

NOTE

This file is **Part 1** of a three-part digital document comprising the entirety of:

Documentation of Contributing Elements, Fort Slocum Historic and Archeological District, Davids Island, City of New Rochelle, Westchester County, New York, Volume 2: Freight Dock, Passenger Pier, and Buildings 14-40, Rev. 1, August 2008. Prepared by Tetra Tech EC, Inc., Boston, for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts.

This PDF version of the document was prepared from the source digital files in August 2009.



Prepared for:

Department of the Army
New England District, Corps of Engineers
696 Virginia Road
Concord, Massachusetts 01742-2751

Total Environmental Restoration Contract (TERC)

**Documentation of Contributing Elements
Fort Slocum Historic and Archeological District
Davids Island, City of New Rochelle,
Westchester County, New York**

**Volume 2
Freight Dock, Passenger Pier, and Buildings
14-40**

August 2008 (*Revision 1*)

Contract Number:

**DACW33-03-D-0006
TASK ORDER 2**

Prepared by:

Tetra Tech EC, Inc.
133 Federal Street
Boston, MA 02110

Submitted by Tetra Tech, EC, Inc., on behalf of:

Jacobs – Tetra Tech EC Joint Venture
55 Old Bedford Road
Lincoln, MA 01773

USACE CONTRACT NO. DACW33-03-D-0006
TASK ORDER NO. 0002
TOTAL ENVIRONMENTAL RESTORATION CONTRACT (TERC)

**Documentation of Contributing Elements
Fort Slocum Historic and Archeological District
Davids Island, City of New Rochelle,
Westchester County, New York**

**Volume 2
Freight Dock, Passenger Pier,
and Buildings 14-40**

AUGUST 2008 (*Revision 1*)

Prepared for:

U.S. Army Corps of Engineers
New England District

Department of the Army
New England District, Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Prepared by:

Tetra Tech EC, Inc.
133 Federal Street
Boston, MA 02110

Submitted by Tetra Tech EC, Inc. on Behalf of:

Jacobs – Tetra Tech EC Joint Venture
Two Center Plaza
Boston, MA 02108-1906

2008-O-JV02-0030

PREFACE

The *Documentation of Contributing Elements of the Fort Slocum Historic and Archeological District* describes and illustrates the individual buildings, structures, objects, and features that are part of the District. The District is located on Davids Island in the City of New Rochelle, Westchester County, New York, and it comprises the former U.S. Army post of Fort Slocum (Olausen et al. 2005). The District is a relict landscape whose various elements illustrate significant aspects of the design of military posts and the adaptation of popular American architectural styles on a permanent post of the United States Army during the period 1878 to 1965. As discussed in the historic overview section of the documentation (see Volume 1), the District's historical significance also derives from Fort Slocum's role in the defense of New York City during two periods, 1897-1906 and 1955-1961, and from its regional and national role as a recruit depot, transit station, and training center between 1878 and 1965.

In 2005, with the concurrence of New York's State Historic Preservation Office (SHPO), the U.S. Army Corps of Engineers, New York District (USACE) determined that the District was eligible for the National Register of Historic Places (SHPO 2005). The descriptions, photographs, and primary historical materials assembled in these volumes are intended to record the appearance and history of the buildings, structures, objects, and features that comprised the contributing elements of the District as it existed in 2004-2007. Nearly all of the elements documented in these volumes have either since been demolished or are at this writing scheduled for imminent demolition.

Documentation of the individual contributing elements in the District was completed in compliance with Stipulation II.C.1 of a Memorandum of Agreement (MOA) signed in 2005 by the USACE, SHPO, City of New Rochelle, and Westchester County. Pursuant to the requirements of Section 106 of the National Historic Preservation Act, as amended (16 USC 470f) and its procedural regulations (36 CFR 800), the MOA as a whole addresses the adverse effects on the District of a USACE project to demolish buildings, remove debris, and remediate asbestos at former Fort Slocum. Congress authorized this project in the Department of Defense (DoD) Appropriations Act of 2004 and provided funds through the DoD's Office of Economic Adjustment. Stipulation II.C.1 of the MOA requires the preparation of an "appropriate level of documentation" for the contributing elements of the historic district that will be adversely affected by the USACE project. The documentation was prepared by the staff of Tetra Tech EC, Inc. (Tetra Tech) under contract to the USACE, with some early assistance from a subcontractor, the Public Archaeology Laboratory, Inc. The documentation is one element of Task Order No. 0002 of USACE Contract No. DACW33-03-D-0006, a contract held by a joint venture between Jacobs Engineering Group and TtEC ("Jacobs - Tetra Tech EC Joint Venture"). The six volumes of the *Documentation of Contributing Elements of the Fort Slocum Historic and Archeological District* are concerned only with historic architectural aspects of the District. Results of subsurface archeological investigations are reported elsewhere (Tetra Tech 2008a).

As defined by the National Register of Historic Places (1997:5), a district is a type of historic property that "possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development." Districts may be comprised of extant historic elements or the archeological remnants thereof. The USACE designated the district at former Fort Slocum as jointly historic and archeological to highlight the mixed character of its components, which include standing but deteriorated buildings, exposed standing ruins, and below-ground archeological deposits. Like many districts, the one on Davids Island contains both contributing and non-contributing elements. Contributing elements help to convey a district's sense of time and place and historical development or help to contain the important historical information that makes the district significant. Non-contributing elements are situated within the boundaries of a district but by virtue of their age, physical condition, historical associations, or other factors do not help to convey its defining

historical qualities or historical information. The 2004 architectural survey of former Fort Slocum inventoried 105 buildings, structures, objects, and features (Olausen et al. 2005). Of these, 92 were classified as contributing elements to the District (Table 1), and they included quarters, barracks, storehouses, medical facilities, and administrative, training, and support buildings, along with fortifications, landscape features and objects, roads and paths, and the seawall surrounding the entire island. The remaining 13 buildings and structures in the architectural inventory were categorized as non-contributing (Table 1), based upon a combination of factors that included presumed age, structural design, overall integrity, and apparent historical associations. The non-contributing elements comprised several structures associated with the post's water, sewage, or electrical utilities, and several poorly-preserved or ruinous wood-frame, ostensibly temporary buildings with minimal foundations, typically consisting of concrete piers or slab-on-grade construction.

In consultation with the SHPO, the USACE determined that each contributing element in the District should be documented through descriptions, historic imagery, and contemporary existing-conditions photographs using a format patterned after that employed by the Historic American Buildings Survey and Historic American Engineering Record (HABS/HAER) for historical reports (HABS/HAER 2000). Such documentation of historic buildings, structures, and objects provides "raw data in an accessible format for easy use by future researchers" and may also synthesize "the information, making conclusions about the building being documented, either through an analysis of the building itself and its history, or by setting it in an appropriate context." The format of HABS/HAER documentation is flexible, allowing "the kind of structure or site being documented [to] dictate the final form of that documentation" (HABS/HAER 2000:3-4). For the Fort Slocum Historic and Archeological District, the USACE and Tetra Tech chose to document most contributing elements of the district individually, using written descriptions and historic context statements; reproductions of historical maps, photographs, plans and similar materials; and digital photographs depicting their appearance in 2004-2007. Completing a separate documentation packet for individual contributing elements ensured that each was systematically considered and described.

Tetra Tech completed field documentation of the District's contributing elements in a sequence that accommodated the order of the remediation, demolition, and cleanup work. The order of this work depended upon engineering, logistical, and funding considerations and upon the ongoing consultations among the MOA's signatories and interested parties. Field documentation and preparation of draft materials thus did not proceed in the sequential order of building numbers shown in Table 1, nor did it proceed by Fort Slocum's historic functional areas (Figure 1). Rather, Tetra Tech prepared batches of draft documentation packets that roughly anticipated the sequence in which buildings and structures would be demolished. Completion of draft documentation and USACE approval of the draft was one of several conditions to be met before the demolition team could remove a building or structure.

This version of the *Documentation of Contributing Elements of the Fort Slocum Historic and Archeological District* retains the format of the draft documentation, but the sequence of presentation has been altered from the drafts originally submitted to the USACE by placing the documentation generally in building number order. A general table of contents covering all volumes appears after that for the present volume. Since sequencing the documentation by building number may not serve all users of these materials equally well, the functional area map of the post with current building numbers (Figure 1) and a table listing buildings by construction date (Tables 2-3) are provided as cross-indexes at the end of this preface. Aside from the sequence of presentation, the present documentation has been revised from the draft form with editorial corrections and substantive amendments that are intended to enhance consistency and to reflect historical information that has become available since the drafts were completed.

Building names used in this documentation generally derive from the functional names originally assigned to buildings, even when there was a later substantial and longstanding change in a building or structure's use. Generally, the names employed here reflect those current around 1940, when the post

quartermaster prepared a set of record cards inventorying each building then extant (United States Army Quartermaster Corps ca. 1905-41). However, exceptions do occur, including instances where a different, less historically-reliable name had already become embedded in the overall vocabulary of the USACE's Fort Slocum Project and those in which no historical building name could be established. In addition, in a few instances, compound building names (e.g., "Magazine/Blacksmith Shop," Building 113) have been employed. These are used where it seemed essential to do so for functional or historical clarity. The historical narrative section of element's documentation usually discusses historical changes in building function.

Historical building numbers at Fort Slocum can be a source of confusion, because there were four successive numbering systems at the post, ca. 1887, 1893, 1941, and 1957. These systems are discussed in detail in the historic overview section of this documentation (see Volume 1). The numbering system used herein is that being employed currently by the USACE and Tetra Tech's demolition team. It derives from the 1957 system, but includes a few idiosyncrasies introduced at various points after the post closed in 1965.

Dates of construction are, like the building function names, also derived primarily from the Quartermaster Corps property cards (United States Army Quartermaster Corps ca. 1905-41). Where the property cards are unavailable or uninformative, the dates are drawn from study of other sources, such as historic maps and aerial photographs. As used here, the date of construction is usually taken as the year the building or structure was completed. Construction of most buildings and structures, however, stretched over months and often spanned more than one calendar year, and of course designs for buildings and structures might be executed long before the buildings were actually built. Information about the timing of the entire design and construction process is generally not available, so a single year, representing the date completed, is cited as the date of construction. Following the completion of a building or structure, they may later have been altered by expansion or substantial remodeling involving structural changes. Subsidiary dates following the original completion date reflect known significant alterations to building footprints and structural systems, but it is likely that further research would reveal additional major changes not identified herein.

Stylistic classification of the buildings and structures in the District has sometimes proven to be problematic. Only a few of the buildings at Fort Slocum were designed as high-style exemplars of a single architectural trend or movement. Constraints on construction and future maintenance costs were ever-present, as was an Army ethos that favored functionality, efficiency, and disciplined restraint over excessive and exuberant display. Such constraints probably encouraged simplification of design and ornament, sometimes complicating attribution of specific architectural styles. The tendency toward simplification and a severe lack of ornament is most pronounced among the buildings intended to be temporary, such as those erected during the First and Second World Wars (e.g., Buildings T-34 and 130-135, respectively), as well as utilitarian buildings in out of the way places (e.g., Building 52, the noncontributing Sewage Tank House). In addition, the many individual design elements and ornaments that classically define a particular style were constantly being reshuffled in new building designs and major renovations (Brand 1994; McAlester and McAlester 2000). The permanent buildings constructed at Fort Slocum between the mid-1890s and ca. 1940—which comprise around half of all the buildings on the post—were built during a period when brick construction and the Colonial Revival style dominated Army architecture in most areas of the continental United States. To harmonize buildings on these posts, the style of earlier buildings from this period tended to draw later designs toward them, resulting in elements from newer styles being subsumed by the dominant style, but not entirely eclipsed by them (Chattey et al. 1997:1-14; Hoagland 2004:211-243). Many of the buildings at Fort Slocum are therefore a more or less eclectic mix of two or more named architectural styles, a point that is highlighted as appropriate in the documentation.

Research and preparation of this documentation spanned three years and involved several authors and editors. The work proceeded somewhat episodically over this period. For general historical background, Tetra Tech initially relied upon several earlier historical and architectural studies, including ones prepared by Historical Perspectives (1986), Louis Berger & Associates, Inc. (1986), and Olausen et al. (2005). Tetra Tech's early subcontractor, the Public Archaeology Laboratory, Inc. (PAL), collected a series of nineteenth- and twentieth-century maps from the National Archives and other sources and prepared the documentation on the Freight Pier and Passenger Dock (Volume 2). Tetra Tech staff conducted additional research online and in person at the National Archives, the New Rochelle Public Library, and other repositories. Tetra Tech greatly benefited from the knowledge and research of several people knowledgeable about aspects of Fort Slocum's history. Most importantly, Michael A. Cavanaugh of Los Angeles, California, author of a forthcoming book on Fort Slocum's history and organizer of the informal Fort Slocum Alumni and Friends Association, was generous in sharing his knowledge and materials. Barbara Davis, New Rochelle City Historian and member of the staff of the New Rochelle Public Library, also helped Tetra Tech's team understand the history and significance of Fort Slocum and pointed out locally-available resources. E-mail correspondence and research materials from Bolling Smith, fortifications expert and member of the Coastal Defense Study Group, clarified many aspects of the artillery batteries erected at Fort Slocum. Oral history interviews with more than twenty-five people formerly associated with Fort Slocum as service personnel, civilian employees, or dependents (Tetra Tech 2008b) supplied additional historical details about life at the post and the uses and histories of individual buildings that otherwise would have been unavailable.

Field documentation of the contributing and noncontributing buildings and structures in the Fort Slocum Historic and Archeological District, emphasizing digital photography, was completed by the staff members from PAL, the USACE, and Tetra Tech. PAL photographed most buildings between late 2004 and early 2006. Tetra Tech supplemented and expanded this core collection of images during archeological, historic architecture, and engineering investigations conducted between 2005 and 2008. The USACE provided additional supplementary images as a result of two trips to the island in early 2006.

Tetra Tech's Cultural Resources Documentation Team based in Morris Plains, New Jersey, consisted of Caleb W. Christopher and James C. Sexton, Ph.D. (architectural historians), Christopher L. Borstel, Ph.D., RPA (archeologist and research historian), and Robert M. Jacoby (oral historian and documentation compiler). The team was supervised by Tetra Tech's discipline lead for cultural resources, Sydne B. Marshall, Ph.D., RPA, who was responsible for initial project design, task management, personnel assignments, and technical quality assurance. Tetra Tech's overall work on Davids Island is managed by George M. Willant in the company's Boston office. At the USACE, Nancy J. Brighton has planned and guided the agency's compliance with Section 106 of the National Historic Preservation Act and reviewed the draft versions of all documentation. Gregory J. Goepfert is the USACE's project manager for its remediation, demolition, and restoration project at former Fort Slocum.

REFERENCES CITED

Brand, Stewart.

1994 *How Buildings Learn: What Happens After They're Built*. Viking, New York.

Chattey, Paul, Horace Foxall, Flossie McQueen, Cynthia Nielsen, Mary Shipe, Terri Taylor, and Jamie Tippet

1997 *Context Study of the United States Quartermaster General Standardized Plans, 1866-1942*. Prepared for the U.S. Army Environmental Center, Environmental Compliance Division, Aberdeen Proving Ground, Maryland, by the U.S. Army Corps of Engineers, Seattle District,

Technical Center of Expertise for Preservation of Structures and Buildings, Seattle, Washington.

Hoagland, Alison K.

- 2004 *Army Architecture in the West: Forts Laramie, Bridger, and D.A. Russell, 1849-1912.* University of Oklahoma Press, Norman.

Historic American Buildings Survey/Historic American Engineering Record [HABS/HAER]

- 2000 *HABS Historical Reports.* HABS/HAER, National Park Service, Washington, D.C.

Historical Perspectives

- 1986 *Phase IA Documentary Study of Archeological Potential, Davids Island Project, New Rochelle, New York.* Prepared for Dresdner Associates, Inc, Jersey City, New Jersey, by Historical Perspectives, Riverside, Connecticut.

Louis Berger & Associates, Inc.

- 1986 *Fort Slocum, Davids Island, New York: A Historic Architectural Assessment.* Prepared for Dresdner Associates, Jersey City, New Jersey, by the Cultural Resource Group, Louis Berger & Associates, East Orange, New Jersey.

National Register of Historic Places

- 1997 *How to Apply the National Register Criteria for Evaluation.* Bulletin 15. Rev. ed. National Register of Historic Places, National Park Service, Washington, D.C.

Olausen, Stephen, Matthew Kierstead, and Jeffrey Emidy

- 2005 *Historic Architectural Survey and National Register Evaluation, Davids Island/Fort Slocum New Rochelle, New York.* Prepared for Tetra Tech FW, Inc., Morris Plains, New Jersey, by PAL, Inc., Pawtucket, Rhode Island.

State Historic Preservation Office [SHPO]

- 2005 "RE: CORPS, Fort Slocum, Davids Island, New Rochelle, Westchester County, 04PR02680." Letter of February 25 to Gregory J. Goepfert, Project Manager, Environmental Analysis Branch, Department of the Army, New York District, Corps of Engineers, New York, NY, from Peter D. Shaver, Historic Preservation Program Analyst, State Historic Preservation Office, New York State Office of Parks, Recreation and Historic Preservation, Peebles Island, NY.

Tetra Tech EC, Inc.

- 2008a *Phase IB Archeological Surveys of the Fort Slocum Historic and Archeological District, City of New Rochelle, Westchester County, New York, 2005 and 2006 Field Season Reports.* Prepared for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts, by Tetra Tech EC, Inc., Boston.
- 2008b *Davids Island/Fort Slocum Oral History Project—“And by golly I’m so proud of being part of this military life:” Conversations with Members of the Fort Slocum Community, April 2008 (draft report).* Prepared for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts, by Tetra Tech EC, Inc., Boston.

United States Army Quartermaster Corps

- ca. 1905-41 Fort Slocum Property Cards (Form 117 and predecessors). Record Group 77. National Archives, College Park, MD.

Figure 1. Historic functional areas of the Fort Slocum Historic and Archeological District

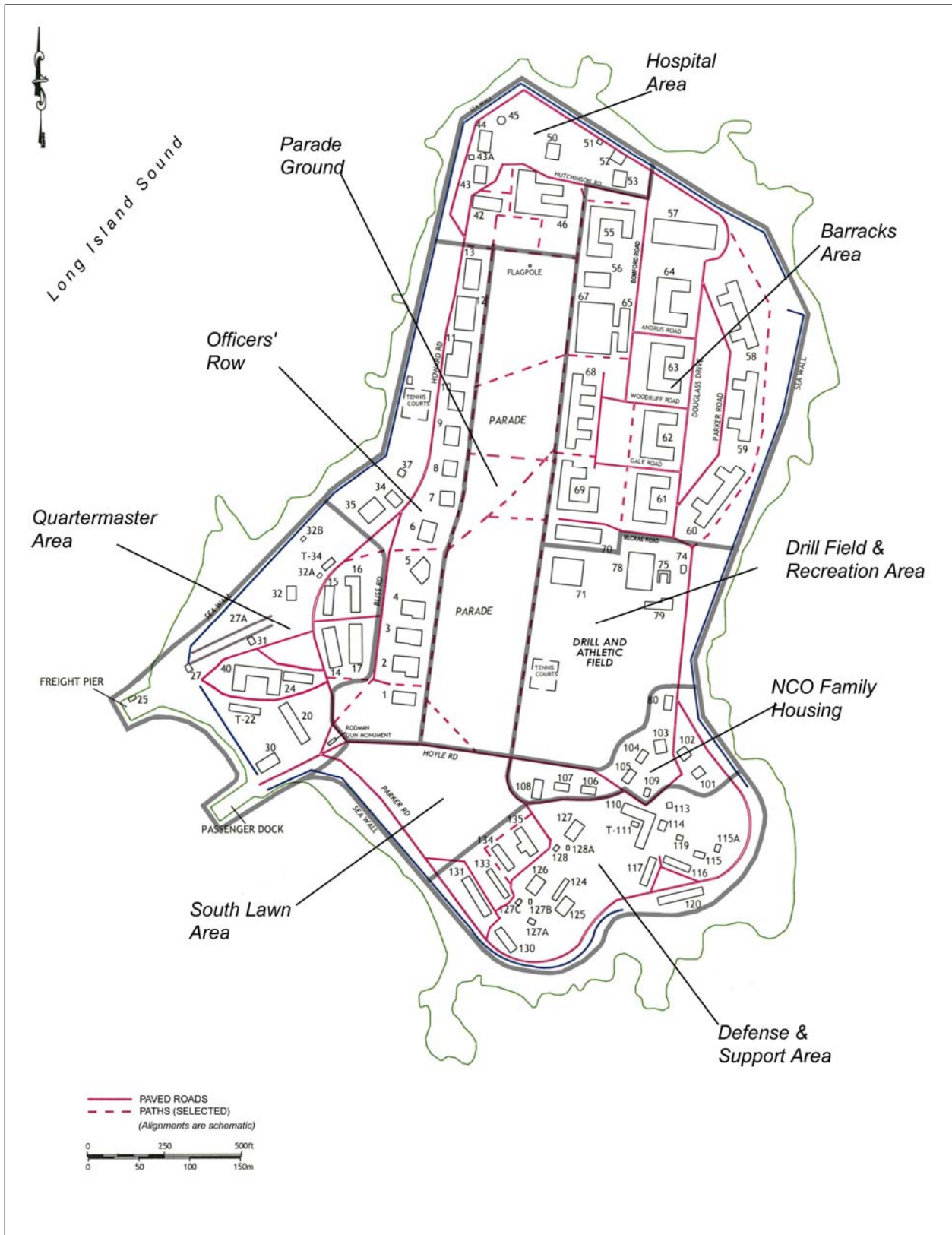


Table 1. Contributing and Non-Contributing Buildings, Structures, and Other Elements of the Fort Slocum Historic and Archeological District, as Defined in Olausen et al. (2005), MOA (2005), and through subsequent research.

Building No.	Contributing	Non-Contributing	Building No.	Contributing	Non-Contributing
1	X		65	X	
2	X		67	X	
3	X		68	X	
4	X		69	X	
5	X		70	X	
6	X		71	X	
7	X		74	X	
8	X		75	-	X
9	X		78	-	X
10	X		79	X	
11	X		80	-	X
12	X		101	X	
13	X		102	X	
14	X		103	X	
15	X		104	X	
16	X		105	X	
17	X		106	X	
20	X		107	X	
T-22	-	X	108	X	
24	X		109	-	X
25	X		110	X	
27	X		T-111	X	
27A	X		113	X	
30	X		114	X	
31	X		115	X	
32	X		115A	-	X
32A	X		116	-	X
32B	-	X	117	-	X
T-34	X		119	X	
34	X		120	-	X
35	X		124	X	
37	X		125	X	
40	X		126	X	
42	X		127	X	
43	X		127A	X	
43A	-	X	127B	X	
44	X		127C	X	
45	X		128	X	
46	X		128A	X	
50	X		130	X	
51	-	X	131	X	
52	-	X	133	X	
53	X		134	X	
55	X		135	X	
56	X		Battery Practice	X	
57	X		Flagpole	X	
58	X		Freight Pier	X	
59	X		Officers' Tennis Courts	X	
60	X		Parade Ground	X	
61	X		Passenger Dock	X	
62	X		Rodman Gun Monument	X	
63	X		Seawall	X	
64	X		System of Roads and Paths	X	

Table 2. Index of Contributing Elements in the Fort Slocum Historic and Archeological District by Date of Construction.

Date Completed	Building Number	Name	Documentation Volume
ca. 1862-1950	-	System of Roads and Paths	6
ca. 1871	-	Parade Ground	6
1878	2	Officers' Quarters	1
1878	3	Officers' Quarters	1
1878	4	Officers' Quarters	1
1881	14	Quartermaster Storehouse and Quarters	2
1884	-	Passenger Dock	2
1885	113	Magazine / Blacksmith Shop	5
1885	119	Receiving Vault	5
1886	5	Officers' Quarters	1
1886	7	Officer's Quarters	1
1886	8	Officer's Quarters	1
1886	67	Mess Hall	4
1887	68	Barracks	4
1888	69	Barracks	4
1889	55	Barracks	3
1890-ca. 1942	-	Seawall	6
1891-1897	125, 126, and 127	Mortar Battery (Battery Haskin Pits A and B; Battery Overton Pit B)	5
1892	6	Officers' Quarters	1
1893	1	Commanding Officer's Quarters	1
1893	11	Officers' Mess	1
1893	25	Freight Pier	2
1893	27A	Coal Yard & Conveyor	2
1893-1898	-	Battery Practice	6
1895	9	Officers' Quarters	1
1895	10	Officers' Quarters	1
1896	56	Guardhouse	3
1896	110	Ordnance Storehouse / Laundry	5
1897	128	Mortar Battery Powerhouse	5
1897	127B	Fire Control Building, Battery Haskin Pit B	5
1897	128A	Fire Control Building, Battery Overton Pit B	5
1898	46	Hospital	3
1900	-	Rodman Gun Monument	6
1902	24	Carpenter Shop	2
1902	34	Non-Commissioned Officer's Quarters / Officer's Quarters	2
1904	16	Quartermaster Storehouse / Commissary	2
1904	17	Quartermaster Storehouse	2
1905	70	Post Exchange	4
1905	114	Searchlight Powerhouse	5
1906	63	Barracks	3
1908	20	Quartermaster Storehouse / Post Engineer's Office	2
1908	40	Wagon Shed / Garage	2

Table 2 (continued).

Date Completed	Building Number	Name	Documentation Volume
1908	42	Recruit Examination Building	3
1908	64	Barracks	3
1908	102	Non-Commissioned Officers' Quarters	4
1909	13	Administration Building	1
1909	50	Isolation Hospital	3
1909	57	Drill Hall and Gymnasium	3
1909	61	Barracks	3
1909	62	Barracks	3
1909	71	YMCA	4
1909	101	Non-Commissioned Officers' Quarters	4
1909	103	Non-Commissioned Officers' Quarters	4
1909	108	Chapel	4
1909	115	Incinerator	5
1910	12	Officers' Quarters	1
1910	35	Officers' Quarters	2
1910	37	Electrical Substation	2
1910	43	Hospital Sergeants' Quarters	3
1917	T-34	Temporary Storehouse / Quarters	2
1929	45	Water Tower	3
1930	60	Barracks	3
1930	104	Non-Commissioned Officers' Quarters	4
1930	105	Non-Commissioned Officers' Quarters	4
1930	106	Non-Commissioned Officers' Quarters	4
1930	107	Non-Commissioned Officers' Quarters	4
1932	58	Barracks	3
1933	74	Sewage Sump and Pumping Station A	4
1938	27	Coal Conveyor Shed	2
1938	30	Passenger Waiting Room / Quarters	2
1938	31	Coal Yard Shed	2
1939	53	Sludge Drying Bed Building	3
1939	59	Barracks	3
1940	32	Paint Shop	2
1940	44	Non-Commissioned Officers' Quarters	3
1940	65	Post Bakery	4
1941	15	Quartermaster Storehouse	2
1942	79	Firehouse	4
1942	T-111	Pistol Range Storehouse	5
1943	130	Temporary Barracks	6
1943	131	Temporary Barracks	6
1943	133	Temporary Barracks	6
1944	134	Temporary Barracks	6
1944	135	Temporary Barracks	6
1950	32A	Transformer Vault No. NE 1A	2
1955	124	Nike Sighting Station	5
1955	127A	Nike Generator Building	5
1955	127C	Transformer Vault No. 9	5
1960	-	Flagpole	6

Table 3. Index of Non-Contributing Elements in the Fort Slocum Historic and Archeological District by Date of Construction.

Date Completed	Building Number	Name
1929	43A	Valve House
1933	51	Sewage Sump and Pumping Station B
1933	52	Sewage Tank House
1941	109	Transformer House No. 3
1941	117	Temporary Storehouse / Office
1942	T-22	Temporary Storehouse
1942	75	Handball Courts
1942	78	Armory & Gymnasium
1942	116	Temporary Storehouse
1944	120	Temporary Storehouse
1950	32-B	Pump House
1955	115A	Machine Shed
1960	80	Non-Commissioned Officers' Children's Swimming Pool

Detailed documentation has not been prepared for non-contributing elements in the District. Architectural inventory forms giving brief descriptions of these elements are included in Olausen et al. (2005).

VOLUME 2
TABLE OF CONTENTS

Preface

Freight Pier and Crane

Passenger Dock

Quartermaster Storehouse and Quarters (Building 14)

Quartermaster Storehouse (Building 15)

Quartermaster Storehouse/Commissary (Building 16)

Quartermaster Storehouse (Building 17)

Quartermaster Storehouse/Post Engineer's Office (Building 20)

Carpenter Shop (Building 24)

Coal Conveyor Shed (Building 27)

Coal Yard & Conveyor (Building 27A)

Passenger Waiting Room/Quarters (Building 30)

Coal Yard Shed (Building 31)

Paint Shop (Building 32)

Transformer Vault No. NE 1A (Building 32A)

Temporary Storehouse (Building T-34)

Non-Commissioned Officer's/Officer's Quarters (Building 34)

Officers' Quarters (Building 35)

Electrical Substation (Building 37)

Wagon Shed/Garage (Building 40)

**Documentation of Contributing Elements
Fort Slocum Historic and Archeological District**

Contents, Volumes 1 to 6

Volume 1

Blg. No. Building Name

-	Fort Slocum: Historic Overview
1	Commanding Officer's Quarters
2	Officers' Quarters
3	Officers' Quarters
4	Officers' Quarters
5	Officers' Quarters
6	Officers' Quarters
7	Officer's Quarters
8	Officer's Quarters
9	Officers' Quarters
10	Officers' Quarters
11	Officers' Mess
12	Officers' Quarters
13	Administration Building

Volume 2

Blg. No. Building Name

-	Passenger Dock
-	Freight Pier, including Crane (Blg. 25)
14	Quartermaster Storehouse and Quarters
15	Quartermaster Storehouse
16	Quartermaster Storehouse / Commissary
17	Quartermaster Storehouse
20	Quartermaster Storehouse / Post Engineer's Office
24	Carpenter Shop
27	Coal Conveyor Shed
27A	Coal Yard & Conveyor
30	Passenger Waiting Room / Quarters
31	Coal Yard Shed
32	Paint Shop
32A	Transformer Vault No. NE 1A
T-34	Temporary Storehouse / Quarters
34	Non-Commissioned Officer's Quarters / Officer's Quarters
35	Officers' Quarters
37	Electrical Substation
40	Wagon Shed / Garage

Volume 3

Blg. No. Building Name

42	Recruit Examination Building
43	Hospital Sergeants' Quarters
44	Non-Commissioned Officers' Quarters
45	Water Tower
46	Hospital
50	Isolation Hospital
53	Sludge Drying Bed Building
55	Barracks
56	Guardhouse
57	Drill Hall and Gymnasium
58	Barracks
59	Barracks
60	Barracks

Volume 3 (cont.)

Blg. No. Building Name

61	Barracks
62	Barracks
63	Barracks
64	Barracks

Volume 4

Blg. No. Building Name

65	Post Bakery
67	Mess Hall
68	Barracks
69	Barracks
70	Post Exchange
71	YMCA
74	Sewage Sump and Pumping Station A
79	Firehouse
101	Non-Commissioned Officers' Quarters
102	Non-Commissioned Officers' Quarters
103	Non-Commissioned Officers' Quarters
104	Non-Commissioned Officers' Quarters
105	Non-Commissioned Officers' Quarters
106	Non-Commissioned Officers' Quarters
107	Non-Commissioned Officers' Quarters
108	Chapel

Volume 5

Blg. No. Building Name

110	Ordnance Storehouse / Laundry
T-111	Pistol Range Storehouse
113	Magazine / Blacksmith Shop
114	Searchlight Powerhouse
115	Incinerator
119	Receiving Vault
124	Nike Sighting Station
125	Battery Haskin Pit A
126	Battery Haskin Pit B
127	Battery Overton Pit B
127A	Nike Generator Building
127B	Fire Control Building, Battery Haskin Pit B
127C	Transformer Vault No. 9
128	Mortar Battery Powerhouse
128A	Fire Control Building, Battery Overton Pit B

Volume 6

Blg. No. Building Name

130	Temporary Barracks
131	Temporary Barracks
133	Temporary Barracks
134	Temporary Barracks
135	Temporary Barracks
-	Battery Practice
-	Flagpole
-	Parade Ground
-	Rodman Gun & Monument
-	Seawall
-	System of Roads and Paths

DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

FREIGHT PIER AND CRANE

- Location:** Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
Universal Transverse Mercator Coordinate: 18.603210.4526117
- Present Owner(s):** City of New Rochelle, NY
- Date of Construction:** 1893 et seq. (current structure)
- Architect/Engineer:** U.S. Army Quartermaster Corps
- Present Use:** Abandoned when documented (2004-2005). Demolished 2007.
- Significance:** The Freight Pier and Crane are located at the site of the first such structure established on Davids Island/Fort Slocum in about 1879. The current structure was built in 1893 and repaired and reconstructed over time. It was the access point for freight and heating coal until the early 1940s when it was modified for car ferry service. At that time the adjacent passenger pier, which now stands in ruins approximately 350 feet southeast, was downgraded. The pier has been unused since Fort Slocum closed in 1965 and is in ruins.
- Project Information:** The U.S. Army Corps of Engineers, New York District (Corps), has been authorized under the Department of Defense Appropriations Act, 2004, to perform building demolition, debris removal, and remediation of asbestos materials (Project) at Fort Slocum on Davids Island in the City of New Rochelle, New York. The purpose of the Project is to remove buildings and infrastructure from the abandoned fort installation that create safety hazards as part of a long-range plan to restore Davids Island for future use. In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800), the Corps has consulted with the New York State Historic Preservation Officer (NYSHPO) regarding the effects of the Project on historic properties. The consultation resulted in the development of a Memorandum of Agreement (MOA) among the Corps, NYSHPO, County of Westchester, and City of New Rochelle as consulting parties. This documentation report was prepared in accordance with Stipulation I.I.C.1 of the MOA.
- Prepared by:** Matthew A. Kierstead
Title: Industrial Historian
Affiliation: PAL, Inc., Pawtucket, Rhode Island
Date: December 2005

PART I. DESCRIPTION

(Note: this documentation refers to the current standing ruins as the “Freight Pier,” and in all previous historic contexts as the “freight pier” or “pier.”)

The Freight Pier and Crane are located on the southwest side of Davids Island, in the western portion of Long Island Sound, 0.6 miles southeast of the New Rochelle, New York mainland, and 19 miles northeast of midtown Manhattan (Figure 1). Davids Island is a roughly pear-shaped, relatively flat landmass consisting of approximately 78 acres above mean high water. The island is heavily wooded and contains the ruins of more than 100 buildings and structures, including former administrative, barracks, quarters, hospital, recreational, Quartermaster, coastal defense, and air defense resources associated with Fort Slocum, an abandoned former U.S. Army installation. A concrete and stone seawall encircles most of the shore, and a system of roads and paths runs throughout the island. The Freight Pier is located immediately southwest of the Quartermaster area, which consists of an assemblage of buildings and structures associated with supply, distribution, and maintenance activities, including storage and transportation of heating coal (Figure 2). A former coal yard area, which was connected to the Freight Pier by an elevated conveyor belt, is located immediately northeast of the Freight Pier. The ruins of a second docking structure, the Passenger Pier, are located approximately 350 feet southeast of the Freight Pier.

The Freight Pier consists of a rectangular area of rotted timber piles extending southwest perpendicular to the shoreline (Photographs 1–4). A seawall made of massive schist boulders with a reinforced concrete slab cap extends southeast from the northeast corner of the structure. A 3-inch-diameter threaded cast-iron utility pipe extends from the beach from the high tide line to the low tide line. Although the pipe’s location appears to be disturbed, it appears to have projected and continued along the southeast edge of the pier, possibly for a utility line carrying fuel, water, or electrical cables. In plan, the pattern of remaining Freight Pier piles measures approximately 235 feet long northeast-southwest by approximately 65 feet wide. The piles are driven vertically into the sand and mud in roughly 10 longitudinal rows and are deteriorated to the degree that it is not possible to count their total number or the number of transverse rows (Photographs 5–6). The piles are barnacle-encrusted and in poor condition, with many rotted off at the base or at varying heights. Several piles survive to their original height, describing a horizontal plane just below the original deck height. Approximately two dozen taller fender piles remain at locations around the perimeter of the pier. The northwest and southeast corners of the pier are each marked by a round cluster of tall piles bound by lengths of steel cable and thick rope hawser. Metal hardware remaining in the piles consists of transverse 1-inch-diameter, 18-inch-long, threaded wrought-iron bolts used to join the piles to the deck stringers and floor beams.

Several disconnected, deteriorated, and fire-charred sections of deck survive. At the inland end of the structure is an approximately 20-foot-long section of creosoted timber floor beam-and-stringer deck substructure extending southwest across the high tide line (Photograph 18). This section of deck incorporates 3-inch-thick by 8-inch-wide deck planks resting on a grid of 5-inch by 12-inch stringers on 3-foot centers and 12-inch square floorbeams. Approximately 70 feet southwest of the seawall is an approximately 20 by 25 foot section of deteriorated deck of similar construction (Photograph 19). This section of deck includes several flat, 6-inch-thick slabs of reinforced concrete with a 1.5-inch-thick layer of red and gray tinted concrete laid over the wood plank deck. Another, more deteriorated section of deck lies 40 feet further southwest. Metal hardware visible in the deck includes 15-inch-long wrought-iron, square-cut, tapering spikes connecting the floor beams and stringers (Photograph 17). Another small section of deck lies at the

**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM
(Page 3)**

southwest end of the pier where the partially collapsed freight crane is located. Mooring hardware at this location includes a pair of small cast-iron bollards, and a massive cast-iron cleat.

The Freight Pier ruins include the rusted and deteriorated remains of several pieces of metal vehicle and materials handling equipment, including the crane, coal conveyor hopper tower, crane winch motor, and vehicle gangplank gantry towers.

The Freight Crane is located at the northwest corner of the pier (Photographs 15–16). It is a derrick, or jib-type crane that was exclusively used for coal handling. It is a welded and bolted structural steel structure footed into a wide, heavy, tabular, concrete slab base at the deck level and weighted by a large concrete mass located under the deck (Photograph 9). The vertical mast consists of a steel I-beam. The diagonal boom extends from a pivot at the base of the mast and consists of a flattened, asymmetrical, angle-iron Pratt truss connected at its apex to the top of the mast by a pair of steel strap stays (Photograph 10). A pair of pulleys hangs from the tip of the boom (Photograph 7). The top of the mast is anchored to the concrete slab base below by two diagonal I-beam back stays and a single diagonal tensioning rod with a turnbuckle (Photograph 11). A steel rod ladder runs up the back side of the mast. The mast and backstays are linked by a system of horizontal I-beam braces halfway up the mast.

The coal conveyor hopper tower is located near the southwest end of the northwest side of the pier, immediately northeast of the end of the boom of the crane. This collapsed structure is the remains of the short riveted structural steel tower that originally supported the inverted, pyramidal, sheet steel coal hopper that stood above the end of the coal handling yard conveyor belt.

The hoist motor is located immediately northeast of the crane and is partially visible above the water line at low tide (Photograph 8). This machine consists of an electric motor with a reduction gear cluster attached to a pair of cable winding drums. Its cable winding drums and proximity to the freight crane suggest that it was originally located on the pier deck and used to drive the cables that controlled the horizontal swing of the crane boom, the height of the coal bucket at the end of the boom, and the opening and closing of the halves of the clamshell bucket.

The vehicle gangplank gantry towers are located at the southwest corner of the pier (Photographs 12–14). They consist of two fallen sections of the two riveted structural steel towers that originally supported the ends of the vehicle gangplank gantry that stood at the southwest end of the pier. One taller section is partially exposed at high tide, and the other shorter section is only partially visible at low tide. These structures are made of built-up, riveted, structural steel members including angles and gusset plates forming a long narrow box with diagonal X-braces. At low tide pulleys and shafts associated with the cable drive for the motorized gangplank are visible at the bottom of the structures.

PART II. HISTORICAL NARRATIVE

Dauids Island

(Note: this summary history of Davids Island is condensed from a longer narrative that appears in *Historic Architectural Survey and National Register Evaluation, Davids Island–Fort Slocum, New Rochelle, New York*, Olausen et al. 2005).

**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM**
(Page 4)

Prior to the Civil War, Davids Island, named for owner Thaddeus Davids, had been used for farming. The U.S. Army leased Davids Island in 1862 for use as a hospital to treat Union and as many as 2,500 Confederate wounded prisoners. The U.S. Army formally acquired the island in 1867 for the establishment of a permanent administrative and support facility for other New York harbor defense posts. In 1878 Davids Island was made a Principal Depot of the U.S. Army General Recruiting Service, marking the beginning of the installation's longstanding mission as a U.S. Army recruitment and preliminary training center. At about the same time, the Army selected the island as a location for a general medical facility.

The Davids Island post was formally renamed Fort Slocum in 1896. In 1898 the garrison size doubled with the addition of infantry companies mobilized for the Spanish-American War. In 1885, President Grover Cleveland had appointed the Endicott Board to review the state of U.S. coastal defenses. The board recommended installation of gun batteries to protect major cities against waterborne attack and a large-scale construction program to upgrade military training capabilities. In 1897, construction began on Davids Island of Battery Haskin and Battery Overton, which contained sixteen, 12-inch mortars. Additional batteries, Battery Fraser and Battery Kinney, were built on the east edge of the island in 1901 and 1904 respectively. In 1905 President Theodore Roosevelt's Taft Board recommended expansion of the facilities at Fort Slocum that led to the most significant period of development in the fort's history. By 1910 many new buildings, including officers' quarters, enlisted men's barracks, mess halls, hospital buildings, and support facilities were erected at the fort to support an increase of personnel associated with its recruitment, preliminary training, and medical missions.

The necessity for recruit training and processing was great throughout World War I and Fort Slocum became one of the busiest of the Army centers with some 140,000 enlistees passing through the fort between 1917 and 1919. The period between the two world wars at Fort Slocum was characterized by a continuation of its longtime established recruitment and training missions. During World War II, Fort Slocum was an embarkation post and rest station for U.S. Army troops.

Between about 1950 and 1966 Fort Slocum supported a variety of military training activities, including a school for U.S. Army chaplains, an Army Information School, an Officers Training School, and Military Police. The U.S. Army Chaplain School was located at Fort Slocum in 1951 and remained there until 1962. Between 1955 and 1961 Fort Slocum was an element in the Nike missile defensive system established to protect New York City from Soviet air attack during the early years of the Cold War. The Fort Slocum Nike Battery (NY-15) was one of 19 Nike Ajax surface-to-air missile control and launch sites in and around New York City. Fort Slocum was closed in November 1965, and Davids Island was eventually sold to the City of New Rochelle, NY. The island has since become overgrown and the more than 100 buildings and structures are now in varying states of decay.

Freight Pier

The Freight Pier constitutes the remains of the last of a series of similar timber structures that stood on this location since at least 1879. This partially submerged wood structure was continuously subjected to deterioration from the action of waves, tides, storms, rot, and marine life. The historical record suggests that the structure was replaced outright at least once at the same location over its life, and was also periodically repaired and rehabilitated. It served as the point of entry for material and fuel until Fort Slocum closed in 1965, and after 1941 was the primary loading point for vehicles and personnel. The Fort Slocum ferry boats docked at a companion Neptune Dock facility on the New Rochelle mainland.

FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

The first documented pier on Davids Island was built during the Civil War, when the U.S. Army established DeCamp General Hospital on the island. A circa 1863 woodcut of the island indicates that the original pier was located at, or in close proximity to, the site where the remains of Fort Slocum's Passenger Pier are currently located (Figure 3). Maps of the island drawn in 1872 and 1878, after Davids Island had become a permanent U.S. Army installation, show that it was serviced by a single pier in the general location of the facility depicted in the circa 1863 woodcut (Figures 4 and 5).

