



# The Willow Creek Gazette

Willow Creek Railroad Museum

Summer 2018

**Inside this issue:**

- Roundhouse Progress 2
- X-Over Switches 3
- FOR SALE 4
- Quick Glimpses 5
- Quick Pic's. 6
- Glimpse of History: B of RT 7

## 48<sup>th</sup> Annual Great Oregon Steam-Up !!!

Ready for **ACTION!!!** (Look who gets top billing!) This is our opportunity for the year's biggest show and our largest fund raiser.

We welcome all members and guest engineers. Visitors to Powerland Heritage Park look forward to seeing all the trains and equipment.

Visitors and their generous donation\$ are always welcome. We have completed many improvements and maintenance this past year and financial support is always appreciated.



The 48th Annual Great Oregon

# STEAM-UP

**July 28-29 & August 4-5**  
Powerland Heritage Park | Brooks, OR

**ADMISSION**  
Daily \$12 | Weekend \$20

- 12 years or younger free
- 2nd weekend: Military Appreciation Days
- Current and Retired - free with ID or uniform

Featuring Foreign & Garden Tractors

1950s Garden Tractor

1988 Porsche Standard Tractor

1942 Deere Garden Tractor

**ATTRACTIONS & EVENTS**

**ACTION**  
Trains, trolleys, tractors, threshing, stationary engines, steam powered sawmill

**KIDS**  
Youth passport program (win great prizes), tractor parade, kid tractor pulls

**HISTORY COMES ALIVE**  
Quilts, steam engines, equipment, cars, trucks, 14 heritage museums

**SHOPPING**  
Swap meet, flea market, souvenirs

**FOOD AND ENTERTAINMENT**  
Evening spark show, great food carts

**NEW THIS YEAR**

- Oregon Vintage Machinery featuring John Deere Annex
- Oregon Fire Museum
- CB & Q Caboose at Brooks Historical Society

2018 Sponsors

Powerland Heritage Park  
 3995 Brooklake Road NE  
 Brooks, OR 97303  
 (1/4 mile west from I-5 exit 263)

503-393-2424  
 www.powerlandheritagepark.com  
 Powerland Heritage Park Home of The Great Oregon Steam-Up

## Ready for Steam-Up ???

Many have contributed hours of work readying the Willow Creek grounds for the big show. This is appreciated. However we can always use more help. If you can come and help we yet have plenty to do.

### Roundhouse Turn-Table Construction



At the left, is the galvanized steel box Phil constructed to hold the hydraulic hoist donated by VIME (Vancouver Island Model Engineers)

The excavation to house the hoist had to be quite deep as illustrated here.



Pape' Machinery Co. brought in an excavator to move material and place the hoist.



Ernie tightens the cover bolts after the hoist has been aligned with the aid of string lines.



### Cross-Over Switch Project



Alan completes wiring of the power supply and computer equipment cabinets.



The cabinet to control the positions of the cross-over switches is located on a post on the south side of the tracks in advance of the signal bridge.

The signal bridge now indicates the priority of train movement at the cross-over. The small box between the signal heads indicates the position of the switches: X or ||.



The "XOVER SELECT" switch must be held in the "||" or "X" position for three seconds to activate the electric switches. Both signals on the bridge go red until the switching process completes. This takes several seconds as each switch must turn individually in sequence.

The "AUTO RETURN TO X" switch is either ON or OFF. If it is ON, auto return to X is enabled. If it is OFF the crossover will remain in it's last position until the selector switch is used to change it. This switch is normally ON and has a guard over it so it isn't confused with the selector switch below.



### Three Steam Projects For Sale

come to the steam-up for contact info: ask Scott



Two sets Stuart Turner 3/4x3/4 cylinder castings.  
Cli-Shay copper boiler fittings.  
Small steel boiler pieces.  
Call for details.  
Mike Stephens.  
360-749-0840..



### 2018 Boiler Testing



Boiler testing and certificates for steam engines was done on June 16<sup>th</sup>.



### Servicing Rail Cars



Jeff Honeyman and Garry serviced the rail cars and engines.



### Transfer-Lift is Repaired !!!

Nate brought up the Pape' Machinery repair truck. He changed the hydraulic fluid, replaced the repaired cylinders and changed the control lever so lifting the lever now raises the lift!





## Pipe Placement

Pipes for the future water columns have been installed and flushed. The flow pressure is much stronger than with the previous hose line.



## Roundhouse Turn-Table

Steve Scharer has been hired to construct the concrete slab for the new roundhouse turn-table slab. A significant amount of excavation is required. Steve's tractor work has been a great help.



## East End Improvements

Thank you to Tammy Shifley for the small addition to the "garden shed/signal" building. She also made curtains for the false front windows of the ICP.



Also thanks to Erica for her pressure washing of the station and flower bed work.



## A Glimpse of History: Brotherhood of Railroad Trainmen

Early years (1883-1889)

### BROTHERHOOD OF RAILROAD BRAKEMEN (BRB)

On September 23, 1883 the organization was founded in Oneonta, New York by eight brakemen in the Delaware and Hudson Railway Caboose No. 10. The original name was the Brotherhood of Railroad Brakemen. At the time, wages were just over \$1 a day. At the engineer's signal, both head-end and rear-end brakemen began a precarious trip along their respective sections of the speeding train, leaping from car to car and manually applying and releasing handbrakes on each car. Due to the precarious rocking and shifting of the boxcars, life expectancy for brakemen quite often was less than one year. The work was dangerous, with 33% of brakemen being injured in the year of foundation. Insurance companies refused to offer death or disability coverage to railroad workers because the high incidence of morbidity and mortality.

Mutual insurance organizations such as the BRB formed because the nature of the brakeman's job was so dangerous: crippling injuries, amputations, and accidental death were everyday incidents. The Brotherhood offered death coverage of up to \$300, and was the only way members could obtain insurance. The Brotherhood's insurance department was established in 1885 and maximum death benefits was raised to \$600.



The convention ribbons shown were issued by individual Lodges to identify members of the various lodges at their gatherings.

### BROTHERHOOD OF RAILROAD TRAINMEN (BRT)

Expansion (1889-1969)

1889 was a year of growth. The Brotherhood changed its name to the Brotherhood of Railroad Trainmen and expanded its membership to include many trade classifications other than brakemen. The members of the B. of R.T. included brakemen, conductors, flagmen, car tenders, hump riders, switchmen, ticket collectors, yard conductors, dining car stewards, baggagemen, yardmasters, foremen, and car operators. The Brotherhood of Railway Trainmen grew to maximum of 217,176 members in over 1,000 numbered lodges.

On January 1, 1969 the BRT merged with three other unions, the *Brotherhood of Locomotive Firemen and Enginemen*, the *Order of Railway Conductors and Brakemen* and the *Switchmen's Union of North America*, to form the *United Transportation Union*.

