

Station Concrete Walkway Slabs Extended



A considerable amount of gravel was required to be removed to allow for the slab extension.

Steve Scharer constructed forms, adjusted and compacted the grade during the intervening week.



The concrete truck begins unloading the concrete. Initially the concrete was moved with wheelbarrows.

Concrete was wheeled, placed and struck to grade.



On the east end, concrete could be placed directly from the truck.

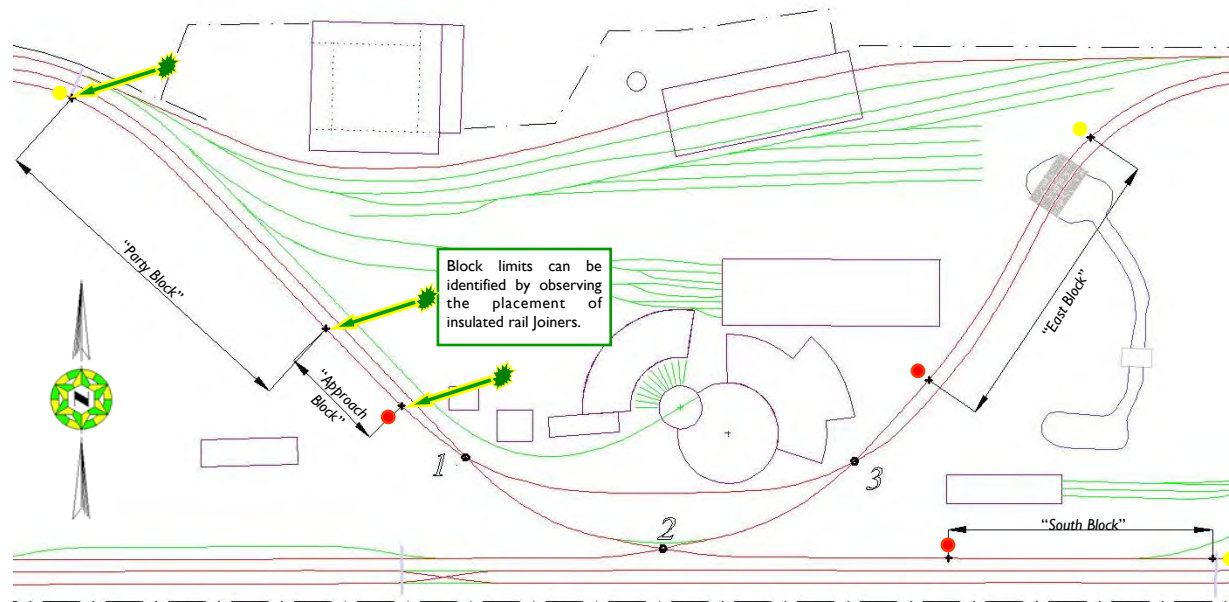


Concrete placement is nearly finished. An experienced crew assures a swift completion of the job.



“Party Signal” Operation Mode at the Three-Way Crossing

Under normal operation, all three signals approaching the three way crossing are set red. ● When a train enters the block approaching one of these signals and the other two approaching blocks are clear the approaching train receives a green. When a train is in the “Party Block” and the signal system is in “Party Signal” Operation Mode, a train approaching the “East” or “South” block will get a green signal even though the train in the “Party” block would normally prevent the other blocks from getting a green signal.

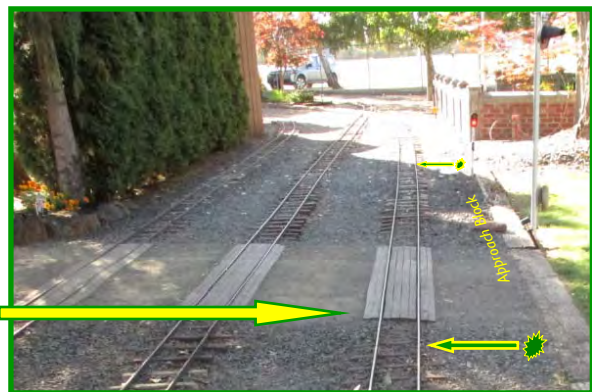


In order for a train in the “Party Block” to proceed, it must advance to the “Approach” block and if the East and South blocks are clear the signal will go to green.



