



# The Willow Creek Gazette

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Willow Creek Railroad Museum

Summer 2019

## The Great Oregon Steam-Up is almost here!!!



Ready or Not!!! It's almost here!!! Of course we want to be ready. All help getting ready is appreciated. Remember the Steam-Up is our biggest fund raiser of the year. Lots of improvements were made since the last steam-up. So far our visitors have appreciated the improvements.



## The Editor Speaks!

By this time, considering the number of "A Glimpse of History" articles, you may have guessed your editor collects railroad items. Except for ex-wives, this is my most expensive habit. Why collect railroad items? First, remember your editor is really *OLD!* When "**The Editor**", (*E<sub>tc</sub>*), was about 5 years old, the family moved from Salem to Turner. We had a three room house next to the Southern Pacific tracks. The main line was 50 feet (or less) away from the house. The SP was still running steam engines at that time. As the trains roared by the ground shook. This made quite an impression on a young lad. Approaching from the south, the steam engines whistled for many crossings. The distant whistles meant a train would soon be passing by. Oh the joy!

How did you become interested in trains?



Email Contact: [tarno.coleman@gmail.com](mailto:tarno.coleman@gmail.com) *E<sub>tc</sub>*

## Continuing Improvements...

April 27<sup>th</sup> Last fall, it was decided to improve the area behind the ICP. A new storage container was added and the enclosing fence extended. As an added improvement, a new concrete patio slab will be installed.



Ernie and Steve Scharer cut remaining tree roots in preparation for the proposed slab.



Steve uses his backhoe to grade the area and expose remaining roots.



Ernie continues excavating the waterline trench to the west. This will allow a tie to the existing water system and provide two new all weather hose bibs outside the fenced area.

The *Yardmaster Office* will be placed behind the storage container. The *fire ring* will be relocated slightly to the south and west to allow unimpeded access to the ICP from the north gate. The *recycle bin* will be relocated to the west side fence. Steve Scharer allowed us to use his backhoe and dump trailer to continue working. We would like to place some flower planters on the new slab to brighten the area.



The new 2-inch water line has been extended to just east of the Vits Crossing where it will be connected to the existing WCRR system.



Bryson, Dave and Ernie place round gravel drain rock above the waterline prior to backfilling the trench. This french drain will help disperse rainfall drainage from the new ICP slab.

May (the) 4<sup>th</sup> (be with you)

Work continues prior to the scheduled Memorial Day start of the 2019 run season. The connection to the new Powerland water system is progressing. Some connections have been made to the existing Willow Creek system and others remain to be connected. Work on the concrete slab behind the ICP continues. Alan and Tammy came up from California. Alan spent the day working on loop detectors at the connection of the Industrial Loop track to the main line. Paul has continued working on the new system of electric switch machines.



Steve completes grading behind the ICP.



The last of the gravel leveling course is being placed.



The leveling gravel has been watered down and compacted.

... Continuing Improvements ... (continued)



Mark grades the gravel placed between the ICP and the building to the north. The gravel provides an all weather walking surface. It extends from the front of the buildings westward to the end of the fenced area.



Forms and reinforcing steel are in place for the new slab. The fire ring has been moved slightly to the south and west. The firebricks surrounding the new ring location were formerly used as the liner for SP&S 700 firebox.



Nate returned this weekend with the excavator. Here it is used to load Mark's trailer with the logs cut last fall. A large waste drop-box container was loaded with limb debris for removal from the site.

May 11<sup>th</sup> Another weekend and the work continues in preparation for the Memorial Day opening. Again, much has been completed yet much remains.




The new gravelled area north of the ICP. This should help to reduce the wet weather mud at the north entry gate.



Unfortunately the beautiful Willow Creek flowers have started to fade by the Memorial Day start of our run season.



May 18<sup>th</sup>  Etc forgot to take pictures on May 18<sup>th</sup>. Thank you to Lil' Roy & family, Frank, Scott and Trevor for their help. And as always: "the faithful four".

