

NOTE

This file is **Part 2** 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.

DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

QUARTERMASTER STOREHOUSE/POST ENGINEER’S OFFICE (BUILDING 20)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603389.4526402

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

Date of Construction: 1908

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Quartermaster Storehouse/Post Engineer’s Office (Building 20) is related to the Quartermaster Area, and the provision of supply and other support services that helped to sustain Fort Slocum’s twentieth-century military activities. 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/POST ENGINEER'S OFFICE (BUILDING 20)
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PART I. DESCRIPTION

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

The Quartermaster Storehouse/Post Engineer's Office is a utilitarian, one-and-one-half-story, rectangular building with long axis of the building running from southeast to northwest (Photos 1-8). The main façade of the building is on the southeast. The building has a collapsed front gable roof, brick bearing walls, and an ashlar schist foundation with an applied limestone water table. Building 20 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. A brick and concrete platform, possibly a small loading dock, was located at the northern end of the building. A set of concrete steps at the center of the southern end of the building leads to a stoop and a door at the first floor level, which is set in an arch-topped opening with limestone springers and keystone. A bulkhead door in the center of the southeastern wall allowed access to the cellar. A brick chimney is located at the south end of the building. The window glazing and doors are missing. However, in a number of places metal twelve-light windows, which have a tilting six light center section, are still in place. Most window apertures are filled with protective iron bars. The interior of the building has burned away, leaving only twisted steel main carrying beams.

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

QUARTERMASTER STOREHOUSE/POST ENGINEER'S OFFICE (BUILDING 20)
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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/Post Engineer's Office (Building 20)

Building 20 is situated on the southern side 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

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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.

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. 198 (Figures 1-2). The partial inventory of OQMG standardized plans assembled by Chattey et al. (1997:382) lists this plan as "Quartermaster Storehouse—Artillery." No version of the plan as used during the construction of the building at Fort Slocum has been located to date.

Historic photographs and the Quartermaster property card for this building show that it had a slate roof with two hipped-roof dormers evenly arrayed on the northeast slope of the roof and a centrally located dormer on the southwestern slope. The side walls of the dormers were also clad in slate. These records also document that the building underwent several changes since its construction. The loading docks, which can be seen on both the long sides of the building in early historic photographs, were removed around the time that the photos for the 1940 Quartermaster property card for this building and another for Building 90 (Sewage Pump Station "C") were taken (Quartermaster Corps ca. 1905-41). These photographs also show evidence that changes to the first floor window openings and the replacement of the large doors that provided access to the loading docks with windows had recently been completed. Another major change to the building at about this time was the renovation of the southern gable of the building, in which an original offset entrance was replaced with the current centered one. Alterations were also made to the building's windows around this time. The original windows were six-over-six double hung wood sash windows, and these were replaced by the steel-frame hopper-type windows. All of the windows and doors that are visible in the earliest historic photographs have segmental arch lintels. Photographs taken in 1940 suggest that many of the window openings, especially those on the southwest side of the building, were made rectangular at about this time.

The Quartermaster Storehouse was originally designated as Building 87. Its designation changed in 1941 with post-wide renumbering of buildings to Building 109, and it changed once more to its current number, Building 17, in 1957. Historic maps and documents variously identify it as a Quartermaster Storehouse, Warehouse No. 1, or the Post Engineer's Building.

PART III. SOURCES OF INFORMATION

Published Materials

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& Associates, East Orange, New Jersey.

Olausen, Stephen, Matthew Kierstead, and Jeffrey Emidy

2005 *Historic Architectural Survey and National Register Evaluation, Davids Island/Fort Slocum*
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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 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.

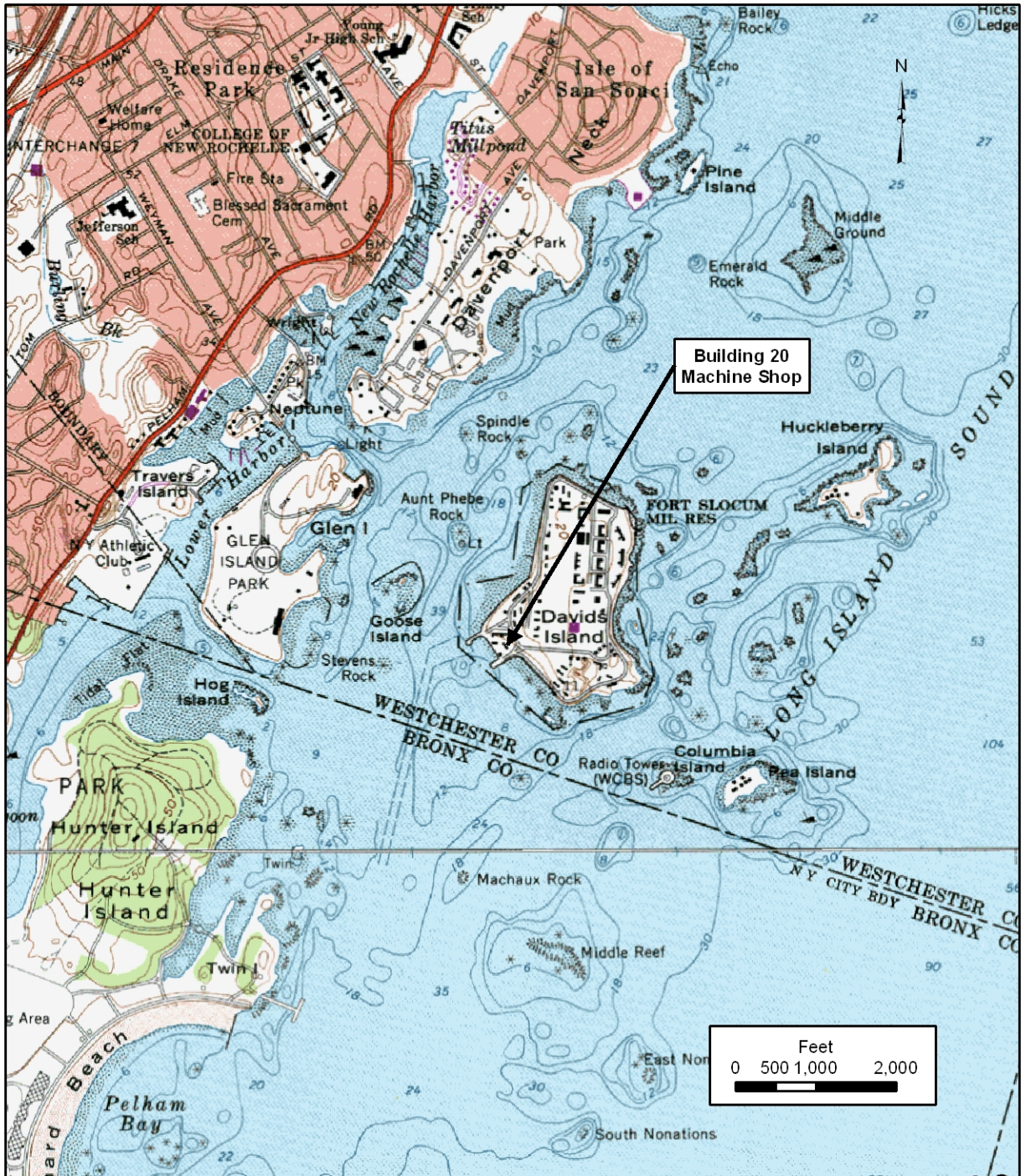
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LOCATION MAP (USGS Mount Vernon, NY)

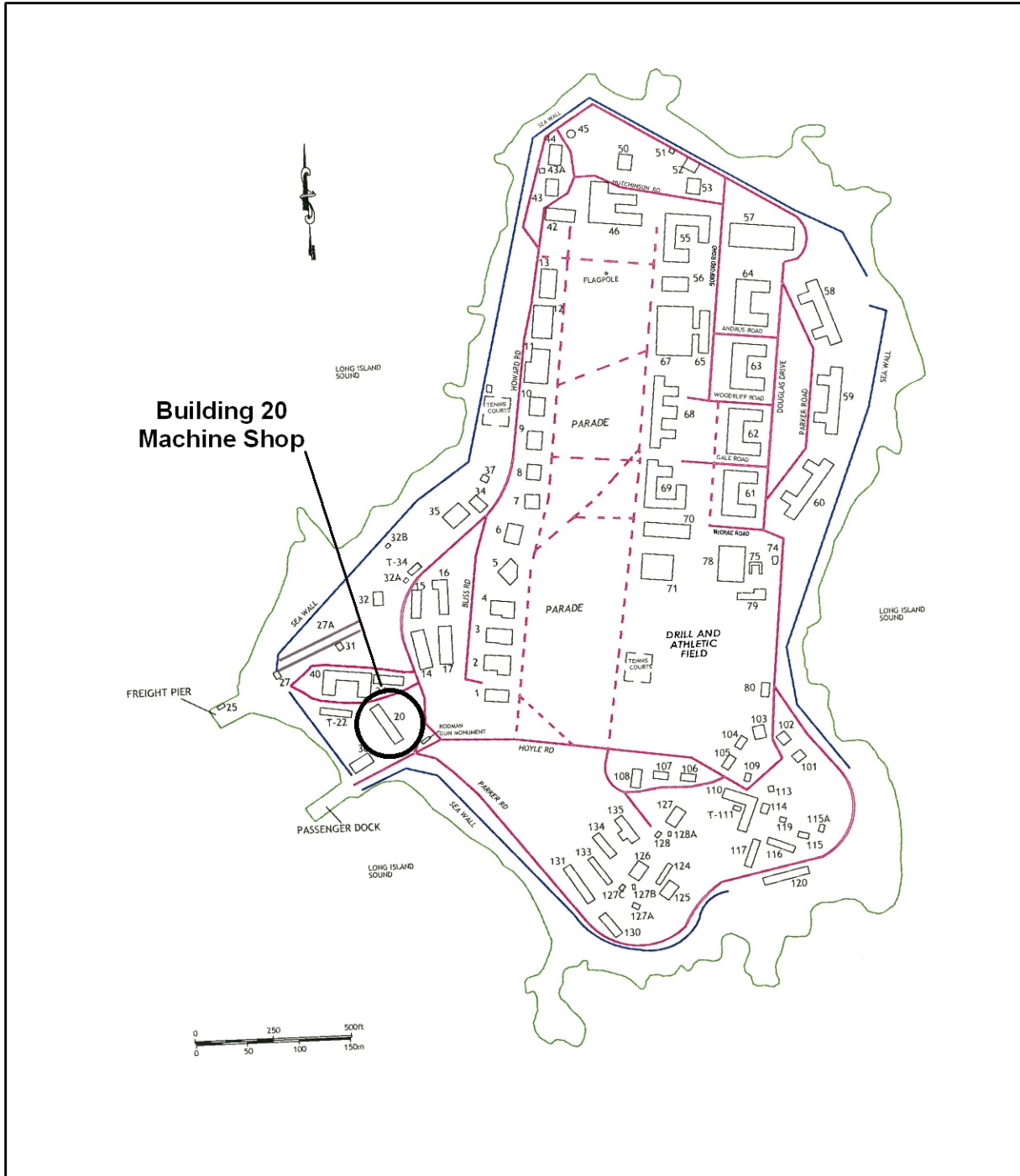
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1966 (Photorevised 1979)



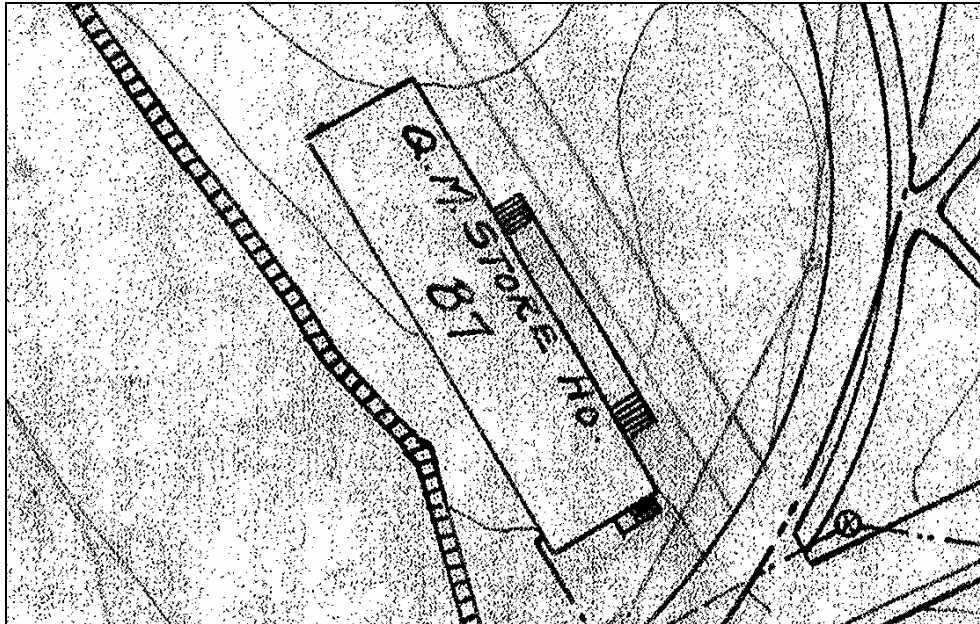
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SITE MAP



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Figure 1. "Map of Fort Slocum, Davids Island, NY." 1909, detail. Building 20 is referred to as "Q.M. Store. Ho., 87." North is to the top of the drawing. Record Group 92, National Archives, College Park, MD.



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QUARTERMASTER STOREHOUSE/POST ENGINEER'S OFFICE (BUILDING 20)

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New Rochelle

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

1. Northern façade, looking south.

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

2. Interior, looking south.
3. Interior, detail.
4. Northern façade, detail.
5. Interior, looking north.
6. Northern façade, detail.
7. Northern façade, detail.
8. Northern façade, detail.

Photo 1. Northern façade, looking south.



Photo 2. Interior, looking south.



Photo 3. Interior, detail.



Photo 4. Northern façade, detail.



Photo 5. Interior, looking north.



Photo 6. Northern façade, detail.



Photo 7. Northern façade, detail.



Photo 8. Northern façade, detail.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

CARPENTER SHOP (BUILDING 24)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603390.4526445

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

Date of Construction: 1902; expanded ca. 1942

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Carpenter Shop building is related to the Quartermaster Area, and provided basic support services for Fort Slocum’s military operations in the early and 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
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Date: August 2006 (Revision 1, August 2008)

CARPENTER SHOP (BUILDING 24)
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PART I. DESCRIPTION

The Carpenter Shop (Building 24) 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 24 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 24 is a utilitarian, one-and-one-half-story building with a rectangular plan and gable ends (Photos 1-4). The building is ten bays in length and three bays wide. It has brick bearing walls supported by a foundation of randomly-laid, rock-face ashlar schist. The building's long axis runs east-west, and the eastern gable adjoins Howard Road, but there apparently was no entrance at this end of the building. The opposite end is separated by a narrow (9-foot) alley from the adjoining Garage (Building 40), while the two sides face the broad, concrete-paved apron just inland of the Freight Pier. Entrances to the first floor were located on the north side of the building. Due to heavy vegetation and the proximity of the building the neighboring Building 40, only the southern and eastern façades have been examined closely. Building 24 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 is now a roofless brick shell, with interior walls and floors missing.

The eastern façade, one of the gable ends, has a single window opening in the attic story, which is centered below the peak of the gable. The opening is crowned by a straight brick lintel course and has a limestone sill. Remnants of wood fascia are attached to the brickwork along both sides of the gable, which is probably a typical element of the roof systems of Fort Slocum buildings, but are often not noted because of poor visibility or preservation. The first story of the eastern façade has three symmetrically-placed window openings with brick segmental arch lintels and limestone sills. The center opening has a second small rectangular opening immediately beneath its sill, possibly for a portable air conditioner. There are two small basement window openings in the foundation beneath the outer two windows of the first story. The first floor level of the southern façade has ten identical, evenly-spaced window openings. All are vertical rectangles with brick segmental arch lintels and limestone sills. Beneath several of these openings, smaller ones are set into the foundation for basement windows. There are also two flights of stairs that descend to basement-level doorways, which may be remnants of bulkhead entrances. These are located at the center of the southern façade and near its western end. An external chimney rises from near the south end of the western façade; fenestration is not recorded for this end of the building. The northern façade includes arched window and door openings. A concrete stairway at the center of the façade leads to an entrance. Iron bars, which were presumably present on all windows when the building was intact, cover some window openings on each facade. No window or door frames are preserved, so the framing is inferred to have been wood. The interior is in ruins. There are three masonry bearing walls spanning the width of the interior in the western part of the foundation. Two steel beams span the width of the building at the top of the brick shell at its eastern end.

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 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.

CARPENTER SHOP (BUILDING 24)
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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.

Carpenter Shop (Building 24)

Building 24 is situated near the center of the Quartermaster Area (Figures 1-6). 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.

According to the Quartermaster Corps property card for Building 24, it was built in 1902 in accordance with standardized plan No. 59-C. While the construction dates given by the Quartermaster Corps property cards are generally reliable, the existence of Building 24 cannot be confirmed from available map evidence until 1906 when the building first appears on a plan of Fort Slocum (Hodges 1906). It is entirely possible that the date given by the property card is correct, and its absence from maps such as Marshall (1902) and Anonymous (1903) may simply reflect delays in revising maps during the first decade of the twentieth century, when many new buildings were erected at the post, including several in the Quartermaster Area. The partial inventory of Quartermaster General standardized plans assembled by Chattey et al. (1997:383) lists three versions of plan No. 59, which are described as an artillery workshop (No. 59-K), a utility office (No. 59-U), and an artillery shop (No. 59-V). The variety of functions assigned to this plan indicates that it was designed as a general-purpose workshop building that could be adapted as needed. Carpenters, blacksmiths, plumbers and tinsmiths, wheelwrights, saddlers, or painters might occupy the one of the Army's standard-design general-purpose shop buildings, with a single building being devoted to a specific function or one building housing several different workshops under the authority of a particular department, such as quartermaster, artillery, or ordnance (Chattey et al. 1997:143). At Fort Slocum, Building 24 served over several decades as the carpentry shop, where workbenches and woodworking machines were employed to complete repairs, maintenance, and small construction projects. Not all carpentry work was brought back to the shop for completion, however. The Fort's carpentry program also developed a portable tool shed wagon in the 1950s, used to perform preventive maintenance on the Fort's properties (Figure 4).

As originally built, Building 24 was an end-gabled building 60 feet in length. It had a slate roof and two internal chimneys. Fenestration included windows and several single-wide and double-wide doors. A narrow wood porch or loading dock was located on the northern side of the building. Photographic evidence shows that sometime in the late 1930s, one of the internal chimneys was relocated to the western gable end. A little later, probably in 1942 or 1943, the building was extended to the east by 36 feet, giving it its present 96-foot

CARPENTER SHOP (BUILDING 24)
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length. The original eastern gable of the building was apparently retained as interior bearing wall. Fenestration may have been altered but this cannot be documented from the available research materials.

The Carpenter Shop was originally designated as Building 75. Its designation was changed to Building 110 with post-wide renumbering of buildings in 1941. It was enumerated as Building 19 in the 1957 revision to the numbering system. Sometime after the post closed in 1965, it became known by its present number, Building 24. Historic maps and documents variously identify it as a Workshop, Quartermaster Shop, or Carpenter Shop. According to one source, in the 1930s it was used as Fort Slocum's post office (Construction Division 1933).

PART III. SOURCES OF INFORMATION

Published Materials

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- 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>.

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Cavanaugh, Michael

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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.

CARPENTER SHOP (BUILDING 24)
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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

October 1902 "Fort Slocum, New York: Plan Showing Location of Batteries and Fire Control Station, Drawn Under the Direction of Major W.L. Marshall, Corps of Engineers, U.S.A." Record Group 77, National Archives, College Park, MD.

December 1902 "Armament Sketch, Fort Slocum, New York, Drawn Under the Direction of Major W.L. Marshall, Corps of Engineers, U.S.A.." December 31. Record Group 77, National Archives, College Park, MD.

July 1903 (or earlier) "Fort Slocum, New York." No supervisor or prepared indicated. Shows proposed locations of Quartermaster storehouses near Freight Pier (west of present-day Buildings 14 and 15). Reverse bears various stamps and endorsements dated 1903 and 1904, the earliest of which is July 27, 1903. Record Group 92, National Archives, College Park, MD.

July 1906 "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." 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.

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.)

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

CARPENTER SHOP (BUILDING 24)
DAVIDS ISLAND-FORT SLOCUM
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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.

