



Celebrating
Willow Creek's
41ST Year

1975 - 2016

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The Willow Creek Gazette

Willow Creek Railroad Museum

Spring 2016

Spring brings on an increased need for maintenance activity.

Time to "re-tie"?

Little maple trees are popping up everywhere. It's amazing to see literally thousands of small maple trees that have sprouted in the roadbed.

All the weeds have enjoyed the winter rains. Our miniature trees have lots of competition. Three buckets pulled in a little less than an hour.



Help with articles....

Have you recently worked on a special project? Do you have pictures?

If you would like to submit them, it would expand the variety of items we can

share with our readers. Several members were kind enough to submit information for this edition. If you don't want to write the story, just submit a brief description and it can be edited

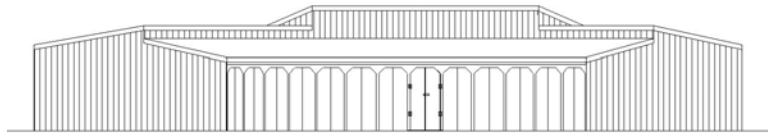
to complete the article. You will be given a chance to review the story for additions, deletions or corrections before it is published...

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Work is continuing on new roundhouse...

It's been in the planning and fund raising stage since 2009.

The results are now becoming tangible. The building permit was issued, the concrete foundation was excavated, formed and poured in 2014.



Front Elevation

Phil Lanzarotta built the steel door frame in 2015-16 and they were put in place this February.



Two new signal bridges are operational



A “dry” day in February? Something very rare this year. Fortunately a couple of dry days allowed the signal bridges to be erected and the wiring installed.

Alan Shifley’s continued work on the signal system has done much to improve train traffic flow on busy days.

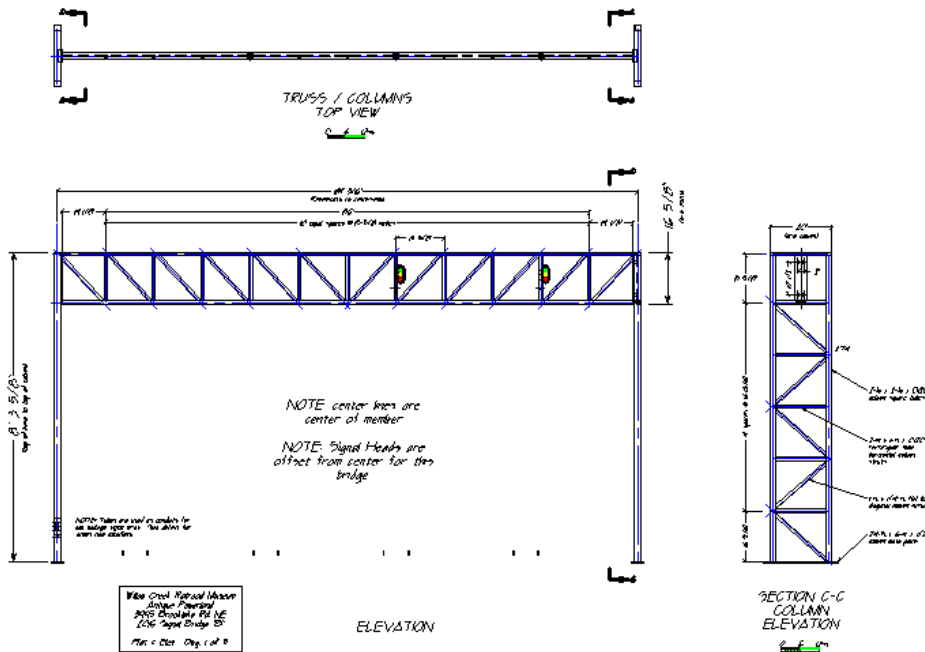
Pulling wires...



Installing signal heads... and we are ready for traffic!



