

# Oregon Rail Heritage Foundation NEWSLETTER



Volume 1, Number 1



Wayne Suter 2002

## Ride the 4449 and 700 at the Summer Steam-up!

Portland's two steam locomotives will be pulling a special passenger train to celebrate the *Springwater on the Willamette* Grand Opening, from 9:30 am – 3:00 pm on June 28<sup>th</sup>. Steamed up for the entire weekend, the two engines will continue to take turns pulling trains all day Saturday until 8:30 pm, and Sunday from 9:30 am – 8:30 pm. The trains will run from the Springwater trailhead near SE 4th and Caruthers to Sellwood Waterfront Park on Portland's Eastside.

The Springwater event is a rare opportunity to ride and see both locomotives. The last time they were on public display was at the centennial of Portland's Union Station in 1996, when attendance was an estimated 30,000 people. The Springwater event will be the first time both locomotives will be running excursions within the city of Portland, their hometown. One-way tickets are \$5 adult and \$2 children under 12.

All train ticket proceeds will go to help ORHF achieve its goals to find a permanent home for the locomotives and ultimately build a museum. Concessions will be on sale for the Friends of the 4449, Pacific Railroad Preservation Association (700) and the ORHF. Operation LifeSaver will also have a display at SE 4<sup>th</sup> Ave. and make presentations on safety around railroads. Parking will be limited.

Join this historic fundraiser for the ORHF and have a great train ride! Register on the ORHF website to receive the very latest updates at [www.orhf.org](http://www.orhf.org).

*Springwater on the Willamette* Grand Opening is a collaboration of Portland Parks & Recreation, Metro Parks and community organizations including the ORHF. We thank the City of Portland for their support, and the Oregon Pacific Railroad, Portland & Western, Union Pacific Railroad and other ORHF sponsors.

-Contributed by **Laurel Lyon**, President of ORHF

### ORHF Project Development Update from Michael Willis Architects

Michael Willis Architects (MWA) has been assisting the Oregon Rail Heritage Foundation (ORHF) for the last year with its project development needs. Over the past year, with MWA's assistance, the group has been able to focus its attention on a couple of very promising potential locations for a rail heritage center, a home for Portland's unique locomotives, within the urban core.

Development within the heart of a vibrant city like Portland is no simple task. The ORHF and MWA have been creating a plan to enhance the urban experience and be a catalyst for local commercial, institutional, and community development. The master planning process has involved a thorough investigation of zoning, siting, and neighborhood

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## ORHF Member Organizations

- Brooklyn Action Corps
- City of Portland - Parks & Recreation
- Friends of O.R.&N. 197
- Friends of the S.P. 4449, Inc.
- Northwest Rail Museum
- Pacific Northwest Chapter of the NRHS
- Pacific Railroad Preservation Association [SP&S700]







## ORHF Officer & Board of Directors

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**Doyle McCormack, Director**, Friends of the S.P. 4449, Inc.  
**Ed Immel, Director**, Northwest Rail Museum  
**Matt Baccitich, Director**, Pacific Railroad Preservation Association

## Donations to the O.R.H.F.:

To become a Friend of ORHF. Send your tax-deductible donation to:

ORHF  
 PO Box 42443  
 Portland, OR 97242

	0-4-0	\$25
	4-4-0	\$50
	4-6-0	\$100
	2-8-2	\$250
	4-6-2	\$500
	4-8-4	\$1,000

## Welcome to ORHF & Our First Newsletter!

2002 was a momentous year for the Oregon Rail Heritage Foundation (ORHF). Much discussion and many meetings in previous years helped us to define how and where we could achieve our mission:

- a) Secure a permanent restoration and maintenance facility for the City of Portland's three historic steam locomotives
- b) Create a museum that interprets the significance of rail in the history of Oregon and
- c) Save the Brooklyn Roundhouse.

