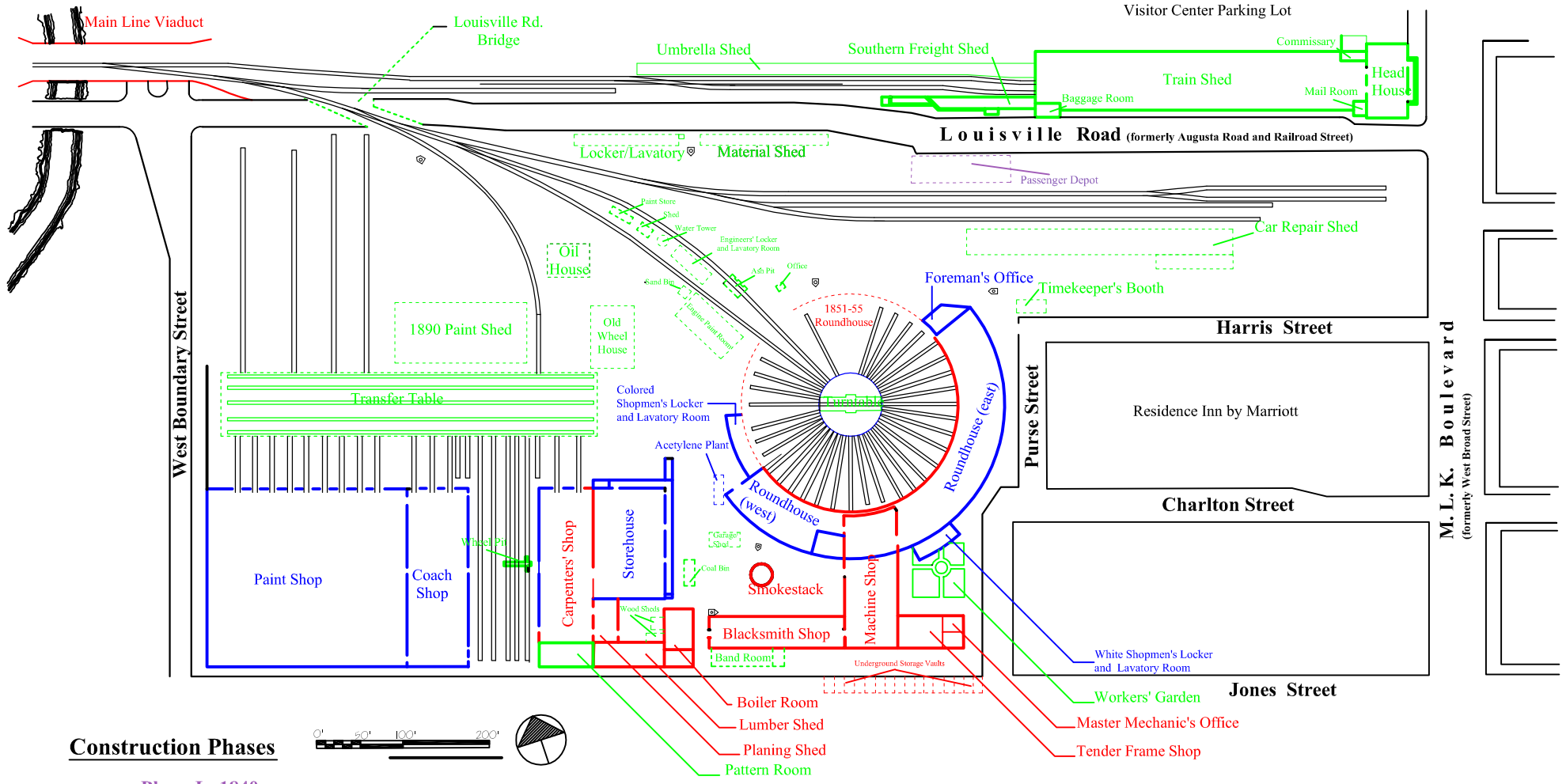


Historic Footprints

(based upon historic site plans 1852-1952)

Central of Georgia
Savannah Repair Shops and Passenger Station
Historic Building Inventory and Phases of Construction

Phase I
The Early Years (1833-1851)

Very little evidence survives regarding the number and type of structures that the Central constructed during this period. We know that some sort of shops complex and freight operation existed north of what is today known as Louisville Road (formerly Augusta Road/Railroad Street and bordered to the east by West Broad or MLK, Jr. Blvd and to the west by West Boundary St.) and that a small passenger station existed on the south side of the street (near where the Sons of the Revolution monument now stands). Historic site maps and Central records indicate that the following buildings existed:

- Passenger Depot (1846)
- Other shop buildings (late 1830s-1840s)
  - Down Freight Warehouse
  - Provisions Warehouse
  - Machine Shop
  - Other unknown structures

Phase II
The New Shops Complex (1851-55)

As the Central's operation expanded and became more successful, the railroad began planning a new repair shops facility on the south side of Louisville Road as early as 1850. Tradition credits engineer Augustus Schwaab and William Wadley, General Superintendant of the Central at the time, as the designers of the new complex and the Central's Master Mason, Benjamin Armstrong, as the overseer of brick construction for masonry structures at the site. Structures constructed during this period primarily feature Savannah Gray brick and lime-based mortar as construction materials.

- Main Line Viaduct (1852)
- Carpenters' Shop (1853)
- Roundhouse and Turntable (1851-55)
- Boiler Shop (1851-55)
- Brass Foundry (1851-55)
- Underground Storage Vaults (1851-55)
- Lumber Shed (1851-55)
- Planing Shed (1851-55)
- Boiler Room (1851-55)
- Blacksmith Shop (1851-55)
- Tender Frame Shop/Master Mechanic's Office (1851-55/1899)
- Smokestack (1851-55)
- Machine Shop (1851-55/1878)

Phase III
The mid-19th century through early 20th century (1855-1923)

Following the construction of the new shops complex, the Central's operation continued to grow and several structures were constructed during the later half of the 19th and early part of the 20th centuries to accommodate the ever-changing functions and needs of the railroad. Included in this period is the construction of the Passenger Station (1860-76), designed by Martin Mueller and Augustus Schwaab, and the Dooley Yard Viaduct, designed by Augustus Schwaab. Masonry structures constructed during the latter half of the 19th century feature Savannah Gray brick and lime-based mortar, while those dating from the early 20th century feature a smaller and red hard-fired brick, concrete and both lime and portland cement-based mortars.

- Passenger Station
  - Head House (1860-76)
  - Train Shed (1860-61)
  - Umbrella Shed (1900-01)
  - Southern Freight Shed (1905-06)
- Car Repair Shed (1925)
- Timekeeper's Booth (ca.1919)
- Workers' Garden (ca. 1900)
- Pattern Room (prior to 1888)
- Band Room (between 1898-1910)
- 1890 Paint Shed (1890)
- Oil House (between 1895-1898)
- Car Shop (1907)
- Wheel House (prior to 1888)
- Louisville Road Bridge (1897-98)
- Transfer Table (as early as 1871, expanded in 1892-93, 1906-07 and possibly in the 1920s)

Phase IV
The 1920s – Recovery and Expansion (1923-27)

Following the catastrophic fire of November 16th, 1923 at the shops, the railroad began a new period of construction fueled by the need to quickly replace the function of the structures lost in the fire and to accommodate the expanding size of locomotives and other rolling stock. These structures were designed by the Central's Engineering Department and featured standardized construction details that were often repeated in structures at the Central's other shop facilities in Macon and Columbus. Typical construction materials during this period at the site include wood block flooring, structural steel, brick masonry (small, red or salmon, hard-fired brick), portland cement mortar, reinforced concrete and steel windows.

