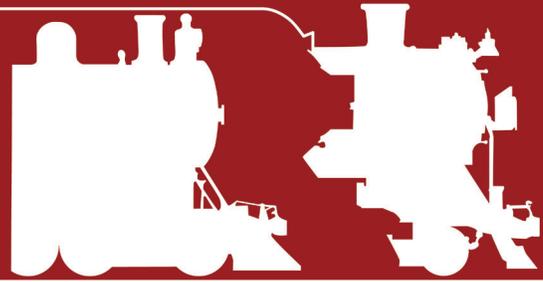


# OREGON RAIL HERITAGE FOUNDATION NEWSLETTER



## SP 4449 Returns to Service

“Not his first boiler/rodeo”, a volunteer said of Doyle McCormack near the end of the recent 30-month rebuild of the SP 4449’s boiler. Indeed it wasn’t; this was the fourth time around for Doyle with this locomotive (plus boilers for three other engines). The first on the 4449, in 1975, was part of the extensive rebuild for American Freedom Train service after it was removed from Oaks Park. Doyle recruited an old friend, Joe Karel, a boilermaker from Conneaut, Ohio, with decades of experience maintaining steam locomotive boilers. “Papa Joe” was in his early 70’s at that point and was in Doyle’s words “our guide and leader for rebuilding the 4449’s boiler; we couldn’t have done it without him”.

By the mid-1980’s, many in the steam locomotive preservation fraternity were realizing that guys like Joe Karel weren’t going to be around forever, and their vast store of knowledge would someday be lost. Another major issue was the Federal Railway Administration (FRA) laws on boiler inspections which were written back when loco-

motives operated every day. Now, most of the operating steam locomotives in the country are only steamed up a few days a year. In order to implement improvements to the old federal steam inspection regulations and codify the body of knowledge on rebuilding, maintaining and inspecting boilers, a group of individuals involved in steam locomotive restoration and operation, including Doyle, met and eventually became the Engineering Standards Committee for Steam Locomotives. Members brought not only their technical knowledge but also their sense of costs and of the limited resources most steam organizations face. After years of debates and meetings with the FRA, new rules went into effect in 2000. Steam locomotive boiler inspections are now on a 15-year or 1472-day (which ever comes first) schedule. Thus, the next major inspection/rebuild for the 4449 will be in 2030. And, ORHC-mate SPS 700 did its last rebuild in 2000; in your visits to the Enginehouse over the next several months expect to see PRPA volunteers embarking on their mandated boiler rebuild project.



# Message from the President

by Doyle McCormack



It's always nice to sit down and write this message when I have good news to share, and this time, I have lots of it! The best piece of news is that ORHF has hired Colleen O'Dell as our new Executive Director. Since our first ED, Phil Selinger, stepped down, you might say we have been surviving but not thriving. The ORHF board is confident that Colleen will be the measured force we need to guide us in future. Welcome, Colleen! (Please see her story on page 8.)

Also on a positive note, the SP 4449 returned to service after a 30 month boiler rebuild. Many thanks to all the volunteers who worked so hard to get the locomotive ready in time. I especially want to express my appreciation to Mike Manwiller, who not only brought his expertise and experience in shaping and welding metal, but also towed

his large McCabe metal shaper on a trailer all the way from Heber, Utah (you can see it in the rebuild photos starting on page 5).

The motivation for finishing the rebuild was the annual running of our *Holiday Express*. The 4449 pulled 72 trips for our 11th and most successful event ever. Our thanks to the Oregon Pacific Railroad on whose tracks we smoothly rode, and to Oaks Park.

Come to the Enginehouse and see our new Greek exhibit: what the Greek Community contributed to building Oregon railroads; the history of MAX exhibit, and the very large and very detailed Railroad Map of Oregon. And, while you're there, check out the progress on the OR&N 197, our 1905 'jewel' !

Thank you as always for your ongoing support.



## Come join us at the Oregon Rail Heritage Center (ORHC)

Are you a Train Buff or a Railroad Nut?

Would you like to be around our locomotives more?

Would you like to learn more about them?

Then become a Docent!

(Not an expert? Learning opportunities available!)

How about working in our Gift Shop? Or being a friendly Greeter?

Be a Party Host and help with birthday parties.

We may have just the opportunity for you!

