



The Willow Creek Gazette

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Since 1975

Spring 2007

2006 Annual Meeting *By Garry Johnson*

December 9, 2006 the WCRR annual meeting was held at Antique Powerland. Many members were in attendance and a quorum was met. Three positions were up and three people ran all three were approved by

a unanimous vote. They were Garry Johnson, Frank Lertora and Hans Stangier. After the business meeting, a raffle was held for door prizes. Many members went home with a nice gift.

Please note, next Annual Meeting scheduled for the Labor Day Meet.

Junior Membership Program Becomes Official *By Scott Johnson*

We are pleased to finally announce that the WCRR Jr. membership program is official after several months of work behind the scenes. The program leaders are Scott Morrison, Lori Hellman, and Randall Preist. Below is the outline of the program. Stay tuned for more information, including the first activity to be announced very soon. Thank you to the above mentioned members for helping make this program happen. It is very important to the club, and the hobby.

WHAT IS THE JUNIOR PROGRAM?

We the parents are looking toward the future, for who will take over and continue to run Willow Creek Railroad. We are hoping that by starting this program, it will bring the kids together. It will teach them to work and learn about trains in a fun, and safe club setting. It will not be all work and no play!

HOW MUCH DOES IT COST TO BE A JUNIOR MEMEBER?

The Junior Program is open to the children of current Willow Creek Railroad members. The

cost will be \$10 per year, which is the same amount most, are already paying through the family membership plan. Children that don't have a parent already belonging to WCRR will also be considered, providing that there will be parent involvement.

HOW OLD DO YOU HAVE TO BE TO PARTICIPATE?

The Junior Program is open for children from the ages of 4 through 17. The program is broken down into levels, with Level 1 (Brakeman) for those children from ages 4 through 13. Level 2 (Engineer) is for those children from ages 14 through 17. Parent involvement is a must and encouraged, for this program to be a compete success.

WHAT WILL THE JUNIOR MEMERSHIP DO?

Every month we will have a scheduled project at the park, or a field trip. Not every field trip will be about trains. We want the kids to learn about other hobbies and people's interests. We will welcome other members' hobbies or interests. We would encourage

them to share with the kids. The projects at the park will be realistic. We want the kids to see their accomplishments. There will be an adult to help, encourage and over see each project. There will be a continued education in safety. Members will be encouraged to participate in all other regular activities at the park also.

WHAT WILL THE BENEFITS BE?

We know by being a part of this great club, the knowledge and fun is endless. We are hoping that the kids will develop a bond and use what they have learned toward the future. We know that it takes a team to make Willow Creek a complete success. When you are a member, there will be special things that you will be able to do. These will be announced at future meetings. We want the kids to know that they have a special place within the Willow Creek Club. They are a big part of this great organization.

Railroad Merit Badge *By Frank Lertora*

Last Spring I was approached by Boy Scouts of America Troop 211, from Astoria. They asked if I would be their merit badge counselor for the Railroad Merit Badge. I agreed, I put together three presentations on PowerPoint. Each lasted about an hour.

Approximately twelve Scouts participated. There were several requirements the Scouts had to complete to earn the merit badge.

Many railroading topics were covered. The topics ranged from modern freight train types, dynamic braking, Operation Lifesaver, to railroad signals, railroad history, model railroads, and many other.

We were even fortunate to have a field trip to Portland where Terry Kimzey gave us a tour of the Brookland Yard Roundhouse. This is where the SP&S 700 is housed and maintained by the PRPA. The Scouts were able to see the SP&S 700 up close and personal. After the roundhouse tour Terry had a surprise for us, he arranged a ride on the OPR.

Dick Samuels, owner of the OPR gave the Scouts a ride that lasted about one hour. What a great way to cap off the Railroad Merit Badge.

This experience further demonstrated how WCRR can

participate in railroading beyond the fence at Brooks. It also demonstrated the relationship WCRR has with PRPA and their relationship with OPR.



NOTICE

Annual General Meeting:
September 1, 2007
1:00 PM
Willow Creek Railroad
Brooks, Oregon

Blew Bird *By Llew Bird*

The engine and engineer car called the Blew Bird was built by Llew and Lew Bird, father & son, of Lacey WA. The locomotive was designed on paper, the necessary parts and pieces were cut by laser flame and plasma, the machine work was outsourced, electrical and mechanical was designed by L. and L. Bird, paint was by my son and his friend, welding and wiring was done by myself, the basic locomotive was assembled and finished in 13 months. It ran on tracks for the first time on December 24, 2004, and was finalized on May 30, 2005.