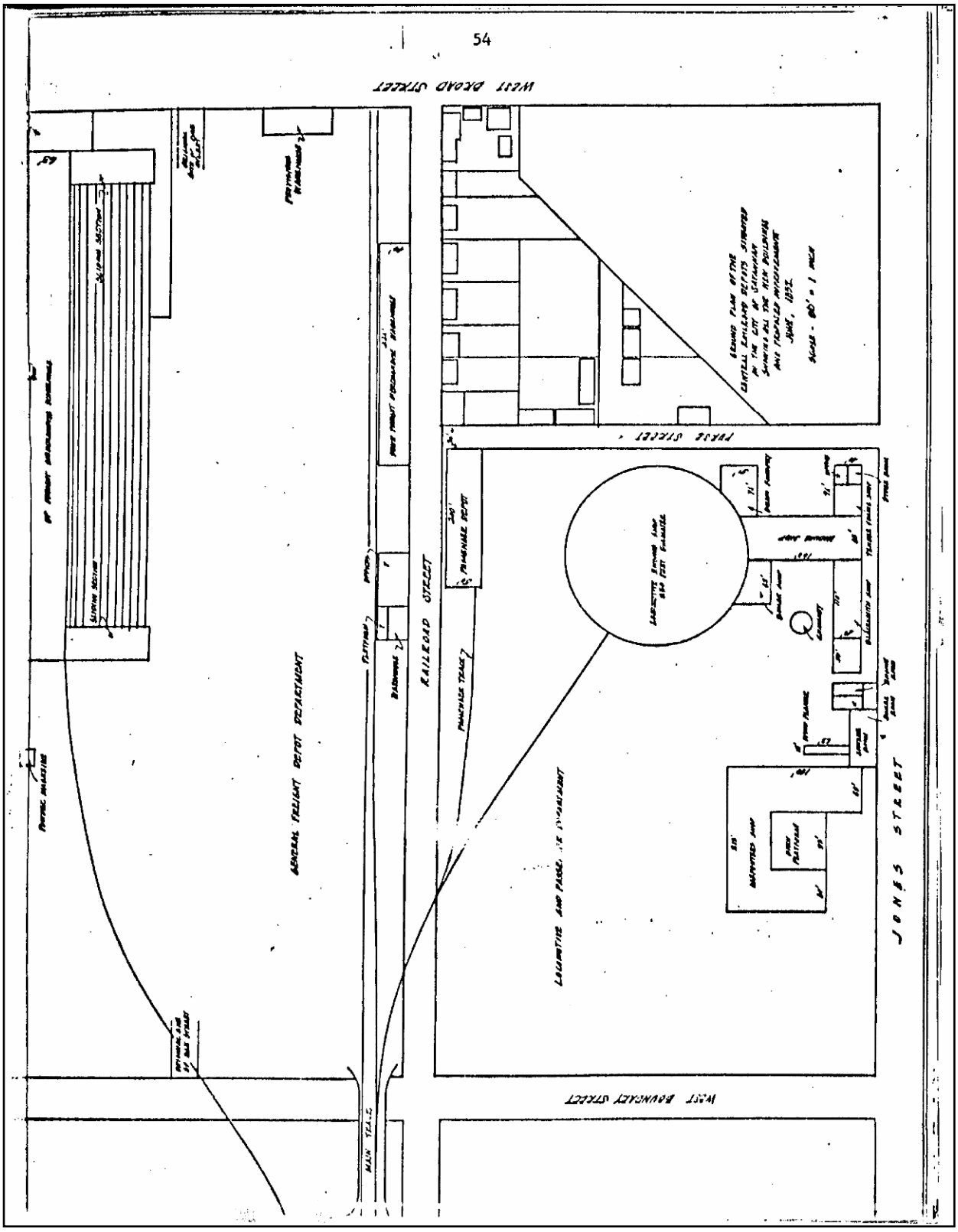
- Roundhouse (1926-27)

- Turntable (1907/1923/1945)
- White Shopmen's Locker and Lavatory Room (1926-27)
- Colored Shopmen's Locker and Lavatory Room (1926-27)
- Storehouse (1925)
- Foreman's Office (1926-27)
- Acetylene Plant (1920s?)

Extant (Black)
No Longer Extant (Gray)

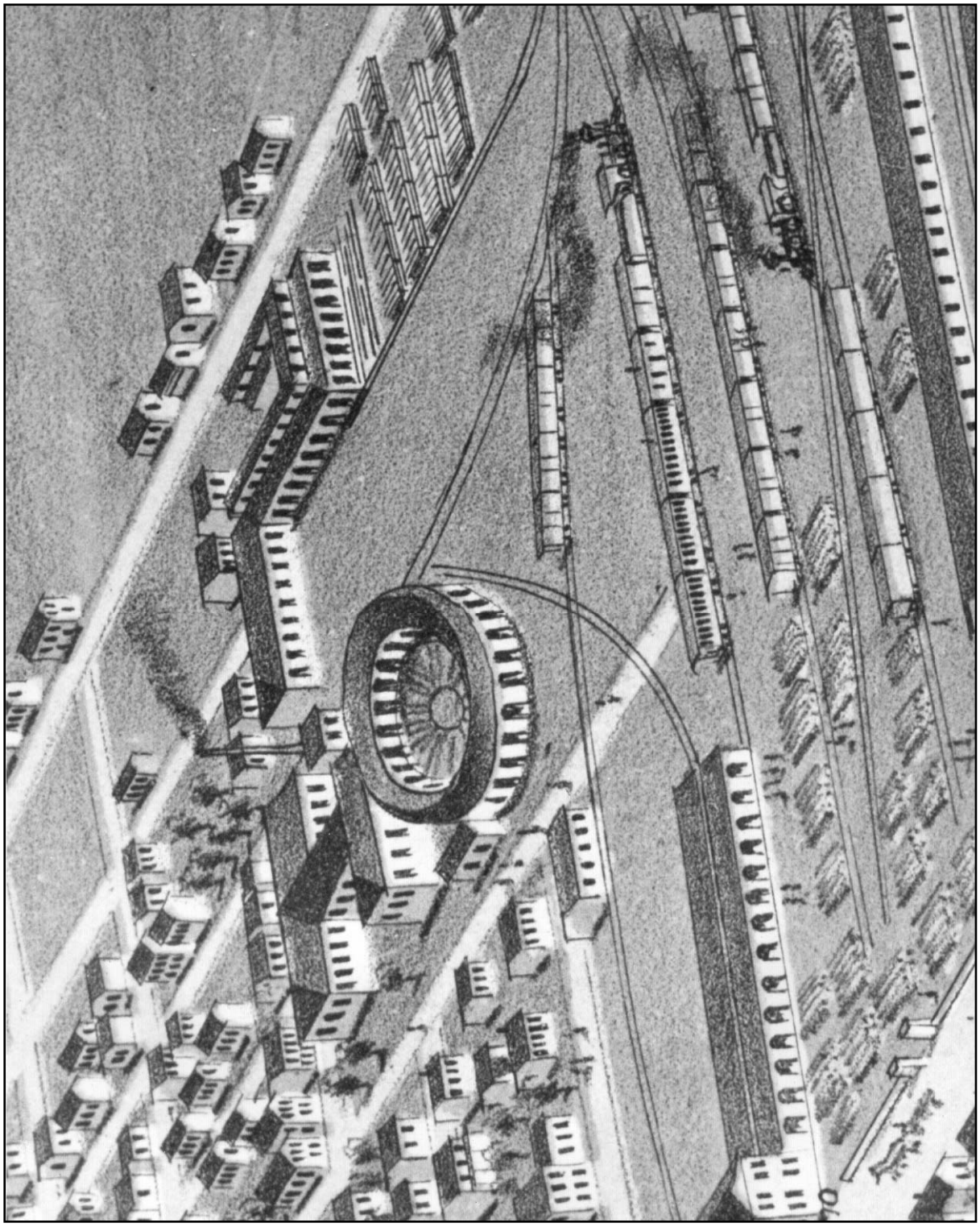
Historic Site Plans
And
Aerial Photographs

1852



Ground Plan of the Central Railroad Depots in the City of Savannah
Showing all New Buildings and Proposed Improvements
June, 1852

1871

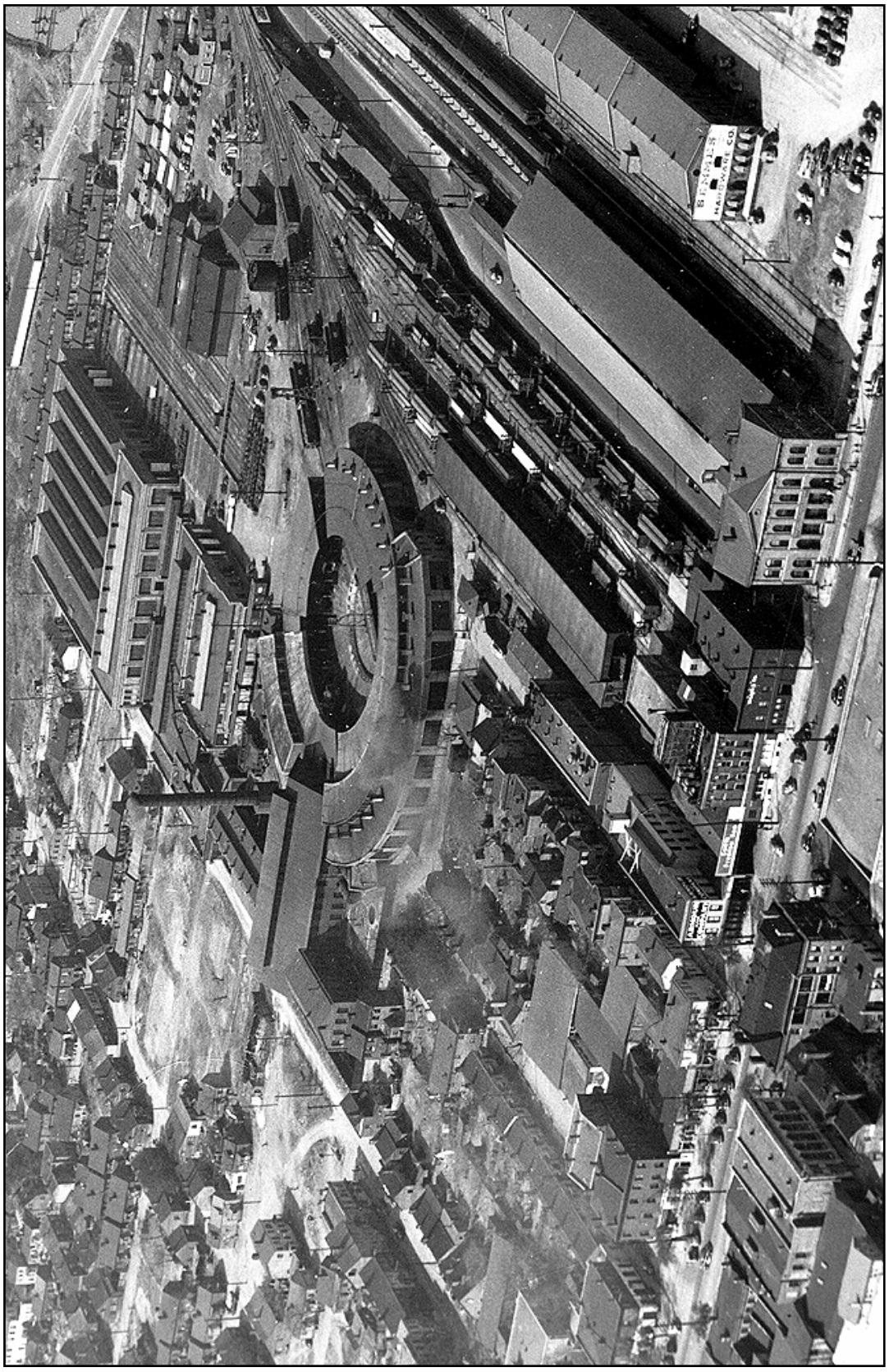


Bird’s Eye View of Savannah, 1871

1923

Aerial Photograph, 1923.