The construction of a second pier was coincident with the selection of Davids Island as the site of a Principal Depot of the U.S. Army General Recruiting Service in the late 1870s. It is likely that the planning for the development of the facilities to house and support the personnel stationed there included, as a prerequisite, a facility dedicated to handling freight, including the large amount of building materials required to construct the buildings and the transloading of coal. The island never had a central power plant to generate electricity or steam, and every building was heated by its own coal-fired boiler. Like the pier itself, the on-island facilities required to store and distribute the huge amount of Pennsylvania anthracite hard coal necessary to supply the increasing number of buildings at the installation evolved over time.

The earliest cartographic evidence of this second pier is an October 1879 map of the island that depicts a long and wide rectangular structure extending into Long Island Sound, with a narrower approach section connecting it to the island. It was located on a small point that juts out from the island's southwestern shoreline where the current remains of the Freight Pier are located (Figure 6). The map also shows the earlier pier located farther down the southwestern shoreline.

The pier depicted on the October 1879 map resembles that shown on a May 1879 architectural drawing titled "Plan of Proposed Modifications to Coal Dock at Davids Island, N.Y.H." (Figure 7). The notes on the plans indicate a dedicated coal dock had already been erected at Davids Island by that date and that the proposed expansion would cost \$3,800.00. The plan called for lengthening and widening the preexisting structure, a long, narrow, rectangular pier supported by at least one row of six stone rubble-filled timber cribs as well as rows of timber piles. A gable-roofed, open-sided shed ran the length of this structure and was presumably where the offloaded coal was stored for distribution by wagon, as this structure predates mechanized materials handling. The modifications consisted of constructing a wide extension on timber piles at the outer end of the pier as a "landing for the steamer 'Hamilton,'" and widening the southeast side of the pier for a roadway bypassing the coal storage shed (Anonymous 1879).

A subsequent map of the island in 1884 indicates that the proposed modifications were made to the pier and, by that time, another small building labeled as the "Band House" was attached to the southwest elevation of the coal shed (Figure 8). The pier to the southwest is referred to on the map as the "Old Wharf." The structure was replaced later that year with a new wharf that became known as the Passenger Wharf on subsequent maps of the island (Cook 1884).

A third mooring facility, identified on period maps of Davids Island as the Engineer's Wharf, was built about 1890 at the southern tip of the island. It was a long, narrow, T-shaped wharf with a wood piling substructure and wood deck superstructure. Its likely purpose was to support the construction of the Endicott-Taft era defensive batteries that were planned in the early 1890s and built at Fort Slocum during the period between 1897 and 1902. After the completion of the gun emplacements the wharf was no longer necessary, and by 1909 sections of the pier had either been dismantled or collapsed because of disrepair. It does not appear on any subsequent maps of Fort Slocum (Anonymous, ca. 1890; Murray 1909, 1911).

**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM**
(Page 6)

In 1893 plans were drawn for a new, 327-foot-long, L-shaped plan freight pier. An architectural drawing in the National Archives titled “Coal Shed & Wharf at Davids Island, NY” dated May 1893, shows a new structure with eight longitudinal rows of 32 piles (Figure 9). This structure was longer and narrower than the ca. 1879 pier and did not have rock-filled timber crib piers. The new pier was divided into two longitudinal sections. The southeast side consisted of a wide roadway deck leading to a larger square deck area comprising the short leg of the “L” at the seaward end of the dock. The northwest side consisted of a narrower, higher, level, timber post trestle with diagonal braces and a catwalk along the top. A jib crane was located at the outer end of the trestle (White 1893). This trestle provided a level elevated surface to drop coal from the crane bucket into wagons for transport to the coal shed (Building 18, later 118, no longer extant) located on the land at the end of the trestle. The scale of the portion of the pier devoted to coal handling and construction of the adjacent coal shed are evidence of the need for additional fuel as the number of buildings on Fort Slocum grew. The transport of the coal along the catwalk at the time of construction appears to have been done by man or animal power. Although steam-driven mechanical handling systems existed at this time, there is no evidence of one on the catwalk or on the adjacent land at this time, and the structure predates the widespread adoption of electric motors for materials handling applications.

A 1902 map of Fort Slocum shows an L-shaped structure with its short leg projecting southeast from the southwest end of the pier. This plan corresponds to the shape on the 1893 architectural plans (Figure 10). U.S. Army Office of the Chief of Engineers Historical Records of Buildings (“property cards”) contain information from 1905 to the late 1930s for the freight pier and coal handling facilities. The card for Building 17, later 117, “Coal Wharf and Trestle,” gives a construction date of 1902, which may reflect some repairs, but does not reflect the structure’s actual 1893 construction date. The card indicates that the construction cost was \$11,892.00 for the 321-foot-long, by 24-foot-3-inch wide structure (Office of the Chief of Engineers n.d.[1]). This card includes a photograph of the pier taken about 1902 (Figure 11).

A panoramic photograph of the west side of Davids Island from about 1914 shows that materials handling equipment had been added to the coal trestle, including a distinctive conveyor belt loading hopper, indicating that an electrically driven conveyor belt system had been added by that time (Figure 12). The photograph shows the trestle leading horizontally into a roof monitor structure on Building 18, the Coal Shed, which appears on maps of the island beginning in 1902. The Historical Records of Buildings property card for Building 18, “Addition to Coal Shed” indicates that in 1914 the capacity of the facility was increased from 800 tons to 1,400 tons (Office of the Chief of Engineers n.d.[2]). This is an increase that could have been partly aided by mechanized materials handling equipment.

The coal handling equipment on the freight pier was completely modernized in 1932–1933. This project was reported in the Office of the Quartermaster’s 1933 “Completion Report” for Fort Slocum and consisted of:

“furnishing all necessary materials and labor required for the construction of a coal handling and distributing system having a 50 ton per hour normal capacity. This includes installation of an 80 hp electrically-driven, double-drum hoist; mast and gaff; one cubic yard hoist bucket; receiving hopper; belt conveyor with rollers; timber conveyor supports; housing and walkway; self-propelling reversible belt tripper with chutes; loading hopper; belt conveyor drive; loading tower and house; together with all other necessary materials and equipment required to make a complete coal handling system from barge to receiving hopper, coal shed, and unloading tower, ready for operation . . .” (Office of the Chief of Engineers 1933).

Photographs accompanying this report taken August 30, 1932, show this new equipment (Figure 13). The

FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM
(Page 7)

elevated trestle and catwalk constructed in 1893 was no longer in place. The crane was located at the northwest corner of the pier and consisted of a round wood or steel mast with steel or timber boom and stays and a cable-driven clamshell bucket. The hoist house was located close to the mast and an inverted pyramidal conveyor belt receiving hopper was located just beyond the hoist house below the end of the swing of the boom. A covered conveyor belt on short supports ran along the northwest edge of the pier and slowly ascended to the monitor roof of the Coal Shed in a shallow curving incline. The pier retained its overall 1893 L-shaped plan.

Records from the 1930s and early 1940s indicate that the freight pier and passenger pier were in need of repair. In 1936 the Office of the Quartermaster General's "Survey of Dock Situation at Fort Slocum" reported that:

The structures, pilings, etc. of the Neptune [New Rochelle mainland] and Fort Slocum docks are in a state of decay, unsafe for heavy loads, as well as being unsightly in appearance. Therefore, it is recommended that both of these old wooden docks be removed entirely and new docks constructed that will safely accommodate automobiles and vehicles up to 15 tons in capacity (Lamb 1936).

This report laid out plans for a \$192,000 project that included a new ferry boat and a large, \$98,200 ferry slip type passenger dock at Davids Island (Lamb 1936). This project was not undertaken. In 1941 the Office of the Second Corps Area Quartermaster's "Report of Inspection of Fort Slocum, N.Y." reported that the freight pier "is L-shaped, being 200 feet long and 25 feet wide on the land end, and 30 feet long and 70 feet wide at the offshore end. This pier is in need of overhauling, and about November 1, 1941, plans had been filed to widen the 25 foot section to 45 feet" (Appiarius 1941).

Instead of constructing a new passenger pier, the Freight Pier was outfitted with a motorized gangplank for use by a motor vehicle ferry in late 1941 or early 1942. This structure included tall riveted structural steel towers containing cables and pulleys at the southwest end of the pier to raise and lower the gangplank. This modification required installation of new pilings and a long section of deck for vehicles along the southeast side of the earlier pier structure supporting the new coal handling system. This addition of deck filled in the L-shaped plan and returned the pier to a rectangular plan. The steel frame crane was also erected at this time (Figure 14). A new waiting room was built on the freight pier in the 1940s and was identified as both Building T-124 and T-26 on mid-twentieth-century maps. This building was standing as late as 1986 (Figure 15).

After the early 1940s the passenger pier took on a diminished role and became known as the T-Boat dock, possibly for "Troop Boat," for the boats ferrying troops to Brooklyn, New York for embarkation for European Theater operations. The passenger pier was also used to receive VIP visitors and as the dock for the Fort Slocum post senior officer's private motor launch. The freight pier then served as the primary vehicular and foot traffic pier for Fort Slocum. In the 1950s the freight pier was known as the ferry dock and the passenger pier was known as the auxiliary dock. When Fort Slocum finally closed in November 1965, the ferry boats ceased running from New Rochelle and were shipped to Vietnam (Cavanaugh 2005).

The existing remains of the Fort Slocum Freight Pier and associated crane are all that remain of at least one 1893 wholesale replacement of the 1879 pier, as well as a series of in-kind repairs and rehabilitations. The structure was ultimately taken out of service in 1965. Considering the age of the structure, and its history of repairs and replacement, it is unlikely that any of the existing timber piles in place today remain from the original 1879 structure.

PART III. SOURCES OF INFORMATION

Published Materials

Hamilton, Frank Hastings

- 1865 *A Treatise on Military Surgery and Hygiene*. Balliere Brothers, New York. Reproduced by Google Books and accessible online through <http://books.google.com/>.

Nichols, Herbert B.

- 1938 *Historic New Rochelle*. Board of Education, New Rochelle, NY.

Unpublished Materials

Appiarius, John C.

- 1941 "Report of Inspection of Fort Slocum, N.Y." 10 November 1941. Record Group 92, Office of the Quartermaster General, National Archives and Records, College Park, MD.

Cavanaugh, Michael

- 2005 "Precis of Building History, Fort Slocum, NY." Unpublished ms. Los Angeles, CA.

Historical Perspectives

- 1986 *Phase IA Documentary Study of Archaeological Potential, Davids Island Project, New Rochelle, New York*. Report submitted to Dresdner Associates, Inc., Jersey City, NJ.

Lamb, George E.

- 1936 "Survey of Dock Situation at Fort Slocum," 22 May. Record Group 92, Office of the Quartermaster General, National Archives and Records, College Park, MD.

Olausen, Stephen, Matthew Kierstead, and Jeffrey Emidy

- 2005 *Historic Architectural Survey and National Register Evaluation, Davids Island/Fort Slocum New Rochelle, New York*. Report submitted by PAL, Inc. Pawtucket, Rhode Island to Tetra Tech FW, Inc., Morris Plains, NJ.

Records

Office of the Chief of Engineers

- n.d.[1] Building 17, Historical Records of Buildings for Fort Slocum, N.Y. Record Group 77, Office of the Chief of Engineers, National Archives and Records, College Park, MD.
- n.d.[2] Building 18, Historical Records of Buildings for Fort Slocum, N.Y. Record Group 77, Office of the Chief of Engineers, National Archives and Records, College Park, MD.
- 1933 Construction Completion Reports for Fort Slocum, N.Y. Record Group 77, Office of the Chief of Engineers, National Archives and Records, College Park, MD.

**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM**
(Page 9)

Maps and Drawings

Anonymous

- 1872 *Quarter-Master Buildings, David's Island, NY Harbor.* Record Group 77, National Archives and Records, College Park, MD.
- 1879 *Plan of Proposed Modifications to Coal Dock at Davids Island, N.Y.H.* Headquarters General Recruiting Service, May 3. Record Group 77, Office of Chief of Engineers, National Archives and Records, College Park, MD.
- c. 1890 *Military Reservation, Davids Island.* Record Group 77, National Archives and Records, College Park, MD.
- 1902 *Plan Showing Location of Batteries and Fire Control Stations.* Drawn under the direction of Maj. W.L. Marshall, Corps of Eng'rs, U.S.A. May. Record Group 77, National Archives and Records, College Park, MD.

Cook, George H.

- 1884 *David's Island N.Y.Harbor.* March 18. Record Group 77, National Archives and Records, College Park, MD. Copied from Historical Perspectives, *Phase IA Documentary Study of Archaeological Potential, Davids Island Project*, New Rochelle, New York, 1986, p. 52.

Fisk, Walter L.

- 1878 *Map of Davids Island, N.Y.H.* Surveyed and drawn under the direction of Maj. Henry L. Abbot, Corps of Engineers, July. Record Group 77, National Archives and Records, College Park, MD.

Griffin, Eugene

- 1879 *Shorelines of Davids Island, N.Y.H.* October. Record Group 77, National Archives and Records, College Park, MD.

Murray, Peter

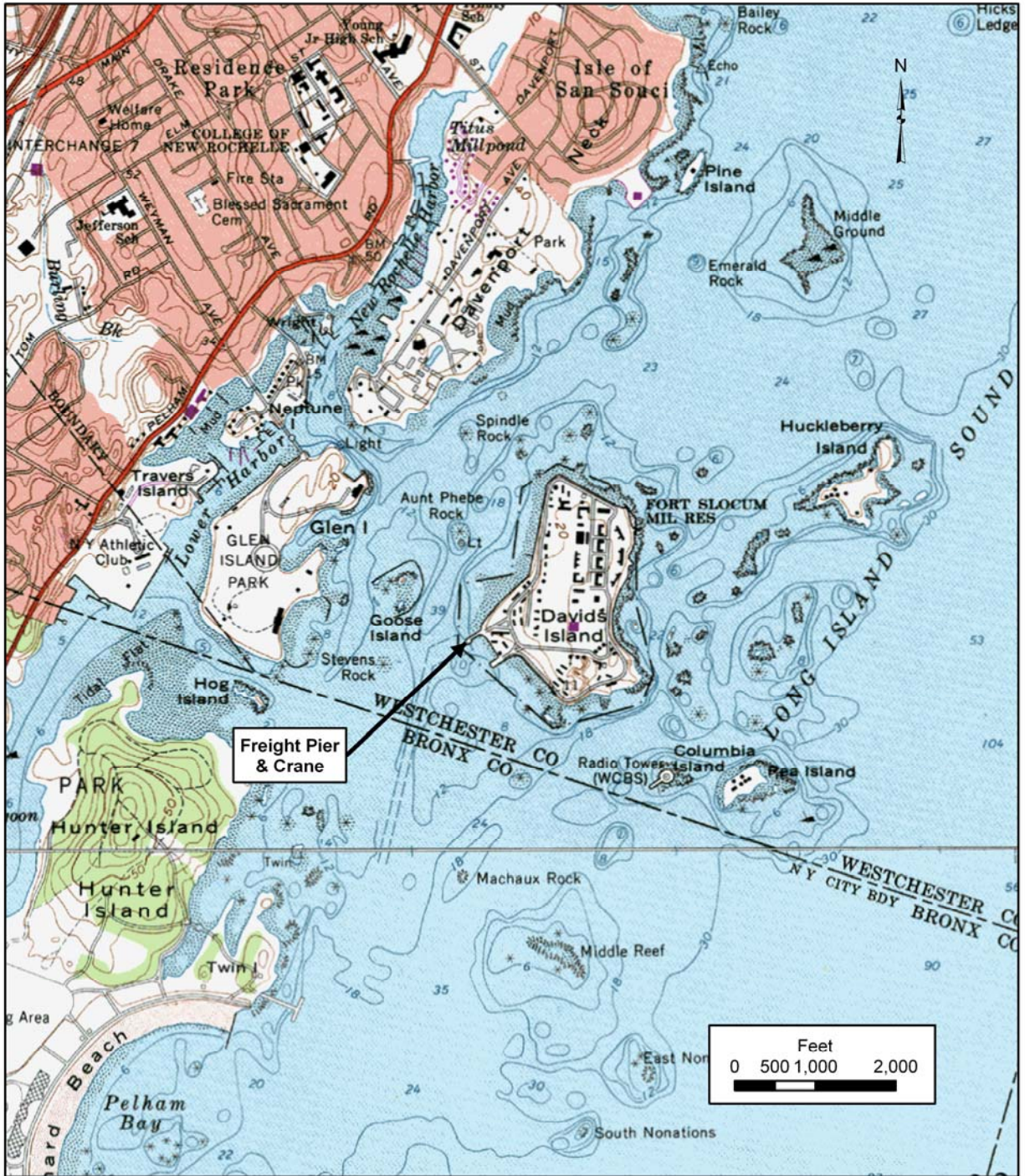
- 1909 *Map of Fort Slocum, Davids Island, New York.* March. Record Group 77, National Archives and Records, College Park, MD.
- 1911 *Map of Fort Slocum, Davids Island, New York.* January 10. Record Group 77, National Archives and Records, College Park, MD.

White, (First name illegible)

- 1893 *Coal Shed & Wharf at Davids Island, NY.* Quarter Master General's Office, May. Record Group 77, Office of Chief of Engineers, National Archives and Records, College Park, MD.

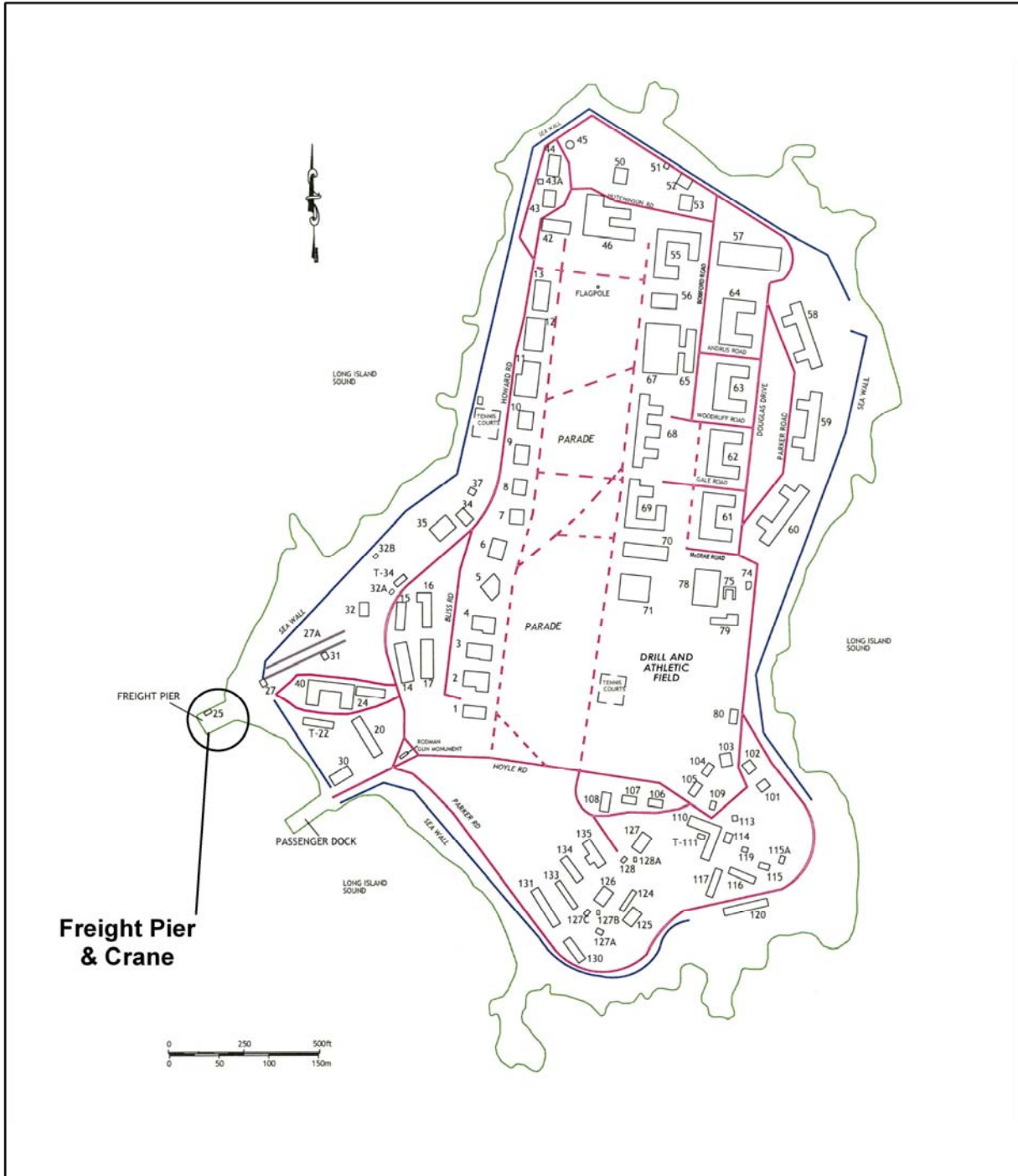
**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM**
(Page 10)

Figure 1: Location Map (USGS Mount Vernon, NY), Scale: 1:24,000, 1966 (Photo revised 1979)



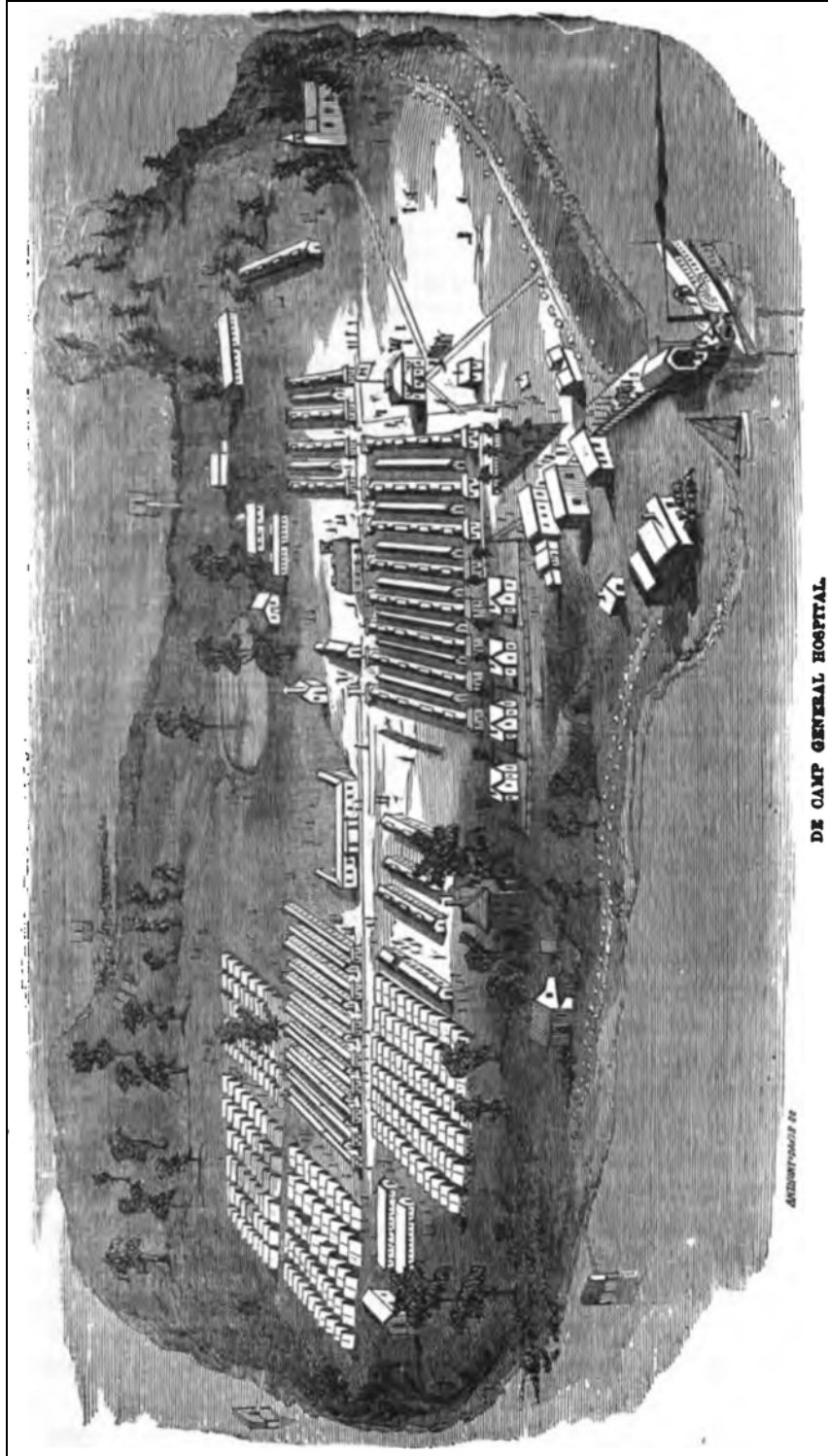
**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM
(Page 11)**

Figure 2: Davids Island-Fort Slocum Site Plan



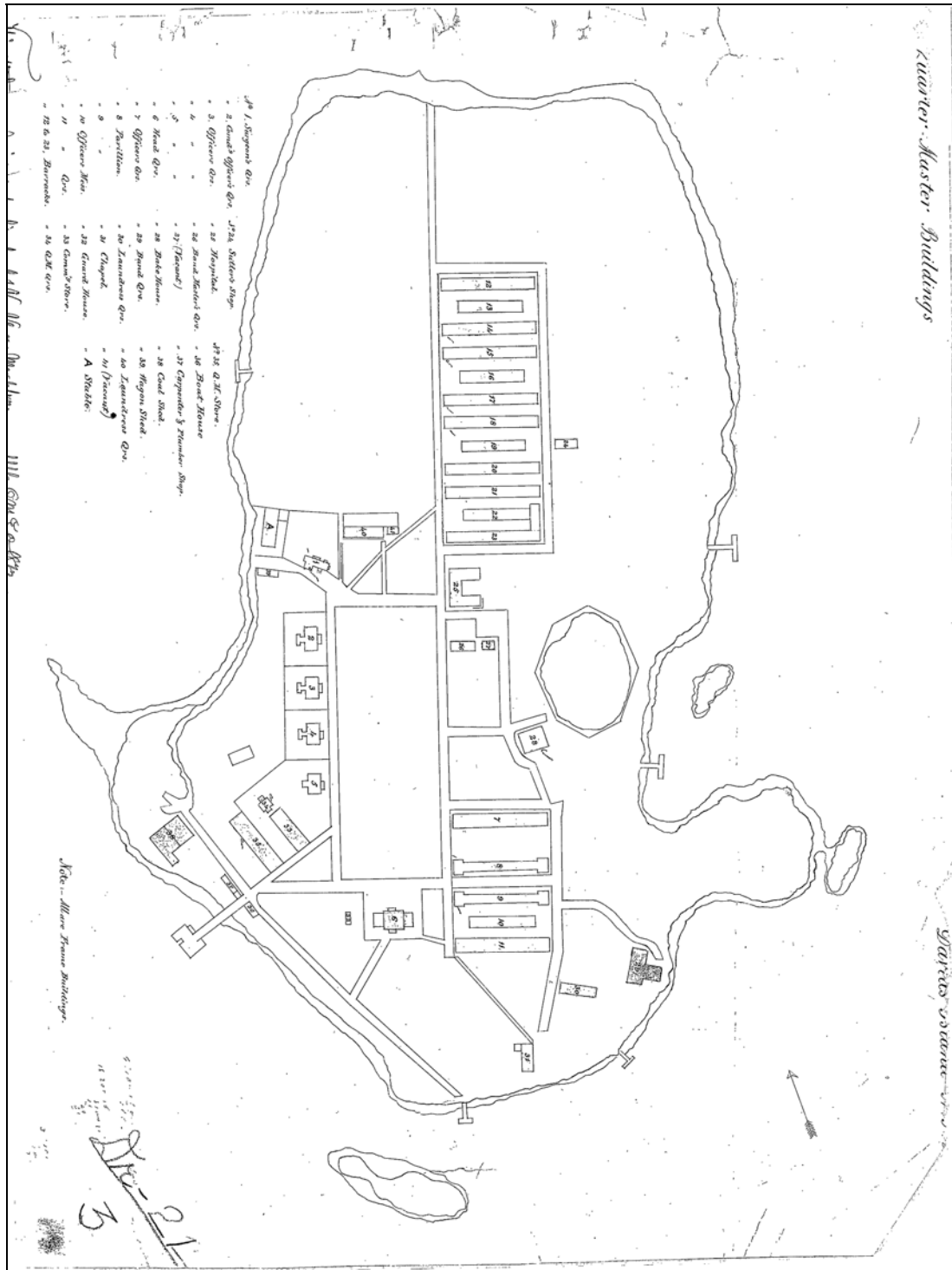
FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM
(Page 12)

Figure 3. De Camp General Hospital, ca. 1863-1865 (Hamilton 1865:641).



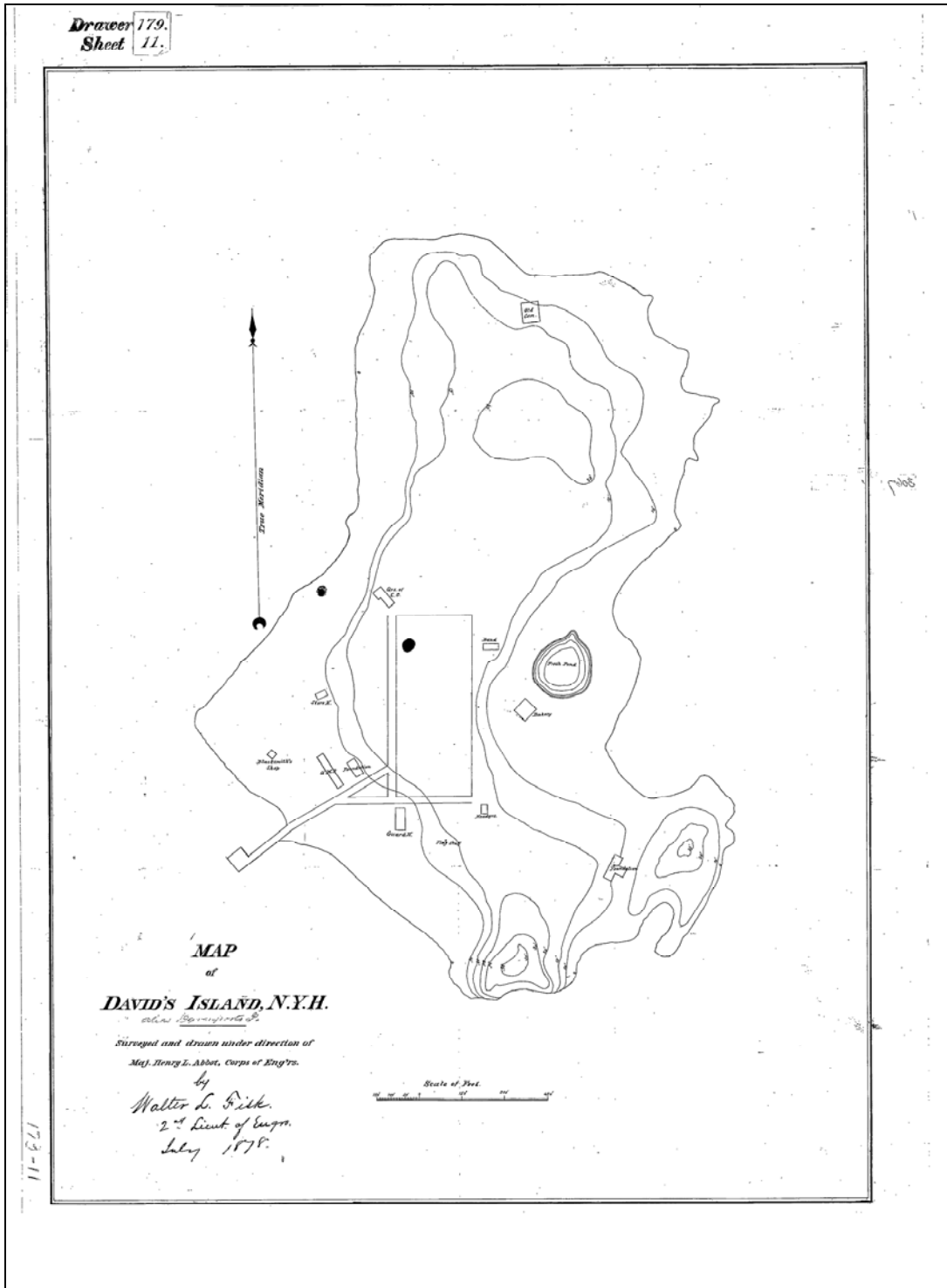
**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM**
(Page 13)

Figure 4. *Quarter-Master Buildings, David's Island, NY Harbor, 1872.* Record Group 77, National Archives and Records, College Park, MD. Original scale unknown.



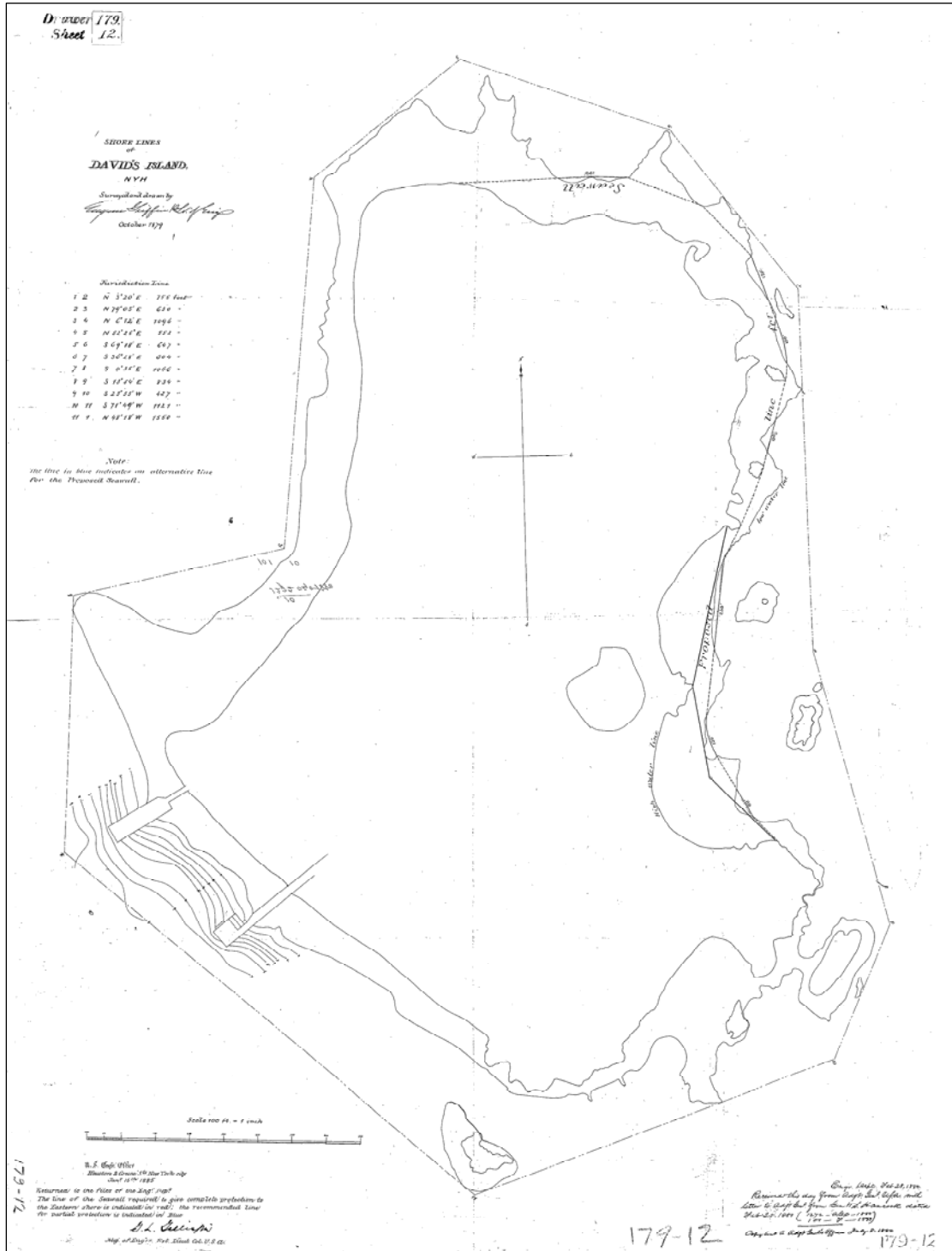
**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM**
(Page 14)

Figure 5. Map of David's Island, N.Y.H, 1878. Record Group 77, National Archives and Records, College Park, MD. Original scale unknown, bar scale intervals = 150 ft.



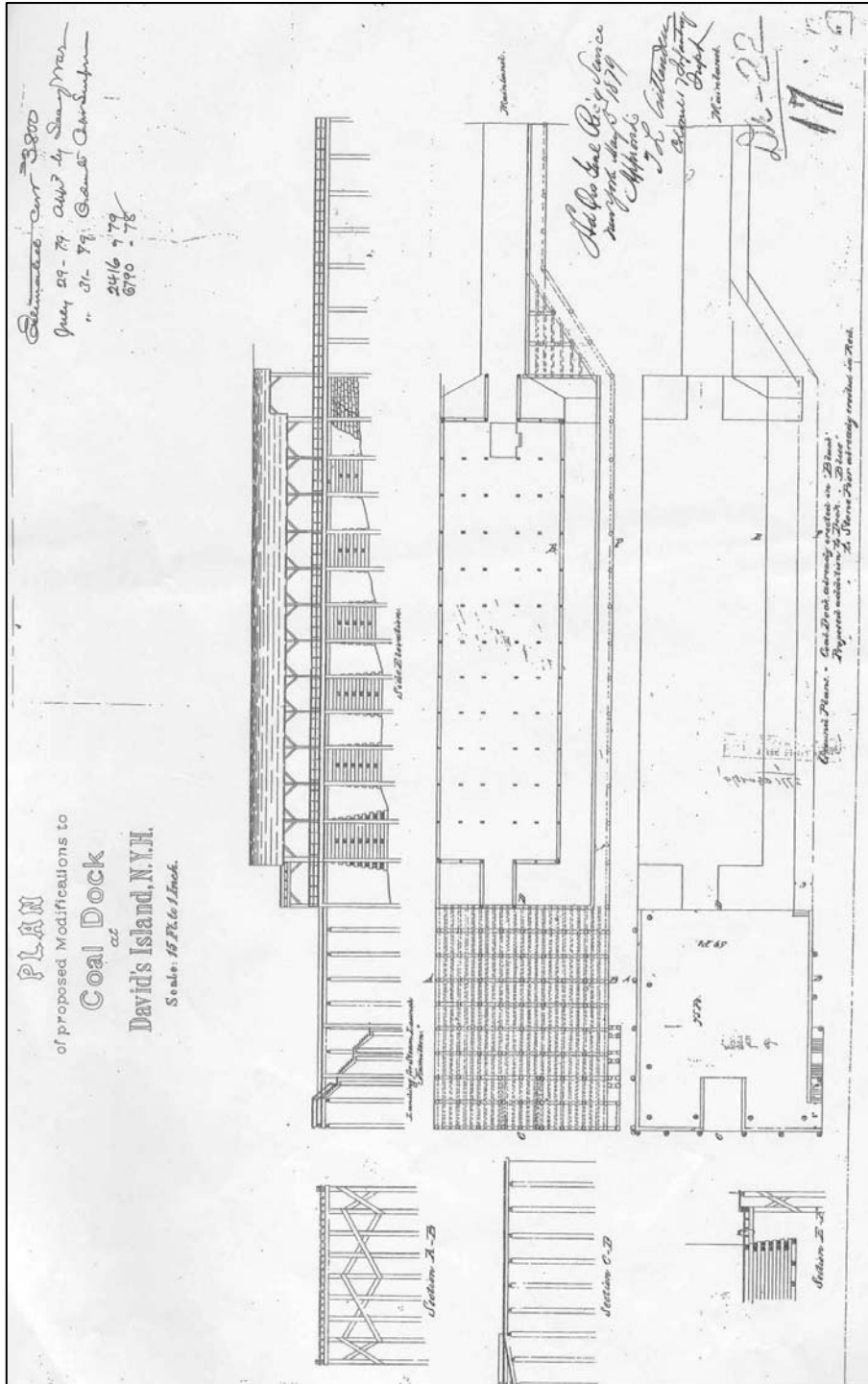
**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM**
(Page 15)

Figure 6. *Shore Line of Davids Island, N.Y.H., 1879.* Record Group 77, National Archives and Records, College Park, MD. Original scale: 1 in. = 100 ft., bar scale intervals = 200 ft.



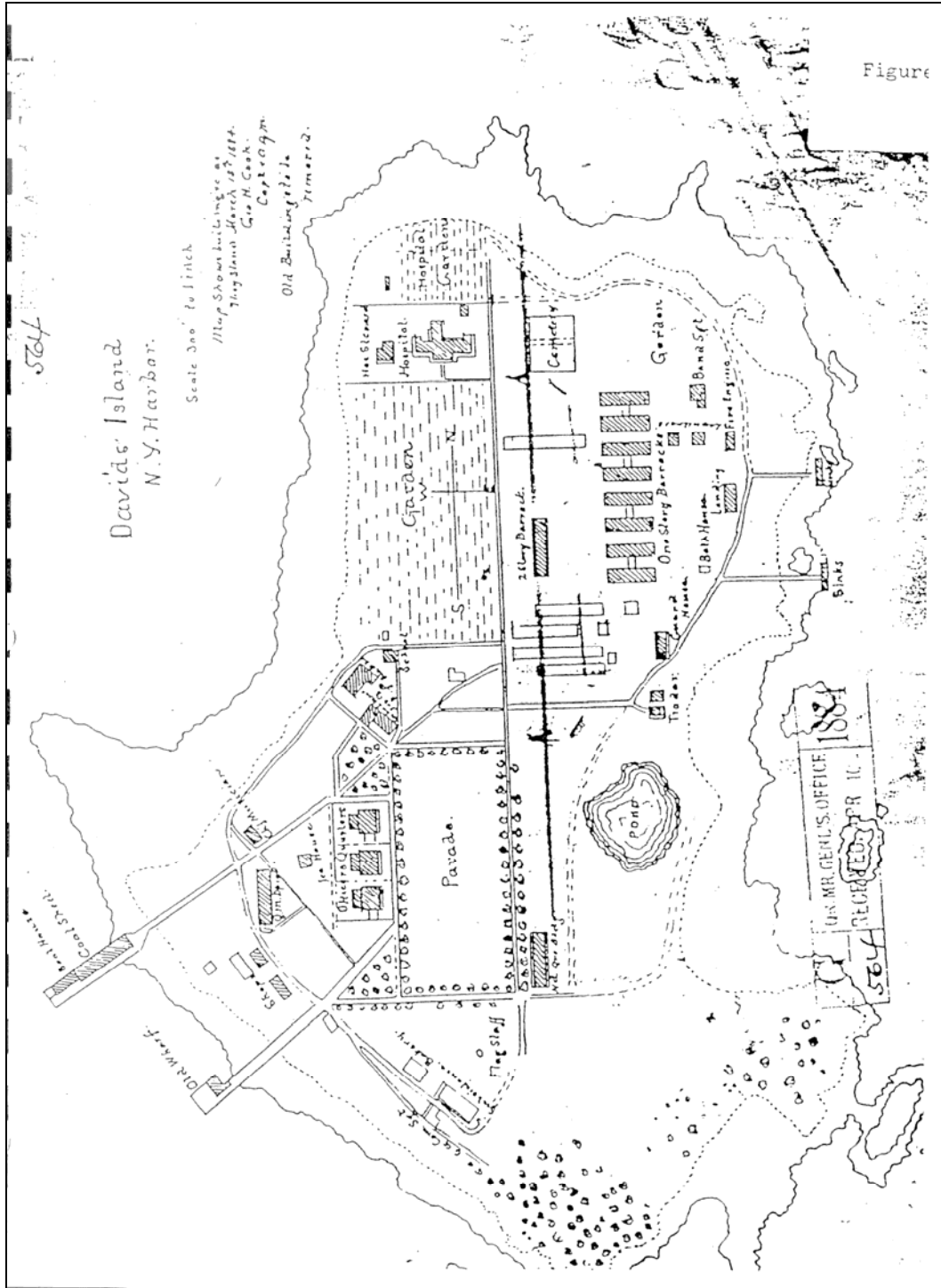
**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM**
(Page 16)

Figure 7. Plan of Proposed Modifications to Coal Dock at Davids Island, N.Y.H., 1879. Record Group 77, National Archives and Records, College Park, MD. Original scale: 1 in. = 15 ft.



