



Celebrating  
Willow Creek's  
41<sup>ST</sup> Year

1975 - 2016

**Inside this  
issue:**

Annual Business Meeting	2
Oregon National Guard Picnic	3
Roundhouse Progress	4
Signal System Projects	5
Signal System (continued)	6
Tree Removal	7
Additional Car Storage Building	8
APMA & BoG Planning	9
Short Stories	10
Short Stories (continued)	11
"BJ" Adelblue Memoriam	12
A glimpse of history....	13

# The Willow Creek Gazette

Willow Creek Railroad Museum

Fall 2016

## Scissor Lift Sold!!! by Terry Kimzey (...an "uplifting" story...)

A story to lift your spirits today. Some time back, about three years ago, a large scissor lift was given to Garry Johnson. It was then brought down to Willow Creek with the thought of using it to access "high up" items, such as limbs, lights, etc. The lift would raise to about 30 feet in the air. However, the old story of the "best laid plans" happened. The lift is actually designed for warehouse/maintenance work on flat, hard surfaces, such as concrete, asphalt, etc. It has a rigid frame, and small, hard rubber tires. It was immediately determined that the loose dirt, gravel, and slippery grass just would not work. Every time someone tried to use it, it got stuck. So, the lift was parked and left for a couple of years.

This year, it was brought to my attention that perhaps the lift could be reactivated and sold to generate some revenue. In a moment of weakness, I volunteered to take it home to my shop and go through it to see if it could be brought back to life. I had to borrow a heavy duty trailer to haul it home. The lift weighs almost 5000 pounds by itself. Anyway, made it home and started working on it.

About \$150.00 of the clubs money and around 30 hours of my time later, the lift was back in operation. Wasn't a whole lot wrong with it, just needed to be serviced, cleaned up, and better (used) batteries installed, which the club had on hand.

I then advertised it on Craigslist, and had several calls. The one that finally took the lift was a maintenance guy who works for Tuefel Nursery, Oregon Roses Division. They are building a huge new building, and he said he was tired of working off a pallet on a fork truck. They had other lifts, but none of them worked.

End result, Oregon Roses got a nice lift that will work well for them, the maintenance guy was happy, and the club generated \$2000.00 in revenue with the sale. Well, \$1850.00 if you deduct the \$150.00 we had to spend on parts.



## Time for Fall Cleanup...



Remember the wonderful shade we enjoyed during the summer train rides? Well, now is the time of year that we have to pay the price. We will try to continue to have work days the entire month of October. (... or long as it takes ...) Remember the more help we have the faster the work goes.

## 2016 Annual Business Meeting

The Annual Membership Meeting was called to order at 10 am on September 3<sup>rd</sup>.

The following items were among those discussed:

**Track Work:** Continued tie replacement, and general adjustment. The east end is now all Trex<sup>®</sup> ties. All of the ties that we have on site have been notched and ready to be used. Thanks to James and his crew for doing the replacement. Over 600 replaced on the east end. More work needs to be done including welds to flatten and switch upgrades to make them work more smoothly.

**Steam-Up:** This years attendance and donations were higher. Rider donations per ride averaged about \$1.26 up from \$1.13 last year.

**Security:** A key making machine and initial pin set has been purchased. This will result in new locks with a **single key** access for each person. Frank Lertora and Mark Adelblue will be working on a possible grant to help fund the cost. It may be possible to provide lock & key service to other museums on the grounds.

**Safety:** Incident reports need to be filled out each time there is an accident/injury. Incident forms are on clip board in ICP.

**Accessible Pathways:** Accessible routes are being worked on by adding ¼ minus gravel over the ¾ minus paths to improve accessibility and walk-ability.

**Donations:** \$5,000 was donated for the roundhouse from by Marilyn Fiscus from her uncle's, Archie Breneman, estate. This was the second donation in that amount from her. Terry Kimzey has been working on getting the donated man-lift working and ready to sell. He also worked with Garry on the new batteries in the Club Locomotives. The Fred Meyer rewards program has given \$426.44 so far the year. Erica Gabba and Bob Wolf have turned in \$400 for donated cans and bottles.