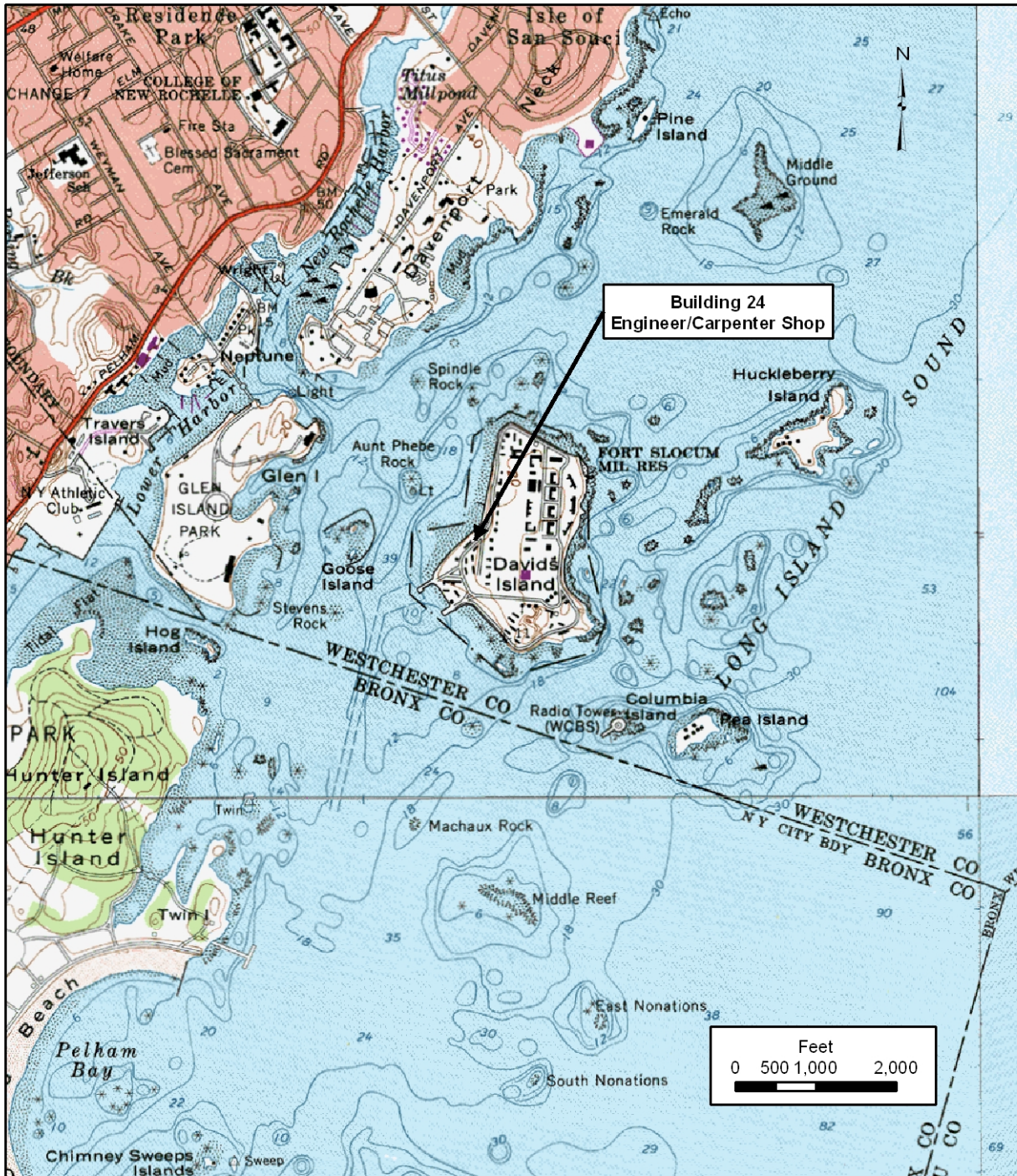
**CARPENTER SHOP (BUILDING 24)
DAVIDS ISLAND-FORT SLOCUM**

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LOCATION MAP (USGS Mount Vernon, NY)

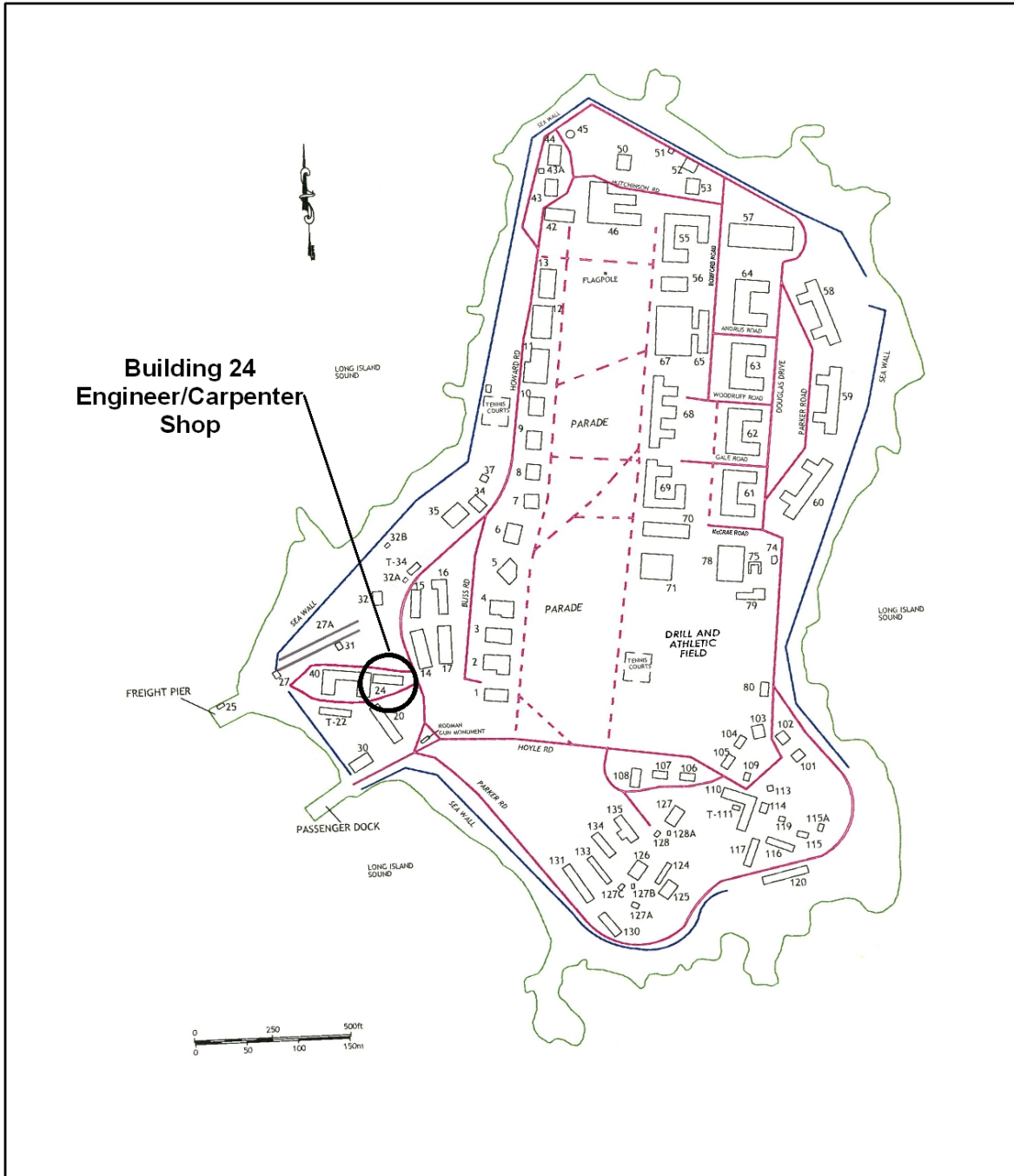
Scale: 1:24,000

1966 (Photorevised 1979)



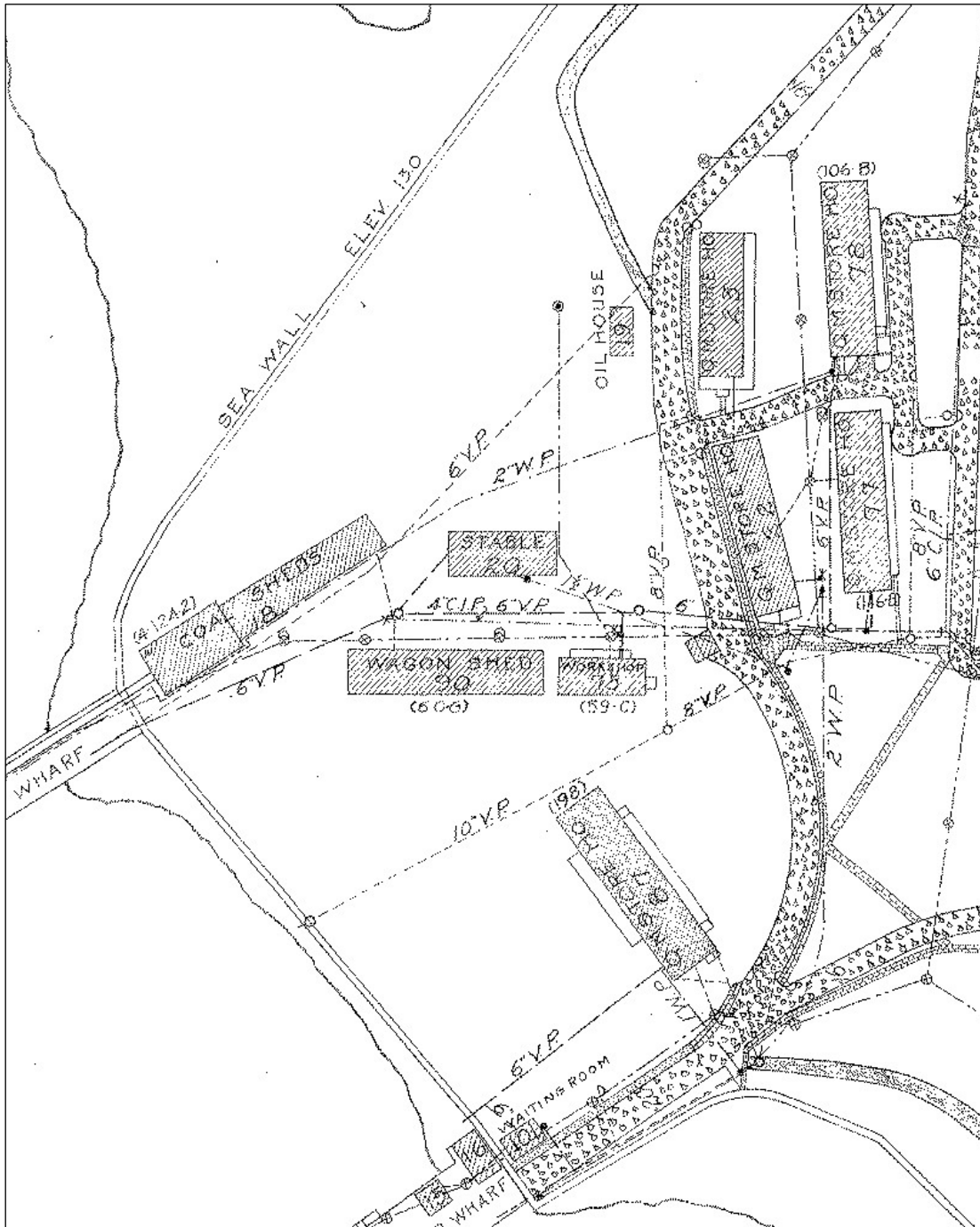
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DAVIDS ISLAND-FORT SLOCUM
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SITE MAP



CARPENTER SHOP (BUILDING 24)
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Figure 1. "Map of Fort Slocum, New York," 1915, detail. North is to top of drawing. Building 24, near the center of the image, is labeled as "Workshop / 75." Record Group 92, National Archives, College Park, MD.



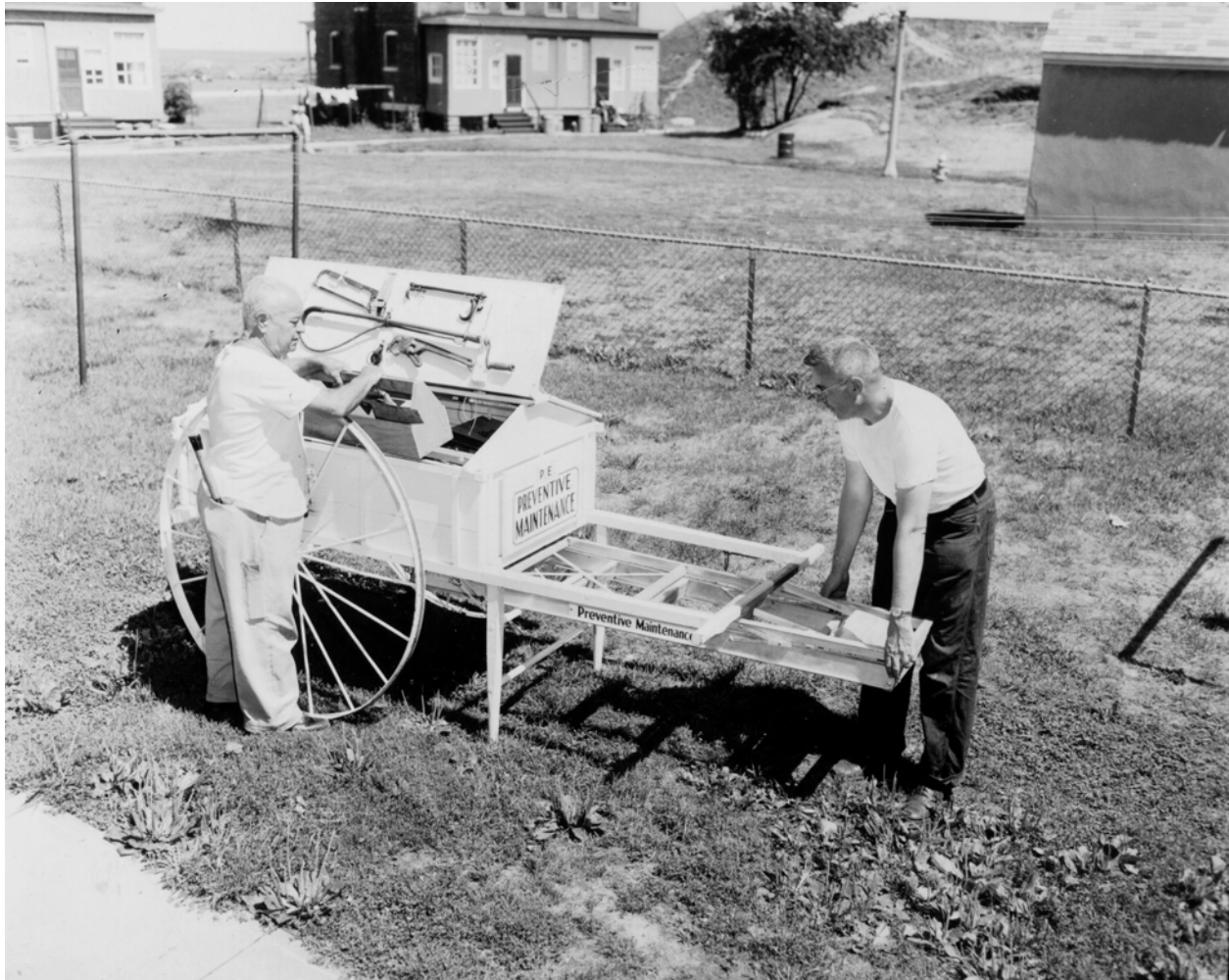
**CARPENTER SHOP (BUILDING 24)
DAVIDS ISLAND-FORT SLOCUM
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Figure 2. Property record photo, ca. 1940. This photograph shows the building before it was altered by the addition of an extension at its eastern end.



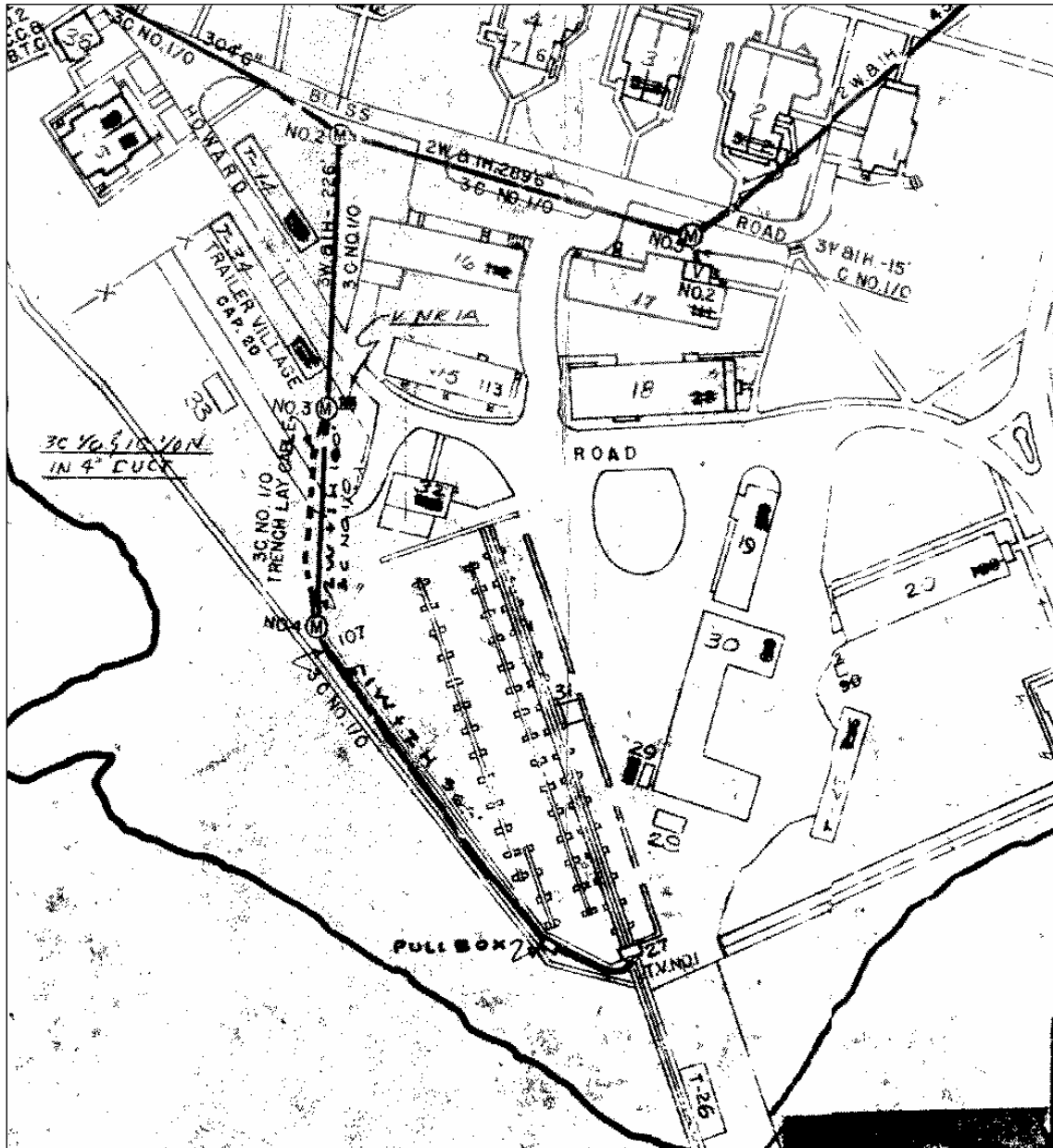
**CARPENTER SHOP (BUILDING 24)
DAVIDS ISLAND-FORT SLOCUM
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Figure 4. Portable “carpentry shop,” Fort Slocum, 1954. Preventative Maintenance Department’s portable tool cart in use near Buildings 101, 102, and 109. Record Group 111, National Archives, College Park, MD.



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Figure 5. "Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines," detail, May 1949, revised through November 1957. Building 24 is located near the center of the image, where it is labeled as Building 19. Office of Post Engineer, Fort Slocum. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



CARPENTER SHOP (BUILDING 24)
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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

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CARPENTER SHOP (BUILDING 24)

Davids Island—Fort Slocum

New Rochelle

Westchester County

New York

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

1. Southeast façade, facing northwest..
2. South façade, facing northeast.
3. Southeast façade, facing northwest.
4. Northeast façade, facing southwest.

