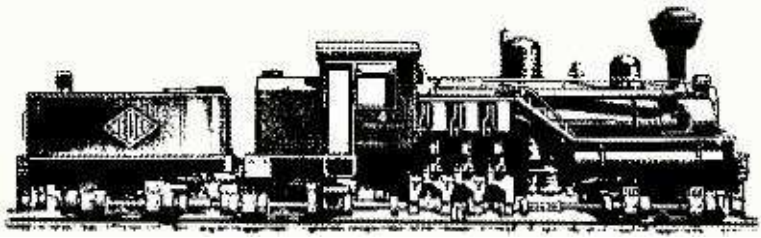


The Manifest



February, 2012

Official Publication of the Southern Oregon
Chapter of the National Railway Historical
Society

P.O. Box 622
Medford, Oregon 97501

MEDCO NO. 4 UPDATE

Since we kicked off our fund raising efforts last march we have raised almost \$49,000. That includes two grants totaling \$20,000. Donations from members and supporters make up the balance of almost \$29,000. This is a remarkable accomplishment for an organization of our size. Thanks to all of you that helped make this happen.

However, we still have a ways to go. We currently have \$108,616 in the Medco 4 fund. The most recent estimate for the boiler repair is \$117,000. We are just \$9,000 short of having enough to pay for the boiler repair. That will be big step towards the completion of the Medco 4 restoration. We are asking everyone to dig a little deeper and contribute to help us meet this goal. As an added incentive, the Medco No. 4 Willamette gift shirts are again being offered for donations of \$500 or more. This offer will remain open until the project is completed. (See below for details)

Special MEDCO NO. 4 FUND RAISING Offer

Jerry Hellinga, Project Manager of the Medco No. 4 Restoration Project, is offering special gifts for donations of \$500 or more. The gifts are blue denim shirts embroidered with the Willamette logo and "Medco No. 4". For donations of \$1000 or more the shirt will be personalized and the Patron label added in gold embroidery.



Embroidered design on gift shirts for donations of \$500 or more.



Embroidered design on gift shirts for donations of \$1000 or more.

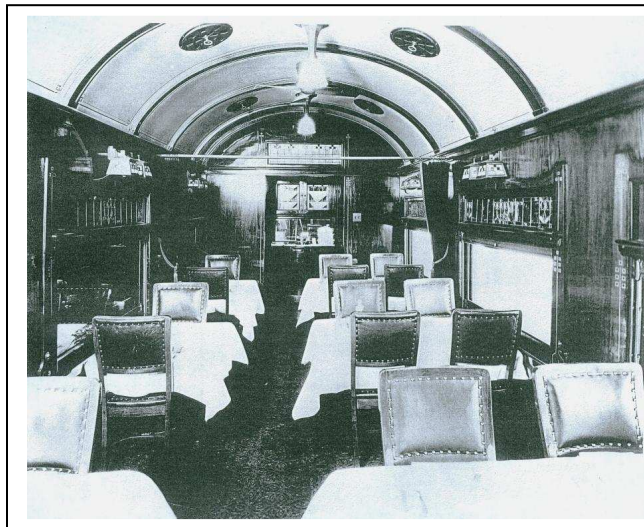
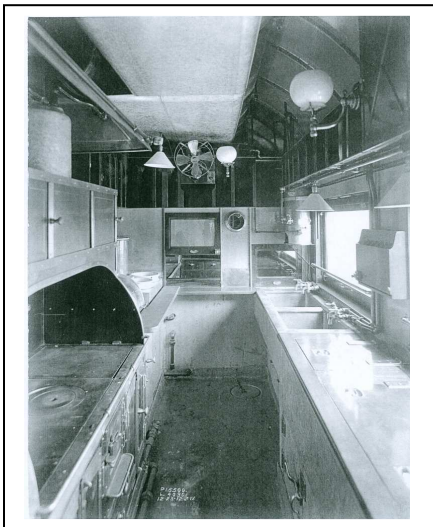
2012 DUES are DUE

Your 2012 Membership dues are now due and payable. If you have not yet paid your dues, please submit them to Jerry as soon as possible. If you have already paid, THANK YOU!!!

