NOTE

This file is **Part 2** of a two-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 6: Buildings 130-135 and Unnumbered Structures (Battery Practice, Flagpole, Parade Ground, Rodman Gun Monument, Seawall, System of Roads and Paths), Rev. 1, February 2010. Prepared by Tetra Tech EC, Inc., Boston, for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts.

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DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

BATTERY PRACTICE (Unnumbered)

Location:	Davids Island–Fort Slocum 0.6 mi southeast of New Rochelle, New York mainland USGS Mount Vernon, NY Quadrangle UTM Coordinate (NAD 1983): 18.603798.4526338
Present Owner(s):	City of New Rochelle, NY
Date of Construction:	ca. 1893-1898
Architect/Engineer:	U.S. Army Corps of Engineers
Present Use:	Abandoned (not in use). Remnants extant in 2010
Significance:	Battery Practice is related to the Defense and Support Area and was used for training and/or coastal defense during the last decade of the nineteenth century. In this capacity it contributed to Fort Slocum's functions as a training facility and fortification. The structure is a contributing element to the Fort Slocum Historic and Archeological District.
Project Information:	The U.S. Army Corps of Engineers, New York District (Corps), has been authorized under the Department of Defense Appropriations Act, 2004, to perform building demolition, debris removal, and remediation of asbestos materials (Project) at the Fort Slocum on Davids Island in the City of New Rochelle, New York. The purpose of the Project is to remove buildings and infrastructure from the abandoned fort installation that create safety hazards as part of a long-range plan to restore Davids Island for future use. In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800), the Corps has consulted with the New York State Historic Preservation Officer (NYSHPO) regarding the effects of the Project on historic properties. The consultation resulted in the development of a Memorandum of Agreement (MOA) among the Corps, NYSHPO, County of Westchester, and City of New Rochelle as consulting parties. This documentation report was prepared in accordance with Stipulation II.C.1 of the MOA.
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Affiliation:	Tetra Tech EC, Inc., Morris Plains, NJ
Date:	December 2007 (Revision 1, February 2010)

PART I. DESCRIPTION

Battery Practice (an unnumbered relict military structure) is located in the southeastern quadrant 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 the now-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.

Battery Practice originally mounted two pieces of artillery used for training and/or harbor defense. Reuse and demolition after abandonment at the beginning of the twentieth century resulted in extensive alteration, and few traces of the battery remain today. The remnants of Battery Practice are situated near the eastern edge of the Defense and Support Area. This section of Fort Slocum is a functionally-mixed area that, in addition to fortifications and defensive structures, also includes utility and support-services buildings, women's barracks, and other types of structures. The extant traces of Battery Practice consist principally of two sections of low, thick, freestanding concrete wall that occupy the north-south spine of a low bedrock knob overlooking the shoreline between Hoyle and Parker roads. The remnants of the battery begin just north of the northwestern corner of the Incinerator (Building 115) work-yard wall, and they are approximately 100 feet east of the Magazine/Blacksmith Shop (Building 113).

Soil on the knob is thin, and in places patches of bedrock are exposed at the surface. Historical evidence and present-day conditions indicate that portions of the battery were built directly on and anchored to the bedrock. The only subterranean elements were embedded in an earth parapet, now removed, and there were no chambers built into the bedrock beneath the battery. The remnants of Battery Practice are obscured by a thick growth of shrubs and poison ivy and by an abandoned pile of coal up to 5 feet high, which is situated at the southern end of the remnant revetment wall. The condition of these traces of the battery in 2005-2007 appears to be essentially unchanged from their reported condition by Holder (1986).

Historic plans, maps, and aerial photographs indicate that when completed, Battery Practice consisted of a C-shaped, protective earth mound, or parapet, that enclosed two artillery emplacements (Figures 1-10). The parapet extended toward the shoreline to the east and was open on the west. The soil on the inner, or western, face of the parapet was held in place and protected from erosion by a concrete revetment, divided into two sections by a gap. Typical of early modern coastal fortifications, the artillery pieces of the battery were positioned to fire over the parapet—a configuration known as a barbette—rather than through an opening (embrasure) in a protective wall, as was characteristic of earlier coastal forts. The emplacements originally mounted Rodman guns, a type of artillery whose design had been approved by the U.S. Army in 1861. Gun No. 1, the southern emplacement of Battery Practice, mounted a 10-inch Rodman gun whose barrel had been fitted with a rifled sleeve for improved range and accuracy, converting it to an 8-inch muzzleloading rifle. The emplacement to the north, Gun No. 2, originally mounted an unmodified 15-inch muzzleloading smoothbore Rodman gun (Figure 3). In 1899, the 15-inch gun was replaced by an 8-inch breech-loading rifle. The guns are reported to have been mounted on stationary iron carriages of "low traverse" (limited left-right movement) (Adams 1898).

Alteration of the battery began with the removal of the guns and carriages soon after abandonment. The 15-inch Rodman gun that was originally part of the armament of Battery Practice is presumed to be the

one now on display at the Rodman Gun Monument near the Passenger Dock. (The monument is documented elsewhere in Volume 6 of of *Documentation of Contributing Elements, Fort Slocum Historic and Archeological District, Davids Island, City of New Rochelle, New York*.) The disposition of the other two guns and the carriages is unknown. The earth parapet was removed in at least two stages between the late 1930s and the 1950s. These alterations left the two sections of concrete revetment wall as the principal remnant of the battery. Additional small-scale traces of the battery may be hidden beneath the soil, leaves, brush, and coal pile that cover its former interior. Repeated examination of the vicinity of the revetment wall during 2005-2007 found no recognizable traces of the earth parapet.

Topographic contours on a map of Fort Slocum prepared by Lieut. C.B. Hodges in 1906 suggest that an area of roughly 170 by 210 feet at the crest of a small hill was altered by construction of the battery (Figure 5). The battery proper, including the earth parapet and interior space it enclosed, covered 95 by 195 feet, with the long axis oriented approximately 13 degrees east of true north, an azimuth confirmed by present-day measurements with a hand-held compass. The parapet was up to 42 feet wide, and, to judge from the plan shown by the 1906 map, probably had a maximum height on its eastern side of 7 or 8 feet above the adjoining ground. The parapet's superior surface was as much as 27 feet wide and probably gently sloped to the east until it inflected into the more steeply sloping exterior parapet slope. The soil on the interior face of the parapet was supported by two sections of cast-in-place concrete revetment wall separated by a gap. The gap may originally have been revetted with logs or wooden planks in place of concrete.

Although the earth parapet has been removed, most of the two sections of the battery's concrete revetment remain (Photos 1-5). These sections are freestanding concrete walls, typically 28 or 29 inches thick and generally 2 to 4 feet high. The concrete appears to be tough, relatively non-porous, and solid. It resembles that used in the Mortar Battery (Battery Haskin-Overton, Buildings 125-127), which was constructed around the same time as Battery Practice. The concrete walls of Battery Practice contain abundant angular and rounded aggregate ranging in size from around 0.5 to 4 inches. The type, size, and angularity of aggregate seem to vary somewhat along the length and height of each section of wall. Faint to well-defined horizontal parting lines or seams are visible in many places on the faces of the concrete walls. The seams appear to be spaced at intervals of around 16 to 18 inches and probably represent separate concrete pours made as the height of the revetment was increased during construction. Bonding along the seams appears to be tight. There also seem to be two or three vertical seams, but their infrequency and short length makes them difficult to identify and interpret. The tops of the walls and their original exterior (i.e., generally western) faces appear to be smoothed, while the surfaces that originally rested against the earth of the parapet are rougher and appear somewhat unfinished. The ends of the southern and northern wall sections that face one another across the gap are vertical and smoothed, with squared corners, indicating the gap is original and not a result of later demolition.

The two sections of the battery's concrete revetment are separated by an open interval of 20 feet-9 inches. The top of the concrete walls forming the two sections of the revetment seem to be level and at approximately the same elevation. However, because the ground surface on which the battery was built slopes gently down to the north, the walls gradually increase in height above the adjoining ground. The southern section of the wall is around 24 inches high, while the northern section is 44 to 48 inches high.

The extant above-grade northern section of the revetment is approximately 44 feet long, south to north. Its northern end terminates roughly, sloping irregularly to the ground, and an at-grade concrete wall stub continues beyond the above-grade terminus. The rough above-grade terminus appears to be the result of

intentional demolition. Field and map evidence indicate that the northern section of the revetment originally continued north for another 5 feet and then turned west for roughly 10 feet.

The southern section of the revetment has a reverse-L plan. The main segment runs north-south for a distance of 37 feet-8 inches. The wall turns at the southern end of this segment, and the "foot" of the L extends west for an additional 10 feet-8 inches. Originally, the revetment turned again at the western end of this latter segment, but the revetment now ends at this point. The missing segment extended south for 10 feet or so, but this segment was demolished, along with the southern flank of the battery's earth parapet, when the walled work-yard for the Incinerator (Building 115) was constructed in 1938-1940.

The southern segment of the concrete revetment stands just north of the incinerator's work-yard wall. The two walls are separated by a narrow, angled gap, which is 24 inches wide at its eastern end and just 9 inches wide at its eastern end. The ground within the gap rises sharply from east to west. The ground surface is 64 inches below the top of the revetment wall at the angle of the L, but only 20 inches below the top of the wall at the western end of the L's foot. The top of the revetment wall is about 10 feet higher than the floor of the work-yard, so substantial excavation was evidently necessary to build it.

The centers of northern and southern sections of the revetment bow out to the east. The bows were the locations of the battery's two gun platforms. Each bow is a three-legged segment comprising two short end sections angling off the main alignment of the revetment wall and a longer central section parallel to that alignment. The southern platform, for Gun No. 2, is 13 feet-4 inches long on the interior and 30 inches wide. The northern platform, for Gun No. 1, is larger due to the bigger artillery piece originally emplaced there. It measures approximately 22 feet-5 inches long by 45 inches deep. To the west of the bows there are no visible traces of either platform, such as pintle blocks or bearing or traverse circles. However, the ground within the former battery is obscured by piles of coal, leaf litter, and vegetation, and it could not be determined definitively that such traces were not present.

PART II. HISTORICAL NARRATIVE

Fort Slocum

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

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

War had deteriorated badly, and in October 1874 the Army entirely withdrew from the island, beginning a hiatus in occupation of nearly four years.

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

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

The period after Fort Slocum closed in November 1965 saw severe deterioration of the former Army post. The City of New Rochelle repeatedly sought to redevelop Davids Island, at one time considering a 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.

Battery Practice (Unnumbered)

"Battery Practice" is a recent name for the two-gun emplacement on the southeastern shore of Davids Island. The name appears in Berhow's (2006:206) list of modern-era forts and batteries of New York Harbor, and it is used in the 2005 Memorandum of Agreement covering historic preservation issues associated with the U.S. Army Corps of Engineers' clean-up project on the island. According to Michael A. Cavanaugh (2007a), who is currently preparing a history of Fort Slocum, the name derives from late nineteenth-century references to a "battery for target practice" (Holder 1986), which historians have shortened and formalized since the 1980s. Newspaper accounts document use of the guns emplaced at the battery for target practice during the 1890s (New York Tribune 1896, 1897a, 1897b). Live firing ended in 1899 because of complaints from the post's neighbors about windows broken as a result of

concussions from artillery (Jordan 1944). The only identification given on period maps and plans for the emplacement is "Old Battery," a label that appears on maps of the post by Hodges (1906) and Murray (1909) (Figure 5). This name was apparently first applied several years after use of the battery ceased. In correspondence on the subject, Cavanaugh (2007a) quotes Bolling Smith, an expert in American coastal defenses of the late nineteenth and twentieth centuries, to the effect that during the time when the battery was active, naming conventions were less formal than at present, and there was often a considerable lag between construction of a battery and the assignment of an official name, if a name was given at all.

The use of artillery on Davids Island prior to the 1890s is poorly documented. A small, above-ground brick magazine (present-day Building 113) was constructed near the island's southeastern shoreline in 1885, but exactly what was stored there is uncertain. Possibly the magazine was used only to store small arms ammunition, for a rifle range was established along the eastern shoreline nearby around the same time as the magazine was built. Perhaps the magazine also held powder for a few field pieces used for ceremonial or training purposes.

In any case, it was not until after 1891 that semi-permanent or permanent artillery emplacements were undoubtedly present on the island. This date marks the beginning of construction of the coastal mortar battery on Davids Island. Development of Battery Practice appears to have been underway by May 1893. An anonymous map of that date records the presence of an 8-inch and a 15-inch gun east of the Magazine (Building 113) and northeast of the Receiving Vault (Building 119). A second map, drawn in 1894 or 1895 under the direction of the post's quartermaster, Capt. John W. Summerhayes, also depicts the presence of two guns in essentially the same location. On the later map the guns are represented by small pictograph-like sketches complete with lines representing the carriage and the traverse circles, and the sketches are labeled "15″ Gun" and "8″ Gun" (to the north and south respectively) (Figure 1). As shown on this map, the two emplacements are located roughly 96 feet east-southeast and 110 feet southeast (respectively) of the southeast corner of the magazine. Both the 1893 and the 1894-1895 maps depict the guns as situated in an area of scrub or woods and without an adjoining earthwork. The location of the two guns on the Summerhayes (1894) map is similar to that of the two gun positions at the "Old Battery" shown by Hodges (1906) (Figure 5). Differences between the locations may indicate adjustments in gun position and emplacement orientation as the battery was improved later in the 1890s, or these differences, being rather small relative to the 1:1200 scale of both maps, could be simply the result of plotting errors and cartographic license.

According to an editor's compilation appearing with Holder's (1986) description of a visit to Battery Practice, several annual reports of the U.S. Army's Chief Engineer from the latter half of the 1890s describe its development. According to these reports, the gun platforms were started in May 1895 and were completed by June 1896. They were designed to mount a 15-inch smoothbore Rodman gun and a 10-inch smoothbore Rodman that had been converted to an 8-inch rifled gun by the installation of a sleeve in the barrel (a common late nineteenth-century conversion for 10-inch Rodmans). In all probability, these are the guns depicted by Summerhayes (1894). The reports of the Chief Engineer record that they were emplaced as a battery for target practice. These reports and an 1898 sketch of the armaments of Fort Slocum (Adams 1898) show that the gun platforms were "cut out of ledge rock." Although it proved to be possible to cut most of each platform from bedrock, some quarried stone had to be mortared in place to construct them (Holder 1986). Each gun platform also had a pintle block of bedrock to support the gun carriage pivot mechanism and also had two curved iron rails (an inner bearing circle and an outer traverse circle) affixed to the rock platform to traverse the carriage. Construction of the platforms cost $2,345.37 and was charged to "Preservation and Maintenance of Fortifications."

The battery is described in an 1896 newspaper article about daily life at the Army post on Davids Island, and this article includes a little drawing of one of the Rodman guns, which is the only known picture of the guns in place at the battery (Figure 2). According to the article, there were two "old-fashioned" guns,

> …situated near each other on the southern point of the island. They command what is really the entrance to the Sound between Execution Rock Lighthouse near Sands Point on the Long Island shore and Hart's [sic] Island on the New-York side. The guns are not of modern construction, being of the same pattern as those used in the Civil War, and would not be able to demolish a war-vessel of the present day. That they would do some damage, however, if aimed effectively, was demonstrated recently when the larger one knocked the target clean out of water at a distance of two miles. This one is of 15-inch bore, the smaller being an 8-inch rifle. A peculiarity of their mounting has been of great interest to army engineers, and has attracted visits to the island for the express purpose of seeing it. Instead of having pits dug out, as is usual, for a foundation, they are mounted upon the solid bedrock, which crops out here in great masses. It has been cut away and grooved to form the proper resting-place, and the guns look as if they were stationed there for all time to come (New York Tribune 1896).

The drawing that accompanies this description is a simple sketch showing a Rodman gun mounted on what appears to be a front pintle barbette carriage. A typical Rodman carriage consisted of heavy cast-iron plates, which supported the gun on its trunnions. The plates attached to a frame constructed of two iron rails, which in turn were carried on small wheels that ran on an iron track. To traverse the gun across its field of fire, the carriage pivoted on a pin, technically called a pintle, which was located either at the center of the frame or, as apparently is the case for the gun in the sketch, near the front. The sketch also depicts a low, stepped platform in front of the carriage, likely built of wood, for loading the gun.

As originally constructed, Battery Practice seems to have consisted only of the two platforms with their guns without an earthen parapet. The parapet was apparently built in 1897 or 1898 and had been completed by June 30 of the latter year. The finished battery also included two newly-constructed timber magazines, which were 6 x 10-foot subterranean chambers enclosed by the parapet fill (Adams 1898; Holder 1986; Marshall 1902) (Figures 3-4). The 1898 annual report of the Chief Engineer and a note on Adams's armament sketch of December 31, 1898 records that replacement of the 15-inch Rodman gun (Gun No. 2) was imminent. By June 1899, the old gun had been replaced by a newer 8-inch breech-loading rifle, which was mounted on the modified carriage of the Rodman. Soon after its removal from service, the Army probably moved the 15-inch gun across Davids Island, where it became the central feature of the present-day Rodman Gun Monument (Cavanaugh 2007b).

To June 30, 1899, the Army expended $4,509.95 on Battery Practice. Compared to the millions spent to improve America's coastal defenses in this period, Battery Practice's cost was quite modest. It was probably closer in size and design to a temporary field work than to any element of one of the modern Endicott-era installations then being constructed along the nation's shores. Indeed, by the end of 1902, the Army had removed Battery Practice's armaments and vacated it (Holder 1986; Marshall 1902). The specific reasons for this change have not been documented, but likely it was the result of a combination of obsolescence of the weapons and changes in Fort Slocum's mission of training recruits.

Battery Practice apparently stood disused for several years, until the Coast Artillery Corps built a searchlight shelter on top of the parapet. This small building was shaped somewhat like a small house or civilian outbuilding and stood at the northern end of the parapet. Based upon Hodges (1906), the

searchlight shelter had a footprint of around 14 by 18 feet. Historical postcards collected by Cavanaugh (2007b) show the building at a distance. The postcards show a tall, narrow building, about 20 feet high with a gable roof. Its date of construction is not known, and it is unclear whether a searchlight was ever actually installed in it. Searchlights came into widespread use at coastal artillery batteries in the early 1900s, and according to the coastal artillery engineer's notebook for the eastern approaches to New York, 60-inch lights were installed at nearby Forts Schuyler and Totten in 1905 (U.S. Army Corps of Engineers ca. 1914-1920). The searchlight used electric arc lamps to produce several million candlepower of illumination and had significant electrical power requirements. Building 114, the Searchlight Powerhouse about 100 feet west of Battery Practice, also dates from about 1905 and based on its name apparently housed a steam turbine to produce the necessary electricity. Very shortly after the completion of the searchlight system and some other new components, Fort Slocum's coastal artillery batteries went into inactive status, and they were essentially abandoned by the end of the First World War. The searchlight shelter remained in place until around 1926, when aerial photographs indicate that it had been removed.

By the 1920s, aerial photographs show trees and shrubs growing on the abandoned parapet and the interior of the battery in use as an ash dump and storage area for coal. The battery was located close to two sets of coal-fired burners—those of the incinerator (Building 115, to the south) and of the boilers for the laundry (in Building 114, to the west). Its use for coal storage seems to have become routine in the 1930s and 1940s, when several aerial photographs show the battery's interior entirely filled with coal (Figures 6-10). At an unknown date use of the area for coal storage became permanent, for a map of the island prepared in 1973 by Consolidated Edison Co. indicates that a ramp connected the battery area to the Laundry Boiler Room (Building 114). This use evidently continued until Fort Slocum closed in 1965, for when visited by documentation teams in 2005-2007, the southern end of the battery still contained a pile of coal up to 5 feet high.

Demolition of the earthen parapet began in the late 1930s, with the construction of the walled work yard for the incinerator on the south side of the battery. This yard was likely built between 1938 and 1940 and had certainly been completed by September 4, 1940, when its existence is documented by a vertical aerial photograph. The remainder of the earth fill for the parapet was apparently removed in the 1950s. Information gathered by Cavanaugh (2007b) and confirmed in an e-mail from former Fort Slocum resident Robert Sisk (2007) indicates that demolition of the concrete revetment on the interior face of the parapet proved to be quite difficult and efforts to remove the wall had to be abandoned.

Battery Practice does not appear in any building and structure inventory for Fort Slocum and does not ever appear to have been assigned an identification number at the post.

PART III. SOURCES OF INFORMATION

Published Materials

Berhow, Mark
2006 "Modern American Seacoast Defenses: A List of Military Reservations and Concrete Gun Batteries, 1890-1950." Revision of October 22, 2006, of material previously published in *American Seacoast Defenses: A Reference Guide*, 2nd edition (2004), Coastal Defense Study Group Press, Bel Air, Maryland. Accessed online October 25, 2007, at http://www.cdsg.org/reprint%20PDFs/CDlist05.pdf.

Holder, Alex M., Jr.
1986 "Fort Slocum Surprise!" *CDSG* [Coastal Defense Study Group] *News* 1(4):14.

Jordan, Daniel R.
1944 "A Condensed History of Fort Slocum (A Military Installation Since 1862): (Chapter II)." *Casual News* [Fort Slocum's post newspaper in the Second World War era] December 11: 3, 6, and 8. In the Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Lewis, Emanuel Raymond
1979 *Seacoast Fortifications of the United States: An Introductory History.* Rev. ed. Naval Institute Press, Annapolis, Maryland.

McGovern, Terrance, and Bolling Smith
2006 *American Coastal Defenses, 1885-1950.* Fortress Series No. 44. Osprey Publishing, Botley, Oxford, UK, and New York.

New York Tribune
1896 "Life on David's [sic] Island." May 24:31.

1897a "Artillery Practice Programme." March 13:2.

1897b "Target Practice at Fort Slocum." June 16:14.

Nichols, Herbert B.
1938 *Historic New Rochelle*. Board of Education, New Rochelle, NY.

Unpublished Materials

Cavanaugh, Michael A.
2007a "RE: Slocum – Battery Practice." E-mail message to Christopher L. Borstel, Tetra Tech EC, Inc., October 21.

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

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

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2007a "Follow Up ?s [on Battery Practice]." E-mail message to Michael A. Cavanaugh, Fort Slocum History Researcher, Los Angeles, CA, and Christopher L. Borstel, Tetra Tech EC, Inc., November 7.

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 Corps of Engineers
ca. 1914-1920 *Engineer Notebook: Harbor Defenses of Eastern New York* [Forts Slocum, Totten, and Schuyler]. (Date range based on references in notebook entries.) Original on file at the National Archives, College Park, MD, probably in Record Group 77. Copy provided through the Coastal Defense Study Group Document Scanning Project, CDSG ePress, Peoria, IL, Mark Berhow, manager, and described at http://www.cdsg.org/cdrom1.htm.

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 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 Archives, College Park, MD.

May 1893 "Davids Island, New York." No preparer indicated. Blueprint copy includes annotations by J.W. Summerhayes. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

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.

December 1898 "Armament Sketch, Fort Slocum, New York, Drawn Under the Direction of Major H.M. Adams, Corps of Engineers, U.S.A.." December 31. Record Group 77, National Archives, College Park, MD.

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

July 1906 "Map of Fort Slocum, David's [sic] Island, N.Y. Made by Direction of Lieut. Col. W.P. Evans, 11th Inf. by C.B. Hodges, 2nd Lieut., 4th Inf." Record Group 92. National Archives, College Park, MD.

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

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.

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

October 1973 "Topographical Map of Davids Island." Consolidated Edison Company of N.Y., Inc., Drawing No. EO-15024-A, Rev. 0, using topographic base map prepared by Lockwood, Kessler & Barlett, Syosset, New York, using photogrammetric methods from photography dated December 20, 1967. Tetra Tech EC, Inc., collection, Morris Plains, New Jersey.

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.)

1891: Water-level view of the southern end of Davids Island. Winter. Possibly a reproduction by a non-gelatin-silver-print process. Labeled in ink, "Site of Mortar Battery at Davids Island, looking North 8° West. / 300 Yards Distant. Main Front extends from Water Tower to Point 'A.'" Record Group 77-F, National Archives, College Park, MD.

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

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. January 17. View south.

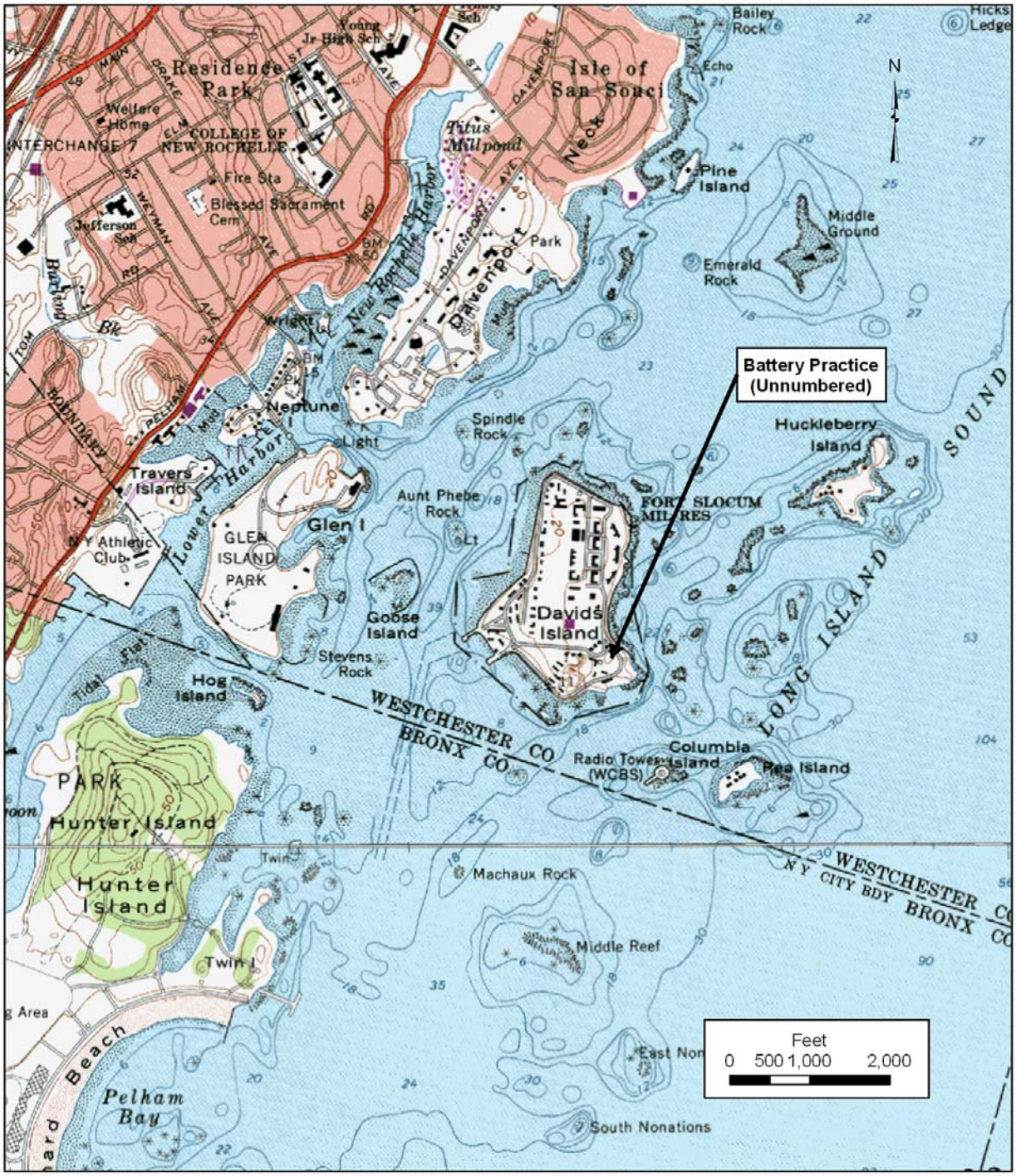
1940: Vertical aerial photograph of Davids Island. September 4.

ca. 1958: High angle oblique aerial photograph of Davids Island. View north. Summer. Included in a 1966 report prepared by Cross & Brown Co., New York, for the Federal Property Resources Service, on file at the New York City branch of the National Archives, Record Group 291.

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

BATTERY PRACTICE (Unnumbered)
DAVIDS ISLAND-FORT SLOCUM
(Page 12)

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



SITE MAP

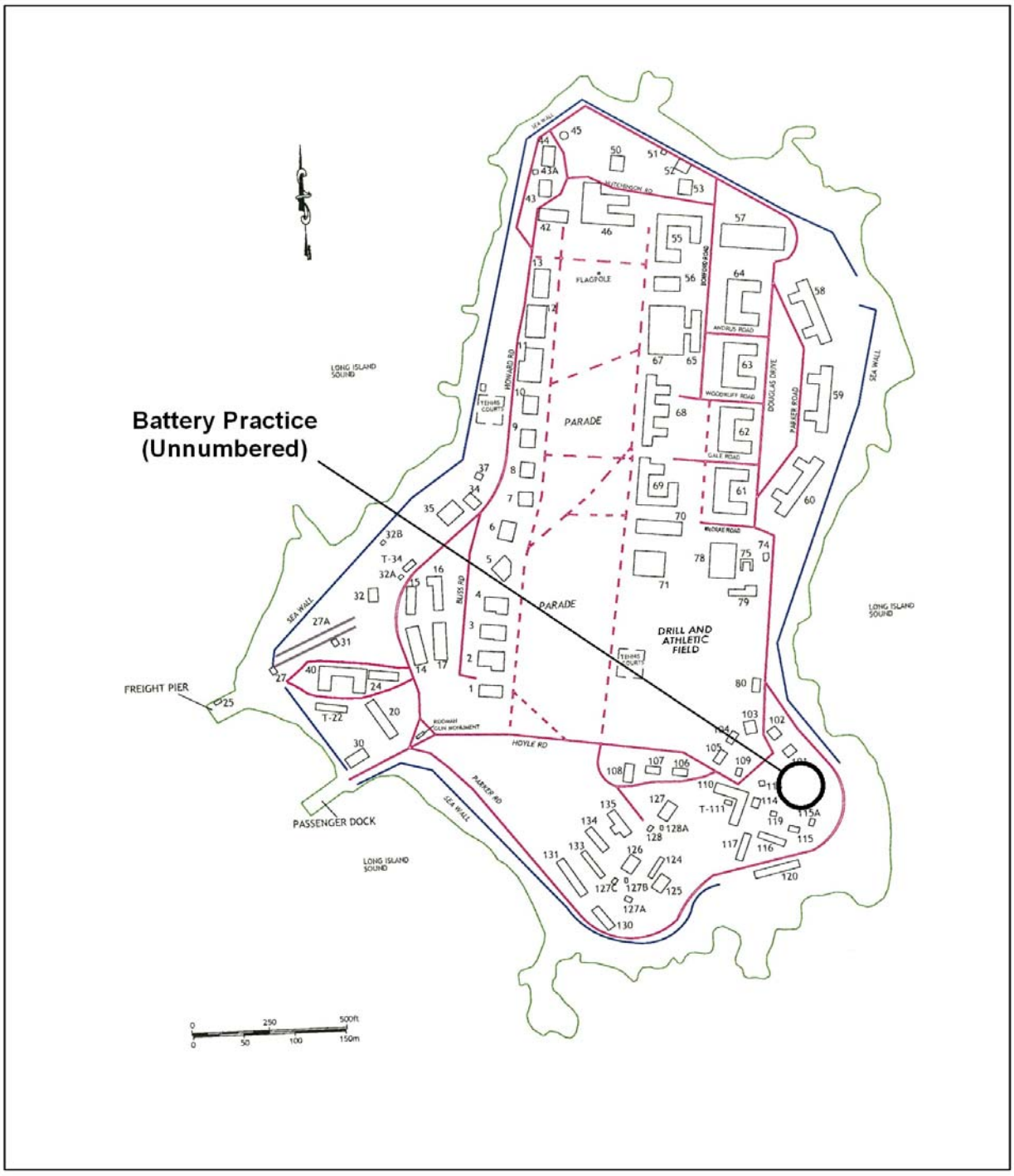

Battery Practice
(Unnumbered)
PARADE
PARADE
DRILL AND
ATHLETIC
FIELD
FLAGPOLE
TENNIS COURTS
TENNIS COURT
HOWARD RD
BUSS RD
HOYLE RD
PARKER RD
SEA WALL
SEA WALL
SEA WALL
LONG ISLAND SOUND
LONG ISLAND SOUND
LONG ISLAND SOUND
FREIGHT PIER
PASSENGER DOCK
T-22
T-34
T-111
0 250 500ft
0 50 100 150m

Figure 1. "Map of Davids Island, New York Harbor, U.S. Military Reservation," October 1894 (or later), detail. Map shows the two Rodman guns in approximately the location of Battery Practice east of the Magazine/Blacksmith Shop (Building 44, now Building 113) and the Receiving Vault (Building 43, now Building 119). The target area for a rifle range is shown north of the 15-inch gun. North is to the top of the page. Record Group 92, National Archives, College Park, MD.

