

Oregon Rail Heritage Foundation NEWSLETTER



Number 6

Support Grows with Outreach



Jim Fitzgerald



Brian McCamish

Portland has been a railroad town since Southern Pacific predecessors Oregon Central Railroad Co. and Oregon & California Railroad began operations between Portland and Albany in the fall of 1870. At their peak in World War II, railroad companies in Portland employed literally thousands of people, at Southern Pacific, Union Pacific (dba Oregon-Washington Railroad & Navigation Co.), Spokane, Portland & Seattle Railway, Northern Pacific Railway, Great Northern Railway, Portland Traction Company, and Portland Terminal Company. The Pullman Company also employed workers in Portland to support sleeping car operations.

Today it is easy to find a connection to railroad heritage in the Portland area. Mention steam locomotives or railroads to someone and they will often respond with a tale of an uncle or grandfather who worked for the railroad. When the Oregon Rail Heritage Foundation started identifying key civic leaders who might support its cause, the list was quickly filled with prominent business people and public officials who had a link to that railroad history. Since 2000 the ORHF has been cultivating these relationships and expanding its connections.

Outreach activities are a crucial part of spreading the word about preserving Oregon's rail and especially steam locomotive heritage for future generations. When either the SP 4449 or the SP&S 700 appear at an event, the ORHF is there with them. This year offered several opportunities for people to experience the power of a 440-ton locomotive up

close and, through ORHF volunteers, learn why they need a permanent home. Typically a team from the ORHF talks to over three hundred people at a day's event. One in ten signs up (like you!) to be on our mailing list.

4449 was invited back to "Cruisin' Sherwood" again this year. An estimated 600 classic and custom cars were on display in Sherwood Old Town, June 10 & 11, 2006. ORHF staffed a booth at the event, handing out newsletters, contact information, postcards and information about the roundhouse, Portland's three steam locomotives and their future. A special event the next morning took over thirty invited VIPs on a run from Lake Oswego to promote the ORHF.

After the SP&S 700 pulled its last train in 1956, the 'Farewell to Steam' excursion, the 700 was placed on display at Oaks Park. Fifty years later, the Pacific Railroad Preservation Association (PRPA), who maintains the 700, returned to Oaks Park to celebrate the 700 as living proof that an operating steam locomotive is a more valuable asset than a static monument. The event also honored the efforts of the volunteers who made its restoration possible. The celebration included a collection of classic autos, steam engine cab tours and rides, speeders rides and Operation Lifesaver presentations.

The SP&S 700 was also the featured attraction at the 2006 Salem Safety Faire. The locomotive made its entrance to a good crowd at Salem's Riverfront Park at 10:00 AM

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Message from the President

I thought forty years of railroading had taught me patience. Sitting in sidings, waiting for trains, waiting for dispatchers, waiting for signals, just to name a few. But now I realize that was the patience of hours, not the patience of weeks or months. I hope that you have learned patience in your lives, too, because it seems we're all going to need it as we work toward our goal of a home for Portland's three steam locomotives. There is progress: the property appraisal is complete, the survey and title search are also complete, our list of supporters keeps growing, and we continue to be impressed with the quality of professional assistance we are receiving from Shiels Obletz Johnsen (SOJ).

Although the pace may be slow, that is to be expected on a project of this magnitude. And things are moving forward on several fronts. We are still seeking a donation of the property from the Union Pacific, working within the network of relationships we have developed over the last few years. At the same time, we are investigating financing options should the donation not occur. These options, too, are being explored through new and existing relationships that the ORHF has established. For example, at the 2005 Holiday Express, Mayor Tom Potter rode the train and visited some of us in the locomotive cab. We learned he had once worked for the SP&S Railroad. He and his office are supportive of our endeavor.

As you will read elsewhere in this newsletter, the importance of building relationships can not be overstated. Whether it's in Salem or Sherwood, Bend or a business executive's office, these connections are the steel rails toward ORHF's goal.

Come and ride with us at this year's Holiday Express!

Contributed by Doyle McCormack







ORHF Member Organizations

- City of Portland Parks & Recreation
- Friends of OR&N 197
- Friends of the SP 4449
- Northwest Rail Museum
- Pacific Northwest Chapter of the NRHS
- Pacific Railroad Preservation Association [SP&S700]
- Brooklyn Action Corps

ORHF Officers & Board of Directors

- Doyle McCormack, *President***, Friends of the SP 4449
- Ed Immel, *Vice President***, Northwest Rail Museum
- Arlen Sheldrake, *Secretary***, PNWC of the NRHS
- Dale Birkholz, *Treasurer***, Pacific Railroad Preservation Association
- Pat Tracy, *Director***, Friends of OR&N 197
- Steve Pixley, *Director***, Portland Parks & Recreation
- Bob Melbo, *Director***, Community Member-at-Large
- Dick Samuels, *Director***, Community Member-at-Large
- Chris Donhost, *Director***, Brooklyn Action Corps

