



Coastal Heritage Society

Visitors Center • Roundhouse Railroad Museum • Old Fort Jackson

Preservation Team • Railroad Operations • Archaeology

January 2007



1924 group photo of women employed at Central of Georgia in Savannah. Photo from The Right Way Magazine, December 1958.



Coach & Paint Shops

Door Restoration

Another Paint Shop door was recently restored. The Coach & Paint Shops door crew will be hanging the newly restored “barn” door soon. It is the westernmost “barn” door on the north side of the Paint Shop.



Preservation Team members Chris Bostic and Charles Adkins put the finishing touches on the recently restored barn door.

The door will be painted in the circa 1930's green (exterior sides) and white (interior) after the doors are reinstalled.



Coach & Paint Shops

Window Restoration

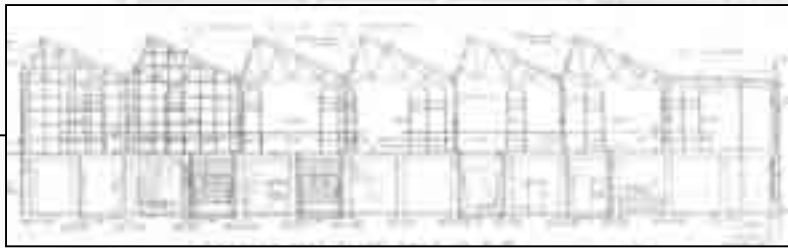
Preservation Team members Chip DeYoung and Joe Rothwell have recently started restoring window guards that originally covered the lower-level windows of the Paint Shop. The historic window guards were fabricated in 1924-25 by the former Savannah Iron and Wire Works.



Joe Rothwell heats the wire ends in order to straighten and remove them from the steel channel frame.

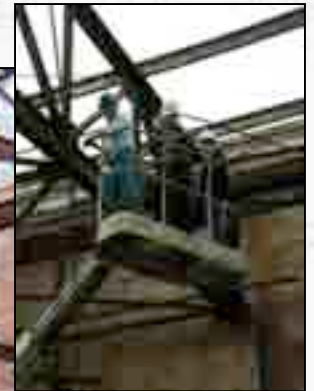


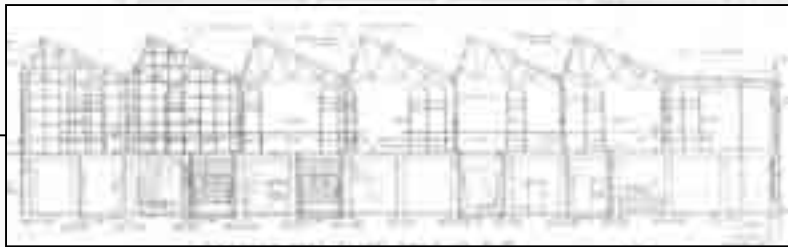
Chip DeYoung (right) lines up insertion holes on the original deteriorated steel frame of the window guard in order to fabricate a new one.



Coach & Paint Shops

Structural Engineer Hunter Saussy, Jeanne Fullam, and Bryan Law inspected the condition of the structural steel beams of the Coach Shop roof.

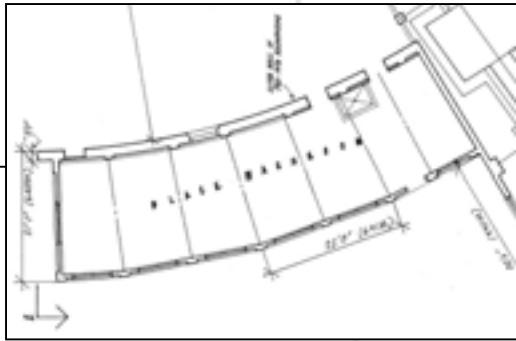




Coach & Paint Shops

Once the structural integrity of the roof is sound, the Preservation Team plans to reconstruct the flat roof.





Colored Washroom

The CHS Carpentry Team has been restoring the windows of the Colored Washroom. Four windows were recently installed.

Window Restoration

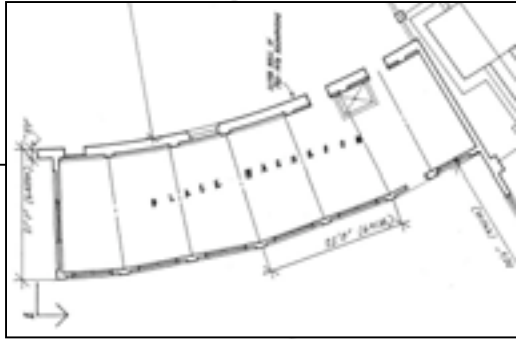
Preservation Team member Don Miller applies Boracare to a window sash.