ca. 1950



Aerial Photograph, ca. 1950

ca. 1950

Aerial Photograph, ca. 1950

General Site History of the Central's Savannah Repair Shops

- This facility housed the motive power department and repair shops for the Central of Georgia Railway and was an integral part of the larger complex of administrative, freight and passenger departments that comprised the railroad's terminal facilities in Savannah.
- An earlier facility was located on the north side of Louisville Road during the early years of the railroad in the1830s and 1840s. None of this facility survives and very little information is known about what type of buildings existed during this period or their exact location.
- Construction began on this repair shops complex in 1851[1] and the last building was complete by 1927.[2]
- Two major periods of construction occurred at the site: the 1850s and the 1920s.
- During the 1850s through the end of the 19th century, masonry buildings at the repair shops complex were constructed of Savannah Gray brick, lime mortar and timber-framed, while those constructed during the 20th century were constructed of a smaller, reddish-colored higher-fired brick, portland cement, concrete (sometimes reinforced) and some structural steel.
- The 1920s period of construction was prompted by a large fire at the site in 1923, which essentially destroyed two of the major shop buildings and by the expanding size of 20th C. locomotives and rail cars.

Timeline

Phase I
The Early Years (1833-1851)

- **1833** - The State of Georgia grants charter for the Central Railroad and Canal Company[3]; the City of Savannah buys $500,000 worth of stock and becomes the largest stockholder[4]
- **1835** - The State of Georgia grants a charter for the Central Railroad and Banking Company of Georgia.[5] Construction of the main line begins in December, but does not progress rapidly over the next couple of years.[6]
- **1836** - The railroad begins construction on 5 acres of land granted by the Savannah City Council.[7] This land was located to the north of Louisville Road

[1] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 17th Report, p. 245.
[2] C of GA Engineering Dept. Memo. GHS Collection 1362-AN-60, Box 109, Folders 851-26.
[3] Acts of the General Assembly of the State of Georgia,1935 (Milledgeville, 1836), 217-30 reported in Max Dixon, "Building the Central Railroad of Georgia," *Georgia Historical Quarterly*, XLV, 1, (March, 1961):
[4] Thomas Gamble, Jr., *A History of the Government of Savannah, Ga., from 1790 to 1901* (Savannah: Savannah Morning News, 1904), 171.
[5] Act of the General Assembly of the State of Georgia to amend the Act to incorporate the Central Rail Road and Canal Company of Georgia, signed by the governor 14 Dec 1835.
[6] Richard E. Prince, *Central of Georgia and Connecting Lines* (Millard, Nebraska: Richard E. Prince, 1976).
[7] Minutes of the City Council of Savannah 1832-1837: 371; Chatham County Deed Book 2 V 132

(formerly the Augusta Rd. and Railroad St.) and bordered by Martin Luther King, Jr. Blvd (formerly West Broad St.) to the east and West Boundary St. to the west. The railroad began planning and construction on this 'depot' facility which included all of the 'requisite Machine shops, Engine houses, Passenger houses, Store houses, Offices, &c.'[8]

- **1840** - This first complex of shops and buildings for the motive power department was virtually complete - with the exception of a passenger station and a car shop.[9]
- **1843** – The railroad's track now extends 190 miles, from Savannah to Macon,[10] and is declared (by the railroad) the longest in the world under one ownership.[11]
- **1846** - A new passenger station, car shop and offices were completed.[12] The car shop and offices were located at the site north of Louisville Rd., while the passenger station was located at the eastern half of the block between West Broad and West Boundary, on the south side of Louisville Road.[13]
- **1850** - The railroad begins planning an expansion of its motive power department and terminal facilities due to its increased operations. The railroad begins purchasing additional land on the south side of Louisville Rd.[14]
- **1851** – The railroad begins construction on the new shops complex (the current shops complex site).[15]

Phase II and Phase III
The New Shops Complex (1851-55) and the mid-late 19th century to early 20th century complex (1855-1923)

- **1852** – The older shop buildings at the site to the north of Louisville Rd. are destroyed in a fire.[16]
- **1854** – The railroad has 50 locomotives and 617 cars in its possession.[17] An epidemic of yellow fever sweeps through Savannah, affecting the progress of the new complex's construction. The railroad lost 'a few most valuable officers, and

[8] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 4th Report, p. 49.
[9] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 6th Report, p. 61.
[10] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 9th Report, p. 88, 90.
[11] Various sources – the most reputable comes from Buddy Sullivan's *Georgia: A State History* which cites the Georgia Historical Society's C of GA collections 1359 and 1362.
[12] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 12h Report, p. 127.
[13] C of GA Engineering Dept. plan of site (1852), Vincent's Map (1853).
[14] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 16th Report, p. 225.
[15] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 17th Report, p. 245.
[16] Savannah Daily Morning News 4 Sept., 1852, 1/1.
[17] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 20th Report, p. 17.

some men" in the epidemic.[18] A hurricane, equivalent to a category 3 on the modern Saffir-Simpson scale,[19] struck the Georgia and South Carolina coast on September 8th, causing the roof of one of the warehouse buildings at the earlier complex to blow off."[20]

- **1855** – The new shops complex is completed.[21] Over 550 men employed at the Savannah terminal facilities (including the shops).[22]
- **1857** – The railroad builds its first locomotive at the Savannah shops – The Wm. M. Wadley (4-4-0 type locomotive and 4 ½ feet in diameter).[23]
- **1859** – The number of Central employees in Savannah ranges between 700-1000, including 250 workmen employed in the Savannah shops.[24]
- **1861** – **1864** – Despite the beginning of the naval blockade of Savannah's port during this year, the railroad remained profitable until 1864 due to the transport of military-related and other freight.[25] Work at the shops complex focused primarily on supporting the Confederacy and very few efforts were directed toward the building of new cars or engines by the railroad.[26]
- **December, 1864** – During Sherman's March to the Sea, Union troops arrive in Savannah and commandeer the railroad's shops and depot facilities for Union needs.[27]
- **1865** – The railroad begins to rebuild after assessing the damage to the line and losses of equipment sustained during the Civil War. The Savannah shops are employed to complete the necessary repairs to equipment.[28] The repairs continue until late 1866, when the railroad completes the restoration of the line to Macon[29]and repairs or replaces an amount of equipment sufficient to return to normal operations.[30]

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[18] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 20th Report, p. 18.
[19] Murnane, Richard J. and Liu, Kam-Biu. Hurricanes and Typhoons, Past, Present and Future. New York: Columbia University Press, 2004.
[20] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 20th Report, p. 18.
[21] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 21st Report, p. 37.
[22] "Georgia Central Railroad Station at Savannah," Colburn's New York Railroad Advocate reprinted in the Savannah Daily Morning News 17 July, 1855, 1/2-3.
[23] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 23rd Report, p. 85.
[24] "Georgia Railroad Station, Savannah," Macon Telegraph as reprinted in the Savannah Daily Morning News, 27 April, 1859, 1/2.
[25] Prince, *Central of Georgia Railway*, 8.
[26] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 27th Report, p. 203.
[27] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 30th Report, p. 288.
[28] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 30th Report, p. 275.
[29] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 31st Report, p. 315.
[30] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 31st Report, p. 332.

- **1870** – Central begins considering the use of steel rails in lieu of iron rails due to the estimated lifespan "of Iron Rails to be seven years and that of Steel 21 or 28 years."[31]
- **1871** – 1162 cars repaired at Savannah shops.[32]
- **1872** – 964 cars repaired at Savannah shops.[33]
- **1873** – 100 new box cars built at Savannah shops.[34]
- **1874** – Frames for 50 box cars completed and 780 cars repaired at Savannah shops.[35]
- **1875** – 1195 cars repaired at Savannah shops.[36]
- **1876** – 400-500 employees are working for the Central in the city of Savannah.[37] A second yellow fever epidemic strikes Savannah and affects the productivity of the railroad. 49 employees perish from the sickness,[38] including two engineers, one machinist, one boiler maker, one painter, four apprentices and twelve firemen and laborers employed at the repair shops complex.[39]
- **1879** – The railroad begins using Westinghouse air brakes for use on passenger trains.[40]
- **1881** – A hurricane, equivalent to a category 2 on the modern Saffir-Simpson scale,[41] struck the Georgia and South Carolina coast on August 27th, destroying the Blacksmith Shop roof, blowing off tin squares from the Carpenters' Shop and Up Freight Warehouse roofs[42] and causing "considerable" damage to the roof of the Roundhouse.[43]
- **1882** – President of the Central from 1866-1882, William Wadley, dies.[44]

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[31] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 35th Report, p. 12.
[32] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 36th Report, p. 46.
[33] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 37th Report, p.64.
[34] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 38th Report, p. 78.
[35] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 39th Report, p. 19,60.
[36] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 40th Report, p. 59.
[37] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 42nd Report, p. 11.
[38] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 42nd Report, p. 19.
[39] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 42nd Report, p. 48.
[40] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 44th Report, p. 15.
[41] Murnane, Richard J. and Liu, Kam-Biu. Hurricanes and Typhoons, Past, Present and Future. New York: Columbia University Press, 2004.
[42] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 46th Report, p. 7.
[43] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 46th Report, p. 60.
[44] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 47th Report, p. 5.