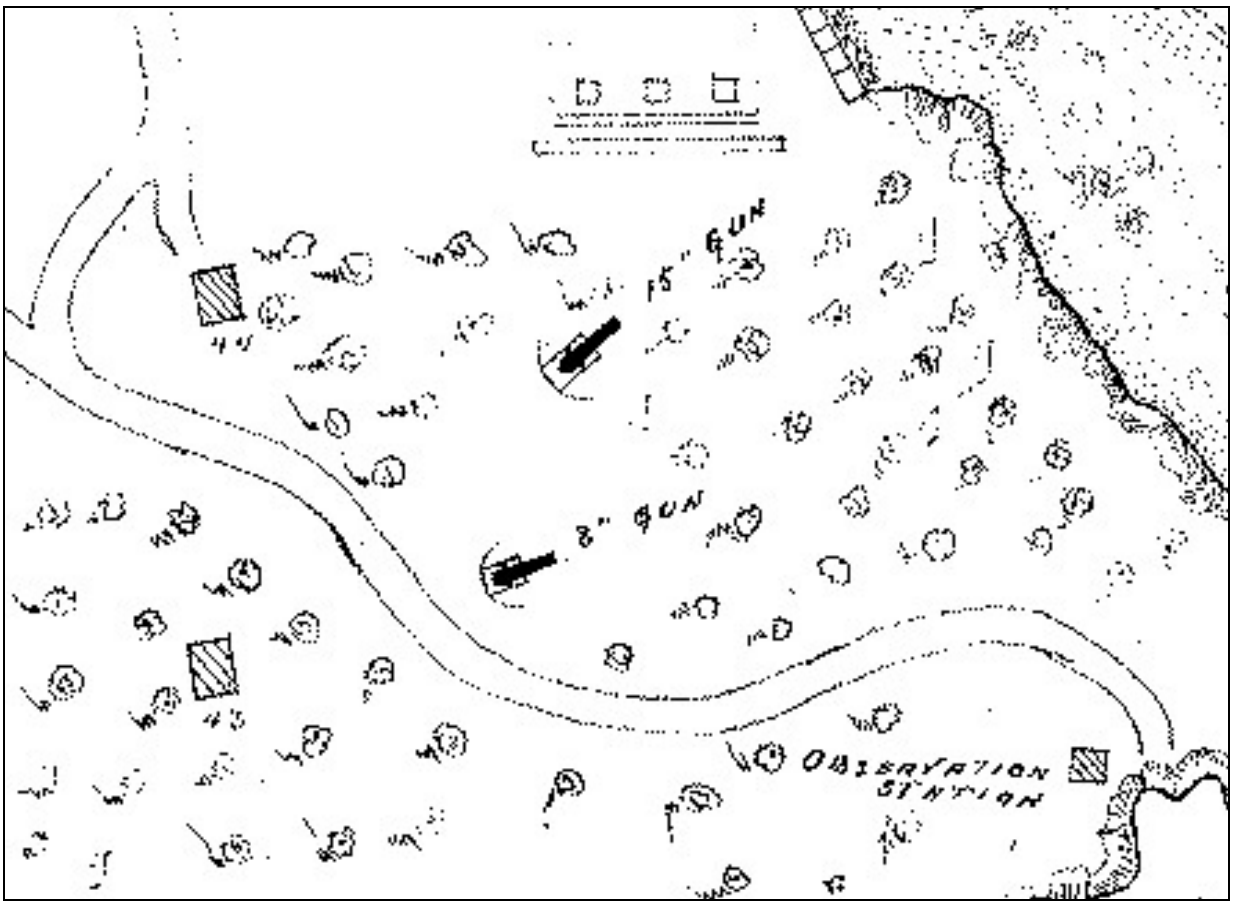


Figure 2. "The Big Gun at the Point"—a sketch of one of the Rodman guns at Battery Practice, 1896. This drawing accompanied an article on the Army's post at Davids Island published in the New York Tribune on May 24, 1896. It perhaps shows the 15-inch Rodman—which, after all, was the biggest gun ever emplaced on the island—mounted on what appears to be a front pintle barbette carriage. While acknowledging that the two Rodmans at Battery Practice were "old-fashioned," the article assured readers that they could "do some damage… if aimed effectively…." Library of Congress Chronicling America website, http://chroniclingamerica.loc.gov.

Figure 3. Detail depicting Battery Practice, December 1898 "Armament Sketch, Fort Slocum, New York." Timber magazines measuring 6 by 10 feet and embedded in the earth parapet are shown with dashed lines north and south of the gun emplacements. Note the gap in the revetment along what would be the inner face of parapet, which is consistent with the extant layout of the wall. North is to the top of the page. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

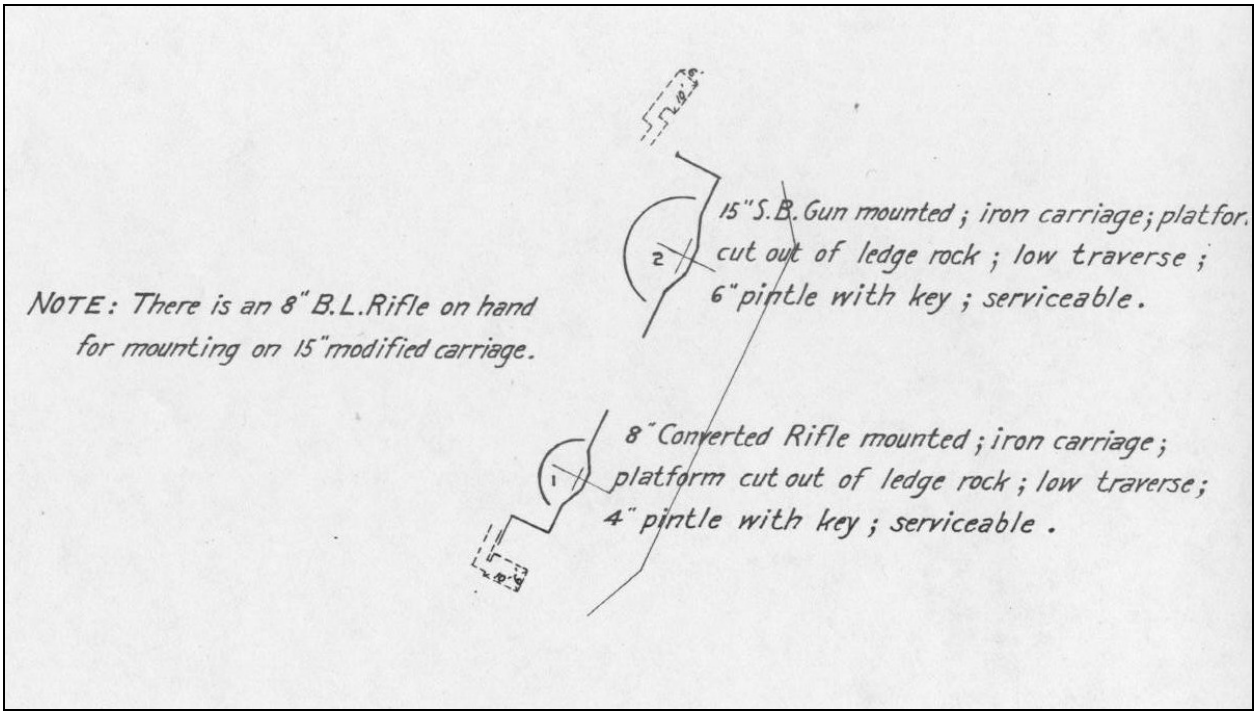


Figure 4. Detail depicting Battery Practice, December 1902 "Armament Sketch, Fort Slocum, New York." Timber magazines measuring 6 by 10 feet and embedded in the earth parapet are shown with dashed lines north and south of the gun emplacements. Note the gap in the revetment along what would be the inner face of parapet, which is consistent with the extant layout of the wall. North is to the top of the page. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

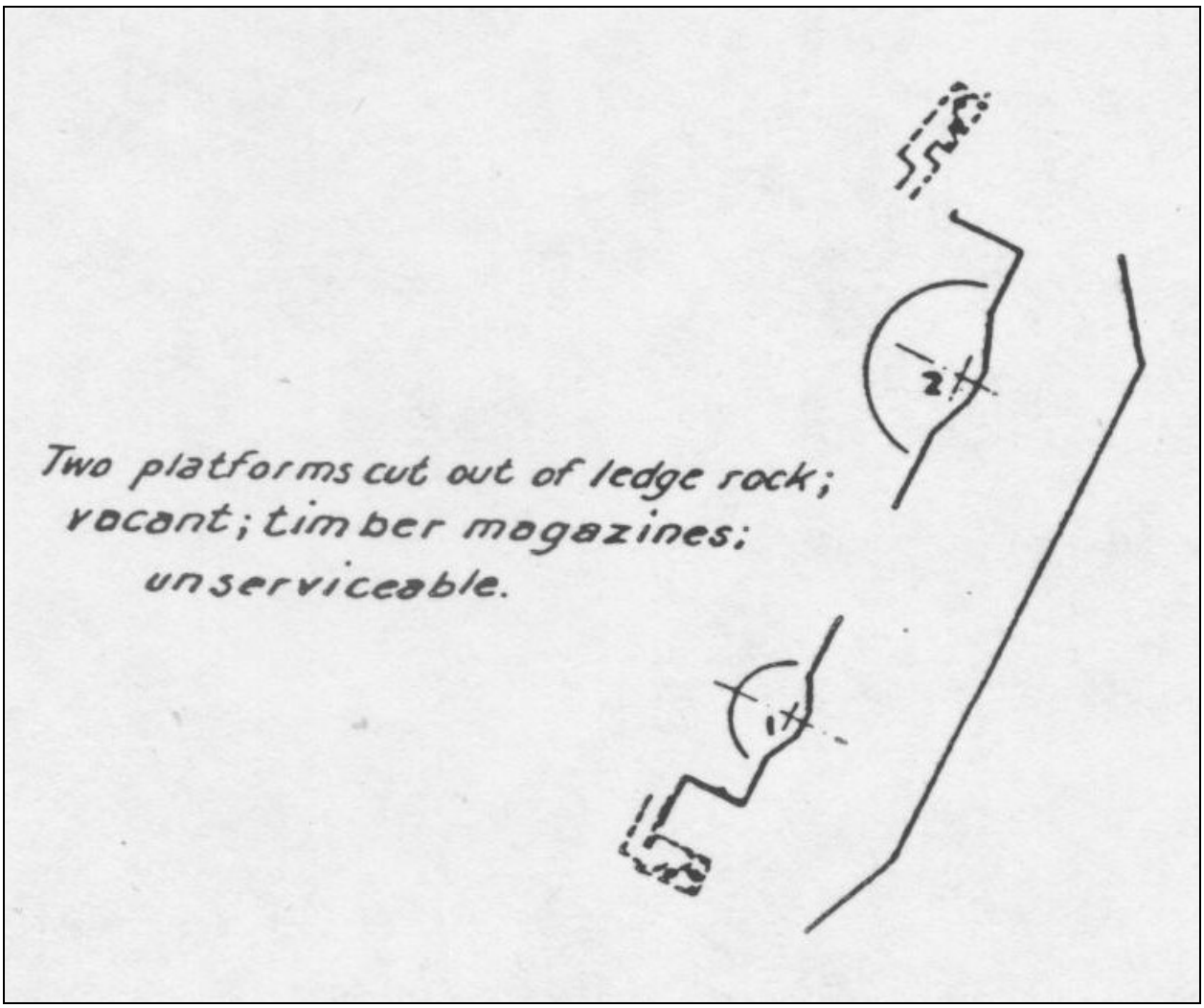


Figure 5. "Map of Fort Slocum, David's [sic] Island, N.Y.," July 1906, detail. At the time this map was produced, the gun battery, referred to here as "Old Battery," had been vacated for at least four years. North is to the top of the page. Record Group 92, National Archives, College Park, MD.

Figure 6. Oblique aerial view of the southeastern end of Fort Slocum, ca. 1922, detail. View northeast. Battery Practice is situated in the area marked by the ellipse at center right. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

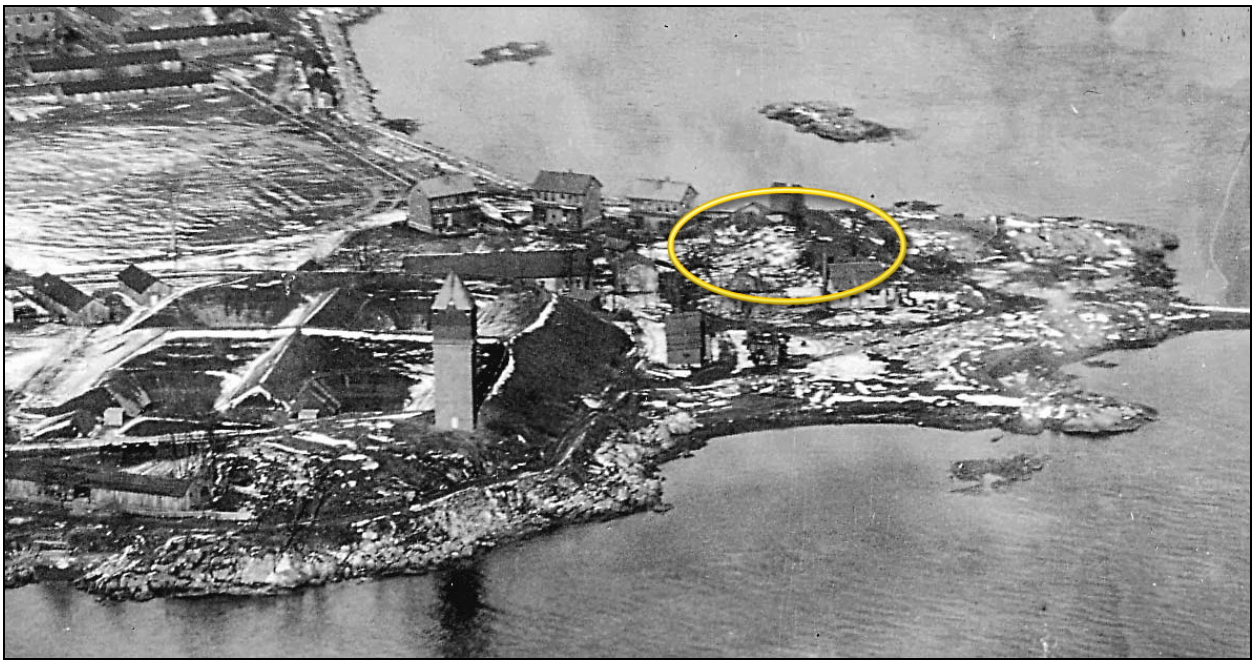


Figure 7. Oblique aerial view of the southeastern end of Fort Slocum, 1924, detail. View east. Battery Practice is situated in the area marked by the ellipse at top. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 8. Oblique aerial view of the southeastern end of Fort Slocum, 1932, detail. View east. The earth parapet and the concrete revetment on the parapet's inner face (including the gap in concrete wall) of Battery Practice are clearly visible in the area marked by the ellipse at right. The Incinerator (Building 115) with its square chimney is located immediately below the battery and three units of NCO quarters (Buildings 101-103) are situated to its immediate left. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

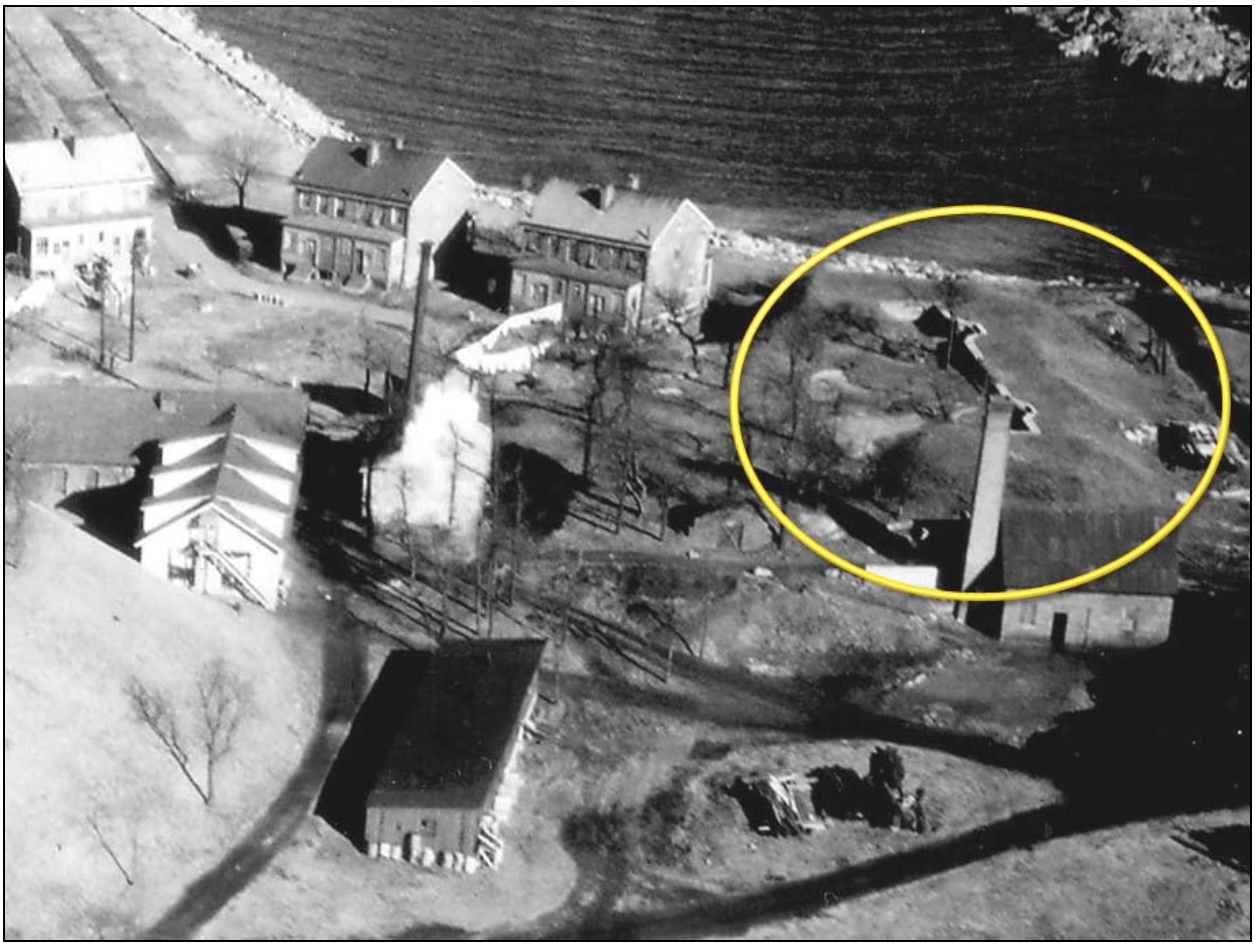


Figure 9. Oblique aerial view of the southeastern end of Fort Slocum, 1936, detail. View south. Battery Practice is situated in the area marked by the ellipse at center left. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

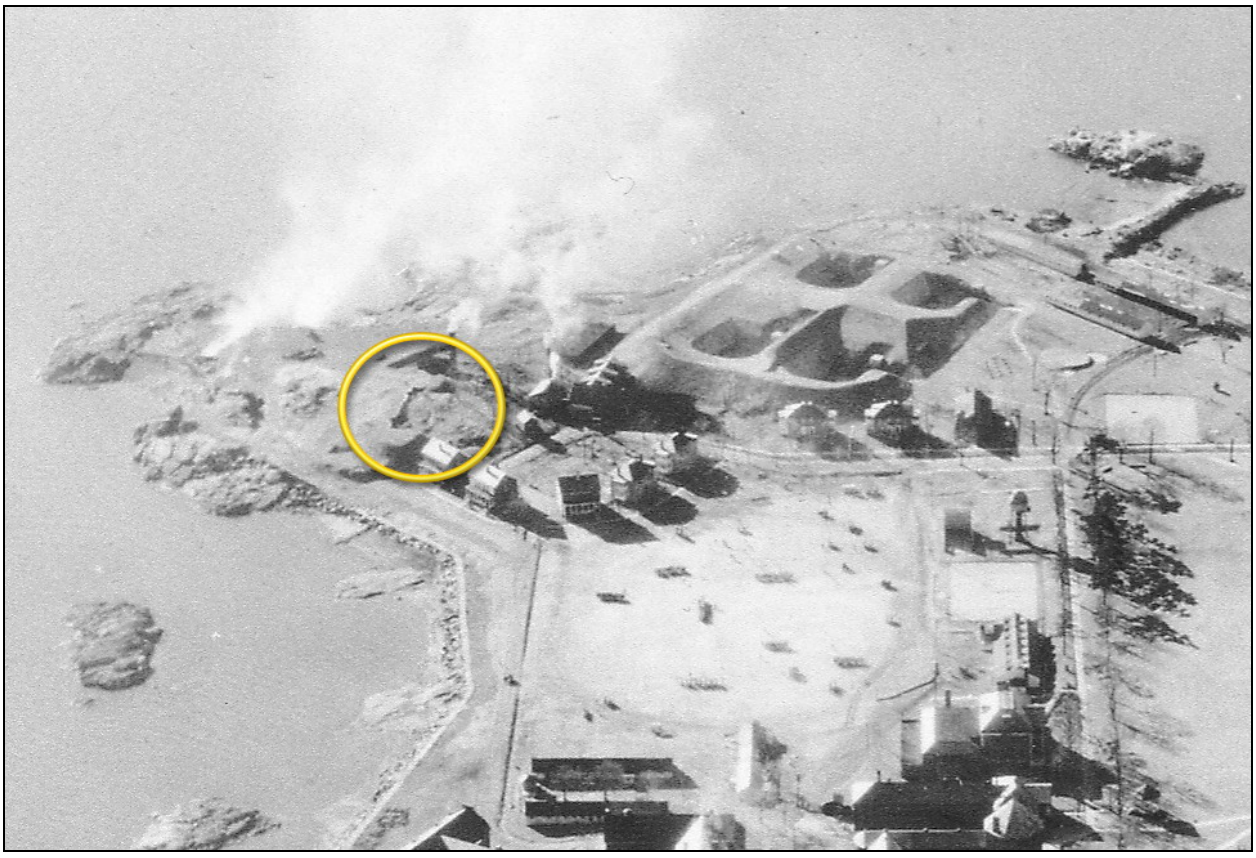


Figure 10. Vertical aerial photograph of the southeastern end of Fort Slocum, 1940, detail. Battery Practice is situated in the area marked by the ellipse at center right. This photograph shows the interior of the former battery being used to stockpile coal. The rectangle on the lower right edge of the call-out ellipse is the then recently-completed walled work-yard for the Incinerator (Building 115). Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

HISTORIC DOCUMENTATION

INDEX TO PHOTOGRAPHS

BATTERY PRACTICE (Unnumbered)
Davids Island-Fort Slocum
New Rochelle
Westchester County
New York

Photographers: Matt Kierstead, PAL Inc., Pawtucket, RI, December 2005 (Photo 1).

Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ, October 2005 (Photo 3), September 2007 (Photo 2), and November 2007 (Photos 4-5).

1. Battery Practice, south section of concrete revetment from interior showing bow in wall for Gun No. 1 emplacement (behind clump of small tree trunks at center), facing east.
2. Battery Practice, southeast corner of south section of concrete revetment exterior (at right), facing west. At left is the exterior (northern) face of the north wall of the Incinerator (Building 115) work-yard. The gap between these two walls is 24 inches at the eastern end (immediately behind the tree at center), narrowing to 9 inches at the western end.
3. Battery Practice, abandoned coal pile in the southeastern interior corner of the concrete revetment and vicinity, facing south.
4. Limit of demolition on the north end of northern section of concrete revetment, facing southeast.
5. North end of southern section of concrete revetment, facing southeast. Note squared, finished end of wall section at left and seam line marking separate pours of concrete during construction on face of wall at center right.

Photo 1. Battery Practice, south section of concrete revetment from interior showing bow in wall for Gun No. 1 emplacement (behind clump of small tree trunks at center), facing east.

Photo 2. Battery Practice, southeast corner of south section of concrete revetment exterior (at right), facing west. At left is the exterior (northern) face of the north wall of the Incinerator (Building 115) work-yard. The gap between these two walls is 24 inches at the eastern end (immediately behind the tree at center), narrowing to 9 inches at the western end.

Photo 3. Battery Practice, abandoned coal pile in the southeastern interior corner of the concrete revetment and vicinity, facing south.

Photo 4. Limit of demolition on the north end of northern section of concrete revetment, facing southeast.

Photo 5. North end of southern section of concrete revetment, facing southeast. Note squared, finished end of wall section at left and seam line marking separate pours of concrete during construction on face of wall at center right.

DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

FLAGPOLE (Unnumbered)

Location:	Davids Island–Fort Slocum 0.6 mi southeast of New Rochelle, New York mainland USGS Mount Vernon, NY Quadrangle Universal Transverse Mercator Coordinate: 18.603598.4526848
Present Owner(s):	City of New Rochelle, NY
Date of Construction:	ca. 1960
Architect/Engineer:	U.S. Army Corps of Engineers
Present Use:	Abandoned (not in use). Extant in 2010
Significance:	The Flagpole is situated near the northern end of the Parade Ground, where it flew the flag of the United States over Fort Slocum. The flag was the object of patriotic ceremonies and rituals that marked daily life and special events at the post. These ceremonies contributed to good military order, unit cohesion, and esprit de corps among personnel at Fort Slocum and enhanced its mission as a training center, defensive installation, and embarkation-and-receiving station during the twentieth century. The structure is a contributing element to the Fort Slocum Historic and Archeological District.
Project Information:	The U.S. Army Corps of Engineers, New York District (Corps), has been authorized under the Department of Defense Appropriations Act, 2004, to perform building demolition, debris removal, and remediation of asbestos materials (Project) at the Fort Slocum on Davids Island in the City of New Rochelle, New York. The purpose of the Project is to remove buildings and infrastructure from the abandoned fort installation that create safety hazards as part of a long-range plan to restore Davids Island for future use. In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800), the Corps has consulted with the New York State Historic Preservation Officer (NYSHPO) regarding the effects of the Project on historic properties. The consultation resulted in the development of a Memorandum of Agreement (MOA) among the Corps, NYSHPO, County of Westchester, and City of New Rochelle as consulting parties. This documentation report was prepared in accordance with Stipulation II.C.1 of the MOA.
Prepared by:	Christopher L. Borstel, Ph.D.
Title:	Cultural Resources Specialist
Affiliation:	Tetra Tech EC, Inc., Morris Plains, NJ
Date:	December 2007 (Revision 1, February 2010)

PART I. DESCRIPTION

The Flagpole (currently unnumbered) is in the north-central section 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 the now-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. Situated near the center of Davids Island, the Parade Ground was the ceremonial heart of the military post. The Flagpole is at the northern end of the Parade Ground, approximately 160 feet east of the Administration Building (Building 13).

When Fort Slocum was in active service, the flag of the United States was flown over the post from this pole. This flag served as a focal point for many ceremonies and daily rituals conducted on the Parade Ground. Depending upon occasion and weather conditions, one of several different outdoor flags would be flown there. For daily use, a "post flag," a type that today measures approximately 9 by 17 feet, would be flown. On holidays and special occasions, a large "garrison flag," whose dimensions are currently fixed as 20 by 38 feet, would have been on display. In inclement weather, a small "storm flag," measuring 5 by 9½ feet, might have been used (U.S. Army 1998:4-5).

The present flagpole was erected about 1960, or just prior to that date. It is situated on the central north-south axis of the Parade Ground and is approximately 150 feet from each of the walks that flank the area's eastern and western sides. The pole stands very nearly at the northern end of the Parade Ground, approximately 1,500 feet north of Hoyle Road and 215 feet south of the Post Hospital (Building 46, later the headquarters of the U.S. Army Chaplain School). Loosely associated with the flagpole are two nearby elements, a small boulder on which a plaque was formerly mounted, and a group of four concrete wheel bases where a pair of ceremonial guns was once located. These elements originally stood on the open lawn of the Parade Ground and were linked to the flagpole by proximity and function, but not by any unifying landscaping feature, such as a terrace, walk, border, or fence.

The Flagpole is a ground-set pole of tubular steel, fabricated in sections and approximately 100 feet high. Both the pole and its concrete foundation are plain and undecorated. Photographs and an interview with a person who resided at the post as teenager in the 1950s indicate that the flagpole was painted "gleaming white" when Fort Slocum was active (Olley 2007). At present, much of the surface of the pole is rusty and pitted, but patches of paint also remain. The concrete foundation was then apparently bare, as it is today.

The foundation is a block or slab of poured concrete of indeterminate thickness. Its lies essentially flush with the ground, and its upper surface is level and smoothed. The concrete foundation measures 82 inches north-south by 77 inches east-west. The pole rises vertically from the foundation. A severely deteriorated flash collar is fitted around the base of the pole and served to prevent water from entering the ground sleeve, within which the pole fits into the foundation. The flash collar is approximately 39 inches in diameter and consists of a flange about 11½ inches wide around a central opening that accommodates the base of the pole. At ground level, the pole is 16¼ inches in diameter and reduces to an estimated 4 inches in diameter at the top. It is surmounted by a hollow copper or copper-alloy ball finial estimated to be 16 inches in diameter. There is a short spike at the top of the ball, which serves as a lightning rod.

The flagpole is fabricated of segments of hollow cylindrical steel tube of unknown wall thickness, each of which is successively narrower and nests inside the top of the one below. (A 1940s advertisement from one New Jersey manufacturer refers to poles fabricated in this way as "swaged sectional flagpoles" [John E. Lingo & Son, Inc. 1942-43].) Joints between segments are welded, and the exposed upper edge of each tube is beveled to smooth the joint profile and shed rainwater. The typical length of individual tubular segments has not been determined. Eighty inches above the concrete base, the flagpole diameter steps in by approximately 1 inch to a diameter of 15¼ inches. From this point to the top of the uppermost section, the flagpole has an average taper of around 1:100. Such a taper could result from stepped reductions in outside diameter of ¾ inch every 75 inches; however, the steps may not be evenly distributed over the length of the pole, as the segments at the very top of the pole seem to be 30 inches long apiece.

