

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Central of Georgia Railroad: Savannah Shops & Terminal Facilities

AND/OR COMMON

2 LOCATION

STREET & NUMBER Vicinity of West Broad Street
and Railroad Avenue

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT

CITY, TOWN

Savannah

10 VICINITY OF

STATE

Georgia

CODE

COUNTY
Chatham

CODE

051

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> PARK
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> EDUCATIONAL
	<input checked="" type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> ENTERTAINMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> GOVERNMENT
			<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER: Abandoned

4 OWNER OF PROPERTY

NAME City of Savannah and The Southern Railroad Company

but protected

STREET & NUMBER

City Hall 920 - 15th Street, NW.

CITY, TOWN

Savannah, GA.

VICINITY OF

Washington, D. C.

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Chatham County Courthouse

STREET & NUMBER

CITY, TOWN

Savannah, Georgia

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historic American Engineering Record

DATE

Summer 1975

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

Library of Congress

CITY, TOWN

Washington, D. C.

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The landmark district is a 33.2 acre industrial site located roughly within a rectangular property bounded by West Broad , Jones, West Boundary, and New Streets. The property encompasses most facets of the Central of Georgia Railroad Company's Savannah Terminal facilities including the former administrative, transportation, and engineering offices; the shop buildings of the motive power department; freight warehouses and the former cotton yard. The passenger depot and trainshed, completed in 1876 and 1861 respectively, are included as part of this district, but already have been designated a national historic landmark (December 8, 1976) because the shed is the oldest of the eleven surviving long-span, trussed roof trainsheds in America. The district also includes the two brick-arch viaducts carrying the Dooley Yard tracks and the main line tracks over West Boundary Street and the Savannah and Ogeechee Canal. The descriptions of the buildings and structures are organized by the functional breakdown outlined above except for the depot and trainshed which were discussed in the 1976 nomination.

ADMINISTRATIVE, TRANSPORTATION & ENGINEERING OFFICES

*A. GRAY BUILDING (1856):

The first permanent office building for the Central Railroad and Banking Company (this name was changed in 1895 to the Central of Georgia Railroad Company) was completed in 1856 on West Broad Street at the head of the Up Freight Warehouse. The building was the corporate headquarters of the railroad and housed its transportation and administrative offices. It is a two story, rectangular, brick structure in the Classic Revival style, 9 bays long and 6 bays wide, divided by pilasters, with a pedimented gable roof, and a full height pedimented portico. The building is painted gray and continues to serve as division offices for the Southern Railroad. The design is attributed to Augustus Schwaab, who is thought to have been the architect, along with Martin P. Mueller, of many of the railroad buildings in this district, but this has not been definitively documented.

B. RED BUILDING (1887):

To provide more room for the administrative offices, clerical staff and engineering department, the "Red Building" was constructed in 1887 in the Queen Ann style by Fay and Eichberg, architects. It fronts on West Broad at the head of the 1859 Produce or Down Freight House and has an addition to the rear completed in 1910. A vault projecting from the north elevation houses an extensive drawings and records archive which has been donated to the Georgia Historical Society. The building is 5 bays wide and 12 bays long with 15 additional bays to the rear. The first floor is granite ashlar, and the second and third of red pressed brick. A pedimented dormer sits above an arched stairwell to the second floor. The building is ornamented with terra cotta tile

* Letters refer to keyed site plan at the end of the written report.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input checked="" type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1853-1926

BUILDER/ARCHITECT

William M. Wadley, Superintendent and President; Augustus Schwaab and Martin P. Mueller, architects.

STATEMENT OF SIGNIFICANCE

The Central Railroad and Banking Company of Georgia, renamed the Central of Georgia Railroad Company in 1895, built a large shops complex in Savannah, the corporate headquarters of the company and the eastern terminus of the line. The original complex was constructed during the 1850s and 1860s, based on the plans of William M. Wadley, superintendent of the railroad, and following the War Between the States, president of the company.

Today, the shop buildings of the motive power department, the passenger station and trainshed, freight warehouses and depot, and the administrative and engineering offices comprise the oldest surviving and best example of a mid-19th century, integrated railroad shops complex in the United States. This distinction is based on comparison with similar facilities built by other railroads that were contemporaneous with the Central of Georgia, such as the Baltimore and Ohio, the New York and Erie, and the South Carolina and Canal. All three of these systems have been studied by the Historic American Engineering Record and only the latter retains any of its physical plant dating from the 1850-1860 period. However, the South Carolina railroad shops in Charleston, though they are as old as Savannah's, technically cannot be classified the same. They are not representative of a comprehensively planned industrial facility that became standard railroad practice following the Civil War. The famous Susquehanna Shops of the New York and Erie in Susquehanna, Pennsylvania, and the Mt. Clare Shops of the B&O in Baltimore, were similar in scale to the Central's Savannah Shops, but both complexes dated from the period following the Civil War, during which time most of America's railroads undertook massive rebuilding programs to accommodate the expansion of the lines westward and the consequent demand for increased freight and passenger car repair facilities. If the historical time frame for the evaluation of the Central of Georgia's Savannah Shops were to be expanded to include the post-Civil War period, these two complexes could not be considered because they were totally destroyed in 1975 and 1976 respectively. Shop complexes for railroads not mentioned have suffered a similar fate or the dates of their surviving buildings are two to three decades younger than those of the Central of Georgia. Thus, the Savannah complex is of extreme rarity and of paramount importance to 19th century railroad history.

