

The Willow Creek Gazette

Willow Creek Railroad Museum

Winter 2019-2020

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The Covid-19 Dilemma

By Scott Johnson

These are very challenging time right now with the Covid-19 Pandemic. Everyone is changing the way things are done as we continue to learn about the virus. The State of Oregon Executive order which just got extended until July 6th is forcing organizations that put on events to make some very tough decisions on whether their event should or can take place safely. Since it is written as a "State of Emergency" instead of a "stay at home" and contains the following "As the Governor made clear [Friday], our efforts to move forward with safely reopening Oregon will be gradual, incremental, and based on science and data." A spokesperson with the Governor's office said in a statement. "Executive Order 20-24 allows that process of reopening Oregon safely and carefully to continue." time will tell what will happen. This is why APMA will be waiting until the end of May and also consulting with the partner Museums to make a decision about The Great Oregon Steam-Up for this year. Obviously the event is a huge source of income for most of the museums, especially WCRR. There has already been some discussion kicked around of creative ways to try and make up for some of the lost funding and even possible alternatives for Steam-Up. As soon as we get more information we will pass it along to the membership.



The Gazette Winter Edition?

The Editor's Rant

A lot of things don't happen at Willow Creek during the winter. So difficult to come up with story ideas when not much is going on. But spring is here so there should be a lot happening in preparation for spring. The winter edition should have been completed a month ago but... It's the virus! The self-isolation! The park is closed. Spring is no longer exciting. We have lots to do but no one to do it. Lets hope that the situation gets better and we can get together again.



Continuing Progress on the North Side Container...

In order to minimize the visual impact of our new storage container it was decided to cover it with board and bat siding. Also the flat top container roof collects water so a roof structure was added. It was also decided to extend the roof structure to provide covered storage area on the south side. The roof was also cantilevered on the remaining sides to provide additional weather protection for the siding. We would again like to thank Chris for his work on the roof framing.



Perimeter framing was added to provide support for the siding. The Miller steam powered sawmill donated the framing lumber and siding. A sawmill member used his own mill to cut the 24 foot south side support beam. Ernie H & crew provided labor.



The most of the roof plywood sheathing was from a previous WCRR salvage project. The Adelblue family donated the corrugated roof metal. 'lil' Roy T fabricated and powder coated the "T" column/beam braces.



The "Yardmaster Office" was to be placed on the west side of the container. Because of the odiferous nature of the "Office" in the summer heat, it was decided to provide a protective screen roof. Here Ernie & Dave C complete the covering.

Thank you to all who have contributed to this project!

Work Continues on the New Roundhouse

Looking at my notes I see that this project has been in progress for quite a while. My earliest drawings are dated 2011. Funding is always an issue. Work does proceed.



In December Westside Insulation was contracted to provide a spray-on foam insulation. Why insulate a building that is not intended to be heated? There were two considerations that prompted this decision. One was to reduce summer heating due to solar exposure. Another was to seal the building to minimize the intrusion of insects. Wasps and bees building nests in other of our structures has been a problem. The insulation will seal small cracks and spaces that might allow insect invasion.



You may notice the plastic film that was applied to the floor, windows and doors to minimize the accumulation of overspray on these surfaces. The insulation application proceeded quickly. The wire device with red flagging shown in the photo was an indicator that Westside's crew used to verify the required insulation application thickness.



The Oregon building code requires foam insulation be protected with a fire protective thermal barrier. Scott worked to get the sheetrock donation for the protective barrier. Because of the weather, the Fire Museum allowed us to temporarily store the trailer load of supplies in their building until the Willow Creek work crew could move the supplies to the roundhouse.

South Side Track Improvements

On January 31st the crew picked up the track panels between the party gate and signal bridge. The ties were replaced with new trex ties and the panels were then stored on the south side near the fence.



The panels were moved to allow Evan to come in with the excavator to place the remaining rock for the ditch lining.



In March Evan was able to move in and place the boulders for the ditch lining.



In April the ditch was cleaned and the rocks were backfilled and adjusted by hand.

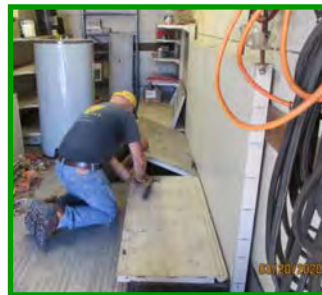
Shelf Storage Racks for Willow Creek



Ernie has been ever vigilant for items that might be useful at Willow Creek. This time he located couple of pallets of store display racks that were destined for disposal. He asked if they could be donated to Willow Creek and they were.