May 24<sup>th</sup> - 27<sup>th</sup> Memorial Day Weekend is designated as the official start of the Willow Creek run season. It is also a continuing opportunity to work on our ongoing projects...



Garry and Nate service the Willow Creek tractor.



Jesse & James replace deteriorated main line ties.



The tree stumps have been removed behind the Nelson container. Ernie compacts the new gravel pad so the pipe storage racks may be returned to their former location.



The weekend had an assortment of weather: cold and windy; sun breaks; heavy late day rain; warm and sunny with building thunderheads. Work continued through all this...

### ... Continuing Improvements ... (continued)

Memorial Day 2019 May 24<sup>th</sup>-27<sup>th</sup> ... and the “**projects**” continue ...



“Forrester Frank” cuts remaining poplar logs to firewood lengths.



Scott, Dave & Mark split the “aged” south side wood pile.

The remaining logs are now fire wood. A portion of the old south side wood stack has been cleared and the wood split.

Thank you to all who have helped us this weekend!!!



Ernie removes remaining poplar tree roots that the stump chipper could not reach.



Most of the south side wood pile has been cleaned up and some of the remaining dead and dying hawthorn trees removed...



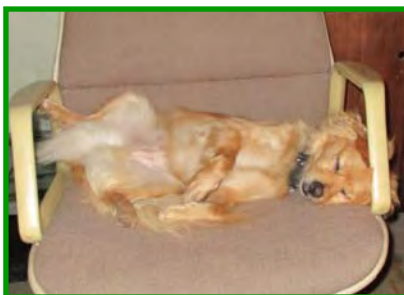
Ernie & Dave struggle to remove one of the hawthorn stumps...



The trees removed this and last year have been converted to firewood and stacked.



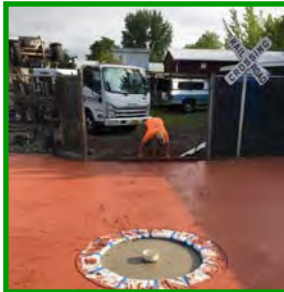
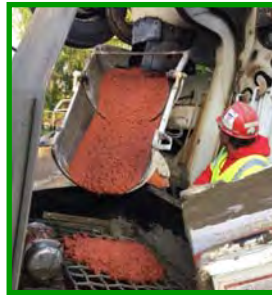
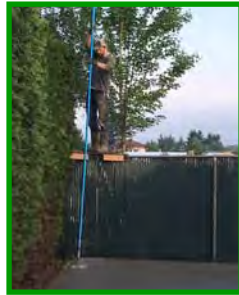
Jesse, James and Dave work like a “fine oiled machine” team of wood splitters.



Rumely aka “Rum-Lee” does what many of us are ready to do after a such a long weekend.

... Continuing Improvements ... (continued) ...

May 29<sup>th</sup> The concrete slab behind the ICP was poured early this morning. The portion west of the ICP has been colored and stamped with a wood plank pattern. The portion of the concrete to the south and west of the new storage container is “natural” concrete with a broom finish.



May 31<sup>st</sup> Steve uses the concrete saw to cut control joints in new slabs.

... Continuing Improvements ... (continued) ...



Nate & James complete splitting & clean-up of south side wood.



Ernie replaces Nelson container screen fencing.



Dave and Ernie finish dressing the new slab edges with gravel.



June 7<sup>th</sup> & 8<sup>th</sup>



Ernie and Dave cut sawmill boards for covering the Signal Department door to complete the east side appearance of the ICP.



The lawn on the east side of the ICP is prepared for seeding. This area was disturbed by the new water line construction. Roy tills the area where the cottonwood tree was removed years ago. Garry aerates the lawn with the plug cutter. Mark uses the tractor to back-drag the area where leveling dirt was placed. Trevor uses the screen roller to tamp the grass seed into the soil.

June 15<sup>th</sup>



Ernie trims new fence posts.



Support members added to posts.



Trevor steadies fence prior to adding boards.



The completed fence.

