



The Willow Creek Gazette

Celebrating Willow Creek's 44th Year 1975 - 2019

Willow Creek Railroad Museum

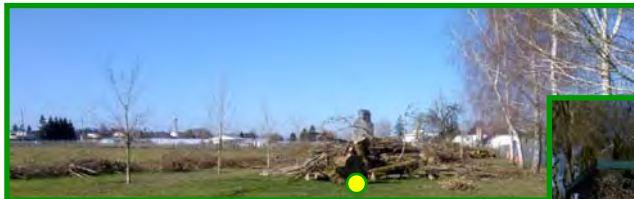
Winter 2018 - 2019

The "ROUND-2-IT" ● "GET-R-DONE"

As much as was accomplished last year, there seems to be more to do in 2019!

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The tree removal left lots of clean-up to do.

After the stumps are removed, the pipe storage area behind the Nelson container needs to be replaced and the screen fence re-installed.



The ditch rock lining needs to be completed. The existing tracks next to the south side need to be lifted, tweaked and the ties refurbished.

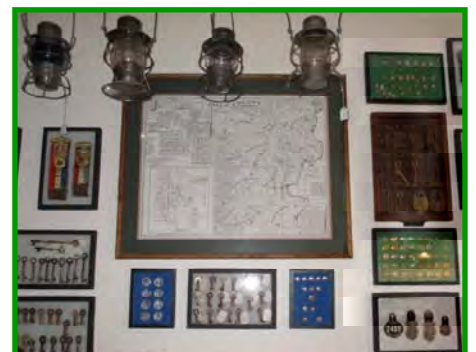


Time for a Change???



Your editor is almost out of ideas to use as subjects for articles. Does anyone else have an idea for a contribution? If you have an idea for an article... step up and send it in!!!

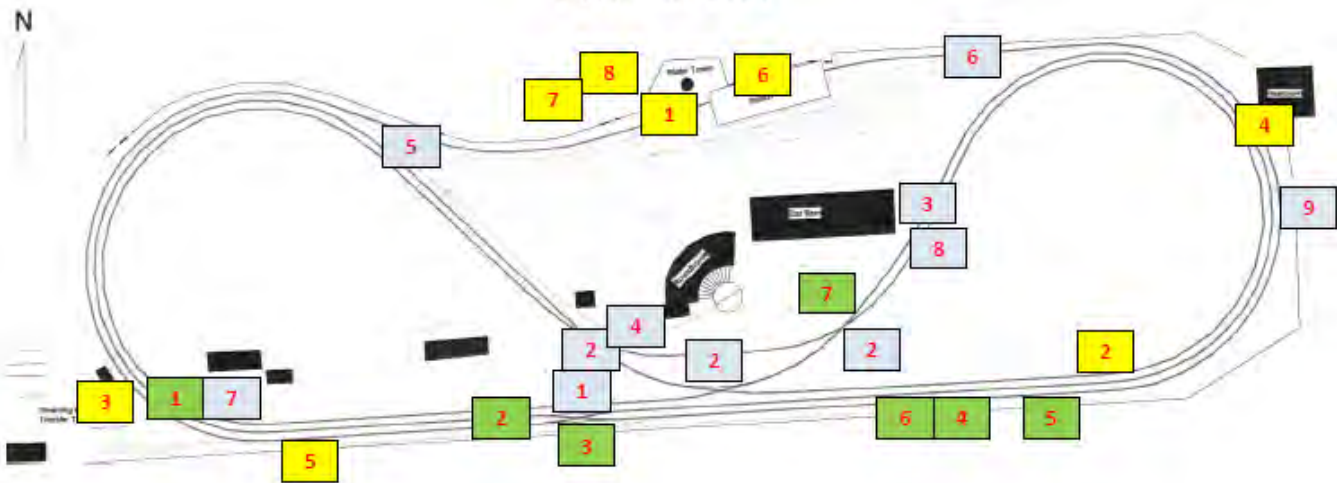
...please?...