When this light is illuminated, the signal system is set in “Party Signal” mode.

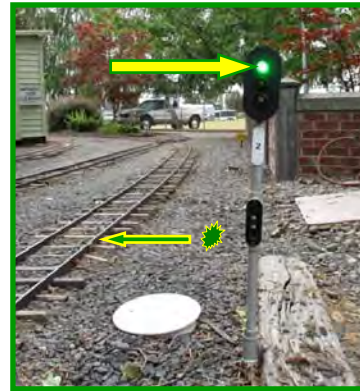
In order to get a green signal, your leading set of wheels must advance to the crossing to temporarily return to the normal operating mode. This places the train in the “Approach Block”.



“Party Signal” Operation Mode (continued)



When the train passes into the “Approach Block”, the “Party Signal” mode indicator light goes out. The system is temporarily in *normal* mode. If the “South” and “East” blocks are clear, the signal will cycle to green.



If the train is not working a party consist you may proceed directly into the approach block and wait for a green signal. If the engineer is loading or unloading a party train, it must stop before reaching the Approach block or the signals for the East and South blocks will remain red and trains in those blocks cannot proceed.

To set the system to “Party Mode” or “Normal Mode”:



The switch to set the signal system to party mode is located inside the KENDLE station control box.



New Storage Container

The 2017-4 Fall Gazette issue listed items donated to Willow Creek by the Piggot Family (Steve and Denise). Mark has been kind enough to store them since that time in his trailer. He would understandably like to use the trailer for other things than Willow Creek storage. At the fall board of directors meeting, it was decided to purchase a shipping container to become the new home for these items. Several options were investigated and it was decided to purchase and 8 ft. by 20 ft. used shipping container. A “one-tripper” used container was selected. (As you might imagine a sea-going container might have considerable damage after years of ocean use.) The “one-tripper” containers are like new and it should provide Willow Creek with many years of dry, secure storage. (Sept. 7th) The container was delivered by *Gerlock Towing & Heavy Haul*.



(Sept. 29th) Dave and Ernie dismantle the old firewood storage rack in preparation of dismantling and relocating the chain link fence so the container may be moved inside the Willow Creek fenced area.

(Oct. 13th) Old fencing has been removed and gravel base for container location placed.



(November 3rd) Dave operates the massive ex-military “**Lift King**” forklift to maneuver the container from the delivery location to its final location inside the Willow Creek lease area.

New Storage Container ...continued



(November 3rd cont.) Ernie guides Dave into position. The forklift's lifting capacity and extra long forks allowed the container to be rapidly placed.



Frank uses the chainsaw to cut the birch tree that overhung the container.



Dave drags the upper portion of the downed birch tree off to the parking lot pile.



(November 11th) Ernie sets posts for the relocated fence line. A gate will be installed to allow direct pumper access to where the "yardmaster's office" will be relocated.



Tree Removal - Tuesday, October 30th



Before tree removal...

Willow Creek Railroad was started 43 years ago in a former farm field with no trees for summer shade. Quick growing trees were needed. The Lombardy Poplar can grow 6 feet in one year, ultimately reaching heights of over 70 feet. The lifespan of this tree is **30 to 50 years**.



Willow Creek's poplar trees were approaching their expected life span. Fallen limbs have been removed after almost every wind storm. To protect our buildings and equipment the board of directors decided these trees needed to be removed.

Mountain View Tree Service was selected to do the job. On Tuesday October 30th they brought in their tree removal truck. The truck was fitted with an extended boom, capable of reaching to the top of our tall trees. The Boom was equipped with grapple device capable of grabbing a large branch or stem. A hydraulic chain saw then cut the branch so it could be lowered to a pile on the ground. No climbing required!!! All was operated from the ground by a remote control which allowed the operator to move around for a better view of the work.