- **1884 -** The railroad begins using coal instead of wood to fire locomotives for passenger trains.[45] The railroad begins using numbers to identify locomotives instead of names.[46]
- **1892-93 -** "Phonoplex Circuit" type telegraph installed between Savannah and Macon.[47]
- **1893 -** A hurricane, equivalent to a category 3 on the modern Saffir-Simpson scale,[48] struck in the region of the Georgia and South Carolina coast on August 29th, damaging the roof of the Car Shop and blowing the "sky-light" off.[49]
- **1894-95** – The Central Railroad and Banking Company experiences foreclosure and is auctioned for a sale price of $2,000,000 to a lone bidder. Railroad is reorganized as the Central of Georgia Railway in October, 1895.[50]
- **1896-1897** – Central has 1536 miles of rail on the road.[51]
- **1896 -** A hurricane, equivalent to a category 3 on the modern Saffir-Simpson scale,[52] struck the Georgia and South Carolina coast on September 29th, blowing the chimneys off the Red Building, severely damaging the roof of the Down Freight Warehouse, damaging the slate on the Train Shed, blowing glass out of the Head House windows, stripping all of the tin roofing from the main Car Shop roof, shattering glass in the "skylights" in the Roundhouse, Machine Shop and 1890 Paint Shed and blowing down 731 feet of the wood fence surrounding the repair shops complex.[53]
- **1905-1906** – Central has 1879.97 of steel rail with only 8 miles of iron rail remaining.[54]
- **1906-1907** – Central has 1916.19 miles of steel rail in place with no iron rail remaining.[55]
- **1907 –** The Savannah shops are electrified by purchasing alternating current electricity from Savannah Electric and Power Company and distributing it via transformers to power the shop lights and constant speed induction motors (see

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[45] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 49th Report, p. 16.
[46] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 49th Report, p. 17.
[47] Annual Report of Superintendent Central Of Georgia RY. Co., 1892-1893. Georgia Historical Society Collection #1362AN-75,p. 115.
[48] Murnane, Richard J. and Liu, Kam-Biu. Hurricanes and Typhoons, Past, Present and Future. New York: Columbia University Press, 2004.
[49] Annual Report of Superintendent Central Of Georgia RY. Co., 1893-94. Georgia Historical Society Collection #1362AN-75.
[50] Annual Report of William Hunter, Chief Engineer Central Of Georgia RY. Co., 1896-1897. Georgia Historical Society Collection #1362AN-75
[51] Annual Report of William Hunter, Chief Engineer Central Of Georgia RY. Co., 1896-1897. Georgia Historical Society Collection #1362AN-75.
[52] Murnane, Richard J. and Liu, Kam-Biu. Hurricanes and Typhoons, Past, Present and Future. New York: Columbia University Press, 2004.
[53] Annual Report of William Hunter, Chief Engineer Central Of Georgia RY. Co., 1896-1897. Georgia Historical Society Collection #1362AN-75.
[54] Annual Report of Henry M. Steele, Chief Engineer Central Of Georgia RY. Co., 1905-1906. Georgia Historical Society Collection #1362AN-75.
[55] Annual Report of Henry M. Steele, Chief Engineer Central Of Georgia RY. Co., 1906-1907. Georgia Historical Society Collection #1362AN-75.

Lumber Shed for a more detailed description of the changes to the power supply at this time).[56]

- **1908-1900** – Central has 1918.83 miles of all steel rail.[57]
- **1910-1911** – Construction of Macon repair shops completed in October 1910.[58]

Phase IV

The 20th Century Complex (1923-1963)

- **1923** – Central employs 631 at Savannah shops with salaries totaling $70,000 per month. At least $30,000 per month is expended on materials for use at the shops. Approximately 175,000 feet of pine and hardwood lumber is consumed at the shops per month with one million feet (valued at $47,000) of lumber in stock at 0any given time for car repair work alone. The stock in the store room of the shops is valued at $498,098.90 and contains "everything imaginable from king pins to signal flags and lanterns."[59]
- **November 16, 1923** – A catastrophic fire sparked by the use of acetylene torches destroys the Coach Shop (1907), 17 cars within the Coach Shop and partially destroys the Car Shop (1853). The eastern leg of the Car Shop, housing the planing mill, is not destroyed and is reconfigured and damaged areas rebuilt to form a smaller, rectangular building.[60] Officials representing the Central estimate the loss of buildings, equipment and machinery to reach at least $1,100,000.00.[61]
- **1927 –** Central completes a hospital in Savannah dedicated to treating Central's employees and their families.[62]
- **1930-1940** – Central's activity declines dramatically as evidenced by the declining use of lumber during this period by one-fifth of its pre-1930 quantities.[63]
- **1932 –** Central is forced into receivership.[64]
- **1940 –** Central begins using diesel locomotives.[65]
- **1944 –** Central's activity rebounds, approaching levels near that of the 1920s as evidenced by increasing lumber usage.[66]
- **1948 –** Central reorganized.[67]

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[56] Twelfth Annual Report of the Central of Georgia Railway Company Year Ended June 30, 1907. Georgia Historical Society Collection #1362AN-75.
[57] Chief Engineer's Annual Report for the Central Of Georgia Railway Co., 1908-1909. Georgia Historical Society Collection #1362AN-75, p 4.
[58] Chief Engineer's Annual Report for the Central Of Georgia Railway Co., 1910-1911. Georgia Historical Society Collection #1362AN-75, p 11-12.
[59] Savannah Morning News. September 7, 1923, p5, p14.
[60] Chief Engineer's Annual Report for the Central of Georgia Railway Co., FY 1923 Georgia Historical Society Collection #1362AN-75, p. 2.
[61] Savannah Morning News November 16, 1923.
[62] Chief Engineer's Annual Report for the Central of Georgia Railway Co., FY 1927Georgia Historical Society Collection #1362AN-75, p. 4.
[63] Central Of Georgia RY Co. Chief Engineer's Reports 1920-1940. Georgia Historical Society Collection #1362AN-75.
[64] Prince, *Central of Georgia Railway*, 50.
[65] HAER Report, 66.
[66] Central Of Georgia RY Co. Chief Engineer's Report 1943. Georgia Historical Society Collection #1362AN-75, p.?

- **1952 –** Central ceases use of steam locomotives.[68]
- **1953 –** Central dramatically reduces work at the Savannah shops, moving most repair operations to Macon and Columbus shops and leaving only the Coach and Paint shops active.[69]
- **1963 –** Southern Railway purchases the Central and shuts the Savannah shops.[70]
- **Early 1970s –** Concerned citizens, led by Mrs. Adrienne Roberts, organize the Chatham County Monuments and Sites Commission which purchases the Savannah shops.
- **1971 –** The last passenger train leaves the Central's Savannah passenger station.
- **Early 1970s –** The City of Savannah acquires the Savannah shops from the Chatham County Monuments and Sites Commission.
- **1975 –** The first Historic American Engineering Survey in Georgia is performed by the National Park Service, focusing on the former Central of Georgia shops complex and terminal facilities in Savannah.
- **1976 –** The former Central of Georgia passenger station is designated a National Historic Landmark.
- **1978 –** The Central of Georgia Railroad: Savannah Shops and Terminal Facilities National Historic Landmark District is designated to include the repair shops, administrative buildings, the two brick viaducts and the already individually designated passenger station.
- **1986 –** The Oscar-winning film, Glory, is filmed at the Savannah shops.
- **1989 –** The non-profit Coastal Heritage Society is contracted by the City of Savannah to manage and operate the Savannah shops complex as a museum.

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[67] Prince, *Central of Georgia Railway*, 50.
[68] HAER Report, 66.
[69] Ibid., 66.
[70] Prince, *Central of Georgia Railway*, 47.

Phase II (1851-55)

Main Line Viaduct

Date of Construction: 1852

- **Purpose:** This arched bridge constructed out of Savannah Gray brick is comprised of four elliptical arches spanning the Savannah and Ogeechee Canal and West Boundary street. It served as the primary connection for all locomotives and trains from the shops complex, Passenger Station and Up and Down Freight Warehouses to the main line of the Central. The bridge was in service for 169 years from 1852 until 1971, when the last train departed the passenger station. Despite never having been reinforced during its working life, the bridge supported very large diesel locomotives and modern passenger cars during the mid to late 20th century that were much heavier than the rolling stock for which it was designed. The enduring strength of the bridge over a century and a half of use and with the evolution of rolling stock serves as testament to the skill of its unknown designer(s). It should also be noted that substantial retaining walls of Savannah Gray brick exist on the approaches to the bridge at either side.

Basic Construction Information: - Comprised of four, 30' wide elliptical arches
- Approximately 150' in length
- Savannah Gray brick, lime/portland cement mortar

Structural History Timeline:

- **1852 –** Construction on the bridge is completed.[1]
- **1971 –** The last train to travel over the bridge is the Nancy Hanks II, departing from the Central of Georgia passenger station en route to Atlanta on April 30, 1971.[2]
- **2008 –** Coastal Heritage Society Preservation Team repairs structural and cosmetic damage to masonry of easternmost arch (#4).

[1] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 18th Report, p. 258.
[2] This date needs to be verified.

