

The Willow Creek Gazette

Willow Creek Railroad Museum

Steam-Up 2021

Inside this issue:

The Engineers	2
The Event	3
The Improvements	4
Li'l Bits	5
Signal Update	6
Glimpse of History	7
The Museums	8

2021 Great Oregon Steam-Up



Another Steam-Up committed to the history book.

While better attended than last year attendance was less than previous years.

Our ride donations were better than the previous year.

Everyone's help is always appreciated.

Another View

Vimeo by Alan



<https://vimeo.com/584283752>

Thank You to the Willow Creek Members



Four Very Busy Days



Our day starts with the safety meeting.



The riders are ready! (Much different from last year.) All Aboard!



The Youth Passport changed this year. There are now pins instead of stamps.



Always Room for Improvement - South of New Turntable



This section of track had ties from the original rebuild. Treated with used motor oil, they did survive for many years



A conduit is installed for future utilities. Ballast is tamped using compressed air.



The new track jig is used to install ties. The finished product! Ready for more years of service.



Ready to roll on the completed work.



Everyone's help on the improvements is appreciated.
THANK YOU!

A Future Engineer!

Roy & Jenissa's daughter, "Lil Sweet Thing", is ready to take control.



Saturday Group Gathered @ Nate's Place



Can Donation\$ Add to Willow Creek Fund\$



A number of Willow Creek members attended the "Traditional Mexican Rodeo" held on the Powerland grounds. A lot of "beverages" were consumed.

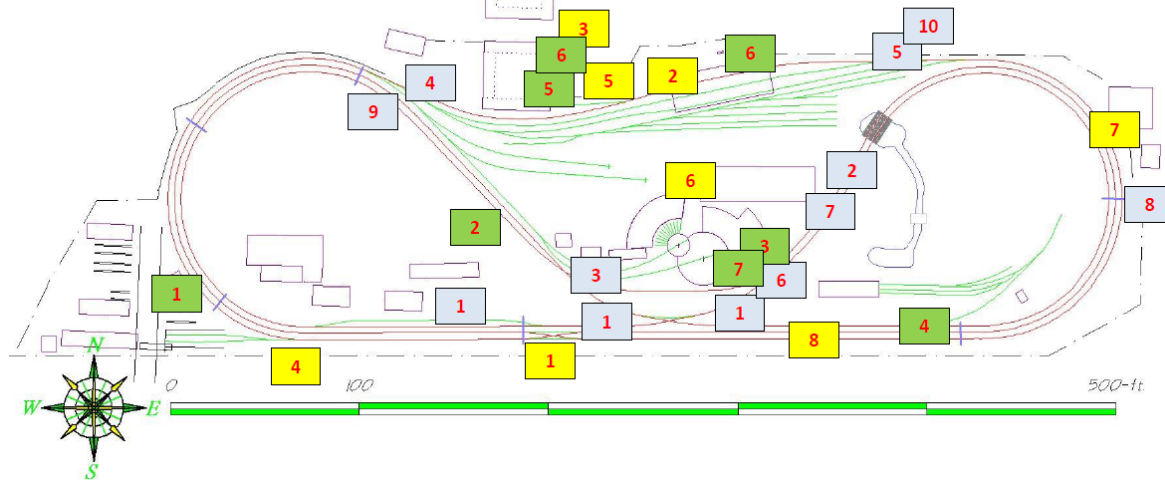
After the rodeo event a number of our members returned to gather discarded can\$ for the refund depo\$it.

The next morning some returned to gather a lot more.

Your personal contribution\$ are also welcome to add to our operating fund\$.

Alan's Signal Update

Willow Creek Railroad Signal Projects August 2021



Completed 2021

- 1 Digital Speedometer
- 2 Roundhouse Lead Campers Xing Signal
- 3 Upgrade the Roundhouse "Phil" Signal
- 4 Industrial Lead East Loop Reliability
- 5 ICP Perimeter Lights Control
- 6 Controlled Outlets ICP and Station
- 7 Tie "Phil" Signal Into Track Circuit

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 McCready Car barn Outside Light Control
- 7 Controlled Outlets East End
- 8 South Gate Signal Bridge

Future

- 1 3-Way Crossing Upgrade
- 2 Car Barn Crossing Signal
- 3 Roundhouse Lead-Occupied Signal
- 4 Yard West End Turnout Motors
- 5 Yard East End Auto-Route
- 6 Industrial Lead West Auto-Return T.O.
- 7 Hot Box Axle Counter
- 8 Gateway Signals
- 9 ICP Patio-to-Pond Crossing Signal
- 10 Update Yard East End Turnout Motors

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. Possibly mount the floodlights on 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 McCready Car barn Outside Light Control with Signals On + Night and Auto/Off/On override switch.
- 7 Controlled Outlets at the East End with Signals On + Night for Christmas Lights.
- 8 South Gate Signal Bridge: Install an additional signal bridge east of South Gate with a signal for the middle track. This will enable trains to move more quickly from the outer track to the middle track through the Double Crossover.

A Glimpse of History: Powerland Before: 50 “Wonderful” Years



Annual threshing bees were held on farms in the Silverton and Woodburn areas through the 1950s and 60s. The public was attracted to these events and attendance rapidly grew. To accommodate the growth, a 62 acre parcel of farm land was acquired in Brooks. Western Antique Power, Inc. (WAPI) was created for its event later known as The Great Oregon Steam-Up.



The site was bare ground without green grass or trees. In this early view to the North, the Blacksmith Shop appears to be the only permanent building.



The merry-go-round was one of the early amusement park rides. It was located just north of the car barn and near the future station cover. The original railroad was just to the left. The early railroad was also called an amusement ride which created some problems until that classification was eliminated. “We are not an amusement ride”.

WCRR Museum began as an added attraction to Antique Powerland in 1975. Two individuals initiated it and started with 600-foot loop of track. You can use the power pole near the upper center of the photo to reference the location



Powerland Heritage Park Partner Museums

1. **Western Steam Fiends Association** started in Colton, Washington in 1952, and in 1970, some of their members joined WAPI who later purchased the Powerland property. While not a partner museum until later their members were involved in the formation.
2. **Branch 15 Early Day Gas Engine and Tractor Association** is one of the charter organizations at Antique Powerland that began in May 1971.
3. **Willow Creek Railroad Museum** in 1975. In 1993 WCRR became an official Powerland organization.
4. **Oregon Vintage Machinery Museum** Featuring John Deere at Powerland in 1988.
5. **Pacific Northwest Truck Museum** was founded in 1988 and constructed its first building in Powerland in 1989.
6. **Brooks Historical Society** formed in 1986 and moved our museum building, the late 1800s Brooks Train Depot, to Powerland in 1989.
7. **Antique Caterpillar Machinery Museum** was established in 1991 to tell the story of the evolution of Caterpillar machines and equipment.
8. **Oregon Electric Railway Museum** was incorporated in Oregon in 1957 and located in Powerland in 1996.
9. **Antique Implement Society** is a non-profit museum consisting of large antique gasoline engines, diesel engines and tractors displayed in operating condition in 1999,.
10. **Willamette Valley Model Railroad & Operating Museum** at Powerland in 1999.
11. **Northwest Vintage Car and Motorcycle Museum** has made its home at Powerland in 2000.
12. **Pacific Northwest Logging Museum** formed in 2008.
13. **Oregon Fire Service Museum** a museum partner in 2017.
14. **Pacific Northwest Chapter-National Railway Historical Society** chapter was formed in 1955 in Portland.
15. **Western Railway Preservation Society** in 2020.