



The Willow Creek Gazette

Celebrating Willow Creek's 45TH Year 1975 - 2020

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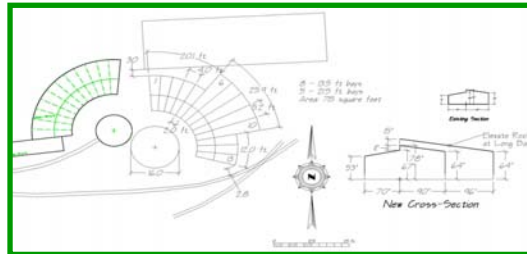
Willow Creek Railroad Museum

Spring 2020

Roundhouse Progress



2010 - The Idea



2011 - The Plan

Its been a while....

Work has continued...



2014 - The Foundation



2016 - The Framing



2019 - The Turntable



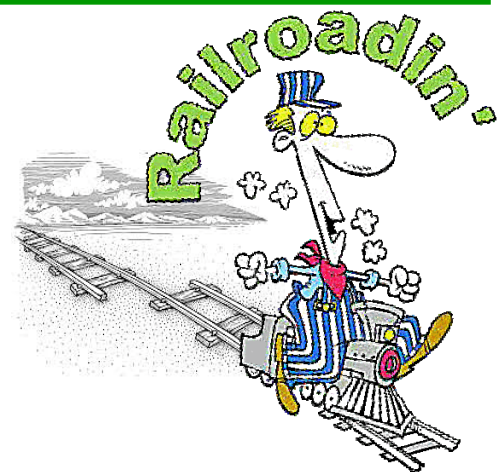
2020 - The Interior

Lots of effort by many members. The project completion is in sight. Thank you to the workers and financial donors.

At the Railroad Park...

In spite of current health crisis situation there is much to be done. We can always use your help. Feel free to join in...

*Sincerely
The Faithful Four*



Memorial Day Weekend 2020



Ernie Places Retaining Wall Block



Alan Installs Turnout Control



Mark Levels Grade



Dave Builds Track



Ties Replaced



Phil Adjusts Grade



Track Panels Placed



Tracks Moved for Placement



Track Panels Located



Ernie Places Gravel Bunker



Dave Loads Ballast



Jeff & Nate Place Ballast



Ashley Cleans Flower Beds



Darin Installs Flashing



Track Panels Ballasted



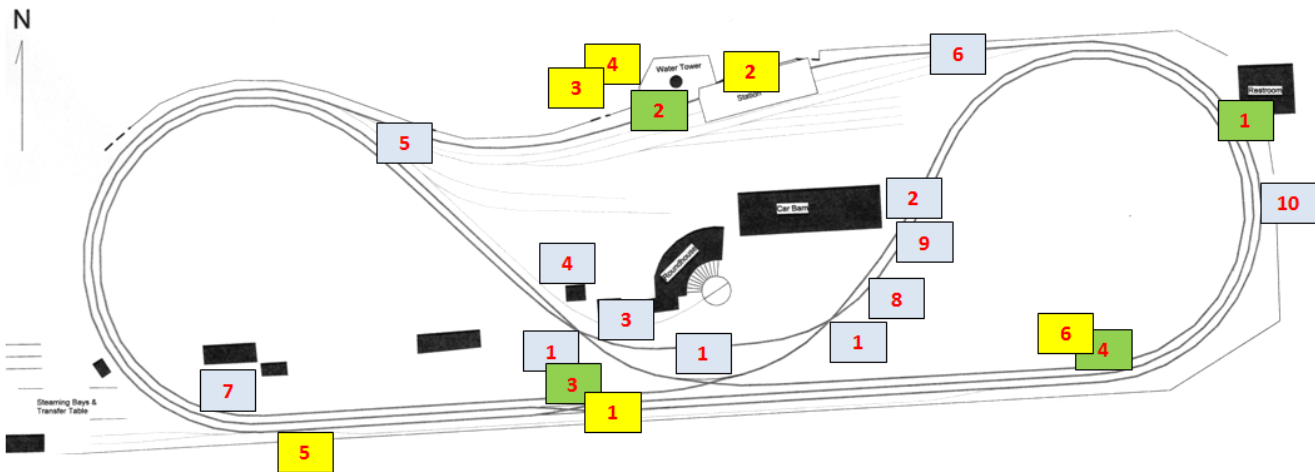
Track Panels Lined

Much was completed during the Memorial Day Weekend. As always, your help is greatly appreciated. Work goes better with friends...

