



Coastal Heritage Society

Savannah History Museum • Roundhouse Railroad Museum • Old Fort Jackson

Preservation Team • Railroad Operations

November-December 2009

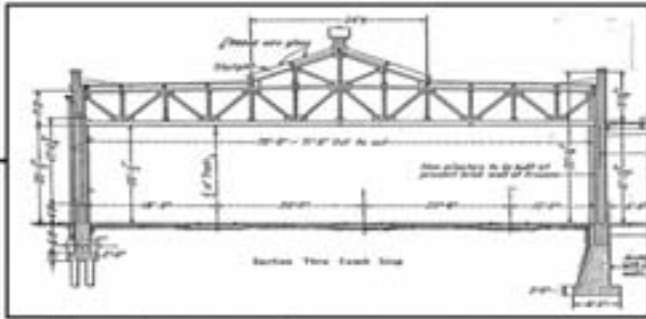


View of skylight on roof.
Central of Georgia Savannah Repair Shops Coach Shop, 1976.
Library of Congress, Prints and Photographs Division.
Historic American Engineering Record, HAER GA, 1-102.
Jack Boucher, Photographer.

HAER NO. GA-1-102

Coach Shop 1924

Flat Roof Construction



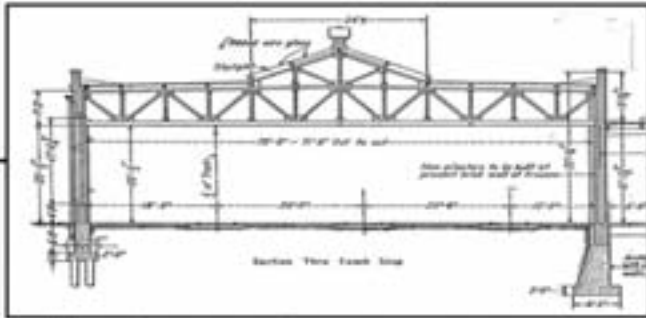
The Preservation Carpentry Team continues the installation of the Coach Shop flat roof. Kazu Takahashi and Garrett Johnson apply copper flashing to act as a barrier between the masonry shell and the wooden decking.



View looking towards the Paint Shop sawtooth roof.

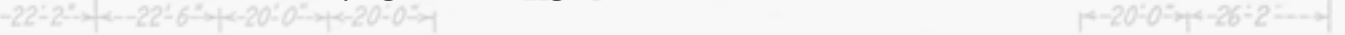
Coach Shop 1924

Flat Roof Construction



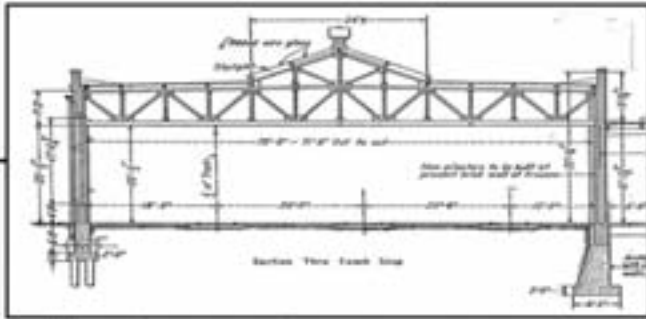
Views of the flat roof construction from below and at roof level. The decking surrounds the historic skylight which will undergo restoration in 2010.

A Typical Beam and Section Under Rails
Left: view of the skylight looking south.



Coach Shop 1924

Flat Roof Construction

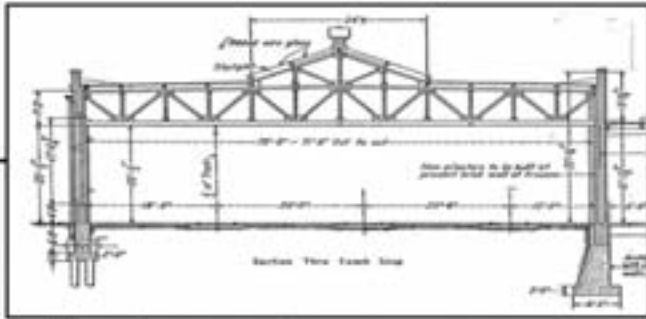


Charles Adkins cuts angles onto the ends of the nailers so that they are ready for installation. Kazu Takahashi removes elements from the skylight that fastened the original windows to the metal frame.