Southern Pacific Dining Car Food

By: Alice Mullaly

1914 was a banner year for Dining Car Service on the Southern Pacific lines. Hotelier Allan Pollok, who had been hired two years earlier as head of the Dining Car, Hotel and Restaurant Department, finally had all the elements in place. His goal was superior service to passengers. To accomplish this, recipes were standardized and chefs trained regularly. The finest new dining cars were ordered, and the newest, most mechanized commissary was opened in Los Angeles to provide fresh, high quality food throughout the system.¹



The photo to the far left is the original kitchen of our dining car as it was built. It had a coal burning stove, ice box refrigeration, and ceiling fans for air circulation.

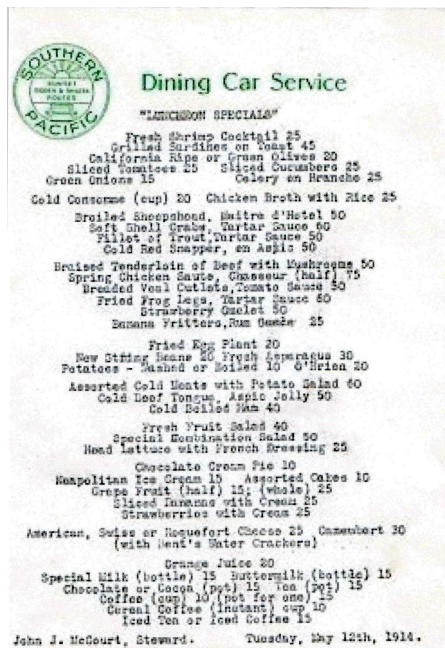
The photo to the left shows how our dining car originally looked. You can see the different light fixtures, plus a large paddle fan between them. There is stained glass above the large windows, and both cars have a privacy curtain that can be used to enclose a few

tables from the rest of the tables, or help drown out kitchen noise. (both photos: Tony Johnson collection)

A "luncheon specials" menu for May 12, 1914 lists a full page of offerings including many first courses, soups, salads, 10 entrees, 6 deserts, and a variety of drinks. One could lunch on something as ordinary as cold meats with potato salad or as exotic as broiled sheepshead Maitre d'hotel. Fresh foods included such vegetables and fruits as eggplant, new string beans, asparagus, grapefruit, bananas, strawberries, and orange juice. The most expensive item on the menu was half a spring chicken sauté chasseur for \$.75. The least expensive were boiled potatoes or chocolate cream pie for \$.10.²

¹ Loveland, Jim A. "Dinner is Served", Golden West Books, San Marino, CA, 1996, pp. 56-61

² May 12, 1914 Southern Pacific Dining Car Service Menu of Luncheon Specials. <http://www.worthpoint.com/worthopedia/1914-southern-pacific-dining-car-service-menu>



Though it was up to the chef to decide on the menu, each item was required to be prepared according to the rule book: "Special Recipes for Guidance of Chefs on Dining Cars". The January 1, 1914 edition includes the instruction: "In the construction of Menus en route, Conductor and Chef will confine themselves entirely within the scope of the recipes given and not create dishes or terms of their own without special authority."³ It went on to say the recipes were tried and true and if followed to the letter would provide good eating. Both the Conductor and the Chef were held accountable for adhering strictly to the recipes.

Here is a Southern Pacific Dining Car Meal you can prepare at home, but you must follow the recipes exactly!

Roast Beef Hash

"Fry some onions, finely chopped, in butter; add the meat, well trimmed and pared, and cut in small dice. Moisten with good stock and add half weight of boiled potatoes cut in the same manner. Season and boil until entirely done and thick, then add a little Worcestershire sauce and catsup. Serve in French baker with two pieces of fresh toast cut in triangular shape."⁴

Creamed Spinach

"Chop up very finely some blanched spinach. Put in a saucepan with fresh butter, and season with salt, pepper, and nutmeg. Stir until the moisture is evaporated; then add a good cream sauce and boil for a few minutes. Serve in vegetable dish, giving it a dome shape and decorate nicely with a knife."⁵

Fresh Fruit Salad

"Peel and cut into dice some bananas, oranges, apples, peaches, apricots, grapes. Serve in salad bowl. Accompany order with saucer of French Dressing or Mayonnaise."⁶

