

The Willow Creek Gazette

Willow Creek Railroad Museum

Spring 2021

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Powerland Preview - 2021



The Vintage Trailer group will return July 4th weekend.

The Truck Show returns again this year. More events listed the Summer Edition Gazette.



JULY 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				Vintage Trailers 1	Vintage Trailers 2	Vintage Trailers 3 Possible Sparks Show
4 Independence Day Possible Sparks Show	5 Independence Day Holiday Vintage Trailers	6 Vintage Trailers out by noon	7 Model T Car Club	8	Jarpeo	9 S.P.A. Jarpeo
11 Model T Tour 9am-1pm \$5/person 100 max Jarpeo	12	13	14 Safety Meeting Instructions 8:30 BSA 5 4-H	15	16 Dalphian School Tour	17 Rover-All-Over-Rail 4pm-7pm
18	19	20	21	22	23	24 STEAM-UP
25 STEAM-UP	26	27	28	29	30	31 STEAM-UP

Jarpeo is a form of bull riding practiced mainly in Central and Southern Mexico that developed in the 16th century.



A New Season Approaches....

The weather was hard on Willow Creek Railroad Museum. Storm damage took a long time to clean up. (... unfortunately some cleanup remains...) As a result, much of our annual maintenance was delayed. 2021 is Willow Creek's 46th year. The present track was installed in 2000. 21 years of use does take its toll on the facility. Many of the stories in this issue show what has been accomplished. Many of our members have donated much of their time to repair and upgrade Willow Creek Railroad. Thank you to all our volunteers. Without your help and assistance none of this is possible.

Memorial Day Weekend



Weeds-B-Gone: Not magic.
But Thank You!



Second step in tie replacement. Notch the ties by Nate and Garry.
(First Step: Cut the trex boards to length and width by Evan and Dave @ Evan's shop)



Frank and Bill ready the grade for track replacement.

The crew replace the track panels with the new Trex ties installed.



Memorial Day Weekend - - - continued



Weed cleanup is everywhere. The Memorial Garden and landscape beds now look much better.



Li'l Roy barbeques and all enjoy an evening meal.



Getting ready for the 2021 season...

The replacement of the water line last fall lead to one thing... and another... and another. Tracks to the car barn had to be pulled up. As long as that was done, why not replace the ties. The old ties had been in place since the car barn was built. They were oil treated wood and the years had not been kind. They were replaced with Trex ties which should last a long time. Next... update the landscape.



A lot of lawn area was disturbed by the water line project. These areas were graded and reseeded. The grass is starting to come back.

More tie replacement. Many of the old wood ties have been removed and replaced. On the right, replaced ties. On the left, ties waiting replacement. Keeping the track in good working condition requires a lot of effort.



Garry does a lot more than keeping the lawns mowed. He tends the garden area and grew the flowers in the beds.

Thank you to all our helpers!

Alan's Signal Projects



A new feature has been added. On the signal bridge near the steaming bays you will see the new speed-o-meter. Two detectors near the double containers compute your speed and display it as your train passes.

Detecting trains at the turnout is a problem because all the rails are electrically connected because of the required welding of the tie supports.



Because this turnout is controlled by an electrically activated machine, the position of the train needs to be known for proper operation. The solution: A series of a new type of small loop detectors. Here Alan uses a metal lid to activate the loop as he and Phil observe.



It rains in Oregon. Rain creates rust on the rail surface. The signal system operates because a passing train creates an electrical short circuit between the rails which is detected by the computers in the signal system which in turn operates the signals. Rust on the rail surface may inhibit the electrical circuit. This year the rust is lingering longer because not many trains have been run yet. Be extra careful operating your train until the caution signs are taken down.”

The Great Oregon Steam-Up - 50 years!