Willow Creek Signal System

by Alan Shifley

Willow Creek Railroad Signal Projects June 2020



Completed 2019-2020

- 1 Yard SLO Flashing Warning
- 2 Tunnel Siding Turnout Auto-Return
- 3 Johnson Siding Turnout Auto-Return
- 4 Industrial Lead East Delayed Auto-Return

In Process

- 1 Double Crossover Loops Reliability
- 2 Station Sign and Clock Floodlights
- 3 ICP Front Floodlights
- 4 Wig Wag Signal
- 5 Loading Ramp Realignment
- 6 Test WKV Turnout Motor

Future

- 1 3-Way Crossing Loops
- 2 Car Barn Crossing Signal
- 3 Roundhouse Lead-Occupied Signal
- 4 Roundhouse Lead Campers Xing Signal
- 5 Yard West End Turnout Motors
- 6 Yard East End Auto-Route
- 7 Digital Speedometer
- 8 Industrial Lead West Auto-Return T.O.
- 9 Hot Box Axle Counter
- 10 Gateway Signals

Willow Creek Railroad Signal Projects June 2020

Projects In Process

- 1 Improve the reliability of the Double Crossover loops. Proper operation of these loops is critical to the operation of the Double Crossover. Bypass switches have been installed on the middle and trailing loops as a means of continuing train operations in case of loop failure. Experimenting with different loop configurations and lead wires to determine best reliability.
- 2 Station Sign and Clock Floodlights: Add low-power floodlights to the signs at the end of the station and both sides of the station clock.
- 3 ICP Front Floodlights: Add two low-power floodlights to highlight the signs on the front of the ICP. Mount the floodlights at or near the top of the wig-wag signal.
- 4 Wig Wag Signal: Take advantage of mounting the ICP floodlights to get power to the wig-wag signal. Still need to determine how/when to activate the wig-wag signal.
- 5 Loading Ramp Realignment: Move and/or remove signals, track circuits and detector loops as necessary to accommodate the project to rebuild the loading ramp.
- 6 Test WKV Turnout Motor: In conjunction with new short-point turnouts, test a Willamette and Kings Valley turnout motor to see if these could be used to supplement the WCRR turnout motors.

Powerland Heritage Park ~ Award



Oregon

Kate Brown, Governor

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April 27, 2020

Lena Prine
Antique Powerland Museum Association
3995 Brooklake Rd NE
Brooks OR 97303

Dear Lena,

I'm pleased to announce that the Great Oregon Steam-Up at Powerland Heritage Park is officially an Oregon Heritage Tradition! I would like to extend a heartfelt congratulation on behalf of the Oregon Heritage Commission.

The application submitted was initially reviewed by a subcommittee of commissioners on April 8th. Based off of their review and unanimous decision, the nomination was brought forward for a vote at the quarterly Oregon Heritage Commission meeting. This meeting took place on Wednesday, April 22, 2020. After a short presentation that demonstrated that all the criteria have been met, a motion was made, seconded, and approved to designate the Great Oregon Steam-up a new Oregon Heritage Tradition.

Thank you so much for providing a strong application. The narrative and supporting material made this an easy decision for the Commission. The Great Oregon Steam-Up clearly demonstrates that it enriches community and defines heritage in the State of Oregon.

I will be in touch in the coming weeks to discuss a time to present the designation and communicate the designation to the public.

Best regards,

Beth Dehn
Heritage Commission Coordinator
Beth.Dehn@oregon.gov
(503) 986-0696

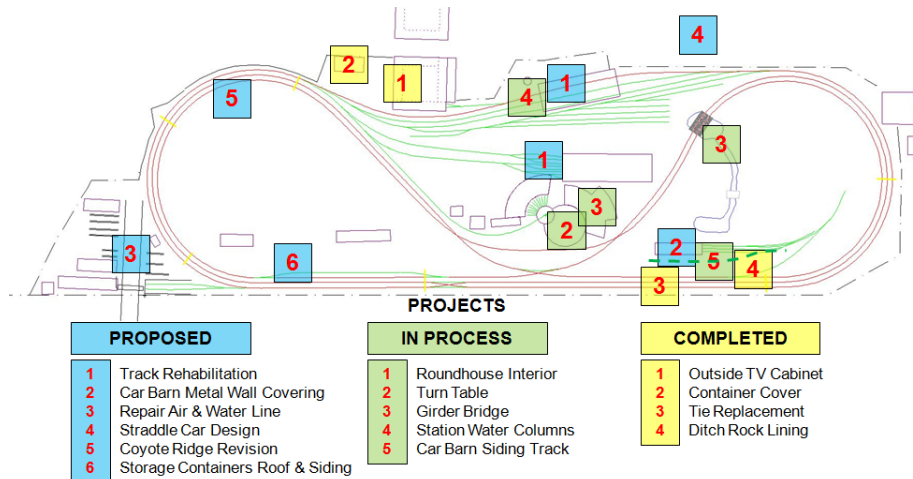
23 other Oregon events have received this designation.



