The Willow Creek Gazette

Willow Creek Railroad Museum Fall 2020

Inside this issue:

2020 Great Oregon Steam-Up vs 2019 Steam-Up

2020 has been a different year compared to 2019 due to the Corona. (The virus not the beer)

Its Been a Long Time …

Yes, Its been a long time since the last Gazette issue. Most of what has been going on has been our work parties. The "Drive-By Steam Up" was "different". As seen by the pictures above there was a slight difference in attendance. We do appreciate those who came by. We even more appreciate everyone who came out to help with our projects.

A lot of the information in this issue covers those projects. I apologize to those who didn't get into the pictures I took. I seemed to concentrate on those items I was helping on. The articles that follow cover a lot of what was accomplished since last spring.

Roundhouse Turntable Adjustment

The turntable height required some adjustment to align it with the floor height of the round-house. Here Ernie has removed the old anchor bolts to allow for new bolts and a shim plate.

Phil has made a new shim plate. Here he uses it as a template to align the anchor bolts. Then he welds the anchor bolts In place.

The support steel for the turntable approach has been placed. A concrete pad has been poured. The turntable is then adjusted to match with the approach plate.

Turntable Approach Track Installed.

The concrete curb for the old turntable has been removed to allow the new turntable to rotate a complete 360 degrees. Ties and rail are placed to the new turntable. The ties on the old approach have also been replaced.

Phil instructs Trevor on welding the new approach rail. The "Gandy Dancers" are aligning and grading the old approach track.

The turnout for the new turntable track awaits installation. With the turnout installed, Alan backs his steamer onto the new turntable for the test.

Roundhouse Track Installed

Roy drills holes for the attachment of the new roundhouse rail. This was the first use of the tools in the container west of the ICP. Garry delivers rail to the temporary track in the roundhouse.

Phil starts welding of the support tabs on the new roundhouse rail. The rails here are installed in the flat position similar to the rails in the "ICP Tunnel". The rails in the carbarn were installed in the vertical position. It is hoped that the rails installed flat will reduce tripping hazard.

A big "Thank You" to everyone who has helped on this project. Your contributions are greatly appreciated and add much to our facility.

Coyote Ridge Revision

Coyote Ridge is undergoing a revision and expansion

The old pond liner and gravel is removed. The tractor is used to enlarge the pond.

A sand base and perimeter wall blocks have been installed. The new liner is positioned for placement. Rock is added around the perimeter as the liner is adjusted.

Backfill is compacted behind the perimeter rock. Coyote Ridge has been expanded and conduit placed for the new water feature and other items.

Fall Tree Trim

Fall is the time to prune the trees. Some were pruned closer to the ground than others.

Alan was atop the semaphore mast and provided these pictures. Quite a pile was accumulated.

Most of the trimming was taken to the front. There were other smaller piles at various locations. A chipper was available and the chips were taken to the north end of the park.

The Water Line Replacement

A damp spot between the carbarn track turned out to be more than a spot. Unfortunately the broken pipe appeared to be below a previous driveway concrete slab. The next problem was to locate the path of the pipe. Another problem… all utilities are not on our map.

Since the broken line served several locations it was decided to abandon the old line and install a new line. The trench also allowed the installation of the required electrical power conduit to serve the new roundhouse.

The trenching encountered several large fir tree roots. Next track in front of the carbarn was removed to allow the trench to the roundhouse. The trench branches west on the north side of the old roundhouse to continue the line.

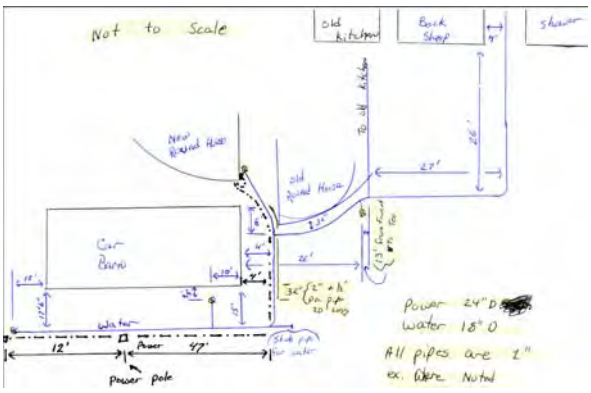


The trench is run to the new roundhouse. Of course there are more fir tree roots. Not a speedy process but it was completed.

