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**US Army Corps
of Engineers
Baltimore District**

**NATIONAL HISTORIC CONTEXT FOR
DEPARTMENT OF DEFENSE INSTALLATIONS, 1790 - 1940**

Volume IV of IV

August 1995

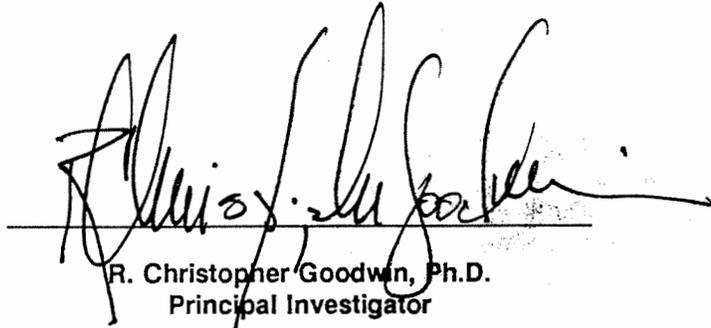
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Baltimore District
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NATIONAL HISTORIC CONTEXT FOR
DEPARTMENT OF DEFENSE INSTALLATIONS, 1790 - 1940

FINAL REPORT



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by

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INTRODUCTION TO PART V - NATIONAL REGISTER NOMINATION CASE STUDIES

The *National Historic Context for Department of Defense (DoD) Installations, 1790 - 1940* is a Legacy Program demonstration project designed to assist the Department of Defense (DoD) in executing its responsibilities for cultural resources under the National Historic Preservation Act of 1966, as amended. The purpose of the project is to examine the complex historical and architectural relationships among DoD construction on a nationwide basis to provide comparative information on the historic significance of military construction in the contiguous United States between 1790 and 1940.

The National Military Context integrates the three components of an historic context - time period, geographic area, and theme. The overall study is organized into five sections:

- Part I - Chronological Overview;*
- Part II - Theme Studies;*
- Part III - Property Types;*
- Part IV - Installation Site Reports; and*
- Part V - National Register Nomination Case Studies.*

Part V - National Register Nomination Case Studies contains documentation on four installations selected to illustrate the integration of the National Military Context and site-specific data in the National Register nomination process. Properties eligible for inclusion in the National Register of Historic Places must possess those qualities of significance and integrity defined by the National Register Criteria for Evaluation (36 CFR 60.4[a-d]). The criteria state that:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- (a) That are associated with the events that have made a significant contribution to the broad patterns of our history; or
- (b) That are associated with the lives of persons significant in our past; or
- (c) That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) That have yielded, or may be likely to yield, information important in prehistory or history.

To qualify for listing in the National Register of Historic Places, a property must possess significance under one of the National Register criteria and retain its overall integrity. Properties may be significant on a local, state, or national level. For complete discussions of how to apply the National Register criteria and how to complete the National Register forms, the following National Park Service publications should be consulted, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (1991) and *National Register Bulletin 16A: Guidelines for Completing National Register of Historic Places Forms* (1991). The installations documented in the case studies reflect a variety of installation types and levels of previous work. The four case study sites, Langley Air Force Base, Ft. McPherson, Ft. Monmouth, and Naval Complex Pensacola were selected based on the following criteria:

- 1) ability to represent the various components, theme, time and place, of the Historic Context;
- 2) availability of existing data;
- 3) need for new or additional National Register documentation;
- 4) ability to illustrate circumstances and approaches that will provide useful demonstrations of the applicability of the historic contexts; and,
- 5) distribution among the service branches.

Ft. McPherson, Georgia (Army)

Ft. McPherson was established in 1885. The installation is associated historically with the Army's late nineteenth-century consolidation of troops in larger permanent posts constructed according to standardized plans. Previous work at the installation included a study of officer housing and a 1974 National Register nomination of the cantonment. The 1974 National Register nomination did not indicate which properties within the historic district were contributing or non-contributing properties. The amended nomination distinguishes between contributing and non-contributing properties and also includes an NCO housing area related to the original historic district and extends the district's periods of significance to include later construction eras. The earlier nomination is included for reference. Selection of Ft. McPherson demonstrates the application of the National Military Context to the review and amendment of earlier National Register documentation according to current program standards.

Ft. Monmouth, New Jersey (Army)

Ft. Monmouth was established during World War I. The installation played a significant role in the historical development of military communications technology during the inter-war period. Previous documentation of Ft. Monmouth included a building inventory and an incomplete draft National Register nomination. No properties currently are listed in the National Register. Selection of Ft. Monmouth as a case study demonstrates the application of the National Military Context to an installation with a unique mission, military communications, that is the subject of one of the specialized theme studies in Part II of the National Military Context. Ft. Monmouth also is an example of the 1930s standardized construction that is typical of several Army posts.

Langley Air Force Base, Virginia (Air Force)

Langley Air Force Base, established in 1917, was one of the first permanent military airfields. The site possesses significance for its role in early aviation training and technology, and for its design by Albert Kahn. Previous work at Langley AFB included a draft National Register historic district nomination and building inventory. Research undertaken as part of the current project indicated that Langley may meet the criteria for designation as a National Historic Landmark. Selection of Langley AFB, as one of the demonstration sites, illustrates the use of the National Military Context in the evaluation of properties with a national level of significance.

Naval Complex Pensacola, Florida (Navy)

The military has maintained a presence in Pensacola since the construction of the navy yard in 1825. Coastal fortifications subsequently were built to guard the yard. A late nineteenth-century Army cantonment, Ft. Barrancas, survives within the Naval Complex boundaries and is associated with the site's use as part of the nation's system of coastal fortifications. In addition, the Navy selected the facility as a center for naval aviation training in 1914. During the late 1930s, the training facilities were expanded significantly. Resources associated with all periods of military activity survive at Naval Complex Pensacola.

Earlier work at Naval Complex Pensacola includes a building inventory, a cultural resource management plan, and a Historic and Archeological Resource Protection (HARP) Plan. The historic shipyard area is included in an historic district listed in the National Register in 1976 as a National Historic Landmark. The National Register documentation prepared during the 1970s emphasized the importance of the installation's training role in preparing naval aviators for action during World War II. However, the facilities constructed in association with this training program were not identified as part of the historic district because, at the time, these properties were not fifty years old. The National Military Context was used to assess those properties that dated from the 1930s. This case study illustrates the use of the National Military Context in periodic review and amendment of existing National Register documentation. The earlier nomination is included for reference

Ft. Barrancas Cantonment Historic District is an example of a typical Army post that possesses local significance. The cantonment was established during the nineteenth century and its evolution reflected Army nationwide construction policies over time. The National Military Context provided data useful in understanding the Army construction patterns exhibited at this installation. A separate nomination form was prepared for Ft. Barrancas due to its relationship to a different historic context than the naval air station.

Selection of Naval Complex Pensacola as a case study demonstrates the application of the National Military Context to a site with several functionally specialized areas of significance. This case study illustrates an approach to the documentation of multiple non-contiguous historic areas associated with different activities, a common pattern found on naval facilities. This example also illustrates the application of contexts relevant to different military services on the same installation.

Summary

In summary, the *National Historic Context for DoD Installations* provides background and comparative information useful to cultural resource personnel in evaluating historic buildings on DoD installations and completing National Register of Historic Places documentation. The National Military Context provides information that eliminates the necessity for repetitive research in developing appropriate national historic contexts. The document presents an analysis of the trends, patterns, and themes associated with the U.S. military from 1790 to 1940. This data will assist cultural resource managers in understanding how individual installations and resources fit into the larger pattern of military development.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

1. Name of Property

=====

historic name: Staff Row and Old Post Area Boundary Increase
other names/site number: Original Fort McPherson

=====

2. Location

=====

street & number: Lee Street not for publication N/A
city or town: Atlanta
vicinity X
state: Georgia code: GA county: Fulton code: 121
zip code: 30330

=====

3. State/Federal Agency Certification

=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this _____ nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _____ meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide _____ locally. (_____ See continuation sheet for additional comments.)

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the
National Register criteria. (_____ See continuation sheet for
additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

=====
4. National Park Service Certification
=====

I, hereby certify that this property is:

_____ entered in the National Register _____

_____ See continuation sheet. _____

_____ determined eligible for the
National Register _____

_____ See continuation sheet. _____

_____ determined not eligible for the
National Register _____

_____ removed from the National Register _____

_____ other (explain): _____

Signature of Keeper

Date of Action

=====
5. Classification
=====

Ownership of Property (Check as many boxes as apply)

- _____ private
- _____ public-local
- _____ public-State
- public-Federal

Category of Property (Check only one box)

- _____ building(s)
- district
- _____ site
- _____ structure
- _____ object

| Number of Resources within Property | |
|-------------------------------------|--------------------------|
| Contributing | Noncontributing |
| <u>13</u> | <u>1</u> buildings |
| <u> </u> | <u> </u> sites |
| <u> </u> | <u> </u> structures |
| <u> </u> | <u> </u> objects |
| <u>13</u> | <u>1</u> Total |

Number of contributing resources previously listed in the National Register 41

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

=====
6. Function or Use
=====

Historic Functions (Enter categories from instructions)

| | |
|--------------|------------------------|
| Cat: Defense | Sub: Military facility |
| Domestic | Institutional housing |

Current Functions (Enter categories from instructions)

| | |
|--------------|------------------------|
| Cat: Defense | Sub: Military facility |
| Domestic | Institutional housing |

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)
Late Victorian

Materials (Enter categories from instructions)

| | |
|-------------|---------|
| foundation: | Brick |
| roof: | Metal |
| walls: | Brick |
| other: | Asphalt |

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions):
Architecture

Period of Significance: 1889-1943

Significant Dates: N/A

Significant Person (Complete if Criterion B is marked above): N/A

Cultural Affiliation: N/A

Architect/Builder: Quartermaster Department

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

=====

9. Major Bibliographical References

=====

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)
 preliminary determination of individual listing (36 CFR 67) has been requested.
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
 State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: National Register of Historic Places, National Park Service

=====

10. Geographical Data

=====

Acreage of Property: 7.13 acres

UTM References (Place additional UTM references on a continuation sheet)

| | Zone | Easting | Northing | Zone | Easting | Northing |
|---|------|---------|----------|------|---------|----------------|
| 1 | 16 | 738500 | 3733220 | 3 | 16 | 737950 3732660 |
| 2 | 16 | 738360 | 3732600 | 4 | 16 | 737820 3733140 |

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====
11. Form Prepared By
=====

name/title: Katherine Grandine/Historian
organization: R. Christopher Goodwin & Associates, Inc.
date: May 1993
street & number: 337 East Third Street
telephone: 301-694-0428
city or town: Frederick
state: Maryland
zip code: 21701

=====
Additional Documentation
=====

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name _____
street & number _____
telephone _____
city or town _____ state _____ zip code _____

=====
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).
=====

USDI/NPS NRHP Registration Form
Staff Row and Old Post Area (Amendment)
Fort McPherson
Fulton County, Georgia

(Page 7)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Staff Row and Old Post Area
Boundary Increase
Fort McPherson
Fulton County, Georgia

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The following amendment to "Staff Row and Old Post Area," Fort McPherson supplements the documentation for an historic district listed in the National Register of Historic Places in 1974. The original National Register historic district encompasses a parade ground, officer housing, barracks, a headquarters building, a guardhouse, a hospital, and support buildings. The original historic district comprises a cohesive collection of buildings that is unified by late Victorian period design, brick construction, and white wood ornamentation. This amendment to the National Register historic district expands the existing documentation to include (1) a discontinuous non-commissioned officers (NCO) housing area and (2) a contiguous area encompassing a fire station, storage buildings, a hospital addition, a theater, and nurses' quarters. Buildings in both areas retain their overall integrity of location, design, setting, materials, workmanship, feeling, and association.

NCO Housing

The discontinuous NCO housing area includes a row of seven, single-family dwellings (**Buildings 136-142**). The area is separated geographically from the original historic district by a ravine. Six of the buildings were constructed as NCO housing, while one structure originally was erected as a dwelling for the hospital steward. The six NCO houses are located in a line, while the hospital steward's quarters are sited slightly southeast of the row. All of the dwellings are small, one-story brick buildings supported by raised foundations. The buildings' standing-seam metal roofs exhibit an intersecting gable and hip design with a front gable orientation. The buildings incorporate minimal ornamentation. This ornamentation is limited to simple corbelled cornices and bay openings enlivened by segmental arches and stone sills. The principal elevation of each building includes a screened porch supported by brick piers. Current windows and doors are replacement units. Frame shed additions, sheathed with vinyl siding, are located at the rear of the buildings.

Contiguous Additions

The contiguous additions to the boundaries of the original historic district encompass seven buildings constructed between 1918 and 1943. **Buildings 50, 52, and 54** were constructed immediately after World War I. Buildings 52 and 54 are utilitarian brick structures designed as storage and utility support facilities while Building 50, the original fire station, is a one-story, square brick building. Building 50 terminates in a composition-shingled roof incorporating an intersecting hip and gable design. The building features a one-story porch, which spans the front elevation and is supported by square wood posts.

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NATIONAL REGISTER OF HISTORIC PLACES
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Section 7 Page 2

Staff Row and Old Post Area
Boundary Increase
Fort McPherson
Fulton County, Georgia

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Buildings 183 and 168 were added to the installation during the 1930s. Building 183 was constructed as the post theater. The two-story building occupies a rectangular ground plan. The gable-front principal elevation features an arched second story window located above a semi-circular marquee. Building 168 was constructed as a nurses' quarters. The two-story, brick building occupies a rectangular ground plan with the lateral eave parallel to the street. The symmetrical design features a central entrance defined by a cast stone surround. Georgian Colonial Revival ornamentation integrated in the design of the building includes the entry surround, flat window arches, and a concrete water table.

Building 170, an H-shaped brick building, was constructed in 1942. The building is connected to Building 171, the original 1889 post hospital, by a substantial two-story brick hyphen. The two buildings currently serve as a single facility. The 1974 historic district boundaries segmented the building complex to include Building 171 in the district and exclude Building 170. The 1974 justification for the boundary was based on the 1942 construction date for Building 170; this date exceeded the 1910 terminal date for the district's period of significance. This amendment adjusts the historic district boundary to include the building in its entirety.

A single non-contributing building is included within the amended boundaries of the historic district. This structure is a nurses' quarters (Building 167) constructed during World War II. The design of the brick building is architecturally compatible with the surrounding historic district. The period of construction and historical associations of the building differ from the historic district as amended in this Nomination. This building may become a contributing structure when the World War II historic resources located at Ft. McPherson receive appropriate evaluation.

Additions to the original Staff Row and Old Post Area historic district include the following properties:

| Facility Number | Historic Use | Current Use | Date | Status |
|-----------------|--------------------------------------|----------------|------|------------------|
| 50 | Fire Station | Administration | 1918 | Contributing |
| 52 | Unknown | Storage | 1918 | Contributing |
| 54 | Utility | Storage | 1919 | Contributing |
| 167 | Nurses' Quarters | Administration | 1943 | Non-contributing |
| 168 | Nurses' Quarters | Administration | 1933 | Contributing |
| 170 | Hospital, currently part of Building | Clinic | 1942 | Contributing |
| 171 | | | | |
| 183 | Theater | Training | 1939 | Contributing |

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NATIONAL REGISTER OF HISTORIC PLACES
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Section 7 Page 3

Staff Row and Old Post Area
Boundary Increase
Fort McPherson
Fulton County, Georgia

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NCO HOUSING AREA

| | | | | |
|-----|--------------------|-------------|------|--------------|
| 136 | Hospital Steward's | NCO housing | 1891 | Contributing |
| 137 | NCO housing | NCO housing | 1892 | Contributing |
| 138 | NCO housing | NCO housing | 1889 | Contributing |
| 139 | NCO housing | NCO housing | 1889 | Contributing |
| 140 | NCO housing | NCO housing | 1889 | Contributing |
| 141 | NCO housing | NCO housing | 1889 | Contributing |
| 142 | NCO housing | NCO housing | 1892 | Contributing |

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 1 Staff Row and Old Post Area
Boundary Increase
Fort McPherson
Fulton, Georgia

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Summary

The "Staff Row and Old Post Area" at Fort McPherson was listed in the National Register of Historic Places in 1974. The historic district possessed the quality of significance identified in National Register Criterion C. The district encompasses a distinguishable entity of Late Victorian period buildings that are of statewide significance in the areas of military history and architecture. The period of significance identified in the original National Register nomination was 1889 to 1910.

This amendment to the "Staff Row and Old Post Area" historic district documents additional buildings that are associated with the establishment and development of Fort McPherson during the period 1889 to 1910. The current documentation also extends the period of significance to 1943 and includes associated resources significant within this extended time period.

Two concentrations of buildings are proposed as additions to the existing district. The first concentration is geographically separated from the registered historic district by a ravine. This discontinuous district encompasses a seven unit non-commissioned officer (NCO) housing area constructed between 1889 and 1892 that is associated historically with the original "Staff Row and Old Post Area." The second concentration of buildings are contiguous to the existing district and include historic resources constructed between 1910 and 1940. The buildings included within the amended boundaries are associated with the expansion of health care and recreational facilities for the garrison during the twentieth century. These buildings possess the qualities of significance identified in National Register Criterion C and retain their overall architectural integrity.

Historic Context

Fort McPherson was established by the U.S. Congress in 1885 when funds were authorized to purchase property and to construct a ten-company Army post. Construction was undertaken as a special project initiated by the Army Quartermaster Department during the last decades of the nineteenth century. Other special Army construction projects included Fort Assinaboine, Montana; Headquarters in San Antonio, Texas; Fort Bliss, Texas; Fort Snelling, Minnesota; Fort Russell, Wyoming; Forts Leavenworth and Riley, Kansas; Fort Robinson, Nebraska; Fort Sam Houston, Texas; and Fort Sheridan, Illinois.

During this period, the Army changed its construction policy from the construction of small temporary camps to the construction of larger permanent posts located near established railroad lines. The larger permanent posts were built to facilitate troop consolidation. Several of the new installations, such as Headquarters Post at Fort Sam Houston, Fort Sheridan, and Fort McPherson became department headquarters during the 1890s.

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NATIONAL REGISTER OF HISTORIC PLACES
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Section 8

Page 2

Staff Row and Old Post Area
Boundary Increase
Fort McPherson
Fulton, Georgia

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An analysis of Army construction during the 1880s and 1890s reveals two major trends. These are (1) a greater emphasis on architectural design illustrated by the construction of stylistically sophisticated buildings, and (2) an emphasis on improving living conditions for Army personnel reflected in the introduction of amenities in overall architectural programs. During this period, the Quartermaster Department retained civilian architects, who integrated popular architectural styles in their designs. Architecture was recognized as a tool to enhance the Army's public image and efforts were made to design and construct buildings of distinction to enhance the Army's prestige. Later during the 1890s, the Quartermaster Department adopted standardized plans for all building types in an effort to contain construction costs.

The impressive main post area at Fort McPherson illustrates these patterns of military design and construction. The use of the Italianate, Romanesque, and Queen Anne architectural styles reflects the influence of popular architectural styles on the Army's construction program. The designs for the Fort McPherson buildings are a result of both private architectural commissions and adaptation of Quartermaster standardized plans. Originally, the Army retained Gustav Freibus, a Washington, D.C. architect, to develop domestic designs for Fort McPherson. However, only one of Freibus's designs was constructed. Constructing Quartermaster Captain Joshua West Jacobs executed standardized plans developed by the Quartermaster Corps in Washington, D.C. for the other buildings in the complex. In addition, building plans were adopted as Army standard designs following their construction at Fort McPherson. The Post Headquarters (Building 41) is an example of such a plan that was adopted as an Army standard in 1893 after its construction at Fort McPherson in 1889.

The installation plan for Fort McPherson applied a basic grid form oriented around a central parade ground. This plan was characteristic of nineteenth century Army posts. The rectangular parade ground was the central focus of the installation. Officer housing lined the north side of the parade ground while barracks for enlisted personnel lined the south side. The separation of living areas illustrates the stratification of military personnel by rank. In addition, the post further was spatially organized by function. The headquarters building was sited at the east end of the parade ground, while the hospital and quartermaster support buildings were sited southeast of the headquarters and were removed from the central parade.

The Army also integrated an enclave of single-family quarters for non-commissioned officers (NCO) in the original plan for Fort McPherson. Seven small houses, constructed between 1889 and 1892, were sited across a ravine, southwest of the main post area. The size, location, and simple design of the NCO houses contrast with size, location, and design of dwellings in the officers' housing area, and illustrate the stratified hierarchy in housing by rank between officers and non-commissioned officers. The construction of separate NCO housing represented an improvement in general living conditions for NCO personnel. Separate housing areas for hospital stewards and non-commissioned officers were first introduced during the last decades of the nineteenth century; by the late 1880s and 1890s, separate housing appeared as standard elements on Army installations.

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NATIONAL REGISTER OF HISTORIC PLACES
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Staff Row and Old Post Area
Boundary Increase
Fort McPherson
Fulton, Georgia

Georgia State Historic Preservation Office, Correspondence in files of Directorate of Engineering and Housing, Fort McPherson, dated June 1983.

Grashof, Bethanie C. *A Study of United States Army Family Housing Standardized Plans, 1866-1940.* Atlanta, Georgia: Center for Architectural Conservation, College of Architecture, Georgia Institute of Technology, 1986.

R. Christopher Goodwin, and Associates, Inc. "National Historic Context for Department of Defense Installations," 1790-1940. Draft MSS, Baltimore District, U.S. Army Corps of Engineers, Baltimore, Maryland, 1993.

Staff History Officer. *Fort McPherson: The First Hundred Years 1885-1985.* (Atlanta, Georgia: Headquarters, Fort McPherson, 1986).

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NATIONAL REGISTER OF HISTORIC PLACES
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Section 10

Page 1

Staff Row and Old Post
Boundary Increase
Fort McPherson
Fulton, Georgia

Boundary Description

The amendment to the Staff Row and Old Post Area of Fort McPherson Historic District includes three adjustments to the original district boundaries and the addition of a discontinuous area. The first boundary adjustment was made to include Buildings 50, 52, and 54. Starting at the point where the original boundary following Gordon Place, the adjusted boundary line turns south and proceeds east along Gordon Place to the reservation boundary. The revised boundary line then proceeds south along the reservation boundary to the parking lot located south of Building 52. The line turns west and follows the north side of the parking lot to rejoin the original historic district boundary south of Building 54.

The second boundary adjustment starts at the point where the original historic district boundary turns north at the southwest corner of Building 104. The revised boundary proceeds west to Hardee Road and proceeds along the east side of Hardee Road to the intersection of Anderson Way. The line then proceeds west along the north side of Anderson Way to the intersection of Anderson Way and Cumming Drive. The boundary line proceeds north along the east side of Cumming Drive to the point of intersection with the original historic district boundary at the south side of Building 171.

The third boundary adjustment starts at the southwest corner of Building 181 and proceeds west along the retaining wall to including Building 183. The line extends to a point opposite the southeast corner of Building 184 and turns north to rejoin the historic district boundary at the southeast corner of Building 184.

The discontinuous area amended to the historic district encompasses seven non-commissioned officers' quarters. The boundary for the area starts at the point where topographic line 1030 intersects the western end of Bartow Street and proceeds east along the northern side of Bartow Street to the curve in the street in the vicinity of Building 136. The line then proceeds north to topographic line 1030 and follows the line west to the intersection of Bartow Street.

Boundary Justification

The discontinuous area amended to the historic district includes dwellings constructed as non-commissioned officers' housing between 1889 and 1892. This area was part of the original post constructed during the 1880s and 1890s. The three boundary adjustments to the boundary of the existing historic district encompass buildings that are associated with the development of Fort McPherson during the period from 1910 until 1940.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
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Section PHOTOS Page 1 Staff Row and Old Post
Area (Amendment)
Fort McPherson
Fulton, Georgia

=====

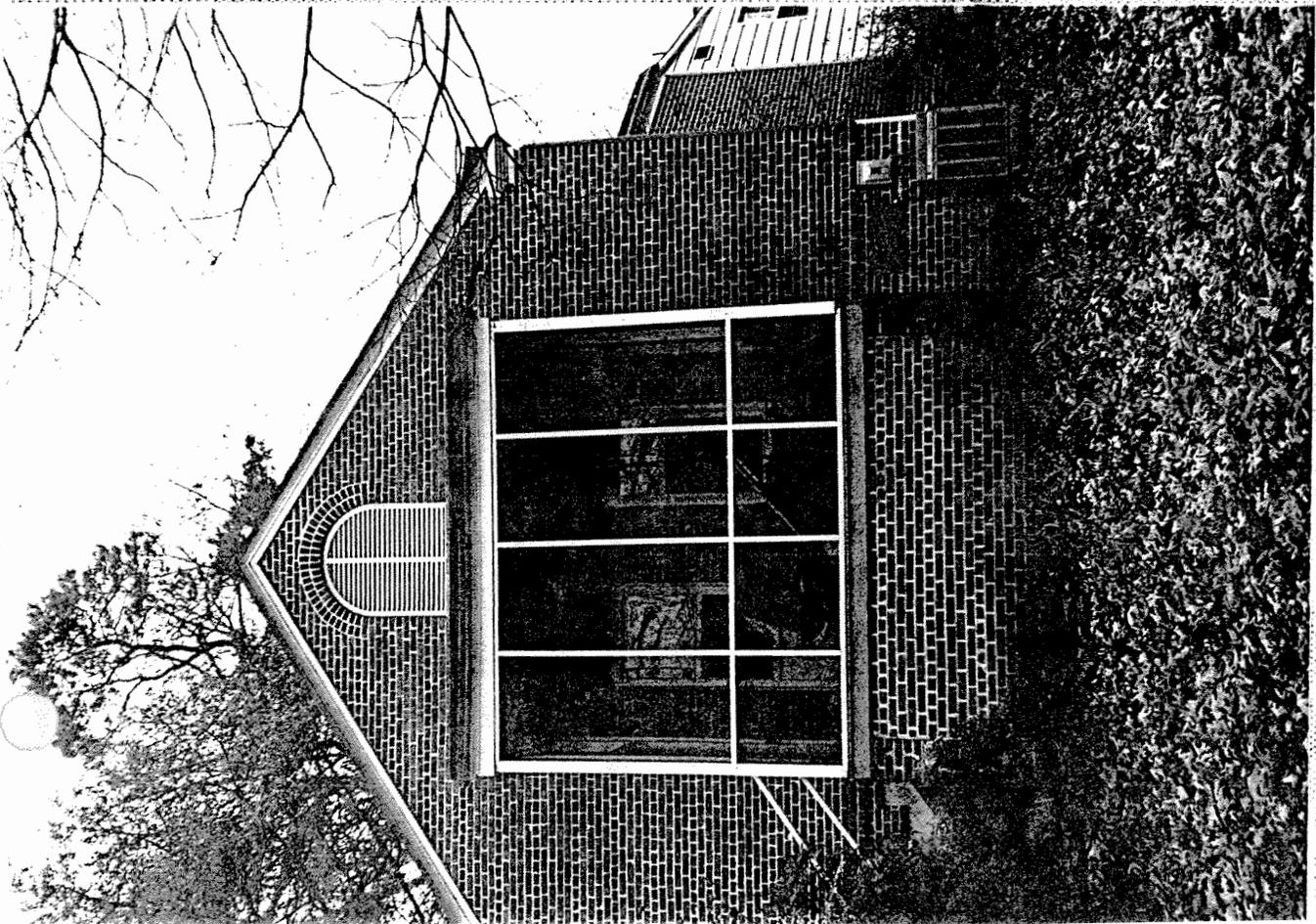
The following information is the same for all photographs:

1. Staff Row and Old Post Area (Boundary Increase), Fort McPherson
2. Fulton County, Georgia
3. Katherine Grandine
4. 12/1992
5. R. Christopher Goodwin & Associates, Inc.
337 E. Third Street, Frederick, Maryland 21701

PHOTO #

- | | |
|---|--|
| 1 | 1. Row of Non-Commissioned Officer Quarters-Buildings 140, 141, 142 6. View facing west |
| 2 | 1. Building 137 6. View facing south |
| 3 | 1. Buildings 136 6. View facing southwest |
| 4 | 1. Building 50 6. View facing southeast |
| 5 | 1. Quarters 52 6. View facing northwest |
| 6 | 1. Quarters 54 6. View facing east |
| 7 | 1. Quarters 183 6. View facing southeast |
| 8 | 1. Building 170 6. View facing southwest |
| 9 | 1. Building 168 6. View facing southwest |





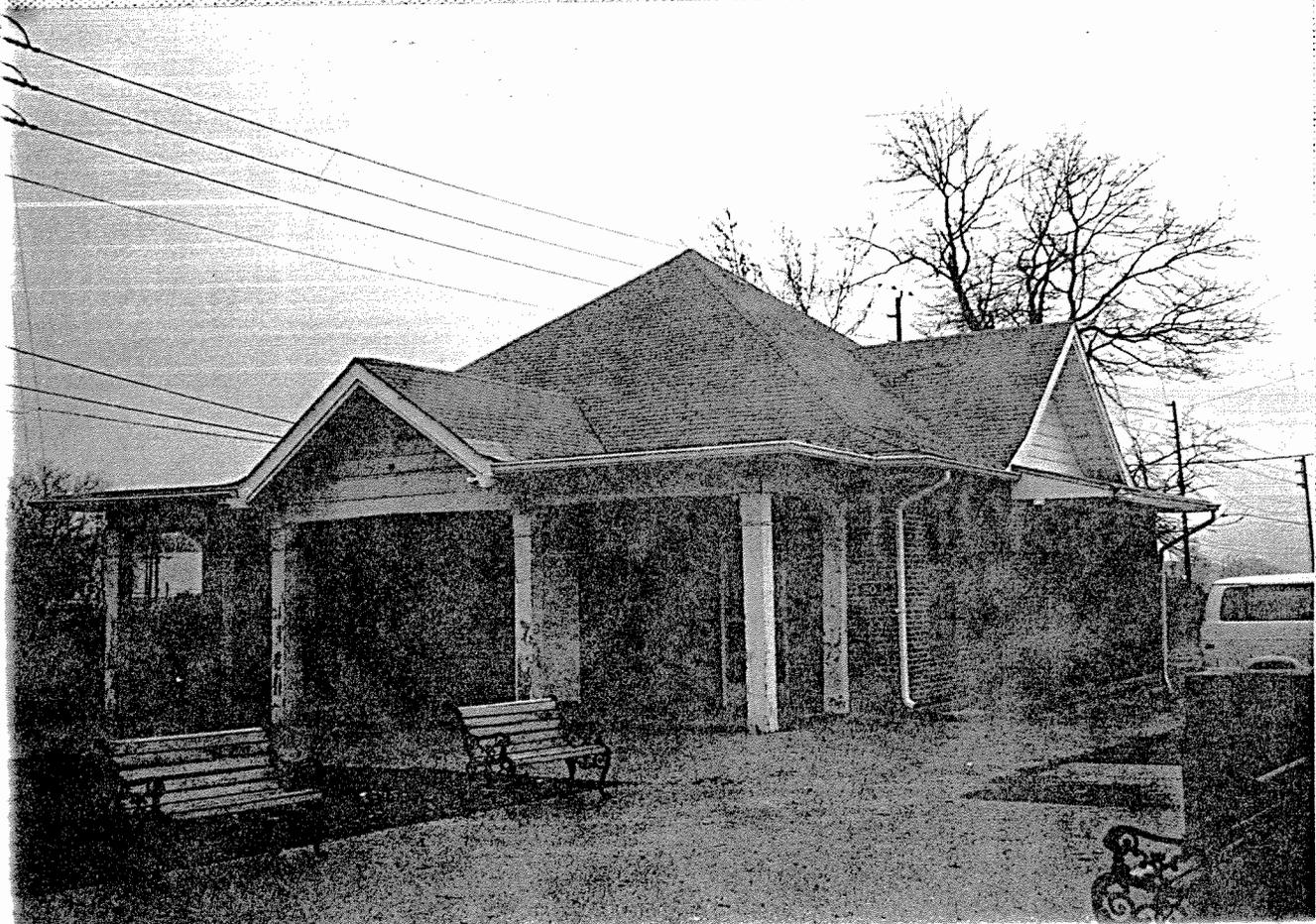
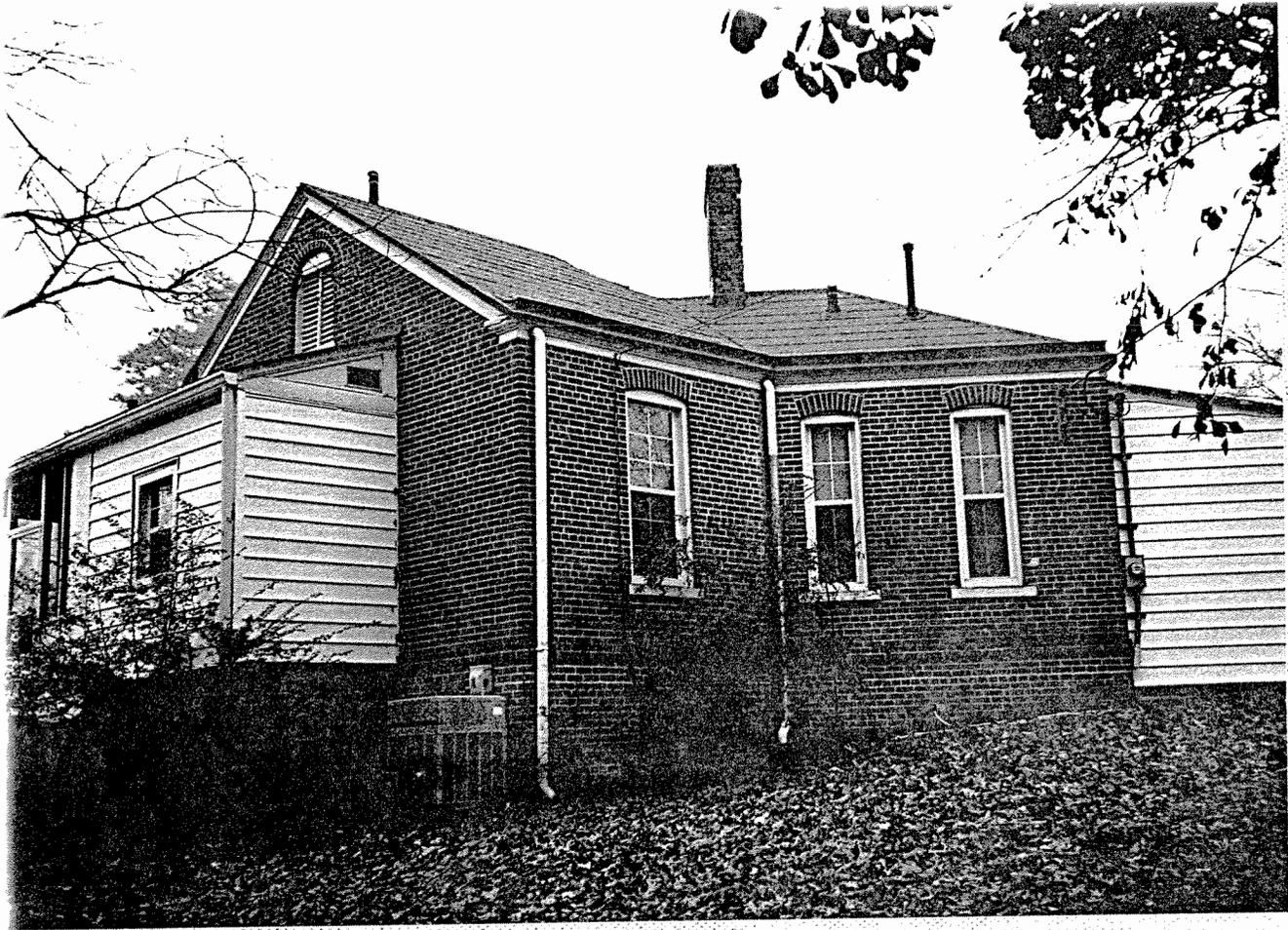


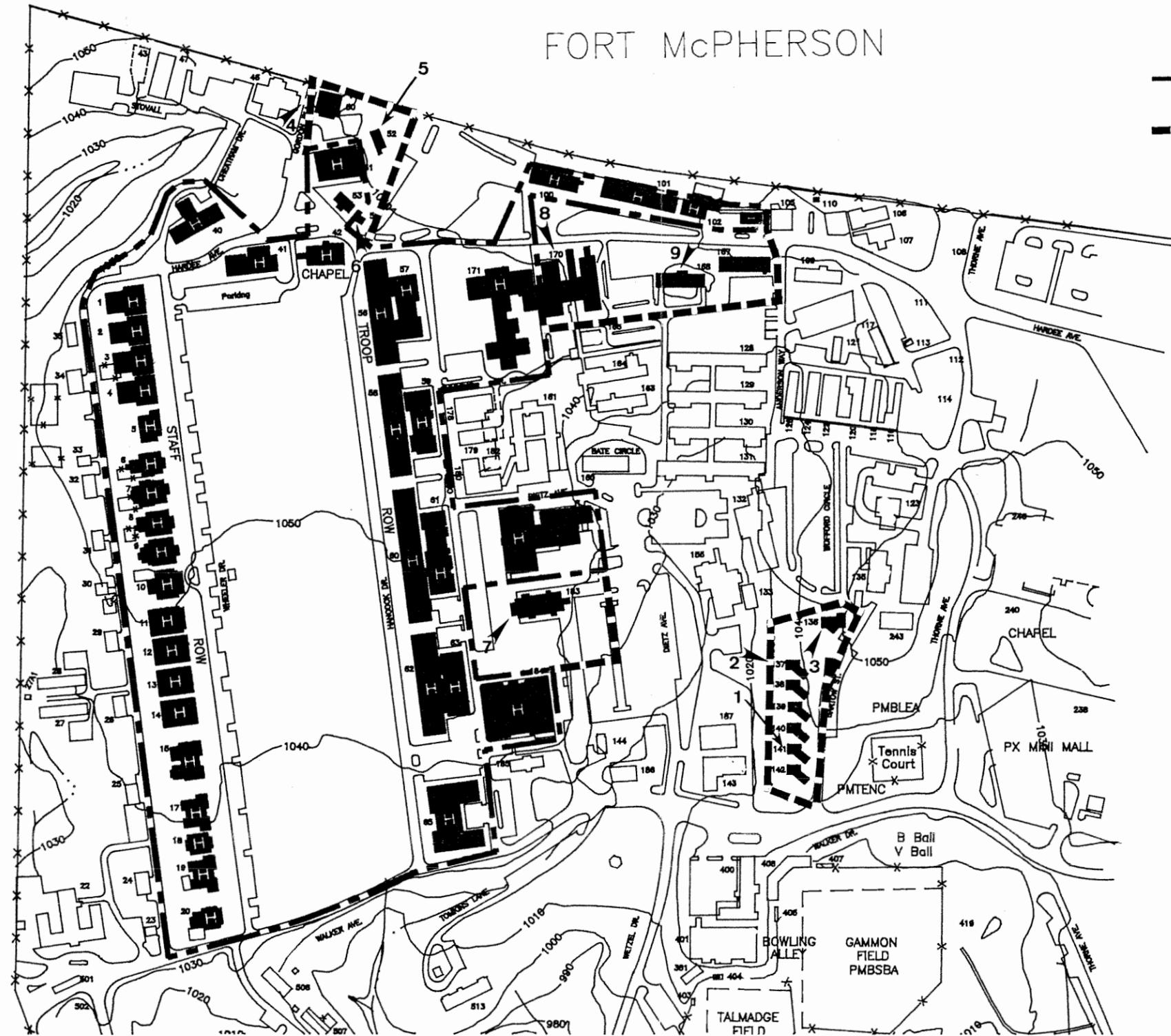






PHOTO ★ GUARD # 3224
LIGHT IMPRESSIONS®
Rochester, NY

FORT McPHERSON



-  CONTRIBUTING BUILDING
-  NATIONAL REGISTER HISTORIC DISTRICT BOUNDARY
-  BOUNDARY INCREASE



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM
FOR FEDERAL PROPERTIES

(Type all entries - complete applicable sections)

| | |
|------------------|---------|
| STATE: | Georgia |
| COUNTY: | Fulton |
| FOR NPS USE ONLY | |
| ENTRY DATE: | |

1. NAME

COMMON: Staff Row and Old Post Area

AND/OR HISTORIC: Original Fort McPherson

2. LOCATION

STREET AND NUMBER: Northeast corner of Post

CITY OR TOWN: Fort McPherson

CONGRESSIONAL DISTRICT: Fifth

STATE: Georgia

CODE:

COUNTY: Fulton

CODE:

3. CLASSIFICATION

| CATEGORY (Check One) | OWNERSHIP | STATUS | ACCESSIBLE TO THE PUBLIC |
|--|--|---|--|
| <input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object | <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both | Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered | <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress |
| PRESENT USE (Check One or More as Appropriate) | | | |
| <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 checked="" type="checkbox"/> Religious <input type="checkbox"/> Scientific | <input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) Comments |

4. AGENCY

United States Army

REGIONAL HEADQUARTERS: (If applicable)
HQ, Forces Command

CITY OR TOWN: Fort McPherson

STREET AND NUMBER:

STATE: Georgia

CODE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Directorate Facilities Engineering

STREET AND NUMBER:
Bldg No. 358

CITY OR TOWN: Fort McPherson

STATE: Georgia

CODE:

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Peal Property Survey

DATE OF SURVEY: 15 Jan 73

DEPOSITORY FOR SURVEY RECORDS: Directorate Facilities Engineering

STREET AND NUMBER: Bldg 358

CITY OR TOWN: Fort McPherson

STATE: Georgia

CODE:

SEE INSTRUCTIONS

STATE
COUNTY
ENTRY NUMBER
DATE

DESCRIPTION

| | | | | | | |
|---|------------------------------------|---|--------------------------------|--|--------------------------------|------------------------------------|
| CONDITION | (Check One) | | | | | |
| | <input type="checkbox"/> Excellent | <input checked="" type="checkbox"/> Good | <input type="checkbox"/> Fair | <input type="checkbox"/> Deteriorated | <input type="checkbox"/> Ruins | <input type="checkbox"/> Unexposed |
| | (Check One) | | | (Check One) | | |
| | <input type="checkbox"/> Altered | <input checked="" type="checkbox"/> Unaltered | <input type="checkbox"/> Moved | <input type="checkbox"/> Original Site | | |
| DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE | | | | | | |
| <p>The district includes Hedekin parade field, these buildings and their immediate surrounding areas: Bldgs No. (on the following page)</p> <p>The overall general appearance has changed very little since they were built other than the addition of other buildings and the paving of roads. The buildings are situated in a quadrangle around Hedekin field located in the northeast corner of Fort McPherson. All of these buildings remain in their original unaltered state of red brick with white wood trim. Many different types of trees border Hedekin field mostly of which are oak. This adds greatly to the overall scenery and beauty of the area. Most of the buildings have a gable roof with wood decking with hand-seamed metal roofing. A few such as Quarters 5 and 10 have circular walls with dome-type roofs. The majority have the common bond brick pattern and many arched windows. The columns found throughout the district are of the simple Victorian architecture with doric design.</p> <p>Almost all along staff row (Bldgs 1-20) and more specifically Quarters 5 and 10 have intricate brick work on the chimneys and trim. Classical details are also found in the roof trim with dentilled entablatures.</p> <p>Quarters 10, indeed the most impressive building of the district, is in basically the Queen Anne style of Victorian Architecture yet it also has elements of the classical style. It has a rambling plan with several turrets with small-paned windows of the earlier Victorian era.</p> | | | | | | |

SEE INSTRUCTIONS

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)

1889-1910

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

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

STATEMENT OF SIGNIFICANCE

Fort McPherson, one of the most picturesque installations in the South, has been rich in military tradition since its inception in 1889. It has long been an important military post, showplace and point of interest to Atlanta citizens and visitors.

Many of the buildings survive in the northeast corner of the property in the original quadrangle effect. These red brick structures with white wood trim are all substantial examples of the High Victorian style of architecture. Some are quite fine individually, especially building No. 10, the FORSCOM Commander's residence, but together they constitute a historic district which is quite identifiably original old Fort McPherson.

Together with the wide parade field, which was used for polo matches in the early 1900's, and rows of shade trees these High Victorian structures constitute a good example of a later 19th century military post. These buildings are indeed impressive because throughout Atlanta, so much of the High Victorian architecture has disappeared.

Fort McPherson, named for General James Birdseye McPherson who was killed in the battle of Atlanta, has had a variety of missions throughout the years since its troop garrison because of its geographic location and warm climate, and continued as such throughout World War II. Its hospital served as a General Hospital both during the Spanish-American War and World War I. It is distinguished itself as a very fine convalescent both during and after each war.