³ Southern Pacific Special Recipes for Guidance of Chefs on Dining Cars; Dining Car, Hotel and Restaurant Department, January 1, 1914, p. iii [Found at the Southern Oregon Historical Society Research Library]

⁴ Special Recipes, p. 35

⁵ Special Recipes, p. 52

⁶ Special Recipes, p. 62

⁷ Special Recipes, p. 69

Custard Pudding

“One quart of boiled milk sugared with half pound of sugar. Mix with six yolks and four eggs. Strain through a towel. Skim the foam and fill up the buttered molds or pan. Poach in bain marie [water bath] until no material sticks to knife blade plunged into the center. Do not boil.”⁷

There you have a meal fit for the finest traveler for about \$1.35 (in 1914). Bon Appetite.

NWP Freight Rail Service Off to a Slow Start

By Steve Hart, From The Press Democrat

Freight service on the Northwestern Pacific Railroad is off to a slow start, with cargo business mostly limited to three feed mills in Petaluma. It's another sign of the stagnant economy, as wood products manufacturers and other rail customers continue to struggle. But the railroad's new operator isn't discouraged by its early results. NWP Co. is in business for the long haul, company president John Williams said. “We're still in startup mode,” said Williams, who began running cargo trains on the historic railroad last July. “I think we're coming along just fine.”

Freight traffic on the 62-mile rail segment between Napa County and Windsor resumed this year after a 10-year absence. The railroad north of Windsor remains closed, and there's no timeline to reopen it.



Northwestern Pacific Railroad engineer Tom Slivka sounds the train's horn as he crosses Lakeville Street while picking up freight cars at Hunt & Behrens in Petaluma on Wednesday, July 13th.

The return of rail service was hailed as an economic shot in the arm, giving North Bay shippers a cheaper way to reach distant markets. It also promises to help the environment by taking trucks off Highway 101, according to the North Coast Railroad Authority, the public agency that controls the freight line.

It's a big advantage for his business, said Arnie Riebli, general manager at Dairyman's Feed and Supply in Petaluma, a cooperative that supplies animal feed to poultry and dairy farmers. Dairyman's has been getting two or three train shipments each week from its grain suppliers in the midwest and Canada, he said. Before NWP began service, the grain was shipped to railheads in Stockton or Napa, then loaded on trucks for the trip to Petaluma.



A freight train hauling a load of lumber rolls into Railroad Square in Santa Rosa Friday, July 15, 2011.

The Chambers Bridge – Part 1, The History

By: Steve Hauff, From the Trainmaster

The history of the Chambers Bridge actually begins more than two decades prior to its construction when J.H. Chambers acquired an interest in Ashland Manufacturing Company in Ashland, Oregon. Chambers, then in his early 40s, had relocated from Nebraska to seek his fortune in the forest products industry of the Pacific Northwest. He relocated his family to southern Oregon, and watched his business prosper.

By 1906, his sights had moved farther north, to the Cottage Grove area, and in February of the year, he incorporated the Chambers Lumber Company with Fred Russell and W.J. Rogers, a pair of San Francisco investors. Chambers' portion of the incorporation was partially funded by the sale, to the new company, of a mill that he owned on the Row River, near Dorena, southeast of Cottage Grove. The mill was substantial for the period, capable of producing 25,000 board feet (25M) of lumber per day.

The business changed rapidly in 1906. In March, the company announced that they would start the Alca mill that had been purchased from the Pacific Timber Company. The mill had double the capacity of the Dorena mill, 50M, and had access to the Southern Pacific Railroad. On April 18, an earthquake and subsequent fire destroyed most of San Francisco, creating a tremendous demand for wood to rebuild the city. Fred Russell moved his family to the Cottage Grove area and in his stated capacity as both president and manager of Chambers Lumber Company, took more of a day-to-day interest in the operation of the company. It is interesting to note that during this period both Russell and Chambers are shown in the press as being "President and Manager" of the company. It is also worthy of mention that the press listed the capacity of both mills to be 35M each. Given the physical separation of the mills, it is likely that Russell oversaw the Dorena operations while Chambers refurbished the Alca mill.

