

NOTE

This file is **Part 3** 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

TRANSFORMER VAULT No. NE 1A (BUILDING 32A)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603400.4526545

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

Date of Construction: ca. 1950

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Transformer Vault No. NE 1A (Building 32A) was associated with the Quartermaster area and the postwar provision of electricity and basic support services to Fort Slocum’s military activities. The structure is an element in 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)

TRANSFORMER VAULT No. NE 1A (BUILDING 32A)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

Transformer Vault No. NE 1A (Building 32A) 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 32A 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 transformer vault is part of the post's infrastructure for distribution of electrical current at Fort Slocum, which was supplied to the post from the New Rochelle mainland via a submarine cable.

Building 32A, one of two open-air transformer vaults at Fort Slocum (the other is Building 127C), is an unroofed, fenced enclosure approximately 11 feet on a side (Photos 1-4). The floor of the enclosure is a poured concrete slab. Standing between Buildings 32 and T-34, the vault is just west of, and roughly aligned with, Howard Road, so its four corners are oriented roughly toward the cardinal directions. The vault enclosure is constructed of steel chain link fence approximately 6 feet high, above which are three strands of barbed wire. The chain link fence and strands of barbed wire are supported by cylindrical steel posts at the enclosure's corners. Just outside the northeastern side of the structure is a storage box constructed of dimensional lumber and plywood and covered with painted tar paper. It is unclear whether this box is related to the function of Building 32A.

An entrance gate to the Building 32A enclosure is located on its enclosure's northwestern side at its western corner. The gate is approximately 34 inches wide and is constructed with cylindrical steel frame covered by chain link fence. Inside the enclosure is a frame of cylindrical steel uprights and rails, which supported three or four electrical distribution transformers mounted about 3 feet off the ground. This transformer rack is on the eastern side of the enclosure. The transformers have been dismantled, and three empty cylindrical tanks are strewn on the ground in and near the enclosure. A sheet steel circuit breaker cabinet, also supported by cylindrical steel supports, is located on the northeastern side of the enclosure at the northern corner. Electricity was supplied to the vault via underground cable, and steel conduits that formerly contained wires connected to the supply cable penetrate the concrete floor slab at various locations.

Building 32A has been vandalized and is in poor condition. It is heavily overgrown by vines and saplings.

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

TRANSFORMER VAULT No. NE 1A (BUILDING 32A)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

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. 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.

TRANSFORMER VAULT No. NE 1A (BUILDING 32A)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

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

Building 32A is situated in the northern part 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.

The outdoor transformer vault now designated as Building 32A, but known during the 1950s and 1960s as No. NE 1A, was one of eleven vaults in existence during the last two decades of Fort Slocum's operational life. Most of the vaults were situated in rooms in the basements of various buildings at the post, but two, Buildings 32A and 127C, were open-air vaults. At least one vault occupied a small, separate, fully-enclosed structure (Building 109), and it is possible that one other vault similarly occupied a small functionally-specialized building (Building 27) (Office of the Post Engineer 1949-1957). These vaults held transformers that stepped down the higher voltages of the main underground electrical service circuit, which ran from the post's local substation at Building 37. The substation in turn was supplied by two submarine electrical cables originating on the New Rochelle shoreline at Neptune Dock.

Electricity was introduced into general use at Fort Slocum in 1903 (Historical Perspectives 1985:42), and historical photographs indicate that until around the time of the Second World War, power was carried to various locations on the post by wires on poles. Sometime after September 1940, the above-ground power distribution system was entirely relocated underground, and it seems likely that the system of in-building transformer vaults dates to this improvement. A map of the electrical distribution system at Fort Slocum drawn in 1949 and revised through November 1957 depicts Transformer Vault No. NE 1A, but, as only a copy of the map is available for examination, it is impossible to determine whether the symbol representing this structure was on the original drawing or whether it was a later revision. While most of the vaults are numbered with a simple sequence of numbers (1, 2, 3, ...), the more complicated identifier for the vault considered here suggests it may be a later addition to the system.

No property card or similar record has been obtained for Transformer Vault No. NE 1A, so no historical details about it are currently available. In absence of other information about the chronology of this structure, its construction is estimated to post-date the date when the drawing of the electrical system was originally drafted. The structure was not included in the 1986 historic architectural survey of Fort Slocum (Berger 1986). Its present designation, Building 32A, was assigned during the 2004 re-survey of the post (Olausen et al. 2005). Before then, it seems to have been identified only by the vault number shown on the electrical system map prepared by the Office of the Post Engineer (1949-1957).

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

Historical Perspectives

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

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.

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.

TRANSFORMER VAULT No. NE 1A (BUILDING 32-A)

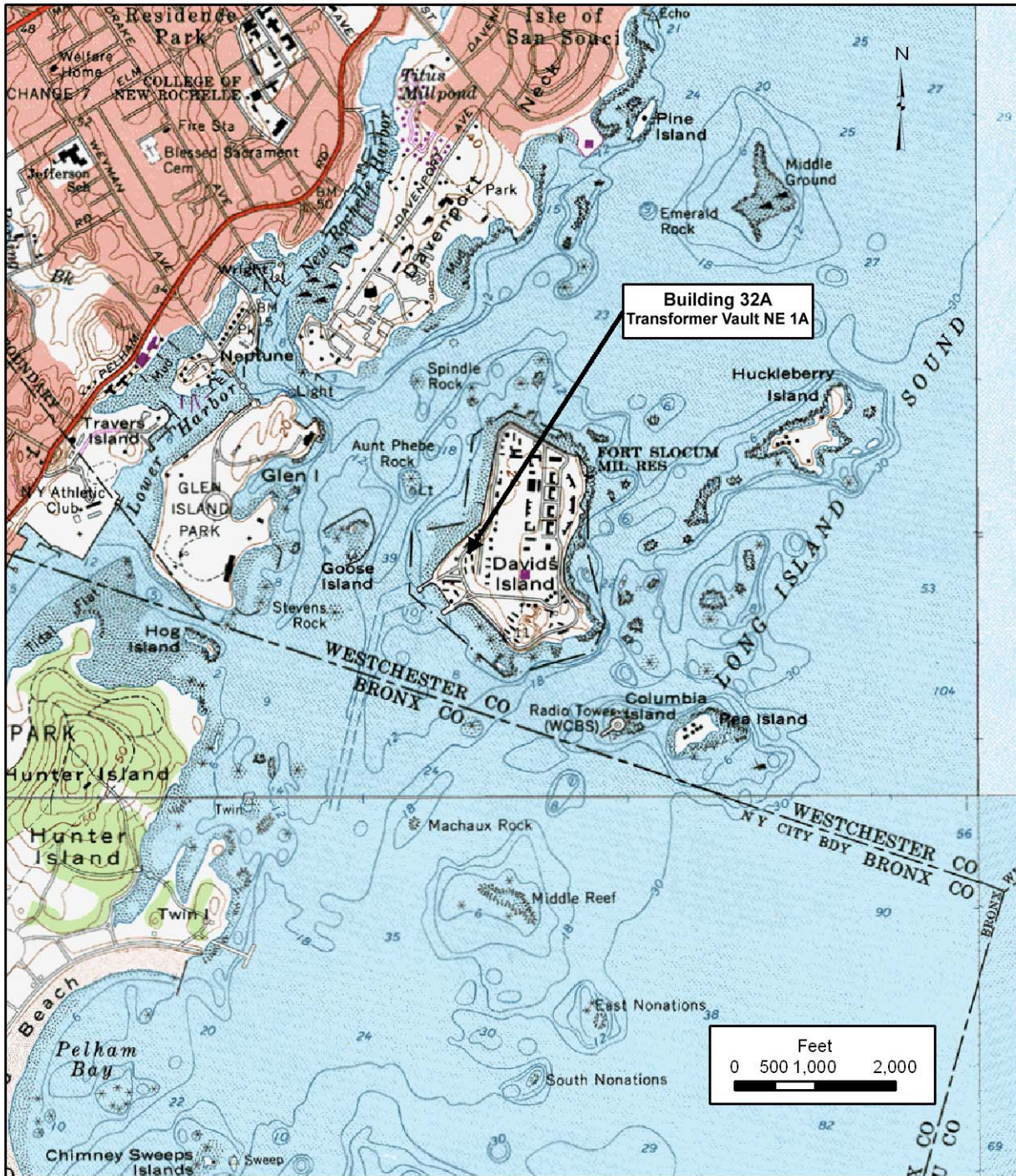
DAVIDS ISLAND-FORT SLOCUM

(Page 6)

LOCATION MAP (USGS Mount Vernon, NY)

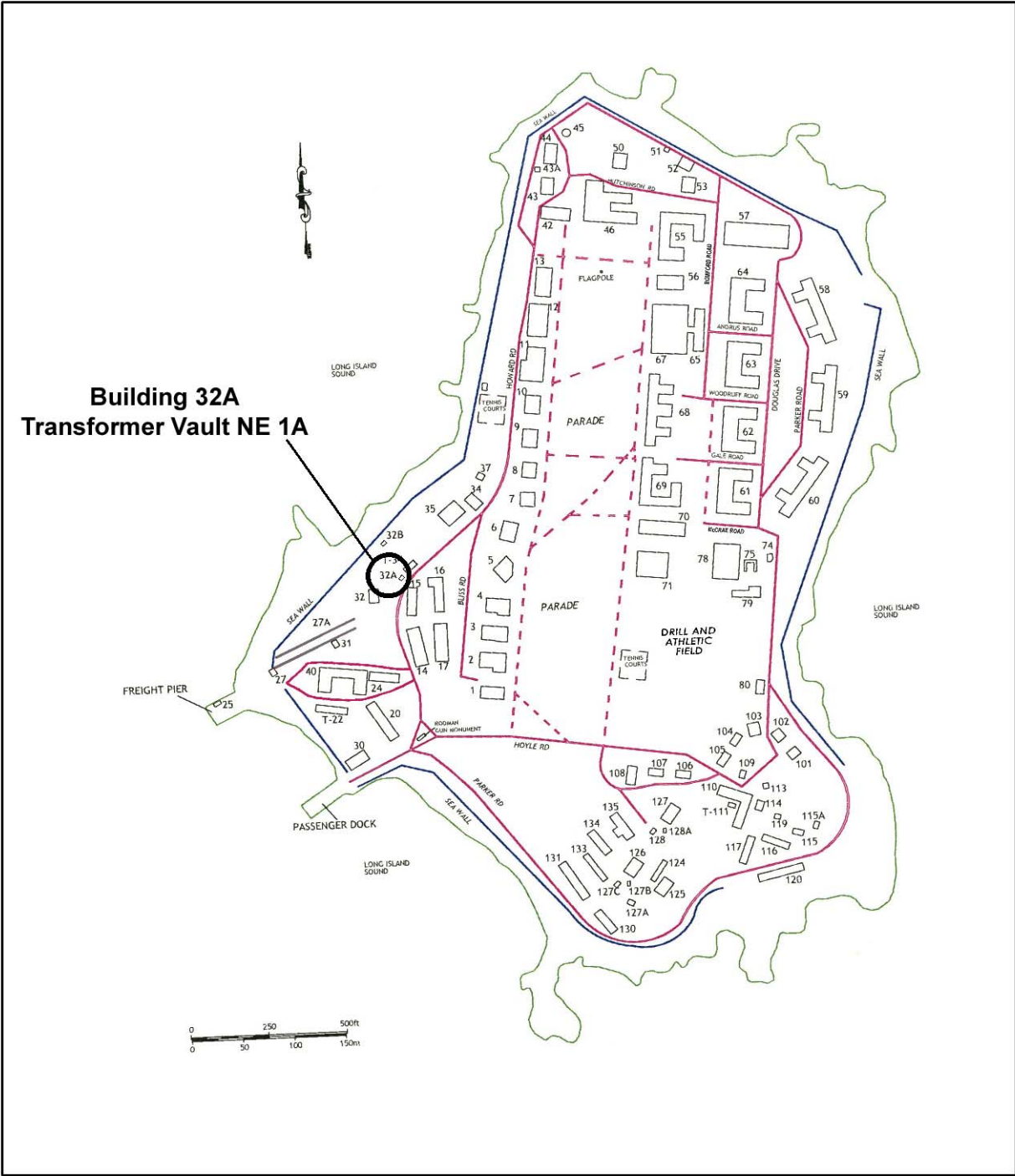
Scale: 1:24,000

1966 (Photorevised 1979)



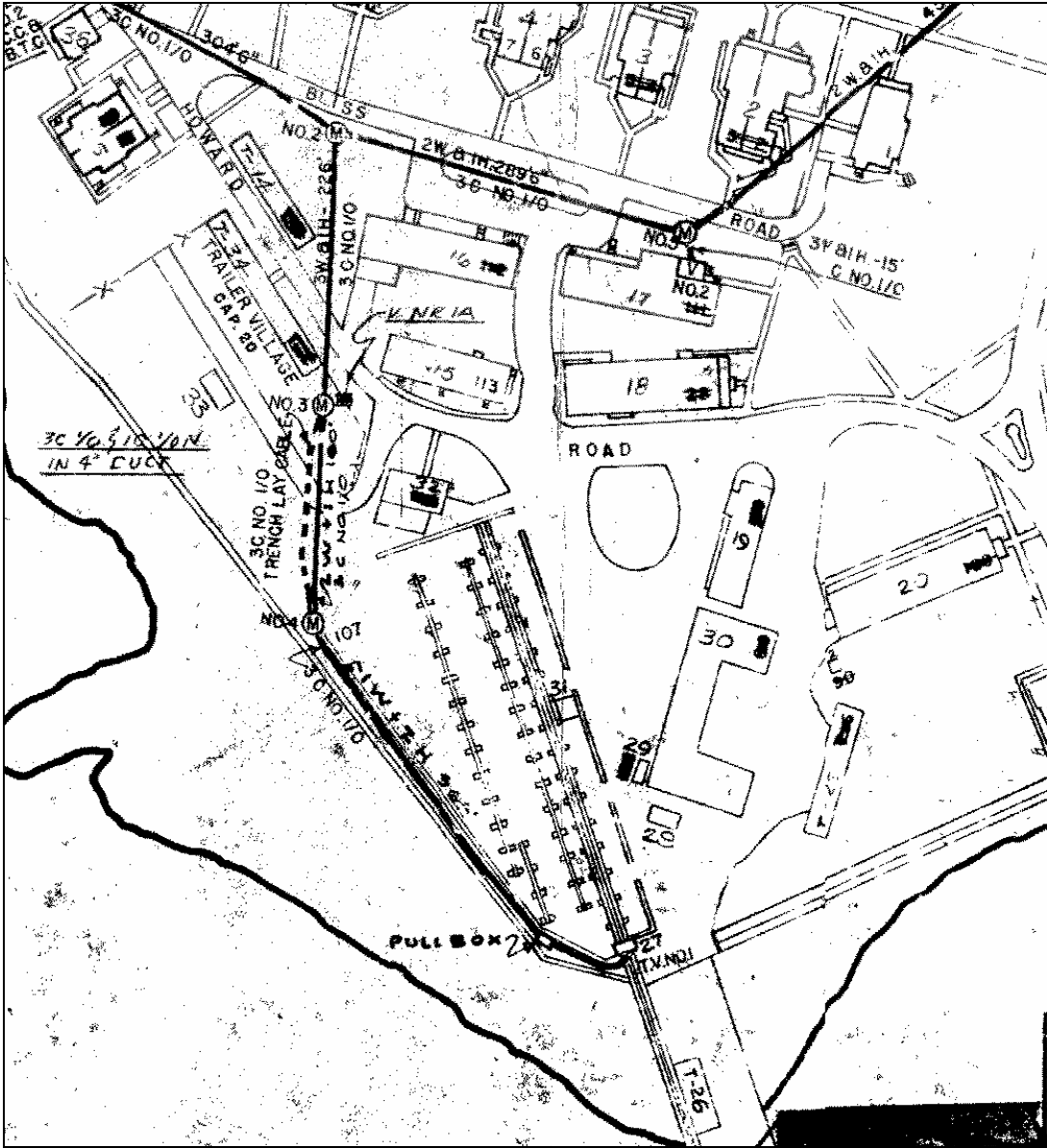
TRANSFORMER VAULT No. NE 1A (BUILDING 32A)
DAVIDS ISLAND-FORT SLOCUM
(Page 7)

SITE MAP



TRANSFORMER VAULT No. NE 1A (BUILDING 32A)
DAVIDS ISLAND-FORT SLOCUM
 (Page 8)

Figure 1. "Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines," detail, May 1949, revised through November 1957. Building 32A is depicted as a darkened rectangle adjacent to No. 3 manhole. Office of Post Engineer, Fort Slocum. On file at National Archives, College Park, MD.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

TRANSFORMER VAULT No. NE 1A (BUILDING 32A)

Davids Island—Fort Slocum

New Rochelle

Westchester County

New York

Photographer: Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ, September 2005.

1. Context of structure, with Building 32A to left and neighboring Building T-34 to right.
Facing north.

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

2. Building 32A viewed from Howard Road, facing northwest.

Photographer: Eric Hinkle, Tetra Tech EC, Inc., Morris Plains, NJ, October 2006.

3. Building 32A immediately prior to demolition, facing southeast.

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

4. Curcuit breaker cabinet, facing northeast.

Photo 1. Context of structure, with Building 32A to left and neighboring Building T-34 to right. Facing north.



Photo 2. Building 32A viewed from Howard Road, facing northwest.



Photo 3. Building 32A immediately prior to demolition, facing southeast.



Photo 4. Curcuit breaker cabinet, facing northeast.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

TEMPORARY STOREHOUSE (BUILDING T-34)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603407.4526558

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

Date of Construction: 1917

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Temporary Storehouse (Building T-34) is located in the Quartermaster Area, and it variously contributed to Fort Slocum's twentieth-century military activities as a storehouse and barracks. 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.

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TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

Building T-34, which was constructed during the First World War as a temporary storehouse, 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 T-34 is part of the Quartermaster Area, which primarily comprises the buildings and structures formerly supporting transportation to, from, and around the post; facilities maintenance; and the storage and distribution of materiel.

Building T-34 is a small, one-story side-gable structure with a simple rectangular footprint (Photos 1-4) The building is utilitarian and unadorned. It is now in ruins. The southeastern side of the roof has been stripped to the rafters, and the southern half of the building is sagging. Its southwestern gable end has partially detached from the rest of the building's framing. Doors and windows are missing. The interior floors are also missing in places, and some floor joists are partially rotted.

Overall, the building measures approximately 20 x 40 feet. Its long axis runs northeast-southwest parallel to Howard Road. The roof is framed and decked in wood and clad with asphalt shingles. The ends of the two-by-four rafters are exposed. The exterior walls have vertical board-and-batten siding; this siding is unique among the extant buildings at Fort Slocum. Traces of paint show that the siding was formerly painted white, gray, or tan. The exterior paint has now largely flaked off, and it is not possible now to determine the former color of the building through casual observation. Virtually no windows or doors are extant, but the openings are framed in wood and have wood sills. All window openings begin at a standard height of about 42 inches above the rim joists. A complete window frame on the northwestern side of the building has a six-pane awning-type sash, which is hinged at the top to swing out from the bottom. Most doorways begin at the rim joists, but one is lower and opens at ground level. The foundation of Building T-34 consists of concrete block and brick sills at the building's northern end and wood posts beneath its interior and southern end.