World War I brought great activity to Fort McPherson as an induction center during the war and separation center after the war. It was estimated to have processed close to 200,000 men during this time. Afterwards, Third Army Headquarters moved to Fort McPherson and has remained until July 1973 when it was deactivated and replaced by Forces Command, which has the responsibility of all active and ready U.S. Army Forces throughout the Continental United States.

SEE INSTRUCTIONS

JAN 20 1986

1969 BIBLIOGRAPHICAL REFERENCES

The Fort McPherson Story
 by Mr. Ellsworth A. Metheny
 Office Adjutant General
 HQ, Forces Command
 Fort McPherson, Ga.
 1964

Interviews:
 Mr. William R. Mitchell, Jr.
 Director
 Georgia Historical Commission
 116 Mitchell St, Atlanta, Ga. 30303

Mr. Ellsworth A. Metheny
 Staff History Officer
 HQ, Third US Army
 Fort McPherson, Georgia 30330

10. GEOGRAPHICAL DATA

| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES | | | | | |
|--|----------|---------|-----------|---|----------|---------|-----------|---------|---------|
| CORNER | LATITUDE | | LONGITUDE | | LATITUDE | | LONGITUDE | | |
| | Degrees | Minutes | Seconds | Degrees | Minutes | Seconds | Degrees | Minutes | Seconds |
| SW | 33 | 42 | 49 | 84 | 26 | 03 | 84 | 25 | 06 |
| NE | 33 | 42 | 49 | 84 | 25 | 37 | 84 | 25 | 37 |
| SE | 33 | 42 | 30 | 84 | 25 | 37 | 84 | 25 | 37 |
| SW | 33 | 42 | 30 | 84 | 26 | 03 | 84 | 25 | 06 |

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 33.5

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

| STATE: | CODE | COUNTY: | CODE |
|---------|------|---------|------|
| Georgia | | Fulton | |
| STATE: | CODE | COUNTY: | CODE |
| STATE: | CODE | COUNTY: | CODE |
| STATE: | CODE | COUNTY: | CODE |

11. FORM PREPARED BY

NAME AND TITLE: 2LT JOHN G. WALTON DATE: 29 Jan 74

BUSINESS ADDRESS: Directorate Facilities Engineering

STREET AND NUMBER: Bldg #358 PHONE: 752-3766

CITY OR TOWN: Fort McPherson STATE: Georgia CODE:

12. CERTIFICATION OF NOMINATION

State Liaison Officer recommendation:

Yes
 No
 None

John G. Walton
 State Liaison Officer Signature

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Liaison Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The recommended level of significance is National State Local

Federal Representative Signature: _____ Date: _____
 Title: _____

NATIONAL REGISTER VERIFICATION

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

Director, Office of Archeology and Historic Preservation

Date: _____

ATTN: _____

Keeper of The National Register

Date: _____

SEE INSTRUCTIONS

| <u>BUILD NO</u> | <u>DATE CONSTR</u> | <u>ORIGINAL USE</u> | <u>PRESENT USE</u> |
|-----------------|--------------------|-----------------------------|--|
| 1 | 1889 | Officer's Qtrs | Officer's Qtrs |
| 2 | 1889 | " | " |
| 3 | 1889 | " | " |
| 4 | 1889 | " | " |
| 5 | 1891 | " | " |
| 6 | 1889 | " | " |
| 7 | 1889 | " | " |
| 8 | 1889 | " | " |
| 9 | 1891 | " | " |
| 10 | 1891 | " | " |
| 11 | 1891 | " | " |
| 12 | 1891 | " | " |
| 13 | 1891 | " | " |
| 14 | 1891 | " | " |
| 15 | 1904 | " | " |
| 17 | 1892 | " | " |
| 18 | 1910 | " | " |
| 19 | 1892 | " | " |
| 20 | 1904 | " | " |
| 40 | 1904 | Bachelor Off Qtrs | Bachelor Off Qtrs |
| 41 | 1891 | Post Headquarters | Religious Education and Courtroom Fac |
| 42 | 1889 | Post Hall | Chapel |
| 51 | 1891 | Guard House | Telephone Exchange |
| 53 | 1891 | Hospital Laundry | Red Cross Admin |
| 56 | 1889 | Barracks | Barracks |
| 57 | 1906 | Mess Hall | Admin Bldg |
| 58 | 1891 | Barracks | Barracks |
| 59 | 1906 | Mess Hall | Admin Bldg |
| 60 | 1889 | Barracks | Barracks |
| 61 | 1906 | Mess Hall | Mess Hall |
| 62 | 1891 | Barracks | Barracks |
| 63 | 1906 | Mess Hall | Admin Bldg |
| 65 | 1904 | Barracks | Post Headquarters |
| 100 | 1897 | Subsistence Storage | Dental Clinic & Craft Shop |
| 101 | 1889 | Quartermaster Storehouse | Provost Marshal & Craft Shop |
| 102 | 1889 | Post Bakery | Provost Marshal |
| 103 | 1889 | Coal Chute | Storage |
| 104 | 1897 | Ordnance Storehouse | Ambulance Garage |
| 171 | 1889 | Post Hospital | Post Hospital |
| 181 | 1893 | Mess Hall | Post Exchange |
| 184 | 1904 | Double Barracks | Enlisted Women's Barracks |

? 1940s

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

1. Name of Property

=====

historic name: Fort Monmouth Cantonment Historic District
other names/site number: N/A

=====

2. Location

=====

street & number: N/A not for publication N/A
city or town: Fort Monmouth vicinity N/A
state: New Jersey code: NJ county: Monmouth code: 025
zip code: 07703

=====

3. State/Federal Agency Certification

=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this _____ nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _____ meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide _____ locally. (_____ See continuation sheet for additional comments.)

Signature of certifying official _____ Date

State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the
National Register criteria. (_____ See continuation sheet for
additional comments.)

Signature of commenting or other official _____ Date

State or Federal agency and bureau

=====
4. National Park Service Certification
=====

I, hereby certify that this property is:

_____ entered in the National Register _____
_____ See continuation sheet. _____
_____ determined eligible for the _____
National Register _____
_____ See continuation sheet. _____
_____ determined not eligible for the _____
National Register _____
_____ removed from the National Register _____
_____ other (explain): _____

Signature of Keeper _____ Date
of Action

=====
5. Classification
=====

Ownership of Property (Check as many boxes as apply)

_____ private
_____ public-local
_____ public-State
 X public-Federal

Category of Property (Check only one box)

_____ building(s)
 X district
_____ site
_____ structure
_____ object

| Number of Resources within Property | |
|-------------------------------------|---------------------|
| Contributing | Noncontributing |
| <u>102</u> | <u>8</u> buildings |
| <u>1</u> | <u>1</u> sites |
| | <u>1</u> structures |
| | <u>1</u> objects |
| <u>103</u> | <u>9</u> Total |

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

| | |
|--------------|------------------------|
| Cat: Defense | Sub: Military facility |
| Education | School |
| Education | Research facility |
| Domestic | Institutional housing |
| Landscape | Parade ground |

Current Functions (Enter categories from instructions)

| | |
|--------------|------------------------|
| Cat: Defense | Sub: Military facility |
| Education | Research facility |
| Domestic | Institutional housing |
| Landscape | Parade ground |

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Colonial Revival
Art Deco

Materials (Enter categories from instructions)

foundation: Concrete
roof: Slate
walls: Brick
other: N/A

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Military
Communications
Education
Architecture

Period of Significance: 1927 - 1940

Significant Dates: 1927 - 1940

Significant Person: N/A

Cultural Affiliation: N/A

Architect/Builder: Quartermaster Corps

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

=====

9. Major Bibliographical References

=====

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # NJ-41

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: Library of Congress

=====

10. Geographical Data

=====

Acreage of Property: 110.85 acres

UTM References (Place additional UTM references on a continuation sheet)

| | Zone | Easting | Northing | Zone | Easting | Northing | |
|---|------|---------|----------|------|---------|----------|-------------------------|
| 1 | 18 | 582330 | 4463760 | 3 | 18 | 581190 | 4462640 |
| 2 | 18 | 582180 | 4463540 | 4 | 18 | 581000 | 4463140 |
| | | | | | | | See continuation sheet. |

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====
11. Form Prepared By
=====

Name/title: Katherine Grandine/Historian
Organization: R. Christopher Goodwin & Associates, Inc.
Date: May 1993
Street & number: 337 East Third Street
Telephone: 301-694-0428
City or town: Frederick
State: Maryland
Zip code: 21701

=====
Additional Documentation
=====

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____

zip code _____

=====
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Fort Monmouth Cantonment
Historic District
Monmouth County, New Jersey

Fort Monmouth is located approximately fifty miles south of New York City in the coastal area of Monmouth County, New Jersey. The installation is located between two branches of the Shrewsbury River. The Fort Monmouth Cantonment historic district is composed of 112 buildings, structures, and objects located in two discontinuous areas. The two areas are the main cantonment area and the quartermaster support area. The main cantonment contains administration, housing, special function, and community support buildings located around a central parade ground. The quartermaster support area is located northeast of the main parade ground and contains a quartermaster storehouse, bakery, and maintenance shops.

Historically, the quartermaster support area was set apart from the main cantonment and located near transportation routes such as railroad lines or highways. All of the buildings in the two areas were constructed during the period of permanent construction of the installation between 1927 and 1940. The two discontinuous areas form a cohesive, intact, representative example of Army planning and permanent construction during the period between World War I and World War II. The buildings and plan of the installation retain their integrity of design, setting, materials, and workmanship.

Fort Monmouth is a planned installation with buildings designed using Georgian Colonial Revival motifs. The design of the overall installation achieves architectural unity through its integrated layout, building design, and the use of red brick as the primary building material. The symmetrical plan, incorporating open space and mature vegetation, creates an institutional image of durability and orderliness without regimentation. In general, the buildings are in good condition and have undergone few alterations.

The overall design of the main cantonment area has a basic rectangular form and is oriented along an east-west axis with the main entrance accessible from Oceanport Avenue (see attached sketch map). The visual focus of the installation is the headquarters and classroom building, **Russel Hall**. Russel Hall is flanked on the east by a triangular open green space and on the west by a rectangular parade ground. The parade ground separates officer housing from the enlisted and non-commissioned officer housing. Officer housing, bachelor officers' quarters, and the original hospital are located north of the parade ground. Housing for non-commissioned officers is located south of the parade ground. The barracks, theater, and fire station are located southeast of the main entry gate. **Squier Laboratory**, which was the principal research laboratory, is located northwest of the main parade ground.

The **quartermaster support area** is located one-third of a mile east of the main cantonment, near the railroad tracks. Though visually separate from the main cantonment, the quartermaster support area is a part of the historic installation plan and function. The buildings are constructed of red brick and are simple, utilitarian expressions of the Georgian Colonial Revival.

Although most of the installation was constructed using standardized plans, two buildings were designed specifically for Fort Monmouth. Russel Hall (Building 286) and Squier Laboratory (Building 283)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 2

Fort Monmouth Cantonment
Historic District
Monmouth County, New Jersey

were designed by private architectural firms working in conjunction with the Quartermaster Corps. These two buildings define Fort Monmouth as the twentieth century home of the U.S. Signal Corps and set it apart from other Quartermaster-designed installations dating from the inter-war period.

Russel Hall, Building 286

Russel Hall originally was the post headquarters building and classroom building. It is located directly west of the Oceanport Avenue entrance to the main post and is a visually striking building. Russel Hall was designed by Philadelphia architect Harry Sternfield and completed in 1936 in collaboration with the Office of the Constructing Quartermaster. It is an Art Deco building composed of a four-story central pavilion and three-and-a-half story flanking wings. The central portion is faced with Indiana limestone. Sculptured reliefs that depict the Signal Corps in the Civil War and World War I are located on either side of the central entrance doors. Above the entrance is a limestone relief of the Seal of the United States. The flanking wings, like the central portion of the building, are constructed with a concrete frame, but are faced with brick and have a limestone veneer on the first half story. The wings feature recessed, vertically articulated windows separated by decorative brick spandrels. Decorative bands of brick define the cornice. Alterations consist of exterior staircases that have been recently added to each end of the building.

Squier Laboratory, Building 283 (now Squier Hall)

Squier Laboratory was designed by Rodgers and Poor, architects from New York City. The building was completed in March 1935. It occupies a site west of the officer housing area on a knoll above Parkers Creek. Squier Laboratory is L-shaped and consists of two functional parts: an administration and laboratory section and a rear shop section. The administration section of the building is two stories and has a steel structural frame faced in brick veneer. The front facade is characterized by the entrance portico that is composed of two-story concrete piers faced in brick. The windows are bands of hopper windows. The shop section is located in the rear of the building and is constructed with a steel frame, brick veneer, and industrial sawtooth roof. The laboratory was enlarged in 1947 and, again, in 1958.

Near Squier Laboratory are several plain, frame, one-story buildings constructed during World War II as laboratories and warehouses. One located to the east of Squier Laboratory, **Building 288**, is within the historic district, but does not contribute to the historic district due to its later construction date. However, the building does not constitute a serious intrusion because it relates in function to the Squier Laboratory and is not a strong element in the landscape.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 3

Fort Monmouth Cantonment
Historic District
Monmouth County, New Jersey

Officer Housing

The most dominant building type in the historic district is family housing. House size and location at Fort Monmouth, as at all Army installations, was stratified according to the rank of the occupant. Officer housing was constructed north of the parade ground and was comprised of single and duplex housing units, and four-family apartments. Within the officer housing area, the buildings are stratified by size and location. Single and duplex officer housing surrounds a linear park located between Allen and Russel Avenues, known as Voris Park. Student officer apartments are located closest to Russel Hall, the main classroom building. All dwellings are two-story brick buildings with slate roofs, constructed from standardized plans developed by the Army Quartermaster Corps. All dwellings are designed using the Georgian Colonial Revival architectural style.

The most imposing quarters is **Building 230**, constructed for the Commanding Officer. Built in 1936 and located at the western end of Voris Park, this brick building is seven bays wide and has a one-story garage wing. The entrance is marked by a pedimented gable roof with lunette and a porch with double columns topped by a balustrade. The building also features paired end chimneys and a dentil cornice.

Officer housing is located north of the parade ground, lining Russel and Allen Avenues and surrounding a landscaped open space known as Voris Park. Officer housing includes single family dwellings constructed for field officers and duplex family dwellings constructed for company officers. Single family officer houses (**Buildings 215, 216, 221, 224, 229**) feature an ornamental, generally pedimented, entry, a dentil cornice, and gabled dormers. In addition, these units include an attached garage wing. Duplex officer housing units (**Buildings 211-214, 218-220, 222-223, 225-228**) are symmetrical, eight-bay buildings with paired central main entries, each with a gabled pedimented surround. The officer housing is located between Russel and Allen Avenues.

Student officers originally were housed in the four-family apartment buildings (**Buildings 261-269**) constructed between 1929 and 1932. The buildings are laid out in two rows with a service lane between the rows to provide access to garages. The buildings are two-story with paired central entrances. Each pair of entry doors shares a covered stoop that features simple trim and Georgian Colonial Revival detailing.

Buildings 270 and 271 were constructed for bachelor officers. Built of concrete block, the buildings were faced with red brick. Both buildings have hipped roofs and hipped dormers. Both buildings include one-story porches that span three-quarters of the facade and are ornamented with wood balustrades. The porch of Building 271 is open while the porch of Building 270 has been enclosed. Building 270 has been redesigned into office space. Alterations include metal front doors.

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Non-Commissioned Officer Housing and Barracks

Housing for non-commissioned officers (NCO) is located south of the parade ground (**Buildings 233-258**). This residential area comprises 25 duplex units. The standardized Quartermaster design employed for NCO housing is simple and symmetrical. All the structures are two stories and four bays wide. The buildings are brick and have either a gabled or hipped roof; all examples include two end chimneys. Some examples have one-story brick or wood-frame sun porches attached to either ends of the structure. Other buildings include enclosed entry vestibules. Construction of the group was completed in four periods: Building 233 was completed in 1929; Buildings 234-239 were completed in 1931; Buildings 240-246, in 1932; and Buildings 247-258, in 1934.

Thirty-three detached, one-story garages are located in the main cantonment area. In the officer housing area, the garages are two-car garages constructed of brick with slate hipped roofs. Multiple bay garages were constructed for bachelor officers and non-commissioned officers. In the NCO housing area, the garages are wood-frame buildings with asphalt shingled hipped roofs.

Barracks for enlisted personnel were constructed at Barker Circle (**Buildings 205-208, 287**). Four barracks were built in 1927. They were the first permanent buildings constructed at Fort Monmouth. The buildings are T-shaped and constructed using a concrete structural system faced in brick veneer. The barracks are three stories tall with a full three-story porch supported by concrete piers that span the main facade. Building 207 was enlarged on the north end to accommodate the Army Post Bank. A fifth barracks (Building 287) was added to the complex in 1940 and is similar to the first four. In 1958, the original slate roofs were replaced with asphalt-shingled roofs. Alterations consist of exterior staircases that have been recently added to each end of the barracks buildings and replacement of windows.

Community Support Buildings

Community support buildings are located near the Barker Circle barracks area and include the Fire Station and Guard House (**Building 282**) and theater (**Building 275**). Constructed in 1935, the fire station was constructed according to a Quartermaster- standardized plan using Georgian Colonial Revival motifs. It is a two-story, T-shaped building with flanking one-story wings. The building facade features a pedimented gable roof with a lunette window. Bays for four fire trucks and an office are located on the first floor; a firemen's dormitory is housed on the second floor; and a guardhouse occupies the rear wing. Four large arched openings in the main facade allow egress for firefighting vehicles.

The 579-seat Post Theater (Building 275, now Kaplan Hall) was built in 1933 using a standard Quartermaster plan and financed through the Army Motion Picture Service. The theater is a brick building accented by brick quoins and a pedimented front gable roof. Minor exterior alterations to the original design

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include the brick infill of a front facade window and the removal of the ticket kiosk from the front entrance. Since 1982, the building has served as the Communications and Electronics Command (CECOM) Museum.

The original hospital, now Allison Hall (**Building 209**), was designed as an H-shaped building. The building was constructed in two phases: the main block and the east wing were completed in April 1928, and the west wing and rear wings were completed in 1934. The building rises two stories and utilizes a concrete structural system clad in brick veneer. The front entry is delineated by a concrete portico ornamented with columns and a balustrade. The original sun porches located on the end of each ward have been enclosed to provide offices. Original windows have been replaced. The building now serves as an office building.

Quartermaster Support Area

In the original design of the permanent facility, the quartermaster support area was separated from the main cantonment area. The quartermaster support area is included in this historic district nomination as a discontinuous district. The buildings encompassed in this area were constructed to house the provisioning and maintenance functions for the installation. The area historically has been the main support section of the installation and remains so to the present day.

The area includes a quartermaster warehouse/commissary (**Building 277**), a bakery (**Building 276**), a quartermaster garage (**Building 279**), a utility shop (**Building 280**), and a blacksmith shop (**Building 281**). The buildings were utilitarian in design, and reflected simple versions of the Georgian Colonial Revival Style. With the exception of the quartermaster warehouse and commissary, the buildings are one-story in scale. The quartermaster warehouse/commissary represents a standard warehouse design that can be traced directly to the late nineteenth century. In this plan, the first floor was devoted to the post commissary and the second floor was devoted to clothing stores. The quartermaster garage and utility shop are very similar in appearance. Both buildings have steel structural systems that support single-span steel roof trusses. Both have industrial steel sash windows. These buildings are in good condition, and only minor modifications have been undertaken to adapt these buildings to their current functions.

When the main cantonment of Fort Monmouth was completed during the 1930s, the quartermaster support area was distinctly separate from the main cantonment. The land between the two areas remained an open space. During World War II, the area between the main cantonment and the quartermaster support area became the location for World War II mobilization buildings. The World War II mobilization buildings are currently the subject of a nation-wide documentation effort.

The following list details the contributing and non-contributing historic properties contained in the Fort Monmouth Cantonment Historic District. Eight buildings in the historic district are non-contributing

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elements because they were constructed within the past fifty years. Building 288 is a wood-frame World War II temporary structure that has been mitigated as part of a Department of Defense Programmatic Memorandum of Agreement signed in 1986, and does not contribute to the historic district.

| Facility Number | Resource | Date | Contributing/Non |
|--------------------|----------|------|------------------|
|--------------------|----------|------|------------------|

MAIN CANTONMENT AREA

| | | | |
|-----|-------------------------|------|------------------|
| 100 | Flagpole | 1939 | Contributing |
| 118 | Sentry Station | 1954 | Non-contributing |
| 120 | Waiting Station | 1958 | Non-contributing |
| 115 | World War II Memorial | 1952 | Non-contributing |
| 205 | Barracks | 1927 | Contributing |
| 206 | Barracks | 1927 | Contributing |
| 207 | Barracks | 1927 | Contributing |
| 208 | Barracks | 1927 | Contributing |
| 209 | Hospital (Allison Hall) | 1928 | Contributing |
| 211 | Officer Housing-Duplex | 1929 | Contributing |
| 212 | Officer Housing-Duplex | 1929 | Contributing |
| 213 | Officer Housing-Duplex | 1929 | Contributing |
| 214 | Officer Housing-Duplex | 1932 | Contributing |
| 215 | Officer Housing | 1931 | Contributing |
| 216 | Officer Housing | 1931 | Contributing |
| 218 | Officer Housing-Duplex | 1932 | Contributing |
| 219 | Officer Housing-Duplex | 1932 | Contributing |
| 220 | Officer Housing-Duplex | 1935 | Contributing |
| 221 | Officer Housing | 1931 | Contributing |
| 222 | Officer Housing-Duplex | 1935 | Contributing |
| 223 | Officer Housing-Duplex | 1935 | Contributing |
| 224 | Officer Housing | 1934 | Contributing |
| 225 | Officer Housing-Duplex | 1932 | Contributing |
| 226 | Officer Housing-Duplex | 1932 | Contributing |
| 227 | Officer Housing-Duplex | 1932 | Contributing |
| 228 | Officer Housing-Duplex | 1932 | Contributing |
| 229 | Officer Housing | 1935 | Contributing |
| 230 | CO Officer Housing | 1936 | Contributing |

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|--------------------|----------|------|------------------|
|--------------------|----------|------|------------------|

MAIN CANTONMENT AREA

| | | | |
|-----|---------------------|------|--------------|
| 233 | NCO Housing | 1929 | Contributing |
| 234 | NCO Housing | 1931 | Contributing |
| 235 | NCO Housing | 1931 | Contributing |
| 236 | NCO Housing | 1931 | Contributing |
| 237 | NCO Housing | 1931 | Contributing |
| 238 | NCO Housing | 1931 | Contributing |
| 239 | NCO Housing | 1931 | Contributing |
| 240 | NCO Housing | 1932 | Contributing |
| 241 | NCO Housing | 1932 | Contributing |
| 242 | NCO Housing | 1932 | Contributing |
| 243 | NCO Housing | 1932 | Contributing |
| 244 | NCO Housing | 1932 | Contributing |
| 245 | NCO Housing | 1932 | Contributing |
| 246 | NCO Housing | 1932 | Contributing |
| 247 | NCO Housing | 1934 | Contributing |
| 248 | NCO Housing | 1934 | Contributing |
| 249 | NCO Housing | 1934 | Contributing |
| 250 | NCO Housing | 1934 | Contributing |
| 251 | NCO Housing | 1934 | Contributing |
| 252 | NCO Housing | 1934 | Contributing |
| 253 | NCO Housing | 1934 | Contributing |
| 254 | NCO Housing | 1934 | Contributing |
| 255 | NCO Housing | 1934 | Contributing |
| 256 | NCO Housing | 1934 | Contributing |
| 258 | NCO Housing | 1934 | Contributing |
| 261 | Four Family Housing | 1930 | Contributing |
| 262 | Four Family Housing | 1930 | Contributing |
| 263 | Four Family Housing | 1930 | Contributing |
| 264 | Four Family Housing | 1931 | Contributing |
| 265 | Four Family Housing | 1932 | Contributing |
| 266 | Four Family Housing | 1932 | Contributing |
| 267 | Four Family Housing | 1931 | Contributing |

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| Facility Number | Resource | Date | Contributing/Non |
|----------------------|--------------------------|------|------------------|
| MAIN CANTONMENT AREA | | | |
| 268 | Four Family Housing | 1931 | Contributing |
| 269 | Four Family Housing | 1930 | Contributing |
| 270 | BOQ | 1929 | Contributing |
| 271 | BOQ | 1931 | Contributing |
| 275 | Kaplan Hall | 1933 | Contributing |
| 282 | Fire Station/Guard House | 1935 | Contributing |
| 283 | Squier Laboratory | 1935 | Contributing |
| 286 | Russet Hall | 1935 | Contributing |
| 287 | Barracks | 1940 | Contributing |
| 288 | General Instruction Bldg | 1941 | Non-contributing |
| 301 | Garage | 1932 | Contributing |
| 302 | Garage | 1932 | Contributing |
| 303 | Garage | 1932 | Contributing |
| 304 | Garage | 1932 | Contributing |
| 305 | Garage | 1932 | Contributing |
| 306 | Garage | 1932 | Contributing |
| 307 | Garage | 1932 | Contributing |
| 308 | Garage | 1932 | Contributing |
| 309 | Garage | 1932 | Contributing |
| 310 | Garage | 1932 | Contributing |
| 312 | Garage | 1951 | Non-contributing |
| 313 | Garage | 1932 | Contributing |
| 314 | Garage | 1932 | Contributing |
| 315 | Garage | 1932 | Contributing |
| 316 | Garage | 1932 | Contributing |
| 317 | Garage | 1932 | Contributing |
| 318 | Garage | 1932 | Contributing |
| 319 | Garage | 1932 | Contributing |
| 320 | Garage | 1934 | Contributing |
| 321 | Garage | 1934 | Contributing |
| 322 | Garage | 1934 | Contributing |
| 323 | Garage | 1934 | Contributing |

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| Facility Number | Resource | Date | Contributing/Non |
|--------------------|----------|------|------------------|
|--------------------|----------|------|------------------|

MAIN CANTONMENT AREA

| | | | |
|-----|----------------------|------|------------------|
| 324 | Garage | 1934 | Contributing |
| 325 | Garage | 1934 | Contributing |
| 326 | Garage | 1934 | Contributing |
| 327 | Garage | 1934 | Contributing |
| 328 | Garage | 1937 | Contributing |
| 331 | Garage | 1934 | Contributing |
| 332 | Garage | 1934 | Contributing |
| 333 | Garage | 1934 | Contributing |
| 334 | Garage | 1934 | Contributing |
| 335 | Garage | 1934 | Contributing |
| 336 | Garage | 1934 | Contributing |
| 360 | BOQ | 1956 | Non-contributing |
| 500 | Chapel | 1962 | Non-contributing |
| 501 | Health Care Building | 1969 | Non-contributing |
| 548 | Generator Plant | 1950 | Non-contributing |

QUARTERMASTER SUPPORT AREA

| | | | |
|-----|----------------------|------|--------------|
| 276 | Bakery | 1934 | Contributing |
| 277 | Warehouse/Commissary | 1934 | Contributing |
| 279 | Q.M. Garage | 1934 | Contributing |
| 280 | Utility Shop | 1934 | Contributing |
| 281 | Blacksmith Shop | 1934 | Contributing |

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Fort Monmouth is located near Eatontown, New Jersey, approximately fifty miles south of New York City. The installation originated as Camp Vail, a Signal Corps camp, and was founded in response to the entry of the United States into World War I in 1917. The Fort Monmouth Cantonment Historic District possesses national significance for its role in military history as the major permanent installation constructed for the U.S. Signal Corps during the twentieth century (Criterion A). The Signal Corps provided strategic and tactical communication equipment and systems to the U.S. Army and played a crucial role in World War I and World War II. Fort Monmouth also was the research and development center for Army communications under the command of the Signal Corps, as well as the major Signal Corps communication training center.

The Fort Monmouth Cantonment Historic District embodies the distinctive characteristics of the U.S. Army's permanent construction program that occurred between 1927 and 1940 (Criterion C). The buildings at Fort Monmouth were constructed using Quartermaster Corps standardized plans in the Georgian Colonial Revival architectural style. The historic district comprises two discontinuous areas that form a cohesive representative example of Army planning and permanent construction during the period between World War I and World War II.

Fort Monmouth, 20th Century Home of the Signal Corps, 1917-1962

Fort Monmouth is an historically important military installation for its role as the twentieth century home of the U.S. Army Signal Corps. The installation was established as a direct result of the pressing need for Signal Corps personnel during World War I. During the inter-war period (1919 - 1940), the facility became the major training center for Signal Corps personnel, as well as the principal experimental and research laboratory for Signal Corps equipment, including communication equipment. Fort Monmouth remained the home of the Army's Signal Corps until 1962, when the Signal Corps was absorbed by other commands. Today, Fort Monmouth is part of the U.S. Army Communications-Electronics Command, and continues its national mission in developing and testing Army communication technology.

Within the U.S. Army, the Signal Corps was responsible for the facilitating communication among Army units and the instructing military personnel in communication technologies. The Signal Corps was established during the Civil War under the leadership of Albert J. Myer. During the Civil War, the military relied on visual signal methods and experimented with the telegraph. As civilian inventors developed new methods of communication, the Signal Corps sought to apply the new technology to military service. The application of weather observation, photography, telephone, telegraph, aerial spotting, radio, and radar to military use were all under the province of the Signal Corps.

The earliest home of Signal Corps training was Fort Whipple, Virginia, where the Army established a Signal School in 1869. The installation was renamed Fort Myer in 1880. When Fort Myer became a cavalry post in 1886, the Signal Corps School was closed and personnel were assigned to western posts,

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where they supervised the construction of telegraph lines between frontier Army posts. In 1898, the Army reopened the Signal Corps School to train personnel for duty in the Spanish-American War (1898-1899). Troops received instruction in telegraphy, telephone, line repair, and visual signaling. A small, separate Signal Corps post was constructed at Fort Myer, but was deactivated in 1905 when the Army reorganized the Signal Corps and again disbursed its functions to other locations. The Signal Corps School was moved to Fort Leavenworth.

On April 6, 1917, the United States entered World War I. The military expanded tremendously in response to wartime mobilization. All aspects of military activity expanded. New personnel required training. At the beginning of the war, the Signal Corps comprised less than 2,000 officers and enlisted men. In May 1917, the Adjutant General of the Army authorized the establishment of four mobilization training camps to meet the wartime requirements of the U.S. Army Signal Corps. The first and principal camp was Camp Alfred Vail, located on the grounds of the defunct Monmouth Park Racetrack near Long Branch, New Jersey. This installation is now Fort Monmouth. The three other training sites included Camp Samuel F.B. Morse in Texas; Fort Leavenworth, Kansas; and the Presidio of Monterey, California. In addition, the Army established a Signal Corps Radio School in College Park, Maryland.

The Monmouth Park racetrack site was selected because of its proximity to two railroad lines, steamship lines, and highways. Situated approximately fifty miles south of New York City, the site was close to the largest commercial communication organizations in the world. Thus, the Signal Corps could assess the latest electrical devices and secure the best material and personnel for military communications needs. The site also offered sufficient space for an airfield, a requirement for the development of ground-to-air communications.

During June and July 1917, temporary mobilization buildings were constructed. The wooden cantonment area included a headquarters building, officers' quarters, barracks, transportation sheds, shops, and warehouses. Training in telegraphic communication was a particularly important part of training personnel for overseas service.

Late in 1917, the Army realized that developing a wireless radio was desirable to facilitate of communications in tank and aerial situations. To met these needs, the military sought to establish a special laboratory exclusively devoted to military developmental work that was independent of commercial laboratories. Specialists, then, could concentrate their efforts towards solutions to war-related problems in wireless communication. The facilities at the Electrical Development Division and the Bureau of Standards in Washington, D.C., were inadequate for the program, so Camp Vail was selected as the site for the new radio laboratory facility. Nine temporary wooden buildings to house the laboratory were completed in February 1918. The laboratory provided the technical facilities needed for the development of ground and air radio, such as research and test equipment, drafting rooms, and a model shop.

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With the signing of the Armistice on November 11, 1918, the Army was reorganized to resume a peacetime role. The Army reviewed its mobilization camps and retained those important for future Army development. Camp Vail was retained because of its proximity to electronics manufacturers in New York City. Camp Vail was designated a permanent Army post in 1925 and renamed Fort Monmouth in honor of the American Revolutionary War battle of Monmouth Courthouse. Research and training activities for the Signal Corps were consolidated at the installation, making it the only installation entirely devoted to Signal Corps activities in the inter-war period.

Between the end of World War I and the beginning of World War II, Fort Monmouth remained the site of the Signal Corps School and the Radio Laboratory. The school continued to train Army personnel in applied communications. The laboratory continued research and development in communication technology for military use and was charged with the responsibility for the conception and development of Signal Corps equipment. Important projects included a ground telephone and telegraph set for artillery fire-control (1926) and the launching of the first radio equipped weather balloon (1928). In 1929, additional functions were transferred to Fort Monmouth, including meteorological research and subaqueous sound-ranging research.

Research in communications continued during the 1930s. Between 1927 and 1940, permanent facilities were constructed on the installation, and the wooden World War I buildings were replaced. The Army constructed Squier Laboratory to replace the World War I Signal Corps Radio Laboratories. Opened in 1935, it served as the primary development center for Signal Corps equipment until September 1941, when additional field laboratories were established. Squier Laboratory was the administrative center for programs to develop Signal Corps equipment as well as functioned as a laboratory. In 1936, there were only two principal development centers for signal equipment: Fort Monmouth, New Jersey, and Wright Field, Ohio, where aircraft equipment was developed.

During the inter-war period (1920-1940), scientists at Fort Monmouth's Squier Laboratory conducted important research on-site and monitored the off-site development of important technologies. During 1936, the first portable, hand-held "walkie-talkie" (SCR-300) was developed for use on the front lines. This was the first major development in the miniaturization of radio equipment. In 1935, Signal Corps scientists working at Navesink Light, east of Fort Monmouth on the New Jersey Coast, successfully demonstrated the detection of aerial targets by radio waves. Army responsibility for additional radar research and development was assigned solely to the Signal Corps in 1936; and, in December of that year, the first portable radar set was successfully tested. By 1941, Fort Monmouth expanded to include sub-installations that were established to perform specific research functions.

Squier Laboratory was one of eight Signal Corps laboratories that operated during World War II. During World War II, scientists at Squier Laboratory developed special communication equipment and studied battery capacity to operate equipment in any wartime theater. Scientists tested the strength, temperature effect, vibration impact, and service life of components in communication equipment. Research

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was conducted in material substitutes to conserve those materials considered critical for production of military communication apparatus during World War II. Squier Laboratory continued to serve as the administrative headquarters for the Signal Corps laboratories until 1954 when a new, larger laboratory facility was completed two miles west of Fort Monmouth at the subinstallation known as the Charles Wood Area.

Permanent Construction at Fort Monmouth, 1927-1940

In 1927, construction of permanent facilities was begun at Fort Monmouth to support the training and research responsibilities of the Signal Corps. The construction program was part of a nation-wide Army permanent construction program enacted during 1926. The program was initiated to address poor living conditions, particularly for enlisted and NCO personnel who had been assigned to quarters in World War I wooden mobilization buildings.

In March 1926, the U.S. Congress enacted Public Law No. 45 that authorized the Secretary of War to dispose of 43 military reservations, or portions thereof, and to deposit the money received from those sales into a "Military Post Construction Fund." The program was designed to finance the housing and hospital needs of the Army. As initially planned, the cost of the construction program was estimated at \$110 million, over a ten year period. In 1927, the first \$7 million was made available, and targeted for barracks and hospital construction. During the 1930s, additional funds were made available through the National Industrial Recovery Act of 1933 and through the Work Relief and Public Works Appropriation Act of 1938.

This permanent construction program had a widespread impact on Army and Air Corps installations. Many of the installations retained after World War I, such as Fort Monmouth, were improved during this period with permanent facilities. In addition, some older installations were expanded. Between 1927 and 1940 permanent construction occurred at many installations, including: Fort Belvoir, Virginia; Aberdeen Proving Ground, Maryland; Fort Benning, Georgia; Fort Bragg, North Carolina; Fort Devens, Massachusetts; Fort Knox, Kentucky; Fort Lewis, Washington; Fort Meade, Maryland; Fort McClellan, Alabama; Barksdale AFB, Louisiana; Bolling AFB, Washington, D.C.; Chanute AFB, Illinois; March AFB, California; Maxwell AFB, Alabama; Pope AFB, North Carolina; Randolph AFB, Texas; Scott AFB, Illinois; Selfridge AFB, Michigan; and, Wright-Patterson AFB, Ohio.

The tasks of design and construction of permanent housing and support facilities fell to the Quartermaster Corps. Major General B. Frank Cheatham headed the Quartermaster's Construction Service. His architectural staff included Lt. Colonel Francis B. Wheaton, formerly associated with the architectural firm of McKim, Mead and White; Luther M. Leisenring, formerly an associate of prominent architect Cass Gilbert; and 1st Lt. Howard B. Nurse, a graduate of Mechanics Institute and who had practiced in Rochester, New York. In addition, Cheatham consulted with civilian engineers, landscape architects, and urban planners. One of the most noted consultants was George B. Ford, a respected urban planner, who reviewed all of the proposed installation plans. The aim of the project was to produce Army installations that were functional,

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aesthetically attractive, cost effective, and appropriate for the different climactic conditions and architectural styles of their locations.

As a result of this planning effort, the Construction Division developed a set of standardized plans for housing, administration, health care, community support, and functional support buildings. The basic buildings could be constructed with different materials and appropriate ornamentation selected to reflect the architectural tradition in the region of the United States where the buildings were located. Two architectural styles were prevalent: Georgian Colonial Revival and Spanish Mission Revival. The Georgian Colonial Revival was used from Virginia north to Maine and in the Pacific Northwest. The Spanish Mission Revival was used from North Carolina south, Texas, and from Oklahoma to California. The Spanish Mission Revival was also used at Fort Missoula, Montana. In Louisiana and Alabama, the Quartermaster Corps constructed buildings using French Provincial motifs.

At Fort Monmouth, the nation-wide Army construction program produced a well planned installation which embodies the architectural and planning characteristics of this nation-wide Army permanent construction program. The installation comprises two areas: the main cantonment area and the quartermaster support area. The main cantonment area is oriented around a parade ground. Officer housing is grouped to the north of the parade ground; NCO housing is located south of the parade ground. The buildings are designed in the Georgian Colonial Revival architectural style and constructed in red brick. Barracks and community support buildings complete the main cantonment area. Separated from the main cantonment area, but functionally related to it, is the quartermaster support area. Located near a major railroad line, this area includes the quartermaster warehouse and commissary, bakery, quartermaster garage, utility shop, and blacksmith shop.

Although housing, community support, and facility support buildings were constructed using standardized quartermaster plans, two buildings were designed specifically for Fort Monmouth and are unique to the installation. Russel Hall (Building 286) and Squier Laboratory (Building 283) were designed by private architectural firms working in conjunction with the Quartermaster Corps. These two buildings were designed to support the missions of the U.S. Signal Corps. Both buildings occupy prominent locations in the overall plan of the installation.

Russel Hall was the post headquarters and the classroom center for the Signal Corps School. The four-story, Art Deco building was built to illustrate the importance of the Signal Corps as a separate entity in the military hierarchy. Incorporated into the design of the principal elevation are sculptured reliefs depicting the activities of the Signal Corps during the Civil War and World War I. Above the main entrance is a limestone relief of the Seal of the United States. The building was designed by architect Harry Sternfield of Philadelphia in collaboration with the Office of the Constructing Quartermaster and completed in 1936. Harry Sternfield (1888-1976) was one of a school of architects working in Philadelphia who were influenced by Paul Cret while studying architecture at the University of Pennsylvania. Sternfield attended the Ecole des

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Beaux-Arts in Paris from 1919 to 1920. He became a Professor of Design at the University of Pennsylvania in 1923 and launched a successful architectural career.

Squier Laboratory was constructed to replace the World War I Signal Corps Radio Laboratories. Opened in 1935, it served as the primary development center for Signal Corps equipment until September 1941. The building was designed by Rodgers and Poor, architects from New York City. Robert Perry Rodgers (1895-1934) was awarded a diploma at the Ecole des Beaux-Arts in Paris in 1920. He returned to New York and worked as a draftsman in the office of prominent architect Bertram Goodhue. He was associated later with Alfred Poor. Works by Rodgers and Poor include office buildings and the Wright Memorial at Kitty Hawk, N.C.

Summary

The Fort Monmouth Cantonment Historic District possesses national significance for its role in military history as the major installation constructed for the U.S. Signal Corps during the twentieth-century (Criterion A). The Signal Corps provided strategic and tactical communication equipment and systems to the U.S. Army and played a crucial role in World War I and World War II. Fort Monmouth served as the research and development center for Signal Corps communications, as well as the major Signal Corps training center.

The Fort Monmouth Cantonment Historic District embodies the distinctive characteristics of the U.S. Army's permanent construction program that occurred between 1927 and 1940 (Criterion C). The buildings at Fort Monmouth were constructed using Quartermaster Corps standardized plans in the Georgian Colonial Revival architectural style. Two important buildings were specifically designed for the Signal Corps by important regional architects in collaboration with the Quartermaster Corps. The historic district comprises two discontinuous areas that form a cohesive representative example of Army planning and permanent construction during the period between World War I and World War II. Its buildings and installation design retain a high degree of integrity that convey the installation's significance in the twentieth century.

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United States Department of the Interior
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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 1

Fort Monmouth Cantonment
Historic District
Monmouth County, New Jersey

=====

Boundary Description

Fort Monmouth Main Cantonment Area

Starting west of the north side of the junction of Riverside Avenue with Oceanport Avenue, proceed westward in a straight line to the southwest corner of Building 334 and turn north to the north side of Saltzman Avenue. Follow the north side of Saltzman Avenue west to the junction of Saltzman Avenue and Malterer Avenue. Proceed north, along the east side of Malterer Avenue until its junction with Sherrill Avenue. Turn west along the north side of Sherrill Avenue to a point opposite the southwest corner of Building 283 (Squier Hall). Proceed north, following the west side of Building 283 to the northwest corner, then east to the southeast corner of Building 230. Turn north along the west side of Building 230; then east, along a line that runs north of Buildings 315-319 to reach the east side of Allen Avenue. Follow the south side of Allen Avenue until a point just east of Barton Avenue. Turn north along the west side of Building 209 to the northwest corner of Building 209. Proceed east, to the west side of Oceanport Avenue. Turn south, along the west side of Oceanport Avenue until it meets the original starting point on the west side of the junction of Riverside Avenue and Oceanport Avenue.

Fort Monmouth Quartermaster Support Area

Start at the reservation boundary opposite the northeast corner of Building 277 and proceed southwest across Riverside Avenue to the northwest corner of Building 276. Turn southeast along the west side of Building 276 to the southwest corner of Building 276, including Building 276 but excluding the temporary walkway addition which links Building 276 to Building T-483, to the east side of Riverside Avenue. Proceed south along the east side of Riverside Avenue to a point opposite the southwest corner of Building 280. Turn east along the south side of Building 280 to the southeast corner of Building 280. Turn south to a point opposite the southwest corner of Building 281. The boundary then turns east to the southeast corner of Building 281, then proceed north to the northwest corner of Building 281, to include Building 281. Turn west to the east side of the street that runs along the east side of Buildings 280 and 279, then north, following the west side of this street until it reaches the west facade of Building T-482. The boundary then turn northwest along the west facade of Building T-482 until it reaches the northwest corner of Building T-482 is reached. Turn north, to the reservation boundary. Follow the reservation boundary in a northwesterly direction until the original starting point opposite the northeast corner of Building 277 is reached.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 2

Fort Monmouth Cantonment
Historic District
Monmouth County, New Jersey

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Boundary Justification

The boundary of the Fort Monmouth Cantonment Historic District comprises the permanent installation as it was planned and constructed during the period 1927-1940. The historic district comprises two areas: the main cantonment area and the quartermaster support area. The two areas form a representative intact example of Army planning and permanent construction during the period between World War I and World War II. The visual continuity between the two areas is not a factor of historic significance. The quartermaster support area was designed as separate from, but related to, the formal cantonment area.

