

STATE: Georgia	
COUNTY: Chatham	
FOR NPS USE ONLY	
ENTRY NUMBER 70.3.10-002	DATE

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

(Type all entries - complete applicable sections)

1. NAME

COMMON:
Central of Georgia Railway Company Shop Property

AND/OR HISTORIC:
Same

2. LOCATION

STREET AND NUMBER: Central of Georgia Railway Company Shop Property between
West Jones Street and Louisville Road

CITY OR TOWN:
Savannah

STATE Georgia	CODE 10	COUNTY: Chatham	CODE 051
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object <input type="checkbox"/>	Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both <input type="checkbox"/>	Public Acquisition: <input checked="" type="checkbox"/> In Process <input type="checkbox"/> Being Considered <input type="checkbox"/>	Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress <input type="checkbox"/>
PRESENT USE (Check One or More as Appropriate)			Yes: Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No: <input type="checkbox"/>
Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment <input type="checkbox"/>	Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum <input type="checkbox"/>	Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific <input type="checkbox"/>	Transportation <input checked="" type="checkbox"/> Other (Specify) <input type="checkbox"/> <u>not in use</u>

4. OWNER OF PROPERTY

OWNERS NAME: Central of Georgia Railway Company under option for purchase by Savannah-Chatham County Historic Site & Monument Commission

STREET AND NUMBER:
227 West Broad Street

CITY OR TOWN:
Savannah

STATE:
Georgia

CODE:
10

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Chatham County Courthouse

STREET AND NUMBER:

CITY OR TOWN:
Savannah

STATE:
Georgia

CODE:
10

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 6.6 acres

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Historic Savannah (name of publication)

DATE OF SURVEY: July, August, 1962 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Libraries and Historic Savannah Foundation, Inc.

STREET AND NUMBER:
Historic Savannah Foundation, Inc., 119 Habersham Street

CITY OR TOWN:
Savannah

STATE:
Georgia

CODE:
10

SEE INSTRUCTIONS

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7. DESCRIPTION

CONDITION	(Check One)					
	Excellent <input type="checkbox"/>	Good <input type="checkbox"/>	Fair <input checked="" type="checkbox"/>	Deteriorated <input type="checkbox"/>	Ruins <input type="checkbox"/>	Unexposed <input type="checkbox"/>
INTEGRITY	(Check One)			(Check One)		
	Altered <input type="checkbox"/>	Unaltered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Original Site <input checked="" type="checkbox"/>		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The buildings in the Central of Georgia Railroad complex, excellent examples of mid-nineteenth century architecture, consist of the Machine Shop, the Blacksmith Shop, the Engine House and a brick shed for storing lumber—all joined together - and the smoke stack nearby. The complex was built between 1850 and 1855, after the design of William Morrill Wadley, Superintendent and later President of the Central of Georgia Railroad, which was the most important railroad in the southeastern states in the two decades preceding the Civil War. A contemporary description of these buildings appeared in Colburn's New York Railroad Advocate (reprinted in the Savannah Daily Morning News of July 17, 1855); it shows how highly regarded this complex was by a competent critic in the north. Extracts from this article follow:

"We have few great railroad stations in the whole country such as combine complete accommodation for great transportation and mechanical departments. One or two at Boston, those at Detroit, Pittsburg and Baltimore are probably the largest....To say that Savannah, Georgia, is likely to have the most complete and elegant railroad in the country (besides 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. We look upon it as a whole, not regarding merely the architectural details of any one part, or the mechanical adoption of any particular buildings to the purpose of the road. This station was originally planned, something like five years ago, by Mr. William M. Wadley, Engineer, the present superintendent of the road....The next great division of the station is the motive power department; this occupies a lot 900 by 625 feet in extent....The principal buildings in this department are ranged on the southern and eastern sides of this yard. They consist principally as follows:....The principal machine room, 160 by 63 feet, lighted with large windows on three sides, besides a lantern in the iron roof. This is certainly one of the finest repair rooms in the United States. It is 18 feet deep in the walls; the roof, as those of all the adjoining buildings, is of corrugated iron, with round iron tie rods, and is made by Messrs. Whitney and Sons, of the Philadelphia Car Wheel Works. The shafting, the heavy lines being hung on the wall hangers, and the counter shafting from the roof is made by Bancroft and Sellers of Philadelphia....The blacksmith's shop, 160 by 40 feet, forms an L to the machine shop. The foyers are closely ranged on both sides. The room is well lighted and ventilated.... Next to the blacksmith's shop is the engine house, of ornamental architecture, and about 60 feet by 35. The engine room is 40 by 20; the boiler room 40 by 13, and the pattern room, which is in the rear, is about 35 by 20 feet. The engine room is unusually fine; it is very high and well lighted. The finest of the walls being hard and smooth, and the general appearance being much superior to that of such rooms in other machine shops....The great chimney stands in the yard, between the engine house and blacksmith's shop. It is 125 feet high. Its design is ornamental and most original. Its form is polygonal, or many-sided, giving the appearance of a fluted circular column. Around the base are projecting buttresses, forming cells between them, and are appropriated as privies for the men. Upon the top of these cells, or of the buttresses which form them, is a cast-iron tank, holding 40,000 gallons. The outsides are paneled and richly ornamented. It must be understood that the tank encircles the great chimney shaft. The chimney top is laid up in ornamental brick-work, and is surmounted with a heavy cast-iron cap. This

(continued)

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
Georgia	
COUNTY	
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ENTRY NUMBER	DATE
70. 3. 10. 0002	

(Number all entries)

7. Description

chimney draws to smoke from all the blacksmith, coppersmith and boiler room shop fires, as well as from the boiler of the stationery engine. The water pumped into the tank goes to supply the tenders. Every stall in the engine-house has a pipe and valve for filling the tenders. Extending beyond the stationery engine house is a brick shed for storing lumber. This is 83 feet long and reaches to the carpenter's shop beyond. From the front of this shed, a roof is carried out on brick columns for a large Daniel's planing machine, for dressing sills and caps for cars and other similar work. When it is remembered that all the buildings described are new, and of fine architecture and arrangement, well lighted, well ventilated, and very well arranged, the roofs of iron when it is considered a complete and symmetrical whole, we doubt candidly if any other station [complex] can be found in this country which can equal this. There have already been expended on the entire station over \$300,000. This with the land and machinery, will carry the entire cost above \$500,000, but even this large sum has been expended with strict economy. Beautiful and complete as is their great station, there is not one feature in the whole which could be properly pronounced extravagant."

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

Pre-Columbian 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1850 (prior to July 17, 1855)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

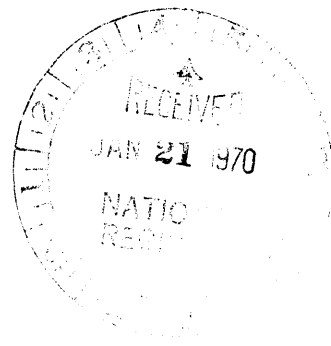
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Prehistoric <input type="checkbox"/>	Engineering <input checked="" type="checkbox"/>	Religion/Philosophy <input type="checkbox"/>	Other (Specify) <input checked="" type="checkbox"/>
Historic <input checked="" type="checkbox"/>	Industry <input checked="" type="checkbox"/>	Science <input type="checkbox"/>	<u>Architecture</u>
Agriculture <input type="checkbox"/>	Invention <input type="checkbox"/>	Sculpture <input type="checkbox"/>	_____
Art <input type="checkbox"/>	Landscape <input type="checkbox"/>	Social/Humanitarian <input type="checkbox"/>	_____
Commerce <input checked="" type="checkbox"/>	Architecture <input checked="" type="checkbox"/>	Theater <input type="checkbox"/>	_____
Communications <input checked="" type="checkbox"/>	Literature <input type="checkbox"/>	Transportation <input checked="" type="checkbox"/>	_____
Conservation <input type="checkbox"/>	Military <input type="checkbox"/>		_____
	Music <input type="checkbox"/>		_____

STATEMENT OF SIGNIFICANCE (Include Personages, Dates, Events, Etc.)

As survivors from the early years of the railroad era, these buildings have acquired a historic interest that supplements their architectural significance, which (as examples of mid-nineteenth century industrial design) is high. Their designer, William Morrill Wadley, had a notable career as a mechanic, architect, and railroad president. Born in the township of Brentwood, New Hampshire, in 1813, he was trained as a blacksmith and at the age of 20 came to Savannah, where he obtained employment at Fort Pulaski, then being built on Cockspar Island at the mouth of the Savannah River. Several wooden doors, bound together by iron bands, are identified as Wadley's work. After six years at the Fort, he became associated with the Central of Georgia Railroad, and in 1840 obtained contracts to build bridges for the roadbed and to keep the line in time over the next few years designing and supervising the erection of the complex at Savannah. The materials used were of local manufacture. The brick came from the kilns of the Hermitage Plantation, on the Savannah River four miles above the city. The cast iron band near the base of the smokestack was made at the foundry of William and David Rose (whose firm name is tamped on it), which became nationally known during the Civil War for the iron clads it built for the Confederate Government.

For the significance of the Central of Georgia Railroad in nineteenth century railroad history, see Ulrich Bonnell Phillips, A History of Transportation in the Eastern Cotton Belt to 1860 (New York; Columbia University Press, 1908, 254-290). A detailed study, in which Wadley's contributions as mechanic and railroad president are assessed, is Jefferson Max Dixon, The Central Railroad of Georgia, 1833-1892, an unpublished doctoral dissertation submitted to the Department of History of the Graduate School of Education, George Peabody College for Teachers, Nashville, Tennessee, August, 1953. For a succinct sketch of William Morrill Wadley see National Cyclopedia of American Biography. A photograph of the smokestack appears in Historic Savannah, in which the complex is rated as Notable.

SEE INSTRUCTIONS



9. MAJOR BIBLIOGRAPHICAL REFERENCES

Dixon, Jefferson Max, The Central Railroad of Georgia, 1833-1892. Unpublished Ph.D. Thesis, Department of History, Graduate School of Education, George Peabody College for Teachers, 1953.

Phillips, Ulrich Bonnell. A History of Transportation in the Eastern Cotton Belt to 1860. New York: Columbia University Press, 1908.

Wadley, William Morrill, National Cyclopedia of American Biography. New York: James T. White Company, 1898.

Historic Savannah Foundation, Inc., Historic Savannah. Savannah: Historic Savannah Foundation, Inc., 1968.

"Georgia Central Railroad Station at Savannah" (from Colburn's New York Railroad Advocate), Savannah Daily Morning News, July 17, 1855.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN ONE ACRE				
CORNER	LATITUDE				LONGITUDE				
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	32°	04'	07"	81°	06'	15"			
NE	32°	04'	07"	81°	05'	57"			
SE	32°	03'	56"	81°	05'	57"			
SW	32°	03'	56"	81°	06'	15"			

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

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
(1) Walter C. Hartridge, Chairman (2) Arnold Coleman, Senior Planner

ORGANIZATION (1) Savannah-Chatham County Historic Site and Monument Comm. (2) Chatham County-Savannah Metropolitan Planning Commission

DATE: January 9, 1970

STREET AND NUMBER:
(1) 116 W. Hull Street (2) 2 East Bay Street

CITY OR TOWN:
(1) and (2) Savannah

STATE: Georgia

CODE: 10

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name Mary Gregory Jewett

Title State Liaison Officer

Date January 15, 1970

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Ernest Allen Connolly
Chief, Office of Archeology and Historic Preservation