Photo 1. Southeast façade, facing northwest.



Photo 2. South façade, facing northeast.



Photo 3. Southeast façade, facing northwest.



Photo 4. Northeast façade, facing southwest.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

COAL CONVEYOR SHED (BUILDING 27)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603291.4526452

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

Date of Construction: ca. 1938

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Coal Conveyor Shed (Building 27) is related to the Quartermaster Area and was an element of the fuel storage and distribution system that supported Fort Slocum’s military operations in the early and mid-twentieth century. This structure 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: August 2006 (Revision 1, August 2008)

COAL CONVEYOR SHED (BUILDING 27)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Coal Conveyor Shed (Building 27) is situated near the Freight Pier along 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. The Coal Conveyor Shed is one of several structures and buildings related to coal handling in the post's Quartermaster Area. This area includes the buildings and structures formerly supporting transportation to, from, and around the post; facilities maintenance; and the storage and distribution of materiel. Other elements of the coal handling facilities at Fort Slocum include the Freight Pier Crane (Building 25), the Coal Yard and Conveyor (Building 27A), and the Coal Yard Shed (Building 31). Each of these elements is documented separately in this volume (Volume 2) of the *Documentation of Contributing Elements: Fort Slocum Historic and Archeological District*.

The Coal Conveyor Shed is a small concrete block building in ruined condition (Photos 1-2). It is obscured by shrubs and vines growing on and around it. The building is set in an angle of the Coal Yard perimeter wall at the southwestern end of the yard. The northeastern and northwestern walls of the building replace the poured concrete perimeter wall at the location of the building, so the concrete panels of the perimeter wall extend up to the eastern and western corners of the building. At the western corner, a post from the concrete panel wall remains attached to the building with a low concrete wall that housed electrical conduit angling away to the north-northwest. The one-story building has a square footprint measuring approximately 13 feet by 13 feet. It has a low-pitch shed roof constructed as a slab of poured concrete. The building is constructed with rock-faced (rusticated) concrete block, and included a wide brick pier for the coal conveyor in the northeastern wall. A second low pier stub rises from the roof of the building on its southwestern side. The primary, southeastern façade has a wooden door frame to the south and a vertical window opening (also with a wood frame) to the north. The window and door openings are crowned with brick lintels, and they are the only openings in the building. The interior surface is exposed structural concrete block.

The function of the Coal Conveyor Shed is not well documented. In part, the building was apparently a structural support for the conveyor frame that passed overhead (no longer extant in the vicinity of the building). It also probably housed electrical equipment associated with the conveyor. A plan of the electrical distribution system at Fort Slocum (dated 1949 and revised through 1957) appears to indicate it was the location of a transformer vault, where the voltages of the electrical current were adjusted for use on local circuits.

PART II. HISTORICAL NARRATIVE

Fort Slocum

Between 1862 and 1965, Davids Island was the site of two successive posts of the U.S. Army posts. The earlier of these was DeCamp General Hospital (1862-1866/1874). The later, established in 1878, was known as Fort Slocum from 1896 onwards. Fort Slocum served as a recruit intake and training center, coastal and air defense installation, embarkation station, and advanced training school. The island has been abandoned since

COAL CONVEYOR SHED (BUILDING 27)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

the late 1960s, soon after Fort Slocum closed. Over the past forty years, the over 100 buildings and structures that formerly comprised the post have deteriorated through neglect and vandalism. 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.

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.

Coal Conveyor Shed (Building 27)

The Coal Conveyor Shed is one of several buildings and structures in Fort Slocum's Quartermaster Area associated with the unloading, storage, and distribution of coal (Figures 1-2). It is a comparatively minor element of the coal handling system and could also be regarded as a component of the Coal Yard and Conveyor (Building 27A). Coal was the principal fuel used for heating the buildings at the post and for other purposes as well during the century the Army occupied the island. Development of these facilities is discussed in the historic and architectural documentation for the Freight Pier and for the Coal Yard and Conveyor, elsewhere in Volume 2 of the *Documentation of Contributing Elements: Fort Slocum Historic and Archeological District*.

Building 27 stands in a small portion of the area that had previously been occupied by the coal shed addition built in 1914 and demolished ca. 1938. The building appears to be a local design and is not known to represent any standard plan developed by the Quartermaster Corps (Chattey et al. 1997). An aerial photograph of September 1940 confirms the existence of building by that date, and given its role as a support structure for the overhead conveyor system (no longer extant in the vicinity of the building), it was probably constructed soon after the demolition of the old coal shed.

The Coal Conveyor Shed was apparently designated as Building 130 sometime prior to 1952. No Quartermaster Corps property card is available for the building, and this number does not appear in the building number revision list of July 24, 1941. In 1957, it was designated as Building 27 during the general renumbering of buildings and structures at the post. Maps from 1949-57 and 1961 appear to designate the building as Transformer Vault No. 1.

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>.

COAL CONVEYOR SHED (BUILDING 27)
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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.

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 [Quartermaster Corps]

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

1941 "Notation to be Made on Historical Records [Showing Changes in Building Post Numbers]."
Memorandum to File, July 24. Record Group 77. National Archives, College Park, MD.

Maps and Drawings

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.

Panoramic and 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.)

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

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.

**COAL CONVEYOR SHED (BUILDING 27)
DAVIDS ISLAND-FORT SLOCUM**

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LOCATION MAP (USGS Mount Vernon, NY)

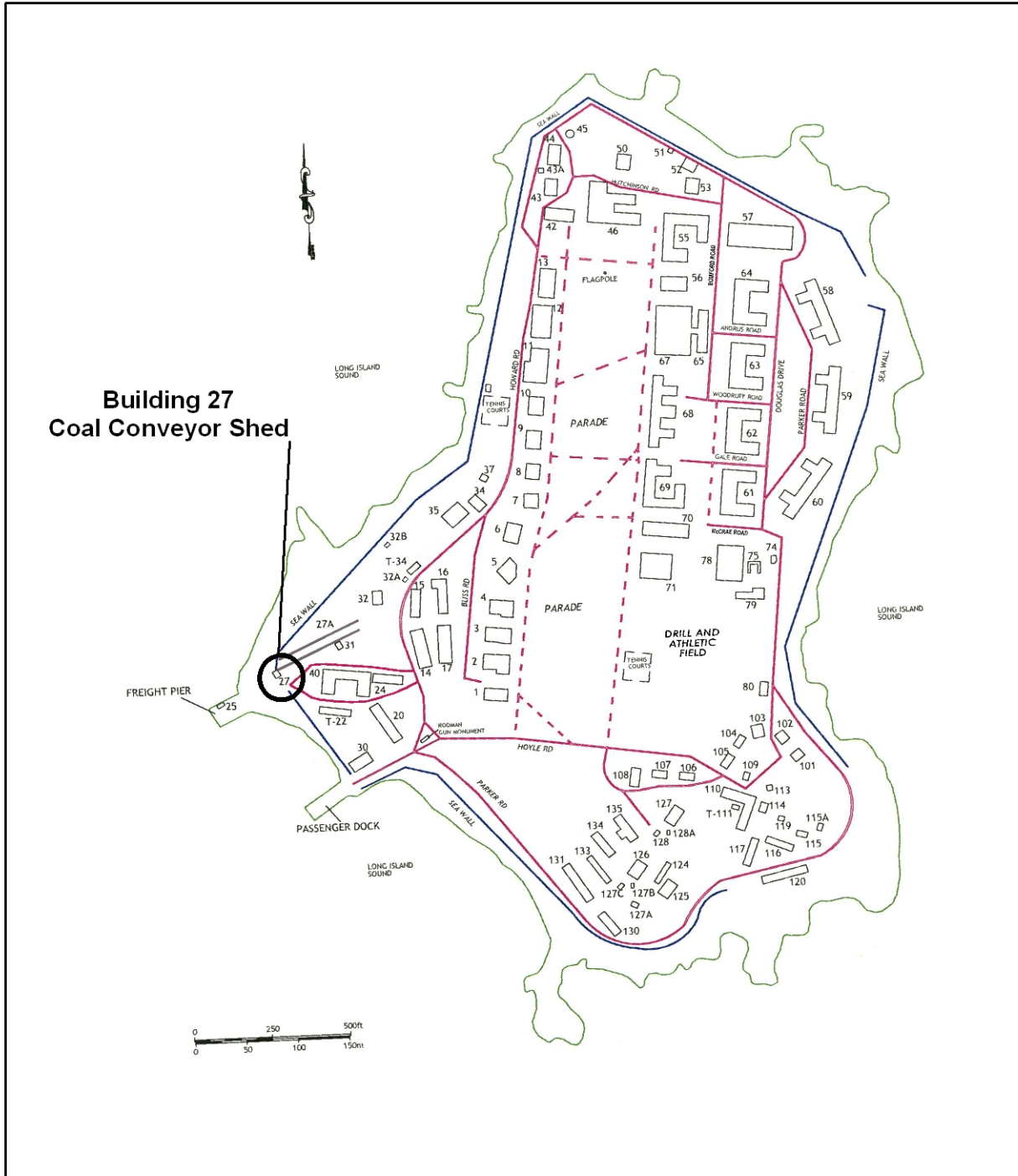
Scale: 1:24,000

1966 (Photorevised 1979)



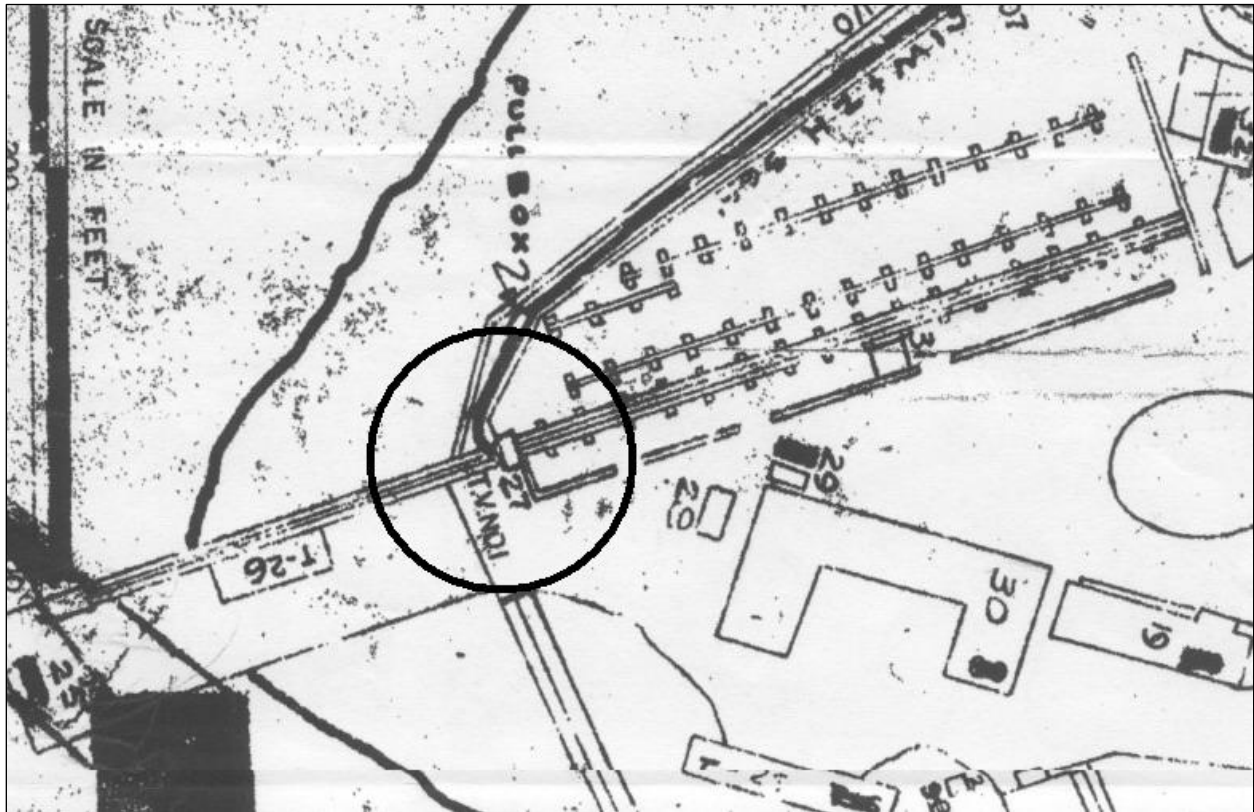
COAL CONVEYOR SHED (BUILDING 27)
DAVIDS ISLAND-FORT SLOCUM
(Page 6)

SITE MAP



COAL CONVEYOR SHED (BUILDING 27)
DAVIDS ISLAND-FORT SLOCUM
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Figure 1: "Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines," 1949, revised to 1957, detail. Building 27 (in circle) is identified as "T.V. No. 1" (Transformer Vault No. 1). On file at National Archives, College Park, MD.



COAL CONVEYOR SHED (BUILDING 27)
DAVIDS ISLAND-FORT SLOCUM
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Figure 2: Low angle oblique aerial photograph of Quartermaster Area, Davids Island. View northeast. Building 27 is under the conveyor. Attributed to Capt. Donald P. Blake. In the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

COAL CONVEYOR SHED (BUILDING 27)

Davids Island—Fort Slocum

New Rochelle

Westchester County

New York

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

1. Southeastern façade, facing west.
2. Southeastern façade, facing west.

Photo 1. Southeastern façade, facing west.



Photo 2. Southeastern façade, facing west.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

COAL YARD & CONVEYOR (BUILDING 27A)

<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): 18.603333.4526492
<u>Present Owner(s):</u>	City of New Rochelle, NY
<u>Date of Construction:</u>	1893; 1914, 1932, and ca. 1938 alterations
<u>Architect/Engineer:</u>	U.S. Army Quartermaster Corps
<u>Present Use:</u>	Abandoned when documented (2004-2006). Demolished 2006.
<u>Significance:</u>	The Coal Yard & Conveyor (Building 27A) are related to the Quartermaster Area and was an element of the fuel storage and distribution system that supported Fort Slocum’s military operations in the early and mid-twentieth century. This structure 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>	August 2006 (Revision 1, August 2008)

COAL YARD & CONVEYOR (BUILDING 27A)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Coal Yard and Conveyor (Building 27A) are situated near the Freight Pier along 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. The Coal Yard and Conveyor comprise one of several structures and buildings related to coal handling in the post's Quartermaster Area. This area includes the buildings and structures formerly supporting transportation to, from, and around the post; facilities maintenance; and the storage and distribution of materiel. Other elements of the coal handling facilities at Fort Slocum include the Freight Pier Crane (Building 25), the Coal Conveyor Shed (Building 27), and the Coal Yard Shed (Building 31). Each of these elements is documented separately in this volume (Volume 2) of the *Documentation of Contributing Elements: Fort Slocum Historic and Archeological District*.

Fort Slocum's Coal Yard is an enclosure for the storage of coal, which was delivered to the post by barge and offloaded at the nearby Freight Dock. An elevated conveyor system carried the coal from a headhouse at the end of the dock to the yard, where the system distributed it into piles for open-air storage (Photos 1-21). The stored coal was then loaded into carts or trucks as needed for delivery to buildings around the post, where it was used as fuel for heating, cooking, smithing, trash incineration, and other purposes.

The yard is a roughly triangular area paved with concrete and surrounded by a precast concrete wall. The long axis of the yard is oriented southwest to northeast. The yard measures a maximum of approximately 175 x 355 feet, and it has a surface area of roughly 44,000 square feet (about 1 acre). Historical documents record that this, the final version of the Coal Yard, had a capacity of 9,000 tons (Quartermaster Corps 1940). On its northwestern and southwestern sides, the perimeter wall of the Coal Yard is set back from the now-ruinous line of the seawall by around 12 to 25 feet. The southeastern side of the perimeter wall marks the edge of the concrete and macadam tarmac that leads to the Freight Pier, while the northeastern side adjoins Howard Road and the Paint Shop (Building 32).

The Coal Yard and its conveyor are now both in ruinous condition. The conveyor was originally approximately 575 feet long, including roughly 225 feet on the Freight Pier and adjoining areas outside the Coal Yard wall. No section of the conveyor outside the Coal Yard survives, and only roughly 160 feet of the conveyor inside the yard is still standing, with additional collapsed sections also present. Approximately half the perimeter wall is still standing, while the remainder, particularly sections adjoining the shoreline, has collapsed. Much of the Coal Yard is overgrown by grasses, shrubs, and young trees. Aside from the ruinous Freight Pier, the ancillary buildings (the Coal Conveyor and Coal Yard sheds) are also dilapidated.

The precast concrete perimeter wall originally had a perimeter length of approximately 925 feet. There are four openings in the wall. Three of these are gaps about 16 feet wide that served as gates into the Coal Yard. These are located at the northwestern and northeastern corners and near the south end of the eastern wall. A fourth gap, estimated to be 16 feet wide that is partially occupied by the southern end of the Coal Yard Shed (Building 31), which is documented separately in this volume. It appears likely that there was a narrow passage between the building and the perimeter wall on one side of the building and wider passage (possibly wide enough for a small truck) on the other side. The wall has three elements: a base section about 18 inches

COAL YARD & CONVEYOR (BUILDING 27A)
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high, piers approximately 8 feet high at intervals of 8 feet, and intervening panels 5 feet-6 inches high. The concrete is smooth and unadorned. Stop signs are painted on piers at the gate openings.

The interior of the Coal Yard is paved in concrete, like much of the adjoining tarmac to the southwest. The concrete is cast in place, with a grid pattern of expansion joints at variable intervals of roughly 8 to 16 feet. In addition to the vegetation that has established itself in the joints and cracks, the paved area within the Coal Yard has scattered thin remnant piles of coal.

The Coal Yard Conveyor was a dual elevated system, with one conveyor delivering the coal from the dock to the yard and the other distributing it throughout the yard where it was stored in open piles. This system, installed in the 1930s, replaced several earlier generations of large coal sheds—of which no above-ground traces remain—that stood in the area of the yard or on the dock to the southwest. The remnants of the conveyor system include vertical structural supports located in the center of the yard (including wood beam supports, or bents, and brick piers). In some areas, the supports still hold portions of the conveyor system, including the steel belt system with two layers supported by trusses, and a wooden slat undersystem which may have held the steel belt system. Also extant are elements of the belt system's mechanical motor, which appears to have utilized rotary chain and axle movement.

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

COAL YARD & CONVEYOR (BUILDING 27A)
DAVIDS ISLAND-FORT SLOCUM
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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.

Coal Yard and Conveyor (Building 27A)

The Coal Yard and Conveyor are situated along the shoreline of Davids Island on the western side 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.

Throughout the Army's century of operations on Davids Island, coal was the principal fuel for heating its buildings and structures. It was also used for heating water in the laundries and lavatories, for cooking, for trash incineration, and for smithy work. Electric stoves and water heaters partially replaced earlier coal-fired appliances in the twentieth century, but coal remained vital to the health and comfort of all who lived at the post until it closed in 1965. Between the 1860s and the 1960s, the post typically consumed up to several thousand tons of coal annually. Invitations to bidders to supply this coal reveal its characteristics, as for

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example, “best quality white ash anthracite coal, ‘stove’ size” (New York Times 1887).

The coal was delivered by barge to a pier in the Quartermaster Area and stored until it was distributed to the dozens of furnaces, boilers, and stoves scattered in buildings across Fort Slocum. From the establishment of the original post on Davids Island in the 1860s, there was therefore a continuing need for coal storage facilities. Development of these facilities is also discussed in the historic and architectural documentation for the Freight Pier, elsewhere in Volume 2 of the *Documentation of Contributing Elements: Fort Slocum Historic and Archeological District*.

Use of the area now occupied by the Coal Yard and Conveyor for coal storage dates to 1893 (Figures 1-9). Earlier storage facilities were located elsewhere in the Quartermaster Area. The first of these, a coal shed constructed in about 1862 for DeCamp General Hospital perhaps stood in the open area between present-day Buildings 20, 24, and 40. That shed was replaced by a building on the predecessor of the present Freight Pier—originally known as the Coal Dock—which was erected in 1878. In 1893, the Army enlarged or replaced the 1878 Coal Dock and relocated the coal storage building to the shore nearby. The coal shed built in 1893 stood in what is now the southwestern quadrant of the Coal Yard, immediately southwest of present-day Building 31 (the Coal Yard Shed). This coal shed was a one-story wood-frame, gabled building with a full-length gabled monitor. A wood trestle and catwalk connected the coal shed to a jib crane, which unloaded coal barges at the far end of the Coal Dock. The crane filled handcarts atop the catwalk, and men pushed the carts the length of the dock to the shed, where they entered through a large door in the monitor to dump the carts inside (Cavanaugh 2007). The coal shed measured 26 x 120 feet and had a capacity of 800 tons, no more than a several-month supply for the post. Its capacity was increased to 1,400 tons by construction of a 35 x 61.5-foot addition at its western end in 1914. Historical photographs indicate that among other improvements made at about this time, a trestle and catwalk about 125 feet long were built from the eastern end of the enlarged coal shed at the height of the roof monitor. In addition, a yard on the northern side of the coal shed was fenced off for the storage of excess coal that would not fit in the shed. The eastern side of the fenced yard began about 60 feet northeast of the shed and occupied roughly the western two-thirds of the present Coal Yard.