Development between the two areas consists largely of wood-frame, temporary World War II mobilization buildings. The boundaries of the main cantonment area encompass the central parade ground, Russel Hall, Squier Hall, residential buildings, and community support buildings that traditionally form an Army cantonment.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Photos

Page 1

Fort Monmouth Cantonment
Historic District
Monmouth County, New Jersey

=====

The following information is the same for all photographs:

1. Fort Monmouth Cantonment Historic District
2. Monmouth County, New Jersey
3. Katherine Grandine
5. R. Christopher Goodwin & Associates
337 East Third Street, Frederick, Maryland 21701

PHOTO #

- | | |
|---|--------------------------|
| 1 | 1. Russel Hall |
| | 4. 11/1992 |
| | 6. View facing southwest |
| 2 | 1. Squier Laboratory |
| | 4. 1/1992 |
| | 6. View facing northwest |
| 3 | 1. Building 224 |
| | 4. 11/1992 |
| | 6. View facing northwest |
| 4 | 1. Buildings 261-262 |
| | 4. 11/1992 |
| | 6. View facing northwest |
| 5 | 1. Building 238 |
| | 4. 11/1992 |
| | 6. View facing north |
| 6 | 1. Building 205 |
| | 4. 11/1992 |
| | 6. View facing southeast |
| 7 | 1. Building 282 |
| | 4. 11/1992 |
| | 6. View facing southeast |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

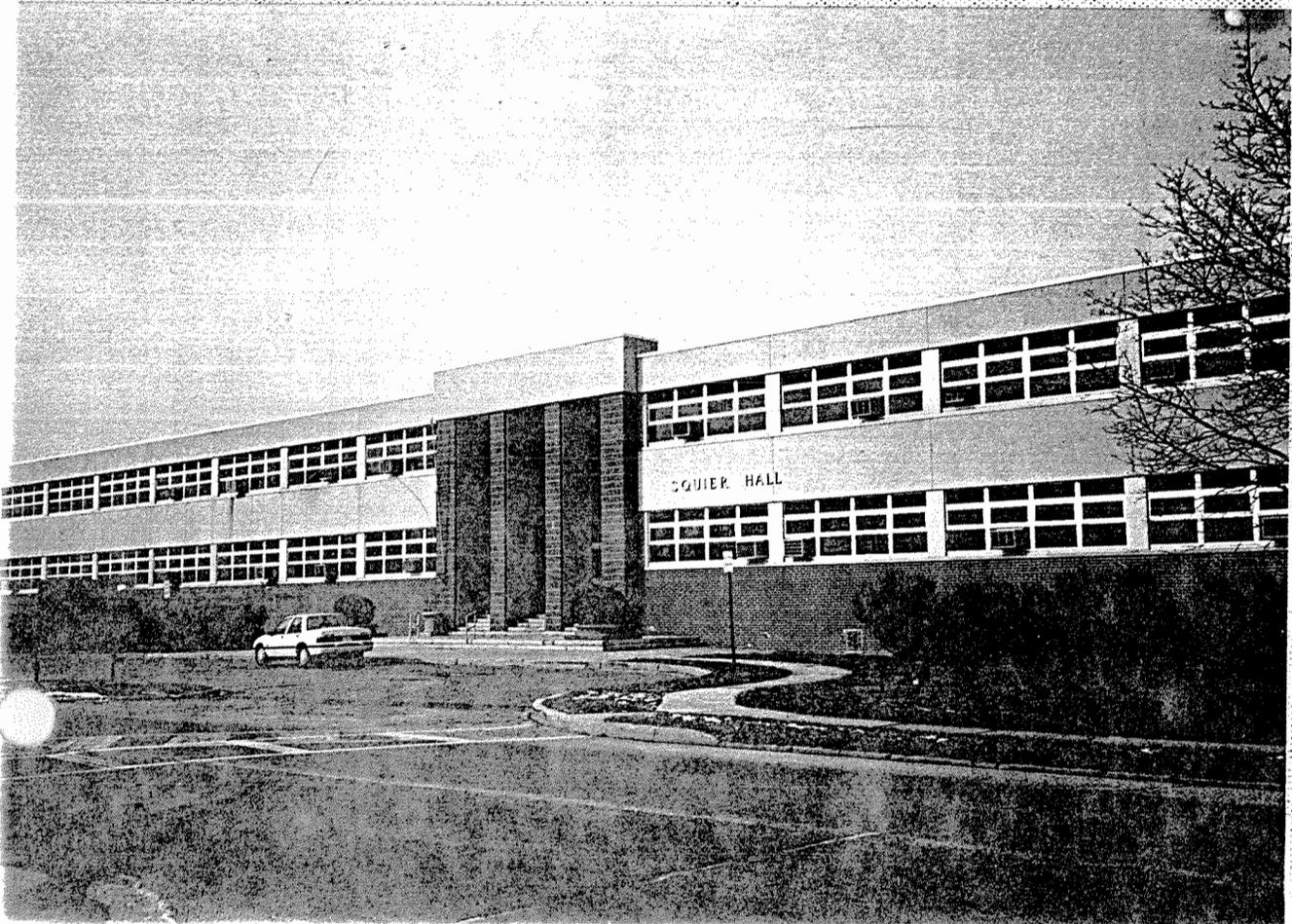
Section Photos

Page 2

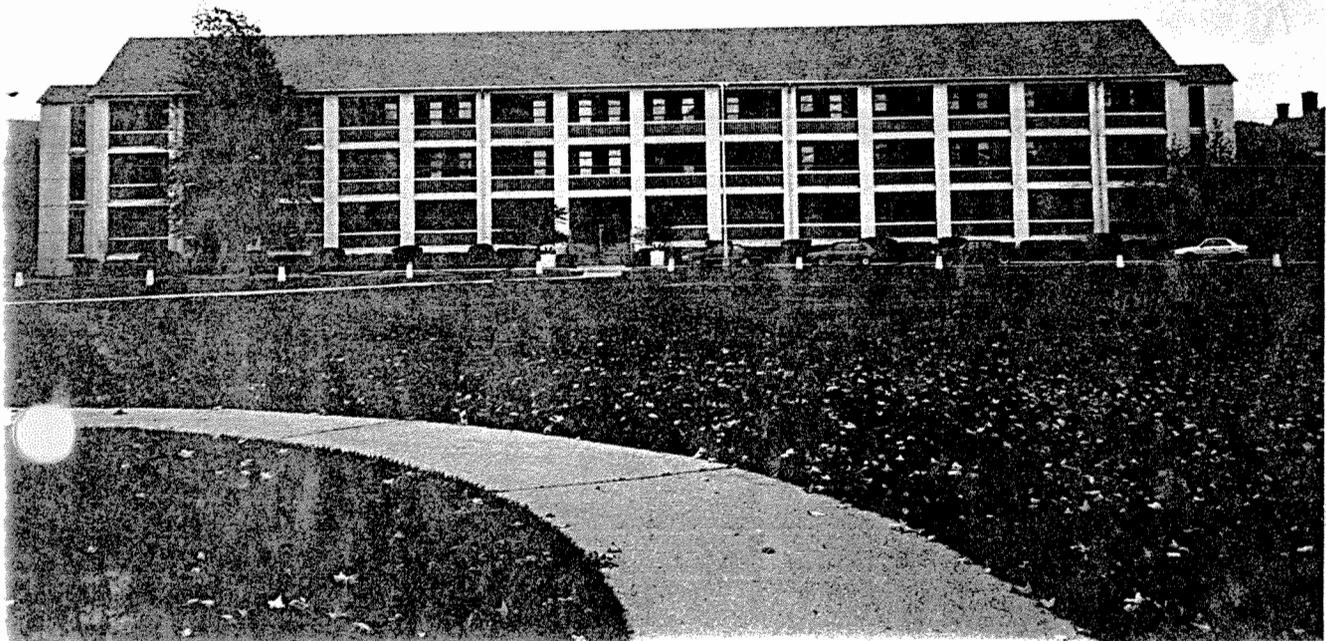
Fort Monmouth Cantonment
Historic District
Monmouth County, New Jersey

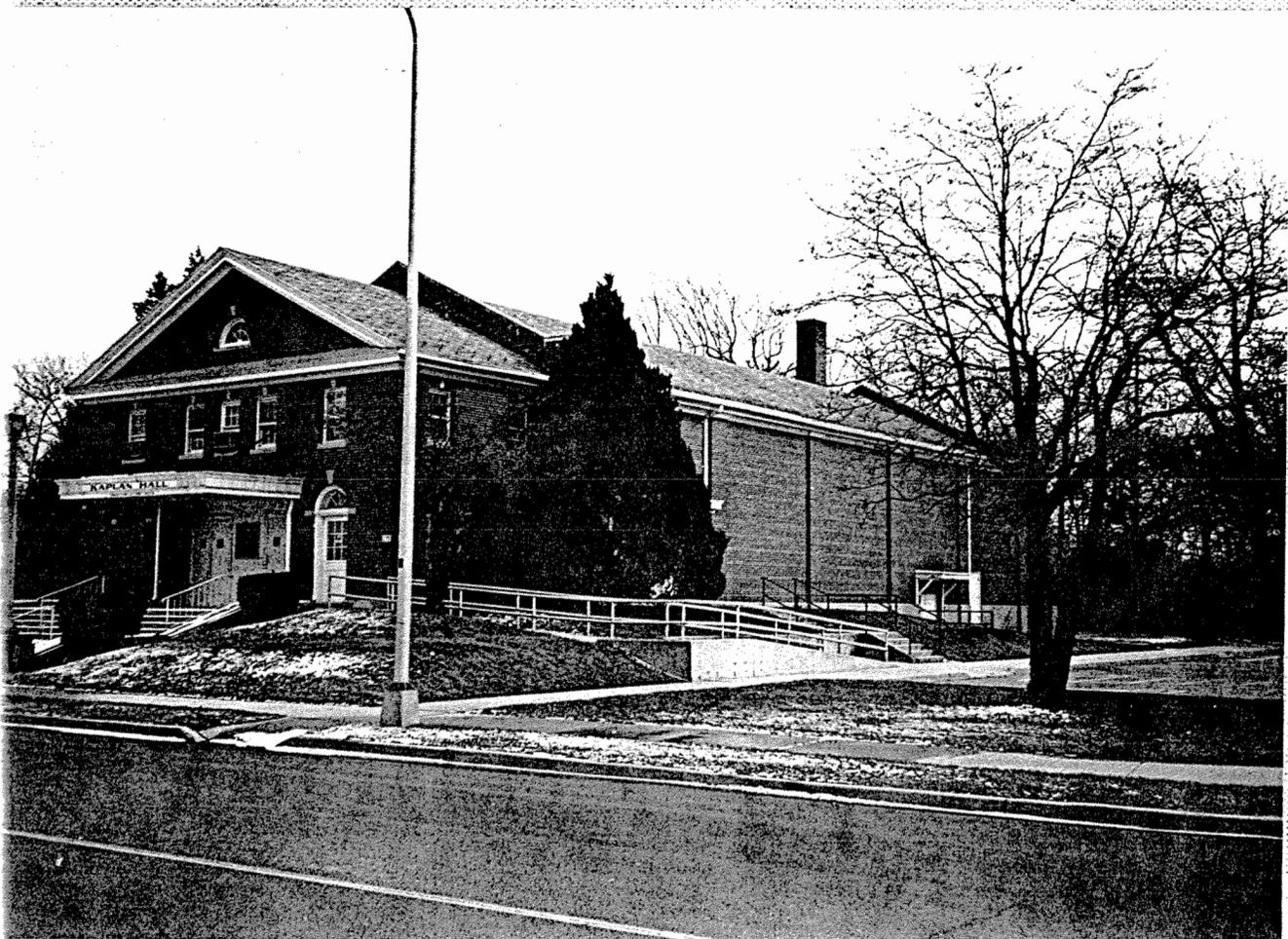
PHOTO #

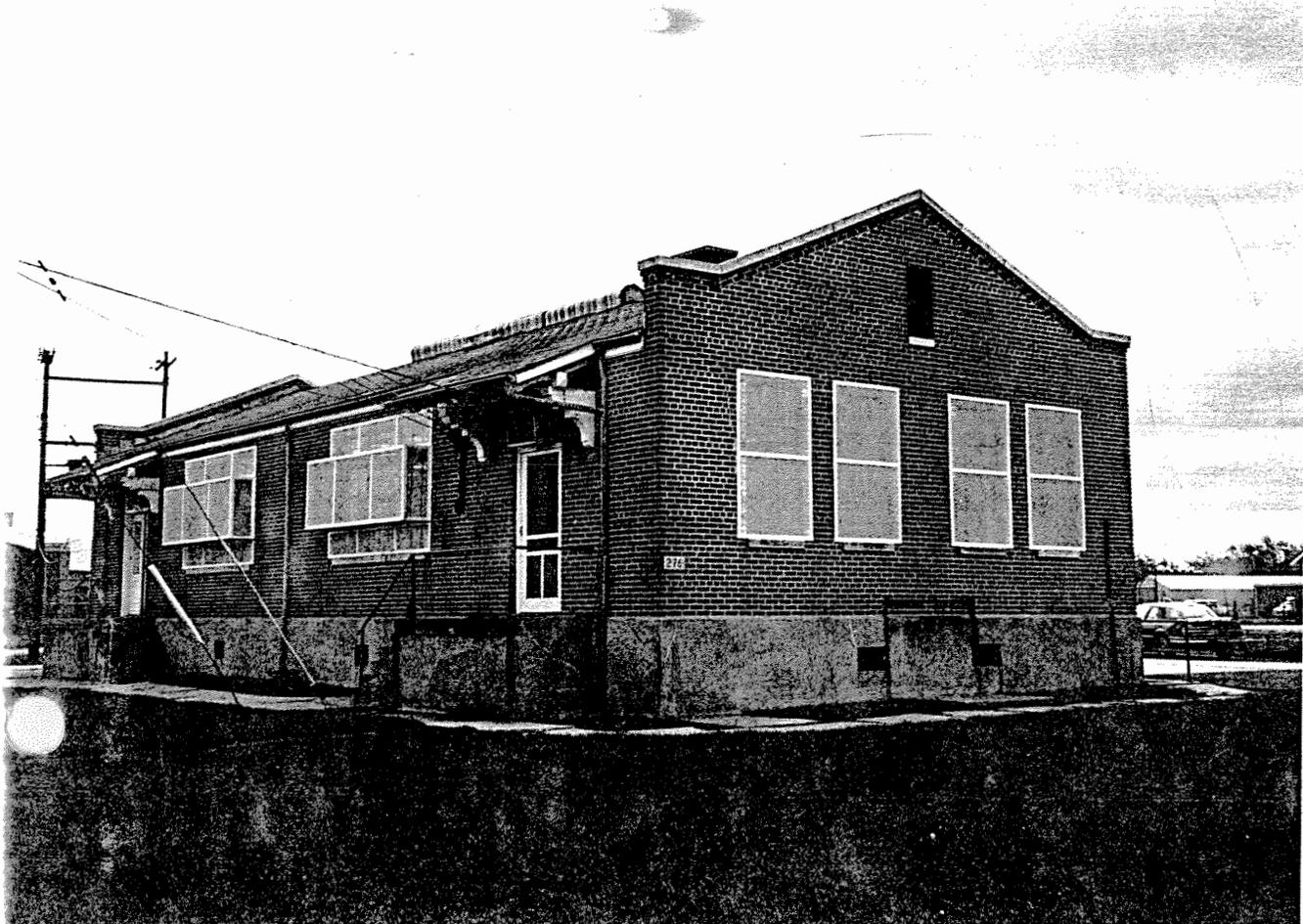
- | | | |
|----|----|-----------------------|
| 8 | 1. | Building 275 |
| | 4. | 1/1992 |
| | 6. | View facing southeast |
| 9 | 1. | Building 277 |
| | 4. | 11/1992 |
| | 6. | View facing southeast |
| 10 | 1. | Building 276 |
| | 4. | 11/1992 |
| | 6. | View facing southwest |
| 11 | 1. | Building 279 |
| | 4. | 11/1992 |
| | 6. | View facing northeast |



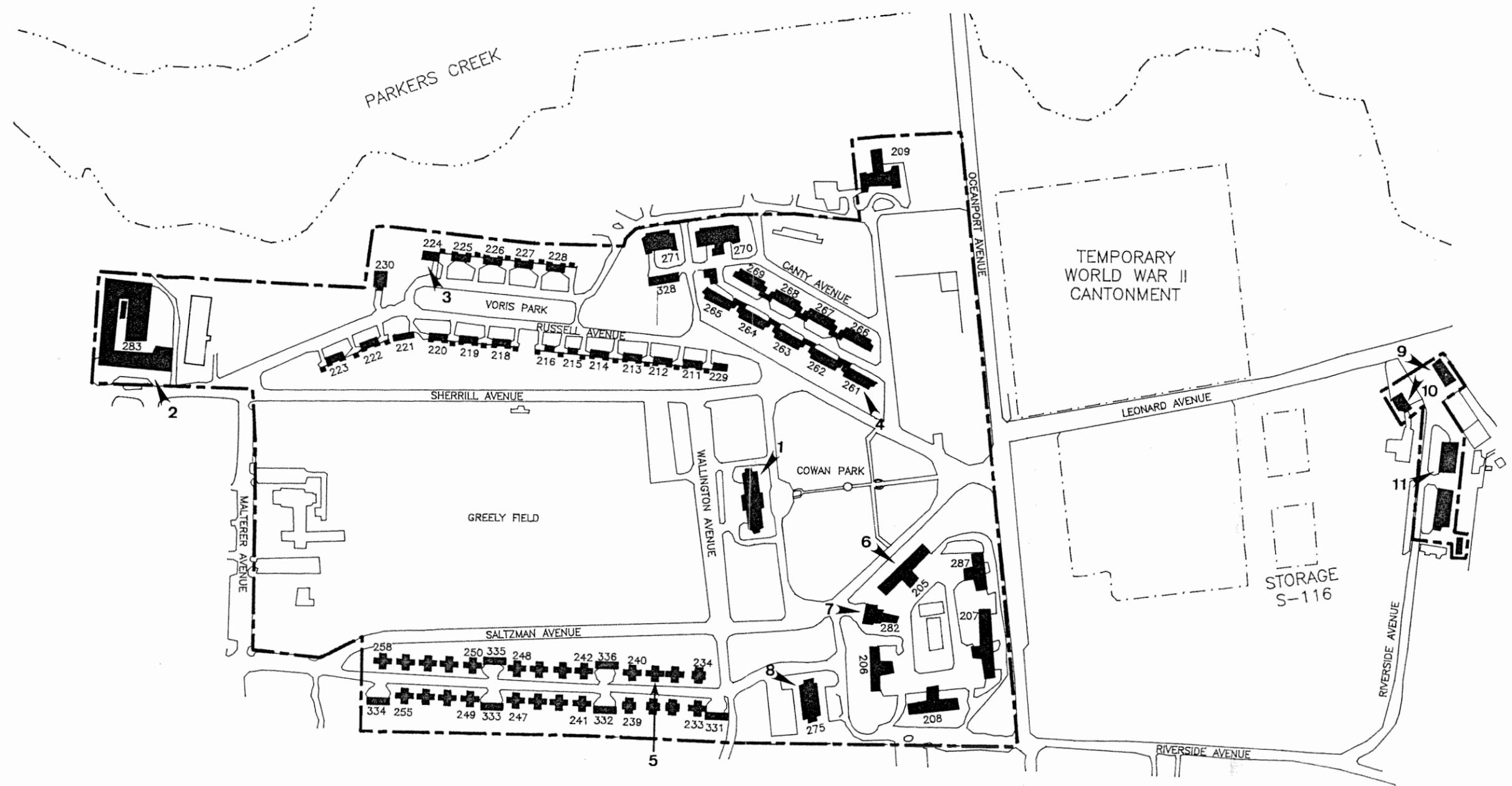








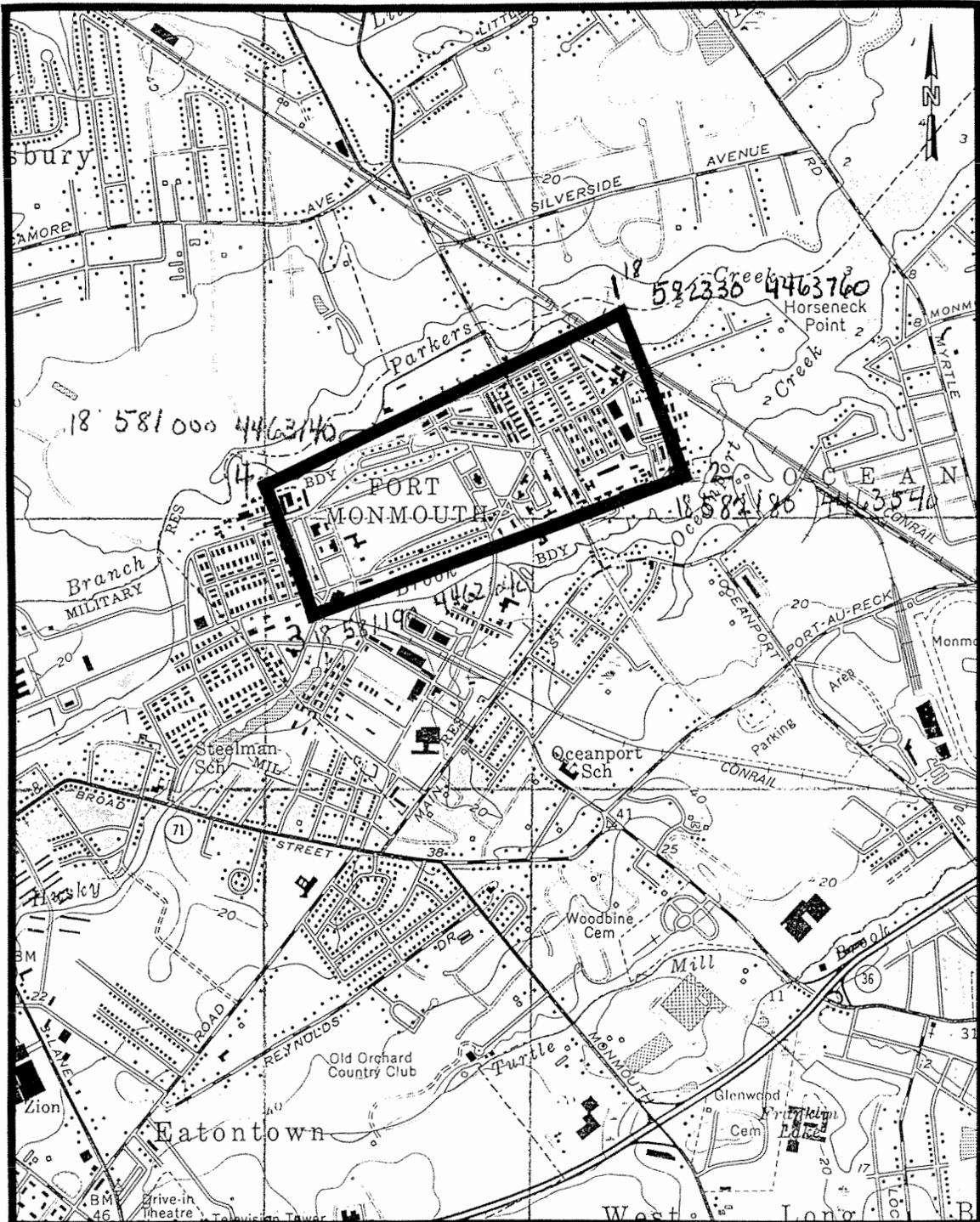




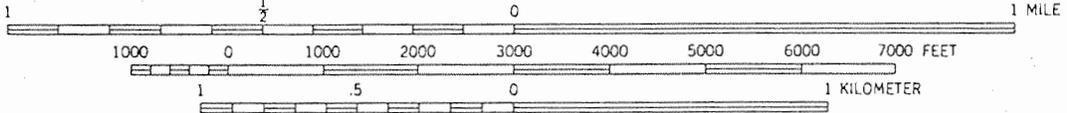
- CONTRIBUTING BUILDING
- · - · - NON-HISTORIC AREA
- - - - NATIONAL REGISTER HISTORIC DISTRICT BOUNDARY

FORT MONMOUTH





SCALE 1:24 000



CONTOUR INTERVAL 5 FEET

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

1. Name of Property

=====

historic name: Langley Field Historic District
other names/site number: N/A

=====

2. Location

=====

street & number: Langley Air Force Base
not for publication: N/A
city or town: Hampton vicinity
state: Virginia code: VA county: N/A
code: 650 zip code: 23665

=====

3. State/Federal Agency Certification

=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide ___ locally. (___ See continuation sheet for additional comments.)

Signature of certifying official Date

State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the
National Register criteria. (_____ See continuation sheet for
additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

=====
4. National Park Service Certification
=====

I, hereby certify that this property is:

- ____ entered in the National Register _____
____ See continuation sheet. _____
____ determined eligible for the _____
National Register _____
____ See continuation sheet. _____
____ determined not eligible for the _____
National Register _____
____ removed from the National Register _____
____ other (explain): _____

Signature of Keeper Date of Action

=====
5. Classification
=====

Ownership of Property (Check as many boxes as apply)

- ____ private
____ public-local
____ public-State
X public-Federal

Category of Property (Check only one box)

- ____ building(s)
X district
____ site
____ structure
____ object

| Number of Resources within Property | |
|-------------------------------------|----------------------|
| Contributing | Noncontributing |
| <u>227</u> | <u>49</u> buildings |
| <u>0</u> | <u>2</u> sites |
| <u>25</u> | <u>62</u> structures |
| <u>0</u> | <u>1</u> objects |
| <u>252</u> | <u>114</u> Total |

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

=====
6. Function or Use
=====

Historic Functions (Enter categories from instructions)

Cat: Defense Sub: Military post
Education Research facility

Current Functions (Enter categories from instructions)

Cat: Defense Sub: Military post

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

Late 19th and 20th Century Revivals: Tudor Revival
Late 19th and 20th Century Revivals: Colonial Revival
Late 19th and Early 20th Century American Movements: Commercial
Style

Materials (Enter categories from instructions)

foundation: Concrete, Brick
roof: Asphalt, Stone: Slate
walls: Brick, Stucco, Metal: Steel
other: Wood, Stone, Metal: Aluminum

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

Refer to attached continuation sheets.

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)
Military
Architecture

Period of Significance: 1917 - 1940

Significant Dates: N/A

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation: N/A

Architect/Builder: Kahn, Albert
U.S. Army

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

Refer to attached continuation sheets.

=====

9. Major Bibliographical References

=====

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: National Park Service, Southeast Regional Headquarters - Atlanta, Georgia

=====

10. Geographical Data

=====

Acreage of Property: 263.28 (HTA - 222.85, LTA - 40.43)

UTM References (Place additional UTM references on a continuation sheet)

| | Zone | Easting | Northing | Zone | Easting | Northing | |
|---|------|---------|----------|------|---------|----------|---------|
| 1 | 18 | 379460 | 4106620 | 3 | 18 | 379940 | 4105660 |
| 2 | 18 | 380100 | 4105880 | 4 | 18 | 379105 | 4106290 |

X See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Refer to attached continuation sheets

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

Refer to attached continuation sheets

=====
11. Form Prepared By
=====

name/title: Hugh McAloon/Architectural Historian
organization: R. Christopher Goodwin & Assoc., Inc.
date: October, 1993
street & number: 337 East Third Street
telephone: (301) 694-0428
city or town: Frederick
state: Maryland
zip code: 21701

=====
Additional Documentation
=====

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state ____ zip code ____

=====
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1 Langley Field Historic District
Hampton, Virginia

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Langley Field Historic District (Langley FHD) was established in 1917 as an aircraft experimental station and proving ground for the Army, Navy, and National Advisory Committee for Aeronautics (NACA). The historic district is located within the current boundaries of Langley Air Force Base (Langley AFB). Langley AFB is located within the city of Hampton, Virginia on the Virginia Peninsula, approximately five miles northeast of the city's central business district. The flat terrain of the Virginia Peninsula is slightly elevated above sea level, and is interspersed with tidal marshes, streams, and rivers. Tributaries of the Back River define the north, northeast, southeast and southwest boundaries of the base. The Back River's waters flow eastward and empty into the Chesapeake Bay, approximately four miles east of Langley AFB. The western boundary of the installation is defined by local roads: White Creek Road and Armistead Avenue. These roads are bounded to the west by private property. The private property contiguous to Langley AFB's western border encompasses mixed commercial development and marshland.

Langley FHD encompasses two distinct, non-contiguous developmental areas within Langley AFB; the Heavier-than-Air craft (HTA) district and the Lighter-than-Air craft (LTA) district. Between 1917 and 1940 the facility's permanent structures were constructed within these areas as needs dictated and funding allowed. The HTA plan, and many of the buildings within it, were designed by Detroit architect Albert Kahn and has been expanded since its establishment in 1917. The original plan was defined by a base entry at the King Street Bridge, and a rectangular street pattern defined by Hammond Avenue along the southwest, Sweeney Boulevard along the northwest, Douglas Street along the northeast, and Dodd Boulevard along the southeast. The original airfield at the installation was an unpaved swath of mown field that extended parallel to Sweeney Boulevard. Benedict Avenue, Doolittle Street, and Andrews Street were added after the establishment of the facility. The current LTA plan was established during the 1930s when lighter-than-air flying operations were discontinued at Langley. Enlisted personnel housing neighborhoods were established at this time.

Both the HTA and LTA areas incorporated the design characteristics of early military airfields in which the airfield was the core of the facility. Langley AFB's modern runway currently divides the two areas. Buildings and structures have always been oriented around the facility's airfield. Aircraft operation and support facilities such as hangars, warehouses, machine shops, and gas production facilities compose approximately one-third of the historic property types extant within the Langley FHD. The remainder of the historic structures within the Langley FHD consist of personnel support structures such as dwellings, medical facilities, and recreational facilities. The buildings included within the historic district illustrate the evolution of construction within the Air Force and its antecedent organization, the Army Air Corps.

Three major periods of construction are documented in the Langley FHD. The first period is associated with the establishment of the facility during the First World War (1917-1918). Construction of permanent facilities in accordance with Kahn's base plan were interrupted by war activities. The resumption of permanent construction activity at Langley after the war marks the second period (1919-1921). The third major period of construction at Langley (1931-1935) is associated with Depression relief efforts and the

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Langley Field Historic District
Hampton, Virginia

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establishment of the Air Corps command headquarters at the base. The following text is organized by period, and includes discussions of contributing and non-contributing elements within the historic district.

The initiation of construction at Langley Field was undertaken in 1917, the same year in which the United States entered World War I. Eight of the buildings completed at the airfield during the war survive. The road plan that Albert Kahn designed for the HTA area is also extant. Construction at Langley FHD proceeded slowly between 1917 and 1919. The slow progress was a result of two factors: unforeseen construction delays, and the Army Air Corp's decision during the war years to concentrate construction efforts on easy-to-build, temporary wooden mobilization buildings. The emphasis on temporary construction was necessary to accommodate the huge influx of new personnel required by the war effort.

Langley Field operated throughout the war. Temporary buildings accounted for the majority of structures erected there during this period. None of these temporary structures survive. The eight surviving permanent structures within the Langley FHD from the First World War period are: Building 448 (Dodd Hall Bachelor Non-Commissioned Officer Quarters), Building 472 (Lawson Hall Bachelor Officer Quarters), Building 587 (NACA Laboratory, Building 693 - an Army Aeronautical Laboratory), Building 777 (hangar), Building 781 (Aeronautical Supply Warehouse), Building 1004 (Generator Gas Plant in the LTA area), and Building 1007 (Compressor Gas Plant in the LTA area). All eight of the structures are constructed of brick, and were designed by Albert Kahn's Detroit architectural firm.

Buildings 448, 472, 587, 693, 777 and 781 are within the HTA area. Building 448 is a two-story, brick building constructed with a rectangular ground plan. The building's brick walls rise from a raised basement to terminate in a hipped roof. A stucco sheathing obscures Building 448's wall material. Both single-light fixed and one-over-one light double hung sash window units are incorporated within the building. All of the window units are modern, metal sash replacements of the building's original window units. Building 448 was constructed as Bachelor Non-Commissioned Officer Quarters.

Building 472 is a two-story, brick building constructed with a rectangular ground plan. The building's brick walls rise from a raised basement to terminate in a hipped roof. A beltcourse of lightly colored brick visually divides the first and second floors. Lightly colored bricks outline the building's door and window surrounds on the former primary elevation. Both single-light fixed and one-over-one light, double-hung sash window units are incorporated within the building. All of the window units are modern, metal-sash replacement windows. The primary entry to the building has been relocated from the west elevation to the east elevation, to orient the main entry toward the building's parking lot. Building 472 was constructed as Bachelor Officer Quarters.

Building 587 is a two-story, brick building constructed with in an "I" configuration. The building's brick walls rise to terminate in a flat roof. A water table is situated between the basement and first floor levels. A beltcourse visually divides the first and second floors. Both single-light fixed and one-over-one

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NATIONAL REGISTER OF HISTORIC PLACES
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Langley Field Historic District
Hampton, Virginia

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light, double-hung sash window units are incorporated within the building. All of the window units are modern, metal sash replacements of the building's original window units. The building's entry is sheltered by a one-story stone porch. The porch has a gabled roof, and is supported by columns reflecting the stylistic vocabulary of the Greek Ionic order. Building 587 was constructed as an NACA Laboratory

Building 693 is a two-story, brick building constructed with a rectangular ground plan. The building's brick walls rise from a raised basement to terminate in a hipped roof. Both single-light fixed and one-over-one light, double-hung sash window units are incorporated within the building. All of the window units are modern, metal sash replacements of the building's original window units. The primary entry to the building has been relocated; primary entry to Building 693 is now gained through Building 600, an addition contiguous to the west elevation of Building 693. The original primary entrance to Building 693 is defined by a decorative entry arch. Alternating common bond and herring-bone coursing within the arch's supporting columns create a banding pattern. The brick work above the arch incorporates diamond patterns formed through the use of lightly colored bricks. An NACA crest, formed in cement, occupies the center of the arch abutment. Glass tile block occupies the window units flanking the entry. The construction of Building 600 has altered the setting of Building 693. Building 600 is a two-story, brick, hip-roofed building. Building 693 was constructed as an Army Aeronautical Laboratory.

Building 777 is a two-story, brick building constructed with a rectangular ground plan. The building's recessed bays form brick pilasters between the bays. The bay surrounds are corbelled. Stucco sheathing obscures the wall material of the recessed bays. The building's brick walls rise to terminate in a gable roof. Both gable pediments incorporate a diamond pattern set within the brick material using lightly colored brick. Set in brick in the center of each pediment is a circle, within which is set the Army Air Service star. Window units are metal frame, two-light awning units incorporating single-light transoms and sills. All of the window units are modern, metal sash replacements of the building's original window units. Building 777 was constructed as a hangar.

Building 781 is a two-story, brick building constructed with a rectangular ground plan. The building's recessed bays form brick pilasters between the bays. The bay surrounds are corbelled. Stucco sheathing obscures the wall material of the recessed bays. The building's brick walls rise to terminate in a gable roof. Both gable pediments incorporate a diamond pattern set within the brick material using lightly colored brick. Set in brick in the center of each pediment is a circle, within which is set the Army Air Service star. Both single-light fixed and one-over-one light, double-hung sash window units are incorporated within the building. All of the window units are modern, metal sash replacements of the building's original window units. Building 781 was constructed to serve as an Aeronautical Supply Warehouse.

Buildings 1004 and 1007 were constructed within the LTA area as support facilities for Army blimps and dirigibles. Neither building retains its original function. Building 1004 is a two-story, eight-bay-by-two-bay, brick structure occupying a rectangular footprint. The building's brick walls rise to terminate in a gable

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Langley Field Historic District
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roof, sheathed with corrugated metal. A gabled clerestory is situated at the roof ridge. The walls of the clerestory are glazed, and the roof is sheathed with corrugated metal. Building 1004's bays are recessed into the brick wall, forming brick pilasters between the recessed areas. The bay surrounds are corbelled. Building 1004 was constructed as a hydrogen production plant.

Building 1007 is a simple, two-story, brick structure occupying a rectangular footprint and sheltered by a flat roof. The building is functional in architectural character and lacks ornamentation. The window bays are infilled with brick. Building 1007 was constructed as a helium production plant.

Construction activity ceased on all military installations immediately following the First World War. Construction activity at Langley Field, though, soon resumed. By the end of 1920, the majority of the facility's permanent officer's quarters were completed within the HTA area (Buildings 455, 456, 458, 460, 461, 462, 524, 525, 526, 527, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 541, 542, 688, 689, 690, and 691).

The officer's quarters completed in 1920 were duplex units. Each building incorporates Tudor Revival stylistic references. Brick walls, laid in English common bond, rise to hipped roofs. The building roofs are sheathed with slate shingles. Modern asphalt shingles have replaced the original slate shingles on several units.

Albert Kahn's office developed two plans for the duplexes. The first plan resulted in a two-story, brick building constructed with a rectangular ground plan. Portions of the building's wall surface are sheathed with stucco. False half-timbering members are incorporated within the stuccoed areas. Windows throughout the buildings are six-over-six, wooden, double-hung sash units. Primary entries are located in the buildings' two central bays. Each duplex entry bay is defined by a cross-gable that extends the width of the building. In this design, an exterior brick chimney rises from the center rear of the elevation, allowing the duplex units to share a single chimney flue.

The second duplex plan drafted by Kahn's architectural firm uses an irregular ground plan. Buildings constructed to the specifications of this plan are built of brick. The building walls terminate in hip roofs. Portions of the wall surface are sheathed with stucco. False half-timbering members are incorporated within the stuccoed areas. The rear elevations of these buildings rise two stories, while the primary elevations rise one-and-one-half stories; the roof slope extends to the first floor level on the primary elevations. Hip-roofed dormers are incorporated within the roof slope of the primary elevation. Windows throughout the buildings are six-over-six light, double-hung, wooden-sash units. The primary entries to the duplexes are housed in shed-roofed additions that extend from the dwelling units' primary elevations at opposite ends of the buildings. The entry bays incorporate hip-roofed dormers. In this duplex design, exterior brick chimneys are located at the buildings' hip-ends.

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Construction of the base facilities continued between 1921 and 1924. Ten buildings and structures from this period are extant within the Langley FHD: Buildings **546** (Austin Hall Enlisted Barracks), **580** (NACA wind tunnel), **582** (NACA wind tunnel), **620** (water tank), **633** (seaplane hangars), **661** (the post machine shop), **868** (LTA officer quarters), **869** (LTA officer quarters), **948** (LTA enlisted bachelor quarters), and **949** (LTA enlisted bachelor quarters). Buildings 580 and 582 are two-story, brick structures that occupy rectangular footprints. These buildings are sheltered by flat roofs. A brick parapet, separated from the second floor by a cement beltcourse, defines the cornice line of each building. Windows throughout both buildings are modern, fixed, two-light, metal sash units. Building entries are located in the end elevations, and are modern, metal frame, glazed double-door units.

Building **633** is a metal-frame, two-story structure occupying a rectangular footprint. The walls are clad in pressed metal. Constructed as a seaplane hangar, the building is sheltered by twin gable roofs, defining the original two bays in the building's southeast (riverfront) elevation. Each gable ridge incorporates a clerestory. When originally constructed, the primary elevation of the seaplane hangar was contiguous with the shore of the Back River; infill of Back River shore has extended the shoreline approximately 400 ft. southeast of Building 633.

Building **661** was constructed in 1924 as a machine shop. The structure is now utilized as a commissary. The building is a one-story brick structure that occupies a rectangular footprint. A flat roof surmounted by a parapet shelters the building. The building's brick walls are built in Flemish bond. Square brick pilasters divide the building elevations into bays that are now infilled with concrete block. The building cornice is embellished with an alternating pattern of white and red bricks. Set into the walls above each entry are heraldic crests cast in cement, and designed to represent the base's machine shop.

Buildings **948**, **949**, **868**, and **869**, are located within the LTA area of the Langley FHD. Constructed as enlisted bachelor's quarters in 1921, buildings **948** and **949** are identical. Each is a two-story, three-bay-by-two-bay structure occupying a rectangular footprint. Both buildings are supported by raised foundations. Exterior walls are sheathed in stucco. Pyramidal slate shingle roofs shelter the buildings. An interior-end brick chimney rises from the northeast elevation in both structures. Windows throughout the buildings are modern, aluminum sash, one-over-one light, double-hung units. Both Building 948 and 949 incorporate one-story, wood-frame, flat roofed porches on the primary (southeast) elevation.

Constructed as officer's quarters in 1923, buildings **868** and **869** are identical in design. Each is a one-and-one-half story, three-bay-by-two-bay structure occupying a rectangular footprint. Exterior walls are sheathed in stucco. Gambrel roofs sheathed with asphalt shingles shelter the buildings. Three-bay shed roof dormers extend from the primary and rear roof elevations. An exterior-end brick chimney rises from the southeast elevation in both structures. Each building also incorporates a brick interior chimney. Windows throughout the buildings are modern, aluminum sash, one-over-one light, double-hung units. Both

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Building 868 and 869 incorporate one-story, wood-frame, hip-roofed porches on the primary (northeast) elevation.

Between 1924 and 1930 construction funding at Langley Field declined, as did funding for all military activities. Extant buildings within the Langley FHD constructed during those years include two NACA facilities of undetermined use (Buildings 586 [1926] and 583A [1929]), a boilerhouse (Building 622 [1927]), a hangar (Building 757 [1929]), and a water tank (Building 1000 [1930]).

Another period of major construction activity at Langley Field began in 1930. This phase of building activity at Langley Field ended in 1935, one year after the facility was chosen as the new command headquarters for the Air Corps. By the conclusion of this construction phase, Albert Kahn's base plan for the HTA area was completed and filled with permanent structures, a new site plan was established within the LTA, and the southeast boundary of the base was extended into the Southwest Branch of the Back River through extensive infilling.

In the LTA area, sixty-two dwelling duplexes for enlisted personnel (Buildings 804, 805, 806, 807, 808, 809, 815, 816, 818, 819, 820, 821, 823, 825, 826, 827, 829, 830, 831, 833, 835, 838, 840, 842, 843, 845, 848, 849, 851, 852, 854, 856, 857, 873, 874, 875, 876, 878, 881, 882, 950, 951, 956, 957, 959, 960, 969, 971, 974, 975, 976, 980, 982, 983, 985, 986, 987, 988, 989, 991, 995, and 997), a barracks (Building 801), a sewage pumping station (Building 938), and a greenhouse (Building 1001) are extant from this period of major expansion. The dwellings are two-and-one-half story, brick buildings occupying rectangular footprints. The structures' 5:1 common bond brick walls rise to terminate in hipped roofs clad in slate. Three hipped-roof dormers extend from the buildings' primary elevations. A brick interior chimney rises from the center of each building. Windows incorporate cement sills. Window units are one-over-one light, double-hung, aluminum sash, modern replacement units. Integral one-story entry porches are located at each end of the primary elevations. The porches are screened, and wrap around from the primary elevation to the side elevation. Above the porches, stuccoed panels that incorporate false vertical-half-timber joints occupy a panel between the entry porch and second story window units. The entry bays are flanked by two-story, banded "columns." The columns are defined through the recessing of a vertical course within the brickwork, and banding within the "columns" by recessing every fifth horizontal brick course.

Within the HTA area, twenty-four duplex officer dwellings (Buildings 423, 426, 429, 431, 435, 436, 445, 446, 449, 450, 452, 453, 454, 502, 503, 504, 505, 506, 507, 508, 510, 512, 513, and 551), four single family officer dwellings (Buildings 434, 447, 451, and 514), a hospital (Building 558), two medical personnel housing units (Buildings 567 and 570), a radio building (Building 607), a pier (Building 610), a quartermaster garage (Building 621), a blueprint room (Building 625), an electrical substation (Building 626), a utility vault (Building 628), six barracks buildings (Buildings 635, 664, 669, 671, 681, and 703), a central heating plant (Building 655), a sewage pumping station (Building 656), a theater (Building 657), a gymnasium (Building 658), a fire station (Building 700), a guard house (Building 714), seven hangars (buildings 750, 751, 752,

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753, 754, 755, and 756), a parachute building (Building 784), a photographic building (Building 788), and two buildings whose historical functions are undetermined (Buildings 768 and 775) were constructed during this period. The duplex officer dwellings constructed during this period were built according to the same plans as those constructed in the early 1920s.

Tudor Revival Style architectural details also were used in the design of the single-family officer dwellings constructed during this period. These buildings occupy irregular footprints. The brick walls are coursed in 5:1 common bond and rise two stories to terminate in hipped roofs. The hipped roofs are sheathed with slate shingles. Shed-roofed dormers extend from the roofs above the buildings' primary entries. Windows throughout the dwellings are modern, aluminum sash, one-over-one light, double-hung units. Primary entries are defined by crenelated surrounds cast in cement. In 1931, a seawall (Building 413) was completed in the Back River. The single-family officer's dwellings and Benedict Avenue were constructed on the reclaimed land.

