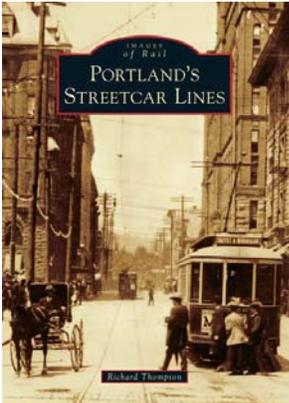


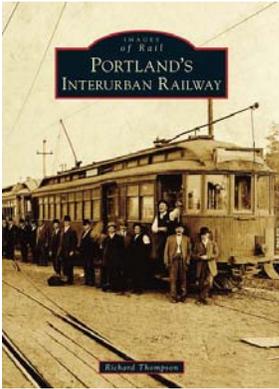
Portland's Streetcars

Street railways arrived early in Portland and made lasting social and economic contributions that are still apparent in the layout and character of the city's neighborhoods today. During the 1890s, streetcar lines spread rapidly into the West Hills and across the Willamette River. The technological prowess of the growing "Rose City" was reflected in the largest horsecar in the Northwest, the second steepest cable car grade in the nation, the first true interurban railway, and an annual illuminated trolley parade. By the dawn of the 20th century, Portland could boast of the largest electric railway system in the West, as well as its first eight-wheeled streetcar. The streetcars lasted into the late 1950s here, and then, after a hiatus of nearly 30 years, were rediscovered by a new generation of urban planners.



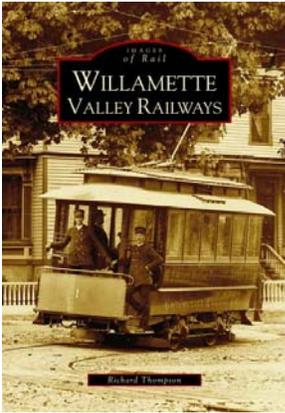
Portland's Streetcar Lines

Portland's neighborhoods owe their location, alignment, and growth to a splendid 19th-century innovation: the streetcar. This city still bears the imprint of the carlines that once wove their way out to suburbs in every direction, including Fulton, Portland Heights, Goose Hollow, Nob Hill, Slabtown, Willamette Heights, Albina, Saint Johns, Irvington, Rose City, Mount Tabor, Montavilla, Mount Scott, and Sellwood. As routes developed, people used them for more than just getting to work; they also discovered the recreational function of street railways while visiting friends, parks, and shopping areas farther from the center of town. The time of the trolley peaked during the 1910s. In 1927 the local street railway system entered a period of slow decline that ended in 1950, when Portland's last city streetcars gave way to buses. This is the history of those classic lines.



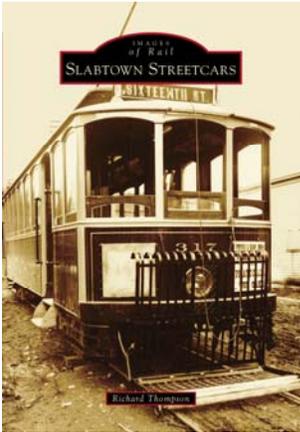
Portland's Interurban Railway

At the end of the 19th century, Portland led the nation in the development of interurban electric railways. The city became the hub of an electric rail network that spread throughout the Willamette Valley. This is the story of the pioneering local railways that started it all as they built south along the Willamette River to Oregon City and east to Estacada and Bull Run in the foothills of the Cascade Mountains. More than 200 historic images illustrate *Portland's Interurban Railway*, from its rudimentary beginnings through the peak years, when passengers roared aboard the finest examples of the car builders' art, to the sudden end in 1958. Historian Richard Thompson may not have grown up to be a museum director, librarian, or trolley coordinator had it not been for the influence of his grandmother, who took him along for rides on that last interurban.



Willamette Valley Railways

W*illamette Valley Railways* tells the story of the electric interurban railways that ran through Oregon's Willamette Valley, and of the streetcars that operated in the towns they served. Long before modern light rail vehicles, electric trains were providing Portland and the Willamette Valley with reliable, elegant transportation that was second to none. Between 1908 and 1915 two large systems, the Oregon Electric Railway and the Southern Pacific Red Electrics, joined smaller competitors constructing railways throughout the region. Portland became the hub of an impressive interurban network in a frenzy of electric railway building. Yet all too soon this brief, but glorious, interurban era was over. Highway improvement and the growth of automobile ownership made electric passenger trains unprofitable in the sparsely-populated Valley. By the early 1930's the successor to the railway that had launched the nation's first true interurban was the only one still offering passenger service here.



Slabtown Streetcars

No area of Portland, Oregon played a more important role in street railway history than Northwest Portland and the area known as Slabtown. In 1872 the city's first streetcars passed close to Slabtown as they headed for a terminus in the North End. Slabtown was also home to the first streetcar manufacturing plant on the West Coast. In fact, until locally built streetcars began to be replaced by trolleys from large national builders in the 1910s, more than half of all rolling stock was manufactured in shops located at opposite ends of Twenty-Third Avenue. All streetcars operating on the west side of the Willamette River, including those used on the seven lines that served Northwest Portland, were stored in Slabtown. When the end finally came in 1950 Slabtown residents were riding two of the last three city lines.