Until the early 1930s, it appears that most of the coal handling in the coal shed and yard was done by hand. Before this time, there is no indication that engines or animals were employed to move the dumpcarts along the catwalk to the coal shed and yard. In 1932-33, the coal handling system was modernized “from barge to receiving hopper, coal shed, and unloading tower.” Construction apparently took place in two stages: in 1932, the system was installed from the dock to the coal shed; the following year, additional structures and machinery were added to spread the coal into the adjoining yard. According to the 1933 completion report on the project, the new coal handling and distributing system had a 50-ton per hour normal capacity. It included an 80-horsepower “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; [and] loading tower and house” (Office of the Chief of Engineers 1933). Additional improvements were made in 1938 or 1939. The coal shed was demolished, and a conveyor system previously used at Fort Totten in Bayside, Queens, New York, was installed. It appears that the ex-Fort Totten conveyor system probably extended or expanded the existing Fort Slocum system, but did not replace it. In addition, the 1938-39 improvements also included paving the Coal Yard with a concrete apron and enclosure with the present perimeter wall. Aerial photographs show that by 1940, the Coal Yard and Conveyor had its present configuration, which were apparently retained without substantial modification until the post closed in 1965.

The present Coal Yard and Conveyor is apparently an installation-specific design. Historically, the only

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element known to be based on a Quartermaster General standard plan was the addition to the coal shed (No. 4-1242), demolished ca. 1939. Piers, coal sheds, and coal yards are not discussed in the preliminary inventory of Quartermaster Corps standard plans prepared by Chattey et al. (1997).

The coal shed erected in 1893 was originally designated as Building 18. This number was changed to Building 118, probably about 1935. At some point, either before the coal shed was demolished in ca. 1939 or earlier, the designation for the shed was extended to apply to the entire coal storage area. In 1941, the Coal Storage Area was renumbered as Building 107. That number may have been abandoned in the final, 1957, renumbering of Fort Slocum's facilities. In any event, the present designation, Building 27A, was assigned to the Coal Yard and Conveyor during an architectural inventory in 2004 (Olausen et al. 2005).

PART III. SOURCES OF INFORMATION

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Lamb, George E.

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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 [Quartermaster Corps]

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

- 1940 "Record of Equipment and Condition of Buildings, Fort Slocum, New York." Q.M.C. Form No. 111, June 30. Record Group 77, National Archives, College Park, MD.

Maps and Drawings

March 1872 "Quarter Master Buildings, Davids Island, N.Y. Harbor." Quartermaster General's Office (QMGO), 1116 QMGO 1872. Set including map and six detail drawings of individual buildings. Each sheet is inscribed, "This sketch was furnished for file by Col. VanVliet," and some indicate the date as March 6, 1872. Record Group 92, National Archives, College Park, MD.

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.

1893 [no month] "Location of Sea-Wall Built at Davids Island, N.Y.H., 1893." No supervisor or prepared indicated. Record Group 77, 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.

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.

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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.

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.

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.

Panoramic and 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.

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.

1924: Vertical aerial photograph of Davids Island. August 24.

1932: High angle oblique aerial photograph of Davids Island. View east. January 11.

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

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.

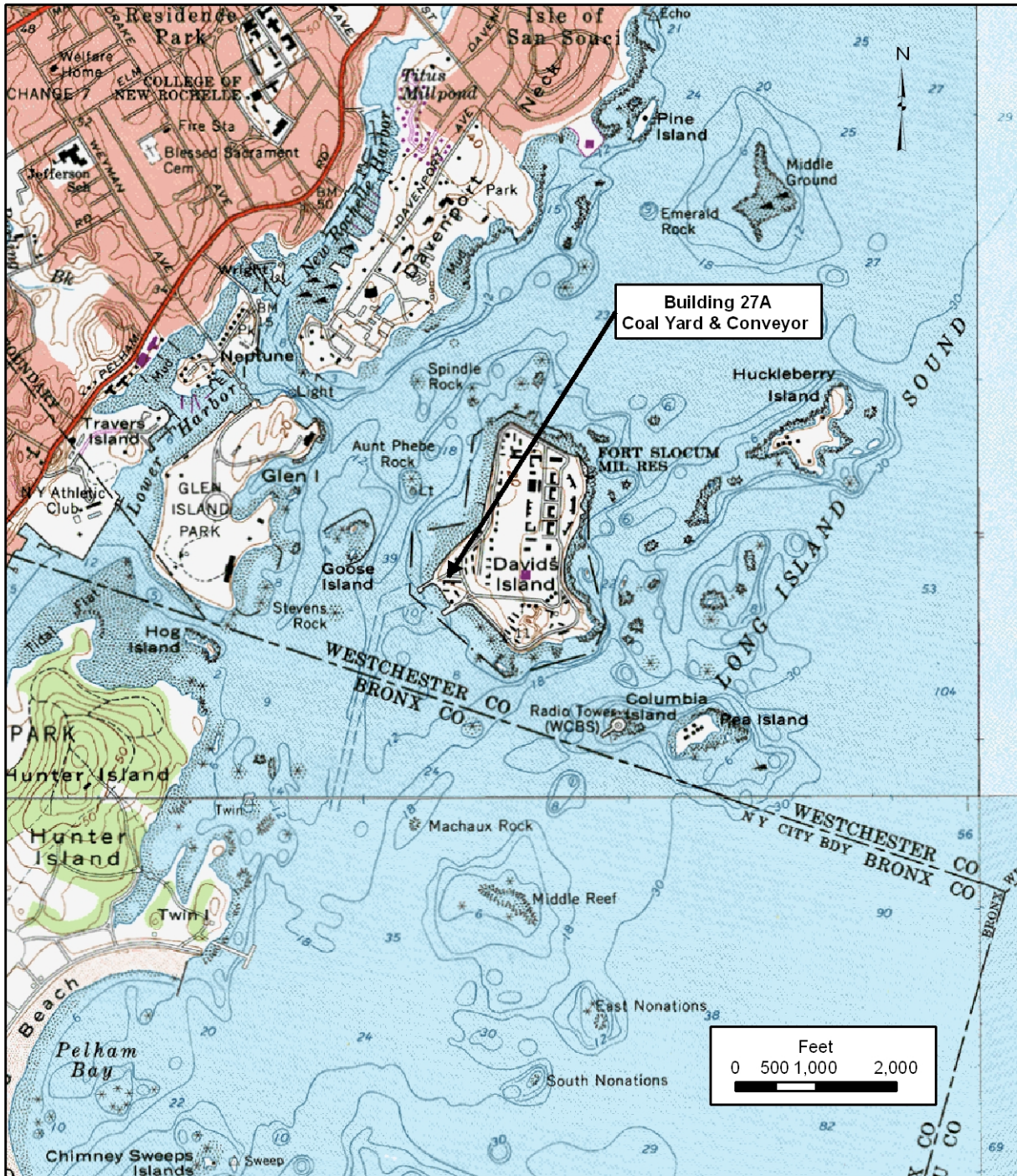
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LOCATION MAP (USGS Mount Vernon, NY)

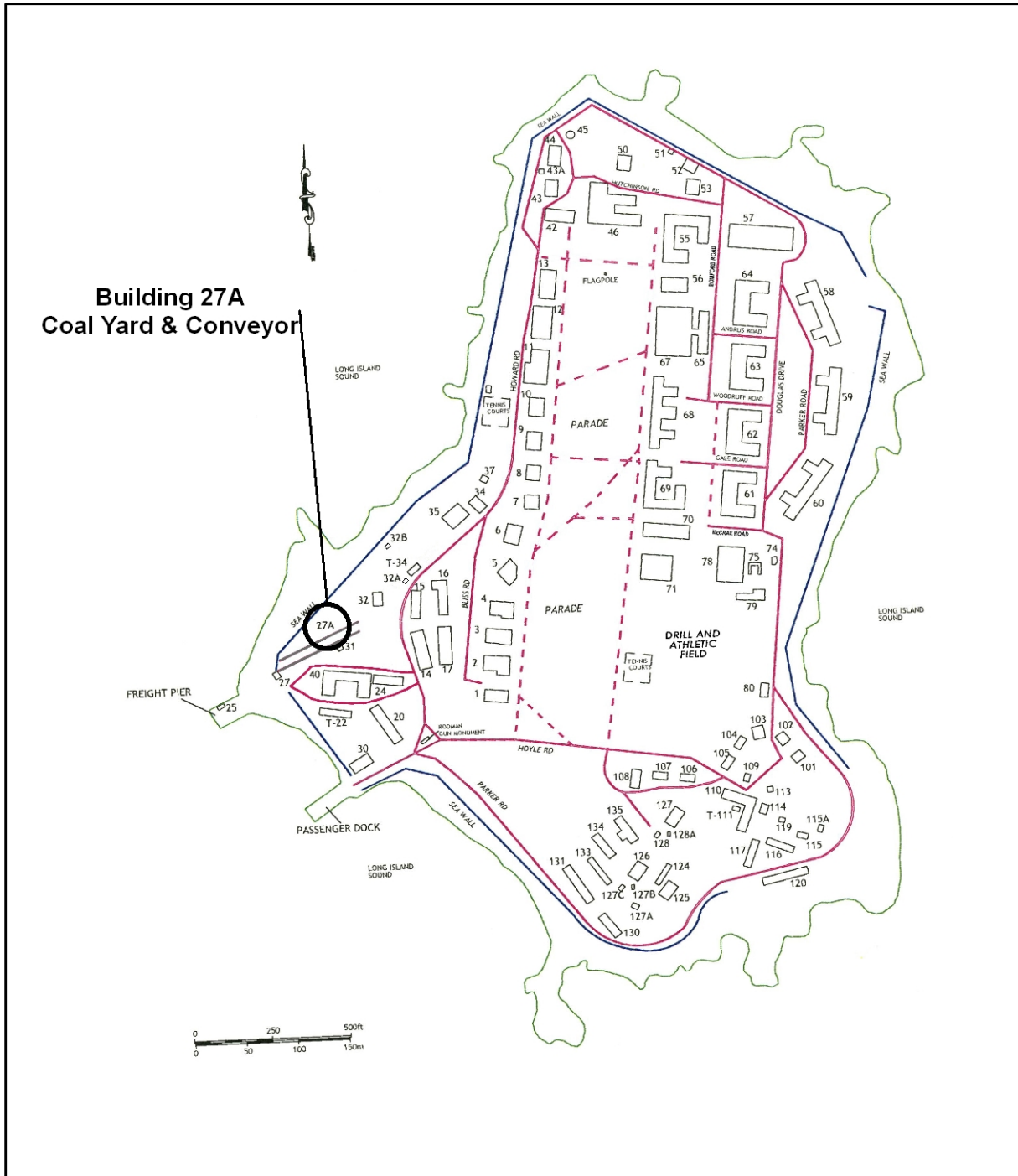
Scale: 1:24,000

1966 (Photorevised 1979)



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SITE MAP



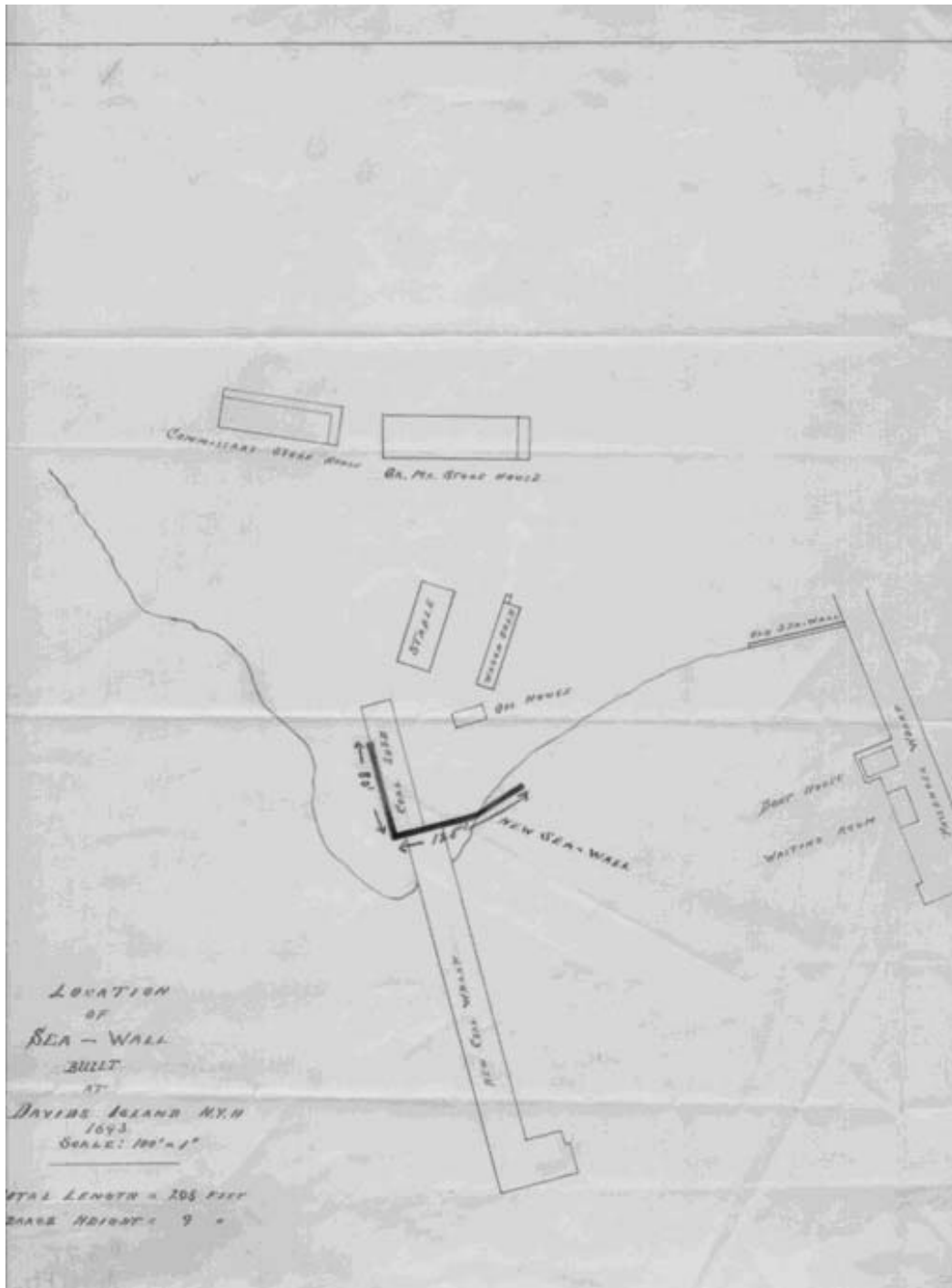
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Figure 1. Coal dock and shed, ca. 1893. View north. The wood trestle and catwalk on the coal dock extends from the jib crane at the end of the dock to a door on the monitor of the coal shed, in the distance at center right. Two handcarts can be seen on the catwalk. Record Group 92, National Archives and Records, College Park, MD.



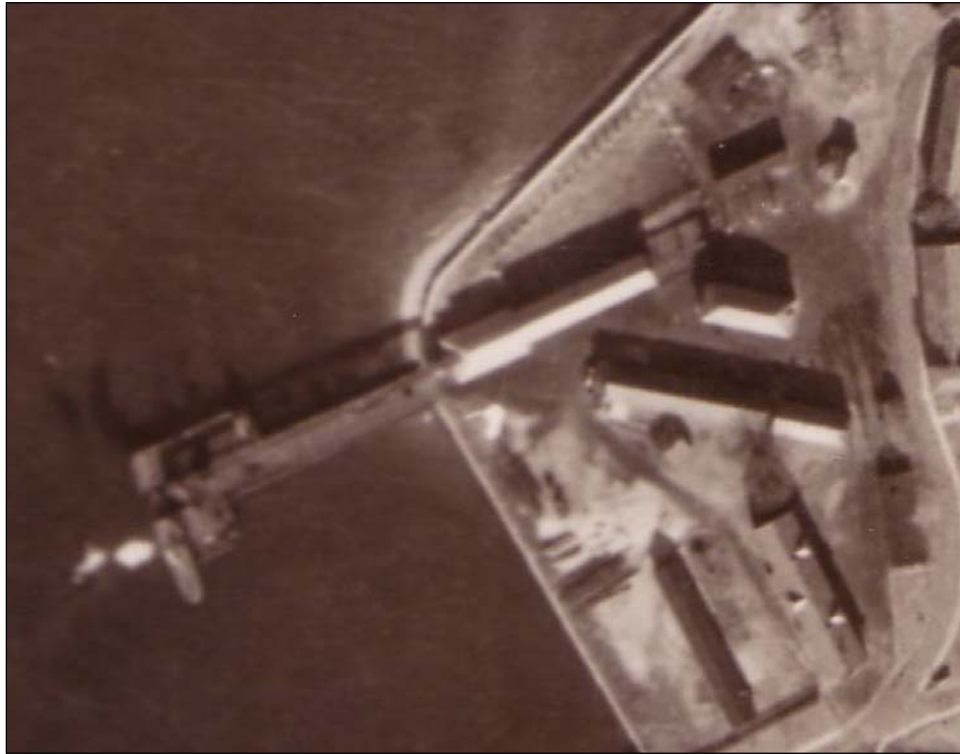
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Figure 2. "Location of Sea-Wall Built at Davids Island, N.Y.H., 1893." Top of map to east. Coal Yard, unlabeled in this drawing, was east of the Coal Shed. Record Group 77, National Archives, College Park, MD.



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Figure 3. Vertical aerial photograph of Davids Island. November 20, 1923, detail. Coal dock (present Freight Pier), coal shed (demolished ca. 1939), and fenced coal yard (established ca. 1914) straddle the seawall near the center of the image. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



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Figure 4. Low-angle oblique aerial photograph, March 24, 1924, detail. Coal dock (present Freight Pier), coal shed (demolished ca. 1939), and fenced coal yard (established ca. 1914) straddle the seawall. View northeast. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



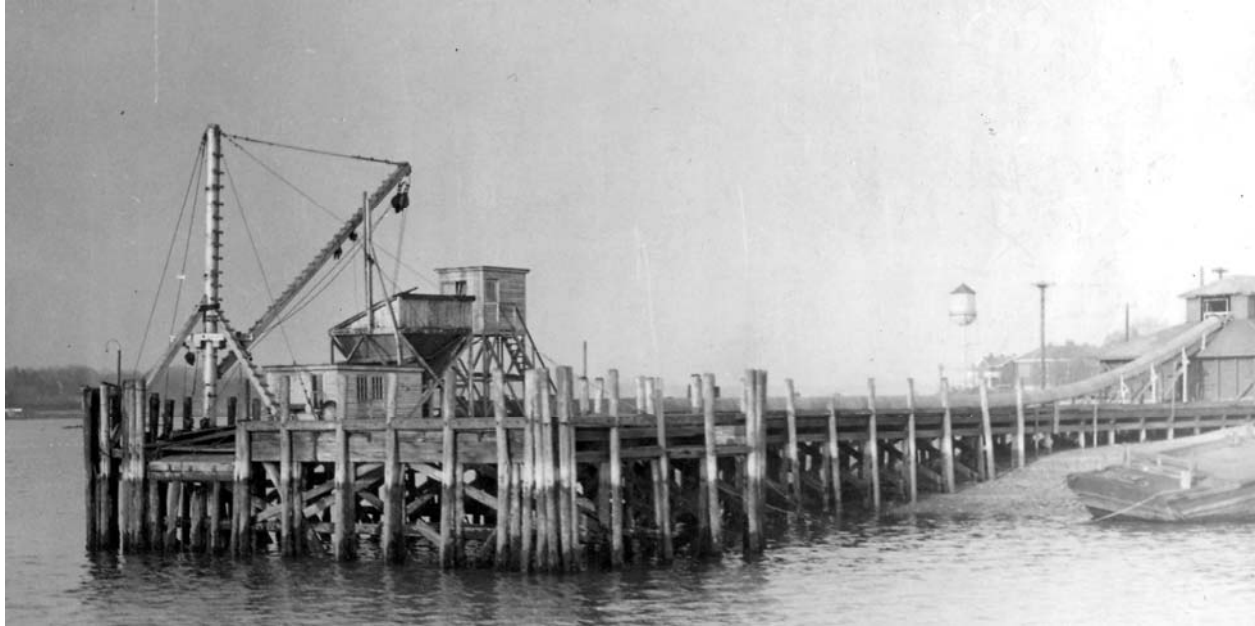
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Figure 5. Inventory photo, early or mid-1930s. View northwest. The original (1983) coal shed is at right, and the 1914 addition is at left. The material piled in the foreground is either gravel or coal. Record Group 111, National Archives, College Park, MD.