Extant flagpole hardware includes the truck assembly beneath the ball finial and cleats near the base. Based on observations from ground level, it appears the pole is fitted with a single pulley truck, but it is not clear whether the truck is of the stationary or revolving type. The pulley has green patina, suggesting it is manufactured of copper or a copper alloy such as bronze. Two cleats are screwed in place on the north- and south-facing surfaces of the pole approximately 6 feet above the foundation. Other pieces of hardware, such as halyards and snaphooks, are no longer present.

A small gneiss boulder approximately 11 feet south of the flagpole was once the mount for a plaque. The plaque is no longer extant, and its text is unknown. The boulder measures 26 inches long by 18 inches high, and has an 8- by 11-inch rectangular recess on its southern side for the plaque. Remnants of an adhesive material which apparent once affixed the plaque to the stone are still present inside the recess.

Two pairs of pre-cast concrete slabs designed as wheel supports for ceremonial guns are located 50 feet south of the flagpole. The slabs are oriented roughly parallel to the long axis of the Parade Ground. Each slab measures 23 by 72 inches. In each pair, the slabs are 28 or 29 inches apart, with the two pairs separated from one another by 48 inches. The sills are partially sunk into the ground, and their full thickness is undetermined. As presently exposed, however, they range from around 11½ inches high at the front (southern end) to 3½ inches high at the back. Their top surfaces are shaped, and they have full-width, curved, gun-wheel depressions 5 inches deep by 26 inches long toward the front end. The back end of each slab slopes downward, perhaps to minimize a tripping hazard to the gun crew that a higher riser would pose. Historical photographs show that the slabs were successively used for two different pairs of ceremonial guns. Fort Slocum employed a pair of French 75-millimeter field guns (French 75s), possibly of U.S. manufacture, as ceremonial guns from perhaps as early as the 1920s until the 1950s, and at least one photograph from the mid-1950s shows these guns positioned on what appear to be the present wheel-support slabs. Later, by around 1960, these First World War-era weapons had been replaced by a pair of American 75-millimeter M1 pack howitzers of Second World War vintage. The carriages for these later guns used broad rubber tires, in contrast to the narrow wooden wheels of their predecessors, and it appears that the slabs served each type of wheel equally well.

PART II. HISTORICAL NARRATIVE

Fort Slocum

Davids Island is named for Thaddeus Davids (1816-1894), a New Rochelle ink manufacturer, who owned the island between 1856 and 1867. Davids was next-to-last in a line of private owners and lessees

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

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

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

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

The period after Fort Slocum closed in November 1965 saw severe deterioration of the former Army post. The City of New Rochelle repeatedly sought to redevelop Davids Island, at one time considering a 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.

Flagpole (Unnumbered)

As the principal emblem of the American nation-state served by the officers and men of the U.S. Army, the flag was the object and focus of ritual and ceremony each day at Fort Slocum. These activities comprised both daily rituals, such as the raising and lowering of the flag at fixed hours for reveille and retreat, and also ceremonies for special occasions, such as honors performed on national patriotic or service holidays, changes in command, the arrival or departure of a unit, the graduation of a training class, or personnel retirements. The ritual and ceremony in use at Fort Slocum was derived from an extensive repertoire of symbolic activities that was practiced continually according to need and circumstance at every U.S. Army installation. Indeed, flag-related ceremonies are by no means unique to the U.S. Army but are probably universal to the military organizations of all modern nation-states. They enhance unit cohesion and esprit de corps, reinforce the identity of personnel as practitioners of the military arts, and regularly direct their attention to their sworn duty.

The prominent display of the American flag, typically on a tall flagpole at a key location in a military post, fortification, or other facility is a fundamental sign that the installation is active and its personnel are committed to carrying out their duty and the installation's mission. The symbolism inherent in a flag flown on an installation's flagpole is, of course, the pivot of the American national anthem, "The Star-Spangled Banner," which proudly proclaims that "our flag was still there," floating over the unbowed Fort McHenry despite a night of intense British bombardment. It likewise lends poignancy to a newspaper article datelined November 30, 1965, announcing the closure of Fort Slocum: "Fort Slocum sounded its last retreat as the military establishment formally ended a century of occupation…. As the sun set, Sgt. Robert Douglas of the 210th Military Police Detachment… lowered the fort's flag for the last time" (Borders 1965).

Several former residents of Fort Slocum remembered the flagpole vividly during interviews about life on the post during the mid-twentieth century. Bob Sisk, who lived on the post as teenager in the 1950s before joining the Army as a career enlisted man, remarked: "In general, the flag is a symbolic heart of the post. It represents all of the authority, the power, and what the country stands for" (Sisk 2007). Rivka Olley, whose father served at Fort Slocum between 1956 and 1962, remembered that the flagpole could be seen from almost every vantage point on Davids Island and was one of its most important landmarks. The flagpole, she said, was "…almost out my window [in Building 12]. From my dining room… it was the prominent thing. It was just off, slightly to the left of our building…. You could see it from New Rochelle, the water tower and the flagpole. And the flag was up when you went to school in the morning, and the flag was there when you came home" (Olley 2007). Pat Skelly, who was a child on the post from 1940 to 1942, recalled the importance of the rituals that marked the raising and lowering of the flag each day. At the end of each day, one of the ceremonial guns was fired to salute the flag as the honor guard began to haul it down: "…as a kid," Skelly said, "I [was] well indoctrinated into the Army system; that cannon went off, you dropped the bike and stood to attention. And I think all the kids tended to gravitate up toward the flagpole at that time so we could be present at the ceremony" (Skelly 2007).

At Fort Slocum the installation's flag flew on a flagpole, or "flagstaff" as it is called in many historical sources (the two terms are virtually synonymous), situated on the Parade Ground. Such an arrangement was typical of U.S. Army posts built during the nineteenth century. According to historian Alison Hoagland (1999, 2004) parade grounds on Army posts were laid out in conscious imitation of New England village greens, symbolically calling to mind both the ideal of commonwealth as a guiding

principle of American civic life and the subtle interplay of egalitarianism and hierarchy that is a fundamental element of its democracy. Within this geo-symbolic frame of reference, in Hoagland's view, the flagpole took the place of the village church as the focal point of the green. This interpretation parallels the analysis of geographer Wilbur Zelinski (1984:278), who contends that in America "the flag has preempted the place, visually and otherwise, of the crucifix in older Christian lands"—the more so, presumably, on military installations because of the regularity and intensity of flag rituals, which became greatly elaborated during the second half of the nineteenth century.

Over the century of military use of Davids Island, historical maps and photographs document several relocations of the post flagpole. Each time the post's flagstaff was relocated, a new pole was probably erected. The particular design and materials employed for each successive pole changed as techniques of fabrication and installation developed from the 1860s to the 1960s.

The first post flagpole was erected about 1862, when Davids Island was the site of DeCamp General Hospital. During the Civil War what is now the southern end of the Parade Ground was occupied as far north as present-day Building 5 by a dozen hospital pavilions and mess halls, and there was no designated parade area. At this time the first post flagpole was located on the roof of the then-headquarters building, a two-story wood frame structure that stood on the southern side of present-day Hoyle Road. A woodcut said to have been published in 1863 shows an unidentifiable flag flying from this building, and this is the only flag or pole depicted on the island (Nichols 1938:136). The flagpole on the headquarters may have continued to fly the installation's flag until the post was abandoned in 1875 and the headquarters building demolished, for neither a map prepared in 1870 nor one drawn in 1872 shows a flagpole elsewhere at the post (Anonymous 1870; Quartermaster General's Office 1872).

A map prepared in July 1878, the month the Army reoccupied the post after a more than two-year hiatus, shows a "flag staff" situated on the edge of sloping terrain south of present-day Hoyle Road and south of the place where the Civil War-era headquarters building stood (Fisk 1878). In 1878, more than a dozen structures remained from the Civil War-era post, and it is possible that this pole had been erected earlier, but was not recorded by earlier previous maps. The flagpole was located about 100 feet west-northwest of present-day Building 135 in an area that was covered by lawn when Fort Slocum closed. Nothing is known about this pole, save its location. It was almost certainly made of wood, as were virtually all flagpoles of this period. An 1884 map also shows this flagpole, but also makes clear its isolation from the Parade Ground to the north, which is specifically identified for the first time on this map (Cook 1884).

By July 1888, a new flagpole was erected in the Parade Ground (Cook 1888). The pole stood between present-day buildings 8 and 69, roughly 160 feet east of the former and 185 feet west of the latter. It was about 900 feet north of present-day Hoyle Road. At this location, it was near the north-south centerline of the Parade Ground. It is unclear, however, whether when first erected the new pole marked the northern end of the Parade Ground or its center, for while the present southern end of the Parade had been formally delineated by buildings, roads, walks, and trees by the early 1880s, the present northern end seems less clearly differentiated on maps until the mid-1890s or later. The presence of the post pump house, a steam-driven facility erected in the early 1880s and removed by about 1902, in the northern part of the present Parade Ground (between present-day buildings 10 and 68) contributes to ambiguity about whether the area was formally part of the Parade Ground (Marshall 1902). In any event, plans of other Army posts from the period (see, e.g., Hoagland 1999) indicate that it was acceptable practice either to place the flagpole at one end of a parade ground or in its middle. A photograph of the post, taken from the water tower at the southern end of Davids Island about 1889, shows the flagpole as essentially standing in the

middle of a 1,500 foot-long-swath of lawn, which extended from present-day Hoyle Road to the wooden hospital (situated just south of present-day Building 46 and demolished by about 1905). Comparison of the flagpole to various buildings shown in the photograph suggests it was over 120 feet tall. It was made of wood and stepped or splined like the tall mast of a sailing ship. Pavement, presumably of brick, encircled the base of the flagpole, and a short stretch of paving connected the flagpole to a paved, cross-Parade Ground walkway, located to the north.

The post flagpole stood in the middle of the Parade Ground until 1914, when a new pole was erected at its northern end in the vicinity of the present flagpole (Smith 1915). The circumstances of the relocation have not been determined; however, the potential value of 1,500 feet of nearly-level open ground as an emergency landing strip for the use of increasingly common aircraft suggests itself as a possible factor. A map of July 1915 and the August 1940 property card for the flagpole both record that it was built to Standard Plan 47-A of the Office of the Quartermaster General. The flagpole was 100 feet high and was built of iron tubing. A circular pavement, possibly of poured concrete, apparently surrounded the base of the pole. Construction details are evident in historical photographs of the Fort Slocum flagpole and from a description of an apparently similar flagpole that was erected in 1906 on Crab Island, near Plattsburg, New York (Millard 2007). The flagpole was comprised of two major sections. The lower section, which rose to a height of 55 feet, consisted of a bundle of iron tubes, which gave the base of the pole something of the appearance of a tree trunk. Narrow hoops at intervals of about 6 feet held the bundle of tubes together, and the top of the bundle was covered by a cap to keep water out. The upper section of the pole consisted of a single tube, which was clamped to the lower section beginning about 48 feet above ground. Wire stays stabilized the flagpole to height of 75 feet, limiting its sway in high winds. Four guy wires were anchored to the ground at points about 30 feet from the pole. The guy wires attached to the pole 50 feet above the ground, and one of these, which extended to the southeast, had a pair of wires with treads attached to allow the pole to be climbed to the halfway point. A stayed hoop at a height of 50 feet spread a set of light wire cables and may have been a strengthening device or could have served as a support for maintenance activities including painting.

Aerial photographs indicate that during the 1920s, two salute guns were positioned about 35 feet north and south of the pole. A ca.-1930 postcard of the “Reveille Gun, Fort Slocum” demonstrates that these guns were French 75s, which continued in use until the 1950s. Aerial photographs from the 1930s may indicate that the southern gun of the pair had been relocated to the northeastern shoreline of Davids Island, where it is shown on a 1943 map of the post (Williams 1943). By the 1950s, both French 75s were situated to the south of the flagpole. When the guns were replaced in the late 1950s or about 1960 by pack howitzers, the new weapons were also placed south of the flagpole.

The stepped tubular flagpole erected in 1914 was replaced by the current swaged sectional flagpole around 1960 or perhaps a bit earlier. The new pole was placed at approximately the same location as its predecessor, and differences, if any, between the locations of the two poles cannot be reliably established from the available information. The ca.-1960 flagpole was about the same height as the one put up in 1914, but because it was designed as a monopole, it was considerably less complex than the older, stayed structure. The pole was presumably erected to specifications provided by the Corps of Engineers, which was became responsible for all construction on Army posts in 1941. The manufacturer and erection contractor for this new pole are unknown. The chronology of replacement is also unclear, and it is unknown whether the installation of the two pack howitzers, whose former location is marked by the pairs of poured concrete sills 50 feet south of the current flagpole, was simultaneous with the replacement of the 1914 flagpole.

Flagpoles do not appear to have been assigned building numbers until after the pole of 1914 was erected. That pole was originally designated as Building 102. In the general renumbering of post buildings of July 24, 1941, the designation was changed to Building 81. From 1957 until the post closed in 1965, the flagpole, including the present structure, was identified as Building 49. Sometime after the post closed, the numerical identifier for the flagpole was dropped and at present, it is not numbered.

PART III. SOURCES OF INFORMATION

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2007 Oral interview with Robert M. Jacoby on October 24 in Raeford, North Carolina. Transcribed in Appendix N of *Davids Island/Fort Slocum Oral History Project—"And by golly I'm so proud of being part of this military life:" Conversations with Members of the Fort Slocum Community,* October 2008 (final report). Prepared for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts, by Tetra Tech EC, Inc., Boston.

Skelly, Pat
2007 Oral interview with Robert M. Jacoby on September 13 at New Rochelle, New York. Transcribed in Appendix C of *Davids Island/Fort Slocum Oral History Project—"And by golly I'm so proud of being part of this military life:" Conversations with Members of the Fort Slocum Community,* October 2008 (final report). Prepared for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts, by Tetra Tech EC, Inc., Boston.

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Maps and Drawings

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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.

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

October 1973 "Topographical Map of Davids Island." Consolidated Edison Company of N.Y., Inc., Drawing No. EO-15024-A, Rev. 0, using topographic base map prepared by Lockwood, Kessler & Barlett, Syosset, New York, using photogrammetric methods from photography dated December 20, 1967. Tetra Tech, Inc., collection, Morris Plains, New Jersey.

Panoramic and Aerial Photographs

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

ca. 1889: Panoramic photograph of the Army post on Davids Island from water tower. View north.

1921: Vertical aerial photograph of Davids Island. July [no date].

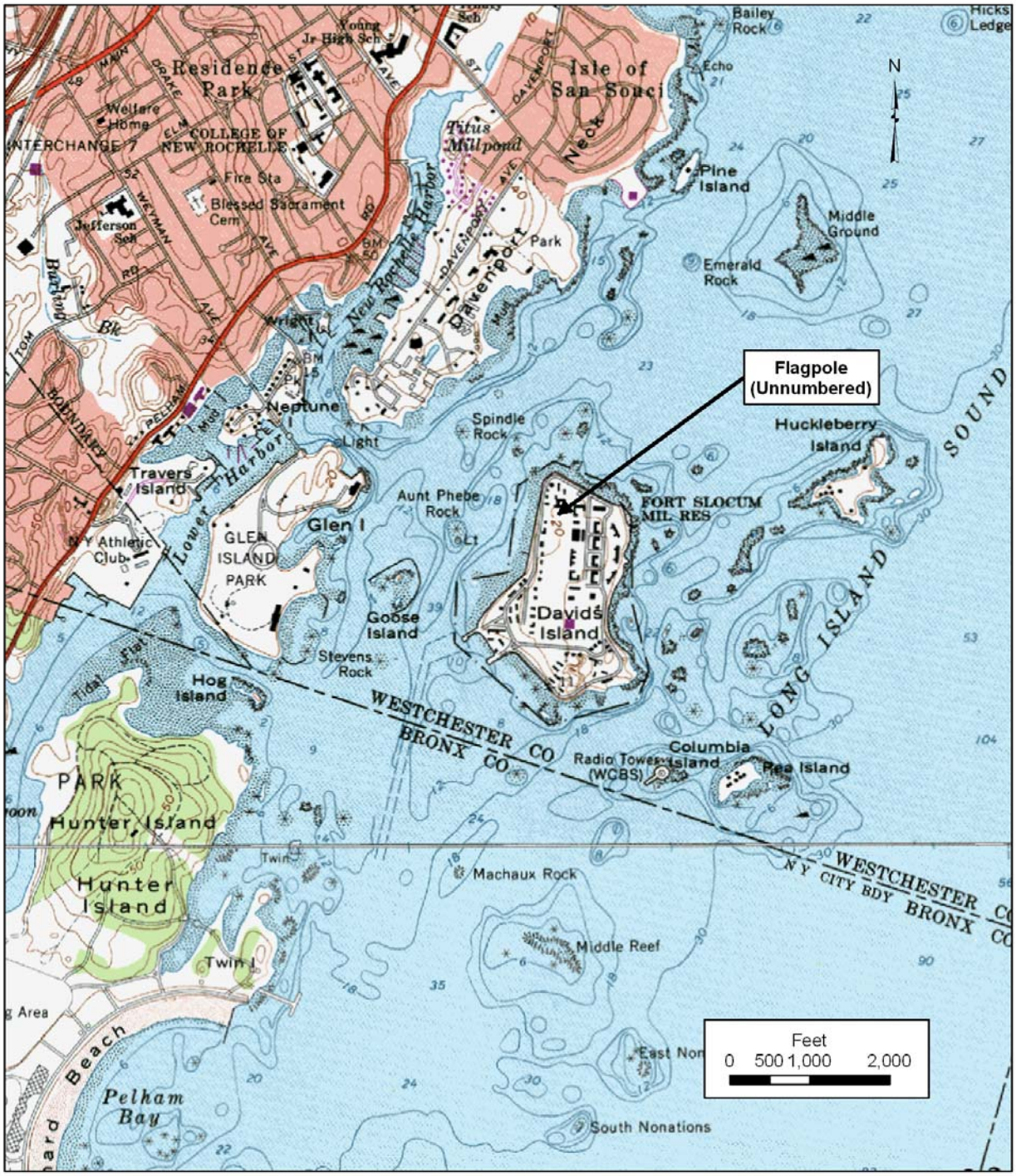
1923: Vertical aerial photograph of Davids Island. November 20.

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

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

FLAGPOLE (Unnumbered)
DAVIDS ISLAND-FORT SLOCUM
(Page 12)

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



SITE MAP

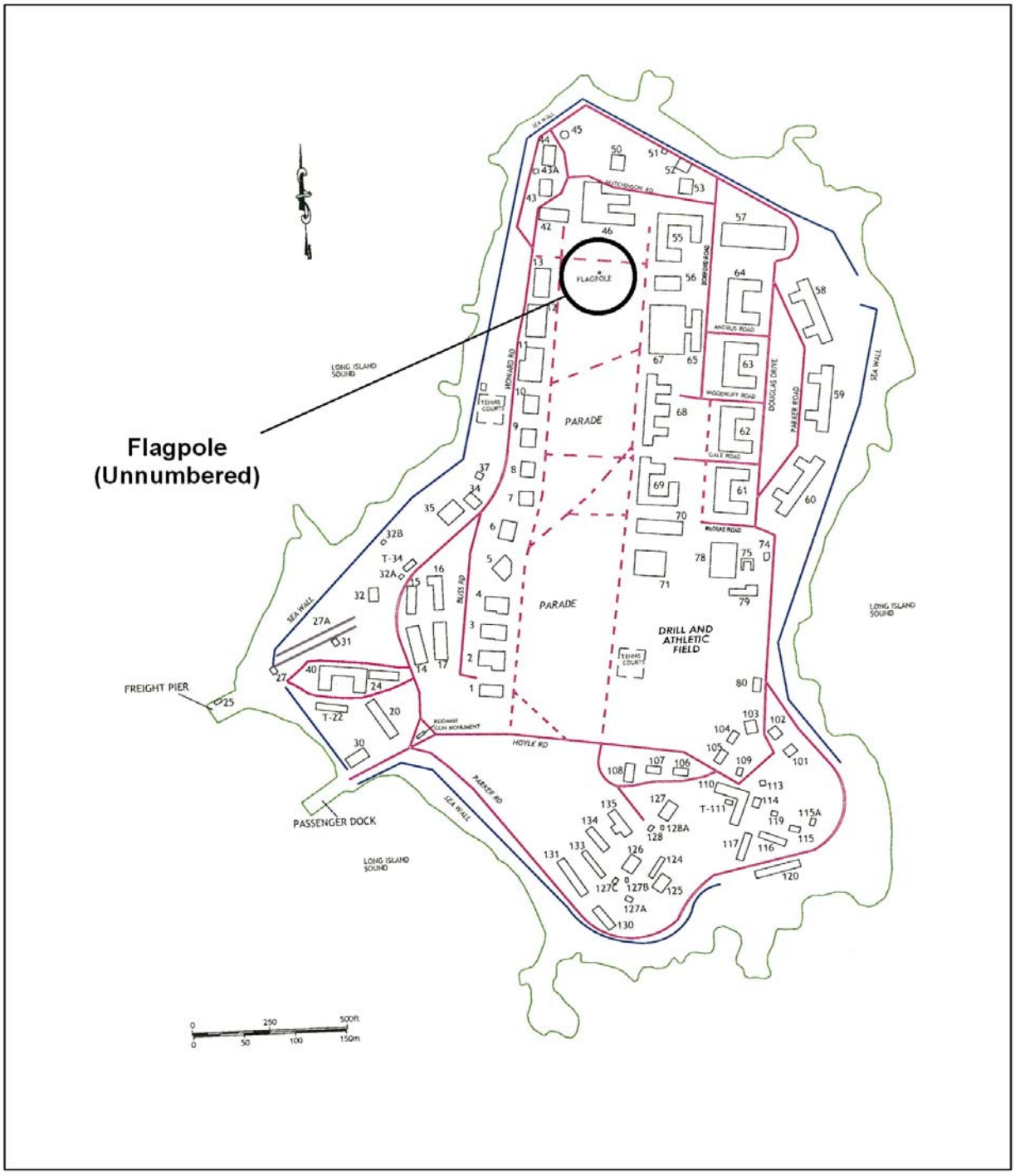

Flagpole
(Unnumbered)
FLAGPOLE
PARADE
PARADE
DRILL AND
ATHLETIC
FIELD
HOWARD RD
BLISS RD
HOYLE RD
PARKER RD
SEA WALL
LONG ISLAND
SOUND
FREIGHT PIER
PASSENGER DOCK
T-22
T-34
T-111
TENNIS
COURTS
0 250 500ft
0 50 100 150m

Figure 1. Flagpole at the center of the Parade Ground, circa 1889, facing north-northwest. The wooden 1880s-era predecessor of the present pole rises high over the Parade Ground, which extends obliquely from left to center right and is marked by lines of trees and buildings. Many of the buildings shown in this photograph were subsequently demolished, including the Administration Building (burned 1899) at the center of the photograph and the Engine House (removed by 1902), behind and immediately to the right of the pole. Still-extant buildings include the Mess Hall and the two original brick barracks (present-day Buildings 67-69) located near the right edge of the picture. Record Group 92, National Archives, College Park, MD.

Figure 2. Details of October 1894 (or later) "Map of Davids Island, New York Harbor, U.S. Military Reservation," showing flagpole and Parade Ground (linked by arrow). In 1894, the predecessor of the present flagpole stood near the center of the Parade Ground—compare Figure 1. Record Group 92, National Archives, College Park, MD.

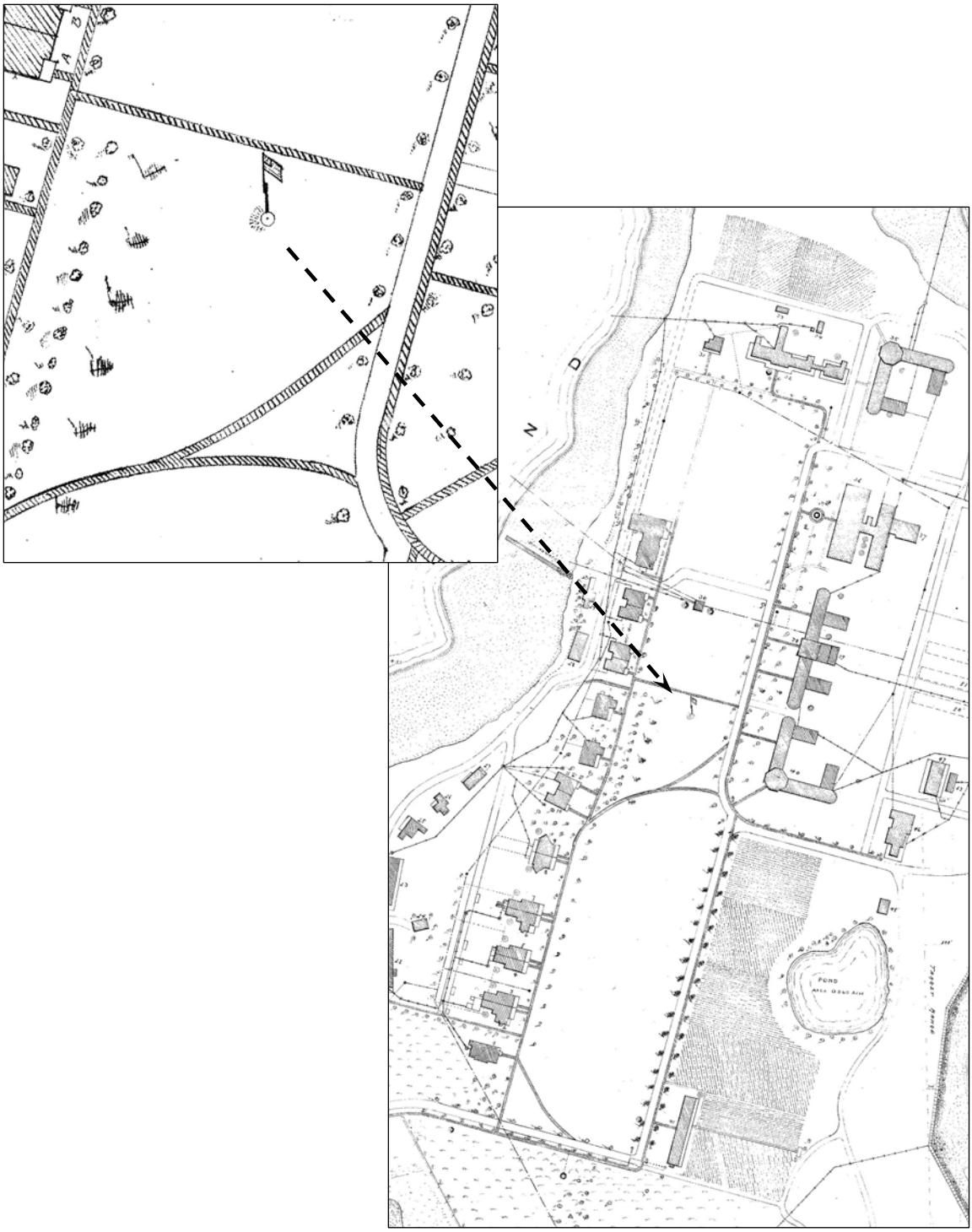


Figure 3. Raising the flag, 1890s, facing northeast. Photograph depicts the 1880s predecessor of the present flagpole, which stood near the center of the Parade Ground—see Figures 1 and 2. The Mess Hall (Building 67), left, and one of the original brick barracks (Building 68), right, are visible in the background. New York Historical Society, George Stonebridge Photograph Collection No. 307, Negative 82551d. Reproduced by permission.

Figure 4. Details of July 1915 "Map of Fort Slocum, New York," showing flagpole and Parade Ground (linked by arrow). In 1914, the previous flagpole in the center of the Parade Ground was removed and a new one was erected at or close to the location of the present flagpole near the parade's northern end. Record Group 77, National Archives, College Park, MD.

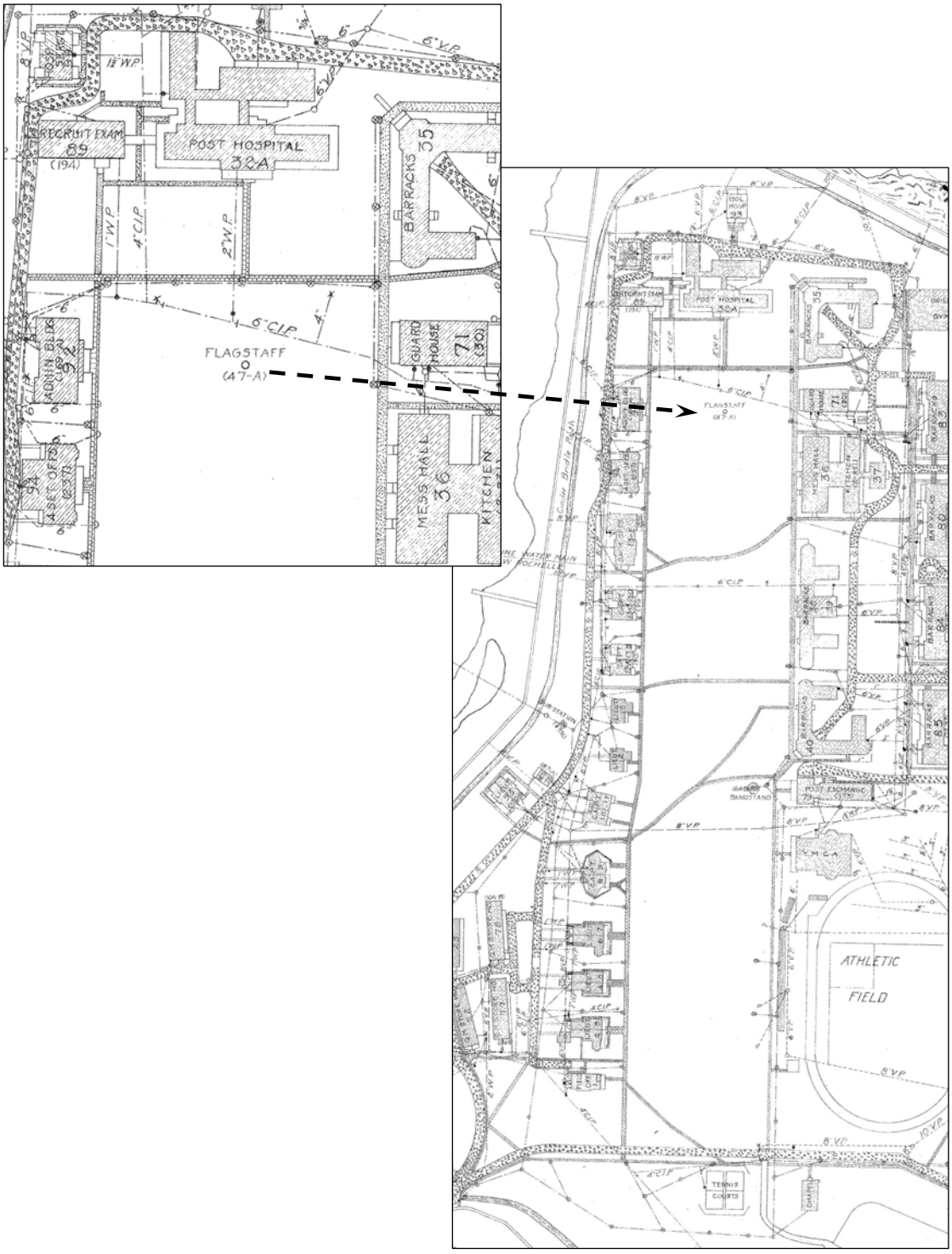


Figure 5. "Reveille Gun, Fort Slocum, N.Y.," published by Frank E. Cooper, New York, circa 1920-1930, facing north. White border postcard; no copyright date or postmark. The photograph shows one of Fort Slocum's French 75-millimeter field guns, which were used for ceremonial purposes. The 1914 predecessor of the present flagpole is visible directly behind the gun. The Post Hospital (present-day Building 46) can be glimpsed in the background. Collection of Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ.

