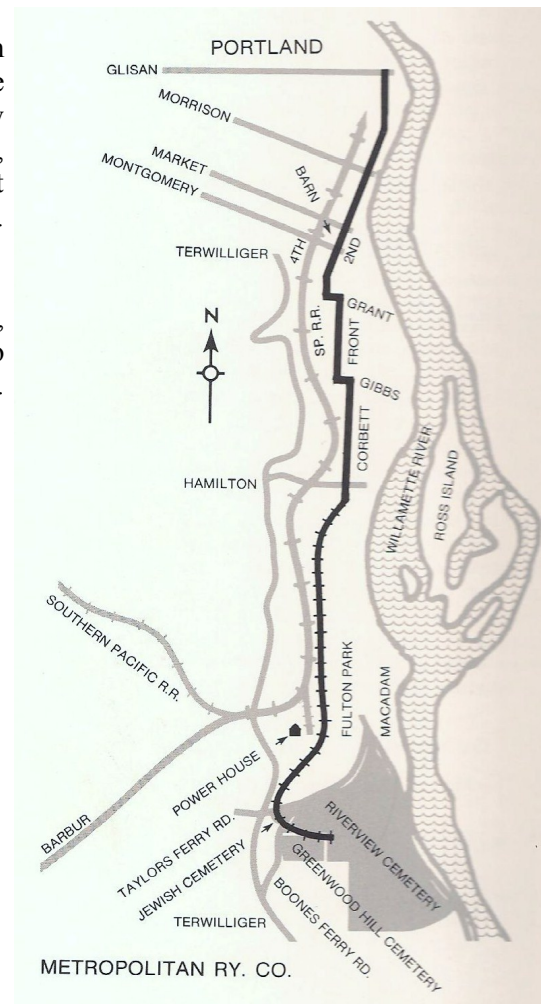
Some of us are old enough to remember the main thoroughfares of downtown Portland strung all over with electric trolley wires. A number of us may even remember the smell of electric arcing. But, I bet most of you don't know that Greenwood Hills and adjoining neighborhood cemeteries featured a trolley line supplemented by trolley stations.

In 1890, a group of investors including H.L. Pittock incorporated Metropolitan Railway Company to build an electric trolley line between Portland and Oregon City. The line started at NW Glisan and 2<sup>nd</sup> and ran south down 2<sup>nd</sup> Street; the line furthered its journey south along the hillside from Corbett Street at Slavin Road to Fulton Park. At the summit of Taylors Ferry road, the line arrived after traveling by trestle over a gulch.

The cars operating on the route were the first trolley cars built in Portland, Oregon. They were classified as convertible cars and were enclosed, but their windows could be propped up against the roof to allow cooling air flows for passenger comfort. As an interesting sidelight, electrical poles along the line were painted green, cream, and bright vermilion, the same color the cars were painted when they came on line. Vermilion can be described as a deep tomato-red.

To provide power, a powerhouse was built at Fulton Park. But, due to numerous weather-related problems, the extension of the line to surrounding cemeteries was not in service until Memorial Day, 1891. Mudslides, snowstorms, and frozen pipes all contributed to the delay. Yet, most impressively, the completed line was six miles long—the longest trolley line in Oregon at that time. After further evaluation, plans were abandoned to continue the line into Lake Oswego and Oregon City.

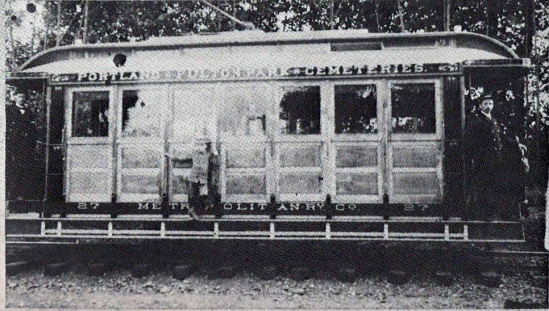
Although we cannot determine the exact date the cemetery line discontinued its services, we do know the line was still in service in 1918. At that time, it was owned and operated by the Portland Railway, Power, and Light Co. By the 1950s, all electrical trolley and bus services ceased to exist.



FIRST ELECTRIC CAR BUILT IN PORTLAND, OREGON.  
INITIAL TRIP JULY 8, 1891.

IMPROVED · COMBINATION · CAR

NEVER RATTLES INSTANTLY CHANGED



H. H. HEACOCK

THIS COMBINATION CAR can be entirely changed from closed to open car in less than two minutes by simply sliding bottom panel upwards and swinging hinged sash and panel back against roof, where it is firmly held by safety catch. Change made easily without inconvenience to passengers or moving of seats. Manufactured by The Vulcan Manufacturing Works, M. E. Heacock, Proprietor, Portland, Oregon. Manufacturers of Coaches, Cable, Electric and Freight Cars of every description; also Frogs, Switches, Crossings and Railroad Tools of all kinds.

Carl Pfeifer

First car turned out in Portland was this single truck convertible for the Metropolitan, the first of a number of the Heacock & Lovejoy convertibles built for local lines.

## Portland-Fulton Cemeteries Combination Trolley Car

This combination car could be changed from closed to open car in less than two minutes. By simply sliding a bottom panel upwards via hinge and swinging a panel up and back against the roof of the car, passengers could gain access to cooling air flows.

The cars were made in Portland, Oregon by The Vulcan Manufacturing Works. The first car turned out was the single truck convertible pictured here at left. It was the first of a number of the Heacock and Lovejoy convertibles built for local lines. Vulcan Manufacturing Works manufactured coaches, cable, electric and freight cars of every description.