Signal System Report

by Alan Shifley

Willow Creek Railroad Signal Projects December 2018



- Completed 2017-2018**
- 1 Southwest Signal Bridge
 - 2 Double Crossover Signal Bridge
 - 3 Double Crossover Controls & Motors
 - 4 Intermediate Signal at Party Gate
 - 5 Southeast Siding Signal
 - 6 Party Gate Crossing Signal
 - 7 Roundhouse Passed-Signal Warning (The "Phil Signal")

- In Process**
- 1 Tunnel Turnout Indicator/Auto-Return
 - 2 Industrial Lead Turnout Loop Redo
 - 3 Steaming Bay Area Floodlights
 - 4 Yard SLO Flashing Warning
 - 5 Loading Ramp Realignment
 - 6 Station Sign and Clock Floodlights
 - 7 ICP Floodlights
 - 8 Wig Wag Signal

- Future**
- 1 Johnson Siding Indicator/Auto-Return
 - 2 3-Way Crossing Loops
 - 3 Car Barn Crossing Signal
 - 4 Roundhouse Leads-Occupied Signal
 - 5 Yard West End Turnout Motors
 - 6 Yard East End Auto-Route
 - 7 Digital Speedometer
 - 8 Hot Box Axle Counter
 - 9 Gateway Signals

Projects In Process

- 1 **Tunnel Turnout Indicator/Auto-Return:** Improves the safety of the facing-point turnout entering the tunnel siding by automatically returning the turnout to the normal position after train equipment entering the siding has cleared the turnout points.
- 2 **Industrial Lead Turnout Loop Redo:** Restores operation of the Industrial Lead turnout loop. Current loop does not function due to a conduit with wires running across it.
- 3 **Steaming Bay Area Floodlights:** Two low-power floodlights were installed last year to provide area lighting for the steaming bays. Now that the big trees are gone the floodlight on the Ice House can be moved to the top of the full-sized signal for better coverage and less glare. Also a switch will be added to turn the floodlights on/off without opening the Ice House.
- 4 **Yard SLO Flashing Warning:** Add a SLO ("slow") flashing warning to the southwest corner of the restroom building identical to the SLO warning at the southeast corner of the ICP.
- 5 **Loading Ramp Realignment:** Move and/or remove signals, track circuits and detector loops as necessary to accommodate the project to rebuild the loading ramp.
- 6 **Station Sign and Clock Floodlights:** Add low-power floodlights to the signs at the end of the station and both sides of the station clock.
- 7 **ICP Floodlights:** Add two low-power floodlights to highlight the signs on the front of the ICP. Mount the floodlights at or near the top of the wig-wag signal.
- 8 **Wig Wag Signal:** Take advantage of mounting the ICP floodlights to get power to the wig-wag signal. Still need to determine how/when to activate the wig-wag signal.

SP&S 700 Update

By Steve Sedaker *President, PRPA*

Happy New Year from the PRPA!

There is a lot of good news to share about the SP&S 700 15-year boiler inspection effort at the Oregon Rail Heritage Center, as well as PRPA itself. 2018 has been a good year of progress, even though we are a bit behind on our original schedule.

First, PRPA had its annual meeting last month, with an election of new officers. Charlie Harrison retired as President, so I was elected as the new President, and Randy Woehl replaced me as Vice President. Randy has been key in leading the boiler inspection process, and in managing our vendors related to that. Randy and I look forward to leading PRPA to a successful completion of the work on the 700, so that we can return her to operation either late this year or early next year.

We are finally to the stage of putting the engine back together. Last year much of the focus was on completing the ultrasound measurements of the boiler. This process was both tedious and time consuming, but we got it done! We identified all the areas in the boiler and firebox that need addressing. We contracted CH Murphy II Clark-Ullman to perform the critical tasks that mostly consist of cutting out-of-spec areas, and welding in the patches in each of these spots. That work is still under way, but the good news is there were no show stoppers found.

Also, we have many stay bolts to replace, and we recently decided on a source to make the stay-bolts from locally sourced materials. This will save us a lot of money, and we know the result will be done right. We are also rebuilding the air pumps for the braking system, and there is a team within PRPA and ORHF that has a plan to complete this, with good progress already being made.

We also removed most of the exterior piping, and this is being totally replaced with new. We are planning to have a team clean out the tender and rebuild the delivery system to the engine for improved reliability. There are a few other components that we are rebuilding while the engine is down, not only with the work of PRPA volunteers, but of members of the other ORHF engine groups as well.