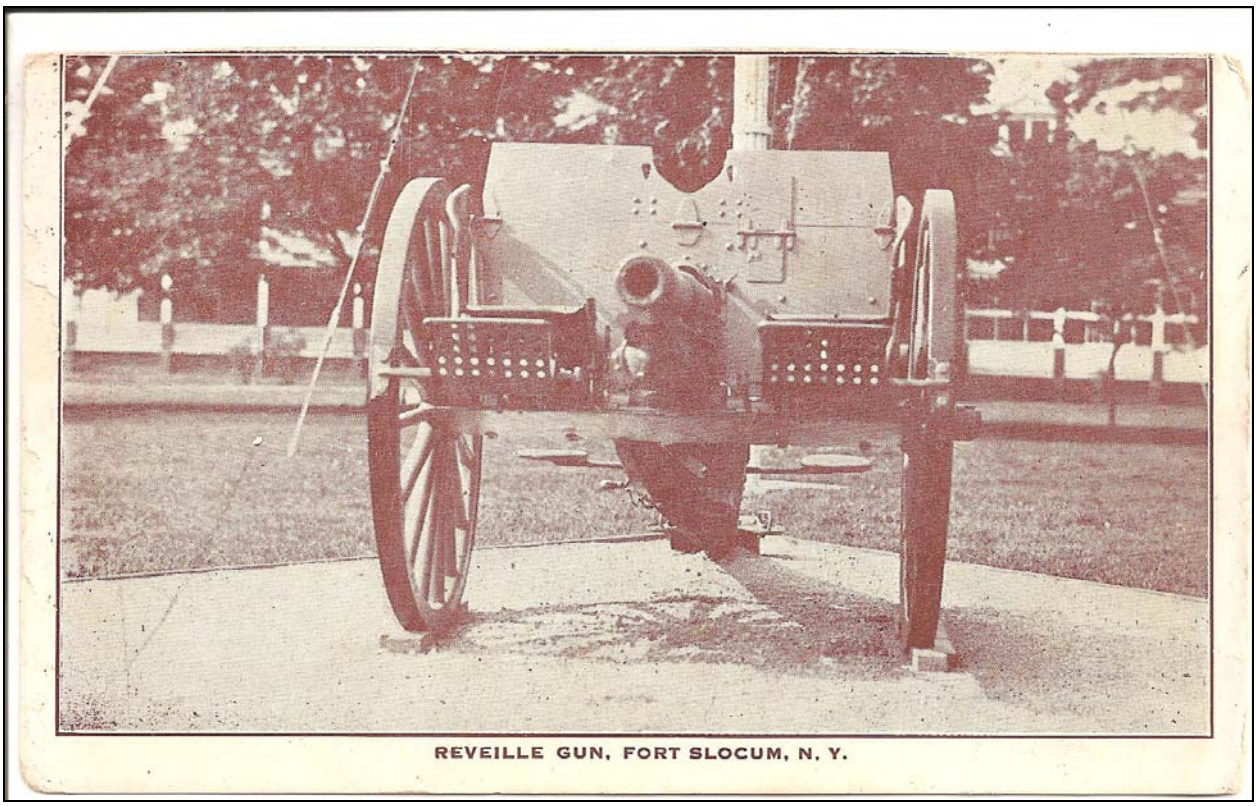


Figure 6. Property Record for the flagpole of 1914, August 1940. Photograph at upper right of this form appears on the following page of this documentation as Figure 7. Record Group 92, National Archives, College Park, MD.

WAR DEPARTMENT
Q. M. C. Form No. 117 (Old No. 173 A)
Revised Aug. 27, 1932

Post Plan No. ____ 102

O. Q. M. G.: Plan No. 47-A Building No. 198 81

Place Fort Slocum, New York
Designation of building Flagstaffs
Total cost, $ 645.00 Date completed May 21, 1914
Material: Walls Iron Foundation Concrete
Roof Floors
Total floor area above basement, square feet
Size: Main building Wings Basement
a None (How heated) Height of first floor above ground
b None (Type of heat) (Square feet radiation) How lighted None
c None (Type of domestic hot water heater) Water connections None
Sewer connections None
Gas connections None

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

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

MECHANICAL REFRIGERATORS INSTALLED
Gas, No. None
Electric, No. None

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

DATE		COST	DATE		COST
	Total cost of repairs to June 30, 1939	$1,184.75			
	Repairs Fiscal year 1940 (WPA $201.71)	201.71			

RECEIVED
AUG 14 1940

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

See reverse side of form.

Figure 7. The flagpole of 1914 in August 1940, facing northeast. This flagpole was situated close to or at the same location as the present pole. To the left is the Post Hospital (present-day Building 46); to right is one of the 1880s-era brick barracks (Building 55). Fort Slocum Property Records (Q.M.C. Form No. 117 and predecessors), Record Group 92, National Archives, College Park, MD.

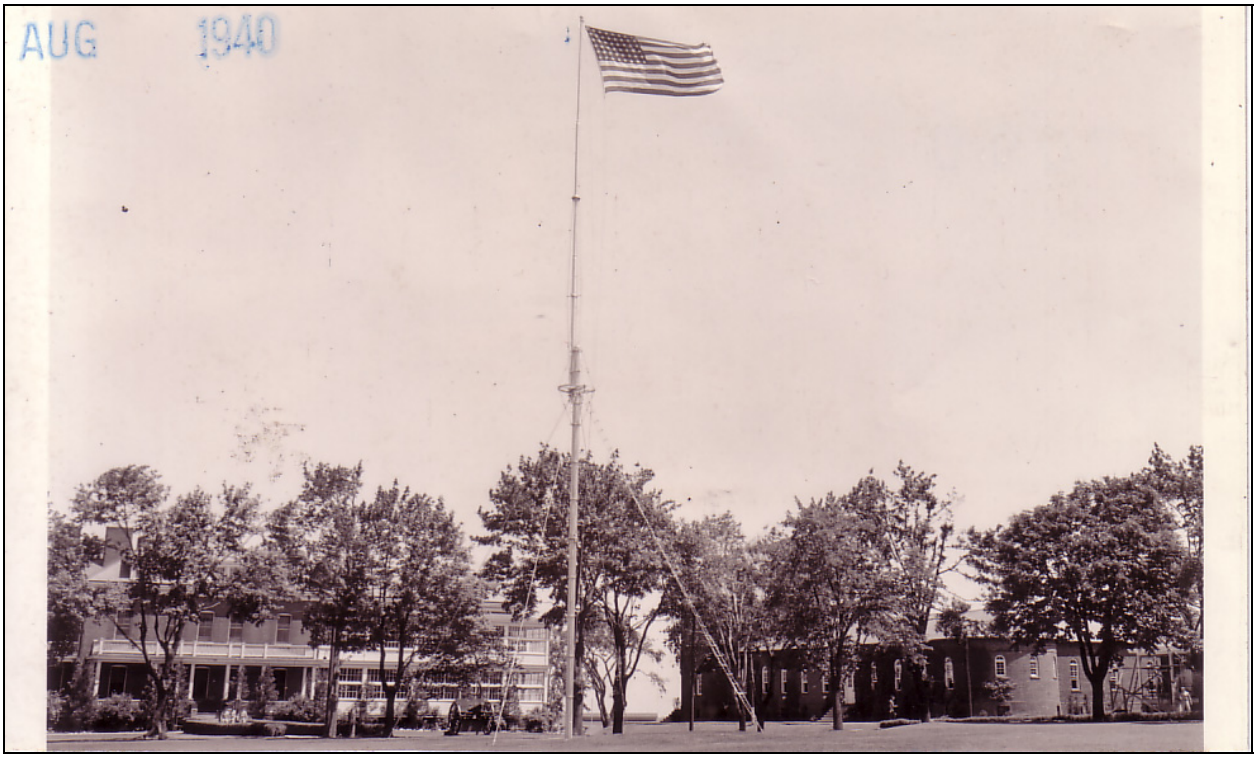


Figure 8. Raising the flag on the flagpole of 1914, July 1955, facing north-northwest. The ceremonial French 75-millimeter field guns stand as a pair to the south of the pole on what appear to be the present support slabs. At right rear is the Post Hospital (present-day Building 46), which was then serving as the headquarters of the U.S. Army Chaplain School. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

RAISING THE FLAG ON THE GROUNDS OF THE CHAPLAIN SCHOOL. 29 July 1955

OCCH Number: 30

Figure 9. Fort Slocum's present swaged sectional steel flagpole, circa 1960, facing southwest. Directly behind the flagpole is one of the post's officers' quarters (present-day Building 12). Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 10. Lowering the post flag to half-staff upon death of President John Kennedy, November 22, 1963, facing southeast. To the left rear is the Mess Hall (present-day Building 67), to the right rear is one of the 1880s-era brick barracks (Building 68). View is to southeast. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

FLAGPOLE (Unnumbered)
Davids Island-Fort Slocum
New Rochelle
Westchester County
New York

Photographers: Matt Kierstead, PAL Inc., Pawtucket, RI, December 2005 (Photos 1, 2, 3, and 5).

Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ, September 2007 (Photo 4).

Eric Hinkle, Tetra Tech EC, Inc., Morris Plains, NJ, October 2007 (Photo 6).

1. Flagpole, facing southwest.
2. Flagpole top, detail, facing east.
3. Flagpole base, facing south.
4. Flagpole base, detail, facing southeast.
5. Concrete support for ceremonial gun, facing southwest.
6. Plaque boulder in vicinity of flagpole. The rectangular recess originally held a plaque, whose wording is unknown. Facing north.

Photo 1. Flagpole, facing southwest.

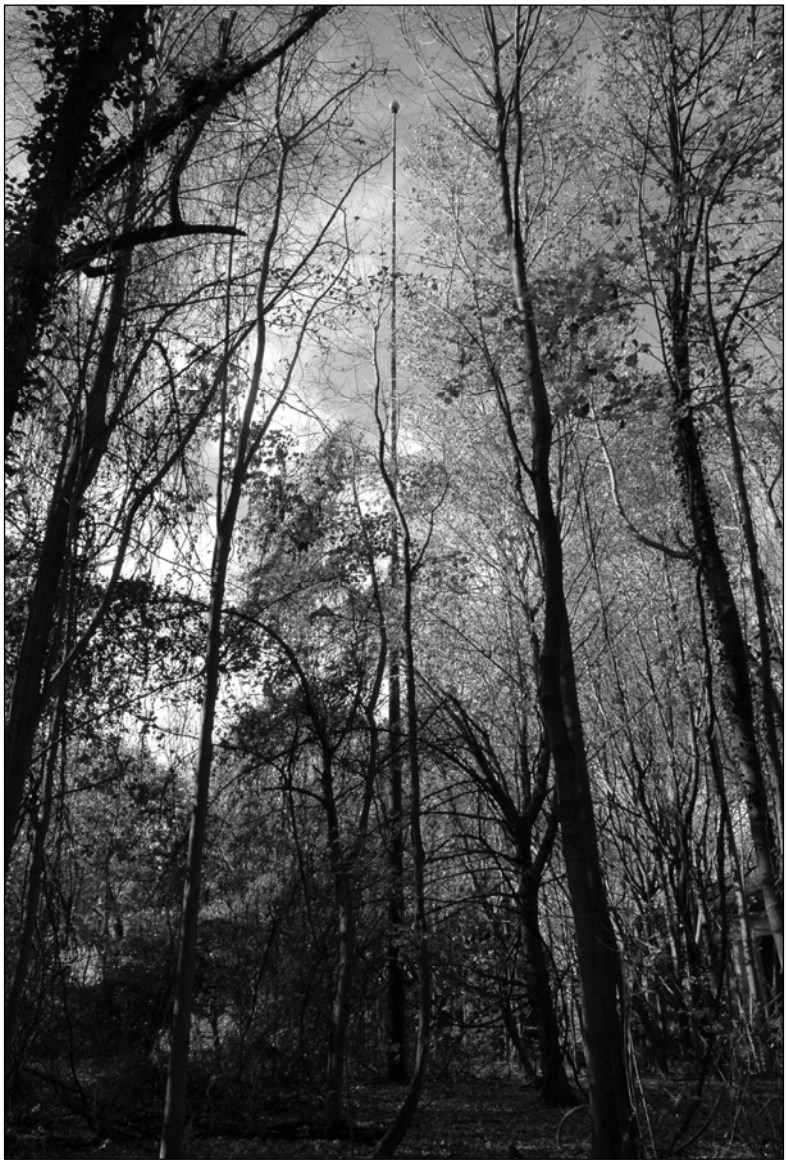


Photo 2. Flagpole top, detail, facing east.

Photo 3. Flagpole base, facing south.

Photo 4. Flagpole base, detail, facing southeast.

Photo 5. Concrete support for ceremonial gun, facing southwest.

Photo 6. Plaque boulder in vicinity of flagpole. The rectangular recess originally held a plaque, whose wording is unknown. Facing north.

DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

PARADE GROUND (Unnumbered)

Location:	Davids Island–Fort Slocum 0.6 mi southeast of New Rochelle, New York mainland USGS Mount Vernon, NY Quadrangle UTM Coordinates: see Site Map (follows Part III, Sources of Information)
Present Owner(s):	City of New Rochelle, NY
Date of Construction:	ca. 1871
Architect/Engineer:	U.S. Army Quartermaster Corps
Present Use:	Abandoned (not in use). Extant in 2010
Significance:	Located near the center of Davids Island, the Parade Ground is the geographic and ceremonial heart of Fort Slocum. It constitutes a distinct functional area, and it abuts nearly every other functional area of the post. From the 1870s to the 1960s, it was integral to the post's spatial layout and directly supported the post's mission as a training installation and embarkation facility. Many of the post's principal buildings front on it, and Army personnel used the Parade Ground daily for ceremonies, training, physical conditioning, and recreation. This landscape feature 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:	Christopher L. Borstel, Ph.D.
Title:	Cultural Resources Specialist
Affiliation:	Tetra Tech EC, Inc., Morris Plains, NJ
Date:	December 2007 (Revision 1, February 2010)

PART I. DESCRIPTION

The Parade Ground is a distinct functional area of Fort Slocum, a now-abandoned U.S. Army post on 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. The ruins include barracks and quarters; quartermaster, administrative, medical, and recreation buildings; and coastal and air defense facilities. A concrete and stone seawall encircles most of the shore, and a system of roads and paths runs throughout the island.

The Parade Ground is the central feature of Fort Slocum's layout, and the post's buildings, network of roads and paths, and other landscape features are arranged around it (Figures 1-14). It is bounded by Hoyle Road on the south and by walkways elsewhere. Oriented north-south, the Parade Ground is 1,600 feet long by 290-300 feet wide. It covers 10.8 acres, or roughly one-eighth of the entire area of Davids Island. When the post was active, it was an open, roughly rectangular space covered in lawn and fringed by shade trees. It is now heavily overgrown.

The Parade Ground drapes across the low, sinuous spine of Davids Island. The island's spine crosses the southern section of the Parade Ground on a northwesterly trend, curves around to pass northeasterly through its center, and finally skirts the northern section a little to the east. The orientation of the spine makes the surface of the Parade Ground somewhat hump-backed. The highest point of the Parade Ground, around 27 feet above mean sea level, is located a little north of center, about opposite Building 69. To the south, the ground slopes gently down to an elevation of around 22 feet near Hoyle Road. To the north, it pitches down somewhat more steeply in a west-northwesterly direction, dropping to an elevation of around 17 feet at the northwestern corner. The surrounding ground also slopes off just beyond the Parade Ground in certain directions. Its southeastern flank is separated from the adjoining Drill and Athletic Field by an artificial break of about 8 feet. The terrain also slopes away decidedly from the southwestern corner. It tails off from the Parade Ground somewhat more gently from the northern end.

In most directions, the terrain around the Parade Ground generally drops away not far beyond its edges. The most prominent slope is along the southeastern edge, where the ground drops sharply 8 to 10 feet down an artificial grade. In some other areas, archeological investigations and analysis of historic maps demonstrate that artificial fill raises the surface of the Parade Ground by as many as several feet, or that fill has been added just beyond to make the edge slope more gentle.

The Parade Ground is now heavily overgrown by saplings and pole trees of Norway maple and other species (Photos 1-5). The still-open glades scattered through the invading woods are occupied by a thick tangle of grape vines and head-high weeds like ragweed and goldenrod. The post-abandonment vegetation makes it difficult to visualize the appearance of the Parade Ground when the post was active. Nonetheless, a single, double, or, rarely, triple row of mature shade trees are still growing just inside the perimeter walks all the way around the Parade Ground hints at the pleasant prospect that the area must once have presented. Photographs spanning the 1880s to 1960s, assembled by Michael A. Cavanaugh (2007), who is writing a history of Fort Slocum, depict the Parade Ground as a park-like feature comprised of a well-manicured lawn surrounded by shade trees of varying ages and species. Most of these were deciduous, but at the southeastern end there were a few pines, the last of which perished after the post closed (Tetra Tech 2009).

Twenty-two of the post's 80 or so buildings face the Parade Ground, including Buildings 1-13, 42, 46, 55, 56, 65/67, and 68-71. Among the principal buildings on the post that face the Parade Ground are the Commanding Officer's Quarters (Building 1) near the southwestern corner; the Administration Building (Building 13) near the northwestern corner; the Post Hospital (Building 46) at the northern end; the Mess Hall (Building 67) close to the northeastern corner; and the YMCA (Building 71) on the east-central side. The Post Chapel (Building 108) is also prominently near the Parade Ground and stands just opposite the southeastern corner of this space.

Aside from providing a central green around which the important buildings of the post are arrayed, the Parade Ground also serves the vital spatial function of separating the residential area occupied by officers from that of enlisted men. Officers' Row is on the western side of the Parade Ground, while the Barracks Area, where enlisted men were billeted, extends off its northeastern edge. The spatial separation of the living quarters for officers, non-commissioned officers, and enlisted men is an essential feature of the landscape of all American military installations, and this feature derives from European antecedents that can be traced to antiquity. From the nineteenth century onwards, a fundamental design element of U.S. Army posts was the use of a broad open space, lawn-covered wherever conditions permitted, to separate officers' quarters from the barracks of enlisted personnel (Hoagland 1999, 2004).

Although the Parade Ground was open, it was not empty. The most prominent of the features within its bounds was the post's tall flagpole The flagpole was the locus of daily ceremonies marking the beginning and end of the day through the raising and lowering of the flag—the ceremonies of reveille and retreat, respectively—as well as ceremonies for special occasions. From the late 1880s to 1913, the flagpole stood near the middle of the Parade Ground. Subsequently, it was relocated to the northern end of the Parade Ground. (The flagpole is described elsewhere in Volume 6 of *Documentation of Contributing Elements, Fort Slocum Historic and Archeological District, Davids Island, City of New Rochelle, New York*.) In addition, for about 30 years beginning ca. 1908, a small bandstand also occupied a spot on the eastern edge of the Parade Ground. Used regularly for concerts by the post band, the bandstand stood in front of the Post Exchange (Building 70). Several paved walkways also cross the northern half Parade Ground, particularly in the section between Buildings 6 and 8 on the west side and Building 69 on the east side. According to a 1943 guide map to the post, enlisted men could use the more southerly of these to walk from Building 69 to Bliss Road and the Quartermaster Area of the post without violating the prohibition against intruding on Officers' Row (Figures 11-14).

PART II. HISTORICAL NARRATIVE

Fort Slocum

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

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

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

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

The period after Fort Slocum closed in November 1965 saw severe deterioration of the former Army post. The City of New Rochelle repeatedly sought to redevelop Davids Island, at one time considering a 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.

Parade Ground (Unnumbered)

Located near the center of Davids Island, the Parade Ground is one of the oldest extant elements of the Fort Slocum Historic and Archeological District. It first appears as a named feature on a March 1884 map of the Davids Island military reservation, but it is plainly present as an open, rectangular space

adjoined by officers' quarters and the post headquarters at least as early as 1872 (Quartermaster General's Office 1872; Cook 1884). Indeed, the Parade Ground is implicit even in the pattern of roadways that were laid out for DeCamp General Hospital in 1862. In plans of the hospital, the roads form a north-facing rectangular U that approximates the present-day alignments of Hoyle Road and the walking paths on the eastern and western perimeters of the Parade Ground. During the Civil War the interior of this space held eight hospital pavilions (each measuring 24x196 feet) and four buildings containing mess rooms and nurses' quarters (21x170 feet apiece). These twelve buildings were stretched east-west across the width of the future Parade Ground (Anonymous ca. 1870; Nichols 1938:136; Quartermaster General's Office 1872).

The Parade Ground delineated on two maps prepared in 1884 measured roughly 260 feet east-west by 630 feet north-south, and extended as far north as the approximate northern end of Building 5 (Cook 1884; Gillespie 1884). It was lined by trees and bounded by paths or roads. At its northern end was a second, apparently landscaped space measuring roughly 220-260 by 240 feet that perhaps contained an unidentified building. Still further north, land that was later added to the Parade Ground was then used as a garden, presumably to grow vegetables for use by post personnel. This area extended another 700 feet or so to the north, reaching nearly to the post hospital. Use of this area for gardening seems to have ended shortly after 1884, for no gardens are shown in this area on later maps. By September 1884, two wells had been drilled and an engine house (also called a boiler house) erected in the northern half of the area eventually occupied by the full Parade Ground (Gillespie 1884). By mid-1888, the Parade Ground was approaching the configuration it had in the later 75 years of Fort Slocum's history. A map from that time shows an unbroken tree-lined space extending approximately 900 feet north from present-day Hoyle Road to a footpath and flagpole (Cook 1888). Although as yet not formally defined to the north, the map also shows the open space continuing for another 600 feet to the Hospital. Indeed, as a ca.-1889 photograph of the post confirms, except for the engine house, the Parade Ground was an open swath all the way from what became Hoyle Road to the wooden hospital building, which was replaced by the brick Post Hospital (Building 46), the first section of which was built ca. 1898. The engine house was removed prior to 1902, but the flagpole remained in the middle of the Parade Ground until 1914, when it was relocated to the northern end. The full 1,590-foot length of the present Parade Ground seems to have been set off as a formal open space by around 1900, if not a little earlier (Marshall 1902).

The Parade Ground was the principal outdoor ceremonial space of the post, as is documented through numerous photographs taken there during the twentieth century (Cavanaugh 2007). The ceremonies included the daily raising and lowering of the flag—known as reveille and retreat, respectively (see also the documentation on the Flagpole)—presentations of garrison personnel in reviews, changes in command, announcements of national importance, class graduation exercises, and other events. Photographs also show that the Parade Ground was used for public exhibitions, routine drill practice, outdoor band concerts, and company inspections. Moreover, the area also served recreational purposes. The walks and concrete benches along its perimeter provided areas for walking or promenading, divided into sections used by enlisted personnel (on the east side) and officers (on the west side). An aerial photograph from 1920 shows a baseball diamond worn into the grass of the Parade Ground east of present-day Building 4. The diamond was apparently established during the First World War, when the facilities of Fort Slocum were strained by tens of thousands of recruits passing through the post on their way to mobilization camps. Aerial photographs from later in the decade show that the Parade Ground was soon restored and the diamond erased. In 1926 a small, nine-hole golf course was established on the southern end of Davids Island, and one or more holes were installed on the Parade Ground (others were located in the South Lawn Area on the Mortar Battery) (Cavanaugh 2007). In addition, as Cavanaugh

(2007) points out, in the early days of aviation the roughly 1,600-foot open strip of grass was also available to pilots for emergency landings. One pilot is known to have died in such an attempt, however.

From the 1880s until the 1960s, when Fort Slocum closed, the Parade Ground was a well-groomed, open space. Throughout this period shade trees lined the perimeter. Originally, both pines (on the southeastern side) and deciduous trees including Norway maples were planted along the edges of the Parade Ground, but over time most of the pines were replaced by deciduous trees. After the post closed in 1965, woods began to encroach from the sides and along the paths that cross the Parade Ground at several points. In 2007, roughly 40 years after the closure of Fort Slocum, woods expanding from its perimeter and outwards from the former footpaths break up and constrict the formerly open Parade Ground. Areas not yet covered in woodland are heavily overgrown with wild grape, ragweed, and many other species characteristic of old-field succession (Tetra Tech 2009).

Although Fort Slocum's Parade Ground was formally defined by landscaping, maintenance, and regular use, it was never assigned a building or structure inventory number. It is not mentioned in any historical inventory of the post's facilities that has been reviewed for this documentation project. Even maps of the post rarely identify it as a distinct geographic feature, and most of these date to the last two decades or so of Fort Slocum's existence. Of 24 known distinct maps of the post, the Parade Ground is labeled on only five: Cook (1884); Williams (1943); Office Post Engineer (1949-57); Armed Forces Information School (1952); Engineer Intelligence Division (1961). The earliest of these maps identifies the area as the "Parade." The four twentieth-century maps use the label "Parade Ground."

PART III. SOURCES OF INFORMATION

Published Materials

Hoagland, Alison K.
1999 Village Constructions: U.S. Army Forts on the Plains, 1848-1890. *Winterthur Portfolio* 34:215-237.

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

Nichols, Herbert B.
1938 *Historic New Rochelle*. Board of Education, New Rochelle, NY.

Unpublished Materials

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

Olausen, Stephen, Matthew Kierstead, and Jeffrey Emidy
2005 *Historic Architectural Survey and National Register Evaluation, Davids Island/Fort Slocum New Rochelle, New York.* Prepared for Tetra Tech EC, 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.

2009 *Inventory of Historic Landscape Elements, Fort Slocum Historic and Archeological District, Davids Island, City of New Rochelle, Westchester County, New York.* Prepared for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts, by Tetra Tech EC, Inc., Boston.

Maps and Drawings

ca. 1870 (possibly earlier) "U.S.A. General Hospital Davids Island, New York." No supervisor or preparer indicated. Record Group 92, National Archives, College Park, MD.

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

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

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

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

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

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

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

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

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

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

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

Aerial Photographs

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

ca. 1889: Panoramic photograph of the Army post on Davids Island from water tower. View north. Early spring.

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

1924: High angle oblique aerial photograph of Davids Island showing area between Mortar Battery and Raymond Hall (Building 55). View east. August 24.

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

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

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

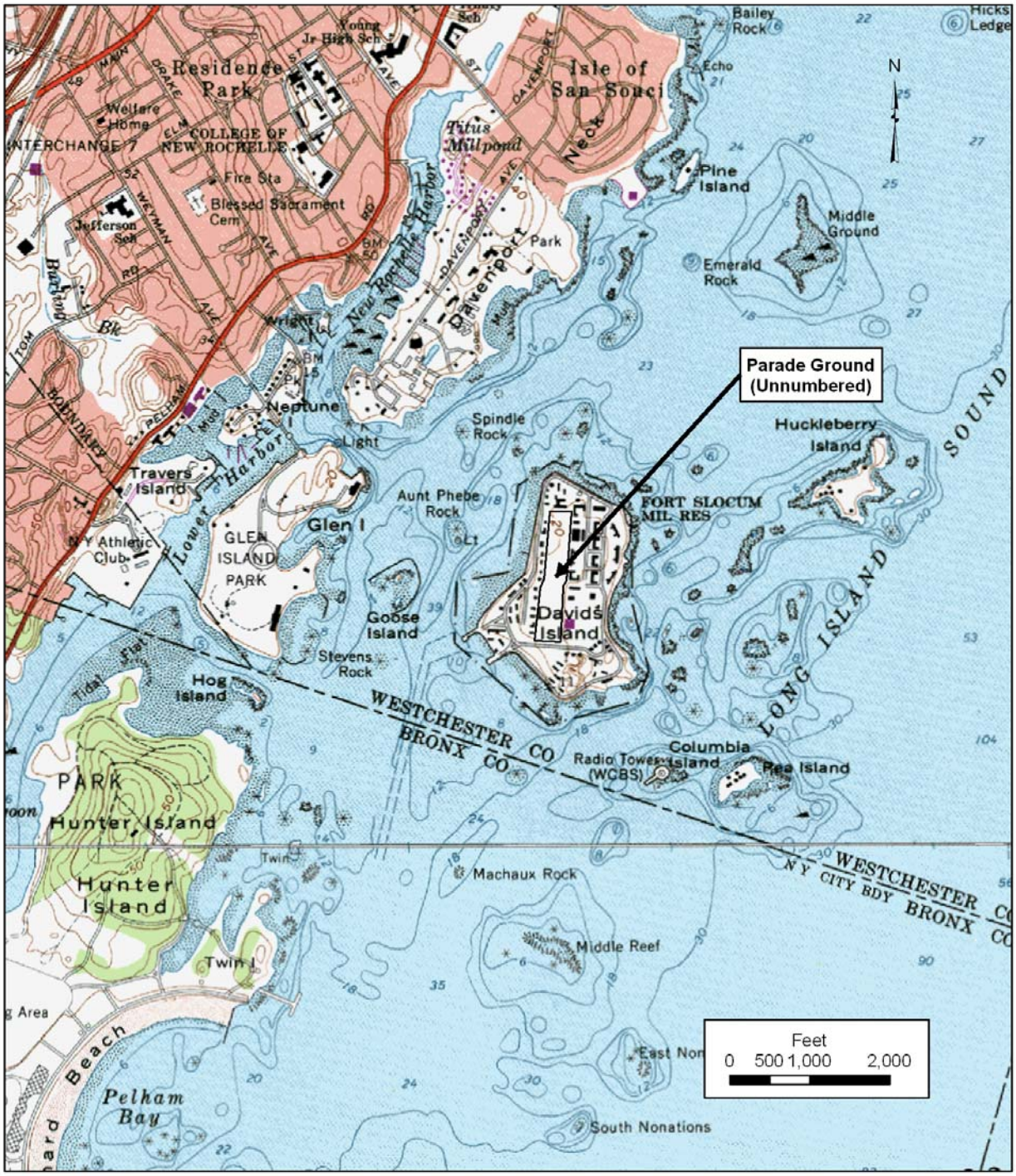
ca. 1955-1960: Low angle oblique aerial photograph of the Parade Ground at Fort Slocum, Davids Island. View north. Summer. New Rochelle Public Library, Fort Slocum Photograph Collection, FS27.

ca. 1958: High angle oblique aerial photograph of Davids Island. View north. Summer. Included in a 1966 report prepared by Cross & Brown Co., New York, for the Federal Property Resources Service, on file at the New York City branch of the National Archives, Record Group 291.

1961: High angle oblique aerial photograph of Davids Island. View north. November 15. Attributed to Capt. Donald P. Blake.

ca. 1968: Low angle oblique aerial photograph of Davids Island. View north.

