



Celebrating
Willow Creek's
41ST Year

1975 - 2016

Inside this issue:

Engine Donation (continued)	2
WCRR Year in Review	3
Year in Review (continued)	4
Year in Review (continued)	5
Heritage Park	6
Car Barn Move	7
Short Stories	8
History Bits	9
Glimpse of History	10

The Willow Creek Gazette

Willow Creek Railroad Museum

Winter 2016

American Standard 4-4-0 Engine Donated to WCRR

By Scott Johnson

I received an email through an APMA contact about a gentleman in Amity that had a locomotive he was interested in donating. Details were limited, but of course it got my attention. I reached out to the person and found out he was making the arrangements for his neighbor, Bob Greene. The Greene's were moving to assisted living and needed to downsize. Bob a 90 year young retired tool machinist, had built several small working models over the years in his home workshop. The past 10 years he had been working on a "Little Engines" American in 7½" gauge and had it operating on air. They had been to Steamup in the past and were impressed with our operation.

After reviewing some pictures I knew this was a donation that would be very good to have and made plans with Mark to prepare the donation paperwork, go pick it up and meet Bob and his wife Bev. Then a couple days before the scheduled pickup I received a phone call from the neighbor (Steve) and was informed Bob had "an episode" and was in the hospital. It appeared that he might need to have a heart valve replaced, but doctors wanted to give him some time to recover and then determine if he would be able to handle the operation.

The pickup was on hold, however Bob made it clear to Steve and family that he still wanted WCRR to have the locomotive. The Greenes were making plans with the family attorney and their children to make sure his wishes were followed. Unfortunately Bob had another heart complication and passed away in November before we had a chance to meet him.

Continued on Page 2



2016 Comes to an End

The older I get the faster time seems to go by. A lot of WCRR projects were completed this year. This issue contains pages showing the year in review. I hope this is of interest to our members who are unable to visit on a regular basis.

The lack of submitted story ideas has compelled the Editor to include lots of historical trivia. (hint...story idea?...your special project?)

"This is Oregon...and it's raining..." limits our WCRR activities. We can still work on special projects and clean-up. Your participation in the maintenance work is always appreciated.



Happy Holidays to Everyone!!!



WCRR has received a fantastic donation!

By Scott Johnson

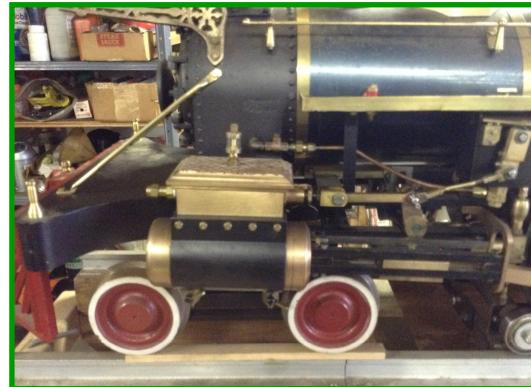
Continued from Page 1

I received another call from Steve and he had made arrangements with the family for us to come meet Bev and pick up the locomotive. Mark, Trevor and I had a wonderful visit and got to see the locomotive run on air. Bob had built some rollers for it and that thing runs like a Swiss watch! It appears that he had no intention of ever running the engine on steam power. The family talked about a small track some day and an "air compressor" car.

The engine will need some TLC to get it shining again, along with a detailed inspection to see exactly what all has been done during the build. We will also be adding Bob's name to the tender.

This donation will make a great working display for WCRR. Bev also donated a live steam magazine collection from the late 70's until present in binders.

Thank You to the Greene's, your donation is appreciated! My only regret is not getting to meet and visit with Bob and thanking him personally. Rest in peace my friend.



Year in Review: 2016



Noel & Alan pulling signal wires
Southeast Signal Bridges Installed
February



Phil L., Vern & Ernie installed roundhouse door frames
Roundhouse Door Frames Placed
February



Metal cut for signal bridges. Welding ready to start.
Chemeketa Students Start Signal Bridge Construction
April -- June



Phil L. & Vern install siding
Roundhouse Progress
July



Bryson & Ernie ballast the G-scale tracks.
Coyote Ridge G-Scale Railroad, Ponds & Stream
July



Pat & James replace northeast ties.
East End Tie Replacement
July

Year in Review: 2016 Great Oregon Steam-up



Triple Header on the Move



Riders Waiting at the Station



A Drone Allows Birds-Eye View



Fun for All Ages



Steamers Getting Ready



Operation Life Saver Display

2016 Steam-Up

Year in Review: 2016



View East



View West



Scott & Trevor stack hawthorn wood. Frank puts chainsaw to work

Start of South Side Tree Removal

September



View East



View West

Trees Removed

October



Moving First Car Barn Section through Soft Field



Second Barn Segment near Temporary Storage Location

Alan's Car Barn Donation Arrives at Willow Creek

December

Powerland Heritage Park by Mark Adelblue, President



End of year and new things in the New Year...