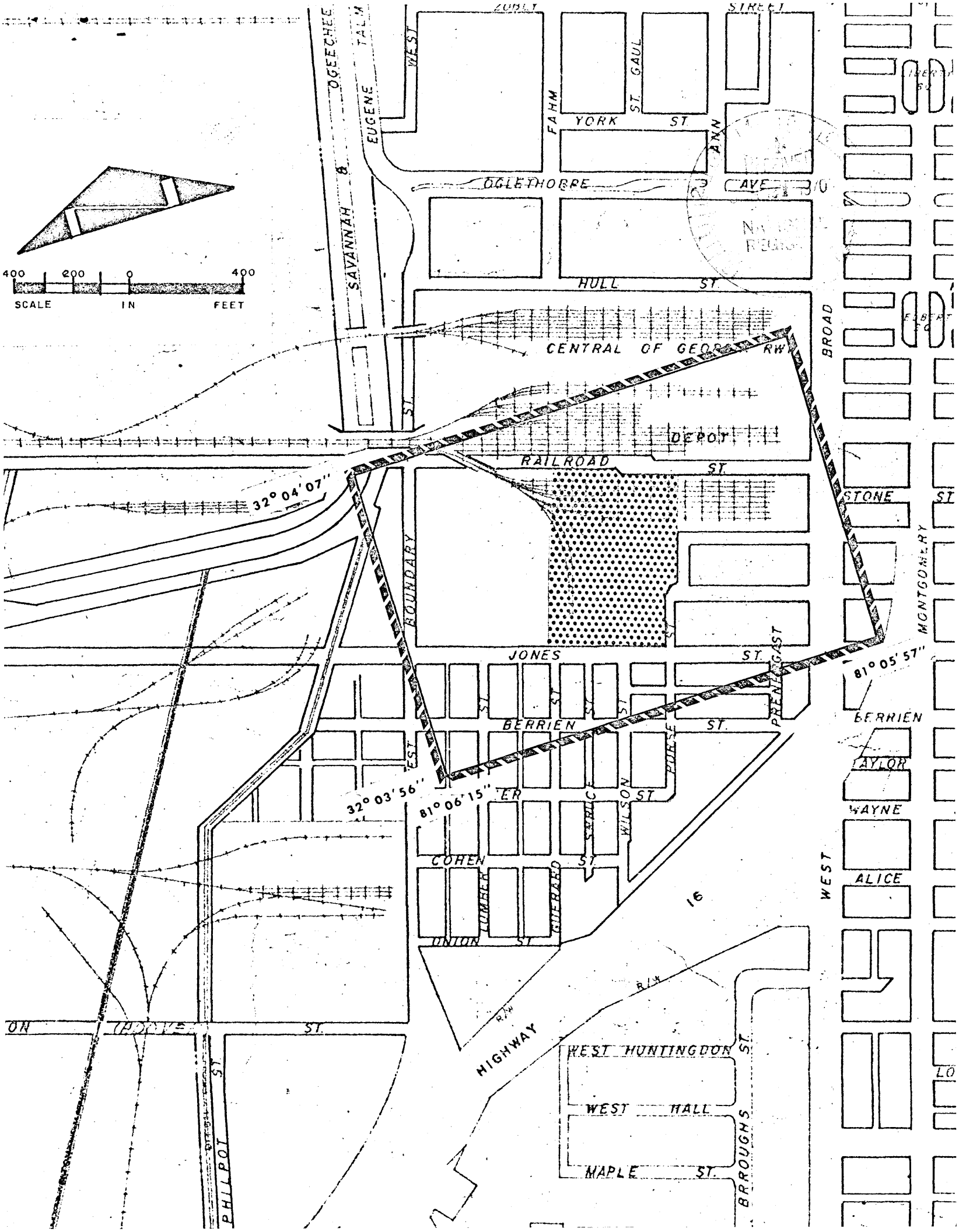
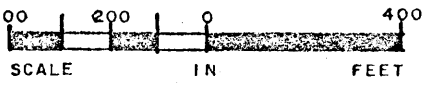
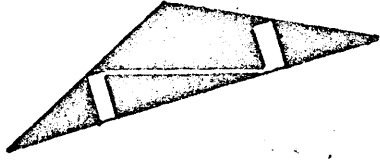
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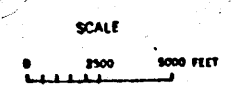
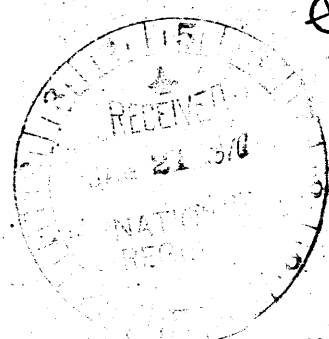
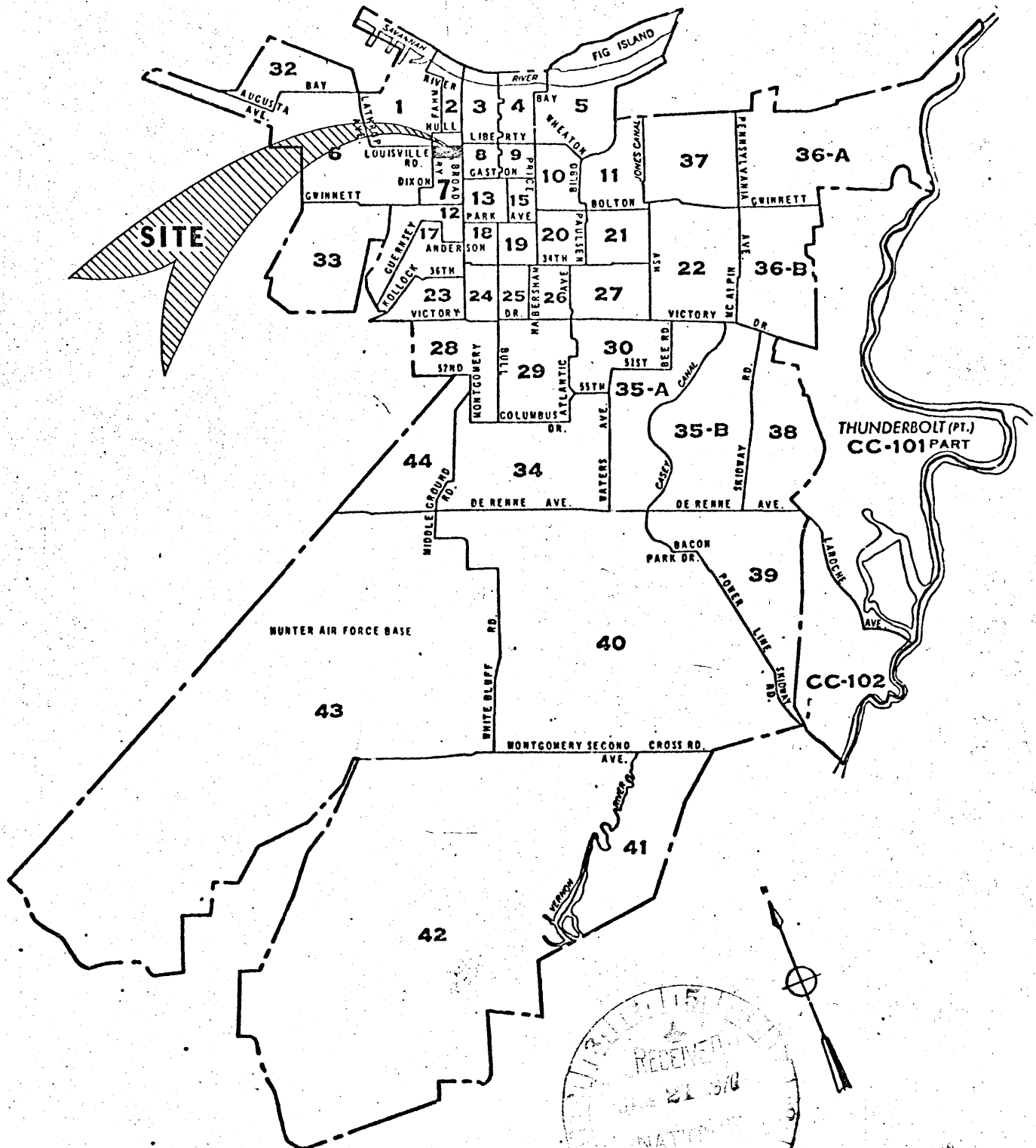
William G. Smutz
Keeper of The National Register

DATE: FEB 2 1970

SEE INSTRUCTIONS

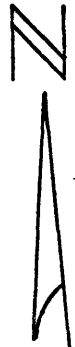


CENSUS TRACTS IN THE SAVANNAH SMSA
INSET MAP - SAVANNAH CITY AND ADJACENT AREA

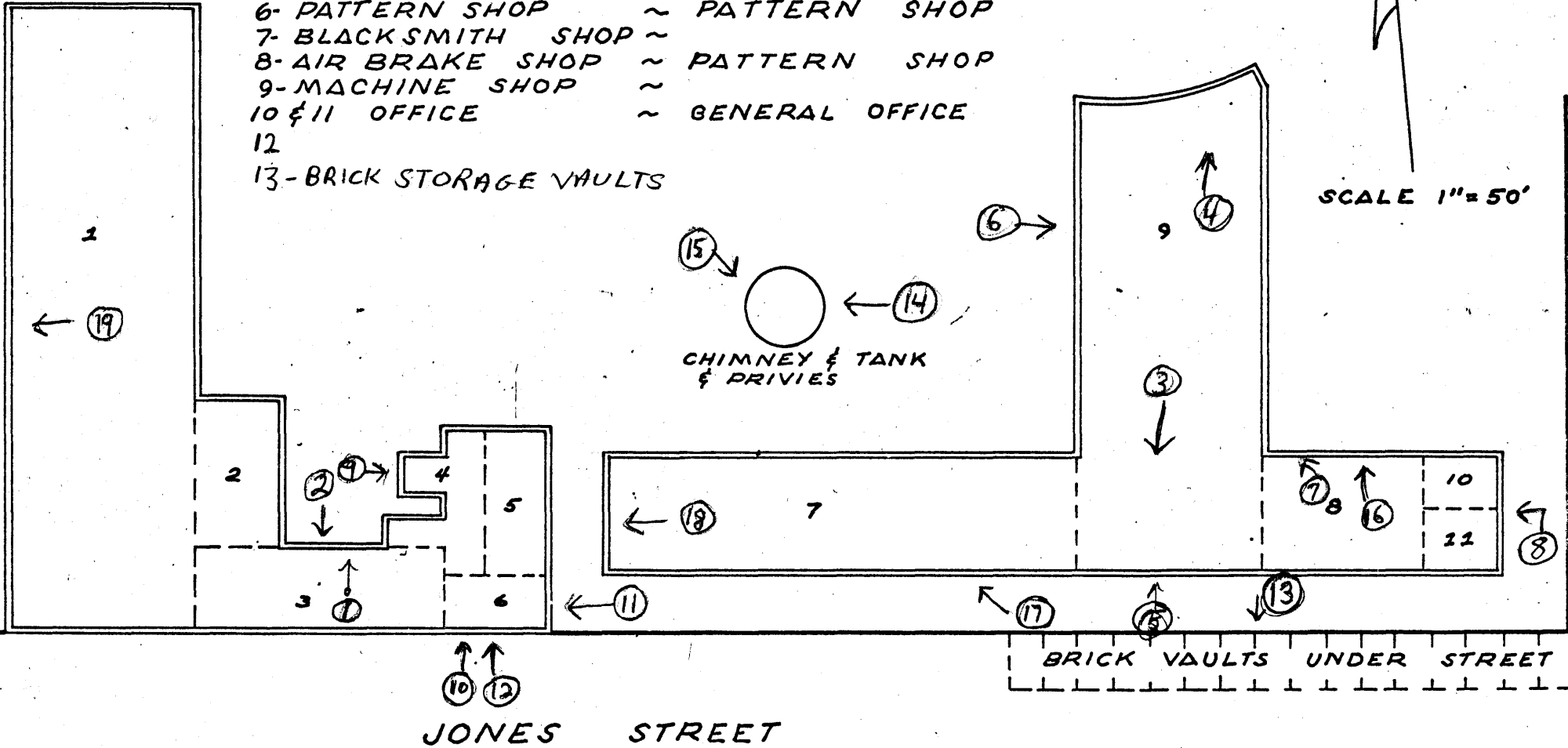


BUILDING USE

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| 1- PLANNING MILL | ~ | CARPENTER'S SHOP |
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| 7- BLACKSMITH SHOP | ~ | |
| 8- AIR BRAKE SHOP | ~ | PATTERN SHOP |
| 9- MACHINE SHOP | ~ | |
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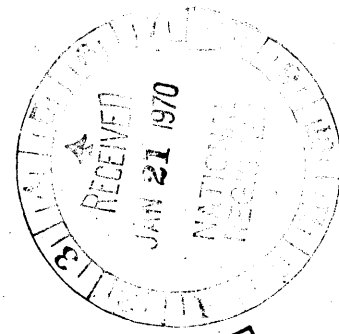