The southeastern façade, facing Howard Road, has a central doorway flanked on either side by two evenly-spaced, square window openings. Two concrete steps lead up to the door. A square exterior chimney of brick, about 18 feet tall, is located beside the doorway. A concrete block trashcan enclosure stands between the road and the building at its eastern corner. The northeastern gable end of the building has a noticeably wide roof overhang and rests on a concrete block sill. The façade on this side of the building is a blank board-and-batten wall. The northwestern façade has an asymmetrical pattern of window and door openings. One doorway is located near the building's northern corner. This door is at ground level and is closely flanked by two windows, including the one with the complete sash. Further to the right (southwest) on this façade is a second doorway that opens above the rim joist. The wood steps leading up to this door are not extant. This doorway also closely flanked by two windows, and there is another window about halfway between the door and the western corner. A fragmentary red box, which may have held a fire extinguisher, is attached to the wall beneath this rightmost window. The southwestern façade has an off-center doorway, which may have been protected by a wood-frame vestibule entrance.

The interior of the building is severely deteriorated, and it is difficult to interpret the last function of the building from the extant traces. The interior is divided into several rooms, but no floor plan is available. The

TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

building is fitted with electrical wiring, radiators and at least one electric heater, and plumbing including at least two wall-mounted porcelain bathroom sinks and one galvanized metal double laundry tub. Several mirrors are attached to the walls. Walls and ceilings are covered with sheetrock, now severely deteriorated or missing.

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.

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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 STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

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.

Temporary Storehouse (Building T-34)

Building T-34 stands near the northern end 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). Situated 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. Its early buildings were all of wood frame construction, but most of those erected as permanent structures after about 1900 were built of more durable materials such as brick or concrete block.

By the outbreak of the First World War (1914-1918), the Quartermaster Area was approaching its present configuration, and most of the buildings that were part of the area during the last decades of Fort Slocum's operational life had been erected. During the First World War, however, at least five temporary buildings were also added to the area. These temporary buildings were among 56 such structures put up at Fort Slocum to accommodate the tens of thousands of recruits and soldiers who passed through the post during the war (Cavanaugh 2007) (Figure 1). One of these temporaries was Building T-34, which by the 1960s had become the last survivor of the post's First World War building boom.

The Army erected temporary buildings to serve many different needs at the post. The majority of the buildings were barracks, but there were also temporary latrines, storehouses, mess halls, and medical facilities. To judge from photographic postcards of the period, most of these temporary buildings were built using the standard plans developed by the Quartermaster Corps to allow the Army to mobilize and train the millions of men who swelled its ranks from a peacetime strength of a little over 200,000 to a peak of 3.7 million. This enormous influx of personnel, most of whom joined the service in 1917-1918, had to be examined, clothed, fed, quartered, equipped, trained, transported, and tracked. The Army constructed dozens of installations to handle the torrent of men, including 32 vast new camps where recruits were formed into units and trained. Built through a massive, coordinated national construction effort in the spring and summer of 1917, each camp had a capacity of between 27,000 and 45,000 men and required hundreds of buildings, plus the infrastructure of a small city. These and other facilities were constructed using standardized plans,

TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

known as the 600-series plans, developed by the Cantonment Division (later, Construction Division) of the Quartermaster Corps. The 600-series plans were designed for speed of construction, relying on simplicity, austerity, and minimalism. Post-in-ground foundations, balloon framing, board-and-batten walls, bare interiors, and tarpaper roofs got the buildings up in a hurry. As one study has remarked, while certain construction tasks required the skills of electricians, plumbers, and other skilled labor, the job of erecting the buildings “was mainly one of nailing boards together, and for that handy men sufficed” (Fine and Remington 1972:14; see also Chattey et al. 1997:11-12, 40-47; Stewart 2005:7-52).

Fort Slocum’s primary role during the First World War was as a general recruit depot, the function it had served since 1878. Recruits and draftees were sent to the installation from recruiting stations and other assembly points. At depots like Fort Slocum, they received thorough medical examinations and, if healthy, were sworn to service. They were then vaccinated and provided with uniforms and a soldier’s kit, then were held at the post for a period of time lasting a few weeks to a few months until they were transferred to a regular unit. While at the recruit depot, the new soldiers received training in the rudiments of Army life. Between July 1913 and June 1914, just before the outbreak of the First World War, Fort Slocum received about 9,400 recruits, but during wartime mobilization, 1917-1919, 140,000 enlistees passed through the post. The tens of thousands of arriving and departing men filled it to more than capacity, even with the addition of the several dozen temporary buildings, including Building T-34. Indeed, due to the looming end of volunteer recruitment in December 1917, the flood of recruits backed up into the city of New Rochelle, and churches, schools, and private citizens opened their doors to feed and shelter the men until the Army could process them (Historical Perspectives 1985:43; Louis Berger & Associates 1986:13-15; New York Times 1917a, 1917b, 1917c, U.S. Congress 1915).

Building T-34 was constructed sometime in 1917 as a storehouse on Howard Road near the edge of the Quartermaster Area. It stood just north of the main group of permanent Quartermaster storehouses, present-day Buildings 14 to 17, and across the road from another, somewhat smaller storehouse (last designated as Building T-14, demolished ca. 1960). As constructed, Building T-34 was a one-story, unheated structure without electricity measuring 147 feet-4 inches by 20 feet-3 inches. Like all structures of its type, it was wood-framed with board-and-batten siding. Windows were spaced regularly down its sides, and from photographs, it is known to have had doors on at least its northwestern side and southwestern end. The type of goods stored in the building remain to be documented, but judging from the building’s design and light-duty construction, these items likely did not include food or valuable equipment.

After the First World War, Fort Slocum’s commanding officers began removing its stock of temporary buildings. It took nearly two decades for most of the buildings to be demolished, however. In the meantime, some buildings continued in their original uses, others were renovated for new purposes, and still others were left vacant. Michael A. Cavanaugh, who is preparing a history of Fort Slocum, has found, for example, that some former barracks were converted for use as substandard non-commissioned officer’s family housing in the 1920s (Cavanaugh 2007), while other barracks buildings seem to have been reused as stables. Details about the use of the temporary buildings in the Quartermaster Area during the interwar years is lacking, but analysis of aerial photographs shows that of the five temporaries known to have been built there in about 1917, one was removed before late 1923 and another was gone by mid-1926. A third building stood until 1938-1940. The remaining two buildings, including Building T-34, remained, presumably in use, into the Cold War era.

A map produced in 1933 labels Building T-34 as a barracks, but this identification seems suspect because the Quartermaster Corps property card of 1939 shows the building lacked heat and electricity and indicates that

TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 6)

only \$1,757.95 had been expended on it for repairs since its construction (Figure 5). The property card shows that in 1939, the building was used as an "I & I Storehouse (Temporary)." A similar designation for the building, "I & I Warehouse," appears in a 1941 memorandum concerning the renumbering of buildings at the post, but it is not known what the abbreviation signifies.

Soon after the Second World War, the building was converted from a storehouse to quarters or a support building for quarters. Maps from 1949 and ca. 1952 show that the Army, or the Air Force during its 1946-1949 tenancy of Fort Slocum, established a trailer park between Building T-34 and the shoreline. This facility may have provided a place where some peripatetic servicemen of the postwar era could move a house trailer or mobile home from a previous assignment and quickly set up housekeeping at Fort Slocum. According to one oral history interview, in the late 1950s the trailer park was occupied by, among others, non-commissioned officers and their Japanese war brides (Olley 2007). An aerial photograph from November 1961 shows the park in use and occupied by eleven trailers of various designs (Figure 6). The typical trailer appears to be around 40 feet in length, but at least one shown in this photograph looks considerably shorter. Michael Cavanaugh (2007) speculates that the renovated Building T-34 provided communal lavatory facilities for the trailer park. As late as 1961, Building T-34 seems to have retained its original length, but sometime shortly before Fort Slocum closed in 1965, the structure was reduced in length to about 40 feet. Despite these changes, the building's First World War heritage remained evident in its exterior appearance until the end.

Building T-34 was originally designated as Building T-15. In 1941, this designation was changed to Building T-2. The building was assigned its present number in 1957.

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TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 7)

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TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 8)

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(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].

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.

TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 9)

- 1924: High angle oblique aerial photograph of Davids Island showing area between Mortar Battery and Raymond Hall (Building 55). View east. September 4.
- 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.
- ca. 1938: Real-photo postcard showing low-angle oblique aerial photograph of Davids Island. Summer. View north. In collection of Michael A. Cavanaugh, Los Angeles. Also published in *New York City's Harbor Defenses* (2003), p. 92, by Leo Polaski and Glen Williford, Arcadia Publishing, Charleston, South Carolina.
- 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.

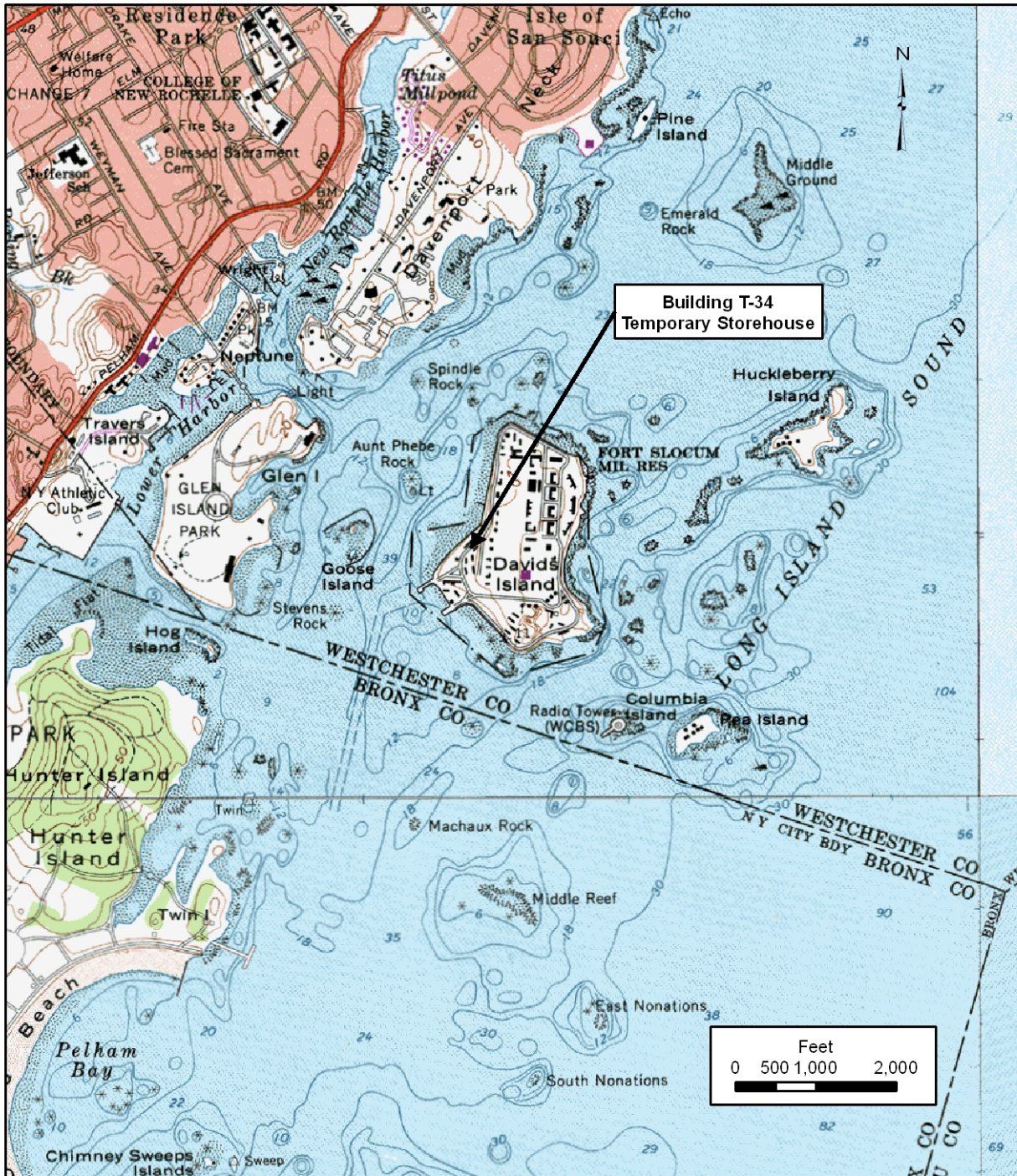
**TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM**

(Page 10)

LOCATION MAP (USGS Mount Vernon, NY)

Scale: 1:24,000

1966 (Photorevised 1979)



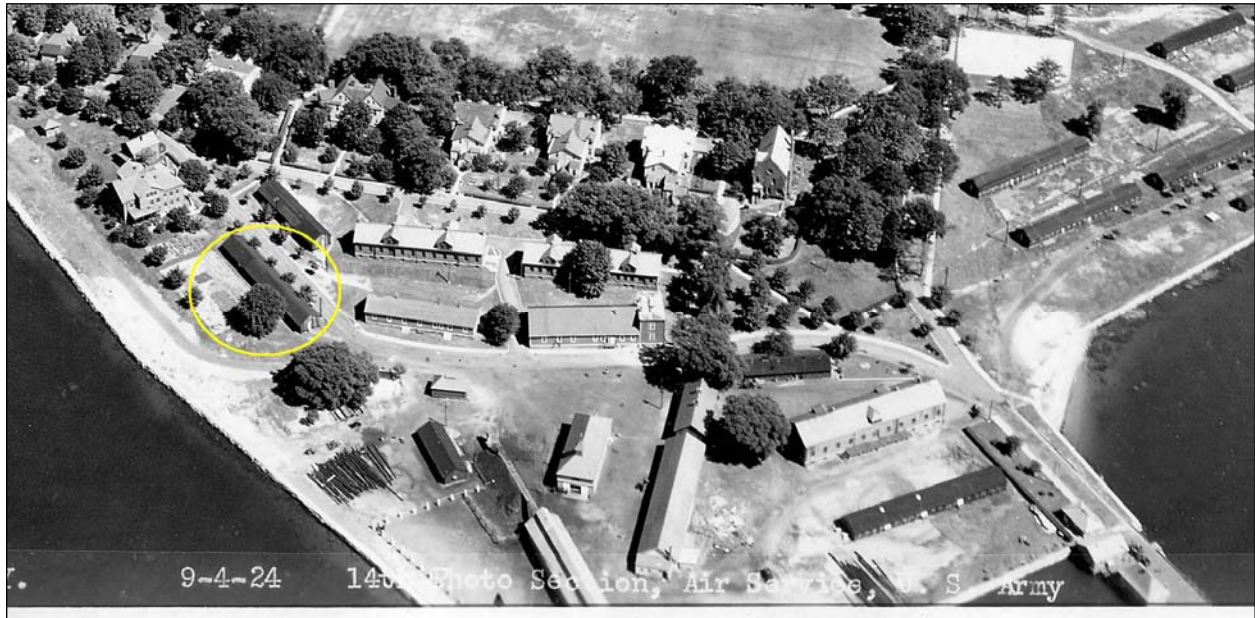
**TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 12)**

Figure 1. “‘Our Quarters,’ Fort Slocum, N.Y.,’ ca. 1917. Postcard view, unknown type and publisher. This view shows a typical First World War one-story temporary building, with board-and-batten siding and six-pane windows like that of Building T-34. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 13)

Figure 2. Oblique aerial photo, September 1924, detail. View east. Building T-34 is circled the shoreline at left. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



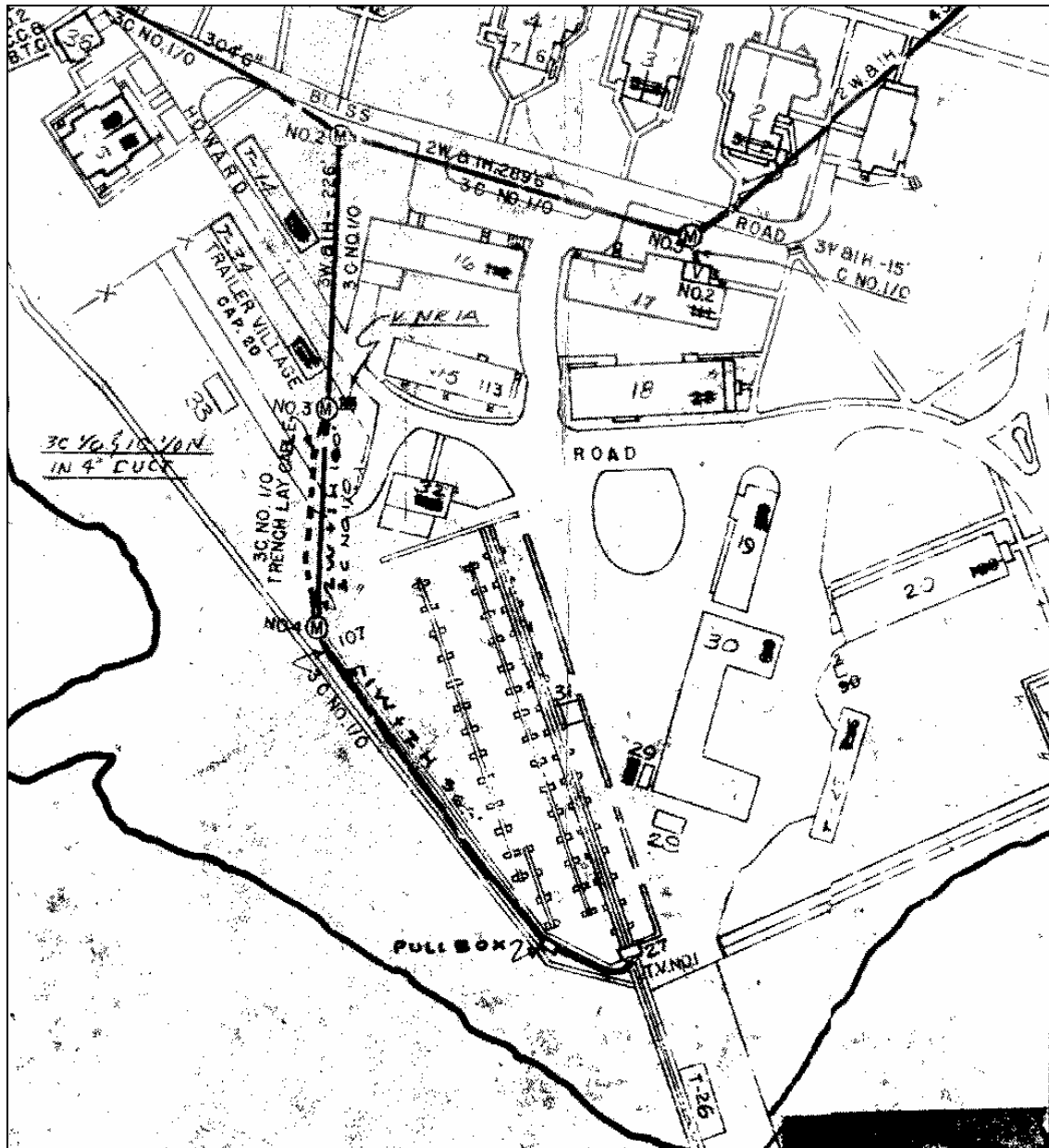
**TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM**
(Page 14)

Figure 3. Property Record photo, 1939. View to east. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



