



Coastal Heritage Society

Savannah History Museum • Roundhouse Railroad Museum • Old Fort Jackson

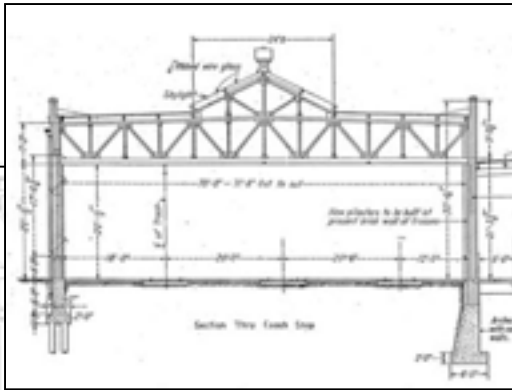
Preservation Team • Railroad Operations • Archaeology

March 2007



Shop employees pose in front of the new grill-lounge 69, rebuilt from coach 636 in 1948 for Nancy Hanks II service. The Carpentry Shop can be seen in the background. (Norfolk Southern Archives photo)

Coach Shop



The CHS Preservation Team is currently removing window sashes from the Coach Shop, the proposed future site of the Children's Museum. All the original sashes suffer from severe deterioration and will be repaired or replaced in kind.



Window Removal



Interior of Coach Shop before windows were removed.

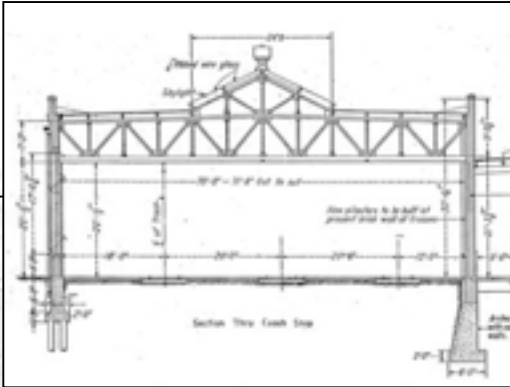


Current view of Coach Shop. Sashes have been removed from 8 ½ window openings to date (3 of the window openings are not in this view).

A Typical Beam and Section Under Rail

Coach Shop

Window Removal



The Coach Shop, along with the Paint Shop to the west, were constructed in 1924-25 for the use of maintaining passenger cars. The original windows were supplied by the former Allison Steel Window Company in Pennsylvania.



Chris Latson removes a pin that secures the ventilator window so that it can be removed from the sash.



Joe Rothwell and Chris Latson remove one of the sashes from the Coach Shop.

Coach Shop

Masonry Repairs

The masonry crew has been repairing a masonry crack that runs along the partition wall of the Coach and Paint Shops.

This southern section of the partition wall represents the only remains and only information we have of the brick wall construction and design of the predecessor 1907 Paint Shop buildings' main floor level. The 1907 building was largely destroyed by a 1923 fire. The ductwork was a 1924-25 addition.



View from inside Coach Shop



Masonry team members remove deteriorated mortar from the masonry crack in preparation for repointing.



View of partition wall looking west from interior of Coach Shop.

A Typical Beam and Section Under Rails

228'-8"



Paint Shop

Graffiti Removal

Graffiti was removed from the poured concrete retaining wall along Boundary Street. This wall dates back to the early 1900's, possibly in the late 1910's when the transfer table area was filled in or in the 1920's when the existing Coach & Paint Shops were built.



Jason Cobb first applied a gentle paint remover. Then Lyman DeLiguori gently rinsed the wall with a low-pressure washer.



Paint Shop

Graffiti Removal



Before graffiti was removed.



After

Paint Shop

Roof Repairs

The CHS Preservation Team is currently making repairs to the sawtooth roof. Existing wood was too deteriorated to reuse so pressure-treated wood was cut to match the historic profiles of the original pieces.

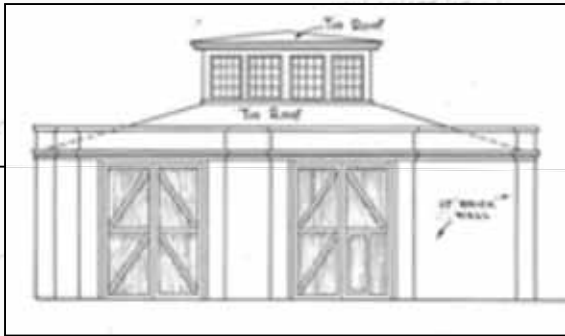


View from top of sawtooth roof.