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Figure 6. Coal dock (present-day Freight Pier) after 1932 modernization of coal handling system with electrically-driven conveyor. Probably mid-1930s. View north. The western end of the coal shed is visible at right. Record Group 111, National Archives, College Park, MD.



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Figure 7. High angle oblique aerial photograph, June 29, 1936, detail. View southeast. The coal dock (present-day Freight Pier) is at right, while the coal shed, conveyor system, and coal yard are at center left. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



COAL YARD & CONVEYOR (BUILDING 27A)
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Figure 8. Vertical aerial photograph, September 4, 1940, detail. The coal dock (present-day Freight Pier) is situated at lower left; the Coal Yard and Conveyor are at upper right. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



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Figure 9. Low angle oblique aerial photograph of Quartermaster Area, Davids Island, November 15, 1961, detail. View northeast. The freight pier, coal yard, and elements of the conveyor system are visible in this photo. Attributed to Capt. Donald P. Blake. In the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

COAL YARD & CONVEYOR (BUILDING 27A)

Davids Island—Fort Slocum
 New Rochelle
 Westchester County
 New York

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

1. General context, facing north
2. Conveyor, facing south
3. Conveyor, facing south
4. Conveyor, facing north
5. Conveyor, detail
6. Conveyor, facing north
7. Coal yard and conveyor, facing east-northeast
8. Coal yard, facing east
9. Conveyor, facing southwest
10. Coal bin, facing west

Photographer: Nancy Brighton, USACE, New York, NY, March 2006.

11. Conveyor, facing east
12. Conveyor detail
13. Conveyor detail
14. Conveyor detail
15. Conveyor detail
16. Conveyor detail
17. Conveyor detail
18. Conveyor detail
19. Coal yard and conveyor, facing north
20. Conveyor detail
21. Coal yard, facing west

Photo 1. General context, facing north.



Photo 2. Conveyor belt feature, facing south.



Photo 3. Conveyor belt feature, facing south.



Photo 4. Conveyor belt feature, facing north.



Photo 5. Conveyor belt feature, detail.



Photo 6. Conveyor belt feature, facing north.



Photo 7. Coal yard and conveyor, facing east-northeast.



Photo 8. Coal yard and conveyor, facing east.



Photo 9. Conveyor, facing southwest.



Photo 10. Coal bin, facing west.



Photo 11. Conveyor, facing east.



Photo 12. Conveyor detail.



Photo 13. Conveyor detail.



Photo 14. Conveyor detail.



Photo 15. Conveyor detail.



Photo 16. Conveyor detail.



Photo 17. Conveyor detail.



Photo 18. Conveyor detail.



Photo 19. Coal yard and conveyor, facing north.



Photo 20. Conveyor detail.



Photo 21. Coal yard, facing west.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603366.4526360

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

Date of Construction: 1938

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Passenger Waiting Room/Quarters (Building 30) is related to the Quartermaster Area, and the provision of transportation services and housing in support of Fort Slocum’s twentieth-century military activities. 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)

PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM
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PART I. DESCRIPTION

Passenger Waiting Room/Quarters (Building 30) is located adjacent to the Passenger Dock on 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 30 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 30 is a one-story I-plan building divided into two apartments (one to the east, the other to the west), which after a conversion in 1951 served as quarters for civilian employees and non-commissioned officers (Photos 1-19). The long axis of the building is oriented northeast-southwest, and its main façade faces southeast, toward the approach to the Passenger Dock at the end of Hoyle Road. The southwestern end of the building adjoins the sidewalk beside the seawall (now partially collapsed) between the Freight Pier and Passenger Dock. Building 30 is constructed of concrete blocks faced with light-colored, rough-cast stucco. It stands on a slab foundation and lacks a basement. The building has parallel gables, one over each end of the building, which are connected by a cross gable running northeast-southwest. The roof is clad in green asphalt shingles. The attic space does not have windows, but is ventilated through louvers in the gables. The building has a single chimney, located on the northwestern side of the angle between the eastern gable ridge and the cross gable. The building is now a ruin. The western end has partially collapsed, and the roof and interior in the rest of the building are severely deteriorated.

The eastern end of the main, or southeastern, façade has a small louvered ventilation opening with red brick header and sill in the center of the gable peak. On the ground floor, two matching multipane steel casement window frames with brick headers and sills flank the front door to the eastern apartment. This style of window and framing is used throughout the building. The windows typically have four-over-four lights, with the top row of panes fixed and the lower three rows in a pair of casement frames. The doorway is wood framed, and historic photographs indicate that it was once occupied by a wood-paneled door with several small lights near the top. At the entrance, a partially-preserved exterior vestibule with a shed roof projects from the wall of the building. The central section of the southeastern façade has a matching steel window frame at each end separated by a blank expanse of wall where a large door was once located. Due to the partial collapse of the western gable of Building 30, the western end of the façade is not intact, but remaining traces and historical photographs indicate it was similar to the eastern end. The northeastern façade of the building has three window openings and a doorway. A four-over-four steel-frame casement window is located about one quarter of the way from each corner. The door and the remaining, narrow, window are placed asymmetrically in the façade and are to the left (south) of the large northern window. The eastern end of the northwestern façade has a small, plain plywood door in the gable peak in place of the louvered ventilator on at the south end of the gable. On the ground floor level, there is a narrow off-center window in the east half of the gable wall and a shed-roof addition that extends out from the wall on the west end. A bulkhead door in the main wall adjacent to the addition provides an entrance to a boiler room down several steps. The addition has just a single small wood-frame window set immediately below the roof in the center of its northerly end. The central section of Building 30's northwestern façade has an eight-over-four steel casement double window to the east; the matching opening in the western half of the façade contains two

PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

narrow steel frame windows that adjoin a door. The partial collapse of the western end of Building 30 obscures the fenestration of the remainder of the building. However, extant traces and historic photographs show that both the western end of the northwestern façade and the southwestern façade had a pair of multipane steel frame casement windows. Unlike the eastern end of the building, the north side of the western end did not have a small addition extending off it or a bulkhead entrance.

The dilapidated interior features partial exposure of structural framing, as well as plaster and simple wood cabinetry. The Quartermaster Corps property card depicts the floor plan of the building when it was built. No floor plan is currently available for Building 30 after it was converted to two quarters in 1951. Available information indicates that living rooms and dining areas were located to the front of the building toward the outside corners, and bedrooms were located toward the middle of the building, on either side of an interior common wall that was constructed to divide the building into two sections. The kitchens were apparently located toward the outside northeastern and northwestern corners 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.

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.

PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

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.

Passenger Waiting Room/Quarters (Building 30)

Building 30 is situated near the southwestern corner 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.

Since Fort Slocum and its predecessor were located on an island, water-borne transportation played an essential role in the operational life of the post. From 1878 onwards, there were two docks in the Quartermaster Area where boats could discharge and collect passengers and cargo. These were the Coal Dock (now called the Freight Pier), to the northwest, and the Passenger Dock, to the southeast. These structures and their histories are described in detail elsewhere in this volume (Volume 2) of the *Documentation of Contributing Elements: Fort Slocum Historic and Archeological District*. The use of boats to deliver men, supplies, and equipment required not just the docks themselves, however, but also ancillary structures. At the Passenger Dock, such structures included a building where passengers could wait out of the weather for vessels to take them off the island, a baggage storage area, a guard post for monitoring arrivals and

PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

departures, and a boathouse for the small boats the Army used around the island. Building 30 was a late successor to earlier buildings that served some of these ancillary functions (Figures 1-8).

The present Passenger Dock was constructed in 1884 and was probably maintained thereafter through repair and periodic overhaul. One of the buildings constructed on it was a waiting and guard room. This was a small one-story building with a tall hipped roof and broad eaves. It was designated as Building 59 in the 1887 numbering system for the post and as Building 15 (later Building 115) in the system introduced in 1893. The building evidently served its dual functions for several decades, but around 1914, a new building was built on the shoreline behind the seawall, just off the Passenger Dock. This new building was designated as Building 101, and it apparently replaced the older building as the passenger waiting room (Construction Division 1933, Smith 1915). Building 15/115, however, remained until 1938, when it was demolished. It is unclear how its function changed after the new waiting room was constructed, but perhaps the old building became a storeroom or was used exclusively as a guard post.

In any case, according to the Quartermaster Corps property card Building 101 had a “complete rehabilitation” in 1938. This description of the work involved appears to be an artful expression of the work that was actually completed. The waiting room erected in 1914 was a one-story hip-roofed building measuring approximately 16 x 28 feet (based on Smith [1915]), with its long axis parallel to the Passenger Dock approach road (west end of Hoyle Road). No information about the structural system (e.g., frame or masonry) of the original Building 101 is available. The “rehabilitated” Building 101 was a parallel-gable, I-plan building measuring 32 x 68 feet and built of concrete block. It appears likely that the rehabilitation involved dismantling the old building completely or almost completely, extending the slab foundation. Possibly some of the materials of the old building were salvaged and reused, but despite the remarks on the property card, the building erected in 1938 was newly constructed. This building is not the only example at Fort Slocum of new construction masquerading as “rehabilitation.” Another example is the replacement of the old oil house and paint shop with the present Paint Shop (present-day Building 32). In each instance, perhaps the terminology applied reflects a restriction on the funds used to complete the work—i.e., perhaps the funding was intended for repairs rather than new construction.

The building constructed in 1938 was divided into three sections: military police (MP) post (southwestern wing), baggage and storage room (center section), and passenger waiting room (northeastern wing). During the Second World War, the center section of the building was used as a classroom Automotive School, perhaps associated with Atlantic Coast Transportation Corps Officers’ Training School (ACTCOTS) (1942-44), which prepared officers and officer candidates for jobs in military logistics and transportation, including motor transport, railroads, and ships. In addition, beginning around the time of the Second World War, use of the Passenger Dock started to decline because it was smaller and lighter than its neighbor, the Freight Pier (formerly known as the Coal Dock). By the early 1950s, the waiting room beside the Passenger Dock was apparently no longer in regular use. At the request of a civilian Post Engineer, the Army converted the passenger waiting room and guard post to a pair of quarters by closing off an entrance in the center of the building and dividing the interior space into two sections. The northeastern apartment (Unit B) became quarters for a non-commissioned officer (NCO), while the Post Engineer occupied the southwestern apartment (Unit A) for several years before it, too, became NCO quarters (Cavanaugh 2007a).

Neither the original passenger waiting room constructed in 1884 on the Passenger Dock nor the two incarnations of the shore-side building now designated as Building 30 appear to have been constructed from a standard Quartermaster Corps plan. No plan numbers are listed by the relevant Quartermaster Corps property cards, indicating the various building designs were likely produced locally. The overview and preliminary

**PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM**

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inventory of Quartermaster Corps standard plans developed by Chattey et al. (1997) provides no information on architectural contexts or standard plans for any Army facilities associated with waterborne transportation.

When “rehabilitated” in 1938, passenger waiting room and MP post was assigned the building number of its predecessor (Building 101). During the post-wide renumbering of buildings in 1941, it became Building 105. It was subsequently designated as Building 23 in the final official renumbering of buildings at Fort Slocum in 1957. Sometime after the post closed in 1965, it became known as Building 30, possibly as a result of a transcription error. The Quartermaster Corps property card of 1939 identifies the building as the “M.P., Waiting & Baggage Rooms, Slocum Dock,” and other documents of this period use similar terms. Michael A. Cavanaugh, who is writing a book on the history of Fort Slocum, lived with his family in Unit B of the building as a child in the 1950s and has documented the use of the building as quarters in the 1950s and 1960s (Cavanaugh 2007a, 2007b).

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.

Unpublished Materials

Cavanaugh, Michael

- 2007a *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.
- 2007b Oral interviews with Robert M. Jacoby on June 26 at New Rochelle, New York, and December 16 at Rancho Santa Fe, California. Transcribed in Appendix F of *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.

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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 [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 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.

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.

October 1902 "Fort Slocum, New York: Plan Showing Location of Batteries and Fire Control Station, Drawn Under the Direction of Major W.L. Marshall, Corps of Engineers, U.S.A." Record Group 77, National Archives, College Park, MD.

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.
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.

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.

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DAVIDS ISLAND-FORT SLOCUM
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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.

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.

Panoramic and 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.)

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

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

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.

1924: Vertical aerial photograph of Davids Island. August 24.

1926: High angle oblique aerial photograph of Davids Island. View west. August 10.

1932: High angle oblique aerial photograph of Davids Island. View east. January 11.

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

1936: High angle oblique aerial photograph of Davids Island. View southeast. June 29.

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

1961: High angle oblique aerial photograph of Davids Island. View north. November 15. Attributed to Capt. Donald P. Blake. In the Fort Slocum Alumni and Friends Collection.

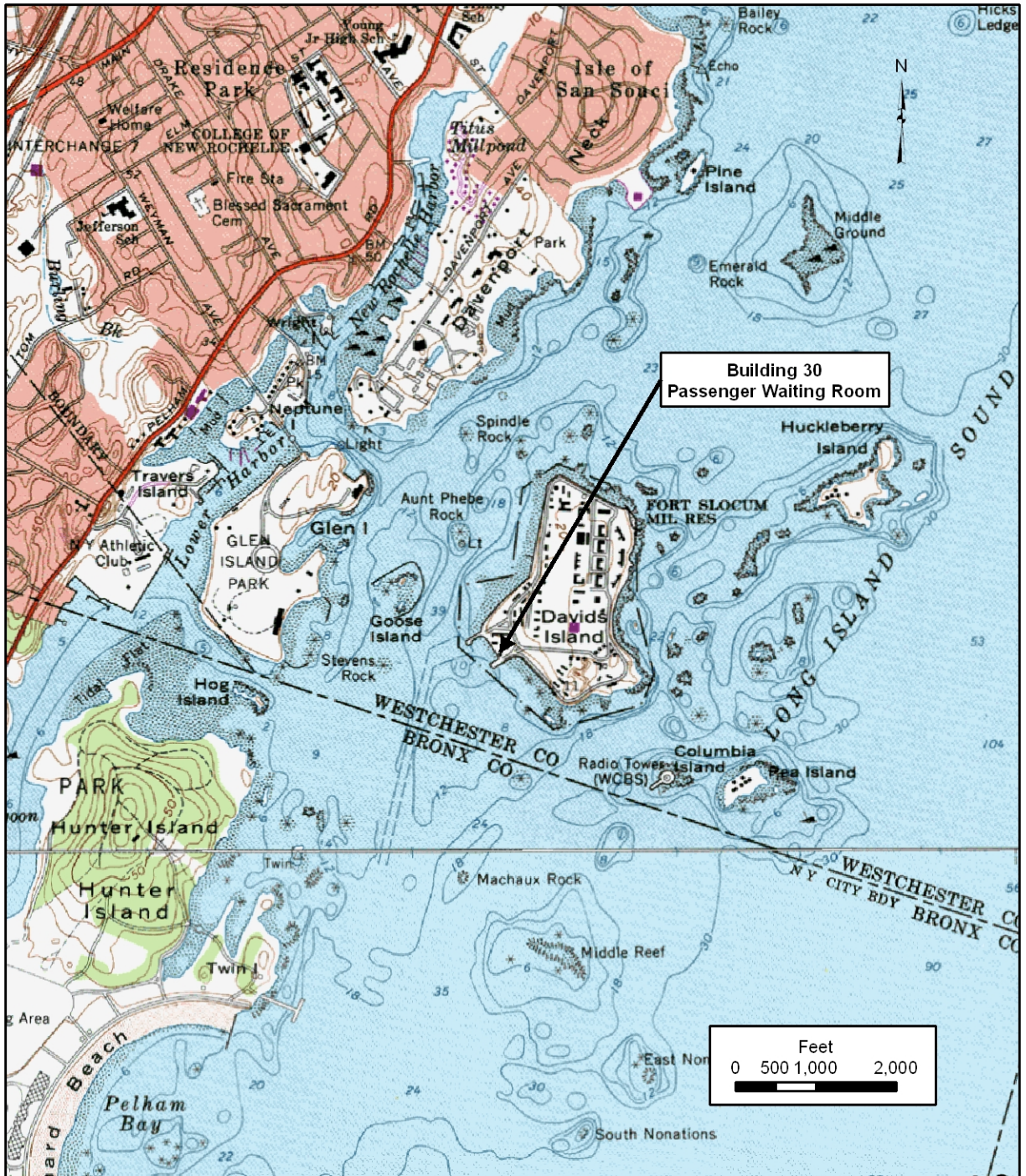
**PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM**

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LOCATION MAP (USGS Mount Vernon, NY)

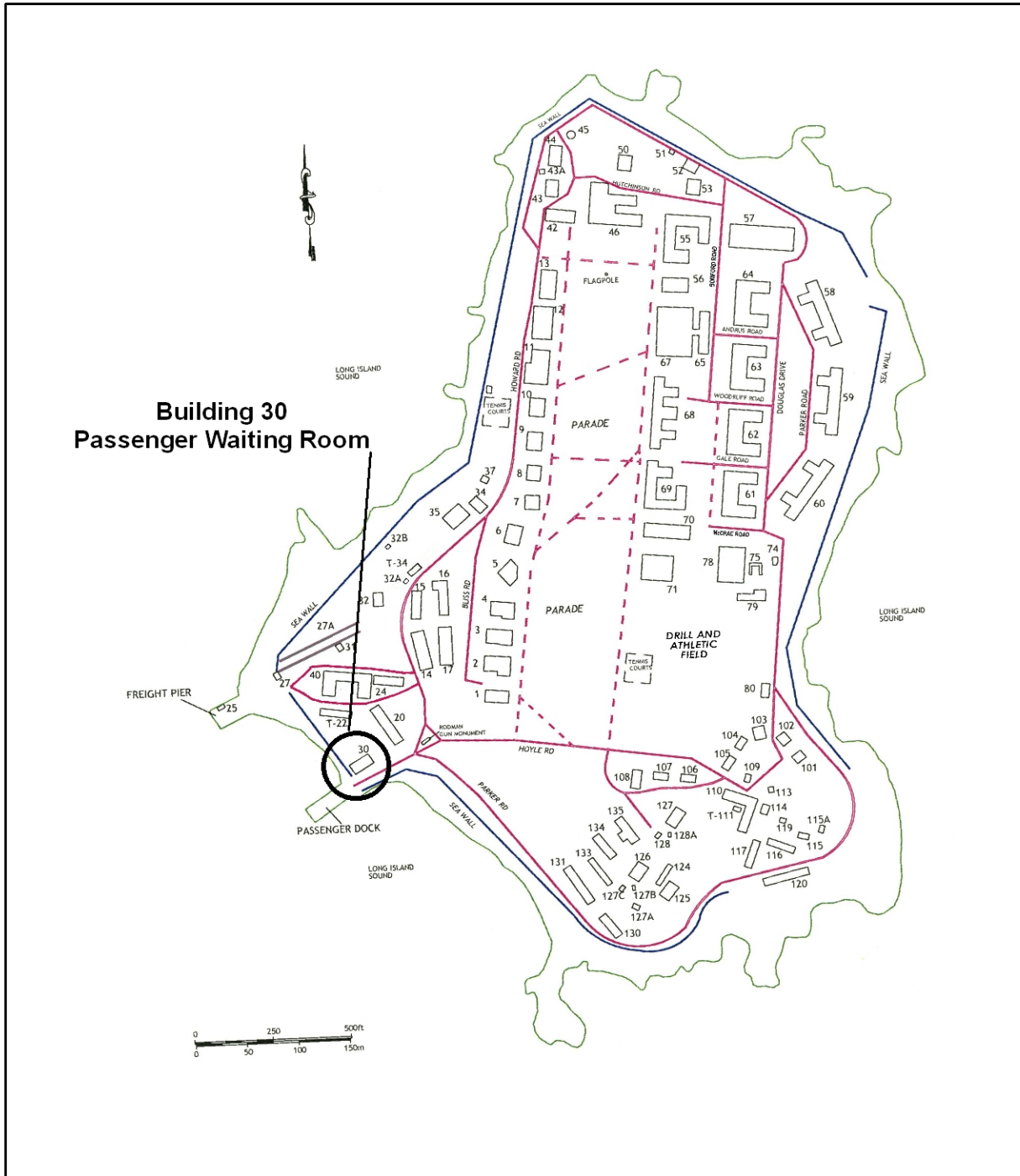
Scale: 1:24,000

1966 (Photorevised 1979)



