



Holiday Express Success!



The first ORHF **Holiday Express** event forged enduring memories for all involved. For two weekends in December the SP 4449 (with a guest appearance by the SP&S 700) pulled a vintage train on the Oregon Pacific Railroad, in partnership with OMSI. It was a success beyond our expectations, in spite of unanticipated challenges. Everyone's hard work before and during the event was rewarded by children's excitement and appreciative thanks from passengers experiencing a nostalgic connection to fond memories of the steam era.

OMSI contacted ORHF in July to see if we could run trains in combination with their showing of the *Polar Express* movie. Locomotive crews, event organizers, the volunteer coordinator, the Oregon Pacific Railroad, and car host leaders began preparing. Work parties spent over 300 hours getting the site ready. A large OMSI tent became our station headquarters for concessions, display boards and a place to get warm. Sunny skies and cold temperatures provided an

ideal setting for billowing steam from the locomotives and rosy cheeks on the passengers. Fully decorated with garlands and strung with lights, the SP 4449 and SP&S 700 locomotives were ready to carry passengers for the first official run on Friday, December 9th at 4:00 p.m.

As the train headed south to Oaks Park, passengers sat in decorated steam-heated cars and viewed the Willamette River, the West Hills, and the Oaks Bottom Wildlife Refuge. The highlight of the trip was a special guest visit from Santa who, with the help of the "Elfettes", greeted everyone and gave candy canes to children of all ages.

By Friday evening nearly all the 5,300 train tickets were sold out. But on Saturday's first run, the train suffered a derailment, with both locomotives leaving the rails. Passengers were unaware of the problem until the car hosts informed them that they would be bused back to the station. Within hours, the locomotives were back on the track and volunteers worked into the night to repair the rails. In about 24 hours everything was ready to roll again. Train rides resumed on Wednesday with additional runs. Most of the ticket holders for the canceled trips returned to ride.

Approximately 80 volunteers made the event a huge success. Special thanks go to the train crews, car hosts (from the NW Chapter of the National Railway Historical Society), Dick Samuels and Kelly Anable, owners and operators of the
(Continued on page 3)



Message from the President

It is hard for me to find words to express my gratitude to all those who worked so hard to make our Holiday Express event such a success. It was a pleasure to work with people who all shared the goal of bringing the Christmas spirit to those who came to ride the trains. A huge thank you for a job well done.

The Oregon Rail Heritage Foundation is doing everything possible to ensure that we build exactly what we need for the locomotive restoration and public access. Our current focus is on the property on which that facility will eventually stand.

We have hired the firm of Shiels Oblatz Johnsen to oversee the Master Plan for the restoration facility. They are reviewing our business plan and analyzing the best use of the Union Pacific property near OMSI. A preliminary funding/building strategy is also being worked on. SOJ is suggesting a phased approach which will build on our successfully completing some initial goals.

Our request for a donation of the UP property was denied, and we are proceeding on a path that includes the resources necessary to purchase it.

Carl Petterson is our volunteer project manager for the site survey and title search. He is also a volunteer at the roundhouse and worked with us on the Holiday Express. Carl retired as a professional project manager for Northwest Natural Gas Co., and we plan to make full use of his experience and expertise. He is working with surveyors Chase Jones and Associates as they create a legal description of the property. A title search by Ticor is helping Carl investigate the encumbrances and easements on the site. And a lawyer specializing in real estate transactions has offered his help pro bono. This location is ideal but the site has its challenges.

We hope that all these efforts will result in our acquiring the property by the end of the year. ORHF looks forward to your continuing support as we endeavor to build a permanent home for Portland's three steam locomotives.

Contributed by Doyle McCormack

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.

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
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- Dick Samuels, *Director***, Community Member-at-Large
- Gustaf Kamp, *Director***, Brooklyn Action Corps







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Friends of S.P. 4449

After a well-deserved rest following our participation in a very successful Holiday Express, the crew of the 4449 drifted back to the Brooklyn Roundhouse to continue the on-going maintenance necessary to keep the locomotive ready for its next operation. We got the engine winterized and ready for its winter nap and the lights and decorations removed from the cars used on the Holiday Express.

As the weather improved, activity at the roundhouse started to increase. Valves were repacked, air compressors inspected, hoses replaced and other regular maintenance attended to. We are also working with Amtrak to have the engine inspected for certification to possibly operate on an excursion under the auspices of Amtrak sometime later this year. (Go to www.sp4449.com for further details).

We always look forward to opportunities to take the 4449 out for the enjoyment of the public and to let them experience a piece of history. On June 10th we will be making a return visit to Sherwood, Oregon to participate in their annual "Cruise In". For this event, the streets of downtown Sherwood are turned over to more than 500 vintage automobiles, and one large steam locomotive. We will have the 4449 steamed up and on display all day. Once again ORHF volunteers will be staffing an info table. So come on out and say hello.

Work is also continuing inside our concessions car, the *Gordon N. Zimmerman*. The electrical system is being re-done and much-needed cosmetic work on the walls and floor is progressing with a dedicated core of volunteers.

We acquired a historic sleeping car, SP 9021, from Mike Manginni of the Golden Gate Railroad Museum. Originally the "Magnolia Grove", this all-stainless car was built in 1950 for the inaugural *Sunset Limited*. It is being stored in Portola, California until it can be moved to Portland to join other vintage cars behind the 4449.



Jeff Lubchansky

Contributed by Doyle McCormack

Northwest Rail Museum

The NRM provided the SP "roundend" lounge car for the Holiday Express. Its unique shape provided good visibility for the conductor on the southbound backing moves. Ed Immel was stationmaster at the OMSI depot.

Our SDP40 #644 locomotive, featured in earlier newsletters, has been leased to the Portland & Western Railroad.