**Elections:** Frank Lertora and Tarno Coleman were re-elected to the Willow Creek Board of Directors.

The meeting was adjourned at 11:30 am

**Lifetime Members:** Alan Shifley and Phil Lanzarotta were presented their plaques. Names on ICP plaque are also being updated.



...Frank L. presents the Life Member Plaque and congratulates Alan...



...Phil receives his Life Member Plaque and congratulations.

## Oregon National Guard Construction Engineers Family Outing

Willow Creek Railroad was proud to welcome the Headquarters Company of the 1249th Engineer Battalion on Sunday August 14<sup>th</sup>.

The 1249th construction engineers are tasked to prepare combat ready engineer forces to provide mobility, counter mobility, survivability and general engineering to a heavy division.

Approximately 70 soldiers and family members attended Sunday's gathering.

Everyone appeared to enjoy the event. Willow Creek members want to thank you for your service!



## Roundhouse Doors Installed

Phil Lanzarotta and Vern Gumbert recently spent many hours installing the metal roundhouse doors. Thanks to them and their helpers for their work on the project. It looks great!!

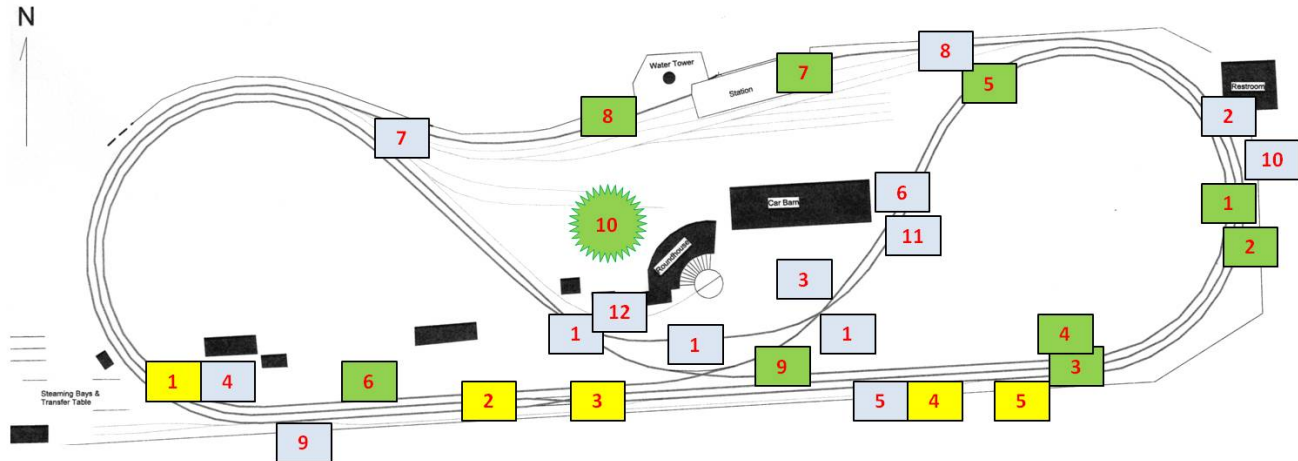


(Satellite photo courtesy of Google® Maps and scaled to the track plan)



# Signal System Project Update

## Willow Creek Railroad Signal Projects September 2016



**Completed 2015-2016**

- 1 East Signal Bridge
- 2 Long-Train Detector\*
- 3 Southeast Signal Bridge
- 4 Industrial Lead Signal
- 5 Signals Near Waterfall Bridge
- 6 Southwest Siding Signal
- 7 Station Lights Control
- 8 ICP SLO Flashing Warning
- 9 Relocated Signal #3
- 10 Conversion to Bright LEDs