This upgrade replaces the last of the original water line inside WCRR installed by WAPI almost 50 years ago and completely ties us into the "new" APMA main waterline, which will eventually allow us to leave water on year around if needed along with the better pressure. This has been a long process.

Rumley assists Ernie with placement of the tractor. Finally a conduit is placed under the track. The water line is placed through the conduit to connect to the existing water line on the south side.

Ernie carefully backfills the new trench. Unfortunately some of the existing conduits were very close to the surface requiring extra care.



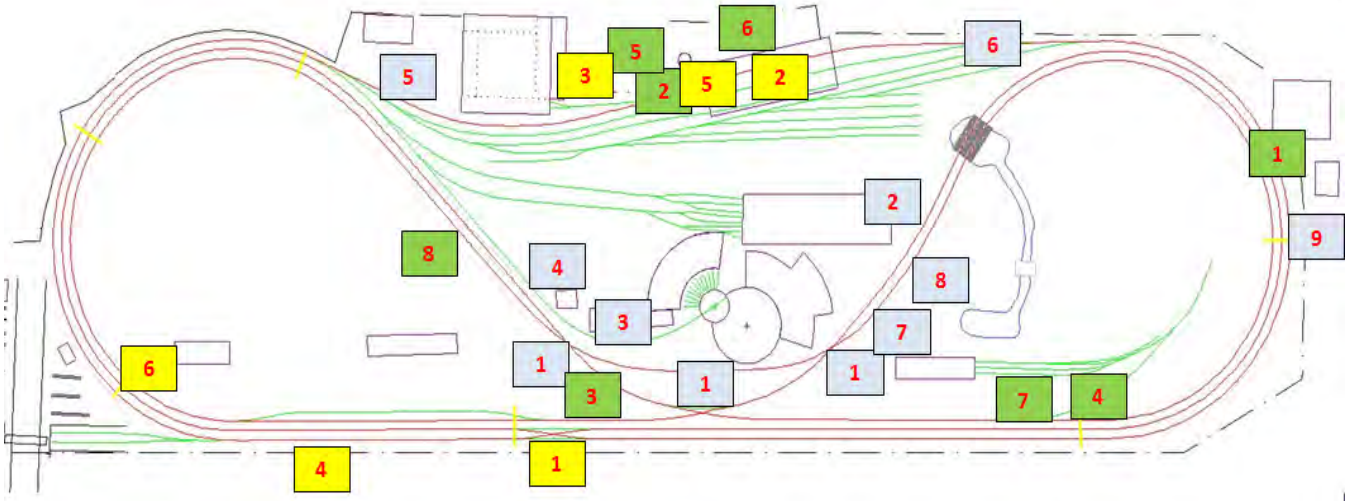
Above is Ernie's sketch map of the utilities installed. This information will be added to the WCRR Utilities Map. --(when the responsible person gets it drawn to scale)--

Holiday Powerland Drive-By

Signal Projects

by Alan Shifley

Willow Creek Railroad Signal Projects
December 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
5	Wig Wag Signal
6	Station Semaphore
7	Test WKV Turnout Motor
8	Change Party Switch to Timeout

In Process

1	Double Crossover Loops Reliability
2	Station Sign and Clock Floodlights
3	ICP Front Floodlights
4	Loading Ramp Realignment
5	Tunnel Turnout Loop Reliability
6	Digital Speedometer

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	Industrial Lead West Auto-Return T.O.
8	Hot Box Axle Counter
9	Gateway Signals

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. Loading Ramp Realignment: Move and/or remove signals, track circuits and detector loops as necessary to accommodate the project to rebuild the loading ramp.