It has been quite a year, record attendance, record ridership, record per ride income, a new roundhouse, new signals and a new name!

A New Name you ask??? Willow Creek is not changing their name, Antique Powerland is in essence changing the way they market themselves. As was discussed in the last newsletter, there was a meeting of the minds at an APMA Vision Session that took place on September 10th and 11th. This vision session had two members of each group attend as well as the APMA board of directors. One of the items of discussion during this event was trying to come up with ideas to get our name known (Our Name being the Powerland Grounds as a whole).

We at Willow Creek have used the tag line, “Willow Creek Railroad – Located at Antique Powerland, Home of the Great Oregon Steam-Up” in hopes that it would help people realize where we were located. There is more knowledge of where “Steam-Up” is located rather than Antique Powerland. It was even discussed that during events on the grounds as well as outside the grounds – that when people were asked about Antique Powerland, they had no idea what it was. When they were told it is where Steam-Up was held, more people understood what was being talked about. Some that did not make that connection would say that it sounded like an Antique Mall where you would be able to purchase antiques! Now is that a surprise!

When the moderator, Don Evans from West Coast Railway Association in Vancouver, BC, was asked about the name, he understood the confusion. Even though he knew what we were and what we stood for, he stated that they went through the same thing in BC. Sounds like West Coast Railway Association is a club to join right? Well they clarified it by changing the marketing name to *West Coast Railway Heritage Park* – makes sense now.

Thus the idea was born – Change the name of the grounds at Antique Powerland to *Powerland Heritage Park*. Nothing is changing, the legal names will be the same, business as usual as in the past, and it is just a marketing change to help define what we do in the name – only the name of the dirt changes... to try to make it easier for people to know what we do and what we stand for. In fact, the name change was a *unanimous decision* by everyone that was at that meeting!

Think of it as when some company changes the way the box looks on a favorite item that you purchase – everything inside is the same – it is just what you see on the outside that changes – does not change the way anything is made or how they do the day to day business – it is just something that attempts to catch your eye – aka – marketing...

You will be seeing more over the next couple of months regarding this marketing name change.

Alan's Donated Car Barn Moved from Kings Valley to Brooks

Saturday, December 3rd 2016 a day that will live in Willow Creek history. The car barn was moved from Alan's Willamette & Kings Valley Railroad to Willow Creek. The crew from Willow Creek has gathered to load the car barn sections onto trailers for transport to Brooks.



Alan & Charlie have raised the car barn which had been separated into two 16-foot sections. The Johnson trailer was tilted so the section could be manually loaded. Ernie's trailer was then extracted and transferred to support the remaining section for loading.



Alan's tractor assisted in loading the second section on the Kimzey trailer which had a steeper loading ramp. The sections were securely strapped down for the trip from Alan's Benton County railroad to Willow Creek.



Terry's tractor was used to maneuver the two sections over the soft ground and into the Willow Creek area through the party gate.

IN MEMORIUM: B.E. "Red" Nelson – Oct 18, 1927 – Oct 31, 2016

Another Willow Creek family member has boarded the railway to heaven...

Many of you probably didn't know Red. He worked in the background for us for quite a while when we were expanding the railroad. Red worked for many years for Gresham Transfer, where he retired and was instrumental in helping us build our current layout. He and Fred Werbin worked together with Fred's excavator and a dump truck to haul innumerable truckloads of sod and top soil from the path of the tracks so that we could have a good base of ballast and geotech material so that we would not lose all of the ballast into our "swamp." He was also the one that the Nelson Container is named after. He donated and located the container for us as we were needing additional storage. He hauled and placed nearly every container we have on the grounds.



He was also an active member and on the Board of Directors of the Pacific Northwest Truck Museum.