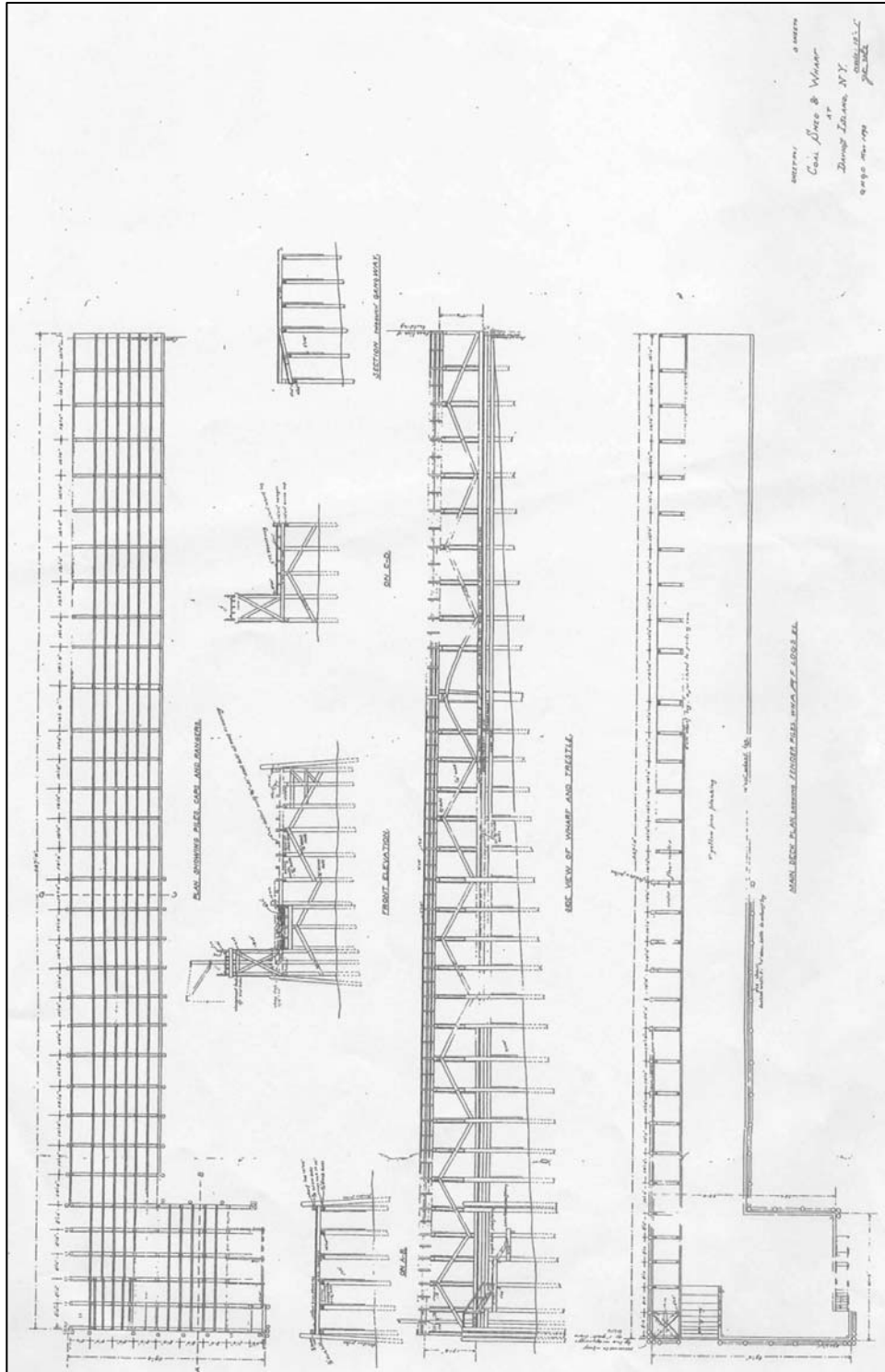
**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM**
(Page 17)

Figure 8. *David's Island N.Y. Harbor, 1884.* Record Group 77, National Archives and Records, College Park, MD. Copied from *Historical Perspectives, Phase IA Documentary Study of Archaeological Potential, Davids Island Project*, New Rochelle, New York, 1986, p. 52. Original scale: 1 in. = 300 ft.



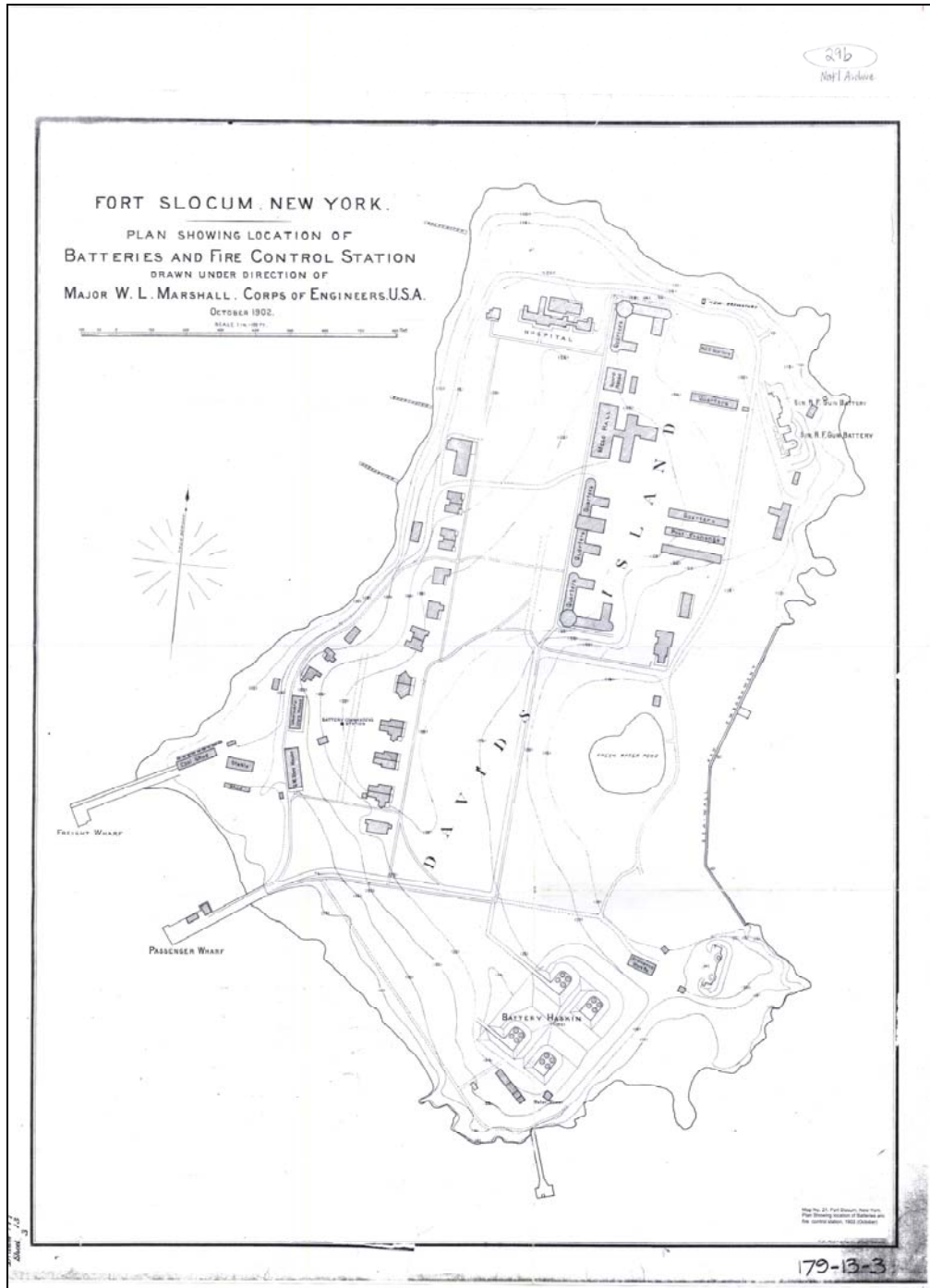
**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM**
(Page 18)

Figure 9. *Coal Shed and Wharf at Davids Island, N.Y., 1893.* Record Group 77, National Archives and Records, College Park, MD. Original scale: 1 in. = 15 ft.



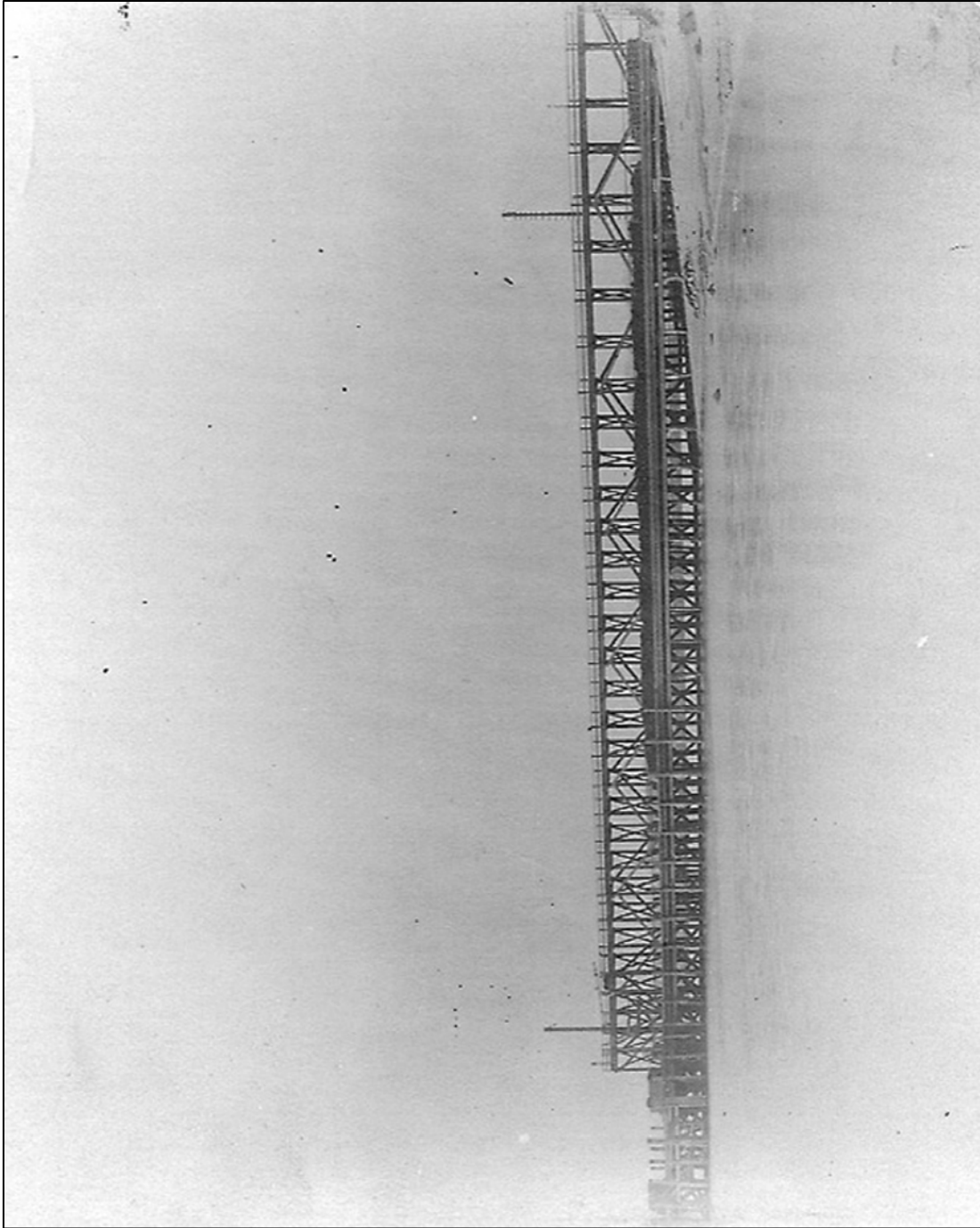
**FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM**
(Page 19)

Figure 10. *Plan Showing Location of Batteries and Fire Control Stations, 1902.* Record Group 77, National Archives and Records, College Park, MD. Original scale: 1 in. = 100 ft., bar scale intervals 100 ft.



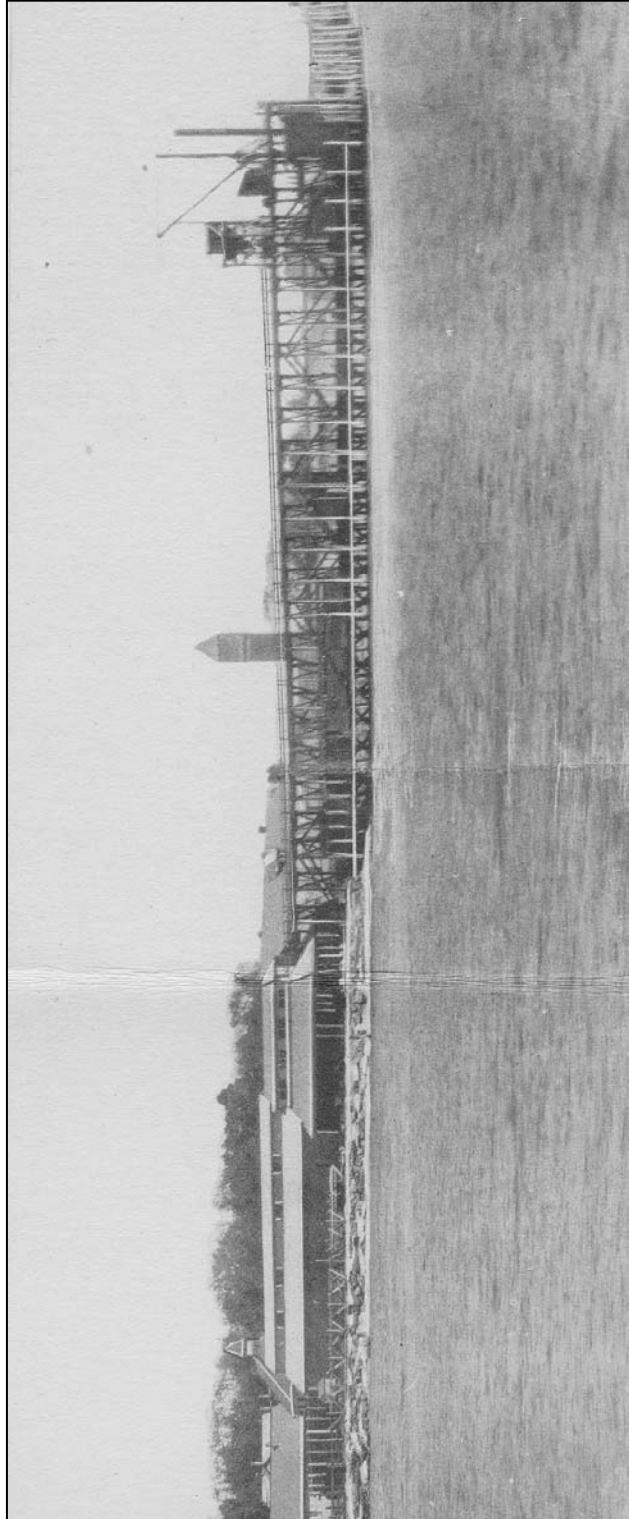
FREIGHT PIER AND CRANE
DAVIDS ISLAND-FORT SLOCUM
(Page 1)

Figure 11. 1893 pier ca. 1902. Office of the Chief of Engineers, Historical Records of Buildings for Fort Slocum, N.Y. Record Group 77, National Archives and Records, College Park, MD.



**FREIGHT PIER AND CRANE
DAVIDS ISLAND—FORT SLOCUM
Photographs**

Figure 12. Freight pier ca. 1914. Michael Cavanaugh, Los Angeles, CA, 2005.



**FREIGHT PIER AND CRANE
DAVIDS ISLAND—FORT SLOCUM
Photographs**

Figure 13. Freight pier after 1932 coal handling improvements. Office of the Chief of Engineers, Construction Completion Reports for Fort Slocum, N.Y. Record Group 77, National Archives and Records, College Park, MD.



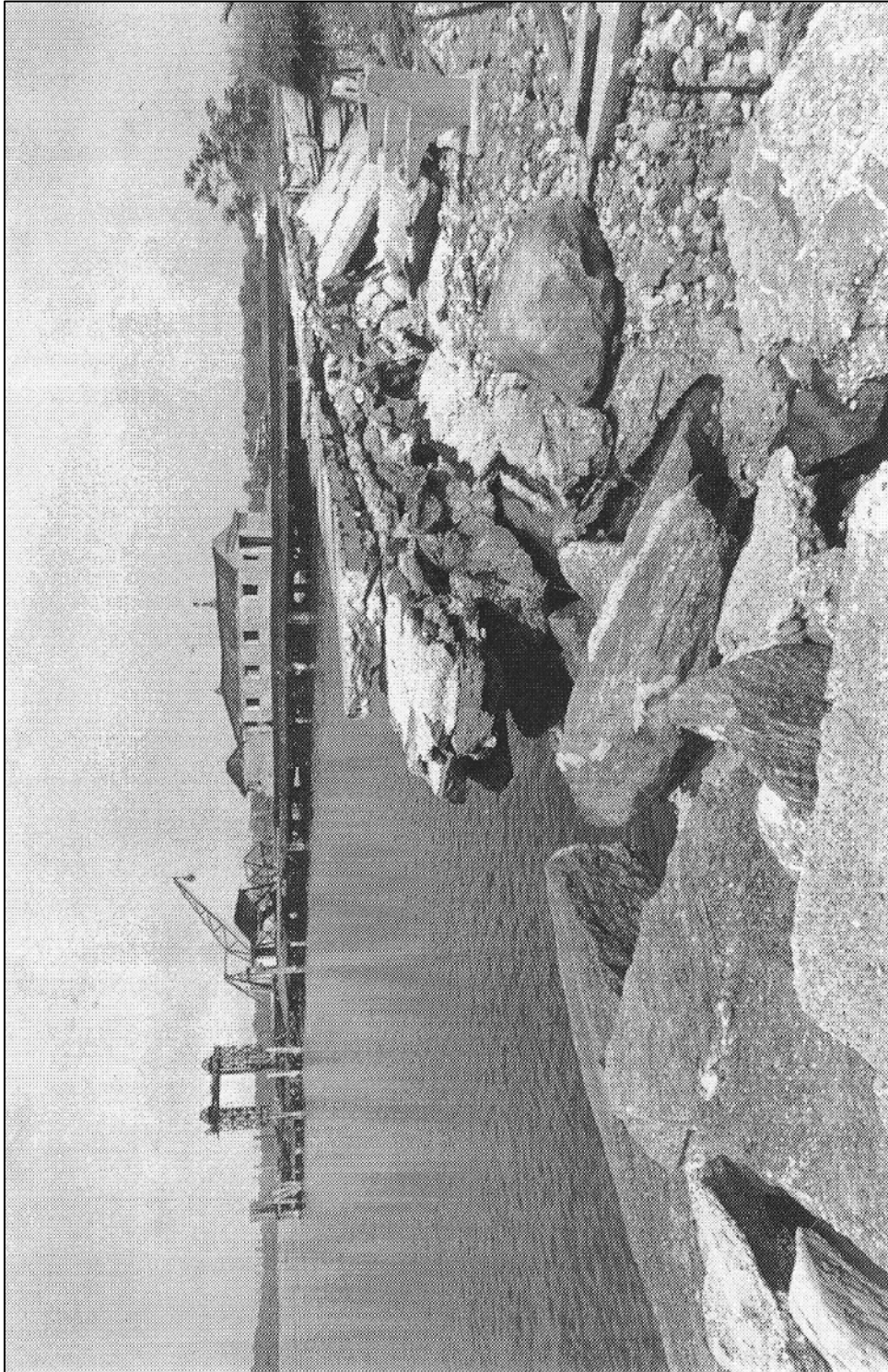
**FREIGHT PIER AND CRANE
DAVIDS ISLAND—FORT SLOCUM
Photographs**

Figure 14. Freight pier in World War II era. Michael Cavanaugh, Los Angeles, CA, 2005.



**FREIGHT PIER AND CRANE
DAVIDS ISLAND—FORT SLOCUM
Photographs**

Figure 15. Freight pier in 1986. Michael Cavanaugh, Los Angeles, CA, 2005.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

FREIGHT PIER AND CRANE

Dauids island—Fort Slocum
New Rochelle
Westchester County
New York

Photographer: Matt Kierstead, PAL Inc., Pawtucket, RI, October 2005.

1. General view of northwest side of Freight Pier looking southeast.
2. General view of west corner of Freight Pier looking east.
3. General view of southwest end of Freight Pier looking northeast.
4. General view of southeast side of Fright Pier looking north.
5. General view of southeast side of Freight Pier looking northwest.
6. General view of Freight Pier looking southwest.
7. Detail view of electrical motor and cable hoist drum looking east.
8. Detail view of Freight Crane boom looking southeast.
9. Detail view of Freight Crane backstays looking east.
10. Detail view of vehicle gangplank hoist gantry tower looking northeast.
11. Detail view of vehicle gangplank hoist gantry tower looking northeast.
12. Detail view of vehicle gangplank hoist gantry tower looking north.
13. Detail view of Freight Crane looking north.
14. Detail view of Freight Crane looking northwest.
15. Detail view of Freight Pier deck structure looking northeast.
16. Detail view of Freight Pier deck structure looking northeast.
17. Detail view of Freight Pier deck structure looking southwest.

Photo 1. General view of northwest side of Freight Pier looking southeast.



Photo 2. General view of west corner of Freight Pier looking east.



Photo 3. General view of southwest end of Freight Pier looking northeast.



Photo 4. General view of southeast side of Fright Pier looking north.



Photo 5. General view of southeast side of Freight Pier looking northwest.



Photo 6. General view of Freight Pier looking southwest.



Photo 7. Detail view of electrical motor and cable hoist drum looking east.



Photo 8. Detail view of Freight Crane boom looking southeast.



Photo 9. Detail view of Freight Crane backstays looking east.



Photo 10. Detail view of vehicle gangplank hoist gantry tower looking northeast.



Photo 11. Detail view of vehicle gangplank hoist gantry tower looking northeast.



Photo 12. Detail view of vehicle gangplank hoist gantry tower looking north.



Photo 13. Detail view of Freight Crane looking north.



Photo 14. Detail view of Freight Crane looking northwest.



Photo 15. Detail view of Freight Pier deck structure looking northeast.



Photo 16. Detail view of Freight Pier deck structure looking northeast.



Photo 17. Detail view of Freight Pier deck structure looking southwest.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

PASSENGER DOCK

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
Universal Transverse Mercator Coordinate: 18.603296.4526092

Present Owner(s): City of New Rochelle, NY

Date of Construction: 1884 et seq. (current structure)

Architect/Engineer: U.S. Army Quartermaster Corps

Present Use: Abandoned when documented (2004-2005). Demolished 2007.

Significance: The Passenger Dock is located at the site of the first pier established on Davids Island—Fort Slocum in 1862. The current structure was built in 1884 and repaired and reconstructed over time. It was the primary access point for foot and vehicular traffic until the early 1940s when it was downgraded and its function replaced by the adjacent freight pier, which now stands in ruins approximately 350 feet northwest. The dock has been unused since the 1950s and is now in ruins.

Project Information: The U.S. Army Corps of Engineers, New York District (Corps), has been authorized under the Department of Defense Appropriations Act, 2004, to perform building demolition, debris removal, and remediation of asbestos materials (Project) at Fort Slocum on Davids Island in the City of New Rochelle, New York. The purpose of the Project is to remove buildings and infrastructure from the abandoned fort installation that create safety hazards as part of a long-range plan to restore Davids Island for future use. In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800), the Corps has consulted with the New York State Historic Preservation Officer (NYSHPO) regarding the effects of the Project on historic properties. The consultation resulted in the development of a Memorandum of Agreement (MOA) among the Corps, NYSHPO, County of Westchester, and City of New Rochelle as consulting parties. This documentation report was prepared in accordance with Stipulation I.I.C.1 of the MOA.

Prepared by: Matthew A. Kierstead
Title: Industrial Historian
Affiliation: PAL, Inc., Pawtucket, Rhode Island
Date: December 2005

PART I. DESCRIPTION

(Note: this documentation refers to the current standing ruins as the “Passenger Dock,” and in all previous historical contexts as the “passenger dock” or “dock.”)

The Davids Island-Fort Slocum Passenger Dock is located on the southwest side of Davids Island, in the western portion of Long Island Sound, 0.6 miles southeast of the New Rochelle, New York mainland, and 19 miles northeast of midtown Manhattan (Figure 1). Davids Island is a roughly pear-shaped, relatively flat landmass consisting of approximately 78 acres above mean high water. The island is heavily wooded and contains the ruins of more than 100 buildings and structures, including former administrative, barracks, quarters, hospital, recreational, Quartermaster, coastal defense, and air defense resources associated with Fort Slocum, an abandoned former U.S. Army installation. A concrete and stone seawall encircles most of the shore, and a system of roads and paths runs throughout the island (Figure 2).

The Passenger Dock is a ruined timber structure located close to an intersection of the primary perimeter and interior roadways at the south end of the island and is approximately 350 feet (ft) southeast of the ruins of the Freight Pier. It is flanked by beaches and seawall on either side (Photographs 1–2). The structure consists of a rectangular area of rotted vertical timber piles extending southwest perpendicular from a masonry seawall. The seawall is an approximately 10-foot high masonry gravity structure consisting of massive schist boulders with a poured and formed concrete parapet with an 8-ft-wide reinforced concrete slab apron behind it (Photograph 3). The earth fill behind the seawall at the Passenger Dock has eroded and the concrete apron has collapsed, revealing an embedded 2-inch-diameter steel pipe containing a pair of lead-sheathed electrical conduits with copper wire conductors. A 2.5-inch-diameter steel pipe extends southwest from the seawall toward the east corner of the dock. Although the pipe’s location appears to be disturbed, it appears to have projected and continued along the southeast edge of the dock, possibly for a utility line carrying fuel, water, or electrical cables. The ruins of Building 30, the Passenger Waiting Room (1938), a gable-roofed, wood-frame building, stand immediately northeast of the seawall.

In plan, the pattern of remaining Passenger Dock piles measures approximately 185 feet long northeast-southwest by approximately 50 feet wide. The piles are driven vertically into the sand and mud in 10 longitudinal and roughly 20 transverse rows and are deteriorated to the degree that it is not possible to count their total number (Photograph 4). There is no evidence of any stone piers or timber cribbing within or around the remaining piles. The piles are barnacle-encrusted and in poor condition, with many rotted off at the base or at varying heights. Enough piles survive at their original height to determine a horizontal plane approximately 2 feet below the lip of the concrete apron on the top of the seawall (Photograph 5). The outer rows of piles along the long northwest and southeast elevations are braced by diagonal piles descending at a downward angle into the dock structure. Two tall fender piles rise approximately 7 feet above the height of the surrounding piles along the northwest side of the dock. A cluster of approximately a dozen piles is located at the approximate midpoint along the northwest elevation. No trace of the Passenger Dock’s horizontal timber deck structure remains. Virtually no metal hardware survives with the exception of a few horizontal wrought iron or steel bolts passing through the tops of the taller piles.

PART II. HISTORICAL NARRATIVE

Dauids Island

(Note: this summary history of Davids Island is condensed from a longer narrative that appears in *Historic Architectural Survey and National Register Evaluation, Davids Island–Fort Slocum, New Rochelle, New York*, Olausen et al. 2005).

Prior to the Civil War, Davids Island, named for owner Thaddeus Davids, had been used for farming. The U.S. Army leased Davids Island in 1862 for use as a hospital to treat Union and as many as 2,500 Confederate wounded prisoners. The U.S. Army formally acquired the island in 1867 for the establishment of a permanent administrative and support facility for other New York harbor defense posts. In 1878 Davids Island was made a Principal Depot of the U.S. Army General Recruiting Service, marking the beginning of the installation's longstanding mission as a U.S. Army recruitment and preliminary training center. At about the same time, the Army selected the island as a location for a general medical facility.

The Davids Island post was formally renamed Fort Slocum in 1896. In 1898 the garrison size doubled with the addition of infantry companies mobilized for the Spanish-American War. In 1885, President Grover Cleveland had appointed the Endicott Board to review the state of U.S. coastal defenses. The board recommended installation of gun batteries to protect major cities against waterborne attack and a large-scale construction program to upgrade military training capabilities. In 1897, construction began on Davids Island of Battery Haskin and Battery Overton, which contained sixteen, 12-inch mortars. Additional batteries, Battery Fraser and Battery Kinney, were built on the east edge of the island in 1901 and 1904 respectively. In 1905 President Theodore Roosevelt's Taft Board recommended expansion of the facilities at Fort Slocum that led to the most significant period of development in the fort's history. By 1910 many new buildings, including officers' quarters, enlisted men's barracks, mess halls, hospital buildings, and support facilities were erected at the fort to support an increase of personnel associated with its recruitment, preliminary training, and medical missions.

The necessity for recruit training and processing was great throughout World War I and Fort Slocum became one of the busiest of the Army centers with some 140,000 enlistees passing through the fort between 1917 and 1919. The period between the two world wars at Fort Slocum was characterized by a continuation of its longtime established recruitment and training missions. During World War II, Fort Slocum was an embarkation post and rest station for U.S. Army troops.

Between about 1950 and 1966 Fort Slocum supported a variety of military training activities, including a school for U.S. Army chaplains, an Army Information School, an Officers Training School, and Military Police. The U.S. Army Chaplain School was located at Fort Slocum in 1951 and remained there until 1962. Between 1955 and 1961 Fort Slocum was an element in the Nike missile defensive system established to protect New York City from Soviet air attack during the early years of the Cold War. The Fort Slocum Nike Battery (NY-15) was one of 19 Nike Ajax surface-to-air missile control and launch sites in and around New York City. Fort Slocum was closed in November 1965, and Davids Island was eventually sold to the City of New Rochelle, NY. The island has since become overgrown and the more than 100 buildings and structures are now in varying states of decay.

Passenger Dock

The Passenger Dock constitutes the remains of the last of a series of similar timber structures that stood on or about its current site since the initial occupation of Davids Island by the federal government in 1862. This location was the main point of entry for personnel from the Civil War to 1941. This partially submerged wood structure was continuously subject to deterioration from the actions of waves, tides, storms, rot, and marine life. The historical record suggests that the structure was periodically repaired every 15 to 20 years, and replaced outright at least once at the same location over its life. The Fort Slocum ferry boats docked at a companion Neptune Dock facility on the New Rochelle mainland.

The first documented pier on Davids Island was built during the Civil War, when the U.S. Army established DeCamp General Hospital on the island. A circa 1863 woodcut of the island indicates that the original pier was located at, or in close proximity to, the site where the remains of Fort Slocum's Passenger Dock are currently located (Figure 3) (Nichols 1938). Maps of the island drawn in 1870 and 1872, after Davids Island had become a permanent U.S. Army installation, show that it was serviced by a single dock in the general location of the facility depicted in the circa 1863 woodcut (Figures 4 and 5). Although the maps are somewhat crude, they depict the dock in a configuration similar to that shown in the woodcut. It was T-shaped in plan, with a roughly square structure connected to the land by a narrow decked ramp (Anonymous 1870; Anonymous 1872).

As early as 1871, Post Commandant Col. James Voty Bomford reported that the original pier was collapsing and the pilings were subsiding (Cavanaugh 2005). It is unknown whether any action to repair or replace the pier was undertaken at that time. By 1878, however, the pier was depicted on a historical map as having a slightly different configuration. A map drawn that year shows it as an L-shape structure, consisting of a narrow deck ramp from the shore connected to a truncated rectangular structure that extended from the northwest corner (Figure 6) (Fisk 1878). A map of the island drawn the following year shows the same configuration and that a second pier had been constructed at the location of the current remains of the Freight Pier (Figure 7) (Griffin 1879). The construction of a dedicated Freight Pier was coincident with the selection of Davids Island as the site of a Principal Depot of the U.S. Army General Recruiting Service in the late 1870s. It is likely that the planning for the development of the facilities to house and support the personnel stationed there included, as a prerequisite, a facility dedicated to handling freight, including the large amount of building materials required to construct the buildings and the transloading of coal, which was the sole fuel source used to heat the buildings. With the construction of the Freight Pier, the older pier, which had served as an all purpose wharf until that time, was subsequently used primarily for passenger traffic to and from the island.

Historical cartographic and plan evidence indicates that the original pier at the general location of the Passenger Dock ruins was completely replaced in 1884. An architectural drawing in the National Archives dated that year and titled "Plan of Proposed Wharf at Davids Island, N.Y.H." shows a new pier measuring just over 155 feet long by just over 50 feet wide (Figure 8). The pier deck was supported by 20 longitudinal and seven transverse rows of vertical wood piles surrounding four massive square rubble stone piers enclosed with timber cribbing. The drawing shows only the large rectangular portion of the pier and not the timber pile-supported roadway and sidewalk approach structure connecting it to the island. It includes elevations of a distinctive, hipped roof shelter building located on the northwest side of the pier, which is seen in later photographs of the pier. A distinctive feature of the pier in this plan is a small transverse boat slip on its northwest side. Drawing notations indicate that the estimated cost of construction for the pier was \$8,892.40 and that its construction was approved by the Secretary of War on May 12, 1884 (Anonymous 1884).

PASSENGER DOCK
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

Maps of the island drawn in the 1880s indicate that the plans for the new pier were carried out (Figures 9 and 10). A March 1884 map refers to the pier at that location as the “Old Wharf,” and show that it retained the same general form as that shown on the late 1870s maps (Cook 1884). A subsequent 1889 map shows a much larger structure in the form of that depicted on the plans for the proposed new wharf, including the two buildings along its northwest side (Anonymous 1889).

U.S. Army Office of the Chief of Engineers Historical Records of Buildings (“property cards”), which were developed and maintained during the early twentieth century, contain additional information about the buildings located on the pier. The hipped roof shelter building that appears on the 1884 plan drawing was Building 15 (later 115), the Waiting/Guard Room; and Building 16 (later 116), which sat over the transverse boat slip, was known as the Boat House and, later, the Baggage Room (Figure 11). The property cards for these buildings note that they were “included in cost of old dock built in 1884.” (Office of the Chief of Engineers n.d.[2], n.d.[3]).

A third mooring facility, identified on period maps of Davids Island as the Engineer’s Wharf, was built about 1890 at the southern tip of the island. It was a long, narrow, T-shaped wharf with a wood piling substructure and wood deck superstructure. Its likely purpose was to support the construction of the Endicott-Taft era defensive batteries that were planned in the early 1890s and built at Fort Slocum during the period between 1897 and 1902. After the completion of the gun emplacements the wharf was no longer necessary, and by 1909 sections of the pier had either been dismantled or collapsed because of disrepair. It does not appear on any subsequent maps of Fort Slocum (Anonymous, ca. 1890; Murray 1909, 1911).

The next suggestion of work conducted on the Passenger Dock appears on another Chief of Engineers Historical Records of Buildings property card. The card for Building 104 (previously 14 and 114), the “Passenger Dock,” indicates that a 150-ft-6-inch by 50-ft-7-inch timber pile foundation pier was built in 1902 at a cost of \$8,200. These dimensions exactly match those on the 1884 drawing and the cost closely matches the cost estimate on the 1884 drawing. This suggests that the early-twentieth-century property card is referring to the 1884 pier and not a new one built in 1902. It is possible, however, that the structure, which would have been 18 years old at that time, could have been partially or completely replaced in kind. The photograph of the pier on the card shows the 1884 Waiting/Guard Room and Boat House/Baggage Room buildings noted above. The Waiting/Guard Room is located seaward, and the Boat House/Baggage Room is located landward, transverse to the Boat House/Baggage Room with an opening on the northwest side for the small sheltered boat slip. This configuration suggests that the pier shown in the property card is the 1884 structure and not a new one, however, much of the pier’s wood members could have been replaced in kind as needed and/or in a single major rehabilitation in 1902. No evidence has been found to date of construction of an entirely new pier after the erection of the 1884 structure. Notes on the card for the pier indicate storm- and collision-associated repairs in 1928, 1932, and 1936. One note indicates that an expenditure of \$4,730 in unspecified repairs, more than one-half the original cost of construction, was spent on the structure in the fiscal year ending in 1921, 37 years after 1884, and 19 years after 1902 (Office of the Chief of Engineers n.d.[1]).

Records from the 1930s clearly indicate the frequency and degree of ongoing repairs to the pier. In 1935, a Completion Report for work performed on the pier reported removal of 18 fender piles; placement of 19 new fender piles, five dolphin piles, six bearing piles, and two spur piles; and replacement of 13 deck stringers (Construction Completion Reports 1935). In 1936, the Office of the Quartermaster General’s “Survey of Dock Situation at Fort Slocum” reported that: “The structures, pilings, etc. of the Neptune [New Rochelle

PASSENGER DOCK
DAVIDS ISLAND-FORT SLOCUM
(Page 6)

mainland] and Fort Slocum docks are in a state of decay, unsafe for heavy loads, as well as being unsightly in appearance. Therefore, it is recommended that both of these old wooden docks be removed entirely and new docks constructed that will safely accommodate automobiles and vehicles up to 15 tons in capacity.” This report included plans for a \$192,000 project that included a new ferry boat and a large, \$98,200 ferry slip type dock at Davids Island (Lamb 1936). This project was not undertaken. In 1938 Building 105 (now Building 30) was built on land at the northeast end of the pier, and served as a Military Police station and a Passenger Waiting Room, replacing the 1884 Waiting/Guard Room and Boat House/Baggage Room buildings on the pier (Cavanaugh 2005).

In 1941 the Office of the Second Corps Area Quartermaster’s “Report of Inspection of Fort Slocum, N.Y.” reported that “This pier is in fair repair, having had some new piling and new stiffening timbers installed recently” (Appiarus 1941). Despite this, the structure was not worth investing in for continued heavy use, and access was shifted to the adjacent freight pier. In the early 1940s the freight pier was outfitted with a motorized gangplank for use by a motor vehicle ferry and that structure became the main point of entry for vehicle and foot traffic. This marked the beginning of a diminished role for the passenger dock. It then became known as the T-Boat dock, possibly for “Troop Boat,” for the boats ferrying troops to Brooklyn, New York for embarkation for European Theater operations. The passenger pier was then used to receive VIP visitors and as the dock for the Fort Slocum post senior officer’s private motor launch. Building 105 (now 30) at the end of the passenger pier was made into a duplex staff quarters. In the 1950s the passenger pier was known as the auxiliary dock, and the freight pier was known as the ferry dock. The buildings on the pier were removed at that time (Figure 12). When Fort Slocum finally closed in November 1965, the ferry boats ceased running from New Rochelle and were shipped to Vietnam (Cavanaugh 2005).

The existing rows of pilings of the Fort Slocum Passenger Dock appear to be all that remains of at least one wholesale replacement of the Civil War-era pier in 1884, a possible replacement in 1902, as well as a series of in-kind repairs and major rehabilitations. The structure was ultimately taken out of service in the 1950s. Considering the age of the structure, and its history of repairs and replacement, it is unlikely that any of the existing timber piles in place today remain from the original 1884 structure.

PART III. SOURCES OF INFORMATION

Published Materials

Hamilton, Frank Hastings

1865 *A Treatise on Military Surgery and Hygiene*. Balliere Brothers, New York. Reproduced by Google Books and accessible online through <http://books.google.com/>.

Nichols, Herbert B.

1938 *Historic New Rochelle*. Board of Education, New Rochelle, NY.

Unpublished Materials

Appiarius, John C.

1941 "Report of Inspection of Fort Slocum, N.Y." 10 November 1941. Record Group 92, Office of the Quartermaster General, National Archives and Records, College Park, MD.

Cavanaugh, Michael

2005 "Precis of Building History, Fort Slocum, NY." Unpublished ms. Los Angeles, CA.

Historical Perspectives

1986 *Phase IA Documentary Study of Archaeological Potential, Davids Island Project, New Rochelle, New York*. Report submitted to Dresdner Associates, Inc., Jersey City, NJ.

Lamb, George E.

1936 "Survey of Dock Situation at Fort Slocum," 22 May. Record Group 92, Office of the Quartermaster General, National Archives and Records, College Park, MD.

Olausen, Stephen, Matthew Kierstead, and Jeffrey Emidy

2005 *Historic Architectural Survey and National Register Evaluation, Davids Island/Fort Slocum New Rochelle, New York*. Report submitted by PAL, Inc. Pawtucket, RI, and to Tetra Tech FW, Inc., Morris Plains, NJ.

Records

Office of the Chief of Engineers

n.d.[1] Building 14, Historical Records of Buildings for Fort Slocum, N.Y. Record Group 77, Office of the Chief of Engineers, National Archives and Records, College Park, MD.

n.d.[2] Building 15, Historical Records of Buildings for Fort Slocum, N.Y. Record Group 77, Office of the Chief of Engineers, National Archives and Records, College Park, MD.

n.d.[3] Building 16, Historical Records of Buildings for Fort Slocum, N.Y. Record Group 77, Office of the Chief of Engineers, National Archives and Records, College Park, MD.

1935 Construction Completion Reports for Fort Slocum, N.Y. Record Group 77, Office of the Chief of Engineers, National Archives and Records, College Park, MD.

Maps and Drawings

Anonymous

- 1870 *U.S.A. General Hospital, Davids Island, N.Y.*. Record Group 77, National Archives and Records, College Park, MD.
- 1872 *Quarter-Master Buildings, David's Island, NY Harbor*. Record Group 77, National Archives and Records, College Park, MD.
- 1884 "Plan of Proposed Wharf at Davids Island, N.Y.H." 1884. Record Group 77, Office of Chief of Engineers, National Archives and Records, College Park, MD.
- 1889 *Plan of Davids Island, New York*. Record Group 77, National Archives and Records, College Park, MD.
- c. 1890 *Military Reservation, Davids Island*. Record Group 77, National Archives and Records, College Park, MD.

Cook, George H.

- 1884 *David's Island N.Y. Harbor*. March 18. Record Group 77, National Archives and Records, College Park, MD. Copied from Historical Perspectives, *Phase IA Documentary Study of Archaeological Potential, Davids Island Project*, New Rochelle, New York, 1986, p. 52.

Fisk, Walter L.

- 1878 *Map of Davids Island, N.Y.H.* Surveyed and drawn under the direction of Maj. Henry L. Abbot, Corps of Engineers, July. Record Group 77, National Archives and Records, College Park, MD.

