

The Willow Creek Gazette

Willow Creek Railroad Museum

Summer 2017

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Willow Creek’s Memorial Day Weekend Kickoff

Traditionally Willow Creek’s season is from Memorial Day through Labor Day. In reality the working season is all year long. This year was different because of the unusually wet winter. Work sometimes starting as early as February didn’t really begin this year until May. The 2016-2017 winter took a big hit on Willow Creek’s grounds. Limbs and trees were damaged. Weeds flourished. Alan Shifley’s donated car barn was delivered in December but had to be stored temporarily on the inside loop tracks because the ground was too soft to store it elsewhere. Thanks to the generous contribution of our member’s time and efforts, our grounds have been brought to our usual standard for our visitors this season.

Coyote Ridge Rhododendrons are Happy after Last Year’s Move



Busy 4th of July Weekend... (and rest of summer)

Powerland Heritage Park’s schedule of events seems to be getting larger every year. Good News and Bad News: The good news-- More opportunity for Willow Creek to see more visitors and Dollar\$. The bad news-- (;.-{ More Willow Creek members needed to help run for more visitors.



Rollin’ Oldies Vintage Trailer Club Rally	June 28 - July 5
Civil War Reenactments	June 28 - July 5
The Great Oregon Steam-Up	July 29-30 and August 5-6
The Great Oregon Solar Eclipse Campout	August 18-21
Pacific Northwest Truck Museum Truck Show	August 25-26



POWERLAND HERITAGE PARK
Home of the Great Oregon Steam-Up



Lift Hoist for New Round House Turntable by Garry Johnson



One of our members ran across a dump truck hoist and a rack, so we used it for a number of years. The Adelblue scissor lift replaced the use of this lift. After moving our old service station hoist around the park for 15 yrs., we decided to sell it @ the annual swap meet held on the grounds. As Murphy's Law would have it, we now think a hoist is the answer to move engines in and out of the new Round House, as well as proposed steaming bays!

Well, just so happened that our sister railroad, **Victoria Island Model Engineers (VIME)**, had one they've been storing for 15 or more years. They said, let us check it out and if it's in good shape, you can have it! We got the call that it was good to go, so Frank and I set up the trip to go pick it up the last weekend of April. I arrived @ Frank Lertora's on Thursday afternoon and we left around 6 am Friday morning (April 28th) to catch the 2:00 pm Ferry @ Port Angeles for the trip to Vancouver Island.



Victoria Island Model Engineers, Saanichton, BC, Canada

It was a very nice day and we arrived at VIME around 4:30 and found John busy doing some clean-up. We spent a few hours sitting in the sun having a few American Craft brews from Astoria and discussing the plan for us loading up Saturday morning.



Saturday morning was chilly and a little foggy with the threat of rain but it held off until we got the canopy back on Frank's truck. We took John to lunch and headed back to catch the 4:00 Ferry back to the States, by the time we got through customs @ 6:00 pm it was pouring down rain and never stopped, which made the 5 hr. trip back to Astoria very tiring.



I arrived back in Portland a little before 9:00 am Sunday just in time for breakfast.

I would like to thank VIME for the gift of the hoist and Frank for his time and truck to make this happen.



Roundhouse Turntable Progress



May 13th: Frank and Ashley Lertora traveled down from Astoria to bring the turn-table hoist to Willow Creek. Powerland's grounds were still too wet to unload the hoist at Willow Creek. The sawmill site has a gravelled storage area that would allow the forklift to unload the heavy hoist without getting stuck in the wet ground. As grounds dry, the hoist can be moved to Willow Creek. This view shows Frank and Mark steadying the oil reservoir as it is unloaded. Nate operates the forklift.

Mark steadies the hoist section as it is moved to the temporary storage location.



The hoist arrives at its temporary storage location along with the hydraulic oil storage reservoir.

Memorial Day Weekend



Frank cuts up damaged spruce tree and takes down overhanging limbs.



Evan removes remaining roots and prepares ditch for rock lining.
Phil instructs members on proper excavation techniques.



Alan prepares roundhouse warning light.
Dave does dandelions.
Scott: "Hey! You missed that one!"

Memorial Day Weekend



Car-Barn moves to unblock inner track loop before final placement.
Note: Extra counterbalance required to keep excavator from tipping under load.



Industrial-strength chipper makes short work of limb debris.



Help with winter clean-up is appreciated!

New Car-Barn in Position - June 17th



Steve Scharer poured a slab for the foundation.
The first section is slid into place with the aid of Terry's tractor.



The second section is maneuvered onto the slab and nudged to mate to the first section.



Both sections in place and waiting for a weather-proof roof and siding.
At Alan's Kings Valley railroad, the car barn was set inside his pole building and did not require weatherproofing.