Phase II (1851-55) and Phase IV (1923-27)

Carpenters' Shop

Date of Construction: 1851-53/1923

Purpose: Originally part of a larger, u-shaped structure partially destroyed by fire in 1923, the building housed woodworking equipment for all aspects of carpentry necessary to the railroad's operation. Here, rough and finish carpentry work were performed to manufacture elements for the construction and furnishing of both rolling stock and buildings. Also known as the "Planing Mill."

Basic Construction Information: - 61' x 210' (rough dimension)
- One story with full basement
- Savannah Gray brick, lime/portland cement mortar

Structural History Timeline:

- **1851-53** – The building is constructed as part of the 1850s shops complex and is complete by 1853.[1] The original roofing material, manufactured by Messrs. Morse & Nichols, is likely corrugated iron like the majority of the other shop buildings.[2] The building makes up the eastern leg of a larger, u-shaped building where all aspects of car construction and repair occur.[3]
- **Between 1853-1888** – The Pattern Room, or the 22' x 61' addition at the southern end of the building, is constructed.[4]
- **1893-94** – The roof of the building is "damaged and the skylight blown off by the storm of August 29th, 1893."[5]
- **1896-97** – Central reports that "due to Storm of September 1896: All the tin roofing (27 squares) and one-half of the sheathing was blown off of the Ventilator roof of Car Shop."[6]
- **1898-99** – "Ventilators and transoms" are placed on the building.[7]
- **November 16, 1923** – A fire, sparked in the Coach Shop (1907) to the west of the building, partially destroys the u-shaped building containing the Carpenters' Shop. While the southern and eastern walls of the eastern leg survive, the northern and western walls are almost completely reconstructed with salvaged Savannah Gray brick and portland cement mortar, enclosing the building as a smaller, independent structure. Several trusses are also reconstructed and/or added to complete the building.[8]

[1] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 21st Report, 1855.
[2] Daily Morning News, April 27, 1859. (1:2)
[3] Daily Morning News, July 17, 1855.
[4] Sanborn Fire Insurance Map of Savannah, Georgia, 1888.
[5] Annual Report of William Hunter, Chief Engineer Central of Georgia RY. Co., 1893-94.
[6] Annual Report of William Hunter, Chief Engineer Central of Georgia RY. Co., 1896-97.
[7] Annual Report of William Hunter, Chief Engineer Central of Georgia RY. Co., 1898-99.
[8] Georgia Historical Society Map# 104-54-12440, Dec., 1923.

- **1976-78** – The City of Savannah commissions structural stabilization work to several of the buildings within the complex, including the reconstruction of several of the Carpenters' Shop trusses, roof and monitor. [9]
- **1987** – The building is again the victim of fire when it is set alight accidentally by homeless squatters occupying the building.

[9] Phase III Restoration, Repairs to Buildings within Savannah Revolutionary Battlefield Park. Hansen Architects, Savannah, GA, 1978. (sheets A1-A4) .

Phase II (1851-55)

Blacksmith Shop

Date of Construction: 1851-55

Purpose: The building was designed to house forges for blacksmithing. Here, blacksmiths forged wrought iron elements for use throughout the railroad's operations. Smoke from each forge was funneled out the building through underground smoke tunnels feeding into the main Smokestack. A steam hammer was also located within the shop and possibly a small foundry.

Basic Construction Information:
-40' x 155' (rough dimension)
- One story
- Savannah Gray brick and lime mortar
- Original forge bases made of tabby

Structural History Timeline:

- **1851-55** – The building is constructed as part of the 1850s shops complex and is complete by 1855.[1] The original roofing material is likely corrugated iron like the majority of the other shop buildings.[2]
- **1867** – Various figures from the Central's management begin reporting that the roof of the building is in very bad condition and needs to be replaced."[3] The reports continue until 1875.
- **1875** – Central reports that the roof of the building has been replaced.[4]
- **1881** – The roof is so severely damaged by a hurricane that the "Blacksmith Shop was injured to the extent of requiring an entire new roof."[5]
- **1898-99** – The Central reports that "Ventilators and Transoms were placed on...Blacksmith Shop"[6]

[1] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 21st Report, 1855.
[2] Daily Morning News, April 27, 1859. (1:2)
[3] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 32nd Report, 1867.
[4] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 40th Report, 1875.
[5] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 46th Report, 1881.
[6] Annual Reports to President, Director and Stockholders, 1898-99.

Boiler Room

Date of Construction: 1851-1855

Purpose: Constructed to serve as the power house for the entire 1851-55 shops complex, this building's ornate masonry design and plastered interior walls are testament to its importance to the site's operation. Within this small but distinctive structure, a large boiler supplied steam to a beam engine connected to the line shaft system, powering machinery running through several buildings at the site. The boiler and engine were separated by an interior wall forming two rooms, while a smaller two-story area to the rear of the building held rooms serving various purposes over time.

Basic Construction Information: - 35' x 70' (rough dimension)
- One story at the front, two stories at the rear
- Savannah Gray brick and lime mortar

Structural History Timeline:

- **1851-55** – The building is constructed as part of the 1850s shops complex and is complete by 1855.[1] The original roofing material is likely corrugated iron like the majority of the other shop buildings.[2] A newspaper article at the time describes the engine:

  > "The engine is of Savannah build, from the works of A.N. Miller. It is a single cylinder beam engine, 15-inch bore, and 48-inch stroke. The frame of the arbor pattern, of exquisite proportions, and beautifully ornamented with tracery and gothic details."[3]

- **1865** – A fire breaks out in the building, destroying the roof and the plaster on the walls, causing no damage to the engine. The roof is reconstructed. [4]
- **1872** – A new boiler is placed in the building.[5]
- **1892** – Central reports that the building is "thoroughly overhauled, roof tinned and painted. New doors made, plastering repaired and all wood work painted in interior of building."[6]
- **Sometime during 20th century – possibly 1964-65** – Central demolishes much of the north façade of the building and installs a steel beam to support the masonry above, creating a much larger opening – possibly to remove the engine and/or boiler for scrap.[7]

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[1] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 21st Report, 1855.
[2] Daily Morning News, April 27, 1859. (1:2)
[3] Daily Morning News July 17, 1855, p.1 c.2-3.
[4] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 30th Report, 1865.
[5] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 37th Report, 1872.
[6] Annual Reports to President, Director and Stockholders, 1892-93.
[7] Proposed Masonry Stabilization and Restoration: Central of Georgia Railroad Roundhouse Complex, Historic Preservation Services, Inc., date unknown.

Phase II (1851-55)

- **1976-78** – The City of Savannah commissions structural stabilization work to several of the buildings within the complex, including roof repairs to the Boiler Room and the reconstruction of the masonry at the north façade. A red stain is applied to the masonry of the reconstructed façade for unknown reasons.[8]
- **1986** – The Oscar-winning film, Glory, is filmed at the complex, and several alterations to the building are performed to prepare the interior and exterior for the film set.[9]

[8] Phase III Restoration, Repairs to Buildings within Savannah Revolutionary Battlefield Park. Hansen Architects, Savannah, GA, 1978. (sheets A1-A4) .
[9] *Costs Associated with Repairing the Central of Georgia Railroad Motive Power Department Buildings in Accordance with Guidelines Previously Agreed to by Glory Productions, Inc.* Preservation South, 1989.

Phase II (1851-55)

Lumber Shed

Date of Construction: 1851-55

Purpose: Originally used to store lumber for use in the Planing Shed and Carpenters' Shop, the building's function changed over the 19th century to include a tin shop, upholstering facilities and various storage areas. During the early 20th century, the railroad began using the building to house electrical equipment and a compressor used to power tools and equipment at the facility.

Basic Construction Information:
- 30' x 80' (rough dimension)
- One story
- Savannah Gray brick and lime mortar

Structural History Timeline:

- **1851-55** – The building is constructed as part of the 1850s shops complex and is complete by 1855.[1] The original roofing material is likely corrugated iron like the majority of the other shop buildings.[2]
- **1892** – Central reports that "Tin Shop [Lumber Shed] remodeled, water and gas connections made."[3]
- **1898-99** – Central reports that "Ventilators and Transoms were placed on...Tin Shop [Lumber Shed]" [4] and that a "Concrete Floor was put in Tin Shop [Lumber Shed] and partitions changed."[5] The term "ventilator" generally refers to an elevated structure on top of a roof added to provide ventilation of heat and/or smoke.
- **1907** – The Central converts the building to house electrical equipment to supply power for lights, equipment and tools used at the repair shops.[6] A direct current generator, or dynamo, powered by the steam engine is installed, along with a steam-powered air compressor.[7] The Central purchases alternating current electricity from Savannah Electric and Power Company[8] and installs several transformers which distribute electricity throughout the shops complex to power lights and constant speed induction motors.[9]
- **1931** – A 200 horsepower Hardy-Tyes air compressor is installed to power pneumatic tools.[10]
- **1976-78** – The City of Savannah commissions structural stabilization work to several of the buildings within the complex, including significant roof repairs to the Lumber Shed.

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[1] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 21st Report, 1855.
[2] Daily Morning News, April 27, 1859. (1:2)
[3] Annual Reports to President, Director and Stockholders, 1892-93.
[4] Annual Reports to President, Director and Stockholders, 1898-99.
[5] Annual Report of William Hunter, Chief Engineer, Central of Georgia Ry. Co. for the Fiscal Year 1898-1899.
[6] Chief Engineer's Annual Report for the Central Of Georgia Railway Co., 1906-1907. Georgia Historical Society Collection #1362AN-75, p 16.
[7] Oral history with former Central employee, Mr. Gillis.
[8] Savannah Morning News, September 7, 1923.
[9] Gillis
[10] HAER GA-1, 1975, sheet 3.