Chambers' next expansion was in 1910 when he acquired a mill in Latham and substantial timber from A.L. Woodard. The mill operated for only a short time. In mid-1911, both the planing mill and the sawmill burned with an estimated loss of over \$300,000. Quick to rebound, Chambers started rebuilding the mill by fall 1911 while operating his mill in Ashland and a mill at Rujada (U.S. Logging Company) in which he had a partial interest. The Latham mill was to be slightly larger than his other mills with a capacity of about 65M per day.

During the next several years, J.H. solidified his position, both at Latham and along the Row River. In late 1917 it was announced that he had assumed control of the Oregon Pacific and Eastern Railway which served his Row River assets. A setback occurred when the Latham mill burned. The economics of the period were such that there was some question as to whether or not he would rebuild the mill, but in the end, Latham was reconstructed with a stated capacity of 100M. The new mill was in operation by December of 1918.

The next several years were relatively uneventful, none of the mills burned down. Chambers did, however, lose several million board feet of standing timber to forest fires. In late 1923, in a move that surprised many people, Chambers sold the mills, the OP&E and much of his Row River holdings to Anderson and Middleton Lumber Company. With little delay, he bought the Skelley Lumber Company in Drain, Oregon and announced plans for a new mill to be built on the Skelley property. That plan was almost immediately scrapped when he was able to secure a significant amount of government timber near the Lorane Valley, close to substantial timber holdings that he had accumulated over the previous decade.

By late 1924, surveyors were plotting a railroad from Cottage Grove to the Lorane Valley, where a mill was to be located near the timber. The company was now being called J.H. Chambers and Son, with Victor Chambers taking a role in planning and operations, though it was clear that J.H. still ran the company.

Work on the railroad actually started in early 1925 and in June the *Timberman* reported that the first major bridge on the line, a truss over the Coast Fork of the Willamette River, had been completed and track-laying was proceeding west of Cottage Grove. And so, the Chambers Bridge came to pass.

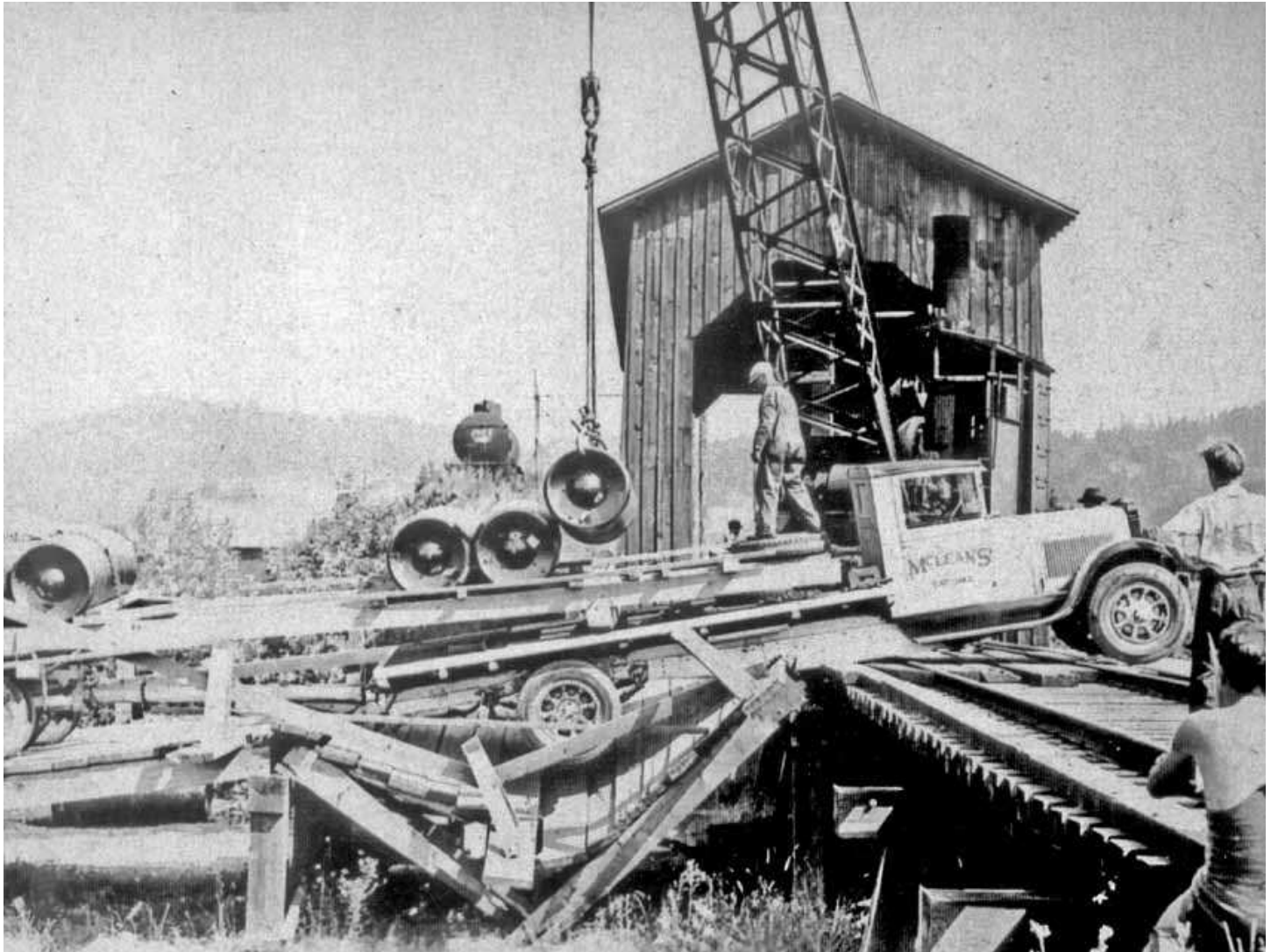
It was soon decided that the location of the mill should be Cottage Grove and work commenced on a 100M mill which was put into operation by late 1926. Over the next decade and a half, the railroad was extended from 5 miles to 25 miles and had numerous spurs into the timber. In 1940, a small-log mill was constructed at Lorane to handle logs less than 24 feet long and less than 40 inches in diameter. This mill proved to be very important when, in 1942, disaster struck, and the Cottage Grove mill burned. Wartime restrictions made it almost impossible to obtain machinery to rebuild the mill, but the Chambers's located enough equipment to rebuild, and in late 1944, the mill came on line – a few weeks after J.H.'s death. During the rebuilding process, lumber production was shifted to the Lorane mill by adding additional shifts.