The next challenge was to assemble them. There were several different types and no assembly plans. Being resourceful we began a trial and error assembly process. It worked. Now it remained to move them to their final location. It was decided to use them to organize the assorted items in the Nelson container. (the truck container box donated to Willow Creek by 'Red' Nelson... hence the name) First, the container had been used for years for "miscellany" storage and it had to be cleared out so the racks could be assembled and the "miscellany" be replaced in a orderly condition so it can be found in the future. Done.



Now the racks are assembled in the container. Some item sorting remains. Some of the "miscellany" will probably find a future home in a dumpster. It is hope that the remaining items will be organized so the "lost" can be "found". Your help in the future would be appreciated.

Some of the machinery will be relocated to one of the new south side shipping containers.

Some storage racking remains for future location and use.

Rain Gutters Installed



Some of the “salvage” items found on the Fern Creek Farm were gutters and downspout pipes. A gutter was installed on the west side of the ICP to direct that portion of the roof rainwater away from

our concrete patio slab. Enough material remained to provide a gutter for the “Yardmaster Office” shelter roof to prevent those attempting entrance from being dripped upon. Some end plates, connectors, gutter ends & downspout elbows had to be purchased to complete the installation.

article contributed by TC Creek

Beverage Container Refund Donations

Last year donations of beverage containers provided a significant supplemental income source for Willow Creek Railroad Museum. Even with reduced activity at the park you are encourage to continue coming by to drop off your refundable container donations.



Just a reminder....

Willow Creek Dues

January 1, 2020 ~ December 31, 2020

For the first time in a number of years the dues have been increased. To simplify the accounting procedure the dues are now based on the calendar year.

Regular Member:	\$40.00
Associate Member:	\$30.00
Junior (18 & Under):	\$20.00

Payment may be mailed to:

Willow Creek Railroad Business Office
 2627 N. Willamette Blvd.
 Portland, OR 97217- 4117

Turnout Template Jig

It was decided that the old jig, that had been used in the past, was too far gone to rehabilitate so a new one was started.



Vintage photo of turnout fabrication in Garry's Portland shop. (Trevor is much taller now.)

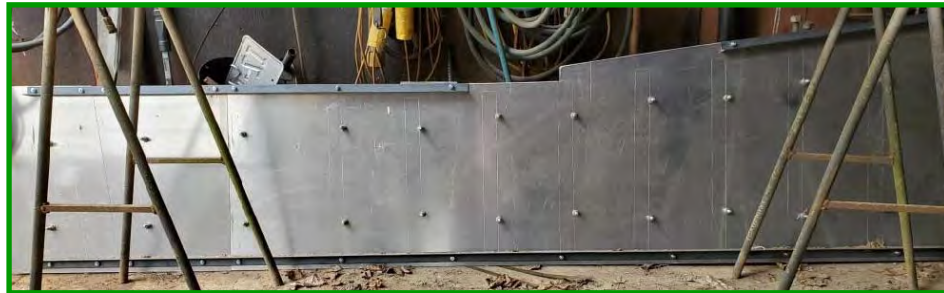


Old turnout template. It was constructed on thick particle board and was **VERY** heavy.



Turnout being loaded into Mark's truck to be taken to the shop to be used as a pattern.

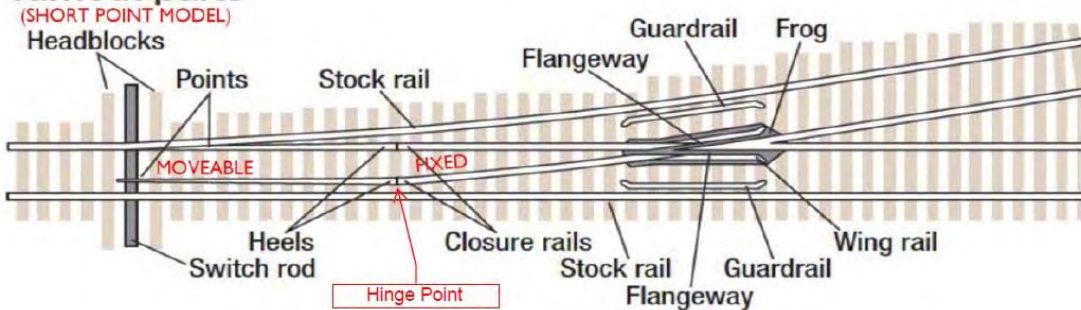
An old switch was removed as a pattern and an aluminum sheet remnant was located for a new layout base.. Additional hardware was purchased and Scott and Mark set out to make a double-sided jig – one side for right hand and one for left hand turnouts.