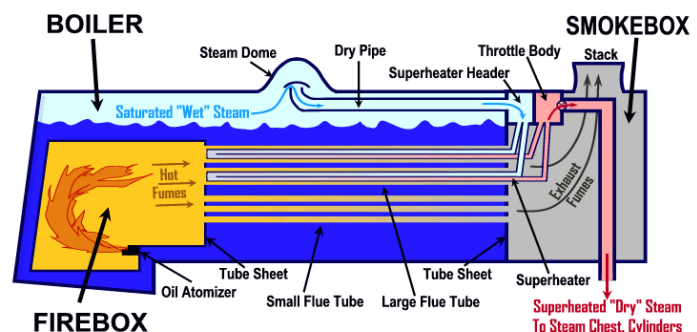
Some new superheater assemblies are now in place, and more will be completed and installed this year. Speaking of superheaters, we still have a fundraising effort dedicated to this task. We have a donations page on our website that allows you to select individual superheaters to sponsor, either in your own name or on behalf of another such as a loved one. It's easy to do: Go to the following link and follow the instructions. On that page you will see an up to date map of sponsored and vacant superheaters: <http://www.sps700.org/contribute/2016RebuildCampaign/Superheaters.shtml>

104 superheaters have already been sponsored as this is written. There are 82 remaining that we would like sponsored this year, so that we have the funding needed to complete the superheaters.

Do come down to the Oregon Rail Heritage Center to see our progress first hand. A volunteer would be happy to give you the latest update on our progress when you are down there.



This schematic of the SP&S 700's boiler, firebox, and smokebox shows the path that the steam takes from boiler to dry pipe to superheater header to superheaters to throttle bottle to steam chest.



New Storage Container Fence Relocated

The new storage container required that the north side fence be moved to secure it inside our lease area. Dave & Ernie complete installation of the relocated fence that encloses the storage container.



Ernie fabricated a custom gate for the enclosure fence.

The new gate is placed in position. The extra width gate was created to provide access to the "Yardmaster Office" when it is moved to its proposed location behind the storage container. The new gate will provide easy access for cleaning and servicing. To provide drainage for the flat top container, a sloping roof cover will be a future project. Additional slats will be provided in the fence to provide a vision screen.



New Year's Eve Clean-Up Party



Scott & Trevor collect wind broken branches along the right-of-way.

Garry "herds" leaves in front of the car-barn. Thanks to Garry, many of the fall leaves were previously cleaned up.



Leaves that collect in Willow Creek are taken out. Leaves wash down the stream and plug the recycle waterfall pump and pipeline.

Ernie Installs New Retaining Walls

On Friday and Saturday, Ernie laid concrete block for the low retaining walls at the new roundhouse slab and along the north side of the car-barn yard tracks. The roundhouse wall allowed the slope to be gentled adjacent to the drop-off adjacent to the turntable slab.



The retaining wall adjacent to the car-barn tracks eliminated the required steep gravel slope next to the approach track and provided a walk-able path adjacent to the north side tracks. Future plans call for an additional track adjacent to the south side of the car-barn for a “warehouse” siding. This project will have to wait until the ditch rock lining has been completed and a grade established. Ernie noted that the blocks used at the car-barn were much, much heavier than those used at the turntable slab.



Engine Project For Sale



It is approximately 40 to 50 % done, most of the frame, brake rigging , wheels and axles are done. comes with lots of parts including two blank boiler shells, a partially completed pattern for the 10 inch driving wheels .extra spoked wheels to cover the tender. 3 inch bore so lots of speed and power. no valve gear but it had several different types through the years to chose from..An English locomotive with beautiful green color scheme when completed that was the original Flying Scotsman before they went to a Pacific for motive power. Getting too old to finish it so parting with it for \$ 400 .Want to see it go to someone who will finish it.



Bud Statton
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Stumped???



The poplar trees have been removed.

The stumps remain. If anyone has a stump grinder your assistance would be appreciated. Removal of the stump on the west side of the loading ramp would allow space for the installation of an additional steaming bay.

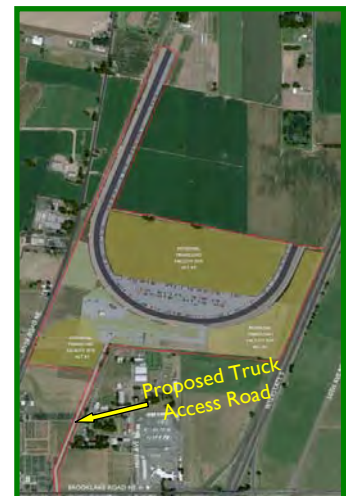


Intermodal Transfer Facility Status???