Planing Shed

Date of Construction: 1851-55

Purpose: This arbor-like structure, originally a long and narrow open shed, formed the housing for a large Daniels planer used to plane wood for use in the Carpenters' Shop. Wood stored in the adjacent Lumber Shed was fed through the planer in this shed and then brought into the Carpenters' Shop for finish carpentry work. The shed roof that connects the Planing Shed to the east wall of the Carpenters' Shop was added at a later date, presumably to create more dry space for protection from the elements. After it became obsolete for planing due to its small size, the building was used for various purposes including storage, lavatories and housing for electrical equipment.

Basic Construction Information:
- Roughly 60' long
- One story
- Savannah Gray brick and lime mortar

Structural History Timeline:

- **1851-55** – The building is constructed as part of the 1850s shops complex and is complete by 1855.[1]
- **Prior to 1888 –** A shed roof is constructed to enclose the open area between the Planing Shed and the Carpenters' Shop."[2]
- **1925 –** The northern end of the structure is partially cut off following the construction of the new Storehouse to its north.

[1] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 21st Report, 1855.
[2] Sanborn Fire Insurance Map 1888.

Phase II (1851-55)

Smokestack

Date of Construction: 1851-55

Purpose: The smokestack funneled steam and smoke from both the Boiler Room and the Blacksmith Shop via underground brick tunnels. The large cast iron water tank served as a reservoir for water use throughout the facility and water from the tank flushed human waste dropped below the several privies, or toilets, located at the base of the stack.

Basic Construction Information:

- 125' tall
- Savannah Gray brick and lime mortar
- 40,000 gallon cast iron water tank manufactured by D & W Rose of Savannah

Structural History Timeline:

- **1851-55** – The structure is constructed as part of the 1850s shops complex and is complete by 1855.[1]
- **1902** – The stack undergoes major repairs to its masonry, likely caused by lightning strikes. A large crack is repaired and wrought iron straps are placed at several locations on the stack.[2]
- **Late 1960s** – Following the cessation of operations at the site, the Southern Railway sells Savannah Gray brick from the stack for salvage and the salvage company begins dismantling the stack from the top down.[3]
- **Early 1990s –** Savannah College of Art and Design students, led and managed by local brickmason, Chris Phillips, restore the upper portion of the stack that was dismantled in the 1960s.

[1] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 21st Report, 1855.
[2] Repairs to Stack, Savannah Shops, November, 1902. Georgia Historical Society Map#
[3] Proposed Masonry Stabilization and Restoration: Central of Georgia Railroad Roundhouse Complex, Historic Preservation Services, Inc., date unknown.

Machine Shop

Date of Construction: 1851-55/1878

Purpose: Designed to house the machinery necessary for the fabrication and repair of various mechanical elements related to locomotives, rolling stock and other materials used by the Central. A second story was later added for storage of patterns.

Basic Construction Information:
- 65' x 165' (rough dimension)
- Two stories
- Savannah Gray brick and lime mortar

Structural History Timeline:

- **1851-55** – The building is constructed as part of the 1850s shops complex and is complete by 1855.[1] The original roofing material is likely corrugated iron like the majority of the other shop buildings.[2]
- **1875** – Various figures from the Central's management begin reporting that the roof of the building is in very bad condition and needs to be replaced.[3]
- **1876 - 1878**– Central reports that a new roof is being added to the building, "with it a second story, which will add greatly to its comfort, and at the same time give additional room for work, and the storing of patterns, finer qualities of lumber, etc."[4] The second story and roof are completed by 1878.[5]
- **1975** – The roof of the building partially collapses, destroying two thirds of the building's roofing and flooring systems at the southern and central areas of the structure.
- **1979** – Hurricane David destroys the majority of the remaining structure.
- **1989-90(?)** – Following the arrival of Coastal Heritage Society at the site, CHS staff dismantle the remaining timber elements in the building and remove them for storage and later study.
- **1990s** – Stabilization work is performed on the masonry to prevent the remaining brick walls from further collapse.

[1] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 21st Report, 1855.
[2] Daily Morning News, April 27, 1859. (1:2)
[3] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 40th Report, 1875.
[4] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 41st Report, 1876.
[5] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 43rd Report, 1878.

Phase II (1851-55) and Phase III (1855-1923)

Tender Frame Shop/Master Mechanic's Office

Date of Construction: 1851-1855/1899

Purpose: Originally designed to house offices for the Master Mechanic and a shop for the construction of locomotive tender frames, the building also later housed an air brake shop on the first floor along with spaces for blueprinting, drafting and a testing laboratory in the 1899 2nd floor addition.

Basic Construction Information: - 40' x 82' (rough dimension)
- Two stories
- Savannah Gray brick and lime mortar – 1st story
- Salmon, smaller brick and lime mortar – 2nd story

Structural History Timeline:

- **1851-55** – The building is constructed as part of the 1850s shops complex and is complete by 1855.[1] The original roofing material is likely corrugated iron like the majority of the other shop buildings.[2]
- **1892** – Central reports that "New stationery and file case put in Master Mechanic's office, and gas and water improvements made."[3]
- **1899 -** Second story is added. Central reports that "a second story 40' x 82', of Brick, with Tin Roof, was built on the Master Mechanic's Office Building, divided into two Rooms, one of 40' x 60' for drafting purposes, and one of 22' x 40 for Blue printing."[4]
- **1911-12** – Central installs laboratory for testing department on the 2nd floor.[5]
- **1941 –** Central moves testing department to Paint Shop and installs an additional toilet, reporting that it "moved Test Department from Master Mechanics Building to lower level of the Paint Shop because of the smoke from the roundhouse and the lack of sprinklers. Installed additional toilet in office on 2nd floor above Master Mechanics Office for staff working on retirement records."[6]
- **1976-78** – The City of Savannah commissions structural stabilization work to several of the buildings within the complex, including significant repairs to the TFS/MMO. [7]
- **1986** – The Oscar-winning film, Glory, is filmed at the complex, and several alterations to the building are performed to prepare the interior and exterior for the film set.[8]

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[1] Reports of the Presidents and Superintendents of the Central Railroad and Banking Co. of Georgia, 21st Report, 1855.
[2] Daily Morning News, April 27, 1859. (1:2)
[3] Annual Reports to President, Director and Stockholders, 1892-93.
[4] Annual Report of William Hunter, Chief Engineer, Central of Georgia Ry. Co. for the Fiscal Year 1898-1899.
[5] Central of Georgia Railway Chief Engineer's Annual Report for the Fiscal Year 1911-1912, p.12.
[6] Graf, Leone. Railroad Construction Log and other Important CRR Information, 2002. Information taken from Engineering Dept. records located at Georgia Historical Society.
[7] Phase III Restoration, Repairs to Buildings within Savannah Revolutionary Battlefield Park. Hansen Architects, Savannah, GA, 1978. (sheets A1-A4) .
[8] *Costs Associated with Repairing the Central of Georgia Railroad Motive Power Department Buildings in Accordance with Guidelines Previously Agreed to by Glory Productions, Inc.* Preservation South, 1989.

Roundhouse

- Two roundhouse, or "engine house," structures have served the shops complex during its lifespan. The first, a 360° circular structure originally built of Savannah Gray brick and a cast iron roof supported by cast iron columns (later replaced with wooden columns and a wooden roof structure following failure of the iron roof system in 1888), was partially replaced in 1926-27 to accommodate larger locomotives. At that time, approximately half of the old roundhouse was demolished and replaced with a new, expanded structure, constructed in two sections and built of modern brick and reinforced concrete. The old and new structures existed and operated side-by-side to form a 360° circle until the 1960s, when the old roundhouse structure was demolished for the salvage of its desirable Savannah Gray brick.

Timeline

- **1851-52** – The masonry walls of the Roundhouse are constructed and by 1852, await the arrival of a corrugated iron roof from Messrs. A. Whitney and Son, of Philadelphia.[1]
- **1855** – The building is complete and fully operational.[2] A newspaper article during this year describes the building:

> "one circular engine house of brick, 250 feet in diameter and containing 40 stalls or pits, with water pipes on each track for filling tenders. This building has an iron roof, around the circle in which the engines stand, the center being left open. The floor of this building is laid with brick pavement; and the inner cornice and roof on cast iron columns."[3]

- **1881** – A hurricane causes damage to the Roundhouse structure.[4]
- **1882** – Hurricane damage from the previous year is fixed.[5]
- **1888** – The cast iron roof of the Roundhouse partially collapses due to its severely deteriorated condition. The collapse occurs during work time and one hostler is slightly injured, along with several of the engines. A newspaper account of the collapse reports the incident:

> "Nearly two-thirds of the roof of the round house of the Central Railroad fell in with a crash yesterday afternoon, shortly before 3 o'clock. The roof, which was of corrugated iron, resting on a brick outer wall, and interior brick arches supported by iron columns, collapsed, the roof falling on the engines stored in the round house, the most of which had steam up…When a Morning News reporter

[1] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 18th Report, p.258.
[2] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 121st Report, p.37.
[3] Daily Morning News July 17, 1855, p.1 c.2-3.
[4] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 46th Report, p.60.
[5] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 47h Report, p.79.