The completed turnout template jig ready for future switch construction.

A couple of new switches are planned for use to get into the new roundhouse as well as starting the East Side Industrial Loop. Work will resume as soon as possible to get these switches started.

Turnout parts



The turnout Frogs used at Willow Creek are machined from a single piece of steel.

Turnout Rebuild



This last fall the turnout leading into the garden area was removed for two reasons:

1. To make a new jig (See Page 7)
2. To rebuild it into a short point switch.

Mark had the idea a few months back after looking at the old switches in the car barn leads. A few of those had short points and very little rail material had to move at any one time to switch for track selection getting into the car barn.

The mainline switches that we use have very long points – from the switch machines all the way to the frogs – a distance of about six feet. This requires a lot of track rail movement and a number of contact points that need to be maintained and oiled. It also causes issues with the point dragging (being very hard to switch) if there is any amount of alignment issues (twists, humps, etc).

The switch was taken to Mark's parent's shop to be worked over. Scott and Mark had planned on doing the work, but with the current state of affairs, Mark worked it over himself.

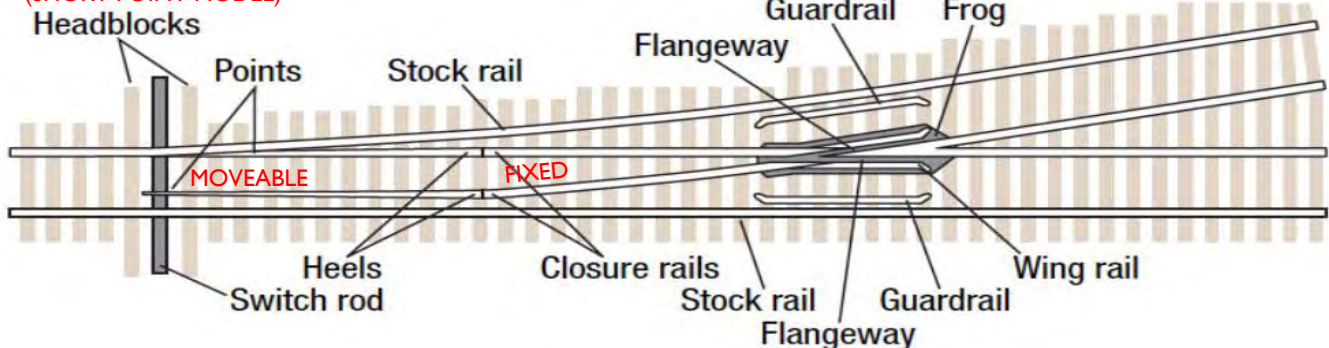
There were a couple of crossties cut off, spacers on the point rails removed as well as other cutting and grinding done. This also allowed work to be completed so that the points can be recessed into the main rails to help protect the points from wear or bending and lessen any issues with picking points.

When the rails were released it was noticed that there was quite a bit of binding that was taken out of the turnout, making the points much easier to throw. In fact, tests showed a single aluminum truck was just heavy enough to move the points.

Testing will need to be done on the turnout once it is on the ground to see how it performs. It should be much better than it was before.

Turnout parts

(SHORT POINT MODEL)



Transfer Caboose Restoration

Some of you remember a pile of boards (the transfer caboose) that was stored in the back of one of the carbarn tracks and wondered “what happened?”

The car belonged to the Piggott’s and several years ago, it was either being moved on the lift or sitting on a steaming bay. It was not chocked or held onto and as you know – cars can roll by themselves! This is what happened that dreadful day. The car decided to take a long “roll” off a short track and exploded.

Mark took it home and has reworked it to look much as it did that fateful day – only before the “roll”...



The Piggott’s donated the car to the club when they moved from Oakridge to the South East U.S. (Georgia) a few years ago.