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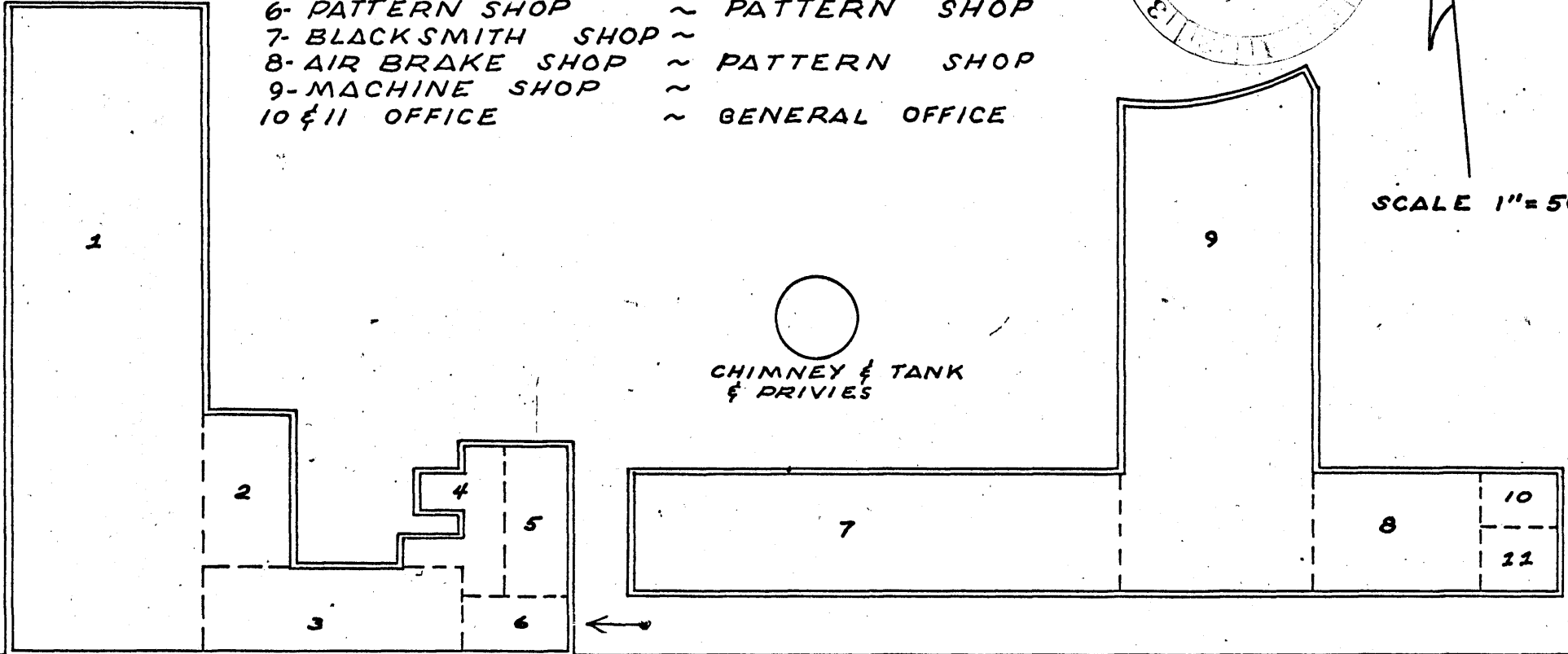


BUILDING USE

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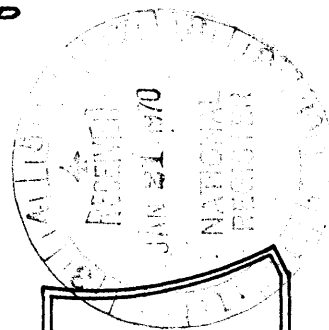


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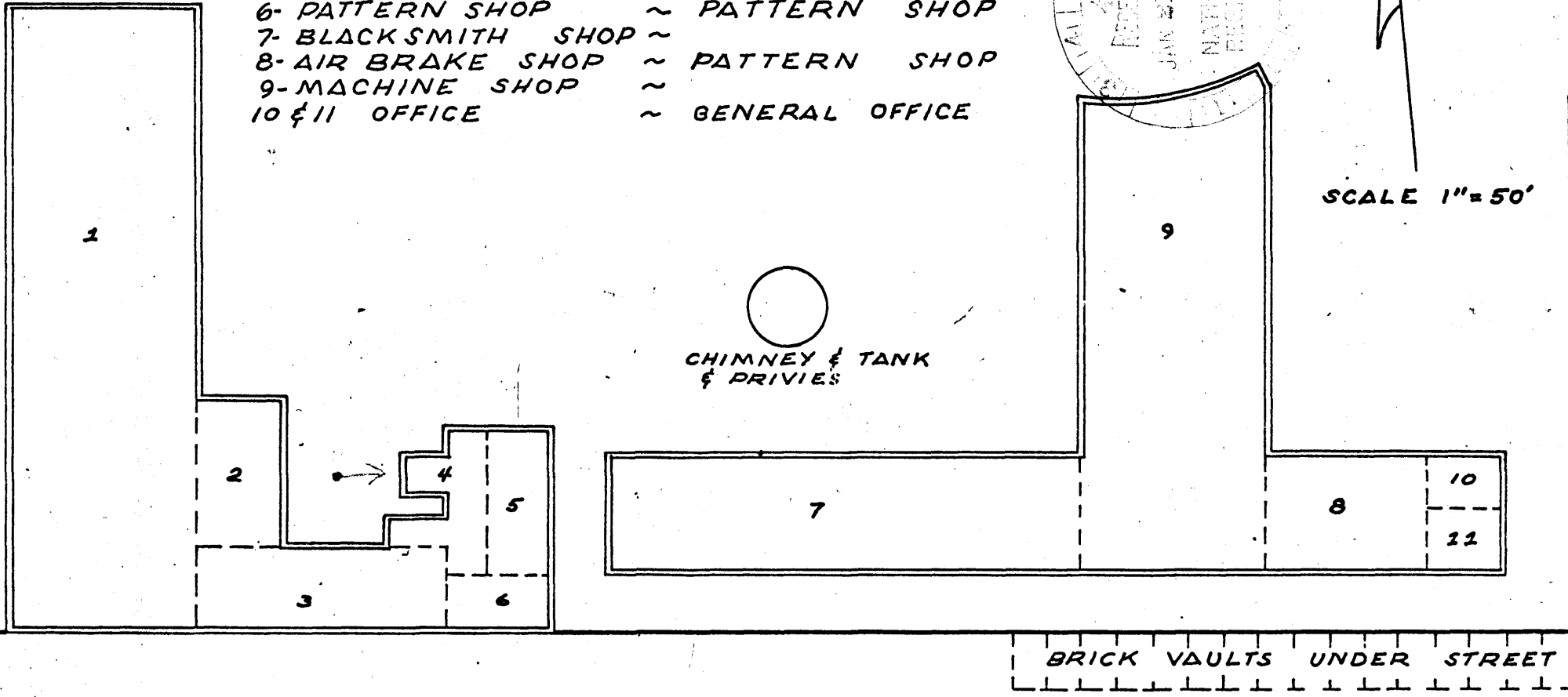
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BUILDING USE