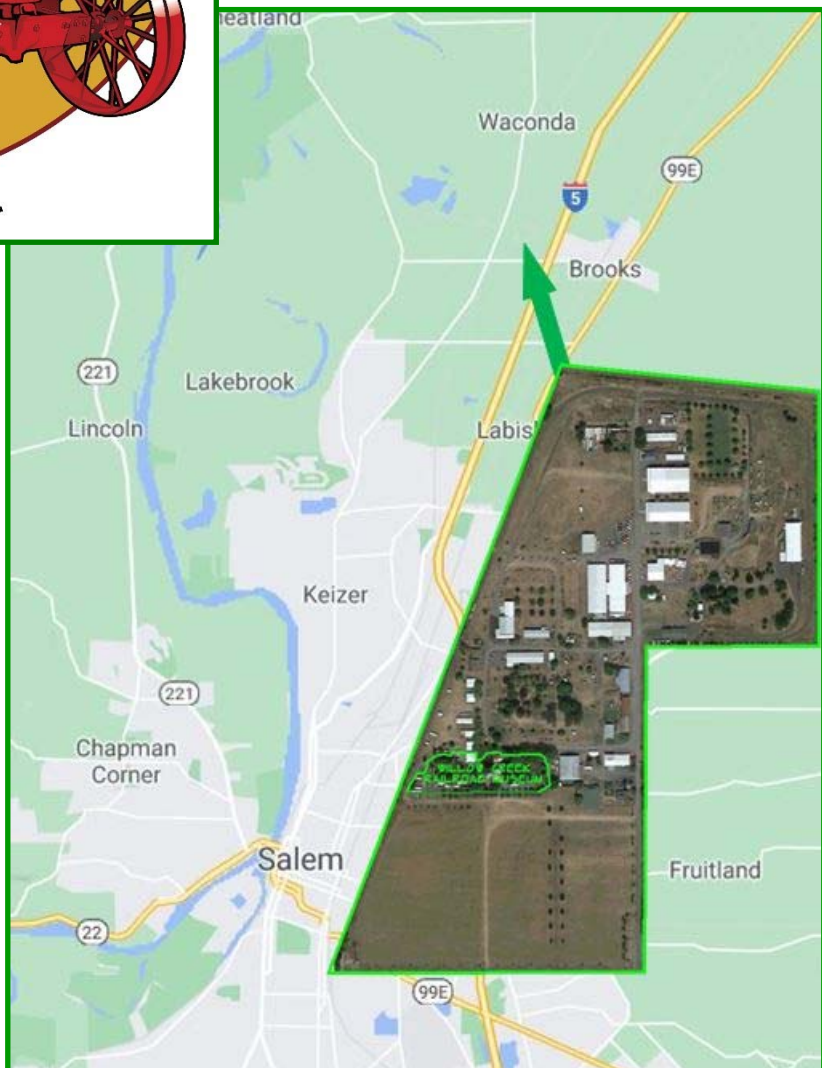


1970 - 2021 = 50 years!

Not bad math but the “pandemic”. Yes Virginia 2020 was the “50th” but last year was limited to the “Drive By”. Not worthy of an “EPIC” fifty year event. The “51st” may not have the same impact. We have what we make it. Let’s celebrate!

Our regular readers know the location of Powerland Heritage Park. Have you ever invited someone to the Great Oregon Steam-up and they don’t know where it is located? This has happened to the editor on numerous occasions. Well, this illustration was created to inform the uninitiated. Pass it on!

“It’s amazing how many people don’t know where Powerland Heritage Park (aka Antique Powerland) is located. Or that is where Willow Creek Railroad Museum is one of the fifteen museums. Or where Brooks, Oregon is... Here is a hint.”



Branch 15's Annual Swap Meet - June 26th & 27th



The 2021 Branch 15 Swap Meet. A large number of Vendors. Two very hot (100°F +) days. A modest number of Buyers.

A swarm of bees have taken up residence in Garry's RV. Here Ernie & Phil have put on their bee suits and gain access to their "nest". Phil applies smoke to encourage the bees to move to the bee hive he has provided.



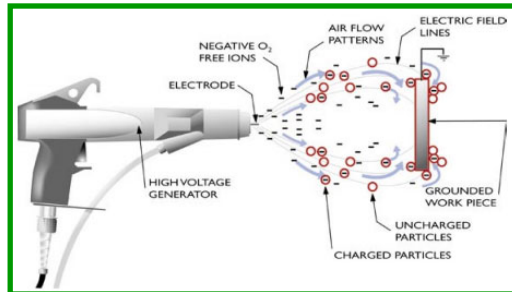
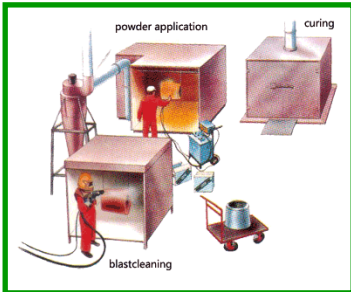
The old wood ties leading West from the Station are in poor shape. With their oil soak treatment, they did last many years. But now many are in poor condition and they now need to be replaced with Trex ties. It is hoped the new ties will last many more years. Phil, Frank & Scott lever the ties onto the rails.

The day was very hot and a mister and fan were set up to cool things down a bit. Li'l Roy takes over on the lever as tie replacement continues. Phil shovels out some remaining gravel so the final section of today's ties can be replaced.



Thank you to all who helped this weekend. A visitor came in to watch what was being done. He commented: "Every time I come here, all I see is you working." Hopefully when the bad ties have been replaced there will be more time to run trains.

Santiam Powder Coating



Roy has contributed to a number of projects for Willow Creek. It seems appropriate to show the steps involved in the process.

“If it’s metal, it can be coated.” First the metal is sand blasted to remove rust and/or paint. Next the powder coating is applied. Compressed air forces the powder through the applicator gun. A high voltage in the spray gun induces a charge on the particles. This causes the powder to collect on the grounded target. Finally the powder is fixed to the metal by heating it in the curing oven.