**In Process**

- 1 Southwest Signal Bridge
- 2 Double Crossover Signal Bridge
- 3 Double Crossover Turnout Motors
- 4 Intermediate Signal at Party Gate
- 5 Southeast Siding Signal

**Future**

- 1 3-Way Crossing Loops
- 2 Yard SLO Flashing Warning
- 3 Roundhouse Passed-Signal Warning
- 4 Digital Speedometer
- 5 Party Gate Crossing Signal
- 6 Car Barn Crossing Signal
- 7 Yard West End Turnout Motors
- 8 Yard East End Auto-Route\*
- 9 Loading Ramp Realignment
- 10 Gateway Signals
- 11 Hot Box Axle Counter
- 12 Roundhouse Leads Occupied Indicator

\*The Long-Train Detector is a set of loop detectors on the station approach track at the east end. Its purpose is to determine if a train is too long to fit between the pedestrian crossings in the station. Yard East End Auto-Routing into the station will utilize long-train detection to favor station tracks 2 or 3 for longer trains and track 1 for shorter trains.



...Google® satellite image showing proposed signal locations...



Alan installing electrical conduit for signal lights..



...Chemeketa Community College student working.

At the September 3<sup>rd</sup> business meeting Alan Shifley handed out the above diagram showing the layout of the signal system changes complete this and last year, those changes presently in process and the items that will be completed in the future. Chemeketa Community College welding class under the supervision of Mike Myers, Welding Program Instructor, completed two additional signal bridges spring term of this year. Ernie Hellman has excavated and formed the footings for the bridges and Alan has installed the electrical signal conduits.

### Signal System Project Update (continued)



Imagine the future signal bridge location...



...signal bridge footing forms in place...



#### Southwest Signal Location



...the signal bridges should be in place for the next season....



....ready for concrete.... (soon?)

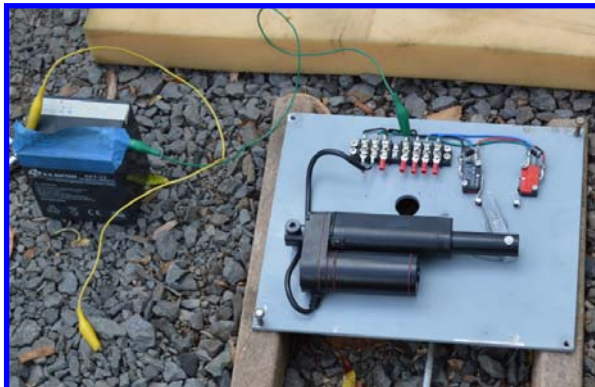


#### South Signal Location

#### Electrical Switch Activation



...Paul is getting ready to test the electrical turnout system...



.....it works!!!

3	Double Crossover Turnout Motors
7	Yard West End Turnout Motors

Turnout Motor items in process and for the future.

On September 3<sup>rd</sup> Paul Yaniw tested the prototype for the turnout motors. These devices will be used to electrically change switch lead position and eliminate the need to manually throw switch levers. The actuator motor worked successfully.

### South Side Tree Removal



Looking East (9/3/2016)...



...looking West...



...cutting hawthorn trees.

The large cherry trees on the southeast side have presented a messy problem with dropping fruit and attracting birds which also drop the reminders of their presence. Additionally many of the hawthorn trees along here are dead or dying.



Industrial Strength Chipper (9/23/2016 - 10 am)  
Makes short work of limb disposal.



...first cherry tree coming down...



...second tree almost ready. (very windy)...  
A line was required to direct the fall.



Starting to cut 2<sup>nd</sup> cherry tree limbs...



...limbs off & chipped.



Removing old fir tree stump.



Wood removed. (1:30 pm)

You may notice in the pictures that Friday, September 23<sup>rd</sup> was a very windy day. Fortunately that did not adversely affect the work. Paul Witschen, Tree Specialist, from Scappoose was contracted to remove the large cherry trees, grind large stumps and chip limbs. Willow Creek members downed the hawthorn trees, removing hawthorn stumps and assisted in chipping the limbs. Thank You!!! to all who have helped with this project.