In addition to the poplar trees, the large fir tree north of the car barn doors was also removed. The roots of this tree was lifting the corner of the car barn which interfered with operation of the overhead door. Tree removal work was safely completed on Wednesday.

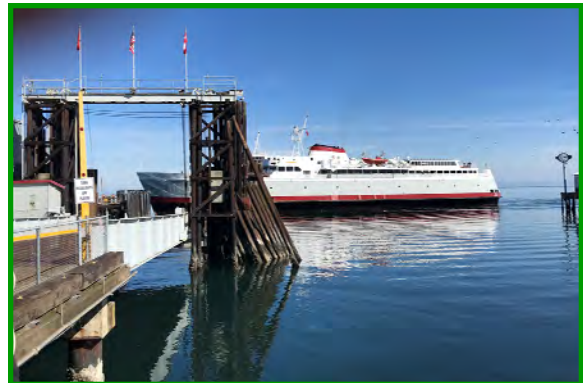


... after tree removal.

Trip to Vancouver Island Model Engineers

by Alan Shifley

The last weekend of September Frank and Ashley Lertora, James Folk and Alan Shifley ventured north to attend the Vancouver Island Model Engineers (VIME) Fall Meet in Saanichton, BC. The trip to Vancouver Island includes a ride on the Coho ferry to and from the island. Vehicles are loaded onto the lower deck and passengers ride the upper decks. The weather going across was beautiful and clear, and we even got to see a pod of Orcas. Coming back was a little wetter.



On Friday before the meet we toured the famous Butchart Gardens with Phil Senkler from VIME. Phil had worked at the gardens some time ago and was a superb tour guide.

The highlight of this meet was the grand opening of the beautiful new Bell Station. The mayor of Central Saanich was there to cut the ribbon and ride the first train out of the station.



The first train was run by John Yardly.

He and his engine are annual visitors to Willow Creek during steam-up.

Then there was cake and train rides for all.

Trip to Vancouver Island Model Engineers (continued)



Frank and Alan both ran their steam engines.



James ran John Yardley's engine.

Saturday evening we attended the VIME annual banquet, a semi-formal very nice dinner with a slide show, various presentations and drawing prizes.

The people of VIME are very gracious hosts and always pleased to have visitors. Their facility is beautiful and amazing. It is a great place to visit and well worth the trip!

Northern California 2018 “Fall Ramble”

by Alan Shifley

Some of our Willow Creek members visited some other tracks in Northern California this Fall. Garry, Scott and Trevor Johnson, Roy Tollefson, and Alan and Tammy Shifley visited three tracks in one weekend: The American Flat Railroad in Fiddletown, then the Golden Gate Live Steamers and the Redwood Valley Railway in Tilden Regional Park overlooking the San Francisco Bay area. The following weekend James Folk and Alan and Tammy Shifley visited the Sacramento Valley Live Steamers.

The **American Flat Railroad** is a private 7.5” mountain track located in the foothills of the Sierra Nevada mountains featuring steep grades and sections of bidirectional running. We were honored to be invited to their Fall meet. There was a good turnout including many steam engines of different types, and our friends Chris Smith and Peter Welch.



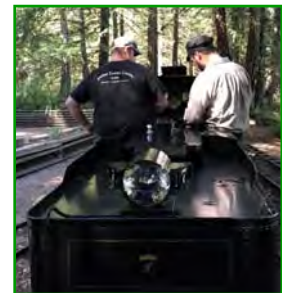
Golden Gate Live Steamers has 5,000 feet of 7.5” gauge track. They also have 2,000 feet of dual-gauge ground-level 4.75” gauge track and 1,100 feet of elevated triple-gauge track consisting of 4.75”, 3.5” and 2.5” gauges. The club was formed in 1936 and gives rides to the public on Sundays. The 7.5” gauge track features two loops. Public trains run on the outer loop and other 7.5” trains run on both the inner and outer loops. 4.5” gauge trains run on the dual-gauge inner loop. The outer loop features a tunnel and the inner loop features a long trestle. Things were fairly quiet the day we were there except for the public train.