**Become an ORHC Volunteer!**

Apply on-line at [www.orhf.org](http://www.orhf.org) or contact the Volunteer Coordinator at [orhc.volunteer.coordinator@comcast.net](mailto:orhc.volunteer.coordinator@comcast.net) or 503-645-9079



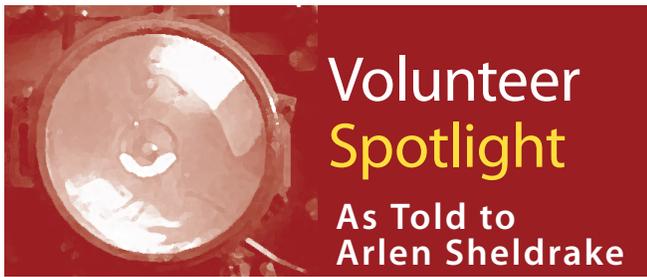
# Holiday Express: a Record Year

14,761 Passengers  
ride the Trains

Photos by Judy Hall



(Clockwise from from top left) Ken Elmore and Ron McCoy in the roundend; SP4449 arrives at Oaks Park; Santa's Helpers Emma and Jacob Frazier; Santa's Helpers Shelly and Bonnie Scolfield with Santa and his friend; Crossing Guard Lila Stephens; Engineer George Lavacot; Santa's Helpers Pat Lyttle and Emma Frazier; Tent Announcer Dave Larsen; Al Hall at the ORHF Info Table; Car Host Dennis Seacat; Crossing Guard Ken Lyttle; Center: Chef Valerie Davidson; Jean Hickok at the gift shop; Santa in the roundend; Al Baker with a friend; Car Host Managers T. Trent Stetz and Mark Reynolds; Below, from left: Locomotive crew Neil Ferris, Bill Habjan & Bob Slover.



## HARVEY ROSENER

About 30 years ago I became active at Antique Powerland near Brooks, Oregon. I helped maintain and power up the steam engines (four of them within the saw mill.) I also helped obtain a narrow gauge Shay steam locomotive boiler from a mint farmer. In 1999, Al Pohlpetter saw me at the saw mill and asked me if I had seen the SP 4449 steam locomotive. Al gave me a tour of Brooklyn roundhouse and I was hooked.

On a typical day at the roundhouse, I arrived around 9:00 AM; I was usually the second one there after Doyle. About eight or ten regular volunteers showed up. We would work on whatever our current project was until break time at 10 o'clock. One of my tasks was to make a trip to Dunkin' Donuts before break time. There had to be at least two chocolate donuts designated for Doyle. Storytelling was the highlight of the break time. I wish I had used a tape recorder to take down all the different stories that I heard over the years.

---

***Harvey has many skills that people may not be aware of. - Doyle McCormack***

---

### A Few Memories and My Projects:

- 32 volt battery chargers at the roundhouse were easily damaged; I designed a bullet-proof one that the group named the "Harvetron 5000".
- New wiring for the thermocouples, which provide the engineer with the temperatures of the driver bearings (very important info). The existing wiring was in bad shape and was not protected from the elements.
- SP 4449 coming to Sherwood (2005, 2006, and 2008): I talked to the Chamber of Commerce of Sherwood about bringing the SP 4449 to the *Cruisin' Sherwood* event, where classic and custom automobiles were featured. The SP 4449 proved to be a great attraction at every visit.

- Presentation to Sherwood Rotary Club. They loved hearing about the SP 4449 being Portland's "steam ambassador" to people around the country and the world.
- T-Shirts for the volunteers. I facilitated getting T-shirts, some of which had a map on the back showing all the places the 4449 had been in the US and the year it was there.
- *Gordon Zimmerman* Baggage Car: I installed 32 volt transformers and other electronics for the lighting of the car. I converted two 240 volt box on 480 volts and helped install a large generator.
- *Plum Creek* (Great Northern RR passenger car): I modified base board heaters to work on 480 volts.
- *Clackamas River* (former Union Pacific RR sleeper car): I added a 480 volt heating system.
- *Yes Dear* (former UP baggage/mail car): I added a 240 volt inverter charger.
- *Travellers Rest* (Northern Pacific lounge car): Doyle told me that the wiring in the car was in bad repair. What pleased me the most was when he said "fix it". A big job, and one that other volunteers are still working on.