Griffin, Eugene

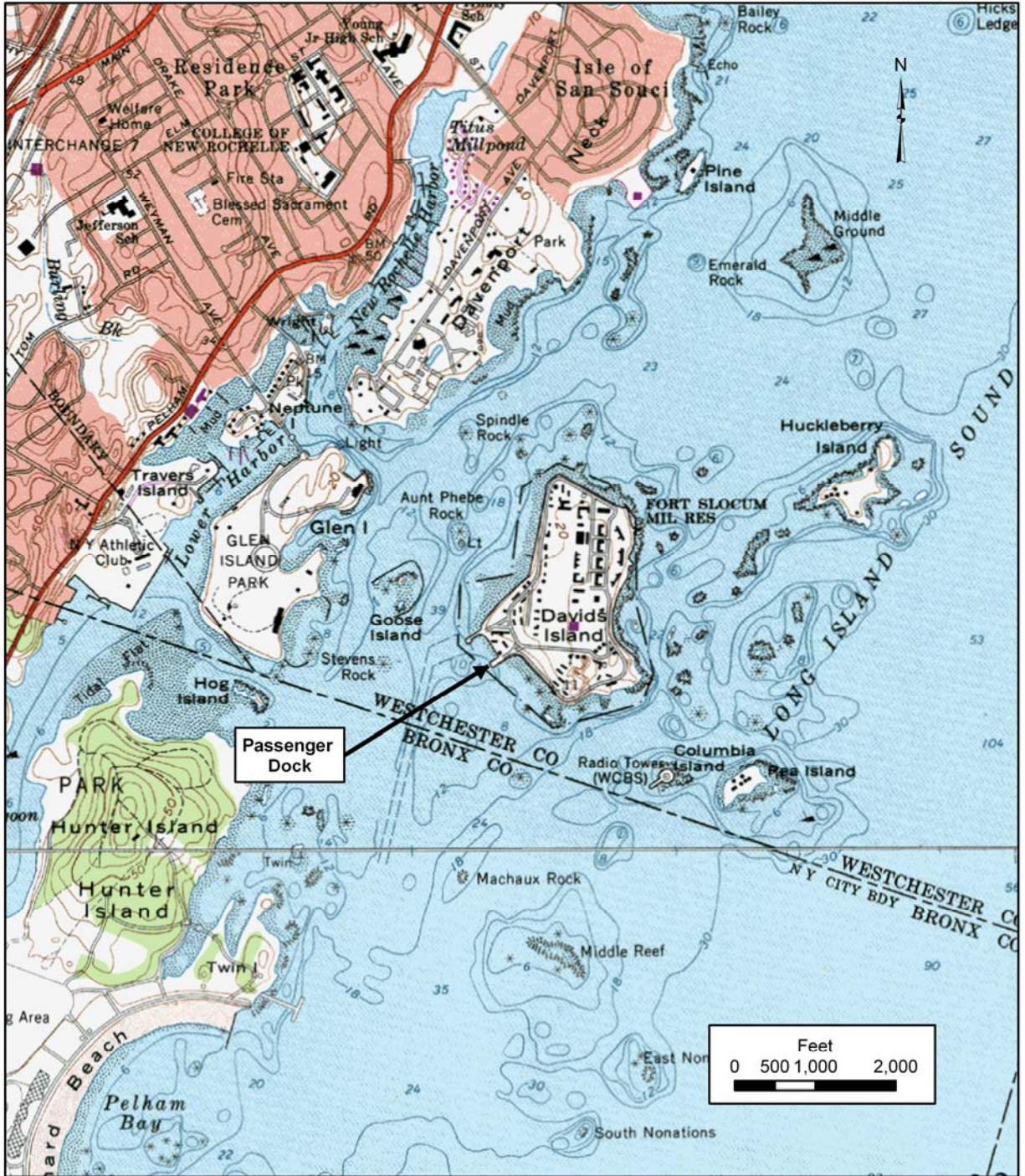
- 1879 *Shorelines of Davids Island, N.Y.H.* October. Record Group 77, National Archives and Records, College Park, MD.

Murray, Peter

- 1909 *Map of Fort Slocum, Davids Island, New York*. March. Record Group 77, National Archives and Records, College Park, MD.
- 1911 *Map of Fort Slocum, Davids Island, New York*. January 10. Record Group 77, National Archives and Records, College Park, MD.

PASSENGER DOCK
DAVIDS ISLAND-FORT SLOCUM
(Page 9)

Figure 1. Location Map (USGS Mount Vernon, NY), Scale: 1:24,000, 1966 (Photo revised 1979)



**PASSENGER DOCK
DAVIDS ISLAND-FORT SLOCUM
(Page 10)**

Figure 2: Davids Island-Fort Slocum Site Plan

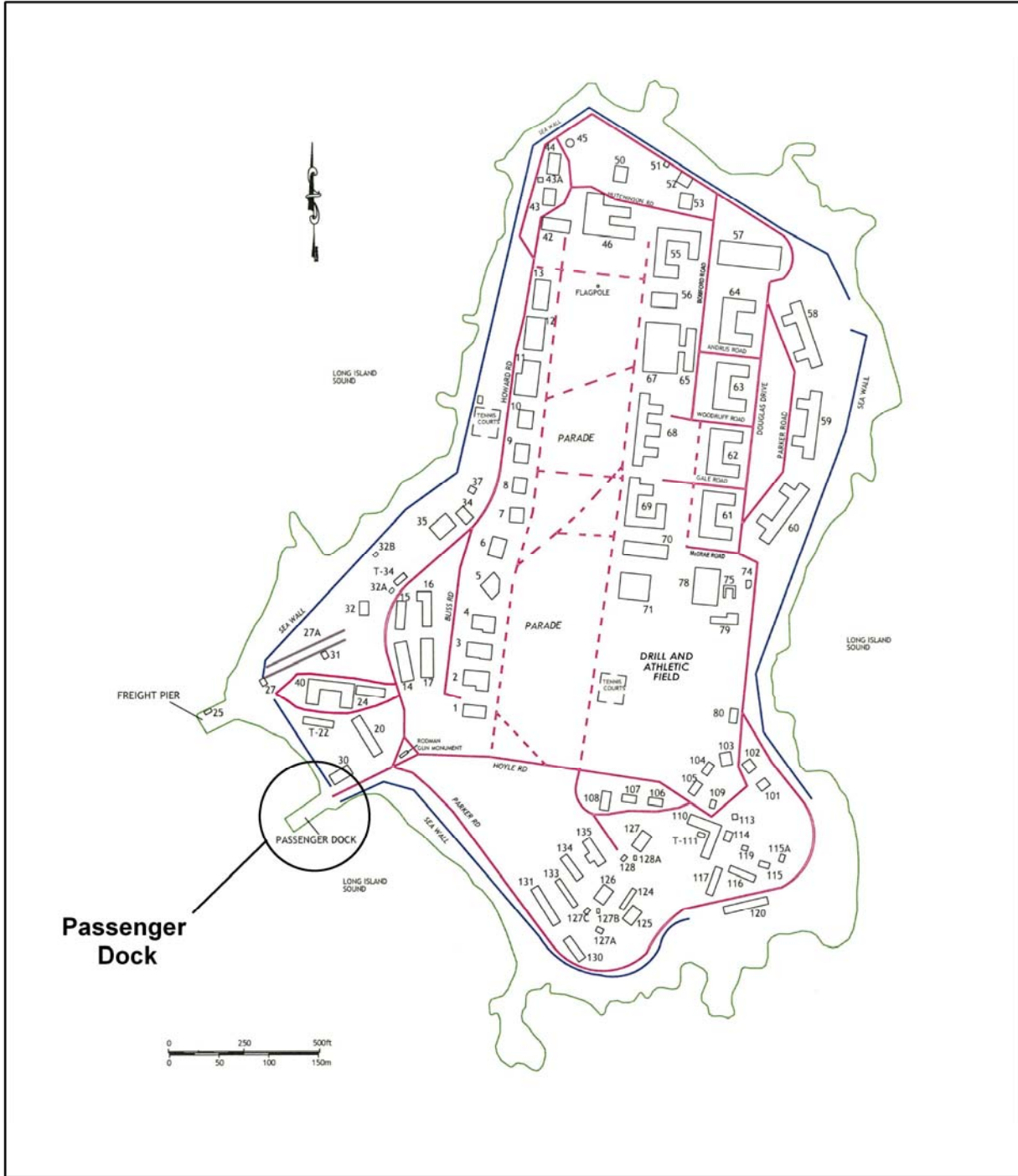
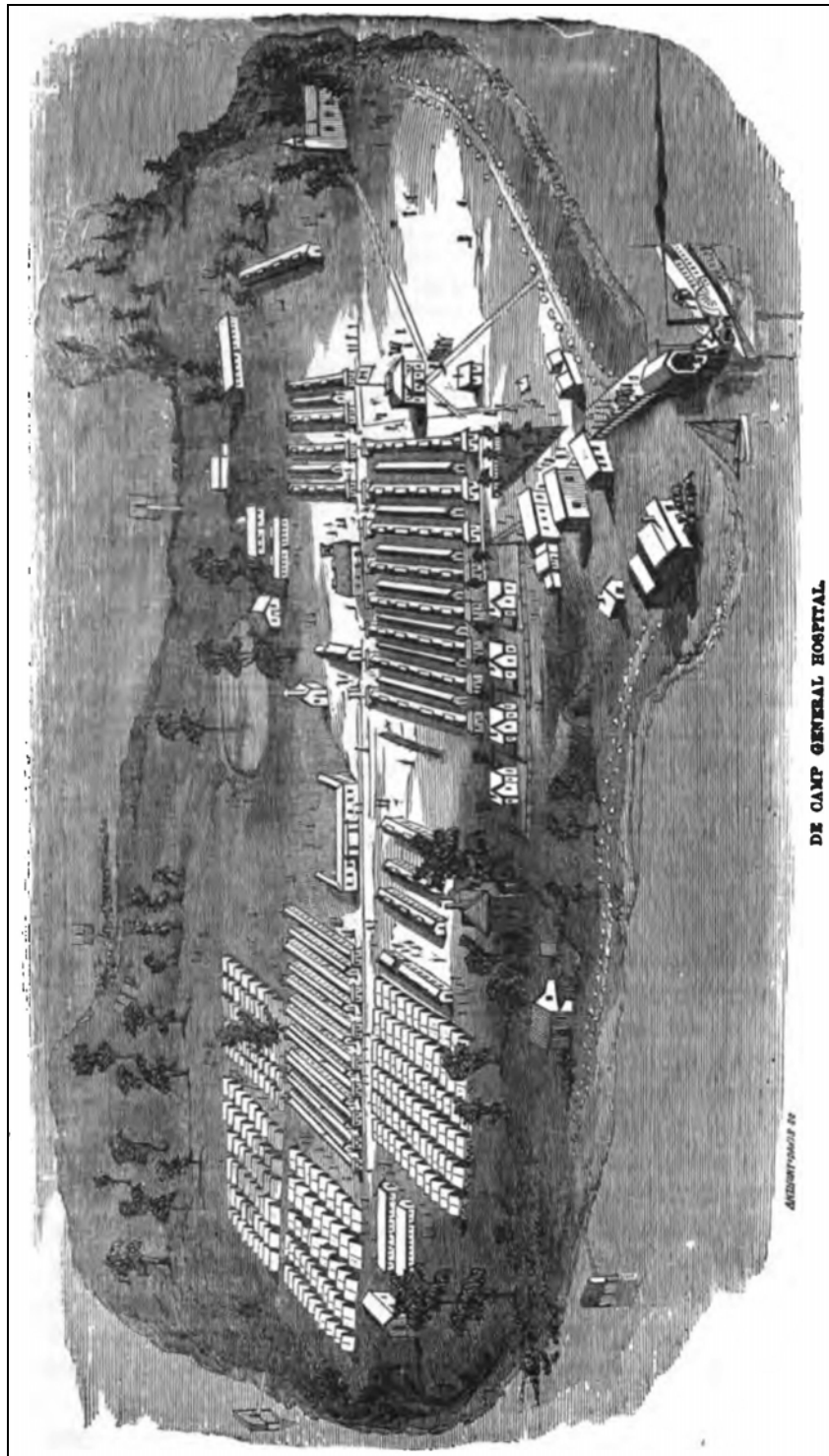


Figure 3. De Camp General Hospital, ca. 1863-1865 (Hamilton 1865:641).



**PASSENGER DOCK
DAVIDS ISLAND-FORT SLOCUM**
(Page 12)

Figure 4. *U.S.A. General Hospital, Davids Island, N.Y., 1870*, showing outline of original passenger dock. Record Group 77, National Archives and Records, College Park, MD.

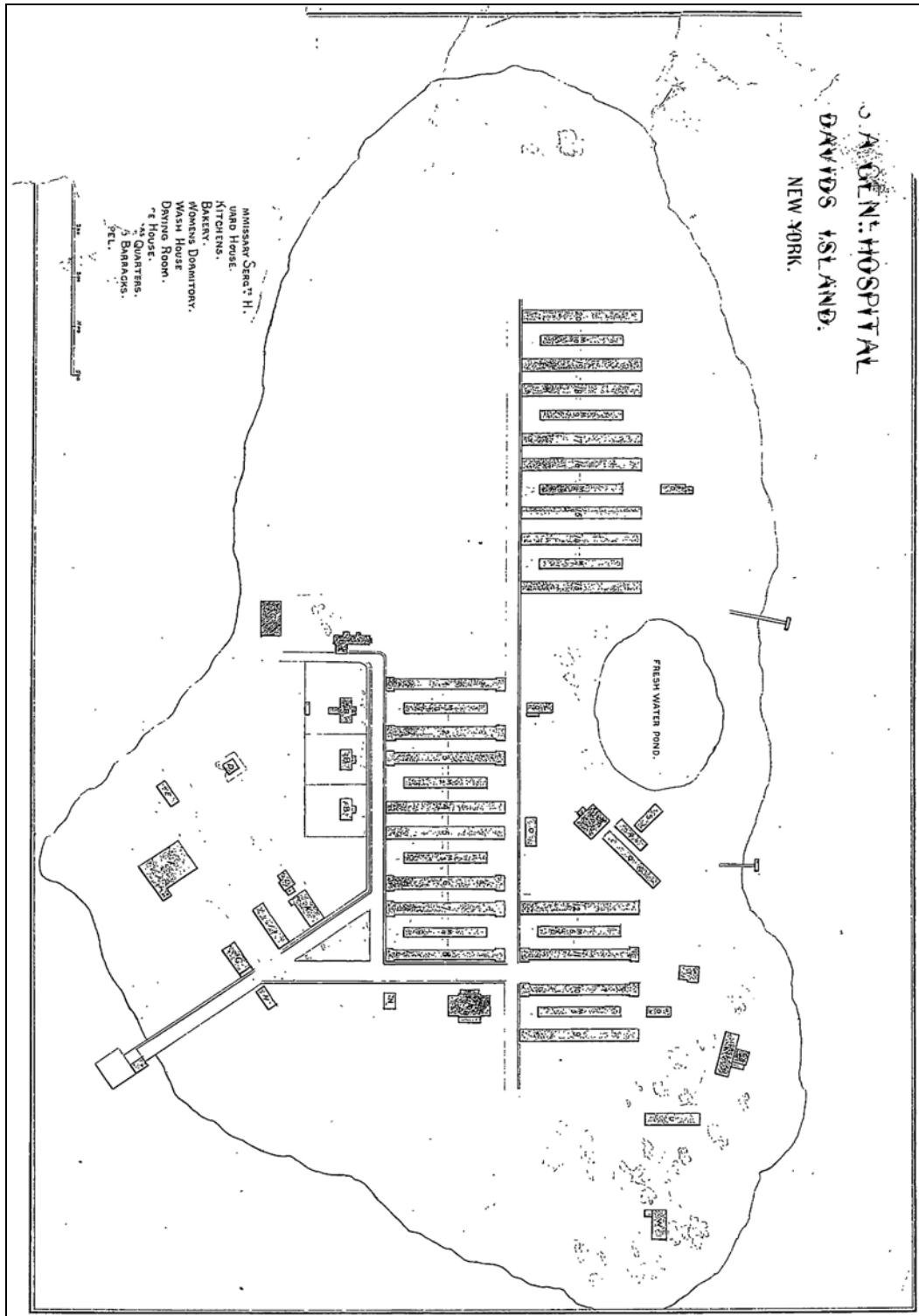
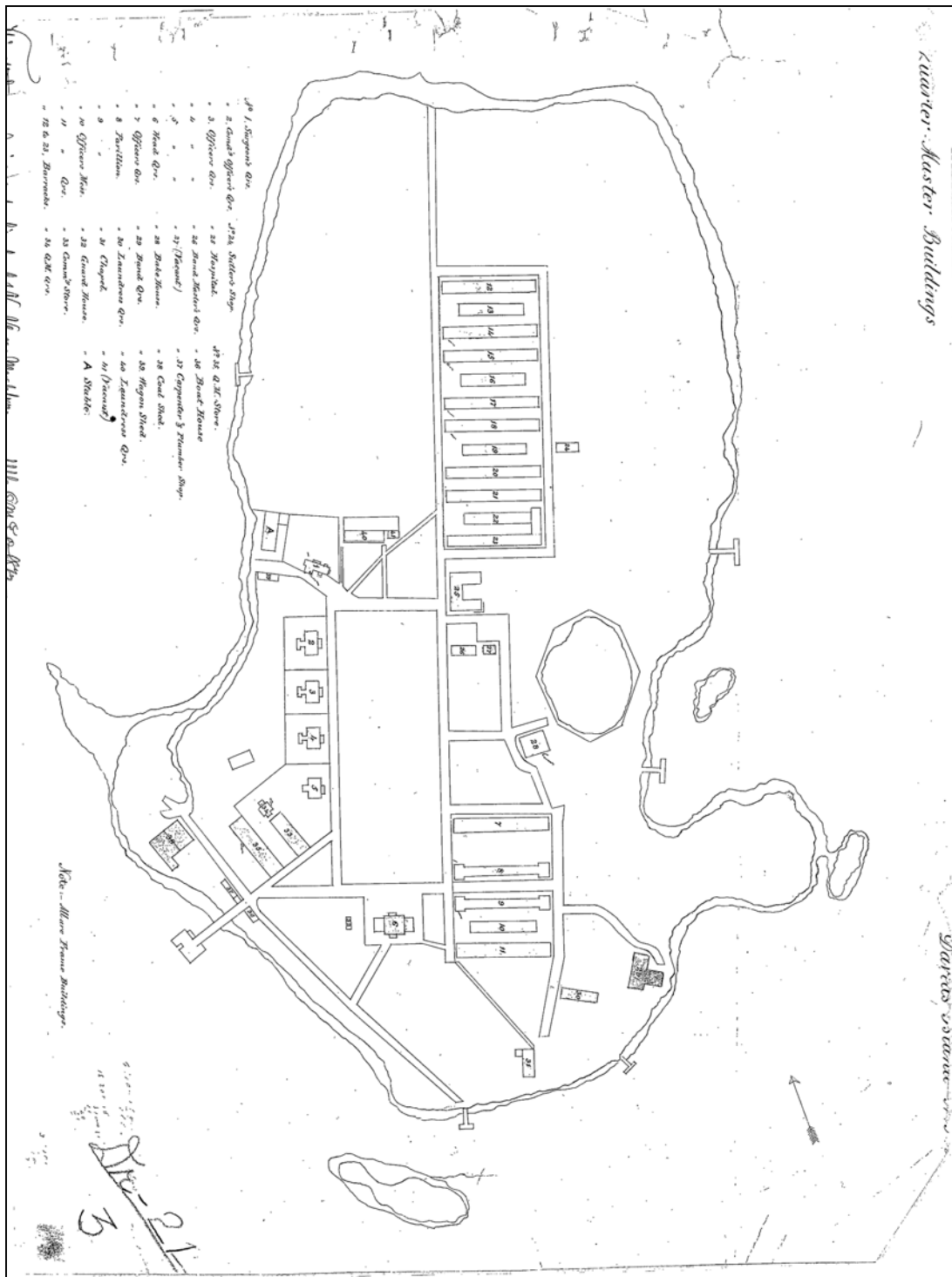
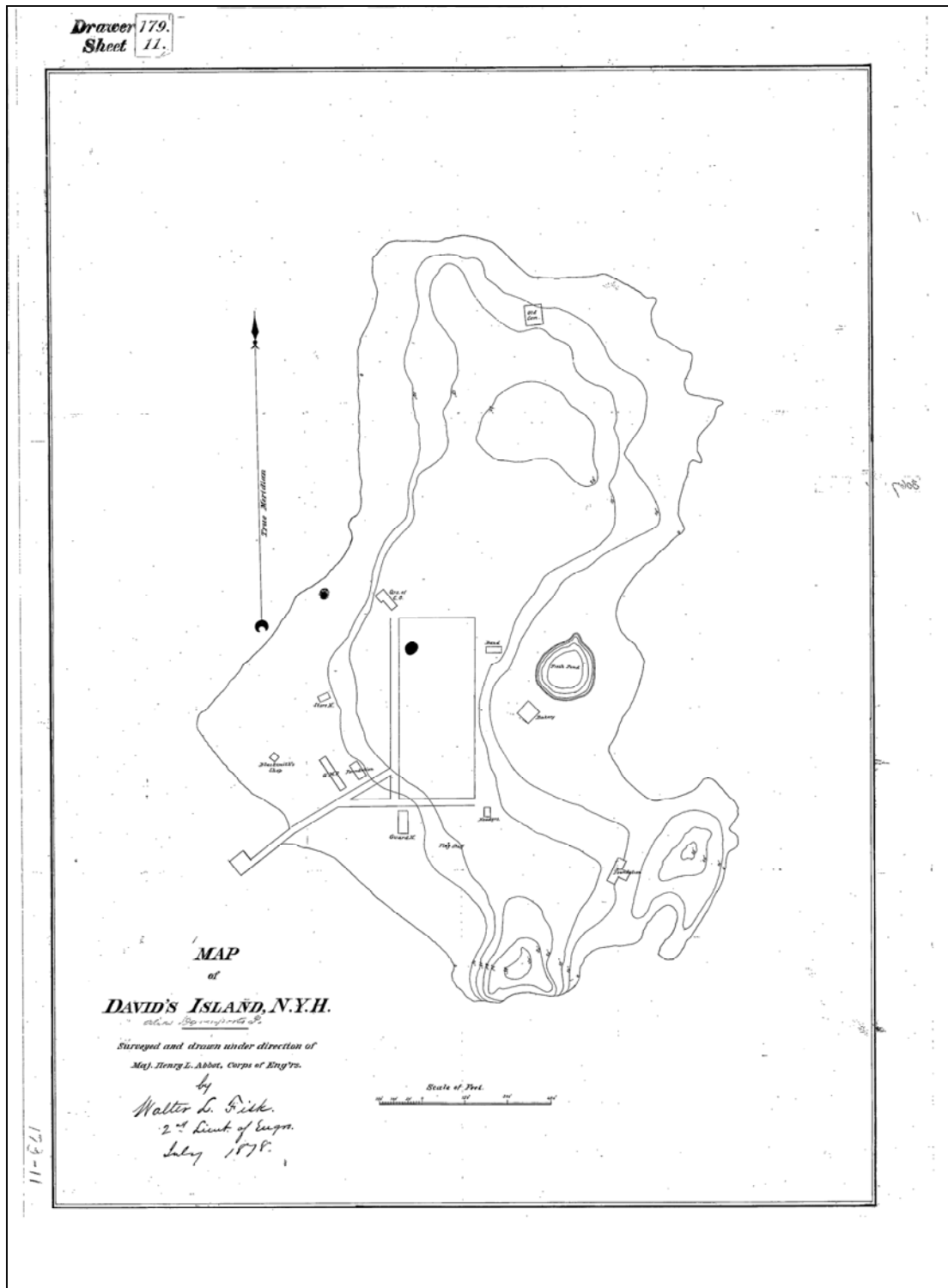


Figure 5. *Quarter-Master Buildings, David's Island, NY Harbor, 1872.* Record Group 77, National Archives and Records, College Park, MD. Original scale unknown.



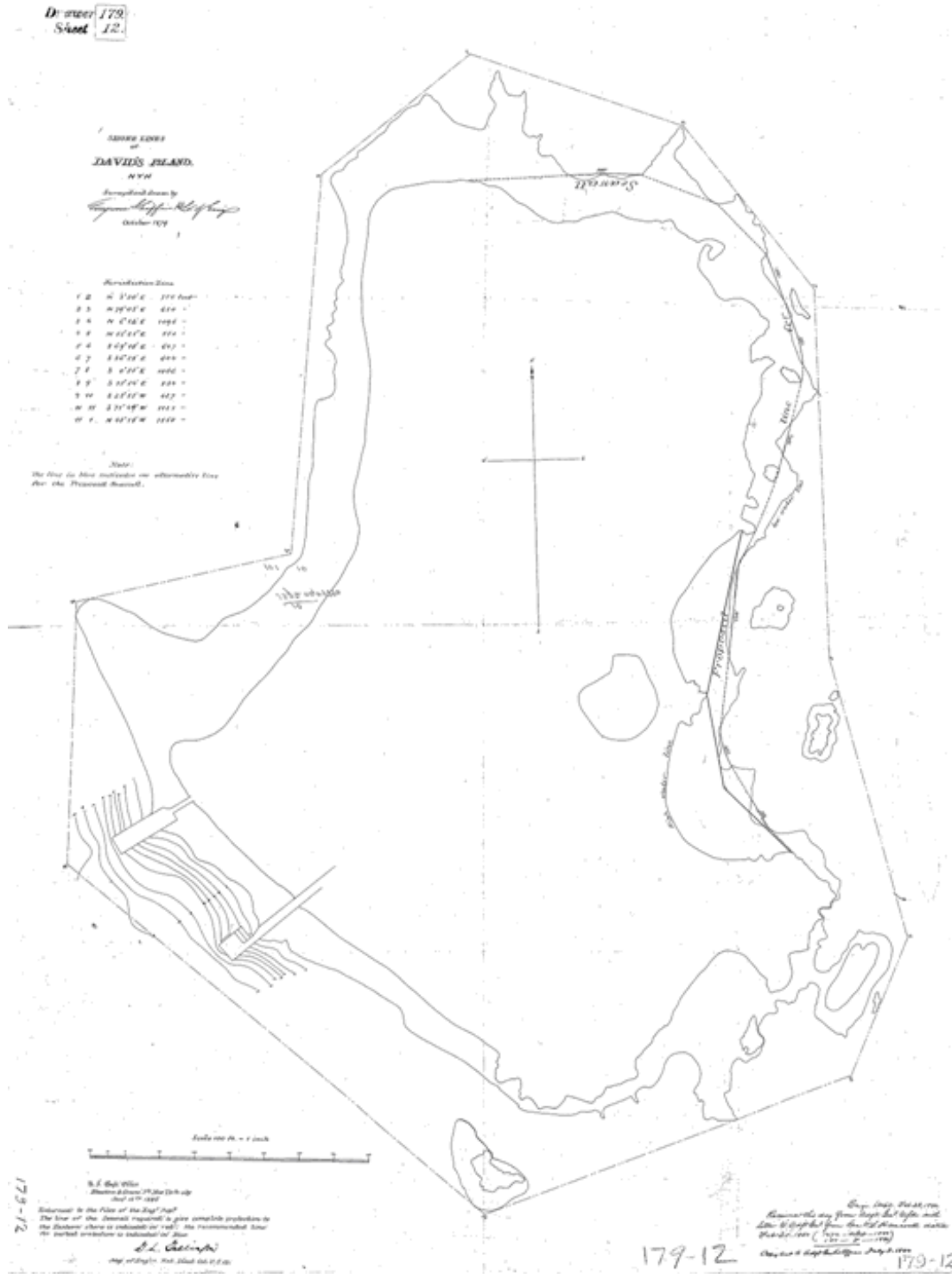
**PASSENGER DOCK
DAVIDS ISLAND-FORT SLOCUM
(Page 14)**

Figure 6. *Map of David's Island, N.Y.H.*, 1878. Record Group 77, National Archives and Records, College Park, MD. Original scale unknown, bar scale intervals = 150 ft.



**PASSENGER DOCK
DAVIDS ISLAND-FORT SLOCUM**
(Page 15)

Figure 7. *Shore Lines of Davids Island, N.Y.H., 1879.* Record Group 77, National Archives and Records, College Park, MD. Original scale: 1 in. = 100 ft., bar scale intervals = 200 ft.



**PASSENGER DOCK
DAVIDS ISLAND-FORT SLOCUM**
(Page 16)

Figure 8. *Passenger Wharf at Davids Island, N.Y.H., 1884.* Record Group 77, National Archives and Records, College Park, MD.

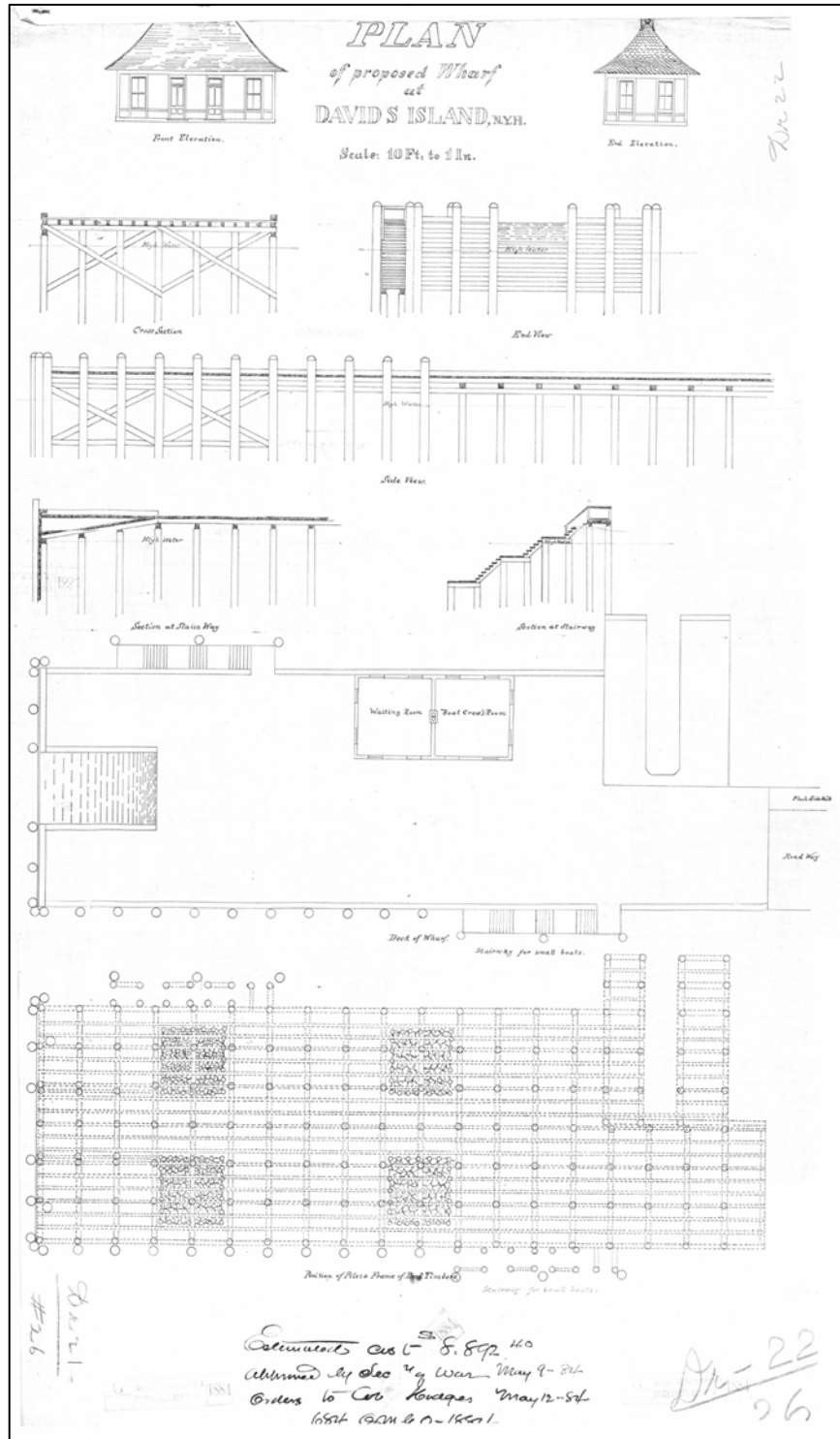
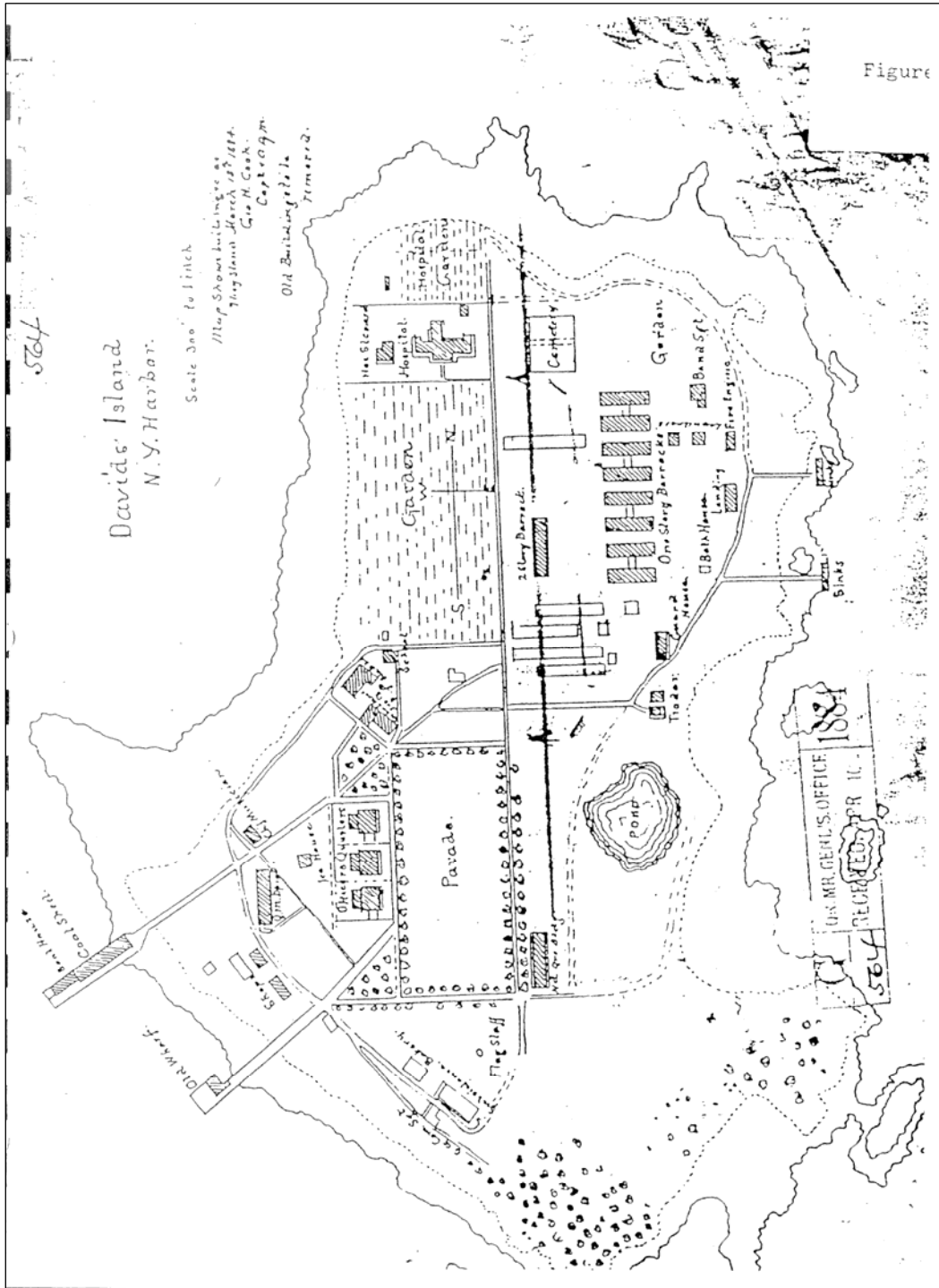
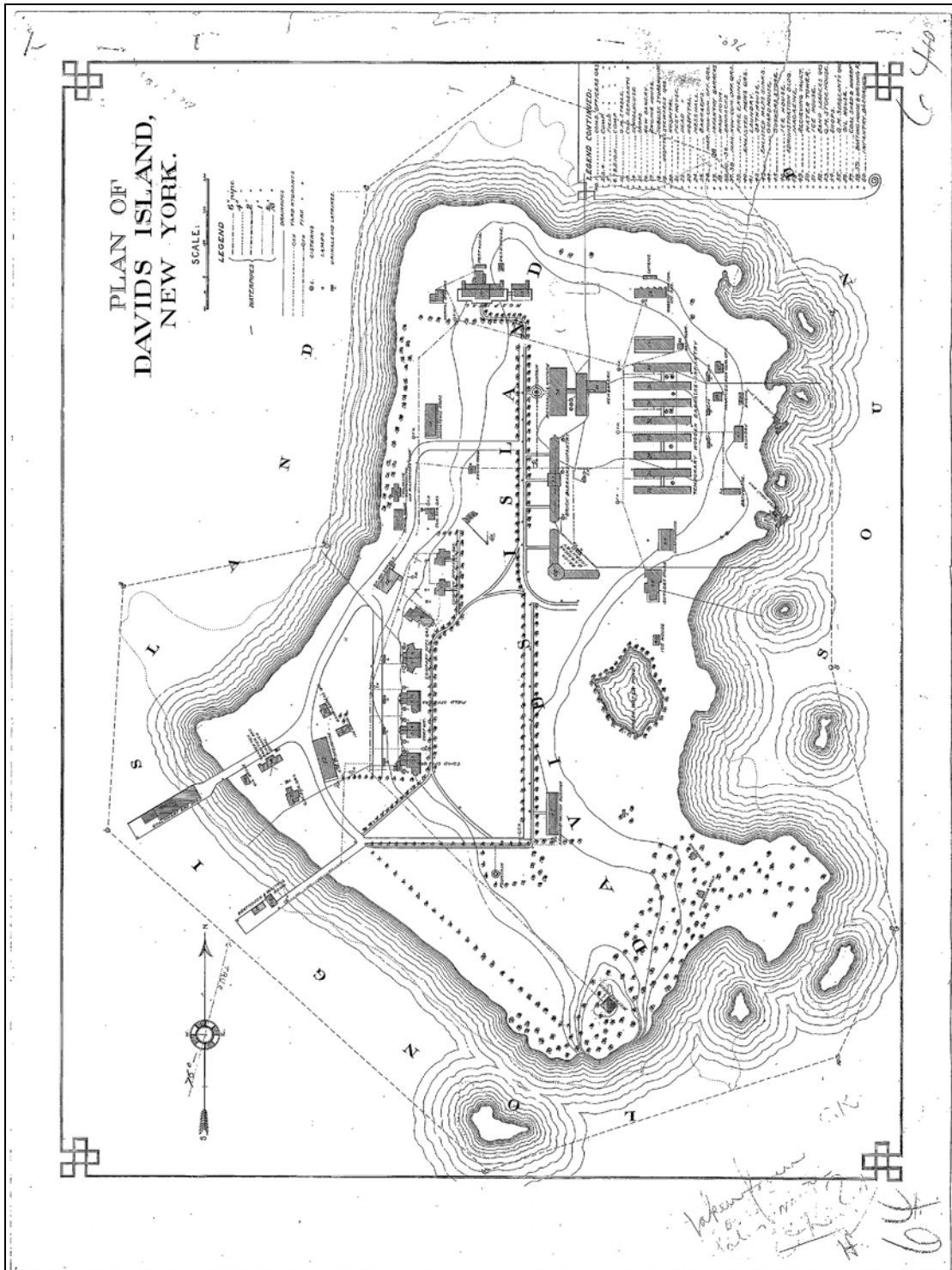


Figure 9. *David's Island N.Y. Harbor, 1884.* Record Group 77, National Archives and Records, College Park, MD. Copied from *Historical Perspectives, Phase IA Documentary Study of Archaeological Potential, Davids Island Project*, New Rochelle, New York, 1986, p. 52. Original scale: 1 in. = 300 ft.



PASSENGER DOCK
DAVIDS ISLAND-FORT SLOCUM
 (Page 18)

Figure 10. *Plan of Davids Island, N.Y., 1889, showing outline of 1884 passenger dock and buildings.*
 Record Group 77, National Archives and Records, College Park, MD.



PASSENGER PIER
DAVIDS ISLAND-FORT SLOCUM
Photographs

Figure 11. 1884 buildings on passenger dock, ca. 1902. Office of the Chief of Engineers, Historical Records of Buildings for Fort Slocum, N.Y. Record Group 77, National Archives and Records, College Park, MD.



PASSENGER PIER
DAVIDS ISLAND-FORT SLOCUM
Photographs

Figure 12. Passenger dock after World War II. Michael Cavanaugh, Los Angeles, CA, 2005.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

PASSENGER DOCK

Dauids Island—Fort Slocum

Westchester County

New York

Photographer: Matt Kierstead, PAL Inc., Pawtucket, RI, October 2005.

1. View of northwest side of Passenger Dock looking southeast.
2. View of southwest end of Passenger Dock looking northeast.
3. View of southwest side of Passenger Dock and adjacent seawall looking west.
4. View of Passenger Dock looking west from seawall.
5. View of Passenger Dock looking southwest from seawall.

Photo 1. View of northwest side of Passenger Dock looking southeast.



Photo 2. View of southwest end of Passenger Dock looking northeast.



Photo 3. View of southwest side of Passenger Dock and adjacent seawall looking west.



Photo 4. View of Passenger Dock looking west from seawall.



Photo 5. View of Passenger Dock looking southwest from seawall.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603417.4526474

Present Owner(s): City of New Rochelle, NY

Date of Construction: 1881

Architect/Engineer: U.S. Army Quartermaster Corps

Present Use: Abandoned when documented (2004-2006). Demolished 2006.

Significance: The Quartermaster Storehouse and Quarters (Building 14) was associated with the Quartermaster area and the provision of basic supply and support services to Fort Slocum’s military activities during the nineteenth and twentieth centuries. The building is a contributing element to the Fort Slocum Historic and Archeological District.

Project Information: The U.S. Army Corps of Engineers, New York District (Corps), has been authorized under the Department of Defense Appropriations Act, 2004, to perform building demolition, debris removal, and remediation of asbestos materials (Project) at the Fort Slocum on Davids Island in the City of New Rochelle, New York. The purpose of the Project is to remove buildings and infrastructure from the abandoned fort installation that create safety hazards as part of a long-range plan to restore Davids Island for future use. In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800), the Corps has consulted with the New York State Historic Preservation Officer (NYSHPO) regarding the effects of the Project on historic properties. The consultation resulted in the development of a Memorandum of Agreement (MOA) among the Corps, NYSHPO, County of Westchester, and City of New Rochelle as consulting parties. This documentation report was prepared in accordance with Stipulation II.C.1 of the MOA.

Prepared by: C.L. Borstel, J.C. Sexton, R.M. Jacoby, S.B. Marshall, and C.W. Christopher
Title: Cultural Resources Documentation Team
Affiliation: Tetra Tech EC, Inc., Morris Plains, NJ
Date: October 2006 (Revision 1, August 2008)

QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Quartermaster Storehouse and Quarters (Building 14) is located near the southwestern shoreline of Davids Island. The island is in the western portion of Long Island Sound, 0.6 miles southeast of the New Rochelle, NY, mainland and 19 miles northeast of Midtown Manhattan (Location Map and Site Map). Davids Island is a roughly pear-shaped, relatively flat landmass consisting of approximately 78 acres above mean high water. It is heavily wooded and contains the ruins of more than 100 buildings and structures associated with an abandoned U.S. Army post, Fort Slocum. The ruins include barracks and quarters; quartermaster, administrative, medical, and recreation buildings; and coastal and air defense facilities. A concrete and stone seawall encircles most of the shore, and a system of roads and paths runs throughout the island. Building 14 is part of the Quartermaster Area, which comprises the buildings and structures formerly supporting transportation, maintenance and engineering, and storage and distribution activities on the post.