He was the father of Johanna (Leo) Muniz and Melissa (Mat) Nelson. Grandfather of Jesse, Tianna, Casey, Kevin, Charlie and Mary. A Memorial Service was held on Nov. 9, 2016 at Gresham Memorial Chapel. Private interment was at Willamette National Cemetery.

article contributed by Mark Adelblue

Holiday Greetings from the Lanzarotta Family

Aloha Willow Creek Family & Friends, from sunny Pearl Harbor/Oahu, Hawaii! We have transferred with the US Navy from Kings Bay, GA to Pearl Harbor, Hawaii! Phillip is on Shore duty here with ComSubRon 1 for 3 years & is loving his job so far! Phillip will then have 2 years til' Retirement (20 years total)! We stopped by Willow Creek for a day while en route to Hawaii & enjoyed riding our train, having a picnic lunch with Phil (Pops/Grandpa) & Lori (Nana) Lanzarotta, then visiting with some friendly Willow Creek faces while there! We sure miss you all & will visit again, just as soon as we can! We hope to make Oregon our home after Phillip retires from the US Military! Sending big hugs, lots of love & Happy Holiday wishes from our family to yours.

Phillip, Jessica, Phinley & Jordyn Lanzarotta



Contact the Editor

Find an error? Need additional information? Have an idea for an article? Want to air your opinion? Your project? (with pictures?) Items “**For Sale**”? Here is your chance:

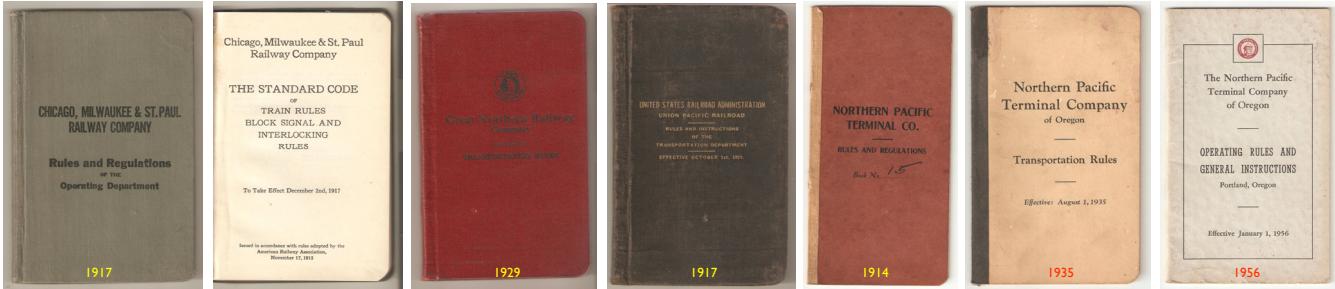
wcrr.gazette@gmail.com

Click above link to e-mail Editor



Railroad Rules

By the 1850s, railroad operating rules, often printed as pamphlets or on the back of a time card, had evolved to near universal application. On April 14, 1887 representatives of 48 railroads voted for the adoption of what is now known as the Standard Code of Operating Rules (SCOR), published by the American Association of Railroads (AAR). Thus, all railroad rule books in North America today have as their foundation the SCOR in both development and application. The SCOR, however, was never intended to be used as a working rulebook. Rather, its primary intention was to standardize operating practices to the extent practicable while still preserving the flexibility of individual railroads to either modify or omit rules at their discretion. Considering the “mobility” of a “boomer” railroad employee, it makes sense to have rules standardized for the industry.



Railroad Rule Books: 1914 to 1956

Whistle Legend for Public Crossings

(from the internet)

<http://www.railroadforums.com/forum/showthread.php?21268-Why-is-quot-long-long-short-long-quot-always-blown-by-trains-at-RR-crossings>

"This was told to me by my friend whom is a BNSF Conductor.":

"The Long Long Short Long (L-L-s-L) is the" European (created by Gerke in 1848) or International "Morse code for the letter "Q". Back in the time where the Queen traveled by ship in England, ships with the queen on board would do the L-L-s-L on the horn to announce this to other ships in the harbor to get them out of the way. Whenever the queen switched to railroads, the same signal followed and the engineer would do the L-L-s-L coming into the station to make way for the Queen. When the US Railroads began the old heads from England began using this as a signal and it stuck to today. And that has been some 200 years. Glad something managed to stick."

The "American (Morse)" code shown in the table was the original version developed by Samuel Morse. The international code version was adopted following world wide spread of the use of the telegraph.