Colored Washroom shortly after window restoration project began. In this photo, only two sets of windows have been removed for repairs.



Current view of the Colored Washroom. Two windows have been reinstated on the right.



Colored Washroom

Window Restoration

The original wood windows were too deteriorated to reuse; therefore, new windows were built using recycled heart pine that was originally part of the Paint Shop roof.



Close-up view of recently installed windows.

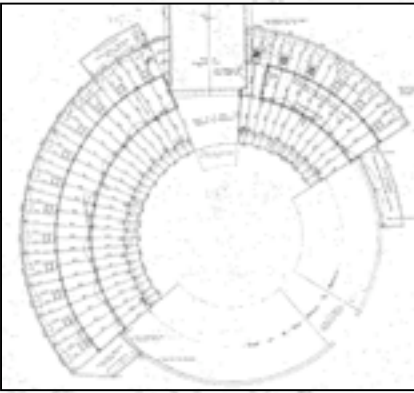


Carpentry Foreman Kurt Benton and Don Miller put finishing touches on one of the windows.

Wood Block Floors

The Preservation Team continues to restore the wood block floors.

The Final Stretch



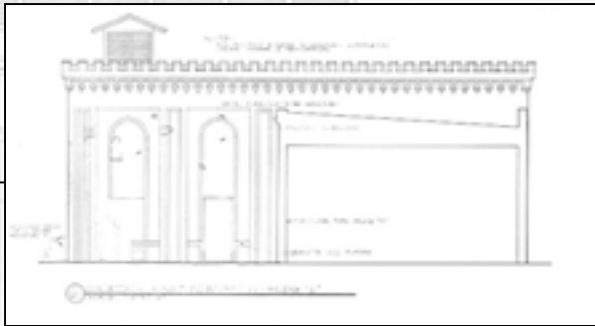
John Passmore, James Jackson, and Kevin MacMillan lay wood blocks at the rear wall of the Overnight Shed.



Anthony Temple finishes one of the last wood block lanes to be restored.

RAIN CONDUCTOR TYPE 'A'

DETAILS OF CAST IRON
RAIN CONDUCTORS.
SCALE 1/2" = 1'-0"
SEE SPEC # 12 FOR CAST IRON
RAIN CONDUCTORS IN COLORED
LAUNDRY ROOM.



Compressor Room

The monitor of the Compressor Room is currently being restored.
All of the louvered bays have been restored and reinstalled.

Monitor Restoration

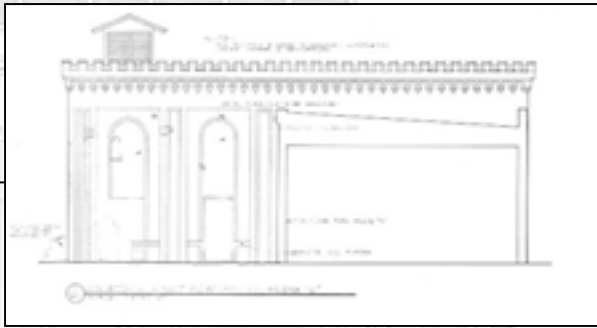
Louver openings
with protective
covering



View of the monitor shortly after restoration began.



To keep rain from entering the Compressor Room, Preservation Team members Nathan Harris and Ryan Griffiths covered the openings with a protective plastic sheathing.



Compressor Room

Kurt Benton drills a louver frame into position from inside the monitor.



Monitor Restoration



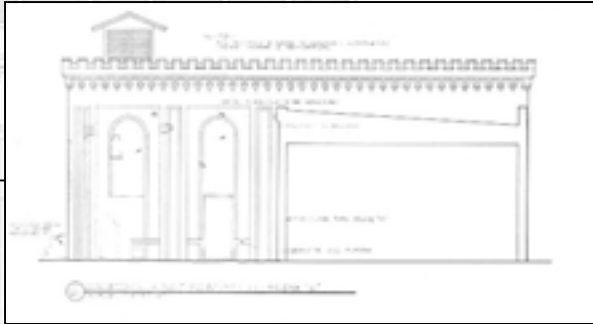
Nathan Harris secures the restored louvers into place.



Nathan Harris and Amanda Smaridge position a restored louver frame into the monitor.