Oregon HERITAGE Tradition

SINCE 1970

Willow Creek Projects ~ Spring 2020 Status



Keep Willow Creek GREEN... (\$)

Keep those can and bottle donations coming. \$o far this year we have received hundred\$ from those donations. (Ask Garry about his “innovations” in street-side and neighborhood bottle collecting.)

Remember Amazon Smile purchases can benefit Willow Creek. A portion of your purchase \$s is donated to Willow Creek without any cost to you.

In addition to their dues payments a number of members have included an additional donation. As said on Oregon Public Broadcasting, OPB, “Thank You”.

See us on Facebook

Our Willow Creek web page needs an update... but there is another source of current events. “**Facebook**” If you currently use Facebook try the links below.

If you don't: Now, “The Editor” did not want to use Facebook because references to him are all ready all over the internet. Mark suggested “Use an alias.” It works. Just use an alias name to sign up. Lots of people do this.

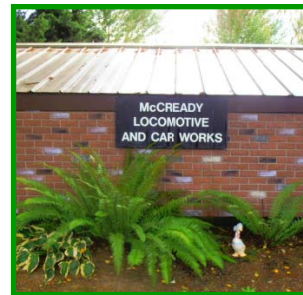
There are two sites with current Willow Creek activities:

[Willow Creek](#) (put cursor on Willow Creek and click to follow the link)

[Willow Creek Members](#)

When you are on the site you can add comments, ask questions, post your pictures...etc. Try it. You may like it.

A Glimpse of History: McCready Locomotive & Car Works



The 2019 Summer Gazette had an article on the McCready sign that was presented to Willow Creek by Claude Jolivet and John Yardley from VIME Canada. Here is some information on the person to who the building was dedicated:

William S. (Bill) McCready

May 7, 1923 - February 12, 2004

Bill McCready was born in Lewiston, Idaho and grew up in Lapwai, Idaho. His father was part owner of the Camas Prairie Railroad in Idaho.

After high school, Bill entered the US Coast Guard and was stationed in Garibaldi during the Second World War. He was a chief machinist mate and operated on motor whale boats protecting the Oregon coast during the war.

His career focused on tool and die work. His first business was El-Mac Machine Company specializing in automated equipment for the logging industry. In the sixties and seventies, he was the chief designer and builder of the high tech manufacturing equipment for furnaces at Teledyne WaChang in Albany. He later moved to Gladstone and again opened a high tech machine design and development business that focused on automatic production equipment. Bill's creativity came to the forefront in his model making. He had a full sized machine shop in his garage where he designed and built 1/8 inch, live steam locomotives, live steam donkey engines and a host of other models.

He built eleven 1/8 inch scale live steam model locomotives in 25 years that included:

1. Camas Prairie 2-8-0 Consolidation.
2. Boston & Albany, 4-6-6 Tank Engine
3. Southern Pacific, Mikado 2-8-2
4. Northern Pacific, Alco Diesel Engine
5. Kerr-Stewart, Wren 0-4-0 Tank Engine
6. American 4-4-0
7. 4-6-0, 10 Wheeler
8. 4501 Southern Mikado 2-8-2 (green cab)
9. SP&S 700, 4-8-4 Northern
10. F40-PH Diesel
11. Minaret, 2-8-2



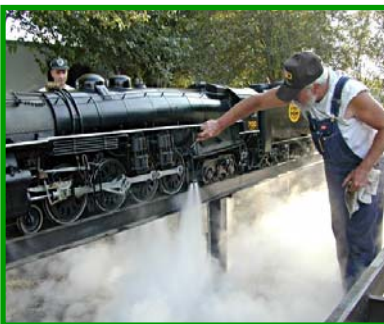
Camas Prairie 2-8-0 Consolidation.
Bill's first engine.



Bill's Double Cross-over Layout
Then & + 20 years



Bill also completed a complete train consisting of eight cars that included four gondolas, one tank car, one flat car and a stock car and a caboose and a Willamette 2-Speed Donkey Logging Engine .



SP&S 700, 4-8-4 Northern: This powerhouse made long hauls up and down the Columbia River for the Seattle Portland and Spokane Railroad.

The 1/8th scale model was built for and operated by: Garry Johnson. The scaled 700 is 14' 6" long compared to 110' 6" for the original 700 and weighs close to 2,000 pounds with water and fuel topped off. The "Young Lady" was built for Garry by Bill McCready and took approximately 5,000 hours to build.

For more information: <http://www.billmccreadymodeltrains.com/>