



Celebrating Willow Creek's 44TH Year 1975 - 2019

Inside this issue:

March Madness 2

WCRR Loggers 3

The Round-2-It Get-R-Done 4

Got-R-Done! 5

Mark Builds 6

Short Subjects 7

More Shorts 8

Glimpse of History Street Cars 9

The Willow Creek Gazette

Willow Creek Railroad Museum

Spring 2019

2019 Events @ Powerland Heritage Park

Powerland Heritage Park Home of the Great Oregon Steam-Up 2019 Calendar of Events



Date	Event	Description
April 1	Park Open	APMA's open season begins!
April 26-28	Boy Scouts	Boy Scouts on grounds
May 3-5	Boy Scouts	Boy Scouts on grounds
May 18	S.T.E.A.M.'d Up with Kids	Hands on family activity Entry fee required
May 31-June 1	Tractor Consignment Auction	Private tractor consignment auction Entry fee required
June 8-9	Japanese Vintage Vehicles	A showcase of Japanese Vintage vehicles Entry fee required
June 15	NW Vintage Car and Motorcycle Museum Rendezvous	Get together talk cars, bikes and have fun! Entry fee required
June 15	Brooks Historical Society Celebration Day	Brooks Historical Society celebrates local history! Entry fee required
June 21-22	Branch 15 Antiques & Collectibles Swap Meet	Branch 15 EDGE&TA 39th Antiques and collectibles Swap Meet 6:00 am - 6:00 pm, camping available Entry fee required
June 22	OVMM Silent Auction	Annual Silent Fundraising Auction held in the John Deere Museum Entry fee required
July 4 - July 7	All American Vintage Trailer Rally	Open to all vintage trailers. Come see a piece of American history! www.all-american-rally.com Entry fee required
July 4 - July 7	Civil War Reenactment	Step back in time, see daily life and two battle reenactments daily! Entry fee required
July 13	Private Event	Park closed for private event
July 27-28	The Great Oregon Steam-Up	Fun for the entire family. Train and trolley rides, steam tractors, steam sawmill and large engines, threshing, blacksmithing, tractor pull, daily parade and lots more. Entry fee required
August 3-4	Pacific Northwest Truck Show	2019 27th Annual Truck Show. Over 200 trucks of all sorts of shapes, sizes and vintages Entry fee required
August 23-24	Pacific Northwest Truck Show	Wine, Spirits and Craft Beer Sampling Entry fee required
September 21	Hops & Vines	Entry fee required

3995 Brooklake Rd. NE, Salem, OR 97303 503-393-2424 www.powerlandheritagepark.com



A New Season Approaches....

If you haven't been to Powerland Heritage Park since last fall, you will be in for a big surprise. Our 2018 fall season provided an extended "dryer" season. A lot was done during this time. But, as typical for western Oregon, the rainy season arrived. It wasn't the proverbial "forty days and forty nights" although it seemed like that at times. This year we didn't have our two weeks of nice weather in February. That arrived in March. Although a number of projects were completed during the winter season, much remains to be completed before visitors arrive. As seen above, 2019 has many scheduled activities.

Willow Creek's March Madness



Evan operates the excavator. The trench is being dug to allow Willow Creek to tie into Powerland's improved water system.

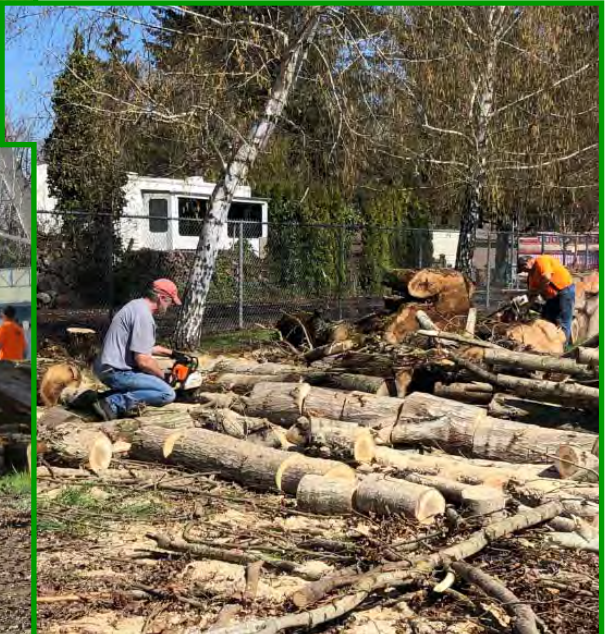
The trench was extended beyond the new storage container. The water line will be tied to the existing water system. This should provide improved water pressure and volume.



After completion of the trench, the excavator began separating the tree debris piles. When the trees were removed last fall, three large piles were created in the parking area south of Willow Creek.