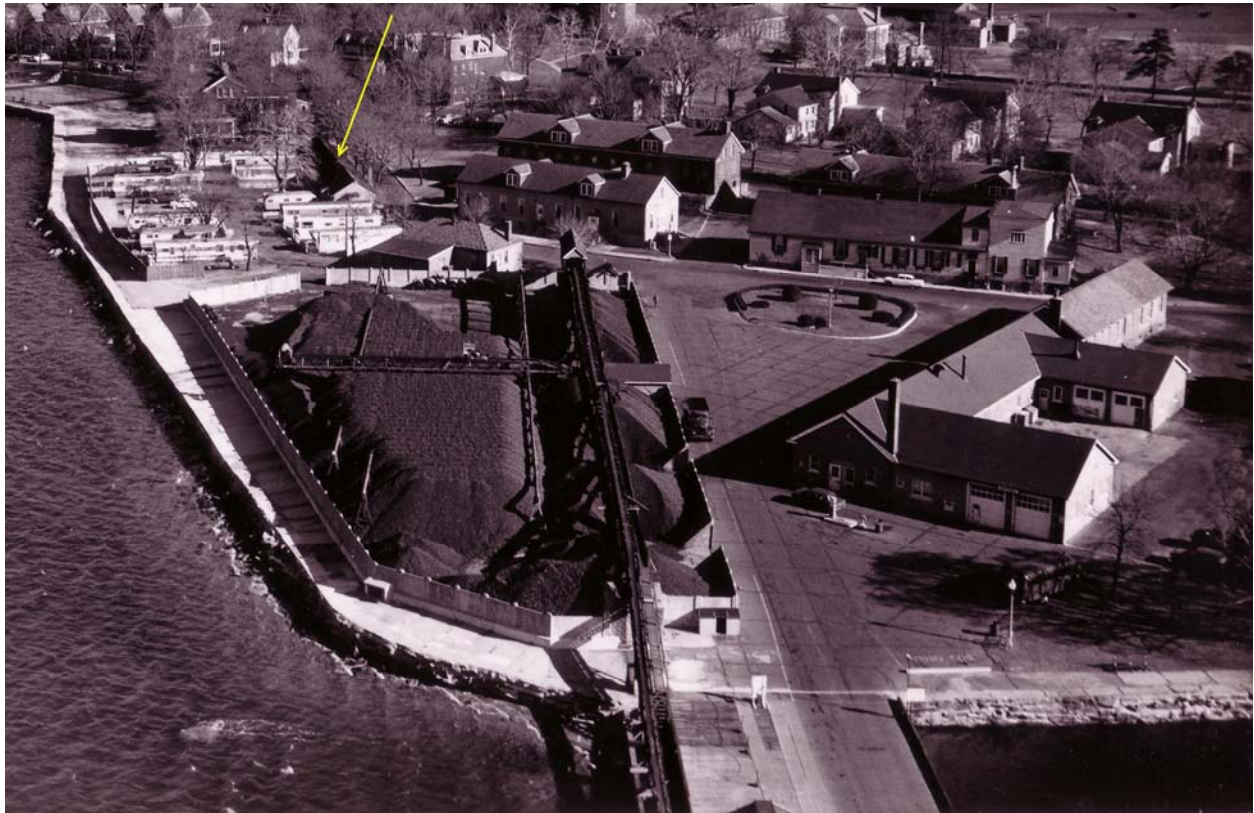
TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 16)

Figure 5. "Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines," detail, May 1949, revised through November 1957. Building T-34 is located near upper left of image. 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.



TEMPORARY STOREHOUSE (BUILDING T-34)
DAVIDS ISLAND-FORT SLOCUM
(Page 17)

Figure 6. Low angle oblique aerial photograph of Quartermaster Area, Davids Island. 1961. View northeast. Arrow at upper left points to Building T-34. Attributed to Capt. Donald P. Blake. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian..



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

TEMPORARY STOREHOUSE (BUILDING T-34)

Davids Island—Fort Slocum

New Rochelle

Westchester County

New York

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

1. Southwestern and southeastern façades, facing north.
2. Northwestern façade, facing northeast.
3. Interior.

Photographer: Matt Kierstead, PAL Inc., Pawtucket, RI, November 2004.

4. Northeastern façade, facing northwest.

Photo 1. Southwestern and southeastern façades, facing north.



Photo 2. Northwestern façade, facing northeast.



Figure 3. Interior.



Photo 4. Northeastern façade, facing northwest.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

NON-COMMISSIONED OFFICER’S / OFFICER’S QUARTERS (BUILDING 34)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York, mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603472.4526622

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

Date of Construction: 1902

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Non-Commissioned Officer’s Quarters (later, Officer’s Quarters), (Building 34), is situated in the Officers’ Row area of Fort Slocum and is related to the provision of housing for non-commissioned and commissioned officers 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)

NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Non-Commissioned Officer's/Officer's Quarters (Building 34) is located near the western 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 34 is located in the Officers' Row functional area,. This functional area primarily contains quarters for housing officers and their families. Although part of the functional area, Building 34 is not located on Officers' Row proper, which is situated along the western edge of the Parade Ground. The building was originally constructed as a single-family quarters for a non-commissioned officer, but as the arrangement of functional areas at Fort Slocum developed during the twentieth century, it later came to be used as an officer's quarters.

The Non-Commissioned Officer's/Officer's Quarters is a modest two-story brick, single-family dwelling (Photos 3) The main portion of the building measures 21 feet 6 inches by 30 feet. The long axis of the building is oriented approximately perpendicular to the nearby shoreline. Consequently, the building's front façade faces northwest, and its rear façade faces southeast. There are remnants of a one-story, 6-foot wide wood-frame porch, now collapsed, on the front of the building. A one-story shed addition measuring 9 feet 6 inches by 13 feet 6 inches extends off the rear at the building's southern corner.

Building 34 has a half-length cellar, situated beneath the western half of building. The cellar can be entered through an exterior stairway protected by a wooden bulkhead, now largely in ruins, on the southeastern side of the dwelling. The building's foundation is schist laid in random courses, and the stonework exposed above grade is finely-dressed quarry-faced ashlar. The top course of the schist foundation has a finished, chamfered edge that serves as a water table at the base of the brickwork. The exterior walls are constructed of reddish brown brick pointed with light reddish brown mortar. The walls appear to be in good condition. The original window openings feature sills of gray sandstone and brick segmental arch lintels indicative of vernacular Colonial Revival design. The simple end-gable roof is wood-framed and is now clad in asphalt shingles. Portions of the roof have collapsed. The windows and doors are fragmentary, and the interior has been heavily damaged due to water infiltration and vandalism. Remnant traces and historic photographs show that all the original windows were wood sash and double-hung, with two-over-two lights and that the doors were wood paneled.

Masonry ghosting on the front (northwestern) façade of the building and four brick piers located 6 feet from the main foundation show that a one-story porch, now collapsed, once faced the channel between Davids Island and the New Rochelle mainland. Historical photographs confirm the former existence of this porch. The front façade is symmetrical, with a second-story band of three evenly-spaced two-over-two double-hung wood sash window openings set beneath the gable peak. Matching fenestration characterizes the first floor level of this façade, with a doorway at the northern corner substituted for the window opening of the floor above.

Simple symmetry also characterizes the rear (southeastern) façade, which has a pair of window openings offset toward the corners of the building on second story. Originally, these were apparently paired with a window and a door opening on the first floor, but later alterations have obscured the first-story elements. A simple one-story shed-roof addition spans the southern two-thirds of the dwelling's rear, incorporating the

NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

former rear entrance to the house as its interior entrance. The window that was formerly located near the eastern corner at the first floor level has been bricked up. The addition is apparently wood-framed and covered with concrete stucco. A single casement window each is located in the northern and eastern walls of the addition, and exterior doorway pierces its south side. A 4-foot-high L-shaped brick wall creates an open enclosure in the angle between the original brick building and the stucco addition at the eastern corner. Like small free-standing C-shaped masonry structures found behind other dwellings in the Officers' Row area, this enclosure probably kept trashcans neat and out of sight.

Fenestration of the northeastern and southwestern sides of the dwelling is asymmetrical, and the two sides do not mirror one another. Originally, the southwestern wall had windows only on the first floor, including a single opening toward the front (western end) and a pair of openings toward the rear. Later alterations added two openings at the second-story level, symmetrically offset from the façade's midline. On the northeastern side, there were originally a pair of small window openings toward the rear (eastern end) on the first story and a second-story window offset from the centerline toward the front of the house and marking the top of the interior stairway. Later, a new window opening was added toward the rear (west) on the second story. Unlike the original windows these three later second-story window openings are tucked just under the eaves with flat lintels (probably supported by steel) and brick sills; a ca. 1940 photograph of the building suggests these openings had steel casement windows, now missing.

The building's interior includes wood floors and simple cabinetry and plasterwork. No historic floor plan of Building 34 has been located.

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

NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

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.

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

Building 34 is situated on the western side of the Officers' Row functional area. It was built as part of a short row of quarters that housed the post's specialist non-commissioned officers (NCOs), including the Post Quartermaster Sergeant, Commissary Sergeant, and the Band Leader (which later became the quarters of the Ordnance Sergeant) in the period ca. 1891-1909. With the exception of Building 34, the buildings of this group were "frame cottages" (Summerhayes 1893a), which were erected in the early 1890s on the northern edge of the Quartermaster Area between Officers' Row and the shoreline. Building 34 was added to the northern end of the row in 1902, and it seems to have been the first brick dwelling at Fort Slocum specifically built as NCO quarters. It is unknown to whom the quarters were originally assigned, but its association with the three frame quarters for specialist sergeants suggests it served such personnel. The sergeants housed in these quarters had responsibilities covering the entire post, in contrast to the NCOs who had command and administrative responsibilities for the individual companies deployed at Fort Slocum. The latter NCOs lived in the Barracks Area on the northeastern side of Davids Island, near the enlisted men for whom they were responsible. If unmarried, company NCOs were quartered in the barracks with their men, but if married, they lived in one of the two frame apartment-style quarters nearby (Summerhayes 1893 and maps of 1893 and

NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

1894-95).¹ Similar arrangements for housing NCOs were typical of many Army posts around in the late nineteenth and early twentieth centuries (Chattey et al. 1997:269-270). This disposition of specialist and company NCO housing continued at Fort Slocum until around 1909, when the Army built three new sets of brick duplex NCO quarters (Buildings 101-103) on the southeastern side of the island, in what is now the NCO Family Housing Area. With the construction of these new duplex quarters, the remaining apartment-style NCO quarters in the Barracks Area and the three frame dwellings on the edge of the Quartermaster Area were removed. However, the relatively new brick quarters, Building 34, was left standing. As its neighbor after 1910 was a duplex officers' quarters (Building 35) and was it was close to Officers' Row, Building 34 was later assigned as officer's quarters.

According to the Quartermaster Corps property card for Building 34, the structure was built following the Office of the Quartermaster General's standardized plan No. 87-A Rev (Figures 1-7). This specific plan is not listed in the partial inventory of standardized quartermaster plans assembled by Chattey et al. (1997:389), nor are turn-of-the-century, one-family NCO quarters discussed by Hoagland (2004:227-233). A version of Plan No. 87-A Revised was located during research at the National Archives (Figure 1), but the drawing, prepared in October 1894, predates the construction of Building 34 by the best part of a decade, and the association of this version of the standardized plan specifically with Fort Slocum is unclear. Nonetheless, many details in the drawing closely match the form of Building 34. As shown in this drawing, the building is designed with a half-basement; living room, kitchen, and bathroom on the first story, and three bedrooms on the second floor. There is a low, unlighted attic space accessible through a trap door in the ceiling of the second floor hall. (The interior of Building 34 was not accessible during the fieldwork for this documentation, and it is unknown to what extent the building's actual floor plan deviates from the plan.) Fenestration shown in the plan appears identical to the original pattern of windows and doors of all façades of Building 34.

When Building 34 was constructed, it fronted on a road that passed between it and the nearby shoreline, which was not yet protected by the ca. 1905 seawall. This road alignment probably dated from the Civil War. It remained in use until about 1910, when the two buildings that neighbor Building 34 (Buildings 35 and 37) were erected, and the shore road was realigned into what is now Howard Road. Alterations to the building itself included the opening of three new windows in the second story (late 1930s) and the construction of the small shed addition off the rear (possibly in the 1950s). Unlike the porches of the quarters on Officers' Row (and even Building 15), the post-wide renovation campaign of the late 1930s apparently did not significantly alter Building 34's porch. Inventory photographs taken before and after the 1930s renovations of Building 34 show that the slender posts and openwork balustrade of the original porch were retained through this period (Figures 5-6).

When constructed, Building 34 was designated as Building 72 in the building numbering system instituted at Fort Slocum in 1893. In 1941, it was renumbered as Building 21, and in the final numbering system introduced while the post was active, in 1957, it was identified as Building 36. Its present identifier, Building 34, appears to have been introduced after Fort Slocum closed, probably because of a misreading of a map. The present number was in use by the 1980s, for the building was inventoried under its present number by Berger (1986). Historic maps show the building identified as NCO quarters until at least the early 1920s. By 1933, period maps indicate it had been designated as an officer's quarters.

¹In the post's 1893 building numbering system, the married NCO quarters were designated as Buildings 60 and 62. The larger Building 60 stood in the area now occupied by the Drill Hall and Gymnasium (Raymond Hall—Building 57), while the smaller Building 62 was in area later used for Battery Fraser-Kinney and now occupied by Building 58.

NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 6)

PART III. SOURCES OF INFORMATION

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Unpublished Materials

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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.

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

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

Tetra Tech EC, Inc.

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

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.

NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 7)

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.

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

March 1893 "Davids Island, New York Harbor. Prepared under the direction of J.W. Summerhayes." Shows "buildings as renumbered," the proposed form of the mortar emplacement, and 1-foot (0.3-meter) contour intervals. QMGO No. 34039, March 13, 1893. On file at National National Archives, College Park, MD.

October 1894 "[Standard Plan] 87A Revised: Non-Com. Off. Quarters." 1 sheet. Q.M.G.O. [Quartermaster General's Office], no designer or draftsman indicated. 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.

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.

January 1911 "Map of Fort Slocum, David's [sic] Island, N.Y." Made by Direction of Peter Murray, Capt. Construction Q.M. Record Group 92, National Archives, College Park, MD.

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

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

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

NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 8)

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.)

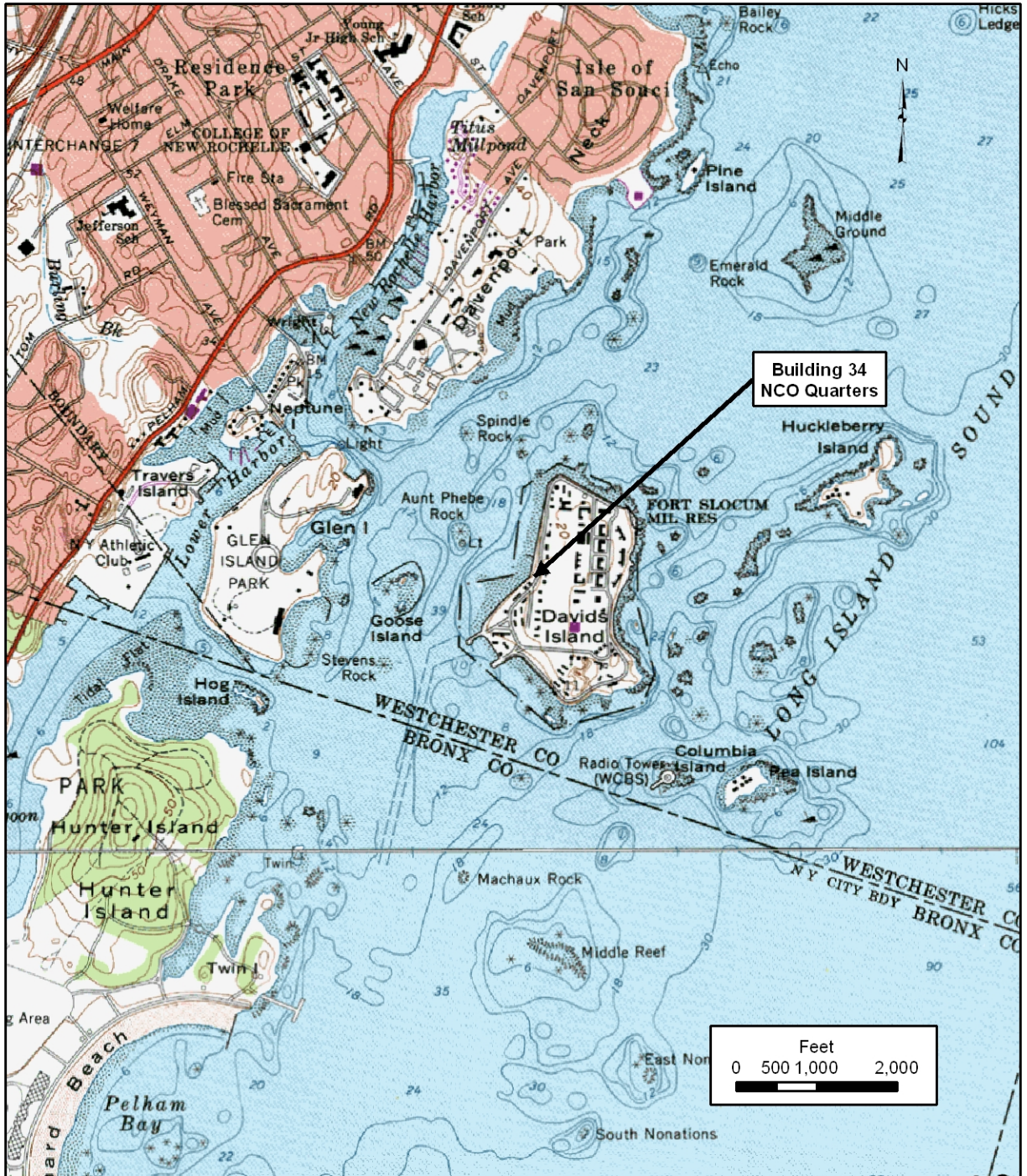
1923: Vertical aerial photograph of Davids Island. November 20.

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.