This does not mean that the Central of Georgia did not improve its physical plant. The complex escaped destruction by Sherman's forces at the end of the Civil War and throughout the remaining decades of the 19th and early 20th centuries,

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- 1) HANSEN ARCHITECTS/LAND PLANNERS, PHASE I DEVELOPMENT: Savannah Revolutionary Battlefield Park, prepared for the City of Savannah, November 1977.
- 2) Grinde, Donald A., Ph.D., Building the Central of Georgia Railroad, a report prepared for the Historic American Engineering Record, August 1974.

(continued)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 33.2 Acres

UTM REFERENCES See USGS Quadrangle map.

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
C	<input type="text"/>	<input type="text"/>	<input type="text"/>

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	ZONE	EASTING	NORTHING
D	<input type="text"/>	<input type="text"/>	<input type="text"/>

VERBAL BOUNDARY DESCRIPTION

A tract of land bounded by New Street to the north, West Broad and Purse Street to the east, Jones Street to the south, and West Boundary Street to the west.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME/TITLE

Eric N. DeLony, Principal Architect

ORGANIZATION

Historic American Engineering Record

DATE

February 15, 1978

STREET & NUMBER

Heritage Conservation and Recreation Service

TELEPHONE

(202) 523-5460

CITY OR TOWN

Washington, D. C.

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

decorations, and the windows have colored art glass typical of the style and period. The Red Building is vacant.

COTTON YARDS & FREIGHT WAREHOUSES:

C&D. UP FREIGHT (1853) and DOWN (PRODUCE) FREIGHT (1859) WAREHOUSES:

These two structures extend from the rear of the Gray and Red Buildings and were one of the first structures to be completed in the passenger, freight, and office area north of the repair shops. They are simple, one-story brick structures, approximately 60 feet wide by 800 feet long, and 36 feet by 600 feet long respectively. The buildings are compartmentalized by fire walls, with wooden trusses supporting the roof and large, wooden double doors leading to the freight sidings between them.

E. COTTON YARD GATES (1856):

A long brick and wrought-iron wall facing West Broad, broken by the Cotton Yard Gates and gate keepers' houses, connect the Red Building and Passenger Depot. Part of the original plan was to enclose the passenger, freight and cotton yards with a brick wall for protection and controlled access. The wall on West Broad is all that remains.

F&G. MAIN LINE (1853) and DOOLEY YARD (1860) VIADUCTS:

The two viaducts span the Savannah and Ogeechee Canal and West Boundary Street (U.S. Route 17A). Both viaducts are constructed of Savannah Grey brick and consist of four arch spans. The Main Line Viaduct has three-centered arches of 35 foot span center to center of the piers and supported a double track on a deck 38 feet wide; total length of the viaduct is 200 feet. The viaduct exhibits decorative, semicircular arches in the parapet with a dentilated brick cornice and red sandstone capping. The piers are relieved by brick pilasters with semicircular arched openings in the spandrels that provide drainage.

The Dooley Yard Viaduct is composed of four shallow, segmental arches of 60 foot span center to center of the piers and also supported a double track on a 31 foot wide deck; total length of the structure is 241 feet. The viaduct exhibits high quality masonry work in the friezed cornice and parapet, the projecting brick course that follows the curve of the arches, and the brick rondels that relieve the mass of the spandrels. The arches rest on short piers enhanced by a pedimented motif.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

Design of the viaducts is attributed to Mueller and Schwaab, architects, and the masonry was done by Benjamin F. Armstrong. Both viaducts were in use for over one hundred years without strengthening, in spite of the fact that the locomotive tonnage increased over four hundred percent.

The Savannah and Ogeechee Canal should be mentioned since it does form part of the western boundary of the district and is an amenity itself. The canal is approximately 16-1/2 miles long and was built in the 1830s. It connected the two boundary rivers of Chatham County, providing a safe, short water route for canal boats hauling sea island cotton, rice, and lumber to the part of Savannah before the introduction of the railroad. It has been proposed that the canal be restored as a scenic recreational area and wildlife refuge.

MOTIVE POWER DEPARTMENT

The Motive Power Department was located on 12.9 acres across Railroad Avenue, south of the depot, administrative offices, freight and cotton yards. Its primary function was the maintenance and repair of rolling stock with some capacity to fabricate and repair right-of-way structures such as bridges. The Central of Georgia, like other early railroads, was nearly self sufficient during its first 25 years. The company built nearly all its locomotives and rolling stock until the 1870s when locomotive works, such as Baldwin of Philadelphia, and railroad car companies, such as Pullman of Chicago, were able to manufacture locomotives and cars more efficiently and sell them to the railroads at prices cheaper than if they made them themselves.

H. COMBINATION SMOKESTACK, WATER TANK & PRIVIES (1855):

The focus of the Central's shop complex was a 123 foot tall combination smokestack, water tank and privies. This unique structure exhausted the smoke through underground flues from all blacksmith, coppersmith, and boiler shop fires, as well as from the boiler of the stationary steam engine. Around the base are sixteen projecting buttresses forming cells between them with deep vaults which served as privies for the workmen. On top of the buttresses, a sixteen sided, 40,000 gallon water tank, made of decorative cast-iron panels cast by D&W Rose of Savannah, encircled the chimney shaft. Water pumped into the tank supplied the locomotive tenders and stationary steam engine boiler. The chimney also is polygonal, giving the appearance of a fluted circular column with a decorative brick capital and a massive cast-iron cap which has been removed.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 4

I. ENGINE (ROUND) HOUSE (1926):

The original engine house, completed in 1855, was 250 feet in diameter, had an open center with a turntable that serviced 40 locomotive stalls. In 1926, the old roundhouse was demolished when a new reinforced concrete roundhouse was built enclosing 21 stalls, 18 of which were extended 43 feet to accommodate increased locomotive sizes and a Whiting Electric Drop Table.