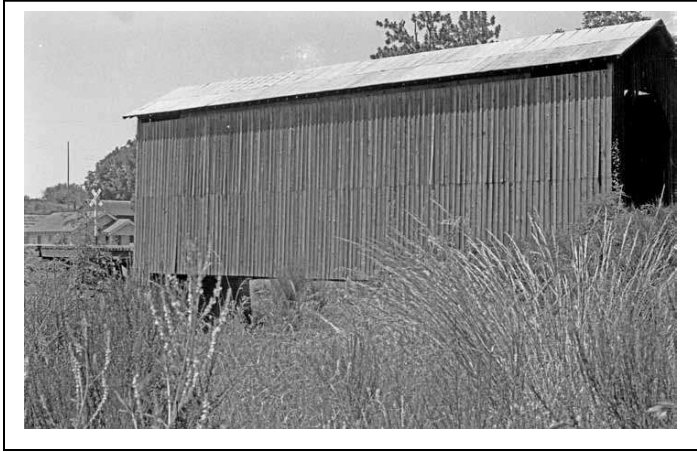
This air photo, probably taken in the late 1940s, shows the mill complex at its peak. Visible in the upper left corner is the covered bridge. In the middle left is the waste burner, connected to the mill by a conveyor that spans the river. The mill itself is in the center with the dry kilns and lumber storage below it. In the lower right are the tracks of the Southern Pacific and Highway 99. Photo, Casey Carlson collection, *TimberTimes*

Victor continued to run the company for the next two years, selling it in 1946 to William H. Daugherty (Lorane Valley Lumber Company). Operations continued until late 1950 when the mill, again, burned. Daugherty had no desire to stay in the business, and sold the remains of the company to W.A. Woodard. Woodard moved sawmill operations to their existing mill and scrapped the railroad, thus ending the Chambers era in Cottage Grove.

For some reason, the Coast Fork bridge was left in place. For some equally inexplicable reason, it survived the ravages of time. It now remains as a monument to J.H. Chambers and his four decades of leadership and influence in the Cottage Grove area.