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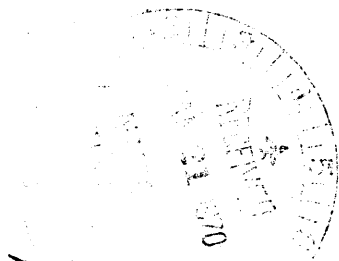
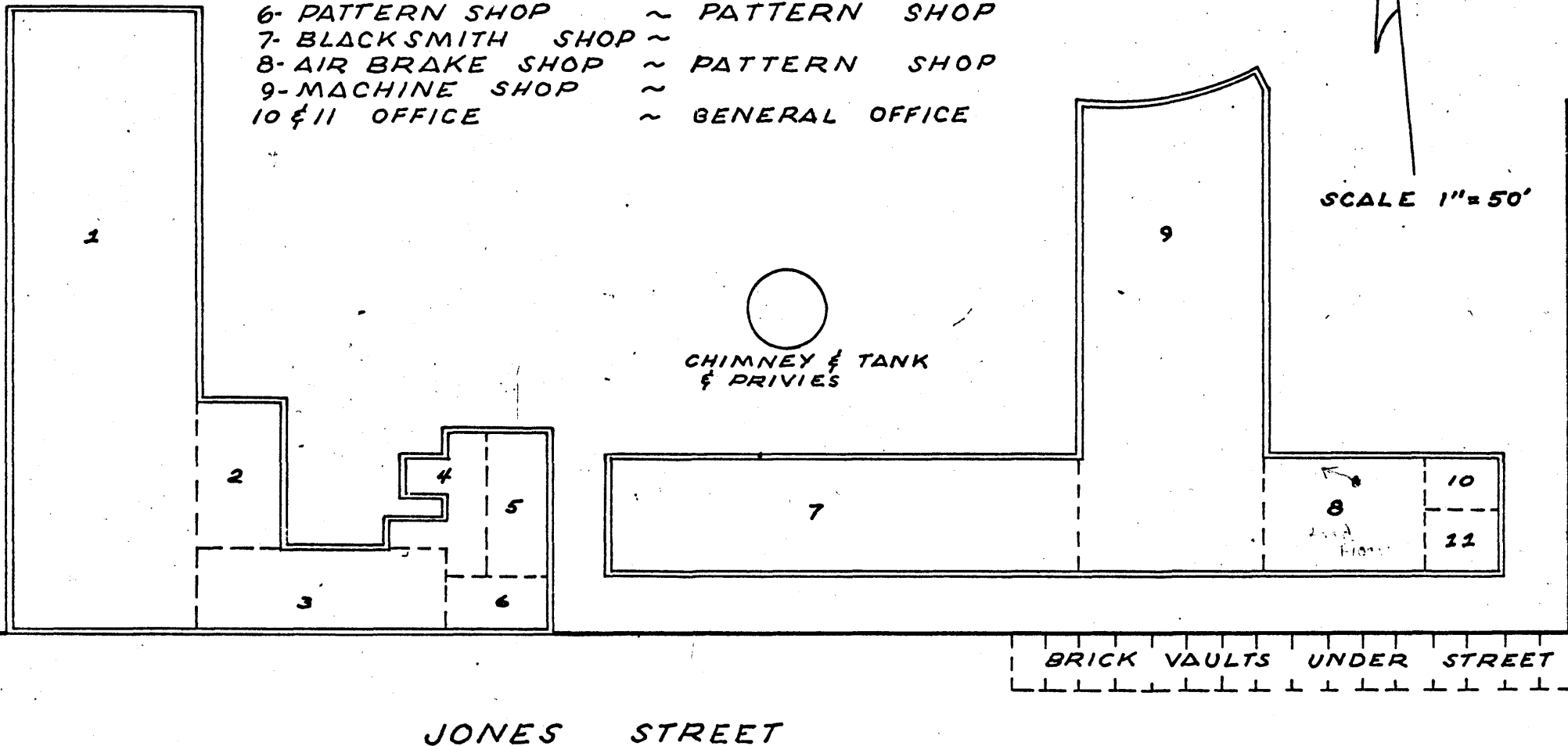
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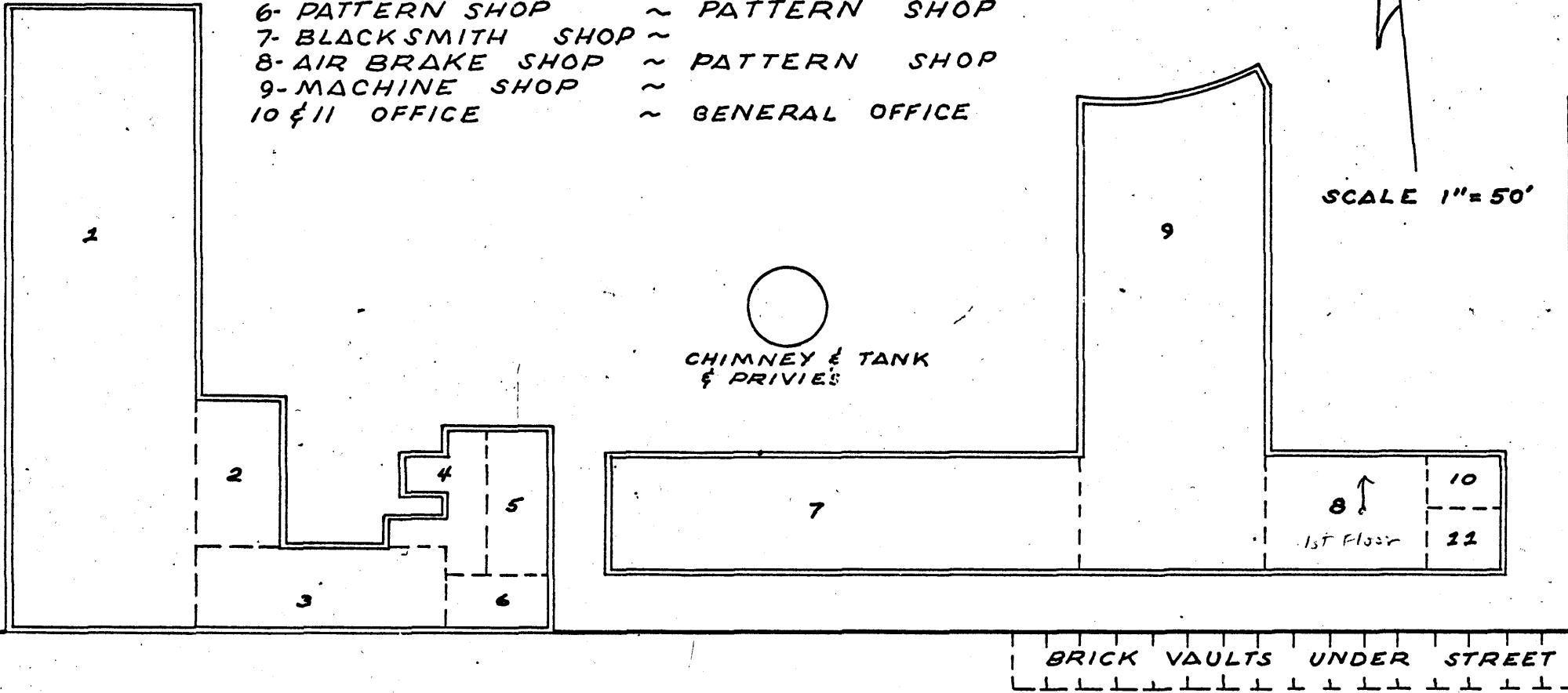
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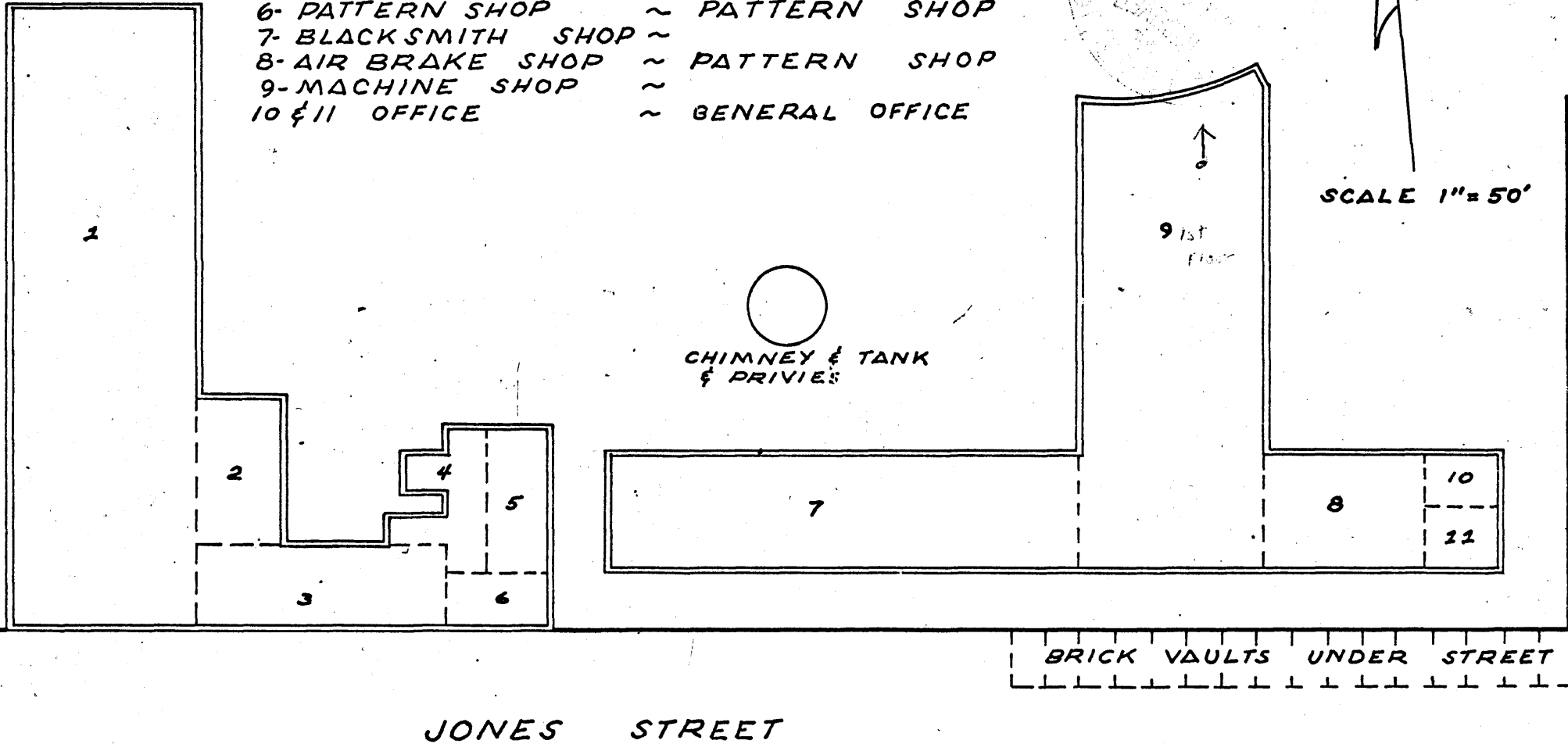
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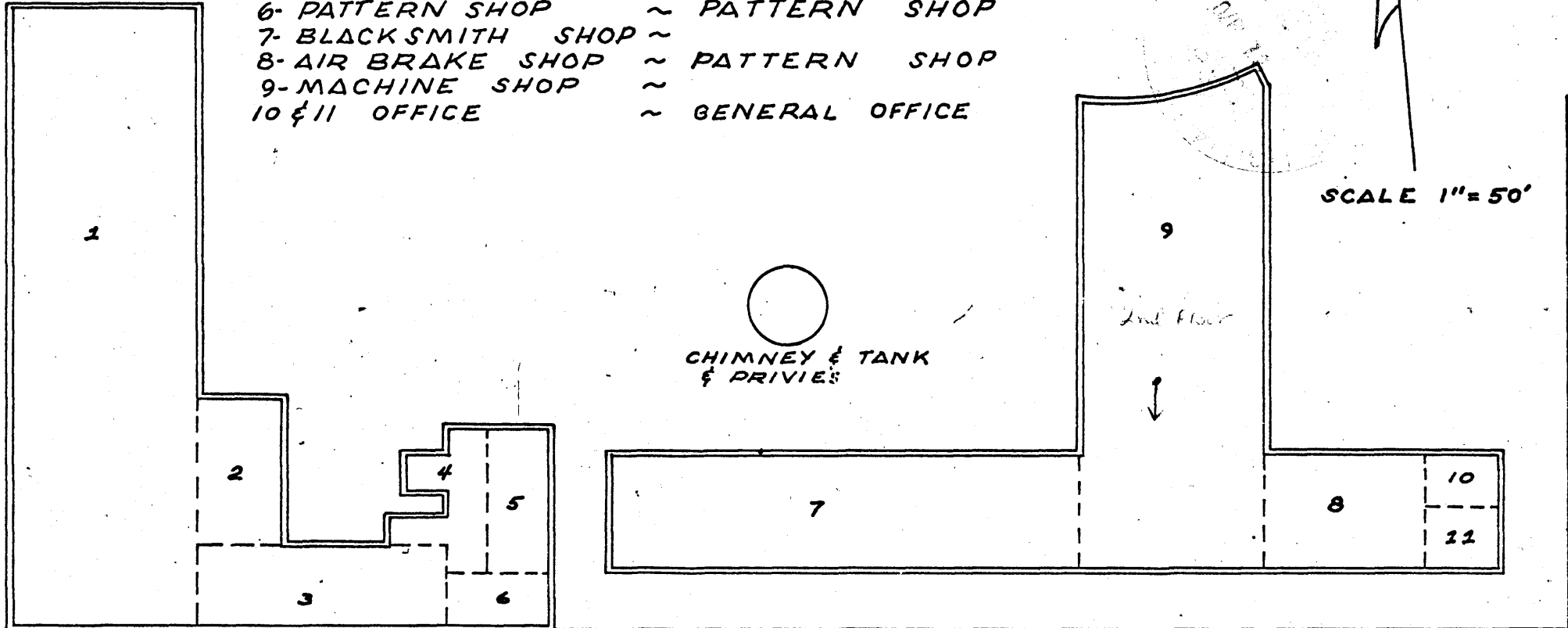
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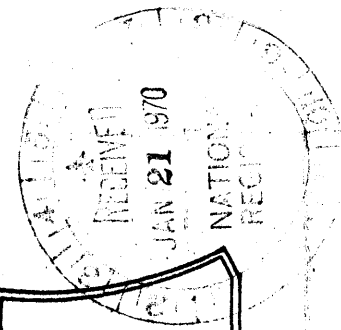
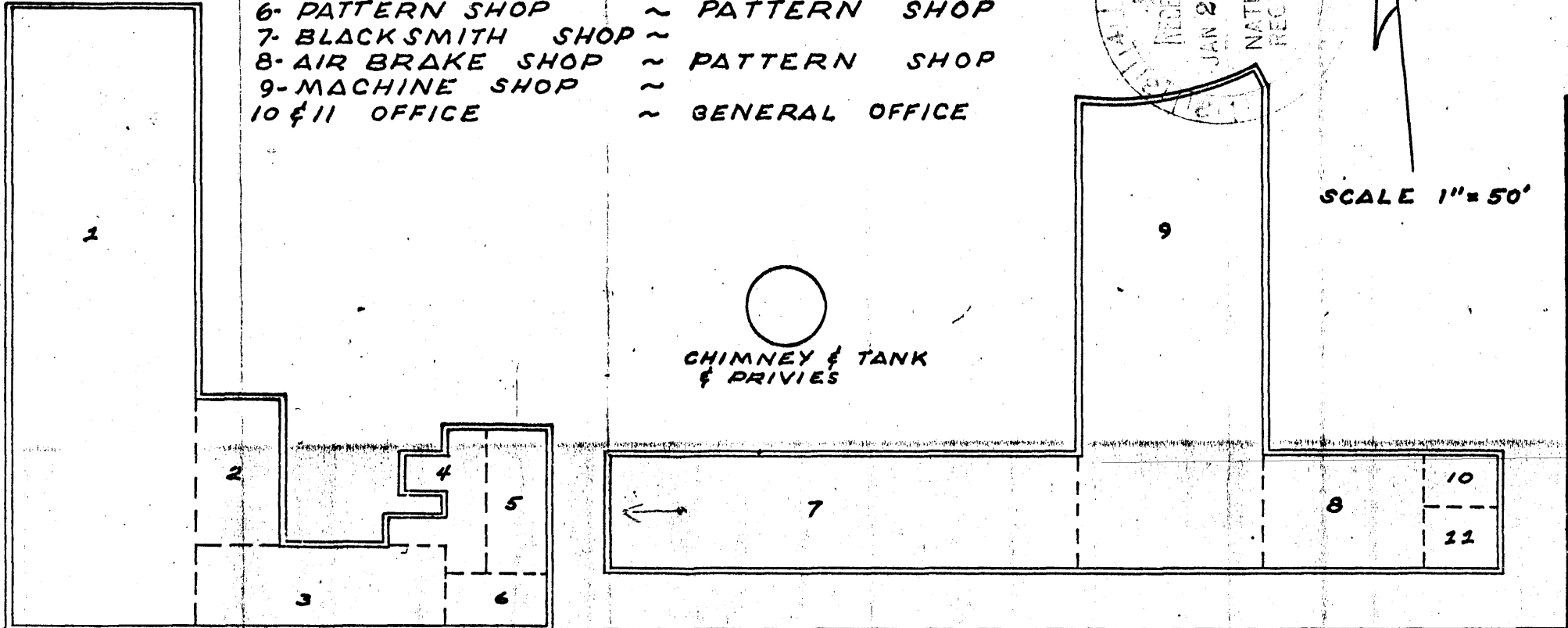