J. MACHINE SHOP (1855, 1878):

Adjoining the roundhouse is a 2-1/2 story rectangular building, 162'-7-1/2" long by 61'-10" wide, with gable roof and a raised ventilating monitor. This housed the machine shop where rough castings and forgings were machined and finished on the first floor before being assembled on the locomotive. The second floor, which was added in 1878, was used as the pattern shop and other light work. Originally suspended by wrought-iron rods from the heavy timber roof trusses to allow an unencumbered work area on the first floor, all of the second floor and the roof have been removed. Portions of the timber trusses have been retained, so that new trusses may be accurately reconstructed when the machine shop is restored.

K. BLACKSMITH SHOP (1855):

This one story building forms an "L" to the machine shop on its western side and measures 160'-5-1/2" long by 40'-8-3/4" wide. Its construction of brick bearing walls supporting heavy timber trusses with a ventilating roof monitor follows the same general form of the machine shop. Individual one man forge fires were located along the outside walls where wrought-iron and steel stock were heated and then swung by overhead, radial and traveling cranes to larger forging hammers placed in the center of the building. All the road ironwork as well as forgings for engines and cars was done in this shop. Along the wall facing Jones Street were a range of vaults under the street for storing iron, coal and other materials. Only the shell remains of the blacksmith shop, though there may be archeological evidence of the locations of the furnaces, foundry and forging hammers below grade.

L. ENGINE ROOM, BOILER HOUSE AND PATTERN ROOM (1854):

The crenelated parapet and the corbelled, arcaded cornice closely resembles the architectural features on the 1853 Main Line Viaduct. The engine room, 40 feet by 20 feet, housed a single column beam engine, built by A. N. Miller of

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 5

Savannah, that powered all the drive shafts in the original shops. The boiler was a locomotive type housed in a room 40 feet by 13 feet. To the rear was a pattern room, about 35 by 20 feet. The boiler and steam engine, after providing 52 years of reliable service, was replaced in 1907, when a new steam-powered electric generating plant was installed in the engine room.

The group of buildings composing the engine room, boiler house, pattern room, lumber storage shed and carpentry shop are separated by an alley between the blacksmith and engine room. The former group completed the square of buildings that partially enclosed an open courtyard in which was centered the smokestack. This separation represents a difference in function of the two groups of buildings - one being essentially metal working and the other wood working. The separation also served as a fire break.

M. LUMBER STORAGE SHED (1855):

This one-story, masonry and timber building is integrated with the carpentry shop and had three large arched openings leading to an open shed, under which was situated a large Daniel's planing machine for dressing sills and caps for cars and other similar work. The Daniel's planer no longer survives and the lumber shed was converted into a compressor and generator room in 1907.

N. CARPENTRY SHOP (1853, 1923):

Possibly the first shop to be completed in the motive power yard, it is also the last of the original 1850 shop buildings to be described. It originally functioned as a car shop containing all machinery and equipment for building, repairing and painting passenger cars and other types of rolling stock.

In 1923, a fire destroyed most of the carpentry shop. Firemen were able to save the north end of the building which contained the planing mill, but the paint shop, coach and cabinet shop, plumbing and upholstery shop were destroyed. Work began immediately to rebuild the shop, making use of the masonry bearing walls and those trusses which did not burn. Arched windows which provided light and ventilation to the basement, which permitted the machine drive shafts to be located beneath the floor, were bricked in. In 1925, a new storehouse was erected adjacent to the planing mill.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 6

O. PAINT AND COACH SHOP (1923, 1924, 1925):

This early 20th century building is the last structure in the motive power yard and forms the southwest corner of the site. Because it is one of the newest buildings in the district, its exterior fenestration is very utilitarian in design, typical of early 20th century industrial architecture. The paint and coach shop is lit by large industrial, metal framed windows and a sawtooth skylight in the roof.

To the north of this building was located a horizontal transfer table, probably installed the same year the paint and coach shops were constructed. It extended eastward to handle cars being worked on in the carpentry shop as well. Immediately north of the transfer table was a large lumber yard. The pit for the table was filled in 1965.

These constitute the physical structures that survive from the Central of Georgia's former Savannah terminal facilities. The city of Savannah has spent or appropriated \$260,000 for the stabilization, protection, and initial restoration on the buildings. The city now is in the process of exploring adaptive reuse plans that would result in the restoration of the shop complex. Total cost of site development and building restoration is estimated at a little over \$2 million.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 2

adaptations to existing structures, new construction and the changeover from steam to electricity as the primary mode of power, reflected the growth and improvement of the Central of Georgia system. The fact that most of the earlier buildings survived and were integrated with later improvements bears testimony to the universality and timelessness of Wadley's precedent setting concept. The early shop complexes of other railroads were not as well planned as the Central of Georgia's. Their demolition in favor of new construction indicate that they could not accommodate the increased size and maintenance requirements of locomotives and other forms of rolling stock, or the ever changing functional requirements of the maintenance of the structures that composed the right-of-way.