5. Improve the reliability of the Tunnel Turnout loop: Eliminate false detections that seem to occur primarily when temperatures reach the 90's.

6. Digital Speedometer: Install loop detectors to measure speed and a digital readout facing east on the southwest signal bridge.

The Semaphore Signal Salutes!

The Semaphore Signal has been in place in front of the Station for a long time. (Even before there was a station!) What is new is that it now operates with the trains approaching the station on track one. Much of the operating mechanism had been left inside the control box. The motor and operating levers were there. The positioning mechanism and electrical system were missing. Alan Shifley to the rescue! Alan fabricated the positioning mechanism using some salvaged wheels and improvised some sensors that determine the semaphore blade position by detecting the gaps in the wheels which stop the motor at the proper position. (all beyond the comprehension of the Editor)

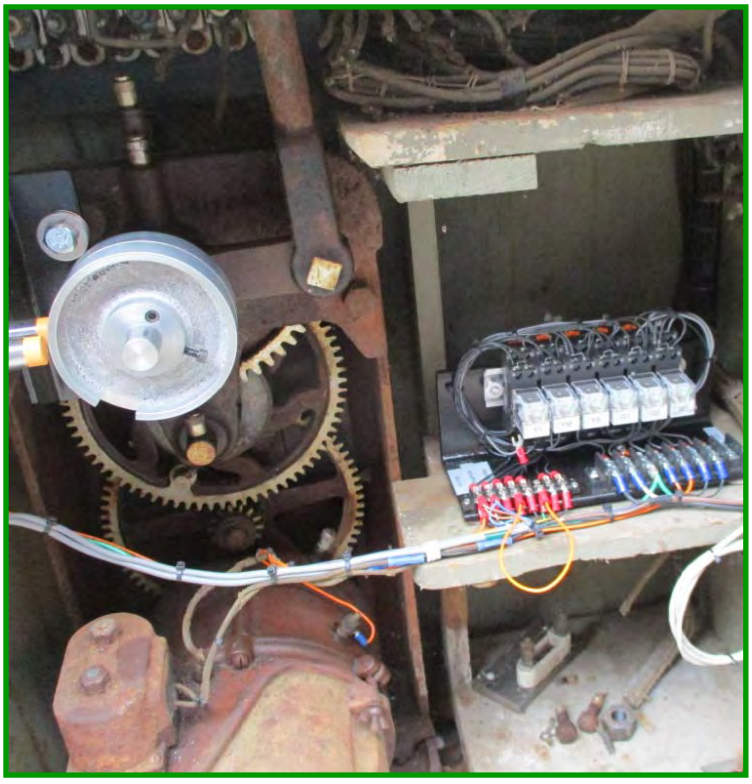
The above is the motor control box at the base of the Semaphore Signal. The close-up view on the right shows the gears and levers that operate the signal blade at the top of the mast. Alan's electrical additions replace the original positioning mechanism that was missing.

Track One trains trigger the operation and are connected with the signals on the east end. Alan has also provided a control box at the east end of the station that can also operate the signal.

This is a significant contribution to the museum aspect of the Willow Creek Railroad Museum.

Every year in many more ways, Willow Creek resembles the operation of a full size railroad.

Thank You Alan and James for your operational contributions.



3-Way Crossing Timeout Indicators

by Alan Shifley

Two of the approaches to the 3-way crossing now have timeout circuits. Similar to the former "Party Switch" signal, the intention is to free up the 3-way crossing if a train sits on the approach longer than a set amount of time. This is what the signal indications mean:

