



The Willow Creek Gazette

Inside this issue:

Willamette and Kings Valley	2
Track One	4
Dues Increase	5
Station Update	5
Soggy Sod Railroad	6
The Back Shop, WCCR Display at Mission Mill	8

Willow Creek Railroad

Winter 2010

Annual Meeting, 2010

The annual meeting took place on September 4, 2010, at the railroad under the station cover.

Thanks to everyone that attended. It was a great opportunity to meet some of the new members who joined after Steam Up and for everyone else to get caught up on what had been happening at WCCR.

Normal business was taken care of which included the financial report, Steam Up report, committee updates and the election of three members to the board. Those three people were Frank Lertora, Terry Kimzey, and Tarno Coleman.

There was also some discussion about upcoming events and

projects that will be taking place this coming year. And the announcement was made about the first ever dues increase that will be taking effect this coming year. (See page 5, in this newsletter)

After the meeting people enjoyed some train rides, and others took the opportunity to work on some ongoing projects.



NOTICE

Oregon Steam-Up:
 July 30 & 31, 2011
 August 6 & 7, 2011
 Willow Creek Railroad
 Brooks, Oregon

NOTICE

Annual General Meeting:
 September 3, 2011
 1:00 PM
 Willow Creek Railroad
 Brooks, Oregon

Willamette and Kings Valley Railroad *By Alan Shifley*

September 25, 2010, was a bright and sunny fall day, perfect for forty or so Willow Creek friends and family to gather and run trains at Alan and Tammy Shifley's Willamette and Kings Valley Railroad.

Bobby Busch kept the unloading process running smoothly as delicious smells wafted from the barbeque and mixed with the distinctive odor of steam engines being fired up on the steaming bays.

Dick Hofsheier's speeder and eight locomotives polished the rails, including the Hellmans' Amtrak SW-1500, James Folk's SW-1200, Amy Shifley's 4-wheeled switcher, and the Shifleys' Baldwin-Westinghouse electric and 4-8-2 steamer.

Richard Gray and Patrick Duling double-headed with their 0-4-0 and 2-6-0 steamers for much of the day. Frank Lertora joined in later with his 2-4-2 to make up a spectacular triple-header.

The Willamette and Kings Valley Railroad features about 3,000 feet of track with bi-directional running controlled by automatic block signals. There are three bridges and a number of culverts that keep water flowing during rainy winters. The station area has two tracks with incoming trains automatically directed into whichever track has more space.

The warm day gave way to a cool night. The fire became the place to hang out and warm up between runs as trains ran well into the evening.



Photo by Tammy Shifley



Photo by Mark Adelblue



Willamette and Kings Valley Railroad



Track One *By President Mark Adelblue*

Well, consider 2010 another one in the record books. I cannot believe that we are at the end of the year already – what happened? Let's see if I can remember everything that did happen... One of the most memorable items this year was our first ever invitational meet with the Sacramento Valley Live Steamers in mid-July – and of course we had some of our hottest weather of the year for that weekend and no drinking water due to needed treatment to the water well for Steam-Up. Even through that hot weather, they had nothing but positive things to say about us as hosts as well as the railroad.

This year also saw more steam engines running on non-Steam-Up weekends than has been seen in quite a number of years. I hope it is a trend that continues. I remember when I started as a member, about the only "diesel" at the park was Bev's UP Switcher. Nice to see all that steam.

General cleanup of the west end was done this summer with more trees planted by the unloading lift as well as final setting of the new container and then later in the year painting of the container to Pullman Green!

The board worked on getting the new lease put into place and signed with the inclusion of the ICP as being formally included in the lease as well as the new lease lines. There was a lot of behind the scenes work done on the lease – but even though the lease was a lot of work – it benefits all of us.

More "out in the open" work was done on the station and loading areas. Early in the year we scheduled to have the cottonwood tree removed; it was then re-scheduled, then re-scheduled, and finally scheduled. What a day that was. It took most of the day to remove that big tree, then there were a couple smaller trees that were determined very unsafe and they were taken down also. Then came the cleanup – seemed to take forever but we got it done... After the trees came more work on the station itself. New rolling entrance and exit gates were fabricated over the

winter last year and they were installed this last spring.

Another addition to the front of the station was the two period streetlights that were set into place – they will be wired this next year to compliment the look of the station. And don't forget the planting of yet three more trees in front of the station to provide some additional shade (in the future).

Remember that all of this work was committed to making the area "period" in nature when the planning for the station area was in the works – with some additional embellishments that work to our favor – and it has. I heard a very special compliment this past summer. There was a person that commented, "Wow! It is starting to look like Disneyland here, it looks great!" What a compliment!

Just as an additional note, Steam-Up this year was the largest on record with us breaking a record for one day donations during the Steam-Up. And during this time we tried using Conductors on all trains of five cars or more – this addition helped keep all riders safe and under control.