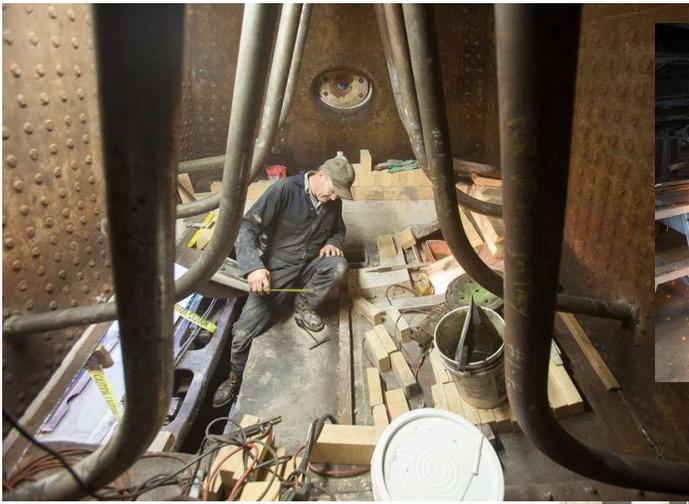
*Harvey with his granddaughter in Sherwood*

Volunteering gave me an opportunity to reunite with my love for steam. Being an Electrical Engineer, I focused on electrical jobs. The Harvetron 5000 was my one of my first tasks; the *Travellers Rest* car was among the last. Now that I'm restricted to a wheel chair and limited with cancer, my time of working at the roundhouse is now only a very satisfying memory.

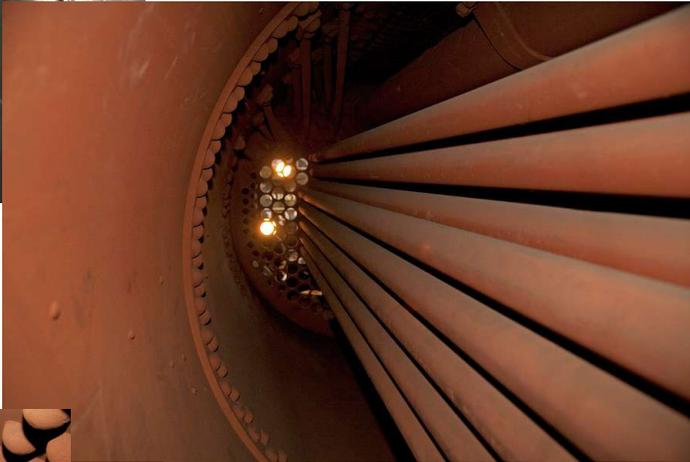
# Boiler Rebuild: A Pictorial Review



Photos by Bruce Miller & Scott Gordon



*Photos by Bruce Miller & Scott Gordon*



Photos by Bruce Miller & Scott Gordon

## ORHF Chooses an Executive Director

Colleen O'Dell, a visionary leader, has been selected as the Oregon Rail Heritage Foundation's (ORHF) new Executive Director. The selection committee saw that ORHF would benefit from her vast knowledge and experience as a strategic leader, thinker, planner and fundraiser. Seasoned in a management role, Colleen's 15-plus years fundraising and senior management experience earned respect from the committee for her people skills and relationship-building abilities.

"I was very pleased that we found her," said Mark Kramer, the Selection Committee's Chair. "Colleen was just who we were looking for."

Her prior experience includes being an Executive Director for Veterinary Charities, where she was a leader and mentor for the VCA Board of Directors, handled Charity infrastructure and was the originator of Charity branding. Colleen created a 3-year budget, and formed a 5-year strategic framework and action plan. She values building external relationships, partnerships, and sponsorship acquisitions.

Colleen emphasized the value of "friend-raising", one of her target projects; how it builds relationships with donors and successfully fulfills ORHF's mission – to provide for the preservation and public enjoyment of Portland's



historic locomotives, railroad equipment, artifacts, and to educate the public about Oregon's rich and diverse railroad history. "I'm a good listener," she said, "and value what others have to say."

She hasn't wasted any time getting started. Colleen has been working at home, doing research and

preparing grants. She is also a Certified Specialist in Planned Giving.

Colleen and her husband Herbert Malarkey live in Deer Island with two horses, three dogs and four cats.



### At the Enginehouse:

**PRPA Boiler Rebuild** - The Pacific Railroad Preservation Association will start its 15-year boiler recertification in 2016.

**UP Caboose** – The late Chris McClarney's historic Union Pacific Caboose will be on display on the extension track in front of the Enginehouse.

**The Greek Exhibit** - A professionally curated exhibit, showcases the legacy of Greek railroad workers in the Northwest. Come to its Grand Opening in March!



### Oregon Rail Heritage Foundation

PO Box 42443, Portland, OR 97242

[www.orhf.org](http://www.orhf.org)

*The Oregon Rail Heritage Foundation is a non-profit, volunteer-based 501(c)3 organization.*

*ORHF's mission is to provide for the preservation and public enjoyment of Portland's historic locomotives, railroad equipment, artifacts, and to educate the public about Oregon's rich and diverse railroad history.*