The locomotive is powered with a single cylinder diesel engine turning a generator with the generator turning 2 drive motors. The power output of the motors is determined by the generator output. The motors, one in each truck, are parallel to the axles with chain drive to the axels. The design was made to make the magnamotive drive system function in a prototypical manner. It has 2 High/Low beam headlights, braking is regenerative braking or electric brakes with the rider car and the engine having separately controlled brakes making the electric brakes redundant and independent of one another. However, the

locomotive and rider car brakes can be synchronized to function as a single system. The locomotive and rider car have a fail safe brake system, that is to say if the mechanical coupling decouples the generator is shut down automatically and the brakes of the locomotive and rider car will be applied even though they are separate until the mechanical and electrical coupling are reunited. However in the event of a fail safe situation occurring the locomotive brakes will be applied soft and the rider car brakes will be applied hard so as to not catch the engineers feet between the two units as they stop.

Battery recharging is accomplished from the flywheel of the engine and appears to be adequate for continuous operation without off board charging. Fuel consumption appears to be light to moderate. Engine starting is by electric starter with the engine starting instantly and without hesitation. Engine length is 66 inches, width is 17 inches and the weight of the loco is between 900 to 1000 pounds. The color of the locomotive is Patriot Blue automotive paint. The finish of the paint is exceptional, with extreme depth of reflectivity. The trim

on the axles and the center points of the trucks is yellow brass. The name 'Blew Bird' is spelled out in Harlow Solid Italics and is a nickname for Llew Bird. The number X173 located on each end of the engine on both sides and the name are fabricated out of bright stainless steel and are attached to the locomotive with buttonhead stainless steel bolts.

The control is a pedestal and box on the rear of the locomotive with switches to drum controllers, a key, and a woo woo horn of my own design. The horn is not an air horn. There are four silver wings, two on each side low to the walkway, to assure plenty of airflow for the air cooled diesel engine, generator and the relays.



Members Attend OL Training *By Garry Johnson*

As mentioned in the past, WCRR has had a long history of providing information made available through the Operation Lifesaver program. On January 27, 2007 we carried that one step further.

Six members, Courtney Boell, Denise Piggott, Garry Johnson, Hans Stangier, Patsy and Terry Kimzey attended an all day class

put on by Operation Lifesaver, Oregon div.

We all took the entire course but Courtney and Denise were the only one's wishing to be presenters. The rest of us have all the info required but chose just to be associates at this time.



Roundhouse Improvement Project *By Scott Johnson*

The roadbed for the new "y" track into the roundhouse has been laid. This is a result of a lot of planning, and the commitment of continuing to improve and upgrade our railroad into a top-notch facility. Below is an explanation of some of the things involved with this project.

When the new railroad was put into operation back in 2000, the old track leading out of the roundhouse turntable was "temporarily" tied into the new track. This track would get us by for a "couple" years while we got some of the other more important projects completed at the park. As things continue to progress, and with the new car barn 100% operational, planning began last winter for "upgrading" the roundhouse area both cosmetically and functionally.

There were many of things to think about, and they include the following. The roundhouse was originally built in the late 70's and then added onto several times. Even though it received new siding and a metal roof in the mid 90's it needs some repairs to the face, and some upgrades inside and out.

The club owns a former service station hoist, which will be rebuilt and installed (with a 16' table) where the existing turntable currently is. This will allow members to remove equipment directly from the roundhouse and onto a steaming bay for service or steaming. We still have some steaming bays from the old railroad and will build one new 20' bay like we have at the unloading area. There will be a few ground level tracks installed also for storage and display. With the rate of new members and equipment we knew we would need to allow for more engine storage later down the road, an area has been designated for this also.

So your asking how are we going to get trains in and out with all this stuff? The track planning crew was able to leave enough room for a nice 70' radius "y" track to get into the new turntable. You might have



noticed some of the markings and stakes that appeared during Labor Day weekend. It was also decided to have an additional track going out close to where the current track is located. The radius on this track will be smaller because of space.

It will be a nice improvement that will continue to be completed in stages. Landscaping, including some tree planting will be done also in stages as the project moves forward. Switches and track panels will be built as time and weather permits. We will keep everyone posted during the project and as always needing volunteers.



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 Willow Creek Railroad
 Brooks, Oregon

The PRPA and the 700

The PRPA and the 700 have been busy since the last issue of the Gazette. During the month of December the 700 was called on by Santa to help him spread the holiday cheer. Dec. 8,9, 10 she hauled many passengers on the OPR line in an event called "The Holiday Express". It is all done in an effort to raise funds for a permanent home of Portland's steam locomotives.