Donations to the ORHF

<p>Become a Friend of ORHF. Send your tax-deductible donation to:</p> <p>ORHF PO Box 42443 Portland, OR 97242</p>		<p>0-4-0</p>	<p>\$25</p>
		<p>4-4-0</p>	<p>\$50</p>
		<p>4-6-0</p>	<p>\$100</p>
<p>For stock donations contact:</p> <p>Piper-Jaffray/USBancorp Roger Lillard 111 SW 5th Suite 3100 Portland, OR 97204</p>		<p>2-8-2</p>	<p>\$250</p>
		<p>4-6-2</p>	<p>\$500</p>
		<p>4-8-4</p>	<p>\$1,000</p>

The Oregon Rail Heritage Foundation is a non-profit 501c3 all-volunteer organization. Our mission is to secure a permanent home for the City of Portland's steam locomotives, preserve the Brooklyn Roundhouse and establish a Rail and Industrial Heritage Museum.

Meet the ORHF Board

Dale Birkholz has been involved with SP&S 700 for over 7 years. During that time he has become one of the PRPA's competent machinists and has had a vital role in maintaining the locomotive. For him, involvement has led to a sense of ownership and that in turn generates a desire to see the engine survive for future generations to enjoy.

Pat Tracy is part of a family tradition of railroaders. His dad worked for the Portland Terminal RR and son Justin works for the Soo Line in Minnesota. Pat is a regular fireman on the 4449 and divides his volunteer hours between it and the OR&N 197. He serves as treasurer of Friends of the OR&N 197.

Steve Pixley is the Volunteer Coordinator for Portland Parks & Recreation and is active in Northwest Oregon Volunteer Administrators Association. Portland Parks is the custodian of the three steam locomotives at the Brooklyn Roundhouse. Steve's energy and unique perspective make him a valuable member of the ORHF board.

Bob Melbo works as the Oregon State Rail Planner for ODOT, is a former president of Portland & Western and Willamette & Pacific Railroads, and worked for the Southern Pacific for 26 years. He has a comprehensive knowledge of Oregon railroad history; combine this with his familiarity with the industry today and it is obvious why Bob is such a valuable resource for the ORHF.

Dick Samuels is owner and general manager of the Oregon Pacific Railroad, active in shortline railroad associations and host to both Holiday Express events, the ORHF's primary fundraiser at this point.

He also owns a small fleet of historic diesel locomotives, including the "100" which placed all three steam locomotives in Oaks Park, and then, decades later, pulled them all out.

Chris Donhost moved to Portland one year ago to pursue what had been a long-distance dating relationship with Evelyn. Chris was motivated in part by the proximity of the three steam locomotives at the Brooklyn Roundhouse; he volunteered for last year's Holiday Express event. Since then he has since become very involved in the ORHF, at the roundhouse, and was recently married to Evelyn.



Doyle McCormack moved to Portland in 1975 to take charge of restoring the Southern Pacific 4449 for use on the American Freedom Train. He was the locomotive's engineer then and now, thirty years later, as well as its chief mechanical officer. During that time he worked for the Southern Pacific while becoming an internationally recognized expert on steam locomotive restoration and maintenance.

Ed Immel has ridden trains on every continent, and founded the Northwest Rail Museum in 1986. He retired recently as state rail planner for ODOT and continues to consult on special rail projects with HDR Inc. Ed organized many of the excursions the 4449 has taken over the years, including the 1984 New Orleans World's Fair trip.

Arlen Sheldrake retired from Multnomah Education Service District in 1999 and since has pursued his childhood-developed interests in railroads. Currently he is President of the 275 member Pacific Northwest Chapter, National Railway Historical Society and chaired the 2005 NRHS Convention held in Portland.

P.R.P.A. - SP&S 700

Cultural Trust Awards Grant to PRPA

The Pacific Railroad Preservation Association is the recipient of an Oregon Cultural Trust grant for \$4000 “to support the preservation and rehabilitation of a steam locomotive auxiliary water tender, a steam era ‘rolling water tower’ with 17,000 gallon capacity. This surplus unit, scrapped from a Great Northern steam locomotive, once restored, will allow the Association’s historic Spokane, Portland & Seattle Railway #700 steam locomotive to double its travel capacity to 200 miles and allow more public access to this historic engine.” (Contact Matt Baccitich for more information or visit the OCT website www.culturaltrust.org)

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Saturday, September 2nd. ORHF board members were on hand to answer questions and hand out information.

The 4449 led a Northwest Rail Museum excursion for an incredible ride up the Columbia River Gorge and the Deschutes River Canyon to Bend, OR on Sept. 16, 2006. The train included seven private rail cars from as far away as St. Louis and Los Angeles. 326 passengers enjoyed the two day trip with an overnight hotel stay in Bend. During the run, ORHF volunteers talked about the Foundation’s mission and answered questions about the three locomotives’ future. Many knew of the proposed restoration facility and were pleased to learn of plans for more public access. Passengers filled out postcards and asked to receive notice of upcoming events like the Holiday Express.

ORHF member groups and volunteers will continue to deliver the message of our mission at every opportunity.