American (Morse)	Continental (Gerke)	International (ITU)
A	-	-
B	- -	- -
C	- - -	- - -
CH	- - - -	- - - -
D	- - - -	- - - -
E	-	-
F	- - -	- - -
G	- - - -	- - - -
H	- - - - -	- - - - -
I	- -	- -
J	- - - - -	- - - - -
K	- - - - - -	- - - - - -
L	- - - - - -	- - - - - -
M	- - - - - -	- - - - - -
N	- - - - - -	- - - - - -
O	- - - - - -	- - - - - -
Q	- - - - - - -	- - - - - - -
R	- - - - - - - -	- - - - - - - -
S	- - - - - - - -	- - - - - - - -
T	- - - - - - - -	- - - - - - - -
U	- - - - - - - - -	- - - - - - - - -
V	- - - - - - - - -	- - - - - - - - -
W	- - - - - - - - - -	- - - - - - - - - -
X	- - - - - - - - - -	- - - - - - - - - -
Y	- - - - - - - - - -	- - - - - - - - - -
Z	- - - - - - - - - -	- - - - - - - - - -
1	- - - - - - - - - -	- - - - - - - - - -
2	- - - - - - - - - -	- - - - - - - - - -
3	- - - - - - - - - -	- - - - - - - - - -
4	- - - - - - - - - -	- - - - - - - - - -
5	- - - - - - - - - -	- - - - - - - - - -
6	- - - - - - - - - -	- - - - - - - - - -
7	- - - - - - - - - -	- - - - - - - - - -
8	- - - - - - - - - -	- - - - - - - - - -
9	- - - - - - - - - -	- - - - - - - - - -
0	- - - - - - - - - -	- - - - - - - - - -

Comparison of historical versions of Morse code with the current standard. 1. American Morse code as originally defined. 2. The modified and rationalized version used by Gerke on German railways. 3. The current ITU standard.

Willow Creek Railroad : Engine Whistle Signals

Ever wonder about the meaning and use of train whistle signals? At Willow Creek you can commonly hear these engine whistle signals:

- L** = long duration whistle signal
- s** = short duration whistle signal

s	Train Stopped: 1) In the station: Safe for passengers to depart train. 2) Outside station: Waiting for red signal, etc. Remain seated.
s-s	Train About to Proceed: Follow riding safety rules.
L-L-s-L	Train Approaching Crossing: Be aware of the train.
s-s-s	Train About to Back Up: Be aware of the train.



One of the new whistle signal sign posts at Willow Creek RR
L-L-s-L

A Glimpse of History: Engine Whistle Signals @ Crossings

Efficient operation of a railroad required rules for employees to follow. Individual railroads developed their rules based on standards adopted by the American Association of Railroads. Rule No. 14 designated engine whistle signals. Whistle signals were developed to communicate messages. Frequently this communication was required to be transmitted over long distances, hence the development and use of engine whistle signals. You may notice that the early whistle signal for a grade crossing was L-L-s-s, not L-L-s-L as currently used.

(You may want to "zoom in" to increase the readability of this PDF document.)

The image shows two pages from the Union Pacific Railroad's 1917 Rule Book. The left page (page 18) contains tables for 'MANNER OF USING' and 'INDICATION' for various signals, including hand signals like 'Held at arm's length above the head when the train is standing' and 'Release air brakes'. The right page (page 19) continues the tables for 'SOUND' and 'INDICATION', including entries for 'Approaching stations, junctions, rail yard crossings at grade and mail cranes located between stations', 'Inspect train line for lead or broken striking stick or persons or live stock on the line', and 'Flagman protect front of train'. A red box highlights entry (l) on page 18, which describes the sound for approaching grade crossings at grade tunnels and obscure curves.

MANNER OF USING	INDICATION
(g) Held at arm's length above the head when the train is standing.	Release air brakes.
(h) Signals must be given from a point where they can be plainly seen, and in such a way that they cannot be misunderstood. If there is doubt as to the meaning of a signal, or as to who it is intended for, it must be repeated as a stop signal and not further acted upon until advised verbally.	
13. Any object waved violently by anyone on or near the track is a signal to stop.	
14. ENGINE AND MOTOR WHISTLE SIGNALS.	
Note.—The signals prescribed are illustrated by "o" for short sounds; "—o—" for longer sounds. The sound of the whistle should be as distinct as possible, and the distance to the distance signal is to be considered.	
(a) o	Apply brakes. Stop.
(b) ——	Release brakes. Proceed. See also Rule 84 (A).
(c) —oo	Flagman protect rear of train.
(d) ——	Flagman may return from west, as prescribed by Rule 99.
(e) ——	Flagman may return from east, as prescribed by Rule 99.
(f)	When running, train parted; to be repeated until answered by the signal prescribed by Rule 12 (e). Answer to any signal not otherwise provided for.
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When train is standing, back. Answer to 12 (d) and 16 (c).
(i) o o o o	When train is running, answer to 16 (d) and 16 (e). Call attention of engine.
(j) — o o o	Call attention of engine.
(k) — o o	To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right, to inspect train line for lead or broken striking stick or persons or live stock on the line.
(l) —— o o	Approaching stations, junctions, rail yard crossings at grade tunnels and obscure curves.