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

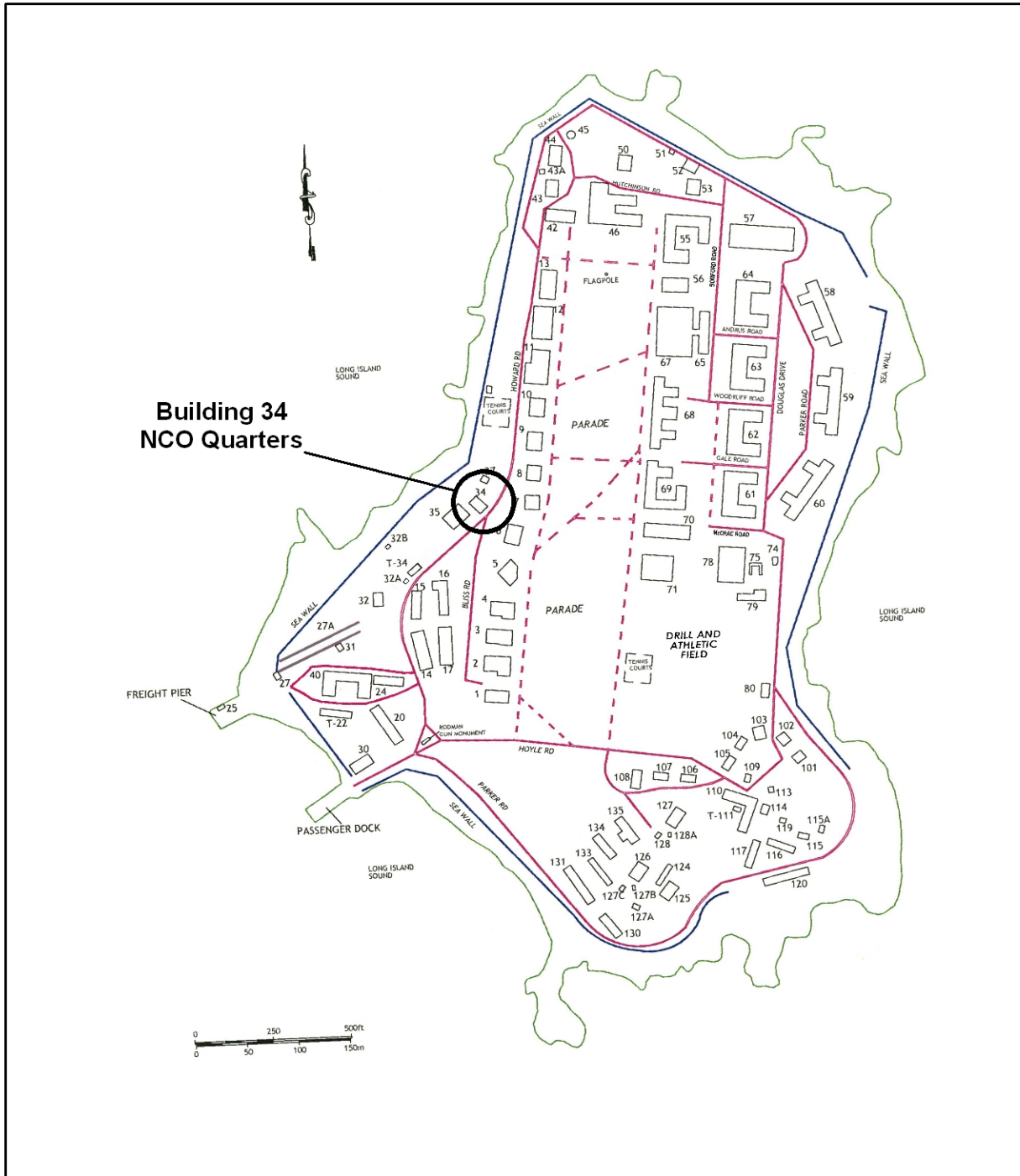
NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 9)

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



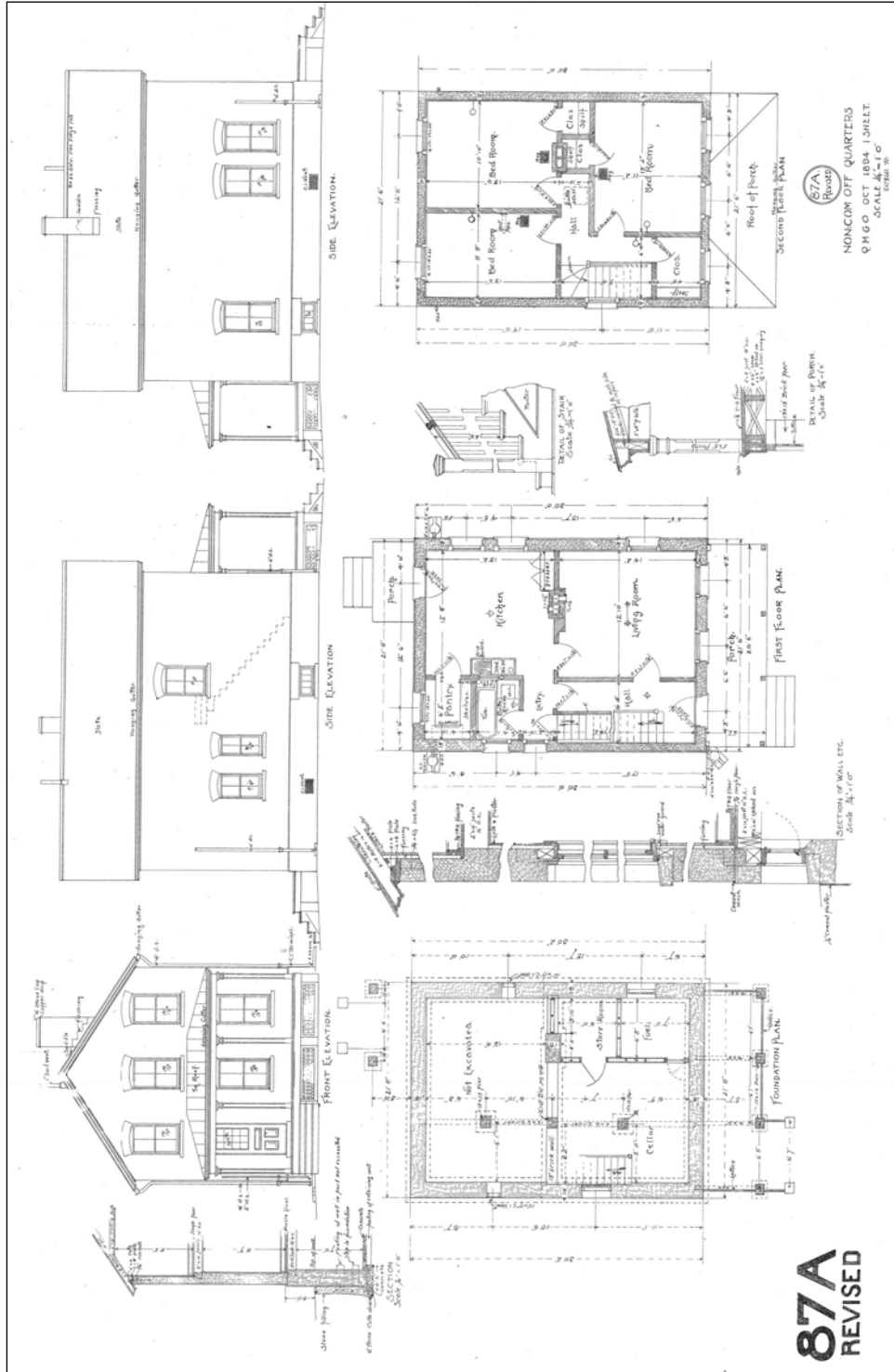
NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 10)

SITE MAP



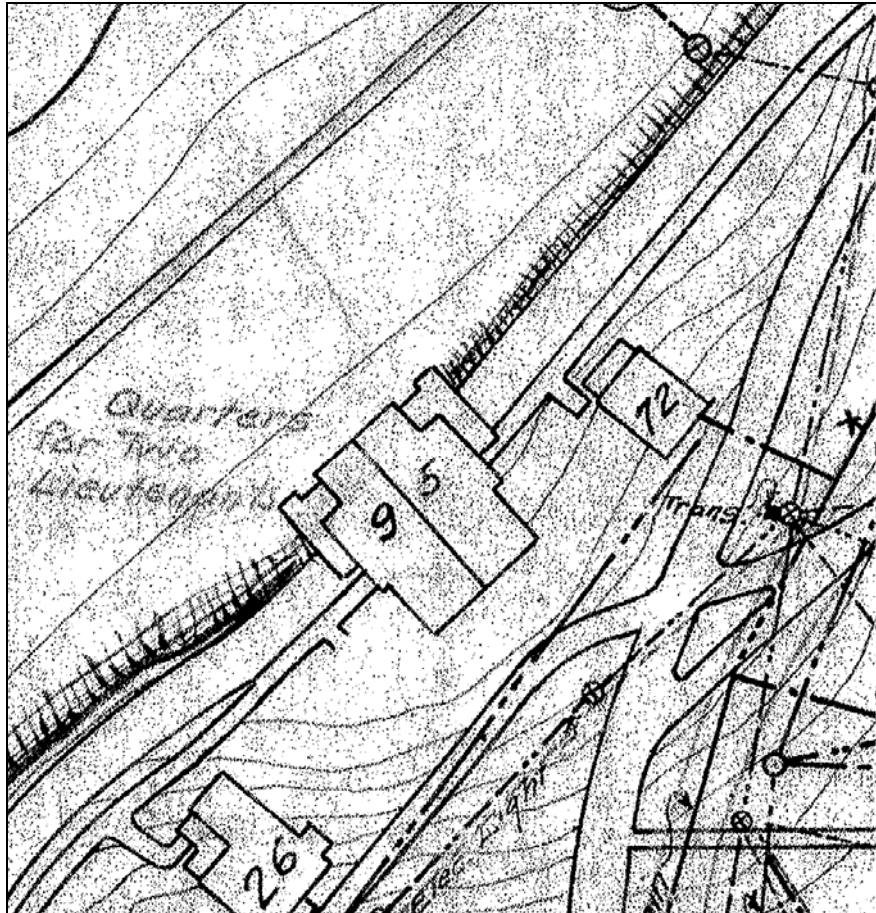
NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
 (Page 11)

Figure 1. Quartermaster General's Office Standard Plan "87A Revised: Non-Com. Off. Quarters," October 1894. Record Group 92, National Archives, College Park, MD.



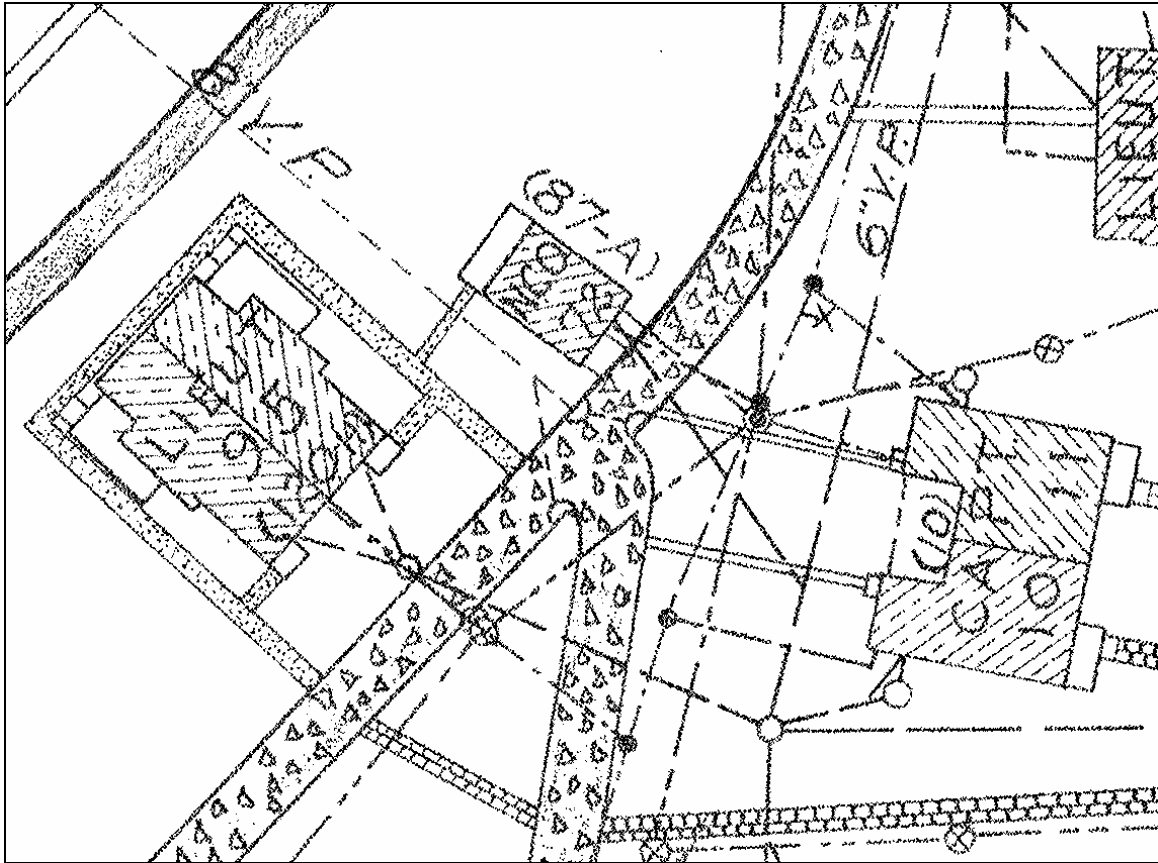
NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 12)

Figure 2. "Map of Fort Slocum, Davids Island, NY." 1909, detail. Building 34 is labeled "72" in this earlier building numbering system. Record Group 92, National Archives, College Park, MD.



NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 13)

Figure 3. "Map of Fort Slocum, New York." 1915, detail. Building 34 is designated as "NCO 72" in this drawing. Record Group 92, National Archives, College Park, MD.



NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 14)

Figure 4. Oblique aerial photo, August 1924, detail. View northeast. The large building at the center of the image is Building 35. Building 34 is to its right rear. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



**NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 15)**

Figure 5. Inventory photo, probably mid-1930s. View south. Record Group 111, National Archives, College Park, MD



NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
(Page 16)

Figure 6. Inventory photo, ca. 1939. Record Group 77, National Archives, College Park, MD.



NON-COMMISSIONED OFFICER'S/OFFICER'S QUARTERS (BUILDING 34)
DAVIDS ISLAND-FORT SLOCUM
 (Page 17)

Figure 7. Property Record, March 1940. Record Group 77, National Archives, College Park, MD.


Post Plan No. _____
 O.Q.M.G.: Plan No. BT-A, Rev., Building No. _____

Place Fort Slocum, New York.
 Designation of building Officers Quarters
 Total cost, \$ 3833.72 Date completed 1933
 Material: Walls Brick Foundation Stone
 Roof Slate Floors _____
 Total floor area above basement, square feet 1026
 Size: Main building 21'6" x 30' Wings None
 a. Heil-Elain Magazine Feed Boiler M-6-S-6
 (Other boiler)
 b. Steam - Coal Operated
 (Type of heat)
 c. American-Ideal Coal Heater #60
 (Type of furnace hot water boiler)

COOKING RANGES INSTALLED
 Coal, No. _____ None
 Gas, No. _____ None
 Electric No. _____ One
 Oil, No. _____ None
 Steam, No. _____ None


METERS INSTALLED
 Gas, No. _____ None
 Electric, No. _____ Two
 Oil, No. _____ None
 Steam, No. _____ None
 Water, No. _____ None

Capacity 1-Family
 Basement 18'10" x 13'6"
 Height of first floor above ground 8'10"
 How lighted Electrically
 Water connections Yes
 Sewer connections Yes
 Gas connections Yes



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

DATE	COST	DATE
Total cost of repairs to June 30, 1935.	\$6,470.00	



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

NON-COMMISSIONED OFFICER'S/ OFFICER'S QUARTERS (BUILDING 34)

Davids Island—Fort Slocum

New Rochelle

Westchester County

New York

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

1. Northwestern façade, facing east.

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

2. Northeastern façade, facing south.

Photographer: Matt Kierstead, PAL Inc., Pawtucket, RI, November 2004

3. Southeastern and northeastern façades, facing west.

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

4. Southwestern façade, facing northeast.
5. Interior.

Photo 1. Northwestern façade, facing east.



Photo 2. Northeastern façade, facing south.



Photo 3. Southeastern and northeastern façades, facing west.



Photo 4. Southwestern façade, facing northeast.



Photo 5. Interior.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

OFFICERS' QUARTERS (BUILDING 35)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603448.4526615

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

Date of Construction: 1910

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Officers' Quarters (Building 35) is related to the Officers' Row area and the housing of officers and their families in support of Fort Slocum's nineteenth- and 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 I.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: May 2007 (Revision 1, August 2008)

OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Officers' Quarters (Building 35) is located near the western 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 35 is located in the Officers' Row functional area. This functional area primarily contains quarters for officers and their families. Although part of the functional area, Building 35 is not located on Officers' Row proper, which is situated along the western edge of the Parade Ground.

Building 35 is a large two-and-one-half story, Colonial Revival-style duplex officers' quarters (Photos 1-11). The building has a cruciform plan, and its front façade faces northwest onto the channel between Davids Island and the New Rochelle mainland. The building's design as a duplex dwelling is integral to its strictly symmetrical plan and façades. It is made up of two matching halves reflected about a line of symmetry that runs northwest to southeast along its central axis. Building 35 has load-bearing walls with interior wood framing for floors and walls. Its foundation is constructed of random rubble schist blocks with limestone ashlar cladding.

The roof is framed and decked in wood and is clad with asphalt shingles. It has a compound form, with a gable section extending back from the front (northwestern) façade to a hipped section at the rear and intersected in front of the hipped section by a cross gable. The junction of the roof and walls is characterized by slightly overhanging eaves with dentil moldings on the cornices. The gables have short cornice returns, which are mirrored by raised brickwork in the wall about 1 foot below the cornice. Three interior brick chimneys pierce the roof. One of these is located on the ridgeline of the main gable, set not far back from the front of the building. Two symmetrically-placed chimneys are located in the ridgelines of the cross gable toward the building's center. As discussed in the historical narrative below, the present roof cladding and the extant number of chimneys are alterations from the building's original design.

The building's primary entrances are located to the left and right of the main façade in the northeastern and southwestern ends of the cross gable. Though not in the main (northwestern) façade of the building, these entrances are reached by climbing flights of stairs to wraparound porches that are part of the main façade. Two pairs of secondary entrances are located in the rear, or southeastern, façade and include doorways to reach both the first floor and the basement of each unit of the duplex. Most doors to the building are missing. However, based upon several remnants, doors typically consisted of two panels beneath a four-light window. They were surrounded by simple wood trim, and on the first floor of the building the doors were surmounted by three-light transoms. Similarly, most window frames are missing or heavily deteriorated. Window openings throughout the building above the foundation are vertical rectangles with brick flat arch (jack arch) lintels and limestone sills. Basement-level window openings set into the foundation are horizontal rectangles only slightly longer than high with limestone sills and lintels. Examination of window remnants and historic photographs indicates that first-floor, second-floor, and attic windows were six-over-two double-hung windows. Windows in the foundation for the basement have three lights and fixed sashes.

Fenestration of the main (northwestern) façade is symmetrical. At the attic level, the façade has a pair of windows, one on each side of the gable's midline, which extends through the roof peak. On each level

OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

below, including the basement, have matching pairs of windows on either side of the midline. One story shed-roof porches shelter the main entrances to two units of the duplex. The porches extend from the sides of the main gable end to wrap around the adjoining corners of the cross gable. The porch roofs are supported by Doric columns, and decks are set on limestone piers. Porch rails and balusters, which are documented in historic photographs of the building, are no longer extant. At both corners of the main façade, flights of open-riser steps with concrete slab treads on concrete stringers climb from the sidewalk in front of the house, now largely collapsed because of shoreline erosion, to the porches. These stairways appear do not harmonize well with the general style of the building and appear to be an expedient replacement for the original wood stairs.

The southwestern and northeastern sides of the building match one another. The façade of these sides of the building are divided into three sections. The northwestern end of the façade is a short section of wall that forms the side of the main gable. This section has two windows, one on each floor. The middle section is the cross gable. Fenestration in this section consists of three small, closely spaced windows at the attic level, two windows at the second-floor level, and three openings, including the main entrance doorway and two windows at the first floor level. The windows at the center and southeast on the first and second floor levels of this section of the façade mirror one another, but the space above the entrance doorway (to the northwest) is a blank wall on the second story. The wraparound porch at the front and side of the building covers most of the northwestern and middle sections of the façade wall, including the doorway and center window opening, at the first floor level, but the southeasterly window is not obscured by the porch. The third section of the façade is located toward the southeastern end of building. It has three windows in each of the second- and first-floor levels and in the foundation.