BRICK VAULTS UNDER STREET

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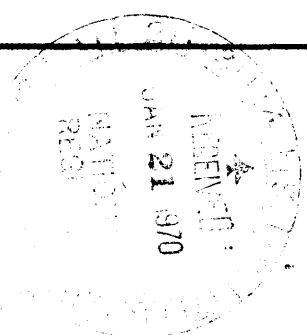
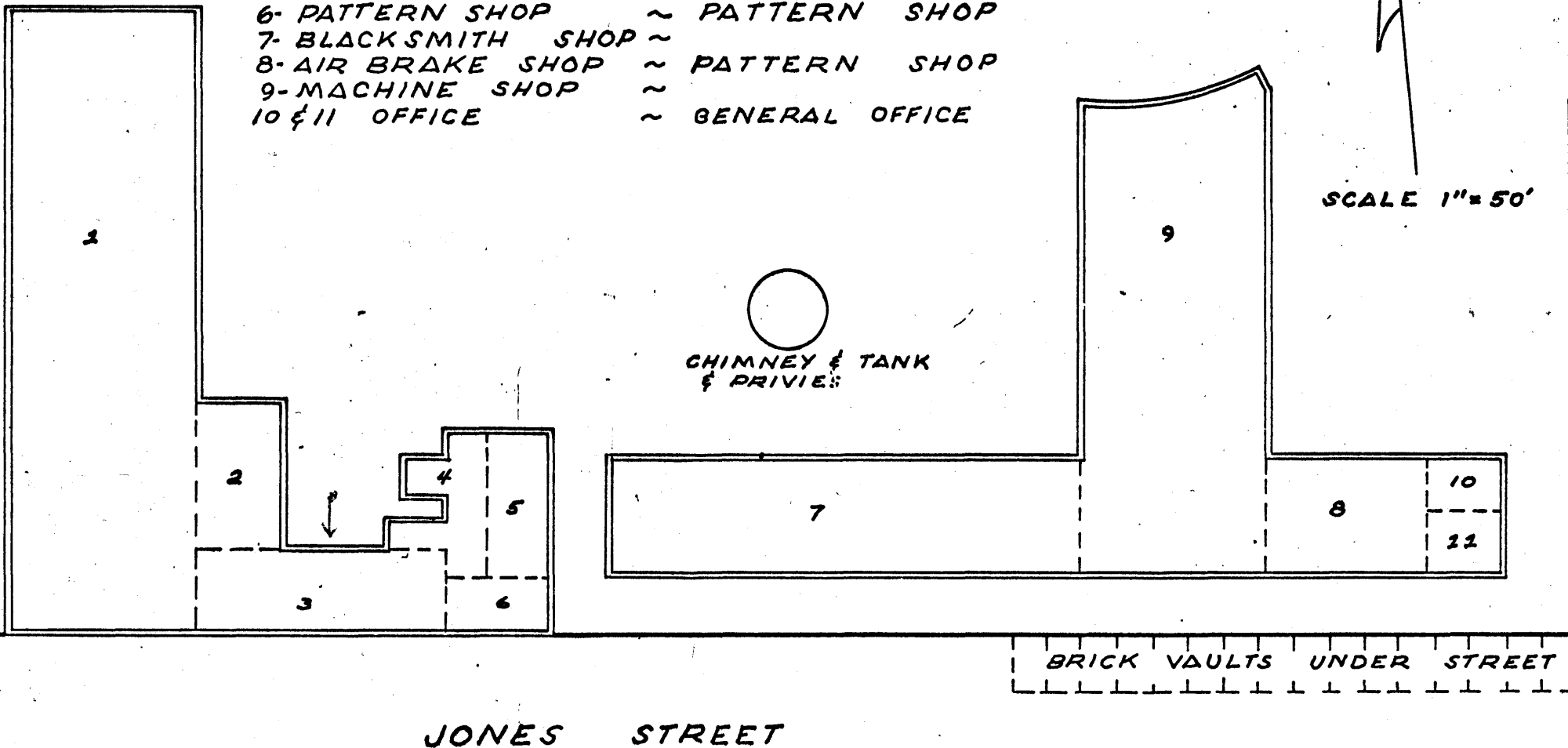
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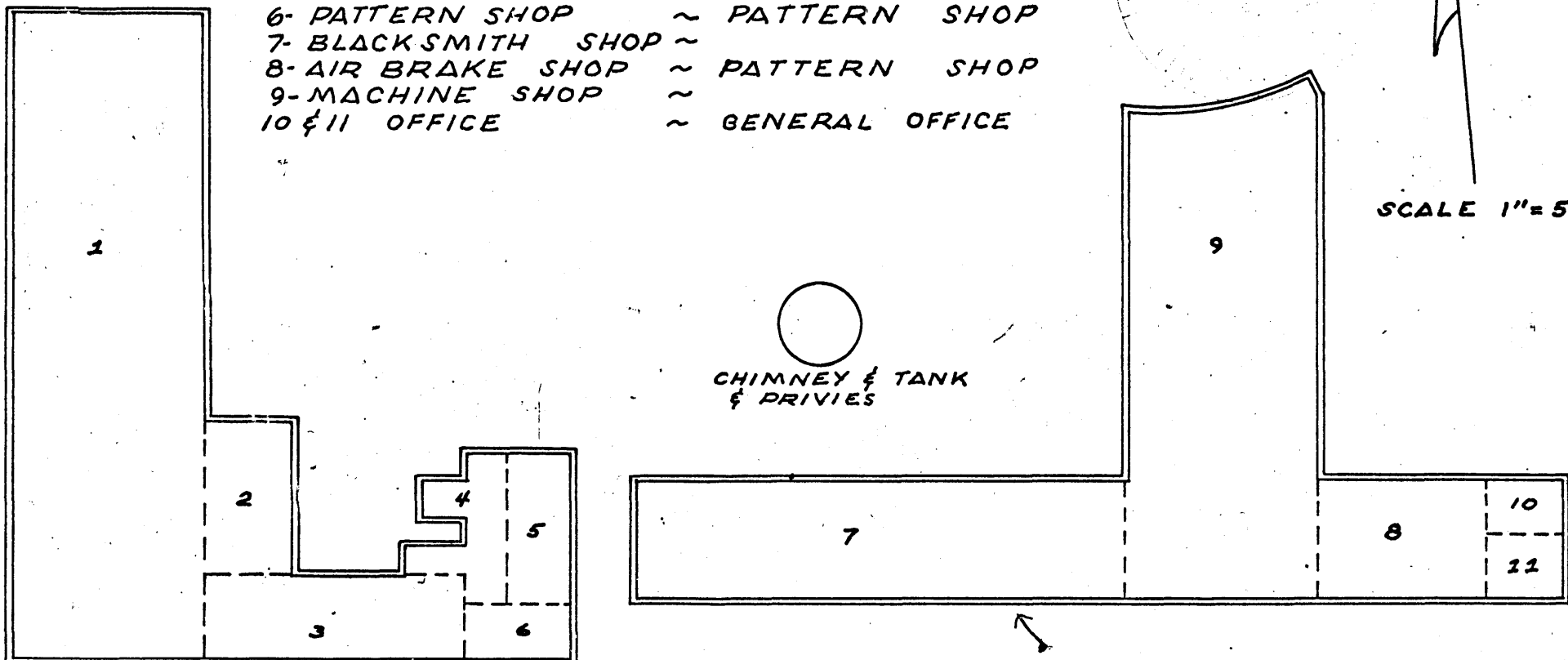
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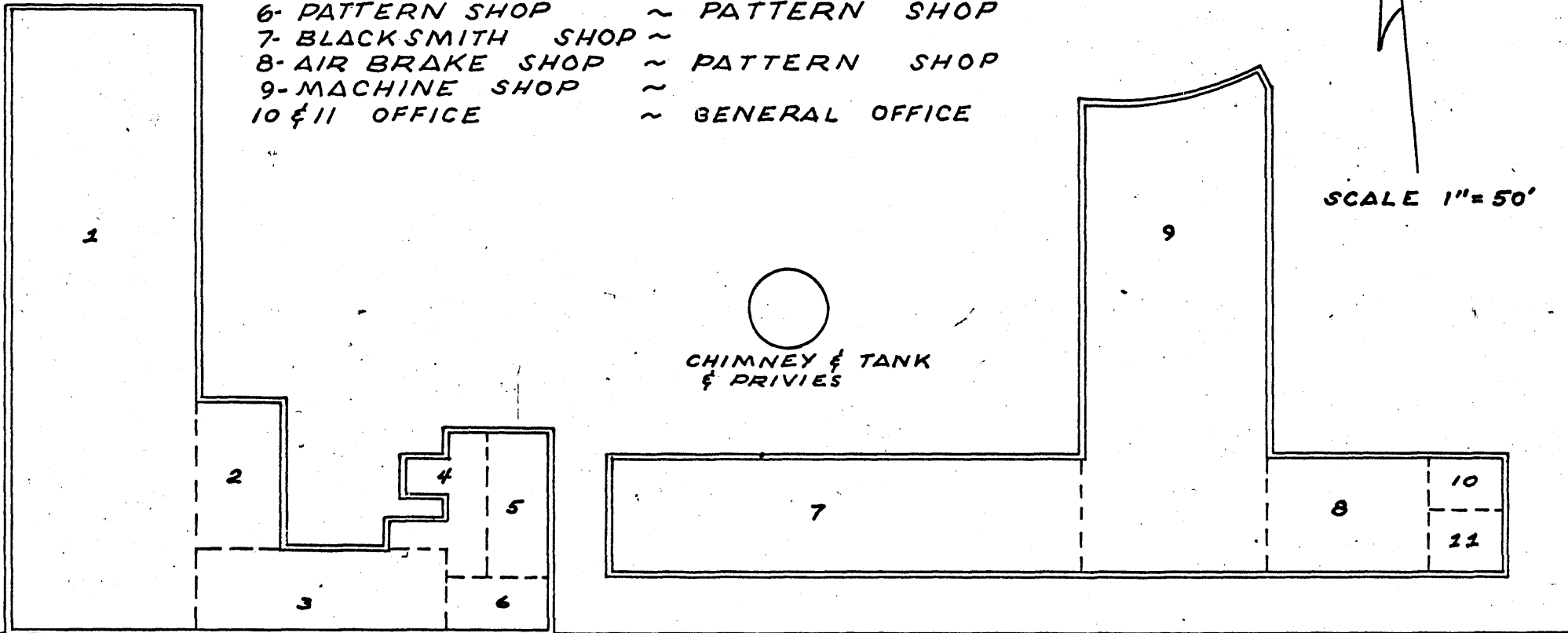
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9- MACHINE SHOP	~	
10 & 11 OFFICE	~	GENERAL OFFICE



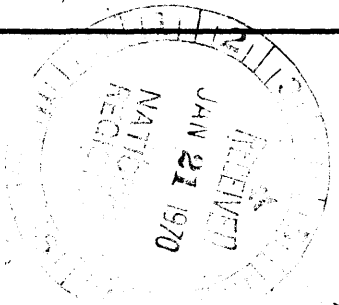
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CHIMNEY & TANK
& PRIVIES