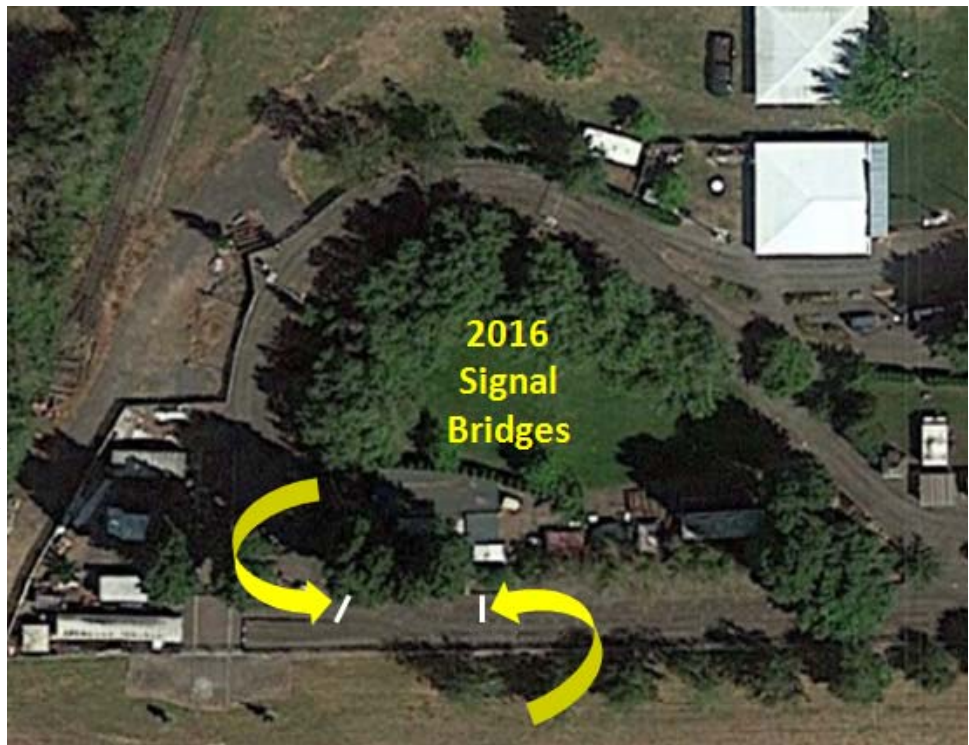
Two 2016 Signal Bridges are Being Constructed.



Mike Myers, Chemeketa Community College Welding Instructor, has agreed to help us again this year by fabricating two more signal bridges. Over the years, Mike's students have constructed the Willow Creek bridge and the four existing signal bridges.

There is more than welding involved... approximately 70 pieces are required for each signal bridge. Some parts require more than cutting. 50+ holes for assembly and electrical wiring access take more time.

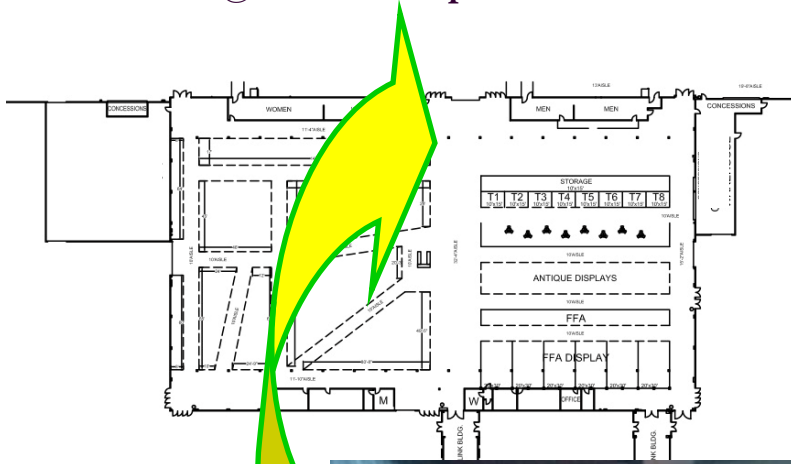
Originally only one signal bridge was planned for 2016. Chemeketa has expanded their welding program this spring to have two fabrication classes which allows us to have a bridge constructed by each class.



Steel for both bridges has been purchased from RAM STEELCO in Salem and delivered to Chemeketa. Signal bridge construction has been started for this project.

2016 WCRR @ Portland Expo Center Northwest Ag Show

On Tuesday, January 26th thru Thursday, January 28th, 2016 Antique Powerland Museum Association had exhibit space in the Portland Expo Center Hall C for the Northwest Agricultural Show. The display halls C, D and E cover 7 acres of exhibit space.



Vern Gumbert kindly donated his time to bring his Santa Fe consist to the show to represent Willow Creek in the display area. James Ramsey volunteered one day to help Vern.



Station Accessory Upgrade...