### Additional Railcar Storage Proposed



Alan Shifley has reduced the size of his Willamette and Kings Valley railroad. As a result, Alan has made some generous donations to Willow Creek. You may have noticed many of the new signal items resulting from Alan's previous donations. Now there is his car storage building and track.

It is proposed to install this building on the south side of the grounds on the east end near the garden and Willow Creek pond.



Car storage building and turnouts to be installed for proposed car storage building.



Dick Hofsheier loaned the use of his tractor which Vern Gumbert is shown using to remove Hawthorne tree stumps and remains of former (pre-2000) fence line.





## APMA Plans for the Future by Mark Adelblue

On September 10<sup>th</sup> and 11<sup>th</sup>, Antique Powerland Museum Association (APMA) held a Vision Session in cooperation with both the APMA Board as well as the Board of Governors (BoG). The BOG consists of two board members from each of the partner museums on the grounds. The session was mediated by Don Evans from Canada's West Coast Railway Association based out of Squamish. The association that Don belongs to had about 15-20 member volunteers, an annual budget of about \$250,000 and no paid staff 20 years ago to a membership of over 1,500, an annual budget of \$2,500,000 and 15 *paid* staff members. That allows the members to "play" more. Don loves to run their 1.5 scale trains around the museum. All this through hard work and dedication and a "one" focus. He stated that 75% of Railroad Museums are at the risk of failing because of no succession plans (new members coming in and working). Their current project is to purchase the local Canadian National roundhouse and 12 additional acres of land for \$2,500,000. In just six weeks of fundraising, they have already raised \$1,600,000 of the dollars needed.

The members of the APMA Board as well as the BoG went through the Mission Statement for Powerland as well as the Vision. The last time this was done was about 10 years ago with just the APMA Board at that time. Both boards understand that without one, there is no other when it comes to Powerland and this joint workshop was a step to try to get all of the groups focused on not just themselves and what they need, but what Powerland needs as a whole to succeed. And one of those things is for the APMA and BoG to work as one unit.

Throughout the two day process the workshop, discussion focused around the board and what talents each has and what was lacking. Most very successful boards have a mix professional business people on them as well as operational people – in fact, most non-profit boards have only operational people on them, but he said that there are people out there that are willing to help.

The Mission statement for Powerland was discussed and some possible revisions to help encompass more of the groups on the grounds was discussed. Almost one whole day was focused on the Vision – Out of over 75 possible Vision Ideas that were discussed (Our destination as Powerland in 5 to 10 years), the group was able to pare it down to a small handful of statements with supporting ideas of how those vision statements can be accomplished.

It was a great session and Don is putting together a packet of everything that was discussed and will be forwarding it to the Vision Group and we can share some of that at a later time. On a whole, we had consensus among the groups and on some topics and others we had **total unanimous agreement**. It is the first giant step to having long term success of Powerland – and if Powerland succeeds, we can to.

Are you on board? It might take a bit of different thinking and thinking outside the group box, but all the groups want to succeed – that was evident during the meeting– and each one needs the other. Don stated we have probably one of the most unique sites of any site that he has done the Vision workshop for – we have more diversity than anyone he knows – we need to make that work for us so that everyone can be successful.

### Scout Conclave at Antique Powerland: September 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup>

BSA Members of the Order of the Arrow came from as far as Yreka, California to Castle Rock, Washington. 555 scouts were registered to attend the event. Many enjoyed riding the trains at WCRR along with numerous other activities.



### New Security System Proposed for Willow Creek

At the annual meeting a new single key lock system was discussed. It has been many years since the locks for different areas of the park were changed. Many keys are unaccounted. Equipment to cut the special keys has been purchased along with a starter set of pins for the lock cores. To complete the key system we need lock bodies and special cores. In the future it will only be necessary to change the pins in the lock cores to eliminate unauthorized access and the new type lock bodies can be reused. Each member lock will be unique and the **single key** will allow access to personal locks and authorized common areas, i.e. gates etc.