Northern California 2018 “Fall Ramble”

(...CONTINUED...)

The **Redwood Valley Railway** was established in 1952 and offers steam train rides for the public on 1.25 miles of track. The railway equipment is 5” scale and operates on 15” gauge track. We were fortunate to be able to take an inside tour of the facilities including the roundhouse, shops and storage buildings. There was a Goose being used for maintenance work and even a 5” scale traction engine stored in one of the buildings. We took a ride and Roy got to ride the steam engine with the engineer!

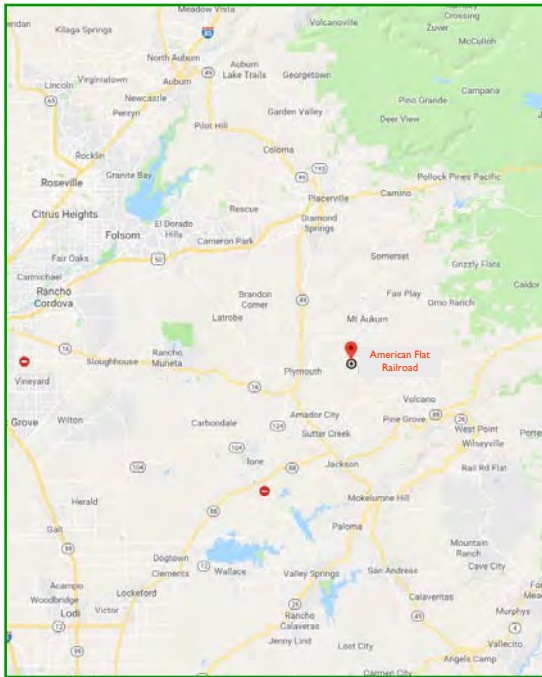


Sacramento Valley Live Steamers is located in Hagerman Park in Rancho Cordova. We attended the annual Fall meet. The tracks were busy with all types of trains ranging from large steam engines to pedal-powered. One of the highlights was Crag Craddock’s Daylight Northern and passenger train. Another highlight was Marsh Creek’s new narrow gauge caboose, named “Abboose” for Abby’s Caboose. It is beautifully detailed on the outside. The interior is luxurious, complete with lace curtains and room for two people to sit in its plush seats.

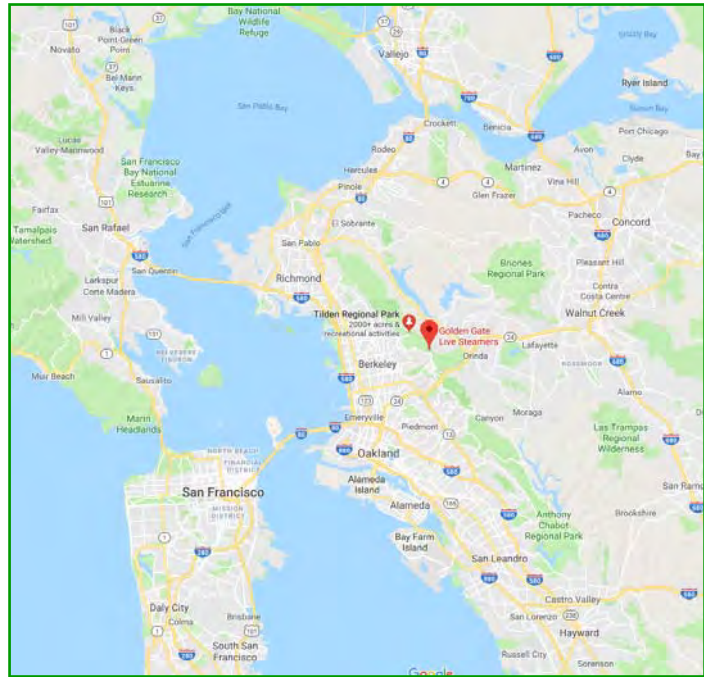


Northern California 2018 "Fall Ramble"