By early 2002 we had taken decisive steps toward achieving our goals. A turning point was recognizing the major constraints we faced if we tried to remain permanently in the Brooklyn Yard. This helped unite our all-volunteer coalition with representatives from a variety of organizations. I thank the ORHF Board—locomotive restoration groups, the City of Portland, the Brooklyn Action Corps, other affiliated rail groups, and community members—in accomplishing so much. We:

1. Received 501c3 tax exempt status from the IRS.
2. Identified a site near OMSI best suited to our needs and began investigating its feasibility.
3. Conducted outreach to increase public awareness through concessions at the ArtrainUSA in Hillsboro, the State Fair, swap meets and displays at hobby shops.
4. Broadened interest and support from community and civic leaders.
5. Hired Michael Willis Architects for land use and master planning.
6. Began forming a business plan.
7. Initiated a capital development campaign.

What began as postcard distribution during the Southern Pacific 4449's excursion from Portland to Bend in March has resulted in a list of over 350 people (including you!) showing interest in our cause. You have given us the encouragement and strength we will need to continue. There is still much to do before we can sink a shovel into the dirt. We welcome your expertise in fundraising, marketing and fiscal management. You can help spread the word that Portland is the only city in the country that owns two operating steam locomotives. It's time to make these national treasures accessible to the public! Join us at the *Springwater on the Willamette* event June 28<sup>th</sup> and 29<sup>th</sup>.

It is a very exciting time for us as we explore our steam heritage with rail transportation of the present and future. Ultimately it's all about connecting people, to each other, to our past and our future. *Welcome Aboard!*

-Contributed by **Laurel Lyon**, President of ORHF

## Report from Friends of O.R.&N. 197

The OR&N 197 is undergoing a thorough restoration at the Brooklyn Roundhouse, and will eventually join the SP 4449 and the SP&S 700 as the City's third operable steam locomotive.

The 197 has had unique ties to Portland history since her construction in 1905. She was part of an order of four experimental locomotives, each of which was intended for delivery to a different railroad. One was to go to Southern Pacific, one to Union Pacific, one to Oregon Short Line, and one to Oregon Railroad & Navigation Co.(OR&N), all of which were controlled by railroad mogul E.H. Harriman.

The year,1905, however, was that of Portland's famous Lewis and Clark Centennial Exposition, which attracted great numbers of visitors from the East. It was soon realized that more passenger trains would be needed on the OR&N to handle the increased business, and all four locomotives were sent to Portland. The OR&N 197 was delivered in May, 1905, just one month before the Exposition began.

Now, as 2005 approaches, with the bicentennial celebration of Lewis and Clark's journey to the Pacific Northwest, the OR&N 197 approaches 100 years of age.

- Contributed by **Rob Sinclair**, CMO, 197

## Report from Friends of S.P. 4449, Inc.

In 2002 the Southern Pacific 4449 steamed up for three excursions: to Bend via the Deschutes River Canyon in March, to Hillsboro pulling the ArtrainUSA on the Fourth of July, and to Salem for a week-long appearance at the State Fair with Operation LifeSaver at the end of August. Faced with insurance costs tripling in recent months, there will not be many trips in 2003.

The *Springwater on the Willamette* event may be the only chance for the public to see the American Freedom Train locomotive operating this year. A happy coincidence has the 4449 operating within yards of the spot in Oaks Park where she sat dormant on static display from 1958-1974. With 29 years of service in her second life, she will run near the Park once again - this time under steam.

Preparation for the Springwater event in June has volunteers working on several maintenance projects. The engine recently had its annual FRA inspection with the boiler hydro-tested to 375 lbs per square inch. A few staybolts will be replaced, and the flues, smokebox and firebox thoroughly cleaned. A general cleaning and some repainting will enhance 4449's impressive appearance.

- Contributed by **Doyle McCormack**, CMO, 4449



O.R.&N. 197 is undergoing restoration at the Roundhouse.