Scaffolding has been set up to repair the first of five valleys of the prototype area.

Carpentry Shop



Stabilization

Masonry repairs on the southernmost foundation arches in the Carpentry Shop are nearing completion.



Close-up view of restored foundation arches



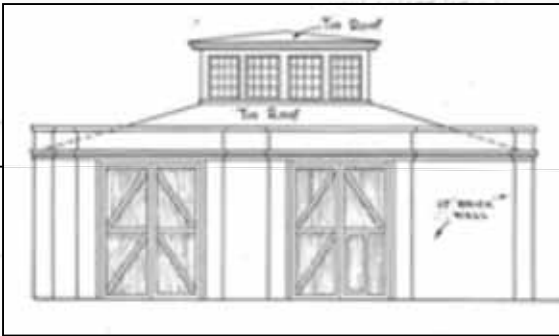
Before masonry repairs took place, many bricks were missing and mortar was badly deteriorated in the foundation arches, leaving them severely unstable.



Current view of the southernmost foundation arches. Southern Preservation Systems had to rebuild much of the masonry on top of the arches.

Carpentry Shop

Stabilization



Views of deteriorated arch before masonry repairs.



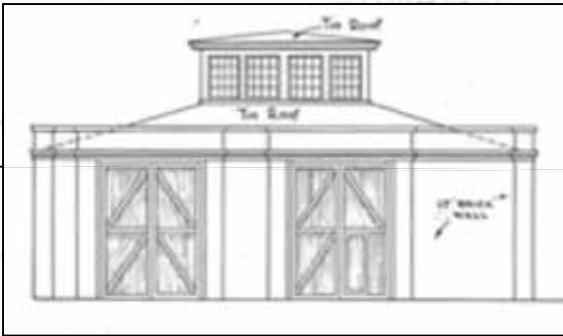
Current view of arch after masonry repairs.

ORIGINAL
PARTIAL ELEVATION & PARAPET

Carpentry Shop

Stabilization

A member of Southern Preservation rebuilds an arch.



View of arch before masonry repairs.

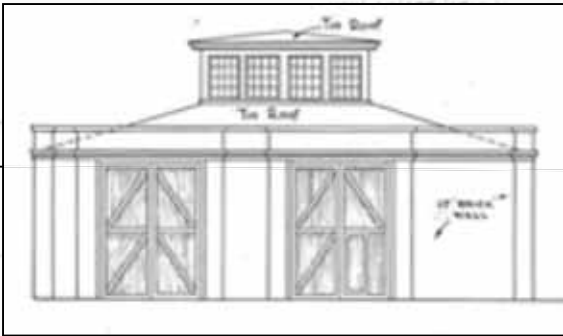
After

PARTIAL ELEV. & PARAPET

Carpentry Shop

Stabilization

The CHS Preservation Team is nearing completion on the fourth phase of repointing on the east wall of the Carpentry Shop.

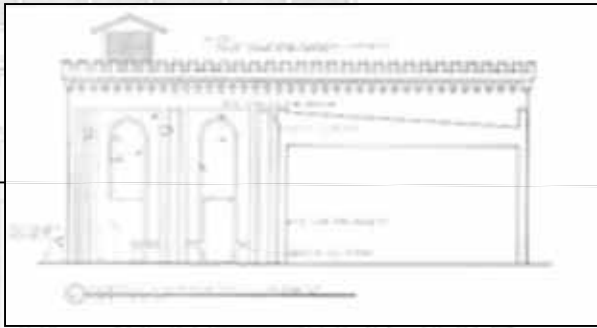


View of southeast corner of Carpentry Shop.



Tarin Erickson repoints a corner of a window opening.





Compressor Room

Monitor Restoration

After months of hard work, the CHS Preservation Team recently finished the restoration of the Compressor Room monitor. A standing seam metal roof will be installed on top of the monitor, and a modified bitumen roof will be placed on top of the main roof.