The roadway at the west end of the bridge was originally supported on trestlework. It was apparently not sufficiently stout to support this truck loaded with gas cylinders. The resulting collapse blocked both the road and the railroad. To facilitate a reopening of the rail line, the Chambers' Ohio steam crane was dispatched across the bridge to clean up the mess. Visible to the left of the bridge is a railroad tank car used to supply fuel to some of the equipment. *Photo, Casey Carlson collection, TimberTimes*



These three photos, taken in 1952 during the scrapping of the railroad, show the covered bridge as it appeared at the end of its working life. The siding was relatively intact, and the roofing was complete. The water tank was located to serve either the log dump track (left in lower photo) or the mainline. *All photos, Ivan Ergish collection, Oso Publishing Company*



**Southern Oregon Chapter – National Railway Historical Society
Membership Meeting
Minutes of January, 10, 2012**

1. Call to Order: Meeting was called to order at 7:21 PM by President E. Don Pettit.
2. Roll Call: E. Don Pettit, Jerry Hellinga, John Powell and seven other members were present.
3. Allen made a motion to install our officers for the 2012 year. John Powell seconded. The vote was unanimous to accept.
4. Jerry Hellinga presented and submitted the 2011 annual report. If any chapter member would like a copy of this report, contact Jerry.
5. Dan Wilkinson brought up the need for discussing and planning support for the concession stand in the 2012 season. It was agreed that this issue would be discussed at the January board meeting.
6. Jerry Hellinga moved to adjourn, John Powell seconded. The meeting was adjourned at 7:33PM.

Allen Dobney, Acting Secretary

MEMBERSHIP MEETING ENTERTAINMENT

If you have railroad slides or videos that you would like to present, please email me at (adobney@gmail.com) or call me at 541-582-0605 with the details and I will put you on the schedule.

ARTICLE SUBMISSIONS

As always we need articles for the newsletter. If you have something you would like to see included in an upcoming newsletter, please send your submission to; adobney@gmail.com or call 541-582-0605. Thanks.....Allen

CHAPTER OFFICERS

President	E. Don Pettit		541-601-4772
Vice President	Ric Walch	engmgr@medfab.com	541-772-6255
Treasurer	Jerry Hellinga	ghelling@jeffnet.org	541-944-2230
Secretary	Larry Tuttle	larry@alpharail.net	541-660-0989
National Director	John Powell	rebel_780@hotmail.com	541-601-9256

COMMITTEE CHAIRS

Newsletter & Entertainment	Allen Dobney	adobney@gmail.com	541-582-0605
Webmaster	Larry Tuttle	larry@alpharail.net	541-660-0989
Medco #4 Restoration	Jerry Hellinga	ghelling@jeffnet.org	541-944-2230

UPCOMING CHAPTER EVENTS

February 14, 2012, 7:00PM @ Model Railroad Clubhouse: NRHS Membership Meeting. Allen Dobney will be presenting a slide show on the Union Pacific in Southern California in the 1970's.

February 28, 2012, 7:00PM @ Model Railroad Clubhouse: NRHS Board Meeting.

March 13, 2012, 7:00PM @ Model Railroad Clubhouse: Membership Meeting. Allen Dobney will be presenting the DVD "Steam-Power Sawmill" covering the operations of the Hull-Oakes Lumber Mill.

March, 27, 2012, 7:00PM @ Model Railroad Clubhouse: NRHS Board Meeting.

NOTABLE NON-CHAPTER EVENTS

March 3, 2012 - PACIFIC MODEL LOGGERS' CONGRESS in ELSIE, OREGON. For more information go to: <http://www.pacificmodelloggerscongress.com/>

April 5 – April 7, 2012 – SP in Oregon meet in Clackamas, Oregon. For more information go to: <http://espee-in-oregon.com>

May 5, 2012 - PNR-PCR NMRA Convention plans a day at the RR park. For more information go to: <http://www.pcrnmra.org/conv2012/>

June 27 – July 1, 2012 - The N-scale Convention, also in Medford, Red Lion, will be asking for a day at the park during this week. For more information go to: <http://www.nationalscaleconvention.com/>

July 7-11, 2012 - Great Northern Historical Society 2012 Convention will be held in Klamath Falls. For more information, email: ask@gnrhs.org