## Report from the P.R.P.A. & the SP&S 700

After a successful trip to Montana in Oct. 2002, the Pacific Railroad Preservation Association does not anticipate much rest in 2003. In mid-January the PRPA began rebuilding and upgrading components of the SP&S 700 and its support equipment. Our auxiliary tender (PRPX 2575) is slated for an overhaul: we will be replacing the existing friction bearings with new AP-style roller bearings, along with new wheels and axles. The tender will receive a complete inspection and repair where necessary to bring it back to operational status.

Several projects will keep volunteers busy on the 700: the wheels on the front truck will be machined, valve gear crossheads re-babbited, and the locomotive air pumps will be fully rebuilt. The suspension on the trailing truck will be inspected. The injector is being dismantled and inspected, and the boiler will be thoroughly cleaned. The water supply pipe from the turbine to the feedwater heater is being replaced by Lanz Boiler Repair.

Our tool car, the *Kenny Prager*, (PRPX 475) performed well throughout the Montana trip. No major repairs or additional work, besides routine maintenance, is scheduled.

President Jim Vanderbeck stated at our annual meeting in December that one of the future objectives of the PRPA must be 'educating the public on railroad history and safety' through Operation Lifesaver, building upon the dreams of former president Don Wheeler. Our concessions crew will be pounding the pavement at local model train shows and at the annual Great Oregon Steam Up. Check our web site ([www.sps700.org](http://www.sps700.org)) for further info.

- Contributed by **Matt Baccitich**, PRPA & SP&S 700

**Report from the PNWC of the NRHS**

The Pacific Northwest Chapter, National Railway Historical Society is pleased to be an active partner with the Oregon Rail Heritage Foundation.

We are excited to be hosting the 2005 NRHS Convention in Portland the week of the 4<sup>th</sup> of July. Our area has a great array of railroad attractions that we will showcase to the approximately 1000 local/national/international convention attendees. We will also be celebrating our Chapter's 50<sup>th</sup> birthday during the Convention.

On May 31<sup>st</sup> we are running our West to Wheeler excursion on the beautiful Port of Tillamook Bay Railroad. The excursion leaves Banks at 8:00 am and returns at approximately 8:00 pm. Ticket pricing: coach \$65 adult, \$35 child under 12—includes box lunch, drink, and late afternoon snack. Mt. Hood lounge car is \$125 which includes first class buffet and "attentive service". Call 503.699.5042 for a ticket order form. This 12 hour trip features trestles, tunnels, bridges, wildlife and beautiful scenery.

We are also excited about ODOT Rail Division's Lewis & Clark Explorer train service between Portland and Astoria. Planned launch is May 23<sup>rd</sup>, and running through September 2<sup>nd</sup> for at least the three years of the Lewis & Clark Bicentennial celebration. Portland Union Station departure is 7:30 am with Astoria arrival at 11:30 am.



**Oregon Rail  
Heritage Foundation  
PO Box 42443  
Portland, Oregon 97242**

Astoria Railroad Station departure is 4:30 pm with arrival back in Portland at 8:30 pm. Fares: \$24 one way or \$48 round trip. Watch the media for more information and ticketing process. For more information about the Chapter please see our website: [www.pnwc-nrhs.org](http://www.pnwc-nrhs.org). Our address is Union Station Room 1, 800 NW Sixth Ave., Portland, OR 97209-3794.

*-Contributed by Arlen Sheldrake, PNWC of the NRHS*

**ORHF Project Development Update (cont.)**

planning issues and many constructive dialogues with community, business, and political leaders.

MWA with help from volunteers has been measuring and producing architectural drawings that fully document the existing Brooklyn Roundhouse. This roundhouse, the second on the site, was built in 1941, and is the only remaining roundhouse in Oregon. It is complemented by a 100ft. turntable fabricated by the American Bridge Company and installed in 1925.

A primary focus has been an investigation of the liabilities and advantages of dismantling, moving and reconstructing the Roundhouse and Turntable as the seed for a new rail heritage facility. MWA has begun illustrating the ORHF's bold vision for this interactive and operational museum complex.

*-Contributed by Gustaf Kamp, MWA & Friends of O.R. & N. 197*