Therefore, the only conclusion one can arrive at concerning the Central of Georgia Savannah Shops is concurrence with Colburn's assessment of 1855 in which he states in an article that appeared in the New York Railroad Advocate:

We have few great railroad stations in the whole country, such as combined complete accommodations for great transportation and mechanical departments. One or two at Boston, those at Detroit, Pittsburg(sic), and Baltimore are probably among the largest. Of these, only the Pittsburg station is new, and laid out in modern style. Here, even the engine and transportation houses are at some distance apart, and do not form one complete and continuous station.

We have many large and elegant depot buildings, and quite as many great and excellent repair shops, but we are now speaking particularly of a great and complete station, for the accommodation of a freight and passenger business, and for the construction and repair of the entire machinery of a great road.

To say that Savannah, Georgia, is likely to have the most complete and elegant railroad in the country (beside it also being one of the largest), may be a matter of some surprise to northern and western railroad men. But looking, even with northern eyes, upon the station of the Georgia Central road, we believe its superior capacity, convenience, and elegance must be admitted.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

Since none of the shop complexes mentioned in the article survive, this makes the Central of Georgia's Savannah Shops not only one of the oldest railroad facilities in the country, but also a precedent example of comprehensive industrial planning that became standard railroad practice in the last quarter of the 19th century, not to mention the architectural quality as exhibited in the structural detailing and brick fenestration of the various shop buildings and the unique combination smokestack-water tank-privy.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

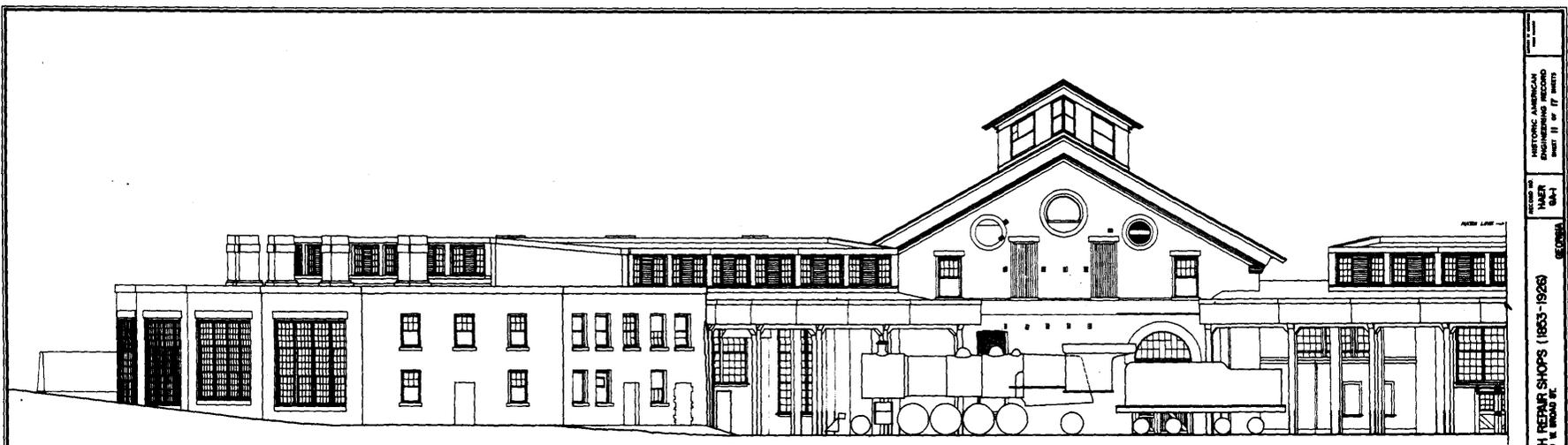
DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

