



The Willow Creek Gazette

Willow Creek Railroad Museum

Steam-Up 2019

2019 Great Oregon Steam-Up

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"Wait'n for a Train"



The weekends of Steam-Up started out cloudy, cooler and busy and ended clear, hot and slower. We would like to thank all our visitors, helpers and donors.

The End of Another Steam-Up

Thank You to all who have helped with the Steam-Up and preparation. Much was accomplished since the last Steam-Up. Now we need to prepare for the remainder of this year.

Your help is Appreciated!!!



The Engineers



The Engineers



Views from the 2019 Great Oregon Steam-Up...



Members take a break during Sunday heat.



Visitors continue to enjoy a ride.



Equipment on display



Alan brings the steamer out.



Trains & riders at the station.



Tree roots disrupt a switch at the station entry track. The *train gang* makes an emergency repair. Note how the tie along the fence has been raised by the root.



Talk to the hand!
No Pictures!



Trevor restarts the stalled tractor. The 1929 John Deere is started using the fly wheel. No electric start on this model! Scott said he developed "Popeye Biceps" doing this as a young lad.



Full load on the trolley!

Good Day Oregon on KPTV

Tuesday July 23rd 2019



“ON THE GO” with KPTV’s Joe “V”



https://www.kptv.com/on-the-go-with-joe-at-the-great-oregon-steam/video_1b048792-9562-5dfb-9d44-7a6bb242f40f.html

Copy the above link into your web browser to watch this years Willow Creek segment.

Steam-Up Visitors and Events

V.I.M.E. Visitors

Sunday August 4th

Shelley Doroshuk, Diana and Don Wigen from Vancouver Island Model Engineers visit us at Willow Creek Railroad Museum. Shelley is involved with their newsletter.



Guest Speakers

Saturday August 3rd

Terry K informed us a couple of visitors are coming to visit us at Steam Up (second weekend). They are Dan and Pam Monaghan, and they own Great Lakes Railcar. They are probably two of the best connected railroad people in the nation, as far as knowing and taking care of recording marks, car movements, railroad rules (including the new PTC rules/system) as well as a massive host of other railroad related items. Dan has operated main line steam excursions, and was active in car and engine maintenance. They are known as the "UMLER" people. The Monaghan's presented an interesting talk after our Saturday dinner.



Steam-Up Dinner & Raffle

Saturday August 3rd



After the Saturday dinner enjoyed by many of our members, we were treated to the annual raffle. The raffle had numerous donations up for grabs. (you might want to bring your flashlight next year)

Son of the "Rant" 😊 Etc

Years ago when "Pops" (Garry) was doing the Gazette, he included a brief section which he call the rant. You can find the in the old Gazette editions found on the club web. site.

Now, its my turn. Each issue I struggle to come up with article ideas. The "faithful few" do contribute but I need more help.

In appreciation of those of you who contribute the use of your equipment I included a section in this issue:

The Engineers

I apologize to those who's picture wasn't included. I was asked to do other things and had to abandon the camera. My intent was to include everyone who operated during the Steam-Up.

I tried this last year but trying to take pictures manually on the tripod didn't work well. I got a remote control system. I took multiple pictures in an attempt to get a good one. It would help if you happen to see a camera, try to not look grumpy.



CONTRIBUTE

LIMITED SPACE IS AVAILABLE

Camping Locations

The Willow Creek Board of Directors has asked Scott Johnson to be in charge of assigning camping locations. Contact Scott or one of the Board Members who will forward your request to Scott.



A Glimpse of History: The Flagman



Flagman Signals



Hat Badge



Signal Lantern

UNION PACIFIC RAILROAD RULES AND INSTRUCTIONS – 1919

99. When a train stops, except when clear of the main track, the flagman must go back immediately with flagman's signals, a sufficient distance to insure full protection. One-fourth of a mile from the rear of his train he will place one torpedo on the rail, continuing back one half mile from the rear of his train he will place two torpedoes on the rail, two rail lengths apart. He may then return to the single torpedo where he must remain until relieved by another flagman or is recalled by the whistle of his engine. When whistle signal has been given to recall the flagman and safety to the train will permit, he may return after removing the one torpedo. When the conditions require he will leave a lighted fusee.

During foggy or stormy weather, in the vicinity of obscure curves or descending grades, or when other conditions require it the flagman will increase the distance, placing two torpedoes at every one-fourth mile after having placed the one.

The front of the train must be protected in the same way when necessary.

Should a train be seen or heard approaching before the flagman has reached the required distance, he must, at once place one torpedo on the rail, and if it is by night or during foggy or stormy weather, he must display a red fusee, in addition, and continue in the direction of the approaching train.

If the flagman is recalled before reaching the required distance he will, if necessary, place two torpedoes on the rail, two rail lengths apart by day, and by night or during foggy or stormy weather display a fusee in addition, to protect his train while returning.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fusees must be thrown off at proper intervals. When a train is flagged, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used. Conductors and enginemen are responsible for the protection of their trains.

Flagman's signals:

Day Signals -- A red flag, ten torpedoes, three red and three yellow fusees.

Night Signals – A red light, a white light, ten torpedoes, three red and three yellow fusees.

99 (A). Other duties must not be permitted to interfere with the proper protection of the train.

99 (B). When the train requires protection, the engineman must immediately sound the whistle signal for the flagman, and if necessary, repeat the signal until protection is assured.

99 (C). A flagman must always be stationed on the rear car of every train while in motion; on passenger trains he will get on and off the front platform of the rear car when practicable, and must not, except when necessary, disturb the occupants, nor ride in the observation end, of observation or special cars, except at times when that end is not occupied.

99 (D). On single track, when a flagman is sent out with instructions affecting a train's authority to proceed, three copies of the instructions (Form 2511) must be made, one copy to be given to the flagman, one copy to the engineman of the train he is sent on (if sent on a train), and the other copy to be retained by the conductor who will send it to the proper official with his train orders. When a flagman is sent to a siding on a train, he will ride on the engine and the engineman must stop and let him off at the first switch at the station to which he is sent.

100. When the flagman goes back to protect the rear of the train, the conductor or the next brakeman must, in the case of passenger trains, and the next brakeman in the case of other trains, take his place on the train.