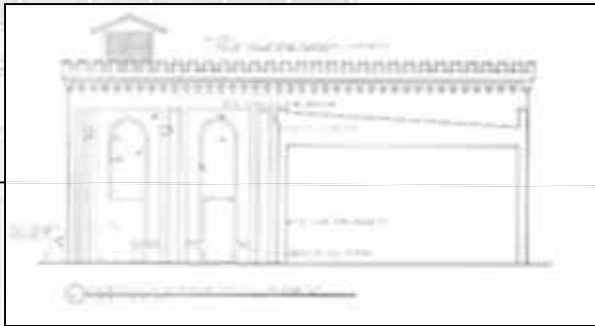
The Finished Product!



View of monitor shortly after restoration began.



After



Compressor Room

Monitor Restoration

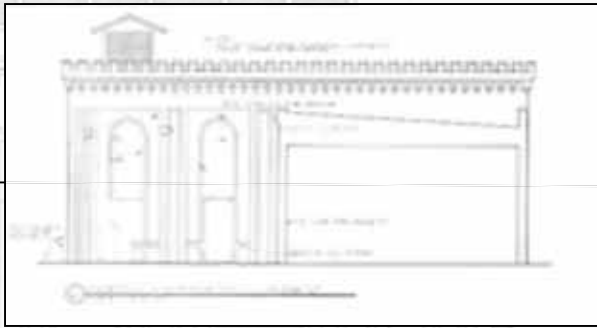
The Finished Product!



Close-up view of monitor shortly after restoration began.



Deteriorated wood was repaired or replaced.



Compressor Room

Monitor Restoration

The Finished Product!

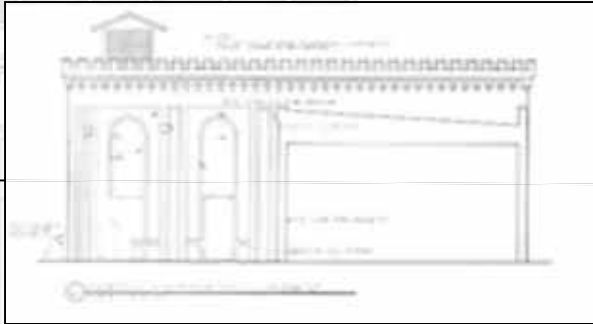


Another close-up view of monitor shortly after restoration began.



An historic paint analysis was performed to determine the original paint color.

Compressor Room



Monitor Restoration

Amanda Smaridge applies the finishing touches to the monitor.

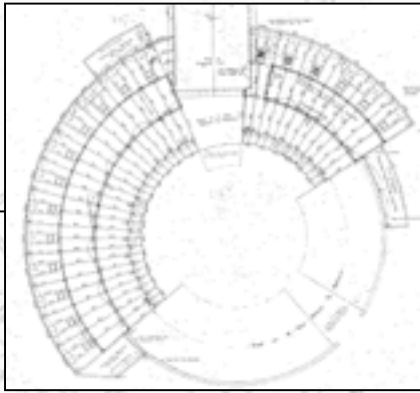


Kevin MacMillan applies the first coat of paint.



The monitor after restoration.

Site Work



The Purse Street chain-link fence is currently being replaced with one that is historically accurate. Earliest documentation of the original wood fence dates back to 1926. The new wood fence will be painted "Box Car Red" in accordance with Central of Georgia paint standards and specifications from 1911 and 1917.



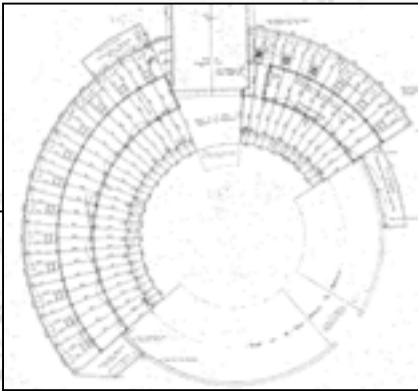
Chain-link fence at Purse Street



Wood posts of new fence as it is being installed.

SCALE 1/4"=1'-0"
WIRE #12 FOR CAST IRON
RAIN CONDUCTORS IN COLORADO
LAUNDRY BLDG.

Site Work



L.E. Stewart Construction is currently installing the new wood fence.