A new fence has been installed to limit access between the ICP and the building to the north. The fence has been installed in pockets so all or parts can be removed and set aside to allow access.

June 29<sup>th</sup> & 30<sup>th</sup>

## July 4<sup>th</sup> Weekend Celebration



Ernie & Dave prepare grade for new ICP train platform.



Bridge timbers donated by the Trolley Museum are moved to the platform.



Gravel is placed at the platform.



Frank performs the unpleasant task of removing accumulated muck from the waterfall pool.



Jesse and Ernie remove roots from the memorial garden bubbler pool. Roots from the poplar tree had filled the pool. Excess round rock was moved to the ICP landscaping area.



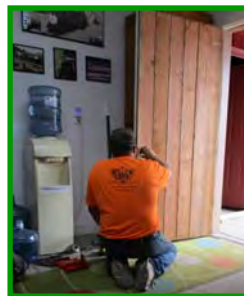
Old milk crates were cut and installed to reduce the amount of round gravel required to fill the pool and increase the volume of stored water.



Gravel has been replaced and the Memorial Garden bubbler is back in service.



Dave power washes the ICP boulders and the round gravel that was salvaged from the Memorial Garden bubbler pool.



Ernie installs new board and bat door skins on the ICP doors.

The Fourth-of-July weekend saw the return of the Vintage Trailer Rally and the Civil War re-enactors. The crowds were modest but the donations helped to pay for our improvement expenses. Visitors commented on the many improvements made since last year. As can be seen in the pictures the weekend provided the opportunity for some of our members to make improvements in preparation for the Steam-Up. Extra help is always appreciated!!!



Civil War re-enactors take the opportunity for an evening train ride. James poses with his new Canadian "Caboose Moose".



Jesse takes Civil War troop for a ride. Jesse participated in the re-enactment.



Engineer Nate and "Fireman Rumely" take visitors for a train ride.

## New McCready Sign for Car Barn - The Painting Process...

Claude Jolivet and John Yardley from VIME Canada have cast the many aluminum signs seen at various Willow Creek locations.

From Claude: "John and I are the duo that have happily created patterns, casted/fabricated all of your signs with more to come. Although each project as had its individual challenge (s) we have not taken any pictures along the way. Since neither John or I are of the techie type we produce and learn from our mistake (SSSS). I have a so called backyard foundry (aluminium only) and I get to play and have fun with who ever comes up with a new project."

Jeremy Johnson spent a lot of time masking and painting the new sign as illustrated below.



The yellow base coat has been applied, ...

... the letters are masked, ...

... the red is applied, ...



... the masking is removed, ...



... the green is painted after masking to expose the border, ...



... after the masking has been removed, ...



... the final hand painted touch for the black letters.

above photos contributed by Jeremy Johnson

The final product:

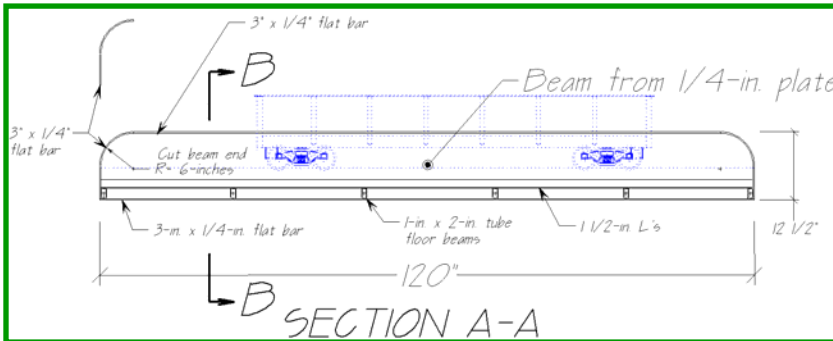
This picture was taken when Garry told me that the sign was now at Willow Creek for installation. If you look closely you will see the reflection of the photographer and Garry reflected in the mirror like finish.





