

THE LINE TO FULTON PARK.

A SPIREY ROAD THAT CUTS THROUGH THE VEIL
HEART OF THE CITY.

The Metropolitan Railway Company was incorporated under the laws of Oregon in January, 1889, with a capital stock of \$100,000, controlled and operated by G. A. Steel, president and manager; John H. Burgard, secretary; James Steel, treasurer, and Alfred F. Sears, sr., engineer and superintendent.

The first intention of the proprietors of the line was to build from the intersection of Jefferson and Water streets, or narrow gauge depot, in a southward direction, ultimately reaching Oregon City. The wiser plan, however, was adopted of making the depots at the north end of the city the Portland terminus, and the franchise of the Portland Traction Company was purchased for this purpose. This gave the company a line from G street along North Second, South Second, Grant, South Front, Gibbs and Corbett streets to the southern limits of the city, thence on to Fulton park. At the latter place the company's car station and power house is located, where all the power is generated. The building is most ample for all necessary purposes, costing alone about \$10,000. In the lower portion, or basement of the building is placed all the machinery, whilst the upper portion, dug grade with the road, is used for office, etc., there being three tracks on the floor, with a capacity for fifteen cars. Under each track pits are arranged so that motors can most easily be cleaned after the day's run. Above the floor are three commodious and convenient rooms for employes, and a water tank of 5000 gallons' capacity is also placed here, where, in conjunction with a large well in the basement, an ample supply of water can be retained for emergencies.

The company commence operation with six motor cars for passengers, and one for construction purposes, each of which is fitted and propelled by two fifteen-horse-power motors. These cars have sufficient power for their own propulsion as well as trailing additional ones, which it is the intention to add as business demands.

The company expect to extend their line to Riverside and other cemeteries contiguous.

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Clipped By:



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