Coach Shop 1924

Flat Roof Construction

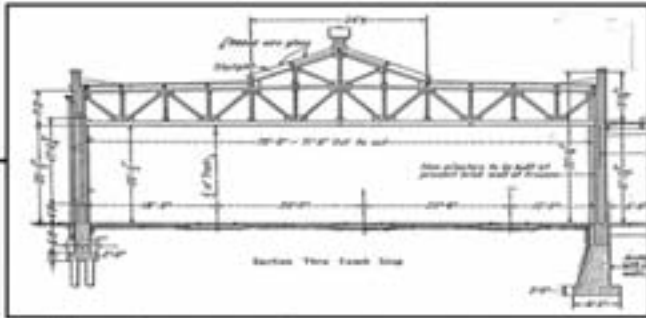


Jeff Lego measures, cuts, and installs decking for the eastern flat roof. The flat roof extends from the northern prototype area begun in January. The profile of the new roof replicates the original flat roof.

View looking north towards prototype area.

Coach Shop 1924

Cleanup

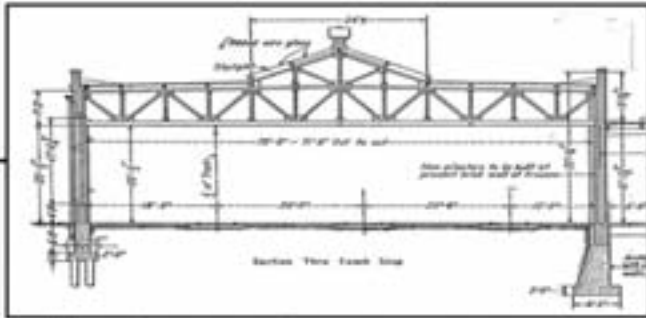


From left: Dylan Brown, Adam Davis and Frank Stokes cut down overgrowth that has developed within the Coach Shop interior. Many of the window openings including the roof skylight are not sealed against the elements. If left unattended, the vegetation could take over the building (left) as it had in the past.



Coach Shop 1924

Cleanup



Above: views of the Coach Shop interior after massive vegetation removal performed by the Preservation Masonry Team.

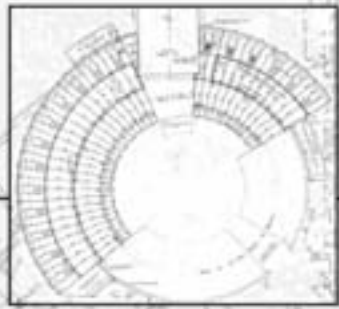
Left: view from above of the area during cleanup.

ical Beam and Section Under Rails



Site Work

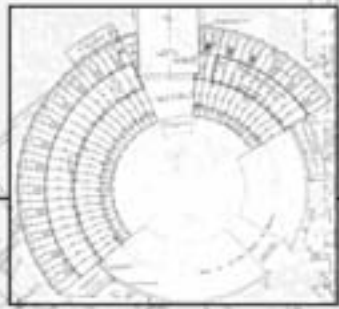
Courtyard Cleanup



The Carpenters' Shop basement, children's museum courtyard, and area in front of the Coach and Paint Shops that formerly housed the transfer table are cleaned for a children's museum event. The basement of the Carpenters' Shop and the courtyard are slated for use as outdoor play areas for the future children's museum.

Site Work

Wheel Pit Construction



Jeff Lego and Charles Adkins construct a temporary wheel pit cover for a children's museum event. The construction of the original wheel pit dates to a period in between the two major phases of construction for the present buildings that make up the Roundhouse Railroad Museum, between 1855 and 1923.

View of the children's museum courtyard with tracks and 1890s Paint Shed, date unknown.