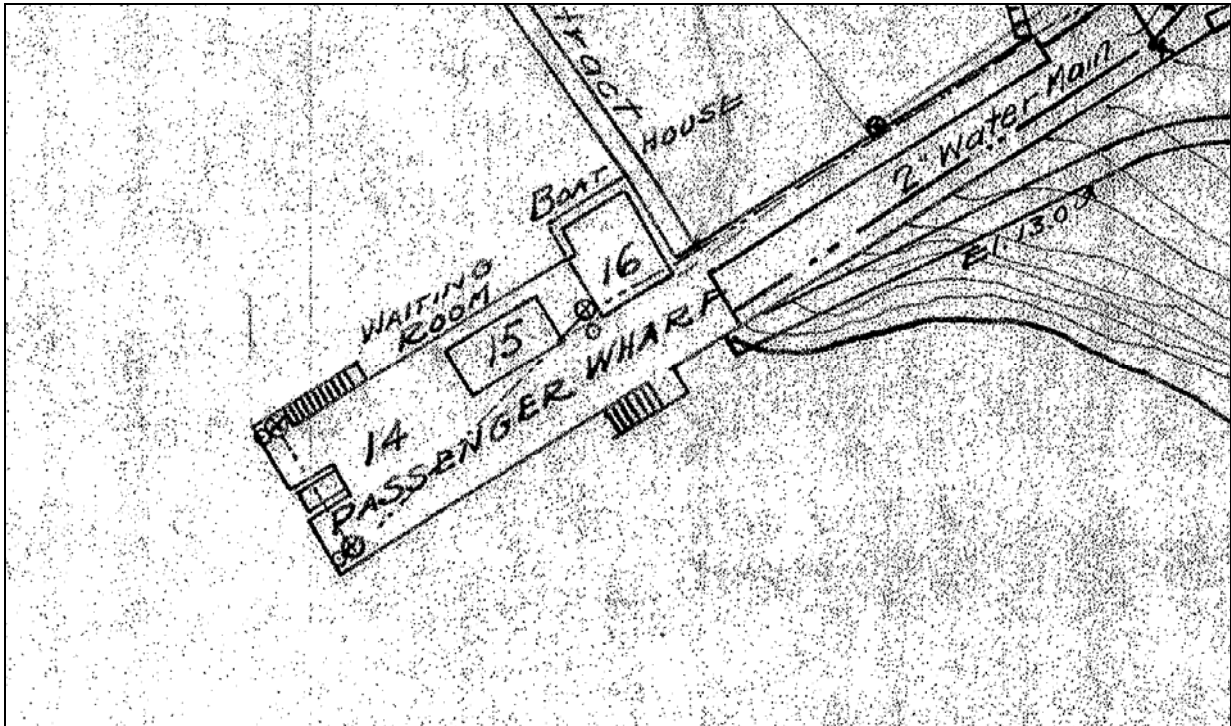
PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM
(Page 10)

SITE MAP



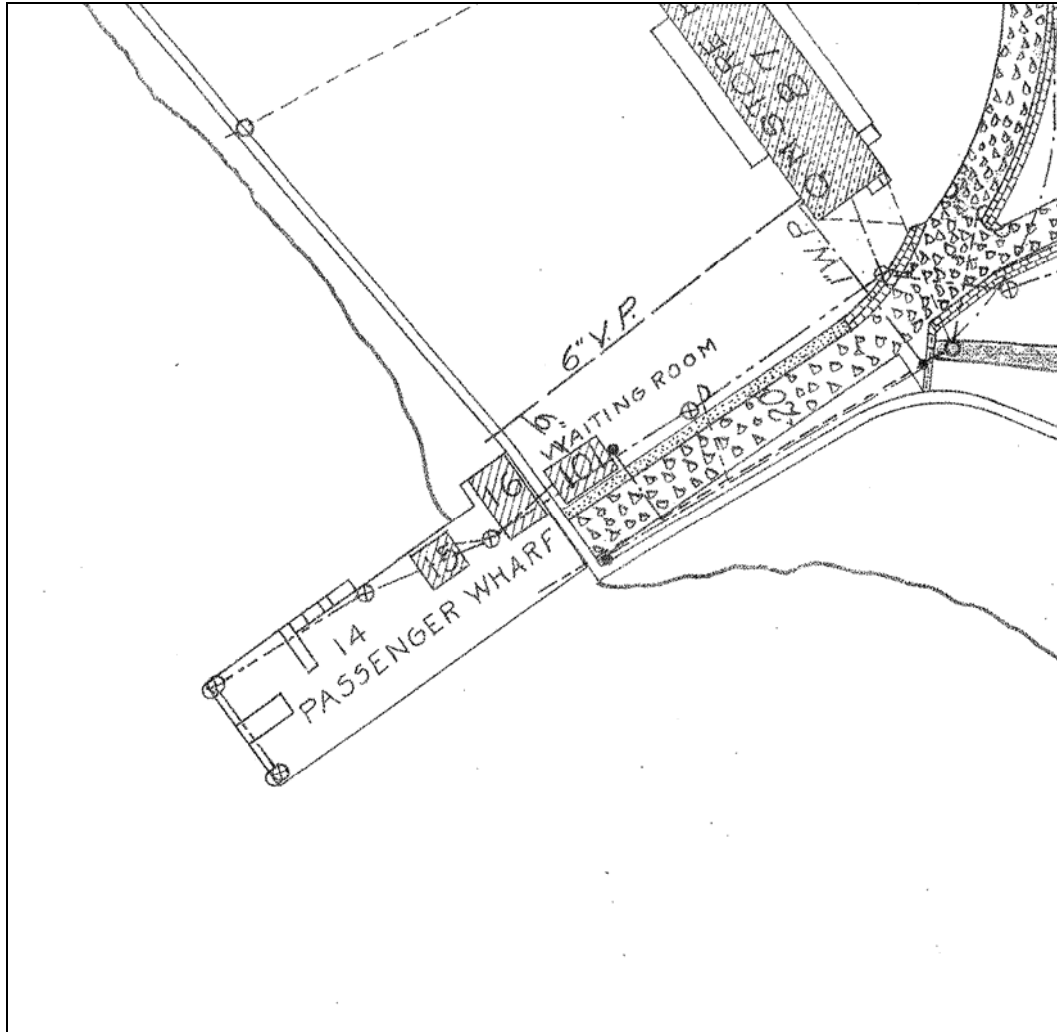
PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
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Figure 1. "Map of Fort Slocum, Davids Island, NY." 1909, detail. North is to the top of the image. This map indicates that Building 30 had not yet been constructed in 1909. It would be built within a few years immediately east of the Boat House (Building 16). Record Group 92, National Archives, College Park, MD.



PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM
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Figure 2. "Map of Fort Slocum, New York." 1915, detail. North is to the top of the image. The predecessor of present-day Building 30 is designated in this drawing as "Waiting Room, 101." Record Group 92, National Archives, College Park, MD.



PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM
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Figure 3. Vertical aerial photograph of Davids Island. August 24, 1924, detail. (Printed by 14th Photo Section,, Air Service, U.S. Army on September 4, 1924.) North is to the top of the image. Building 30 is circled near the center of image. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM
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Figure 4. High angle oblique aerial photograph of Davids Island. 1926, detail. View west. Building 30 is the rightmost building along the foreground dock. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



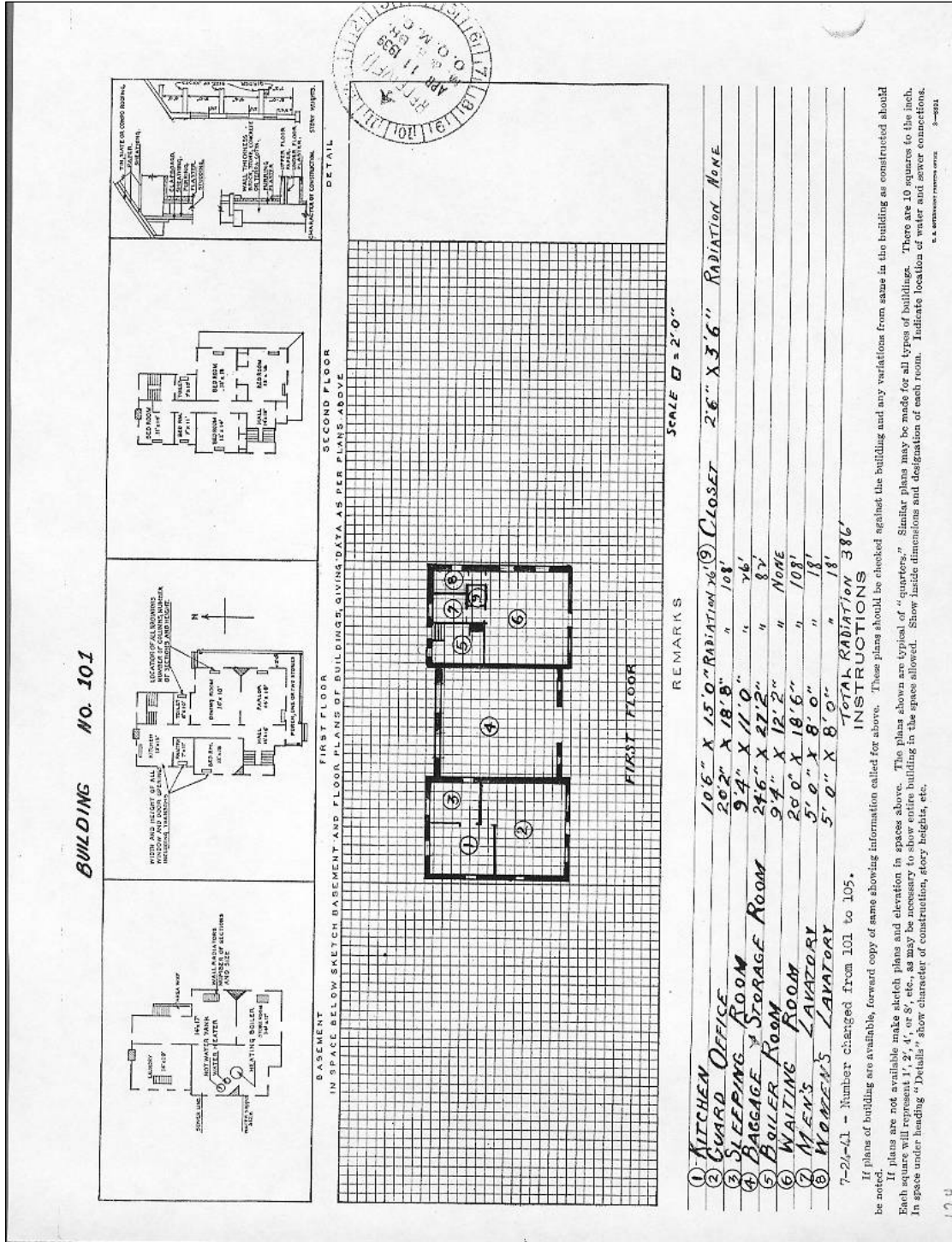
PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM
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Figure 5. Circa Second World War photo. View southeast. Building 30 is located at far left. Fort Slocum Collection, New Rochelle Public Library, New Rochelle, New York.



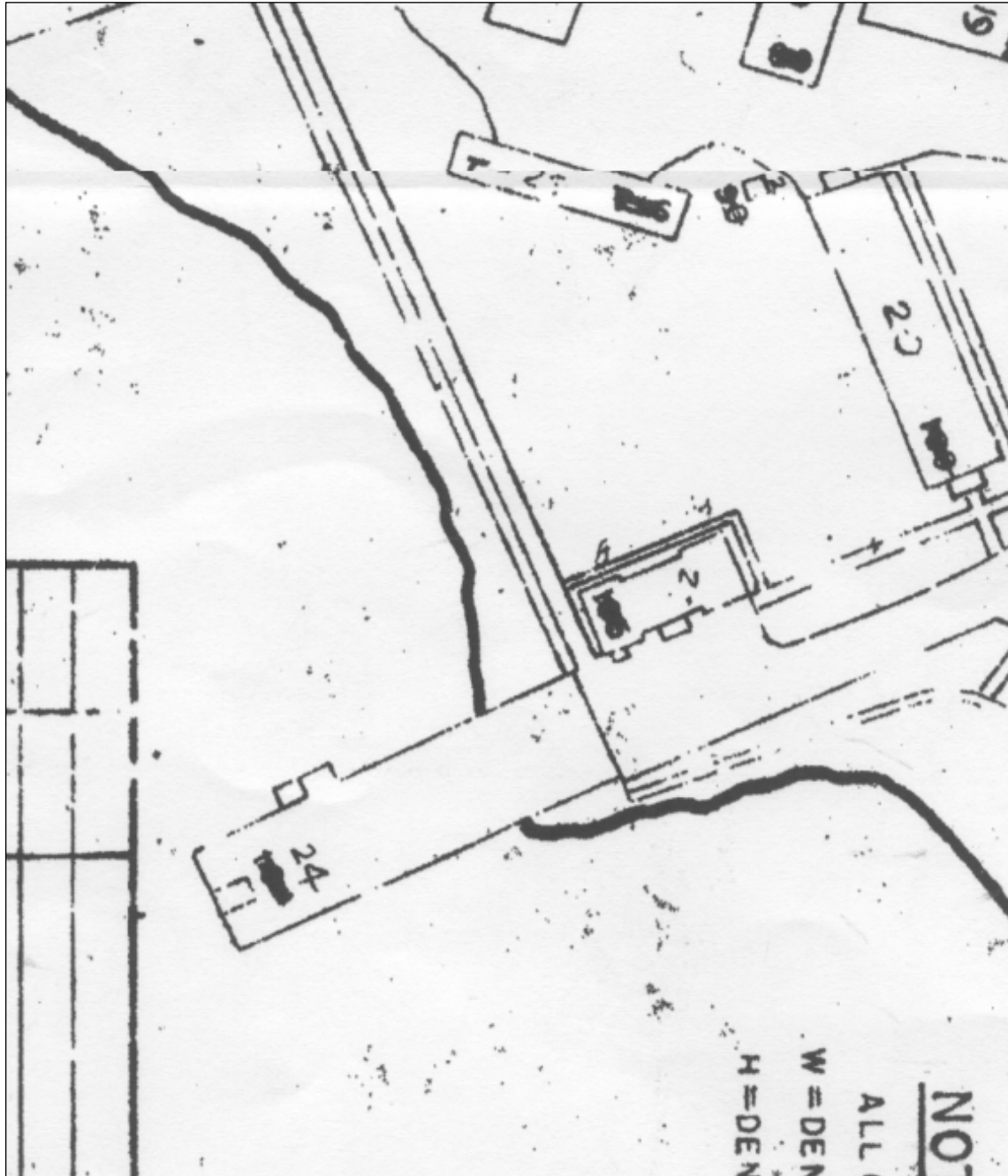
**PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM
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Figure 7. Property Record, April 1939. Record Group 77, National Archives, College Park, MD.



PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)
DAVIDS ISLAND-FORT SLOCUM
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Figure 8. "Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines." 1949, revised through Nov. 1957, detail. North is to the top of the image. The then-current building number of the Passenger Waiting Room/Quarters (Building 23) is illegibly inscribed in this drawing. The building is located adjacent to the landward end of the Passenger Dock (Building 24). 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

PASSENGER WAITING ROOM/QUARTERS (BUILDING 30)

Davids Island—Fort Slocum
 New Rochelle
 Westchester County
 New York

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

1. Southern façade, looking north.
2. Southern façade, looking northwest.

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

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

Photo 1. Southern façade, looking north.



Photo 2. Southern façade, looking northwest.



Photo 3. Southern façade, looking northwest.



Photo 4. Southern façade, detail.



Photo 5. Southern façade, detail.



Photo 6. Eastern façade, looking west.



Photo 7. Eastern façade, looking southwest.



Photo 8. Eastern façade, detail.



Photo 9. Northern façade, looking south.



Photo 10. Northern façade, looking south.



Photo 11. Northern façade, looking south.



Photo 12. Northern façade, detail.



Photo 13. Northern façade, looking south.



Photo 14. Northern façade, looking southwest.



Photo 15. Northern façade, looking southwest.



Photo 16. Interior.



Photo 17. Interior.



Photo 18. Interior.



Photo 19. Western façade, looking northeast.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

COAL YARD SHED (BUILDING 31)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603342.4526475

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

Date of Construction: ca. 1938

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Coal Shed (Building 31) is related to the Quartermaster Area and was an element of the fuel storage and distribution system that supported Fort Slocum’s military operations in the early and mid-twentieth century. This structure 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: August 2006 (Revision 1, August 2008)

COAL YARD SHED (BUILDING 31)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Coal Yard Shed (Building 31) is situated near the Freight Pier along 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. The Coal Conveyor Shed is one of several structures and buildings related to coal handling in the post's Quartermaster Area. This area includes the buildings and structures formerly supporting transportation to, from, and around the post; facilities maintenance; and the storage and distribution of materiel. Other elements of the coal handling facilities at Fort Slocum include the Freight Pier Crane (Building 25), Coal Conveyor Shed (Building 27), and the Coal Yard and Conveyor (Building 27A). Each of these elements is documented separately in this volume (Volume 2) of the *Documentation of Contributing Elements: Fort Slocum Historic and Archeological District*.

The Coal Yard Shed is a small concrete block building in ruined condition (Photos 1-2). It is obscured by shrubs, vines, and saplings growing on and around it. The building is located on the southeastern side of the Coal Yard at about the midpoint of the yard's perimeter wall. The southeastern end of the building occupies a gap in the perimeter wall. Historic photographs show that the wall abutted the southern corner of the building and indicate there was a gap between the eastern corner of the building and the perimeter wall to the northeast. The building extends northwest perpendicular to the wall into the yard, and it ends where the now-ruined main line of the conveyor once passed overhead. The building's footprint is an approximately 8 x 20-foot rectangle. It has a wood-frame steeply-pitched gable roof, now partially collapsed. The southeastern façade, which fronts on the concrete tarmac leading to the Freight Pier and faces Building 40, is coated with smooth, unadorned stucco. The remaining three sides are exposed, smooth-face concrete block. Brick piers to support the main line of the coal conveyor, now in ruins and partly missing, are built into both the northeastern and southwestern walls of the building at its northwestern end. The only extant opening to the building is a wood-frame doorway on the southern façade. There is an electric light fixture in the center of the gable over this entrance. The building's southwestern side has almost entirely collapsed, and it is not possible to determine if this side had any openings.

The principal function of the Coal Yard Shed is not well documented. It may have housed controls or machinery for the conveyor system or tools for use in the yard. It may have served as the yard office, though the absence of windows makes this somewhat unlikely. Its secondary function was to support the conveyor that passed over it.

PART II. HISTORICAL NARRATIVE

Fort Slocum

Between 1862 and 1965, Davids Island was the site of two successive posts of the U.S. Army posts. The earlier of these was DeCamp General Hospital (1862-1866/1874). The later, established in 1878, was known as Fort Slocum from 1896 onwards. Fort Slocum served as a recruit intake and training center, coastal and air defense installation, embarkation station, and advanced training school. The island has been abandoned since

COAL YARD SHED (BUILDING 31)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

the late 1960s, soon after Fort Slocum closed. Over the past forty years, the over 100 buildings and structures that formerly comprised the post have deteriorated through neglect and vandalism. 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.

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.

Coal Yard Shed (Building 31)

The Coal Yard Shed is one of several buildings and structures in Fort Slocum's Quartermaster Area associated with the unloading, storage, and distribution of coal (Figures 1-2). It is a comparatively minor element of the coal handling system and could also be regarded as a component of the Coal Yard and Conveyor (Building 27A). Coal was the principal fuel used for heating the buildings at the post and for other purposes as well during the century the Army occupied the island. Development of these facilities is discussed in the historic and architectural documentation for the Freight Pier and for the Coal Yard and Conveyor, elsewhere in Volume 2 of the *Documentation of Contributing Elements: Fort Slocum Historic and Archeological District*.