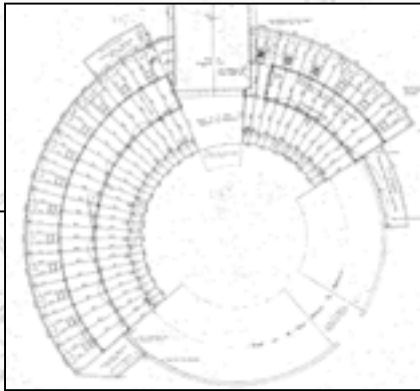


View of fence from Workers' Garden



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

Site Work



The Preservation Team repaired and restored window frames on the Overnight Shed that were suffering from water damage and rot. Reusable wood was repaired with epoxy and treated with borate to prevent mold, mildew, and bug infestation.



Close-up view after repairs



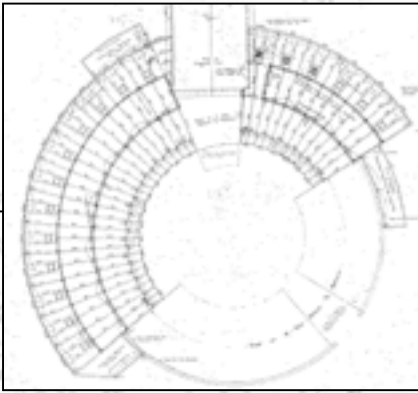
View during repairs



After repairs

DETAILS OF CAST IRON
RAIN CONDUCTORS.
SCALE 1/4" = 1'-0"
SEE SPEC #12 FOR CAST IRON
RAIN CONDUCTORS IN COLORADO
LAUNDRY BHP.

Site Work



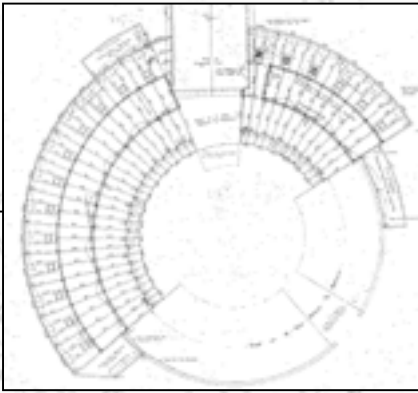
Nathan Harris measures a deteriorated segment that needs repairing.



Allan Ballard and Justin Wiedenbach prepare the concrete sill for the window frame.

RAIN CONDUCTOR TYPE 'A'

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



Wood Block Floors

The wood block floors in the Overnight Shed were officially completed on March 21, 2007. TV and newspaper crews came out to cover this momentous event.

The Finished Product!



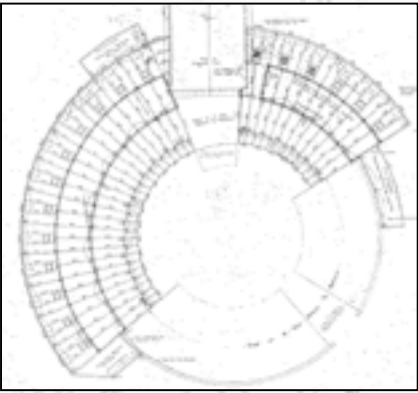
TV crews set up cameras for taping.



Alongside his crew, Project Engineer Bill Hersch lays the last wood block.

RAILS OF CAST IRON
RAIN CONDUCTORS.
SCALE 1/4"=1'-0"
SEE DRAWING #12 FOR CAST IRON
RAIN CONDUCTORS IN COLORED
LAUNDRY SHED.

Wood Block Floors



Primary members of the wood block crew consisted of (l-r) James Jackson, Lorena Nova, Bill Hersch, and Anthony Temple.



Overall view of restored wood block floors inside the Overnight Shed.

RAIN CONDUCTOR TYPE 'A'.
DETAILS OF CAST IRON
RAIN CONDUCTORS.
SCALE 1/4" = 1'-0"
SEE DETAIL #12 FOR CAST IRON
RAIN CONDUCTORS IN COLORED
LAUNDRY ROOM.

Dispatch Office

Window Repairs

The CHS Preservation Team is currently repairing the modern windows in the Dispatch Office.



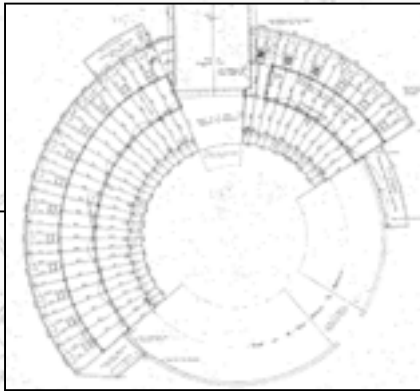
Dispatch Office



Don Miller and Amanda Smaridge repair one of the non-historic windows.