The buildings constructed within the Langley FHD during this period reflect the stylistic details associated with the Colonial Revival Style. The most prominent of these are the six barracks buildings, buildings 635, 664, 669, 671, 681, and 703. Representative of the barracks structures is Building 703, a three-story brick structure occupying an "I" ground plan. This building's brick walls are supported by a raised concrete foundation, and terminate in a hipped roof clad in slate shingles. The building's longitudinal axis is oriented northwest-southeast. Windows throughout the building are modern, fixed aluminum sash, single-light units. Square brick columns separate the building's window bays. Decorative brickwork is found between the first, second, and third floor window bays. The primary entrance is an arched brick portal in the northeast elevation. The portal is accented by a cement "keystone" placed in the brick arch, and by a double band of cement at the juncture of the brick "support column" and the arch. The rear elevation incorporates a lattice work of metal fire-escape landings and stairs.

The following tables list the contributing and non-contributing historic properties contained in the Langley Field Historic District.

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Langley Field Historic District
Langley Air Force Base, Hampton, VA**

| Bldg. No. | Building Name | Date |
|-----------|---|------|
| 404 | Road Bridge | 1935 |
| 409 | Swimming Pool Bath House | 1939 |
| 410 | Swimming Pool | 1939 |
| 412 | Officers' Club | 1935 |
| 413 | Seawall | 1931 |
| 414 | Officer's Quarters 152 Benedict Ave | 1934 |
| 415 | Officer's Quarters 153 Benedict Ave | 1934 |
| 417 | Officer's Quarters 151 Benedict Ave | 1934 |
| 418 | Officer's Quarters 150 Benedict Ave | 1934 |
| 421 | Officer's Quarters 149 Benedict Ave | 1934 |
| 422 | Officer's Quarters 148 Benedict Ave | 1934 |
| 423 | Officer's Quarters 49 A&B Bryant Ave | 1932 |
| 424 | Officer's Quarters 154 Benedict Ave | 1934 |
| 426 | Officer's Quarters 50 A&B Eagan Ave | 1931 |
| 428 | Officer's Quarters 144 A&B Wright Ave | 1934 |
| 429 | Officer's Quarters 51 A&B Eagan Ave | 1931 |
| 430 | Officer's Quarters 143 A&B Benedict Ave | 1934 |
| 431 | Officer's Quarters 52 A&B Glover Ave | 1931 |
| 432 | Sewage Pumping Station | 1931 |
| 434 | Officer's Quarters 53 Dodd Blvd | 1932 |

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| Bldg. No. | Building Name | Date |
|-----------|---------------------------------------|------|
| 435 | Officer's Quarters 141 A&B Glover Ave | 1931 |
| 436 | Officer's Quarters 142 A&B Glover Ave | 1931 |
| 437 | Cemetery Wall | 1940 |
| 442 | Shoppette | 1940 |
| 445 | Officer's Quarters 28 A&B Glover Ave | 1931 |
| 446 | Officer's Quarters 29 A&B Glover Ave | 1931 |
| 447 | Officer's Quarters 30 Dodd Blvd | 1932 |
| 448 | Dodd Hall | 1917 |
| 449 | Officer's Quarters 31 A&B Wright Ave | 1931 |
| 450 | Officer's Quarters 32 A&B Wright Ave | 1931 |
| 451 | Officer's Quarters 36 Dodd Blvd | 1932 |
| 452 | Officer's Quarters 35 A&B Dodd Blvd | 1931 |
| 453 | Officer's Quarters 34 A&B Bryant Ave | 1931 |
| 454 | Officer's Quarters 33 A&B Eagan Ave | 1931 |
| 455 | Officer's Quarters 27 A&B Eagan Ave | 1920 |
| 456 | Officer's Quarters 26 A&B Eagan Ave | 1920 |
| 458 | Officer's Quarters 25 A&B Eagan Ave | 1920 |
| 459 | Residential Garage | 1934 |
| 460 | Officer's Quarters 23 A&B Eagan Ave | 1920 |
| 461 | Officer's Quarters 22 A&B Eagan Ave | 1920 |
| 462 | Officer's Quarters 23 A&B Eagan Ave | 1920 |
| 463 | Residential Garage | 1934 |

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| Bldg. No. | Building Name | Date |
|-----------|--------------------------------------|------|
| 472 | Lawson Hall | 1917 |
| 502 | Officer's Quarters 39 A&B Bryant Ave | 1931 |
| 503 | Officer's Quarters 40 A&B Eagan Ave | 1932 |
| 504 | Officer's Quarters 41 A&B Tyndal Pl | 1931 |
| 505 | Officer's Quarters 42 A&B Tyndal Pl | 1931 |
| 506 | Officer's Quarters 44 A&B Eagan St | 1932 |
| 507 | Officer's Quarters 43 A&B Bowen St | 1931 |
| 508 | Officer's Quarters 38 A&B Bryant Ave | 1932 |
| 510 | Officer's Quarters 37 A&B Dodd Blvd | 1931 |
| 512 | Officer's Quarters 47 A&B Bowen St | 1932 |
| 513 | Officer's Quarters 46 A&B Bowen St | 1931 |
| 514 | Officer's Quarters 45 Eagan Ave | 1932 |
| 519 | Residential Garage | 1934 |
| 520 | Post Chapel | 1935 |
| 523 | Residential Garage | 1934 |
| 524 | Officer's Quarters 15 A&B Eagan Ave | 1920 |
| 525 | Officer's Quarters 17 A&B Eagan Ave | 1920 |
| 526 | Officer's Quarters 19 A&B Eagan Ave | 1920 |
| 527 | Officer's Quarters 21 A&B Eagan Ave | 1920 |
| 530 | Officer's Quarters 20 A&B Eagan Ave | 1920 |
| 531 | Officer's Quarters 18 A&B Eagan Ave | 1920 |
| 532 | Officer's Quarters 16 A&B Eagan Ave | 1920 |

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| Bldg. No. | Building Name | Date |
|-----------|---------------------------------------|------|
| 533 | Officer's Quarters 14 A&B Eagan Ave | 1920 |
| 534 | Officer's Quarters 12 A&B Eagan Ave | 1920 |
| 535 | Officer's Quarters 10 A&B Eagan Ave | 1920 |
| 536 | Officer's Quarters 8 A&B Eagan Ave | 1920 |
| 537 | Officer's Quarters 6 A&B Plumb St | 1920 |
| 538 | Officer's Quarters 7 A&B Nealy Ave | 1920 |
| 539 | Officer's Quarters 9 A&B Eagan Ave | 1920 |
| 541 | Officer's Quarters 11 A&B Nealy Ave | 1920 |
| 542 | Officer's Quarters 13 A&B Thompson St | 1920 |
| 543 | Residential Garage | 1934 |
| 544 | Residential Garage | 1934 |
| 546 | Austin Hall (Barracks) | 1924 |
| 548 | Officer's Quarters 155 Benedict Ave | 1934 |
| 549 | Officer's Quarters 156 Benedict Ave | 1934 |
| 551 | Officer's Quarters 48 A&B Bowen St | 1931 |
| 554 | Officer's Quarters 147 Benedict Ave | 1934 |
| 556 | Officer's Quarters 146 Benedict Ave | 1934 |
| 557 | Officer's Quarters 145 Benedict Ave | 1934 |
| 558 | Hospital | 1932 |
| 566 | Medical | 1934 |
| 567 | Medical Housing | 1931 |
| 569 | Residential Garage | 1933 |

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| Bldg. No. | Building Name | Date |
|-----------|-------------------------------------|------|
| 570 | Medical Housing | 1931 |
| 580 | Wind Tunnel (NACA) | 1924 |
| 582 | Wind Tunnel (NACA) | 1921 |
| 582A | Pressure Tunnel (NACA) | 1940 |
| 583A | NACA | 1929 |
| 584 | NACA | 1935 |
| 585 | Tank (NACA) | 1934 |
| 586 | NACA | 1926 |
| 587 | NACA Laboratory | 1917 |
| 591 | Elementary School | 1939 |
| 596 | Gas Station Reclamation Building | 1920 |
| 605 | Central Heating Plant/Officers Area | 1934 |
| 606 | Track Shed | 1920 |
| 607 | Radio Building | 1931 |
| 610 | Pier | 1932 |
| 617 | Quartermaster Maintenance | 1934 |
| 620 | Water Tank | 1921 |
| 621 | Quartermaster Garage | 1932 |
| 622 | Boilerhouse | 1927 |
| 623 | Technical Warehouse | 1920 |
| 625 | Blueprint Room | 1933 |
| 626 | Electrical Substation | 1932 |

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| Bldg. No. | Building Name | Date |
|-----------|------------------------------------|------|
| 628 | Utility Vault | 1932 |
| 633 | Seaplane Hangars | 1921 |
| 635 | Barracks | 1932 |
| 655 | Central Heating Plant/Barracks | 1932 |
| 656 | Sewage Pumping Station | 1931 |
| 657 | Theater | 1933 |
| 658 | Gymnasium | 1933 |
| 661 | Post Machine Shop/Commissary | 1924 |
| 662 | Utility Vault | 1940 |
| 664 | Barracks | 1932 |
| 669 | Barracks | 1932 |
| 671 | Barracks | 1932 |
| 680 | Utility Vault | 1940 |
| 681 | Barracks | 1932 |
| 684 | Residential Garage | 1934 |
| 685 | Residential Garage | 1934 |
| 688 | Officer's Quarters 5 A&B Plumb St | 1920 |
| 689 | Officer's Quarters 4 A&B Eagan Ave | 1920 |
| 690 | Officer's Quarters 3 A&B Eagan Ave | 1920 |
| 691 | Officer's Quarters 2 A&B Eagan Ave | 1920 |
| 693 | Army Aeronautical Laboratory | 1917 |
| 700 | Fire Station | 1933 |

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| Bldg. No. | Building Name | Date |
|-----------|-----------------------------------|------|
| 703 | Barracks | 1932 |
| 712 | Electrical Switch Station | 1940 |
| 714 | Guard House | 1932 |
| 750 | Hangar | 1932 |
| 751 | Hangar | 1932 |
| 752 | Hangar | 1932 |
| 753 | Hangar | 1932 |
| 754 | Hangar | 1932 |
| 755 | Hangar | 1932 |
| 756 | Hangar | 1932 |
| 757 | Hangar | 1929 |
| 768 | Unknown | 1932 |
| 775 | Unknown | 1932 |
| 777 | Hangar | 1917 |
| 781 | Aeronautical Supply Warehouse | 1918 |
| 784 | Parachute Building | 1931 |
| 788 | Photographic Building | 1932 |
| 801 | Barracks | 1932 |
| 803 | Residential Garage | 1933 |
| 804 | Enlisted Housing 241 A&B Ryan Ave | 1931 |
| 805 | Enlisted Housing 240 A&B Ryan Ave | 1931 |
| 806 | Enlisted Housing 239 A&B Ryan Ave | 1932 |

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| Bldg. No. | Building Name | Date |
|-----------|-------------------------------------|------|
| 807 | Enlisted Housing 238 A&B Ryan Ave | 1932 |
| 808 | Enlisted Housing 237 A&B Ryan Ave | 1931 |
| 809 | Enlisted Housing 236 A&B Ryan Ave | 1931 |
| 810 | Residential Garage | 1933 |
| 815 | Enlisted Housing 233 A&B Gray Ave | 1931 |
| 816 | Enlisted Housing 232 A&B Gray Ave | 1931 |
| 817 | Residential Garage | 1933 |
| 818 | Enlisted Housing 208 A&B Harris Ave | 1932 |
| 819 | Enlisted Housing 234 A&B Helm Ave | 1932 |
| 820 | Enlisted Housing 231 A&B Gray Ave | 1931 |
| 821 | Enlisted Housing 230 A&B Gray Ave | 1931 |
| 822 | Residential Garage | 1933 |
| 823 | Enlisted Housing 229 A&B Gray Ave | 1931 |
| 825 | Enlisted Housing 228 A&B Gray Ave | 1931 |
| 826 | Enlisted Housing 227 A&B Gray Ave | 1931 |
| 827 | Enlisted Housing 226 A&B Gray Ave | 1931 |
| 828 | Residential Garage | 1933 |
| 829 | Enlisted Housing 225 A&B Gray Ave | 1931 |
| 830 | Enlisted Housing 224 A&B Gray Ave | 1931 |
| 831 | Enlisted Housing 216 A&B Harris Ave | 1931 |
| 832 | Residential Garage | 1933 |
| 833 | Enlisted Housing 215 A&B Harris Ave | 1931 |

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| Bldg. No. | Building Name | Date |
|-----------|-------------------------------------|------|
| 834 | Residential Garage | 1933 |
| 835 | Enlisted Housing 214 A&B Harris Ave | 1931 |
| 836 | Residential Garage | 1933 |
| 838 | Enlisted Housing 213 A&B Harris Ave | 1931 |
| 839 | Residential Garage | 1933 |
| 840 | Enlisted Housing 212 A&B Harris Ave | 1931 |
| 841 | Residential Garage | 1933 |
| 842 | Enlisted Housing 211 A&B Harris Ave | 1931 |
| 843 | Enlisted Housing 210 A&B Harris Ave | 1931 |
| 844 | Residential Garage | 1933 |
| 845 | Enlisted Housing 209 A&B Harris Ave | 1932 |
| 848 | Enlisted Housing 207 A&B Harris Ave | 1931 |
| 849 | Enlisted Housing 206 A&B Harris Ave | 1931 |
| 850 | Residential Garage | 1933 |
| 851 | Enlisted Housing 205 A&B Harris Ave | 1931 |
| 852 | Enlisted Housing 204 A&B Harris Ave | 1931 |
| 853 | Residential Garage | 1933 |
| 854 | Enlisted Housing 203 A&B Harris Ave | 1931 |
| 856 | Enlisted Housing 202 A&B Harris Ave | 1931 |
| 857 | Enlisted Housing 201 A&B Harris Ave | 1931 |
| 858 | Residential Garage | 1940 |
| 864 | Utility Vault | 1940 |

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| Bldg. No. | Building Name | Date |
|-----------|--|------|
| 868 | Officer's Quarters-LTA 99 Clarke Ave | 1923 |
| 869 | Officer's Quarters-LTA 100 Clarke Ave | 1923 |
| 870 | Residential Garage | 1940 |
| 873 | Enlisted Housing 223 A&B Gray Ave | 1932 |
| 874 | Enlisted Housing 222 A&B Gray Ave | 1932 |
| 875 | Enlisted Housing 221 A&B Gray Ave | 1932 |
| 876 | Enlisted Housing 220 A&B Gray Ave | 1932 |
| 878 | Enlisted Housing 219 A&B Gray Ave | 1932 |
| 880 | Residential Garage | 1933 |
| 881 | Enlisted Housing 218 A&B Harris Ave | 1932 |
| 882 | Enlisted Housing 217 A&B Harris Ave | 1931 |
| 883 | Residential Garage | 1933 |
| 912 | Electric Switch Station | 1940 |
| 937 | Utility Vault | 1940 |
| 938 | Sewage Pump Station | 1931 |
| 948 | Enlisted Bachelors Qtrs-LTA 78 Deford St | 1921 |
| 949 | Enlisted Bachelors Qtrs-LTA 79 Deford St | 1921 |
| 950 | Enlisted Housing 266 A&B Watts Ave | 1934 |
| 951 | Enlisted Housing 267 A&B Watts Ave | 1934 |
| 956 | Enlisted Housing 268 A&B Watts Ave | 1934 |
| 957 | Enlisted Housing 269 A&B Watts Ave | 1934 |
| 958 | Utility Vault | 1940 |

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| Bldg. No. | Building Name | Date |
|-----------|------------------------------------|------|
| 959 | Residential Garage | 1934 |
| 960 | Enlisted Housing 270 A&B Watts Ave | 1934 |
| 969 | Enlisted Housing 271 A&B Watts Ave | 1934 |
| 970 | Residential Garage | 1934 |
| 971 | Enlisted Housing 272 A&B Watts Ave | 1934 |
| 972 | Residential Garage | 1933 |
| 974 | Enlisted Housing 273 A&B Watts Ave | 1934 |
| 975 | Enlisted Housing 274 A&B Watts Ave | 1932 |
| 976 | Enlisted Housing 275 A&B Watts Ave | 1932 |
| 977 | Utility Vault | 1940 |
| 978 | Residential Garage | 1933 |
| 980 | Enlisted Housing 276 A&B Watts Ave | 1932 |
| 981 | Residential Garage | 1933 |
| 982 | Enlisted Housing 277 A&B Murray Ct | 1932 |
| 983 | Enlisted Housing 278 A&B Murray Ct | 1932 |
| 985 | Enlisted Housing 279 A&B Murray Ct | 1934 |
| 986 | Enlisted Housing 280 A&B Watts Ave | 1932 |
| 987 | Enlisted Housing 281 A&B Watts Ave | 1934 |
| 988 | Enlisted Housing 282 A&B Watts Ave | 1934 |
| 989 | Enlisted Housing 283 A&B Watts Ave | 1934 |
| 991 | Enlisted Housing 284 A&B Watts Ave | 1934 |
| 993 | Residential Garage | 1934 |

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| Bldg. No. | Building Name | Date |
|-----------|------------------------------------|------|
| 995 | Enlisted Housing 285 A&B Murray Ct | 1934 |
| 997 | Enlisted Housing 286 A&B Murray Ct | 1934 |
| 998 | Utility Vault | 1940 |
| 1000 | Water Tank | 1930 |
| 1001 | Greenhouse | 1934 |
| 1003 | Utility Vault | 1940 |
| 1004 | Generator Gas Plant | 1917 |
| 1007 | Compressor Gas Plant | 1917 |
| 1018 | Unknown | 1940 |
| 6010 | Apron | 1938 |
| 7025 | Runway | 1938 |
| 7105 | Taxiway | 1938 |
| | Roadway system | 1917 |

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**Non-contributing buildings, sites, and structures
within the Langley Field Historic District**

| Bldg. No. | Building Use | Date |
|-----------|--------------------|-----------|
| 402 | Billboard | 1965 |
| 407 | Telephone Exchange | 1956 |
| 408 | Billboard | 1959 |
| 416 | Utility Vault | 1958 |
| 419 | Gazebo | 1960 |
| 425 | Utility Vault | 1958 |
| 437 | Cemetery | 19th cen. |
| 439 | Marble marker | Post-1947 |
| 440 | Bus Shelter | 1953 |
| 443 | Utility Vault | 1980 |
| 467 | Credit Union | 1982 |
| 475 | Air Park | 1983 |
| 509 | Utility Vault | 1973 |
| 521 | Bus Shelter | 1953 |
| 550 | Unknown | 1943 |
| 555 | Utility Vault | 1955 |
| 560 | Unknown | 1952 |
| 568 | Storage | 1956 |
| 571 | Pier | 1960 |
| 592 | Utility Vault | 1949 |

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| Bldg. No. | Building Use | Date |
|-----------|----------------------------------|------|
| 593 | Utility Vault | 1962 |
| 596 | Gas Station Reclamation Building | 1920 |
| 602 | Administration | 1969 |
| 604 | Barbecue Pit | 1967 |
| 608 | Bridge Walkway | 1956 |
| 611 | Boat Ramp | 1955 |
| 612 | Pier | 1960 |
| 619 | Miscellaneous | 1982 |
| 627 | Electrical Substation | 1955 |
| 630 | Miscellaneous | 1982 |
| 632 | Storage | 1955 |
| 634 | Utility Vault | 1962 |
| 660 | Bus Shelter | 1953 |
| 665 | Utility Vault | 1950 |
| 668 | Utility Vault | 1950 |
| 670 | Utility Vault | 1950 |
| 694 | Utility Vault | 1955 |
| 695 | Electric Power Station | 1961 |
| 702 | Utility Vault | 1950 |
| 706 | Utility Vault | 1955 |
| 707 | Pump Station | 1953 |
| 711 | Bus Shelter | 1953 |

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| Bldg. No. | Building Use | Date |
|-----------|--------------------------|-----------|
| 733 | ILS Localizer | 1954 |
| 740 | Electrical Power Station | 1954 |
| 741 | Unknown | 1972 |
| 743 | Vehicle Service Rack | 1952 |
| 744 | Police Operations | 1953 |
| 746 | Wash Rack | 1955 |
| 747 | Police Operations | 1970 |
| 748 | Unknown | 1985 |
| 760 | Fuel Building | 1976 |
| 762 | Police Operations | 1976 |
| 763 | Police Operations | 1985 |
| 764 | Administration | 1988 |
| 765 | Utility Vault | 1959 |
| 766 | Unknown | Post-1945 |
| 772 | Utility Vault | 1955 |
| 774 | Unknown | 1972 |
| 778 | Electrical Substation | 1964 |
| 780 | Radome | 1968 |
| 782 | Unknown | 1942 |
| 790 | Trailer Court | 1987 |
| 800 | Utility Vault | 1955 |
| 802 | Bus Shelter | 1961 |

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| Bldg. No. | Building Use | Date |
|-----------|--------------------------|-----------|
| 811 | Tennis Court | 1975 |
| 824 | Utility Vault | 1955 |
| 837 | Utility Vault | 1955 |
| 846 | Bus Shelter | 1978 |
| 859 | Cemetery | 18th cen. |
| 865 | Bus Shelter | 1987 |
| 877 | Utility Vault | 1955 |
| 890 | Aero Club Complex | 1952 |
| 891 | Aero Club Complex | 1955 |
| 893 | Aero Club Complex | 1955 |
| 902 | Swimming Pool | 1954 |
| 903 | Latrine | 1958 |
| 904 | Wading Pool | 1959 |
| 905 | Swimming Pool Bath House | 1959 |
| 906 | Utility Vault | 1949 |
| 910 | Baseball Field | 1983 |
| 911 | Baseball Field | 1983 |
| 914 | Baseball Field | 1983 |
| 923 | Bus Shelter | 1966 |
| 925 | Pier | 1960 |
| 926 | NCO Club | 1932 |
| 927 | Utility Vault | 1955 |

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| Bldg. No. | Building Use | Date |
|-----------|-------------------------|-----------|
| 928 | Unknown | 1965 |
| 935 | Electric Switch Station | 1952 |
| 942 | Picnic Pavilion | 1989 |
| 943 | Storage | 1985 |
| 945 | High Rise Housing | 1966 |
| 952 | Basketball Court | 1975 |
| 965 | Unknown | 1942 |
| 966 | Loading Dock Ramp | Post-1945 |
| 992 | Bus Shelter | 1986 |
| 1006 | Office trailers | 1980s |
| 1008 | Skeet Building | 1964 |
| 1010 | Skeet Building | 1964 |

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Summary

Langley Field Historic District (Langley FHD) is an architecturally cohesive collection of buildings, structures, and landscape features that possess significance in military history (Criterion A) and architecture (Criterion C). The district was the first permanent military airfield in the United States and is associated with the historical development of the United States Air Force during the twentieth century, from its inception 1909 to the present. The first Army Air Corps command independent of infantry control established its headquarters at the installation during 1934. Langley FHD's buildings illustrate the evolution of construction within the Army Air Corps, the antecedent organization of the U.S. Air Force. The district comprises a building stock representative of a typical Army Air Corps facility, and include housing, administrative, support, and recreation buildings. Its buildings represent the work of Albert Kahn, a prominent industrial architect, and typical Army construction techniques used after the First World War.

Inception of U.S. Military Flying Units

The U.S. Army commissioned the Wright brothers in 1909 to produce an aircraft for military use. Six years earlier, the Wrights had been the first persons to achieve flight in a self-propelled aircraft. The Army envisioned the airplane solely as a reconnaissance tool and placed the newly formed air unit under the direction of the Signal Corps. During its first decade of existence, the Army's Air Service was limited by lack of Congressional interest and inter-divisional rivalries within the Army. The rapid development of aerial combat in Europe during the first two years of the First World War (1914-1918) soon made the military value of aircraft apparent to both Congress and the Army.

In 1916, Congress increased funding for the Army Air Service as well as the rest of the armed forces through the National Defense Act of 1916. This bill was intended to enable the military to prepare for the United States potential entry into the European War. In 1914, Congress had appropriated \$125,000 for the Air Service. Under the National Defense Act of 1916, \$800,000 was appropriated for the establishment of six Army aviation sites. After the United States' official entry into World War I a year later, the Air Service budget was increased to \$13,281,666.

The Development of Langley Field

Three hundred thousand dollars of the 1916 appropriation was used to acquire land for a new airfield in Hampton, Virginia, which was later designated Langley Field. Langley Field was unique from other airfields established under the National Defense Act in that it was intended to be a permanent installation. Its mission was also unique as it was intended to be an aeronautical experimental station and proving ground, rather than a pilot training field.

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The idea for an aeronautical experimental station and proving ground was discussed prior to the National Defense Act of 1916. In 1915, the National Advisory Committee for Aeronautics (NACA) was created with a mission to study and experiment with flying machines. A small budget limited NACA's ability to perform its intended duty. Lieutenant Colonel George P. Scriven was a member of NACA and he was also the chief of the Signal Corps Aviation Section (the fledgling Army Air Service). He proposed early in 1916 that the Army, Navy, and NACA pool their resources to establish a testing facility. The idea was received warmly and work began to select a site that would meet the needs of the three organizations.

Several criteria were considered during the search process for the new experimental field's site. The field was to encompass roughly 1,800 acres; be located east of the Mississippi River, south of the Mason-Dixon line, and within 15 hours flying time of New York City; as well as near facilities that could provide protection in the event of a direct attack. Direct access to an open body of water also was required for the use of Naval aircraft. Fifteen sites were considered, the majority of them in Maryland and Virginia. The lobbying efforts of businessmen from Hampton, Virginia settled the issue. They agreed to build a transportation system connecting the airfield with the City of Hampton, and provide a water main for the facility, both free of charge. The field was purchased by the Signal Corps for \$290,000 in December, 1916, and soon after was named for Professor Samuel Pierpont Langley, a pioneer in heavier-than-air (HTA) flight theory (Brown 1990: 28).

Lt. Col. Scriven hired Albert Kahn, an industrial architect from Detroit, as "Architect-in-Chief of the Army Signal Corps" to design the experimental facility and its industrial plant. The employment of Kahn was unusual; Congress had passed an act in 1913 that discouraged the retention of private architects for the construction of military facilities. Lt. Col. Scriven, though, reported that he had contracted Kahn's firm for half of its usual fee (Cook 1989:11).

At the time he was retained by Lt. Col. Scriven, Albert Kahn was a young architect gaining a wide reputation as a designer of industrial structures. Prior to Kahn's entry into the field of industrial architecture, industrial architects placed form and function on equal terms when they designed a building. Albert Kahn was the first architect to design industrial structures in which the functional requirements of the building superseded aesthetic considerations; ornamentation was designed into the buildings almost as an afterthought. He pioneered the functional use of reinforced concrete, and created buildings that had a minimum number of supporting columns; building interiors were opened and greater usable floor space within the buildings was created. The use of fewer, stronger, framing elements allowed Kahn to compose the wall space of his designs with large windows, increasing the amount of natural light available within the buildings. During the 1930s and 1940s he was America's pre-eminent industrial architect. Hiring Kahn was fortuitous; when the United States entered World War I in April of 1917, his firm also was available to design mobilization cantonments for the Army Air Service. Kahn's firm adopted the Army Quartermaster Division's plans for temporary mobilization structures to suit the needs of the Air Service.

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Once America declared war against the Central Powers, a massive mobilization campaign was launched. Temporary cantonments were established throughout the U.S. to assemble and train the recruits necessary to make the United States an effective participant in the war. Thirty-eight tracts of land throughout the nation were procured for the Army Air Service, thirty-three for airfields and five for Air Service support facilities.

Although work had begun on Langley Field's permanent facilities when war was declared, the field did not become fully operational before an armistice ended the conflict in November, 1918. For the duration of the war, testing and experimental activities scheduled to be housed at Langley were based at McCook Air Field, a temporary installation in Dayton, Ohio. Lighter-than-air (LTA) facilities in the northern area of Langley were occupied during June, 1918. Activities conducted at Langley during the war included bomb trajectory studies, as well as the development of a bombsight, recognition lights for aircraft, a turn indicator, a sextant for use in airplanes, and an improved compass. An aerial photography school also was established at the base, the graduates of which served in France (Blake Publishing Co.:1980).

Eight buildings constructed between 1916 and 1919 survive:

Dodd Hall, a bachelor non-commissioned officer (NCO) dormitory (Building 448); Lawson Hall, a bachelor officer dormitory (Building 472); two laboratories (Building 587 for NACA and Building 693 for an Army Aeronautical laboratory); two brick hangers (Buildings 777 and 781); and two gas production plants for the dirigible component stationed at Langley (Buildings 1004 and 1007).

At the close of the First World War, military construction activities were halted as the nation and the military tackled the tasks of demobilization and an assessment of future military needs. The war had created an enormous debt, and was thought to be "The War to End All Wars." Consequently, construction and maintenance funding was reduced drastically. As one of the Air Service's two permanent airfields, Langley FHD was a showcase facility, and while other military bases languished, construction at Langley resumed. Originally planned for completion in 1920, the base was completed in 1921 (though most of the base's buildings were constructed by the end of 1920). Thirty-two buildings from this period are extant: 26 officer's quarters (Buildings 455, 456, 458, 460, 461, 462, 524, 525, 526, 527, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 541, 542, 688, 689, 690, 691); a wind tunnel (Building 582); a Gas Station Reclamation Building (Building 596); a water tank (Building 620); Sea Plane hangers (Building 633); and two officers quarters in the Lighter-than-air flight area (Buildings 948 and 949).

It was thought by many that large armed forces would be unnecessary in the future, and for a time, international events seemed to support that belief. After their disastrous experiences in the war, European nations formed the League of Nations in an effort to solve their disagreements peacefully. The Washington Naval Disarmament Conference of 1921 - 1922, followed by the London Naval Disarmament Conference of 1930, strengthened confidence that future conflicts could be avoided. In the Kellogg-Briand Pact, the world

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powers outlawed war as an instrument of national policy. Only with the rise of international tensions during the 1930s did hope for permanent peace prove illusory.

At the close of the First World War, Army flying fields consisted primarily of temporary installations created for the mobilization emergency. Some of these fields were parts of larger posts, while others were solely flying fields. Only Langley Field and Rockwell Field, California included permanent buildings. Directly after the close of the war, discussions began regarding closure of temporary facilities that had been leased by the War Department during the emergency mobilization. Political pressure applied to Congress resulted in fewer facility closures than anticipated. The Army re-organized its operations to maximize its return on the facilities it was forced to keep. Langley's mission was changed from experimental station to operational facility whose mission was the protection for Washington, D.C. NACA remained as a tenant organization. In 1921 and 1922, Langley's Air Service Photographics School and two other schools were consolidated into the Air Service Mechanics School at Chanute Field, Illinois.

The armies of the world emerged from the First World War with a radically altered view of combat needs. The tank and the airplane had been introduced as weapons, and proved to be decisive factors in the Allied victory. This change in American Army perception of the airplane was reflected in 1918 when an executive order separated the Air Service from the Signal Corps and designated it as a separate combat arm of the Army. This evolution was formalized by the National Defense Act of 1920.

Because the Air Service remained part of the Army during the inter-war period, the history of its installations mirrors that of the Army. Construction at temporary cantonments had stopped at the close of the war, although the some of the airfields were incomplete. From 1918 to 1925, the Air Service operated from these unfinished facilities, with no Congressional appropriations for improvement of the sites. Conditions were notoriously bad at Selfridge Airfield, near Detroit, Michigan, where cold weather made poor quarters unbearable. The same 1926 act of Congress that provided for improvement of Army posts also provided for the improvement of Air Service fields. A highly visible drive for independence by Army aviators and rapidly changes in aviation technology also stimulated Congressional interest in the Air Service and its installations. Physical improvement of Army facilities began in 1926 when Congress authorized the War Department to sell surplus installations and apply the surplus revenues towards construction at the remaining posts. As part of the Army, the Air Service received its share of money for post construction. Throughout the inter-war years, the legislation on installation improvement applied to aviation, infantry, and cavalry posts.

Army airfields appeared in significant numbers during the First World War. This made the need for permanent housing at airfields more acute than at other posts, most of which had existed as permanent facilities before the war. In 1927, Assistant Secretary of War Trubee Davison expressed the Air Service' special needs for better housing:

I found that much of the Air Corps [Service] personnel is housed in temporary structures, built during the war with an anticipated life at the time of construction not in excess of five

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years. That time has long since passed, and these structures, providing as they do very poor quarters at best, have been maintained as well as possible by the expenditure of sums for repairs out of all proportion to the value of the buildings. While I realize that this condition is general in the Army, the Air Corps, however, is peculiarly placed because, having grown up entirely during the war, it has very little permanent construction work, whereas garrisons built before the war are available to most of the other arms.

The Air Corps Act of 1926 provided an additional boost for the growth of Army aviation. Among other provisions, the law changed the name of the Air Service to the Air Corps, authorized additional men and aircraft, and directed the Chief of the Air Corps to develop a five-year plan for implementing the legislation. Although the law did not mention new installations, the expansion of Army aviation implied the establishment of new facilities. As part of the five-year plan, the Chief of the Air Corps proposed further development of 32 existent fields and among these was Langley. The legislation also provided for construction of two new fields. Although the Air Corps' implementation of the plan fell short of its desires, the years from 1926 to 1932 marked some of the first permanent construction and physical improvements of aviation facilities.

The curtailment of appropriations did not halt research and development into new military equipment. Specialized facilities were developed as the Air Corps conducted experiments with lighter-than-air craft. During the 1920s, the Air Corps experimented with blimps and airships for reconnaissance, coastal patrol, and aerial photography duties. Lighter-than-air units were stationed at Scott Field, Illinois, and Langley Field. Both fields contained the extra-large hangers needed to house airships. Langley also had a helium factory until 1929, when the building was remodeled into a stable.

Buildings extant at Langley that were constructed during the 1920s include: Austin Hall, a barracks (Building 546); a NACA wind tunnel (Building 580); another, unidentified, NACA facility (Building 583); a post machine shop (Building 661); two officer's quarters in the LTA area (Buildings 868 and 869); and a permanent hangar (Building 757).

The 1930s were a period of growth at Langley. The growth was fueled in part by the 1926 Air Corps Act. The Army Housing Program of 1926, the Emergency Relief Act of 1932, and construction carried out by the Public Works Administration (PWA) after 1933 provided other funding. The two latter programs were federal programs intended to relieve the unemployment created by massive numbers of business failures during the Great Depression. Much of the permanent construction at military bases in this period was undertaken by the PWA. At Congressional direction, the Air Corps was responsible for training the numbers of another Depression relief agency, the Civilian Conservation Corps (CCC).

The operational duties of Langley expanded after the base's physical expansion was complete. Of the buildings erected at Langley between 1930 and 1934, 176 are extant. Those constructed within the HTA

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area include: a seawall (Building 413); officer's quarters (Buildings 414, 415, 417, 418, 421, 422, 424, 426, 428, 429, 430, 461, 434, 435, 436, 445, 446, 447, 449, 450, 451, 452, 453, 454, 502, 503, 504, 505, 506, 507, 508, 510, 512, 513, 514, 548, 549, 551, 554, 556, and 557); residential garages (Buildings 459, 463, 519, 523, 543, 544, 569, 684, and 685); sewage pumping stations (Buildings 432 and 656); a hospital (Building 558); another, unspecified, medical facility (Building 566); medical housing (Buildings 567 and 570); a water tank (Building 585); a central heating plant (Buildings 605 and 655); a radio building (Building 607); a pier (Building 610); a quartermaster maintenance facility (Building 617); a quartermaster garage (Building 621); blueprint room (Building 625); electrical substation (Building 626); barracks (buildings 635, 664, 669, 671, 681, and 703); theater (Building 657); gymnasium (Building 658); fire station (Building 700); guard house (Building 714); hangers (Buildings 750, 751, 752, 756, 754, 755, 756, 768, and 775); a parachute facility (Building 784); and a photographic facility (Building 788).

Extant buildings constructed within the LTA area during this period include: enlisted quarters (Buildings 804, 805, 806, 807, 808, 809, 815, 816, 818, 819, 820, 821, 823, 825, 826, 827, 829, 830, 831, 833, 835, 838, 840, 842, 843, 845, 848, 849, 851, 852, 854, 856, 857, 873, 874, 875, 876, 878, 881, 882, 950, 951, 956, 957, 960, 969, 971, 974, 975, 976, 980, 982, 983, 985, 986, 987, 988, 989, 991, 995, and 997); officer's quarters (Buildings 868 and 869); residential garages (Buildings 803, 810, 817, 822, 828, 832, 834, 836, 839, 841, 844, 850, 856, 880, 883, 959, 970, 972, 978, 981, and 993); barracks (Building 801); a sewage pumping station (Building 938); an NCO Club (Building 926); water tank (Building 1000); and a greenhouse (Building 1001).

The number of activities housed at Langley increased during this period. The 1926 Air Corps Act helped the Air Corps establish the basic facilities necessary to conduct flight operations. As the service's basic needs were met, the proponents of air power began to work to expand the mission and authority of the Air Corps, with the ultimate objective of the establishment of a separate aviation branch of the military. Through political manipulation, Army ground officers were able to keep the Air Corps mission focused on infantry support. The leaders of the Air Corps, though, did not readily succumb to this role, arguing that aircraft combat strategy deserved separate attention. Through a series of highly publicized air exercises held in the early 1920s, Brigadier General William Mitchell illustrated the independent offensive capabilities of airpower. His publicity-oriented tactics eventually led to his court-martial and subsequent discharge from the Army in 1926. General Mitchell's squadron conducted operations from Langley Field.

In 1934, the discovery of fraud among the nation's air mail contractors prompted Congress to relieve the contractors of their duties. Airborne delivery of the nation's mail was assigned to the Air Corps. The Air Corps was given one week to reconfigure its planes for delivery duty. Though the Air Corps had assumed airmail duty within the week provided, the equipment and administrative organization compiled for the task proved inadequate. Between February 19 and June 1, several serious accidents occurred. A Congressional inquiry followed and determined that the Air Corps needed "more equipment, more personnel, greater recognition of its basic mission, and more freedom of action." As a result, the Air Corps

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organizational structure was reorganized, creating General Headquarters Air Force (GHQAF). In the new organization, the General in command of GHQAF exercised complete control over Army air tactical units. Langley Field became the home to GHQAF in 1935.

Until the late 1930s, all Army airfields utilized grass or gravel runways. The development of heavy bombers necessitated paved runways. The Army's first unit of B-17 "Flying Fortresses" was assigned to Langley in 1937. The B-15 and B-18 were tested at Langley. In 1937 Langley's mission was further expanded when the School of Aviation Ordnance was established there. The complement housed at Langley expanded again in 1938 when one of three regional communication squadrons in the Army Airways Communications System was established there.

Of the buildings and structures erected at Langley between 1935 and 1940, 26 are extant. These structures include: a bridge constructed over the Back River in 1935 to replace one damaged by a 1933 hurricane (Building 404); a swimming pool (Building 410) and bath house (Building 409); Officer's Club (Building 412); cemetery wall (Building 437) surrounding a nineteenth-century civilian cemetery; a shoppette (Building 442); a post chapel (Building 520); a NACA Pressure tunnel (Building 1940); another unspecified NACA facility (Building 584); an elementary school (Building 591); utility vaults (Buildings 662, 680, 864, 937, 958, 977, 998, and 1003); electrical switch stations (Buildings 712 and 912); residential garages (Buildings 858 and 870); a building of unknown usage (Building 1018); and an additional aircraft parking apron (Building 6010), runway (Building 7025), and taxiway (Building 7105).

The 1934 airmail fiasco came at an opportune time, as the Air Corps was already under evaluation. In 1933, the War Department appointed the Drum Board. This board considered the location of airfields in connection with their importance to the defense of the United States, and recommended concentration of air installations within seven areas. These areas were (1) New England, (2) Chesapeake and Mid-Atlantic, (3) Caribbean, (4) Great Lakes, (5) Puget Sound, (6) San Francisco Bay, and (7) Los Angeles-San Diego. These border locations were selected to protect the United States against hostile air attacks. The Great Lakes regions may have been included to garner political support, given the low probability of a war with Britain.

The recommendations of the Drum board were incorporated into the Wilcox Act in 1935. The authors of this law avoided Congressional haggling over where authorized monies were to be spent by authorizing the War Department to select the sites to be funded within the seven specified regions. The authors also circumvented disagreements over the amount of money required by authorizing "such sums of money as may be necessary." The wording of this law was so broad that it could be used to cover virtually every Air Corps construction project from 1935 to World War II. Some Congressmen even called it the "Mother Hubbard Act" because the Air Corps could continue to request funding as desired. Actual construction still depended on specific appropriations from Congress, but the Wilcox Act removed the largest obstacle by providing funding prior authorization.

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During the 1930s, the Air Corps developed heavy bombers and implemented other technical improvements that required improved runways and support facilities. Thus, Air Corps construction activity during the 1930s was characterized by the construction of hard surface runways, landing lights, and larger aircraft hangers and maintenance facilities. These changes were not as swift as some Air Corps officers hoped, but during the fiscally constrained climate of the 1930s any military construction was an achievement.

Missions of Air Corps installations generally mirrored those of the ground forces during the inter-war years. Most bases were home to flying units. Others served as Air Corps schools. Special Air Corps depots provided the logistical support for aviation requirements.

In 1926, the Air Corps Training Center opened at Brooks Field, Texas, to provide a training program for new aviators. Pilots could receive their basic flight training at Brooks or March fields, then take advanced training at Kelly field. In 1928, the Air Corps acquired land near San Antonio, Texas, that was developed into the Army's primary pilot training facility, Randolph Field.

Other Air Corps schools offered advanced education and specialized instruction. The Air Corps Tactical School began as an Air Corps Field Officers' School at Langley Field. In 1931, it moved to Maxwell Field in Alabama, where the school benefitted from its proximity to the Infantry School at Fort Benning. This school taught mid-level officers the doctrine of ground combat arms, and the Air Corps concept for employing air power. In 1933 one of two instrument-navigation schools to be established by the Air Corps was established at Langley.

As Army aviation gained greater operational autonomy, it also acquired greater control over its logistical support. Some aviation-related depots had existed since the First World War, such as an Engine and Repair Depot at Maxwell Field in Montgomery, Alabama. With the special logistical requirements of aviation, the depot system expanded during the inter-war period. A new depot was established at Sacramento, California, now McClellan AFB.

Military aviation progressed remarkably between the First and Second World Wars. Air Corps officers managed to gain greater autonomy from the Army, and to improve Air Corps facilities. In 1918, Army flying fields consisted of temporary buildings lined along a sod or gravel runway. By 1940, these fields contained permanent structures with concrete and asphalt runways, and the facilities necessary for aircraft maintenance. Also, installations had begun to acquire distinct missions, most notably as schools or logistical facilities. When the United States became involved in the Second World War, the Air Corps was ready to make its contribution to Allied victory and prove its ability to operate as an independent military branch.

Langley Field Historic District encompasses the extant buildings and structures erected at Langley Field between the establishment of the facility in 1917 and the beginning of United States Second World War mobilization in 1940. During this period, the flight units within the United States military evolved. In 1917,

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United States flying forces were adjuncts of the Army Signal Corps used for reconnaissance missions. By 1940, United States flying forces had become an operationally independent branch of the Army that developed and utilized combat strategies designed specifically for potential aerial war operations. Langley FHD reflects this evolution in scope. In 1917, Langley was established as the first permanent station for U.S. military air units. Operations conducted from Langley FHD during the 1920s helped the visionaries of the Army Air Corps gain greater autonomy from Army land units, a change reflected in 1934 when the Army Air Corps established an Air Corps headquarters at Langley FHD.

Langley Field Historic District is an architecturally cohesive collection of buildings, structures, and landscape features that possess significance in military history (Criterion A) and architecture (Criterion C). The district was the first permanent military airfield in the United States and was associated with the historical development of the United States Air Force during the twentieth century, from 1909 to the present. The first Army Air Corps command independent of infantry control established headquarters at the installation during 1934.

Langley FHD's buildings illustrate the evolution of construction within the Army Air Corps, the antecedent organization of the U.S. Air Force. The district comprises a building stock representative of a typical Army Air Corps facility, and included housing, administrative, support, and recreation buildings. Its buildings represent the work of Albert Kahn, a prominent industrial architect, and typical Army construction techniques used after the First World War.