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



SITE MAP

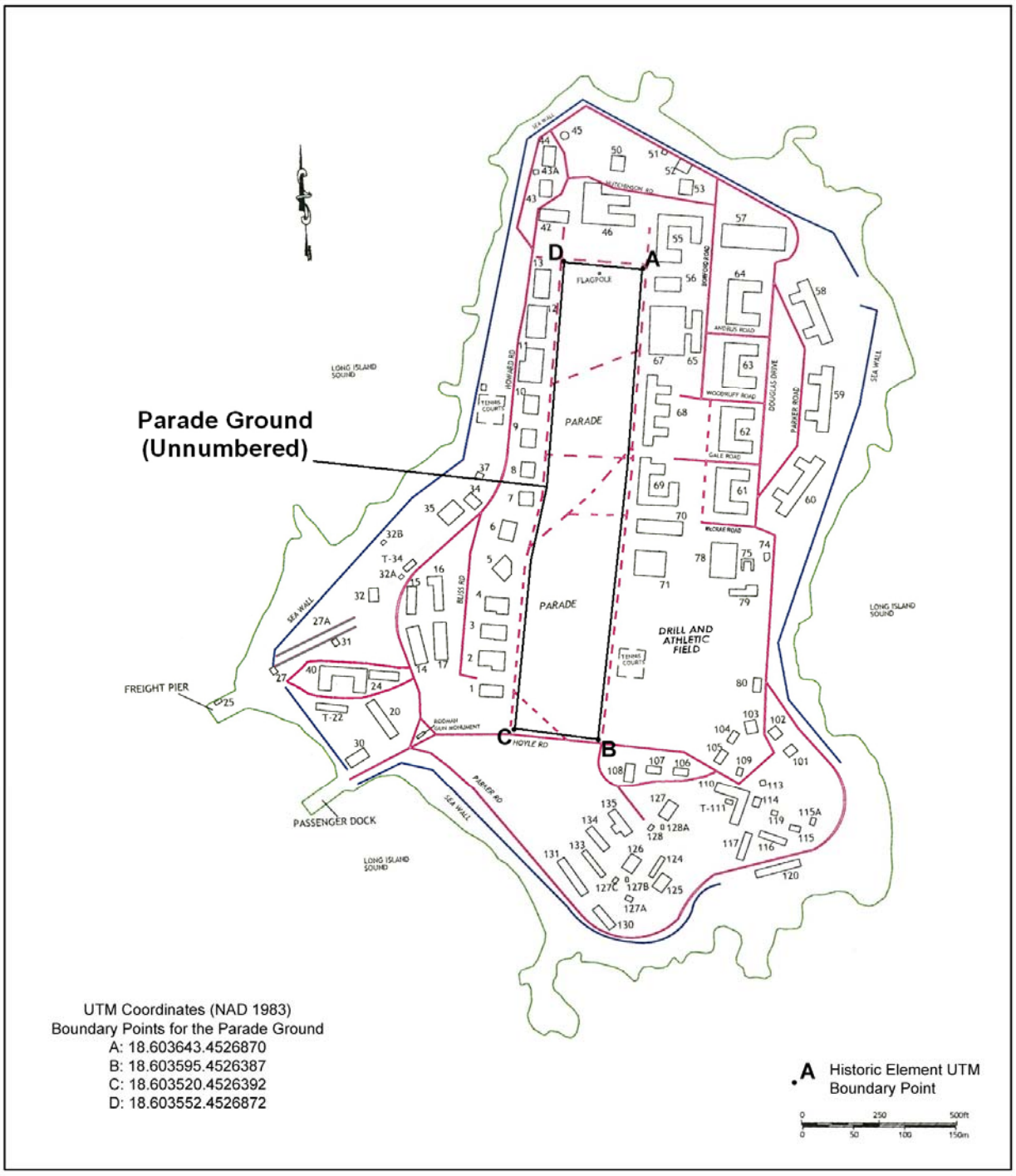

Parade Ground
(Unnumbered)
PARADE
PARADE
DRILL AND
ATHLETIC
FIELD
FLAGPOLE
HOWARD RD
BLISS RD
HOYLE RD
PARKER RD
SEA WALL
LONG ISLAND
SOUND
FREIGHT PIER
PASSENGER DOCK
A
B
C
D
UTM Coordinates (NAD 1983)
Boundary Points for the Parade Ground
A: 18.603643.4526870
B: 18.603595.4526387
C: 18.603520.4526392
D: 18.603552.4526872
A Historic Element UTM
Boundary Point
0 250 500ft
0 50 100 150m

Figure 1. "Quarter-Master Buildings, Davids Island, N.Y. Harbor," March 1872. The Parade Ground, though not labeled, is depicted as it then existed in the southwestern quadrant of Davids Island. This is the first map showing the Parade Ground as an open space. Record Group 92, National Archives, College Park, MD.

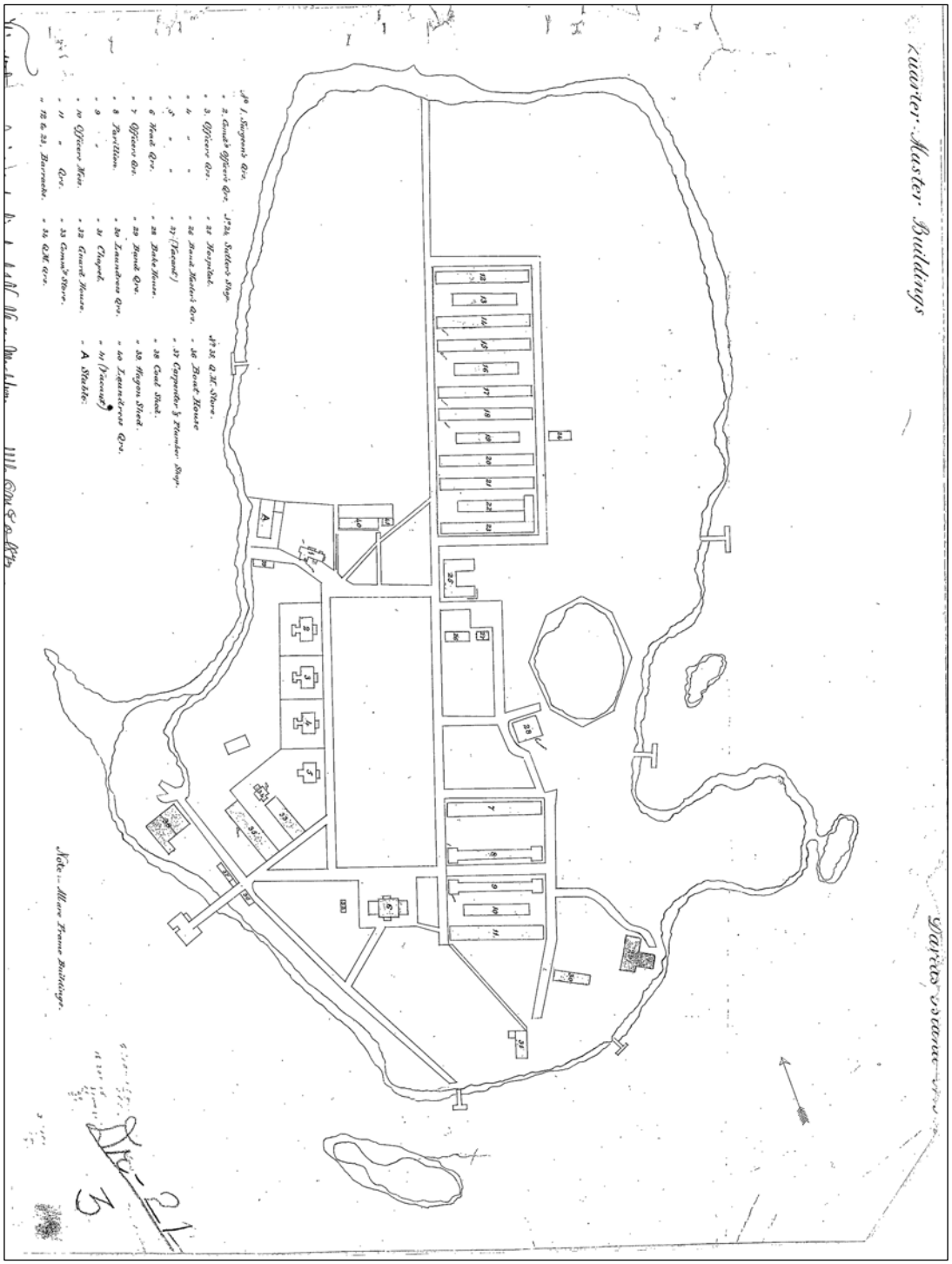


Figure 2. "Davids' Island, N.Y. Harbor," March 12, 1884. This sketch is the first plan of the Army post on Davids Island to label the Parade Ground. Record Group 92, National Archives, College Park, MD.

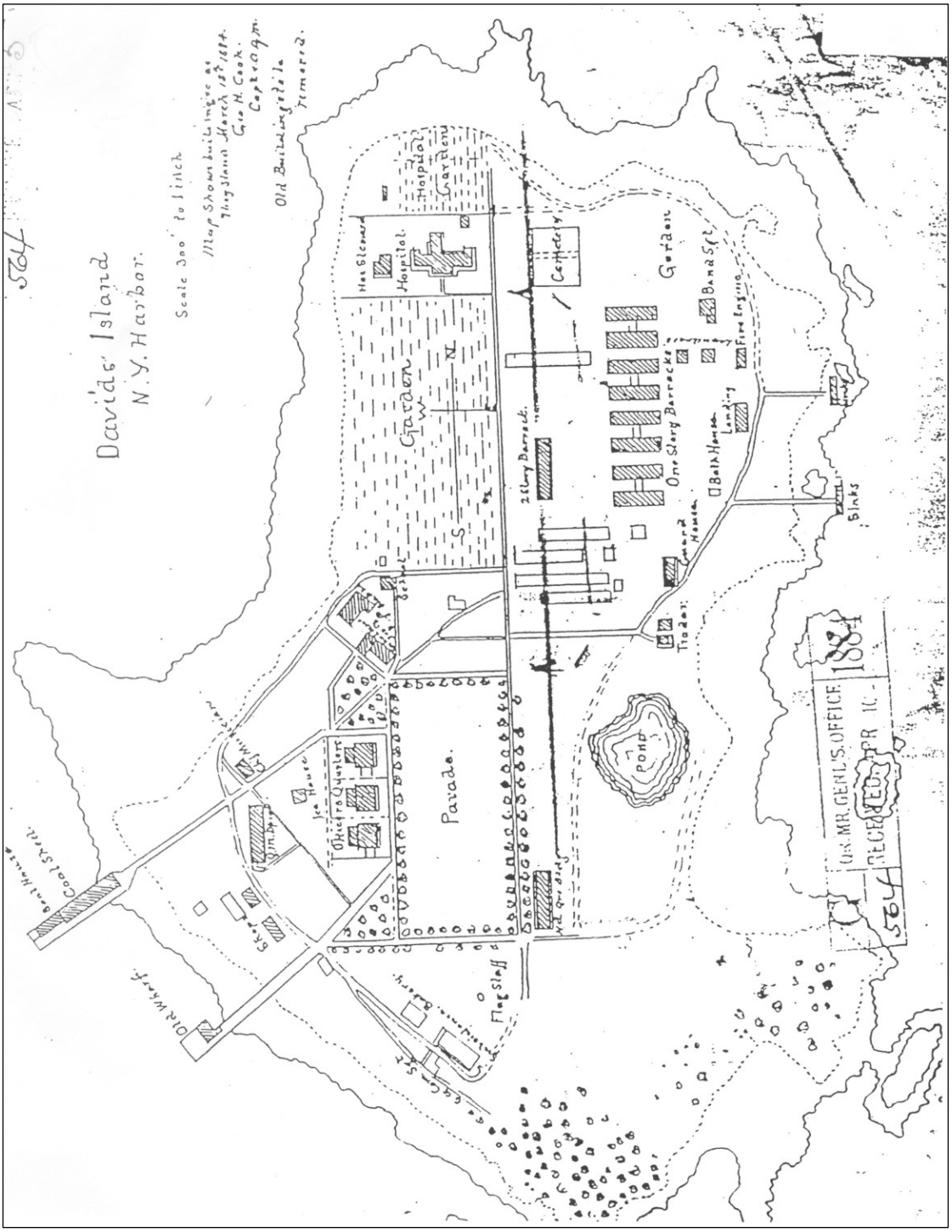


Figure 3. "Map of Davids Island, New York Harbor, U.S. Military Reservation," late 1894 or 1895. The Parade Ground is depicted as a long, open rectangular space near the center of the island lined by buildings, paths and roads, and trees and similar in size to its twentieth-century dimensions. Record Group 92, National Archives, College Park, MD.

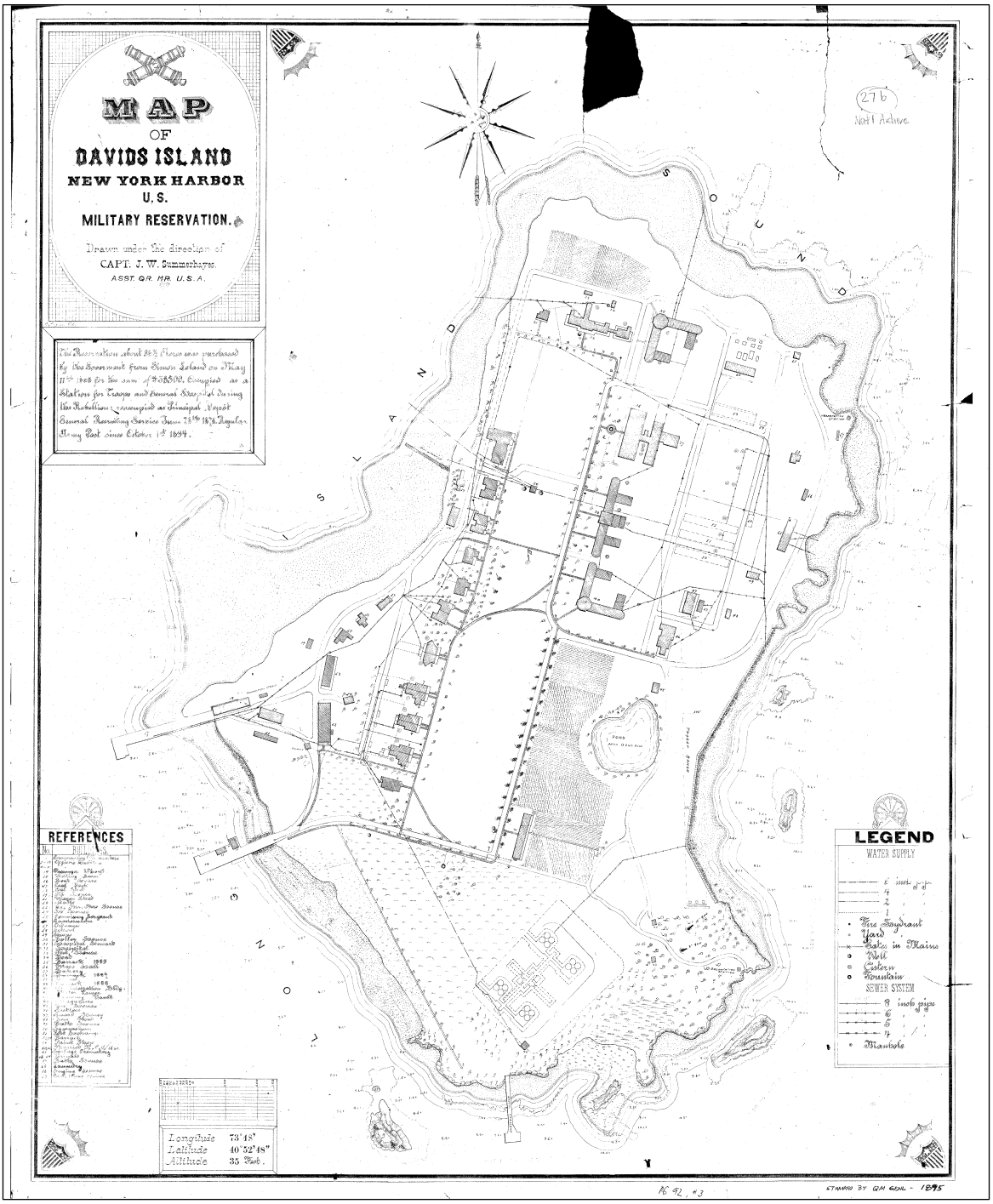


Figure 4. "Map of Fort Slocum, New York," July 1915. This map depicts the unlabeled Parade Ground with its present shape, dimensions, and walkways near the center of Davids Island. Record Group 92, National Archives, College Park, MD.

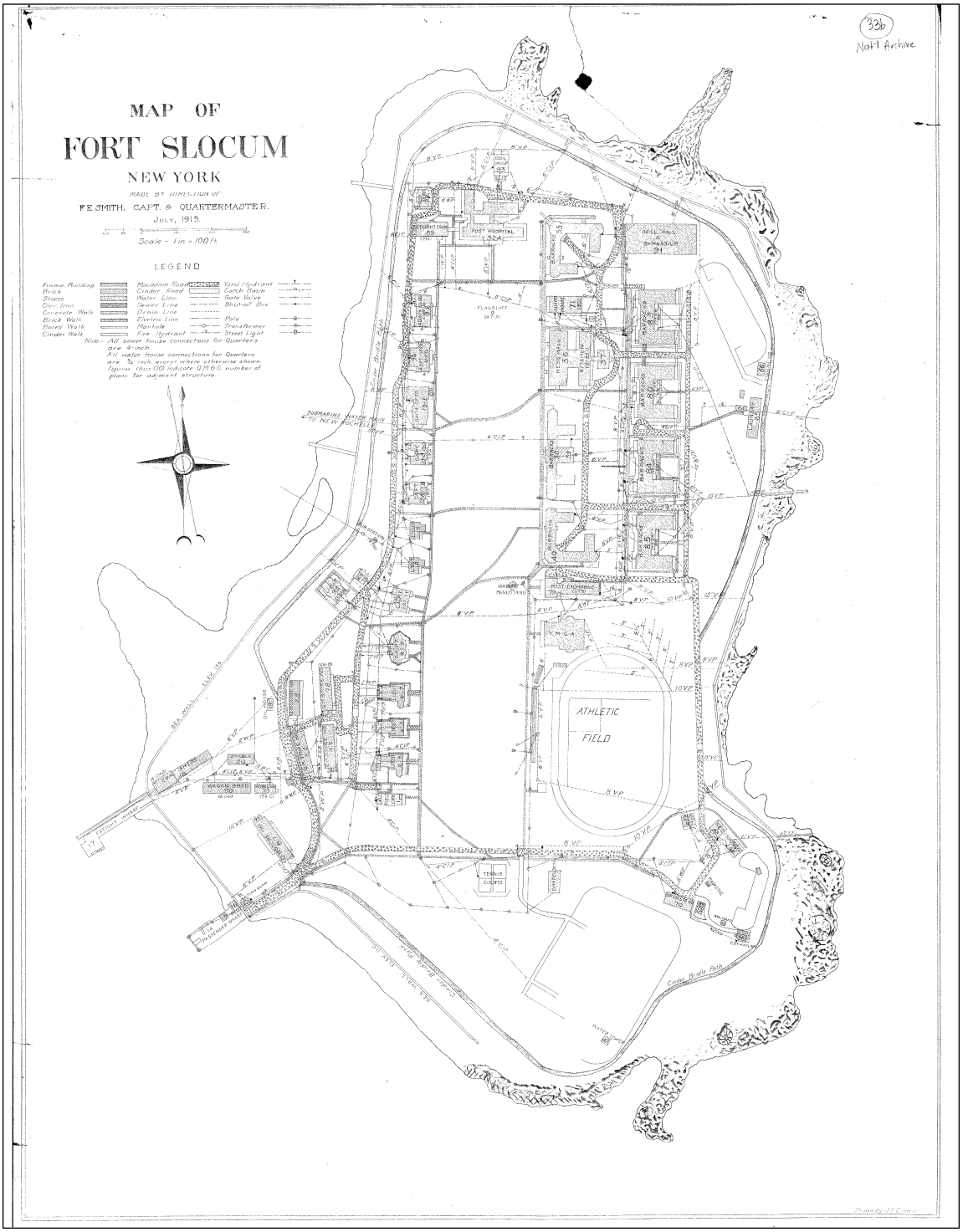


Figure 5. Vertical aerial photograph of Fort Slocum, Davids Island, July 1920. Note the heavily worn lawns of the tree-lined Parade Ground, in the center of the island, and the Drill and Athletic Field, along the island's eastern shore. Wear to the Parade Ground lawn centers around a baseball diamond used during the First World War. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 6. Oblique aerial view of Fort Slocum, August 1924, facing east-northeast. Shade trees border the rectangular space of the Parade Ground and the lawn has been much restored from its condition in 1920 (compare Figure 5). View to east-northeast. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 7. Oblique aerial view of the Parade Ground, Fort Slocum, January 1932, facing north. Officers' Row occupies the area to the left of the Parade Ground, the Post Hospital and Water Tower (present-day Buildings 46 and 45, respectively) are prominently visible at the far end. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 8. Oblique aerial view of Fort Slocum, June 1936, looking southeast. The Parade Ground is the rectangular open space bordered by trees. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 9. Detail, vertical aerial photograph of Fort Slocum, showing the Parade Ground, September 1940. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure10. Oblique aerial view of Davids Island, circa 1968, looking north-northwest. In the two years or so of minimal maintenance following the closure of the post, the Parade Ground appears to have become a lush meadow. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

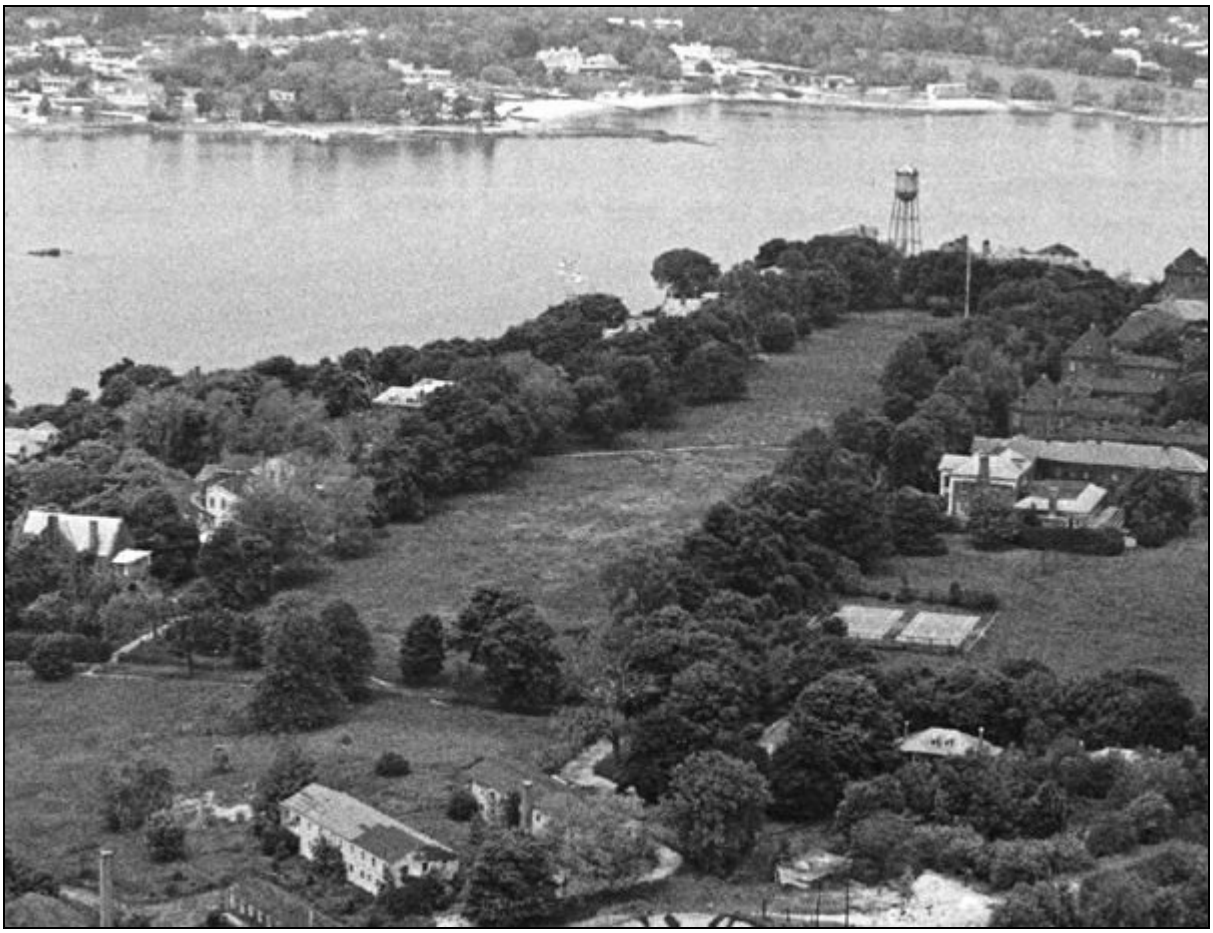


Figure 11. "Company Inspection, Fort Slocum, N.Y.," on the Parade Ground, ca. 1915-1922, facing west. White border postcard published by Frank E. Cooper, New York; no copyright date or postmark. Officers' Row, probably including present-day Building 2 to 4, is visible in the background behind the shade trees on the perimeter of the Parade Ground. Collection of Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ.

Figure 12. "'The Band," Fort Slocum, N.Y.," ca. 1917, facing northeast. Divided back postcard published by Italia Art Co., New York. No copyright date; postmarked July 17, 1917. The Bandstand stood on the eastern edge of the Parade Ground for about 30 years beginning circa 1908. In this view, one of the original brick barracks, present-day Building 69, stands directly behind the bandstand. View to northeast. Collection of James Sexton, Tetra Tech EC, Inc., Morris Plains, NJ.

Figure 13. "Parade Grounds, Ft. Slocum, N.Y.," ca. 1940, facing north. Real photo postcard produced by unidentified publisher. No copyright date; postmarked October 9, 1940. View from Hoyle Road at the southern end of the Parade Ground, showing two or three companies drilling. Officers' Row, beginning with present-day Building 2, is visible at left. Collection of Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ.

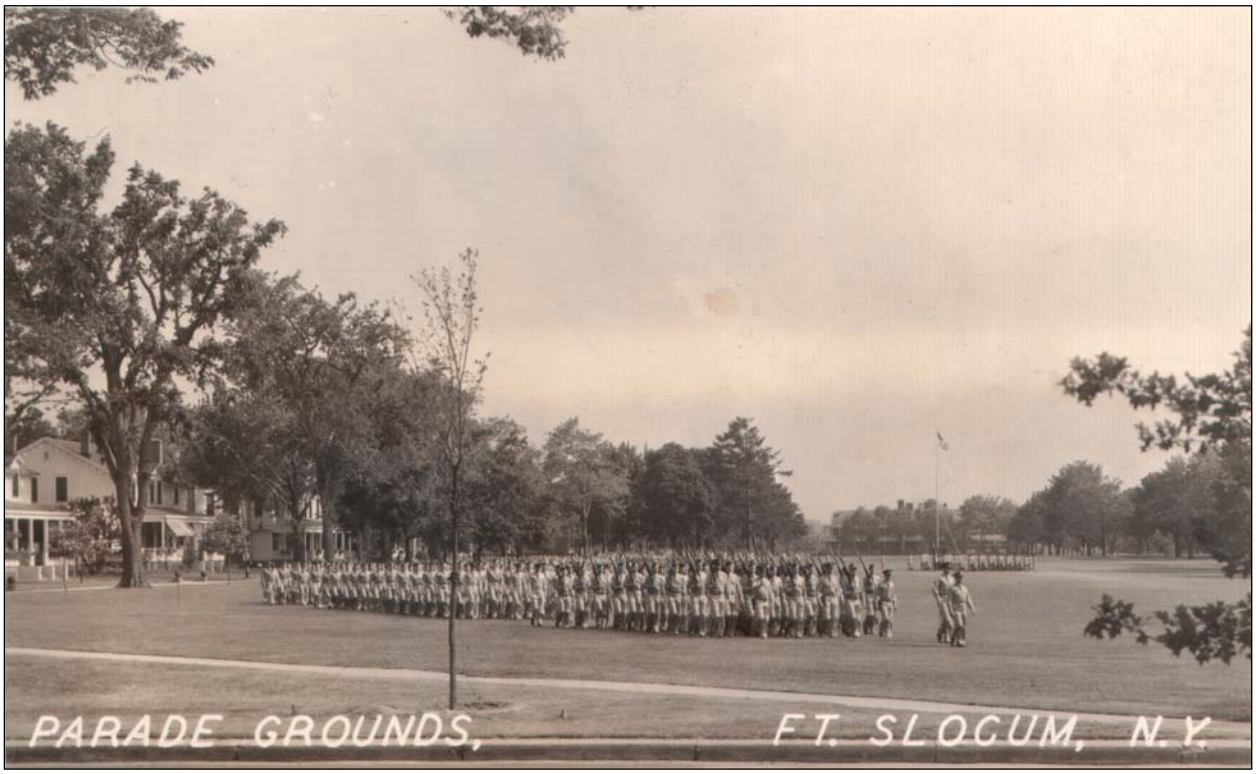


Figure 14. The Parade Ground, Armed Forces Day, ca. 1960, facing north, probably from west of YMCA (present day Building 71). A Nike Ajax surface-to-air anti-aircraft missile of the type used Nike Battery NY-15 (Davids Island and Hart Island) dominates the display of weaponry on the neatly tended lawn. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

PARADE GROUND (Unnumbered)
Davids Island-Fort Slocum
New Rochelle
Westchester County
New York

Photographers: Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ, September 2005 (Photos 1-2) and April 2006 (Photo 3).

Caleb Christopher, Tetra Tech EC, Inc., Morris Plains, NJ, November 2006 (Photo 4) and January 2007 (Photo 5).

1. Southern end of Parade Ground, heavily overgrown with saplings, grape vines, and tall invasive annuals. Facing north.
2. Southern end of Parade Ground after mowing to clear vines and other invasive vegetation in September 2005. Facing north.
3. Southern end of Parade Ground in use as work yard (laydown area) during U.S. Army Corps of Engineers' demolition project at former Fort Slocum. Work yard has been fenced off, and the ground has been covered with geotextile fabric and gravel. Photo taken during hiatus in demolition project, April 2006. Facing north.
4. Middle section of Parade Ground (vicinity of Building 7). Facing east.
5. Northern end of Parade Ground. Facing south.

Photo 1. Southern end of Parade Ground, heavily overgrown with saplings, grape vines, and tall invasive annuals. Facing north.

Photo 2. Southern end of Parade Ground after mowing to clear vines and other invasive vegetation in September 2005. Facing north.

Photo 3. Southern end of Parade Ground in use as work yard (laydown area) during U.S. Army Corps of Engineers' demolition project at former Fort Slocum. Work yard has been fenced off, and the ground has been covered with geotextile fabric and gravel. Photo taken during hiatus in demolition project, April 2006. Facing north.

Photo 4. Middle section of Parade Ground (vicinity of Building 7). Facing east.

Photo 5. Northern end of Parade Ground. Facing south.

DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

RODMAN GUN MONUMENT (Unnumbered)

Location:	Davids Island–Fort Slocum 0.6 mi southeast of New Rochelle, New York mainland USGS Mount Vernon, NY Quadrangle Universal Transverse Mercator Coordinate: 18.603423.4526384
Present Owner(s):	Consolidated Edison Company of New York, Inc.
Date of Construction:	ca. 1900-1945
Architect/Engineer:	Unknown—possibly Fort Slocum Post Engineer Staff
Present Use:	Abandoned (not in use). Extant in 2010
Significance:	The Rodman Gun Monument is situated in the Quartermaster Area along the entrance road from the Passenger Dock, where it was prominently visible to arriving and departing visitors and personnel. The monument alludes to Fort Slocum's role in the U.S. Army's mission as defender of American sovereignty and freedom and was intended to enhance the post's various twentieth-century military functions by proclaiming the installation's essential identity and encouraging esprit de corps. The structure is a contributing element to the Fort Slocum Historic and Archeological District.
Project Information:	The U.S. Army Corps of Engineers, New York District (Corps), has been authorized under the Department of Defense Appropriations Act, 2004, to perform building demolition, debris removal, and remediation of asbestos materials (Project) at the Fort Slocum on Davids Island in the City of New Rochelle, New York. The purpose of the Project is to remove buildings and infrastructure from the abandoned fort installation that create safety hazards as part of a long-range plan to restore Davids Island for future use. In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800), the Corps has consulted with the New York State Historic Preservation Officer (NYSHPO) regarding the effects of the Project on historic properties. The consultation resulted in the development of a Memorandum of Agreement (MOA) among the Corps, NYSHPO, County of Westchester, and City of New Rochelle as consulting parties. This documentation report was prepared in accordance with Stipulation II.C.1 of the MOA.
Prepared by:	Christopher L. Borstel, Ph.D.
Title:	Cultural Resources Specialist
Affiliation:	Tetra Tech EC, Inc., Morris Plains, NJ
Date:	December 2007 (Revision 1, February 2010)

PART I. DESCRIPTION

The Rodman Gun Monument is situated near the southwestern shore of Davids Island. Davids Island is a roughly pear-shaped, relatively flat landmass consisting of approximately 78 acres above mean high water. It is heavily wooded and contains the ruins of more than 100 buildings and structures associated with an abandoned U.S. Army post, Fort Slocum. The ruins include barracks and quarters; quartermaster, administrative, medical, and recreation buildings; and coastal and air defense facilities. A concrete and stone seawall encircles most of the shore, and a system of roads and paths runs throughout the island.