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

Railroad Operations



Drywall was recently installed inside the 430 Baggage Car (right), which was originally built in 1924 as a passenger car for the Pullman Company. The Central of Georgia purchased the car in 1941 and turned it into a baggage car, extensively changing the interior and exterior.



Under the guidance of RR Operations Manager Terry Koller, Amy Ver Beek, Lily McNee, Tony Jackson, Lamar Devoe, and Jess King have been working to rehabilitate the car into space for children's story hour and activities.

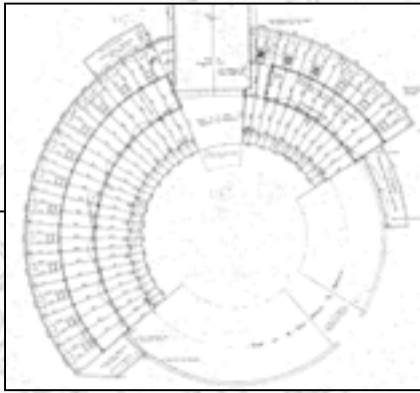


View of interior when CHS acquired car from museum in Augusta, GA



Current view with drywall and fresh paint.

Railroad Operations



The CHS Railroad Operations Team have recently finished rehabilitating the interior of the S&A Caboose (right) into space for children's events.



In order to prepare the caboose for public use, a full rehabilitation was done. The railroad operations team patched portions of the wall that suffered from rot. They also removed the existing carpet and replaced it with tile flooring. The new color scheme is vibrant and energetic and reflects its new use as children's space.



View of interior during construction



Current view

RAIN CONDUCTOR
SCALE 1/4"=1'-0"
SEE SHEET #12 FOR CAST IRON
RAIN CONDUCTORS IN COLORED
LAUNDRY ROOM.

Battlefield Park



A memorial walk, consisting of 800 granite markers, will be constructed to represent and memorialize the Continental Army soldiers that were wounded or killed during the Siege of Savannah.



Site of memorial walk before construction began.



Concrete piers were poured into the ground in preparation for the granite markers.

Battlefield Park



A flagpole, 4 benches, and 3 trash cans were recently placed in Battlefield Park.



Visitors take advantage of the recently installed granite benches placed in Battlefield Park.



View looking west down the memorial walk. A flagpole was recently installed.



The Stars and Stripes proudly waves in the wind.

Battlefield Park



(parallel with the bay) by a line 22 1/2 feet
long being drawn in from the bay side, a
line as described is 40 ft in front and
depth. The plots are divided from each other
the distance by about 72 & 375 ft. with the
two houses, a house an independent kitchen,
barn, store, a boat house, and a stable.
of the bay as at the present day is not about
of the stream, or rather, the stream runs
land, and this whole
general springs in the land.

M. P. Gault
C. G. G.

Close-up view of
memorial stones.



View of memorial walk shortly after construction
began. Concrete piers were poured.



Current view of memorial walk with
newly laid granite markers placed on top
of the concrete piers.

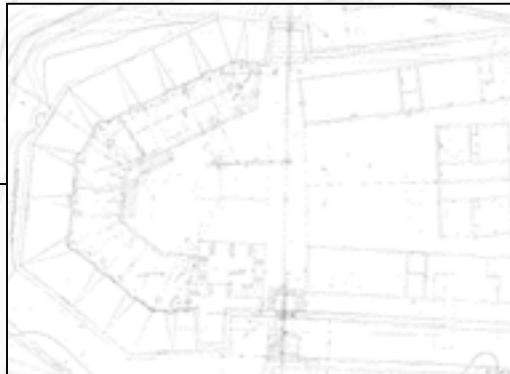
A N N A H S I R C A

End
year

of. E.
1875

Old Fort Jackson

Masonry Repairs



Built in 1808 and used during the War of 1812 and the Civil War, Old Fort Jackson suffers from severe masonry deterioration. The CHS Preservation Team is currently repairing and restoring the historic masonry of Old Fort Jackson.



Gary Thorne and Lyman DeLiguori remove vegetation from the moat wall during low tide before repairing a crack.



Deteriorated mortar joints on the interior wall of the fort have recently been repaired. Mortar must cure at a slow pace by absorbing carbon dioxide. Burlap has been placed over the repairs to ensure it does not dry too quickly.