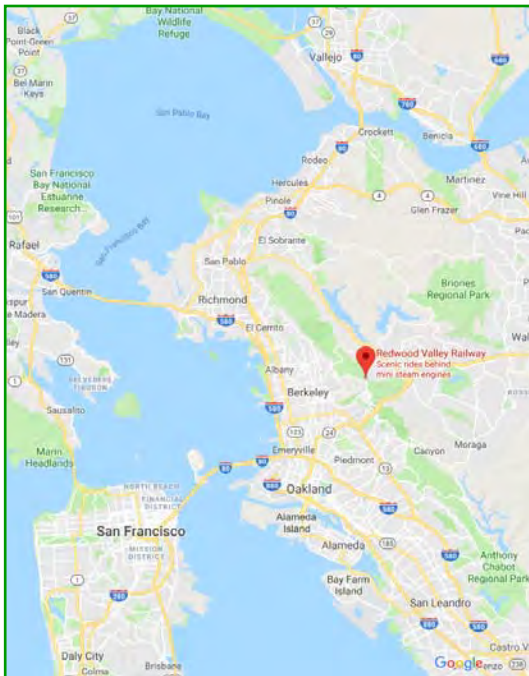
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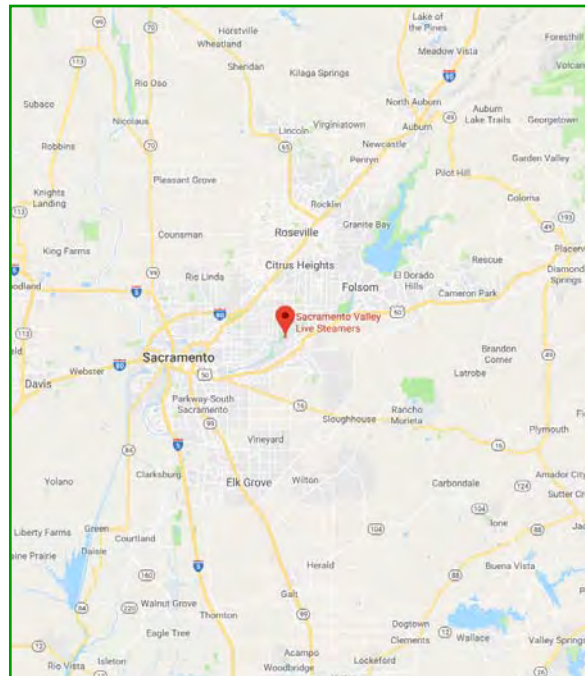
American Flat Railroad in Fiddletown



Golden Gate Live Steamers



Redwood Valley Railway



Sacramento Valley Live Steamers

EDITORS NOTE: I have added the maps to Alan's article. Ernie (the goat not the Hellman) has limited my ability to travel. Consequently my travels are limited to adventures on Google. On the plus side, Google also has satellite views.



Conversion Brewing from Lebanon @ Hops & Vines Event



Matt Cowart came from Lebanon in their Conversion Brewing stretch Caddy limo with all their gear packed inside. They brought two brews to sample. The first was a fruity cherry brew and the second was a hoppy IPA. This was the first year trial for Powerland's Hops and Vines celebration. Various museums featured a sampling selection of wine, beers and distilled spirits.



Christina & Bryson's Baby Shower



Friends and family gathered to celebrate the event. (Sept. 15th)



Your Help is Requested for Willow Creek's Fall & Winter Cleanup



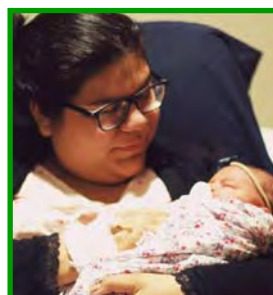
We know... It's not as much fun as running trains. Seriously we can always use help with cleanup and winter preparation around Willow Creek. Please consider donation of some of your time to help with this.

Maynard G. Krebs is the "beatnik" sidekick of the title character in the U.S. television sitcom *The Many Loves of Dobie Gillis*, which aired on CBS from 1959 to 1963. His abhorrence of conventional social forms is signified by comical reactions to the word: "work". For example, whenever the word "work" is mentioned, even in passing, he yelps "Work!?" and jumps with fear or even faints.

