The Willow Creek Gazette

Willow Creek Railroad Museum Fall 2015

Celebrating Willow Creek's 40th Year

1975 - 2015

Inside this issue:

The 2015 Steam-Up is history

Steam-Up is the special event of the year. We wish to give a special thanks to all those who have made an extra effort to make Willow Creek special. All the efforts made our visitors feel welcome and impressed with the works completed during the past year.

The number of rides given and the generous amount of donations was impressive. This could not have been accomplished without the efforts of our members and the donation of the use of their equipment.

It's always a pleasure to see those who have come great distances to make these two weekends a very pleasurable gathering.

THANK YOU TO ALL!

Working On The Railroad

2015 Steam-Up Weekends…

Young riders anticipating their turn. The lines of riders were steady.

The weather was good considering how hot the summer has been. Well... there was that one downpour on late in the day.

The searchlight signals are illuminated and the new track-side signals are working.

2015 Steam-Up Weekends

ALL ABOARD!!!

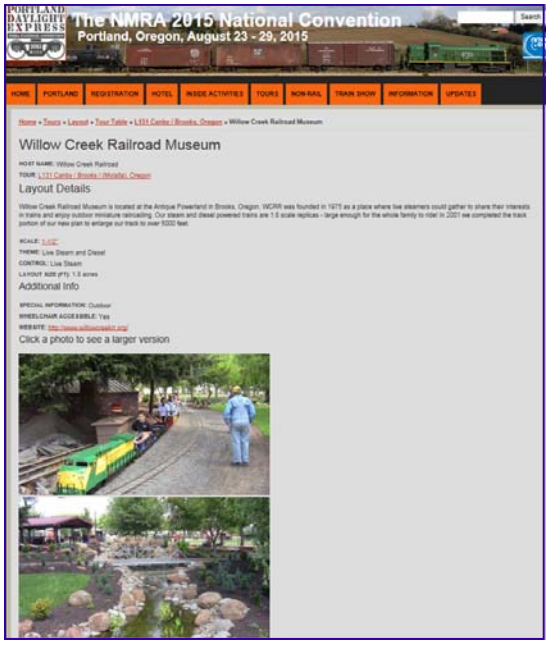
A load of riders anticipating their trip. the number of riders was steady. The new additions to the signal system helped with traffic flow and reduced the backup time.

The number of rides and the donations were very good for 2015. Thank You! to all the steam-up helpers. The donations of your equipment use and labor are much appreciated.

Work continues on the new roundhouse and industrial loop track extension..

Two more signal bridges are almost ready for installation.

National Model Railroad Association Tours WCRR



The NMRA convention was held in Portland this year. One of the tours available included Willow Creek and Shady Dell.

2015 National Train Show

Portland Expo Center
August 28 - 30, 2015

2060 North Marine Drive
Portland, OR 97217

NTS Website: www.nationaltrainshow.org

The landscaping was spruced up....

Equipment was put on display....

Lots of cameras present and the tour group was impressed our layout.

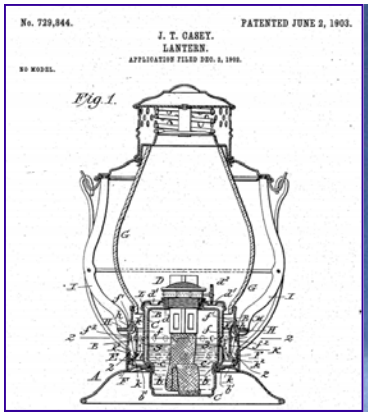
Make-A-Wish

In April Wendy Thompson contacted Willow Creek:
"Tristan is six years old and has some medical issues and is on a transplant list. His wish is for a "real working RR crossing" for his bedroom. Tristan identifies with these RR crossings; he has challenges that make life a little hard for him. When I met with him, it was obvious RR crossings are his passion. It is what brings him joy. The job, as Tristan's Make-A-Wish grantor, is to make this happen."

Paul Yaniw and Alan Shifley agreed to coordinate the project and through their efforts the wish became a reality.

Sunday September 6th was a special day. Tristan, family, friends and Willow Creek members gathered for the surprise presentation.

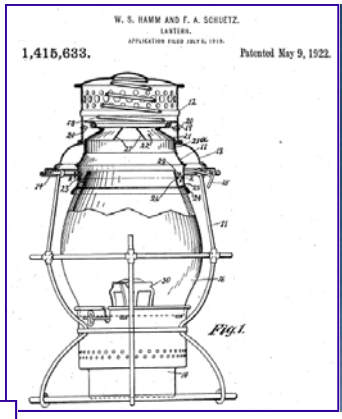
A Historical Glimpse… : The Railroad Lantern



Running a railroad is a full time operation... 24 hours a day; 7 days a week. Signaling, checking equipment, and operating switches at night is a problem. Enter the railroad lantern designed to operate under adverse conditions.

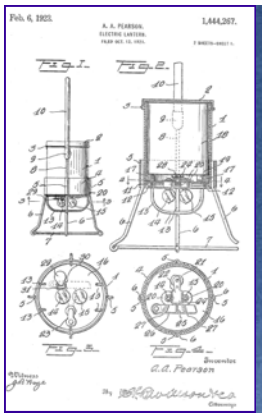
The "tall globe" lantern on the left is a Keystone "Casey". The Keystone Lantern Company produced lanterns from 1903 to 1930. Perhaps the most unique characteristic of the "Casey" was the wick-adjusting mechanism which was operated with a horizontal knob located beneath the font. Turning the knob one way or the other raised or lowered the wick. The knob was two inches in diameter and had ridges so that a railroad employee could easily grip the mechanism even with gloves on. A fairly large number of railroads purchased "The Casey"s.

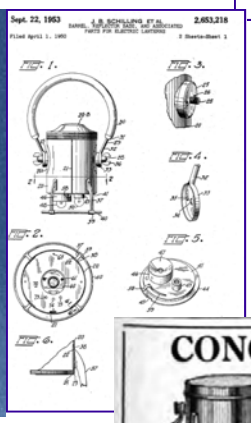
Early lanterns burned a fuel called signal oil. Signal Oil is a compound oil of pure grades of animal and mineral oils. During "The Great War" (WW1) the military discouraged the use of signal oil. Signal Oil required lard which was needed for munitions production and thus the Military encouraged the use of Kerosene over Signal Oil. Kerosene didn't burn as well in the standard tall globe lanterns. Kerosene required lanterns that were properly drafted and had a smaller burning chamber to keep the flame from going out during signal use. The use of kerosene lead to the development of the "short globe" lantern.



The "short globe" lantern on the right was manufactured by the Adams and Westlake Company (ADLAKE).

The No. 250 was produced in very large numbers during its short production run as railroads clamored to buy them to replace their signal oil designed tall globe lanterns and run kerosene instead. Many companies manufactured versions of the "short globe" lantern.





Electric lanterns entered the railroad market.

The Conger Electric Lantern Company was started by Charles W Conger who lived in The Dalles, Oregon in 1917 when he filed for his first patent.

The Conger Lantern Company lanterns were originally manufactured in Portland, Oregon until it was purchased