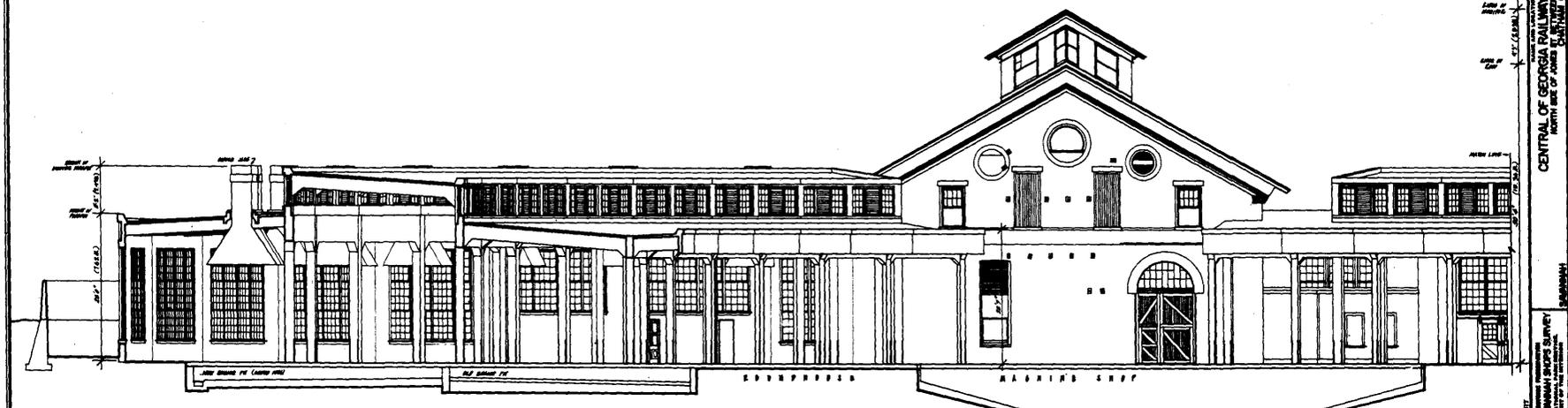
CONTINUATION SHEET

ITEM NUMBER 9 PAGE 2

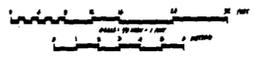
- 3) Reiter, Beth Lattimore, Architectural Data Relating to the Central of Georgia Shops Complex, a report prepared as part of the Central of Georgia RR: Savannah Shops Survey conducted by the Historic American Engineering Record, Summer 1975.
- 4) Schmitt, John Bartley, The Central of Georgia Shops Complex, a report prepared as part of the Central of Georgia RR: Savannah Shops Survey conducted by the Historic American Engineering Record, Summer 1975.
- 5) Voluminous primary and secondary sources were researched as part of the HAER study and are listed in the bibliographies of Grinde's, Reiter's, and Schmitt's reports.