The Memorial Garden is also coming along nicely. The bubbler has been installed and more plans are in the works for finishing the garden in the future. Planning has also been going on for the replacement of the roundhouse. An initial design has been drawn up and placement has been determined – this new configuration will open up the central area as well as giving us more area for possible roundhouse expansion as well as a possible shop building.

Work was also done on the three main switches coming into the station. Sensors were installed to lock out the switches from movement if a train is within that block. This setup helps protect our trains from being derailed in that very sensitive area.

Work was also done on tie replacement on the south side of the park – out by the parking lot. About 80% of the ties were replaced with new Trex ties. Track

was taken completely out, re-graded, leveled, and reset. That back section feels like a super highway now – nice and smooth – we have more to look forward to as we replace more of the wood ties that have been in the ground now for 10 years.

Speaking of 10 years, this next year is the 10th anniversary of having all three loops open - more to come on this later. We are also in the planning stages of adding a creek to Willow Creek Railroad. It has been more than 10 years since we have had a creek and the possibility of having a creek again is exciting.

More signaling is in the works and several areas have had new conduit run for the wiring to run the signal lights. Upgrades to the existing signal system is also in the works.

All in all it was a good year. Thanks to everyone that made it a success and I hope all of you are looking to make 2011 another banner year.

Just as a reminder, take some time to fill out your timesheets and bring them with you the next time you come to the park. There are a lot of hours that all of you put in down there and records of those hours will help if and when we work on obtaining a grant for additional funding for the projects that we have.

Happy Steaming...



Dues Increase *By Terry Kimzey*

But officer, I am SURE that I paid my WC dues on time! What's that, I didn't pay enough? You are taking me "in" for that? SIGH.....

However, it's true. Unfortunately dues are going up. The new annual dues will be **\$30 Full Membership, \$20 Associate Membership, and \$15 Junior Membership.**

We regret having to do this. But the club's expenses and costs continue to go up. We have received some donations, and many people have been generous to us.

But, it has still not been enough to offset the increase in operating costs we've seen over the last several years. It has also been many years since there has been a dues

increase. Based on a survey of other clubs, we are still well below the "going rate" at other locations.

For Willow Creek to continue to grow, and to be one of the best 1/8th scale railroads in the country, we need to be able to meet our expenses.

Thank you for understanding. As always, we appreciate your support.



Station Cover Status 2010 *By Tarno Coleman*

What a year! If you haven't been out to the railroad for a while, you will see a lot of changes. While the station cover itself has been completed for some time, a lot of details were added in 2010.

Starting at the top: Thanks to Mr. Dick we have a silhouette of a steam locomotive, complete with cars and a caboose. Mr. Phil was busy with his welder and the "herd control" corral

consisting of antique rail and balusters from our old flat bar rail is essentially complete.

There is a new metal fence to replace the old chain-link and plastic. To keep the approach area neat & tidy we have an excellent concrete walkway complete with simulated stone stamping. Nearby is a grand new flagpole thanks to a very generous donation from Mr. Jack.

A water pipe extension allows steamers to be serviced on Track No. 2. This aids in keeping Track No. 1 free for servicing passengers.

All is first class work and really adds to the appearance of our area. Thank you to all who contributed their labor and/or financial support! We are moving forward.



Soggy Sod Railroad *By Frank Lertora*

Soggy Sod Railroad hosted a Willow Creek Railroad invitational run on October 16, 2010. It was attended by twenty WCRR members. Several members camped here at the SSRR, while others stayed near Astoria.

There were two visiting locomotives. Alan Shifley brought his Willamette and Kings Valley, 90, electric with his flatcar and caboose. Ernie Hellman brought his Amtrak, 540, switcher and operator car. The Sierra, 40 and Willamette Valley, 13 were both out running.

The event was attended throughout the day by family friends of the Lertora's. Everyone had a great time riding the trains and simply watching them go by. There were approximately 60 people that stopped by the Soggy Sod to check out the operations.

It was great to see the WCRR members pitch in and help with the operations. It seems as if everyone got a chance to run a train; Bryson Hellman on the Amtrak, Bill Esther and Alan on the WKV, Scott and Trevor Johnson and Mark Adelblue on WV 13, and Bryson, Terry Kimzey on Sierra. I know there were several other combinations I missed. A special thank you goes to Chip Colby. He stepped in and was our "Station Master", with his help loading passengers went smoothly.