Building 31 stands at about the northeastern end of the area formerly occupied by a wood-frame coal shed constructed in 1893 and demolished ca. 1938. It may have been constructed in ca 1938, when the Coal Yard and Conveyor were renovated and expanded, but the evidence concerning the date of the building is ambiguous. The building appears to be a local design and is not known to represent any standard plan developed by the Quartermaster Corps (Chattey et al. 1997).

The only known identification number for the Coal Yard Shed, Building 31, was assigned during the general renumbering of buildings and structures at Fort Slocum in 1957. No Quartermaster Corps property card is available for the building. No available documents provide a functional designation for the building.

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>.

Unpublished Materials

Cavanaugh, Michael
2007 *What Is, What Was, and What Was NOT: A Companion to the 2005 Davids Island Footage*.

COAL YARD SHED (BUILDING 31)
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(Page 4)

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 [Quartermaster Corps]

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

Maps and Drawings

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.

Panoramic and 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.)

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.

**COAL YARD SHED
DAVIDS ISLAND-FORT SLOCUM**

(Page 5)

LOCATION MAP (USGS Mount Vernon, NY)

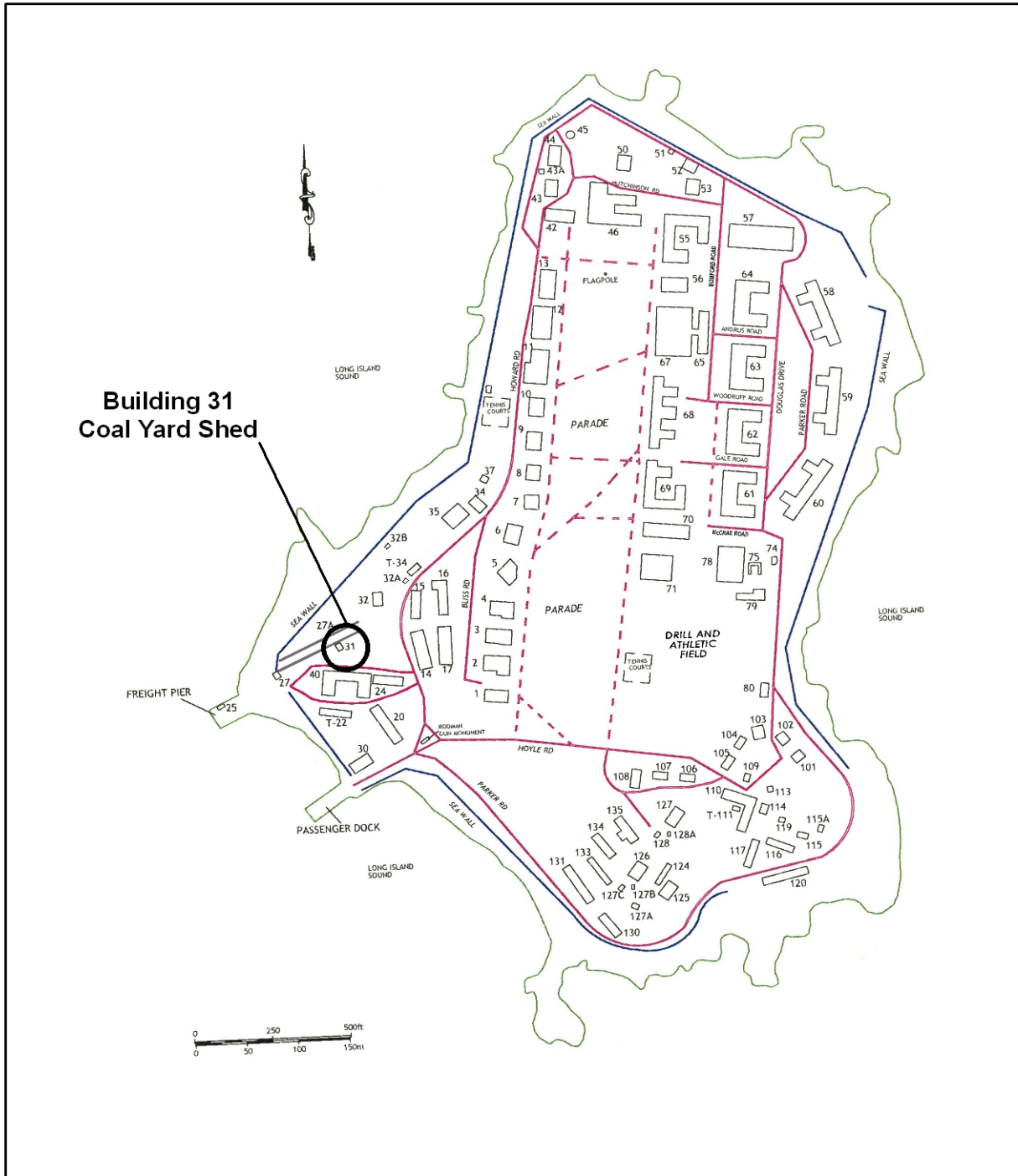
Scale: 1:24,000

1966 (Photorevised 1979)



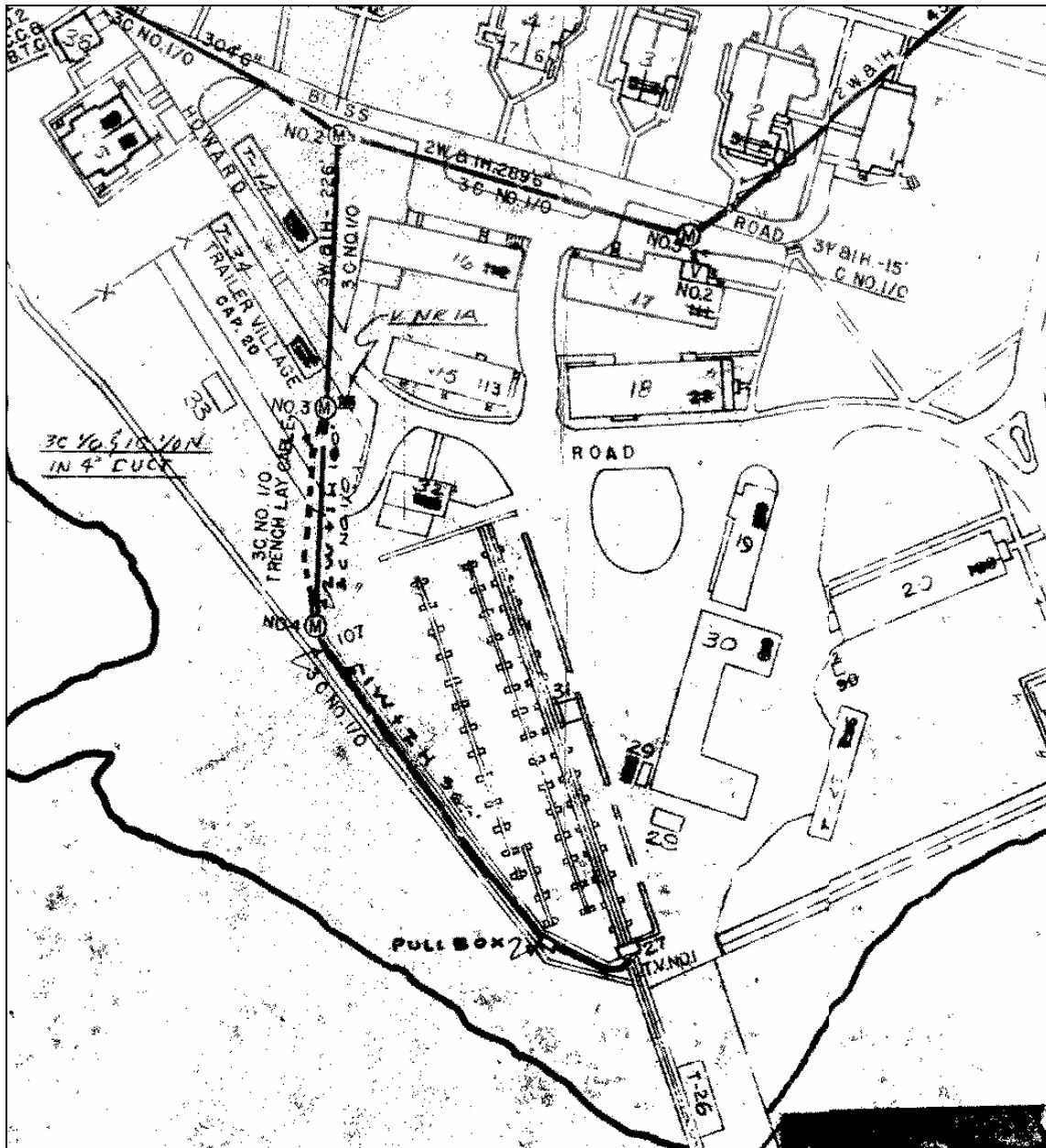
**COAL YARD SHED (BUILDING 31)
DAVIDS ISLAND-FORT SLOCUM
(Page 6)**

SITE MAP



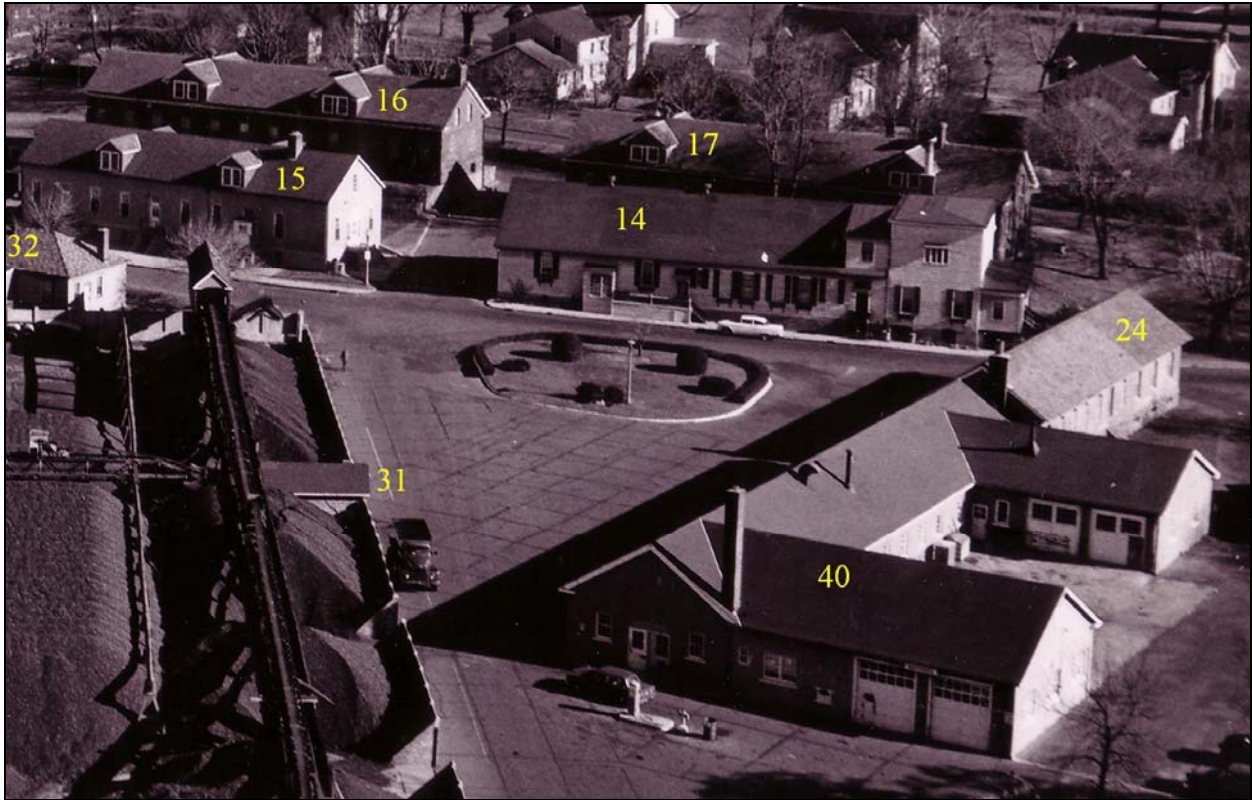
COAL YARD SHED (BUILDING 31)
DAVIDS ISLAND-FORT SLOCUM
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Figure 1. "Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines," detail, May 1949, revised through November 1957. Building 31 is adjacent to the Coal Conveyor, at the center of image. North is to the left. On file at National Archives, College Park, MD.



COAL YARD SHED (BUILDING 31)
DAVIDS ISLAND-FORT SLOCUM
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Figure 2. Low angle oblique aerial photograph of Quartermaster Area, Davids Island, 1961. View northeast. Selected Quartermaster buildings are numbered. Attributed to Capt. Donald P. Blake. In the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

COAL YARD SHED (BUILDING 31)

Davids Island—Fort Slocum

New Rochelle

Westchester County

New York

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

1. Context of Building 31, facing north-northwest.

Photographer: Nancy Brighton, U.S. Army Corps of Engineers, New York, NY, March 2006.

2. Southeastern façade and collapsed southwestern wall, facing northwest.
3. Northwestern end of building showing coal conveyor piers of brick built into the northeastern and southwestern walls, facing south.

Photo 1. Context of Building 31, facing north-northwest.



Photo 2. Southeastern façade and collapsed southwestern wall, facing northwest.



Photo 3. Northwestern end of building showing coal conveyor piers of brick built into the northeastern and southwestern walls, facing south.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

PAINT SHOP (BUILDING 32)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603382.4526523

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

Date of Construction: 1940

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Paint Shop (Building 32) is associated with the Quartermaster Area and played a role in the repair and maintenance of buildings and structures at Fort Slocum in support of the post's twentieth-century military functions. 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, which requires that the NYSHPO and Corps determine an appropriate level of documentation for buildings and structures that are to be demolished.

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: August 2006 (Revision 1, August 2008)

PAINT SHOP (BUILDING 32)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Paint Shop (Building 32) 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 32 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 32 is an L-plan, slab-on-grade, one-story building (Photos 1-6). The building was built in two phases, which are reflected in its footprint, roof form, and wall materials. The original section of the building, which faces Howard Road, has a low-angle hipped roof clad with roof slates and concrete block walls. A low, square chimney rises through the roof at the southern end of the building. An addition on the western side of the building has walls of hollow clay tiles and a low-angle shed roof with an unidentified type of cladding. The walls of the building are coated in light brown roughcast stucco typical of this material as used at Fort Slocum. The building is oriented north-south, and its main façade is on the east, facing Howard Road. The building adjoins the northeastern perimeter wall of the Coal Yard (Building 27A), and because of the proximity wall, the addition is shorter north to south than the original part of the building, resulting in a notch at the southwestern corner of the footprint and the L-shaped plan. The building is overall in poor condition, with a deteriorating roof and many of the windows and doors no longer intact.

The original section of the building is four bays long and two bays wide. It measures 47 feet long by 26 feet 8 inches wide. The addition, which is structurally just one bay wide but three bays long, measures approximately 20 x 29 feet. The primary, or eastern, façade is asymmetrical, with a doorway (obscured by overgrowth) flanked by one window opening to the south and two to the north. The window openings have brick lintels and sills and had six-over-six double hung wood sash windows. The doorway appears to have had a paneled wood door crowned with a brick lintel. The northern façade is approximately 47 feet long overall; the original section has a pair of symmetrically-placed window openings with wood construction and framed by a brick header lintel. The windows also have double-hung wood sash windows, but with an undetermined pattern of glazing. Continuing to the west on the northern façade, the shed addition has a pair of large double doors of wood, each featuring three vertical panels crowned by a 6-light metal window. The doors are hinged and open outwards. The doors are large enough to admit a pickup truck or similar-size vehicle, which suggests that the addition served as a vehicle bay. The western façade has three 16-pane rectangular steel window frames in the addition section and a double-hung, wood-frame window in the exposed original section of the façade. Along the section of the original western façade now inside the addition, a door and a window opening remain, and the south end of the addition, opposite the double doors, has a 16-pane steel-frame window like those found on the western side. The southwestern corner of the addition very nearly abuts the Coal Yard perimeter wall and is separated from it by a gap of approximately 1 foot. The building's southern façade is divided into two sections. The western half has a wood panel door and with two flanking double-hung wood-sash windows; the eastern half is a blank wall, and the chimney rises just behind this part of the wall.

Remnants of wood and metal shelves and cabinets, workbenches, and other furnishings remain in the interior. No floor plan for the building is available.

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 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

PAINT SHOP (BUILDING 32)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

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.

Paint Shop (Building 32)

Building 32 is situated in the northern section of the Quartermaster Area (Figures 1-4). 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.

During the nineteenth and twentieth centuries, the personnel of Fort Slocum used flammable and combustible liquids on the post for many purposes. Among the materials were lamp oils and other illuminants, motor fuels, lubricants, paints, lacquers, and solvents. Storage of such materials, especially in quantity, posed a significant fire hazard, which the Army addressed by erecting a dedicated, isolated storage shed. The first building devoted to the storage of flammable and combustible liquids was erected in 1886. Prior to that date, available records do not indicate the existence of a dedicated storage building, though surely lamp oil, paint, and turpentine had all been used and stored on the island from the Civil War onwards.

The building constructed in 1886 was a small (12 x 24-foot) wood frame building that stood on a post-in-ground foundation. It was originally erected near the end of the Coal Dock (now the Freight Pier), probably in the area now occupied by the Wagon Shop/Garage (Building 40). The building was called the Oil or Oil and Paint House. It was identified as Building 56 in the post's 1887 numbering system and was renumbered as Building 19 in the 1893 system. In about 1893-1896, it was moved from the end of the Coal Dock to the area where present-day Building 32 stands. By the 1930s, it was referred to as a "warehouse" or "paint shop," and the Army officially adopted the latter designation in 1938.

In 1940, the old Oil House/Paint Shop was replaced with the present building. The Quartermaster Corps property card for the old building indicates that it was "rebuilt" in 1940, a term that seems to imply some retention of old fabric. In actuality, however, the old building was replaced with an entirely new building, which was constructed on a new foundation with a different structural system and had over four times the area of the old building. As completed in 1940, the new building was a slab-on-grade concrete block structure of 26-feet 8-inches by 47 feet. Historic maps and aerial photographs indicate that in about 1943 the approximately 20 x 29-foot shed addition was added to the western side of the building. The designs for both

PAINT SHOP (BUILDING 32)
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the old Oil House/Paint Shop and the present Paint Shop both appear to have developed specifically for Fort Slocum, as a standard plan number is not recorded on the Quartermaster Corps property cards for either building. Little information on this type of building is available in the overview and preliminary inventory of Quartermaster Corps standard plans developed by Chattey et al. (1997).

The present Paint Shop was assigned its predecessor's number, Building 19, when completed in 1940. During the general renumbering of buildings on the post in 1941, it was designated as Building 114. It was assigned its present number, Building 32, in 1957. It apparently functioned primarily as a paint shop until the post closed in 1965; however, a wood sign beside an entrance on the western side of the building that was still present in 2004-2006 records that toward the end of the Army's tenure on Davids Island, the building also housed the preventative maintenance and refrigeration division of the Post Engineer's department.

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.

Unpublished Materials

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 [Quartermaster Corps]

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

Maps and Drawings

PAINT SHOP (BUILDING 32)
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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.

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.

October 1902 "Fort Slocum, New York: Plan Showing Location of Batteries and Fire Control Station, Drawn Under the Direction of Major W.L. Marshall, Corps of Engineers, U.S.A." Record Group 77, 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.

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.

Panoramic and 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.)

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.

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

1936: High angle oblique aerial photograph of Davids Island. View southeast. June 29.

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

PAINT SHOP (BUILDING 32)
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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. In the Fort Slocum Alumni and Friends Collection.