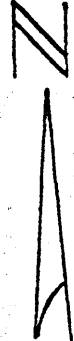
JONES STREET

BRICK VAULTS UNDER STREET

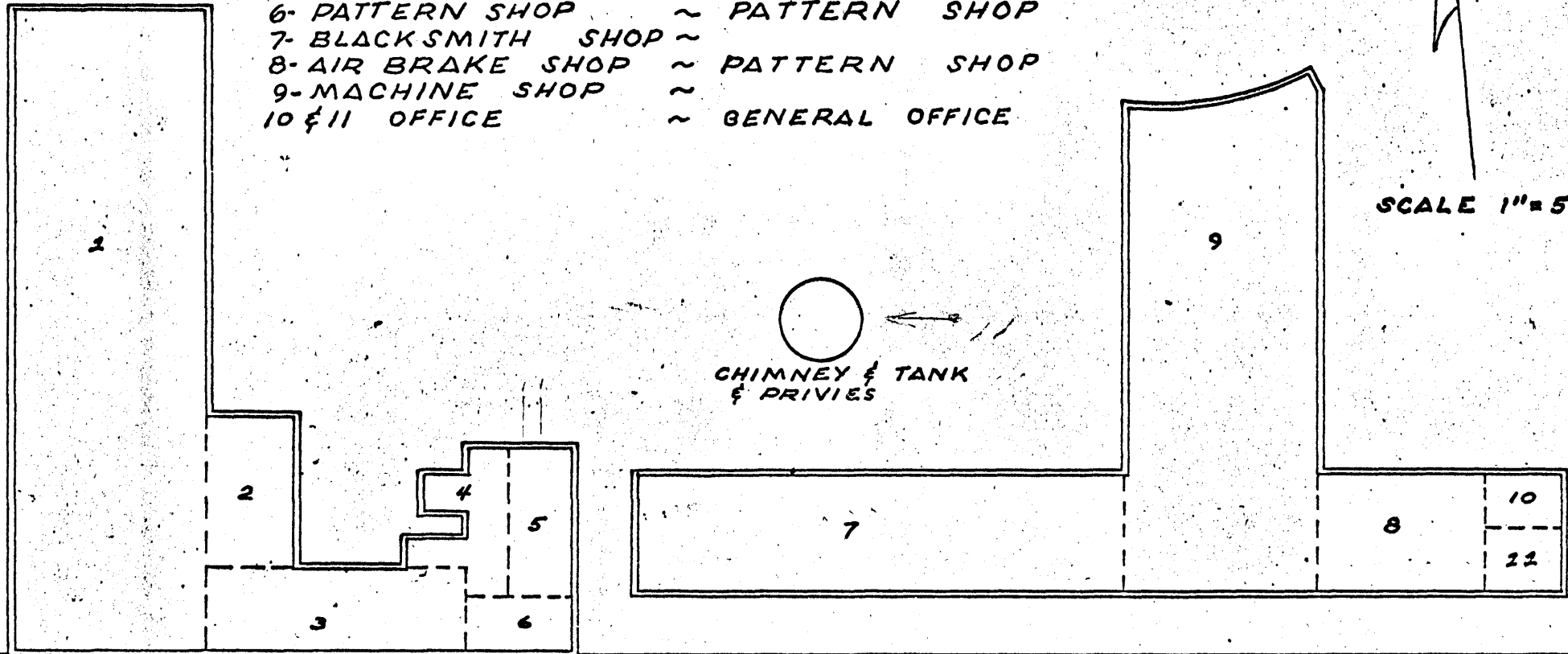


BUILDING USE

- | <u>CURRENT</u> | ~ | <u>ORIGINAL</u> |
|--------------------|---|------------------|
| 1- PLANNING MILL | ~ | CARPENTER'S SHOP |
| 2- WASH ROOM | ~ | |
| 3- COMPRESSOR ROOM | ~ | BRICK SHED |
| 4- BOILER ROOM | ~ | |
| 5- ENGINE ROOM | ~ | |
| 6- PATTERN SHOP | ~ | PATTERN SHOP |
| 7- BLACKSMITH SHOP | ~ | |
| 8- AIR BRAKE SHOP | ~ | PATTERN SHOP |
| 9- MACHINE SHOP | ~ | |
| 10 & 11 OFFICE | ~ | GENERAL OFFICE |



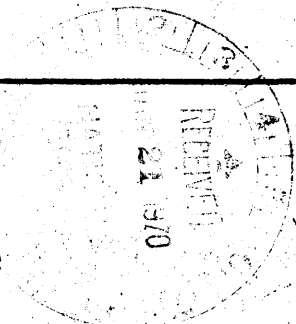
SCALE 1" = 50'



CHIMNEY & TANK
& PRIVIES

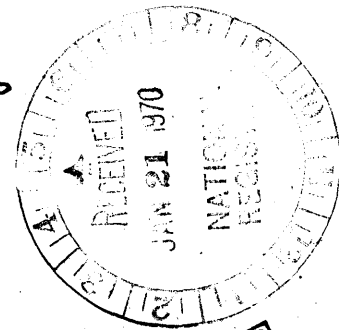
BRICK VAULTS UNDER STREET

JONES STREET

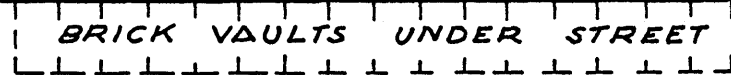
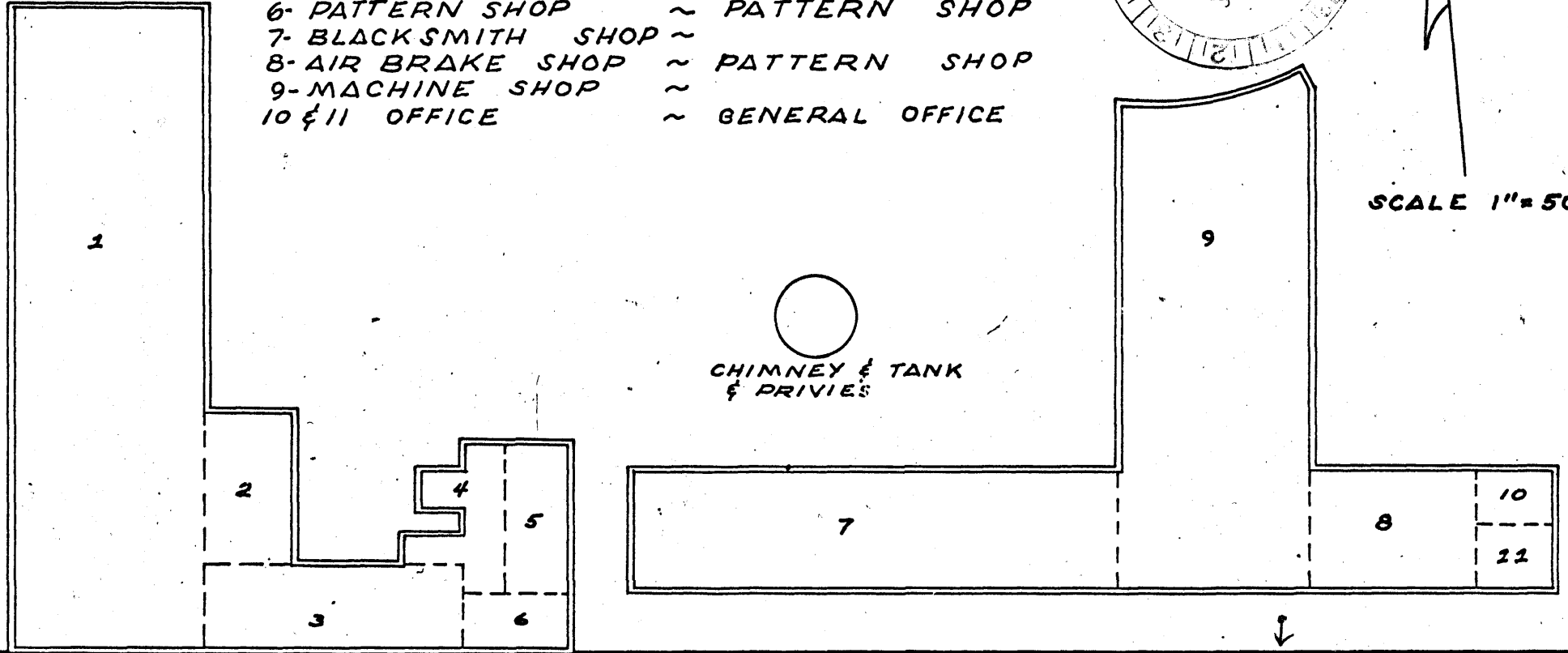


BUILDING USE

<u>CURRENT</u>		<u>ORIGINAL</u>
1- PLANNING MILL	~	CARPENTER'S SHOP
2- WASH ROOM	~	
3- COMPRESSOR ROOM	~	BRICK SHED
4- BOILER ROOM	~	
5- ENGINE ROOM	~	
6- PATTERN SHOP	~	PATTERN SHOP
7- BLACKSMITH SHOP	~	
8- AIR BRAKE SHOP	~	PATTERN SHOP
9- MACHINE SHOP	~	
10 & 11 OFFICE	~	GENERAL OFFICE



SCALE 1" = 50'



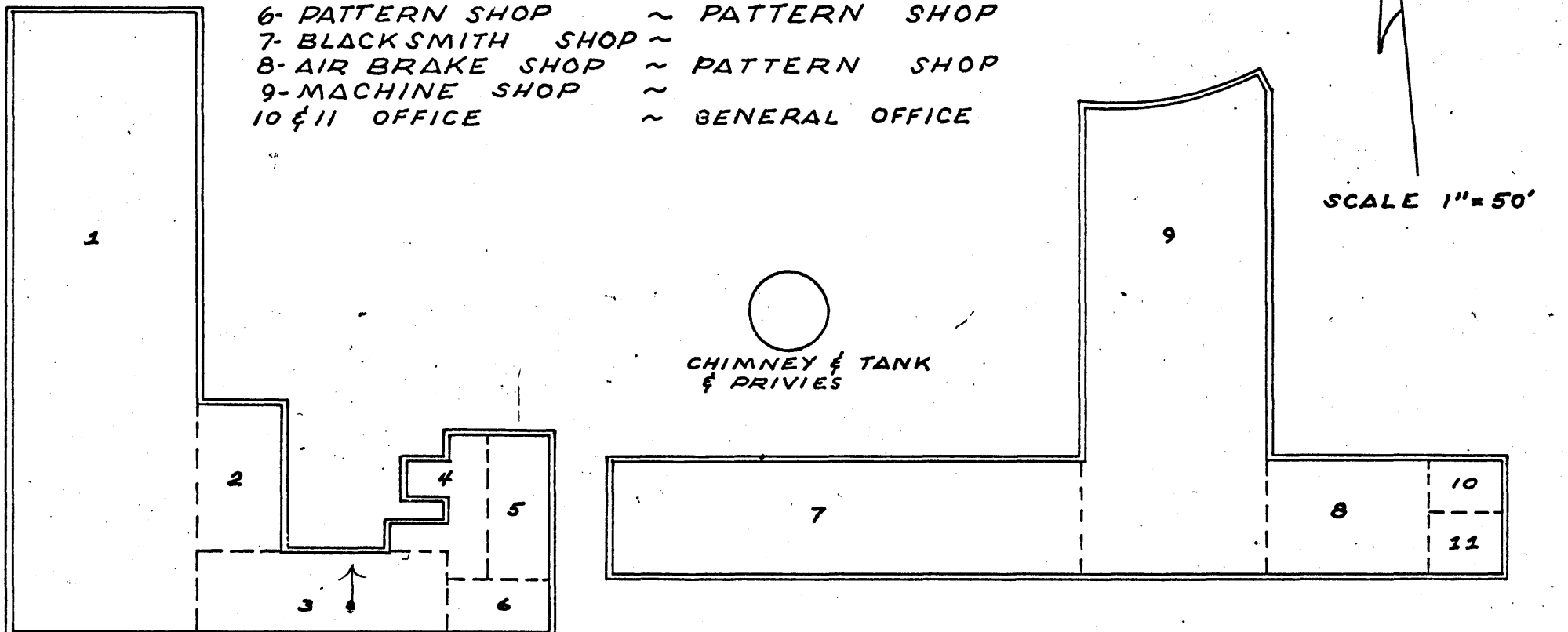
JONES STREET

BUILDING USE

<u>CURRENT</u>	~	<u>ORIGINAL</u>
1- PLANNING MILL	~	CARPENTER'S SHOP
2- WASH ROOM	~	
3- COMPRESSOR ROOM	~	BRICK SHED
4- BOILER ROOM	~	
5- ENGINE ROOM	~	
6- PATTERN SHOP	~	PATTERN SHOP
7- BLACKSMITH SHOP	~	
8- AIR BRAKE SHOP	~	PATTERN SHOP
9- MACHINE SHOP	~	
10 & 11 OFFICE	~	GENERAL OFFICE



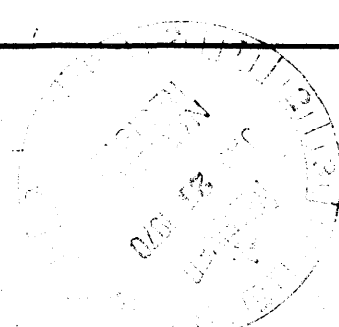
SCALE 1" = 50'