SOUND	INDICATION
(m)	Approaching stations, junctions, rail yard crossings at grade and mail cranes located between stations. Inspect train line for lead or broken striking stick or persons or live stock on the line. Flagman protect front of train.
(e) o	Answer to any signal not otherwise provided for.
(p) Succession short sounds.	of If approaching stations, junctions, rail yard crossings at grade and mail cranes located between stations. Inspect train line for lead or broken striking stick or persons or live stock on the line. Flagman protect front of train.
(q) o o o	Answer to any signal not otherwise provided for.
(r) ——— o	Flagman may return from west on branch or auxiliary line, as prescribed by Rule 99.
(s) ——— o	Flagman may return from east on branch or auxiliary line, as prescribed by Rule 99.
(t) o o	Train stopped.
(u)	The signals prescribed by (l) must be clear and distinct; they must be of such length and with such space between all the sounds, that the signal will be completed by beginning with the first of the long sound at the whistle post and ending with the last short sound immediately before reaching the crossing. The short sound must be sharp and sharp.
(v)	The explosion of one torpedo is a signal to stop; the explosion of two or more than two rails length apart, is a signal to reduce speed, and look out for a train ahead or obstruction.
15. (A). When a train has been stopped by the explosion of one torpedo, or by a red flag or a	

Union Pacific Railroad 1917 Rule Book (this was during the World War I period when the railroads were nationalized under the United States Railroad Administration)

L-L-s-s

The image shows two pages from the Great Northern Railway's 1929 Rule Book. The left page (page 14) contains tables for 'SOUND' and 'INDICATION' for various signals, including hand signals like 'Swung vertically in a circle at arm's length across the track, when running.' and 'Swung horizontally above the head, when standing.' The right page (page 19) continues the tables for 'SOUND' and 'INDICATION', including entries for 'Approaching public crossings at grade, including snow sheds. To be prolonged or repeated until public crossing at grade is passed', 'Flagman protect rear of train.', and 'Flagman may return from west or north.' A red box highlights entry (l) on page 14, which describes the sound for approaching public crossings at grade, including snow sheds.

SOUND	INDICATION
(a) o	Apply brakes. Stop.
(b) ——	Release brakes. Proceed.
(c) —oo	Flagman protect rear of train.
(d) ——	Flagman may return from west or north, as prescribed by Rule 99.
(e) ——	When running, train parted; to be answered by the signal prescribed by Rule 12 (e). Answer to 12 (d) and 16 (c).
(f) ——	When running, train parted; to be answered by the signal prescribed by Rule 12 (e). Answer to 14 (k) or any signal not otherwise provided for.
(g) o o	When train is standing, back. Answer to 12 (d) and 16 (c). When train is running, answer to 16 (d). Call attention of engine.
(h) o o o	To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right, to inspect train line for lead or broken striking stick or persons or live stock on the line.
(i) o o o o	To call the attention of engine, train and yard crews to signals displayed for each track the same as if it were single track.
(j) — o o o	Approaching stations, junctions and railroad crossings at grade, including snow sheds. To be prolonged or repeated until public crossing at grade is passed.
(m)	Approaching stations, junctions and railroad crossings at grade, including snow sheds. To be prolonged or repeated until public crossing at grade is passed.
(n) —— o	Approaching stations, junctions and railroad crossings at grade, including snow sheds. To be prolonged or repeated until public crossing at grade is passed.
(o) ——	Approaching stations, junctions and railroad crossings at grade, including snow sheds. To be prolonged or repeated until public crossing at grade is passed.
(p) Succession of short sounds	Answer to any signal not otherwise provided for.