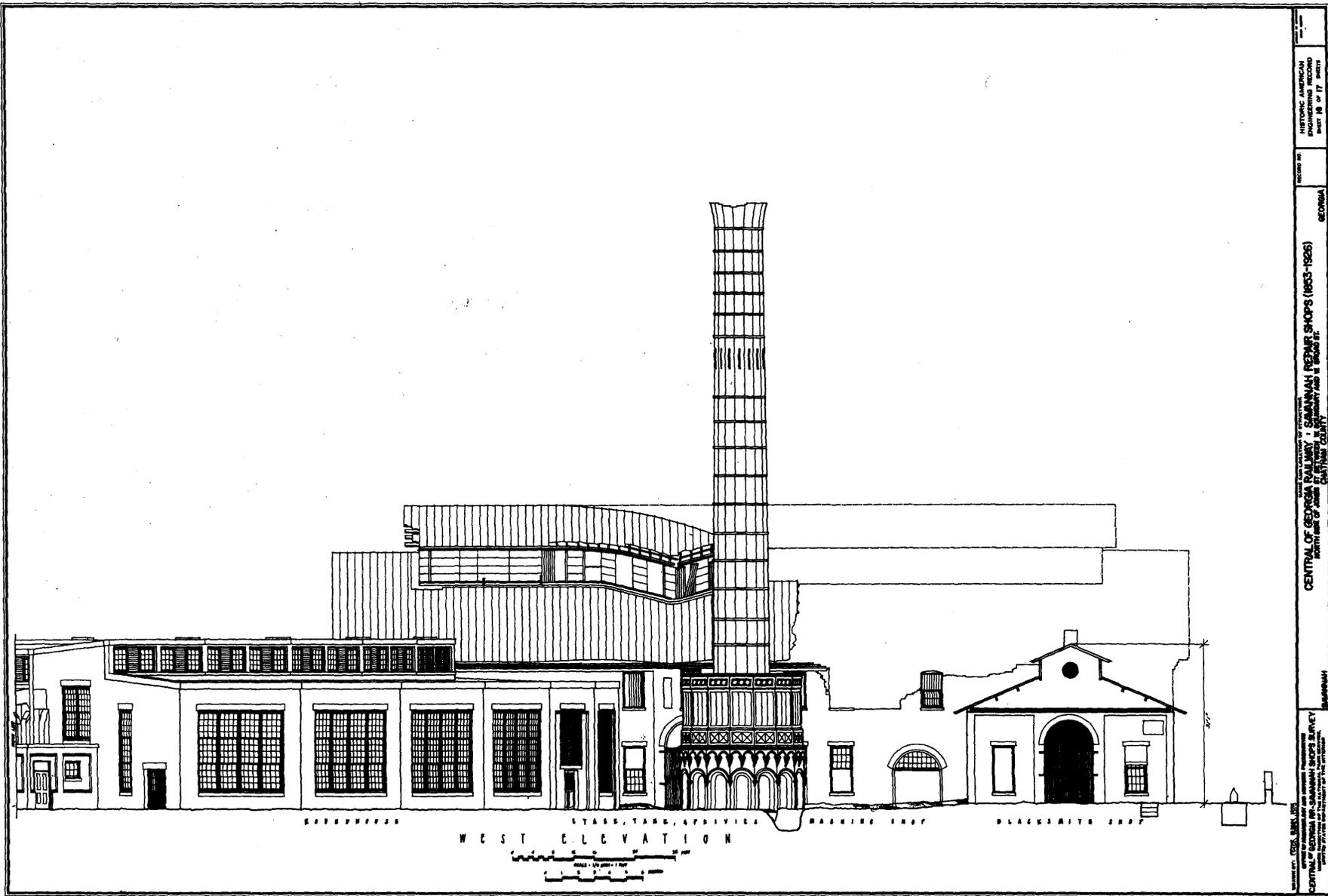
IN PLACE OF PHOTOGRAPH TAKEN FROM OFFICE NORTH ELEVATION



SECTION THROUGH ROUNDHOUSE LOOKING SOUTH



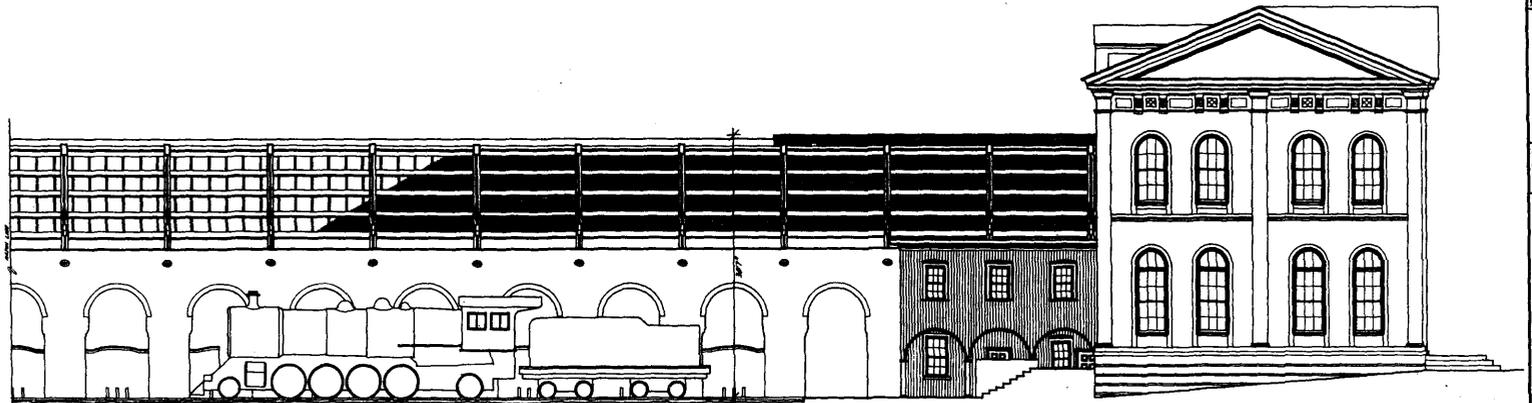
RECORD NO. 1487
 SHEET 11 OF 17 SHEETS
 HISTORIC AMERICAN ENGINEERING RECORD
 CENTRAL OF GEORGIA RAILWAY - SAVANNAH REPAIR SHOPS (1863-1926)
 NORTH END OF JAMES O. SMITH AVENUE AND W. BROAD ST.
 SAVANNAH, GEORGIA
 DRAWN BY: HARRY H. CRONIN, ET AL.
 CHECKED BY: GEORGE W. BROWN, ET AL.
 REVISIONS: SEE LIST OF REVISIONS
 SCALE: AS SHOWN



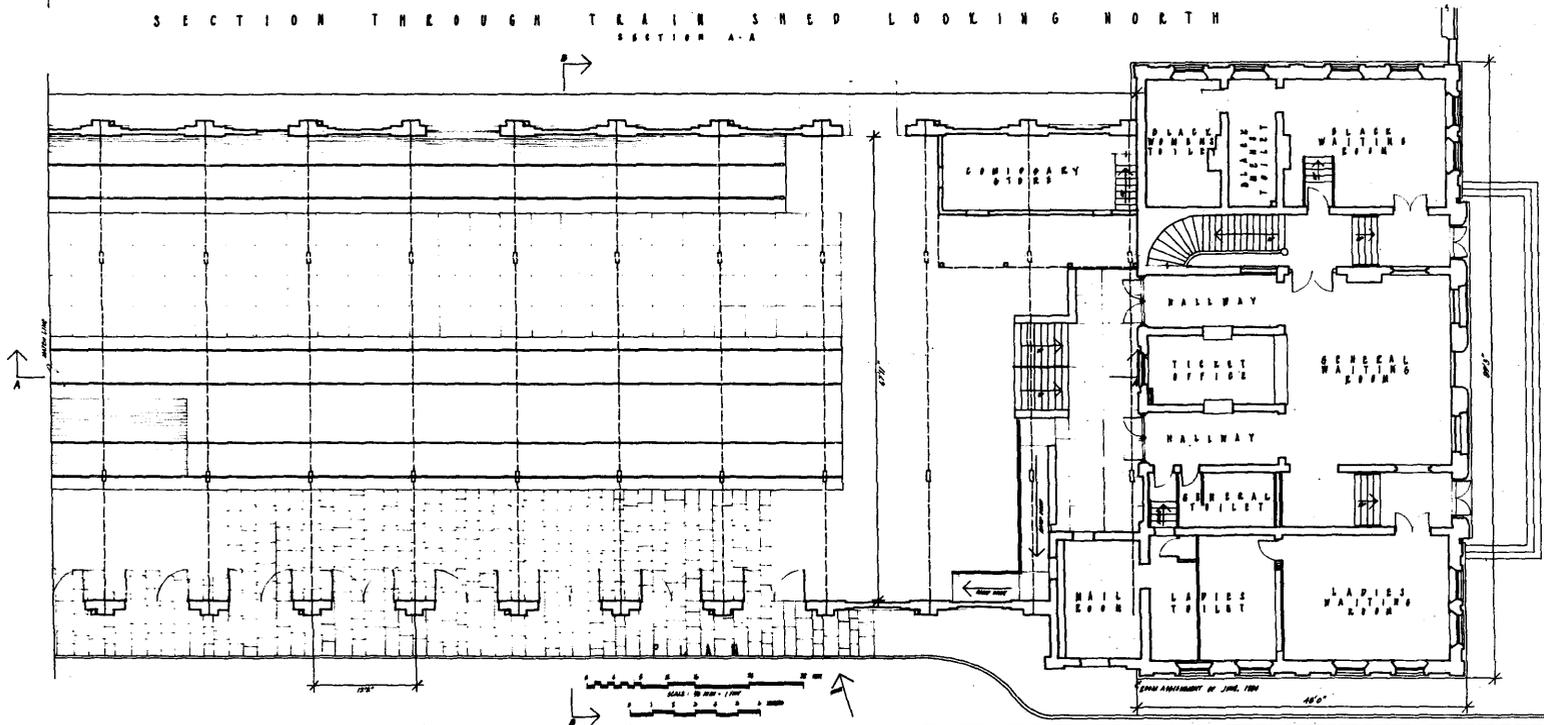
HISTORIC AMERICAN
 ENGINEERING RECORD
 SHEET 14 OF 17 SHEETS
 GEORGIA
 CENTRAL OF GEORGIA RAILWAY - SAVANNAH REPAIR SHOPS (1853-1926)
 ARCHITECTURE OF JAMES EARL FRANKLIN
 SAVANNAH, GA.