Normal Signal Indications

Green = Proceed

Yellow = Approach
Prepared to stop at the next signal

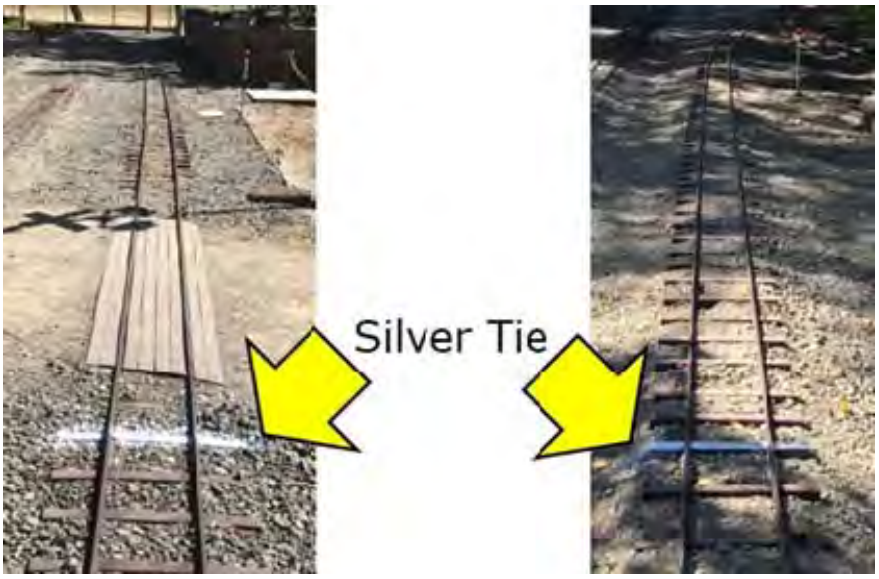
Red = Stop

Timeout Signal Indications

Green/Red = Proceed

Yellow/Red = Approach
Prepared to stop at the next signal

Red/Red = Pull up past the silver tie and stop to get a clear signal.



Next Year @ Powerland Heritage Park

SAVE THE DATES FOR 2021

S.T.E.A.M.'d Up for Kids: May 15th 9am-4pm

Branch 15 Swap Meet: June 24th – 25th

Vintage Trailer and Living History Reenactment: July 3rd – 5th

Great Oregon Steam-Up: July 24th – 25th & July 31st – August 1st

Pacific Northwest Truck Show: August 20th – 21st

Hops & Vines: September 11th

Reminder: Dues are now from January 1

Willow Creek Dues **January 1, 2021 ~ December 31, 2021**

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

Bring your can$ and bottle$ - it all helps

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.

A Glimpse of History: Ticket Validator/Dater


PERE MARQUETTE RAILROAD

PASS W Stolcenburg

ACCOUNT Brakeman

IN OPPOSITE DIRECTION FROM ACCOMPANYING PASS.

VOID IF DETACHED.

COUNTERSIGNED BY H. A. WOODRUFF.

No. G 23895

PERE MARQUETTE RAILROAD

1904

PASS W Stolcenburg

FROM Reed City TO Evart

ACCOUNT Brakeman

GOOD FOR ONE TRIP ONLY UNTIL July 31 1904

WHEN COUNTERSIGNED BY H. A. WOODRUFF.

COUNTERSIGNED: H A Woodruff

General Superintendent.

No. G 23895


P.M.R.R.CO. JUL 8 1904 OFFICE OF SUPERINTENDENT

NOT TRANSFERABLE.

The person accepting this Ticket assumes all risk of accidents, and expressly agrees that the Company shall not be liable, under any circumstances, whether of negligence by its Agents or otherwise, for any injury to the person, or for loss of or injury to the property of the person using this Ticket.

Not good unless signed in ink by person to whom issued.

P.M.R.R.CO. JUL 2 1904 OFFICE OF SUPERINTENDENT

Railroad tickets were just pieces of paper until they were "made official" by the applied stamp of the railroad agent or officer. If someone had a ticket without the stamp, it was considered bogus. After all, the railroad needed their fare money. The train conductor would verify the presence of the seal when he collected the ticket. In this example it appears this was a round trip ticket but only one way passage was used. The return trip portion remains attached. Since the passenger was a Brakeman he was probably on his way to an assignment and did not require a return trip.

Ticket Validator/Daters were made by several different companies. The die on the left made the ticket "official". When not in use, the dies were stored in a safe place for security.

The dies and dates were in reverse because the ticket would be stamped in the face up position with the seal on the back. The second image was reversed in this case to make it easily readable.