



The Willow Creek Gazette

Willow Creek Railroad Museum

Steam-Up 2017

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2017 Great Oregon Steam-Up... now a memory

Large crowds attend Saturday July 29th. By early morning the parking area was full and the line of people waiting to enter extended well down toward the Willow Creek loading ramp. As is typical the days following the first Saturday were crowded but slightly less than last year. Too much heat???



To Know the Future, Remember the Past

A lot of Willow Creek improvements have been made in the past 42 years. Your editor has only been a member since 2008 and has seen a lot done in that time. It seems to be important to remember the beginning. Thanks to the contributions of the photographic history from our members, you can also appreciate the changes. To that end please see the *Glimpse of History* pages this edition.



2017 Great Oregon Steam-Up

Thank you to all the Willow Creek members and friends who contributed the use of their equipment and those who helped supporting the rest of our station, food, maintenance, Amtrak raffle and other operations.

Both weekends were quite warm and the total number of rides given was down from 2016 by about 750. The donations per rider averaged close to \$1.25 +/- for both years.

The editor extends his apology to those engineers whose photo was missed. Your assistance was also appreciated.



Member's Projects: Mark Adelblue's passenger coaches

“Six Hundred + hours at last count.” Mark told me. The details on these cars are spectacular! The seats on the inside even have armrests. For night running there is inside illumination. The cars include window glass and operating doors. Mark obtained a vinyl cutting apparatus to do the lettering. Some minor details remaining include brake wheels and prototypical wood beam trucks to replace the more modern Bettendorf freight trucks currently installed.

Mark's Dove Creek & Western Car Works has done an outstanding job!!



Door Details Added to New Roundhouse

Pacific Service Center made the door overlays and Jeremy Johnson installed them. The overlays were patterned after the doors of the former Southern Pacific Brooklyn roundhouse. After the old Brooklyn roundhouse was dismantled, doors were salvaged, repaired and installed at the Oregon Rail Heritage Center in Portland. A pair of door replicas were also made and installed.



Pizza Dinner: July 29th

Thank you to Erika and Kyle who prepared pizza dinner for members & friends this evening.

We would also like to thank all members and friends who provided snacks, treats and drinks throughout steam-up.

Dave C. would like to especially thank Kyle's Grandmother for the potato salad.



In Memoriam:

Robert "Bob" Richardson ☀ June 4, 1940 - July 21, 2017 ☾

News has reached us of the passing of one of our Canadian supporters. Bob Richardson from Victoria Island Model Engineers, VIME, and Grandson Rob Alder shown here on "Big Blue" at the 2016 Steam-Up.



"When Bob bought Big Blue, it was nothing more than a very bare frame with a 3 cylinder Kubota engine and two trucks. Bob was a heavy equipment operator, you name it Bob operated it very successfully, including very large logging truck (120 tons). So of course his locomotive would have to be a DIESEL."

He passed away peacefully at home. He leaves behind his loving wife Lynda of 57 years.

Detail Contributed by: Claude Jolivet

Glimpse of History: Willow Creek - The Early Years

Photos & Details Contributed by:
Scott & Garry Johnson



Garry and Mel Saint got the idea to build a track at Powerland around 1973 and gathered enough rail and ties for a 600' loop.

Garry pilots engine No. 13 around the single track. In the beginning there were three riders in each car. There was little development along Brooklake road to the south.

Storage space was limited. Note the young evergreen trees. No shade at this time.

The big blue building on the right is the Currans Building prior to the north end extension.

The merry-go-round was located near the present station cover and track storage yard.



A Glimpse of History: Willow Creek Railroad...the early days



This view is looking toward the west.

Garry takes a load of thirteen passengers in four gondolas around the outside loop.

Scotty is behind Garry on the No.13. The man in the white hat is Audi Unger. He was a retired SP&S employee and reportedly worked on the SP&S 700 at one time. The man in the blue hat is Garry's dad Richard Johnson.



May 27th, 1979

Note that the fir trees have grown in this view. The early station cover was located near the present McCready car barn where you see the gap in the fir trees which are presently much, much larger.

The engine on the left is a scratch build 0-6-0 switch engine built and operated by Al Anderson



1979

Information provided by: Garry & Scott Johnson

A Glimpse of History: Willow Creek Railroad...the early days



1979

This shows the old turn table and second stage of the roundhouse. The original roundhouse was only 4 stalls. The original car barn shown previously has been transformed to the storage room on the south side of the round house.

At left is a young Jeremy Johnson on the #13

Note how the fir trees have grown in this view below of the turn table looking northward.



1976

Above is the return of Garry's refurbished No. 13. He is shown with Mel Saint who built the engine in 1970.

Note how large the fir trees have become in this view.

At the right is Jeremy Johnson, with cowboy hat, riding with Larry Anderson on his Atlantic.



1979

Garry's Note: "The yellow building seen in the background was the original "ICP" (Ice Cream Parlor). It was run by family members and we always had ice cream for evening dinners after they cleaned out the soft serve machine."



1982