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| | Zone Easting | Northing | Zone Easting | Northing |
|---|--------------|----------|--------------|----------|
| 5 | 18 380500 | 4105090 | 7 18 380120 | 4103520 |
| 6 | 18 381050 | 4104600 | 8 18 379600 | 4104050 |

Verbal Boundary Description

The boundaries of the Langley Field Historic District encompass two discontinuous areas, the Lighter-Than-Air aircraft area (LTA, UTM points 1-4) and the Heavier-Than-Air aircraft (HTA, UTM points 5-8) area. The boundary encompassing built resources within the HTA begins at a point on the south shore of the Back River's southwest branch, where the King Street Bridge intersects the shoreline. Follow the King Street Bridge north towards Langley Air Force Base. The bridge enters Langley at Hammond Avenue. Follow Hammond Avenue until it ends at Sweeney Boulevard. Follow Sweeney Boulevard until it passes Building 764. Turn northwest and continue between Buildings 764 and 766, and between Buildings 757 and 760. At the paved, southeastern edge of the East Aircraft Parking Apron, turn northeast and follow the apron until it ends. At the end of the East Aircraft Parking Apron, turn southeast and continue between Buildings 702 and 741 until reaching the northeast corner of Building 714. Turn south and continue to Building 646. At the north elevation of Building 646, turn southeast and pass between Buildings 720 and 644. Continue until the line intersects the north shore of the Back River's southwest branch. Follow the shoreline southwest until it intersects with the King Street Bridge. Follow the east line of the King Street Bridge southeast until the beginning point has been reached.

The boundary encompassing built resources within the LTA begins at the point where Gray and Worley Avenues intersect. Follow Gray Avenue to the northwest until it intersects with Roma Drive. Follow Roma Drive across Worley Avenue. After crossing Worley Avenue, Roma Drive is re-designated Romaro Road. Follow Romaro Road north until it reaches a concrete pad contiguous with the east side of the road. Turn northwest and continue to the west corner of building 1018. Turn northeast and continue until reaching Building 1021. Turn southeast, passing between buildings 1010 and 1008, and Building 1004. Immediately after passing Building 1004, turn southwest and continue to Building 1004's south corner. At the south corner of Building 1004, turn southeast and follow an unpaved road that passes between buildings 965 and 1006 until it intersects the Murray Court delivery road. Follow the Murray Court delivery road in an arc to the southeast until Murray Court ends. Continue south until reaching Worley Avenue. Turn southeast and follow Worley Avenue until reaching the intersection of Worley Avenue and Gray Avenue, the point of beginning.

Boundary Justification

The boundaries of the Langley Field Historic District encompass two discontinuous areas, the Heavier-Than-Air (HTA) area and the Lighter-Than-Air (LTA) area. Each area was developed to service different types of aircraft during the facility's period of significance. The boundary surrounding the HTA

United States Department of the Interior
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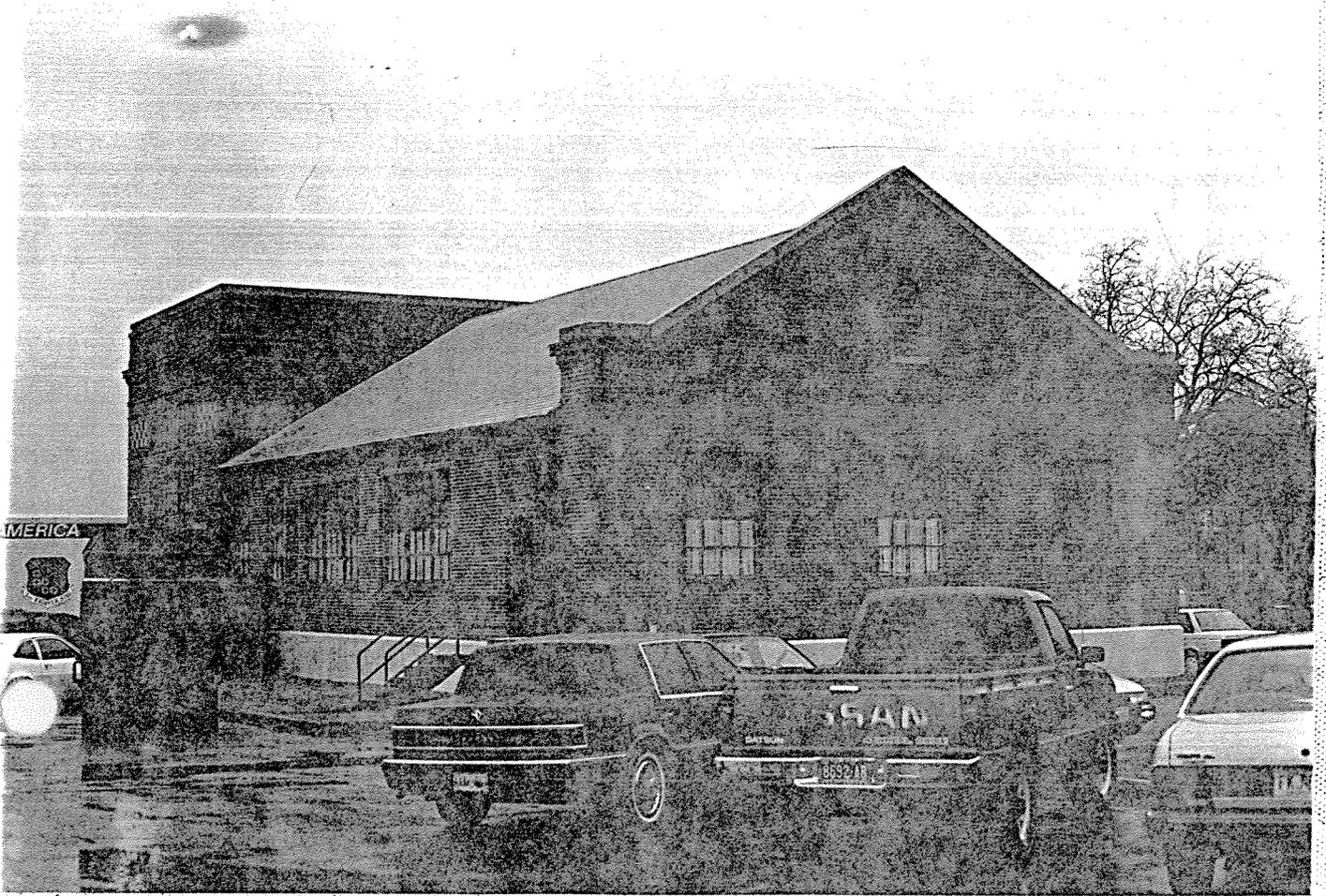
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

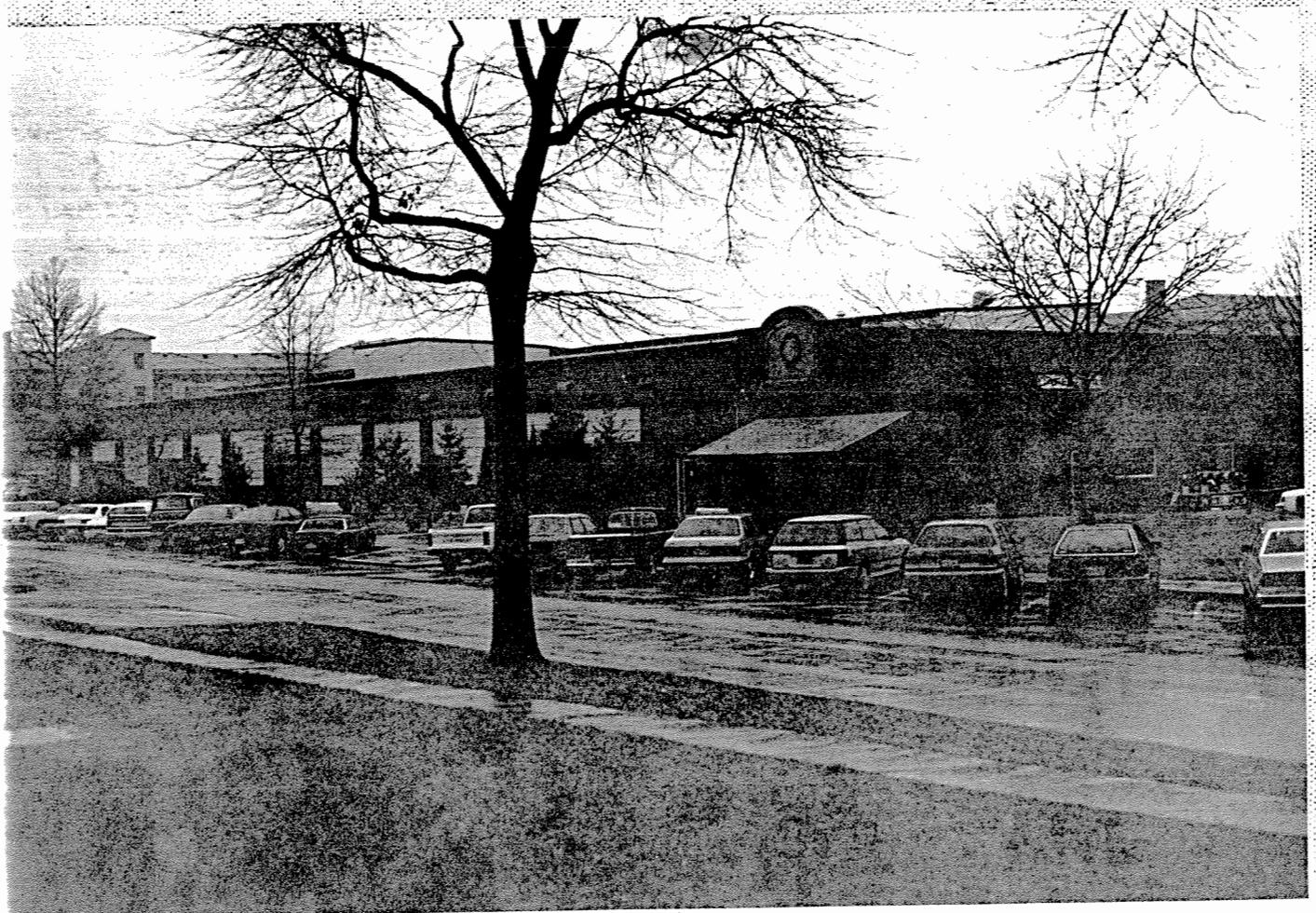
Section 10

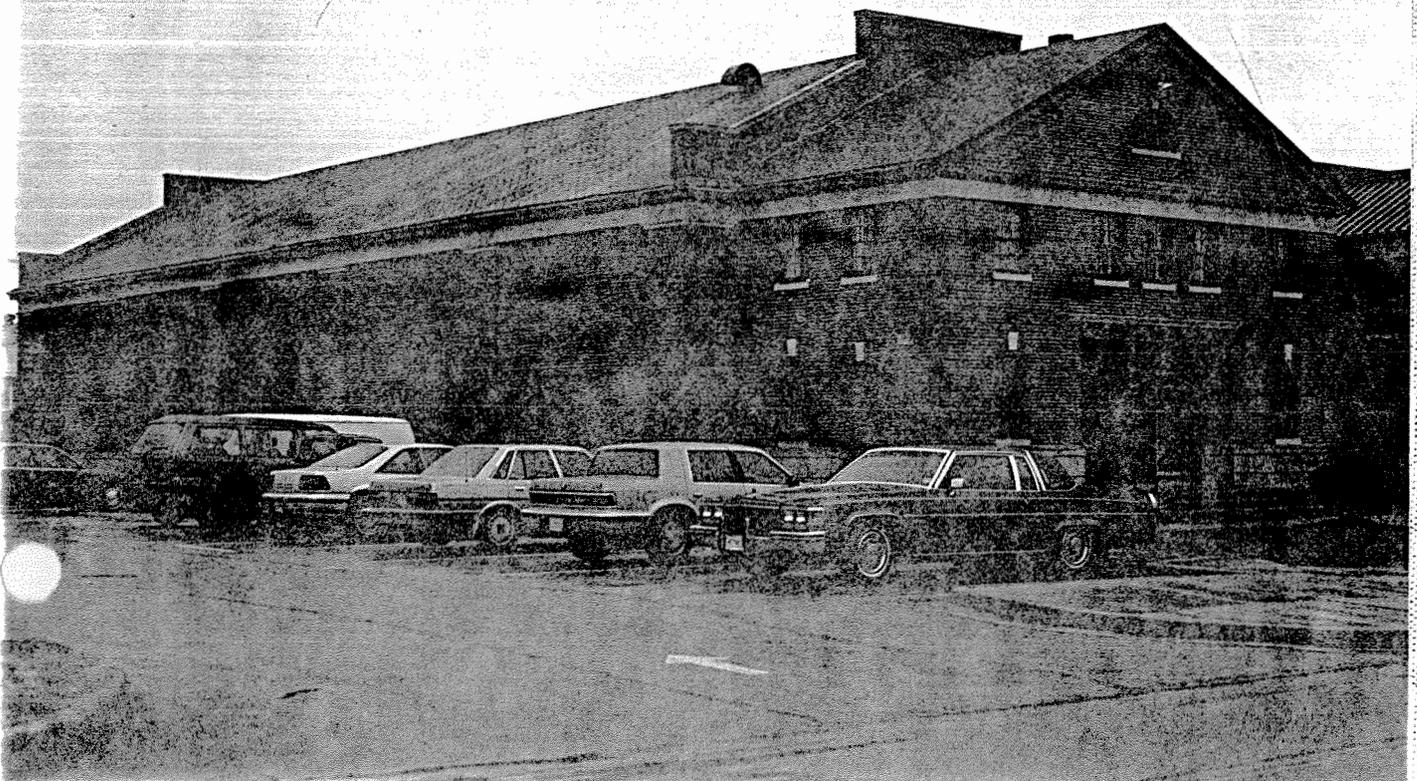
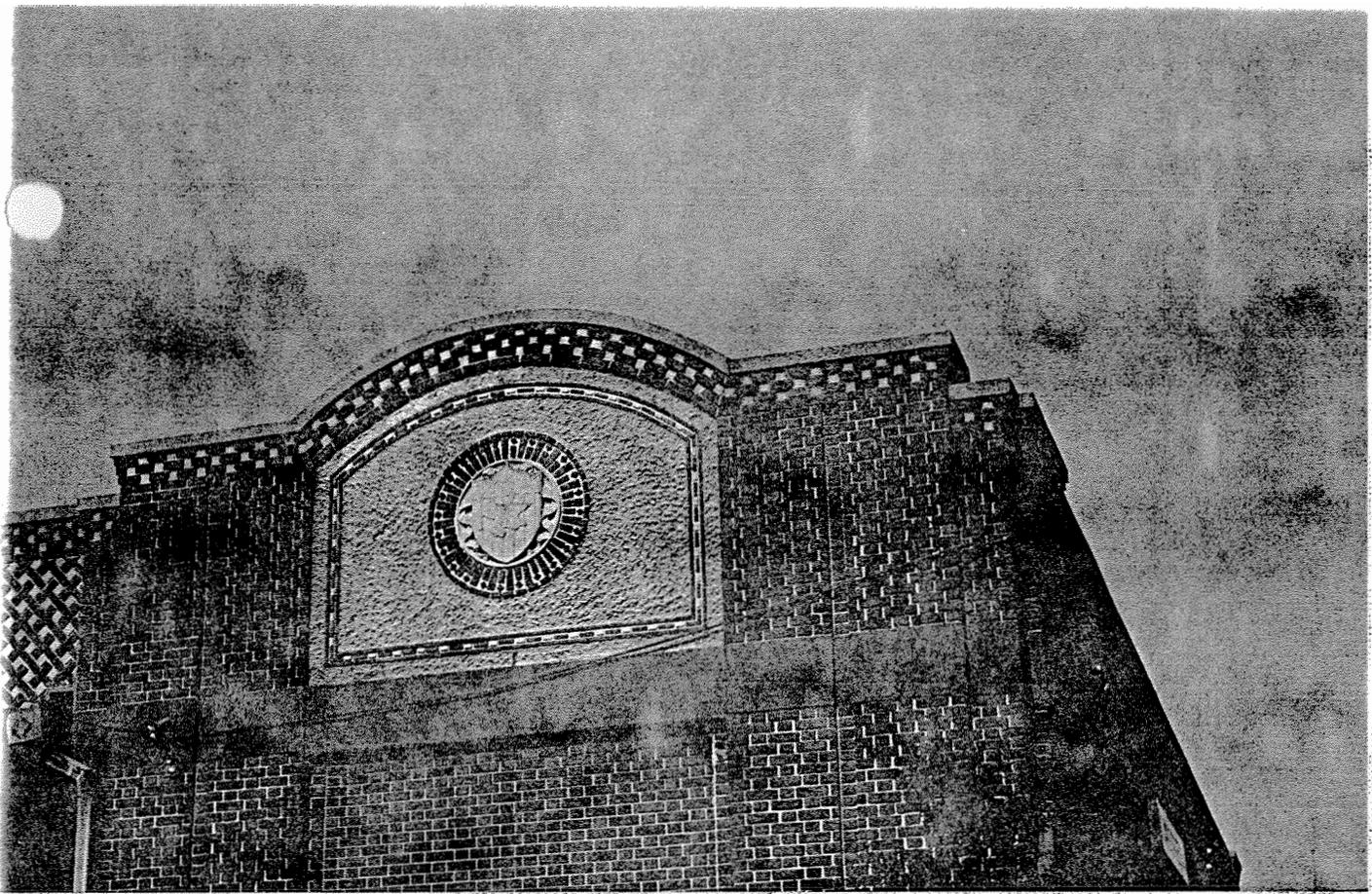
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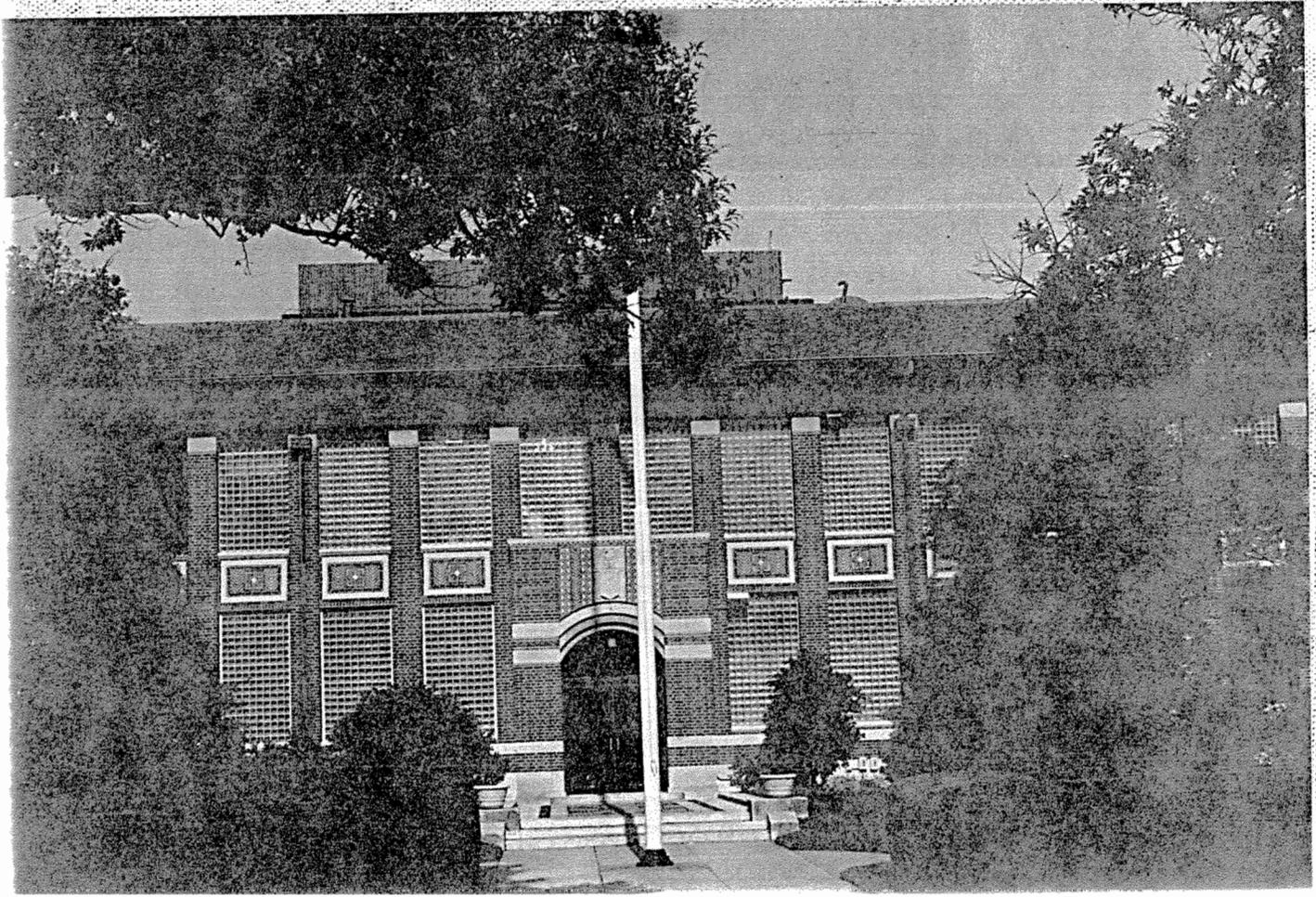
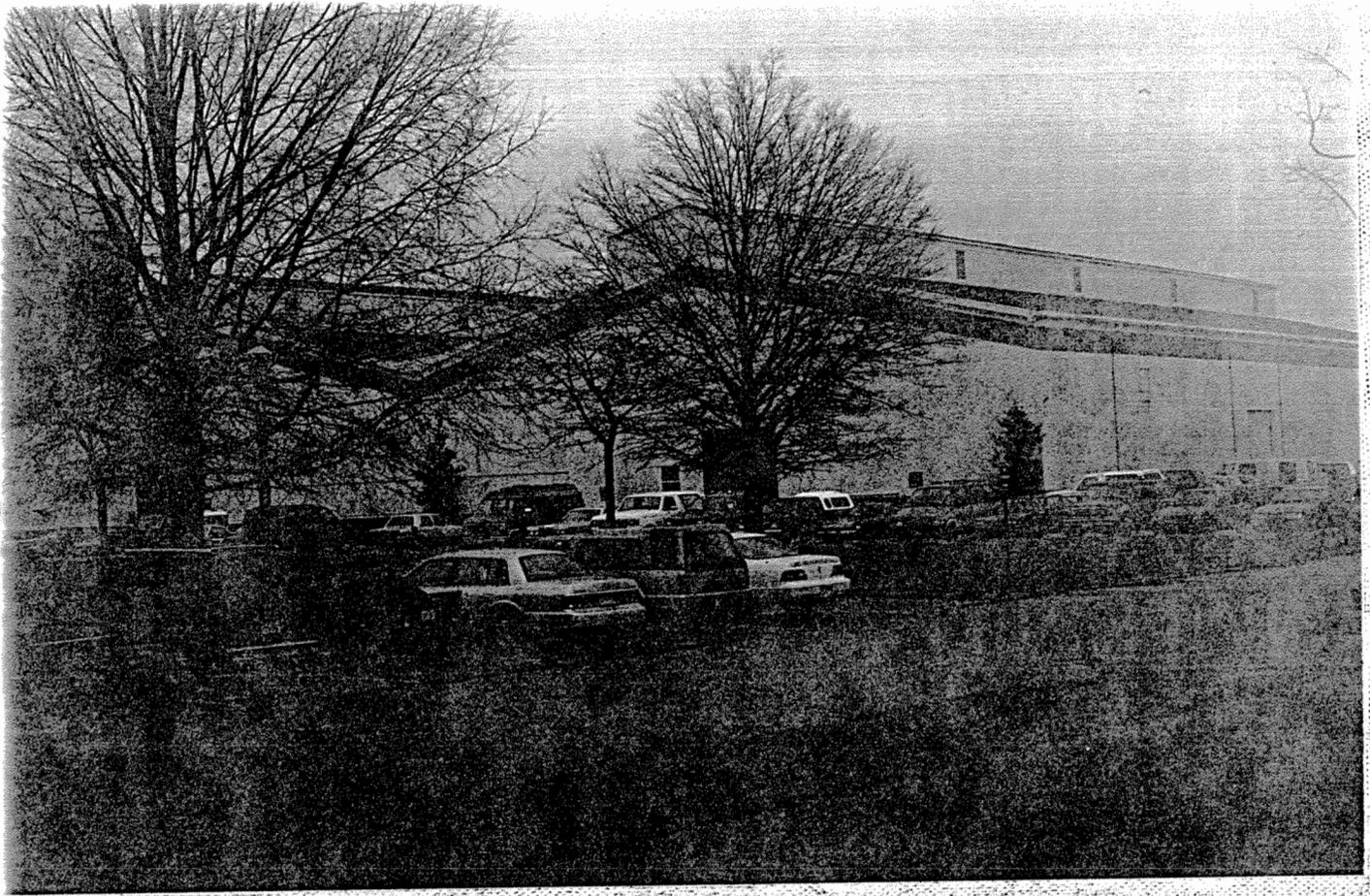
Langley Field Historic District
Hampton, Virginia

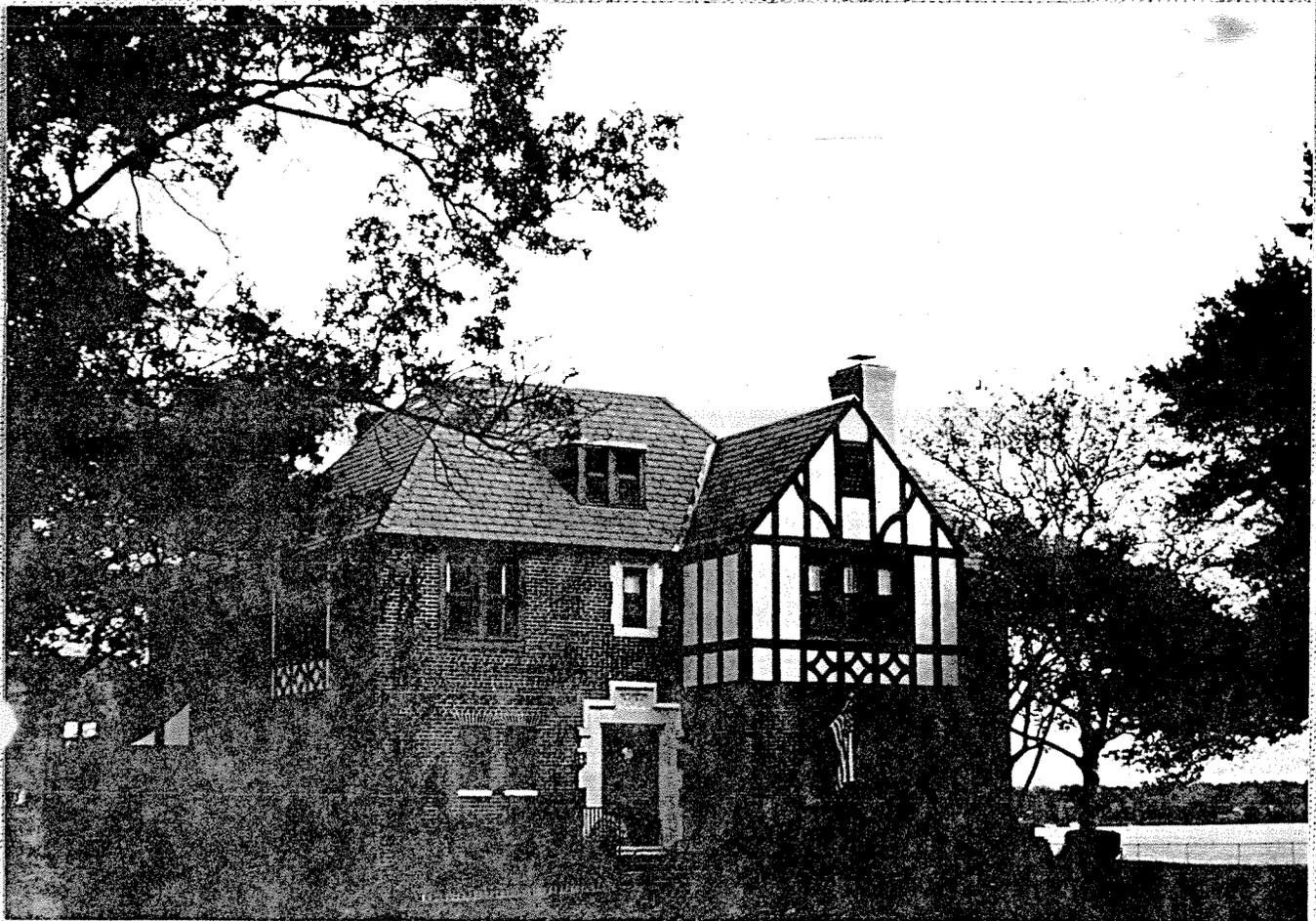
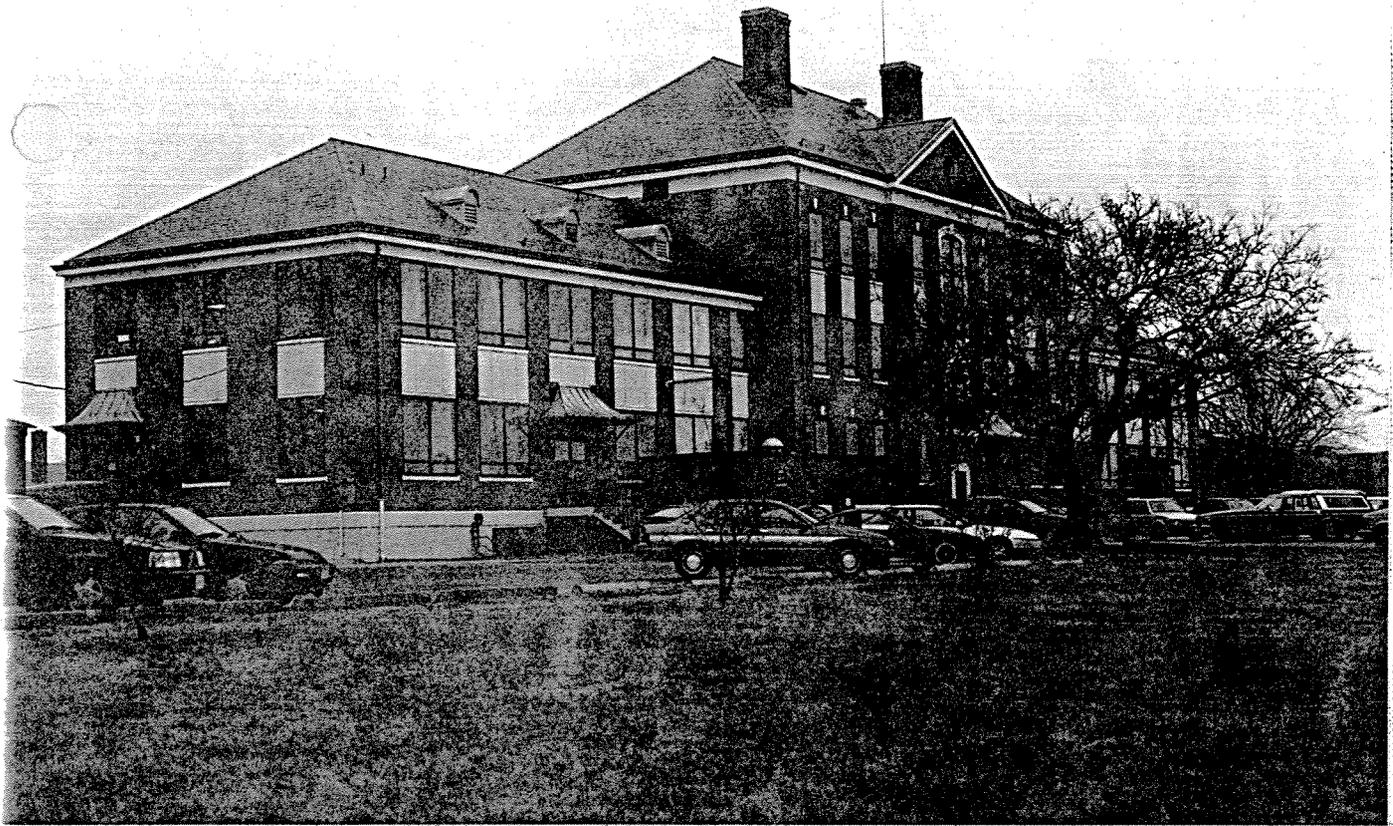
=====
encompasses the operations core of the facility, as designed by the architect Albert Kahn. The HTA was
infilled with permanent built resources as Army Air Corps needs and budgets dictated. The boundary
surrounding the LTA encompasses built resources constructed for: A) the operation of dirigibles and blimps,
and B) Langley Field enlisted personnel, once lighter-than-air operations were discontinued by the Army in
the early 1930s.