> was there last night Superintendent Hugo was looking after the removal of the engines from under the debris of the fallen roof. He said that the dilapidated condition of the roof, which was twenty-five or thirty years old, had let to the work of renewing it, and the northern, or Harris street portion of the roof had been taken down, and the work was under way of removing the entire roof, to be replaced with a new one. About 2:45 o'clock one of the columns gave way and let down the roof on the eastern and southern portions of the building, leaving the western portion intact."[6]

- **1888-89 –** A new roof, designed by Engineer Augustus Schwaab, is constructed to replace the cast iron roof that collapsed in 1888. The roof is of timber frame construction, is supported by new wood columns and contains improvements for ventilation including small, cast iron smoke jacks and skylights.[7]
- **1892 –** "New office built in round house for round house foreman, also office built for engineers and firemen. Gas and water connections made in both. Round house walls white-washed, turntable repaired. Doors and floor repaired. Pipes put in and sewer connections made in round house."[8]
- **1896 –** "Twelve of the large skylights" in the Roundhouse are damaged by a hurricane.[9]
- **1926-27 –** Half of the 1851-55 Roundhouse is demolished and a new, larger semi-circular structure (in two separate sections divided at the Machine Shop and with 18 stalls) is constructed in its place to accommodate more modern and longer steam engines. Constructed of hard-fired brick and reinforced concrete, the Central of Georgia Railway Engineering Department designs the building and W. H. Artley serves as the General Contractor.[10]
- **1927 –** As part of the Roundhouse expansion, a drop table manufactured by the Whiting Corporation of Illinois is installed in the western portion of the new Roundhouse to efficiently remove wheels and trucks during locomotive repair.[11]
- **1944 –** Transite (asbestos) smoke jacks replace cast iron jacks in the 1926-27 portion of the Roundhouse.[12]
- **1960s –** The remaining portion of the 1851-55 Roundhouse is demolished and its Savannah Gray brick sold for salvage.[13]
- **2004-05 –** The Coastal Heritage Society performs and manages repairs to concrete sills, mullions and lintels and application of fluid applied HydroStop roofing.

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[6] Daily Morning News, November 22, 1888, p.8 c.1
[7] *Design of a new Roof for the Round House in Savannah Yar*d, Dec. 15, 1888. Georgia Historical Society Map# 066-20-02987a
[8] Annual Report of Superintendent Central Of Georgia RY. Co., 1892-1893. Georgia Historical Society Collection #1362AN-75, p. 15.
[9] Annual Report of William Hunter, Chief Engineer Central Of Georgia RY. Co., 1896-1897. Georgia Historical Society Collection #1362AN-75.
[10] *Contract and Specifications for Roundhouse at Savannah, Georgia*, June 1st, 1926. Georgia Historical Society Collection #1362AN, Box 3, Folder 57.
[11] Chief Engineer's Report, Dec. 31, 1926 to Dec. 31, 1927. Georgia Historical Society.
[12] Central of Georgia RT Co. Engineering memo, GHS Collection 1362-AN-60, Box 109, Folders 851-42.
[13] Proposed Masonry Stabilization and Restoration: Central of Georgia Railroad Roundhouse Complex, Historic Preservation Services, Inc., date unknown.

Turntable

Date of Construction: 1907/1923/1945

Purpose: To move locomotives into the Roundhouse for repairs by aligning the turntable track with tracks in individual bays and back out onto the main line for operation.

Basic Construction Information:
- 85' long
- Manufactured by George P. Nichols Bros. of Chicago, Ill.
- Restored in 2004 by CHS

Structural History Timeline:

- **1851-55** - A turntable of an unknown length and description is installed concurrently with the construction of the original roundhouse.
- **1886** – A new turntable is installed.[1]
- **1902-03 –** A gasoline engine is attached to the turntable for power at a cost of $914.22.[2]
- **1905-06** – The turntable is relocated to Albany, GA and a new 65' turntable is purchased from the Philadelphia Turntable Co. at a cost of $2,444.64 and installed at the Savannah shops on a new pile foundation.[3]
- **1923 –** A 75' steel turntable is relocated from the Columbus, GA shops and installed at the Savannah Shops to replace a 65' turntable.[4] The turntable was constructed in 1907 by Geo. P. Nichols Bros., Chicago, IL[5] and was originally ordered by the Central (at a cost of $2,090.00) to be installed in the Macon shops, but was diverted to the Columbus shops instead upon its arrival in Macon in 1907.[6]
- **1945 –** The 75' turntable installed in 1923 is extended 5' feet on each end to a length of 85'.[7] This is the same turntable, length and configuration that exists today.
- **2004 –** CHS staff repair the turntable's bearing box by lifting the turntable off the box, re-machining the bearing plate and replacing the roller bearings.

[1] Reports of the Presidents, Engineer in Chief, and Superintendent of the Central Railway and Banking Company of Georgia, 51st Report.
[2] Annual Report of Henry M. Steele, Chief Engineer Central Of Georgia RY. Co., 1902-1903. Georgia Historical Society Collection #1362AN-75.
[3] Annual Report of Henry M. Steele, Chief Engineer Central Of Georgia RY. Co., 1905-1906. Georgia Historical Society Collection #1362AN-75.
[4] Chief Engineer's Annual Report for the Central of Georgia Railway Co., FY 1922 Georgia Historical Society Collection #1362AN-75, p. 2.
[5] Turntable is marked with this logo.
[6] Chief Engineer's Annual Report for the Central Of Georgia Railway Co., 1906-1907. Georgia Historical Society Collection #1362AN-75, p 33.
[7] Central Of Georgia RY Co. Chief Engineer's Report 1945. Georgia Historical Society Collection #1362AN-75, p.2.

Workers' Garden

Date of Construction: Ca. 1900[1]

Purpose: The creation of gardens by employees was common practice throughout the Central's properties, instilling a sense of pride and competition among employees at many stations, shop facilities and offices. Over the years, this garden was reportedly used by many employees at the shops as a unique space for respite from the industrial surroundings, with many varieties of flowers (four-o'clocks, sunflowers) and vegetables (okra, tomatoes) being grown within the quadrant beds. Oral histories taken from former employees of the Central (E. R. Gillis, Ben Tilman) provide us with most of the information regarding the garden and its history. These accounts credit the creation of the garden to Master Mechanic S. A. Whitehurst, a reputed rose enthusiast whose office faced the garden. Until its demolition following the takeover of the site by the Southern Railway in 1963, the garden reportedly had a concrete pond at its center containing goldfish and featuring a statue of a boy holding an umbrella. [2]

A restoration of the garden, led by Katherine Clark and John Stafford and completed in 1993, was based upon historic aerial photographs and the discovery of remnants of the historic path and quadrant locations during an archaeological investigation.[3] While this effort likely produced an accurate reconstruction of the path and pond locations, the reconstructed pond's design and pathway materials were likely dissimilar to the originals. More than 10 years later, following the discovery of a 1924 Railway Age magazine photograph showing the historic garden pond's coping profile and pathway materials,[4] CHS initiated a second effort to more accurately reconstruct the garden based upon the evidence presented in this photograph. With funding and support from the Trustees Garden Club, the CHS Preservation Team completed the second restoration of the garden in 2005, following a second round of archaeology performed by CHS staff Archaeologist, Gail Whalen.

Contrary to recent lore, there has never been a rose variety identified or designated as the "Roundhouse Rose." While a rose currently planted in the garden is descended from a rosebush formerly located in the garden during the Central's operation, it is likely a Don Juan rose and not a new or previously undiscovered variety.

Basic Construction Information: - Four quadrants, originally equal-sized, with a centered fountain and concrete pond

Structural History Timeline:

[1] Central of Georgia Engineering Map, 1901. Georgia Historical Society Central of Georgia collection. *(based upon comparisons with 1895 and 1898 site maps)*
[2] Clark, Katherine. Gardening at Central of Georgia, 1999.
[3] Ibid.
[4] Co-operative Students at the Savannah, Ga., Shops, Railway Age Magazine, November 22, 1924.

Phase III – 1855-1923

- **Ca. 1900 –** The garden is likely created by Master Mechanic S. A. Whitehurst.[5]
- **1926-27 –** With the expansion of the 1926-27 Roundhouse, the construction of the White Shopmen's Locker and Lavatory Room encroaches upon the northern two quadrants of the garden, reducing the size of the overall garden.
- **Ca. 1963 –** Following the takeover of the Central by the Southern Railway, the garden and its fountain were bulldozed by Central employee Mr. E. R. Gillis. [6]
- **1960s –** Mrs. Nina Cooper, resident since the 1940s at the two-story house located at 342 Purse St. and overlooking the garden, takes a cutting from a red rose (likely a Don Juan) located within the garden and plants it in her side yard.
- **1990-1993 –** Katherine Clark and John Stafford, with assistance from Armstrong Atlantic University students and other CHS employees and volunteers, perform research and archaeology within the garden to determine the original location of the fountain and paths. The group reconstructs the garden and paths based upon their findings. Clark noted in a conversation with Becki Harkness in 2004 that there were NO plants (and definitely no roses) left in the garden when she began this restoration.
- **2003 –** CHS staff Archaeologist, Gail Whalen, performs a second archaeological investigation within the garden to determine the original soil level and grade, whether or not any evidence of the historic pathways remain and the design and construction materials of the historic pond.[7]
- **2005 –** The Coastal Heritage Society Preservation Team, led by Terry Koller and based up, remove the elements of the reconstructed garden from the early 1990s and reconstruct the garden based upon visual evidence from a 1924 Railway Age magazine photo.
- **2007 –** Mrs. Cooper, resident at the two-story house located at 342 Purse St. since 1940, allows CHS staff to take a cutting from her rose bush.
- **2008 –** The rose cutting taken from Mrs. Cooper is re-planted in the restored garden and marked 'heritage rose' with a metal tag. Mrs. Cooper moves out of the house in early 2008, taking her rose bush with her.