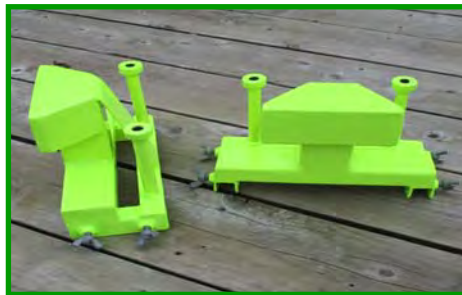
## New Girder Bridge for Willow Creek

5/16/2019 Thanks to Gary Grassman and the Chemeketa welding class students for the fabrication of the new girder bridge. This bridge will provide the crossing of Willow Creek for the east side industrial loop track extension from garden area. In the past years, the Chemeketa welding students constructed the Willow Creek truss bridge and six signal bridges.



## New Rail Stops

Jeremy Johnson fabricated these new railcar track stops for Willow Creek. "Lil' Roy" added to the project with his excellent powder coating job.



Note the warning flag holders.

## Girder Bridge Fabrication Completed

6/5/2019



Evan picked up the new girder bridge at the Chemeketa welding shop. The bridge was then taken to Roy's Santiam Powder Coating facility for finishing. When completed, the bridge will be placed across Willow Creek as part of the extended east side "Industrial Loop" track.

Remember Roy's Santiam Powder Coating for all your powder coating needs.



# For Sale Page



Boiler, Castings and Cart  
Great Start for Your Project!!

These items have been donated to Willow Creek! All sale money is a donation to Willow Creek. (Keep Willow Creek Green - - - Buy Something!!!)



Sweeper  
Runs Great!  
\$675 O.B.O.



Gas Powered Generator



Makita Generator  
Runs Great  
\$500



Engine for your  
Project

**ALL OFFERS  
CONSIDERED!**

**Have a donation? Remember Willow Creek is a 503(c)3 organization and your donations may be eligible for a income tax deduction!**

## A Glimpse of History: Lamp & Lantern Fuel Cans

Past Gazette Glimpse of History pages have illustrated lamps and lanterns. These early illuminating devices were used as signaling for trains, traffic control, switch stands and worker hand signals and night time illumination. Over time fuel fired illumination was replaced with electric illumination. Electric illumination was more economical because it required less maintenance. (Time is Money!)



... this is a lamp



... this is a lantern

Early devices were fueled with *Signal Oil*. From the internet:

“Signal oil was a lighter, less viscous oil, than kerosene. One part “I forget” oil and one part turpentine. I have to look this up. It burned with a different flame and light frequency than the kerosene types. Hence the colored globes had to be ‘special’ to show the correct color when one type of oil was used. So when kerosene was stocked and signal oil wasn’t, one had to have the right burner and globe.”

“Perfection Signal Oil is a compound oil of pure grades of animal and mineral oils which are blended by heat and mechanical agitation so thoroughly that a separation of these elements is practically impossible, and never occurs under ordinary conditions. On account of its fine illuminating qualities it should receive the greatest care, and should never be adulterated or contaminated with other oils, or with water or alkalis. These things damage or destroy its burning or lighting qualities. This oil should never be stored in galvanized iron tanks or shipped in galvanized iron cans, for the reason that the animal oil in this compound acts on the zinc galvanized, dissolving it and causing the signal oil to become green and rancid, utterly ruining it for the purpose for which it was made. Steel and iron tanks and heavy tin cans are best adapted for holding it.”

During WWI the ingredients (lard) for *Signal Oil* were also needed to make explosives. This prompted the transition from *Signal Oil* to *Kerosene* for fueling lamps and lanterns. Short globe lanterns provided better burning characteristics for kerosene fueled lanterns.



Tall globe signal oil lantern



Short globe kerosene lantern

It is recommended that you verify that the flash point of any fuel that you plan to use in any oil lamp or lantern is between 124 and 150 degrees Fahrenheit.  
<https://www.lanternnet.com/faqs.htm>



B&O R.R. 97141



NYCS 98101



M.P. LINES 98117



GARY 98199



SPR 9901



ROCK ISLAND LINES 12034