Building 14 was a rectangular wood-frame structure of compound form (Figures 1-11). The southern end of the building was a boxy two-story block; north of this section, the building was one-and-a-half stories high and gabled. Historically, the building functioned as a storehouse, office, and quarters, often serving in more than one capacity simultaneously. It was destroyed by fire after Fort Slocum closed and is now a ruin (Photos 1-8). Recent tree growth and leaf litter obscure the remaining traces of the building. The extant building site is marked by an open foundation, a brick chimney stack, and a few exterior brick piers. The open foundation is divided into two sections. Its southern end is occupied by an approximately 20- by 40-foot rectangular cellarhole. The cellarhole marks the location of the full basement that was once located beneath the two-story section of the building. The northern five-sixths of the foundation is a shallow rectangular depression. This area, which measures 40 by 100 feet, is the apparent remnant of an enclosed crawlspace formerly beneath the gabled portion of the building. The foundation walls are built of brick throughout. The walls vary in overall height depending on whether they are part of the cellar or the crawlspace, but they generally rise to a maximum of 1 to 2.5 feet above the sloping ground on the outside the building. Inside the foundation, the walls are plain; however, parts of the wall that were exposed on the outside are coated with a layer of smooth concrete stucco. Pipes, a few radiators and other debris, and occasional pieces of masonry rubble are scattered through the entire interior of the foundation. The cellarhole at the southern end of the foundation also contains the remains of the building's furnace and water heater. In the cellar nearby there is a partition built of concrete block that defines a small room of undetermined function; use of concrete block indicates the partition is not an original element of the cellar. The furnace adjoins the building's chimney, which is located near the northeastern corner of the cellarhole. Above ground level, the chimney projects off the eastern side of the foundation. A clean-out opening is located in the chimney on its eastern side at about ground level. Also outside the foundation are several brick piers. These stand about 42 inches high and located south of the cellarhole. They would once have supported the building's porch.

When extant, Building 14 had a rectangular plan oriented south to north parallel to Howard Road. It was 40 feet wide by 120 feet long, and it is reported to have had a floor area of 5,520 square feet above the basement level (Figure 10). Available historical photographs do not provide complete coverage of the building for any period, and coverage of the eastern side is entirely lacking. In addition, no floor plan is available. The destruction of the building more than two decades before this documentation was prepared and the gaps in the available historical records add to uncertainty about its design, appearance, and history. By the 1960s, the building had been much altered. Nonetheless, the southern end of the building vaguely recalled the Italianate style, while the long northern section was a plain utilitarian building with no clear affinities to any single nineteenth- or twentieth-century American architectural style.

QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

Historical photographs depict Building 14 as comprised of two disparate sections (Figures 4-11). The northern section, representing about five-sixths of the footprint, was a one-and-a-half-story end-gable shed, while the southern sixth was a two-story box capped with a very low-pitched hipped roof. From around 1940 onwards, a pair of wide, shed-roof dormers projected from either side of the gable roof where it abutted the boxy section of the building at its southern end. Two metal roof ventilators were installed on the ridgeline of shed section, and a brick chimney was located near the northeastern corner of the boxy section. A one-story porch with a pent roof projected from the building's southern façade, and by the early 1960s, the porch may have been completely enclosed. The pattern of window and door openings was apparently symmetrical on the northern end of the building and possibly on the southern end, but was irregular on western side. (No information is available for the eastern façade.) The southern end of the building was perpendicular to Howard Road, and it was the location of the main façade of the building's boxy section. Windows were symmetrically placed on the second story of this façade, with two square multi-pane wood sash windows—possibly casement windows—regularly spaced on either side of a central six-over-six double-hung wood sash window. The arrangement of windows and doors off the porch on the first story level during the 1940s to 1960s is unclear. There was a six-over-six double-hung wood sash window to the left (west) and, at the center, a wood-panel door with glazing in the middle and an overhead six-pane light. Before 1940, there was a second door off the porch on the right (east), similar to the center door. It is unknown whether this door was retained during alterations in the late 1930s or if it was replaced by a window. On the building's western façade, the southern end had a single, central square multi-pane wood sash (possible casement) window on the second story and a pair of six-over-six double-hung wood sash windows toward the corners on the first story. Two wood sash three-over-three windows were also set into the foundation to provide light to the cellar. The shed section of the western façade had two doors, one beneath the dormer immediately north of the boxy section, and the other toward the north end of façade. Both had wood stairways and landings sheltered by a small shed roof (south) or a shed roof plus a multi-pane wood sash glass enclosure (north). The western façade had nine windows—including the one in the dormer—most of which were six-over-six double-hung wood sash windows. These were of at least three different sizes and were spaced irregularly along the façade. The northern façade had had two symmetrically-placed six-over-six double-hung wood sash windows set under a gable with a central fifteen-pane rectangular window. The entire building sat on a brick foundation, while the porch at the south end was supported by brick piers. The building and porch walls were clad with clapboards. Wood lattice was installed between the piers beneath porch. No information is available about the building's floor plan. It is unknown whether internal doors connected the shed and box sections of the building.

PART II. HISTORICAL NARRATIVE

Fort Slocum

Davids Island is named for Thaddeus Davids (1816-1894), a New Rochelle ink manufacturer, who owned the island between 1856 and 1867. Davids was next-to-last in a line of private owners and lessees associated with the island between circa 1700 and the 1860s. During this period, the island was used primarily as farmland, but beginning probably in the 1840s, it also became a destination for excursionists who traveled by steamboat from New York and Brooklyn to picnic by the sea. The U.S. Army leased the island in 1862 and purchased it outright in 1867. In 1967, the federal government sold Davids Island to the City of New Rochelle, which sold it in turn the following year to Consolidated Edison Company of New York, Inc. Consolidated Edison returned ownership of most of the island to the city in 1976.

QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

Two U.S. Army posts successively occupied Davids Island between 1862 and 1965. The earlier post was established as De Camp General Hospital in May 1862. The hospital treated wounded Union soldiers and, from 1863 onwards, also cared for Confederate prisoners of war. After the Civil War, the Army remained on the island, apparently using the post somewhat discontinuously as a hospital, mustering-out camp, and subdepot for recruits. By the early 1870s, the hastily-built wood frame buildings of the Civil War had deteriorated badly, and in October 1874 the Army entirely withdrew from the island, beginning a hiatus in occupation of nearly four years.

The Army returned in July 1878, when Davids Island was designated as a principal depot of the General Recruiting Service, supplanting Governors Island off lower Manhattan in that role. Originally known simply as Davids Island, the Army formally named the post Fort Slocum in 1896 to honor Maj. Gen. Henry Warner Slocum (1827-1894), a prominent Union soldier and New York politician. Recruit intake and training was a primary function of the post well into the twentieth century. Fort Slocum also saw service as an overseas embarkation station; hosted Army specialty schools for bakers, transportation officers, chaplains, public affairs personnel, and military police; provided retraining for court-martialed soldiers; and was an administrative center for the Air Force. Coastal artillery batteries operated at the post around the beginning of the twentieth century. During the Cold War, Fort Slocum supported an air defense missile battery.

When the post closed in 1965, Fort Slocum's landscape integrated elements from different episodes of development into a campus-like whole. Several episodes of development were represented, particularly 1885-1910 and 1929-1940. A few wood frame buildings remained from the late 1870s and early 1880s, and at least nine such buildings represented the Second World War. However, of the more than 50 temporary wood frame buildings erected during the First World War, only a single, partial example survived. Most of the buildings at Fort Slocum followed standard Army plans, but Army personnel or outside professional architects also produced a few designs specifically for the post. The permanent buildings at Fort Slocum generally reflected conservative and eclectic interpretations of different currents in American architecture, producing an engaging mix of Colonial Revival, Neoclassical, Romanesque, and Italianate styles. The temporary buildings around the post were in contrast unadorned and starkly utilitarian, as they were designed principally for speed of construction.

The period after Fort Slocum closed in November 1965 saw severe deterioration of the former Army post. The City of New Rochelle repeatedly sought to redevelop Davids Island, at one time considering a Consolidated Edison proposal to build a nuclear power plant and later supporting proposals for luxury residences. None of these plans materialized. Neglect and vandalism took a heavy toll on the former post. By the first decade of the twenty-first century, the landscape was overgrown, and the more than 100 buildings and structures that once comprised Fort Slocum were in decay and ruin.

Detailed accounts of Fort Slocum's history can be found in the general historic overview to this documentation series (Tetra Tech 2008) and in Olausen et al. (2005), among other sources.

Quartermaster Storehouse and Quarters (Building 14)

Building 14 is situated on the eastern side of the Quartermaster Area, which is the oldest functionally-distinct area at Fort Slocum. When the post closed in 1965, Building 14 was the oldest extant building in the area and one of the oldest remaining on the entire post.

The Quartermaster Area can be traced directly to the post's Civil War predecessor, De Camp General

QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

Hospital. Use of the area by the quartermaster staff took place adjacent to a pier that pre-dated the Army's arrival on Davids Island. This earliest pier was located about where Fort Slocum's later Passenger Dock (built 1884) stood. During the Civil War and immediately afterward, a few storehouses and workshops were situated close to it. When the Army returned to Davids Island in 1878 after its four-year hiatus, it resumed use of the old pier, but soon added a second facility to receive and store coal. This new pier (built 1879) was the predecessor of the present-day Freight Dock. The two piers in their several incarnations comprised the main entrance to the post on Davids Island, and one of the primary functions of the Quartermaster Area was the receipt, dispatch, storage, and distribution of supplies and equipment passing over the piers. To accommodate this function, the Army built several storehouses between 1881 and 1908, primarily on the sloping ground near the eastern edge of the area. It also erected a coal shed (demolished 1938) near the Freight Dock on the western edge of the area to handle the hundreds of tons of coal used annually at the post. The area supported other quartermaster functions as well, including construction, maintenance, and land transportation. By the early 1900s, the Quartermaster Area had several workshop buildings, a stable, and a wagon shed (later the Garage, Building 40), mostly located in the west-central part of the area. At different times, other types of buildings were also located in the area, including an ice house, scale house, passenger waiting room, boathouse, and oil house. For awhile around the beginning of the twentieth century, several quarters specifically designated for non-commissioned technical specialists such as quartermaster, commissary, and ordnance sergeants, were located in the Quartermaster Area as well, but these were all gone by the First World War. (Building 14, and later Building 30 as well, was used for non-commissioned officer quarters after the First World War, but neither quarters were designated as housing for particular specialists.) By around 1915, the Quartermaster Area had nearly all of its present buildings and layout. Its early buildings were wood frame, but most of those erected after 1900 were constructed of brick or concrete.

The history of Building 14 is somewhat complex and obscure. According to the Quartermaster Corps property card, the building was constructed in 1881 (Figure 10). The card does not record a standard plan number for it, probably because it was built before the system of service-wide standardized plans was introduced in the 1890s. Nothing similar to it appears in Chattey et al.'s (1997) investigation of Quartermaster Corps standardized building plans of late nineteenth and early twentieth centuries or in Hoagland's (2004) study of nineteenth-century Army architecture in the western United States. The compound form of the building, with its long, gabled shed section on the north ending in the short boxy section to south, strongly suggests the southern end is a later alteration. Several maps of the post prepared in the 1880s depict the building as narrower and somewhat shorter, measuring about 18 by 106 feet, which represents a length to width ratio of approximately 6:1. Maps prepared after about 1889 show it with footprint dimensions similar to that recorded by the Quartermaster Corps property card, 40 by 120 feet, excluding the porch, or a length to width ratio of 3:1 (Figures 1-3 and 10). This evidence may indicate that the building was expanded or rebuilt at the end of the 1880s; however, it could also be a result of cartographic error that was propagated through several successive maps before being corrected. Because the building was destroyed by fire more than two decades before this documentation was prepared, evidence from the fabric of the building cannot be used to interpret its early history.

Historical photographs of Building 14 dating from the second decade of the twentieth century onwards show numerous alterations to windows, doors, chimneys, and the south porch were made between circa 1915 and 1965 (Figures 4-9). These alterations also hint at undocumented changes to the interior plan of the building. Building 14 had a major renovation during the general building improvement campaign at Fort Slocum of the late 1930s. Alterations at that time included changes to the fenestration and possibly a door opening in the southern façade. Dormers were also added to the gabled roof immediately behind the boxy section of the building, and a door was relocated on western façade to beneath the dormer, possibly indicating addition of an

QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 6)

internal stairway. Several internal chimneys were eliminated, and the present external chimney on the northeastern corner of the south section was added. The one-story open porch on the south façade (itself an alteration from an earlier two-story porch) was enclosed by a half wall, and lattice was added between the piers beneath the porch.

Building 14 had several different functions during its eighty years of Army service. It was constructed as a quartermaster storehouse and is so identified on most maps and other sources from the 1880s to the 1920s (Figures 1-3). One source (U.S. Army Coast Artillery Corps 1908) records that it was being used as the post's administration building in the first decade of the twentieth century, during the period after Fort Slocum's wood frame administration building, located at the southeastern corner of the Parade Ground, burned (1899) and before the present Administration Building (Building 13) was completed (1909). A photographic postcard of the building dating to circa 1915-1920 depicts laundry hanging on the south porch of the building, indicating that by at least the second decade of the twentieth century some portion of the building was being used as housing. A 1933 map identifies the building as barracks, and by the time the Quartermaster Corps property card was prepared in 1940, it was the "C&E [Clothing & Equipment] Annex and NCO Quarters." In 1943 it is identified as the finance office. According to Michael A. Cavanaugh (2007), who is writing a history of Fort Slocum, the building served as quarters for either officers or non-commissioned officers during the Cold War.

The building's numerical designation changed several times during the century after it was built. In the earliest numbering system used at the post, prior to 1893, it was designated as Building 53. The 1893 system, it was known as Building 22, which was changed to Building 28 in the 1941 system. In the final renumbering of buildings while Fort Slocum was an active post, in 1957, it became Building 18. Sometime after the post closed in 1965, it came to be Building 14, its present designation.

PART III. SOURCES OF INFORMATION

Published Materials

Chattey, Paul, Horace Foxall, Flossie McQueen, Cynthia Nielsen, Mary Shipe, Terri Taylor, and Jamie Tippet

- 1997 *Context Study of the United States Quartermaster General Standardized Plans, 1866-1942.*
Prepared for the U.S. Army Environmental Center, Environmental Compliance Division, Aberdeen Proving Ground, Maryland, by the U.S. Army Corps of Engineers, Seattle District, Technical Center of Expertise for Preservation of Structures and Buildings, Seattle, Washington. Accessed online, January 15, 2007, at <http://handle.dtic.mil/100.2/ADA352432>.

Hoagland, Alison K.

- 2004 *Army Architecture in the West: Forts Laramie, Bridger, and D.A. Russell, 1849-1912.*
University of Oklahoma Press, Norman.

Nichols, Herbert B.

- 1938 *Historic New Rochelle.* Board of Education, New Rochelle, NY.

Unpublished Materials

QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 7)

Appiarius, John C.

1941 "Report of Inspection of Fort Slocum, N.Y." 10 November 1941. Record Group 92, Office of the Quartermaster General, National Archives and Records, College Park, MD.

Cavanaugh, Michael

2007 *What Is, What Was, and What Was NOT: A Companion to the 2005 Davids Island Footage*. May 2007 version. Unpublished ms in possession of author, Los Angeles, CA.

Olausen, Stephen, Matthew Kierstead, and Jeffrey Emidy

2005 *Historic Architectural Survey and National Register Evaluation, Davids Island/Fort Slocum New Rochelle, New York*. Prepared for Tetra Tech FW, Inc., Morris Plains, New Jersey, by PAL, Inc., Pawtucket, Rhode Island.

Tetra Tech EC, Inc.

2008 "Fort Slocum: Overview." In *Historic Building Documentation, Fort Slocum Historic and Archeological District, Davids Island, City of New Rochelle, Westchester County, New York*, Volume 1. Prepared for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts, by Tetra Tech EC, Inc., Boston.

United States Army Quartermaster Corps

ca. 1905-41 Fort Slocum Property Cards (Form 117 and predecessors). Record Group 77. National Archives, College Park, MD.

Maps and Drawings

March 1884 "David's Island, N.Y. Harbor... [Showing] Buildings as They Stand, March 12, 1884." Prepared by George H. Cook, Capt. & A.Q.M. Record Group 92, National Archives, College Park, MD.

September 1884 "Map Showing Lines of Water Pipes of Proposed Water Works at Davids Island N.Y.H., Sept. 27th, 1884." Inscribed "U.S. Eng'r. Office, New York City, Jan'y. 15th, 1885, to accompany letter of this date." Signed by G.L. Gillespie, Maj. Of Eng'rs. Bvt. Lieut. Col. Record Group 77, National Archives, College Park, MD.

July 1888 "Map of Davids Island, New York Harbor." Prepared under the direction of George H. Cook, Capt. & Asstg Q.M. Record Group 92, National Archives, College Park, MD.

ca. 1889 "Plan of Davids Island, New York." No supervisor or preparer indicated. On file at National Archives, College Park, MD.

ca. 1890 "Map of Davids Island, New York Harbor." Annotated as "Corrected to Mar. 1-[18]90." No supervisor or preparer indicated. On file at National Archives, College Park, MD.

June 1891; revised April 1892 "Davids Island, New York Harbor. In connection with plans for Sea-Walls submitted with Annual Report for 1891. Surveyed under the direction of Col. D.C. Houston, Corps of Engineers, U.S. Army, June 1891. Buildings, Roadways, and Battery Site added in April 1892." Record Group 77, National Archives, College Park, MD.

**QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM**
(Page 8)

October 1894 (or undetermined month thereafter through December 1895) "Map of Davids Island, New York Harbor, U.S. Military Reservation, Drawn Under the Direction of Cap. J.W. Summerhayes, Asst. Qr. Mr. U.S.A." Date stamp from QMGO on reverse bears a date in 1895. Record Group 92, National Archives, College Park, MD.

May 1908 "Fort Slocum, Davids Island, N.Y." U.S. Army Coast Artillery Corps, New York Harbor Eastern Long Island Sound Approaches Fortification Map Series. Stamped "U.S. Engineer Office, New York City / Received May 18, 1908." Record Group 392, National Archives, New York, NY.

March 1909 "Map of Fort Slocum, Davids Island, NY." Made by Direction of Peter Murray, Capt. and Construction Q.M." Record Group 92, National Archives, College Park, MD.

July 1915 "Map of Fort Slocum, New York." Made by Direction of F.E. Smith, Capt. & Quartermaster. Record Group 92, National Archives, College Park, MD.

August 1921 "New York Harbor, Fort Slocum, Davids Island." U.S. Army Coast Artillery Corps, New York Harbor Eastern Long Island Sound Approaches Fortification Map Series. Revisions of January 14, 1915 map. Record Group 392, National Archives, College Park, MD.

May 1933 "Fort Slocum, New York: Reconstruction of Sewerage System, General Layout." Revisions of April 29, 1933 map. Construction Division, Office of the Quartermaster General. Record Group 92, National Archives, College Park, MD.

1943 No title [Informal guide map of Fort Slocum]. Prepared by T/3 Richard Williams. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

May 1949, revised through November 1957 "Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines." Office of Post Engineer, Fort Slocum. On file at National Archives, College Park, MD.

Aerial Photographs

(Except as noted, all photographs are on file at National Archives, College Park, Maryland. Digital copies examined for this research come from the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.)

1924: Low angle oblique aerial photograph of Davids Island. View northeast. March 24.

1924: High angle oblique aerial photograph of Davids Island showing all but southeastern tip, with north shore of Long Island Sound east of New Rochelle visible in background. View northeast. August 24.

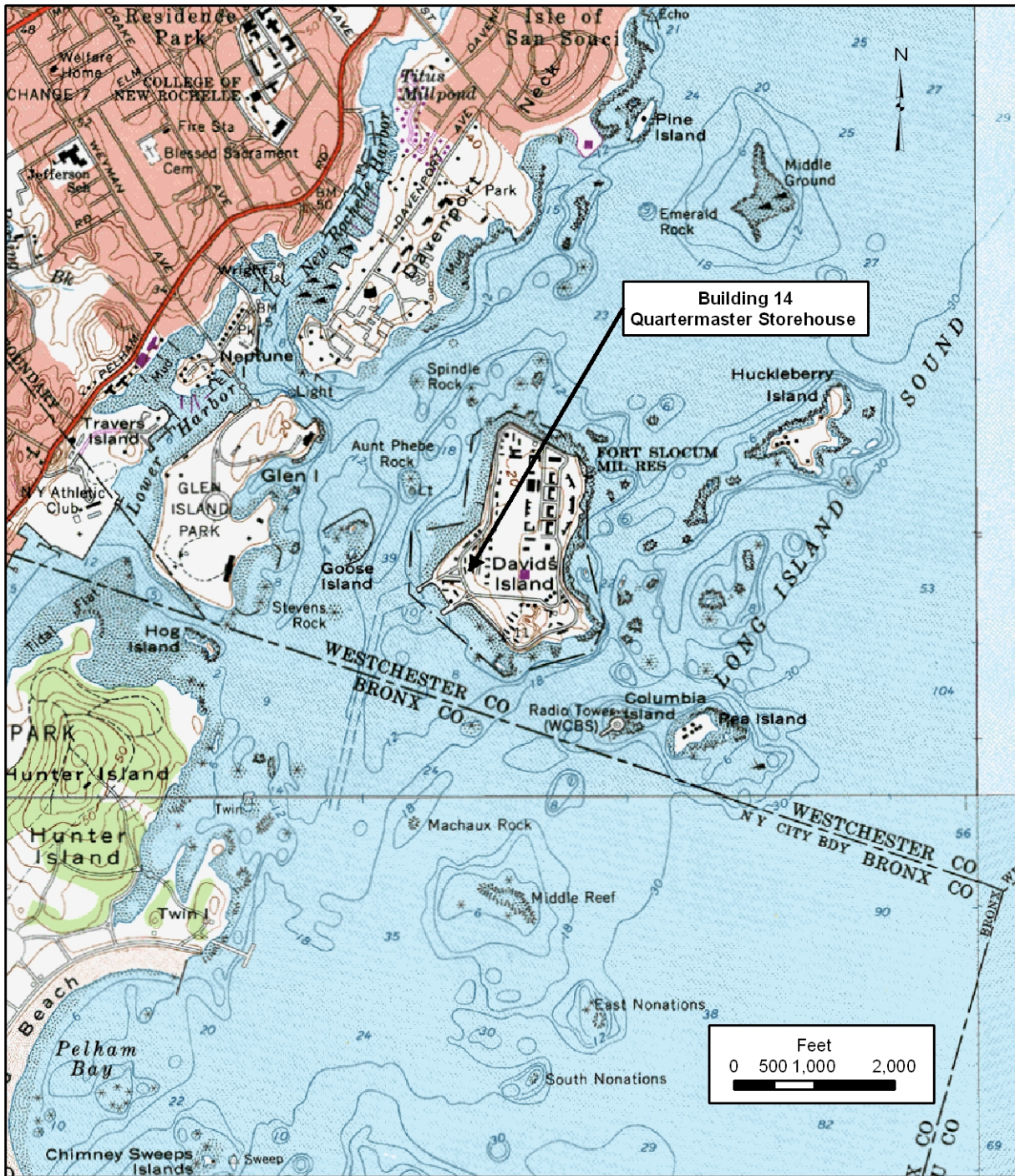
1940: Vertical aerial photograph of Davids Island. September 4.

1961: Low angle oblique aerial photograph of Quartermaster Area, Davids Island. View northeast. November 15. Attributed to Capt. Donald P. Blake.

LOCATION MAP (USGS Mount Vernon, NY)
Scale: 1:24,000

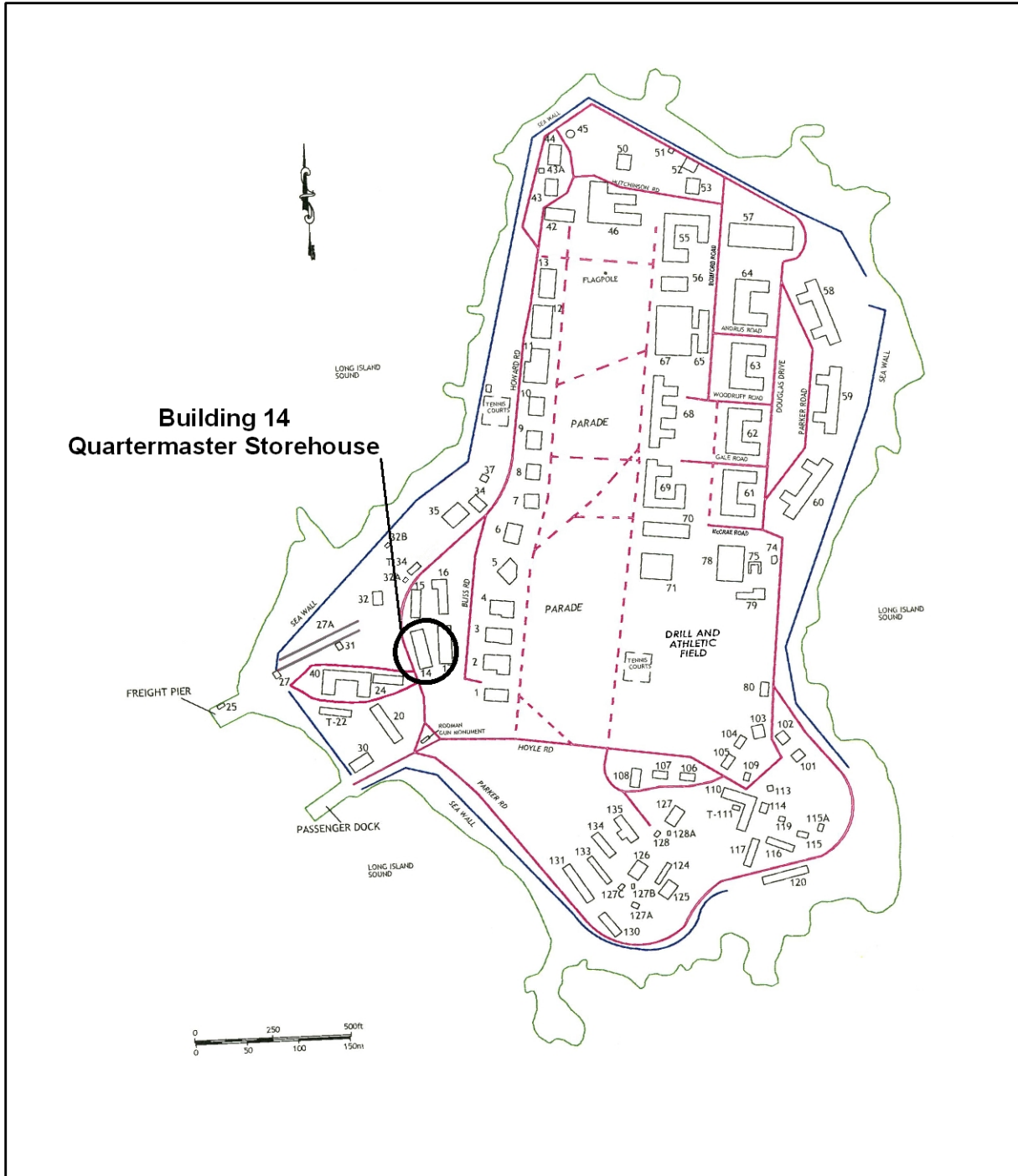
QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 9)

1966 (Photorevised 1979)



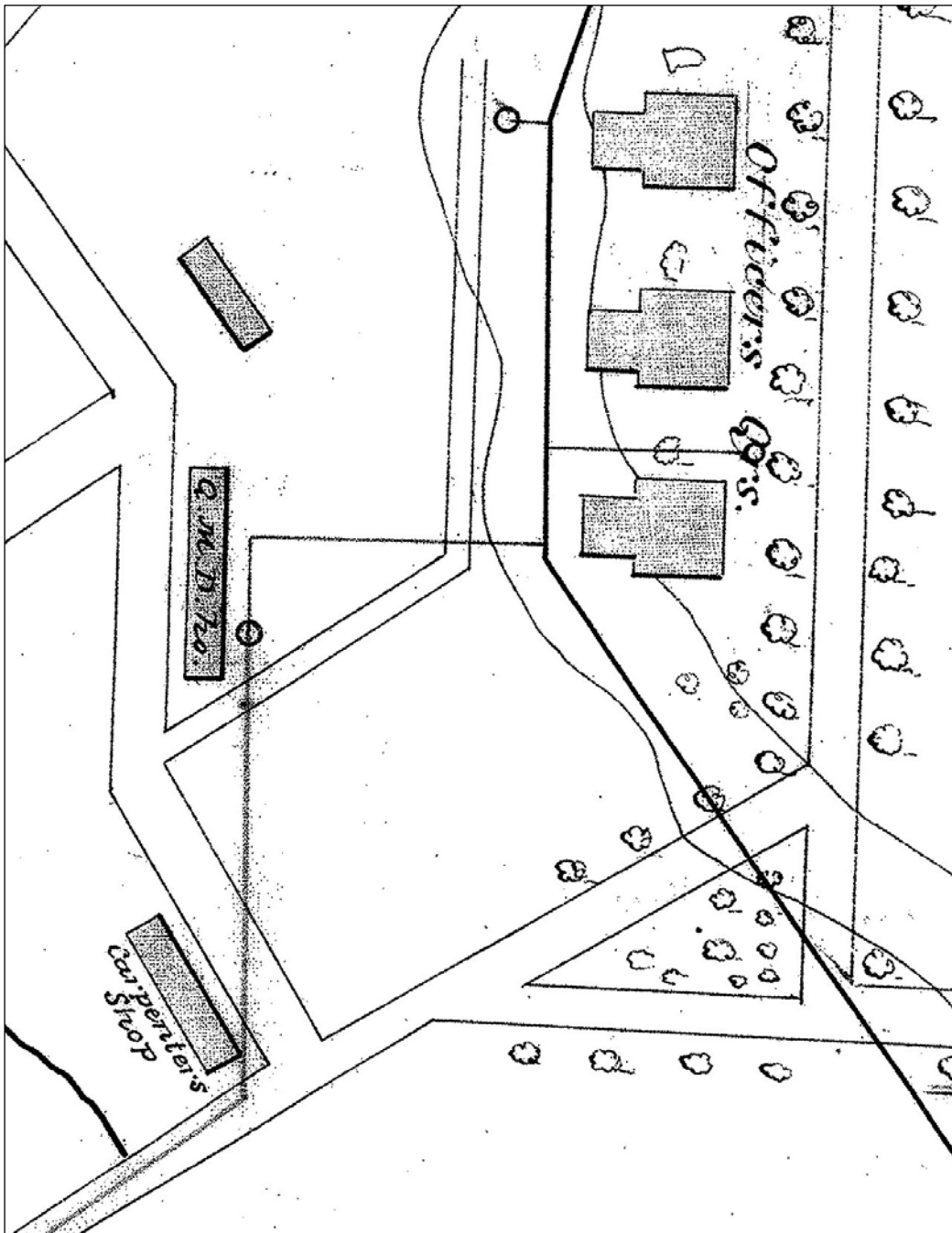
SITE MAP

**QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 10)**



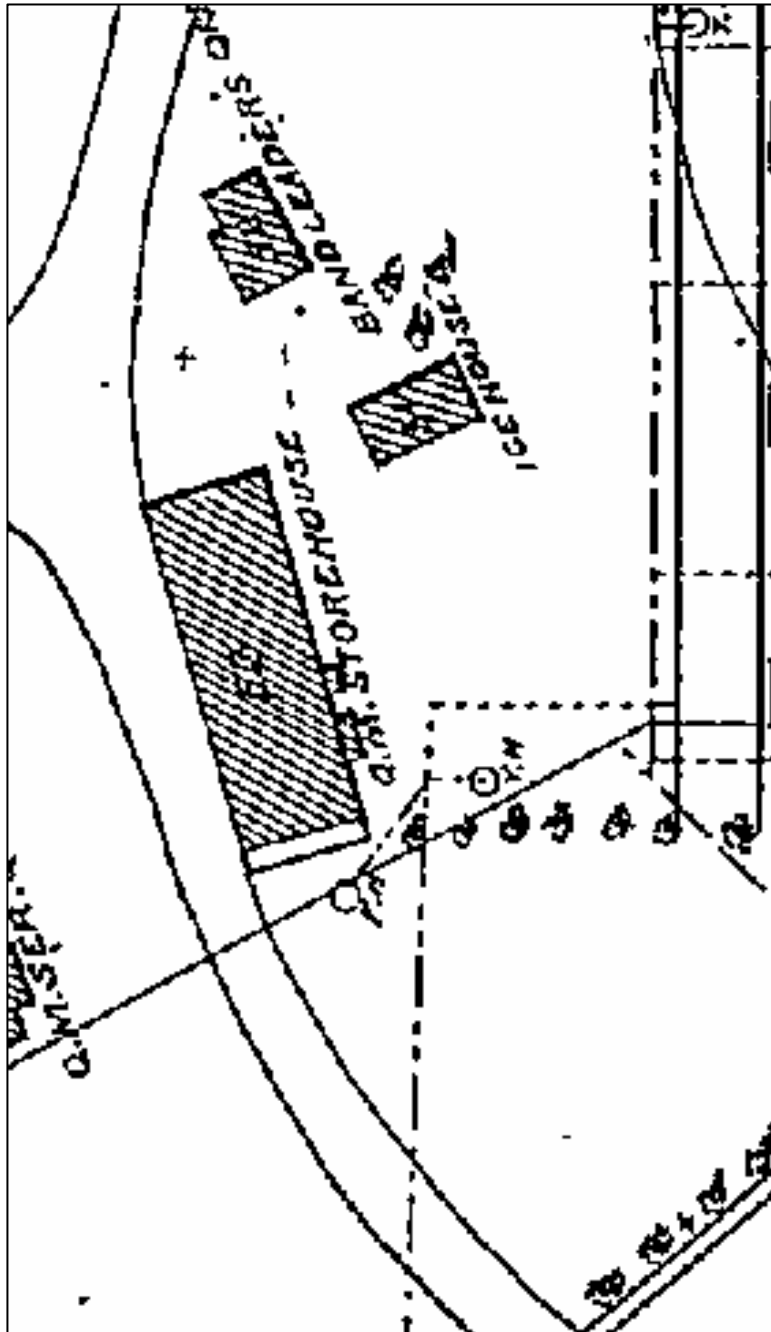
QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 11)

Figure 1. "Map Showing Lines of Water Pipes of Proposed Water Works at Davids Island N.Y.H., Sept. 27th, 1884," detail. North is to the top of the drawing. Building 14, located at center left, is identified as "Q.M.D. ho." As shown on this map, the building's footprint is approximately 18 by 106 feet. Record Group 77, National Archives, College Park, MD.



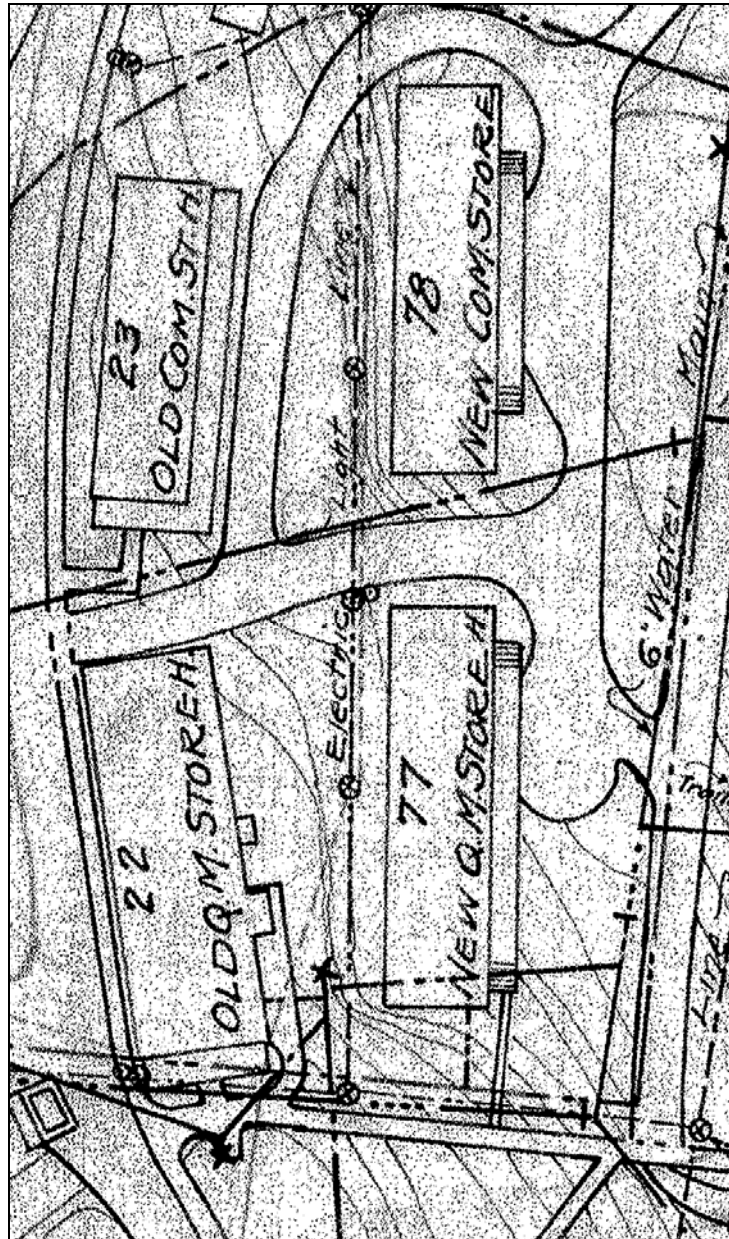
**QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM**
(Page 12)

Figure 2. "Plan of Davids Island, New York," circa 1889, detail. North is to the top of the drawing. Building 14 is depicted as "Q.M. Storehouse," and inscribed with the partially-legible numeral 53. As shown on this map, the building's footprint is approximately 40 by 120 feet, with a 10-foot wide porch. Record Group 77, National Archives, College Park, MD.



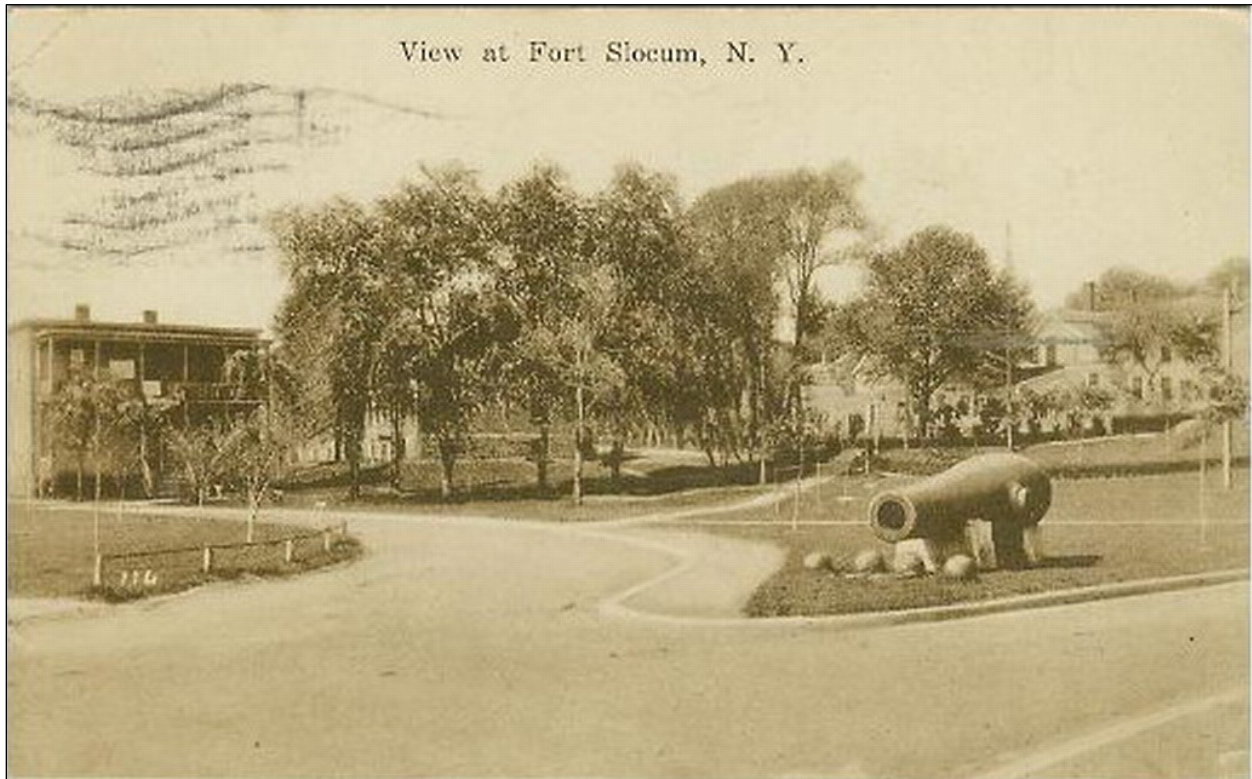
QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 13)

Figure 3. "Map of Fort Slocum, Davids Island, NY," 1909, detail. North is to the top of the drawing. Building 14 is labeled "22, Old Q.M. Storehouse." As shown on this map, the building's footprint is approximately 40 by 120 feet, with a 10-foot wide porch. Record Group 92, National Archives, College Park, MD.



QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 14)

Figure 4. “View at Fort Slocum, N.Y.,” circa 1915-1920, facing northeast. Postcard view, probably published by Italia Art Co., New York. Building 14 is located at the left edge of the photograph. Note that at the time this photograph was taken, the southern façade had a two-story porch. The Rodman Gun Monument is at right. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 15)

Figure 5. Low-angle oblique aerial photograph of Davids Island, March 24, 1924, detail. View northeast. Building 14 is at center. By the time of this photograph, the two-story porch on the southern façade had been removed, and only an open platform remained. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 16)

Figure 6. High angle oblique aerial photograph of Davids Island, August, 24, 1924, detail. View east. Building 14 is at center right. Comparison with Figure 5 appears to show that between March and August 1924, the door at the north (left) end of the west façade of the gabled section was replaced by a window. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



**QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 17)**

Figure 7. Inventory photo, probably mid-1930s. View southeast. Record Group 111, National Archives, College Park, MD.



QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 18)

Figure 8. Inventory photo, probably mid-1930s. View north. Record Group 111, National Archives, College Park, MD.




QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 19)

Figure 9. Property Record photo, circa 1940. Record Group 77, National Archives, College Park, MD.