The Rodman Gun Monument occupies a transitional location at the southeastern corner of the Quartermaster Area, which was the main point of entry onto the post. Officers' Row lies immediately to the northeast, and the South Lawn Area lies just to the southeast. The monument is within an approximately 5.2-acre parcel of land that was retained by Consolidated Edison Company of New York, Inc., when the company transferred its ownership of Davids Island back to the City of New Rochelle on June 16, 1976.[1] It stands on a small triangular traffic island where Hoyle, Howard, and Parker roads intersect. The apex of the traffic island points southwest along the approach to the Passenger Dock. The sides of the triangle are formed by Howard Road, which bears off to the north, and Hoyle Road, which runs east from the dock. The base of the triangle on the east is formed by a lane that connects these two roads. Beginning just west of the apex of the triangle, Parker Road extends south from the intersection. The traffic island is 36 by 44 feet and covers 800 square feet. It is isolated from the adjacent roadways by a low-reveal (2- or 3-inch), concrete curb. Approximately 80 percent of the island was formerly covered by a poured concrete pavement. The remaining 20 percent, on the broad eastern end of the triangle, was open ground that at different times was planted in lawn or ornamental shrubbery. This side of the traffic island was altered by utility work on the island after Fort Slocum closed.

The Rodman Gun Monument was apparently established around 1900 by relocating the 15-inch muzzleloading cannon that is its namesake from an emplacement at Battery Practice on the southeastern side of the island. (Battery Practice is described elsewhere in Volume 6 of *Documentation of Contributing Elements, Fort Slocum Historic and Archeological District, Davids Island, City of New Rochelle, New York*.) Photographs assembled by Michael A. Cavanaugh, who is preparing a history of Fort Slocum, show that the monument developed into its final form over several decades (Cavanaugh 2007b). In its fully-developed form, which was achieved in the 1940s, the monument had four main elements—a landscaped traffic island; the dismounted Rodman gun; a bronze plaque on a boulder; and four 15-inch solid-shot cannon balls (Figures 1-8). In the forty years since Fort Slocum closed, the monument has deteriorated as a result of neglect, vandalism, and other factors. The monument is further obscured today by a dense patch of ragweed. As it appeared from the mid-1940s until after 1965 when the post closed, the monument faced the Passenger Dock and was one of the first features encountered by a person arriving on the island via the dock. The Rodman gun pointed toward the dock and was cradled by two masonry supports. In front (southwest) of the gun was a small boulder to which a bronze plaque (now missing) was affixed. Four cannon balls served as decorative elements behind (northeast of) the gun, but these items and their masonry supports are now gone (Photos 1-6).

The central element of the monument is the dismounted 15-inch Rodman gun, a cast-iron cannon weighing about 25 tons. This weapon, whose design was developed between the 1840s and 1861, saw extensive service in American seacoast fortifications from the Civil War to the 1890s, by which time it had become obsolete. According to foundry markings on the muzzle face, the gun was manufactured in

[1]See Westchester County (NY) Deeds, Liber 7332, Page 724.

1872 at the Cyrus Alger & Co. foundry in Boston. The gun is 190 inches (15 feet-10 inches) long and approximately 60 inches wide at the trunnions; it has a 15-inch bore diameter. The gun is painted black. It rests on two masonry supports, probably of poured concrete faced with random-size rectangular blocks of light-colored, somewhat grainy-dull schist, 4 to 5 inches thick. One support, measuring 51 to 55 inches wide by 34 inches long, is situated just in back of the trunnions. The barrel of the gun rests on the other support, whose dimensions are 42 to 47 inches wide by 35 inches long. Both supports are about 30 inches high, so the highest point on the gun is around 60 inches above the pavement. Curiously, the trunnions and elevating sockets are slightly out of plumb, and measurements show that the gun has been rotated 5 degrees clockwise when viewed from the muzzle, giving the trunnions a minor slope from north to south. It is unknown when the gun was shifted out of plumb, but the condition does not appear to be related to any obvious deficiency in its supports. Otherwise, the current overall condition of the gun and supports appears to be satisfactory, considering the lack of maintenance over the past 40 years. The gun's paint is somewhat deteriorated, and a fine sheen of rust shows through multiple layers of paint. The mortar jointing of the facing blocks on the base is intact and was refurbished in 2008.

A boulder of locally-occurring gneiss is set in the pavement 3 feet in front of the cannon's muzzle face. The boulder once held a bronze plaque, no longer extant, that described the gun. The boulder is roughly triangular and measures 40 by 48 inches, by 20 inches high. A recess cut into the western face of the boulder held a 12 by 18-inch plaque. A historical photograph records that the plaque was inscribed in raised Roman capital letters of three descending sizes, approximately 1, ½, and ⅜ inch high. The text of the plaque read as follows (Cavanaugh 2007b):

15″ RODMAN GUN

ONE OF SEVERAL SIMILAR GUNS FORMING
THE ARMAMENT OF FORT SLOCUM
ABOUT 1872.

WEIGHT OF GUN	49,600 LBS
WEIGHT OF SOLID SHOT	450 LBS.
WEIGHT OF SHELL WITH BURSTING CHARGE	330 LBS.

A BLACK POWDER CHARGE OF 100 LBS.
WAS REQUIRED TO CARRY SHOT OR SHELL
ABOUT 4 MILES, ITS MAXIMUM ACCURATE RANGE.

The final element of the monument as it existed from the 1940s to the 1960s was an arc of four cannonballs 7 or 8 feet behind (east of) the cannon. To judge from historic photographs, the balls were probably the 15-inch solid round shot, weighing 450 pounds apiece, that were fired by the Rodman gun. The balls rested on individual low masonry pedestals about 12 inches high. Neither the balls nor the pedestals are extant.

Alterations to the monument over the past 40 years include painted graffiti on the gun and removal of various elements of the monument, including the descriptive plaque, cannon balls, their pedestals, planting area, and curbing. A photograph from 1985 shows that during the 1980s, vandals painted numerous words, initials, and symbols in light-colored paint on the cannon (Historical Perspectives 1985:photo 1). These markings were not evident during fieldwork on Davids Island between 2004 and 2009 and may have flaked off or been painted over in the intervening period. The descriptive plaque is

recorded as already missing in a historic resources report from the mid-1980s (Historical Perspectives 1985:45). The date of disappearance of the cannon balls and pedestals is unknown. Finally, the planting area on the eastern side of the traffic island, including the curb line in that area, was apparently removed by construction in the 1980s.

PART II. HISTORICAL NARRATIVE

Fort Slocum

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

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

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

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

and Italianate styles. The temporary buildings around the post were in contrast unadorned and starkly utilitarian, as they were designed principally for speed of construction.

The period after Fort Slocum closed in November 1965 saw severe deterioration of the former Army post. The City of New Rochelle repeatedly sought to redevelop Davids Island, at one time considering a 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.

Rodman Gun Monument (Unnumbered)

Research to date has not located written or cartographic documentation specifically related to the Rodman Gun Monument, but a broad outline of its installation and development can be constructed from photographs and other sources. These sources indicate that the gun was moved to its present location around 1900 and that the monument developed over several decades, achieving its final form by the mid-1940s.

The central element of the monument is a type of muzzleloading smoothbore cannon known as a Rodman gun. Developed by an officer of the Ordnance Corps, Lt. Col. (Bvt. Brig. Gen.) Thomas Jackson Rodman (1815-1871),[2] in the 1840s and 1850s, cannons of this type approved for service by the U.S. Army in 1861. Rodman's key innovation was the development of a patented process by which guns were cast around a hollow core that allowed them to be cooled from the inside with circulating water. This method greatly improved the strength and durability of the barrels, allowing the manufacture of large guns with higher muzzle velocities and thus greater ranges than their contemporaries. Another of Rodman's inventions, progressive-burning gunpowder, improved how the black powder charge burned to produce the gas that propelled a projectile from the barrel, also contributing to the higher muzzle velocities of his guns. In profile, Rodman guns have a smooth bottle or pear shape that distinguishes them from other types of heavy guns of the mid-nineteenth century, whose barrels are ridged because of reinforcing hoops or bands. Rodman's design also introduced a new form for the butt of the gun, replacing the narrow knobbed protrusion with a groove that gives the butt a broad mushroom-like form. Rodman guns were manufactured in calibers of 8, 10, and 15 inches. Three 20-inch guns were also produced later, and Rodman himself claimed that his manufacturing process imposed no practical limit on the size of guns that might be cast. During the Civil War, the Army purchased nearly 800 Rodman guns in the three principal calibers from several foundries, and it acquired hundreds more after the war. These guns were emplaced at coastal fortifications and interior fortresses, but they were too large for field use. Yet even as Rodman guns were being manufactured and deployed, they were soon to be obsolete, for beginning in the 1850s, rapid advances were made in the design of rifled, breechloading guns, whose greater accuracy, range, and rate of fire had for all practical purposes eclipsed Rodman guns and their cousins for field,

[2]Many sources give Rodman's middle name as "Jefferson," but according to a letter written in 1931 by his daughter, Florence Rodman Butler, this attribution is incorrect (Butler 1931). Current genealogical research appears skeptical about claims that Col. Rodman was a descendant of the 18th-century Joseph Rodman family, one-time owners of Davids Island and of nearby Davenport Neck on the New Rochelle mainland (Ancestry.com 2005).

fortification, and naval use by the 1880s (Webster 1962; Lewis 1964, 1979; Sheads and von Lunz 1997; McGovern and Smith 2006).

The muzzle face of the Rodman gun at Fort Slocum is stamped "No. 153. C.A.&CO. 49600 lbs. [arch] / T.T.S.L. 1872. [reverse arch]." The top of the gun barrel is also stamped "U.S." just behind the axis line of the trunnions. These markings show that the gun was manufactured in 1872 by the Cyrus Alger & Co. foundry in Boston. It was the hundred-fifty-third gun completed by the foundry that year, and it was approved for the Army's use by inspector T.T.S.L., Lt. Col. Theodore Thaddeus Sobieski Laidley (1822-1886), who was then commander of the arsenal in Watertown, New York. The Alger foundry, also known as the South Boston Foundry, was one of four to manufacture 15-inch Rodman guns, the others being the Fort Pitt Foundry in Pittsburgh; Seyfert, McManus & Co. in Reading, Pennsylvania; and the West Point Foundry in Cold Spring, New York (Melton and Pawl 2007).

It has not been determined when this gun was moved to Davids Island. The text of the plaque at the monument implies that an artillery battery serving a defensive function was located there around 1872. This claim appears to be a conjecture based upon the gun's presence on the island and its date of approval for service. Historical maps, an important source of information for tracing the developmental history of the Army post on Davids Island, provide no explicit evidence of such a battery until 1893. An anonymous map dated May 1893 records the presence of two guns of 8- and 15-inch calibers, respectively, about where Battery Practice was later situated (Anonymous 1893). Another map, made in late 1894 or early 1895 under the direction of the post's quartermaster, Capt. J.W. Summerhayes, depicts two guns resembling Rodmans or columbiads (a related type) on the southeastern shore of the island at the same location. The two symbols are also labeled "8″ Gun" and "15″ Gun," and although the symbols for the two guns include a crescent representing the iron track on which the gun carriage swiveled, the map does not depict any associated earthwork (Summerhayes 1894-1895). Neither of these maps shows a fortification earthwork in association with the guns. However, an armament sketch of Fort Slocum dated December 31, 1898, confirms the presence of the 8- and 15-inch guns at what is today called Battery Practice. (The 8-inch gun was actually originally a 10-inch smoothbore Rodman gun fitted with a rifled sleeve, a common late nineteenth-century retrofit.) Shortly after this sketch was prepared, the 15-inch gun was removed from service and replaced by an 8-inch breechloading gun. The 15-inch Rodman thus became available for use as a monument in about 1899, but the exact date of its relocation to the eastern end of Hoyle Road is not known. By 1902, Battery Practice had been discontinued and all of its guns had been removed. The disposition of the other two guns is unknown (Adams 1898; Marshall 1902; Holder 1986; Cavanaugh 2007a).

A series of historical photographs spanning the early 1900s to the 1960s has been assembled by Michael A. Cavanaugh, who is preparing a history of Fort Slocum, and provides a visual record of the development of the monument, showing its gradual elaboration from an informal to a more formalized display (Cavanaugh 2007b). The earliest photographs of the 15-inch Rodman gun in the role of monument appear to have been taken sometime early in the first decade of the twentieth century. (The principal evidence for attributing this date to the photographs is the absence of electric poles in the scenes. As electric lighting was reportedly introduced to the island in 1903 [Historical Perspectives 1985:42], the absence of poles suggests a date earlier than about this date.) One of the photographs shows that in its initial form, the monument was quite informal, consisting of the freshly-painted dismounted gun resting on wooden blocks with a stack of four 15-inch round shot (cannonballs) in front of it and a larger stack of possibly 10-inch shot behind it. In this photograph, the barrel of the gun points toward a gas lamp in line with it a few feet away, directly and just beyond the small stack of shot. This photograph and many

subsequent photographs and maps show that until the end of the 1930s the Rodman gun stood at a fork in the road running from the Passenger Dock, where Howard and Hoyle roads divided. Throughout this period, the gun was surrounded by lawn, and there was no plaque.

A postcard photograph taken in ca. 1910 shows that by early in the second decade of the twentieth century, the monument had been made more permanent by the installation of concrete supports for the gun. Also by this time, the nearby gas lamp had been removed, and the four large cannonballs had been arranged on the ground in a row in front of the cannon (Figure 2). Within a few years, as a First World War-vintage photograph illustrates, the muzzle cap had been removed—giving the gun a ready-for-action appearance—and the cannonballs had been stacked in a pyramid in front of the gun (Figure 3). A postcard probably from the 1930s collected by Cavanaugh (2007b) shows that these features of the monument persisted for a couple of decades.

An influx of funds from the Works Progress Administration allowed the Army to make many improvements in infrastructure, landscaping, and buildings at Fort Slocum in the late 1930s. Among the improvements were changes to the landscape around the Rodman gun. Comparison of aerial photographs taken in January 1936 and September 1940 shows in the intervening period a direct connection between Howard and Hoyle roads had been built, which isolated the gun on a traffic island. The later aerial photograph and another photograph taken about this time also show that the ground around the gun had been paved in concrete (Figure 4). The plaque boulder and the stone facing to the concrete supports for the gun seem to have been added to the monument sometime in the early to mid-1940s, and the cannonballs were shifted to small concrete pedestals behind the gun (Figures 5-6). These alterations brought the main constructed elements of the monument to the form they had until Fort Slocum closed in 1965 (Figures 7-8).

The Rodman Gun Monument is not listed in any historical building and structure inventory for Fort Slocum (e.g., Quartermaster Corps 1905-1941). It does not appear to have been assigned an identification number at the post, and it appears on no available map of the post, except for one prepared by the Office of Post Engineer (1949-1957), where it is designated by unlabeled bottle-shaped symbol.

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Maps and Drawings

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July 1878 "Map of Davids' [sic] Island, N.Y.H., Alias Davenports I. Surveyed and drawn under the direction of Maj. Henry L. Abbot, Corps of Eng'rs." Prepared by Walter L. Fisk, 2nd Lieut. of Engrs. Record Group 77, National Archives, College Park, MD.

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December 1898 "Armament Sketch, Fort Slocum, New York, Drawn Under the Direction of Major H.M. Adams, Corps of Engineers, U.S.A.." December 31. Record Group 77, National Archives, College Park, MD.

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

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

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

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

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

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

Panoramic and Aerial Photographs

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

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

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

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

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

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

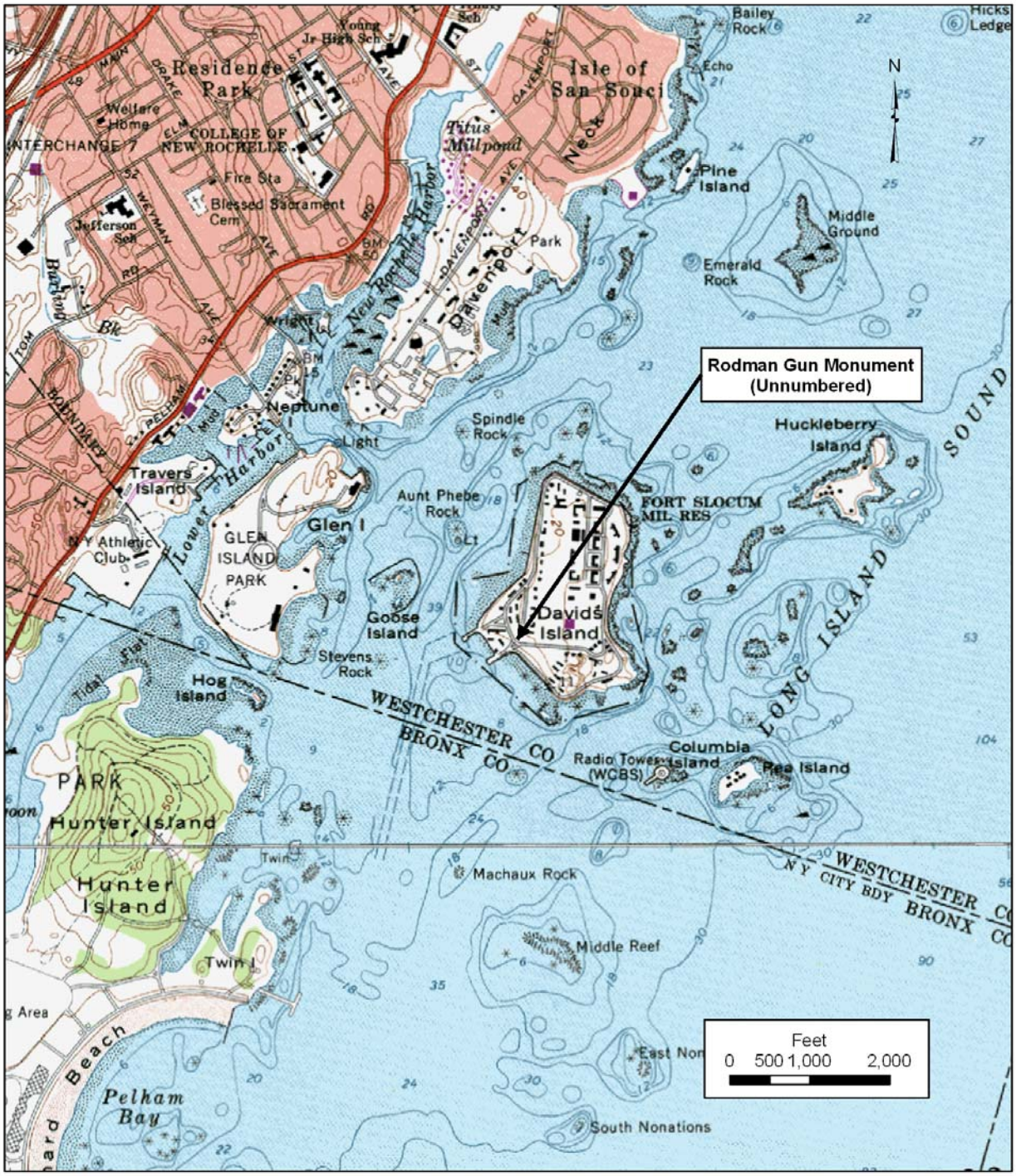
ca. 1938: Real-photo postcard showing low-angle oblique aerial photograph of Davids Island. Summer. View north. Also published in *New York City's Harbor Defenses* (2003), p. 92, by Leo Polaski and Glen Williford, Arcadia Publishing, Charleston, South Carolina.

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

ca. 1958: High angle oblique aerial photograph of Davids Island. View north. Summer. Included in a 1966 report prepared by Cross & Brown Co., New York, for the Federal Property Resources Service, on file at the New York City branch of the National Archives, Record Group 291.

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

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



SITE MAP

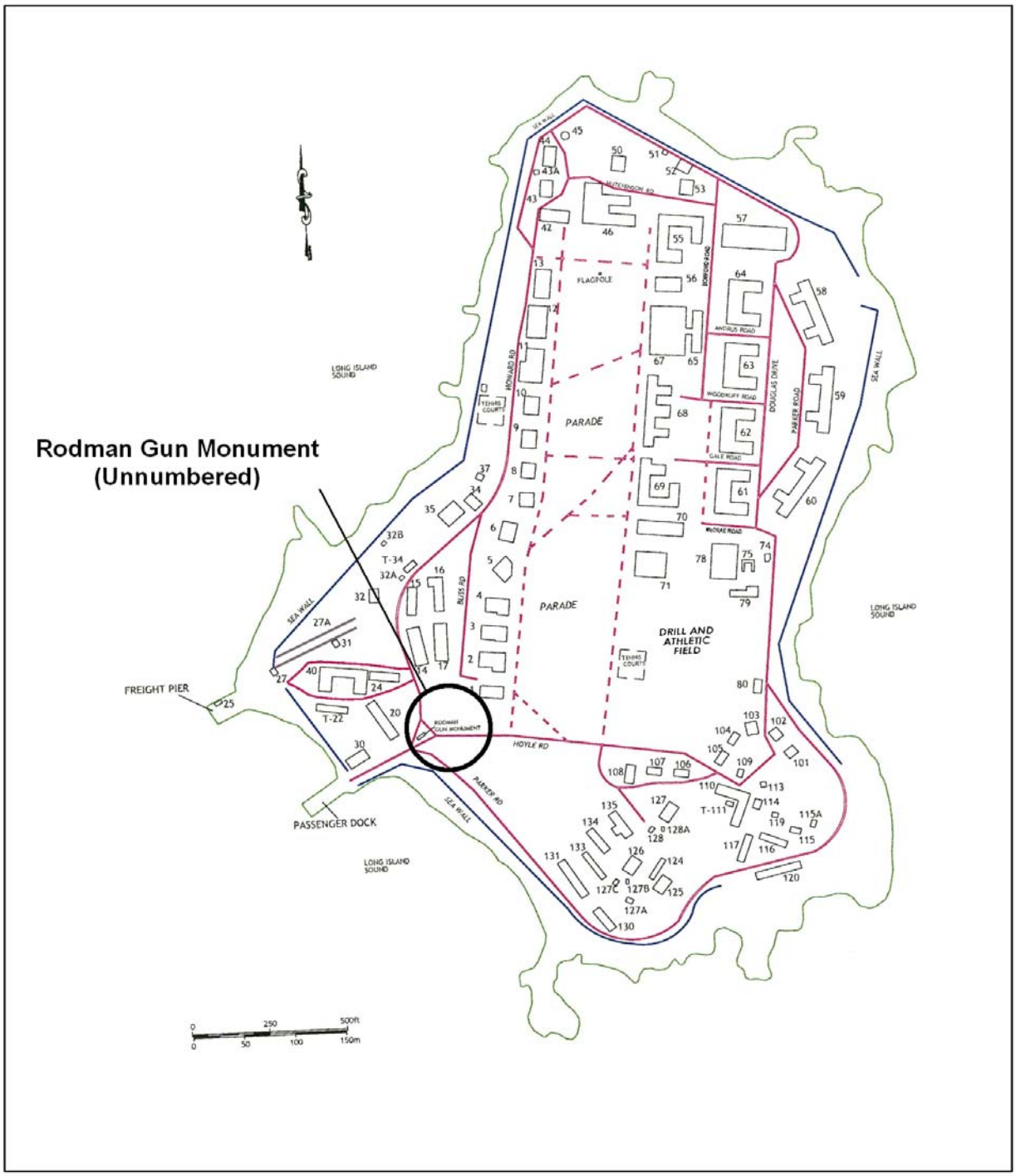

Rodman Gun Monument
(Unnumbered)
PARADE
PARADE
DRILL AND ATHLETIC FIELD
FLAGPOLE
TENNIS COURTS
TENNIS COURTS
HOWARD RD
BUSS RD
HOYLE RD
PARKER RD
SEA WALL
SEA WALL
SEA WALL
LONG ISLAND SOUND
LONG ISLAND SOUND
LONG ISLAND SOUND
FREIGHT PIER
PASSENGER DOCK
RODMAN GUN MONUMENT
T-34
T-22
T-111
0 250 500ft
0 50 100 150m

Figure 1. The Rodman Gun at the intersection of Howard and Hoyle Roads, ca.1900, facing north-northeast. In this photograph, the gun is supported on wooden blocks, and its muzzle has been capped. A pyramid of four 15-inch cannonballs (round shot) and a gaslight stand in front of the gun. Building 2, one of the wood frame officers' quarters built in 1878, can be seen behind the large pyramid of cannonballs at right. New York Historical Society, George Stonebridge Photograph Collection No. 307, Negative 82550d. Reproduced by permission.

Figure 2. "View from the Dock, Fort Slocum, N.Y.," ca. 1910, facing northeast. Postcard view; unidentified publisher. This photograph looks toward the Y-junction of Hoyle Road (to right) and Howard Road (to left). The original wooden blocks beneath the Rodman gun have been replaced with concrete supports, and four cannon balls rest in a line in front of the gun. Directly behind the gun is the Commanding Officer's Quarters (Building 1); at left is the Machine Shop (Building 20). Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

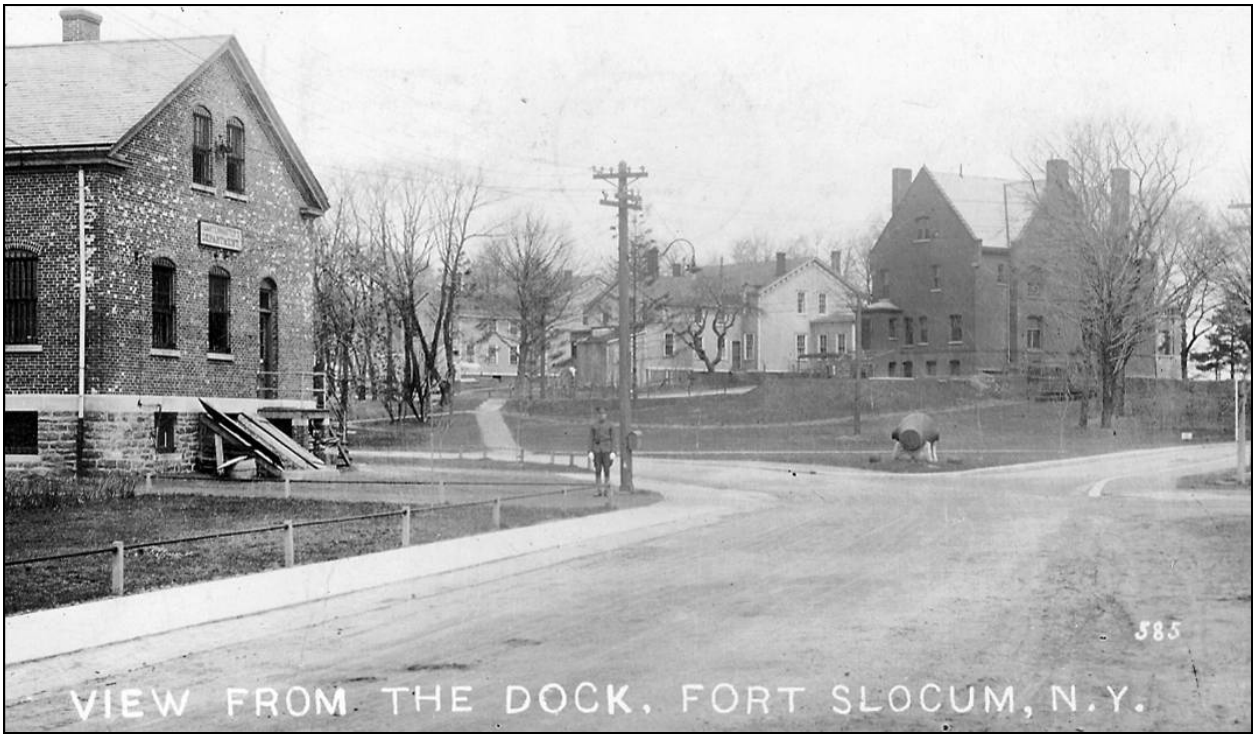


Figure 3. "Medical Corps, Fort Slocum," ca. 1918, facing north. By the time of this photograph, the muzzle cap of the gun had been removed, and the four cannon balls had been stacked in a pyramid. (The function of the box between the cannon balls and the gun muzzle is unknown.) This view looks toward Howard Road and the Quartermaster Storehouse and Quarters (Building 14) at left. From its arrival at the intersection of Howard and Hoyle roads, the Rodman Gun was a favorite setting for informal outdoor photographs—see also Figures 4 and 7. Library of Congress, Prints & Photographs Division, LC-DIG-ggbain-24866.

Figure 4. Recruits passing Rodman Gun Monument on their way to the Passenger Dock, ca. 1940, facing north-northeast. By the time this photograph was taken, the monument occupied the paved traffic triangle, but the stone with bronze plaque had yet to be put in place. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 5. Rodman Gun Monument, probably mid-1940s, facing east. Real-photo postcard view; publisher unknown. The monument stone and plaque are shown in this photograph, as is the planting area to the rear of the gun. The four cannonballs are also positioned behind the cannon, now on small masonry pedestals. At left in background is the Commanding Officer's Quarters (Building 1); Hoyle Road is at right. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 6. Rodman Gun Monument, probably mid-1940s, facing east-northeast. Real-photo postcard view; publisher unknown. Hoyle Road curves off to the right in this photograph. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

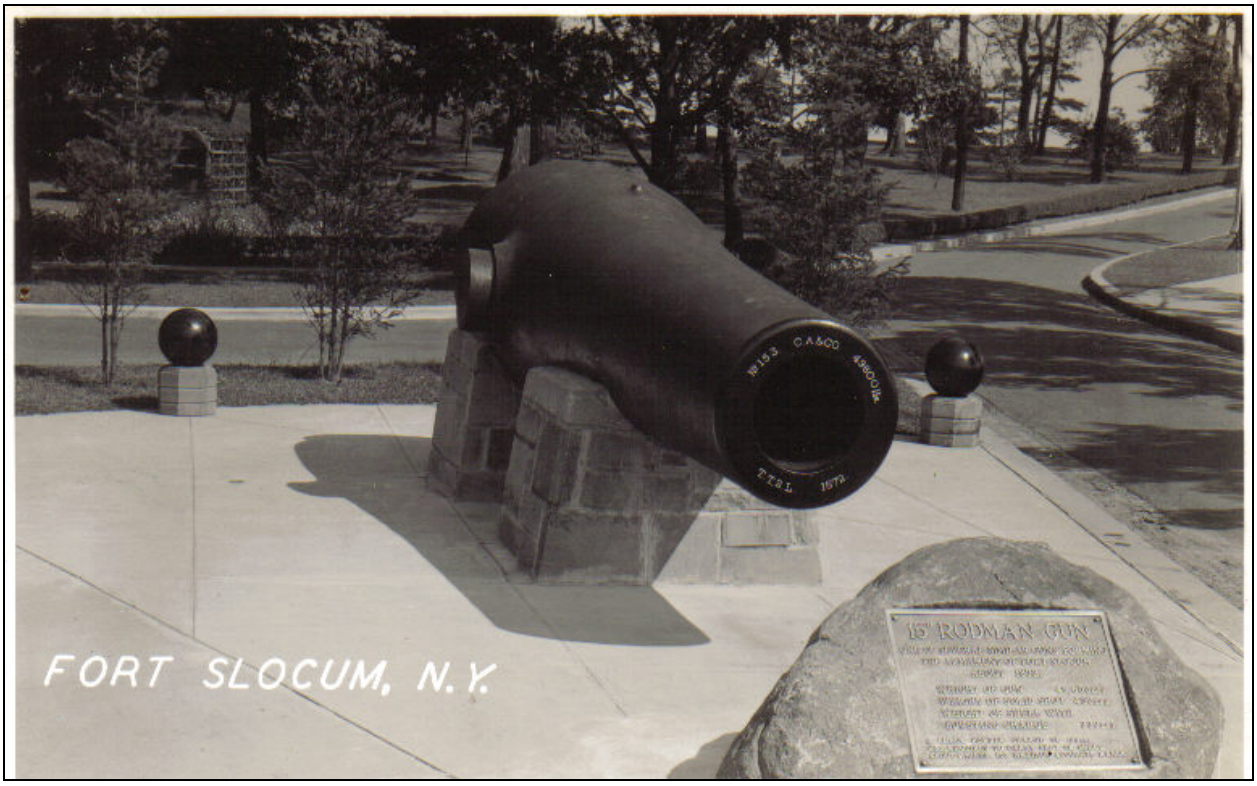


Figure 7. The Rodman Gun Monument as playground, ca 1960, facing north-northwest. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 8. The Rodman Gun Monument, ca. 1960, facing southeast. Beyond the gun is the South Lawn Area, with on of the WAC Barracks (Building 135) in the background. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

RODMAN GUN MONUMENT (Unnumbered)
Davids Island-Fort Slocum
New Rochelle
Westchester County
New York

Photographers: Matt Kierstead, PAL Inc., Pawtucket, RI, December 2005 (Photos 1-2).

Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ, September 2007 (Photos 3-4) and December 2008 (Photos 5-6).

1. Rodman Gun Monument, facing east-northeast.
2. Rodman Gun Monument, facing west.
3. Rodman Gun Monument, muzzle detail, facing northeast.
4. Rodman Gun Monument, rear knob and lifting notches detail, facing southwest.
5. Rodman Gun Monument after repairs in 2008 to stonework of gun support, facing east-northeast.
6. Rodman Gun Monument after repairs in 2008 to stonework of gun support, facing west-southwest.

Photo 1. Rodman Gun Monument, facing east-northeast.

Photo 2. Rodman Gun Monument, facing west.

Photo 3. Rodman Gun Monument, muzzle detail, facing northeast.

Photo 4. Rodman Gun Monument, rear knob and lifting notches detail, facing southwest.

Photo 5. Rodman Gun Monument after repairs in 2008 to stonework of cannon support, facing east-northeast.

Photo 6. Rodman Gun Monument after repairs in 2008 to stonework of cannon support, facing west-southwest.

DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

SEAWALL (Unnumbered)

Location:	Davids Island–Fort Slocum 0.6 mi southeast of New Rochelle, New York mainland USGS Mount Vernon, NY Quadrangle UTM Coordinates: see Site Map (follows Part III, Sources of Information)
Present Owner(s):	City of New Rochelle, NY, and Consolidated Edison Company of New York, Inc.
Dates of Construction:	1889 – ca. 1942
Architect/Engineer:	U.S. Army Corps of Engineers
Present Use:	Abandoned (not in use). Extant in 2010
Significance:	Fort Slocum's seawall is the most extensive shoreline structure on Davids Island. It forms the post's physical perimeter on the island, and it illustrates the extensive re-sculpting of the island's terrain that occurred during the Army's century of tenancy. The protection afforded by the seawall permitted more extensive development of Davids Island than would otherwise have been possible. As part of the essential infrastructure of Fort Slocum, the seawall contributed to the post's several military missions from the late nineteenth to the mid-twentieth century. The seawall 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:	Christopher L. Borstel, Ph.D.
Title:	Cultural Resources Specialist
Affiliation:	Tetra Tech EC, Inc., Morris Plains, NJ
Date:	December 2007 (Revision 1, February 2010)

PART I. DESCRIPTION

Fort Slocum's seawall is a deteriorating structure of stone, concrete, and brick that by the early 1940s served as the high-water line along 81 percent of the 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. It is a roughly pear-shaped, relatively flat landmass consisting of approximately 78 acres above mean high water. The island is heavily wooded and contains the ruins of more than 100 buildings and structures associated with the now-abandoned U.S. Army post, including ones that formerly served administrative, barracks, quarters, hospital, recreational, quartermaster, coastal defense, or air defense functions. A system of roads and paths runs throughout the island. The seawall encircles most of the shoreline, and it forms part of the perimeter of every functional area at the post except for the Parade Ground. The majority of the seawall is located on land currently owned by the City of New Rochelle.

Between 1889 and about 1942 the U.S. Army Corps of Engineers and its contractors constructed an estimated 7,540 feet of seawall on Davids Island (Figures 1-8).[1] The seawall was built in at least 12 distinct segments, each of which has here been designated by a letter to identify it. The individual segments ranged in length from approximately 77 to 1,680 feet. From the 1940s to the 1960s, the seawall was continuous except for three gaps where outcrops of bedrock made a protective wall unnecessary. Two were small gaps. One of the gaps was located south of Building 130 on the southern shore of the island, and the other of which was situated northeast of Building 58 on the island's northeastern shore. The third gap was considerably larger, and it occupied the island's southeastern shoreline, from southeast of Building 120 to east of Building 101.

In all, approximately 7,640 feet of seawall was constructed on Davids Island between 1889 and ca. 1942. Of this total, 7,013 feet actively protected the shoreline from ca. 1942 to the closure of Fort Slocum in 1965 (Figure 1). During this period, the seawall comprised 80.7 percent of the island's entire high-water shoreline, whose total length is estimated to be 8,685 feet. Besides the 7,013 feet of seawall that actively protected the shoreline from ca. 1942 to 1965, two other sections, totaling 527 feet, had been built in locations where they were rendered superfluous by subsequent construction. The longer of these (Segment B), measuring 412 feet, was erected about 1894 just west of Buildings 20 and 40. Construction of a new wall (Segment E) seaward of Segment B in about 1908 and the subsequent filling of the intervening beach or tidal flat removed the need for the earlier wall, which was buried or removed. The other superfluous section of wall (part of Segment G) measured 115 feet long and was situated southeast of the Mortar Battery. This section became unnecessary about 1942 when Segment L was built nearby.

In addition to protecting the shoreline from erosion and flooding, the seawall also served as the landward end of several structures that projected from the shore out into Long Island Sound. Fort Slocum's Passenger Dock and Freight Pier on the southwestern side of the island were the largest and most important of these structures. The earliest version of the Passenger Dock, dating to the 1850s, preceded construction of seawalls on Davids Island by several decades, while the first Freight Pier was built in the early 1890s just as the Army was beginning to armor the shoreline. Segment B of the seawall was first

[1]The seawall and shoreline lengths given here were measured on a geo-referenced orthophotographic aerial image of Davids Island using ARCView software. The image dates to April 2004 and was acquired from the New York State GIS Clearinghouse. The location of the seawall on the aerial image was determined by photo interpretation and reference to notes made during a reconnaissance of the shoreline made by the author of this documentation in April 2006. During the reconnaissance, the condition of different portions of the seawall was also noted.

associated with these piers, followed later by Segment E. Three groins were constructed from the western shoreline around the beginning of the twentieth century, and Segments C and F were later integrated into them when they were built a few years later. Swimming piers also extended out from the seawall. One, for officers, was situated on the western shoreline and extended from Segment C of the seawall. Two others, for enlisted personnel and non-commissioned officers, extended from Segment A on the eastern shoreline. The seawall also anchored sewer outfalls running out into the sound at several locations, as well as underwater utility lines that connected the post with water and electrical services from the mainland. Today, virtually all of these structures are either severely deteriorated and in ruins or have been entirely removed from the landscape.

The seawall is typically 4 to 6 feet wide at the top and generally stands 5 to 7 feet above the upper reaches of the adjoining beach or tidal flat (Photos 1-16). Plans from the early twentieth century record the crest elevations of most sections of the seawall as 13 feet above mean low water (Murray 1909), or around 6 feet higher than the average high tide on Davids Island. Historical information and current climatic and tidal data suggest that the wall's 6 feet above the average high tide provided substantial but not comprehensive protection against flooding caused by severe storms. The seawall's height held back most storm surges, but was not sufficient for rare, powerful storms that might occur every few decades on average. In addition, even when surges did not reach the height of the wall, occasional waves would have washed over the seawall, even if general flooding did not occur.

Owing to the span of time and the different episodes of construction involved, the seawall is variable in character. It appears that at least two designs were employed: rubble mound walls and vertical face walls. Rubble mound walls are piles of randomly-oriented angular riprap placed so as to give the wall a generally trapezoidal cross-section. On Davids Island, the riprap was apparently capped with one to three courses of roughly dressed slab stone. Vertical face walls have a section of laid-up masonry on their seaward side, which either stands fully upright or reclines very gently to landward. At Fort Slocum, such walls are typically constructed of random rubble—i.e., quarried stone of random shapes—but because they are laid-up walls, they present a relatively smooth exterior face. Loose rubble stone was probably placed behind these walls to strengthen them, riprap was generally positioned at the toe of the wall on the seaward side to prevent undercutting, and the walls in some instances have a cap of stone slabs atop them. Both types of walls appear to have been constructed as gravity structures on top of bedrock or firm till.

Considerable use seems to have been made of "shot stone"—i.e., material quarried using explosives and supplied in random shapes. Capping stones in some sections of the seawall, such as Segments A and G appear to be roughly dressed, slab-split, or rough-sawn. No matter what the form and finish of the stone used in the seawall, all or virtually all of it was schist or gneiss (identified as "granite" in earlier reports). Schist was available on Davids Island itself, and numerous quarries and excavations in the region between Manhattan and southwestern Connecticut produced both this rock type and its close relative, gneiss. No geological investigation has been undertaken to establish the sources of the stone used to build the seawall. Judging from the volume of material incorporated into it, however, much was likely imported from off-island.

The size and shape of the individual blocks in the wall varies considerably. The smallest ones are nearly equidimensional, cobble-size stones, roughly 9 to 12 inches on a side. The largest are irregular pieces that measure up to 1.5 by 2.5 by 3.5 feet or larger. The slabs that cap the seawall on the eastern shore of the island are approximately 1 by 2.5 by 6 feet. Stones at the small end of the size range are common in a few segments of the seawall, sometimes being used in one specific course, but are not usual overall.

Medium to large units of stone are typical, and, speaking very generally, individual pieces average around 1 by 1.5-2 by 2.5-3 feet and are estimated to weigh in the range of 600 to 1,200 pounds each.

Regular stonework for vertical face walls and wall caps seems generally to have used mortar between the blocks, but deterioration of the wall over the past few decades has caused extensive mortar loss from joints. In superficially intact sections of seawall, patches of concrete also commonly adhere to the top of the wall, indicating that it was once covered by a thin layer of concrete, perhaps to deflect the energy of large waves or perhaps to provide a smoothed walking surface. Historical photographs also document the presence of this surface treatment, which was integral to the design of the wall, unlike the concrete roadways and walks constructed on top of it in some places.

Before the deterioration and erosion of the past 40 years took its toll, the landward ground surface adjoining the seawall was typically at grade with the top of the wall. Near the wall, the ground was usually level or graded very gently upwards away from the wall. For about three-fifths of the wall's total length, the adjoining ground was covered by lawn. In most other areas, concrete or macadam roads immediately adjoined it. Most but not all sections of roadway that were built next to the seawall were protected by barricade walls. At the northern end of the island between Buildings 42 and 55, the barricade was cast in place as part of the seaward slab of a concrete roadway constructed about 1940. The barricade was solid and about 2 feet high. In cross-section, it somewhat resembled a modern Jersey barrier, with a sloping foot on the traffic (landward) side providing the transition from the horizontal road surface to the vertical barrier. Since 1965 shoreline erosion has destroyed most of the seawall on the northern end of the island, resulting in the collapse of the adjoining road. A line of jumbled concrete roadway slabs, some with their cast barriers still intact, marks the road's former alignment. Elsewhere, barricade walls, which were probably built between the late 1930s and the early 1950s, were constructed of stone masonry or brick. A stone wall protected the section of road (now partially collapsed) southeast of the mortar battery at the southern end of the island (portions of Segment K). Further west, a brick wall served as the barricade south of Building 131 (eastern end of Segment G); the brick wall remains intact. In a few areas no barrier was erected. For example the edge of the concrete apron on the western side of the coal yard near the Freight Pier was unprotected, presumably because there was little traffic there. The yard itself was surrounded by a concrete slab perimeter wall, and post-abandonment erosion has created a jumble of seawall stones, concrete apron slabs, and perimeter wall sections in this area. A concrete sidewalk adjoined the seawall between the two piers southwest of Building 30 and its neighbors. Erosion has now removed much of this walkway.

Although some sections of the seawall retain a considerable degree of integrity, the structure is in deteriorated to ruinous condition overall. During a cultural resources reconnaissance in April 2006, various parts of the seawall were categorized according to their general condition (Figure 2). (A separate engineering assessment of the seawall's condition was also completed—see Tetra Tech [2008b:20-24].) The reconnaissance found the condition of the wall to be as follows:

- Superficially intact – 896 feet (12%)
- Deteriorating – 2,384 feet (31%)
- Ruinous – 3,616 feet (47%)
- Not examined – 232 feet (3%)
- Buried or removed – 512 feet (7%).

As used during the April 2006 reconnaissance, the term "superficially intact" refers to sections of seawall in which the stonework is generally in place and undisturbed from bottom to top, and the wall shows little

evidence of bulging or sagging. Even in sections that were judged to be superficially intact, the mortar between joints has often deteriorated or been entirely lost, and often some erosion has taken place on the landward side of the wall. Consequently, although the superficially intact sections of wall are still comparatively complete, they do not necessarily have good structural stability for the long term.

Deteriorating sections of the seawall are those in which the upper courses of stonework have widely tilted, shifted, or slumped. Typically, a section of wall described as "deteriorating" also has occasional short intervals in which the wall has collapsed entirely.

In sections of seawall in ruinous condition, the wall has collapsed almost in its entirety, and considerable shoreline erosion has taken place behind the former line of the wall. Ruined walls may remain as a compact mound or a dispersed scatter of stone blocks. Other materials, such as intact or shattered concrete slabs from roads or sidewalks that formerly adjoined the wall, may also remain. Where severe erosion has taken place, the materials that once comprised the wall may be widely scattered and the former location of the wall may be evident only from occasional blocks still mortared in place to bedrock, or may not be evident at all.

During the reconnaissance, two sections of the seawall could not be examined because they were buried by beach sand or obscured by heavy vegetation. Finally, Segment B is indicated in this list as "buried or removed," since it is currently unknown whether the wall is hidden beneath landfill or was demolished after the current seawall was constructed to the southwest.

PART II. HISTORICAL NARRATIVE

Fort Slocum

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

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

The Army returned in July 1878, when Davids Island was designated as a principal depot of the General Recruiting Service, supplanting Governors Island off lower Manhattan in that role. Originally known simply as Davids Island, the Army formally named the post Fort Slocum in 1896 to honor Maj. Gen.

Henry Warner Slocum (1827-1894), a prominent Union soldier and New York politician. Recruit intake and training was a primary function of the post well into the twentieth century. Fort Slocum also saw service as an overseas embarkation station; hosted Army specialty schools for bakers, transportation officers, chaplains, public affairs personnel, and military police; provided retraining for court-martialed soldiers; and was an administrative center for the Air Force. Coastal artillery batteries operated at the post around the beginning of the twentieth century. During the Cold War, Fort Slocum supported an air defense missile battery.

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

The period after Fort Slocum closed in November 1965 saw severe deterioration of the former Army post. The City of New Rochelle repeatedly sought to redevelop Davids Island, at one time considering a 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 2008a) and in Olausen et al. (2005), among other sources.

Seawall (Unnumbered)

The seawall at Fort Slocum was built in a dozen separate segments over a period of roughly 50 years between 1890 and ca. 1942. Each segment is here designated by a letter (Figure 1). The letter-designated segments are analytical units, not entities that historically were identified by the Army. Each segment is a section of wall that was erected during a single construction episode lasting from as little as a month or two to perhaps as long as two or three years. During some periods, just a single segment was constructed, but at other times several segments were built simultaneously at different places. Historical records concerning the seawall are dispersed or incomplete. Nonetheless, the sequence of construction can be approximated through the study of the numerous historical maps and aerial photographs available at the National Archives and in materials assembled by Cavanaugh (2007). Based on these sources, the sequence of construction was:

Segment	Shoreline Location	Construction Dates	Length (ft.)*
A	East	1889-1890	941
B	Southwest	ca. 1892-1894	512
C	West	1903-ca. 1904	1,680
D	Northeast	ca. 1905	365
E	Southwest	ca. 1908	466
F	North and northwest	ca. 1907-ca. 1908	1,308
G	South	ca. 1907-ca. 1908	901
H	East	ca. 1930	127
I	East	1938/39	561
J	East	ca. 1939	77
K	Southeast	ca. 1939	389
L	Southeast	ca. 1942	313

**Estimated lengths as measured on a 2004 aerial orthophoto.*

The first detailed survey of the Davids Island shoreline was prepared in 1879 by Lt. Eugene Griffin. Griffin's map depicts the high- and low-tide lines along the shore, the freshwater pond on the eastern side of the island (filled ca. 1909 and located in what is now the northern part of the Drill and Athletic Field), and bathymetric contours in the vicinity of the wharves on the southwestern shoreline (Griffin 1879-1885). Griffin's map clearly shows the proximity of the high-tide line along the eastern shoreline to the only freshwater pond on the island—on an average high tide, as little as 75 feet separated the pond from the salt water of Long Island Sound. Complementing Griffin's shoreline map was Lt. Walter L. Fisk's topographic map of 1878, which shows the contours of the land above the high-tide line. Together, the maps of Griffin and Fisk indicate that portions of the eastern side of the island were low-lying, probably somewhat salty and damp, and vulnerable to flooding during extra-high, storm-driven tides. Griffin's map also suggests the character of the Davids Island shoreline before it was modified by seawall construction around the start of the twentieth century. The southeastern, eastern, and northern sections of shoreline were irregular. Exposures of bedrock along the shoreline alternated with pocket beaches of sand or stones. More rocks lay just offshore and were particularly hazardous to boats at low tide. The western and southwestern shores were smoother and less rocky, with sand beaches, sandbars and mudflats comprising the intertidal zone. Later maps, such as Gillespie's 1884 plans for the first system of piped water on the island, Houston's 1891-1892 shoreline map, or Summerhayes's detailed map of the post of ca. 1894, confirm the character of the island's shoreline in the early years of the Army's occupation.

Planning for a seawall to protect the eastern shore of the island began in the mid-1880s. In January 1885, the Secretary of the Treasury made a formal request to Congress on behalf of the Army for funds to construct the first section of Fort Slocum's seawall (Coon 1885). The Army initially justified the wall on sanitary grounds. Reports from Maj. A.A. Woodhull, Surgeon and Depot Adjutant at Davids Island, and Maj. (Bvt. Lt. Col.) G.L. Gillespie of the U.S. Engineer Office, New York, explained that currents carried garbage dumped into Long Island Sound to Davids Island, where it became stranded by the tides. Maj. Woodhull claimed that the amount of refuse was increasing yearly and observed that the "debris comes from causes beyond military control, and where civil authorities cannot be depended upon for protection, viz, the deposit of garbage too near the island" (Coon 1885:2). As Maj. Gillespie explained, garbage scows brought some of the city's solid waste to Long Island Sound for disposal, which was "dumped into the Sound near the Connecticut State line, a few miles to the eastward of Davids Island. When the dumpings are made short of the required limit a small part of the lighter material is sometimes carried

back by the flood currents and stranded upon the beaches of the island…" (Coon 1885:4). These complaints were not unique to Davids Island, but expressed widespread public concern in the late nineteenth century about the effects of legal and illegal dumping in the waters of New York (Kennedy 2001; Suskowski and D'Elia 2006:317-319). In the view of many, weak regulations and lax enforcement meant that "New York Harbor [was being] rapidly destroyed by garbage" (d'Homergue 1883:457).

To prevent the accumulation of garbage on the eastern shore of Davids Island, Maj. Gillespie proposed constructing a seawall near the low tide line. This wall would rise to a height of 10 feet above mean low water, with "an earth filling behind it, graded to the rear in an easy slope" (Coon 1885:5). He offered two designs. The more ambitious proposal, shown as an annotation on a map originally prepared in 1879 by Lt. Eugene Griffin, envisioned a seawall of approximately 2,730 feet. This wall would sweep around the northeastern shoreline from a point east of the future location of Building 101 to north of the future location of Building 50. According to Maj. Gillespie, such a wall would "completely protect the shore… against any possible deposits of garbage;" however, he recommended construction of a wall of lesser length, measuring about 1,020 feet and located opposite the future Drill and Athletic Field, as this would be sufficient "to meet present wants" at a more reasonable expense (Coon 1885:4-5). This more modest alternative was essentially seawall Segment A, though as actually constructed a few years later, it was only 954 feet in length. It would require several episodes of construction over the succeeding 60 years to complete a wall similar to the longer one envisioned by Maj. Gillespie.

Congress did not act on the Army's request in 1885, and the request was renewed the following year. In its second request, the Army offered additional justification for the wall, shifting the goal of the project. Besides protecting the shore against the accumulation of garbage and refuse, the new request specified that the wall would also protect a freshwater pond (later filled in) from the overflow of the sea at high tide. The pond, supplied mainly by runoff on the island, served as a reserve water supply for the post, though its quality was not very good. Indeed, by the late 1880s, it was primarily being used as a source of ice, not drinking and washing water. In addition, the Army said, with perhaps a bit of hyperbole, the seawall would permit the "reclamation of a rather important tract of land lying back of the proposed wall." This tract was a low and marshy area covering about 2 acres. From this point forward, protection against flooding and erosion and reclamation of shoreline land seem to have been the dominant rationales for constructing this and other segments of the seawall, for the Army began to acknowledge that improved enforcement of marine garbage-dumping regulations eliminated flotsam as a serious nuisance and potential health hazard (Houston 1889:458, 1890:382).

Funding for the seawall was approved in 1888, and the New York office of the U.S. Army Corps of Engineers advertised for bids in late winter 1889. The winning bidder was John Sheehan of New Rochelle, a contractor who did much of the construction work on Davids Island during this period. Under a separate bid, Sheehan was also awarded the contract to construct the embankment of fill behind the wall (Houston 1889:459; New York Times 1889, 1892a). Construction of the wall began on June 25, 1889, and placement of fill began sometime after July 1. The wall was finished on April 2, 1890, with completion of the embankment following in September (Houston 1889, 1890). This first section of seawall and embankment built on Davids Island (Segment A) extended 954 feet from east of Building 101 to east of Building 60.

As originally planned, the seawall was to consist of a vertical masonry wall, presumably with a smooth face, but once the engineers determined that the wall's primary purpose was not to protect the shoreline against nuisance garbage, "the design of the wall was modified to a wall of riprap, with outer slope of 1

on 2 and inner slope of 1 on 1, rising to 10 feet above low water, the whole… capped with dimension stones 2 feet thick, making the top of the wall 6 feet wide. This plan was… more economical and equally efficient" (Houston 1889:458). The completed wall contained 9,068 tons of "Greenwich granite" riprap, and the embankment required over 27,700 cubic yards of fill (Figures 3-4).

Though not all sections of the seawall on Davids Island appear to have been constructed as riprap, or rubble mound, walls, Segment A is in many ways typical of the structure at Fort Slocum (Photos 1-5). It is sited somewhat conservatively, generally close to or behind the low-tide line, and does not seek to expand the terrestrial surface area of the island significantly by cutting off substantial areas of subtidal "water lands" that could become dry land by filling, as was done on some islands around New York Harbor. Even so, fill was added behind the wall to a contour line as much as 6 feet above mean high tide, creating the embankment. The crest of the embankment was roughly 1 to 1.5 feet above the height of the crest of the seawall. The area of fill forming the embankment behind the wall exceeded 100 feet in some places and probably ranged up to 7 or 8 feet in depth, though lesser amounts of fill, averaging around 3 or 4 feet thick, were probably more typical.

In June 1891, the Corps of Engineers conducted a new study of Davids Island to determine where additional seawalls were needed. One product of this study was Houston's 1891-92 map of the island, which recommended a 300-foot seawall on the northeastern shoreline, a 500-foot seawall on the northern shoreline, and a 1,100-foot seawall on the western shoreline (Houston 1891-92, 1892). Reports to Congress from the head of the Corps of Engineers, Brig. Gen. Thomas L. Casey, in 1891, 1892, and 1893 emphasized the need for the western seawall and estimated its cost at $30,000. As initially proposed, the western seawall would have extended on a bearing of approximately 38°30' east of true north from the northwestern corner of the Coal Dock (predecessor of the present Freight Dock) to a point on the shoreline west of Building 10. (The seawall that was actually constructed, Segment C, only roughly approximated this alignment.) In his 1892 report to Congress, Gen. Casey remarked, according to the *New York Times*:

> The sea wall and embankment [on the eastern shore] at David's Island, New-York Harbor, are in good condition. Slight repair to the embankment is needed where heavy storms have washed away part of the earth. A survey of the shores of the island, made in June, 1891, to prepare estimates of cost of other needed sea walls upon this island, shows that protection is needed at the west shore, north of the coal dock. A suitable sea wall, with embankment, at this place is estimated to cost $30,000 (New York Times 1892b).

The following year, according to the *New York Times*, Gen. Casey reported again that "A sea wall is badly needed to protect the west shore of David's Island" (New York Times 1893). The requested appropriation was apparently not forthcoming, for that part of the island was not protected by a seawall until around 1905. Though the chronology of seawall construction suggests an absence of funding, it is also possible that the Army's engineers instead altered their priorities. After the eastern seawall of 1890, the next segment of seawall to be built (Segment B) was constructed between the Freight Pier (then called the Coal Dock or Coal Wharf) and the Passenger Dock on the southwestern shoreline of the island, rather than on the western shoreline as Gen. Casey advocated. This segment was completed by 1894, and it was apparently constructed in conjunction with the replacement in 1893 of the original Coal Dock (built 1879).

An anonymous sketch plan entitled "Location of Sea-Wall Built at Davids Island, N.Y.H., 1893" shows that 205 feet of new seawall had been recently constructed at the landward end of the "New Coal Wharf" (present-day Building 25, the Freight Pier). By 1894, the seawall at the end of the new pier had been extended to the southeast by approximately 220 feet to connect with a roughly 90-foot section of existing wall at the northwestern corner of the Passenger Dock. Completion of the seawall between the piers, which in its entirety comprises Segment B, is documented by a plan of the post at Davids Island prepared under the direction of its quartermaster, Capt. J.W. Summerhayes, in late 1894 or in 1895. Segment B followed a slightly sinuous alignment, suggesting that it was built directly against the wave-cut bank, with minimal filling and embankment construction behind it. Map symbols indicate that it was a masonry structure, but no construction details are known. It ran northwest to southeast from the area now occupied by the western end of Building 40, past the present western side of the Building 20 at a distance of 20 to 30 feet, and terminated at a point now covered by the Passenger Dock approach road. The Segment B seawall was 80 to 150 feet inland of the present shoreline. It was rendered superfluous by the construction of the present seawall (Segment E) around 1908. The intervening ground, later occupied by the structures now designated as Buildings T-22 and 30, was filled. It is unknown whether Segment B was removed or buried in place after the construction of Segment E.[2]

In addition to documenting the completion of Segment B, Summerhayes's circa 1894 plan of the post also shows that, in lieu of the proposed seawall on the western shoreline, the Army erected a 160-foot-long breakwater[3] roughly perpendicular to the shore west of Building 10. This structure was situated near the proposed northern end of the 1,100-foot wall drawn by Houston in 1891-92, and it seems later to have served as the foundation for the Officer's Bathing Pier (ca. 1920-1960, designated as Building 105, 88, and 40, respectively, in the 1893, 1941, and 1957 building number systems). By 1902, two more breakwaters had been erected further north on the western shoreline (Marshall 1902). One of these was situated west of Building 12, but to judge from its near-absence in later maps, it had become inconsequential by around 1915. The other was located west of the location of Building 44 near the northern tip of the island. The shoreward end of this breakwater was in the vicinity of a concrete utility vault that was constructed about 1950 as an appendage on the seaward side of the seawall (Building 43A). This vault was a valve house for the submarine water main that supplied Fort Slocum from the New Rochelle mainland (see documentation for Building 45 in Volume 3).

The three breakwaters, or groins, that were in place by 1902 did not eliminate the need for a western seawall, and during the first decade of the twentieth century the Army undertook a major campaign to build protective walls along the vulnerable sections of the Davids Island shoreline. The construction campaign lasted from around 1903 to 1908. During the campaign, Segments C through G were built, and the total length of construction, approximately 4,720 feet, amounted to more than three-fifths of all the sections of seawall ever built on the island.

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[2]Excavations for soil remediation in December 2009 occurred in a part of the Quartermaster Area close to where historic maps suggested that the Segment B seawall or its remnant might be buried. An archeologist monitored this excavation, but no definite evidence of the seawall was observed.

[3]The term "breakwater" is historical (Marshall 1902; Summerhayes 1894-95). In modern coastal engineering parlance this structure and the other two that projected from the western shore would be called groins, a term already in use for this type of shoreline structure in the latter nineteenth century. Nonetheless, when considered in light of Houston's (1892:459) observation that erosion occurred along this shoreline "when seas from northeast storms roll around the island," it is evident that "breakwater" was used to indicate that the intended function of the structures was to diminish the force of westerly-sweeping waves, rather than trapping beach sediment, which is often the purpose for which groins are constructed.

The sequence of construction can be established approximately from a series of maps, including Marshall (1902), Anonymous (1903), Hodges (1906), and Murray (1909). Besides showing the three breakwaters on the western shore, Maj. W.L. Marshall's 1902 plan of the coastal artillery batteries and fire-control station at Fort Slocum establishes that no additional seawall construction had taken place at the post since the completion of Segment B in 1894. Interestingly, Segment B is not actually depicted on Marshall's map, even though it appears on both Hodges's (1906) and Murray's (1909) later maps. Its absence may indicate that Segment B was a considerably less substantial structure than the earlier Segment A wall.

The first new section of seawall to be completed (Segment C) protected the central and southern portions of the western shoreline, long the top priority for improvement (Photos 8-12). An anonymous plan of Fort Slocum from 1903 includes a line marking the planned alignment of the western seawall. On this plan, the seawall line approximates the wall's present alignment from the northern breakwater of Marshall (1902) to the general vicinity of the Freight (Coal) Wharf. Starting from the middle breakwater, west of Building 12, and running south, the line is labeled "Sea Wall (construction commenced)." A little further south, from roughly the location of Building 35, a second label reads, "Sea Wall (to be constructed)." Lieut. C.L. Hodges' map of Fort Slocum's buildings, roads, and topography, "traced in July 1906," demonstrates that by mid-year 1906, Segment C had been completed. It also shows that a second seawall (Segment D), protecting the northern flank of the direct-fire coastal batteries, Kinney and Fraser (vicinity of Building 58), had been built. Since the Coast Artillery Corps placed Fort Slocum's batteries on inactive status in early 1906, this section of wall may have been finished a bit earlier, perhaps in 1905. Maps of the batteries' earthwork suggest that its toe must have been immediately on the shoreline, in an area that as early 1885 Maj. Gillespie had identified as requiring a seawall for "complete protection."