Contributed by Ed Immel

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Oregon Pacific Railroad, a professional re-railment crew, and OMSI, who generously offered us the use of some of their volunteers. Thanks also to all those who rode the train, and those who donated the cost of their unused tickets.

The event solidified the appeal that ORHF's member groups bring to the community. OMSI described it as a "great holiday experience... with an extremely high level of demand." Its success reinforced our commitment to make the Union Pacific property near OMSI our permanent home. The future holds great promise for us all if we continue working together. The **Holiday Express** looks forward to seeing you in December!



Contributed by Laurel Lyon

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



Terry Thompson

On January 25, 2006, the United States Department of the Interior added the SP&S 700 locomotive and tender to the National Register of Historic Places. Established by the National Historic Preservation Act of 1966, the National Register includes districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering and culture.

The SP&S 700 was listed because it is a working example of locomotive technology as it was at the end of 'The Age of Steam'. The 700, unmodified during its service from 1938 to 1956, is restored, maintained and operated as it was originally. The 700 is also recognized for its part in linking the Portland area to the rest of the nation.

Over 110 feet long and almost 17 feet tall, the 700 pulled passenger trains at over 60 mph between Portland and Spokane. Fueled, watered, and steamed up, the 700 weighs 440 tons.

On June 10 and 11, the 700 will be offering train rides from Oaks Park in Southeast Portland. Also featured will be a classic car club "cruise-in", cab tours, and railroad speeders. Thanks to the Oregon Pacific Railroad for their special arrangements making this event possible.

On May 20, 1956, the SP&S ran a special steam excursion from Portland to



Wishram, Washington in honor of the retirement of its steam locomotives. It was called the "Farewell to Steam" and was pulled by the SP&S 700. An identical 50th anniversary excursion had to be cancelled because of contract difficulties with Amtrak.

Although June 10 and 11 will not be the mainline excursion we had hoped for, it will give the PRPA and all rail fans the opportunity to celebrate the anniversary of the 1956 excursion and the PRPA's continued operation of the 700. Join us!

PNWC of the NRHS

With a busy upcoming summer season of runs under lease to the Port of Tillamook Bay Railroad, Pacific Northwest Chapter, National Railway Historical Society volunteers began work on getting the wheels turned on the Chapter's 6800 *Red River* coach. After jacking, each truck is removed from the car and the wheelset removed for shipment to Tacoma where the wheels are returned to proper dimensions. The Chapter owns two operational coach rail cars, the 6800 and 6200. Both cars are being leased to the POTB Railroad for 18 runs on this beautiful and rugged railroad. (For more information: www.potb.org). This rail car was built by American Car and Foundry in 1950 as GN #1147 for Great Northern Railroad's *Red River* train service between St. Paul, Minnesota and Grand Forks, North Dakota. The current configuration seats 68 passengers in reversible seats.

A special thanks goes to the Chapter members who volunteered for the Holiday Express Train as car hosts and provided technical support so the vintage cars were heated and lit.



Contributed by Arlen Sheldrake

Contributed by Jim Vanderbeck

Friends of the OR&N 197

For a brief time in December, the OR & N 197 was the largest steam locomotive in the Brooklyn Roundhouse! This distinction occurred while stablemates SP 4449 and SP & S 700 were out pulling the ORHF "Holiday Express" trains on the Springwater Corridor. The 197 project is supported by many who are also involved with the 4449. For example, during the "Holiday Express" trips, OR & N 197 treasurer Pat Tracy served as fireman on the 4449 and vice president Bob Slover as conductor on the train. This illustrates the crossover of support that occurs between groups at Brooklyn.

As 2006 dawned, work on the 197 continued. Recent activity has been to remove the remaining parts of the Walschaert valve gear. A work party consisting of Dave Marentette, Todd Landwehr, Gus Kamp and Bob Slover performed this task, with helpful hints from Doyle McCormack. The valve gear parts can now be thoroughly cleaned and inspected for any needed repairs. The next step is to remove the valves and pistons, and inspect them along with the valve cages and cylinders.



Phil Ramsey

The 197 was originally built as a "compound" in an effort to make more efficient use of the steam. This involved extra cylinders and valve gear and made the locomotive difficult to maintain. (The next newsletter will include a more complete explanation). By 1923, OR&N 197 had become UP 3203 and was converted to the current "simple" arrangement.

Contributed by Bob Slover

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We make every effort to keep our donation list accurate; if something needs to be corrected, please contact us at www.orhf.org

Mt. Hood Model Engineers Offer

Members of the Mt. Hood Model Engineers approached the ORHF with an intriguing idea. Their active membership has dedicated 30 years to building and expanding an HO scale layout that depicts railroads and landscapes of the Cascade region. Knowing that the ORHF has plans to one day build a museum, the MHME offered to make a model of our proposed facility near OMSI as the first phase of something bigger. They would like to build a model railroad layout within the museum. Until then, the site model can be used by ORHF to demonstrate our vision for the proposed facility.

ORHF members went to an open house on March 11th to admire their craftsmanship (and no doubt envy the ease of handling and storing their much smaller pieces of equipment). The Mt. Hood Model Engineers holds public open houses on the first Wednesday of each month at 5500 SE Belmont Street in Portland. For more information call Chuck Maggio at 503-236-7043 or send an e-mail to mhmeng@aol.com.

Special thanks go to Ed Bohm who not only presented this proposal, but also hauled truckloads of gravel for the Holiday Express depot area.

Contributed by Laurel Lyon

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



Roundhouse Clean Up



The Roundhouse woodshop gets a long-overdue upgrading by Fraser Ostell (on ladder), Dave Marentette & Skylar Reyburn.

ORHF Newsletter Credits

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Chris Fussell

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