Editor’s Note: A transfer caboose looks more like a flat car with a shed bolted to the middle of it than it does a standard caboose. It is used in transfer service between rail yards or short switching runs, and as such, lacks sleeping, cooking or restroom facilities. The exposed platform can be used for the temporary storage and/or movement of smaller equipment or supplies.

A Glimpse of History: Louie Lettiere



Louie became involved in the Live Steam hobby in 1952. He served in Viet Nam, and then became a locomotive engineer for the Burlington Northern Railroad. He held degrees in Aeronautical Engineering and Business Administration. He was a consultant-supervisor in the construction industry, and also ran a part-time home business supplying freight car wheels, CAD services for custom locomotives and car designs, and the rebuilding of used locomotives. He was involved in the design or construction of 20 miniature railroads, totaling over 26 miles of trackage. Louie loved the hobby, and wanted to see it survive through future generations. As he puts it, "Beginners are the key to our future."

From an article Joe Rice reported in Live Steam Magazine, March/April 1998

Ever wonder about the name on our station? Mr. Lettiere contributed a plan that was modified to complete our current track plan started in the Millennium year 2000.

NO ALCOHOL OR FIREARMS ALLOWED ON THE GROUNDS
ALL PETS ON LEASH ONLY PLEASE

LIST OF RUN DAYS...
1999

Memorial Day Weekend
May 29th-30th

July 4th Weekend
July 3rd-4th

Great Oregon Steam-Up
July 31st-Aug 1st
Aug 7th-8th

Labor Day Weekend
Sept 4th-5th

Harvest Festival
Fall 1999 TBA

Also available for company Picnics and Birthdays with
advanced notice.
Please contact us for more information

Willow Creek
Railroad
Brooks, Oregon
Exit 263, Interstate 5
Turn West 1/4 Mile

For further information write:
Willow Creek Railroad
c/o 2627 N. Willamette Blvd.
Portland, Oregon 97217

Call: (503) 285-7910
e-mail: challenger3718@juno.com
Visit us on the web -
www.livesteaming.digi.com

This is the brochure from the 1999 archives that foretold of the anticipated construction of our current track layout. You may notice some modification of Mr Lettiere's original concept. Mark pointed out that the location of the loading areas and steaming

bays were shifted to the west side of the track to avoid a track conflict and avoid a multi-track crossover exit from the loading area.

Mr. Lettiere also published a number of articles found in our library's "Live Steam Magazine" collection.

Willow Creek Railroad
AT ANTIQUE POWERLAND
Brooks, Oregon - Exit 263 From Interstate 5
Turn West 1/4 Mile

45 minutes south of Portland, 10 Minutes North of Salem.
Home of Large Scale Model Railroading
Live Steam & Diesel Locomotives
1.5" scale - 7.5" gauge

Willow Creek Railroad 1975

The club began as an added attraction to Antique Powerland in 1975. It was initiated by just two individuals and started with 600 feet of track in a farm field with no trees, green grass or buildings. As the years went by, more people became interested in the live steam modeling hobby and so this interest grew, so did the membership and the layout. We currently have approximately 2500 feet of track and 40 members. Ambitious plans are underway to enlarge our track to 5000 feet so that we will have the feeling of a prototypical railroad, and will also be able to handle larger live steam locomotives. This project will take one to two years to complete - although no layout is ever complete. In 1993 our club became an official organization and in 1997 we received our official Non-Profit status from the IRS as well as a long term lease agreement with Antique Powerland. Our only income is from dues paying members and the donations received from our few but die-hard fans. You help is greatly appreciated for without it we would not be where we are today. We will be celebrating our 25th anniversary in the year 2000 and Willow Creek Railroad seems to become bigger and better over time and the new layout will allow us to do this. We are dedicated to providing a historical account of what early steam and diesel railroading was like. The models, signs and scenery, but only on a smaller scale. We are here to keep the history alive and to educate the public. It is very rewarding to work on a steam locomotive all winter and be able to see the fruits of our labor because a reality was we fight the fire and the locomotive come alive. To see the eyes of young and old alike make all the work worthwhile. From the humble beginnings of an oval in the middle of a field to an ambitious project that will entertain and educate, Willow Creek has come a long way in the past 25 years, and plans to continue to grow in the future.

New layout plan