On Dec. 15 she made an evening trip to the Vancouver, BNSF yard, to be ready for Santa's arrival on the 16th. BNSF does something special every year for it's employees at Christmas time and this year the 700 delivered Santa to the affair. All employee's and families were given the opportunity to climb aboard and check her out.

On the way back to roundhouse, she made a stop at Union Station. Once again Santa was on hand to spread holiday cheer while passing out candy canes.

On Dec. 22, 23 The OPR opened it's line with special runs. The 700 was called into

action once again. Many vendors and associates of the OPR, PRPA, and yes WCRR were invited to ride on this very special event. Ok, I know some of you only got half a trip! But it was better than NO trip last year! Maybe the third time will be the charm... Round trip?

Terry and Patsy Kimzey have been busy attending swap meets and safety fares promoting the 700, Operation Lifesaver and WCRR. Terry was also instrumental in getting the venue for our OL training class.



Photo by David Thompson, PRPA

Life After Steam-Up *By Garry Johnson*

For as long as I can remember there has been a term used around WAPI called a "Four Dayer". That referred to all the people that only showed up the two days each weekend of Steam-Up. It's a good thing not everybody does that or we wouldn't have the facility we have today. A lot of focus is put on, getting ready for and participating in the Steam-Up, as well as it should be. It is by far the biggest crowds and source of revenue for the year.

We usually can figure on having about 90 days of good weather after Steam-Up, that's when most members unwind and start to really have fun!!! All the workdays are very productive and followed by great food, fresh produce from the garden, campfires, overnight camping and running of trains till the wee hours.



Don't be a "Four Dayer"
come out and enjoy the fun!

**THE NEWSLETTER
OF WILLOW CREEK
RAILROAD**

NOTICE

Annual General Meeting:
September 1, 2007
1:00 PM
Willow Creek Railroad
Brooks, Oregon

"The Back Shop" By Garry Johnson

Here is what members have been working on:



Garry Johnson's little project

Several ideas come to mind here: Seems to be up in the air if anything ever gets done at this shop? Or no matter how many things I take off, it still won't fly or float!

Then of course my personal favorite... Beware, don't park your locomotive in the "Hood" it will be jacked up and have the wheels stolen!

What started out to be a simple little "Let me take this home and fix a few things" has turned into a two or is it three year, major out-shopping.

Hey Fred, just think we're half done... Only two or three more years? Hmmm... now where did I put that valve gear linkage?



Newest members Mike and Tosh Baker have been hard at work the last few months. They purchased in kit form, the "Huskie" from Eaton Engineering. They also put together a couple of cars with enough seats to accommodate their family of four.

Ken "Skid" Roeh of Yakima has been working on two projects in his shop.

Pictured is a stake side freight hauling Goose, the other project is a Falk, logging engine.



The story goes that Hans Stangier took possession of this "basket case" several years ago. It is a Little Engines "Atlantic"; it was all apart in boxes and with very little done. Hans with the help of Grant Carsen, now have it up and running on air.

Speaking of Grant Carsen, he programmed and

manufacture of the "New Brake System", Dick has been busy putting the finishing touches on 2 hoppers, 1 boxcar and a Stockcar. He also re-designed his locomotive control panel with all kinds of features.

something, making interim modifications to the "F" unit? I'm told this is just to get by until they really get serious and do the full-blown final version.

produced 12 steel frogs to be used in future switches needed by the club. He is also looking at making the long needed water columns for the station. Thank you, Grant.

J-2 (Josh Ledbetter) took on the job of building a gondola in his shop class at school. Lets hope they don't hold him over until he gets it finished.

Chip Colby has told me he was busy working on a second "Huskie" loco. He says he and Joanne hope to be double heading soon. Before long we may have a whole team of Huskies?..... Just think WCRR's own Ilditarod?

I've been told that Frank is in the shop building a couple of hopper cars. When Dick isn't involved in the

The Birds have been up to



Heaven's Roundhouse: Gene Johnson



Gene Johnson, has been a member of WCRR since April of 2000. Gene and Sandra were snowbirds, spending winters in Arizona and summers in Oregon. When in Arizona he would run at the Maricopa track, hence the name for his R.R. "The O and A Line" (Oregon / Arizona).

Last year their stay in Arizona was cut short and Gene came back to Oregon to begin treatment of a brain tumor. He had a pretty tough time for a while, but seemed to be on the mend. In fact he was official "hot dog chef" at one of our early fall workdays.

He really took a turn for the worse in the last few weeks. Sandra was able to keep him at home with help of Hospice.

November 10, 1926 —
November 26, 2006

Gene will be missed by all.