First, the metal is cleaned by sand blasting.



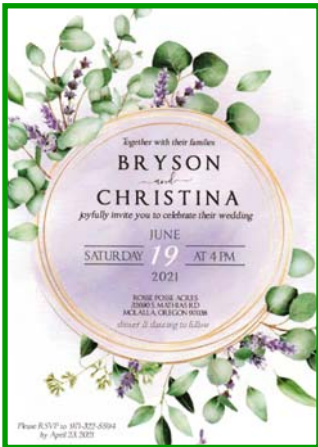
Here is the sand blasting area. Looking closely you may see the cloud of sand dust created. Sand is placed in the large container. The parts being cleaned are on the table. In this case, the customer restores water pumps for antique cars.



The item being coated is suspended from a supporting frame. Roy applies the powder to one side of the target object. Gabe Cowart applies powder to the other side. The large curing oven is in the background. The frame is on wheels so it can be rolled into the curing oven. The curing oven is Roy’s own design. Seen here is the oven control panel. And here is the large girder bridge that was cleaned and finished by Roy for Willow Creek.



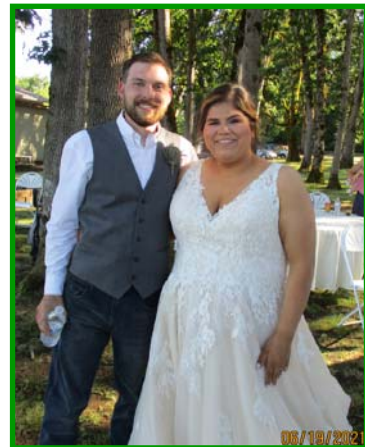
Bryson & Christina Hellman



**SATURDAY
JUNE 19, 2021**

**CHRISTINA
&
BRYSON**

Joined in Marriage



Help Wanted



Replacing ties or pulling weeds not your “thing”? The fir trees provide welcome shade, but they also provide CONES! We have the handy pick-up tools located in the Signal Department “Tunnel”. You don’t even have to bend over. We have buckets for collecting and the cones can be deposited in the fire pit.

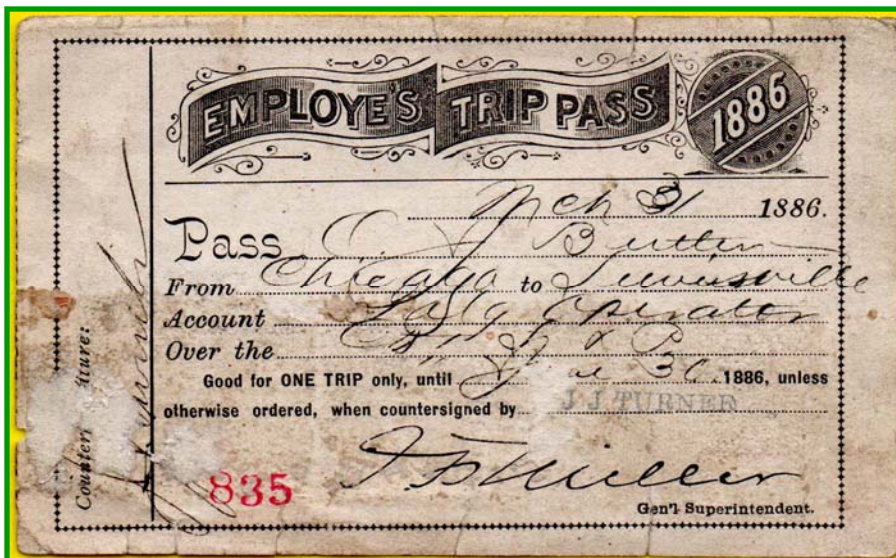
Beverage Container Refund Donations

Donations of beverage containers provided a significant supplemental income source for Willow Creek Railroad Museum.

You are encourage to continue to drop off your refundable container donations.



A Glimpse of History: Ride the Train - Your Ticket to Ride?



Not everyone had to purchase a ticket. Sometimes the Railroad would provide a pass to an employee. Usually this was because the employee was required work at a different location. This particular pass was for a single trip on a particular day.

This "Traveling Card" was not a ticket to ride but a ticket to work. Railroad workers also known as "boomers" frequently changed railroads and locations. Their continued employment depended on the economy or feelings toward the company. The card indicated that the worker was a loyal dues paying member of the union and when presented to another union Lodge at a different location was entitled to be placed on the worker list for a job.



This was a ticket to ride the train. In this case for the wife of a Trustee of another railroad and her maid. It was good for the entire year and over the entire system of the railroad. In this case these passes were issued to someone not related to this railway but as a courtesy by the issuing railway. Antique courtesy passes are frequently available for collectors who search them out.