



## The Passing Track

March 2007

Newsletter of the Rogue Valley Model Railroad Club

PO Box 1362—Medford, OR 97501

Home page is <http://rvmrc.railfan.net/>

### Public Sessions Set to Begin April 8

#### A Cleanup Session will be held on Saturday, April 7

The Rogue Valley Model Railroad Club and the rest of the Railroad Park clubs will begin entertaining the public for 2007 beginning April 8, which is also Easter Sunday. With the great push on scenery construction the last three months also resulted in a terrific mess at the Clubhouse. In addition, the return of the modules from the Klamath Railroad Show means there is an additional cleanup and setup to be done. Once again, Jim Dougall is heading up organizing operators for each of the Sunday sessions. There will be sign-up sheets located on the Clubhouse bulletin board.

A cleanup session to make the final preparations for the summer operating sessions will be the focus of the April 7 Saturday work session. Larry Tuttle has proposed a "Triage" Proposal to be discussed on Saturday before cleaning begins. The cleanup process will likely yield additional items to bring to the Eugene RR Show and

Swap Meet on April 14-15. For the possibility of last minute donations, contact Bruce McGarvey at 890-8145. Come join us this Saturday! Any and all hands appreciated!

*Rogue Valley Model RR Club  
Tables at the 2006 Eugene Railroad Show  
and Swap Meet*



## March Board Meeting

**The meeting was called to order** at 7:40 p.m. with four board members and two club members present. Bruce McGarvey gave the financial report. The biggest expenditure for 2007 was the annual insurance premium. The February Board Meeting notes were accepted.

Jerry Helinga of the National Railway Historical Society noted a trespasser into the park grounds during the week. The violator apparently gained entry by prying the steel post of the chain link fence adjacent to the RVMR Clubhouse to its side sufficiently to allow passage between the building and the post. Jerry opined one reason a person is snooping around the grounds is to “scope out” the aluminum rail used by the Live Steam group with the idea of stealing the rail. Aluminum has a high scrap value at this time. Jerry requested permission to use one or two metal brackets to attach the steel end post to the building. This would get the post back into its position and would not allow a person to fit between the fence and the building for access. Gordon Nunally continues to work on the landscaping in front of the Clubhouse and is completing work on replacing damaged screening on the building eave vent openings.

Jim Dougall has acquired a 200-page catalog from Scenic Express. It will be added to the Club library. Scenic Express sells model landscaping materials made by several companies (such as Silflor Studios, Noch, Busch, Woodland Scenics, and Heki). Scenic Express also markets animated neon signs by Light Works, USA; HO-scale pier and abutment components, wall castings, and tunnel portals and much more.

Bruce reported that the Club has enough items to sell at the Eugene Railroad Show and Swap Meet April 14-15 to add a fourth table, which the Board approved. The Board also discussed final arrangements for the Klamath County RR Show. Dave Spakousky will pick up and drive the rental van, which will be loaded on Thursday evening prior to Friday morning's travel to Klamath Falls.

Thomas Heumann of Ashland has donated an N-scale layout to the Club with the caveat that it not be sold for parts, and that the Club and/or Club members use it. He is fine with the Club selling it as a fundraiser some time in the future. The layout has a distinct European flavor with a working gondola, running water and nighttime lights. Paul Koenig has volunteered to house the layout (approximately 4x8) at his apartment. John Gerritsma will organize the moving party and logistics. While we had hoped the layout could be on display at the Clubhouse, it will not fit nor is it simple enough for kids to operate during our Sunday open houses.

The Board discussed the possibility of the Boy Scouts handling the overflow parking along the road adjacent to the Medford Fire Department. Presently, the various Clubs at the RR park take turns providing personnel to direct the traffic to keep the roadway clear of congestion so emergency

operations out of the fire station are not compromised. Based on clubsize, the Board estimates we have about 1/3 of the total responsibility for this traffic control. The Board passed a motion to negotiate with the Boy Scouts the task of directing overflow parking. The rationale included not having to provide manpower when it is better utilized running trains at the Clubhouse, the hazardous conditions of extreme heat on hot summer days, and the opportunity to help the Scouts with their fund raising efforts.

The Board also passed a motion to acquire the custom painted CORP locomotives from the estate of Stan McCullough. These are GP-38-2 locomotives that were custom painted years ago by Jay Mudge. These will be used from time to time on the Club's layout and at shows, and will also be displayed in our case when not in use.

# A Visit to the Roundhouse Railroad Museum

By Brad Fawcett

While visiting family on the East Coast in early February, I had the opportunity to visit the Roundhouse Railroad Museum in Savannah, Georgia. A National Historic landmark, the museum occupies about two square blocks of downtown Savannah and claims to be the most extensive historic railroad district in the world.

The museum grounds include about a dozen structures (or remains thereof), seven locomotives, ten pieces of rolling stock, and a couple trolley cars. The museum's structures constitute just a small part of what once was a much larger Central of Georgia Railway operations and maintenance facility. Other nearby structures that were once part of the complex now house the Savannah History Museum, the Savannah School of Arts, and a visitor's center.