Phil L. in a "pledge/challenge" stated that he would cover the cost for 5 locks. Several members accepted the challenge and a lock pledge sheet was passed out to those present. Each lock is estimated at about \$35.



If you were not at the meeting and would like to "pledge to buy locks" you may email: [willowcreekrr@q.com](mailto:willowcreekrr@q.com) and let us know how many and your name will be added to the list. You will be invoiced at later date.

### Students Visit Powerland and Willow Creek Railroad

On Friday September 16<sup>th</sup>, 90 students and 6 adults from Ash Creek Elementary School in Monmouth toured Willow Creek RR Museum. They also toured the line shaft building, black smith shop, car and motorcycle and the northwest truck museums. They seemed to enjoy their visit.



Paul Y. gives rides...



...Ash Creek students...



...Dave C. supervises riders in the station...

### Can and Bottle Recycle Drive Adds Additional \$142.95 for Willow Creek

Thanks to all of you who have donated your cans and bottles for the deposit refund. And a special thanks to Erika Gabba and Bob Wolf for their work in separating and bagging the cans and bottles and returning them to the redemption center. This is in addition to the amount noted at the annual meeting.



### Your Story Could Fit Here!!!



### Or Here.....

Contact: [wcrr.gazette@gmail.com](mailto:wcrr.gazette@gmail.com)

**In Memoriam: Benjamin John Adelblue**

September 2<sup>nd</sup>, 1974 - August 17<sup>th</sup>, 2016

Benjamin Adelblue, 41, was born to parents John and Dianne Adelblue on Labor Day, September 2nd, 1974 in Oregon City and grew up in Canby, Oregon, graduating from Canby High School in 1994. He died in a tragic semi truck accident outside of Wenatchee, Washington on August 17th, 2016.

Benjamin loved animals, loved driving his truck and especially riding his motorcycle, often taking road trips to see the country, making new friends along the way. He was a professional truck driver and saw more of the U.S. than most people.

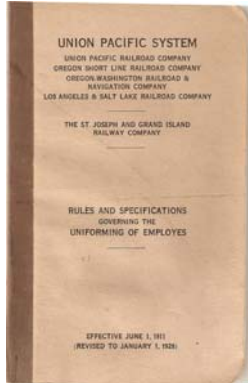
He is survived by his Parents, John and Dianne, older brothers Mark (Jennifer), Matt (Kate) and numerous Aunts, Uncles, Nieces and Nephews.

Private family services were held on August 28th with immediate family in attendance. A Celebration of Life was held on September 24th in West Linn.

Please send all remembrances to your favorite charity.

## A Glimpse of History: Uniforms & Their Buttons

Many people collect railroad and streetcar ephemera. One such item that is perhaps overlooked because of its humble function and small size is the uniform button. In the era of long-distance and local travel, personnel who had contact with the public were required to wear uniforms, and these uniforms were "customized" for the company by the use of distinctive buttons. These were usually individually designed for each road and could be quite ornate. Most were made of brass or copper alloys. In the U.S. only a few companies specialized in buttons, notably the Waterbury Button Company and the Scovill Manufacturing Company. Both firms were located in Waterbury, Connecticut.



coat    vest

Buttons:    Regulation "Gold".  
5 large in front, equally spaced.  
2 large in rear skirt at intersection of waist and back seams.  
2 small on each cuff fastened with rings, spaced 1¼ inch, 7/8 inch from edge of vent, first button 1½ inch from end of sleeve.  
All uniform buttons to be sunk in eyelet holes.

Regulation "Gold".  
7 on front, equally spaced, sunk through eyelets, fastened with rings. (Open facing)

Some buttons also tend to be relatively inexpensive, although buttons from regional or small, obscure lines are more in demand and priced accordingly. It took quite a few buttons to fill out one uniform so they are commonly found at antique malls, train shows, swap meets and on the internet.