Evan assists in moving the cut logs to a temporary storage area.



Mark and Ernie convert logs to rounds.

Willow Creek Loggers



Scott and Dave reduce the logs to manageable size. Members donated the use of their chain saws to aid in the work.

Three chain saws (Ernie, Scott & Nate) work simultaneously to reduce the logs to rounds which can be split to useable firewood size.



Carl completes cutting a series of logs while the tractor yards the rounds into a pile near the fence. Erika, after shoulder surgery, and Kyle helped by moving rounds.



Near the end of the day, Evan organizes some remaining logs for future cutting. We would like to thank those members who assisted in the cleanup work.



The "ROUND-2-IT" "GET-R-DONE"

There is much left to do:



A willow tree was removed from the east side.

Stump roots need to be removed and the hole filled.



Much of the tree debris pile has been cleaned up. Some logs remain and limbs need to be chipped to clear the parking area..



A portion of water supply has been connected to the new system. The ICP still needs to be connected to the existing water line inside the northwest storage room. The temporary wood floor in this area will have to be removed to accomplish this. The new water line would allow Willow Creek to have a year round water supply.



The "ROUND-2-IT"  "GOT-R-DONE"

Although there remains much to do, each weekend we plug away at it...



The poplar trees near Garry's trailer had damaged the memorial garden walls. Here Ernie contemplates removal of the roots which had broken a water line. The repaired line...



The popular trees removed and stumps remain...



The week of April 20th saw a stump grinding machine brought in and the stumps reduced to chips. The chips remain to be removed and replaced with gravel to allow the storage area to be reclaimed and the screen fence reinstalled. ??? Now add another steaming bay ???

... Alas, although much has been done, much remains ... all helpers are appreciated.

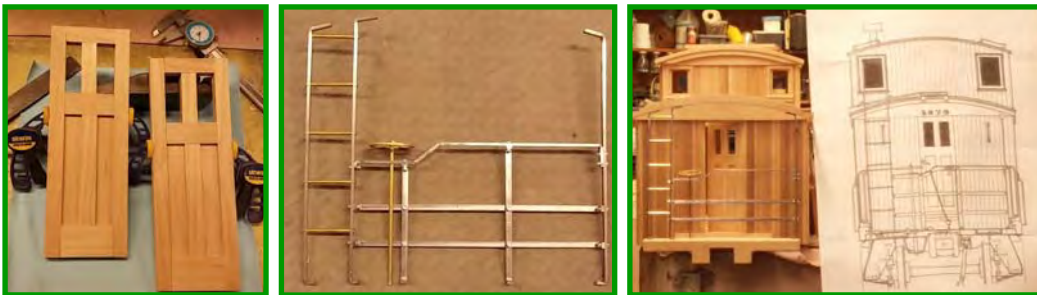


Caboose & Engine Project Pictures

by Mark Adelblue

Here are a couple of pictures of the caboose I have been working on for myself as well as the refurbished 'Lil' Green'.

The caboose is loosely based on a Northern Pacific 1700's series wooden caboose from around the 1920's or so... Like the passenger cars, there were not too many actual measured drawings but some general info on them about overall length, width etc so some liberties were taken...



'Lil' Green'



In Memoriam: Art Rostek ☀️ Apr 9, 2019 🌙



News has reached us of the passing of one of our Canadian supporters and Willow Creek member, Art Rostek, from Victoria Island Model Engineers, VIME. You may remember Art and his "PRARIE DOG EXPRESS" from his many appearances at the Great Oregon Steam-Up.



Excavator Loan



Thank You to: PAPE' MACHENERY for the excavator loan!

We would like to thank **PAPE' MACHENERY** for the use of the excavator. The excavator allowed Evan to dig the trench for the new water supply line, sort the pile of log debris from last fall's tree removal and remove four stumps. Evan spent long hours operating the excavator. Nate trucked the machine to and from the park. **Thank you!**



Do it with a Deere!

New Powerland Heritage Park I.D. Bands

With the increase of events on the grounds, APMA made the decision to go with reusable wristbands instead of the temporary 'sticky' ones that have been used for the last couple of years. As a group, we were allocated 20 of them at no cost to the club – however, if you would like to get your own so that you can keep it in your vehicle, they will cost you a nominal fee of less than 50 cents. The ones that were provided to the club are for our use but **must** be returned after each event to WCRR for use at the next event.

We were told at the Board of Governors that they will instruct the gatekeepers that take monies for entry on the road that anyone with one of these 'VOLUNTEER' wristbands will get in without issues on all events with the exception of Steam-Up.

Please see a board member **PRIOR** to the event you will be helping with to get yours or as said above, you will be able to purchase your own.