[5] Clark, Katherine. Gardening at Central of Georgia, 1999.
[6] Ibid.
[7] Whalen, Gail. Garden Testing – Archaeological Monitoring, March 19, 2004.

Coach Shop

Date of Construction: 1924

- **Purpose:** Designed to replace the Coach Shop (1907) that was destroyed by fire in 1923, this Coach Shop was used to perform major repairs to all types of cars (wood, steel, passenger and freight). The design included new "fireproof" construction materials and methods, including automatic metal fire doors and a wet sprinkler system throughout the building. Three tracks existed within the building, accessed by the Transfer Table to the north through large openings featuring wooden barn doors. A short track on the eastern side of the building was used for truck repairs and two longer tracks to the west were used to repair brakes and brake components, draft gears, etc. A monorail attached to the ceiling carried a 6-ton capacity Sprague electric hoist for moving trucks.[1] The Coach Shop serves as an excellent example of the early 20th century industrial design concept known as the "daylight factory," due to its central skylight and large steel and glass windows. The building is slated to house the new Savannah Children's Museum.

Basic Construction Information:

- 74' x 211' (rough dimension)
- One story
- Modern, hard-fired red brick, structural steel, reinforced concrete, steel windows, central steel and glass skylight, ribbed and wire glass

Structural History Timeline:

- **1924** – Construction of the new Coach Shop is completed.[2]
- **December, 2003 –** The City of Savannah acquires a large, L-shaped parcel of land along the western and northern edges of the former shops complex from Norfolk Southern Corp. (the modern corporate entity incorporating the railroad formerly known as Southern Railway), including the Coach Shop and adjacent Paint Shop building. The Coastal Heritage Society extends its management and operation of the shops complex site to include these two buildings and the areas of the property associated with the Norfolk Southern acquisition.
- **2004 –** The City of Savannah and the Coastal Heritage Society begins remediation and stabilization work on the building in preparation for its development as the Savannah Children's Museum.

[1] Maintaining Passenger Cars on the C of GA. Railway Mechanical Engineer, Vol. 103, No. 11, p. 658.
[2] Central of Georgia Ry. Co. Chief Engineer's Report Dec. 31, 1923 – Dec. 31, 1924, p.16.

Paint Shop

Date of Construction: 1924-25

Purpose: Constructed on the footprint of the Coach Shop (1907) destroyed by fire in 1923, the Paint Shop features the re-use of the former building's foundation and many areas of its first floor arched walls at the basement level. The design included new "fireproof" construction materials and methods, including automatic metal fire doors and a wet sprinkler system throughout the building. Nine tracks existed within the building, accessed by the Transfer Table to the north and through large openings featuring wooden barn doors. The upper level was used mostly for the stripping and painting of cars of all types (wooden, steel, passenger, freight). The basement level featured spaces used to house materials and complete tasks related to the construction and overhaul of the cars, including areas dedicated to upholstery, cabinet and electrical work;[1] the basement area also included the stationery & multigraphing department until 1932,[2] a record room by the 1930s and a testing laboratory by 1941.[3] The saw-tooth roof form with its north-facing glazing, a popular early 20th century industrial design concept known as the "daylight factory," allowed uniform natural light to enter the building, supplemented with light provided by large steel and glass windows along the southern and western sides of the building. Along with the Coach Shop, the basement of the Paint Shop is slated to house space for the Savannah Children's Museum. In the future, the upper floor of the Paint Shop may be developed to house historic rolling stock and/or as exhibit and gallery space for a relocated Savannah History Museum.

Basic Construction Information:

-227' x 211' (rough dimension)
- Two stories
- Modern, hard-fired red brick, structural steel, reinforced concrete, steel windows, saw-tooth roof and windows, ribbed and wire glass, pine tongue and groove roof and barn doors, two elevators

Structural History Timeline:

- **1925** – Construction of the new Paint Shop is completed.[4]
- **December, 2003 –** The City of Savannah acquires a large, L-shaped parcel of land along the western and northern edges of the former shops complex from Norfolk Southern Corp. (the modern corporate entity incorporating the railroad formerly known as Southern Railway), including the Paint Shop and adjacent Coach Shop building. The Coastal Heritage Society extends its management and

[1] C. of GA Rwy. Coach and Paint Shop, Savannah GA., March 1924. Georgia Historical Society Map #021-30-12446.
[2] Central of Georgia Engineering Dept. memo, October 31, 1932. Georgia Historical Society Collection 1362 AN-60, Box 111, Folder 851-35.
[3] Central of Georgia Engineering Dept. memos, 1941. Georgia Historical Society Collection 1362 AN-60, Box 109, Folders 851-31 and 851-32.
[4] Central of Georgia Ry. Co. Eng'r Maint of Way's Report Dec. 31, 1924– Dec. 31, 1925, p.16.

operation of the shops complex site to include these two buildings and the areas of the property associated with the Norfolk Southern acquisition.

- **2004 –** The City of Savannah and the Coastal Heritage Society begin remediation and stabilization work on the Paint Shops in preparation for development as the Savannah Children's Museum and as museum exhibit space.

Storehouse

Date of Construction: 1925

Purpose: This 'new' storehouse was constructed during the 1920s spurt of construction at the shops to expand the site's storage capacity for all sorts of supplies necessary to the Central's operation. The design included new "fireproof" construction materials and methods, including a wet sprinkler system throughout the building. The building featured two loading platforms and a 2500 lb scale on the exterior of the building and, in addition to a large storage area comprised of rows of shelves, the building was designed to house a storekeeper's office, a multigraphing department and separate toilet facilities for white and African-American workers.[1] The building is slated to house exhibit space for the Georgia State Railroad Museum.

Basic Construction Information:

- 85' x 131' (rough dimension)
- One story
- Modern, hard-fired red brick, timber framing, reinforced concrete, steel and wood windows, central steel and glass skylight

Structural History Timeline:

- **1925** – Construction of the new Storehouse is completed.[2]
- **1990** – A new roof is applied, the monitor repaired and both exterior and interior windows are restored by the Coastal Heritage Society.

[1] Our Modern Storehouse at Savannah. Central of Georgia Right Way Magazine, April, 1926, p.14.
[2] Central of Georgia Ry. Co. Eng'r Maint of Way's Report Dec. 31, 1924– Dec. 31, 1925, p.16.

Foreman's Office

Date of Construction: 1926-1927

Purpose: Built concurrently with the expanded Roundhouse in 1926-27, this small appendage to the eastern portion of the new Roundhouse was designed to house the office for the Roundhouse Foreman and a small electrical shop on the first floor, with lockers and lavatory facilities for engineers on the second floor.[1] Located within the Foreman's office was the main dispatching board (first a chalkboard, later a "Block System" of wood blocks), where the assignments of crews to locomotives and trains within the yard and on the main line were recorded.[2]

Basic Construction Information:

- Two stories
- 3 walls of modern hard-fired brick, portland cement mortar, reinforced concrete, wood timbers
- 1 wall (west wall) comprised of Savannah gray brick and lime-based mortar – a surviving remnant of the 1851-55 Roundhouse structure's outer wall

Structural History Timeline:

- **1927** – Construction of the Foreman's Office is completed.[3]
- **1999-2000** – The building interior is restored by Savannah College of Art and Design Historic Preservation students, led by SCAD Professor Robert Dickensheets.

[1] Central of Georgia Rwy. Co. Roundhouse Savannah, GA., Mar. 1926. City of Savannah Research Library and Municipal Archives, Savannah Revolutionary Battlefield Park, 35.25 Item 2.C, Drawer #35.
[2] Central of Georgia Magazine, August, 1945, P. 7.
[3] Chief Engineer's Report, Dec. 31, 1926 to Dec. 31, 1927, p. 4.

Colored Shopmen's Locker and Lavatory Room

Date of Construction: 1926-27

Purpose: This small appendage to the western portion of the Roundhouse (1926-27) was constructed to house locker and lavatory facilities for male African-American employees working within the repair shops. The building contained sinks, a shower and toilets for the men.

Basic Construction Information:

- One story
- 3 walls of modern hard-fired brick, portland cement mortar, reinforced concrete, wood timbers
- 1 wall (east wall) comprised of Savannah gray brick and lime-based mortar – a surviving remnant of the 1851-55 Roundhouse structure's outer wall

Structural History Timeline:

- **1927** – Construction of the Colored Shopmen's Locker and Lavatory Room is completed.[1]
- **2003-07** – The Coastal Heritage Society Preservation Team performs repairs to the historic wood roof girders and decking, repoints masonry along the east exterior wall, applies a new foam roof and patches concrete window sills.

[1] Chief Engineer's Report, Dec. 31, 1926 to Dec. 31, 1927, p. 4.

White Shopmen's Locker and Lavatory Room

Date of Construction: 1926-27

Purpose: This small appendage to the eastern portion of the Roundhouse (1926-27) was constructed to house locker and lavatory facilities for white male employees working within the repair shops. The small building contained sinks, a shower and toilets for the men.

Basic Construction Information:
- One story
- Modern hard-fired brick, portland cement mortar, reinforced concrete, wood timbers

Structural History Timeline:

- **1927** – Construction of the White Shopmen's Locker and Lavatory Room is completed.[1]
- **2004-05 –** The Coastal Heritage Society manages roof repairs to th**e** wooden roof decking, installs new insulation and decking boards finished with fluid applied HydroStop roofing (Charcoal color).

[1] Chief Engineer's Report, Dec. 31, 1926 to Dec. 31, 1927, p. 4.