Car Barn Track -- 4th of July Weekend



Saturday July 1st: Work was started on placing track to car barn. Geo-fabric was put down and placing gravel base was started.

The Easy-Go and Terry's tractor were used to move gravel for the new track alignment.



The previously placed Industrial-Loop track required re-alignment to allow placement of switch to the car barn track.



Update Monday July 3rd: Alan's view from high above on the east end searchlight signal.

New Signal Bridges in Place



Engineers: Be prepared to observe new signals on the recently installed signal bridges. This bridge is located on the west end on the south side near the lift. Now trains will be controlled as they approach the cross-over. If there is a train ahead of you and out of sight, you will be required to stop until the cross-over block is clear.

This signal is located before the cross-over. Future plans for electrically controlled switches will allow the engineer to go straight through to the "party gate."



Alan connects the wires and signal heads for the new signal bridge.



Steamer Annual Hydro-Pressure Safety Tests

Phil assists Paul in preparing Paul's engine for pressure testing. Pressure tests were performed on Saturday June 24th and Sunday the 25th on Willow Creek member's engines.

Pressure relief valves on the engine are removed and the boiler is filled with water. The hand pump shown is then used to increase the boiler pressure to twice the rated working pressure of the engine.



06.25

Birthday Parties @ Willow Creek



Our guests enjoy parties with train rides at Willow Creek.

With the increased event activity at Powerland Heritage Park, future times available to schedule parties may become limited.

06

Greene Family Engine Donation on Display

The 2016 Winter Edition of the *Willow Creek Gazette* gave the history of the donation of this detailed model engine. Now members and friends have the opportunity to observe Bob Greene's machining skills in person.

The American Standard 4-4-0 engine is now on display in the museum section of the Dezotell Building on the east side of Powerland Heritage Park.

We would again thank the Greene family for their generous donation to Willow Creek Railroad. Visitors to the park now have the opportunity to view Mr. Greene's work.



“WHEN PIGS FLY ” by Tarno Coleman

FIRST: I am “old” (73 ½) and “anal” (retired structural engineer/building inspector/Chemeketa instructor/writer) and “crotchety”. I sometimes awake at 2:30 am thinking about some small problem and can’t go back to sleep. This is “missive” is one of the results... ps: I have recently restrained from sending e-mails at this hour after I realized some people get their e-mails on their phone resulting in a sleep disturbing “beep”. My flip phone has no such modern ability so I get e-mails via desktop computer which doesn’t make “beeps” while it and I are asleep.

“THE BIRD’S EYE VIEW”

I enjoy writing articles for the *Willow Creek Gazette*. When I am at a loss for “words”, I include a picture. (pictures are worth “1000 words”) “Old Timey” stories sometimes include a “bird’s eye view” sketch. How can I include this in a “Today World” article? Answer: Get a drone and take aerial pictures. (An expensive “toy” but my understanding wife indulged me.) I am not an experience remote control pilot. I did manage to learn to fly it and get some pictures for my past articles. My drone is a DJI Phantom 3 Advanced (P3A) it was working well when I last flew it in the fall 2016. It is amazing. It has GPS (Ground Positioning Satellite) control so it will hover at a fixed spot and altitude without my intervention and if there is a problem it will automatically return itself to where it started and land itself.

This spring I got the drone out of storage, charged the batteries and proceeded to try to fly it. The drone connects itself to the internet and informs me that I need to upgrade the “firmware” that controls the flight of the drone. On to the computer and internet and “Git’er Done”. Now time to test fly with the new software. The controller gives the message: “Ready to Go (GPS)”, and **WARNING!!!** : “The aircraft is in a **Warning Zone (Unpaved Airports). Fly with caution here.**” (a farmer has a private grass airfield 4.5 straight-line miles from my Polk County location) I push the left joystick forward on the remote controller to increase the throttle and the propellers increase in speed but drone will not takeoff and fly. I conclude there must be a problem with the new “firmware”? I have never seen this “**Warning Zone**” message before. Is this why it will not fly? I spend the rest of the day searching the internet without any solution. DJI phone support isn’t much help: “you are caller number eleven” periodically repeats for the next three minutes which is the limit of my attention span. No answers from this source.

Finally late in the evening I observe something in the remote controller menu. The controller was set to “Mode 1”. This is a problem. It, *Mode 1*, reverses the settings on the two joysticks which control the drone flight. The default (*Mode 2*) from the instruction manual is where the left joystick controls the throttle. The right joystick controls the forward and reverse flight directions. One of my past crashes was when I inadvertently pushed the right stick forward thinking I was increasing the throttle to takeoff. The drone instead of going up flipped over. Did the new firmware switch to *Mode 1* or did I do it inadvertently? I can’t say for sure.

Solution: switch the controller back to *Mode 2* and the “pig” flies as expected.



September 4th, 2016



June 17th, 2017 - controller view