Compressor Room

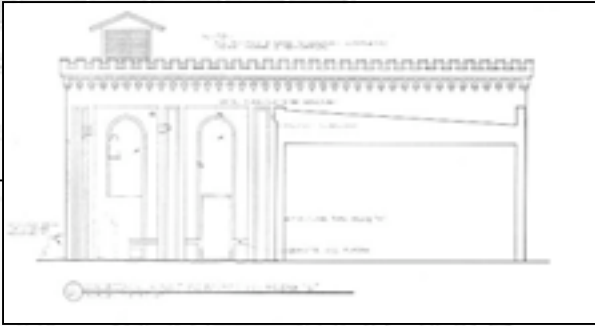
Monitor Restoration



Nathan Harris and Amanda Smaridge help Kurt Benton (inside monitor) reinstall restored louvers into the monitor.



Current view. All of the louvers on the monitor have been restored and reinstalled.



Compressor Room

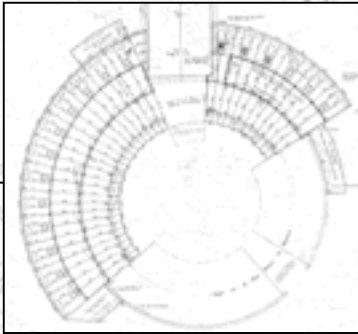
Under the guidance of Project Manager Travis Brown, Jason Cobb and Ivey Ortisse teach new Preservation Team members masonry restoration techniques.

Masonry Restoration



After digging out deteriorated mortar joints, Preservation Team members repoint the south wall of the Compressor Room with lime mortar.

Dispatch Office



A wood beam in the Dispatch Office was badly deteriorated from water damage and needed repairing.

Wood Repairs

Rotted wood beam



View of beam before repairs.



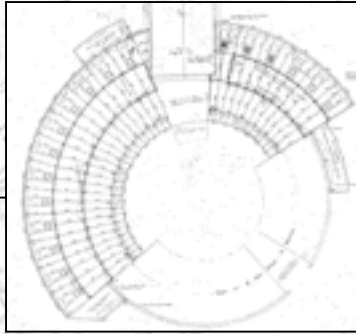
Steel reinforcements

While repairing the beam, Preservation Team members discovered that the staircase needed steel reinforcements.

DETAILS OF CAST I.R.C.
RAIN CONDUCTORS.
SCALE 1/4"=1'-0"
SEE SHEET #12 FOR CAST I
RAIN CONDUCTORS IN COLD
LAVATORY ROOM.

Dispatch Office

Other repairs are being made to the Dispatch Office as well.



Treated beam

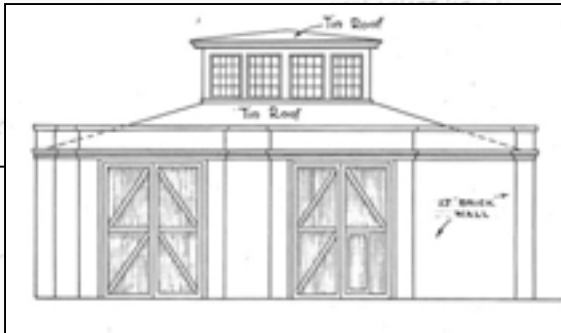
The remaining wood beam was recently stripped and treated with Boracare to prevent future termite infestation.



A few of the existing second floor windows were also restored.

RAIN CONDUCTOR TYPE "A"

DETAILS OF CAST I.R.C.
RAIN CONDUCTORS.
SCALE 1/4" = 1'-0"
SEE SHEET #12 FOR CAST I
RAIN CONDUCTORS IN COLO
LABORATORY EMPH.



Carpentry Shop

Stabilization

Project Manager Becki Harkness and Structural Engineer Hunter Saussy analyze the structural integrity of the west wall of the Carpentry Shop.



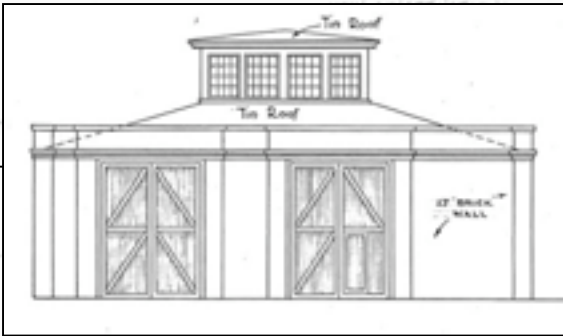
Becki points out areas of structural concern to Hunter.



Hunter and Becki discuss the current bracing on the west wall of the building.