The “Editor” Speaks



I'm not *complaining* but....OK, so maybe it's *whining*. In each issue I plead for pictures or article ideas. Mostly I get *bupkis**. (Thanks to those who do contribute... you know who you are and I appreciate you.)

I do enjoy putting this newsletter together. It does take quite a bit of time. (...but I'm retired and it keeps me out of the bars...) I also thank those of you who let me know it is appreciated. Dave C and Ernie H have taken the time to comment on it. (The board of directors are forced to comment because they receive a preliminary copy and are asked for additions, deletions and corrections.) Bob W did tell me he is not able to read it with his *Apple device*. I use *Adobe 10* to publish it in PDF. I am not sure if it is readable with older versions of *Adobe Reader*. Does anyone else have a problem reading it? I do suppose it would also be hard to read on a cell phone. (I use a desktop computer...so, no problem. I did send a test copy to my cell phone. I could read it, but the small screen sucks.)

If you want me to get off my soap box, please send in article ideas and/or pictures. Each issue has this email address at the bottom of the last page: Contact: wcr.gazette@gmail.com

Your Purchases Can Support Willow Creek Railroad Museum



When you shop at smile.amazon.com, Amazon donates to your favorite charitable organization.



Link your Rewards Card to Willow Creek Railroad. Then every time you shop at Freddy's, we get a donation!

Just a reminder....

Willow Creek Due\$

June 2019 ~ May 2020

It's that time of year to renew our membership dues. The current dues expire the end of May 2019.

Regular Member:	\$30.00
Associate Member:	\$20.00
Junior (18 & Under):	\$15.00

Payment may be mailed to:



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

***Yiddish Word of the Day: Bupkis** **Bupkis** comes to us from the Slavic languages by way of **Yiddish** and literally means "beans" (but not in an appetizing way) or "nothing".

A Glimpse of History: Streetcars ~ The “Other” Railroads

SALEM STREETCAR HISTORY

Oregon's capitol city had its first streetcar line in operation in January of 1889. It was a horsecar line that started in downtown along Commercial Street. It proceeded east on State St., past the State Capitol building. The line then turned south on 12th street to the Oregon & California Railroad Depot, site of the current Amtrak station. In 1890 the horsecar line received competition from the Capitol City Railway Company. This railway was built as an electric streetcar line from the start. They built lines to the State Penitentiary to the east and to the Pioneer Cemetery to the south. The last streetcar ran in Salem in 1927.



SALEM INTERURBAN HISTORY

Salem was also served by electric Interurbans, by the Oregon Electric Railway. The Oregon Electric came to Salem in 1908. Service was provided north to Portland. This became the fastest mode of transportation between the legislative capitol and Portland, the economic capitol of Oregon. Service south to Eugene & Albany did not commence until 1912. Service was provided by 57-foot long interurban type cars.



CALIFORNIA STREET CABLE RAILROAD

A long-serving cable car operator in San Francisco, founded by Leland Stanford, an early investor in the Central Pacific Railroad. The company's first line opened on California Street in 1878 and is the oldest cable car line still in operation. The company remained independent until 1951, outlasting all the other commercial streetcar and cable car operators in the city. The city purchased and reopened the lines in 1952; the current cable car system is a hybrid made up of the California Street line, and the Hyde Street section of Cal Cable's O'Farrell, Jones & Hyde line, together with other lines already in municipal ownership.

UNITED RAILROADS OF SAN FRANCISCO

"The United" 1902. The Southern Pacific interests sold their San Francisco street railways to eastern capitalists in 1902. They were consolidated with other San Francisco lines into a giant company called the United Railroads of San Francisco. In 1917, one hundred "platform men" employed by the privately owned United Railroads streetcar service in San Francisco, abandoned their streetcars tying up many of the main lines in and out of the city center. The strike spread quickly and within just a few days over 1,000 were on strike demanding union recognition, \$3.50 a day, and an 8 hour workday. But the United RR management held out for months by employing over 1,000 strikebreakers, hired in Chicago and brought in by train. The strike was finally defeated. Through reorganization and foreclosure proceedings, the once-mighty United Railroads disappeared in 1921.



San Francisco Municipal Railway

The turn of the century saw the consolidation of many smaller, privately-operated transit systems into monopolies. By 1902, one private company, United Railroads (URR), acquired over ten separate transit companies through a variety of mergers. URR's disregard for the public welfare, corruption of public officials, and callous labor practices, including violent labor unrest in 1907, so angered San Francisco voters that in December 1909 voters approve a bond for municipally operated transit. A bond issue was approved in a special election in 1909. Construction started in 1911 and service began at the end of 1912. San Francisco was able to buy the competing privately owned Market Street Railway in 1944. The San Francisco Municipal Railway, is known by its nickname "Muni." The *Muni* became complete in 1951 when it purchased the California Street Cable Railroad.