In the early 1830's, the port of Savannah was losing business to its rival, Charleston, SC, due to the completion of the South Carolina Railroad's rail line linking Augusta, GA, to Charleston. In 1835, the Central Railroad and Banking Co. of Georgia began construction of a railway line from Macon to Savannah. The line was primarily used to transport cotton from the interior of Georgia to the port of Savannah, and was an immediate success. By 1859, the Central RR was operating on 190 miles of rail, and was the longest contiguous railroad under one management in the world. With over 50 locomotives and 500 cars, it was the second largest company in the South.

Construction of the Savannah rail yards and shops complex began in 1851. Designed as a complete and integrated complex, the site was built to facilitate all railroad operations, from building and maintaining steam locomotives and wooden cars to transporting passengers. At least four steam locomotives were manufactured at the site prior to the Civil War. The Savannah shops were the only major railroad facility in Georgia to survive the War Between the States. Sherman spared Savannah, although his army did tear up about 140 miles of track and ruined most of the locomotives and rolling stock.

After the Civil War, the re-constituted Central of Georgia Railroad expanded quickly, reaching its peak in the 1920s. The Savannah shops built most of the company's passenger and freight cars. Corporate headquarters also were located on-site. The site remained active throughout the Depression and World War II. For over 100 years, the shops were the largest employer in Savannah. However, with the advent of the diesel age, work was shifted to the newer railroad shops in Macon, starting a slow decline in activity at the Savannah complex. In 1963, the Southern Railway acquired the Central of Georgia and closed the shops.

Among the surviving buildings is a large roundhouse (it originally had about 40 stalls), blacksmith shop, boiler room, and a 125-foot tall brick smokestack. Several of the intact structures house exhibits with historic equipment or descriptions of the workings of the shop areas. One building also houses the local model railroad club, and includes both an HO- and N-scale layout.

Locomotives on display range from Central of Georgia #8, an 1886 steam locomotive, to Savannah & Atlanta #2715, a GP-35. Central of Georgia #8, the oldest remaining C of G locomotive, was converted to a tank engine in 1909 and operated as a switch engine in the Macon shops. The rolling stock at the museum includes two early 1900's parlor cars that were later converted to C of G office cars.

The museum is very much a "work in progress". The number of displays is minimal given the large area available, and there is still a lot of "stuff" (such as freight car wheels and trucks) just lying around and rusting. Several pieces of rolling stock are under renovation – such as the office cars – and can only be viewed from outside through the windows.

However, due to its age, size and uniqueness this museum still rates as a “must-see” for railfans visiting the Savannah area. (I also highly recommend the Eighth Air Force Museum in Savannah).

*The tallest building in the complex was the two-story machine shop. Only the exterior walls remain. Concrete blocks embedded in the ground mark the locations where foundations were laid to support large machine tools.*





*Used as a shop switcher by museum staff, this Davenport industrial locomotive stands ready on the turntable outside the roundhouse.*

## **April Calendar of Events**

*All events in the Clubhouse at the Railroad Park unless otherwise noted.*

### **Sunday Public Run Sessions**

Sunday, April 8 and April 22  
10:30 AM to 3:00 PM

***\*\*\*Special Cleanup Day, Saturday, April 7, 10 AM to 3 PM\*\*\****

**General Construction/New Layout  
Saturdays**  
Generally From 10:00 AM to 3 PM

**Construction/Cleanup Sessions:  
Thursdays**  
7:30 PM to 9:00 PM

**Board Meeting:  
2<sup>nd</sup> Wednesday of each month**  
7:30 PM to 9:00 PM

**General Membership Meeting  
4<sup>th</sup> Wednesday of each month**  
7:30 PM to 9:00 PM

## RAILROAD TIME CARDS 2007

Apr 14-15 – Willamette Cascade Model RR Club's 19<sup>th</sup> Annual Model Railroad Show & Swap Meet, Lane County Fairgrounds, Eugene, Ore. Sat 10am-5pm, Sun 10am-4pm. Info: Lee & Diane at 541-954-4917, [ttandt@ram-mail.com](mailto:ttandt@ram-mail.com)

May 4-6 – ESPEE In Oregon 2007, Klamath County Museum, 1451 Main Street, Klamath Falls, Ore. Tours, clinics, slide shows, SP#2579, etc. Details - check: <http://www.espeeinoregon.com> or Rod Loder 503-551-9611.

May 5-6 – Model Train Swap Meet, Rickreal Grange, 280 Main St, Hwy 99W, Rickreal, Ore. 9am-3pm. Info: Tom Pryor 503-606-0398 [pry626@juno.com](mailto:pry626@juno.com)

Jul 22-28 – NMRA 2007 Convention - National Train Show. Detroit Marriott Renaissance Center, Detroit, Michigan. <http://www.nmra.org/2007/>

Jul 28-29 – 37<sup>th</sup> Edition Great Oregon Steam-Up, Antique Powerland, 7am-6pm. Info: 503-393-2424 [www.antiquepowerland.com](http://www.antiquepowerland.com)

If you know of shows not listed here please let me know so we can share that information with our readers.  
Contact Bruce at [iwrr@charter.net](mailto:iwrr@charter.net) or 541-890-8145. 02/11/2007bhm.

Thought for the month: *"There is no cure for birth or death save to enjoy the interval."* – George Santayana

What are 20 things that you enjoy doing? How many of them have you done recently?

Rogue Valley Model RR Club  
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**Special Work Day Saturday, April 7**  
**Details Inside**