Carpentry Shop

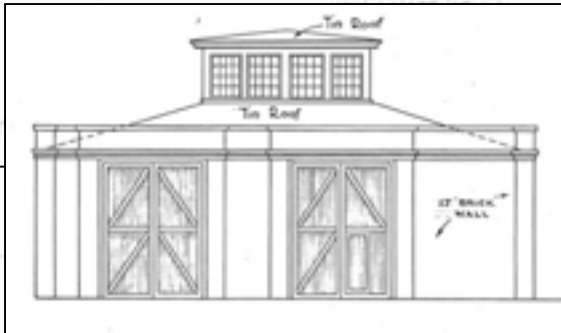
Stabilization



Older bracing on the wall was recently reinforced or replaced.



Becki and Hunter analyze recent improvements to the older bracing.



Carpentry Shop

Stabilization

The foundation arches are currently being reinforced and stabilized for future masonry repairs.



View of Carpentery Shop shortly after Southern Preservation Systems began reinforcing the foundation arches for repairs.

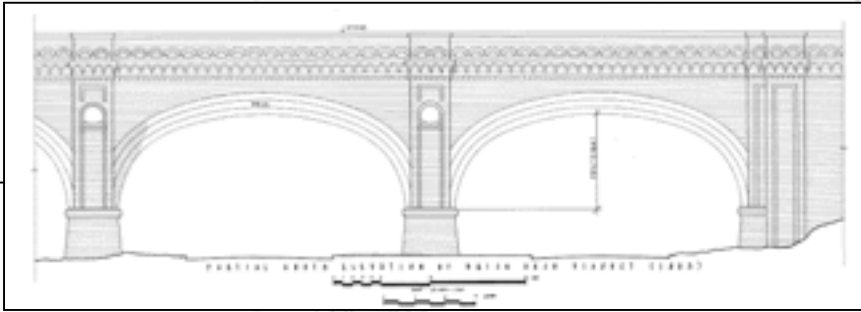


Current view of foundation arches that have been reinforced.

2-15 CROSS SECTION THRU BUILDING 'I'
SCALE 1/4" = 1'-0"

3-15 PARTIAL ELEV. E PARAPET
SCALE 1/4" = 1'-0"

ORIGINAL



South Viaduct

Vegetation Removal

Project Manager Patricia Davenport recently oversaw the clearing of the approach to the south viaduct.

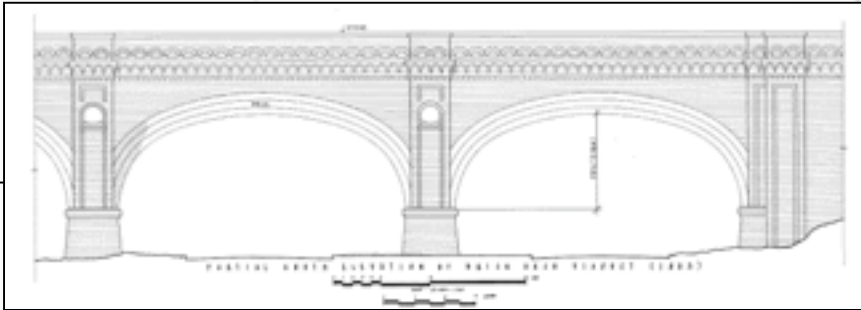


View looking west from Visitors Center. Preservation Team members clear brush from the viaduct approach.



Current view of viaduct approach. Orange fencing has been placed to denote treatment area.

South Viaduct



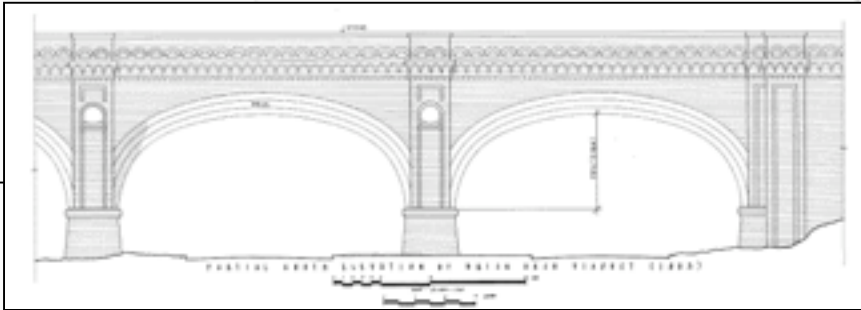
Close-up view of vials filled with herbicidal solution. The vials are placed on vegetation outcroppings in order to kill the root system.