Central of Georgia RR: West Elevation of
 Round House, Machine Shop, Blacksmith
 Shop and Smoke Stack, Savannah, GA.

Peter Dubin, delineator, 1975.



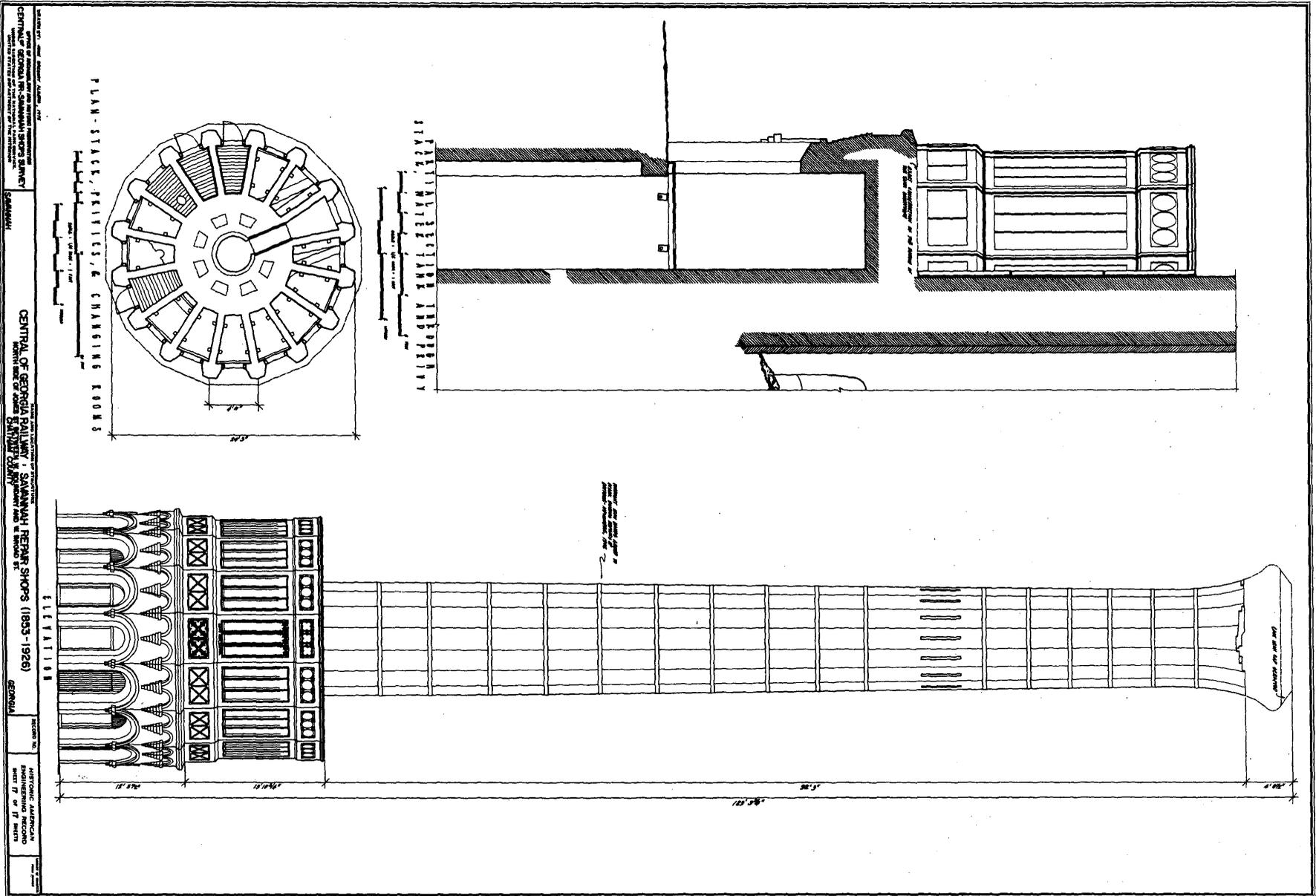
SECTION THROUGH TRAIN SHED LOOKING NORTH
SECTION A-A