Ernie's previous bench restoration

Our benches are much appreciated by visitors and members during Steam-Up and other run days.

Thanks to Evan Burroughs and the family fabrication business, one of the deteriorated benches has been refurbished and is ready for service.



The restored bench looks like new!!!



Just a reminder.... Willow Creek Due\$

It's that time of year to renew our membership dues.

The current dues expire the end of May.

Regular Member:	\$30.00
Associate Member:	\$20.00
Junior (18 & Under):	\$15.00

Payment may be mailed to:


WCRR
2627 N Willamette Blvd.
Portland, OR 97217

Fred Meyer Community Reward\$ Program

Do you shop at a Fred Meyer? If so every Fred Meyer has a "community" cork board. This is a good place to place a couple of the small fliers we created to promote supporting WCRR.

Scott Johnson says he has been doing this at the Tualatin location and has to replace them about once a week. Someone is taking them. He is not sure if they are signing up but says its worth a try.

If you need a PDF copy to print out please let us know.



YOU CAN HELP
WILLOW CREEK RAILROAD MUSEUM
EARN DONATIONS JUST BY SHOPPING WITH YOUR
FRED MEYER REWARDS CARD!

Fred Meyer is donating \$2.5 million per year to non-profits in Alaska, Idaho, Oregon and Washington, based on where their customers tell them to give. Here's how the program works:

- Sign up for the Community Rewards program by linking your Fred Meyer Rewards Card to **WCRR** at www.fredmeyer.com/communityrewards. You can search for us by our name or by our non-profit number: **90350**.
- Then, every time you shop and use your Rewards Card, you are helping **WILLOW CREEK RAILROAD MUSEUM** earn a donation!
- You still earn your Rewards Points, Fuel Points, and Rebates, just as you do today.
- If you do not have a Rewards Card, they are available at the Customer Service desk of any Fred Meyer store.
- For more information, please visit www.fredmeyer.com/communityrewards.

Antique Powerland Museum Association



APMA President, Charlie Philpot suffered a stroke at the beginning of the year.

President has become the acting President until Charlie is able to return.

According to the APMA bylaws, Scott Johnson as Vice

APMA has added several big events this year including the Civil War Reenactment over the 4th of July weekend. First event of the year is Boy Scouts on May 14-15.

WCRR regular monthly emails will be starting at the beginning of May.

A Glimpse of History: Where to buy watch in the 1880s?... ... found on the internet...

If you were in the market for a watch in 1880, would you would go to a store, right? Well, of course you could do that, but if you wanted one that was less expensive and a bit better than most of the store watches, you went to the train station! Sound a bit strange? Well, for about 500 towns across the northern United States, that's where the best watches were found. Why were the best watches found at the train station? The railroad company wasn't selling the watches. The telegraph operator was.

The telegraph operator was usually located in the railroad station. The telegraph lines followed the railroad tracks from town to town because it was frequently the shortest distance and the right-of-way had already been secured for the rail line. Most of the station agents were also skilled telegraph operators and that was the primary way the railroad communicated.

It was the telegraph operator who had the watches. As a matter of fact, they sold more of them than almost all the stores combined for a period of about 9 years. This was all arranged by Richard, who was a telegraph operator himself. He was on duty in the North Redwood, Minnesota train station one day when a crate of pocket watches arrived from the East. No one ever came to claim them. So Richard sent a telegram to the manufacturer and asked them what they wanted to do with the watches. The manufacturer didn't want to pay the freight back, so they wired Richard to see if he could sell them. So Richard did. He sent a wire to every agent in the system asking them if they wanted a inexpensive, but good, pocket watch. He sold the entire case in less than two days and at a handsome profit.

That started it all. He ordered more watches from the watch company and encouraged the telegraph operators to set up a display case in the station offering high quality watches for a reasonable price to all the travelers. It worked! It didn't take long for the word to spread and, before long; people other than travelers came to the train station to buy a watch.

Richard became so busy that he had to hire Alvah, a professional watch maker, to help him with the orders. And as they say the rest is history. The business took off and soon expanded to many other lines of dry goods. Richard and Alvah left the train station and moved their company to Chicago -- and it's still there. YES, IT'S A LITTLE KNOWN FACT...that for a while in the 1880s, the biggest watch retailer in the country was at the train station. It all started with a telegraph operator, Richard Sears and his partner Alvah Roebuck!



"SEARS and ROEBUCK"