CHIMNEY & TANK
& PRIVIES

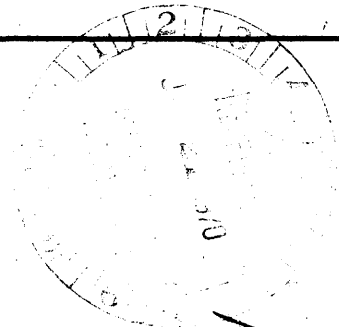
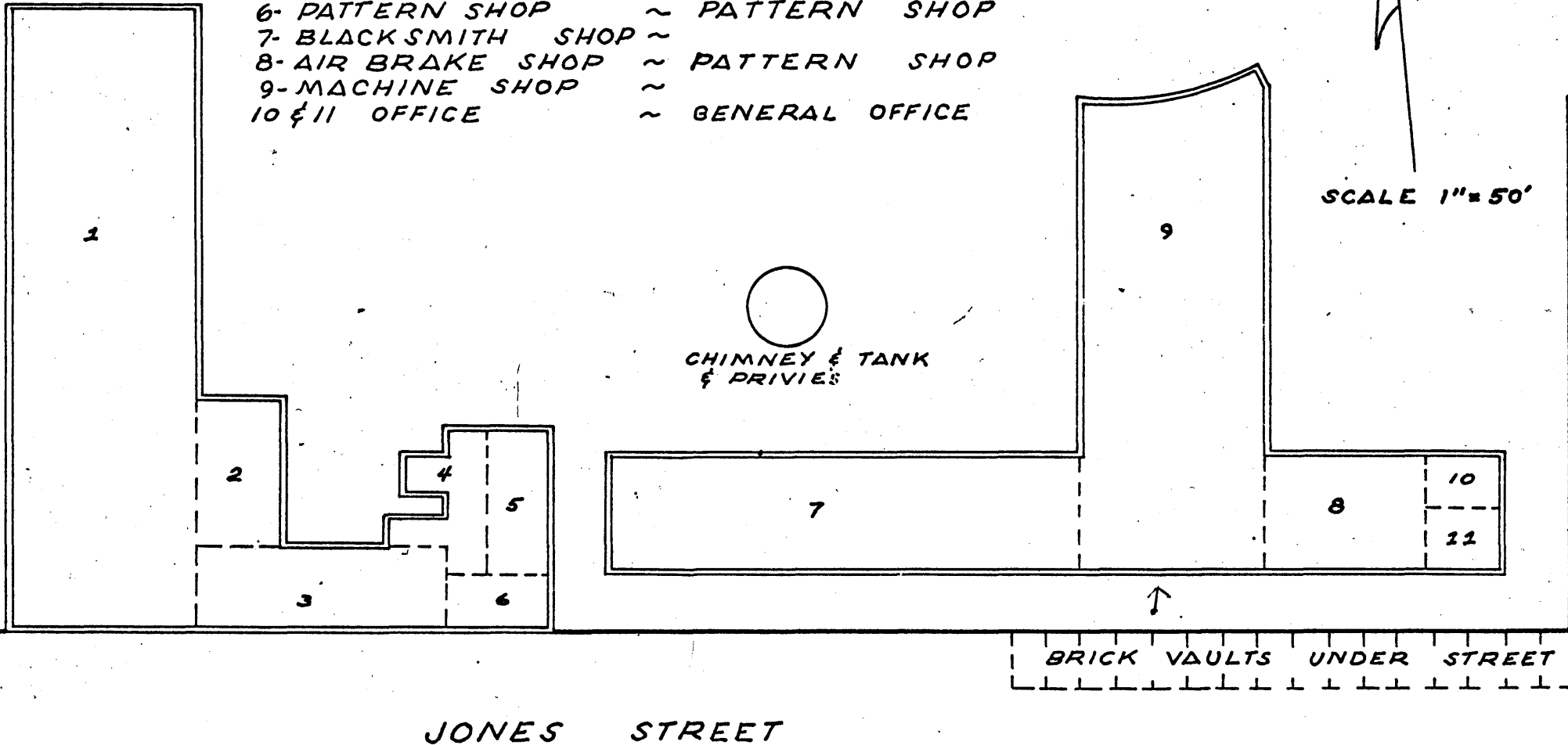
BRICK VAULTS UNDER STREET

JONES STREET



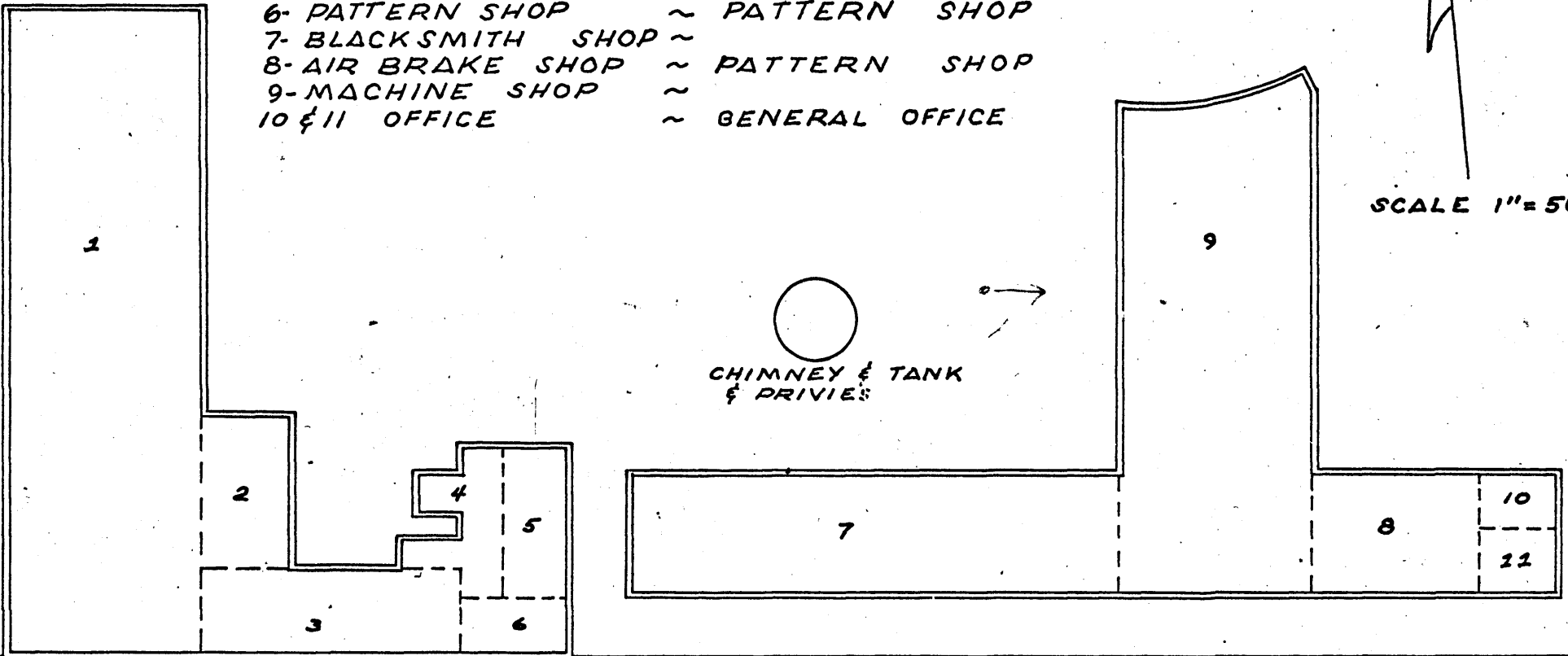
BUILDING USE

- | <u>CURRENT</u> | ~ | <u>ORIGINAL</u> |
|--------------------|---|------------------|
| 1- PLANNING MILL | ~ | CARPENTER'S SHOP |
| 2- WASH ROOM | ~ | |
| 3- COMPRESSOR ROOM | ~ | BRICK SHED |
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| 5- ENGINE ROOM | ~ | |
| 6- PATTERN SHOP | ~ | PATTERN SHOP |
| 7- BLACKSMITH SHOP | ~ | |
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| 10 & 11 OFFICE | ~ | GENERAL OFFICE |



BUILDING USE

- | <u>CURRENT</u> | ~ | <u>ORIGINAL</u> |
|--------------------|---|------------------|
| 1- PLANNING MILL | ~ | CARPENTER'S SHOP |
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| 6- PATTERN SHOP | ~ | PATTERN SHOP |
| 7- BLACKSMITH SHOP | ~ | |
| 8- AIR BRAKE SHOP | ~ | PATTERN SHOP |
| 9- MACHINE SHOP | ~ | |
| 10 & 11 OFFICE | ~ | GENERAL OFFICE |

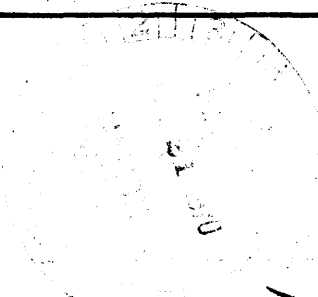


SCALE 1" = 50'

CHIMNEY & TANK
& PRIVIES

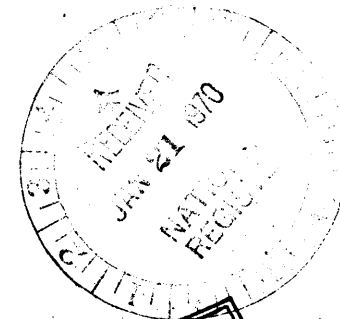
BRICK VAULTS UNDER STREET

JONES STREET

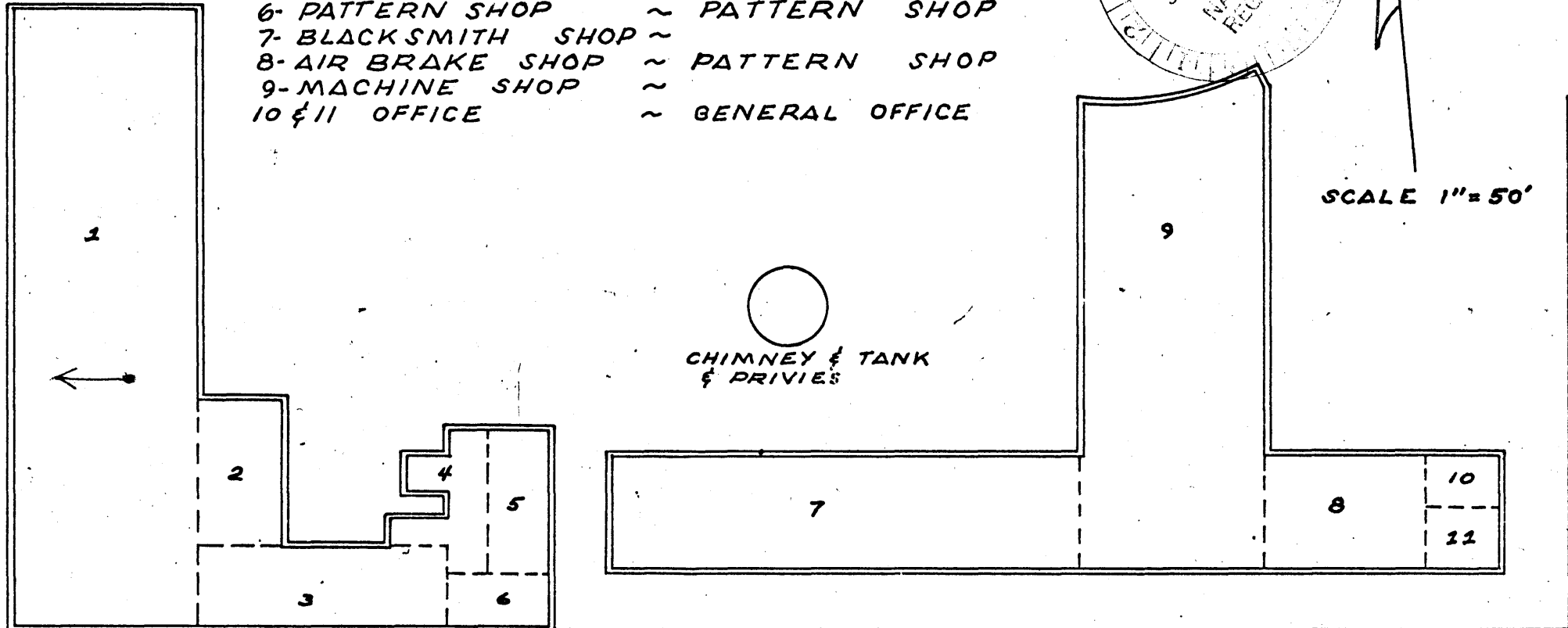


BUILDING USE

<u>CURRENT</u>	~	<u>ORIGINAL</u>
1- PLANNING MILL	~	CARPENTER'S SHOP
2- WASH ROOM	~	
3- COMPRESSOR ROOM	~	BRICK SHED
4- BOILER ROOM	~	
5- ENGINE ROOM	~	
6- PATTERN SHOP	~	PATTERN SHOP
7- BLACKSMITH SHOP	~	
8- AIR BRAKE SHOP	~	PATTERN SHOP
9- MACHINE SHOP	~	
10 & 11 OFFICE	~	GENERAL OFFICE



SCALE 1" = 50'



BRICK VAULTS UNDER STREET

JONES STREET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

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CONTINUATION SHEET

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PAGE

AMENDMENT TO THE CENTRAL OF GEORGIA RAILWAY COMPANY SHOP PROPERTY
SAVANNAH, CHATHAM COUNTY, GEORGIA

After the 1975 HAER survey of the Central of Georgia Railway Shop Property, it was brought to our attention that the present National Register boundaries for this site were insufficient to cover the railway complex. The new boundaries are shown on the enclosed map and are verbally described as follows:

Beginning at the intersection of West Boundary Street and Jones Street, continue eastward on Jones Street for approximately 800 feet to a small, curving street leading northward to the second unnamed street on the right that leads eastward to West Broad Street; from here continue northward on Broad to Hull Street; then west along Hull Street past the Savannah and Ogeechee Canal to include the north bridge across the canal; continue south to the Louisville Road; then east along the Louisville Road to West Boundary Street; then south along West Boundary Street to beginning point.