Central of Georgia Depot, Savannah, Georgia
West Broad Street at Liberty

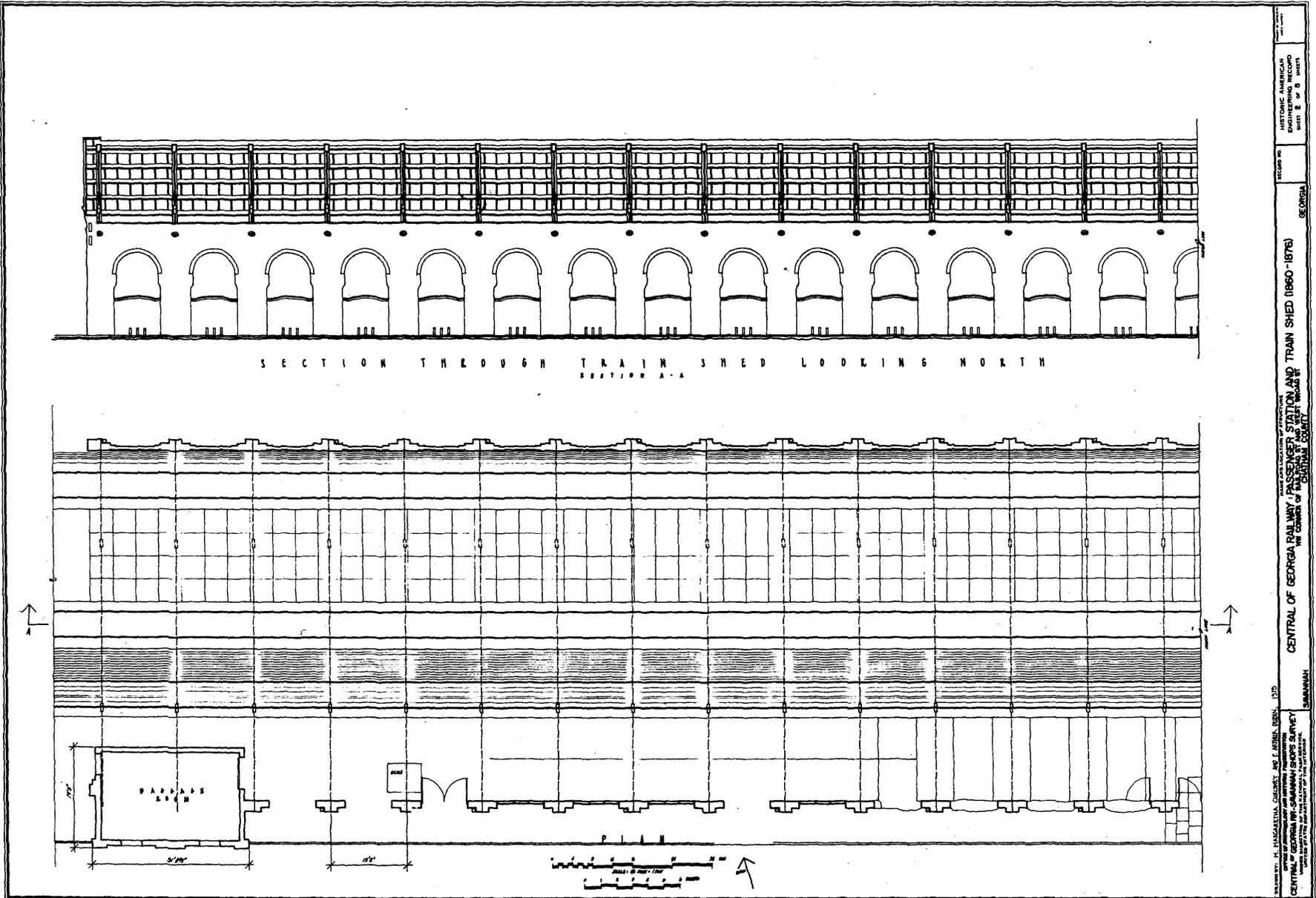
Photo:
1975

HISTORIC AMERICAN
 ENGINEERING RECORD
 SHEET 1 OF 5 SHEETS
 GEORGIA
 RECORD NO.
 CENTRAL OF GEORGIA RAILWAY: PASSENGER STATION AND TRAIN SHED (1860-1876)
 NW CORNER OF WEST BROAD ST
 SAVANNAH
 SAVANNAH
 MADE AND DRAWN UNDER SUPERVISION OF STRUCTURE
 CENTRAL OF GEORGIA RAILWAY: SAVANNAH STATION SURVEY
 UNDER THE SUPERVISION OF THE SAVANNAH DISTRICT ENGINEER
 UNITED STATES DEPARTMENT OF COMMERCE
 DIVISION OF PASSENGER SERVICE
 JULY 1975
 46'0"



Central of Georgia RR: Combination Smoke Stack, Water Tank & Privy (1855), Savannah, GA.

John Albers, delineator, 1975.



ARCHITECT: H. MARGARETTA CHERRY AND E. ARNOLD BORN, 1915
 ENGINEERS: J. H. HARRIS AND COMPANY, SAVANNAH, GEORGIA
 CONTRACTOR: J. H. HARRIS AND COMPANY, SAVANNAH, GEORGIA
 PROJECT: CENTRAL OF GEORGIA RAILWAY PASSENGER STATION AND TRAIN SHED (1860-1876)
 LOCATION: CORNER OF BROAD ST. AND WEST BROAD ST. SAVANNAH, GEORGIA
 SHEET NO. 2 OF 5 SHEETS
 DRAWING NO. 1000

Central of Georgia Depot, Savannah, Georgia
 West Broad Street at Liberty