Congratulations to Bryson & Christina <=> It's a Girl! <=>

Delta Rose Hellman

E-mail From Ernie: "It is official now I am a grandpa. 8 lb 6 oz, delivered by C-section about 9:30 last night."



Willow Creek Gazette ---> Winter Edition

For those of you who eagerly await the Winter Edition of the Gazette... please be patient. As you might imagine, there is not much activity at Willow Creek between December and February. There is not much activity as far as running trains. There is still lots that can be done to prepare for spring 2019. If you can come to help we can find something for you to do. If you are wondering why the pictures in the Gazette seem to have the same people, that is the sad reality of relying on volunteer labor usually means there are "**hard core**" members who are here on most weekends. We welcome all members and friends to become "**hard core**".

The Winter Edition will be published using the last months of 2018 and the first months of 2019: "*Winter - 2018-2019*"

Your Story Could Have Been Included Here!!!



All submissions are
welcome...

Brooks Intermodal - “Oregon Port of Willamette”

<https://www.portofwillamette.com/> <== find more information at this site.

Brooks Intermodal and Transload Facility Proposal Delivered to ODOT

On September 27, 2018 the Oregon Port of Willamette delivered its comprehensive proposal for an intermodal and transload facility in Brooks to the Oregon Department of Transportation (ODOT).

The Oregon Port of Willamette proposal for Brooks is one of two finalists in a competition for a \$23.75 million lottery-funded grant.

Three entities will review the competing proposals during 120 days after the September 27 submission. These are ODOT, Business Oregon (Oregon’s Economic Development agency), and a third-party reviewer. The two competing proposals will then be submitted, along with the reviewers’ comments, to the Oregon Transportation Commission (OTC). The five-member OTC will then choose the grant winner.

The proposed facility consists of about 200 acres of land north of Antique Powerland and south of Waconda Road, and on the east side of the Portland and Western Railroad main line. The intermodal and transload facility will be served by the Portland and Western Railroad, which can connect with the Union Pacific and the Burlington Northern Santa Fe railroads.



Kevin Mannix, Executive Director Port of Willamette, addresses the November 17th APMA annual meeting to explain the proposed project.

Decision on this project could be made during the first quarter of 2019. If selected, work on the Brooks site could begin as early as the spring of 2019.



Brooks intermodal facility could spur I-5 interchange improvements

A Glimpse of History: Brotherhood of Locomotive Firemen and Enginemen

The Brotherhood of Locomotive Firemen was founded in 1873, in Port Jervis, New York, as a fraternal mutual benefit society for workers employed as firemen for steam locomotives. The job of a locomotive firemen was a physically demanding, strenuous, dirty, and dangerous one. They had to shovel coal into a train engine's firebox, through a narrow opening, feeding the fire. This regular input of fuel kept the train running.

In 1873, eleven Erie Railroad firemen had just been forced to notify the widow of a locomotive fireman who had died in a crash, and decided to start an organization for this trade which gave benefits to families of those in this trade. The major practical purpose of this organization was as a mutual insurance association. However, it also had a ceremonial initiation for its members like many of the other fraternal societies of the 1870s and 1880s. Its teachings included charity, industry, sobriety, and protection. There was a women's auxiliary group called the Ladies Society of B of L F.

A locomotive's fireman worked in a tandem with the train's engineer, serving in a subordinate role as his assistant. Firemen were often, in practice, engineers-in-training, learning the skills of train operation and assisting the engineer with the observation of signals and other routine aspects of his job performance, waiting for a job opportunity for promotion. By 1906 many of its firemen members had been promoted to the job of engineer. The 23rd Convention of the Brotherhood of Locomotive Firemen, held in Milwaukee in September 1906, took the step of expanding the scope of the organization and changing its name. The convention voted to formally acknowledge the participation of engineers among its membership and changed its name to the Brotherhood of Locomotive Firemen and Enginemen (B of LF&E).