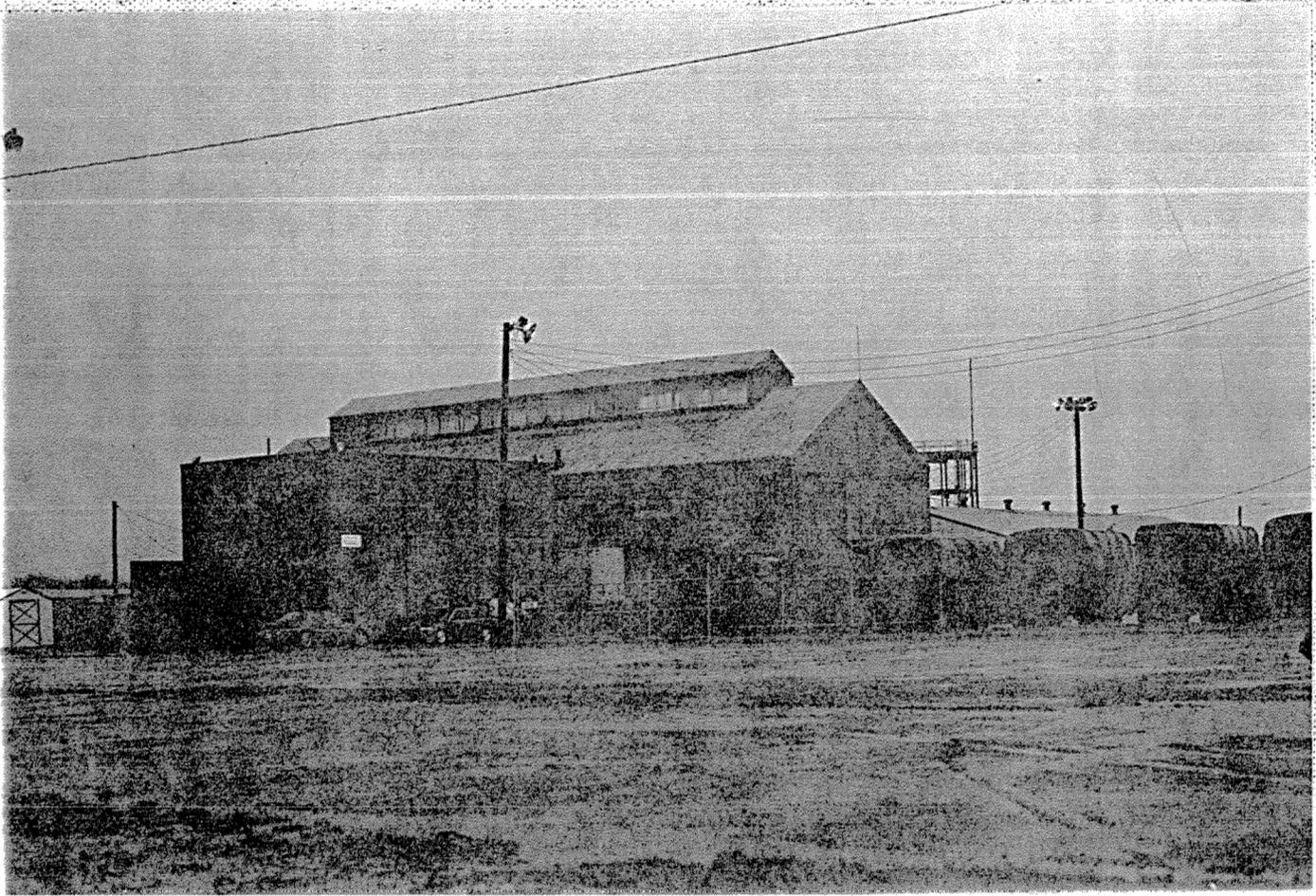


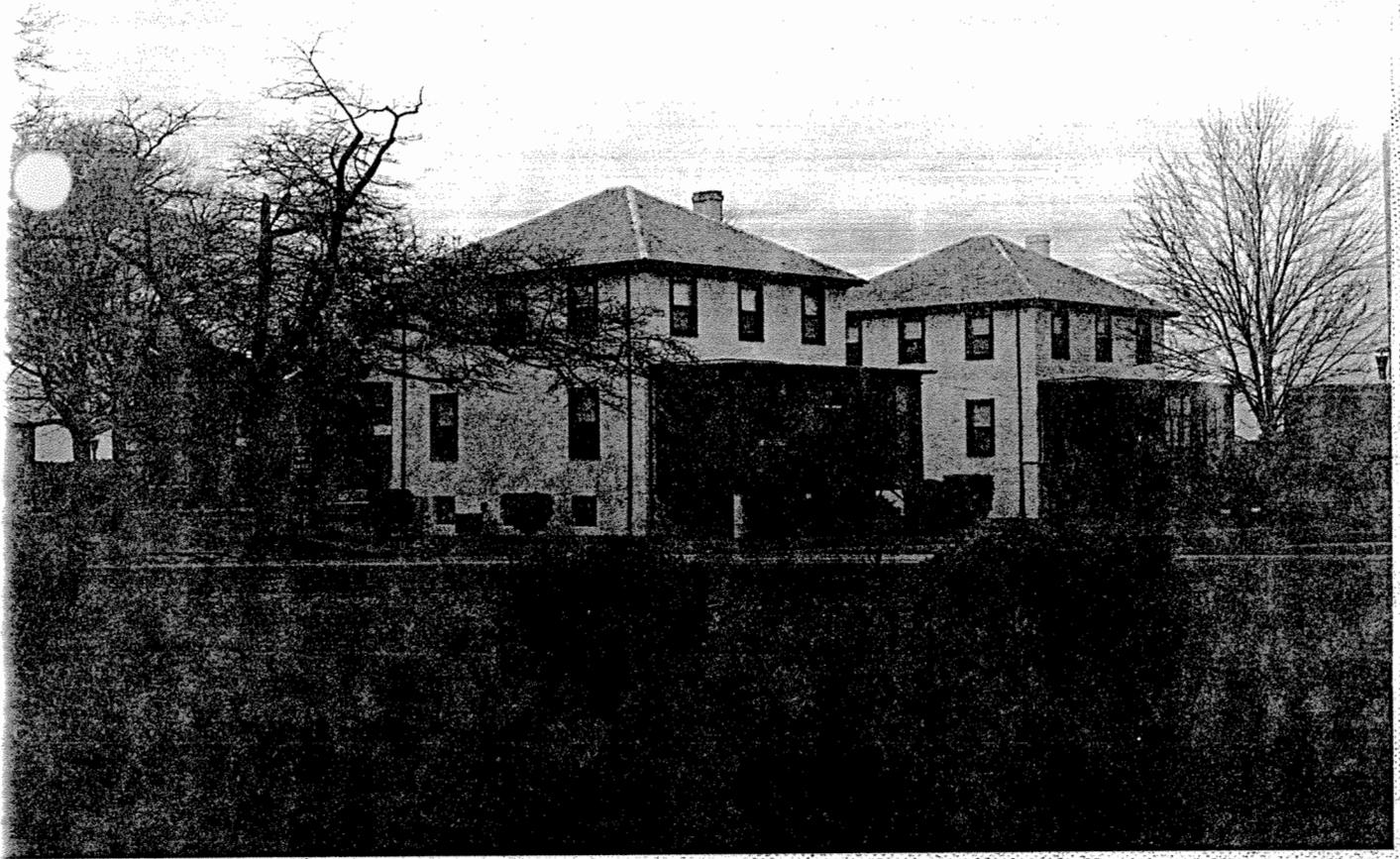


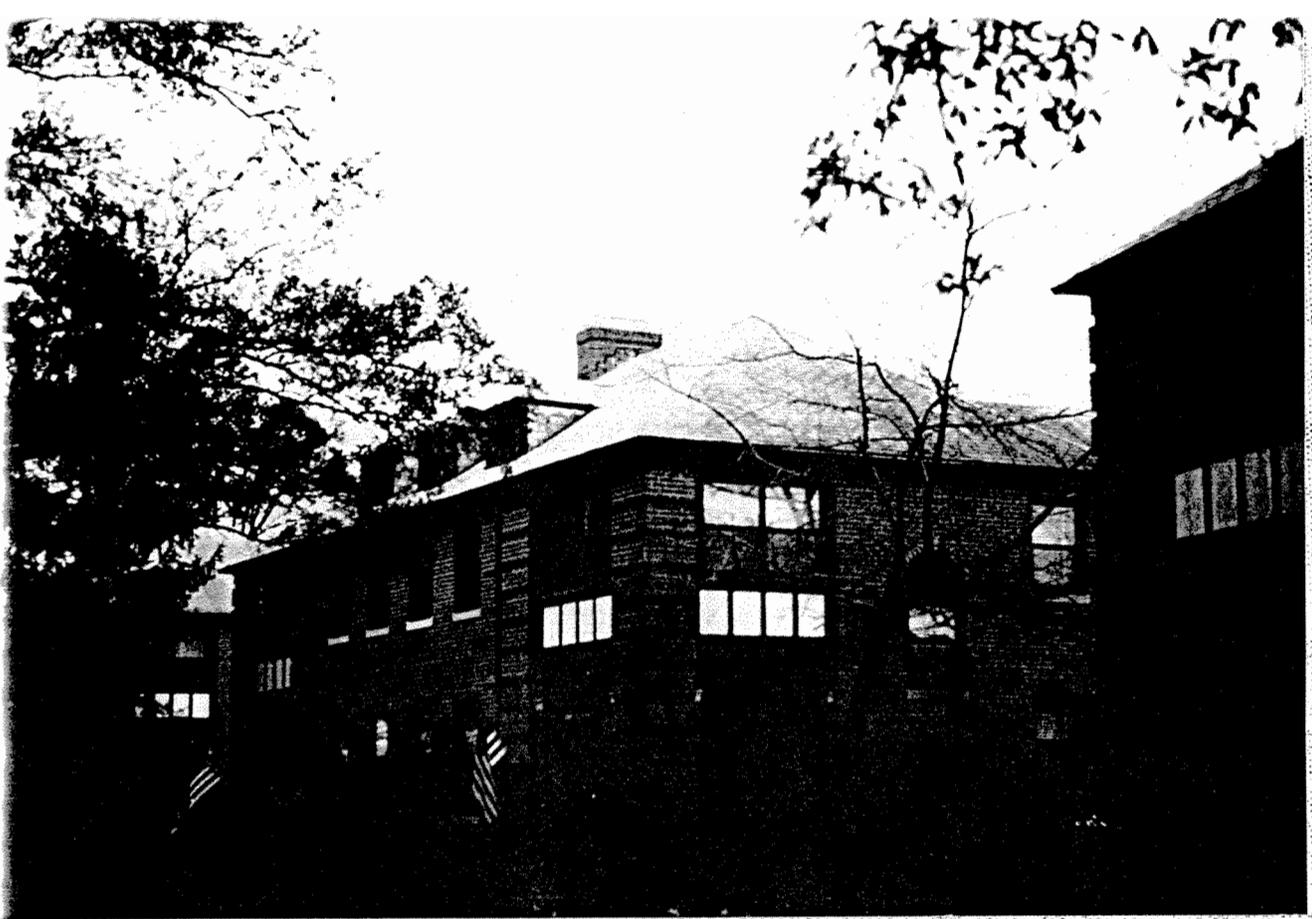


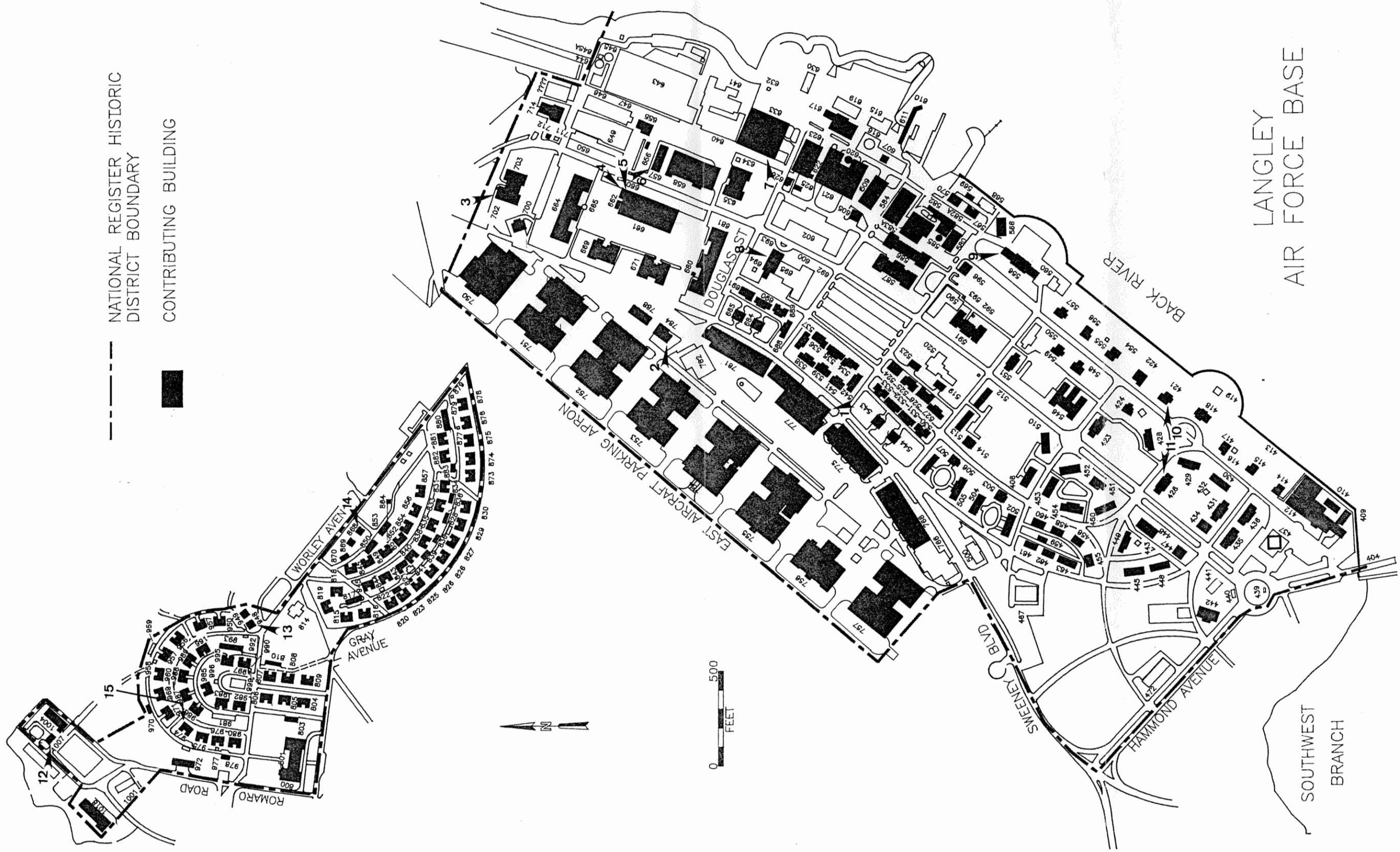












NATIONAL REGISTER HISTORIC DISTRICT BOUNDARY

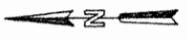
CONTRIBUTING BUILDING

LANGLEY AIR FORCE BASE

SOUTHWEST BRANCH

BACK RIVER

0 500 FEET



12

13

14

15

ROMARO ROAD

GRAY AVENUE

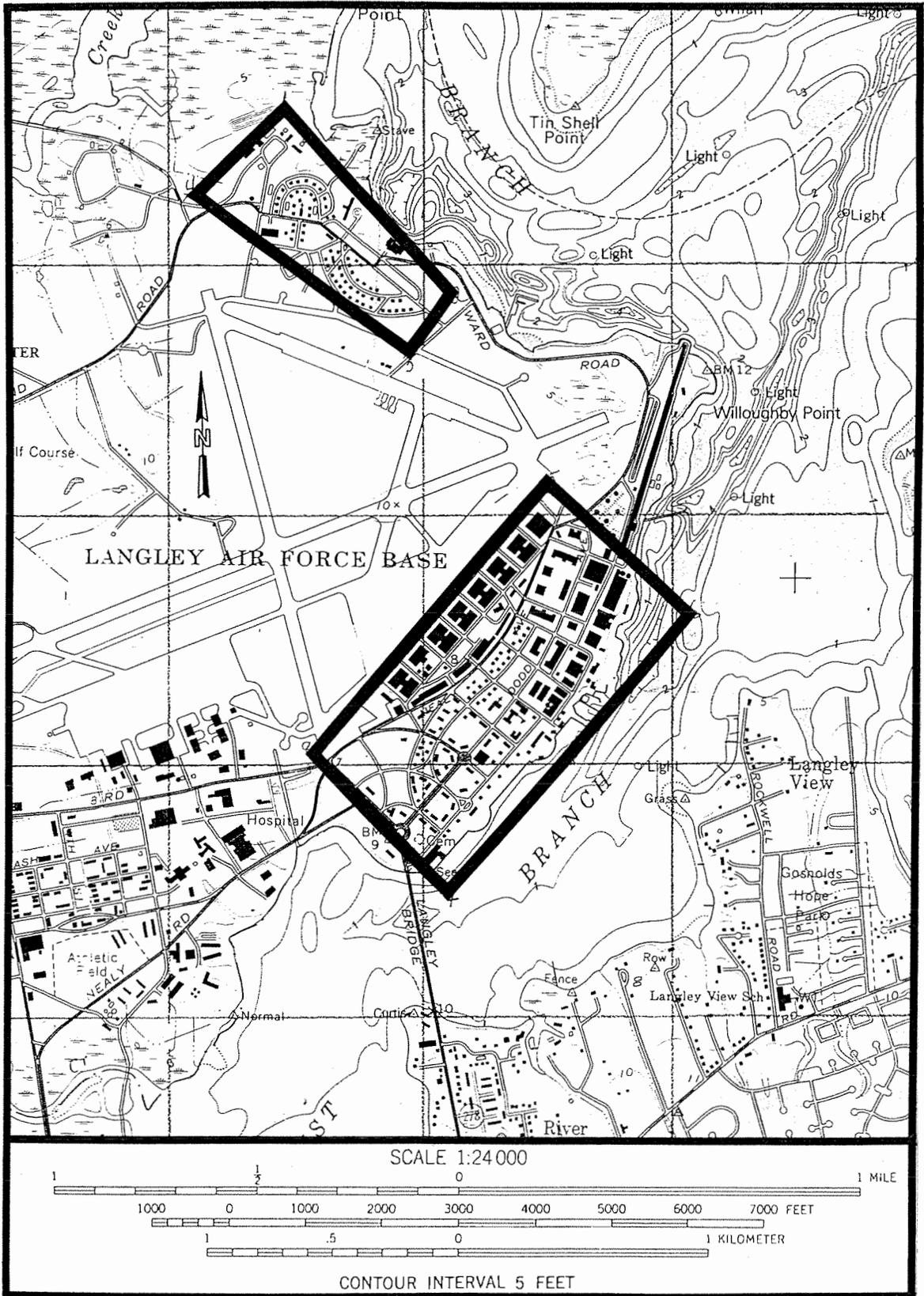
WORLEY AVENUE

EAST AIRCRAFT PARKING APRON

DOUGLAS ST

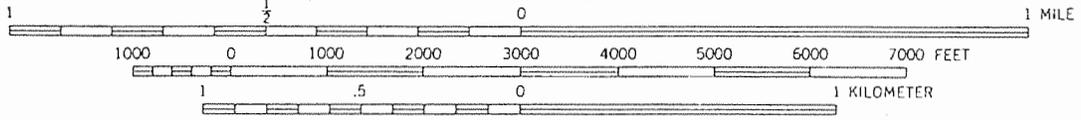
SWEENEY BLVD

HAMMOND AVENUE



LANGLEY AIR FORCE BASE

SCALE 1:24 000



CONTOUR INTERVAL 5 FEET

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

=====

1. Name of Property

=====

historic name: Pensacola Naval Air Station Historic District
(Boundary Increase)
other names/site number: Pensacola Naval Air Station (Pensacola
Navy Yard)

=====

2. Location

=====

street & number: Naval Complex Pensacola
not for publication: N/A
city or town: Pensacola Vicinity: N/A
state: Florida code: FL county: Escambia code: 033
zip code: 30258-5000

=====

3. State/Federal Agency Certification

=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this _____ nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _____ meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide _____ locally. (_____ See continuation sheet for additional comments.)

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. (_____ See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

=====

4. National Park Service Certification

=====

I, hereby certify that this property is:

- entered in the National Register _____
- See continuation sheet. _____
- determined eligible for the National Register _____
- See continuation sheet. _____
- determined not eligible for the National Register _____
- removed from the National Register _____
- other (explain): _____

Signature of Keeper

Date
of Action

=====

5. Classification

=====

Ownership of Property (Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

| Contributing | Non-contributing |
|---------------|----------------------|
| <u>43</u> | <u>17</u> buildings |
| <u>1</u> | <u> </u> sites |
| <u> </u> | <u>27</u> structures |
| <u> </u> | <u>1</u> objects |
| <u>44</u> | <u>45</u> Total |

Number of contributing resources previously listed in the National Register 50

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

=====
6. Function or Use
=====

Historic Functions (Enter categories from instructions)

| | |
|--------------|-----------------------|
| Cat: Defense | Sub: Naval facility |
| Defense | Air facility |
| Education | School |
| Domestic | Institutional housing |

Current Functions (Enter categories from instructions)

| | |
|--------------|-----------------------|
| Cat: Defense | Sub: Naval facility |
| Defense | Air facility |
| Education | School |
| Domestic | Institutional housing |

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)
Colonial Revival

Materials (Enter categories from instructions)

| | |
|-------------|----------|
| foundation: | Concrete |
| roof: | Asphalt |
| walls: | Brick |
| other: | N/A |

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance: (Enter categories from instructions)

Military
Education
Architecture

Period of Significance: 1825-1911
1914-1945

Significant Dates: N/A

Significant Person: N/A

Cultural Affiliation: N/A

Architect/Builder: Navy Department

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

=====

9. Major Bibliographical References

=====

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other

Name of repository: _____

=====
10. Geographical Data
=====

Acreage of Property: 107.95

UTM References (Place additional UTM references on a continuation sheet)

| | Zone | Easting | Northing | Zone | Easting | Northing |
|---|------|---------|----------|------|---------|----------------|
| 1 | 16 | 474730 | 3357370 | 3 | 16 | 472900 3356850 |
| 2 | 16 | 474410 | 3356650 | 4 | 16 | 472980 3357790 |

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====
11. Form Prepared By
=====

Name/Title: Katherine Grandine/Historian
Organization: R. Christopher Goodwin and Associates, Inc.
Date: May 1993
Street & Number: 337 East Third Street
Telephone: 301-694-0428
City or Town: Frederick
State: Maryland
Zip code: 21701

=====
Additional Documentation
=====

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name _____
street & number _____
telephone _____
city or town _____ state ____ zip code _____

=====
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 6 Pensacola Naval Air Station Historic District
(Boundary Increase)
Escambia County, Florida

| Facility Number | Historic Use | Current Use | Date | Contributing Non-contrib. | Class |
|-----------------|-----------------------|------------------|------|---------------------------|-------|
| 635 | Administration | Administration | 1940 | Contributing | B |
| B637 | Storage Support | Personnel | 1940 | Contributing | B |
| 680 | Warehouse | Industrial | 1940 | Contributing | B |
| 701 | Administration | Administration | 1942 | Non-contrib. | B |
| 710 | Correctional Facility | | 1943 | Contributing | B |
| 1958 | Substation | Substation | 1959 | Non-contrib. | B |
| 1808 | Reviewing Stand | Reviewing Stand | 1956 | Non-contrib. | S |
| 1976 | Gasoline Pmps | Gasoline Pmps | 1959 | Non-contrib. | S |
| 1982 | Chapel | Chapel | 1961 | Non-contrib. | B |
| 1992 | Storage | Storage | 1960 | Non-contrib. | B |
| 1997 | Substation | Substation | 1950 | Non-contrib. | B |
| 2653 | Chapel Marquee | Chpl Marquee | 1962 | Non-contrib. | S |
| 2676 | Bus Station | Bus Station | 1986 | Non-contrib. | B |
| 2687 | Reviewing Stand | Reviewing Stand | 1952 | Non-contrib. | S |
| 2688 | Reviewing Stand | Reviewing Stand | 1952 | Non-contrib. | S |
| 2699 | Volleyball Court | Volleyball Court | 1963 | Non-contrib. | S |
| 3265 | Substation | Substation | 1967 | Non-contrib. | B |
| 3291 | Utility | Utility | 1969 | Non-contrib. | B |
| 3381 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3382 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3383 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3384 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3385 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3386 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3387 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3388 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3389 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3390 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3391 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3413 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |
| 3414 | Garbage Stand | Garbage Stand | 1970 | Non-contrib. | S |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 1

Pensacola Naval Air Station Historic
District (Boundary Increase)
Escambia County, Florida

Summary

Pensacola Naval Air Station Historic District was listed in the National Register of Historic Places in 1976. The district is significant under Criterion A for its association with the development of on-shore naval facilities during the nineteenth century and for its association with naval aviation training during the twentieth century. The period of significance was identified in the 1976 historic district nomination as 1825-1911 and 1914-present (1976). The boundaries of the 1976 Pensacola Naval Air Station Historic District included historic properties representing the nineteenth century shipyard and the early naval air station.

The significance of Pensacola Naval Air Station as the primary training center for naval aviators continued throughout the 1930s and World War II. The importance of the Pensacola Naval Air Station to the Navy's aviation training program was reflected in the construction of the new training complex known as the "Annapolis of the Air" between 1935 and 1945. Although the importance of this training facility was documented in the 1976 historic district nomination, the buildings associated with the "Annapolis of the Air" were excluded from the district because they were not fifty years old. This amendment to the Pensacola Naval Air Station Historic District extends the 1976 historic district boundaries to encompass the buildings associated with the "Annapolis of the Air." These historic resources are significant nationally for their association with the principal training program that prepared naval aviators for duty during World War II (Criterion A). The training complex comprises a cohesive group of resources that reflect the integration of planning, architecture, and function into a distinguishable entity (Criterion C). The period of significance for the historic district, with boundary increase, is 1825-1911 and 1914-1945.

Historic Context

During World War I, aircraft was proven as a valuable tool for the military. During the inter-war years, aviation technology advanced in sophistication and naval aviation slowly increased in importance. Pensacola Naval Air Station was established as the Navy's primary naval aviation training center in 1914, and remained the primary training center for naval aviators during the inter-war years.

A 1929 visit to the naval air station by Navy officials reaffirmed the Navy's commitment to aviation training and to the advancement of naval aviation tactics and technologies. During the visit, officials commended the training program, but found that the existing facilities were inadequate to support the training mission. In 1929, Pensacola's training facilities comprised the industrial buildings located within the original walled shipyard, seaplane hangars along Pensacola Bay, and a landing field for lighter-than-air craft located north of the original wall. The facility lacked an airfield to train pilots in the use of land-based aircraft to land on aircraft carriers.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 2

Pensacola Naval Air Station Historic
District (Boundary Increase)
Escambia County, Florida

Primitive aircraft carriers first were developed during the 1920s. By the 1930s the numbers of aircraft carriers had increased and carrier landings became an important concern in the training agenda.

In response to naval recommendations, Congress appropriated funds for new training facilities later in 1929. Actual construction of the facilities was delayed. Despite delays, preparations for new construction began at Pensacola. During the early 1930s, the Navy relocated the town of Warrington west of the shipyard to accommodate new barracks, classrooms and a housing area. The lighter-than-aircraft landing field was razed to make room for a new landing field. While the Navy was proceeding with construction preparations in 1931 and 1932, the service was not authorized to purchase additional aircraft. As a result, pilot training was suspended during these years. Training resumed in 1933, and, in 1935, Congress authorized the enlistment of student fliers in the Navy as Naval Aviation Cadets.

Construction of the new training facilities at Pensacola Naval Air Station also began in 1935. Envisioned as the aviation complement to the U.S. Naval Academy at Annapolis, the new complex integrated monumental buildings designed in the Georgian Colonial Revival Style. The plan of the training complex was organized into three areas according to function and took advantage of existing topography. A grid system was adopted for areas devoted to classrooms, barracks, the medical school, and school support buildings. The officer housing area was arranged in a park-like setting located on a ridge north of the drill field. Chevalier Field, the new landing field, was organized in a linear plan and comprised land-based aircraft hangars and an assembly and repair building.

In addition to pilot training, other specialized instruction also was offered at Pensacola. In 1939, a School of Naval Aviation Medicine opened and was housed in Building 625. The purpose of the new school was to familiarize Navy doctors with the medical problems associated with aviation and to conduct medical experiments on the effects of aviation technology on pilots. In 1940, a school opened to train mechanics in aviation equipment maintenance and repair.

As a result of expansion during the late 1930s, Pensacola Naval Air Station was equipped to respond to the demands of war mobilization with a fully developed training program and up-to-date facilities. During World War II, thousands of naval pilots and aviation mechanics were trained at Pensacola Naval Air Station. The Assembly and Repair Department (Building 631) employed thousands of civilian workers and over 2,000 naval personnel to overhaul aircraft. However, the impressive statistics on the training program and the accomplishments of its graduate naval pilots reflect the significance of the historic properties associated with the "Annapolis of the Air." This significance is summarized in the 1976 Pensacola Naval Air Station Historic District nomination as:

Within 9 days [of the Japanese attack on Pearl Harbor in 1941], Pensacola was able to adjust its training schedule to accommodate 2,300 students per month, an increase in numbers of trainees by 300 per cent...by mid-1943, the station had produced some 20,000

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 8 Page 3

Pensacola Naval Air Station Historic
District (Boundary Increase)
Escambia County, Florida

=====

pilots. By the end of the war, Pensacola-trained Navy and Marine fliers had sunk 63 German submarines and 161 Japanese warships and destroyed more than 15,000 Japanese aircraft. Pensacola pilots lost only 451 aircraft to Japanese fliers.

Conclusion

In summary, the buildings of the "Annapolis of the Air" are nationally significant for their role in the primary naval aviation training program that prepared naval aviators for duty during World War II (Criteria A). The training complex, constructed between 1935 and 1945, illustrates conscious efforts on the part of the Navy to plan a training facility that incorporated a full complement of classroom buildings, barracks, officer housing, airfield, and support buildings. This training complex is a cohesive group of resources that integrate planning, architecture, and function into a distinguishable entity (Criteria C). This amendment to the Pensacola Naval Air Station Historic District amends the 1976 historic district boundaries to the buildings associated with the "Annapolis of the Air," an area that epitomizes the importance of the Navy's primary aviation training during the 1930s and is now over fifty years of age.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 1 Pensacola Naval Air Station Historic
District (Boundary Increase)
Escambia County, Florida

=====

Verbal Boundary Description

The amended boundary starts at the point on the south side of Radford Boulevard where the present boundary of the Pensacola Naval Air Station Historic District turns south and proceeds west along the south side of Radford Boulevard to the intersection of Asher Avenue. The boundary then turns north following the east side of Asher Avenue to the intersection of Moffett Avenue. The boundary line turns west on Moffett Avenue, following the south side of Moffett Avenue to the intersection of Hughes Court. The line proceeds south along Hughes Court, following the northern side until Hughes Court ends behind Q-31. The boundary continues along the curve of Hughes Court to a point opposite the west end of Q-31. The line proceeds north to the south side of Cabaniss Crescent. The boundary follows the south side of Cabaniss Crescent to the intersection of Cabaniss Crescent and Moffett Avenue and proceeds west along the north side of Moffett Avenue to the intersection of Hughes Court. The line then proceeds north and east following the south side of Hughes Court until Hughes Court intersects with Road Q. The boundary proceeds north along the east side of Road Q until Road Q turns east behind Building 600A. The line then follows a southeast diagonal line, to include Building 600, to intersect with Service Road behind Building Q-22. The boundary then proceeds north along the east side of Service Road to the intersection of Road Q and turns east along Road to the intersection of Billingsley Drive. The line extends south along the west side of Billingsley Drive to the intersection of Moffett Avenue and proceeds east along Moffett Avenue to Murray Road. The boundary extends south along the east side of Murray Road to a point opposite of a paved apron behind Building 630. The boundary then turns east and proceeds along the paved apron just north of Buildings 630, 607, 606, and 627 to a point past the northeastern end of Building 627. Proceeding south, the boundary extends to the northwest corner of Building 631, and turns east following the northern end of Building 631 to the water edge of Pensacola Bay. The boundary extends south, following the water edge to the southeast corner of Building 631, turns west, following the southern end of Building 631, crossing East Avenue to the original wall of the Navy Yard and the existing historic district boundary. The amended boundary follows the wall proceeding north along the west side of East Avenue, west along the south side of Saufley Street, south along the east side of West Street, west along the south side of North Street, and south along the wall to the intersection of Radford Boulevard. The boundary line proceeds west along the south side of Radford Boulevard to the point of origin.

Boundary Justification

The expanded boundaries encompass facilities constructed for the training complex now known as the "Annapolis of the Air." Facilities include barracks, classroom buildings, instruction buildings, officer housing, and the aviation training field and support facilities. The training facilities were constructed to train naval aviators who served with distinction during World War II.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Photos Page 1 Pensacola Naval Air Station Historic
District (Boundary Increase)
Escambia County, Florida

=====

The following information is the same for all photographs:

1. Pensacola Naval Air Station Historic District (Boundary Increase)
2. Escambia County, Florida
3. Katherine Grandine
5. R. Christopher Goodwin & Associates, Inc.
337 E. Third Street, Frederick, Maryland 21701

PHOTO #

- | | |
|---|---|
| 1 | 1. Building 623 |
| | 4. 2/1992 |
| | 6. View facing north |
| 2 | 1. Buildings 623, 602, 601 |
| | 4. 2/1992 |
| | 6. View facing southeast along Turner Road |
| 3 | 1. Building 626 |
| | 4. 12/1992 |
| | 6. View facing northeast |
| 4 | 1. Building 633 |
| | 4. 12/1992 |
| | 6. View facing west |
| 5 | 1. Building 634 |
| | 4. 12/1992 |
| | 6. View facing northeast |
| 6 | 1. Building 625 |
| | 4. 12/1992 |
| | 6. View facing southwest |
| 7 | 1. Building Q-21 |
| | 4. 12/1992 |
| | 6. View facing north |

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Photos Page 2 Pensacola Naval Air Station Historic
District (Boundary Increase)
Escambia County, Florida

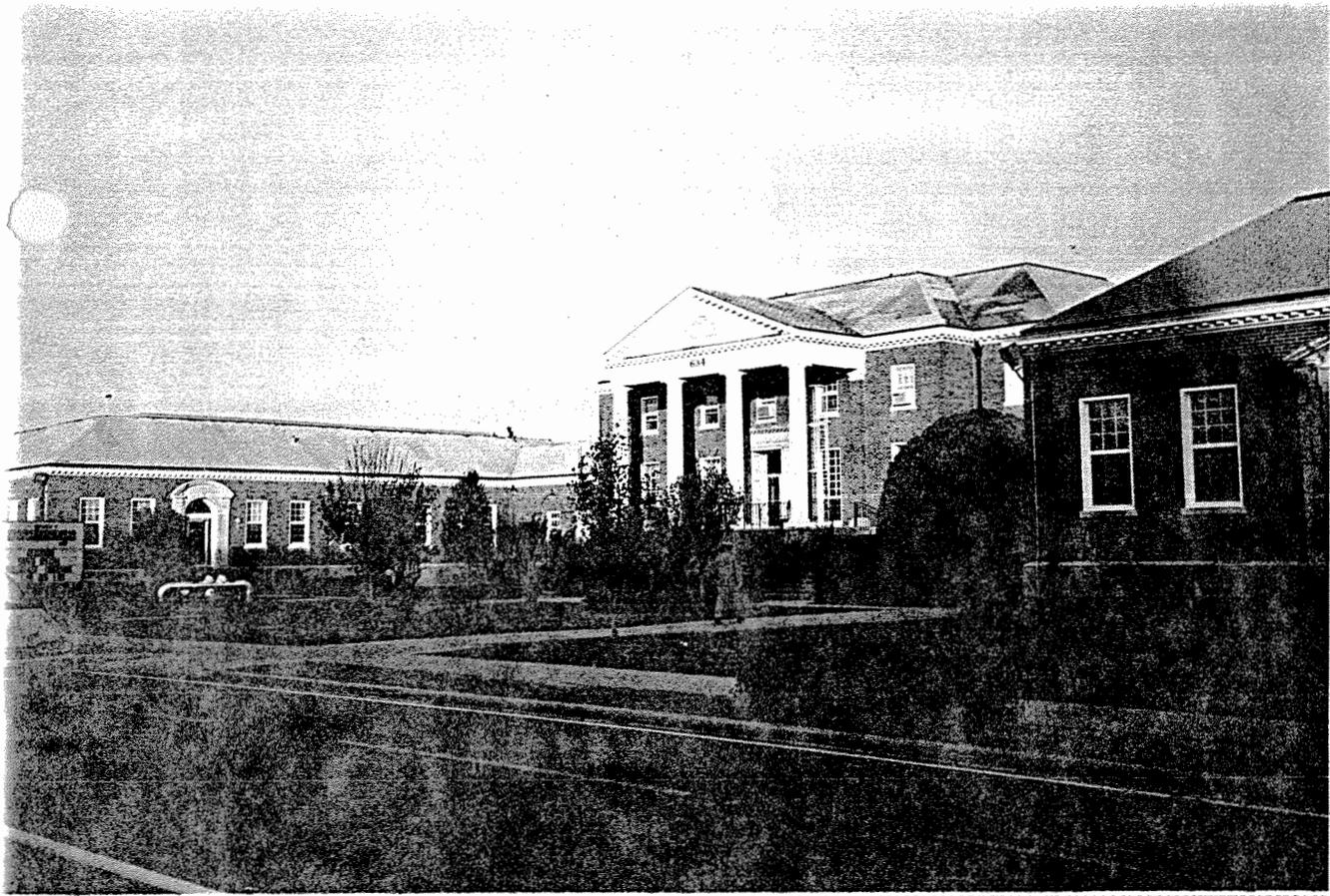
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PHOTO #

- | | |
|----|--------------------------|
| 8 | 1. Building Q-24 |
| | 4. 12/1992 |
| | 6. View facing northwest |
| 9 | 1. Building 600 |
| | 4. 2/1992 |
| | 6. View facing northwest |
| 10 | 1. Building 606 |
| | 4. 2/1992 |
| | 6. View facing southeast |







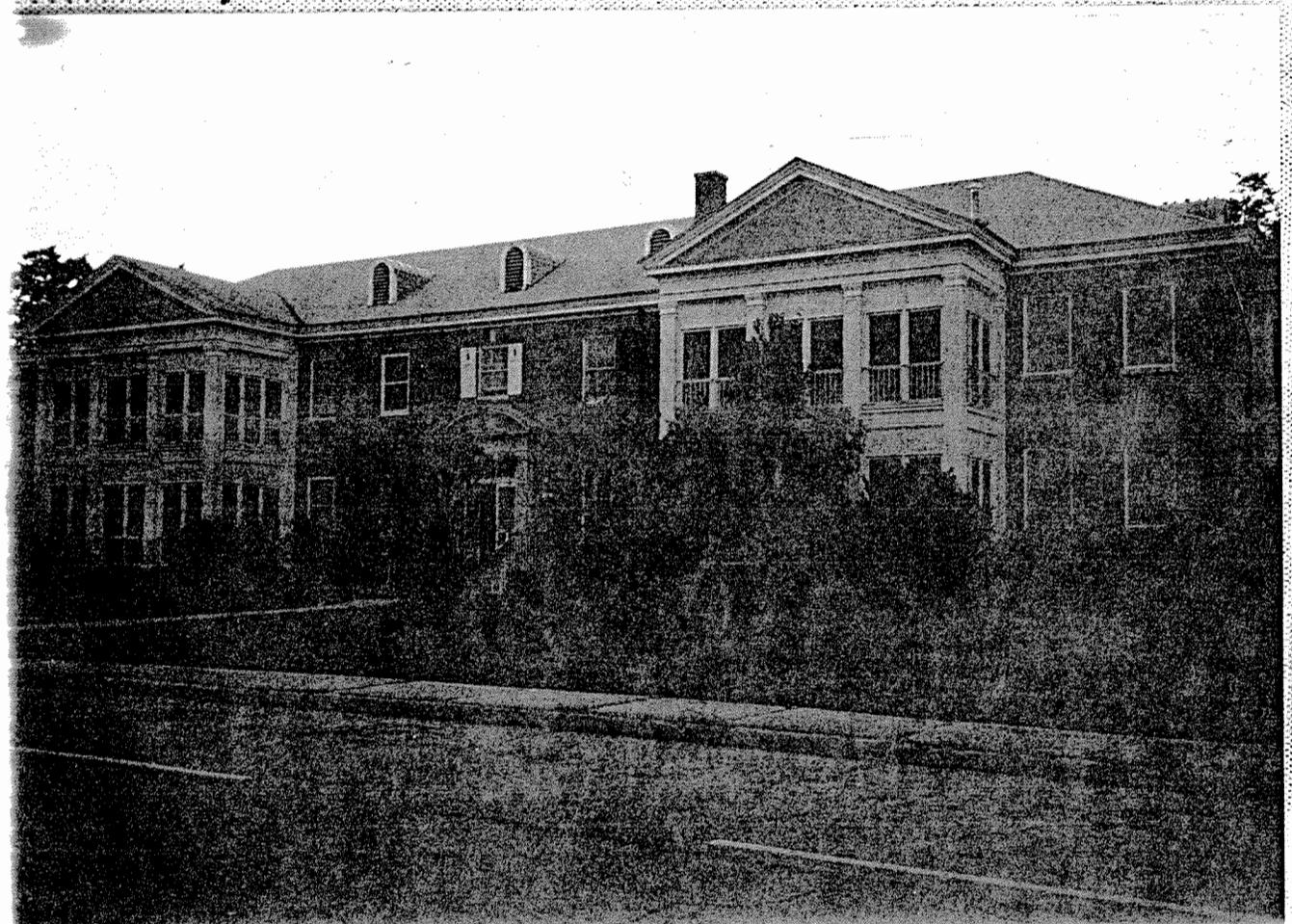
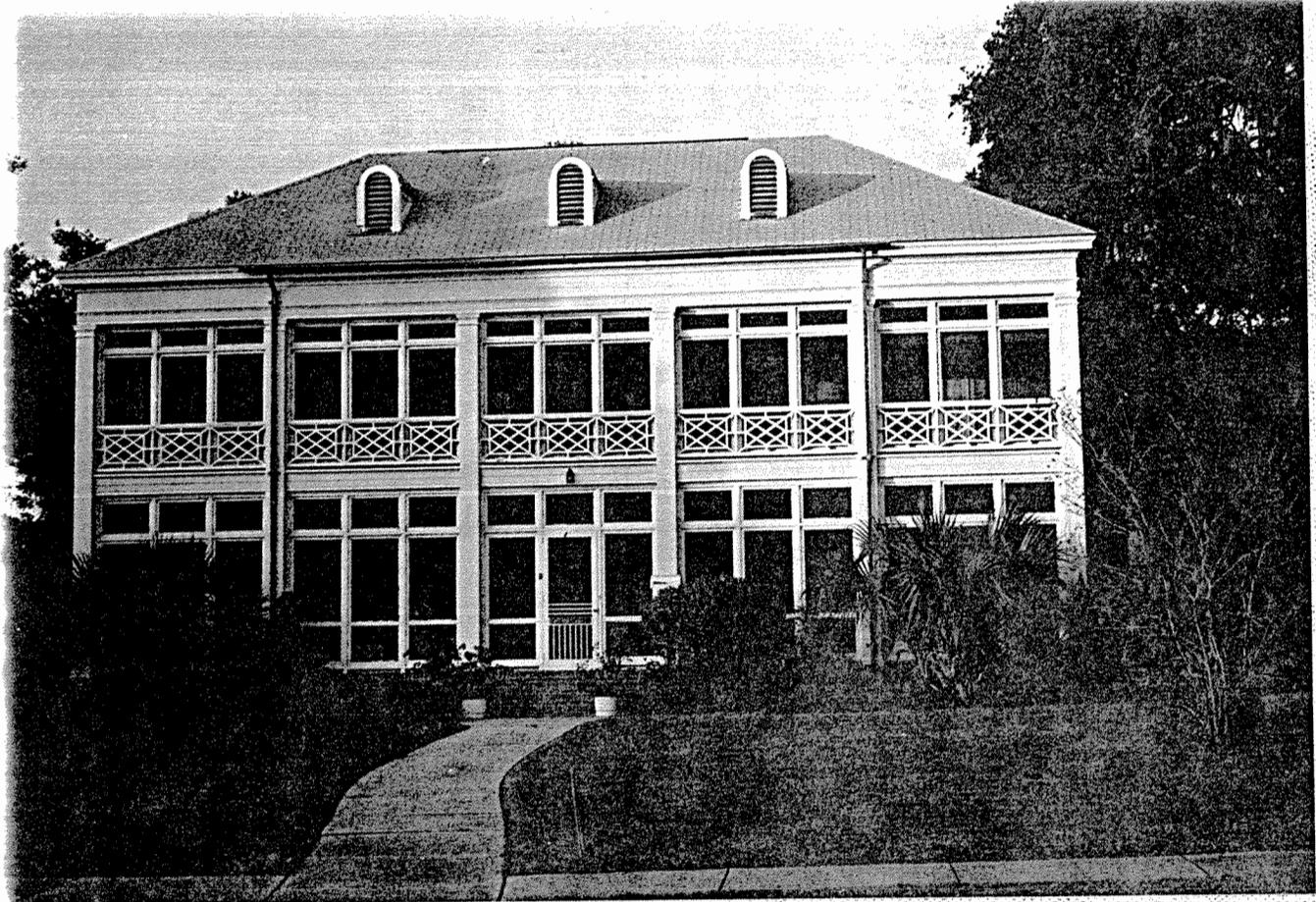
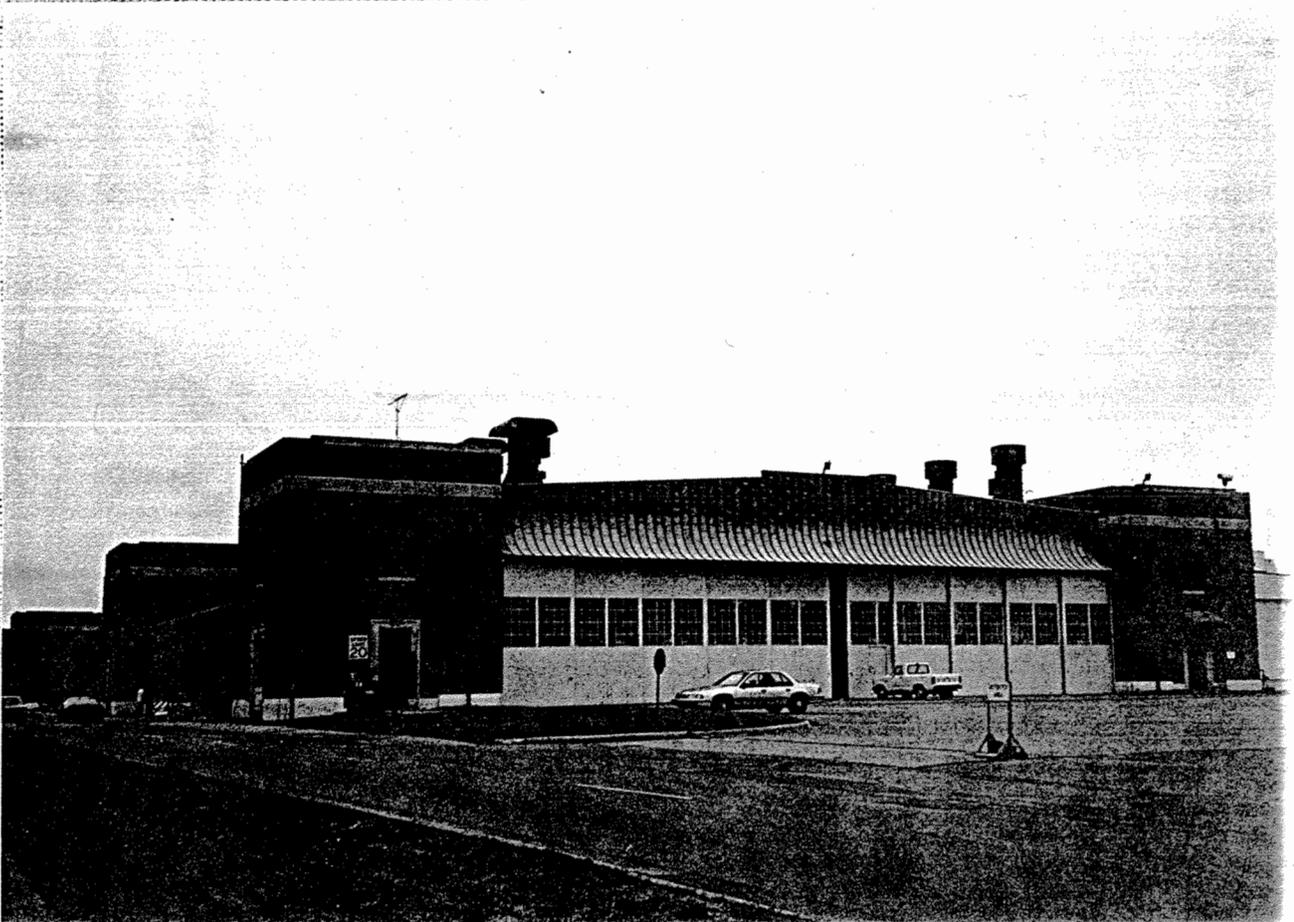




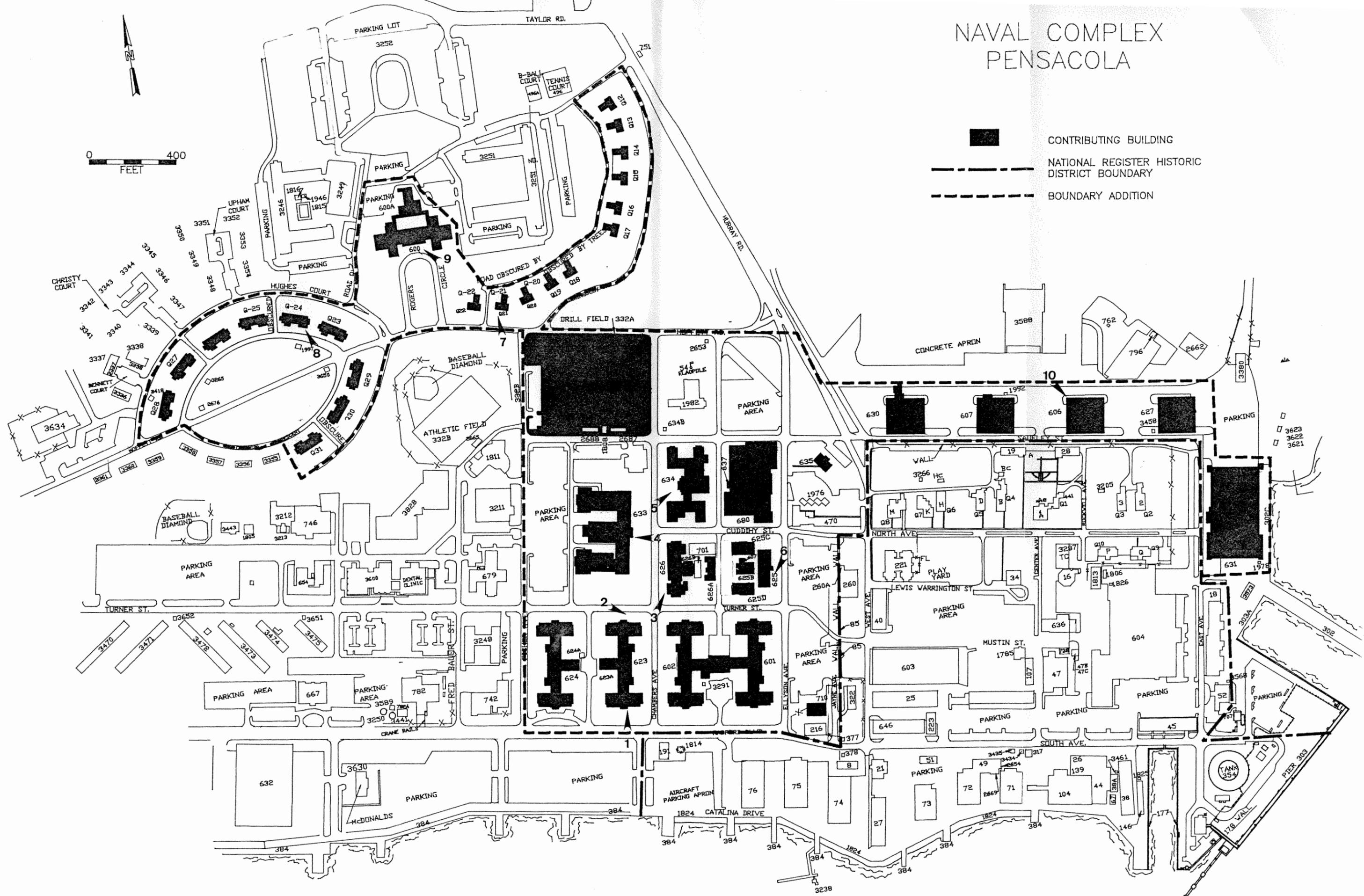
PHOTO ★ GUARD # 3224
LIGHT IMPRESSIONS®
Rochester, NY

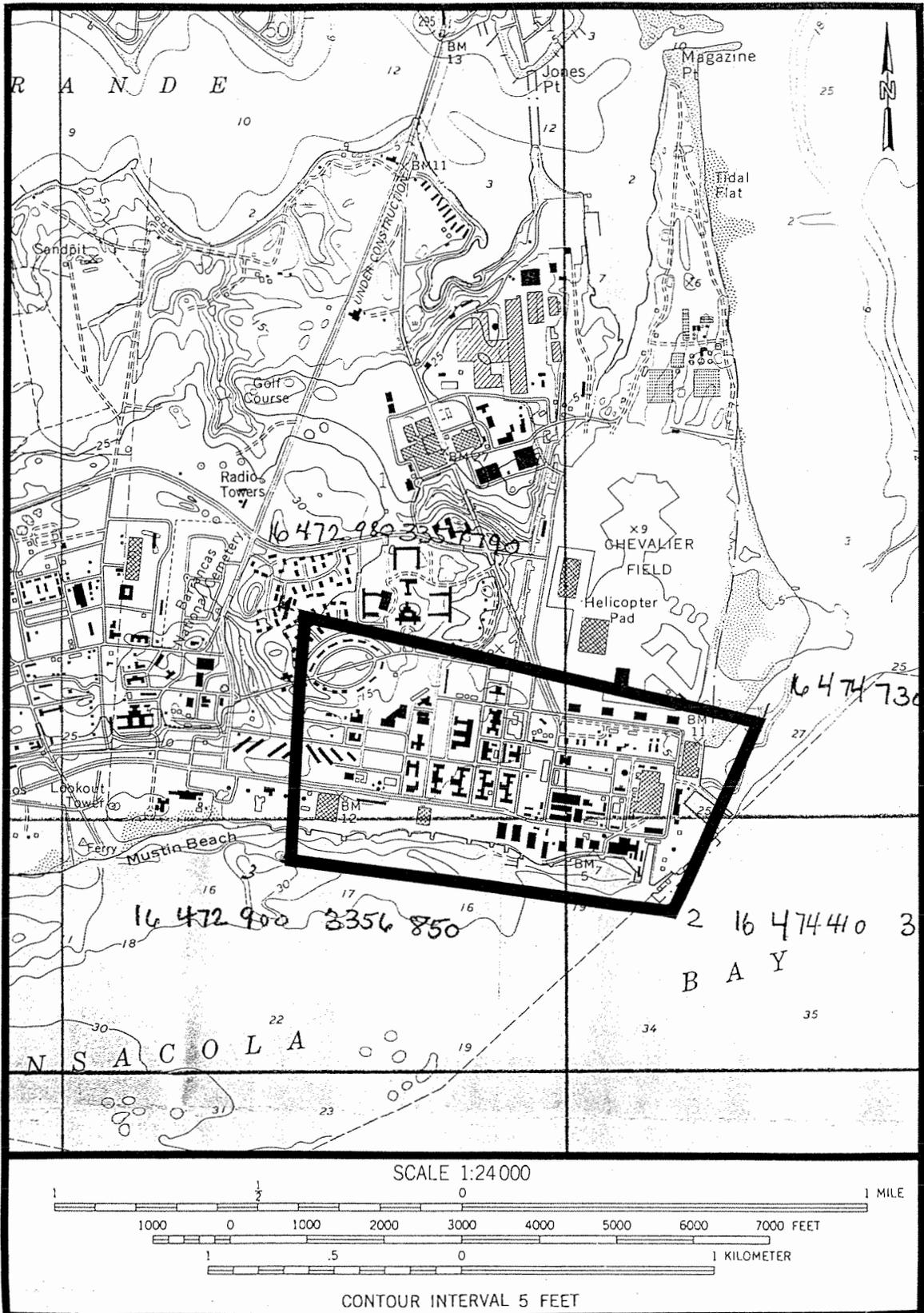


NAVAL COMPLEX PENSACOLA



-  CONTRIBUTING BUILDING
-  NATIONAL REGISTER HISTORIC DISTRICT BOUNDARY
-  BOUNDARY ADDITION





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

8Es103

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMNHL
FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1** NAME

HISTORIC

Pensacola Naval Air Station Historic District

AND/OR COMMON

Pensacola Naval Air Station (Pensacola Navy Yard)

2 LOCATION

STREET & NUMBER

Pensacola Naval Air Station

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Pensacola

VICINITY OF
CODESTATE
Florida

12

COUNTY

Escambia

1
CODE

033

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME U.S. Navy, Department of Defense

STREET & NUMBER The Pentagon

CITY, TOWN Washington

VICINITY OF

STATE

D.C.