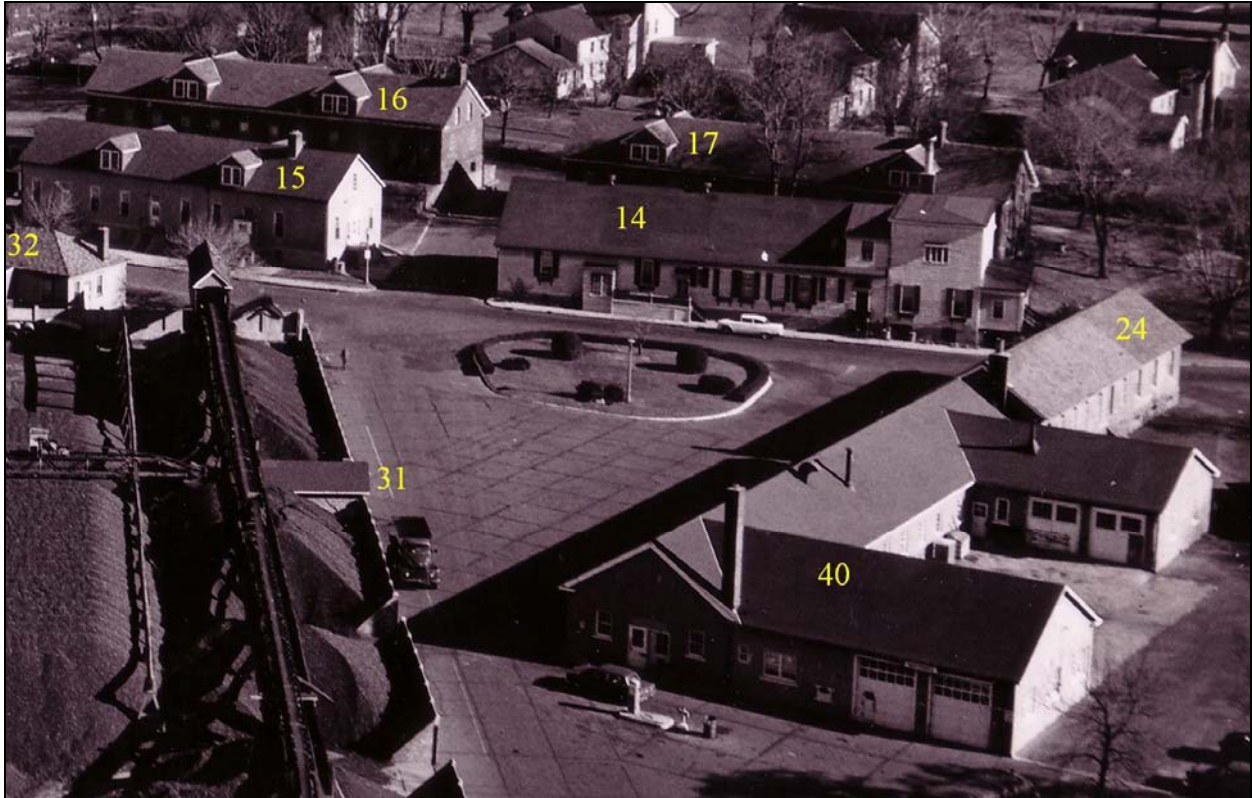
QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 20)

Figure 10. Property Record, circa 1940. Record Group 77, National Archives, College Park, MD.

Fort Slocum, New York Warehouse 1964 Sq. Ft. Capacity 3 N.C.O.			Post Plan No. _____ D. I. I. No. 22 28
Foundation Brick & Stone Floors Wood			
Main building 40' x 120' Wings None Basement 800 Sq. Ft. Height of first floor above ground 5'6" front 3' rear		How lighted Electrically	
Water connections Yes		Sewer connections Yes	
Gas connections None		METERS INSTALLED	
Electric, No. Six		Gas, No. None	
Oil, No. None		Electric, No. Six	
Steam, No. None		Oil, No. None	
Water, No. None		Steam, No. None	
Water, No. None		Water, No. None	
MECHANICAL REFRIGERATORS INSTALLED		ADDITIONS AND INSTALLATIONS	
(Below enter chronologically all modifications, additions, introductions of water, sewer, lights, heating, etc.)			
Total cost of repairs to June 30, 1939 Repairs Fiscal year 1940 (WPA \$1767.09)		COST	DATE
		\$24,634.82	
		1,874.25	

QUARTERMASTER STOREHOUSE AND QUARTERS (BUILDING 14)
DAVIDS ISLAND-FORT SLOCUM
(Page 21)

Figure 11. Low angle oblique aerial photograph of Quartermaster Area, Davids Island, 1961. View northeast. Selected Quartermaster buildings are numbered. This photograph shows that by 1961 the porch on the southern façade was at least partially enclosed. Attributed to Capt. Donald P. Blake. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

QUARTERMASTER STOREHOUSE AND QUARTERS (14)

Davids Island—Fort Slocum

New Rochelle

Westchester County

New York

Photographer: Matt Kierstead, PAL Inc., Pawtucket, RI, October 2005.

1. General view, facing northwest.

Photographer: Caleb Christopher, Tetra Tech EC, Inc., Morris Plains, NJ, November 2005.

2. Chimney, facing north.
3. General view, facing east.
4. Western foundation detail.
5. Western foundation detail.
6. Porch pier, facing north..
7. Southern foundation detail, facing northwest.
8. Chimney, facing south.

Photo 1. General view, facing northwest.



Photo 2. Chimney, facing north.



Photo 3. General view, facing east.



Photo 4. Western foundation detail.



Photo 5. Western foundation detail.



Photo 6. Porch pier, facing north.



Photo 7. Southern foundation detail, facing northwest.



Photo 8. Chimney, facing south.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

QUARTERMASTER STOREHOUSE (BUILDING 15)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603411.4526523

Present Owner(s): City of New Rochelle, NY

Date of Construction: ca. 1941

Architect/Engineer: U.S. Army Quartermaster Corps

Present Use: Abandoned when documented (2004-2006). Demolished 2006.

Significance: The Quartermaster Storehouse (Building 15) was associated with the Quartermaster area and the provision of basic supply and support services to Fort Slocum’s military activities during the mid-twentieth century. The building is a contributing element to the Fort Slocum Historic and Archeological District.

Project Information: The U.S. Army Corps of Engineers, New York District (Corps), has been authorized under the Department of Defense Appropriations Act, 2004, to perform building demolition, debris removal, and remediation of asbestos materials (Project) at the Fort Slocum on Davids Island in the City of New Rochelle, New York. The purpose of the Project is to remove buildings and infrastructure from the abandoned fort installation that create safety hazards as part of a long-range plan to restore Davids Island for future use. In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800), the Corps has consulted with the New York State Historic Preservation Officer (NYSHPO) regarding the effects of the Project on historic properties. The consultation resulted in the development of a Memorandum of Agreement (MOA) among the Corps, NYSHPO, County of Westchester, and City of New Rochelle as consulting parties. This documentation report was prepared in accordance with Stipulation II.C.1 of the MOA.

Prepared by: C.L. Borstel, J.C. Sexton, R.M. Jacoby, S.B. Marshall, and C.W. Christopher
Title: Cultural Resources Documentation Team
Affiliation: Tetra Tech EC, Inc., Morris Plains, NJ
Date: October 2006 (Revision 1, August 2008)

QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Quartermaster Storehouse (Building 15) is located near the southwestern shoreline of Davids Island. The island is in the western portion of Long Island Sound, 0.6 miles southeast of the New Rochelle, NY, mainland and 19 miles northeast of Midtown Manhattan (Location Map and Site Map). Davids Island is a roughly pear-shaped, relatively flat landmass consisting of approximately 78 acres above mean high water. It is heavily wooded and contains the ruins of more than 100 buildings and structures associated with an abandoned U.S. Army post, Fort Slocum. The ruins include barracks and quarters; quartermaster, administrative, medical, and recreation buildings; and coastal and air defense facilities. A concrete and stone seawall encircles most of the shore, and a system of roads and paths runs throughout the island. Building 15 is part of the Quartermaster Area, which comprises the buildings and structures formerly supporting transportation to, from, and around the post; facilities maintenance; and the storage and distribution of materiel.

Building 15 is the rectangular shell of a ruined one-and-one-half-story end-gable stuccoed concrete block building (Figures 1-8, Photos 1-13). The building was destroyed by fire sometime after Fort Slocum closed in 1965. Its long axis runs north-south, and the main, or western, façade, faces Howard Road. The building's footprint measures approximately 30 x 100 feet. Building 15 is constructed on ground that slopes downward from east to west.

The eastern and western walls of the building are largely intact, but those at its two ends have largely collapsed to the height of a band course at the base of the first floor level (Photos 1-2). The band course is made of thin rectangular concrete blocks, and it separates the roughcast stucco on the walls above from the smooth stucco below, which is scored to create the illusion of ashlar (Photo 6). Quoins of thin square concrete blocks are set at the corners of the building (Photo 8). Window openings at the first story level have limestone sills, and those on the main (western) façade also have concrete post and lintel surrounds, probably of stucco (Photos 7 and 10-11).

The rear (eastern) façade has ten large, equidistant rectangular window openings at the first story level and five small window openings set in light wells at the basement level (Photos 9-11). The main (western) façade, in contrast, has just nine window and door openings at the first story level, whose locations mirror the northern nine of the ten openings at the same level in the rear façade. The main façade is blank at its southern end, opposite the place on the eastern wall where the tenth opening is located, and this blank spot appears to be original. The main façade has three door openings and six window openings. The doors occupy the second, fifth, and eighth openings in wall. The door openings on the first floor level stand above ones at the basement level. The basement door openings are flanked by small rectangular windows beneath those of the first floor. Each door opening at the first floor level has a separate flight of concrete stairs, which is parallel to the exterior wall and leads to a small landing. The basement entrances are reached by individual flights of steps perpendicular to the wall and descend beneath the landings. The basement steps are protected at ground level by pairs of triangular concrete walls extending from the supports for the first-story landings (Photos 1 and 3-5). Due to the collapse of the end walls, their fenestration is only partially preserved. A flight of stairs shows that the southern end had an entrance, while a window sill at the northern end indicates the presence of window openings. Both ends of the building also have small basement-level windows. The absence of window and door frames on the first floor suggests that these were wood, as is confirmed by the single preserved window frame (Photos 7 and 9-11). Basement windows have steel frames, and basement doors were wood framed (Photos 5-6 and 10).

**QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM**
(Page 3)

All interior wood framing, walls, and floors have been destroyed by fire and are now absent (Photos 12-13). The building is divided into five structural bays, separated by brick pilasters that interrupt the concrete block walls on the eastern and western sides of the building. Brick pilasters were also situated at the midpoint of each end wall. The corners of the building derive their strength from the interlocked concrete blocks of the intersecting walls and do not rely on brick columns. A steel truss, now partially collapsed, runs the length of the building along its centerline. Partition walls separate the end bays in the basement. The northern wall is built of concrete block and rises only to the height of the floor at the first story level. That at the southern end is constructed of clay tile blocks and extends from the basement floor to the height of the joist pockets at the attic level. A chimney is built into the north side of this interior wall at the building's centerline.

PART II. HISTORICAL NARRATIVE

Fort Slocum

Davids Island is named for Thaddeus Davids (1816-1894), a New Rochelle ink manufacturer, who owned the island between 1856 and 1867. Davids was next-to-last in a line of private owners and lessees associated with the island between circa 1700 and the 1860s. During this period, the island was used primarily as farmland, but beginning probably in the 1840s, it also became a destination for excursionists who traveled by steamboat from New York and Brooklyn to picnic by the sea. The U.S. Army leased the island in 1862 and purchased it outright in 1867. In 1967, the federal government sold Davids Island to the City of New Rochelle, which sold it in turn the following year to Consolidated Edison Company of New York, Inc. Consolidated Edison returned ownership of most of the island to the city in 1976.

Two U.S. Army posts successively occupied Davids Island between 1862 and 1965. The earlier post was established as De Camp General Hospital in May 1862. The hospital treated wounded Union soldiers and, from 1863 onwards, also cared for Confederate prisoners of war. After the Civil War, the Army remained on the island, apparently using the post somewhat discontinuously as a hospital, mustering-out camp, and subdepot for recruits. By the early 1870s, the hastily-built wood frame buildings of the Civil War had deteriorated badly, and in October 1874 the Army entirely withdrew from the island, beginning a hiatus in occupation of nearly four years.

The Army returned in July 1878, when Davids Island was designated as a principal depot of the General Recruiting Service, supplanting Governors Island off lower Manhattan in that role. Originally known simply as Davids Island, the Army formally named the post Fort Slocum in 1896 to honor Maj. Gen. Henry Warner Slocum (1827-1894), a prominent Union soldier and New York politician. Recruit intake and training was a primary function of the post well into the twentieth century. Fort Slocum also saw service as an overseas embarkation station; hosted Army specialty schools for bakers, transportation officers, chaplains, public affairs personnel, and military police; provided retraining for court-martialed soldiers; and was an administrative center for the Air Force. Coastal artillery batteries operated at the post around the beginning of the twentieth century. During the Cold War, Fort Slocum supported an air defense missile battery.

When the post closed in 1965, Fort Slocum's landscape integrated elements from different episodes of development into a campus-like whole. Several episodes of development were represented, particularly 1885-1910 and 1929-1940. A few wood frame buildings remained from the late 1870s and early 1880s, and at least nine such buildings represented the Second World War. However, of the more than 50 temporary wood frame buildings erected during the First World War, only a single, partial example survived. Most of the

QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

buildings at Fort Slocum followed standard Army plans, but Army personnel or outside professional architects also produced a few designs specifically for the post. The permanent buildings at Fort Slocum generally reflected conservative and eclectic interpretations of different currents in American architecture, producing an engaging mix of Colonial Revival, Neoclassical, Romanesque, and Italianate styles. The temporary buildings around the post were in contrast unadorned and starkly utilitarian, as they were designed principally for speed of construction.

The period after Fort Slocum closed in November 1965 saw severe deterioration of the former Army post. The City of New Rochelle repeatedly sought to redevelop Davids Island, at one time considering a Consolidated Edison proposal to build a nuclear power plant and later supporting proposals for luxury residences. None of these plans materialized. Neglect and vandalism took a heavy toll on the former post. By the first decade of the twenty-first century, the landscape was overgrown, and the more than 100 buildings and structures that once comprised Fort Slocum were in decay and ruin.

Detailed accounts of Fort Slocum's history can be found in the general historic overview to this documentation series (Tetra Tech 2008) and in Olausen et al. (2005), among other sources.

Quartermaster Storehouse (Building 15)

Building 15 is situated on the eastern side of the Quartermaster Area, which is the oldest functionally-distinct section of Fort Slocum. The location of this area, separate from the Parade Ground, officers' quarters, and barracks, is characteristic of Army posts, as were its storage, transportation, and installation maintenance functions (Chattey et al. 1997:163-164). Located adjacent to the principal docks on Davids Island, the Quartermaster Area was first established during the Civil War to receive and dispatch personnel and materiel. Buildings were erected in the area to store and distribute supplies and equipment received at the dock and to support other responsibilities of the post's quartermaster, including construction, maintenance, and land transportation. When the Army returned to Davids Island in 1878 after a four-year hiatus, such activities were resumed in the area, and new buildings and structures were erected there over several decades, including storehouses, workshops, sheds, stables, etc. By around 1915, the Quartermaster Area had nearly all of its present buildings and current layout. Its early buildings were wood frame, but most of those erected after 1900 were constructed of more durable materials such as brick or concrete block. Constructed in ca. 1941, Building 15 was among the last buildings to be erected in the Quartermaster Area.

Two buildings had previously occupied the area where Building 15 was constructed (Figures 1-8). The earlier of these was constructed in 1878-1880 and was the quarters of the chief musician on the post. The chief musician was a skilled, senior member of the band who was usually responsible for its administration, direction, instruction, and musical selections (Kautz 1865:68-69, 72-78). It is likely that in the 1880s the chief musician on Davids Island was a drum-major, who was entitled to "the pay and emoluments of a second lieutenant of infantry" (Kautz 1865:72). According to the returns from the decennial U.S. Census enumeration, in June 1880 there were 66 musicians on Davids Island. The musicians comprised 30 percent of the approximately 220 men on the island who were officially attached to the Army. (Judging from the ordering of names, ages, and marital statuses indicated on the census returns, the contingent of musicians possibly consisted of 20 men permanently assigned to the post and 46 trainees, mostly men in their late teens and early twenties.) Providing quarters for the chief musician on the western side of the island near Officer's Row likely reflected his officer-like status. The location of the quarters close to the dock may also have allowed the drum-major to assemble the post's band quickly to greet arriving dignitaries and guests. In any case, this building was probably a "frame cottage" (Summerhayes 1893). It stood roughly where the southern

QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

portion of Building 15 is now located from around 1878-1880 until about 1891-1892, when it may have been moved to a new site, about 325 feet to the northeast (Figures 1-2).

Relocation of the Chief Musician's Quarters cleared the area for the erection of the direct predecessor of Building 15. This predecessor, a commissary storehouse designated as Building 18 in the post's ca. 1887 numbering system (Tetra Tech 2008), was probably relocated from the site where it first stood, on the western edge of the Parade Ground about where Building 11 now stands. Several lines of evidence support this interpretation, including continuities in function, historic maps, a memorandum on renumbering the post's buildings in 1893 (Summerhayes 1893), and its October 1940 Quartermaster Corps property record. This record indicates that the storehouse then occupying the site of present-day Building 15 was constructed in 1878, but cartographic evidence shows that the building could not have been there until 1891-1892. That period corresponds to the one after which the aforementioned storehouse on the western side of the Parade Ground disappears from maps of the post. There are also correspondences in size and structure between the two buildings, as both the building on the western edge of the Parade Ground and the direct predecessor of Building 15 were one-story wood-frame buildings measuring approximately 30 x 100 feet (Figures 2-5). Finally a memorandum records that a commissary storehouse designated as Building 18 prior to March 10, 1893, was renumbered as Building 23 (Summerhayes 1893). These designations correspond to numbering of the commissary storehouse at the edge of the Parade Ground (Building 18) and that of the commissary storehouse in the Quartermaster Area (Building 23, the predecessor of present-day Building 15). In addition to being identified as a commissary storehouse, the predecessor to Building 15, various maps and other documents refer it as a quartermaster storehouse and as a "Warehouse (Plumbing and Electric Shops)" (Figure 5).

This one-story wood-frame storehouse was apparently replaced in ca. 1941 by the present one-and-a-half story concrete block building. The circumstances of the replacement are unknown, and research to date has produced no information about the source of the design for the building. No storehouse designs like Building 15 at Fort Slocum are reproduced in the preliminary inventory of Quartermaster Corps buildings prepared by Chattey et al. (1997). Since present-day Building 15 has the same dimensions and apparently the same location as its wood-frame predecessor, and since, according to the 1940 Quartermaster Corps property card, that predecessor had a full basement, it would seem that Building 15 was essentially built on the foundation of its predecessor. The date of construction is speculative, but is derived from an oblique aerial photograph probably taken in the late spring or summer of 1942. Though the photograph is not especially sharp or detailed, it appears to show the present Building 15 in a completed state. An evaluation of the building's history by Michael A. Cavanaugh, who is writing a history of the post on Davids Island, also concludes that the present building was perhaps constructed after 1940 and before 1943 (Cavanaugh 2007) (Figures 6-7).

A 1961 aerial photograph shows that in addition to the three entrances on the west side of the building and one on the south end, as described in Part I (above), Building 15 was a one-and-a-half-story end gable building with two symmetrical cross gables for dormers (Figure 8). Fenestration of the attic level included a single window at each end and paired windows in the dormers. A single interior chimney rises above the roof near the southern end of the building. The photograph does not permit identification of the material used to clad the roof.

Building 15 was designated as Building 113 in the 1941 numbering system at Fort Slocum. It was assigned its present number in the renumbering of 1957. The functions of this building are not well documented. It belongs to a cluster of four rectangular buildings that functioned (or whose immediate predecessors functioned) as storehouses, hence its designation as a "quartermaster storehouse" here. However, the only

QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 6)

source to identify the function of this building is the ca. 1952 Armed Forces Information School guide map to the post, which designates the then-Building 113 as the “Quartermaster, Transportation, & Post Office” building (AFIS 1952—the building number is inexplicably omitted from the map, but it is listed in the legend that lists building functions).

PART III. SOURCES OF INFORMATION

Published Materials

Chattey, Paul, Horace Foxall, Flossie McQueen, Cynthia Nielsen, Mary Shipe, Terri Taylor, and Jamie Tippet

- 1997 *Context Study of the United States Quartermaster General Standardized Plans, 1866-1942*. Prepared for the U.S. Army Environmental Center, Environmental Compliance Division, Aberdeen Proving Ground, Maryland, by the U.S. Army Corps of Engineers, Seattle District, Technical Center of Expertise for Preservation of Structures and Buildings, Seattle, Washington. Accessed online, January 15, 2007, at <http://handle.dtic.mil/100.2/ADA352432>.

Kautz, August V.

- 1865 *Customs of Service for Non-Commissioned Officers and Soldiers....* 2nd ed. J.B. Lippincott & Co., New York. Reprinted 2001 by Stackpole Books, Mechanicsburg, Pennsylvania.

Nichols, Herbert B.

- 1938 *Historic New Rochelle*. Board of Education, New Rochelle, NY.

Unpublished Materials

Cavanaugh, Michael

- 2007 *What Is, What Was, and What Was NOT: A Companion to the 2005 Davids Island Footage*. May 2007 version. Unpublished ms in possession of author, Los Angeles, CA.

Olausen, Stephen, Matthew Kierstead, and Jeffrey Emidy

- 2005 *Historic Architectural Survey and National Register Evaluation, Davids Island/Fort Slocum New Rochelle, New York*. Prepared for Tetra Tech FW, Inc., Morris Plains, New Jersey, by PAL, Inc., Pawtucket, Rhode Island.

Summerhayes, J.W., Captain and Assistant Quartermaster, U.S.A.

- 1893 “Building Numbers of the Army Post on Davids Island, New York Harbor, Showing Numbers Assigned Previous to March 10, 1893, and the New Numbers Adopted on that Date.” Record Group 77. National Archives, College Park, MD.

Tetra Tech EC, Inc.

- 2008 “Fort Slocum: Overview.” In *Historic Building Documentation, Fort Slocum Historic and Archeological District, Davids Island, City of New Rochelle, Westchester County, New York*, Volume 1. Prepared for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts, by Tetra Tech EC, Inc., Boston.

**QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 7)**

United States Army Quartermaster Corps
ca. 1905-41 Fort Slocum Property Cards (Form 117 and predecessors). Record Group 77. National Archives, College Park, MD.

U.S. Bureau of the Census
1880 "Enumeration District 115: Davids Island" In "Schedule 1: Inhabitants in New Rochelle Town, in the County of Westchester, State of New York, Enumerated ... on the 26th Day of June 1880," pp. 73-78. *Tenth Census of the United States, 1880*. Microfilm copy by the National Archives and Records Administration, Washington, D.C. Accessed online through www.ancestry.com.

Maps and Drawings

March 1884 "David's Island, N.Y. Harbor... [Showing] Buildings as They Stand, March 12, 1884." Prepared by George H. Cook, Capt. & A.Q.M. Record Group 92, National Archives, College Park, MD.

September 1884 "Map Showing Lines of Water Pipes of Proposed Water Works at Davids Island N.Y.H., Sept. 27th, 1884." Inscribed "U.S. Eng'r. Office, New York City, Jan'y. 15th, 1885, to accompany letter of this date." Signed by G.L. Gillespie, Maj. Of Eng'rs. Bvt. Lieut. Col. Record Group 77, National Archives, College Park, MD.

July 1888 "Map of Davids Island, New York Harbor." Prepared under the direction of George H. Cook, Capt. & Asstg Q.M. Record Group 92, National Archives, College Park, MD.

ca. 1889 "Plan of Davids Island, New York." No supervisor or preparer indicated. On file at National Archives, College Park, MD.

ca. 1890 "Map of Davids Island, New York Harbor." Annotated as "Corrected to Mar. 1-[18]90." No supervisor or preparer indicated. On file at National Archives, College Park, MD.

February 1893 "Davids Island, New York Harbor. Prepared Under the Direction of J.W. Summerhayes, Capt. & A.Q.M., U.S. Army." Record Group 92, National Archives, College Park, MD.

October 1894 (or undetermined month thereafter through December 1895) "Map of Davids Island, New York Harbor, U.S. Military Reservation, Drawn Under the Direction of Cap. J.W. Summerhayes, Asst. Qr. Mr. U.S.A." Date stamp from QMGO on reverse bears a date in 1895. Record Group 92, National Archives, College Park, MD.

March 1909 "Map of Fort Slocum, Davids Island, NY." Made by Direction of Peter Murray, Capt. and Construction Q.M." Record Group 92, National Archives, College Park, MD.

July 1915 "Map of Fort Slocum, New York." Made by Direction of F.E. Smith, Capt. & Quartermaster. Record Group 92, National Archives, College Park, MD.

May 1933 "Fort Slocum, New York: Reconstruction of Sewerage System, General Layout." Revisions of April 29, 1933 map. Construction Division, Office of the Quartermaster General. Record Group 92, National Archives, College Park, MD.

QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 8)

1943 No title [Informal guide map of Fort Slocum prepared for the Atlantic Coast Transportation Corps Officers' Training School (ACTCOTS)]. Prepared by T/3 Richard Williams. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

May 1949, revised through November 1957 "Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines." Office of Post Engineer, Fort Slocum. On file at National Archives, College Park, MD.

1952 "Fort Slocum, New Rochelle, NY." Prepared by Armed Forces Information School. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

1961 "Map of Fort Slocum (Davids Island), New Rochelle, N.Y." Prepared under the direction of the First Army Engineer by the Engineer Intelligence Division, Governors Island, New York. Record Group 92, National Archives, College Park, MD.

Aerial Photographs

(Except as noted, all photographs are on file at National Archives, College Park, Maryland. Digital copies examined for this research come from the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.)

1924: High angle oblique aerial photograph of Davids Island showing all but southeastern tip, with north shore of Long Island Sound east of New Rochelle visible in background. View northeast. August 24.

1940: Vertical aerial photograph of Davids Island. September 4.

ca. 1942: High angle oblique aerial photograph of Davids Island, Columbia Island, and Huckleberry Island. View northeast. U.S. Air Force Historical Research Agency, Maxwell Air Force Base. Digital copy in the Fort Slocum Alumni and Friends Collection.

1961: Low angle oblique aerial photograph of Quartermaster Area, Davids Island. View northeast. November 15. Attributed to Capt. Donald P. Blake.

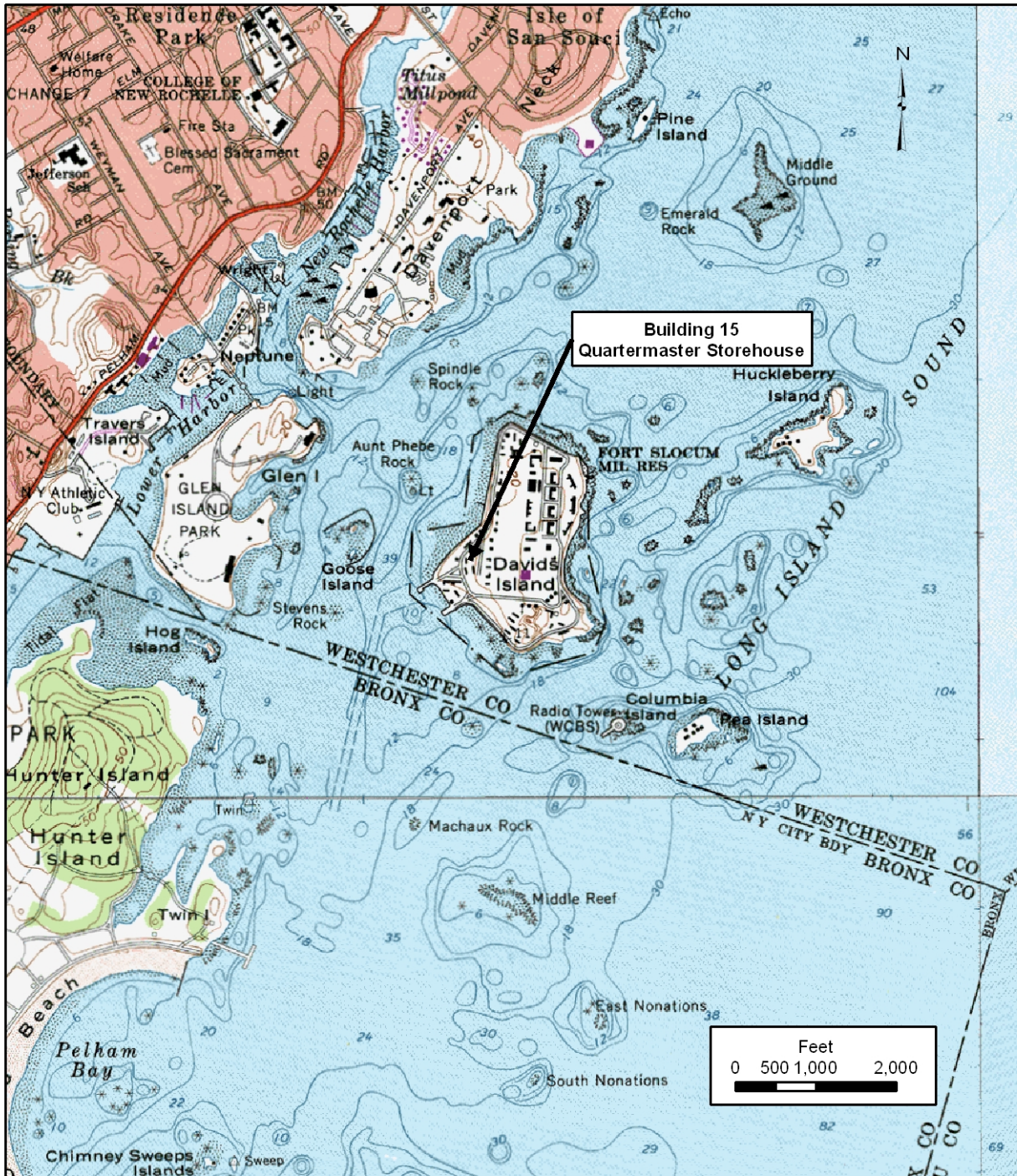
**QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM**

(Page 9)

LOCATION MAP (USGS Mount Vernon, NY)

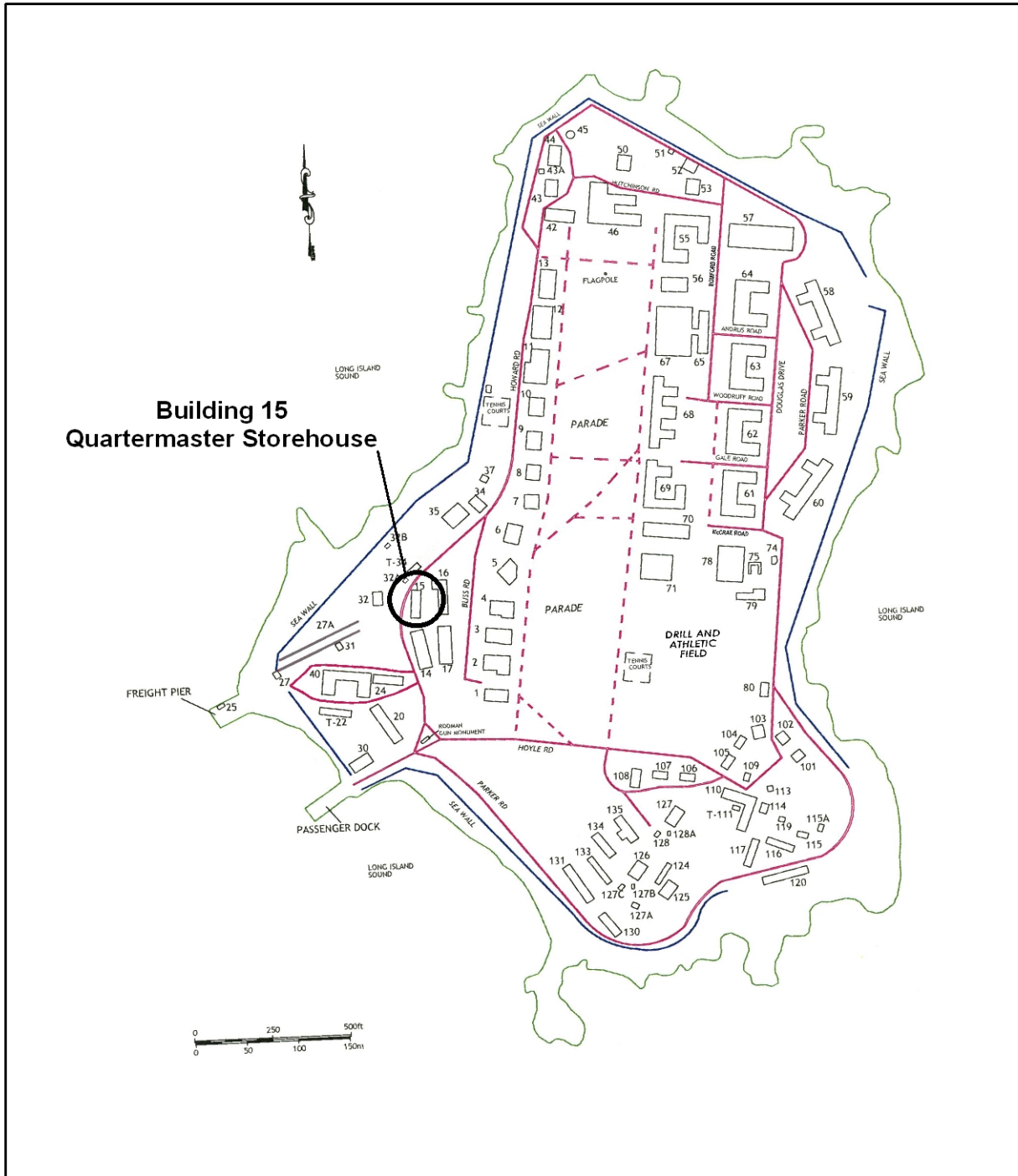
Scale: 1:24,000

1966 (Photorevised 1979)



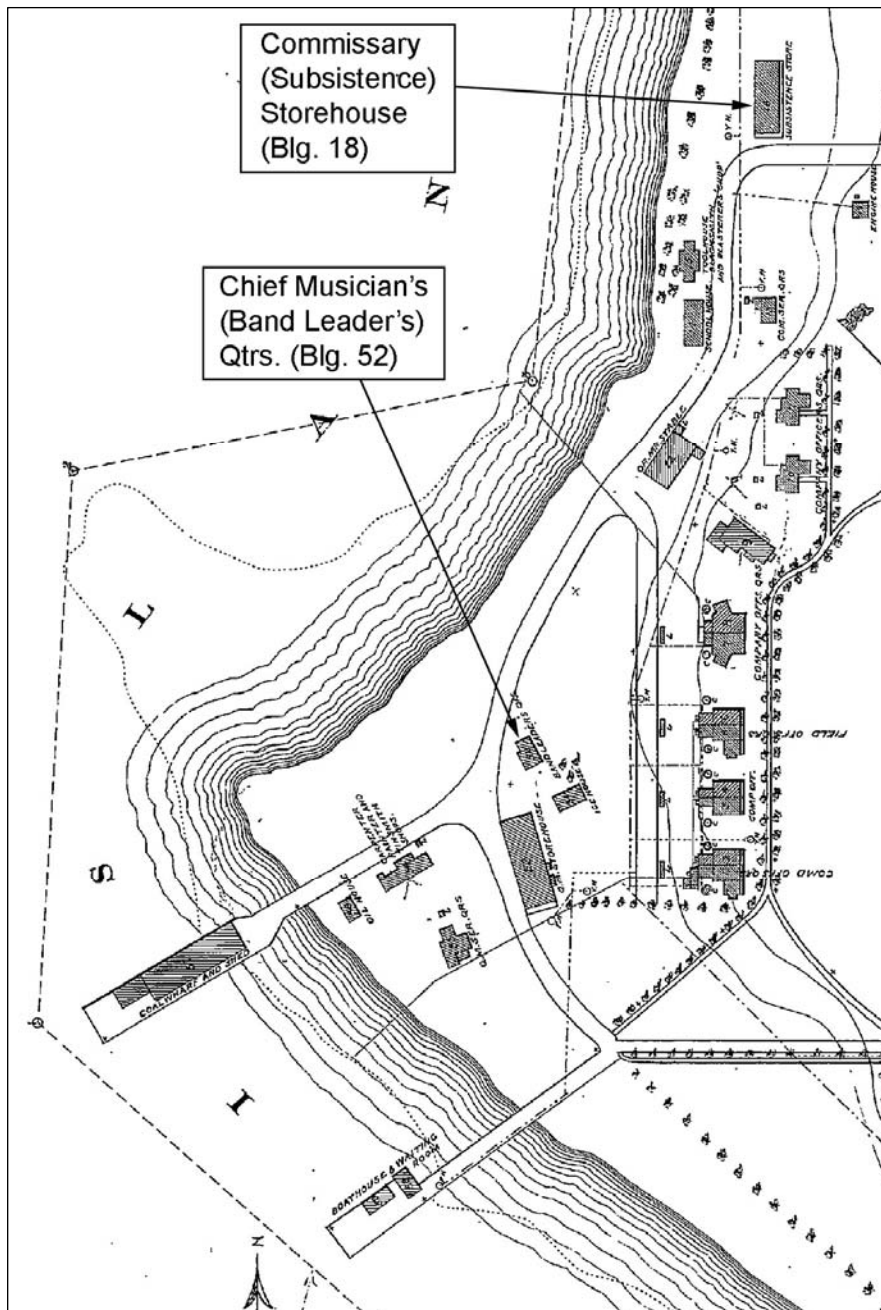
QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 10)

SITE MAP



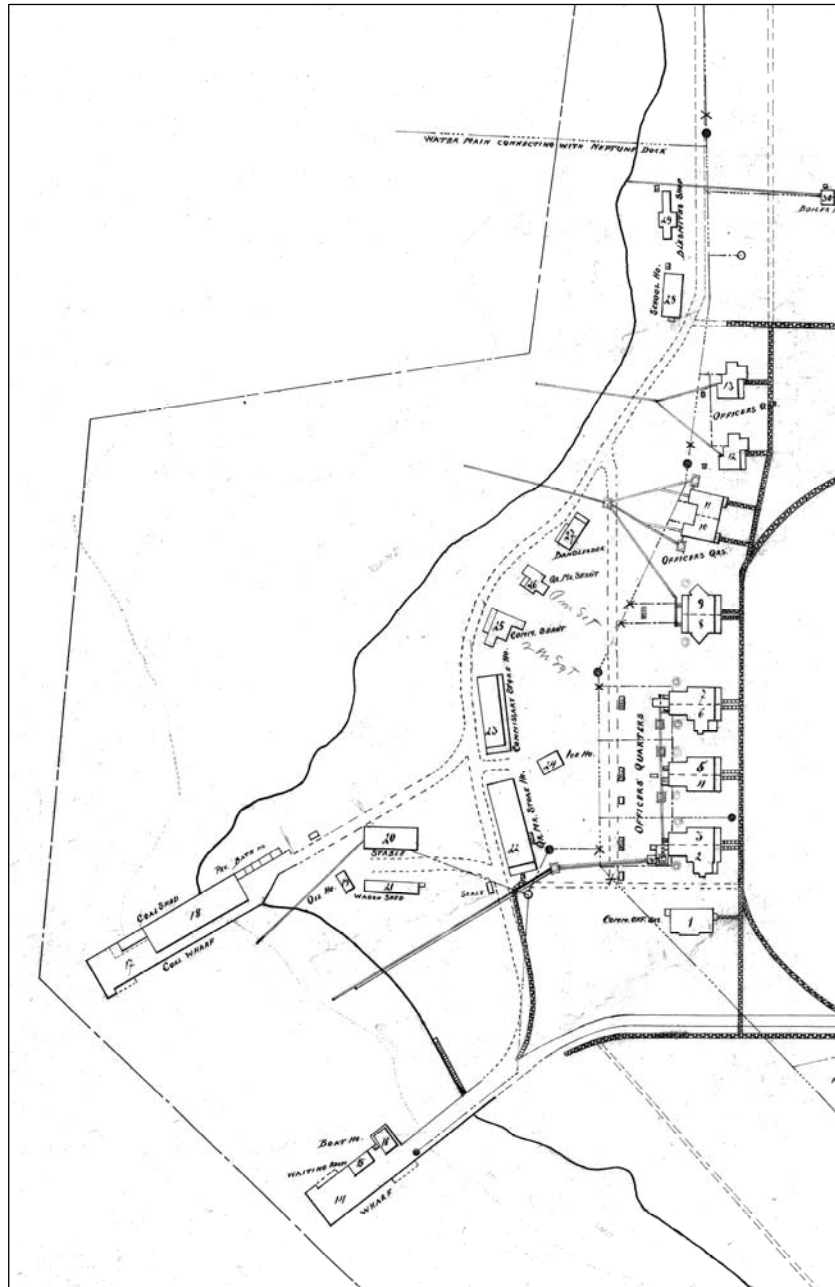
QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 11)

Figure 1. "Plan of Davids Island, New York," ca. 1889, detail, with added labeling. Present-day Building 15 (built ca. 1941) later occupied the area occupied in the 1880s by the Chief Musician's (or Band Leader's) Quarters (Building 52 in the 1887 numbering system). The immediate predecessor of present-day Building 15, the Commissary (or Subsistence) Storehouse (then designated Building 18), which in the 1880s stood on the western side of the Parade Ground, was relocated to the site of the Chief Musician's Quarters in 1891 or 1892. Officers' Row is to the right of the Chief Musician's Quarters. North is to the top of the drawing. National Archives, College Park, MD.



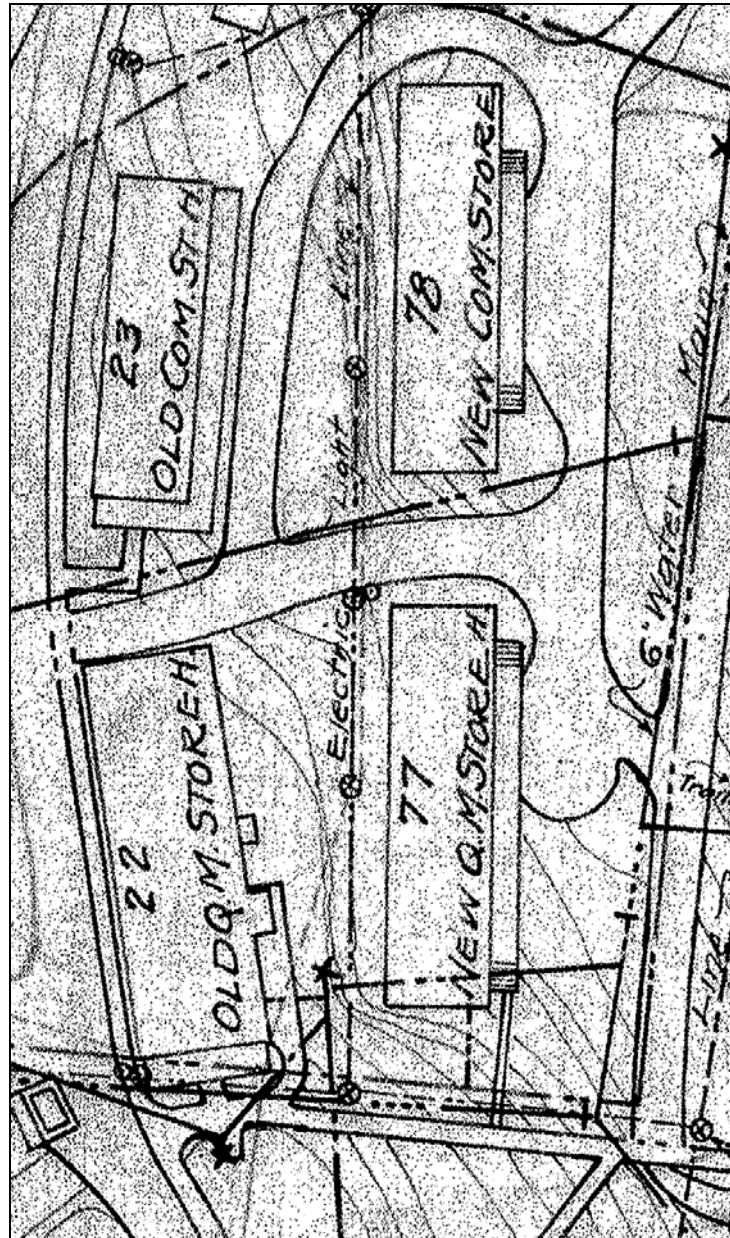
**QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM**
(Page 12)

Figure 2. "Davids Island, New York Harbor," February 1893, detail. The future site of present-day Building 15 is near the center of this image. In 1893, that site was occupied by the Commissary Storehouse (designated as Building 23 on this map). The Chief Musician's (or Band Leader's) Quarters (Building 27 on this map), which formerly stood where Building 15 now stands, had been relocated about 325 feet northeast of its original site, and the Commissary Storehouse stood in its place, having been relocated on the western side of the Parade Ground where it was originally constructed probably in 1878. The building numbers on this map are those of the numbering system officially adopted at the post on March 10, 1893. North is to the top of the drawing. Record Group 92, National Archives, College Park, MD.



QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 13)

Figure 3. "Map of Fort Slocum, Davids Island, NY," 1909, detail. Present-day Building 15 occupies the footprint and probably the foundation of the "old Commissary Storehouse," here designated as Building 23. Record Group 92, National Archives, College Park, MD.



QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 14)


Figure 4. High-angle oblique aerial photograph of Davids Island, August 1924, detail. The one-story, wood-frame Commissary Storehouse (then designated as Building 23), which was the predecessor of present-day Building 15, is the lower left of the four buildings near the top of this image. View east. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



**QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 15)**

Figure 5. Property Record, ca. 1940, for the predecessor of present-day Building 15. When this property card was completed, the building was designated as Building 23, but in July 1941, it was renumbered as Building 113. Record Group 77, National Archives, College Park, MD.

Post Plan No. _____ Building No. **44 113**
 O. Q. M. C.: Plan No. _____ Building No. **44 113**
 OCT 1940



Place **Fort Slocum, New York**
 Designation of Building **Warehouse (Plumbing & Electric Shops)** Capacity **2880 Sq. Ft.**
 Total cost **\$1,500.00** Date completed **1878**
 Material: Walls **Brick** Foundation **Brick & Stone**
 Roof **Shingle** Floors **Wood**
 Total floor area above basement, square feet **2865 Sq. Ft.** Basement **30'x100'**
 Size: Main building **30'x100'** Wings **None** Height of first floor above ground **Electrically**
 a **American Radiator Company (R1708)** (How built) Water connections **Yes**
 b **Steam - Coal Operated** (Type of heat) Sewer connections **Yes**
 c **None** Gas connections **None**

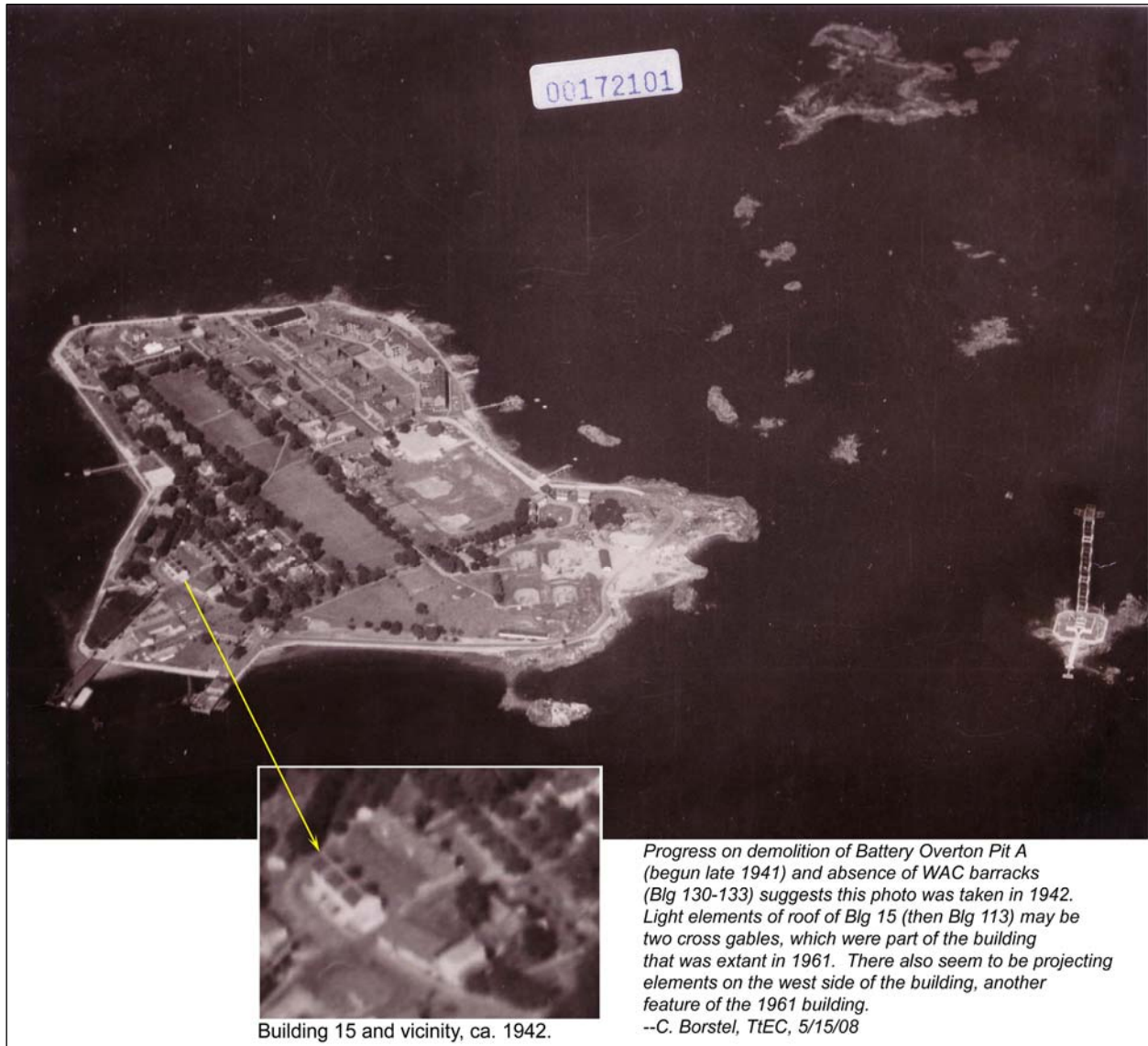
COOKING RANGES INSTALLED METERS INSTALLED
 Coal, No. **None** REFRIGERATORS INSTALLED Gas, No. **None**
 Gas, No. **None** Electric, No. **Yes**
 Electric, No. **None** Oil, No. **None**
 Oil, No. **None** Steam, No. **None**
 Steam, No. **None** Water, No. **None**

ADDITIONS AND INSTALLATIONS
 (Below enter chronologically all modifications, additions, introductions of water, sewer, lights, heating, etc.)

DATE	DESCRIPTION	COST	DATE
	Total cost of repairs to June 30, 1939	(\$1) 859.90	
	Repairs Fiscal year 1940 (WPA #423.65)	446.25	

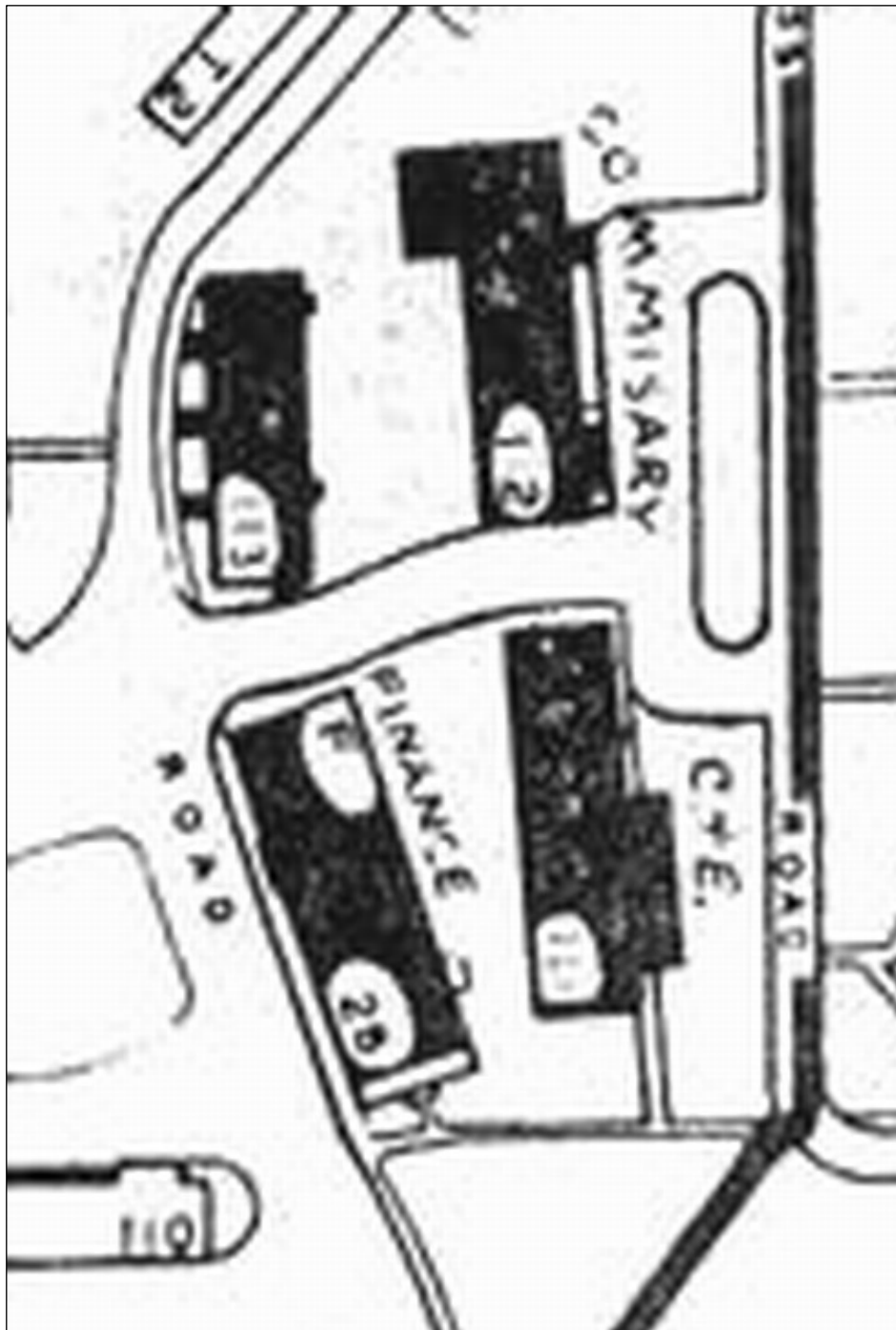
**QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM**
(Page 16)

Figure 6. High-angle oblique aerial photograph, ca. 1942. View northeast. As shown in the insert at the bottom of the image, the newly-completed one-and-a-half story cross-gabled Building 15 stands adjacent to Building 14, with its distinctive compound gable-and-box design. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



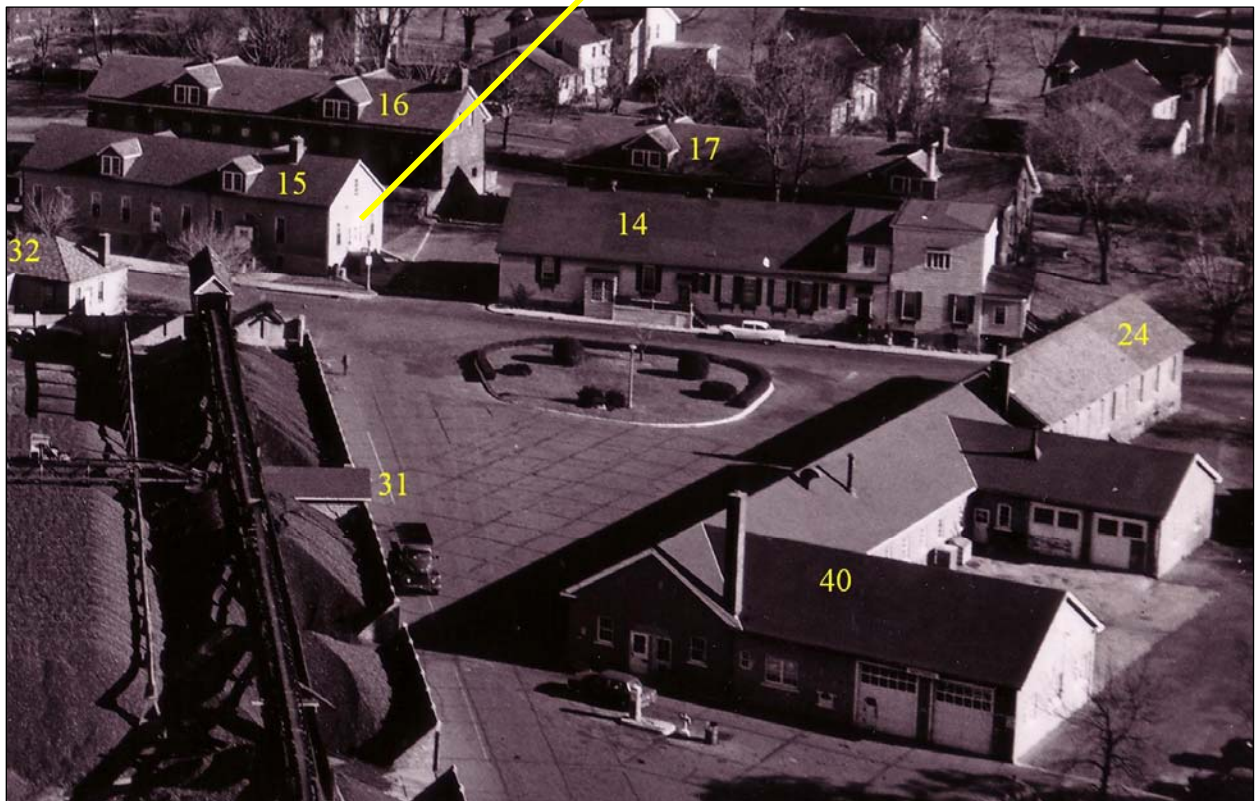
QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 17)

Figure 7. Untitled guide map prepared for the Atlantic Coast Transportation Corps Officers' Training School (ACTCOTS), 1943, detail. Present-day Building 15 is designated as Building 113. Note the three squares on the left side of the building symbol, possibly representing the three entrances on that side. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



QUARTERMASTER STOREHOUSE (BUILDING 15)
DAVIDS ISLAND-FORT SLOCUM
(Page 18)

Figure 8. Low angle oblique aerial photograph of Quartermaster Area, Davids Island, 1961, details. View northeast. Selected Quartermaster buildings are numbered. Attributed to Capt. Donald P. Blake. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

QUARTERMASTER STOREHOUSE (BUILDING 15)

Davids Island—Fort Slocum
 New Rochelle
 Westchester County
 New York

Photographer: Matt Kierstead, PAL Inc., Pawtucket, RI, October 2005

1. General view facing northeast.
2. General view facing southeast.

Photographer: Caleb Christopher, Tetra Tech EC, Inc., Morris Plains, NJ, November 2006

3. Eastern elevation facing southwest.
4. Western elevation facing northeast.
5. Perimeter sidewalk facing north.
6. Foundation detail, western elevation facing east.
7. Western elevation facing east.
8. Western elevation facing east.
9. Northwestern corner, facing east.
10. Eastern façade facing south.
11. Western elevation facing west.
12. Interior.
13. Northeastern corner detail.

Photo 1. General view facing northeast.



Photo 2. General view facing southeast.



Photo 3. Eastern elevation facing southwest.



Photo 4. Western elevation facing northeast.



Photo 5. Perimeter sidewalk facing north.



Photo 6. Foundation detail, western elevation facing east.



Photo 7. Western elevation facing east.



Photo 8. Western elevation facing east.



Photo 9. Northwestern corner, facing east.



Photo 10. Eastern façade facing south.



Photo 11. Western elevation facing west.



Photo 12. Interior.



Photo 13. Northeastern corner detail.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603435.4526530

Present Owner(s): City of New Rochelle, NY

Date of Construction: 1904

Architect/Engineer: U.S. Army Quartermaster Corps

Present Use: Abandoned when documented (2004-2007). Demolished 2007.

Significance: The Quartermaster Storehouse/Commissary (Building 16) is related to the Quartermaster area. It supported Fort Slocum's operation as a U.S. Army post during the twentieth century through the receipt and storage of food supplies and through the distribution of these supplies to the post's mess halls and to military personnel and their families. The building is a contributing element to the Fort Slocum Historic and Archeological District.

Project Information: The U.S. Army Corps of Engineers, New York District (Corps), has been authorized under the Department of Defense Appropriations Act, 2004, to perform building demolition, debris removal, and remediation of asbestos materials (Project) at the Fort Slocum on Davids Island in the City of New Rochelle, New York. The purpose of the Project is to remove buildings and infrastructure from the abandoned fort installation that create safety hazards as part of a long-range plan to restore Davids Island for future use. In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800), the Corps has consulted with the New York State Historic Preservation Officer (NYSHPO) regarding the effects of the Project on historic properties. The consultation resulted in the development of a Memorandum of Agreement (MOA) among the Corps, NYSHPO, County of Westchester, and City of New Rochelle as consulting parties. This documentation report was prepared in accordance with Stipulation II.C.1 of the MOA.

Prepared by: C.L. Borstel, J.C. Sexton, R.M. Jacoby, S.B. Marshall, and C.W. Christopher
Title: Cultural Resources Documentation Team
Affiliation: Tetra Tech EC, Inc., Morris Plains, NJ
Date: March 2007 (Revision 1, August 2008)

QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Quartermaster Storehouse/Commissary (Building 16) is located near the southwestern shoreline of Davids Island. The island is in the western portion of Long Island Sound, 0.6 miles southeast of the New Rochelle, NY, mainland and 19 miles northeast of Midtown Manhattan (Location Map and Site Map). Davids Island is a roughly pear-shaped, relatively flat landmass consisting of approximately 78 acres above mean high water. It is heavily wooded and contains the ruins of more than 100 buildings and structures associated with an abandoned U.S. Army post, Fort Slocum. The ruins include barracks and quarters; quartermaster, administrative, medical, and recreation buildings; and coastal and air defense facilities. A concrete and stone seawall encircles most of the shore, and a system of roads and paths runs throughout the island. Building 16 is part of the Quartermaster Area, which comprises the buildings and structures formerly supporting transportation to, from, and around the post; facilities maintenance; and the storage and distribution of materiel.

Building 16 is a utilitarian, one-and-one-half-story building with a rectangular plan (Photos 1-4). It broadly resembles its neighbor, Building 17, though each was built from a different design. The long axis of Building 16 runs north-south, and its main façade, on the east, faces Bliss Road. The original part of the building is constructed of brick and rests on a foundation of dressed schist, coursed on the main façade and randomly laid elsewhere. Large dressed sandstone blocks cap the foundation and support the brickwork above. In some places the sandstone blocks have been replaced with concrete, probably as repairs. A later addition at the north end of the eastern side of the building is constructed of concrete blocks, probably on a concrete slab. The addition is also rectangular and is about half the width of the original building and is one-third its length.

The original building has a partially collapsed side-gabled roof clad with slate shingles. A brick chimney with a corbelled cap rises from the roof just inside the southern gable. This is now the building's only chimney, but historic photographs show that the north end originally had a similar chimney, which was removed in about 1940. Both sides of the roof have symmetrically-placed, gabled-roofed dormers, which are located not quite one-third of the way from each end of the building. The dormers are wood framed and clad with asphalt shingle siding; like the main roof, the dormer roofs have slate shingles. Each dormer had a pair of double-hung wood sash windows from which glazing and mullions are now gone. During the period when information was collected for this documentation (2004-2007), the dormers were in the process of collapse, and by February 2007 all had fallen into the building.

The first story of the main (eastern) façade is punctuated by two entrances and ten window openings, with the entrances being the third opening from each end of the building. Variations in brickwork indicate that these openings were altered from their original design. The entrances are reached by stone steps oriented parallel to the side of the building. The entrance on the south has a large staircase with two wraparound stairways on either side of the stoop in front of the doorway. In contrast, the northern entrance is reached by a single, short, direct flight of stairs also ending at a stoop. Both entrances were protected by wooden enclosures that were probably added in the 1950s, sometime after the stone stairways were constructed. The one at the northern entrance has collapsed, but that at the southern entrance remains. The window openings have limestone sills and a head course of bricks in soldier bond (standing upright with the narrow side exposed); the soldier course is an alteration that replaces the original segmental arches over the windows. In their present configuration, the windows have steel frames with six-over-six glazing; they appear to be hopper-type frames, in which the bottom half of the frame pivots inward at the base to open, while the top half of the window is fixed. Nearly all the glazing is gone from the windows; however, protective iron bars are still in place in the openings. There are also almost-square basement windows located beneath several of the first-story windows. Like the first-story those at the basement level are barred.

QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

The southern gable has a symmetrical division, with a pair of window openings at the attic level set under the peak and framed by the gable returns. The windows flank an interior chimney of brick incorporated into the center of the gable wall. A second pair of more widely-spaced window openings is located at the first-story level. Owing to the westerly slope of the ground, the foundation is nearly fully exposed at this end of the building. Near the southwestern corner a doorway opens into the basement at the grade of its floor; near the southeastern corner there is a small square window opening. The attic and first story windows are similar to those of the main façade and have protective iron bars in the openings. Neither the basement door nor the basement window remains.

The western façade of the building has ten evenly-spaced window openings on the first story whose locations match the window and door openings on the main façade on the opposite side of the building. The openings and the windows appear to be identical to those on the main façade, and, like that façade include protective iron bars in the openings. Basement windows open beneath some but not all of the windows on the first story. An earth berm is laid up against the western foundation along the southern two-thirds of the building, but the berm has been removed from the northern third. A narrow one-story masonry addition adjoins this part of the foundation at the grade of the basement. The addition is constructed of concrete block and finished with roughcast stucco. The roof, now gone, was apparently flat. It has no windows and only a single door on the western side at the northwestern corner.

Fenestration of the attic and first story on the northern gable match that of the southern gable. At the western end of the gable, the original earth berm has been removed to the grade of the basement floor, and a concrete block retaining has been erected to hold the earth to the east in place. The retaining wall extends north from the building, and it rises above the grade of the berm to the east as a barrier. These alterations allowed the installation of a steel door opening into the basement.

PART II. HISTORICAL NARRATIVE

Fort Slocum

Davids Island is named for Thaddeus Davids (1816-1894), a New Rochelle ink manufacturer, who owned the island between 1856 and 1867. Davids was next-to-last in a line of private owners and lessees associated with the island between circa 1700 and the 1860s. During this period, the island was used primarily as farmland, but beginning probably in the 1840s, it also became a destination for excursionists who traveled by steamboat from New York and Brooklyn to picnic by the sea. The U.S. Army leased the island in 1862 and purchased it outright in 1867. In 1967, the federal government sold Davids Island to the City of New Rochelle, which sold it in turn the following year to Consolidated Edison Company of New York, Inc. Consolidated Edison returned ownership of most of the island to the city in 1976.

Two U.S. Army posts successively occupied Davids Island between 1862 and 1965. The earlier post was established as De Camp General Hospital in May 1862. The hospital treated wounded Union soldiers and, from 1863 onwards, also cared for Confederate prisoners of war. After the Civil War, the Army remained on the island, apparently using the post somewhat discontinuously as a hospital, mustering-out camp, and subdepot for recruits. By the early 1870s, the hastily-built wood frame buildings of the Civil War had deteriorated badly, and in October 1874 the Army entirely withdrew from the island, beginning a hiatus in occupation of nearly four years.

QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

The Army returned in July 1878, when Davids Island was designated as a principal depot of the General Recruiting Service, supplanting Governors Island off lower Manhattan in that role. Originally known simply as Davids Island, the Army formally named the post Fort Slocum in 1896 to honor Maj. Gen. Henry Warner Slocum (1827-1894), a prominent Union soldier and New York politician. Recruit intake and training was a primary function of the post well into the twentieth century. Fort Slocum also saw service as an overseas embarkation station; hosted Army specialty schools for bakers, transportation officers, chaplains, public affairs personnel, and military police; provided retraining for court-martialed soldiers; and was an administrative center for the Air Force. Coastal artillery batteries operated at the post around the beginning of the twentieth century. During the Cold War, Fort Slocum supported an air defense missile battery.

When the post closed in 1965, Fort Slocum's landscape integrated elements from different episodes of development into a campus-like whole. Several episodes of development were represented, particularly 1885-1910 and 1929-1940. A few wood frame buildings remained from the late 1870s and early 1880s, and at least nine such buildings represented the Second World War. However, of the more than 50 temporary wood frame buildings erected during the First World War, only a single, partial example survived. Most of the buildings at Fort Slocum followed standard Army plans, but Army personnel or outside professional architects also produced a few designs specifically for the post. The permanent buildings at Fort Slocum generally reflected conservative and eclectic interpretations of different currents in American architecture, producing an engaging mix of Colonial Revival, Neoclassical, Romanesque, and Italianate styles. The temporary buildings around the post were in contrast unadorned and starkly utilitarian, as they were designed principally for speed of construction.

The period after Fort Slocum closed in November 1965 saw severe deterioration of the former Army post. The City of New Rochelle repeatedly sought to redevelop Davids Island, at one time considering a Consolidated Edison proposal to build a nuclear power plant and later supporting proposals for luxury residences. None of these plans materialized. Neglect and vandalism took a heavy toll on the former post. By the first decade of the twenty-first century, the landscape was overgrown, and the more than 100 buildings and structures that once comprised Fort Slocum were in decay and ruin.

Detailed accounts of Fort Slocum's history can be found in the general historic overview to this documentation series (Tetra Tech 2008) and in Olausen et al. (2005), among other sources.

Quartermaster Storehouse/Commissary (Building 16)

Building 16 is, along with Building 17, one of two brick storehouses erected in 1904 on the eastern edge of the Quartermaster Area. This area is the oldest functionally-distinct section of Fort Slocum. The location of the Quartermaster Area, separate from the Parade Ground, officers' quarters, and barracks, is characteristic of Army posts, as were its storage, transportation, and installation maintenance functions (Chattey et al. 1997:163-164). Located adjacent to the principal docks on Davids Island, the Quartermaster Area was first established during the Civil War to receive and dispatch personnel and materiel. The Army erected buildings in the area to store and distribute supplies and equipment received at the dock and to support other responsibilities of the post's quartermaster, including construction, maintenance, and land transportation. When the Army returned to Davids Island in 1878 after a four-year hiatus, such activities were resumed in the area, and new buildings and structures were erected there over several decades, including storehouses, workshops, sheds, stables, etc. By around 1915, the Quartermaster Area had nearly all of its present buildings and current layout. Its early buildings were wood frame, but most of those erected after 1900 were constructed

QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

of more durable materials such as brick or concrete block.

Building 16 was designed as a commissary, or subsistence, storehouse, and its principal function was the storage and distribution of foodstuffs (Figures 1-6). The Quartermaster Corps property card prepared for this building in 1940 records that it was built to the Office of the Quartermaster General's (OQMG) standardized plan No. 116-B (Figure 4). This attribution, however, appears to be in error, as two earlier records, including one version of Murray's (1909) plan of Fort Slocum, along with Smith's (1915) plan of the post, identify the design as Plan No. 106-B (Figure 3). The partial inventory of OQMG standardized plans assembled by Chattey et al. (1997:381) lists a presumably earlier version of this plan (as Plan No. 106) for a subsistence storehouse constructed at Fort McPherson, Atlanta, Georgia, in 1897. Unfortunately, no illustrations of this plan are reproduced in the study by Chattey et al. (1997).

The design of Building 16, a commissary storehouse, was broadly similar to its neighbor, Building 17, the quartermaster storehouse, which was built at about the same time. Both buildings were one-and-a-half-story side-gable brick, stone, and timber warehouses with two pairs of dormers. Indeed, the two buildings were members of a family of permanent warehouse buildings whose designs were introduced by the OQMG in the 1890s and used with few changes until the 1930s. The typical Army storehouse of this period was "a one- or two-story rectangular building with a pitched roof and regular openings, often with bars over the windows for security" (Chattey et al. 1997:163). Both buildings also resembled the original form of a combined quartermaster and commissary storehouse at Fort Hancock, New Jersey, constructed in 1897-98. Like Buildings 16 and 17, the Fort Hancock building was a brick and timber building on a foundation of dark traprock, ashlar-cut and random-coursed, with sandstone trimmings. The design for the storehouse at Fort Hancock was designated as OQMG Plan No. 91, and it has many elements seen originally in one or both of Buildings 16 and 17 at Fort Slocum, including the rectangular footprint, one-and-a-half-story height, full basement, numerous arched window and door openings on the first floor, mix of single-wide and double-wide doors, basement fenestration, and fenestration of the gable ends (Sullivan 2004:32, 38-42, 69-75). Yet each design differed in external details such as the spacing of the dormers on the roof, the number of chimneys, and the arrangement of windows and doors along the building's long façades. Presumably the internal arrangement of rooms in each design was also different, though no documentation is available to illustrate this point. Chattey et al. (1997:163-164) observe that in the late nineteenth century, the Army's commissary storehouses differed little from its quartermaster storehouses. The typical warehouse of either variety "was a one- or two-story rectangular building with a pitched roof and regular openings, often with bars over the windows for security." Indeed, often quartermaster and commissary functions were housed in a single building. The standardized designs for buildings of these types remained little changed from the early 1890s until the late 1930s.

The Army made many modest alterations to Building 16 during the sixty or so years that it was in use at Fort Slocum. These included removal of several chimneys, alterations to window and door openings, changes to exterior stairways, and the addition of an annex on the northwestern side of the building.

As originally constructed, Building 16 had three chimneys, one located at each gable end, with a third in the center of the building. There were, in addition, two metal roof ventilators that were located at the intersections of the two pairs of dormers with the main ridge of the roof. Examination of historic photographs of the building suggests that the center chimney was removed in the late 1930s during a major period of renovation at the post. The chimney at the north end of the building seems to have remained longer, but was apparently no longer in use. It had been removed by 1961. The ventilators, however, remained throughout the life of the building (Figures 2, 3, and 5).

QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 6)

The first story window and door openings of Building 16 were originally capped by segmental brick arches. These, however, were altered in the late 1930s to rectangular openings, and the bars in front of the windows were temporarily removed. During this same period, the southern door opening on the main façade was shifted one window/door opening to the south. Another significant change made during this period to the eastern façade was the replacement of wooden stairways and platforms with stone stairways. The stone stairs leading to the southern entrance are notable at the post for their height and size. Maps of Fort Slocum made soon after Building 16 was completed appear to show a loading dock or platform running most of the length of the building on the eastern side. Historic photographs from the 1920s onwards show two separate platforms on this side of the building, one associated with each doorway, and it is unknown whether the center was at some time removed from the loading dock or whether successive maps perpetuate an early inaccuracy as a kind of symbolic convention. The single long platform is depicted on maps dating at least as late as 1933, long after aerial photographs document the presence of two shorter platforms in the same place (Figures 1-3).

Little is known about the purpose of the one-story concrete block addition at the basement level at the northwestern corner of the building. Available photographs and maps suggest it was probably built in 1942 or 1943, as it does not appear in aerial photographs of 1940 or 1942 and is first depicted on a 1943 map of the post.

When first completed in 1904, Building 16 presumably served two related functions. On the one hand, it stored and issued food used in the post's mess halls and for other unit-based soldierly activities such as field maneuvers. On the other hand, it functioned as a grocery store, selling food to Army personnel and dependents. Such at-cost sales to all Army personnel had been authorized since the 1860s, and food so purchased played an important role in supplementing official rations and in feeding the families of men on posts. In this role, commissaries complemented sutlers, traders, canteens, and post exchanges, whose stock of goods, though also often including food, tended more towards general merchandise (see the building-specific historical narrative for Building 70, in Volume 4 of this series). It appears that the grocery-store function of Building 16 came to be its central function over time, but the exact process and chronology of this development is unknown. Clearly food sales were an important—and perhaps the only—role of Building 16 by about 1940, when a major renovation of the building was completed. A photograph included with the Quartermaster Corps property card taken about the time the renovations were finished shows the large new double flight of stone stairs leading to a door by the southeastern corner of the building with an overhanging sign reading “Sales Store.” Michael A. Cavanaugh (2007), who is preparing a history of Fort Slocum, reports that in the 1950s and 1960s the interior of Building 16 was much like a modest, off-post grocery store.

The Quartermaster Storehouse/Commissary was originally designated as Building 78. Its designation changed in 1941 with post-wide renumbering of buildings to Building 112, and it changed once more to its current number, Building 16, in 1957. Historic maps and documents variously identify it as a Commissary Storehouse, Quartermaster Storehouse, Quartermaster Storehouse—Subsistence, and Commissary.

QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 7)

PART III. SOURCES OF INFORMATION

Published Materials

Chattey, Paul, Horace Foxall, Flossie McQueen, Cynthia Nielsen, Mary Shipe, Terri Taylor, and Jamie Tippet

- 1997 *Context Study of the United States Quartermaster General Standardized Plans, 1866-1942.* Prepared for the U.S. Army Environmental Center, Environmental Compliance Division, Aberdeen Proving Ground, Maryland, by the U.S. Army Corps of Engineers, Seattle District, Technical Center of Expertise for Preservation of Structures and Buildings, Seattle, Washington. Accessed online, January 15, 2007, at <http://handle.dtic.mil/100.2/ADA352432>.

Nichols, Herbert B.

- 1938 *Historic New Rochelle.* Board of Education, New Rochelle, NY.

Sullivan, Judith Q.

- 2004 *Historic Structure Report: Building 32, Quartermaster's Storehouse, Fort Hancock, Sandy Hook Unit, Gateway National Recreation Area* Historic Architecture Program, Northeast Region, National Park Service, Lowell, Massachusetts. Accessed online, May 9, 2007, at www.cr.nps.gov/history/online_books/gate/build32.pdf.

Unpublished Materials

Cavanaugh, Michael

- 2007 *What Is, What Was, and What Was NOT: A Companion to the 2005 Davids Island Footage.* May 2007 version. Unpublished ms in possession of author, Los Angeles, CA.

Louis Berger & Associates, Inc.

- 1986 *Fort Slocum, Davids Island, New York: A Historic Architectural Assessment.* Prepared for Dresdner Associates, Jersey City, New Jersey, by the Cultural Resource Group, Louis Berger & Associates, East Orange, New Jersey.

Olausen, Stephen, Matthew Kierstead, and Jeffrey Emidy

- 2005 *Historic Architectural Survey and National Register Evaluation, Davids Island/Fort Slocum New Rochelle, New York.* Prepared for Tetra Tech FW, Inc., Morris Plains, New Jersey, by PAL, Inc., Pawtucket, Rhode Island.

Tetra Tech EC, Inc.

- 2008 "Fort Slocum: Overview." In *Historic Building Documentation, Fort Slocum Historic and Archeological District, Davids Island, City of New Rochelle, Westchester County, New York*, Volume 1. Prepared for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts, by Tetra Tech EC, Inc., Boston.

United States Army Quartermaster Corps

- ca. 1905-41 Fort Slocum Property Cards (Form 117 and predecessors). Record Group 77. National Archives, College Park, MD.

QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 8)

Maps and Drawings

July 1906; revised November 1907 “Map of Fort Slocum, David’s [sic] Island, N.Y. Made by Direction of Lieut. Col. W.P. Evans, 11th Inf. by C.B. Hodges, 2nd Lieut., 4th Inf.” With revisions showing authorized and proposed work by Peter Murray, Capt. and Cons. Q.M. Record Group 92. National Archives, College Park, MD.

March 1909 “Map of Fort Slocum, Davids Island, NY.” Made by Direction of Peter Murray, Capt. and Construction Q.M.” Record Group 92, National Archives, College Park, MD.

July 1915 “Map of Fort Slocum, New York.” Made by Direction of F.E. Smith, Capt. & Quartermaster. Record Group 92, National Archives, College Park, MD.

August 1921 “New York Harbor, Fort Slocum, Davids Island.” U.S. Army Coast Artillery Corps, New York Harbor Eastern Long Island Sound Approaches Fortification Map Series. Revisions of January 14, 1915 map. Record Group 392, National Archives, College Park, MD.

May 1933 “Fort Slocum, New York: Reconstruction of Sewerage System, General Layout.” Revisions of April 29, 1933 map. Construction Division, Office of the Quartermaster General. Record Group 92, National Archives, College Park, MD.

1943 No title [Informal guide map of Fort Slocum prepared for the Atlantic Coast Transportation Corps Officers’ Training School (ACTCOTS)]. Prepared by T/3 Richard Williams. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

May 1949, revised through November 1957 “Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines.” Office of Post Engineer, Fort Slocum. On file at National Archives, College Park, MD.

1952 “Fort Slocum, New Rochelle, NY.” Prepared by Armed Forces Information School. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

1961 “Map of Fort Slocum (Davids Island), New Rochelle, N.Y.” Prepared under the direction of the First Army Engineer by the Engineer Intelligence Division, Governors Island, New York. Record Group 92, National Archives, College Park, MD.

Aerial Photographs

(Except as noted, all photographs are on file at National Archives, College Park, Maryland. Digital copies examined for this research come from the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.)

1920: Vertical aerial photograph of Davids Island. July [no date].

ca. 1922: Low angle oblique aerial photograph of Davids Island. View northeast. Winter.

1923: Vertical aerial photograph of Davids Island. November 20.

QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 9)

1924: High angle oblique aerial photograph of Davids Island showing all but southeastern tip, with north shore of Long Island Sound east of New Rochelle visible in background. View northeast. August 24.

1932: Low angle oblique aerial photograph of Davids Island. View north. January 11.

1936: High angle oblique aerial photograph of Davids Island. View south. January 17.

1940: Vertical aerial photograph of Davids Island. September 4.

ca. 1942: High angle oblique aerial photograph of Davids Island, Columbia Island, and Huckleberry Island. View northeast. Digital copy in the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

1961: Low angle oblique aerial photograph of Quartermaster Area, Davids Island. View northeast. November 15. Attributed to Capt. Donald P. Blake.

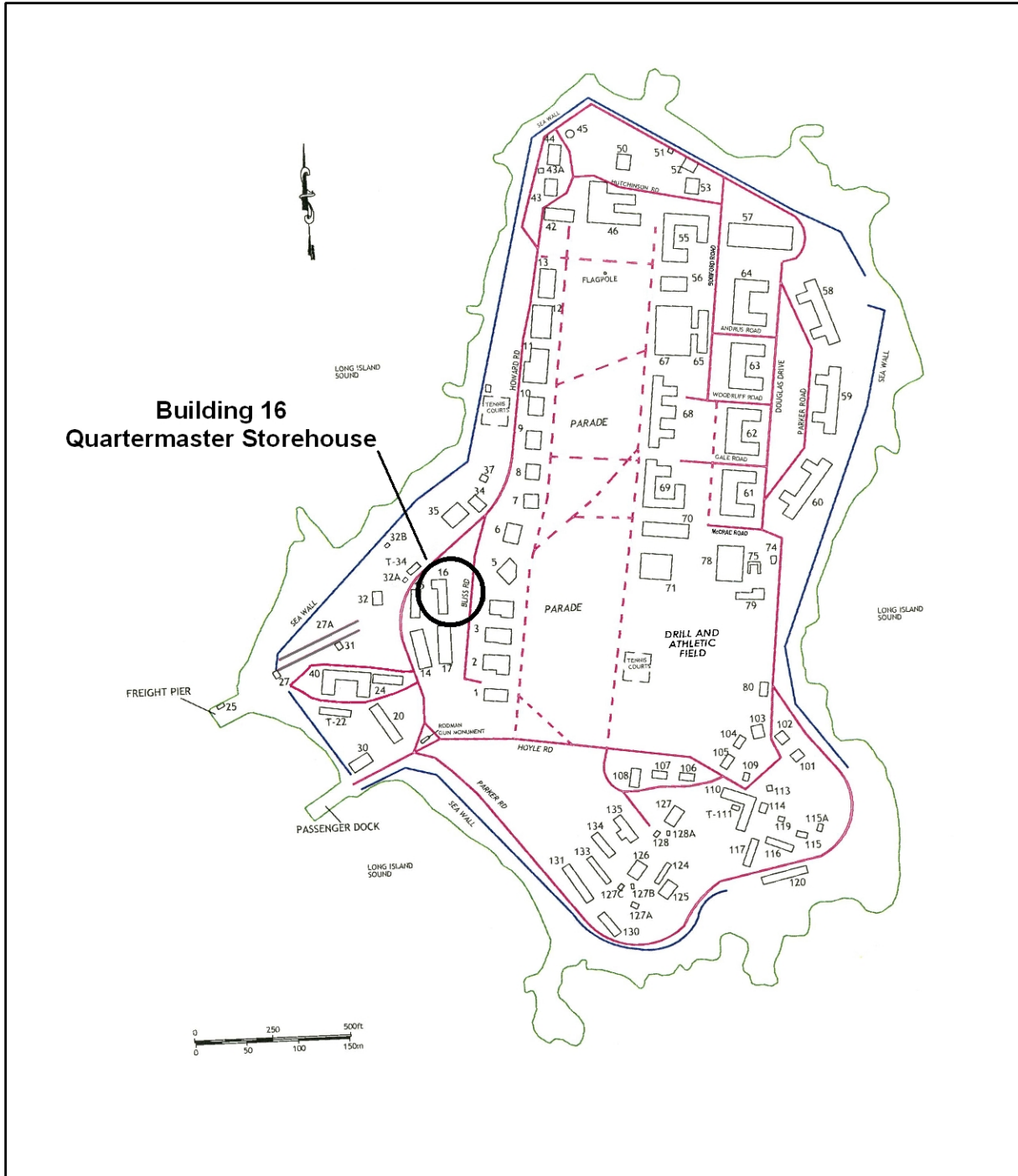
QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 10)

LOCATION MAP (USGS Mount Vernon, NY)
Scale: 1:24,000
1966 (Photorevised 1979)



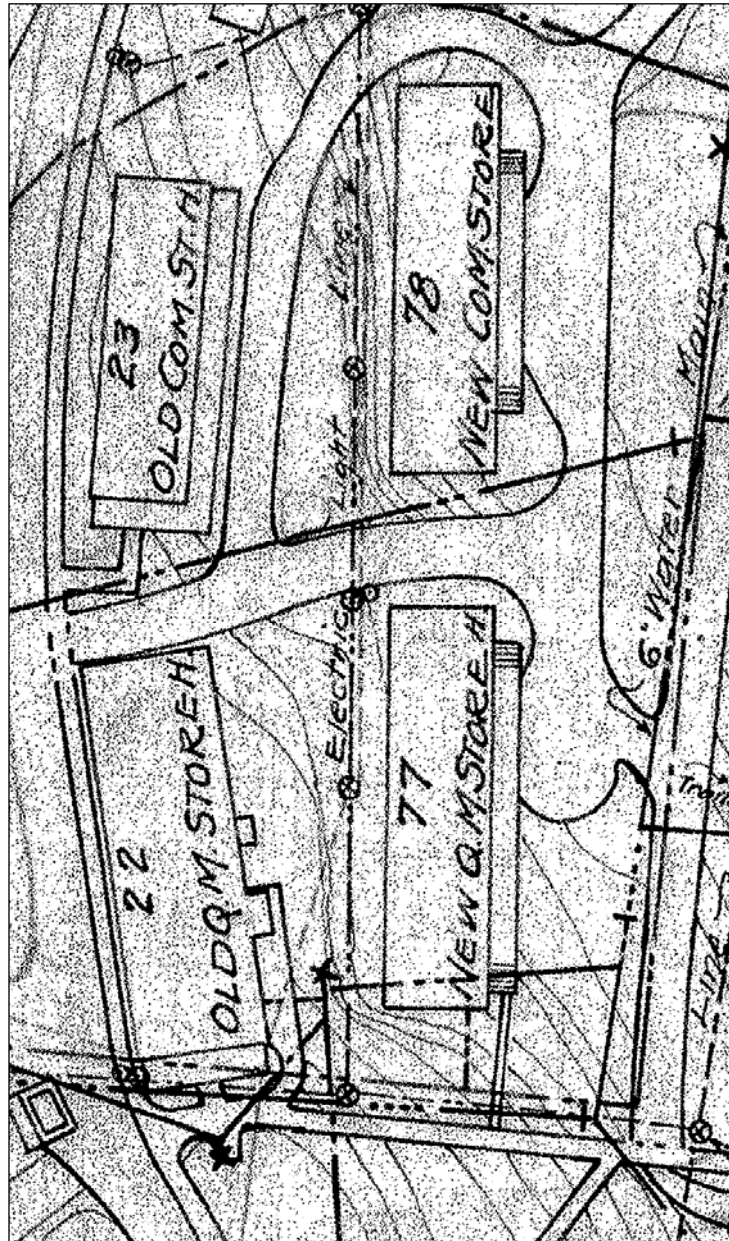
QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 11)

SITE MAP



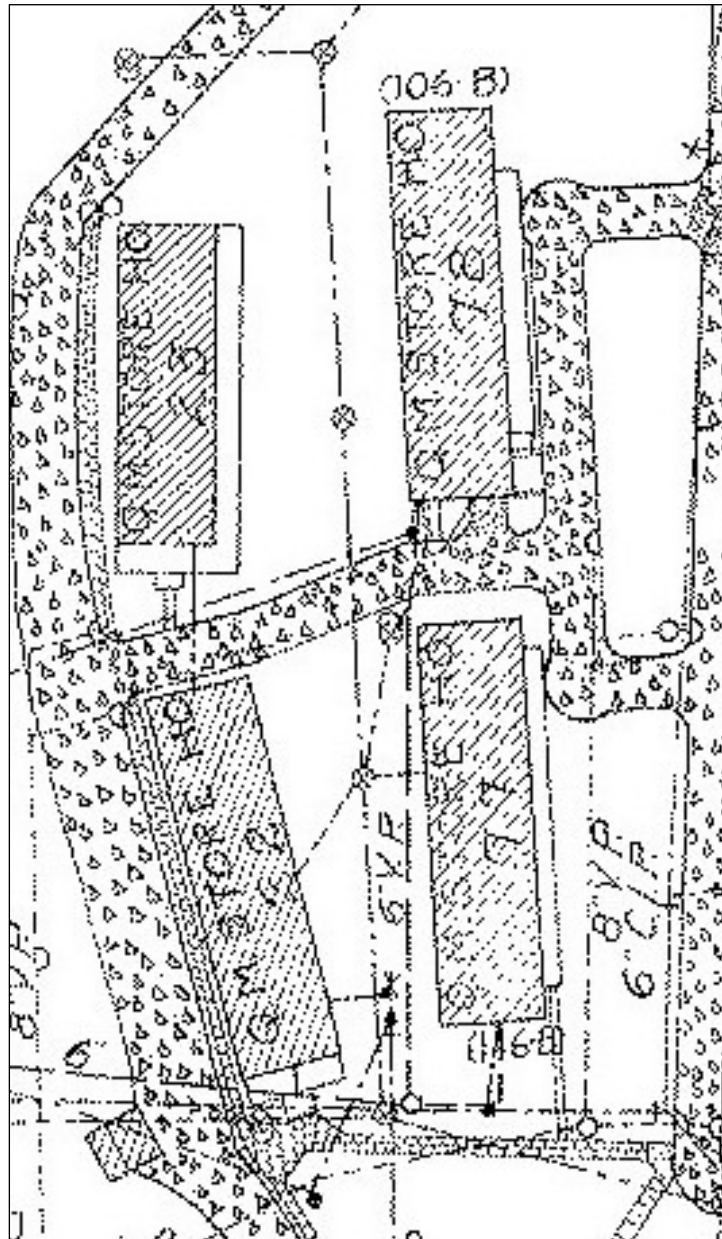
QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 12)

Figure 1. "Map of Fort Slocum, Davids Island, NY." 1909, detail. Building 16 is depicted in this drawing as "78, New Com. Store." North is to top of drawing. Record Group 92, National Archives, College Park, MD.



QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 13)

Figure 2. "Map of Fort Slocum, New York." 1915, detail. Building 16 is depicted in this drawing as Building 78, the "Q.M. Store. Ho." The designation "106-B" above the outline of the building is, according to the map legend, the "Q.M.G.O. [Quartermaster General's Office] number of plans for adjacent structure." North is to top of drawing. Record Group 92, National Archives, College Park, MD.



QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 14)

Figure 3. Inventory photo, mid-1930s. View north. Record Group 111, National Archives, College Park, MD.



**QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 15)**

Figure 4. Inventory Photograph, ca. 1940. View northwest. Record Group 77, National Archives, College Park, MD.



QUARtermaster STOREHOUSE/COMMISSARY (BUILDING 16)
DAVIDS ISLAND-FORT SLOCUM
(Page 17)

Figure 6. Low angle oblique aerial photograph of Quartermaster Area, Davids Island. 1961, detail. View northeast. Selected Quartermaster buildings are numbered. Attributed to Capt. Donald P. Blake. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

QUARTERMASTER STOREHOUSE/COMMISSARY (BUILDING 16)

Dauids Island—Fort Slocum

New Rochelle

Westchester County

New York

Photographer: Matt Kierstead, PAL Inc., Pawtucket, RI, October 2005.

1. General site view, facing northeast.
2. General site view, facing northwest.
3. Western façade, facing east.
4. General site view, facing southwest.

Photo 1. General site view, facing northeast.



Photo 2. General site view, facing northwest.



Photo 3. Western façade, facing east.



Photo 4. General site view, facing southwest.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

QUARTERMASTER STOREHOUSE (BUILDING 17)

<u>Location:</u>	Davids Island–Fort Slocum 0.6 mi southeast of New Rochelle, New York mainland USGS Mount Vernon, NY Quadrangle UTM Coordinate (NAD 1983): 18.603439.4526478
<u>Present Owner(s):</u>	City of New Rochelle, NY
<u>Date of Construction:</u>	1904
<u>Architect/Engineer:</u>	U.S. Army Quartermaster Corps
<u>Present Use:</u>	Abandoned when documented (2004-2007). Demolished 2007.
<u>Significance:</u>	The Quartermaster Storehouse (Building 17) is related to the Quartermaster area, and provided energy and basic support services for Fort Slocum’s military operations in the early twentieth century. The building is a contributing element to the Fort Slocum Historic and Archeological District.
<u>Project Information:</u>	The U.S. Army Corps of Engineers, New York District (Corps), has been authorized under the Department of Defense Appropriations Act, 2004, to perform building demolition, debris removal, and remediation of asbestos materials (Project) at the Fort Slocum on Davids Island in the City of New Rochelle, New York. The purpose of the Project is to remove buildings and infrastructure from the abandoned fort installation that create safety hazards as part of a long-range plan to restore Davids Island for future use. In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800), the Corps has consulted with the New York State Historic Preservation Officer (NYSHPO) regarding the effects of the Project on historic properties. The consultation resulted in the development of a Memorandum of Agreement (MOA) among the Corps, NYSHPO, County of Westchester, and City of New Rochelle as consulting parties. This documentation report was prepared in accordance with Stipulation II.C.1 of the MOA.
<u>Prepared by:</u>	C.L. Borstel, J.C. Sexton, R.M. Jacoby, S.B. Marshall, and C.W. Christopher
<u>Title:</u>	Cultural Resources Documentation Team
<u>Affiliation:</u>	Tetra Tech EC, Inc., Morris Plains, NJ
<u>Date:</u>	March 2007 (Revision 1, August 2008)

QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Quartermaster Storehouse (Building 17) is located near the southwestern shoreline of Davids Island. The island is in the western portion of Long Island Sound, 0.6 miles southeast of the New Rochelle, NY, mainland and 19 miles northeast of Midtown Manhattan (Location Map and Site Map). Davids Island is a roughly pear-shaped, relatively flat landmass consisting of approximately 78 acres above mean high water. It is heavily wooded and contains the ruins of more than 100 buildings and structures associated with an abandoned U.S. Army post, Fort Slocum. The ruins include barracks and quarters; quartermaster, administrative, medical, and recreation buildings; and coastal and air defense facilities. A concrete and stone seawall encircles most of the shore, and a system of roads and paths runs throughout the island. Building 17 is part of the Quartermaster Area, which comprises the buildings and structures formerly supporting transportation to, from, and around the post; facilities maintenance; and the storage and distribution of materiel.

Building 17 is a utilitarian, one-and-one-half-story building with a rectangular plan and gable ends (Photos 1-16). Remnants of a cinder block foundation for a wood-frame addition are located adjacent to the original main block on its southeastern side. Building 17 was gutted by fire sometime after Fort Slocum closed in 1965 and before 1986 when it was first inventoried (Louis Berger & Associates 1986). The building now consists of a roofless brick shell; the addition on the southeastern side is gone, and its location is marked by an open foundation reaching the level of the basement of the main block. Building 17 broadly resembles its neighbor, Building 16, though each was built from a different design. The long axis of Building 17 runs north-south, and its main façade, on the east, faces Bliss Road. The original part of the building is constructed of brick and is supported by a foundation of randomly-laid, rock-face ashlar schist capped with dressed sandstone.

The eastern, main façade has four irregularly-spaced door openings and nine window openings at the first-story level. The southernmost door is accessed by cast concrete steps ending in a landing over a stairwell leading to a basement entrance. The next two doorways, both on the southern half of the façade open over the basement foundation for the addition, and evidently could be accessed only internally. The fourth door opening, located near the northern end of the façade, is twice as wide as the other doors and was reached from a narrow concrete loading dock. The loading dock extends about half the length of the façade at its northern end. The nine window openings are irregularly spaced along the eastern wall. As with all the window openings in the building, these are capped with brick segmental arch lintels and have sandstone sills. Iron bars protect all the window openings, including those that at one time were inside the addition. There are several basement window openings, and in the foundation of the addition, two of these have been altered to door openings.

The southern gable has a symmetrical division, with a pair of window openings at the attic level set under the peak. A second pair of more widely spaced window openings is located on the first story, with two nearly-square openings for basement windows in the stone foundation.

The western façade of the building has thirteen extant openings on the first floor, of which twelve are window openings and one, near the northern end of the building, is a double-size door opening. A section of the brick wall near the southern end of the wall has collapsed at a location that, based upon historic photographs, was probably another double-size door opening, making fourteen openings in all. These fourteen openings are evenly spaced along the length of the wall, but the door openings are not symmetrical; the northern one is the third opening from the end, while the apparent southern one is the second opening in from its end. Basement windows open beneath eight of the fourteen openings on the first story and are irregularly spaced. An earth berm is laid up against the western foundation.

QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

The northern gable matches the building's southern one above the foundation. It has two windows in the gable and two more on the first floor, located slightly farther from the wall's centerline. However, unlike the southern gable, the foundation at the northern end has a bulkhead entrance leading to the basement (on the western side) and a nearly square basement window opening (on the eastern side) instead of two basement windows.

The interior of the building is now entirely open, due to the destruction of the floors, interior walls, and roof. A scatter of building-related debris covers the floor, including a few charred timbers, glass, roofing slates, and metal pipes from the building's heating and plumbing systems. Brick from a collapsed chimney stack is scattered across the southern part of the basement floor.

PART II. HISTORICAL NARRATIVE

Fort Slocum

Dauids Island is named for Thaddeus Davids (1816-1894), a New Rochelle ink manufacturer, who owned the island between 1856 and 1867. Davids was next-to-last in a line of private owners and lessees associated with the island between circa 1700 and the 1860s. During this period, the island was used primarily as farmland, but beginning probably in the 1840s, it also became a destination for excursionists who traveled by steamboat from New York and Brooklyn to picnic by the sea. The U.S. Army leased the island in 1862 and purchased it outright in 1867. In 1967, the federal government sold Davids Island to the City of New Rochelle, which sold it in turn the following year to Consolidated Edison Company of New York, Inc. Consolidated Edison returned ownership of most of the island to the city in 1976.

Two U.S. Army posts successively occupied Davids Island between 1862 and 1965. The earlier post was established as De Camp General Hospital in May 1862. The hospital treated wounded Union soldiers and, from 1863 onwards, also cared for Confederate prisoners of war. After the Civil War, the Army remained on the island, apparently using the post somewhat discontinuously as a hospital, mustering-out camp, and subdepot for recruits. By the early 1870s, the hastily-built wood frame buildings of the Civil War had deteriorated badly, and in October 1874 the Army entirely withdrew from the island, beginning a hiatus in occupation of nearly four years.

The Army returned in July 1878, when Davids Island was designated as a principal depot of the General Recruiting Service, supplanting Governors Island off lower Manhattan in that role. Originally known simply as Davids Island, the Army formally named the post Fort Slocum in 1896 to honor Maj. Gen. Henry Warner Slocum (1827-1894), a prominent Union soldier and New York politician. Recruit intake and training was a primary function of the post well into the twentieth century. Fort Slocum also saw service as an overseas embarkation station; hosted Army specialty schools for bakers, transportation officers, chaplains, public affairs personnel, and military police; provided retraining for court-martialed soldiers; and was an administrative center for the Air Force. Coastal artillery batteries operated at the post around the beginning of the twentieth century. During the Cold War, Fort Slocum supported an air defense missile battery.

When the post closed in 1965, Fort Slocum's landscape integrated elements from different episodes of development into a campus-like whole. Several episodes of development were represented, particularly 1885-1910 and 1929-1940. A few wood frame buildings remained from the late 1870s and early 1880s, and at least

QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

nine such buildings represented the Second World War. However, of the more than 50 temporary wood frame buildings erected during the First World War, only a single, partial example survived. Most of the buildings at Fort Slocum followed standard Army plans, but Army personnel or outside professional architects also produced a few designs specifically for the post. The permanent buildings at Fort Slocum generally reflected conservative and eclectic interpretations of different currents in American architecture, producing an engaging mix of Colonial Revival, Neoclassical, Romanesque, and Italianate styles. The temporary buildings around the post were in contrast unadorned and starkly utilitarian, as they were designed principally for speed of construction.

The period after Fort Slocum closed in November 1965 saw severe deterioration of the former Army post. The City of New Rochelle repeatedly sought to redevelop Davids Island, at one time considering a Consolidated Edison proposal to build a nuclear power plant and later supporting proposals for luxury residences. None of these plans materialized. Neglect and vandalism took a heavy toll on the former post. By the first decade of the twenty-first century, the landscape was overgrown, and the more than 100 buildings and structures that once comprised Fort Slocum were in decay and ruin.

Detailed accounts of Fort Slocum's history can be found in the general historic overview to this documentation series (Tetra Tech 2008) and in Olausen et al. (2005), among other sources.

Quartermaster Storehouse (Building 17)

Building 17 is, along with Building 16, one of two brick storehouses erected in 1904 on the eastern edge of the Quartermaster Area. This area is the oldest functionally-distinct section of Fort Slocum. The location of the Quartermaster Area, separate from the Parade Ground, officers' quarters, and barracks, is characteristic of Army posts, as were its storage, transportation, and installation maintenance functions (Chattey et al. 1997:163-164). Located adjacent to the principal docks on Davids Island, the Quartermaster Area was first established during the Civil War to receive and dispatch personnel and materiel. The Army erected buildings in the area to store and distribute supplies and equipment received at the dock and to support other responsibilities of the post's quartermaster, including construction, maintenance, and land transportation. When the Army returned to Davids Island in 1878 after a four-year hiatus, such activities were resumed in the area, and new buildings and structures were erected there over several decades, including storehouses, workshops, sheds, stables, etc. By around 1915, the Quartermaster Area had nearly all of its present buildings and current layout. Its early buildings were wood frame, but most of those erected after 1900 were constructed of more durable materials such as brick or concrete block.

Building 17 was designed as a quartermaster storehouse, and its principal function was the storage and distribution of clothing, equipment, and other supplies, excluding comestibles, flammables, and explosives (Figures 1-5). The Quartermaster Corps property card prepared for this building in 1940 records that it was built to the Office of the Quartermaster General's (OQMG) standardized plan No. 116-B (Figure 4), which is consistent with earlier sources, such as one available version of Murray (1909) and Smith (1915). This plan number is not included in the partial inventory of standardized plans assembled by Chattey et al. (1997), nor is it discussed in Hoagland's (2004) study of Army architecture in the western United States.

The design of Building 17, a quartermaster storehouse, was broadly similar to its neighbor, Building 16, the commissary storehouse, which was built at about the same time. Both buildings were one-and-a-half-story side-gable brick, stone, and timber warehouses with two pairs of dormers. Indeed, the two buildings were members of a family of permanent warehouse buildings whose designs were introduced by the OQMG in the

QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

1890s and used with few changes until the 1930s. The typical Army storehouse of this period was “a one- or two-story rectangular building with a pitched roof and regular openings, often with bars over the windows for security” (Chattey et al. 1997:163). Both buildings also resembled the original form of a combined quartermaster and commissary storehouse at Fort Hancock, New Jersey, constructed in 1897-98. Like Buildings 16 and 17, the Fort Hancock building was a brick and timber building on a foundation of dark traprock, ashlar-cut and random-coursed, with sandstone trimmings. The design for the storehouse at Fort Hancock was designated as OQMG Plan No. 91, and it has many elements seen originally in one or both of Buildings 16 and 17 at Fort Slocum, including the rectangular footprint, one-and-a-half-story height, full basement, numerous arched window and door openings on the first floor, mix of single-wide and double-wide doors, basement fenestration, and fenestration of the gable ends (Sullivan 2004:32, 38-42, 69-75). Yet each design differed in external details such as the spacing of the dormers on the roof, the number of chimneys, and the arrangement of windows and doors along the building’s long façades. Building 17, for example, seems only to have had a single chimney stack, located next to the southern pair of dormers, unlike the three chimneys that Building 16 originally had. Likewise, comparison of window and door openings shows that the eastern and western façades of each building had a distinctive arrangement of openings. Presumably the internal arrangement of rooms in each design was also different, though no documentation is available to illustrate this point. Chattey et al. (1997:163-164) observe that in the late nineteenth century, the Army’s commissary storehouses differed little from its quartermaster storehouses. The typical warehouse of either variety “was a one- or two-story rectangular building with a pitched roof and regular openings, often with bars over the windows for security.” Indeed, often quartermaster and commissary functions were housed in a single building. The standardized designs for buildings of these types remained little changed from the early 1890s until the late 1930s.

The Army made certain alterations to Building 17 during the sixty or so years that it was in use at Fort Slocum. The most prominent of these involved changes to the main façade on the eastern side of the building. As originally constructed, Building 17 had a narrow wooden, porch-like loading dock on its eastern side (Figures 1-2). During a major period of renovation at the post in the late 1930s, a 16-foot 4-inch by 48-foot addition was constructed on the southeastern side of the building, replacing most or all of the loading dock (Figures 3-4). As originally constructed, the addition was a wood-frame structure supported on brick piers. Sometime later, the basement of Building 17 was extended out beneath this addition and the brick piers were replaced by a concrete block foundation. It is unknown whether the construction of the basement involved replacement of the frame structure or if this work was completed with the structure remaining in place. The date of the extension of the basement is unknown, but it may well have occurred during the busy period of the Second World War. Construction of the masonry loading dock at the northern end of the eastern façade perhaps dates to the same period as the extension of the basement.

The Quartermaster Storehouse was originally designated as Building 77. Its designation changed in 1941 with post-wide renumbering of buildings to Building 111, and it changed once more to its current number, Building 17, in 1957. Most historic maps and documents identify Building 17 as a Quartermaster Storehouse or Quartermaster Warehouse. The informal post guide map prepared for the Atlantic Coast Transportation Corps Officers’ Training School (ACTCOTS) in 1943 identifies the building as “C&E” and specifies in the legend that it was the Clothing and Equipment Warehouse (Williams 1943).

**QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 6)**

PART III. SOURCES OF INFORMATION

Published Materials

Chattey, Paul, Horace Foxall, Flossie McQueen, Cynthia Nielsen, Mary Shipe, Terri Taylor, and Jamie Tippet

- 1997 *Context Study of the United States Quartermaster General Standardized Plans, 1866-1942.* Prepared for the U.S. Army Environmental Center, Environmental Compliance Division, Aberdeen Proving Ground, Maryland, by the U.S. Army Corps of Engineers, Seattle District, Technical Center of Expertise for Preservation of Structures and Buildings, Seattle, Washington. Accessed online, January 15, 2007, at <http://handle.dtic.mil/100.2/ADA352432>.

Hoagland, Alison K.

- 2004 *Army Architecture in the West: Forts Laramie, Bridger, and D.A. Russell, 1849-1912.* University of Oklahoma Press, Norman.

Nichols, Herbert B.

- 1938 *Historic New Rochelle.* Board of Education, New Rochelle, NY.

Sullivan, Judith Q.

- 2004 *Historic Structure Report: Building 32, Quartermaster's Storehouse, Fort Hancock, Sandy Hook Unit, Gateway National Recreation Area* Historic Architecture Program, Northeast Region, National Park Service, Lowell, Massachusetts. Accessed online, May 9, 2007, at www.cr.nps.gov/history/online_books/gate/build32.pdf.

Unpublished Materials

Cavanaugh, Michael

- 2007 *What Is, What Was, and What Was NOT: A Companion to the 2005 Davids Island Footage.* May 2007 version. Unpublished ms in possession of author, Los Angeles, CA.

Louis Berger & Associates, Inc.

- 1986 *Fort Slocum, Davids Island, New York: A Historic Architectural Assessment.* Prepared for Dresdner Associates, Jersey City, New Jersey, by the Cultural Resource Group, Louis Berger & Associates, East Orange, New Jersey.

Olausen, Stephen, Matthew Kierstead, and Jeffrey Emidy

- 2005 *Historic Architectural Survey and National Register Evaluation, Davids Island/Fort Slocum New Rochelle, New York.* Prepared for Tetra Tech FW, Inc., Morris Plains, New Jersey, by PAL, Inc., Pawtucket, Rhode Island.

Tetra Tech EC, Inc.

- 2008 "Fort Slocum: Overview." In *Historic Building Documentation, Fort Slocum Historic and Archeological District, Davids Island, City of New Rochelle, Westchester County, New York*, Volume 1. Prepared for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts, by Tetra Tech EC, Inc., Boston.

**QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM**
(Page 7)

United States Army Quartermaster Corps
ca. 1905-41 Fort Slocum Property Cards (Form 117 and predecessors). Record Group 77. National Archives, College Park, MD.

Maps and Drawings

July 1906; revised November 1907 "Map of Fort Slocum, David's [sic] Island, N.Y. Made by Direction of Lieut. Col. W.P. Evans, 11th Inf. by C.B. Hodges, 2nd Lieut., 4th Inf." With revisions showing authorized and proposed work by Peter Murray, Capt. and Cons. Q.M. Record Group 92. National Archives, College Park, MD.

March 1909 "Map of Fort Slocum, Davids Island, NY." Made by Direction of Peter Murray, Capt. and Construction Q.M." Record Group 92, National Archives, College Park, MD.

July 1915 "Map of Fort Slocum, New York." Made by Direction of F.E. Smith, Capt. & Quartermaster. Record Group 92, National Archives, College Park, MD.

August 1921 "New York Harbor, Fort Slocum, Davids Island." U.S. Army Coast Artillery Corps, New York Harbor Eastern Long Island Sound Approaches Fortification Map Series. Revisions of January 14, 1915 map. Record Group 392, National Archives, College Park, MD.

May 1933 "Fort Slocum, New York: Reconstruction of Sewerage System, General Layout." Revisions of April 29, 1933 map. Construction Division, Office of the Quartermaster General. Record Group 92, National Archives, College Park, MD.

1943 No title [Informal guide map of Fort Slocum prepared for the Atlantic Coast Transportation Corps Officers' Training School (ACTCOTS)]. Prepared by T/3 Richard Williams. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

May 1949, revised through November 1957 "Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines." Office of Post Engineer, Fort Slocum. On file at National Archives, College Park, MD.

1952 "Fort Slocum, New Rochelle, NY." Prepared by Armed Forces Information School. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

1961 "Map of Fort Slocum (Davids Island), New Rochelle, N.Y." Prepared under the direction of the First Army Engineer by the Engineer Intelligence Division, Governors Island, New York. Record Group 92, National Archives, College Park, MD.

Aerial Photographs

(Except as noted, all photographs are on file at National Archives, College Park, Maryland. Digital copies examined for this research come from the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.)

1920: Vertical aerial photograph of Davids Island. July [no date].

QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 8)

ca. 1922: Low angle oblique aerial photograph of Davids Island. View northeast. Winter.

1923: Vertical aerial photograph of Davids Island. November 20.

1924: High angle oblique aerial photograph of Davids Island showing all but southeastern tip, with north shore of Long Island Sound east of New Rochelle visible in background. View northeast. August 24.

1932: Low angle oblique aerial photograph of Davids Island. View north. January 11.

1936: High angle oblique aerial photograph of Davids Island. View south. January 17.

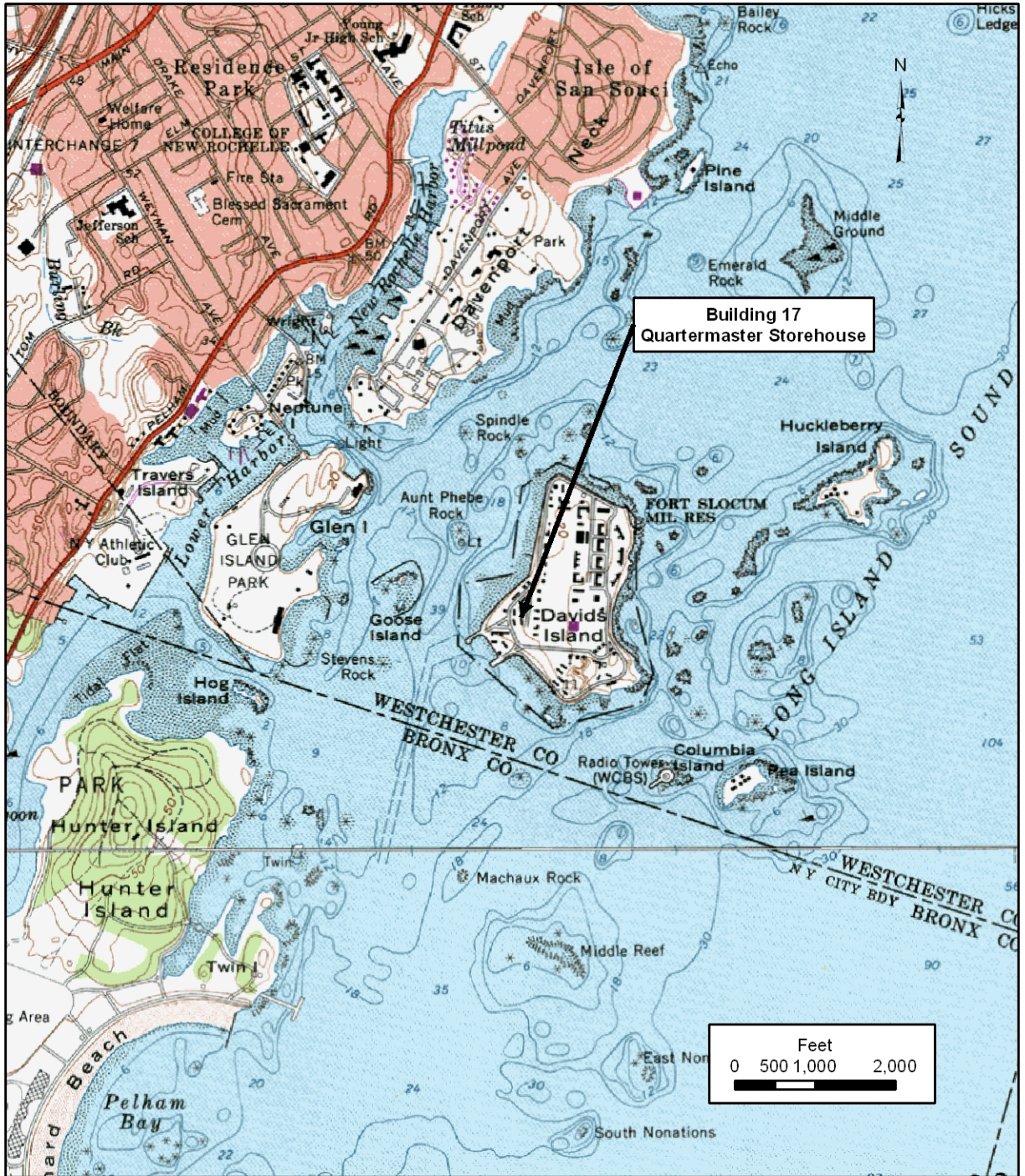
1940: Vertical aerial photograph of Davids Island. September 4.

ca. 1942: High angle oblique aerial photograph of Davids Island, Columbia Island, and Huckleberry Island. View northeast. Digital copy in the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

1961: Low angle oblique aerial photograph of Quartermaster Area, Davids Island. View northeast. November 15. Attributed to Capt. Donald P. Blake.

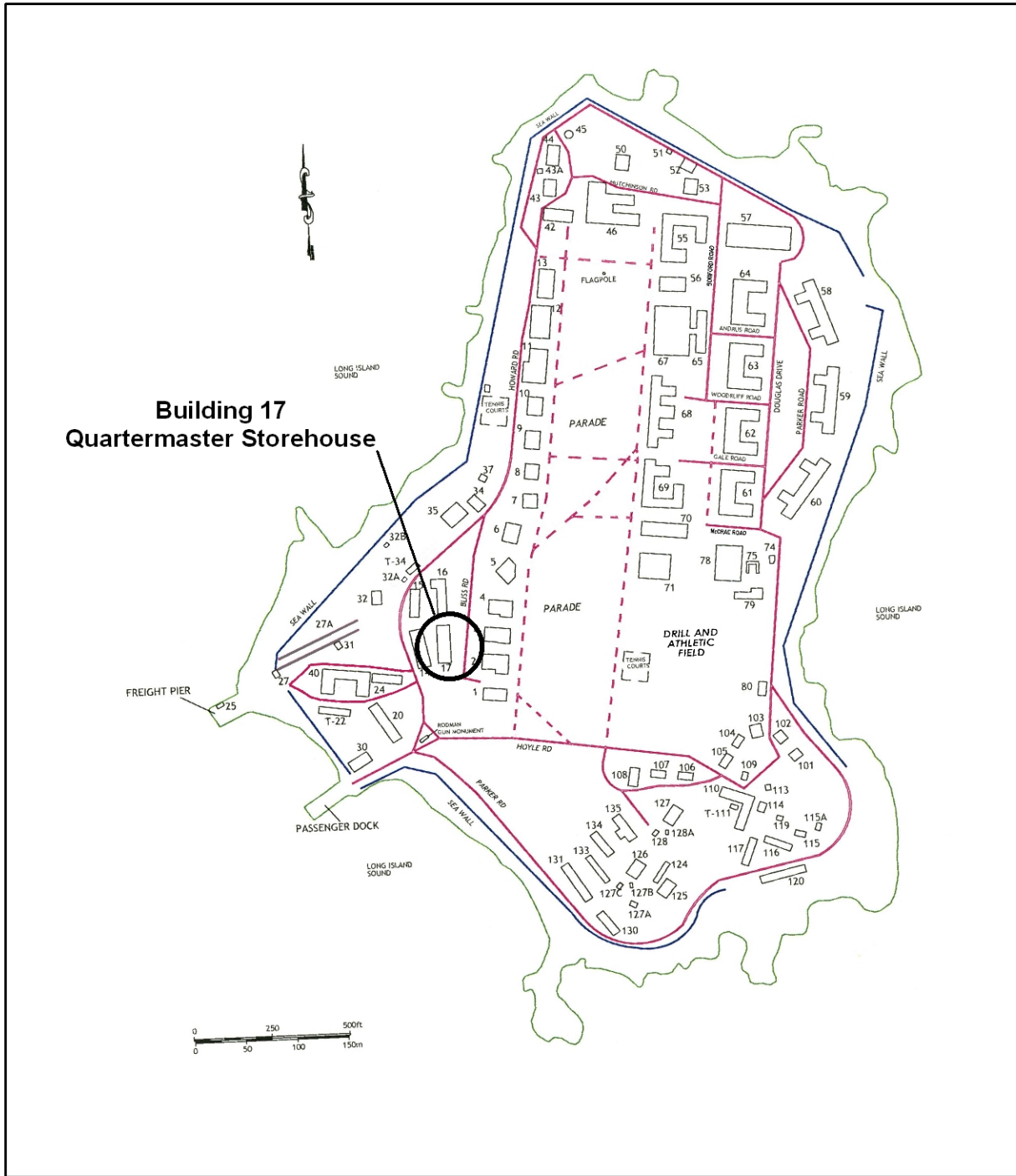
QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 9)

LOCATION MAP (USGS Mount Vernon, NY)
Scale: 1:24,000
1966 (Photorevised 1979)



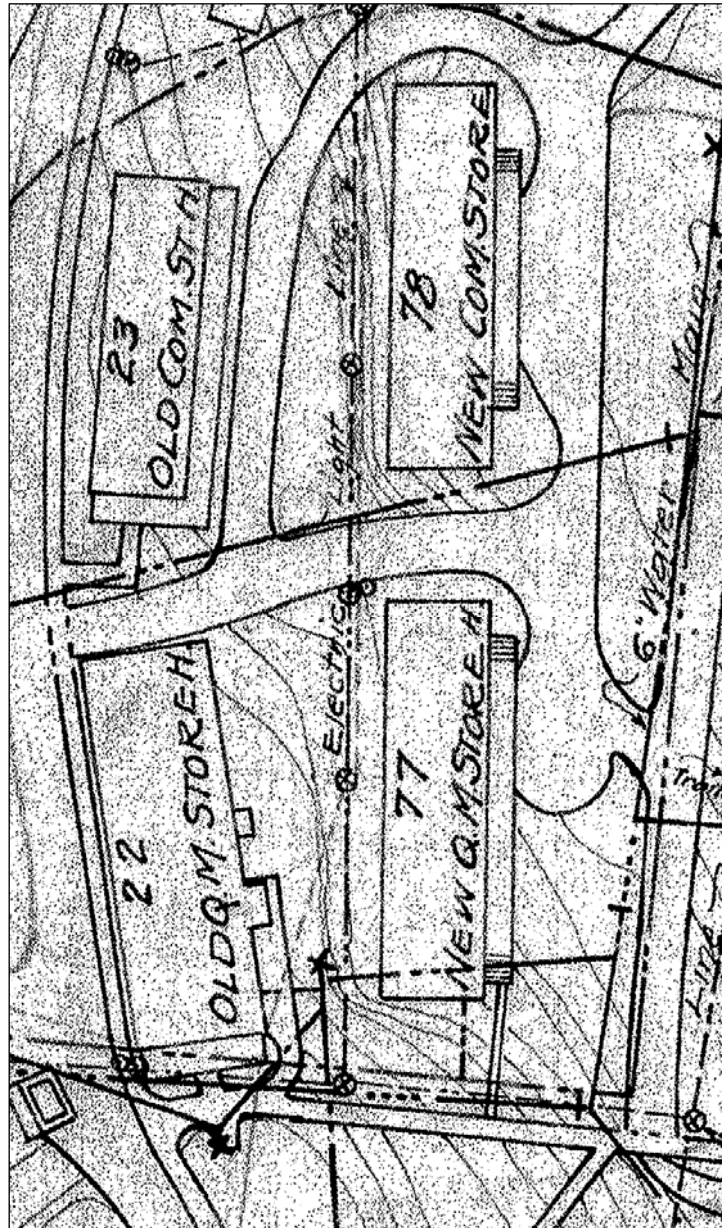
QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 10)

SITE MAP



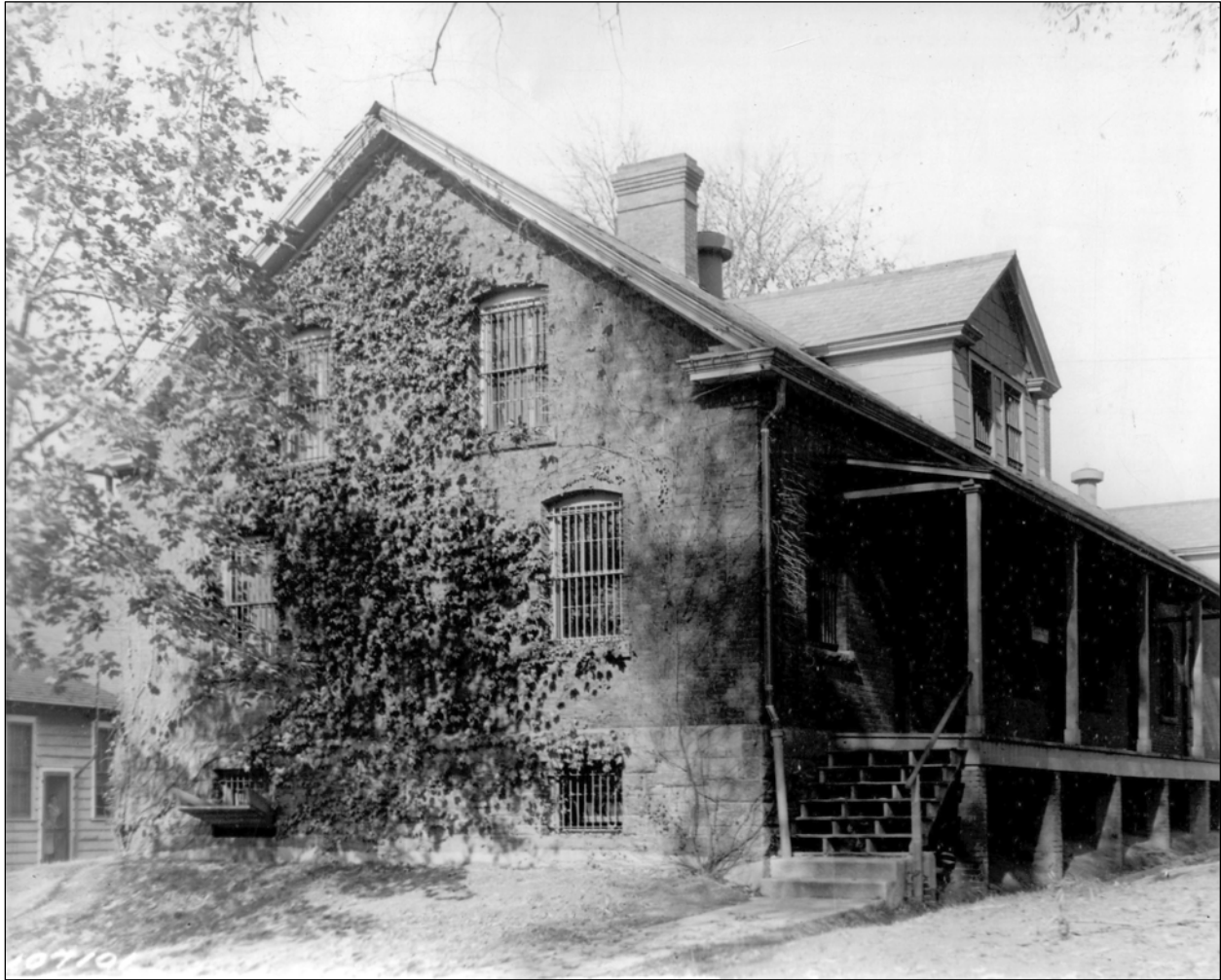
QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 11)

Figure 1. "Map of Fort Slocum, Davids Island, NY." 1909, detail. Building 17 is labeled "77, New Q.M. Store. H." North is to top of drawing. Record Group 92, National Archives, College Park, MD.



QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 12)

Figure 2. Inventory photo, mid-1930s. View north-northwest. Record Group 111, National Archives, College Park, MD.



QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 13)

Figure 3. Inventory Photograph, ca. 1940. View northwest. Record Group 77, National Archives, College Park, MD.



**QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 14)**

Figure 4. Property Record, March 1940. Record Group 77, National Archives, College Park, MD.

NY 6084 (Rev. 12-31-34)


Post Plan No. _____
O.Q.M.G.: Plan No. 116-5 Building No. 07 111

Place Fort Slocum, New York
 Designation of building Q. M. Storehouse
 Total cost \$ 14,280.00 Date completed 1904 Capacity _____
 Material: Walls Brick Foundation Stone
 Roof Slate Floors _____
 Total floor area above basement, square feet 8068 Basement 32' x 124'
 Size: Main building 32' x 124' Wings _____ Height of first floor above ground 5' 6"
 a. Well-McLain Boiler C-11-S, Series 2. (Other brands) _____
 b. Steam - Coal Operated _____
 c. None (Type of heat)
 COOKING RANGES INSTALLED _____
 Coal, No. None
 Gas, No. None
 Electric No. None
 Oil, No. None
 Steam, No. None
 METERS INSTALLED _____
 Gas, No. None
 Electric, No. One
 Oil, No. None
 Steam, No. None
 Water, No. None

ADDITIONS AND INSTALLATIONS

(Below enter chronologically all modifications, additions, introductions of water, sewer, lights, heating, etc.)

DATE	COST	DATE
Total cost of repairs to June 30, 1937	\$9,360.70	



QUARTERMASTER STOREHOUSE (BUILDING 17)
DAVIDS ISLAND-FORT SLOCUM
(Page 15)

Figure 5. Low angle oblique aerial photograph of Quartermaster Area, Davids Island. View northeast. Selected Quartermaster buildings are numbered. Attributed to Capt. Donald P. Blake. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

QUARTERMASTER STOREHOUSE (BUILDING 17)

Davids Island—Fort Slocum
 New Rochelle
 Westchester County
 New York

Photographer: Matt Kierstead, PAL Inc., Pawtucket, RI, October 2005.

1. Southern façade, looking northwest.
2. General site view, looking west.
3. Eastern façade, looking west.

Photographer: Caleb Christopher, Tetra Tech EC, Inc., Morris Plains, NJ, January 2007.

4. Western façade, looking east.
5. Southern façade, looking northeast.
6. Southern façade, detail.
7. Interior, looking north.
8. Eastern façade, looking northwest.
9. Eastern façade, detail.
10. Eastern façade, looking northwest.
11. Eastern façade, detail.
12. Eastern façade, looking west.
13. Eastern façade, detail.
14. Eastern façade, looking southwest.
15. Northern façade, looking south.
16. Western façade, looking southwest.

Photo 1. Southern façade, looking northwest.



Photo 2. General site view, looking west.



Photo 3. Eastern façade, looking west.



Photo 4. Western façade, looking east.



Photo 5. Southern façade, looking northeast.



Photo 6. Southern façade, detail.



Photo 7. Interior, looking north.



Photo 8. Eastern façade, looking northwest.



Photo 9. Eastern façade, detail.



Photo 10. Eastern façade, looking northwest.



Photo 11. Eastern façade, detail.



Photo 12. Eastern façade, looking west.



Photo 13. Eastern façade, detail.



Photo 14. Eastern façade, looking southwest.



Photo 15. Northern façade, looking south.



Photo 16. Western façade, looking southwest.