Passenger Station Head House

1860-1876

Masonry Restoration



Masonry restoration on the North wall begins with a full repoint of the pediment. Mirroring the masonry restoration of the south wall, the north wall will be spot pointed only in areas of heavy deterioration, roughly 25-30% of the entire area.

Top left: view of the north façade with scaffolding.





Passenger Station Head House

1860-1876

Masonry Restoration



Leaky downspouts resulted in water damage to the interior plaster walls near the women's bathroom and the gift shop in the Visitor Information Center. The water infiltration caused heavy lime blooming in sections. These areas were removed in August.

Upper Right: Vicente Herrera leads members of the Masonry Team in removing the plaster to prepare for patching.

Plaster blooming caused by water.





Passenger Station Head House



Masonry Restoration



Masonry restoration of the eastern front façade of the Head House nears completion. Kelly Sowell carefully cleans the wall with an agent that removes hazing and excess mortar from the brick faces. Chris Polcar removes miscellaneous metal anchors embedded in the masonry while Lindy Gulick and Samantha Sycz repoint at pedestrian level.



Passenger Station Head House

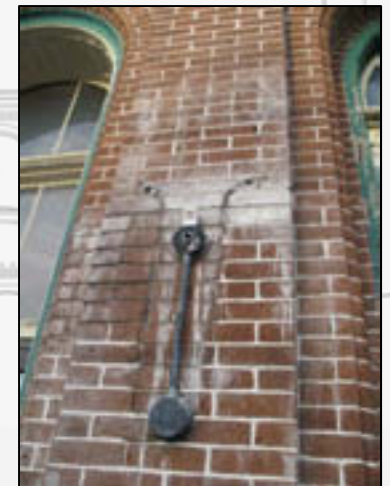
1860-1876

Masonry Restoration



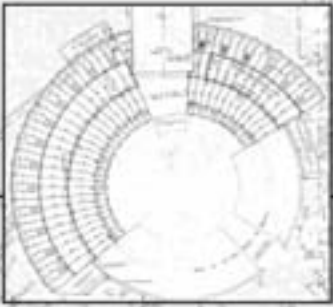
Views of the eastern façade of the former Central of Georgia Passenger Station Head House. The faded and weather-worn sign was removed in November of 2008. Restoration work began in June 2009. Window restoration and masonry cleaning will continue into the early part of 2010.

Right: the lighting fixtures adjacent to the entrance doors to the Visitor Information Center were removed to allow for better access to the masonry joints and will be replaced after masonry cleaning in the new year.



Railroad Operations

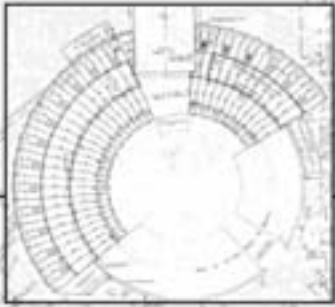
#403 Tender Frame



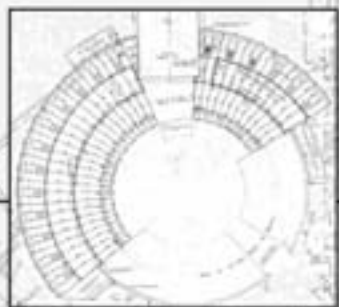
Clockwise from left: the #403 tender frame before restoration, Ian Ashenfelter chisels out the mortise of the new pilot beam, the frame cleaned out to receive new tenons, replacement tenons attached to the tender frame.

Railroad Operations

#403 Tender Frame



Replacement pilot beams are attached to the ends of the #403 tender frame. The originals, along with the tenons that connected the beams to the frame, were deteriorated to such an extent that replacement was the only viable option.



Railroad Operations

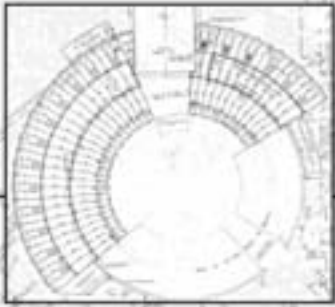
Holly Hill Lumber #15 Steam Locomotive



Terry Koller operates a forklift as Chris Zahrt guides a section of the partially rebuilt locomotive frame during the restoration of the #15 steam engine. Using a micrometer which allows for precise measurement, Chris Zahrt makes minute adjustments to the frame alignment.