The rear (southeastern) façade, like the front, adheres to strict symmetry. Three openings are arrayed on each side of the façade's midline, and these comprise second- and first-floor windows and basement entrances. (Because of the hipped roof, there is no attic-level window at the rear of the building.) In addition, at the corners are first floor entrances to each unit of the duplex. The doorways for these entrances open onto interior stairs leading up to the first floor, while the basement entrances are approached by several exterior steps set in small wells. The first floor entrances are protected by small hip-roof entrance porches with wood decks, now largely collapsed. The basement entrances appear not to have been roofed. Originally two tall interior brick chimneys rose above the wall of the rear façade, extending the blank spaces of the wall between the first-story entrances and the middle columns of openings, but these were removed during alterations to the building, probably around 1940.

The interior of the building has plaster walls and ceilings over wood lath. Floors and the modest moldings are wood, and there is some built-in wood cabinetry. Plasterwork, moldings, and cabinetry are all heavily painted. No floor plan is currently available for this 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

OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

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. 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.

OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

Officers' Quarters (Building 35)

Building 35 stands to the west of the main group of officers' dwellings, which line the western edge of Fort Slocum's Parade Ground as Officers' Row (Figures 1-7). The building stands partially on the site of an earlier wood frame building constructed in ca. 1891. The predecessor on the site was designated as Building 27 in the post's building numbering system of 1893. It first served as the Band Leader's Quarters and later as the Post Ordnance Sergeant's Quarters until around 1909 when it was demolished. The building that formerly stood in the area now occupied by Building 35 was one of a short row of quarters for non-commissioned officers (NCOs) established in the area between 1891 and 1902. Present-day Building 34, which neighbors Building 35 to the north, is the only building remaining from that older row of quarters. The site of Building 35 also stands astride the former alignment of the road that between the Civil War and the end of the first decade of the twentieth century followed the shoreline of Davids Island north from the Quartermaster Area. Around 1909, Most of the row of NCO quarters was demolished and the shore road was moved into the alignment now occupied by Howard Road, changes that made the area now occupied by Building 35 available for construction. Construction at the site of Building 35 also became possible due to the construction, in about 1905, of the seawall along the western shoreline of Davids Island. The seawall is approximately 80 feet west of the spot where Building 35 would later be built, and it protected the area from storm floods and bank erosion. Around 1910, Army engineers filled the low-lying ground between the former shoreline bank (located just west of the foundation of Building 35) and the seawall, creating a level terrace at about the present grade on the western side of the building (Figure 3).

Building 35 was constructed from Standard Plan No. 120-H of the Office of Quartermaster General.¹ According to Cole et al. (1995:195), the Quartermaster General began issuing 120-series plans in 1898. The Army constructed quarters to several variants of the 120-series plans at a half-dozen or more posts across the country from the late 1890s until the 1910s. Designed as duplex quarters for junior officers (Chattey et al. 1997:312, 381), dwellings of the 120-series appear to have been generous in overall size and number of rooms, as compared to earlier housing for lieutenants and captains, such as Buildings 2-4 and 7-8 at Fort Slocum.² Describing a version of the Plan No. 120-H quarters constructed at Fort Myer, Virginia, Cole et al. (1995:196) observe:

The design of the house reflects an architectural transition from the complicated and elaborate forms and features of Victorian residential construction to the simpler, more classical character of the Colonial Revival. The decorative wooden porch[es] and the use of stone below the water table are characteristic of the former, while the plain windows and pedimented façade are characteristic of the latter.

Hoagland (2004:219-227) discusses the architectural and sociological implications of several of the Army's early twentieth-century variant designs of duplex quarters for lieutenants and captains. She notes

¹ Smith (1915) lists the plan number as 120-H. The Quartermaster Corps property card for Building 35, prepared in 1940, lists the number as "120-4," but the "4" is probably a typing error.

² Unfortunately, no floor plan is available for Building 35, and the floor area given by the Quartermaster Corps property card (Figure 7), 3,882 square feet, seems to be an underestimate by at least a couple thousand square feet. Precise comparison with other quarters for junior officers at Fort Slocum is thus difficult. Each unit of Building 35 probably had an actual floor area above the basement of around 3,000 square feet. Other quarters for lieutenants ranged from less than 2,000 square feet (Buildings 7 and 8) to somewhat over 2,500 square feet (Building 2). Excluding Building 35, the median size of quarters for lieutenants at the post was around 2,300 square feet.

**OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM**

(Page 6)

that much of the officer corps was greatly interested in maximizing the amount of space and the number of rooms in a set of quarters, appropriate to rank, and the period saw an upward, if not officially sanctioned, trend in the size of officers' quarters. She also describes changes in design that were intended to enhance the sense of privacy and reduce potential conflicts between families living in duplexes. One important development, seen in its mature form in Building 35, was the separation of entrances by giving each unit its own recessed porch and by moving the front doors to non-adjacent sides of the building. A comparison with Buildings 2-5 makes an instructive contrast, for these buildings, constructed some two to three decades earlier than Building 35, have a common porch and side-by-side entrances. (Their frame construction would also tend to deaden the sound from the neighboring unit less effectively than the brick partition walls of Building 35.)

Several alterations after its construction have been identified from historic photographs of Building 35. The quarters were originally constructed with a tile roof. Photographs of the roof show flat tiles with a small lip and a slightly ridged surface. Tile color and presence or absence of glazing cannot be determined from the available photographs. This roofing material was replaced sometime after 1940 with the present asphalt shingle roof. Another important alteration was the removal in ca. 1940 of two tall interior chimneys at the rear of the building. The circumstances of this change are not known, but during the major episode of renovation at Fort Slocum around, apparently superfluous chimneys were removed from several buildings and the heating systems of others were reconfigured. During this period of renovation at the post, however, the porches of Building 35 were retained in their original form, unlike those of quarters on the Parade Ground, whose balusters were replaced by a solid half-wall and whose light columns were in some cases replaced by heavier posts. Sometime later, however, probably in the 1950s or 1960s, the original wood stairs leading to the porches were replaced by the present, possibly expedient, concrete slab stairs. Interior alterations to Building 35 remain undocumented.

Early sources, such as Murray (1909), Smith (1915), and Construction Division (1933), identify Building 35 as duplex quarters for lieutenants. However, as lieutenants' quarters, Building 35 seems large in comparison to others available to that rank at Fort Slocum (see footnote 2, above). It is little surprise, therefore, that by 1940, Building 35 was assigned as quarters for field-grade officers—i.e., majors and above (see, e.g., Figure 7). When constructed, Building 35 was designated as Building 95 in Fort Slocum's building numbering system of 1893. Presumably, the individual units were designated by letters, but this has not been documented. In 1941, building identifiers across the post were revised, the building received a dual identification—19 (southern unit of the duplex) and 20 (northern unit). The present designation, Building 35, was adopted in 1957, and the two units of the duplex were again presumably identified by letter.

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OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 7)

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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.

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.

OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 8)

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.

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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 southeast. June 29.

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

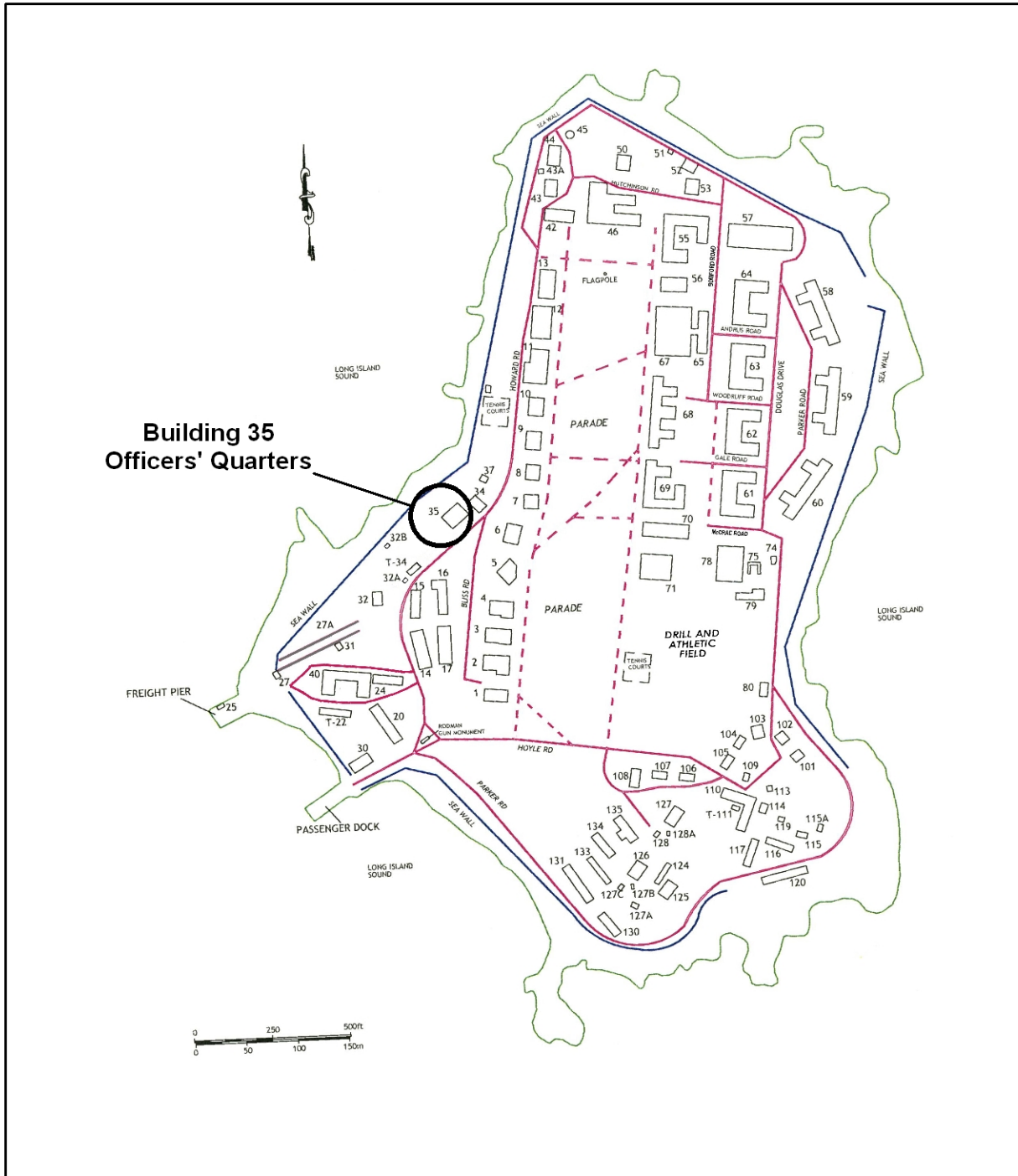
**OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM**
(Page 9)

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



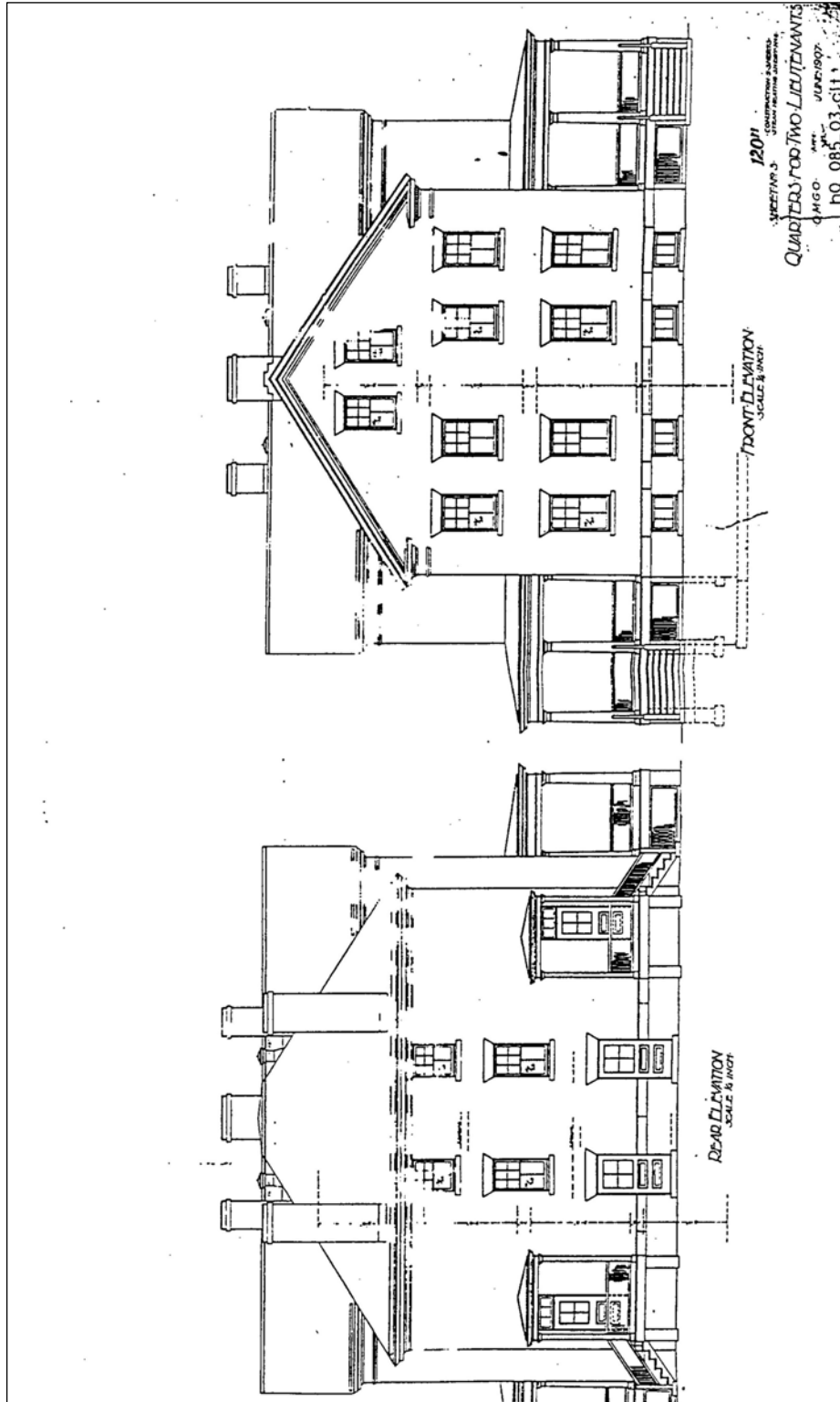
OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 10)

SITE MAP



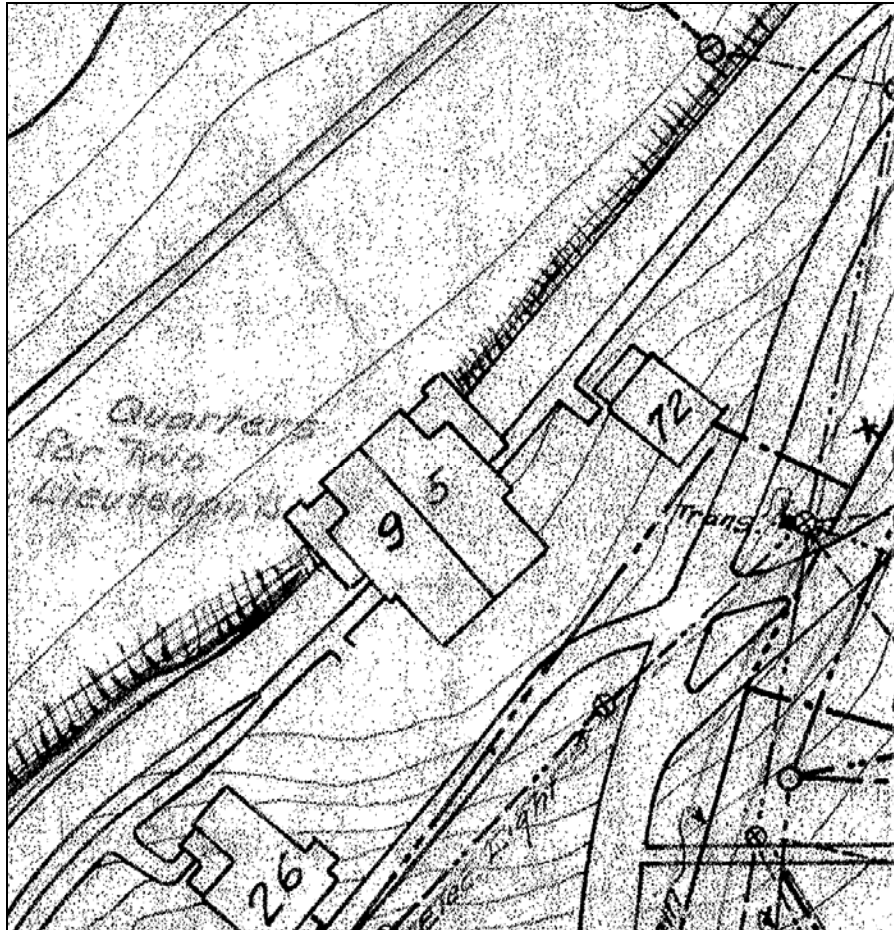
OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 11)

Figure 1. Quartermaster General Standard Plan No. 120-H, Sheet 3, June 1907, showing front and rear elevations of a design like that used to construct Building 35 (Chattey et al. 1997:312).



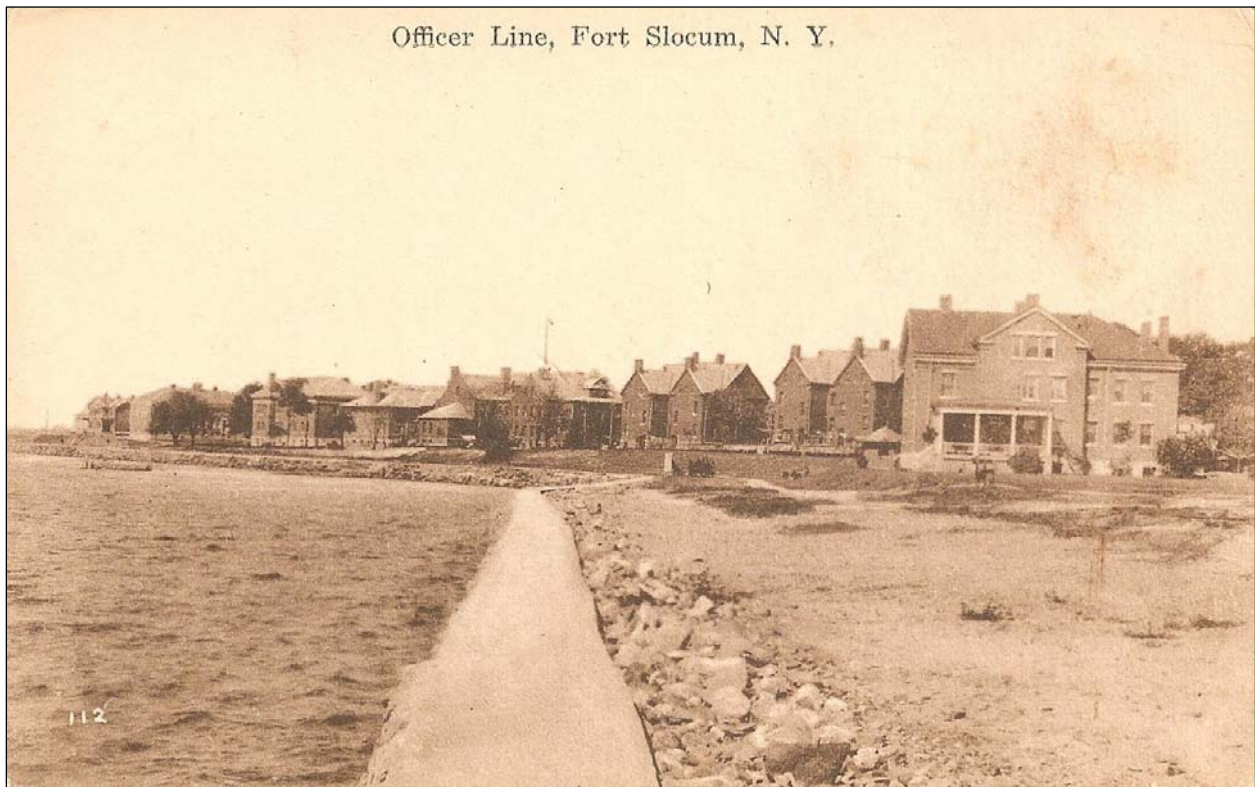
OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 12)

Figure 2. "Map of Fort Slocum, Davids Island, NY." 1909, detail. Building 35 is designated "95" in this drawing. Annotation to left of building identifies the building as quarters for two lieutenants. Record Group 92, National Archives, College Park, MD.



OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 13)

Figure 3. "Officer Line, Fort Slocum, N.Y.," ca. 1917, facing north-northeast. Divided back postcard published by Italia Art Co. Italia Art Co., New York. No copyright date or postmark. The seawall at center left was constructed in ca. 1905. The area to the right of the seawall was formerly a beach and has been filled (note rubble), but not yet landscaped. Building 35 is at far right in the middle distance. Collection of Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ.



OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 14)

Figure 4. Oblique aerial photo, August 1924, detail. View northeast. Building 35 is the large building near the center of the image. Note the two tall interior chimneys at the rear of the building. These were removed in ca. 1940. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM
(Page 15)

Figure 5. Inventory photo, probably mid-1930s. View northeast. Record Group 111, National Archives, College Park, MD.



**OFFICERS' QUARTERS (BUILDING 35)
DAVIDS ISLAND-FORT SLOCUM**
(Page 16)

Figure 6. Inventory photo, ca. 1939. View northeast. Record Group 77, National Archives, College Park, MD.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

OFFICERS' QUARTERS (BUILDING 35)

Davids Island—Fort Slocum

New Rochelle

Westchester County

New York

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

1. Northwestern (front) façade, facing southeast.
2. Northwestern façade, detail of gable cornice.
3. Northeastern façade, facing south.
4. Northeastern façade, southeastern (rear) section.
5. Northeastern façade, cross gable (center) section.
6. Northeastern façade, detail of cross gable cornice.
7. Southwestern façade, facing northeast.
8. Southwestern façade, detail of porch and front steps.
9. Southwestern façade, detail of porch.
10. Southeastern (rear) façade, facing northwest.
11. Interior.

Photo 1. Northwestern (front) façade, facing southeast.



Photo 2. Northwestern façade, detail of gable cornice.



Photo 3. Northeastern façade, facing south.



Photo 4. Northeastern façade, southeastern (rear) section.



Photo 5. Northeastern façade, cross gable (center) section.



Photo 6. Northeastern façade, detail of cross gable cornice.



Photo 7. Southwestern façade, facing northeast.



Photo 8. Southwestern façade, detail of porch and front steps.



Photo 9. Southwestern façade, detail of porch.



Photo 10. Southeastern (rear) façade, facing northwest.



Photo 11. Interior.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

ELECTRICAL SUBSTATION (BUILDING 37)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603486.4526655

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

Date of Construction: 1910; expanded 1939

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Electrical Substation (Building 37) is located in the Officers' Row Area and played a key role in the provision of electric lighting and power in support of Fort Slocum'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.

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)

ELECTRICAL SUBSTATION (BUILDING 37)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Electrical Substation (Building 37) is located near the western 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 37 is located on the western side of the Officers' Row functional area. This area primarily contains an assemblage of quarters that housed officers and their families. Along with the Administration Building (Building 13) at the northern end of Officers' Row proper, the substation was one of two buildings in the functional area that did not serve as quarters.

Building 37 is a brick structure constructed on a concrete slab foundation, with a hipped, wood-framed roof (Photos 1-3). The building is in fair but deteriorating condition. The building has a rectangular footprint, with the long axis oriented southeast-northwest. The hipped roof is clad with slate shingles and rests on wooden rafters with scroll-sawn exposed tails. The main façade is located on the northwestern end of the building, where a metal door adjoins a small window. The northeastern façade also has a single window located toward the northern corner of the building. Both windows are covered with solid steel plates bolted to diamond-mesh steel grating that screens the window glazing. The walls of the remaining two façades are now unbroken, but each has a single window opening that has been bricked up. All of the building's window and door openings appear originally to have had limestone sills and were capped with brick segmental arches. The older, westerly half of the building sits on a random-course schist foundation topped by a simple limestone water table. The brickwork of the newer, easterly extends below the current surrounding grade. The interior of the building has exposed brick walls, sheet rock ceiling, and concrete floor. The southern half of the interior is largely occupied by a transformer rack constructed of steel pipe. Several circuit breaker panels, fuse boxes, and meters are attached to the brick walls and to the transformer rack. No floor plan of the building has been located.

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

ELECTRICAL SUBSTATION (BUILDING 37)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

the island, apparently using the post somewhat discontinuously as a hospital, mustering-out camp, and subdepot for recruits. By the early 1870s, the hastily-built wood frame buildings of the Civil War had deteriorated badly, and in October 1874 the Army entirely withdrew from the island, beginning a hiatus in occupation of nearly four years.

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

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

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

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

Electrical Substation (Building 37)

Building 37 adjoins the western shoreline of Davids Island and is situated to the west of the line of quarters that comprises Officers' Row proper. It is, moreover, one of two buildings in the Officers' Row functional area that did not serve as quarters. (Building 13, Administration Building, is the other one.) The function of Building 37 actually more closely resembles the buildings in the Quartermaster Area to the south of it, because it is a utilitarian structure that helped support the general day-to-day operation of Fort Slocum under the supervision of the post's quartermaster or its engineering staff. Nonetheless, geographically, it falls within the section of the post primarily devoted to the housing of officers and their families and is thus included as part of the Officers' Row Area.

ELECTRICAL SUBSTATION (BUILDING 37)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

Until the seawall was constructed along the western shoreline of Davids Island in ca. 1905, only limited sections of the western half of the Officers' Row Area were available for development. It appears that Building 37 occupies one of the sections that was used as a building site from the Army's first occupation of the island. Comparisons of historic maps, including Quartermaster General's Office (1872), Gillespie (1884), Anonymous (ca. 1890), Summerhayes (1894-5), and Smith (1915), indicate that Building 37 is situated roughly where a stable stood from around the time of the Civil War until ca. 1892 (Houston 1891, Summerhayes 1893). The stable was an L-plan, one-and-a-half-story, wood-frame building erected by the Army when Davids Island was the site of De Camp General Hospital (Quartermaster General's Office 1872). It perhaps occupied a small shoulder or bench on the sloping terrain leading from the Parade Ground to the shoreline, behind the later locations of present-day Buildings 7 and 8. The stable was removed soon after 1891, when a new stable for the mules and horses managed by the post's quartermaster was erected near the Coal Dock (present-day Freight Pier). After the old stable was taken down, its building site stood empty for the next two decades. During this period, the shore road on the western side of the island ran between the present site of Building 37 and the shoreline, about where the seawall is now situated, rather than to the east of the building as it now does. This road alignment probably dated from the Civil War. It remained in use until about 1910, when Building 37 and the nearby officers' quarters, Building 35, were erected, and the shore road was realigned into what is now Howard Road.

Building 37 served as the local substation for the electric power system at Fort Slocum (Figures 1-5). Power was supplied to the post via a submarine cable that crossed the channel between Neptune Dock on what is nominally the New Rochelle mainland and the western shore of Davids Island. At the substation, the voltage in the transmission cable was stepped down for distribution throughout the via a system of primary lines (Office of Post Engineer 1949-1957).

Early configurations of the electrical distribution system at Fort Slocum are not well documented. Electricity was probably in limited use at the post as early as the late 1890s, as plans prepared in 1897 for the Mortar Battery depict an electric lighting system in the magazines and storage tunnels of that emplacement (see the documentation of the Mortar Battery [Buildings 125, 126, and 127] in Volume 6 of this series). However, according to one source, electric lighting was not installed on the post as a whole until 1903, even though service had been available in New Rochelle for perhaps a decade (Historical Perspectives 1985:42; New York Times 1895, 1898). Factors that played a role in the delay of bringing electric service to Fort Slocum as a whole may have included costs or engineering difficulties in laying a high-voltage cable to Davids Island from the mainland and the Army's apparent tardiness in embracing the technological innovation of electric lighting.¹ Whatever the circumstances leading to the introduction of electricity at Fort Slocum, photographic evidence shows that electric power was originally distributed via pole-mounted lines. Utility poles continued in use through the late 1930s, when a program to shift electric and telephones at Fort Slocum to underground conduits seems to have been initiated. This effort was completed sometime in the 1940s, but whether it was delayed or hastened by the Second World War is unknown

Electric service to Fort Slocum was supplied by the Westchester Lighting Co. until it merged with Consolidated Electric Company of New York, Inc. (Con Ed), in 1951. Thereafter, Con Ed provided service.

¹ The *Annual Reports of the War Department for the Fiscal Year Ended June 30, 1902* quotes an inspection report from the Department of California, which complains that while "almost all towns and villages in the vicinity of outlying posts are lighted by electricity," the posts themselves continued to rely on oil lamps, because "it seems that the Army is very antiquated in its lighting of military posts" (Corbin 1903:348).

ELECTRICAL SUBSTATION (BUILDING 37)
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

For the most part, Fort Slocum consumed commercially-available power, but a few facilities on the post had primary or backup generators. Among these were the Mortar Battery, whose electrical requirements were supplied by a gasoline-powered generator in a small powerhouse (Building 128); the 6-million candlepower arc-light searchlight (located on the parapet of the disused Battery Practice) for the fort's coast artillery batteries, which was powered by a steam generating plant in Building 114; and the Nike missile battery Integrated Fire Control Area, which included generators (housed in Building 127A) that were designed to be used during engagements with enemy aircraft.

By 1949, the system of primary distribution lines comprised (in a visual sense) a main loop around the post, with a few short side branches. The lines fed 11 transformer vaults, most of which were located in designated rooms in the basements of several of the permanent buildings around the post. (Three vaults were not. Two were open transformer enclosures, now designated as Buildings 32A and 127C. The third was housed in small utility building, Building 109.) Power was further stepped down at these transformers for use on local circuits.

Building 37 was constructed in two phases. As originally built, the substation building was small square brick building measuring 14 feet-6 inches on a side. It had a single window on each of at least two sides, a west-facing door, and a low pyramidal roof. This building was constructed following Quartermaster General Standard Plan No. 4-936. This plan number is included in a partial inventory of Quartermaster General Standardized Plans and is described as "Electric Sub Station, 10 x 12" (Chattey et al. 1997:382). No drawings of the plan are currently available.

Between August 1936 and September 1940, historic aerial photographs show that the building was doubled in length to its present size, approximately 14.5 x 29 feet. It is likely that the alteration was made in 1938-1940, as this was the period when numerous repair and improvement projects were being undertaken at Fort Slocum. The new section was located on the easterly end of the building, and the alteration resulted in a change to the form of the building's roof, from pyramidal to hipped. In certain details, such as the shape of a window opening at the new end of the building, the new construction seems to have closely followed the design of the original building. Other details, such as the use of a simple limestone water table at the top of the foundation, were not continued in the new section of the building. The expansion of the building is clearly visible in the brickwork, for the bricks of the western end of building are generally lighter in color than those on the eastern end, and a boundary between the two colors of bricks can be traced easily in the northeastern and southwestern walls. In the interior of the building, the old easterly wall was entirely removed, and only a seam in the concrete slab floor marks the location of the wall. It appears that sometime after the building was expanded, the windows in its easterly and southerly façades were bricked up. The circumstances of this change are not known.

The Electrical Substation was original designated as Building 100 under the post's 1893 building numbering system. In 1941, its designation was changed to Building 115, and in 1957, the number was again changed to the one now in use, Building 37.

PART III. SOURCES OF INFORMATION

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**ELECTRICAL SUBSTATION (BUILDING 37)
DAVIDS ISLAND-FORT SLOCUM**
(Page 7)

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

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.

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

ca. 1890 "Map of Davids Island, New York Harbor." Annotated as "Corrected to Mar. 1-[18]90." Anonymous: no supervisor or preparer indicated. On file at 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.

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May 1933 "Fort Slocum, New York: Reconstruction of Sewerage System, General Layout." Revisions of April 29, 1933 map. 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.

**ELECTRICAL SUBSTATION (BUILDING 37)
DAVIDS ISLAND-FORT SLOCUM**
(Page 8)

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.

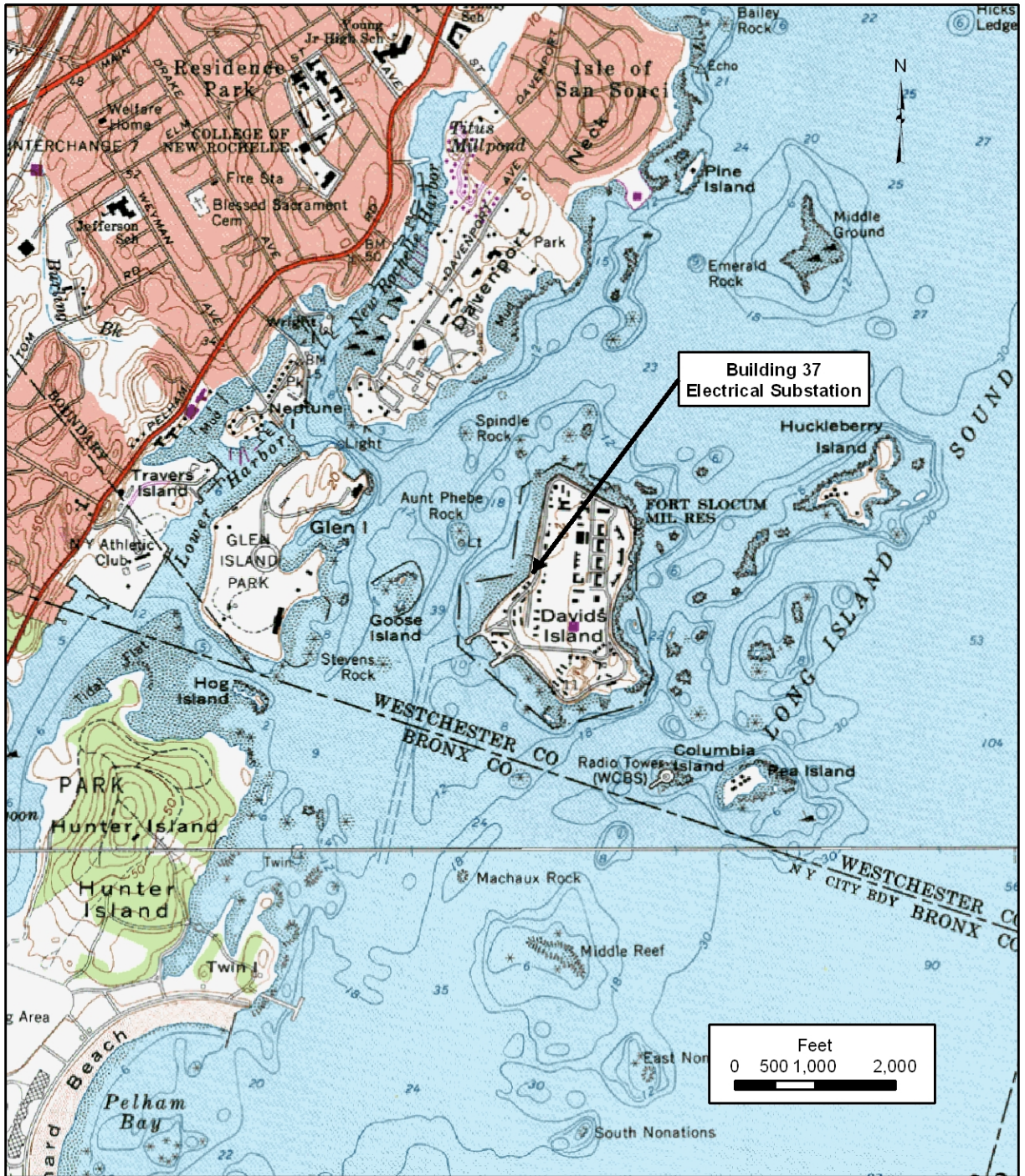
**ELECTRICAL SUBSTATION (BUILDING 37)
DAVIDS ISLAND-FORT SLOCUM**

(Page 9)

LOCATION MAP (USGS Mount Vernon, NY)

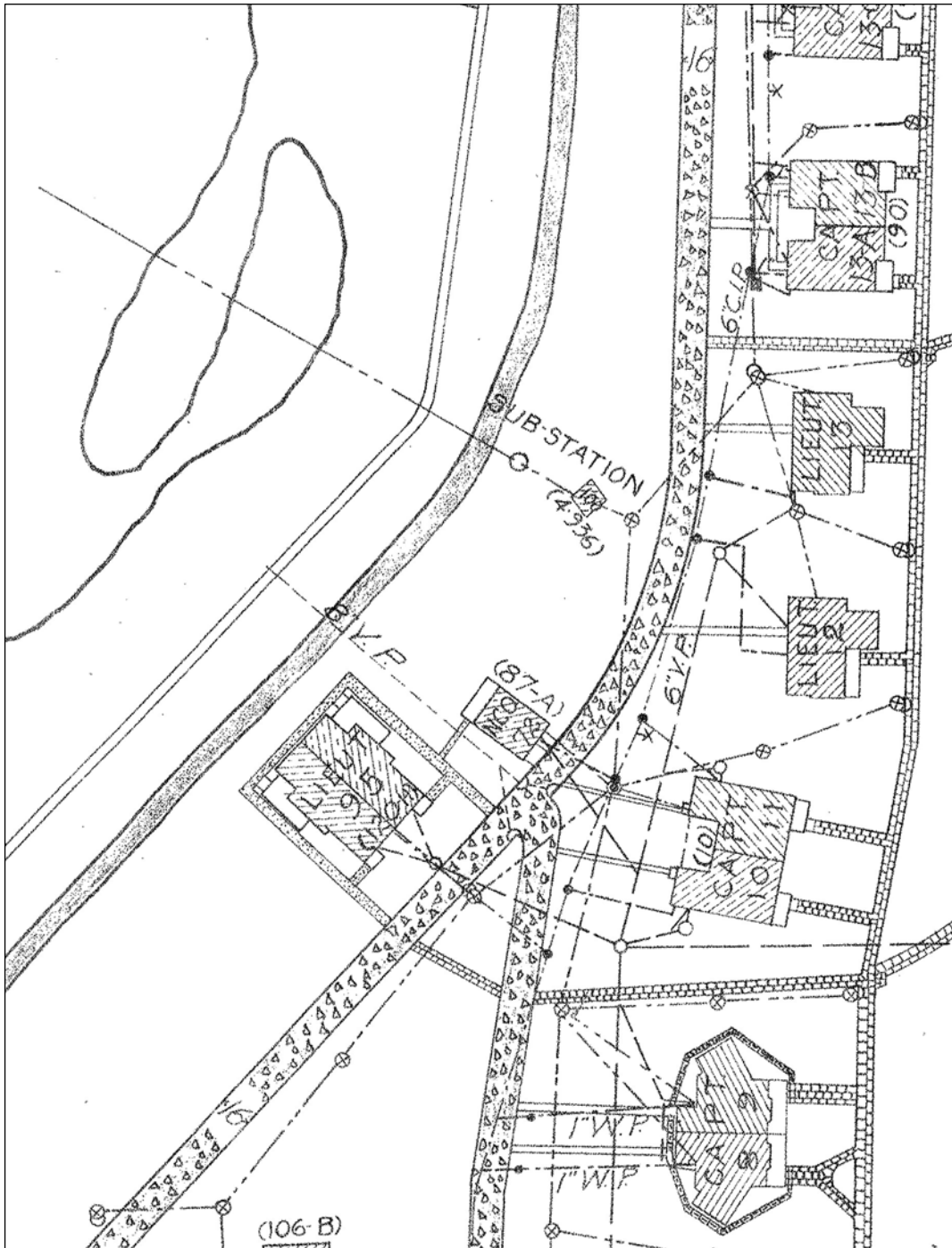
Scale: 1:24,000

1966 (Photorevised 1979)



ELECTRICAL SUBSTATION (BUILDING 37)
DAVIDS ISLAND-FORT SLOCUM
(Page 11)

Figure 1. "Map of Fort Slocum, New York," 1915, detail. Building 37, located below the word "Sub-Station," is labeled as Building 100. Parenthetical annotation beneath the building identifies the Office of the Quartermaster General standard plan used to construct the building. North is to top of drawing. Record Group 92, National Archives, College Park, MD.