A committee reviewing the proposals for the construction multi-million dollar grant for an intermodal container transfer facility has indicated a preference of the Millersburg location over the Brooks location.

The proposed Brooks location could have a large potential impact on Powerland Heritage Park. The proposed access road along the west side could have a direct impact on Willow Creek RR and the camping facility. The proponent of the Brooks project indicated that one of the features of this location would be 24-hr. 7-day truck access to the project. The project proponents indicated night time deliveries could reduce the traffic impact on local county roads.

The Oregon Transportation Commission is expected to make a decision by the end of March 2019.



The times.....they are a chang'n



This was done in 2000?
What will happen in 2019?

The track:
Since we are modifying the X-over, I wanted to include this.
I appreciate the "hands on" design process.

"We don't need no stinkin' engineer or his drafting machine!!!"

(observation by your "engineer/editor"...Ha!)

Bill McCready is doing the layout for the cross-over. From Garry's assistance with the history : "The shinny head is Vern Yeager, used to run the saw mill for a few years. Don't know who the guy is in the tan pants? Think he came with Bas?" The cowboy hat was "Uncle Frank"



The original Willow Creek:

Was the little building a return pump for the creek? I notice two small pipes extending into the water.

Yes the pump worked the same as what we have now, however we didn't have a liner, hence the hose!!!

We tried a few bags of something that was supposed to work???
As you can see it didn't!



2014

“It’s in the bag!” ---- New Bottle Return System



There is a new system for our bottle fund raiser:

You can get the [bags](#) and [stickers](#) from the ICP and fill the bags at home and then drop them off or bring them back to WCRR. We will still also take cans and bag them up ourselves.

The best thing about it is that people that have a bottle drop or bottle drop express. (most Fred Meyers are putting them in)

Returning Blue Bags

Up to 10 full Fundraiser Blue Bags can be returned to any BottleDrop Center or BottleDrop Express, 7 days a week. [The tags affixed to fundraiser Blue Bags can be used to open the secure drop door between 6am and 10pm for easy, hassle-free drop off.](#) After bags are dropped off, the label is scanned and funds are credited directly into your fundraiser account.

Fees

Blue Bags cost 20 cents each (\$2.00 per roll of 10), and a 35-cent processing fee will be applied to each blue bag that is dropped off.

The one-time \$25 application fee will be deducted from your first check request. Because BottleDrop Give fundraiser accounts are not issued a BottleDrop card, you are not given an account number or pin.

A Glimpse of History: Baggage Tags

Baggage tags are remnants of intricate system that railroads used to manage the luggage of passengers. In the very early days of railroading, passengers looked after their own luggage. However as business volume increased, some luggage became lost or stolen, and railroads then had to deal with angry customers who demanded reimbursements. Most railroads used a duplicate-tag system, whereby one tag stayed with the individual suitcase or trunk and the other was retained by the passenger. Leather straps were used to keep the tags together when not in use.

Metal checks were in severe decline by 1918.

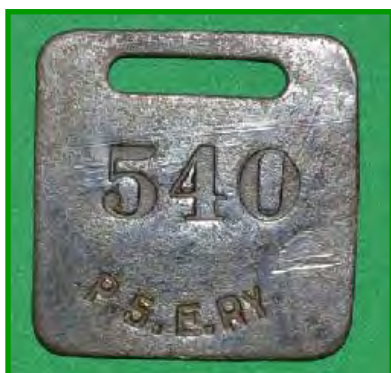
Baltimore & Ohio Railroad:



All baggage checks came in pairs. The passenger receipt is always called a Duplicate. The tags shown here are "Duplicates".

"LOCAL" - These tags were not to leave the "home" road.

Puget Sound Electric Railway:



The **P.S.E.R.Y** began operations in 1902 with a line that started in downtown Tacoma, ran along Pacific and Puyallup Avenues, followed the course of present day Pacific Highway through Fife and to Milton, turned southeast towards Puyallup and paralleled the path of today's SR 167 through Pacific, Algona, Auburn, Kent, Orillia and Renton, then into Seattle in the area near Pioneer Square, where it interchanged with other interurbans.



<http://www.tagtown.net/tagtown.html>