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC. Escambia County Courthouse

STREET & NUMBER South Palafox Street

CITY, TOWN Pensacola

STATE

Florida

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historic American Buildings Survey

DATE 1972

 FEDERAL STATE COUNTY LOCALDEPOSITORY FOR
SURVEY RECORDS Library of Congress

CITY, TOWN Washington

STATE

D.C.

7 DESCRIPTION

| CONDITION | | CHECK ONE | CHECK ONE |
|--|---------------------------------------|---|---|
| <input type="checkbox"/> EXCELLENT | <input 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 checked="" type="checkbox"/> FAIR | <input type="checkbox"/> UNEXPOSED | | |

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Pensacola Naval Air Station Historic District includes 55 designated historic structures and approximately 82 acres. Because the air station took over the abandoned Pensacola Navy Yard in 1914, the district boundaries conform closely to the original walled portion of the yard. With only a few exceptions, district structures reflect three distinct periods of construction: (1) 1865 to 1899, when the yard was rebuilt after its destruction by Confederate-set fires during the Civil War; (2) 1906 to 1908, when, following a devastating hurricane in 1906, the Navy again partially rebuilt the yard; and (3) 1916 to 1919, when the first air station structures, including hangars, were erected. The naval air station is responsible for all designated structures except eight (numbers 26, 38, 44, 71, 72, 104, 107, and 121). These are maintained by the Naval Air Rework Facility (NARF). Two of these, structures 71 and 72, are scheduled for reassignment to the station command in the near future. Most of the designated structures are in at least fair condition, but like most older buildings on any military reservation, they have undergone some degree of alteration over the years. Some have experienced extensive interior changes; all have received modern heating and lighting.

Clearly the most significant buildings from the standpoint of aviation history are the metal seaplane hangars erected between 1916 and 1918. Six of these are extant (numbers 71, 72, 73, 74, 75, and 76), but all are threatened by long-range Navy plans to create a green belt along the southern waterfront. In addition, at least three of the hangars have suffered a significant degree of chemical erosion, largely as a result of long exposure to compounds used within them by NARF. Because the six structures are extremely important in the history of naval aviation and because as a group they and their corresponding amphibious aircraft launching ramps preserve much of the early 20th-century flavor of the station, all six hangars are included in the district as designated historic structures. However, because the degree of chemically caused deterioration is considerable and because saving all six hangars may not prove economically feasible, it is suggested that if possible the Park Service have a professional engineer study them and make appropriate recommendations. Other metal waterfront buildings might be structurally evaluated at the same time.

Brief descriptions of the designated structures follow. The quarters front onto North Avenue at the north end of the district; the hangars and ramps are to the south along the waterfront; and most other buildings stand near the district center. Original names are given when known.

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A. Structures Erected Prior to 1900

Commanding Officer's Quarters (building #Q-1). Erected in 1874 in the Italianate mode, this is a symmetrical, three-story, tan brick edifice with a hipped roof that rises to a belvedere. The white-trimmed main block measures about 40 feet by 45 feet and is encircled by a two-tiered, screened veranda. There are several rear additions. The interior features a central hall plan.

Officer's Quarters (buildings #Q-2, Q-3, Q-4, Q-5, and Q-6). These nearly identical two-story, rectangular-shaped, white-painted, frame dwellings were built between 1874 and 1876. They exhibit various rear or side additions, but with their two-story, screened porches, they still represent, according to HABS, a fine example of regionally adapted architecture.

Armory and Chapel (building #16). Constructed in 1854, this octagonal, two-story, salmon-colored brick building served originally as the Navy yard's armory and chapel, and it was one of the few yard structures that survived the Civil War. It measures 48 feet in diameter and 20 feet along each facade. A double-tiered, white-painted enclosed porch now encircles the edifice.

Bachelor Officers' Quarters (building #34). Surrounded by a two-tiered veranda supported by iron columns, this white-trimmed, two-story, tan brick quarters was erected in 1873. According to HABS it is identical to the former Marine Hospital in Galena, Ill. Ammi B. Young designed that structure.

Stables (buildings #19 and 28). Built in 1874, these two rectangular-shaped, parapet-gable-roofed, one-story, tan brick structures stand rear of the commanding officer's quarters.

Ship Carpenters' Workshop (building #1). Although it has undergone extensive interior alteration, this long, rectangular, two-story, white-painted, brick edifice, which was completed in 1868, remains a fine example of Greek Revival design in a military-industrial structure. Its lengthy facades feature rhythmically spaced Doric pilasters, masonry openings, and recessed panels.

Storehouse (building #25). Erected in 1848, destroyed in 1862, and rebuilt in 1868, this two-story, brick edifice is cream-painted and hip-roofed. It was converted to a seaman's barracks in 1907, to a Marine barracks in 1921, and finally to office and storage space in 1957.

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Plant Maintenance Shops (buildings #18 and 38). These virtually identical rectangular, two-story, hip-roofed, brick industrial buildings were erected in 1881-82. Each is more than 200 feet long and has received additions. Segmentally arched window openings are set in pairs on both stories. Building 38 sits on the site of a 1829 blacksmith shop and is threatened with demolition in the planned waterfront redevelopment.

Ordnance Workshop/General Warehouse (building #40). Believed to be a modification of a Thomas A. Walter design, this rectangular, 2 1/2-story, tan brick edifice was built in 1875. It features segmentally arched window openings and pedimented gable ends highlighted by palladian windows. Much original detailing remains, including joinery and interior cast-iron columns.

Foundry (building #26). Although flanked by adjoining structures, this 2 1/2-story-high, tan brick building remains, even with bricked-in windows, an important part of the waterfront's industrial character. Erected in 1882, it has a slate-covered, gable roof.

Waterfront Service Building (building #27). Completed in 1872, this long, rectangular, 1 1/2-story, white-painted, brick edifice with north-south gable roof stands on the waterfront and visually separates the 1916 hangars from their 1918 counterparts.

Brick Boundary Wall and Gatehouses (structures #85, 377, and 378). These are the remaining portions of the approximately 10-foot-high brick wall erected around the Navy yard in 1837. Wall sections extend north-south along Jaynes Avenue and east-west along Saufley Street. The brick gatehouses stand at the Navy yard's former main entrance on South Avenue at the west end of the district.

Bulkhead and Wet Basin (structures #178 and 177). Completed in 1852-53, these granite-block structures originally formed part of the yard's ship construction and repair facility, and the bulkhead forms a permanent wharf, at which the carrier Lexington docks when not conducting training exercises at sea. James Herron designed the basin; the firm of John S. Gilbert and Zeno Secor designed the bulkhead.

B. Structures Erected Between 1900 and 1911

Officers' Quarters (buildings #Q-7 and Q-8). The air station building log lists these as 1875 structures, but HABS suggests that quarters 8 is a 1905 building erected on the site of a quarters destroyed in 1862.

6

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The latter presumably is correct, and therefore similar (except for rear additions) quarters 7 may be a 1905 structure also. Both have rectangular, one-story, white-painted, frame main blocks.

Brig (building #8). This structure, completed in 1908, is scheduled for removal. Roughly 92 feet by 32 feet, the one-story, hip-roofed, cream-painted, brick building has a corbeled cornice around high cell windows.

Industrial Buildings (buildings #44 and 46). According to the air station building log, rectangular, 1 1/2-story, gable-roofed, corrugated metal structure 44 was erected in 1906. More than 200 feet long, it extends from South Avenue toward the waterfront. Similarly constructed building #46 rests east-west along the north side of South Avenue.

Headquarters (building #45). Erected in 1907, this 15- by 3-bay, 3-story, red brick edifice houses Pensacola Naval Air Station headquarters. According to station engineers it was converted from industrial use. Among its many striking features are an exposed granite-block foundation; massive stone belt course between first- and second-floor levels; large, triple, first-story windows set under semicircular fanlights and molded brick arches with stone keystones and brackets; and paired rectangular window openings under flat arches on the top two stories. The building has a truncated hip roof and is situated near the waterfront across South Avenue from the wet basin.

Power Plant (building #47A). This massive, almost square, two-story-high, flat-roofed, red brick structure was erected in 1907 as a power plant. Now serving as a repair shop, it is on the station's list of expendable buildings. Beautifully ornamented, it measures five bays by seven, has pilastered and arcaded sides, and displays in each bay a triple, twelve-over-twelve sash under a semicircular fanlight and stone-decorated, molded-brick arch. Patterned stone or plaster medallions and two highly ornate cornices decorate the upper walls.

Industrial Buildings (buildings #49 and 51). Constructed in 1907-8, these contrasting structures are situated near each other on the south side of South Avenue. Building 49 is a one-story, gable-roofed, metal-sheathed, shop and warehouse; number 51 is a rectangular, parapet-shed-roofed, cream-painted, brick shop.

Administrative Building (building #52). This rectangular, two-story, gray-stucco-covered, brick office structure was completed in 1907. It is situated just north of the permanent wharf.

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C. Structures Erected Between 1916 and 1919

Seaplane Hangars (buildings #71, 72, 73, 74, 75, and 76). The most historically significant extant structures at the air station, these surviving metal hangars were among the first erected here, and they form a **waterfront** row that once included at least 10 such edifices. Numbers 71, 72, and 73 were erected in 1916 and doubled in size in 1917. The other three were built in 1918 and are approximately one-third larger than the earlier ones. All the hangars are similar in design with the most obvious differences appearing in the roofs. Each 1916 hangar has two low-gable-roofed sections; hangars 75 and 76 have three; and hangar 74 has only one. Each hangar is steel framed, metal clad, and cream-painted. All have undergone some alteration, but their basic exterior and interior structure is little changed except for the chemically produced deterioration described **above**.

Amphibious Aircraft Launch Ramps (structures #167, 168, 169, and 170). Built in 1917-18, these concrete ramps complemented the metal hangars in the Navy's early seaplane operations.

Small Craft Berthing and Repair Facility (building #295). This metal shed, which constitutes the first known addition to the wet basin, was constructed in 1919 at the height of the station's seaplane activity. Measuring about 214 feet long, 54 feet wide, and 50 feet high, it holds a 20-ton movable Chesapeake crane. Siding and structural steel were replaced in 1965.

Band Building (building #191). Currently used as a music facility, this small, rectangular, two-story, white-painted, brick structure stands at the far west end of the district. Erected in 1918, the building has a gabled roof, which is parapeted on the south end and stepped on the north. A hip-roofed veranda extends along the lower west facade, and a two-tiered, shed-roofed veranda crosses the front of the south facade. Window and door openings are segmentally arched.

Waterfront Industrial Buildings (buildings #104 and 144). These structures are a study in contrast, but both form an important part of the waterfront vista. Standing near hangar 71, building 104 is a three-story-high, metal-and-glass, steel-framed shop erected in 1918. It complements the hangars but like them appears to have suffered significant deterioration. Building 144 is a rectangular, one-story, gable-roofed, gray-painted, metal, **boat** shop with irregular fenestration and two small, **shed-roofed additions**.

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Other Industrial and Support Buildings (buildings #105, 107, 121, 230, and 238). These edifices were erected between South and North Avenues in 1917-18. Number 105 is a low-hip-roofed, frame shop covered with yellow asbestos siding; number 107 is a small, gable-roofed, red brick shop; number 121 is a similar two-story shop; number 230, the current safety office, is a small, one-story, gable-roofed, frame structure; and number 238 is a cross-shaped, one-story, administrative and storage facility covered with white asbestos siding.

Post Office (building #223). Part of the South Avenue street scape, this small, rectangular, brick structure is nine bays long, three bays wide, and covered with yellow stucco. It was built in 1918.

Officers' Quadruplex (buildings #Q-9 and Q-10). These two-story, gable-roofed quarters were constructed in 1918. Rather plain in design, they are sheathed in white asbestos siding.

Guesthouse (building #221). Completed in 1918, this 16-unit, 2-story quarters consists of two rectangular, hipped-gable-roofed, frame wings connected by a cross-gabled breezeway. Exterior walls display white asbestos siding.

Boundary Justification. Included within the historic district are 55 designated historic structures and approximately 82 acres. The boundary follows relatively closely the southern and eastern shore boundaries to which the installation has conformed since its inception. On the north and part of the west sides, the boundary follows closely the original Navy yard wall. Thus the district includes both the extant Navy yard structures and the extant pre-1920 air station edifices.

Boundary Description. As indicated in red on the accompanying maps [(1) U.S.G.S., 7.5' Series, Florida, Fort Barrancas Quad., (2) Master Shore Station Development Map, Part II, Section 2, Naval Air Station, Pensacola, Fla.], a line beginning at the southeast corner of the intersection of West Avenue and Saufley Street and running eastward approximately 780 feet along an east-west plane one foot north of the old post wall to the west curb of East Avenue; thence, southward about 340 feet along the west curb of East Avenue to the south curb of the entrance to Pier 302; thence, east about 75 feet along the south curb of the Pier 302 entrance to an unmarked point; thence, south about 400 feet along a north-south plane 75 feet east of the east curb of East Avenue to an unmarked point about 20 feet east of the southeast corner of the main block of building 52; thence, southwestward about 100 feet along a diagonal line to the east curb of East Avenue; thence, southward about

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45 feet along the east curb of East Avenue to the north curb of South Avenue; thence, east about 280 feet along the plane of the north curb of South Avenue to the edge of bulkhead 178; thence, southwestward about 440 feet along the southeastern edge of bulkhead 178 to its terminus; thence west about 80 feet across the entrance to the wet basin (bulkhead 177); thence westward about 1,040 feet along the shoreline, including the masonry and concrete seaplane ramps, to a point approximately 600 feet west of ramp 170; thence, northward about 210 feet to the south curb of Dallas Street; thence, east along the south curb of Dallas to a point 1 foot west of the south gate of the old post wall (near the east curb of Jaynes Avenue); thence, north approximately 480 feet along a north-south plane about 1 foot west of the remaining portion of the old post wall to the south curb of North Avenue; thence east about 70 feet along the south curb of North to the east curb of West Avenue; thence north about 230 feet along the east curb of West to the point of beginning.

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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 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 type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION | <input checked="" type="checkbox"/> MILITARY | <input type="checkbox"/> SOCIAL/HUMANITARIAN |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> ART | <input 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 type="checkbox"/> TRANSPORTATION |
| <input checked="" type="checkbox"/> 1900- | <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> POLITICS/GOVERNMENT | <input type="checkbox"/> OTHER (SPECIFY) |
| | | <input type="checkbox"/> INVENTION | | |

SPECIFIC DATES Navy Yard 1825-1911 BUILDER/ARCHITECT Navy Department
Air Station 1914-present

STATEMENT OF SIGNIFICANCE

Pensacola Naval Air Station enjoys the distinction of being the United States' first permanent naval air station, first Navy pilot training center, and first naval installation to send pilots into combat. During the station's initial 3 years, it provided a setting for the achievement of several American altitude records and for the first successful catapult launching of an aircraft from a ship. Pioneer aviators who flew here during this period included Godfrey deC. Chevalier, Kenneth Whiting, Theodore G. Ellyson, John H. Towers, Henry C. Mustin, and R.C. Saufley.

Although the Army supported experiments with heavier-than-air craft as early as 1898, the Navy remained skeptical about airplanes as a potential military weapon until 1910. Proof that planes could take off from the deck of a ship eroded this skepticism, and in 1911 the Navy secured an appropriation from Congress for a naval air service. After 2 years of experimentation and aircraft development, Secretary of the Navy Josephus Daniels ordered creation of a permanent naval air station at Pensacola, where the climate favored year-round flying. Established as Pensacola Naval Aeronautic Station in January 1914, the installation began modestly on the site of abandoned Pensacola Navy Yard. When all men and machines arrived, the entire command numbered 6 qualified pilots, 23 enlisted men, 7 seaplanes, some spare parts, and a few canvas hangars.

With the onset of World War I, naval aviation expanded rapidly. The Navy established additional training bases, but Pensacola, now designated Pensacola Naval Air Station, remained a major flight center. The Navy's first aerographical officer reported for duty here, the Navy's first aircraft carrier conducted experiments here designed to help determine the service's policy on carriers, and the Navy's aerial photography school (now one of the world's largest) relocated here--all before 1926.

Naval aviation slumped in the early 1930's, but Pensacola Naval Air Station underwent a huge building program between 1935 and 1939 and expanded its training facilities to include aviation mechanics and aviation medicine. During World War II, the station turned out thousands of new Navy and Marine pilots, who together destroyed more than

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15,000 **Japanese** aircraft while losing only 451 of their own. Continuing its training mission, Pensacola Naval Air Station is today headquarters for the Chief of Naval Education and Training, a command created in 1971 to oversee all such Navy programs.

The station's historic district includes approximately 82 acres and some 55 designated historic structures. Among these are the commander's and other quarters from the 1870's, several metal hangars and concrete ramps from 1916-18, and support buildings from both the late 19th and the early 20th centuries. Most of these structures are in fair or good condition and still in use, although some hangars have suffered corrosive damage from chemicals used within them by the Naval Air Rework Facility.

History

The history of Pensacola Naval Air Station is in part the history of Pensacola Navy Yard. Andrew Jackson, first Governor of Florida after its transfer from Spain to the United States in 1821, is credited with initiating events that led to construction of the shipbuilding facility. His official reports from Pensacola emphasized its strategic location on the Gulf of Mexico. The Nation had hundreds of miles of new coastline to protect; British and French agents remained in the Caribbean casting covetous **eyes toward the American South**; and Florida stood virtually isolated from the rest of the United States due to poor, almost nonexistent roads. Therefore in March 1824 Congress approved the establishment of a naval base at Pensacola, and the following year Secretary of the Navy Samuel Southard appointed an examination board to select a specific site for the installation. They chose a spot south of and near the mouth of Pensacola Bay.

Over the next 17 years Congress appropriated more than \$1/2 million for construction and operation of the yard, but because the Navy had no master plan for the facility, work proceeded slowly. As late as 1842, the yard still lacked the capability for shipbuilding, and even major ship repair proved difficult. Conditions changed little until the Mexican War, when the Navy successfully upgraded the yard so that it could supply and repair ships of the U.S. invasion fleet. Meanwhile, between 1829 and 1844 the U.S. Department of Engineers labored to provide land and sea defenses for Pensacola. In a span of 15 years they erected Fort Pickens on Santa Rosa Island, Fort McRee on Perdido Key, and Fort Redoubt west of the yard. An old Spanish installation, Fort San Carlos de Barrancas, also west of the yard, was strengthened with the addition of a U-shaped brick and earthwork.

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At the close of the Mexican War, the Government withdrew its troops from Forts Pickens and McRee, leaving them unoccupied. The Navy Yard, on the other hand, enjoyed a decade of growth. Between 1855 and 1859, yard artisans fabricated two frigates, the Seminole and the Pensacola, and by the latter year more than 60 structures dotted yard work and living areas.

The Civil War interrupted this progress. Soon after Florida seceded from the Union early in 1861, Confederate troops from that State and Alabama assembled at the Navy yard and persuaded its commander to surrender it. The southerners occupied Forts Barrancas and McRee too, but Union forces retained Fort Pickens. The following September they used it as a base from which to launch a surprise night attack on the rebel-held Navy yard. For the next few months Union and Confederate artillery exchanged fire across Pensacola Bay; and then, in February 1862 the southerners began removing all useful machinery from the yard. On May 9 they withdrew from the facility and burned it.

Federal forces reoccupied the yard almost immediately and began to clear away the rubble and erect new structures. After the war Congress, in 1867, appropriated considerable money to complete the task, and during that year and the next, houses, shops, and dock basin gates were rebuilt. Little else was accomplished until the Spanish-American War, though, for congressional appropriations dwindled during peacetime.

As before, war sparked a revival of activity at the Navy Yard, and subsequent construction of the Panama Canal kept interest in the historic facility high. The Navy bought a 10,000-ton floating dry dock in Havana and towed it to Pensacola, and workmen built a new wharf, a modern power plant, and several wireless stations. Then in 1906 the worst hurricane in memory lashed the area and destroyed or damaged nearly every major yard structure. For some 4 years afterward, naval officials in Washington debated the future of the battered installation. By 1910 shipyards in Baltimore, Boston, Brooklyn, Norfolk, and Philadelphia were fulfilling the Navy's needs, and so in 1911 the Government closed Pensacola Navy Yard.

By coincidence, in that same year Congress appropriated the initial funds for a naval air service. The Navy Department had shown interest in heavier-than-air craft as early as 1898, when Assistant Secretary of the Navy Theodore Roosevelt recommended that the Navy and Army cooperate in investigating Samuel P. Langley's experiments with models. Afterward, however, the Army provided money for the continuation of these tests, while the Navy decided not to participate in them. Despite

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the protests of numerous officers, the Navy reacted in much the same way after the Wright brothers' trial flights for the military at Fort Myer, Va., in 1908. The War Department bought its first planes the following year, but the Navy Department remained skeptical about the potential use of aircraft as weapons and refused to follow the Army's lead once again. Then in 1910 Capt. Washington I. Chambers, assistant to the Secretary of the Navy's Aid for Material, engineered a successful ship-to-shore flight by a private plane from aboard the U.S.S. Birmingham. After other experiments--many of which were conducted at pioneer aviator Glenn Curtiss' new flying school in San Diego--showed that carrier landings, flights of several hours' duration, aerial photography, and wireless communication were possible, Secretary of the Navy George von L. Meyer asked Congress for \$25,000 for the service's first planes. Upon obtaining that sum, the Navy had three aircraft constructed, and then engaged in 2 years of rather intense testing and experimentation.

By the summer of 1913, the Navy had eight planes, about a dozen licensed pilots, and a multitude of conflicting opinions about proper aviation policy. At this juncture, new Secretary of the Navy Josephus Daniels appointed a special board to consider all views and "prepare a comprehensive plan for the organization of a Naval Aeronautic Service."¹ Headed by Chambers, the board deliberated 12 days then recommended 50 aircraft and as many spares for the Navy's fleet, 6 planes for an advanced base ashore, ongoing aviation research at the Washington Navy Yard's model basin, and establishment of a flying school, repair shops, and general training program at Pensacola, where the climate favored year-round flying. The Department adopted most of the board's recommendations, and Capt. Mark L. Bristol became the first head of naval aeronautics.

In December 1913 Daniels ordered all the Navy's aviation personnel and equipment to Pensacola, where they were to establish the Navy's first permanent air station at the Navy yard. When all assigned men and machines arrived at the abandoned installation in January 1914, their entire command numbered only 6 qualified pilots, 23 enlisted men, 7 seaplanes, some spare parts, and a few canvas hangars.² Many fine quarters and sturdy industrial buildings remained at the yard, but the

¹

Quoted in Archibald D. Turnbull and Clifford L. Lord, History of United States Naval Aviation (New Haven, 1949), 33.

²

Sources differ on the number of planes. Numbers given range from 7 to 11.

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INVENTORY -- NOMINATION FORM

Pensacola Naval

CONTINUATION SHEET Air Station ITEM NUMBER 8 PAGE four

beach, which would be the center of flight operations, lay cluttered with scrapped cement blocks and decaying docks. Nevertheless, by early February, the command had cleared the beaches, put up their tent hangars, unloaded their Curtiss flying boats and Wright hydroplanes, and officially opened the Pensacola Aeronautic Station.

For the next few years, while Navy officials in Washington labored for larger congressional appropriations and more planes, the men at Pensacola trained hard and achieved a number of naval "firsts." Unhappily one of these was a disaster rather than an accomplishment; only 2 weeks after the station opened, one of the pilots died in the Navy's first fatal crash. Scarcely 8 weeks later Pensacola became the first American military installation to send pilots and planes into combat. During the Tampico crisis in April 1914, Lt. John H. Towers, 3 other pilots, and 12 enlisted men, took 3 aircraft aboard the U.S.S. Mississippi and accompanied U.S. troops to Vera Cruz. There Lt. Pat Bellinger made, according to Navy historian Harold Blaine Miller, "long and extensive scouting flights over the enemy lines and the information he obtained proved of great assistance in the campaign."³ His plane was also the first to be hit by enemy fire.

Although not as glamorous, perhaps, as Bellinger's exploits in Mexico, the "firsts" achieved at the air station itself proved more significant. For example, on April 23, 1914, Bellinger set an American seaplane altitude record by ascending to 10,000 feet over Pensacola. In July 1915 the station began training exercises in antisubmarine patrol and bombing, and these demonstrated among other things the need for greater fuel capacity and better bomb sights. That same year, in November, Cmdr. Henry C. Mustin made the first successful catapult launching from a ship, flying off the stern of the U.S.S. North Carolina in Pensacola Bay; and, in March the following year, Lt. R.C. Saufley set a new American altitude record of 16,000 feet. In part because of these accomplishments and in part because of the need to improve the overall administration of naval aviation, the Navy Department, in mid-1916, reorganized the Naval Aeronautic Station, giving it official manufacturing and experimental departments. The station's responsibilities now included: (1) training personnel, both commissioned and enlisted, (2) maintaining and repairing school aircraft, (3) testing new planes, instruments, guns, bombs, and other devices, (4) experimenting with new aircraft body, engine, and instrument design, (5) constructing new kinds of aircraft, and (6) collecting performance data, apparently for both experimental and training flights.

3

Harold Blaine Miller, Navy Wings (New York, 1942).

UNITED STATES DEPARTMENT OF THE INTERIOR
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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

Pensacola Naval

CONTINUATION SHEET Air Station ITEM NUMBER 8 PAGE five

When the United States entered World War I, Pensacola was the only training station in operation. Since it could accommodate only 64 student pilots at any one time, the Navy Department established several other training facilities. Pensacola remained preeminent, however. By 1918 it had gained a new name--Pensacola Naval Air Station--and erected 10 new, metal hangars along its waterfront. After the war naval aviation on the whole declined, but at Pensacola training and testing proceeded apace. In 1923-24 the Navy's first aircraft carrier, the U.S.S. Langley, came here twice to conduct experiments to help determine the proper Navy policy for such vessels, and about this same time the Navy moved its school of aerial photography here. It is now one of the world's largest.

Naval aviation slumped during the early 1930's, but between 1935 and 1939, Pensacola Naval Air Station underwent a tremendous building program and expanded its training program to include aviation mechanics and aviation medicine. These changes proved invaluable after the Japanese attacked Pearl Harbor on December 7, 1941. Within 9 days Pensacola was able to adjust its training schedule to accommodate 2,300 students per month, an increase of nearly 300 percent. Additional growth and construction followed, and by mid-1943 the station had produced some 20,000 pilots. By the end of the war, Pensacola-trained Navy and Marine fliers had sunk 63 German submarines and 161 Japanese warships and destroyed more than 15,000 Japanese aircraft. Pensacola pilots lost only 451 aircraft to Japanese fliers. The station contributed similarly to the U.S. military effort in Korea, and the installation today continues its tradition of leadership. In 1971 the Navy, for the first time, combined all its training and educational programs--except health care services--under a single command. It is headed by the Chief of Naval Education and Training and headquartered at Pensacola Naval Air Station.

MAJOR BIBLIOGRAPHICAL REFERENCES

Carrison, Daniel J., The United States Navy (New York: Frederick A. Praeger, Publishers, 1968).

Collier, Basil, A History of Air Power (New York: the Macmillan Publishing Company, Inc., 1974).

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY circa 82 acres

UTM REFERENCES

| | | | |
|---|----|--------|---------|
| E | 16 | 473580 | 3356890 |
| F | 16 | 473620 | 3357020 |
| G | 16 | 473840 | 3356995 |
| A | 16 | 473925 | 3357390 |
| B | 16 | 474445 | 3357320 |
| C | 16 | 474560 | 3356890 |
| D | 16 | 474320 | 3356680 |

VERBAL BOUNDARY DESCRIPTION

(See last page of description.)

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

George R. Adams, Managing Editor

ORGANIZATION

American Association for State and Local History

DATE

April 1976

STREET & NUMBER

1400 Eighth Avenue South

TELEPHONE

615-242-5583

CITY OR TOWN

Nashville

STATE

Tennessee

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.

FEDERAL REPRESENTATIVE 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
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

=====

1. Name of Property

=====

historic name: Fort Barrancas Cantonment Historic District
other names/site number: N/A

=====

2. Location

=====

street & number: Naval Complex Pensacola
not for publication: N/A
city or town: Pensacola Vicinity: N/A
state Florida: code: FL county: Escambia code: 033
zip code: 30258-5000

=====

3. State/Federal Agency Certification

=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this _____ nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _____ meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide _____ locally. (_____ See continuation sheet for additional comments.)

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. (_____ See continuation sheet for additional comments.)

Signature of commenting or other official _____ Date

State or Federal agency and bureau

=====
4. National Park Service Certification
=====

I, hereby certify that this property is:

_____ entered in the National Register _____
_____ See continuation sheet. _____
_____ determined eligible for the _____
National Register _____
_____ See continuation sheet. _____
_____ determined not eligible for the _____
National Register _____
_____ removed from the National Register _____
_____ other (explain): _____

Signature of Keeper _____ Date
of Action

=====
5. Classification
=====

Ownership of Property (Check as many boxes as apply)

- _____ private
- _____ public-local
- _____ public-State
- public-Federal

Category of Property (Check only one box)

- _____ building(s)
- district
- _____ site
- _____ structure
- _____ object

Number of Resources within Property

| Contributing | Non-contributing | |
|--------------|------------------|------------|
| <u>45</u> | <u>7</u> | buildings |
| _____ | _____ | sites |
| _____ | _____ | structures |
| _____ | _____ | objects |
| <u>45</u> | <u>7</u> | Total |

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

=====
6. Function or Use
=====

Historic Functions (Enter categories from instructions)

Cat: Defense Sub: Military Facility
 Domestic Institutional Housing

Current Functions (Enter categories from instructions)

Cat: Defense Sub: Military Facility
 Domestic Institutional Housing

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

Late Victorian
Colonial Revival
Mission/Spanish Colonial Revival

Materials (Enter categories from instructions)

foundation: Concrete
roof: Asphalt
walls: Wood
 Asbestos
other: Brick

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions):

Military
Education
Architecture

Period of Significance: 1840-1945

Significant Dates: N/A

Significant Person (Complete if Criterion B is marked above):
N/A

Cultural Affiliation: N/A

Architect/Builder: Quartermaster Corps

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

=====

9. Major Bibliographical References

=====

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: _____

=====

10. Geographical Data

=====

Acreage of Property 57.9

UTM References (Place additional UTM references on a continuation sheet)

| | Zone | Easting | Northing | Zone | Easting | Northing |
|---|------|---------|----------|------|---------|----------------|
| 1 | 16 | 472080 | 3357760 | 3 | 16 | 471560 3357160 |
| 2 | 16 | 472200 | 3357230 | 4 | 16 | 471575 3357600 |

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

=====
11. Form Prepared By
=====

name/title: Katherine Grandine/Historian
organization: R. Christopher Goodwin and Associates, Inc.
date: May 1993
street & number: 337 East Third Street
telephone: 301-694-0428
city or town: Frederick
state: Maryland
zip code: 21701

=====
Additional Documentation
=====

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====
Property Owner
=====

(Complete this item at the request of the SHPO or FPO.)

name _____
street & number _____
telephone _____
city or town _____ state ____ zip code ____

=====
Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

USDI/NPS NRHP Registration Form
Fort Barrancas Cantonment Historic District
Escambia County, Florida

Page 7

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1 Fort Barrancas Cantonment Historic District
Escambia County, Florida

=====

Fort Barrancas Cantonment Historic District was established as an Army garrison to house personnel assigned to Fort Barrancas, a coastal fortification constructed during the nineteenth century to protect the Pensacola Naval Shipyard. The cantonment is located east of the fort and occupies a flat plain that is slightly elevated above sea level. South of the cantonment area, the land slopes to the meet the waters of Pensacola Bay.

The Fort Barrancas cantonment illustrates the typical evolution of an Army garrison between 1840 and 1947. The plan of the cantonment includes an open rectangular parade ground as is characteristic of nineteenth century Army garrisons. The parade ground serves as the central focus of the historic district and is lined by officer housing, barracks, non-commissioned officer housing, and an administrative building. Development of the cantonment proceeded from east to west; the earliest extant buildings are located along the eastern edge of the parade ground. The cantonment was expanded in response to the number of Army personnel assigned to garrison the fortifications in the vicinity.

The buildings were constructed during four periods of major Army construction: pre-Civil War, 1870-1900, 1901-1910, and the inter-war period 1919-1940. The historic district is predominately residential in character and includes quarters for officers, non-commissioned officers, and enlisted personnel. The historic district also contains administrative, support, and recreational buildings necessary to maintain the post. While the original parade ground is retained as open space, housing areas are landscaped with live oaks, evergreen trees, and ornamental shrubbery. Some of the walkways are lite by street fixtures dating from the 1930s.

Buildings erected prior to the Civil War are characterized by wood frame construction and utilitarian design. The earliest extant building is **Building Q-39**, the original hospital traditionally dated to 1840. The building is a one-story, wood-frame structure, sheathed in asbestos shingle siding. A complex roof incorporating a gable on hip roof form and a full-facade screened veranda dominate the front facade of the structure. Originally clad during the nineteenth century with wood shingles, the roof currently is covered with composition roll material. Multiple doorways open onto the porch. The windows are six-over-six-light, double-hung sash.

Officers' quarters line the eastern and southern edges of the parade ground and are examples of the types of Army officer housing constructed between 1850 and 1910. Today, the quarters are similar in external design. The buildings are two-story, wood-frame structures, adapting functional designs enlivened with minimal ornamentation. **Quarters 36, 45, and 46, and Bachelor Officers' Quarters 40**, constructed during the first decade of the twentieth century, feature simple Colonial Revival ornamentation, the style frequently applied to buildings by the Army during the first decade of the twentieth century. In addition, Quarters 40 and 46 feature Palladian tripartite windows. Dominant features of the quarters are wide, full-facade porches that provide shade and ventilation. The porches are two-story and are supported by square wood posts. The units currently are screened. The windows located on the first stories of the buildings are often tall two-over-two-light, single-hung sash. Other windows are generally double-hung sash with a variety

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 2 Fort Barrancas Cantonment Historic District
Escambia County, Florida

of window lights. During the 1950s, all the wood-frame, wood-sided buildings were covered with asbestos shingle siding.

Archival evidence suggests that the physical similarities among the officers quarters that line the parade ground may be the result of building renovation and construction efforts that occurred during the first decade of the twentieth century. Building plans located in the Cartographic Branch of the National Archives (RG 77, Fort Barrancas) indicate that the officers quarters constructed in 1870, were one-story over an exposed basement, with full-facade verandas located on the first story. Each floor contained two rooms. The rooms on the elevated first story were accessed by an exterior stairway. During the first decade of the twentieth century, map evidence suggests that the 1870 quarters were moved slightly and realigned along the eastern edge of the parade ground to accommodate the construction of new officers' quarters. It appears that during this time, two-story porches were added to the 1870s quarters and the original slope of the roof line was altered to provide more living space.

A non-commissioned officer (NCO) housing area is located north of the parade ground. The Army first constructed separate single-family and duplex housing for non-commissioned officers during the last decades of the nineteenth century. Separate housing was provided first for hospital stewards. At Fort Barrancas cantonment, the hospital steward occupied **Building Q-47**, constructed in 1894. This L-shaped, one-story building is a wood-frame structure, that is now sheathed with asbestos shingles. An integral one-story wrap-around porch supported by square wood posts with brackets is incorporated in the plan.

Between 1901 and 1910, additional NCO housing was constructed using standardized Quartermaster plans. **Quarters 48, 49, 50, 51, and 52** are gable-fronted two-story buildings that feature a one-story wrap-around porch supported by chamfered square wood posts. **Quarters 58** is an example of a two-story duplex with a side-gabled roof. The wood-frame buildings are now clad in asbestos shingle siding. A simple raking board accents the gables. The windows are enframed by wide wooden surrounds.

The former headquarters building, **Building 1754**, stands on the south edge of the parade ground directly south of the main barracks. This two-story, wood-frame building is spanned by a full one-story open porch along its front facade. The gabled roof is sheathed with composition roll material and the windows are modern six-over-six-light, double-hung sash replacement units.

Logistical support and utility buildings were added to the cantonment between 1870 and 1910. These buildings included the commissary warehouse, the post commissary, a stable, maintenance buildings, and a pumphouse. In general, the logistical support and utility buildings are utilitarian in design and incorporate little architectural ornamentation. Their inclusion in the historic district documents the complete complement of buildings necessary to maintain the Army cantonment.

The commissary warehouse, **Building 1534**, is a typical standardized Quartermaster warehouse plan. Constructed in brick, the one-and-a-half story building has a slate gable roof with hipped dormers.

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 3 Fort Barrancas Cantonment Historic District
Escambia County, Florida

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The building has segmental-arched windows and multiple door openings for loading and unloading supplies. North of the warehouse are the Quartermaster stable and maintenance area (**Buildings 1565, 1579, and 1580**). These buildings are wood-frame structures covered in asbestos shingle siding. Though altered, these buildings retain their overall architectural integrity and illustrate their original uses as a stable (Building 1565), wagon shed (Building 1580), and support building (Building 1579). The post commissary (**Building 1524**) was constructed in 1901 and expanded with a rear addition in 1943. The wood-frame, asbestos-sided building rests on a rock-faced stone foundation. The pumphouse (**Building 1538**) is a one-story, L-shaped, brick building constructed in 1903.

New buildings were constructed at Fort Barrancas during the 1930s and included NCO housing, barracks, administration buildings, and recreational facilities. A new barracks replaced the nineteenth-century barracks and was sited in the same location overlooking the parade ground. Other buildings were added to the quartermaster support area and the NCO housing area was expanded with new structures.

Quarters 53-57 were constructed to house non-commissioned officers. The buildings are examples of standardized Quartermaster designs and incorporate Spanish Mission Revival ornamentation. The two-story duplexes feature side porches, enclosed with screens. Windows are wood-framed, six-over-six-light and four-over-four-light, double-hung sash framed with vertical board shutters with ornamental metal hinges.

Fort Barrancas barracks, **Building 1500**, commands the northeast edge of the parade ground. It is a symmetrical, three-story building supported by a raised basement and flanked by two-story wings. Designed using Spanish Mission Revival motifs, the stuccoed building features a red tile roof. Other Spanish Mission stylistic elements include arched doorway surrounds and ornamental cast-stone balconies supported by brackets. The six-over-six-light, double-hung sash windows are symmetrically spaced; these units are both single and paired.

Additional buildings constructed during the inter-war period include recreational and administrative buildings. **Building 1519**, constructed in 1936, is a one-story, brick building that served as the post office. Recreational buildings included a theater (**Building 1504**) and an assembly hall (**Building 1750**). The theater, constructed in 1937, is a one-story, brick building with brick quoins. It has a one-bay, wooden entry porch supported by paired square wooden columns with a balustrade above. The assembly hall, constructed in 1929, is a one-and-a-half story building with a gable on hip roof. Originally wood-sided, the building is sheathed with asbestos shingles. Ventilation openings appear below the roof line. A pent roof skirt with exposed rafter ends surrounds the building. The porch under the pent roof is partially enclosed, but the original wood porch posts are still evident.

Eight detached garages and one wash house also contribute to the historic district. Constructed in 1935, the detached garages illustrate the growing importance of personal automobiles to Army officers. The buildings are one-story, wood-frame structures, clad with asbestos-shingles. They are utilitarian structures with little architectural ornamentation.

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CONTINUATION SHEET

Section 7 Page 4 Fort Barrancas Cantonment Historic District
Escambia County, Florida

Non-contributing buildings include Buildings 1523, 1527, and 1536. The front section of Building 1536, the original bowling alley, was removed when the road system was realigned. All that remains of the building is the alley length of the building. Buildings 1523 and 1527 have been remodeled extensively and do not retain their architectural integrity from their periods of construction.

The following list details the contributing and non-contributing historic properties contained in the Fort Barrancas Cantonment Historic District.

| Facility Number | Historic Use | Current Use | Date | Contributing Non-contrib. |
|-----------------|---------------------------------|----------------|------|---------------------------|
| Q-33 | Officer Quarters | Officer Qtrs | 1928 | Contributing |
| Q-33A | Garage | Garage | 1935 | Contributing |
| Q-33B | Wash House | Wash House | 1935 | Contributing |
| Q-34 | Officer Quarters | Officer Qtrs | 1870 | Contributing |
| Q-35 | Officer Quarters | Officer Qtrs | 1850 | Contributing |
| Q-36 | Officer Quarters | Officer Qtrs | 1906 | Contributing |
| Q-37 | Officer Quarters | Officer Qtrs | 1870 | Contributing |
| Q-39 | Officer Quarters | Officer Qtrs | 1840 | Contributing |
| Q-39A | Garage | Garage | 1935 | Contributing |
| Q-40 | Bachelor O Qtrs | Officers' Qtrs | 1904 | Contributing |
| Q-40A | Garage | Garage | 1935 | Contributing |
| Q-41 | Officer Quarters | Officer Qtrs | 1870 | Contributing |
| Q-41A | Garage | Garage | 1935 | Contributing |
| Q-42 | Officer Quarters | Officer Qtrs | 1870 | Contributing |
| Q-42A | Garage | Garage | 1935 | Contributing |
| Q-43 | Officer Quarters | Officer Qtrs | 1870 | Contributing |
| Q-43A | Garage | Garage | 1935 | Contributing |
| Q-45 | Officer Quarters | Officer Qtrs | 1906 | Contributing |
| Q-45A | Garage | Garage | 1935 | Contributing |
| Q-46 | Officer Quarters | Officer Qtrs | 1903 | Contributing |
| Q-46A | Garage | Garage | 1935 | Contributing |
| Q-47 | Hospital Steward's NCO Quarters | | 1894 | Contributing |
| Q-48 | NCO Quarters | NCO Qtrs | 1905 | Contributing |
| Q-49 | NCO Quarters | NCO Qtrs | 1905 | Contributing |
| Q-50 | NCO Quarters | NCO Qtrs | 1903 | Contributing |
| Q-51 | NCO Quarters | NCO Qtrs | 1902 | Contributing |
| Q-52 | NCO Quarters | NCO Qtrs | 1902 | Contributing |
| Q-53 | NCO Quarters | NCO Qtrs | 1939 | Contributing |

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 5 Fort Barrancas Cantonment Historic District
Escambia County, Florida

| Facility Number | Historic Use | Current Use | Date | Contributing Non-contrib. |
|-----------------|--------------------|----------------------|------|---------------------------|
| Q-54 | NCO Quarters | NCO Qtrs | 1939 | Contributing |
| Q-55 | NCO Quarters | NCO Qtrs | 1939 | Contributing |
| Q-56 | NCO Quarters | NCO Qtrs | 1939 | Contributing |
| Q-57 | NCO Quarters | NCO Qtrs | 1939 | Contributing |
| Q-58 | NCO Quarters | NCO Qtrs | 1910 | Contributing |
| 1500 | Barracks | Applied Instr. | 1939 | Contributing |
| 1504 | Theater | Theater | 1937 | Contributing |
| 1518 | Fire house | Administration | 1910 | Contributing |
| 1519 | Telephone Exchange | Administration | 1936 | Contributing |
| 1523 | Machine shop | Storage | 1935 | Non-Contributing |
| 1524 | Commissary | Warehouse | 1901 | Contributing |
| 1527 | Warehouse | Warehouse | 1918 | Non-Contributing |
| 1531 | Warehouse | Warehouse | 1984 | Non-Contributing |
| 1534 | Commissary storage | Administration | 1910 | Contributing |
| 1536 | Bowling Alley | Warehouse | 1908 | Non-contributing |
| 1538 | Pumphouse | Storage/Pump Station | 1903 | Contributing |
| 1565 | QM Stable | Storage | 1907 | Contributing |
| 1579 | Unknown | Shops | 1870 | Contributing |
| 1580 | Wagon shed | Maintenance | 1918 | Contributing |
| 1750 | Assembly Hall | Maintenance | 1929 | Contributing |
| 1753 | Utility | Storage | 1918 | Non-contributing |
| 1754 | Post Headquarters | Administration | 1905 | Contributing |
| 1980 | Bus Shelter | Bus Shelter | 1950 | Non-contributing |
| 3378 | Snack Stand | Snack Stand | 1973 | Non-contributing |

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CONTINUATION SHEET

Section 8 Page 1 Fort Barrancas Cantonment Historic District
Escambia County, Florida

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Summary

Fort Barrancas Cantonment Historic District possesses local significance in military history (Criterion A) and architecture (Criterion C). The district documents the evolution of separate cantonments for troops assigned to masonry coastal fortifications. The cantonment's buildings comprise housing, logistical support, and utility buildings constructed during the late nineteenth century through the 1930s. These buildings illustrate major periods of Army construction between 1840 and 1947 and form a distinguishable entity that illustrates the development of a typical Army post. (Criterion C).