John Passmore and Kevin MacMillan clear brush from the masonry retaining wall along Louisville Road.



View of tree and its roots growing along the masonry retaining wall.



South Viaduct

Vegetation Removal

A major area of concern focuses on a tree that was growing out of the masonry wall. The root system has dislodged a brick as shown in the photos below.



View of brick from top of masonry wall. The root can be seen growing through the wall.



View from Louisville Road. Root can be seen dislodging the brick from the rest of the wall. In order to remedy this problem, the team drilled holes into the remaining trunk and root system and applied a tough brush killer.

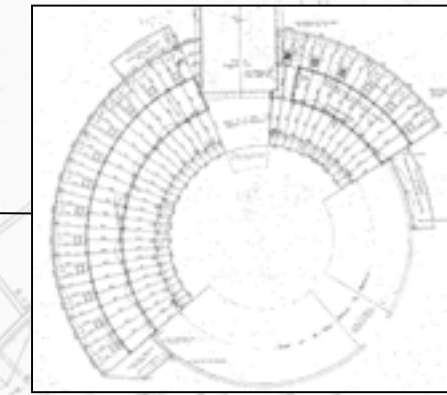
Railroad Operations

The Big Move!

An historic caboose found a new home at the Roundhouse Railroad Museum. It was formerly located at St. Peter the Apostle Catholic School on Wilmington Island where it served as storage space for the football team's uniforms and equipment.



School kids watch as the caboose is lifted onto the truck.



Before the caboose could be moved, the crew had to lay temporary track to roll the caboose out from under the trees that had grown around it.



Railroad Operations Manager Terry Koller and his team lifted and placed the caboose on a flatbed truck in order to move it to the Roundhouse.

DETAILS OF CAST IRON
RAIN CONDUCTORS.
SCALE 1/4" = 1'-0"
SEE DRAWING #12 FOR CAST IRON
RAIN CONDUCTORS IN COLOR

Railroad Operations

The Big Move!

The caboose rolls into the Roundhouse site.



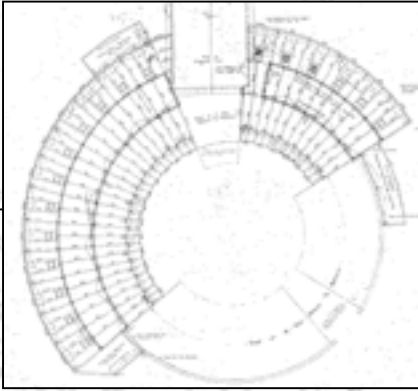
After arriving at the Roundhouse, the caboose was then lifted again and placed on railcar trucks.



View of caboose at its new home at the Roundhouse.

DETAILS OF CAST I.R.C.
RAIN CONDUCTORS.
SCALE 1/4"=1'-0"
SEE SHEET #12 FOR CAST 1
RAIN CONDUCTORS IN COLO
LABORATORY EMPH.

Railroad Operations



After the St. Peter's caboose was settled in, two other cars were placed on railcar trucks as well.



View of caboose being hoisted onto railcar trucks.



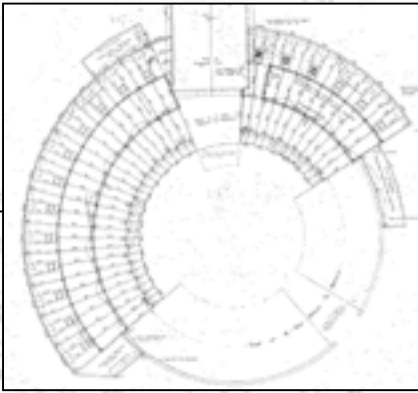
Augusta car in mid air as it was being transferred onto railcar trucks.

2" I.C. PIPE TO
EQUATE TO
RAIN CONDUCTOR TYPE 'A'

DETAILS OF CAST IRON
RAIN CONDUCTORS.
SCALE 1/4" = 1'-0"
SEE DRAWING #12 FOR CAST IRON
RAIN CONDUCTORS IN COLORED
LAVERARY SHOP.

Archaeology

Curator of Exhibits and Archaeology Rita Elliott and her crew performed an archaeological investigation near the Overnight Shed.



Archaeological crew members measure the test pit.



Grate from previous drainage system

A grate from a former drainage system was unearthed.

DETAILS OF CAST IRON
RAIN CONDUCTORS.
SCALE 1/4" = 1'-0"
SEE SPEC # 12 FOR CAST IRON
RAIN CONDUCTORS IN COLORED
LAVATORY ROOM.