One dilemma we faced was the lack of signals on the SSRR. Ernie had an excellent idea to solve this problem; we would just "pass a baton". On each end of the bi-directional track, a piece of PVC pipe was installed in the ground. The pipe was to hold a red flag. Only one flag was used. If the flag was in the pipe, as a

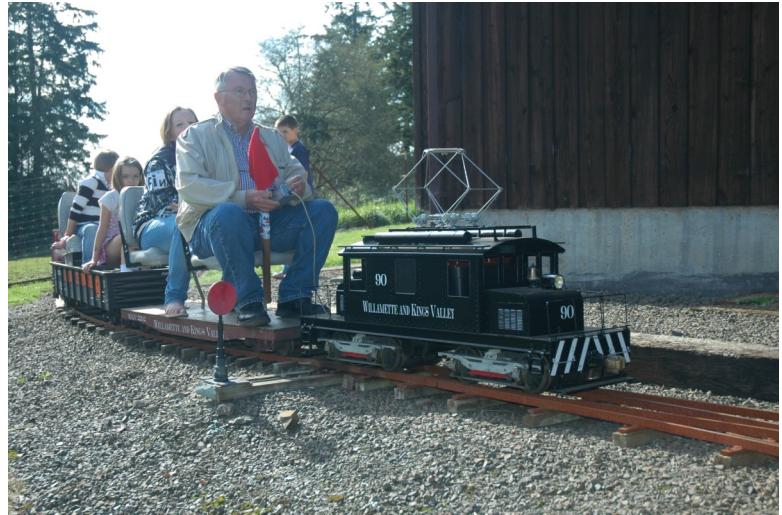
train approached, the engineer would pick-up the flag and proceed on the bi-directional track. At the other end the engineer would place the flag in the pipe. The engineer on the waiting train would then grab the flag and proceed through the block. Unless the engineer had the flag in hand, they would have to wait for the flag. This system worked very well.

As evening approached, family friends went on their way and the barbeque was fired up. The dinner was the traditional WCRR potluck. With the campfire going, there were trains running into night time. After a long day of railroading, those staying at SSRR moved into the Back Shop for a few refreshments and a card game.

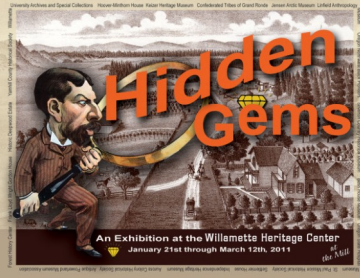
We had a wonderful time, the weather was great; and we are looking forward to next year.



Soggy Sod Railroad



THE NEWSLETTER
OF WILLOW CREEK
RAILROAD



"The Back Shop"

WCRR to display with APMA at Mission Mill Museum in Salem
By Scott Johnson

WCRR was asked if we would like to participate in an exhibit promoting Antique Powerland this winter called "Hidden Gems" at Mission Mill in Salem. After doing some research about the exhibit, and the logistics of displaying a locomotive we accepted the offer. APMA gets to display 3 items and one of those will be Phil Lanzarotta's "Chloe" steam engine. The exhibit runs from January 21st – March 12th. This will also help promote WCRR. Thank you Phil for making your locomotive available. Below is some more information about the exhibit.

Hidden Gems: A Mid-Valley Heritage Invitational Extravaganza! gives 19 Mid-Valley heritage, cultural and history museums and organizations the opportunity to bring their most unique, interesting and/or important treasures together in one show!

Throughout the exhibition's run, visitors can take a walk through history as they view a wide array of local, regional and nationally important objects. *Hidden Gems* encourages the preservation and appreciation of our local organizations that do so much every day to foster understanding and enjoyment of our community's heritage.

"We are thrilled to have these wonderful heritage and cultural organizations bring their objects for this one-of-a-kind show. We have been looking for new ways to help promote the 'Hidden Gems' that our community has to offer and this exhibition is one step in that direction. I for one hope that we are able to make this collaborative exhibition into an annual event, focusing on different themes each year. For example, 2012 is the 100th anniversary of Oregon women gaining the right to vote, and I would love to work with these organizations to facilitate a celebratory exhibition of women in the Mid-Valley."

To date, the following organizations from Marion, Polk and Yamhill Counties will be participating:

Antique Powerland Museum Association, Aurora Colony Historical Society, Bush House Museum, Confederated Tribes of Grand Ronde, Forest History Center, Frank Lloyd Wright Gordon House, Historic Deepwood Estate, Hoover-Minthorn House, Independence Heritage Museum, Jensen Arctic Museum, Keizer Heritage Museum, Linfield Anthropology Museum, Oregon Northwest Black Pioneers, Oregon State Hospital Mu-

seum, Settlemier House, Silverton Country Historical Museum, St. Paul Mission Historical Society, Willamette University Archives, and Yamhill County Historical Society.

Some of the featured items include a medical case from an 1899 graduate of Willamette University from the Willamette University Archives; an early fire radio from the Forest History Center; a jail ball and chain from the Yamhill County Historical Society; a pair of child's boots worn by Herbert Hoover from the Hoover-Minthorn house, and a vintage wedding cake topper from Historic Deepwood Estate.

CONTACT: The Willamette Heritage Center at The Mill, 503-585-7012, www.missionmill.com

WHAT: *Hidden Gems: A Mid-Valley Heritage Invitational Extravaganza!*

WHEN: Friday, January 21 through Saturday, March 12
WHERE: 1313 Mill St. SE, Salem, OR 97301

COST: FREE with Mission Mill Museum admission; FREE admission for members of the participating museums and organizations.



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August 6 & 7, 2011
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Tractors, Tractors, Tractors: July workday, final touches prior to the Sac. Meet and Steam-Up.