During the twentieth century, Fort Barrancas cantonment was regionally important as the headquarters for the coastal artillery and as a major training center for coastal artillery in the south (Criterion A). The buildings and installation plan retain their overall integrity.

Historic Context

The cantonment was established to support personnel assigned to Fort Barrancas, a coastal fortification constructed as part of the "Third System." Coastal fortifications were established to protect and defend vital harbors and navy yards during the nineteenth century. Nineteenth-century coastal defenses employed a system of masonry fortifications supplemented by secondary fortifications, called redoubts. These fortifications were sited to protect water approaches. Between 1816 and 1864, the Army constructed a permanent and integrated system of harbor defenses known as the "Third System." When the Navy established a shipyard on Pensacola Bay, the Army also constructed a series of fortifications and redoubts to protect the new shipyard. The system included: Fort Pickens, constructed between 1829 and 1834; Fort McRee, 1834-1837; Fort Barrancas, constructed between 1839 and 1844; and several redoubts.

In peacetime, fortifications generally required few permanent personnel. Often fortifications were designed to house personnel in casemates, a fortified chamber in the wall from which guns were fired through embrasures. However, dark and humid casemates did not provide a healthy living environment. As some forts, the perimeter of the fortification included enough land to accommodate housing sites. At other forts, such as at Fort Barrancas, separate cantonment complexes were established outside the fort walls. At Fort Barrancas, the original cantonment was small and comprised only a few buildings including a small hospital, officer housing, and a barracks. The hospital and officer housing are extant and illustrate the beginnings of the Army's attempts to provide services, such as medical care, to troops.

Construction of masonry fortifications continued through the Civil War, though the introduction of rifled cannon and steel-clad ships made masonry coastal fortifications obsolete. The Army was reluctant to leave the nation's seacoasts unprotected while the coastal defensive mission was redefined. The Gulf Coast, in particular, was perceived as susceptible to attack from Spain or countries in Latin America.

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During the 1870s, the Army began a nation-wide construction program to improve living conditions and upgrade buildings. The Fort Barrancas cantonment, which garrisoned 125 enlisted men and six officers, was expanded during this construction program. A large parade ground was established as the central element of the expanded cantonment; its eastern and southern edges were lined by the new officer housing. The barracks building sat within the confines of the parade ground. The new buildings were modest, wood-frame versions of housing constructed at the Army's western frontier installations. The quarters were designed with full-facade verandas in response to the hot Florida climate.

The Fort Barrancas cantonment area rose to local prominence with the installation of the first of ten Endicott batteries in the Pensacola Bay area, in 1894. Endicott batteries were concrete gun emplacements that replaced Third System masonry forts. They were defensive installations that provided little or no housing or other personnel support structures. Fort Barrancas cantonment area became the main cantonment area for troops stationed at all artillery batteries throughout the Pensacola Bay area.

With the Army reorganization in 1901, Fort Barrancas cantonment was selected as the headquarters for Pensacola Bay's coastal artillery. In addition, the cantonment housed and supported personnel responsible for the maintenance of fixed and movable artillery for land and coast defense, including torpedo and submarine defenses. In 1924, Fort Barrancas cantonment became the headquarters of the 13th Coast Artillery Regiment. The cantonment retained this function until the Coast Artillery post was deactivated in 1947.

At Fort Barrancas, the physical plant of the main cantonment was expanded gradually during the twentieth century. Each building reflected the Army's major periods of permanent construction in 1901-1910 and 1930-1939. The buildings illustrated the Army's increasing efforts during the twentieth century to improve living conditions and to provide recreational facilities.

During the first decade of the twentieth century, a post headquarters and new officers' quarters were constructed. In addition, older quarters were renovated. Many of these buildings have restrained architectural detailing derived from Georgian Colonial Revival motifs then popular in Army construction. Logistical support and utility buildings included the commissary warehouse, the post commissary, a stable, a pumphouse, fire house, and maintenance buildings. In general, the support buildings are utilitarian in design with little architectural ornamentation. Their inclusion in the historic district reflects the complete complement of buildings necessary to maintain the cantonment.

During the twentieth century, Fort Barrancas cantonment was a major Coast Artillery training post in the South. New Army recruits, the National Guard, the Citizens Military Training Corps, and Reserve Officers were trained in the use of modern coastal artillery weapons at the surrounding batteries. During war, the cantonment supported military personnel stationed to watch and defend the seacoasts.

During the 1930s, new buildings constructed at Fort Barrancas cantonment included a new barracks, non-commissioned officer housing, and a theater. The new construction was part of a nation-wide Army

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construction program designed to meet the housing and hospital needs of Army troops. As initially planned, the cost of the program was estimated at \$110 million over a ten year period. In 1927, the first \$7 million was made available, and targeted primarily for barracks and hospital construction. During the 1930s, additional funds were made available through the National Industrial Recovery Act of 1933 and through the Work Relief and Public Works Appropriation Act of 1938.

This permanent construction program had a widespread impact on Army installations. Many installations acquired permanent facilities during this period. Moreover, facilities at older installations, such as at the Fort Barrancas cantonment, were improved. Design and construction of permanent housing and support facilities was orchestrated by the Quartermaster Corps. A major planning effort using the services of trained architects, planners, landscape architects, and engineers resulted in the development of standardized plans to provide acceptable housing, administration, health care, community support, and functional support buildings. The basic buildings were designed to be constructed of different materials with appropriate ornamentation to reflect the architectural tradition and climates in the region of the United States where the buildings were constructed. The building designs were available in two styles: Georgian Colonial Revival and Spanish Mission Revival. At Fort Barrancas, buildings were constructed using both Spanish Mission Revival and Georgian Colonial Revival architectural styles. Non-commissioned officer housing and the barracks reflect Spanish Mission Revival ornamentation and the theater reflects Georgian Colonial Revival.

Conclusion

In summary, Fort Barrancas cantonment gained regional significance during the twentieth century as the headquarters for the coastal artillery and as a major southern training center for coastal artillery. The historic buildings contained in the cantonment illustrate the evolution of Army planning and construction between 1840 and 1947. The ensemble of buildings, including barracks, NCO housing, recreational, logistical support, and utility buildings form a cohesive historic district that retains its overall integrity and serves as an example of the evolution of a typical Army cantonment during the period.

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Verbal Boundary Description

Starting at the point where Jordan Road intersects Dallas Street, the boundary of the historic district proceeds west along Dallas Street to the intersection of Slemmer Road. Crossing Slemmer Road, the boundary follows the ten-foot contour line depicted on the USGS map to a point at the northeast corner of Building 1750. The boundary then proceeds south along the eastern side of Building 1750, turns west along the south facade of Building 1750, and turns north at the southwest corner of Building 1750 to include Building 1750 within the district boundaries. The boundary proceeds north from the southwest corner of Building 1750 parallel to the west facade until to the point of intersection with the ten-foot contour line. The boundary proceeds west along the ten-foot contour line to the intersection with the reservation boundary of the Gulf Island National Seashore. The district boundary follows the reservation boundary north to the intersection of Hatch Road. The boundary then follows the east side of Hatch Road to the intersection of Hovey Road. Turning east, the boundary proceeds along the south side of Hovey Road to a point opposite the southwest corner of Building 1565. The line turns north along the west side of Building 1565 to a point just past the northwest corner of Building 1579 and turns east along the north side of Building 1579 to the intersection of Chase Road. The boundary turns south along the west side of Chase Road to the intersection of Hovey Road and proceeds east along the south side of Hovey Road to the northeast corner of Building 1538. Turning south, the boundary follows the east side of Building 1538 and proceeds in a straight line to the intersection of Jordan Road. The boundary follows the south side and then the east side of Jordan Road to the intersection with the point of origin at the intersection of Jordan Road and Dallas Street.

Boundary Justification

The historic district boundaries include the facilities constructed in the Fort Barrancas Cantonment between 1840 and 1947. The boundaries encompass housing for the artillery garrison stationed at the fort and includes housing for officers, non-commissioned officers, and enlisted personnel. In addition, the historic district includes administrative, recreational, logistical support, and ability buildings for the garrison.

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The following information is the same for all photographs:

1. Fort Barrancas Cantonment Historic District
2. Escambia County, Florida
3. Katherine Grandine
4. 12/1992
5. R. Christopher Goodwin & Associates
337 E. Third Street, Frederick, Maryland 21701

PHOTO #

- | | | |
|----|----|-----------------------|
| 1 | 1. | Quarters 39 |
| | 6. | View facing northeast |
| 2 | 1. | Quarters 34 |
| | 6. | View facing southeast |
| 3 | 1. | Quarters 42 |
| | 6. | View facing northeast |
| 4 | 1. | Quarters 36 |
| | 6. | View facing northeast |
| 5 | 1. | Quarters 47 |
| | 6. | View facing northeast |
| 6 | 1. | Quarters 48 |
| | 6. | View facing southwest |
| 7 | 1. | Quarters 53 |
| | 6. | View facing northwest |
| 8 | 1. | Building 1500 |
| | 6. | View facing northwest |
| 9 | 1. | Building 1754 |
| | 6. | View facing northwest |
| 10 | 1. | Building 1504 |
| | 6. | View facing northeast |

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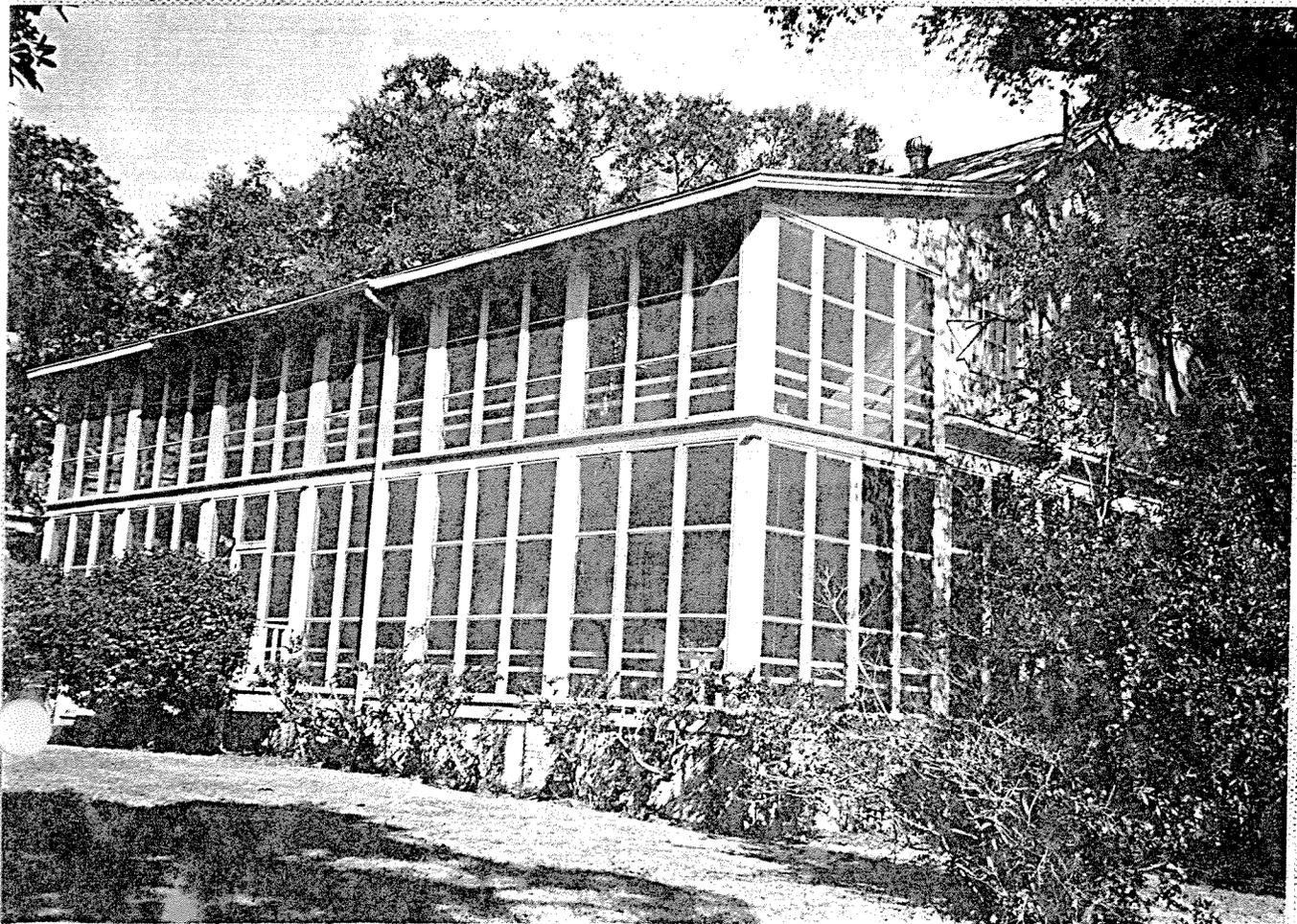
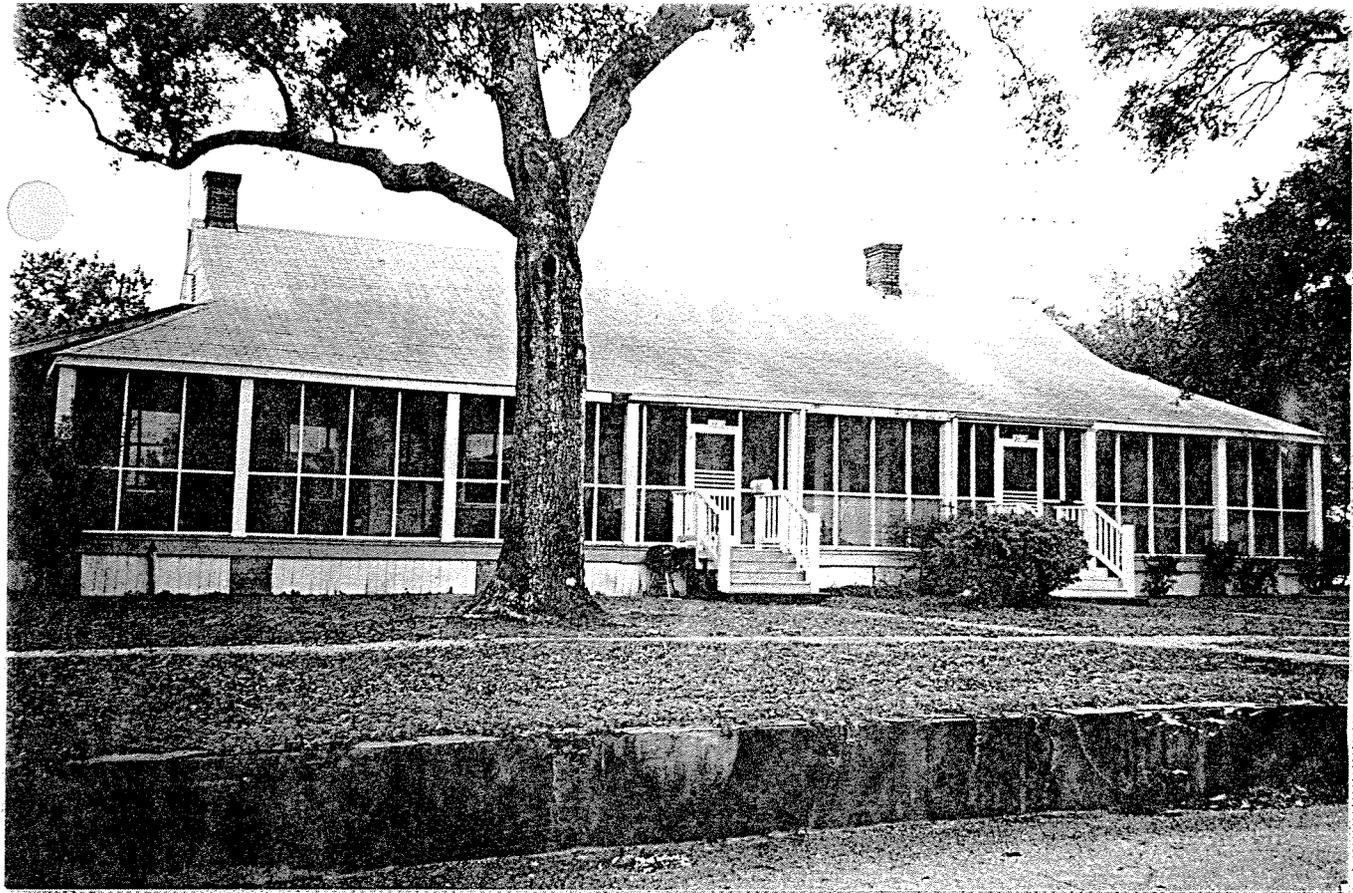
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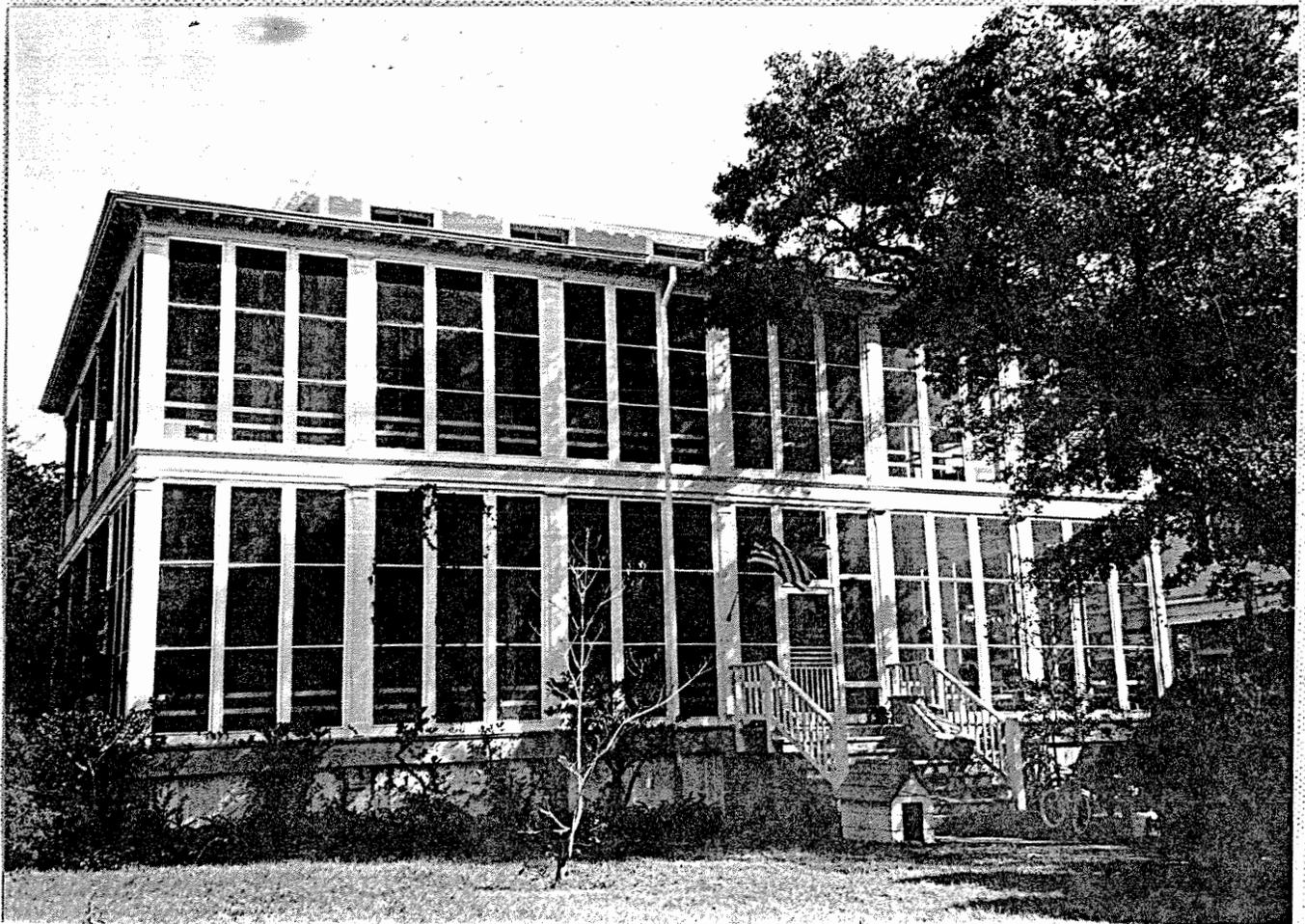
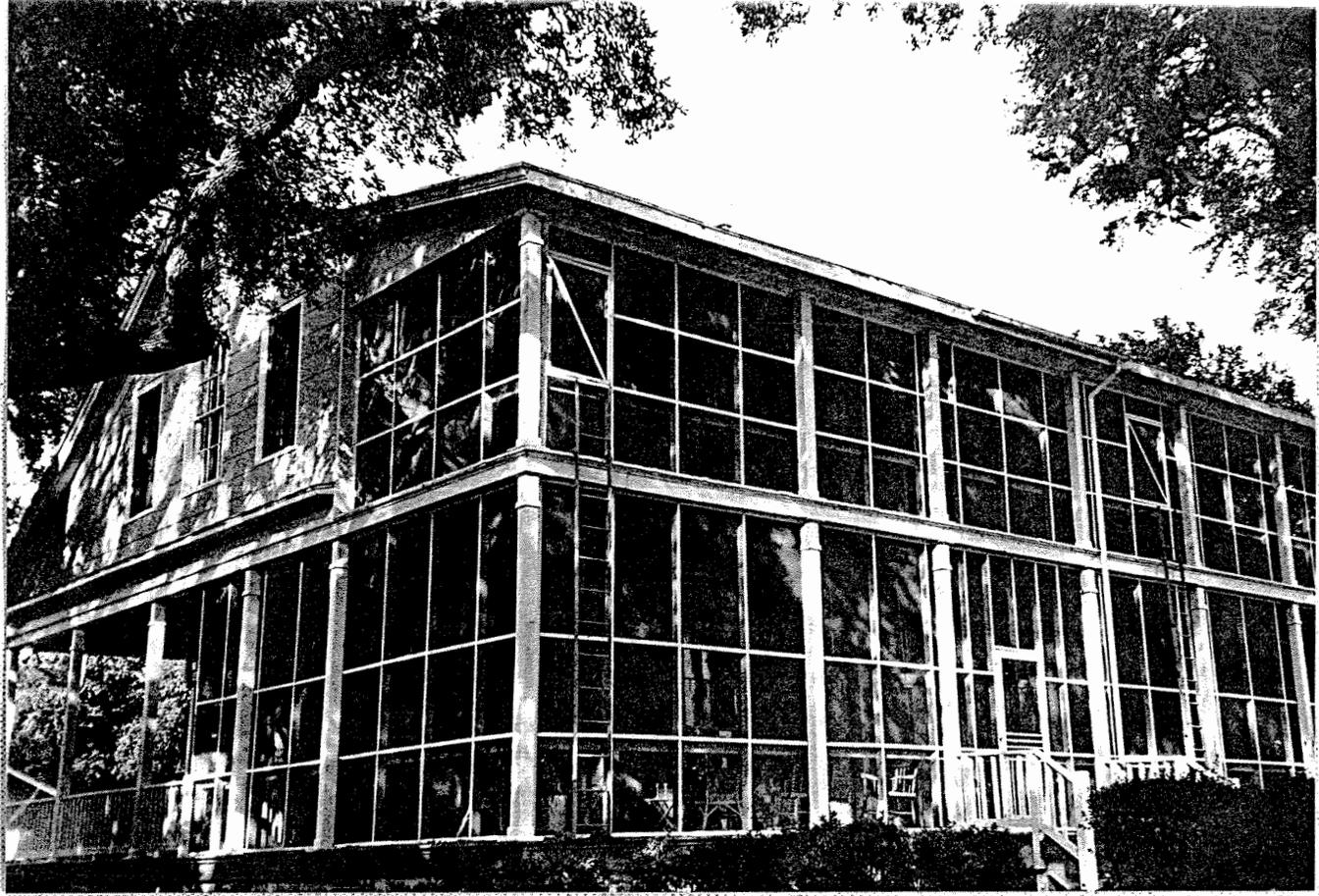
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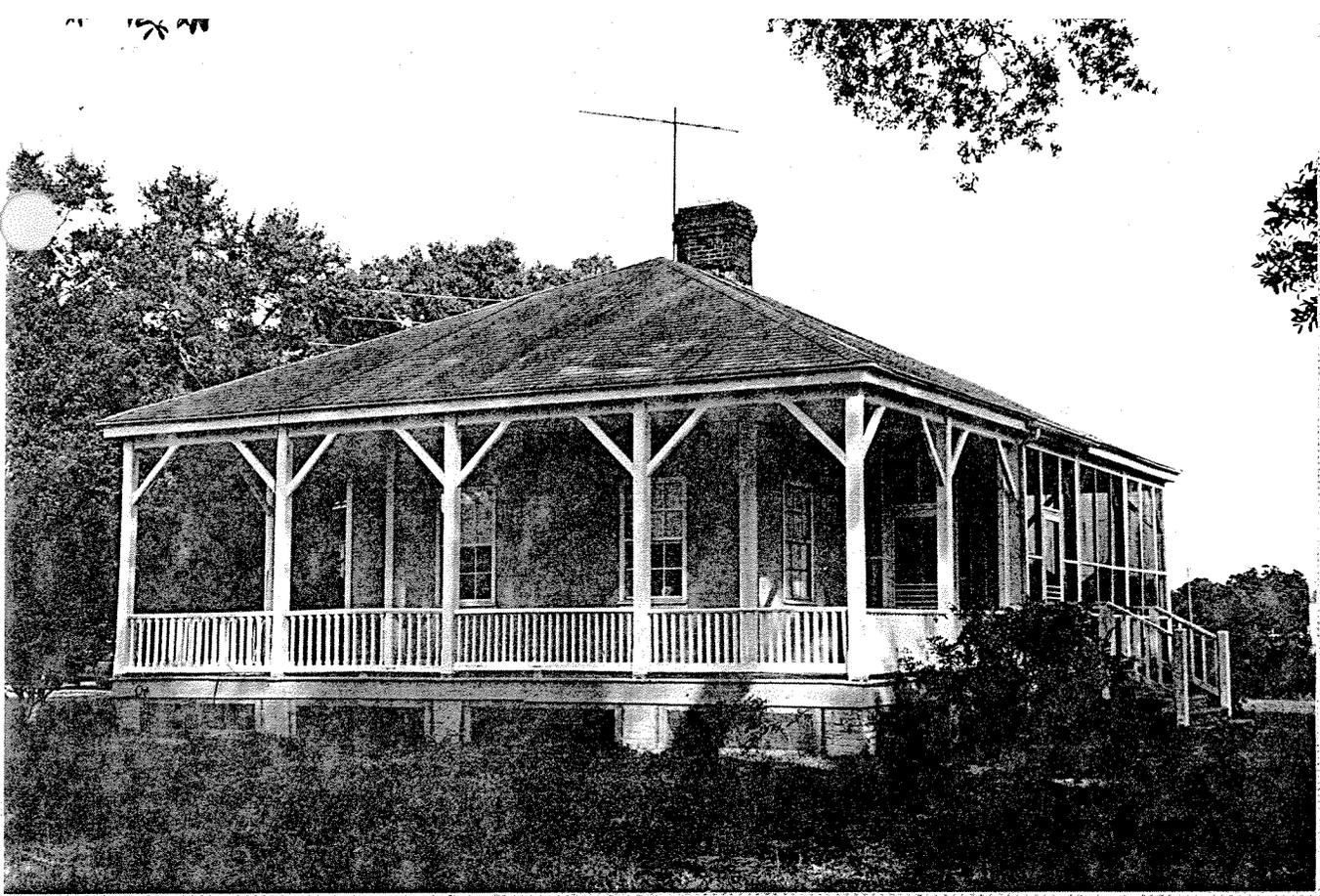
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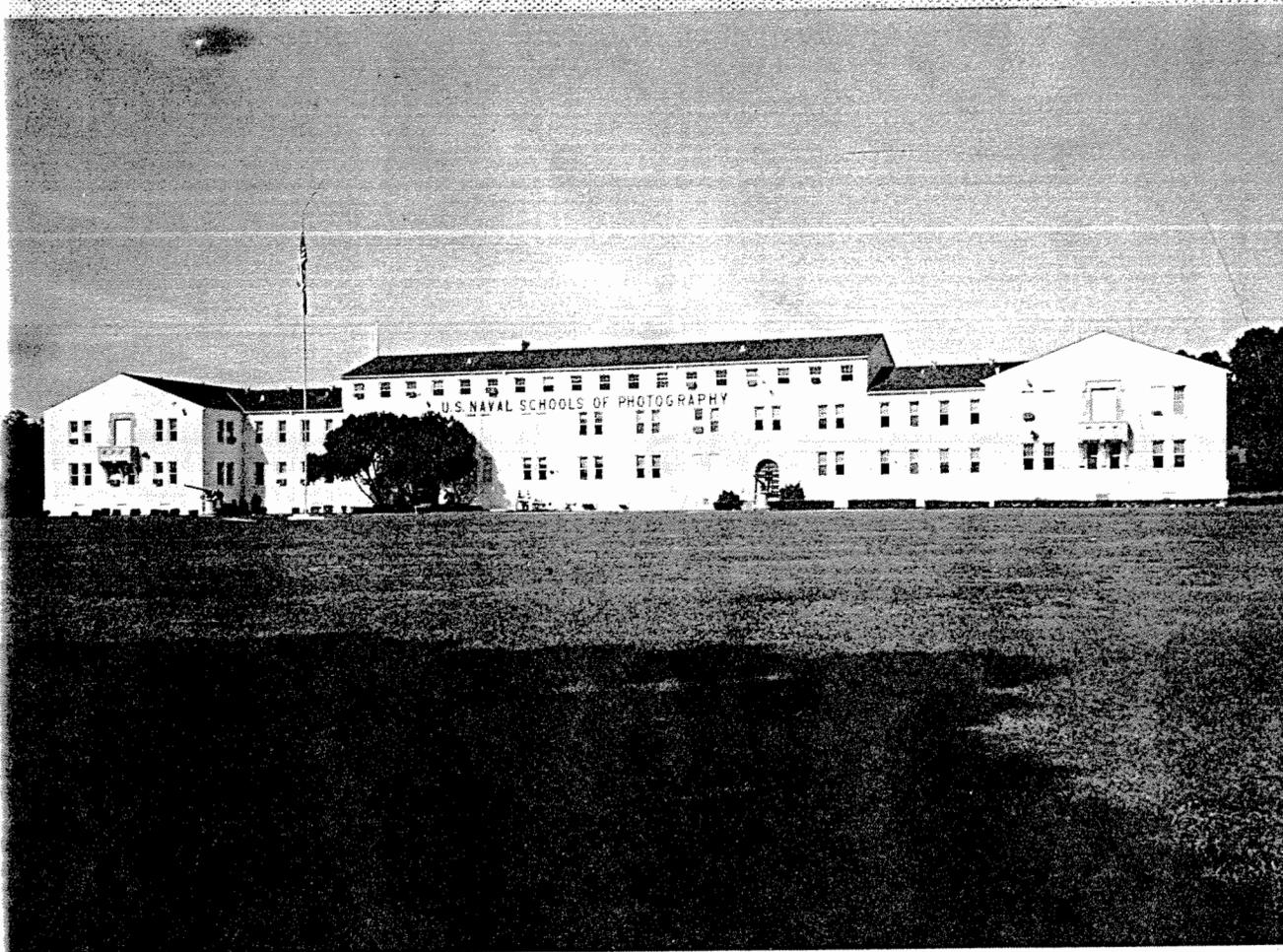
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|----|----|-----------------------|
| 11 | 1. | Building 1750 |
| | 6. | View facing northwest |
| 12 | 1. | Building 1534 |
| | 6. | View facing northeast |
| 13 | 1. | Building 1565 |
| | 6. | View facing northwest |

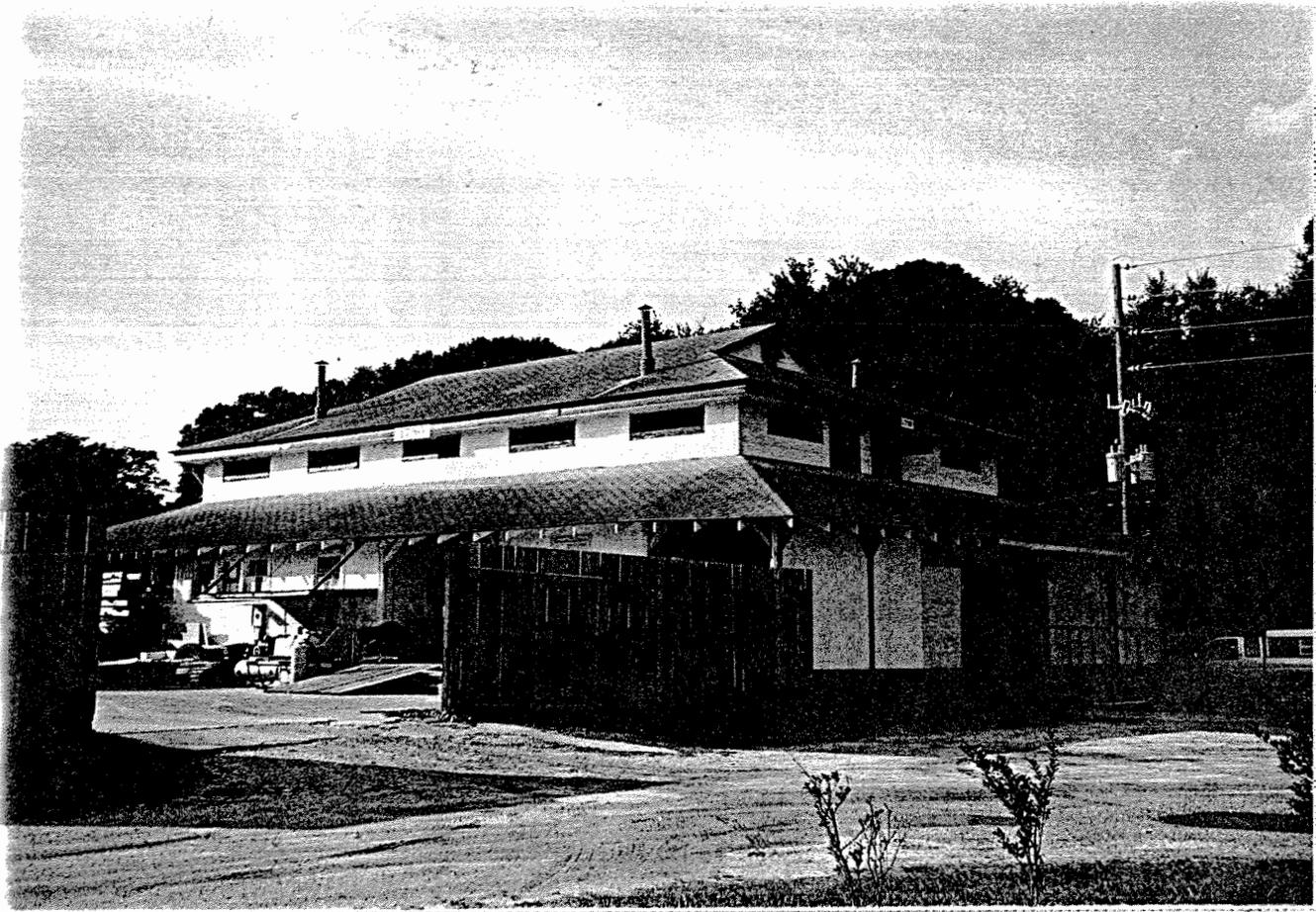












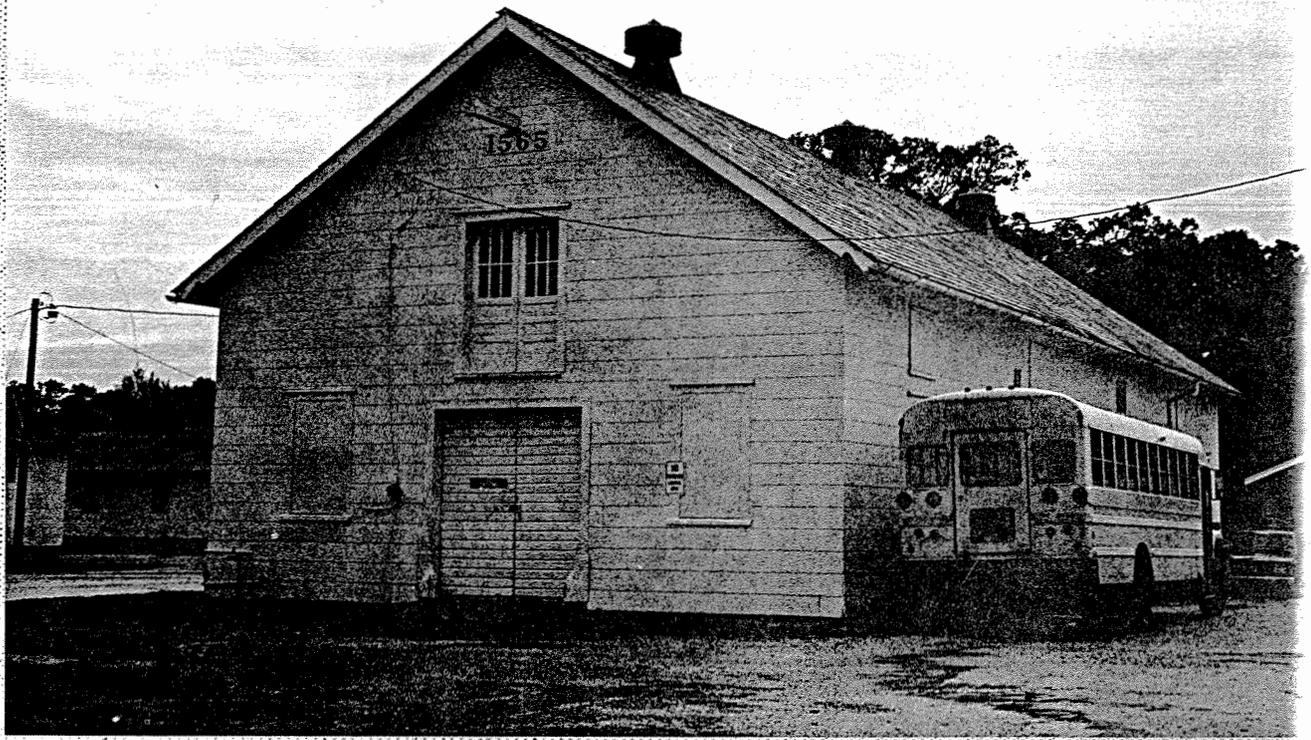
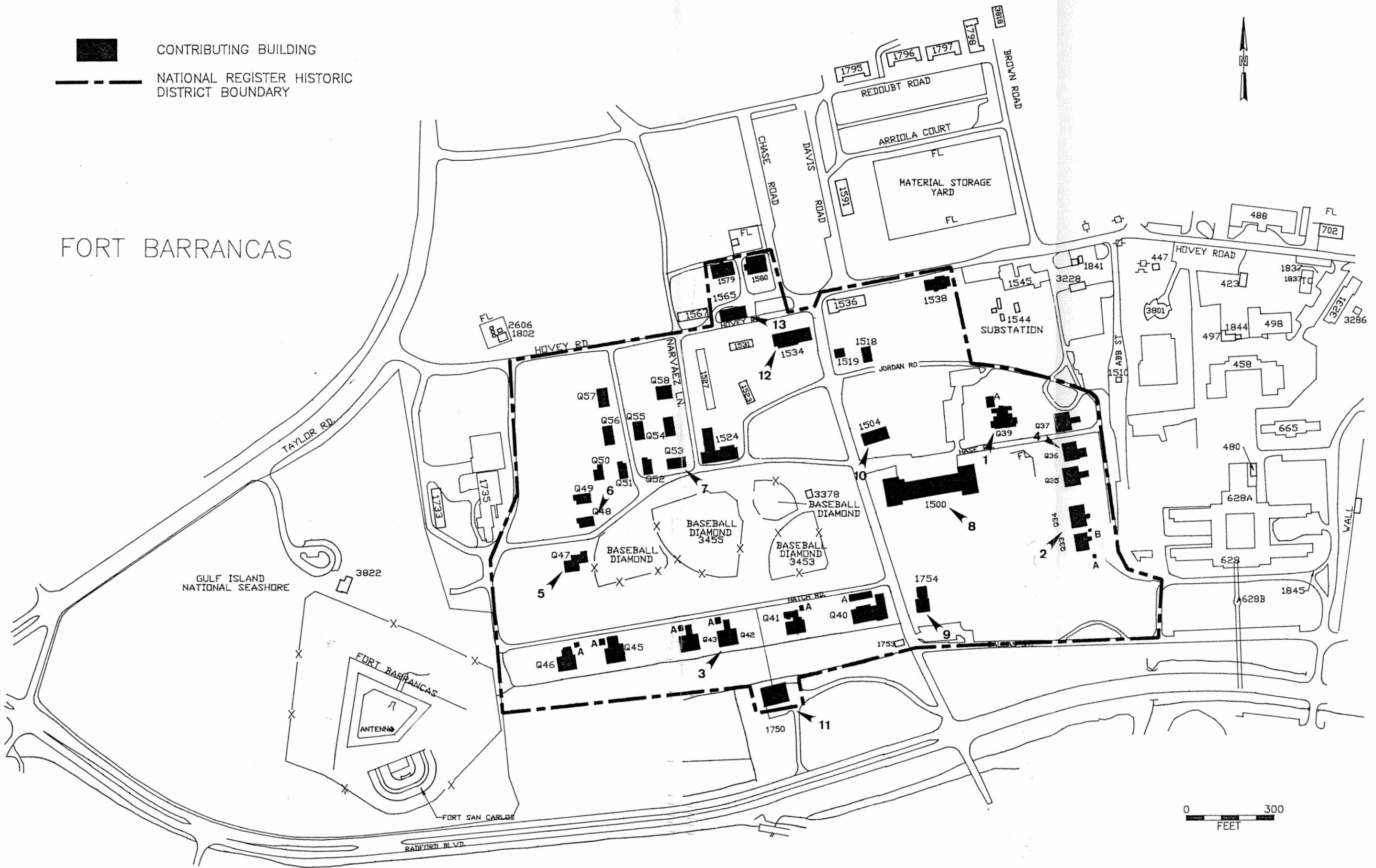


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 CONTRIBUTING BUILDING
 NATIONAL REGISTER HISTORIC DISTRICT BOUNDARY

FORT BARRANCAS



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