**Join us for the
The Holiday Express
December 8-10, 15-17**

Departure times

Friday – 2, 3, 4, 6, 7, 8 PM

Weekends – 10, 11, NOON, 2, 3, 4, 6, 7, 8 PM

Our annual fundraiser, the *Holiday Express*, is on the Oregon Pacific Railroad (OPR). Meet Santa Claus, his elves and two of Portland’s famous steam locomotives – the *SP&S 700* and the *SP 4449*. The 40-minute round trip train rides depart from Oaks Amusement Park Station and follow the Willamette River north. All proceeds go towards building a Locomotive Display and Restoration Facility for Portland’s three steam locomotives. For more information visit www.orhf.org.

TICKETS ON SALE NOW

Tickets available online at www.TicketsWest.com by phone at 503.224.TIXX (toll-free outside of Portland 800.992.TIXX), and at all participating Safeway TicketsWest Ticket Centers.

PRICES*

Adults: \$14 Children: \$8

**Subject to convenience fees*

GorgeRail Visits the Roundhouse

Approximately 50 attendees from all over the country enjoyed the *GorgeRail 2006* Brooklyn Roundhouse tour the afternoon of May 21. Among the many exhibits and items of interest was a staged *Empire Builder* consist which included Doyle McCormack’s *F7 #274*, Friends of the *4449 Plum Creek*, and the Pacific Northwest Chapter’s *Mt. Hood*. Both passenger cars were open for the tour. The event concluded before the thunder and downpour arrived. This is the third year that profits from *GorgeRail* have been directed to the support of the Oregon Rail Heritage Foundation.

Friends of the OR&N 197

As summer came to Oregon, it was time to take advantage of the nice weather to work on the 197's tender, which is stored outside. The first task was to move the tender closer to utilities at the roundhouse.

As built, the 197 was a coal burner and had a rectangular tender. The current tender is a Vanderbilt with an oil bunker. It comes from the 'common standard' era of the Harriman lines, which include the Union Pacific and Southern Pacific.

Volunteers have already done a lot of tedious, dirty work removing the paint from the tender. In the water tank, the baffles need to be re-secured to the sides. These reduce sloshing of the water and help hold the sides together. John Rasmussen has bought a MIG welder just for this job. The fireman's side bunker side sheet is being replaced. It's the flat side of the otherwise round tender. Wasted areas of the water and fuel tanks are being inspected for repair or replacement. Finally, there are several paint options that are being considered.

On the locomotive, the last of the side rods has been removed. The inspection of the valves and pistons continues. Rob Sinclair completed the 4 inch 197 pattern numbers for the spot plate. Rob also turned the pattern for the spot plate, which is the cast iron number plate on the center of the



Phil Barney

smokebox door. Carl Petterson has volunteered to make drawings for the new cab. Boiler work, the meat and potatoes of the 197 project, will be getting more attention in the coming months.

The 197 crew is very appreciative of all the help from 4449 and 700 volunteers, and we look forward to working with all of you more in the near future.

Contributed by Bob Slover

Every gift counts. Yours can count twice.

Add your support for Oregon's culture. Make a gift to the Oregon Rail Heritage Foundation. Then make a matching gift to the Oregon Cultural Trust and claim a 100% tax credit. It's that simple. Learn more or donate online at www.culturaltrust.org

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The ORHF would like to thank **Sundance Marketing** for design work and donation of a limited number of ORHF pins. These exquisite items will be reserved for special donor recognition.

Thanks also to **Nils Huxtable** for a second donation of 50 of his Daylight Reflections books. We are able to sell these at ORHF events with all proceeds going to the organization.

Arnie Holden has edited an exhaustive chronicle of the SP&S 700 locomotive from its stay in Oaks Park to the present. Watch the PRPA website soon for this fascinating history.

Twenty members of the **Brooklyn Action Corps** were given a tour of the roundhouse on November 19th. They all had an excellent time and were impressed with the collection of rail history and ongoing activities.

Security Increased after Roundhouse Break-Ins

Thieves in search of metal to sell broke into the Brooklyn roundhouse several times this summer, beginning in late June. Over \$35,000 dollars worth of materials and tools were stolen, much of it in the form of copper traction motor cables, welding leads and pipe.

After the initial break-in, roundhouse volunteers reacted quickly to reinforce the large doors where the forced entry obviously occurred. The Union Pacific Police were alerted and guards at nearby facilities contacted. But a few weeks later, more metal was discovered missing. This time, a thorough search of the property revealed an access point through a fence in a well-concealed location near Holgate Boulevard. And a closer look at the roundhouse itself showed where the thieves had gained entrance through a window six feet above the ground and protected with chain-link fencing. Further reinforcing of the windows in the entire building was done by volunteers, more exterior lighting installed and a number of other security measures put in place. No signs of theft have been detected since.

In September, an arrest was made and Doyle McCormack testified before a grand jury about the series of break-ins and thefts. Doyle was later notified that there had been an indictment in the case.

Unfortunately, it is unlikely that the thief acted alone, and there is still the vulnerability of all the equipment which by necessity is stored outside at the roundhouse. A secure and permanent home for the treasures of Oregon's rail heritage is overdue.



Dave Brown fixing leaks on the roundhouse roof

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