**ELECTRICAL SUBSTATION (BUILDING 37)
DAVIDS ISLAND-FORT SLOCUM
(Page 12)**

Figure 2. Property Record, 1912-1941. Record Group 77, National Archives, College Park, MD.

115		Q. M. O. O. Plan No. A-936, Building No. 7066	
Repairs.			
Expended to date	\$		
Yr. ending 3-1-09	\$		
3-1-10	\$		
3-1-11	\$		
3-1-12	\$	11.00	
3-1-13	\$	25.73	
3-1-14	\$	14.10	
3-1-16	\$	5.00	
3-1-16	\$	0.00	
3-1-17	\$	9.00	
3-1-18	\$	0.00	
3-1-19	\$	21.50	
3-1-20	\$		
3-1-21	\$		
3-1-22	\$		
3-1-23	\$		
3-1-24	\$		

Place FORT SLOCUM, N.Y., Designation of Building Sub-station, Capacity _____, Date Completed Nov. 12, 1910

Total Cost: \$ 3159.92, Foundations Brick

Material: Wall Brick, Floors Concrete, How treated, _____

Provided with: Water connections 0, Sewer connections 0

Water Closets No. _____, Urinals No. _____, Wash Sinks No. _____, Baths: Shower No. _____, Wash Basins No. _____, Laundry Tubs No. _____, Sinks No. _____, Storm Doors

Tubs No. _____, Screens _____, Wall Lockers No. _____, Refrigerators No. _____

Window Shades _____, Dimensions, Main Building 41'-6" x 14'-6", Wings _____, Each _____

Total floor area above basement sq. ft. 169

and every room arranged by floor: 1 Room 13 x 13'

ADDITIONS AND INSTALLATIONS

Below enter chronologically all modifications, additions, introduction of water, sewer, electric light, etc. since March 1st, 1909; also installation of screens, storm sash and doors, window shades, wall lockers and refrigerators. For office quarters state below articles of Henry Foreman (see table)

7-26-41 - Number changed from 100 to 115.



ELECTRICAL SUBSTATION (BUILDING 37)
DAVIDS ISLAND-FORT SLOCUM
(Page 13)

Figure 3. Oblique aerial photo, August 1924, detail. View northeast. The building near the center is Building 35; to its right rear is Building 34. The small building in the background with the pyramidal roof is the Electrical Substation (Building 37). Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



ELECTRICAL SUBSTATION (BUILDING 37)
DAVIDS ISLAND-FORT SLOCUM
(Page 14)

Figure 4. Inventory photo, probably mid-1930s. Building 37 in its original form, before it was enlarged sometime between 1936 and 1940. View southeast. Record Group 111, National Archives, College Park, MD.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

ELECTRICAL SUBSTATION (BUILDING 37)

Davids Island—Fort Slocum

New Rochelle

Westchester County

New York

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

1. Southeastern and southwestern façades, facing northwest.

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

2. Northwestern façade, facing southeast.
3. Interior from entrance, facing southeast.

Photo 1. Southeastern and southwestern façades, facing northwest.



Photo 2 Northwestern façade, facing southeast.



Photo 3. Interior from entrance, facing southeast.



DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

WAGON SHED / GARAGE (BUILDING 40)

Location: Davids Island–Fort Slocum
0.6 mi southeast of New Rochelle, New York mainland
USGS Mount Vernon, NY Quadrangle
UTM Coordinate (NAD 1983): 18.603349.4526443

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

Date of Construction: 1908; expanded ca. 1938-1940

Architect/Engineer: U.S. Army Quartermaster Corps

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

Significance: The Wagon Shed / Garage (Building 40) is associated with the Quartermaster Area and the provision of transportation 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: August 2006 (Revision 1, August 2008)

WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

PART I. DESCRIPTION

The Wagon Shed/Garage (Building 40) 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 40 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 Wagon Shed/Garage is a one-story U-shaped utilitarian building with numerous vehicle bays and office and shop spaces (Photos 1-14). The building is located in the middle of the broad concrete-paved apron that extends from the Freight Dock to Howard Road. It adjoins the Carpenter Shop (Building 24) and is separated from that building by a narrow (9-foot) alley. Its long axis lies east-west, and its two wings extend to the south. The main, east-west, section of the building is approximately 150 feet long by 32 feet wide. The two wing additions differ in size, as the earlier eastern wing measures 32 (north-south) by 34 feet, while the later western wing measures 42 (north-south) by 40 feet. The courtyard on the south side of the building between the wings is, like the surrounding apron, paved in concrete. It measures approximately 32-42 by 76 feet. The building is in poor condition, with all windows and many doors gone and sections of the roof deteriorated.

The building's structural system appears to be compound. Much of or all the original, long block is constructed of brick piers (which replaced original wood posts) that support wood framing. The two wings appear to have brick piers and concrete block bearing walls supporting a system of wood trusses for the roof. In addition to concrete block, hollow clay blocks are used for some internal, presumably non-bearing, walls. Building 40 stands on a concrete slab-on-grade foundation.

The roof is cross-gabled, with the main gable covering the original long block of the building and the cross gables extending over the two later wings. The roof is framed and decked in wood and is clad with green asphalt shingles. At the western end of the building, the roof is punctuated by a tall, square brick chimney set in the valley between the main and cross gables. Two cylindrical metal chimneys with metal skirting rise through the roof on the courtyard side of the building. One of these is located near the center of the long block, while the other rises from the eastern wing. A metal rectangular cobra-head ventilator also pierces the roof of the long block on the courtyard side near the ridgeline. The building is not ornamented, and the exterior walls are finished with rough-cast light tan concrete stucco, like that used on several other buildings of the Quartermaster Area. Windows and doors are poorly preserved. Window openings are placed singly or in pairs and are wood framed with wood sills. Based on historic photographs, six-over-six light, double-hung wood sash windows were placed in these openings. Remnants of exterior entrances to offices and similar spaces appear to have wood panel doors typically with two or four lights in their upper third. Garage doors opening into vehicle bays are constructed of wood and typically appear to be built as a single rigid unit. They are track-mounted with counterweight springs, so are designed to swing overhead when opened. Some of the doors are solid, while others have banks of multi-pane windows.

The western end of Building 40 faces the approach to the Freight Pier and may be considered to be the building's principal façade. Facing this end of the building, the gable end of its original, long block is located

WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 3)

to the left (north) and the side of the west wing is to the right (south). The gable section has two symmetrically-placed window-and-door pairs. Immediately to the right (south) are a three window openings, comprising a small window and a pair of larger, adjoining windows. At the south end of the façade are a pair of wood frame, paneled garage doors, formerly with two banks of six lights each at the top of the door, opening onto a pair of drive-through vehicle bays.

The northern façade of Building 40 is the longest façade of the building in a single plane. Its principal feature is a line of eleven garage doors singly and in groupings of two and three. Only one of these doors, at the far eastern end, seems to have been designed with two banks of window panes. The western end of this façade includes a personnel door and a pair of windows for an office space, and there is also a second personnel door between the first and second garage doors near the western end of the façade. Approximately 20 feet west of the building and in front of its gable end are remnants of a concrete island and gas pump for fueling official vehicles on the post. Historic maps depict truck scales by the northwestern corner of Building 40, but this element is embedded beneath the pavement and has no above-ground expression.

The eastern façade of the building is partly obscured by the alley between the garage and the neighboring shop (Building 24). The gable end (opposite Building 24) has a bank of three adjoining windows beneath the peak, with a single window to the north and a paired personnel door and window to the south. The balance of this façade, to the south, includes a second personnel-door-and-window pair, and two drive-through vehicle bays. The wood garage doors for these vehicle bays are pierced by pairs of large window openings.

The southern façade includes the ends of the two wings and the courtyard between them. South-facing windows include two single openings in the east wing of the building, eight openings facing the courtyard in the long block, and three paired openings in western wing. The garage doors of the two drive-through vehicle bays open onto the courtyard from each wing. There is a personnel-door-and-window pair in the east wing at the northeastern corner of the courtyard and a window in the west wing at the northwestern corner.

The interior of the building is in poor condition. Walls and ceilings are deteriorated and architectural debris and parts and furniture fragments are scattered about. Two vehicles, a step van and a sedan, have been abandoned in two different vehicle bays in the wings of Building 40. Some vehicle bays are separated by individual masonry walls. There two large open bays in the long section of the building. These are broad unbroken spaces where vehicles could be stored and repaired. The only available floor plan of the building depicts it as it existed in about 1939 before the western wing was added (Figure 6).

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.

WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 4)

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

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

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

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

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

Wagon Shed / Garage (Building 40)

Building 40 is situated near the center 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

WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 5)

Island, the Quartermaster Area was first established during the Civil War to receive and dispatch personnel and materiel. The Army erected buildings in the area to store and distribute supplies and equipment received at the dock and to support other responsibilities of the post's quartermaster, including construction, maintenance, and land transportation. When the Army returned to Davids Island in 1878 after a four-year hiatus, such activities were resumed in the area, and new buildings and structures were erected there over several decades, including storehouses, workshops, sheds, stables, etc. By around 1915, the Quartermaster Area had nearly all of its present buildings and current layout. Its early buildings were wood frame, but most of those erected after 1900 were constructed of more durable materials such as brick or concrete block.

Building 40 played a central role in the transportation of equipment, supplies, and materials around Fort Slocum (Figures 1-8). When constructed in 1908, it provided a space for the sheltered storage and repair of wagons and carts pulled by horses or mules. Later, in the late 1930s, as the Army changed over to fully motorized transportation (Beaver 1983; Stewart 2005), the building was converted from a wagon shed to a motor vehicle garage, the function it retained until Fort Slocum closed in 1965.

As elsewhere in the Army in the nineteenth and twentieth centuries, wheeled transportation was an essential logistical element in day-to-day operations throughout Fort Slocum's history. The present post's predecessor on Davids Island, the Civil War-era De Camp General Hospital, included both a stable and a wagon shed. These two buildings were wood frame structures that stood in the area where present-day Buildings 34 and 37 are now located (Quartermaster General's Office 1872). This first wagon shed apparently did not survive the Army's four-year abandonment of Davids Island of the late 1870s, for it does not appear on maps or in other records from the 1880s, even though the old Civil War-era stable was still extant during the period. In the 1880s, wagons were possibly stored in the stable with the post's mules or horses, and several buildings of this period were identified as quartermaster shops, where wagon repairs might presumably be accomplished. A new wagon shed was constructed in about 1892, roughly where Building 40 now stands. Little information on about this building is currently available. It occupied the site of a quartermaster's shop building, which is annotated on one map as having "burned" around 1890 (Anonymous 1890). This new wagon shed stood directly south of a new Quartermaster Corps stable. The stable was built around 1891 in the developing center of the post's Quartermaster Area, near the Coal Shed and Coal Dock and apparently replaced the old Civil War-era stable further north. As depicted on several historic maps, the new wagon shed was apparently a narrow building, likely just one bay wide, and based on a partial view in ca. 1893 photograph of the Coal Dock area, it was wood framed with a shed roof.

The ca. 1892 wagon shed was replaced about 16 years later by the first section of the present Wagon Shed/Garage (Figures 1-2). This latest wagon shed was apparently erected in about the same location as its predecessor, but it was longer and wider, measuring approximately 32x135 feet. Smith's 1915 map of the post records that this section of Building 40 was built using standardized plan No. 60-G of the Office of the Quartermaster General, information not recorded on the later Quartermaster Corps property card (Figures 1 and 5). The partial inventory of standardize plans assembled by Chattey et al. (1997:383) lists two 60-series plans, Plan No. 60-G (version of 1906) is identified as a "Wagon Shed," while Plan No. 60-H (version of 1910) is identified as a "Vehicle Shed." (The difference in the names of the two successive versions of the plan, which are separated by just four years in first decade of the twentieth century, perhaps indicates the rising influence of the automobile. The mixed use of Fort Slocum's wagon shed by the 1930s is shown in Figure 3.) Photographs of the wagon shed taken in the 1920s and 1930s reveal that the building was originally entirely of wood frame construction and show a small shed addition at its western end, which was removed ca. 1938 (Figures 2-3).

WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 6)

After much study, experimentation, and consultation with Congress and industrial groups, the U.S. Army made a firm and irrevocable shift toward motorization in the mid-1930s. One historian has remarked that there was “little [real] trouble with motorization. A few horse-cavalrymen and field-artillerymen opposed it as late as 1940, but most of the Army had little love for the draft horse or the army mule. They were beasts of uncertain temper, terribly uneconomical to feed and difficult to keep healthy” (Beaver 1983:104). At Fort Slocum, the end of the horse-and-mule era arrived on January 5, 1938. On that date, the last army mules were shipped from the post. A newspaper article on the change reported:

Major Stuart Cutler, adjutant, said the mule had played an important role ever since the fort was established during the Civil War, but that work could be performed more efficiently by three trucks that have been ordered.

The change was in line with the army’s policy of substituting machinery for animals wherever possible, the major said (New York Times 1938).

A few years later, it was reported that Fort Slocum’s commanding officer at the time, Col. Edwin Gunner (1878-1971), directed the “transition from an era of horses and mules to full motorization... and his handling of the task drew several commendations from the War Department” (New York Times 1941). The particulars of Col. Gunner’s role in the transition have yet to be ascertained.

Nonetheless, soon after the last mules left Fort Slocum, the ca. 1891 Quartermaster Corps stable north of the wagon shed was demolished, and the wagon shed itself underwent extensive alterations costing \$19,867 to convert it to a “garage, blacksmith shop, and weight office” with a capacity of 12 cars (Figures 5-6). These alterations were completed in 1938 and involved several changes, including relocation of the truck scales from a location on Howard Road opposite Building 14, installation of an underground gasoline storage tank and fueling island, and construction of the eastern wing of the present building. In addition, some or all of the wood frame posts of the 1908 building were replaced by brick piers, and it is possible that the building was extended by about 15 feet at its western end, though the evidence of this alteration is inconclusive (Figures 3-4). Additional changes soon followed, for by September 1940, the western wing of Building 40 had also been completed. Unlike the wood framing of the original section of the building, the new sections were constructed of brick and concrete block. Stuccoing the exterior created a visual uniformity that masked the structural differences between the older main block and the newer wings (Figures 7-8).

Later alterations to Building 40 remain to be documented. Examination of a September 1940 aerial photograph suggests that among the later changes were alterations to heating and ventilation of the building, but details are lacking.

Building 40 was originally designated as Building 90 in Fort Slocum’s building numbering system. It became Building 80 in the post-wide renumbering of 1941 and was changed to its present number in 1957. The fueling island on the west side of the building was designated as Building 141 in the 1941 numbering system and as Building 28 in the 1957 system. The truck scales at the northwestern corner was identified as Building 108 in the 1941 system and as Building 29 in the 1957 system. Building 40 served originally as the Quartermaster Wagon Shed and was later formally known as the Garage, Blacksmith Shop, and Weight Office. It was the site of the post’s motor pool from in the late 1930s and 1940s and possibly later. Building 110 also had some role in the motor pool in the 1950s and 1960s, but whether it replaced or supplemented Building 40 is unclear. A map of the post from ca. 1952 identifies Building 40 as the site of “Machine Shop – Ordnance Repair,” a function not otherwise documented for the structure.

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WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 8)

Archives, College Park, MD.

WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 9)

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.

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ca. 1890 “Map of Davids Island, New York Harbor.” Annotated as “Corrected to Mar. 1–[18]90.” Anonymous: no supervisor or preparer indicated. On file at National Archives, College Park, MD.

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Panoramic and Aerial Photographs

WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 10)

(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. 1893: Panoramic view of Coal Dock and Shed and adjoining area. View north. Record Group 92, National Archives, College Park, MD.

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.

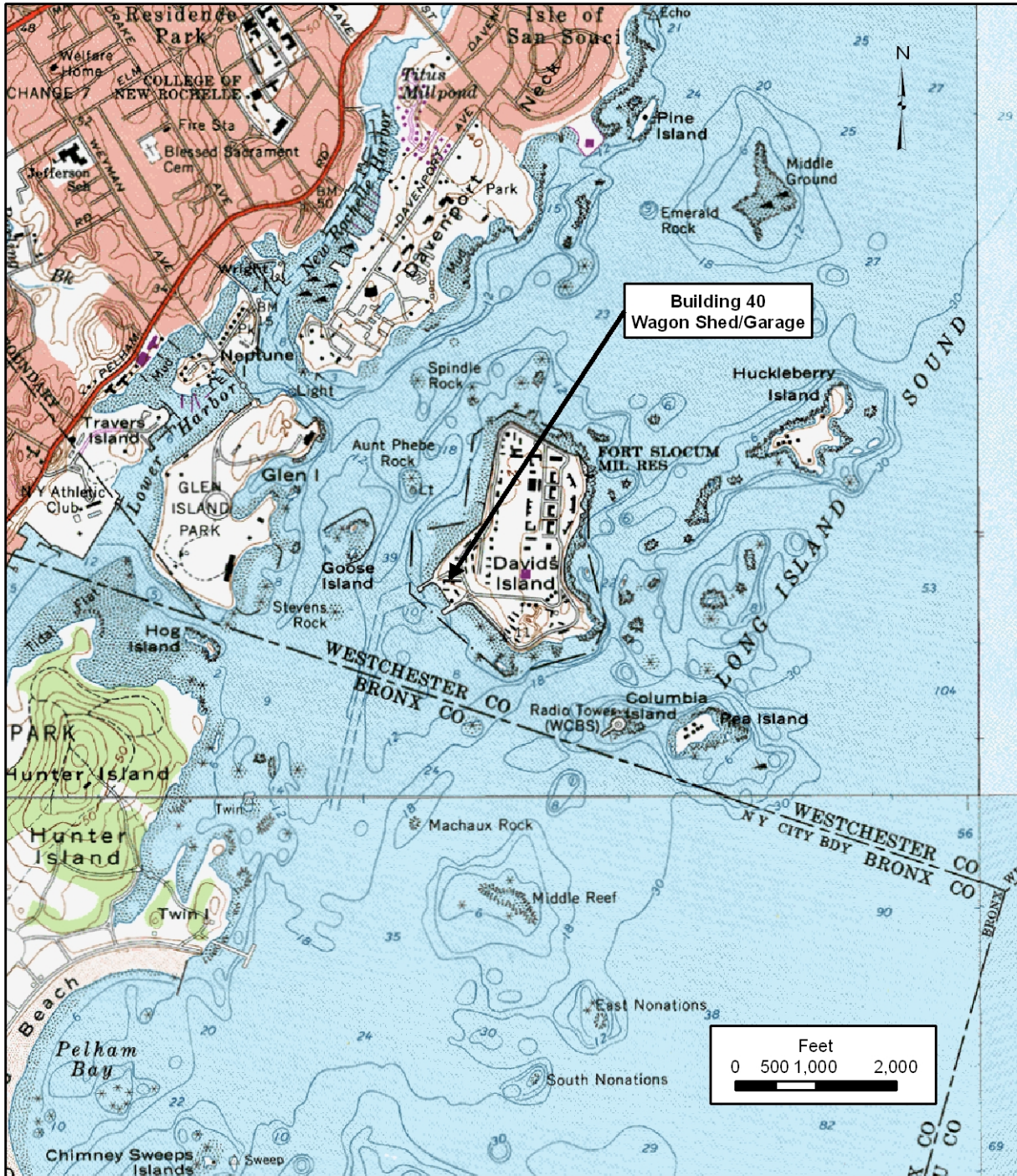
1936: High angle oblique aerial photograph of Davids Island. View southeast. June 29.