SOUND	INDICATION
(l) —— o o	Approaching public crossings at grade. To be prolonged or repeated until public crossing at grade is passed.
(m)	Flagman protect rear of train.
(d)	Flagman may return from west or north.
(e) ——— o	Flagman may return from east or north.
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When standing, back. Answer to 12 (d) and 15 (c). Call attention of engine.
(j) o o o o	To call attention of engine, train and yard crews to signals displayed for each track the same as if it were single track.
(l) —— o	Approaching public crossings at grade. To be prolonged or repeated until public crossing at grade is passed.
(m)	Flagman protect rear of train.
(n) —— o	Flagman may return from east or north.
(o) ——	Flagman may return from east or north.
(p) Succession of short sounds	Answer to any signal not otherwise provided for.

Great Northern Railway 1929 Rule Book

L-L-s-s

The image shows two pages from the Northern Pacific Terminal Company's 1956 Rule Book. The left page (page 14) contains tables for 'SOUND' and 'INDICATION' for various signals, including hand signals like 'Swung across the arm's length across the track, when running.' and 'Swung horizontally above the head, when standing.' The right page (page 19) continues the tables for 'SOUND' and 'INDICATION', including entries for 'Approaching public crossings at grade. To be prolonged or repeated until public crossing at grade is passed.', 'Flagman protect rear of train.', and 'Flagman may return from west or north.' A red box highlights entry (l) on page 14, which describes the sound for approaching public crossings at grade.

SOUND	INDICATION
(l) —— o o	When a yellow signal is received it will be displayed for five seconds. After the signal is approached, five hundred feet in advance of structure, or track, over which speed of train, engine or yard cars must be reduced, the engine or yard crew which are affected, signal will be displayed for each track the same as if it were single track.
(m)	A group of signals is directed to the right of track, or tracks, in the direction of approach, at the limit of restriction, or train or engine yard will give proceed signal after rear of train, or end of cars has passed this signal.
(n)	Trains, engines or transfers must not exceed a speed of six miles per hour when passing the rear of train, or track affected until the rear of train, or end of cars, have passed.
(o)	Meaning of why forces will display the above signals whenever, and wherever conditions warrant.
(p)	11. A train or engine finding a fuse burning red on or near the track must stop and extinguish the fuse, and may then proceed to stop short of train or other object within the first mile.
(q)	11(A). Fuses will not be passed, nor thrown, where fire truck, or other vehicle, is present, nor where train or engine is passing rolling stock, buildings, bridges, or other property.
(r)	12. FLAG, FLAG AND LAMP SIGNALS.
(s)	12. HOLD AT ARM'S LENGTH—STOP—RELEASE.
(t)	12. SWING ACROSS THE ARM'S LENGTH—REDUCE SPEED.
(u)	12. RAISE AND LOWER VERTICALLY—PROCEED.
(v)	12. SWING VERTICALLY—STOP—REDUCE SPEED.
(w)	12. SWING HORIZONTALLY ABOVE THE HEAD, WHEN STANDING—APPLY AIR BRAKES.
(x)	12. HOLD AT ARM'S LENGTH ABOVE THE HEAD, WHEN STANDING—APPLY AIR BRAKES.
(y)	12. ANY OBJECT WAVED VIOLENTLY BY ANYONE ON OR NEAR THE TRACK IS A SIGNAL TO STOP.
(z)	13. ELIMINATED.

SOUND	INDICATION
(c) —— o o	Flagman protect rear of train.
(d)	Flagman may return from west or north.
(e) ——— o	Flagman may return from east or north.
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When standing, back.
(i) o o o o	Answer to 12 (d) and 15 (c). Call attention of engine.
(j) — o o	To call attention of engine, train and yard crews to signals displayed for each track the same as if it were single track.
(l) —— o	Approaching public crossings at grade. To be prolonged or repeated until public crossing at grade is passed.
(m)	Flagman protect rear of train.
(n) —— o	Flagman may return from east or north.
(o) ——	Flagman may return from east or north.
(p) Succession of short sounds	Answer to any signal not otherwise provided for.

Northern Pacific Terminal Company 1956 Rule Book

{Portland Union Station}

Note: the grade crossing whistle signal has changed in this edition.

L-L-s-L

Editor's Note: I haven't been able to find an exact date on the internet when the grade crossing whistle signal was changed... Anyone have this information?
p.s.: one particular producer of train videos likes to throw in lots of additional crossing whistle signals..."love that steam whistle"...