OR TYPE 'A'.
CAST IRON
DUCTORS.
1/2" DIA.



Railroad Operations

Holly Hill Lumber #15 Steam Locomotive



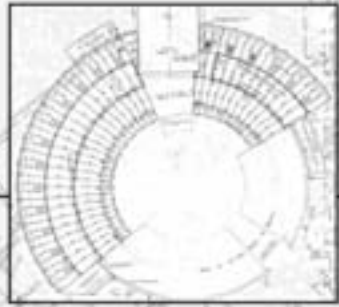
Brett Kicklighter makes repairs to areas that had severely deteriorated as a result of rust on the cab of the Holly Hill #15. The cab repairs are in conjunction with the total rebuild of the steam engine by the Railroad Operations Team.

Historic view of the #15 steam locomotive during its period of operation with Scott Lumber Company.



Railroad Operations

Savannah Central Steam Rides

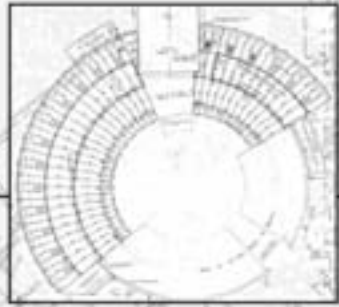


After a brief rest, the Railroad Operations Team fired up the Savannah Central #30 steam engine for daily steam rides on the Savannah Central Passenger coach. This locomotive was built by American Locomotive Works at their Rogers Plant in Paterson, New Jersey and restored on site in 2005.



Railroad Operations

Streetcar



The Railroad Operations Team uses two cranes to lift the River Street streetcar off of its trucks.

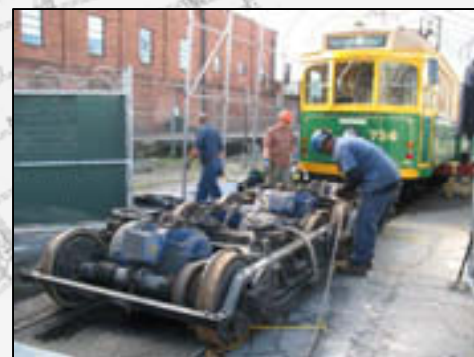
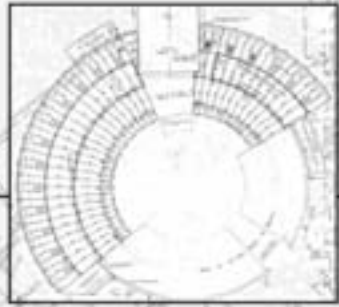
Above: Railroad Operations Manager Terry Koller signals the crane operators as the streetcar is raised from its trucks.

RAIN CONDUCTOR TYPE 'A'

DETAILS OF CAST IRON
RAIN CONDUCTORS.

Railroad Operations

Streetcar



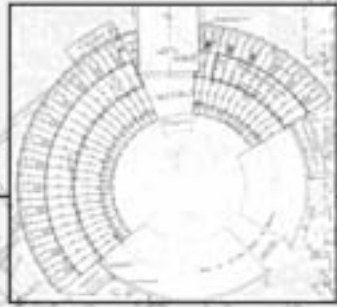
The trucks will be shipped to Altoona, PA for repairs to the mechanical system and wheels. The streetcar, nicknamed "Dottie," has been running on River Street courtesy of the Savannah D.O.T.

The trucks are secured for passage to Pennsylvania.



Site Event

Blues & Barbeque 2009



The Annual Blues & Barbeque Festival (November 13th-14th) saw two nights full of large crowds, blues music, and tasty barbeque courtesy of Gary Moore, David Carter, and other BBQ volunteers. Railroad Operations offered rides powered by the Savannah Central #30 both Friday and Saturday evenings.

Top right and right: Chocolate Thunder and Bernard Allison dazzled the crowds on Saturday night.