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

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.

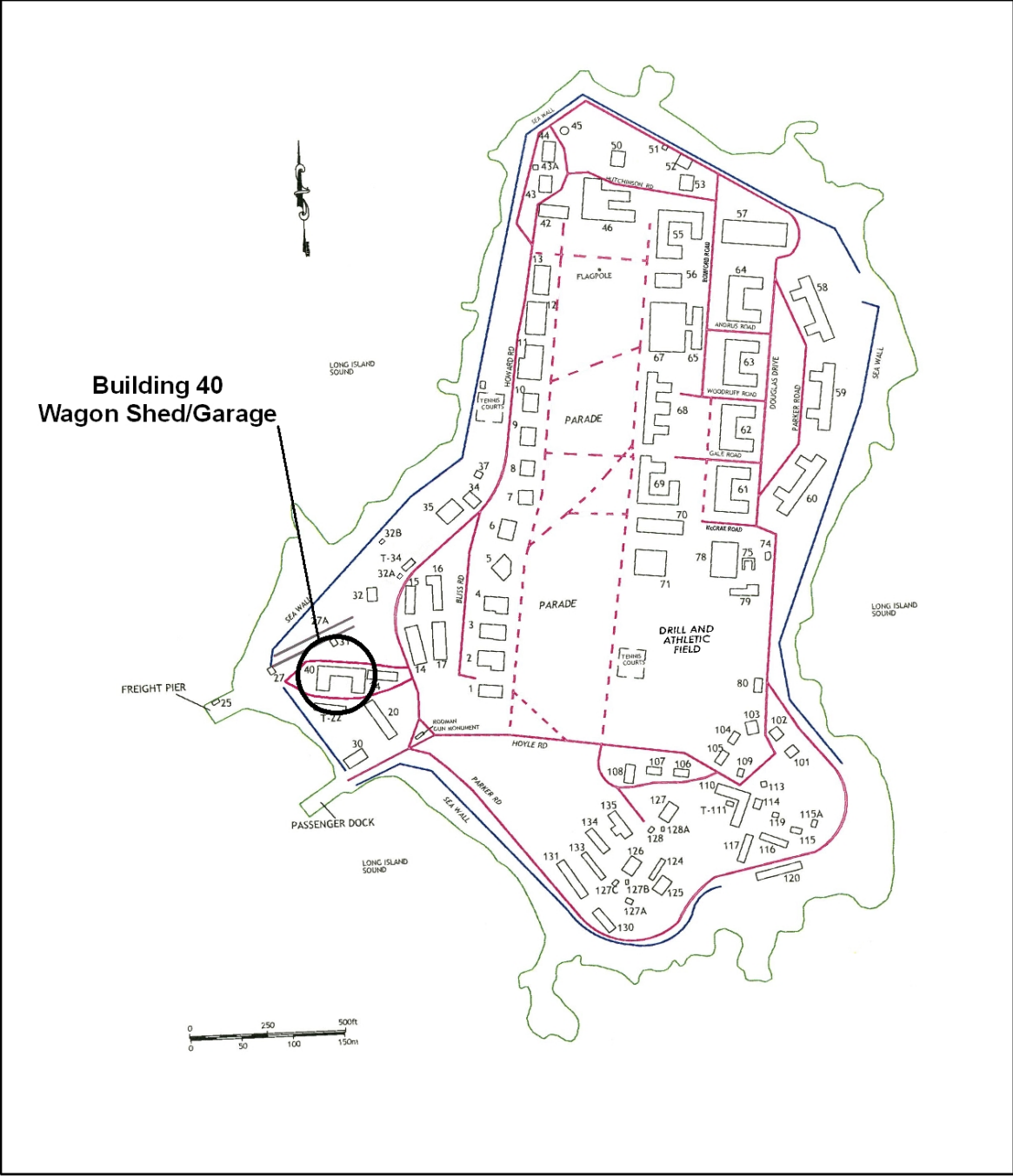
WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 11)

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



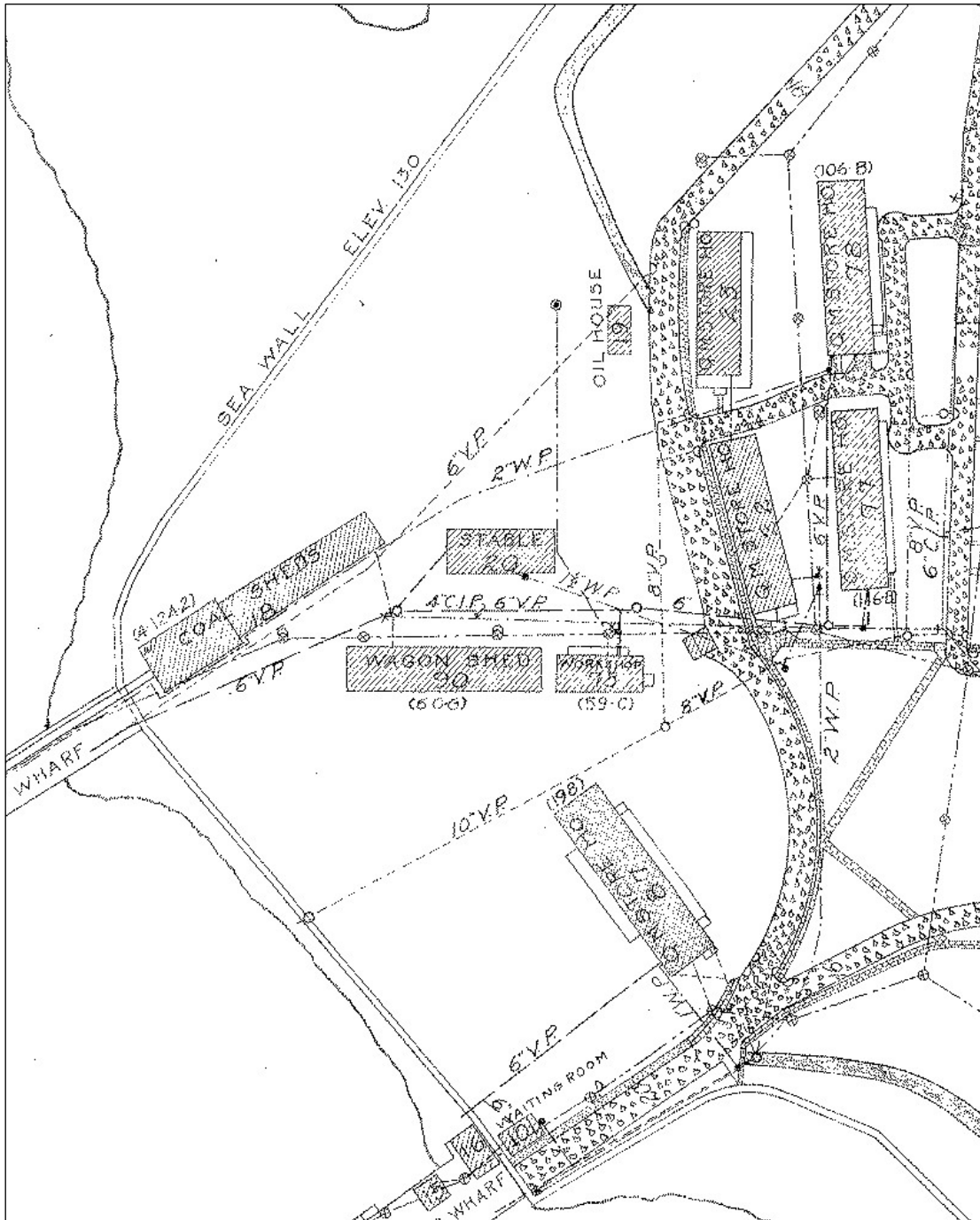
WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 12)

SITE MAP



WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 13)

Figure 1. "Map of Fort Slocum, New York," 1915, detail. North is to top of drawing. Building 40, labeled as "Wagon Shed / 90" and lacking the wings added in 1938-1940, is near the center of the image. The Quartermaster Corps stable (demolished in 1938) is to the north. The post's scale house is the small unidentified building on Howard Road to the east (between the workshop and storehouse); its equipment was moved to Building 40 in ca. 1938. Record Group 92, National Archives, College Park, MD.



WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 14)

Figure 2. High angle oblique aerial photograph of Davids Island, August, 24, 1924, detail. View northeast. Building 40, without the wings that were added in 1938-1940, is the long building at center. The Quartermaster Corps stable (demolished in 1938), with the small copula, stands just opposite Building 40. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



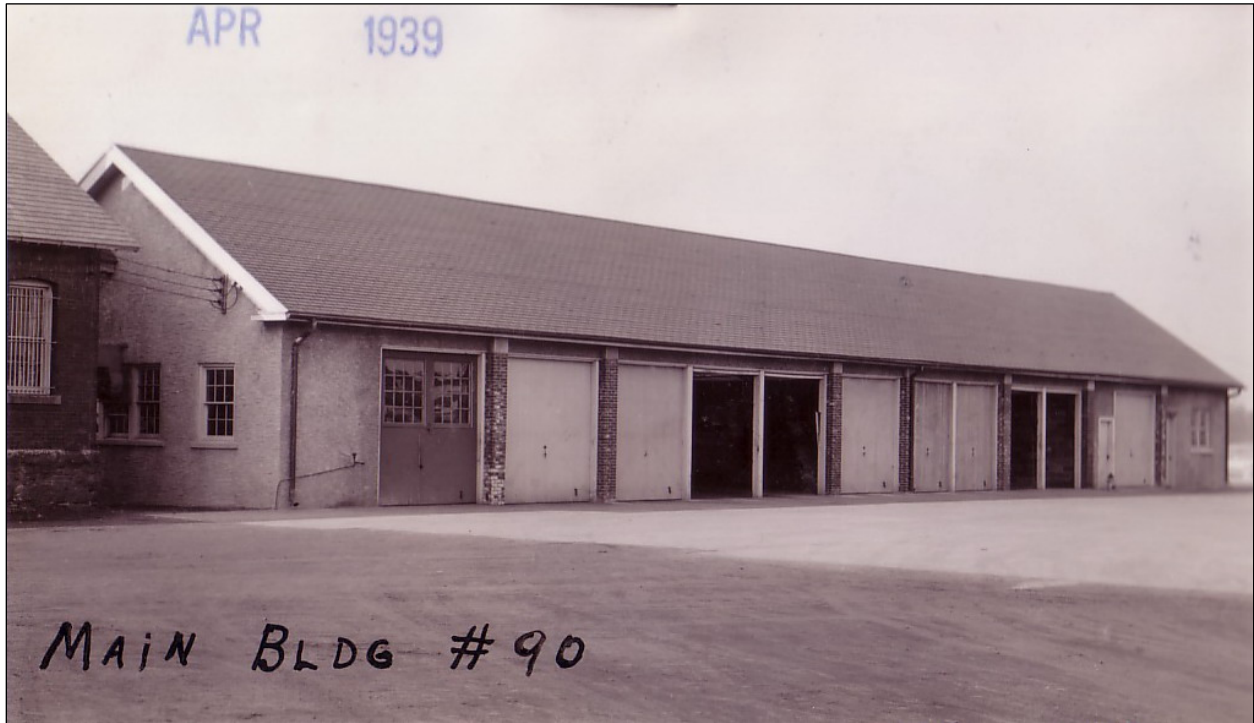
WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 15)

Figure 3. Inventory photo, probably mid-1930s. South side of Building 40 before the extensive alterations of 1938. View southwest. By the time this photograph was taken, Building 40 served both as wagon shed and garage—a wagon is visible in the leftmost bay, while the back of a motor truck protrudes from behind the door of a bay near the center of the building. Record Group 111, National Archives, College Park, MD.



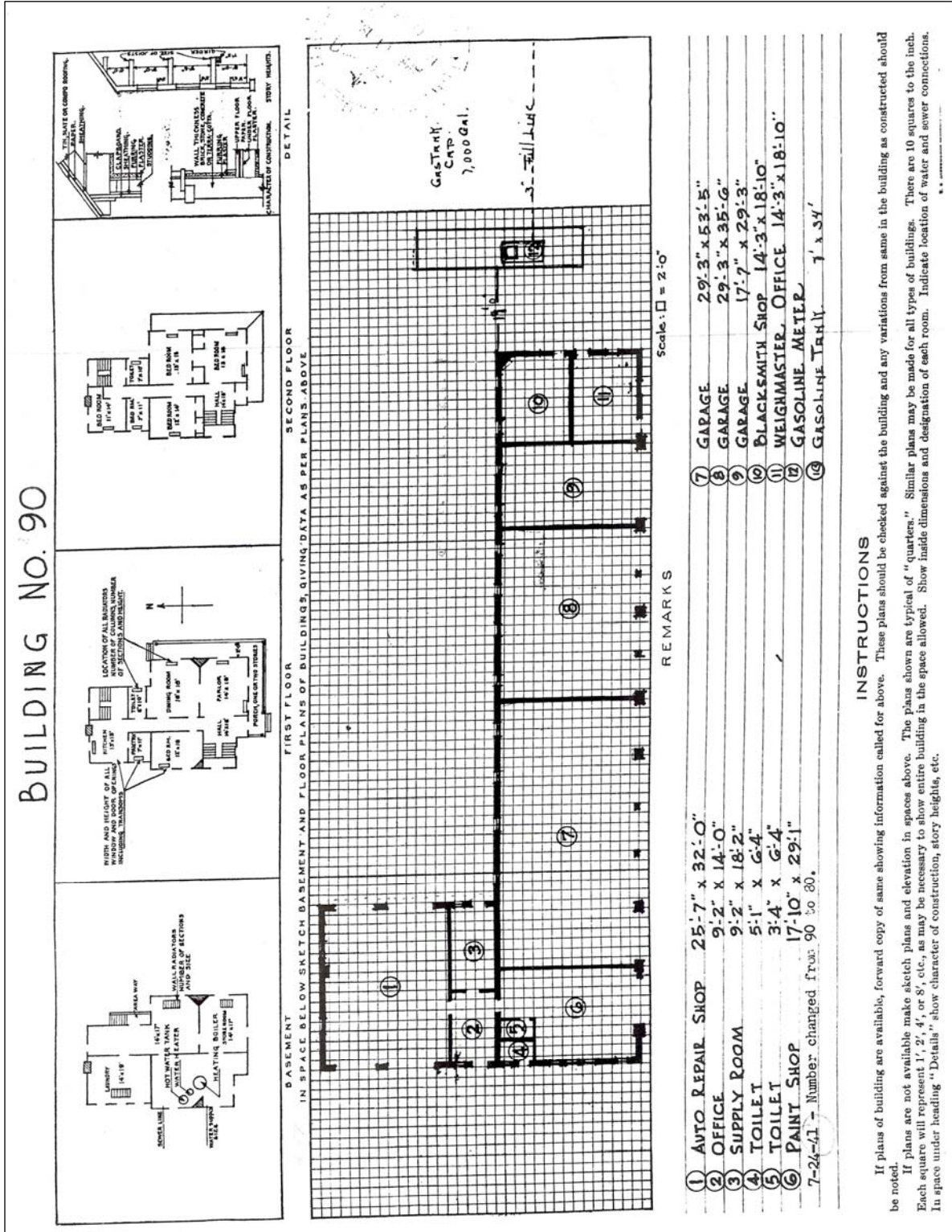
WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 16)

Figure 4. Inventory photo, ca. 1939. South side of Building 40 after the extensive alterations of 1938. View southwest. Record Group 77, National Archives, College Park, MD.



WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
 (Page 18)

Figure 6. Property Record, April 1939. Record Group 77, National Archives, College Park, MD.



WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 19)

Figure 7. Personnel of Fort Slocum's Post Motor Pool in front the eastern wing of Building 40, ca. 1943. View northwest. Fort Slocum print collection, New Rochelle Public Library, New Rochelle, New York.



WAGON SHED / GARAGE (BUILDING 40)
DAVIDS ISLAND-FORT SLOCUM
(Page 20)

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



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

WAGON SHED / GARAGE (BUILDING 40)

Davids Island—Fort Slocum
 New Rochelle
 Westchester County
 New York

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

1. Western façade, facing east.
2. Remains of gasoline fueling pump in concrete island, west of Building 40, facing west.
3. Interior—boiler room in western end of building, facing south.
4. Western and northern façades, facing southeast.
5. Northern façade, facing southeast (Photograph by Matt Kierstead, PAL Inc., Pawtucket, RI, November 2005).
6. Western end of northern façade, facing south.
7. Eastern end of northern façade, facing south.
8. Interior of building's largest vehicle bay, in main section of building, facing southeast.
9. Eastern wing section of eastern façade, facing north-northwest.
10. Interior of north vehicle bay of eastern wing, with abandoned step van, looking west.
11. Courtyard between wings and northern façade, facing south.
12. Western addition and courtyard, facing northeast.
13. Western wing section of southern façade, facing north.
14. Interior of south vehicle bay of western wing, with abandoned car, facing southeast.

Photo 1. Western façade, facing east.



Photo 2. Remains of gasoline fueling pump in concrete island, west of Building 40, facing west.



Photo 3. Interior—boiler room in western end of building, facing south.



Photo 4. Western and northern façades, facing southeast.



Photo 5. Northern façade, facing southeast.



Photo 6. Western end of northern façade, facing south.



Photo 7. Eastern end of northern façade, facing south.



Photo 8. Interior of building's largest vehicle bay, in main section of building, facing southeast.



Photo 9. Eastern wing section of eastern façade, facing north-northwest.



Photo 10. Interior of north vehicle bay of eastern wing, with abandoned step van, looking west.



Photo 11. Courtyard between wings and northern façade, facing south.



Photo 12. Western addition and courtyard, facing northeast.



Photo 13. Western wing section of southern façade, facing north.



Photo 14. Interior of south vehicle bay of western wing, with abandoned car, facing southeast.