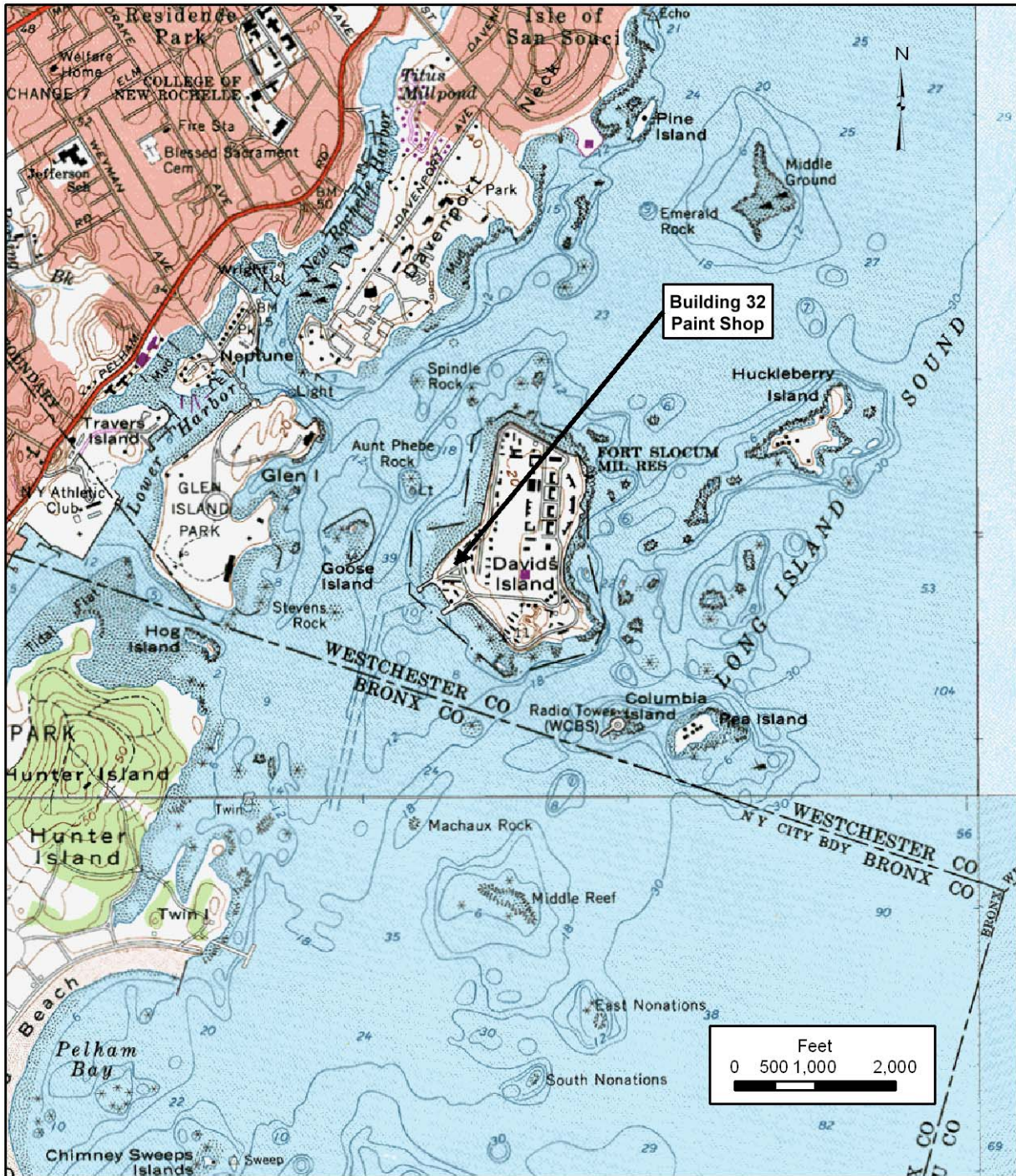
**PAINT SHOP (BUILDING 32)
DAVIDS ISLAND-FORT SLOCUM**

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LOCATION MAP (USGS Mount Vernon, NY)

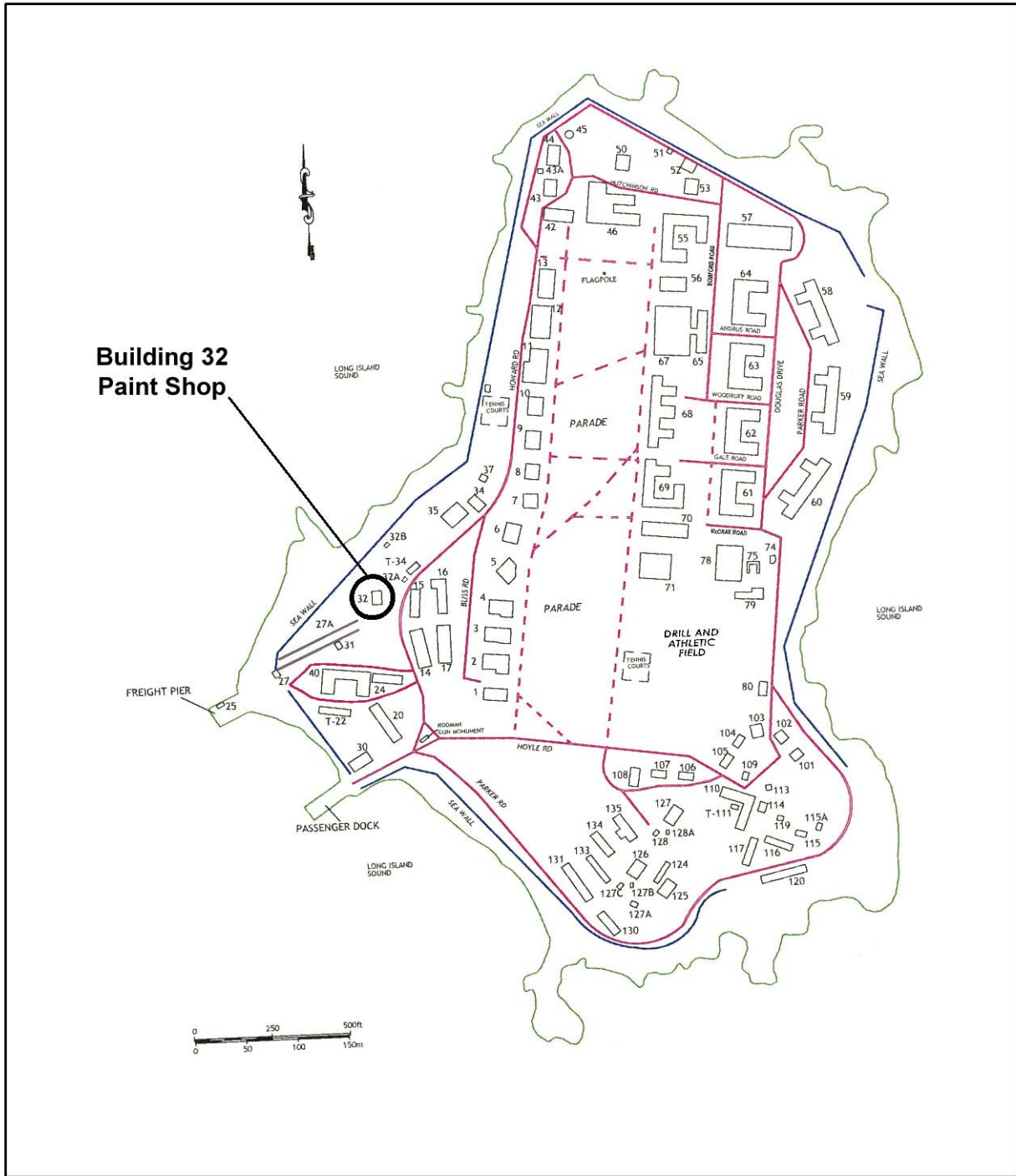
Scale: 1:24,000

1966 (Photorevised 1979)



**PAINT SHOP (BUILDING 32)
DAVIDS ISLAND-FORT SLOCUM**
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SITE MAP



PAINT SHOP (BUILDING 32)
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Figure 1. Quartermaster Corps property card for Fort Slocum's original Oil House/Paint Shop (demolished 1940), prepared ca. 1905 and updated through 1940. Record Group 77, National Archives, College Park, MD. Copy courtesy of the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

<p>Repairs.</p> <table border="0"> <tr> <td>Expended to date</td> <td>\$ 1,40,00</td> </tr> <tr> <td>Yr. ending 3-1-08</td> <td>\$ 10,00</td> </tr> <tr> <td>3-1-07</td> <td>56.50</td> </tr> <tr> <td>3-1-08</td> <td></td> </tr> <tr> <td>3-1-09</td> <td></td> </tr> <tr> <td>3-1-10</td> <td></td> </tr> <tr> <td>3-1-11</td> <td></td> </tr> <tr> <td>3-1-12</td> <td><i>no more</i></td> </tr> <tr> <td>3-1-13</td> <td><i>5.60</i></td> </tr> <tr> <td>3-1-14</td> <td><i>5.00</i></td> </tr> <tr> <td>3-1-15</td> <td><i>15.00</i></td> </tr> <tr> <td>3-1-16</td> <td><i>5.00</i></td> </tr> <tr> <td>3-1-17</td> <td><i>9.00</i></td> </tr> <tr> <td>3-1-18</td> <td><i>7.50</i></td> </tr> <tr> <td>3-1-19</td> <td><i>11.00</i></td> </tr> <tr> <td>3-1-20</td> <td></td> </tr> <tr> <td>3-1-21</td> <td></td> </tr> </table>	Expended to date	\$ 1,40,00	Yr. ending 3-1-08	\$ 10,00	3-1-07	56.50	3-1-08		3-1-09		3-1-10		3-1-11		3-1-12	<i>no more</i>	3-1-13	<i>5.60</i>	3-1-14	<i>5.00</i>	3-1-15	<i>15.00</i>	3-1-16	<i>5.00</i>	3-1-17	<i>9.00</i>	3-1-18	<i>7.50</i>	3-1-19	<i>11.00</i>	3-1-20		3-1-21		<p>Designation of Building, etc. Capacity, ; Construction: Cost \$ 152.00 Date... 1896 Material: Walls... Foundations... Posts... Roof... Shingle... Floors... Wood... How heated (.....sq ft. rad.), How lighted..... Provided with: Water connections....., Sewer connec- tions....., Water Closets No., Urinals No., Wash Sinks No., Wash Basins No., Laundry Tubs No., Baths; Shower No., Tubs No., Screens....., Storm Sash....., Storm Doors....., Wall Lockers No....., Total floor area above basement sq. ft.....; Dimensions, Main Building 12'x24'..... Wings....., Each & every room arranged by floors; 1R-11'6"x23'6"</p> <p>Below enter chronologically all modifications, additions, introduction of water, sewer, electric light, etc., since ch. 1st, 1905.</p> <p>11-18-38---Designation changed from "Warehouse" to "Paint Shop." <i>Replacement of Paint Shop approved A.S. of S. Ind. A-18-38.</i></p> <p>3-1-40 -- General Repairs C.R. \$3,000.94</p> <p><i>Rebuild in 1940 - see next form</i></p>
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3-1-18	<i>7.50</i>																																		
3-1-19	<i>11.00</i>																																		
3-1-20																																			
3-1-21																																			



1932 WAR 1832

PAINT SHOP (BUILDING 32)
DAVIDS ISLAND-FORT SLOCUM
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Figure 2. Quartermaster Corps property card for Fort Slocum's original Oil House/Paint Shop (demolished 1940). Record Group 77, National Archives, College Park, MD. Copy courtesy of the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

WAR DEPARTMENT
 Q.M.C. FORM NO. 117 (Old No. 173A)
 Revised Aug. 21, 1924

Place Fort Slocum, New York
 Designation of building Paint Warehouse
 Total cost, \$ 5218.36 Date completed 1940 Capacity 956 Sq. Ft.
 Material: Walls Concrete Foundation Concrete Floors Concrete
 Roof Slate Basements None
 Total floor area above basement square feet 1255 Sq. Ft.
 Size: Main building 47' x 23' 3" Wings None Height of first floor above ground 9"
 a Coal Stove (How heated) How lighted Electrically
 b Coal (Type of fuel) Water connections None
 c None (Type of domestic hot water heater) Sewer connections Yes
 COOKING RANGES INSTALLED METERS INSTALLED
 Coal, No. None Gas, No. None
 Gas, No. None Electric, No. None
 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.)

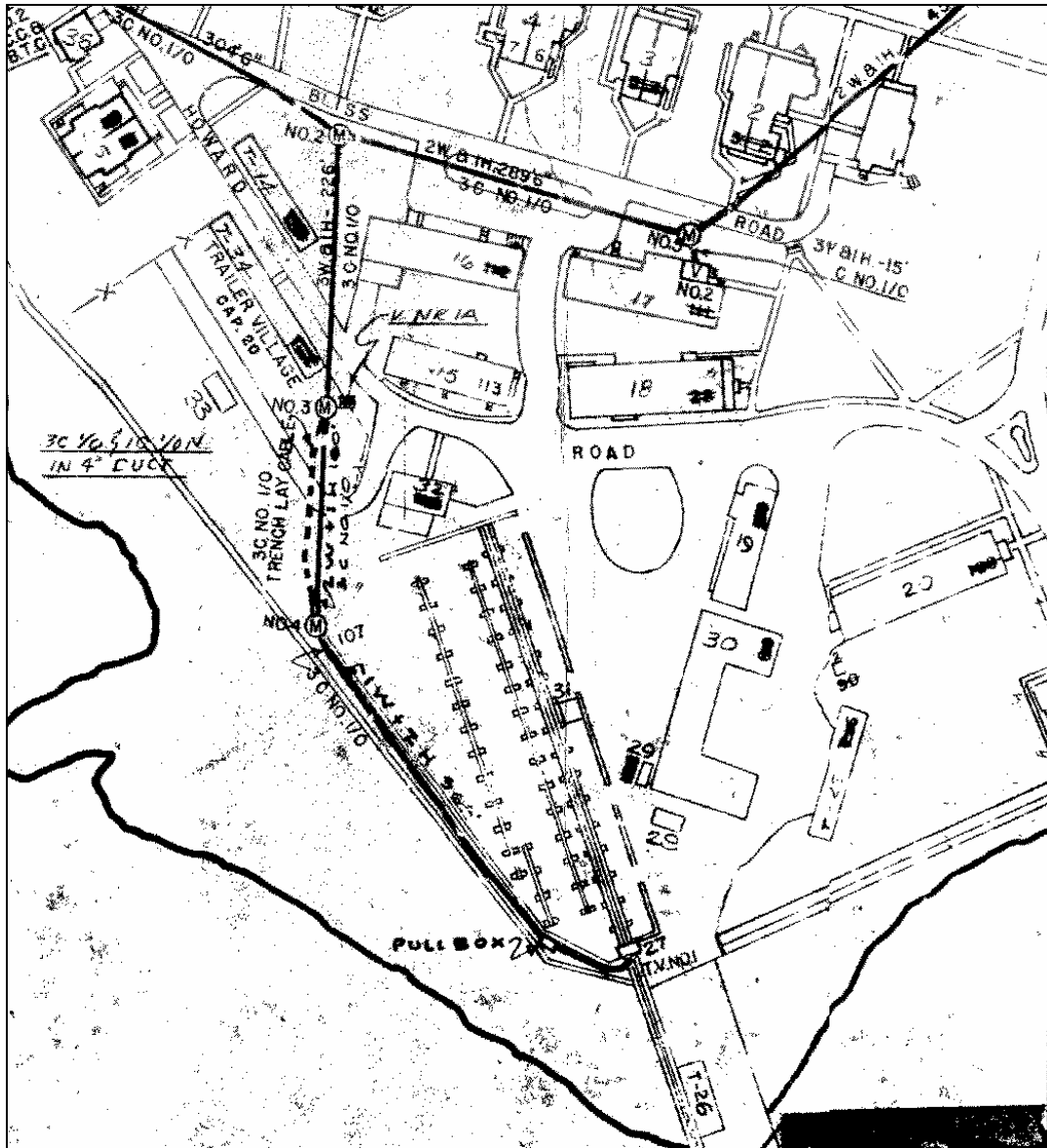
DATE	DESCRIPTION	COST	DATE	COST
6/30/40	Total cost of repairs to date	\$ 1429.06		
6/30/40	Total cost to date	5,218.36		

Instructions—"a" State whether heated from central heating or by individual heating plants, stoves, furnaces, or fireplaces.
 "b" State whether steam, water, hot water, or air.
 "c" State whether gas, coal, oil, or central heating plant.

See reverse side of form

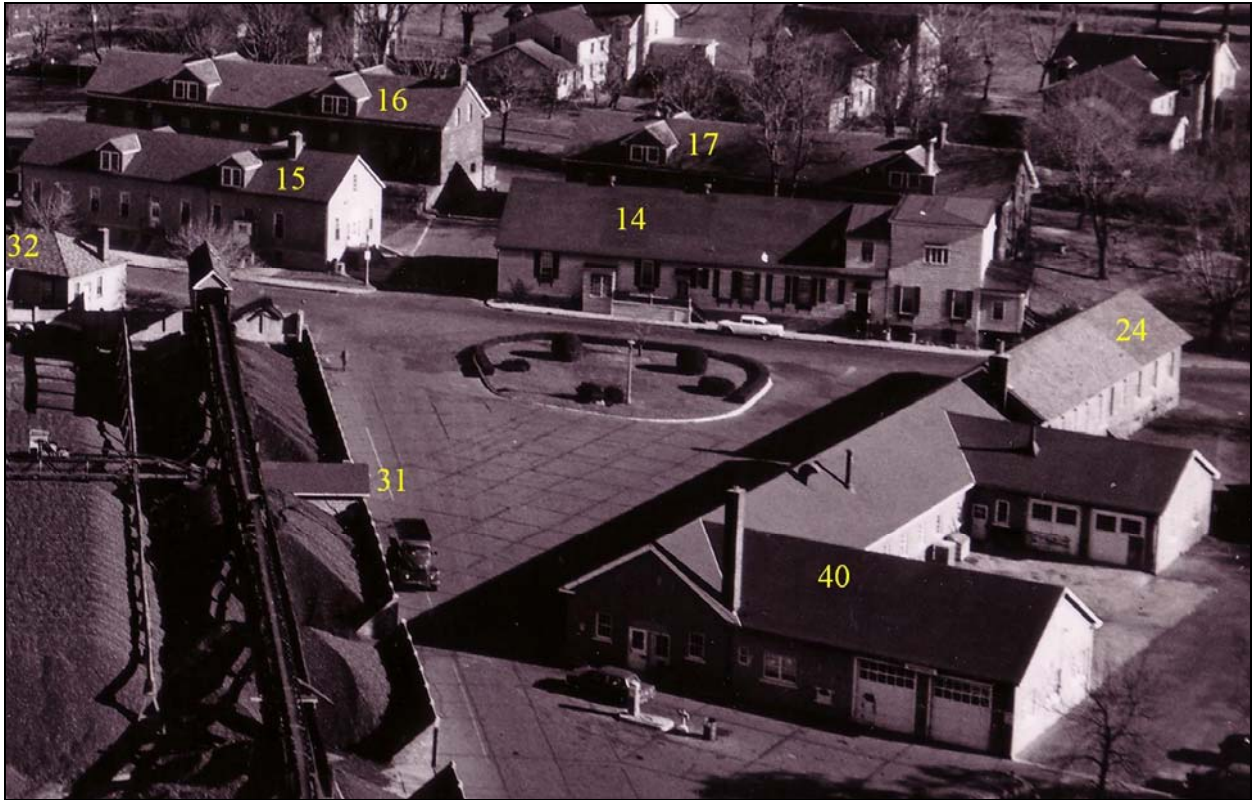
PAINT SHOP (BUILDING 32)
DAVIDS ISLAND-FORT SLOCUM
(Page 12)

Figure 3. "Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines," detail, May 1949, revised through November 1957. Building 32 is located at center of image. Office of Post Engineer, Fort Slocum. On file at National Archives, College Park, MD.



PAINT SHOP (BUILDING 32)
DAVIDS ISLAND-FORT SLOCUM
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Figure 4. Low angle oblique aerial photograph of Quartermaster Area, Davids Island, 1961. View northeast. Selected Quartermaster buildings are numbered. Attributed to Capt. Donald P. Blake. In the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

OIL HOUSE (BUILDING 32)

Davids Island—Fort Slocum

New Rochelle

Westchester County

New York

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

1. Eastern facade, facing west.
2. Eastern façade, showing attached garage. Facing southeast.
3. Eastern façade, facing southwest.

Photographer: Nancy Brighton, USACE, New York NY, March 2006.

4. Northern façade, with attached garage at right. Facing south.
5. Western façade, facing south.
6. Western façade, facing southeast.

Photo 1. Eastern façade, facing west.



Photo 2. Northern façade, showing attached garage. Facing southeast.



Photo 3. Eastern façade, facing southwest.



Photo 4. Northern façade, with attached garage at right. Facing south.



Photo 5. Western façade, facing south.



Photo 6. Western façade, facing southeast.