The complete area includes a number of structures not mentioned in the original nomination. They are: the New Storehouse (1929), the Boiler Room, Pattern Room, Lumber Storage Room, Carpentry Shop, Coach Shop, Paint Shop, the Up Freight Warehouse, the Down or Produce Freight Warehouse, the Gray Building, the Red Building, Cotton Gates, Tender Frame House, and the north and south bridges across the Savannah and Ogeechee Canal. The Passenger House and Train Shed, located in the area, have been named a National Historic Landmark. Most of these are described below with summaries of the information found in the HAER 1975 report.

Red Building, 233 W. Broad Street

Constructed just east of the Down Freight House, the Red Building (1887) was built to permit a more general office building space. The architects, Fay and Eichberg, designed a Queen Anne structure, the first story being of granite ashlar and the second and third of a deep red pressed brick, ornamented with terra cotta decoration and colored glass panels. This building is now vacant.

Down Freight Warehouse (or Produce Freight Warehouse)

Completed in 1859, the Down Freight House was built to provide adequate space to handle the increased freight of the Railway. Its dimensions were "600' x 36".

Tender Frame Building

Forming an "L" on the eastern side of the Machine Shop, in line with the blacksmith shop is the original tender frame shop, store room and office. This was completed c.1855, at the same time as the Machine shop and blacksmith shop. in 1899

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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a second story was added to this building and used as a laboratory. The Tender Frame room later became the tool house and airbrake construction room. This building was not harmed in the collapse of the Machine shop.

Engine/Boiler/Pattern Room

Completed in 1854, this Romanesque Revival structure was built "with crenelated parapet and arcaded corbel table." Originally there were two separate rooms for the Engine (40' x 20') and Boiler (40' x 13'). Presently the partition has been removed, forming a single space. The room that runs the entire width of the building on the south side was originally used as a pattern room and was approximately 35' x 20'. A 1907 wood frame shed was attached to the northwest corner of the building to store wood shavings blown from the Planing Mill, later to be burned in the boiler room.

Passenger House

Located north of Louisville Road (across from the original passenger depot) is the Passenger House, which was built under the direction of Mr. A. Schwaab, engineer." It was begun in 1860, but left unfinished until 1876. Presently the Passenger House serves as a Visitor Center and headquarters for the Savannah Chamber of Commerce.

Gray Building, 227 W. Broad Street

Finished in 1856, the Gray Building was the first permanent transportation and general office building for the Central Railroad and Banking Company. Attributed to Schwaab, the building "front is large and handsomely finished on the Roman Doric style of Architecture." It is three stories, with numerous spacious halls and offices that "are a marvel of solidity and beauty." (1859 account) Although the Gray Building has undergone renovations numerous times, its basic configuration has not been changed.

Up Freight Warehouse

As one of the first structures completed in the 1852 plan for the new Central Depot, the Northern or "Up Freight" Warehouse was "built of brick in the most substantial manner, and 800' x 63' in size." This building is still in use as a warehouse.

Cotton Yard Gates

As early as 1854 brick walls were conceived to surround the depot yard, but were given a low priority. As a result, in 1856, only a wall and gateway were completed. These were in the Romanesque style with crenellated towers which housed the gatekeepers.

Lumber Storage Shed

Essentially one large room with large arched windows, the Lumber Storage Shed was

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probably built c.1855. For a shed the brickwork is quite ornamental, though not as elaborate as the Engine/Boiler House. In the twentieth century, it was used as a Power/Dynamo Room.

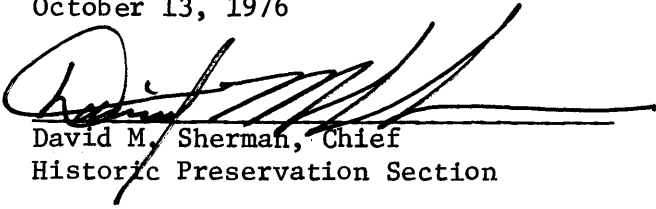
Carpentry Shop

The original carpentry shop, including the Paint Shop, Coach and Cabinet Shop, Printing Shop Upholstery Shop and a number of small sheds, was destroyed by fire in 1923. Replacemnt began immediately incorporating what remained of the old Planing Mill; the rebuilt structure made use of those original trusses that were not burned. (A new storehouse was erected in 1925; the coach shop in 1929 and the paint shop in 1924.)

Bridges

Located to the west of the shop complex, north of the Louisville Road are two masonry Romanesque Revival, multiple arch, 60' span bridges which cross the Savannah and Ogeechee Canal. Built c.1855, probably under the direction of Augustus Schwaab, these bridges are said to have been used by Charles Peterson as the basis for his design of the bridges on the Memorial Parkway at the Colonial National Historic Parkway in Yorktown, Va.

Elizabeth Z. Macgregor, Architectural Historian
Historic Preservation Section
Department of Natural Resources
270 Washington St., SW
Atlanta, Ga.
404-656-2840
October 13, 1976


David M. Sherman, Chief
Historic Preservation Section

10-28-76
Date

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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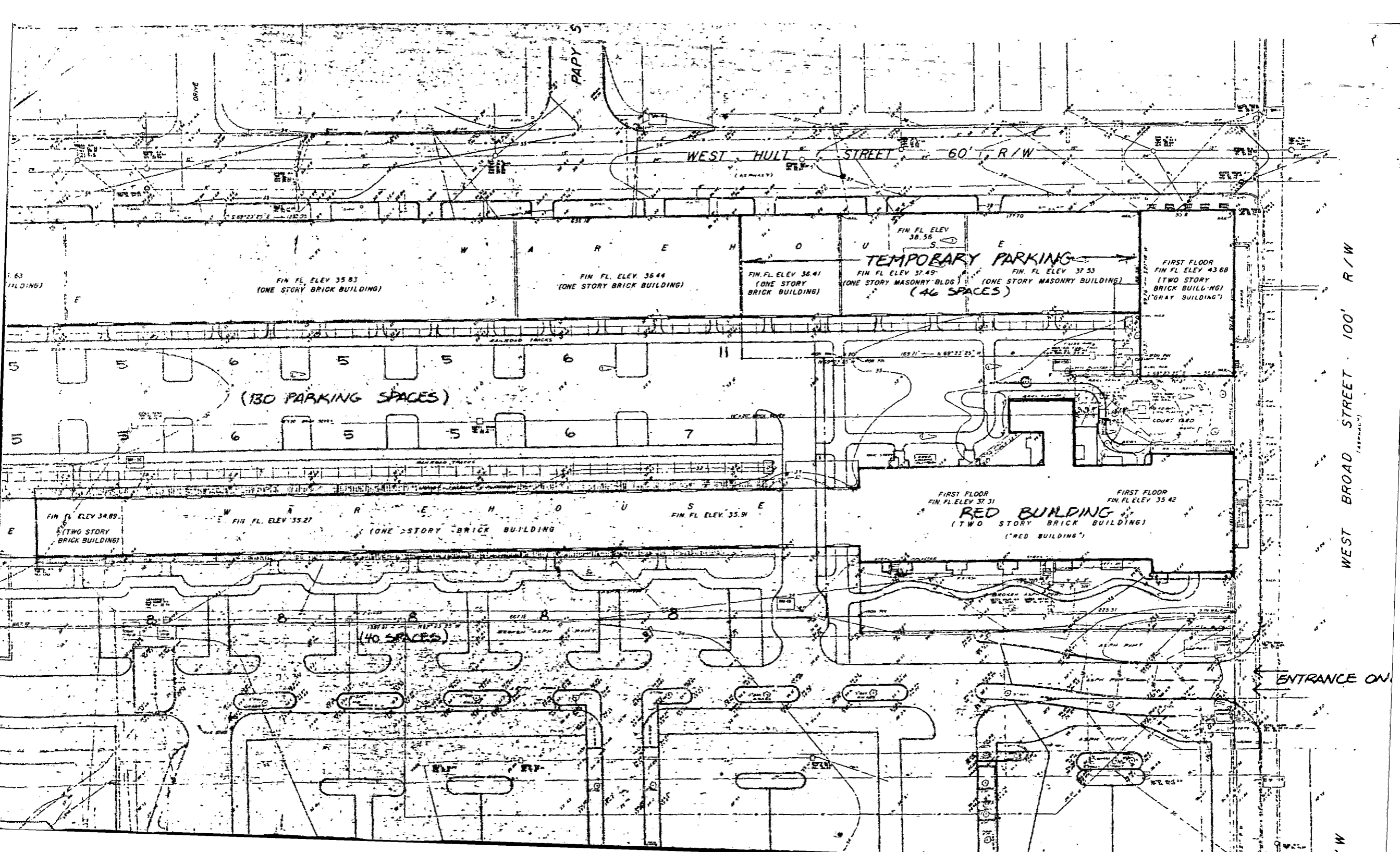
Central of Georgia Railway Company Shop Property, Savannah, Chatham County

Photographs by: David J. Kaminsky

Date: April, 1977

Negatives filed at: Department of Natural Resources

1. Red Building, looking west.
2. Red Building, looking east.
3. Gray Building, looking southwest.
4. Northern most bridge, looking southwest.
5. Southern most bridge, looking northeast.
6. Cotton Yard Gates, looking west.
7. Down Freight Warehouse, looking northeast.
8. Up Freight Warehouse, looking southwest.
9. New Store House, looking south.
10. New Store House, looking west.
11. Interior, New Store House, looking northeast.
12. Carpentry Shop, looking northeast.
13. Carpentry Shop interior, looking northwest.
14. Coach Shop, looking southwest.
15. Interior of Coach Shop, looking northeast.
16. Paint Shop, looking northeast.
17. Interior of Paint Shop, looking northeast.
18. Lumber Storage Room, looking northeast.
19. Interior, Electrical Shop, looking east.



WEST HULL STREET 60' R/W

FIN. FL. ELEV. 35.83
(ONE STORY BRICK BUILDING)

FIN. FL. ELEV. 36.44
(ONE STORY BRICK BUILDING)

FIN. FL. ELEV. 36.41
(ONE STORY BRICK BUILDING)

FIN. FL. ELEV. 38.56
TEMPORARY PARKING
FIN. FL. ELEV. 37.49 (ONE STORY MASONRY BLDG)
FIN. FL. ELEV. 37.53 (ONE STORY MASONRY BUILDING)
(46 SPACES)

FIRST FLOOR
FIN. FL. ELEV. 43.68
(TWO STORY BRICK BUILDING)
("GRAY BUILDING")

(130 PARKING SPACES)

FIN. FL. ELEV. 34.89
(TWO STORY BRICK BUILDING)

FIN. FL. ELEV. 35.27
(ONE STORY BRICK BUILDING)

FIN. FL. ELEV. 35.91

FIRST FLOOR
FIN. FL. ELEV. 37.31
RED BUILDING
(TWO STORY BRICK BUILDING)
("RED BUILDING")

FIRST FLOOR
FIN. FL. ELEV. 35.42

(40 SPACES)

ENTRANCE ON

WEST BROAD STREET 100' R/W

W

Demolished warehouse

HULL STREET 60' R/W

FAHM ST

PAPY S

FIN FL ELEV 31.32
(ONE STORY TIN BUILDING)

ONE STORY BRICK BUILDING

REGIME
FIN FL ELEV 32.24
(ONE STORY TIN BUILDING)
POOL

FIN FL ELEV 35.63
(ONE STORY BRICK BUILDING)

FIN FL ELEV 35.83
(ONE STORY BRICK BUILDING)

FIN FL (ONE STORY)

CENTRAL OF GEORGIA RAILROAD

3 LANES

(130 PARKING SPACES)

FIN FL ELEV 35.87
(ONE STORY TIN BUILDING)

FIN FL ELEV 35.95
(ONE STORY TIN BUILDING)

FIN FL ELEV 34.89
(TWO STORY BRICK BUILDING)

FIN FL ELEV 35.27
(ONE STORY BRICK BUILDING)

(40 SPACES)

CENTER