Three additional segments of seawall (Segments E-G) were erected at Davids Island sometime between July 1906 and March 1909 (Photos 7 and 13). The order in which they were built is unknown, but they have been assigned a sequence based upon their likely priority for the development of Fort Slocum at the beginning of the twentieth century. Segment E protected the shoreline between the Freight Pier and the Passenger Dock and, as an improvement on Segment B, completed the protection of these structures provided by newly-completed Segment C (Figure 5). Segment F filled the large gap at the northern end of the island between the western seawall (Segment C) and the battery seawall (Segment D). Its construction allowed continued growth of the hospital complex between the north end of the Parade Ground and the shore. The Recruit Examination Building, Isolation Hospital, and Hospital Sergeants' Quarters (present-day Buildings 42, 50, and 43, respectively) were all completed in 1908-1910, around the same time that Segment F was built, as was an expansion of the Post Hospital (Building 46). Segment G, on the undeveloped southern shore of the island east of the docks (Photo 14), seems to have been built less from a need to support ongoing use or development or to control active and severe erosion than to protect the last significant stretch of open shoreline without exposed bedrock. That erosion was less severe on the southern shoreline than elsewhere is indicated not just by the omission of this section from earlier lists of areas requiring seawalls, but also because the crest elevation of the seawall in this area was only 11 feet above mean low water, compared to 13 feet in other sections (Murray 1909).

No planning reports, design drawings, completion reports, or contractual information have been located for the construction of Segments C through G. Nonetheless, Murray's 1909 map of the post suggests the involvement of two different branches of the Army in their construction. Murray identifies certain segments (including the recently-completed Segments C and D) as having been "Constructed by U.S. Engineers," while other segments (Segments E, F, and G) are noted as "Constructed by Contract." The

former annotation probably meant that the segments were built under contracts let by the Corps of Engineers, while the latter indicates construction under the supervision of the Quartermaster Corps. The depictions of the new seawall segments on Hodges' (1906) and Murray's (1909) maps also indicate a purpose and design similar to that of Section A. Like Section A, the bases of the walls of Sections C through G generally stood toward the middle of the intertidal zone and created only moderate reaches of land requiring fill. This indicates that the primary purpose of these segments was, like Segment A, bank stabilization rather than expansion of the usable area of the island. Still, it would seem that most areas required construction of "embankments" of fill on the landward side of the seawall. One source of fill material was a sandbar in the intertidal zone north of the Freight Pier, which annotated by Murray (1909) "to be for fill behind Wall." (Archeological surveys in 2005 and 2006 confirm the use of marine sands behind portions of Segment C—see Tetra Tech [2009a, 2009b].) The completion of the embankments seems to have taken some years, for a circa-1915 photograph of the western seawall (Segment C) looking north toward Building 35 and its neighbors shows a raw, unvegetated stretch of ground littered with stones behind the wall (Figure 6).

Though most of the open shoreline on Davids Island had been protected by seawall by 1909, some gaps remained on the south and east, and most of these were filled in the late 1930s. During the final period of construction, circa 1930-1942, Segments H through L were built, with a total length of 1,467 feet (Figures 7-8). Segments H and I were built in conjunction with construction of the three final permanent barracks erected on the island, Buildings 58, 59, and 60. Segment L, which is unique in extending obliquely across a pocket beach rather than standing close to the shoreline bank, appears to be associated with Building 120, one of several temporary buildings erected during the Second World War in the western part of the Defense and Support Area (Photos 15-16). Segments J and K seem to have been built to protect portions of an improved shoreline roadway (part of Parker Road) running from the Passenger Dock to the vicinity of Building 60. In addition, during this period much of the embankment adjoining Segment F was altered by the construction of another concrete shoreline roadway that was built abutting the seawall. As with earlier segments, plans, reports, and contracts concerning these improvements have not come to light, and this period of construction is attested to primarily by aerial photographs and construction progress photographs. Most of the work took place in the late 1930s, probably between 1938 and 1940, when the federal Public Works Administration funded numerous improvements at the post through military and civilian channels. A 1943 guide map to Fort Slocum, prepared for the Atlantic Coast Transportation Corps Officers Training School, is the first to show the completed system of seawalls at Davids Island (Williams 1943) as it existed until the departure of the Army from the island in 1965.

Information about later alterations and improvements, to the seawall, if any, is lacking. Photographs attest to occasional damage from storm-driven waves and floods, but efforts to obtain any details about such events have been unsuccessful. However, the extent of deterioration of the seawall since Davids Island was abandoned indicates that the wall was at least occasionally damaged and that prompt and effective repairs were completed to maintain it.

The seawall was not included in the structures inventoried by the post quartermaster and the post engineer and is not known ever to have been assigned a building number.

PART III. SOURCES OF INFORMATION

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October 1879; revised January 1885 "Shore Lines of David's Island, N.Y.H. [sic], Surveyed and Drawn by Eugene Griffin, 1st Lieut. of Eng's." Revised January 15, 1885, by G.L. Gillespie, Maj. Of Eng'rs., with the addition of two lines representing location of seawall on eastern shore of Davids Island "required to give complete protection" and "recommended… for partial protection." Record Group 77, National Archives, College Park, MD.

December 1885 "Portion of the Eastern Beach of Davids Island, N.Y., Long Island Sound, Showing Site of Proposed Seawall, Surveyed Under the Direction of Maj. G.L. Gillespie, Corps of Eng'rs., Bvt. Lieut. Col., U.S.A. Dec. 28th 1885." Record Group 77, National Archives, College Park, MD.

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

July 1906 "Map of Fort Slocum, David's [sic] Island, N.Y. Made by Direction of Lieut. Col. W.P. Evans, 11th Inf. by C.B. Hodges, 2nd Lieut., 4th Inf." Record Group 92. National Archives, College Park, MD.

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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.

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

November 1957 "Fort Slocum, New Rochelle, N.Y., Electric Distribution System Primary Lines." Drawing of May 1959, revised through November 1957. 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 II, Silver Spring, 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 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: Low angle oblique aerial photograph of Davids Island. View south. January 11.

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

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

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

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.

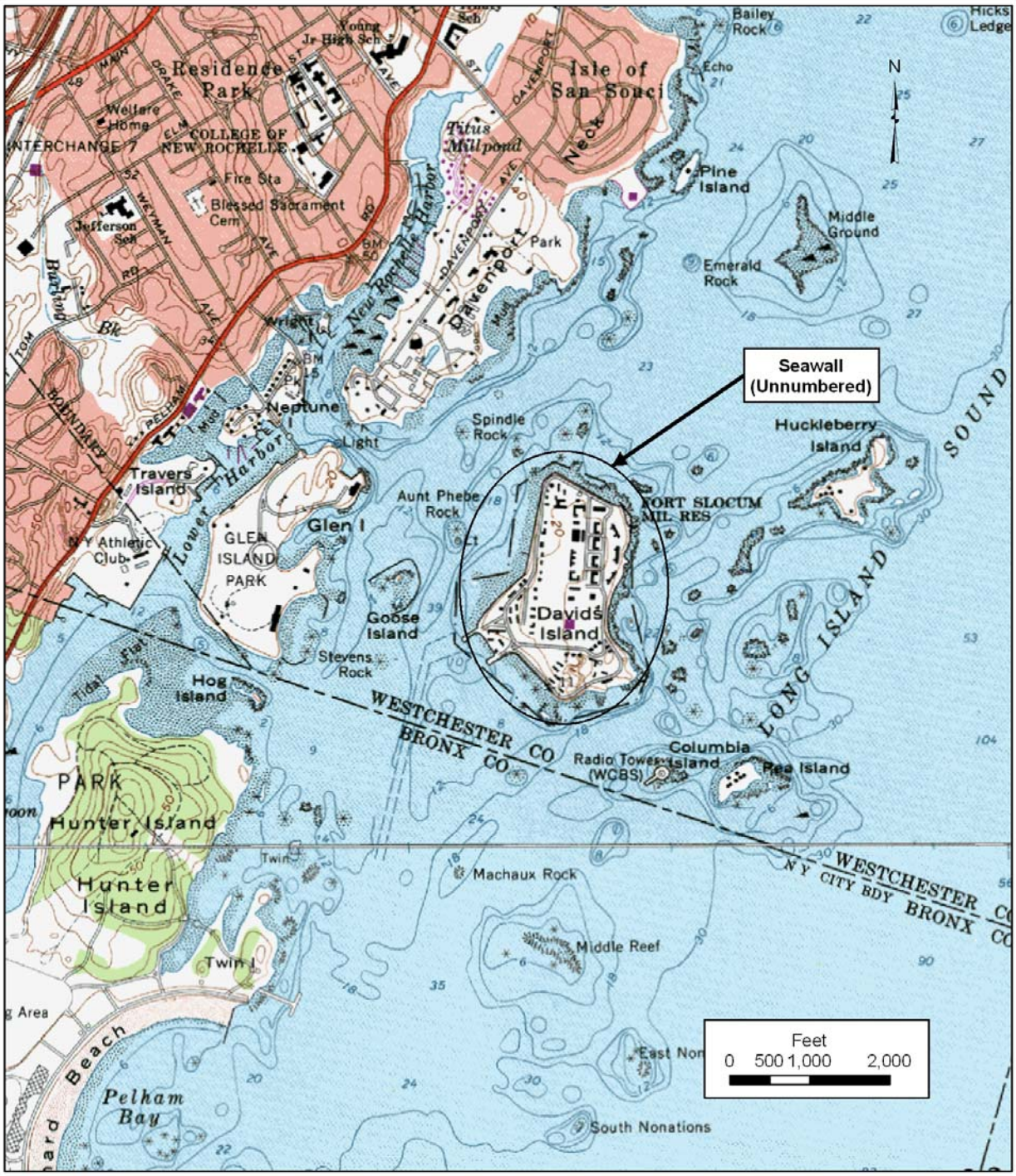
1961: High angle oblique aerial photograph of Davids Island. View north. November 15. Attributed to Capt. Donald P. Blake. Collection of Michael A. Cavanaugh, Los Angeles.

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

1961: Low angle oblique aerial photograph of Fort Slocum's Hospital Area, at the northwestern tip of Davids Island. View east-northeast. November 15. Attributed to Capt. Donald P. Blake. In the Fort Slocum Alumni and Friends Collection.

2004: Vertical aerial imagery of Davids Island. April. Westchester County 6-inch Resolution Natural Color Orthoimagery. New York State (NYS) Digital Orthoimagery Program, NYS Office of Cyber Security & Critical Infrastructure Coordination, Albany. Accessed online in 2006 from the NYS Geographic Information Systems Clearninghouse at http://www.nysgis.state.ny.us/.

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



SITE MAP

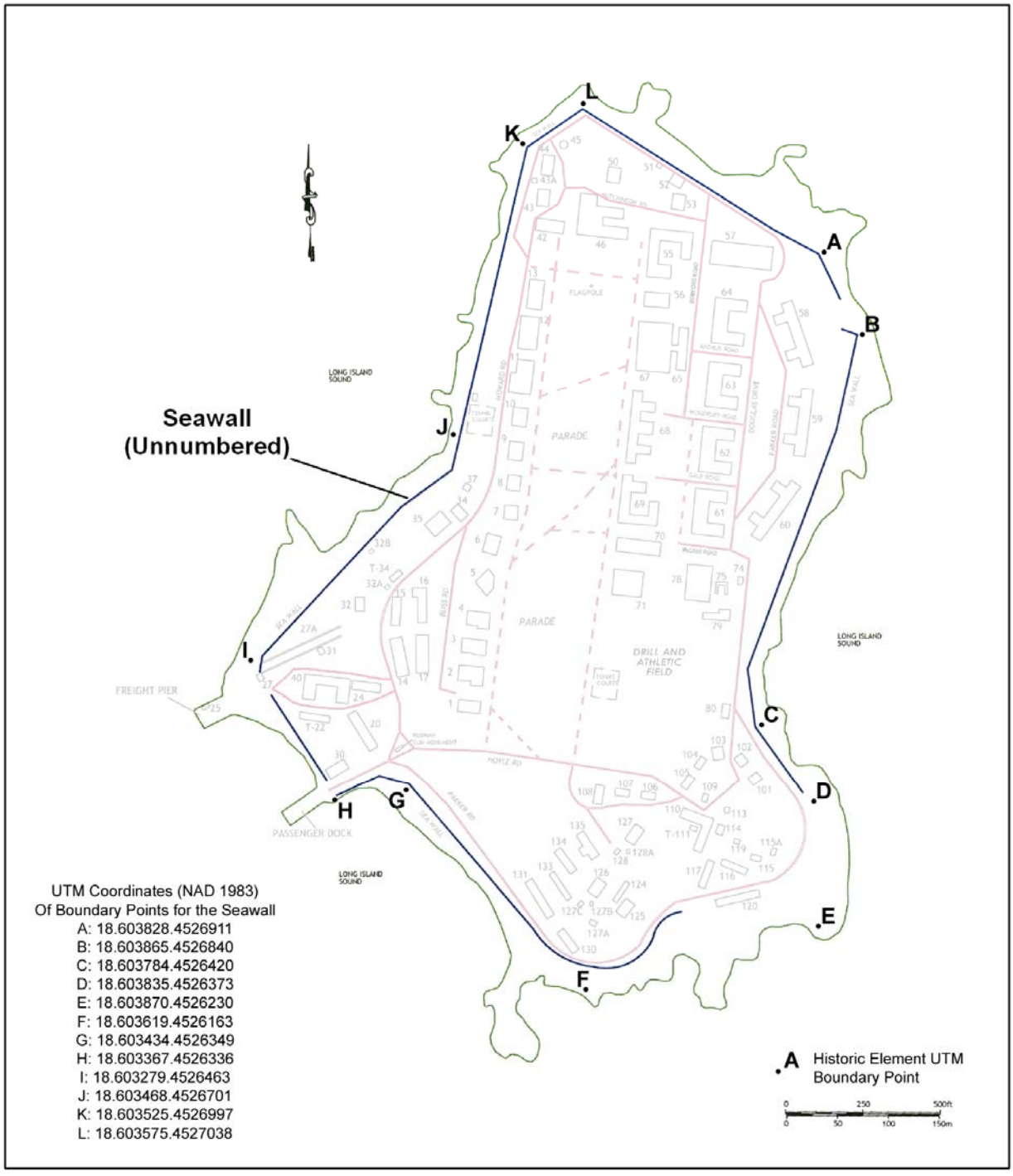

Seawall
(Unnumbered)
A
B
C
D
E
F
G
H
I
J
K
L
PARADE
DRILL AND ATHLETIC FIELD
LONG ISLAND SOUND
FREIGHT PIER
PASSENGER DOCK
UTM Coordinates (NAD 1983)
Of Boundary Points for the Seawall
A: 18.603828.4526911
B: 18.603865.4526840
C: 18.603784.4526420
D: 18.603835.4526373
E: 18.603870.4526230
F: 18.603619.4526163
G: 18.603434.4526349
H: 18.603367.4526336
I: 18.603279.4526463
J: 18.603468.4526701
K: 18.603525.4526997
L: 18.603575.4527038
A Historic Element UTM Boundary Point
0 250 500ft
0 50 100 150m

Figure 1. Seawall Segments with Date Completed.

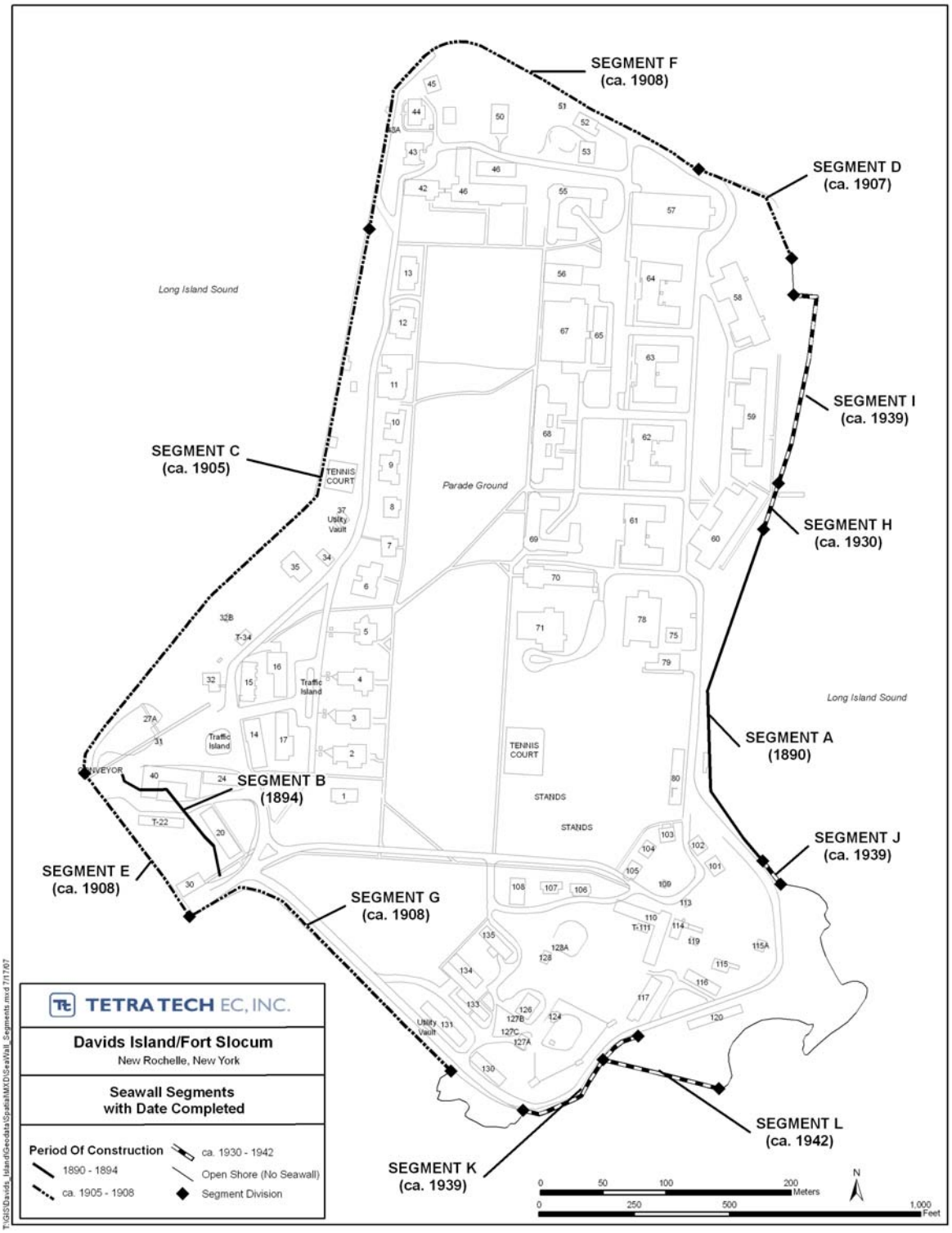


Figure 2. Seawall Conditions as of April 2006 Reconnaissance by Tetra Tech EC, Inc..

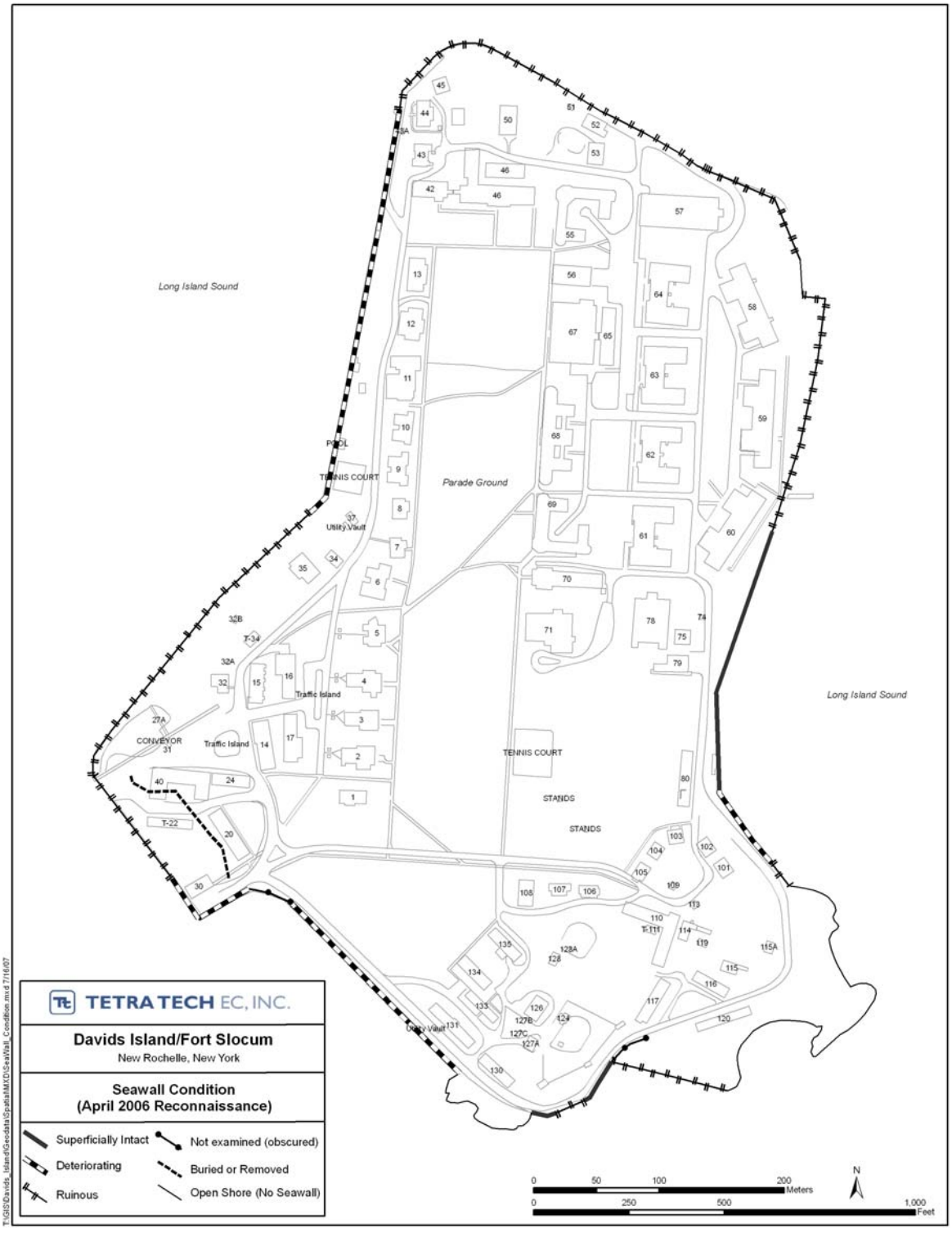


Figure 3. "Portion of the Eastern Beach of Davids Island N.Y., Long Island Sound showing Site of Proposed Seawall," December 1885. The sketch in the lower right of the drawing is shows the original proposed cross-section with a vertical face wall. As constructed, a rubble mound wall of riprap was employed. The area depicted is referred to Segment A in this documentation. Record Group 77, National Archives, College Park, MD.

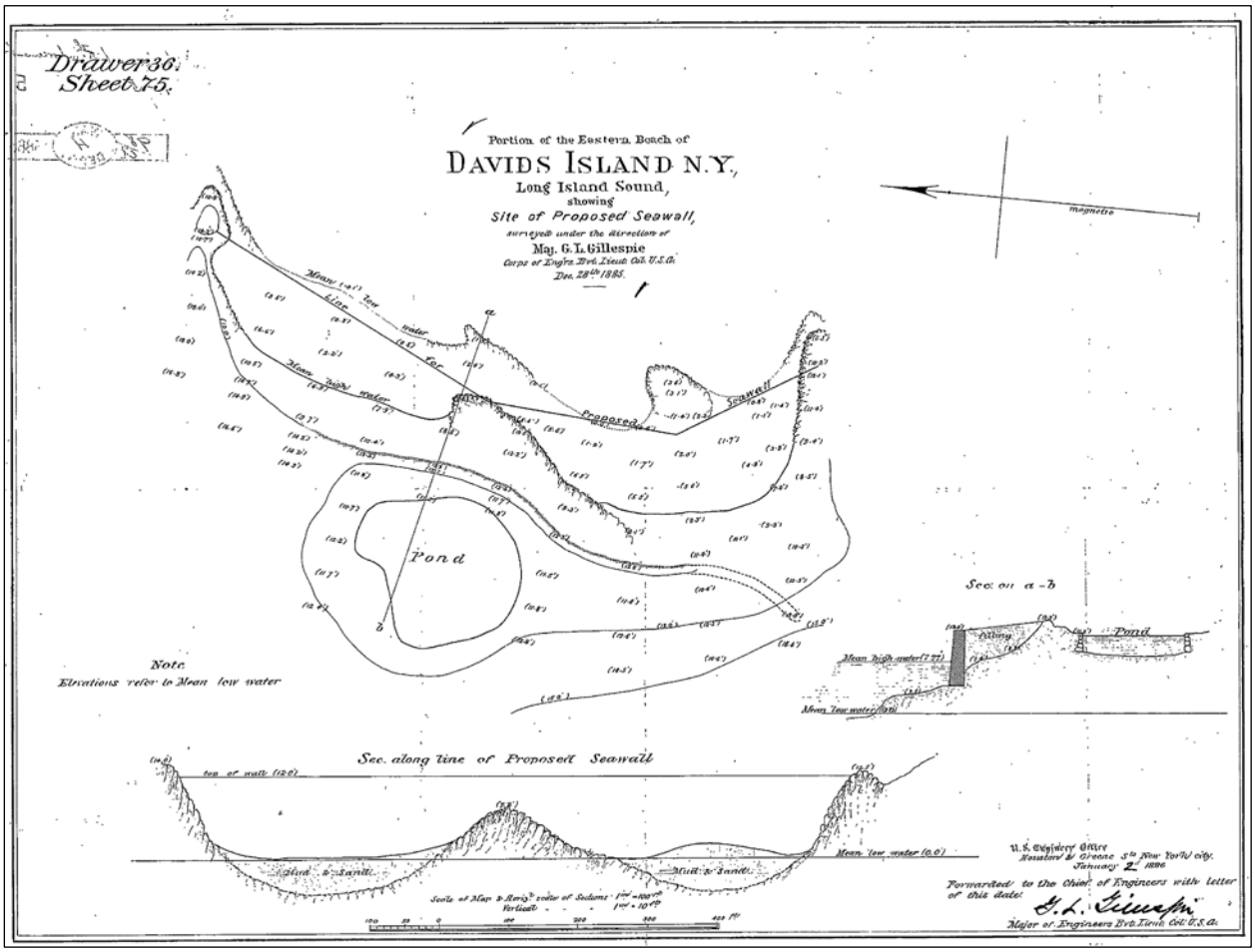


Figure 4. Detail of eastern shoreline and Seawall Segment A, as depicted in June 1891 (revised April 1892) "Davids Island, New York Harbor." A label adjacent to the seawall symbol at center of this image records that construction was completed in September 1890 for 954 feet of seawall and embankment. Record Group 77, National Archives, College Park, MD.

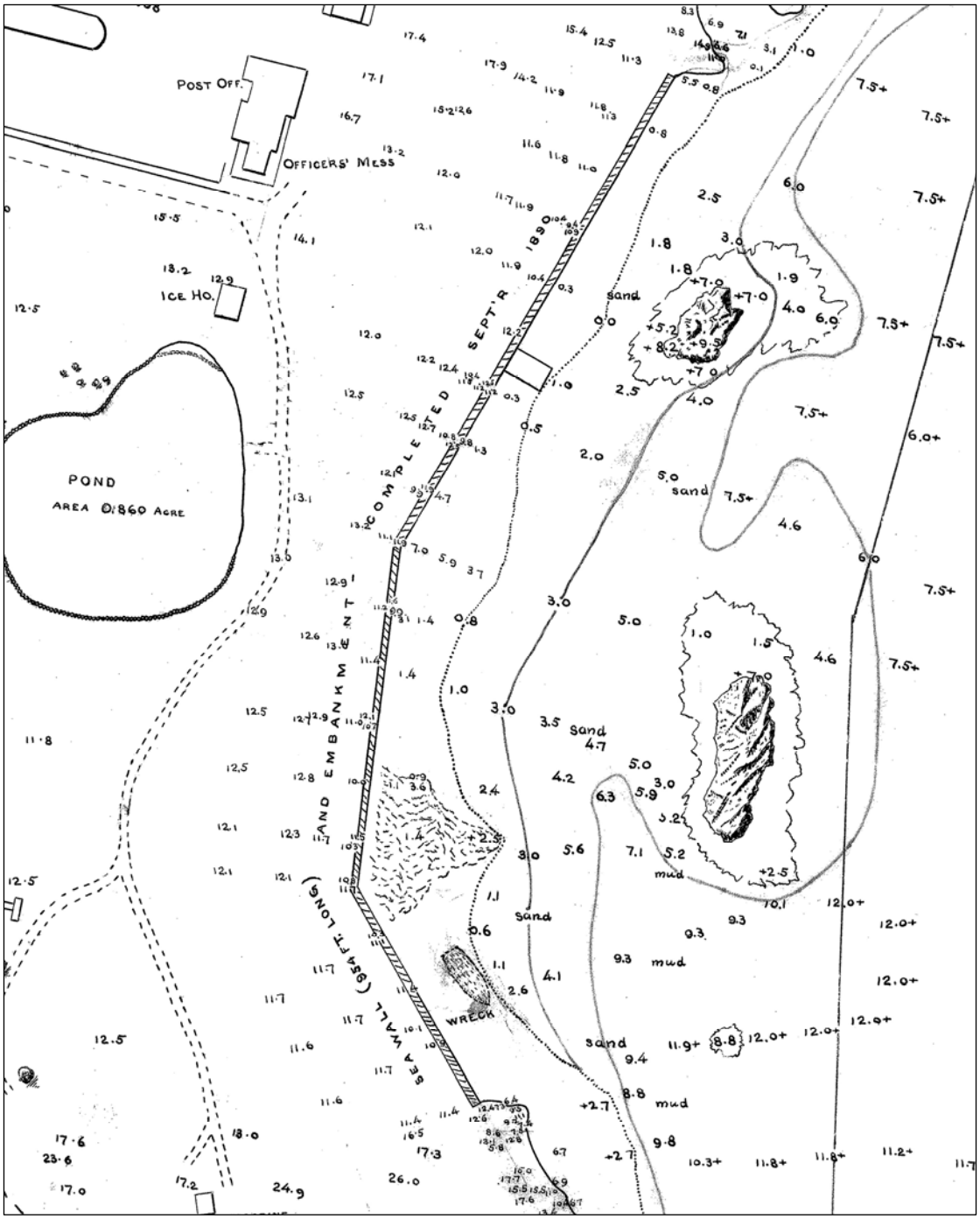


Figure 5. Detail depicting southwestern shoreline in vicinity of Freight Pier and Passenger Dock, "Map of Fort Slocum, Davids Island, N.Y.," March 1909. North is to the top of the page. Several sections of the seawall are present in the area shown. Segment C is located above to the left of the buildings, and Segment E is located between the two wharves. Segment B adjoins Buildings 20 and 40, here labeled as 90 and 87, respectively. Different sections of the seawall are labeled as "Constructed by U.S. Engineers," or "Constructed by Contract." Note the label on the sand spit at upper left that says, "This Sand Bar to be used for fill behind Wall." Record Group 92, National Archives, College Park, MD.

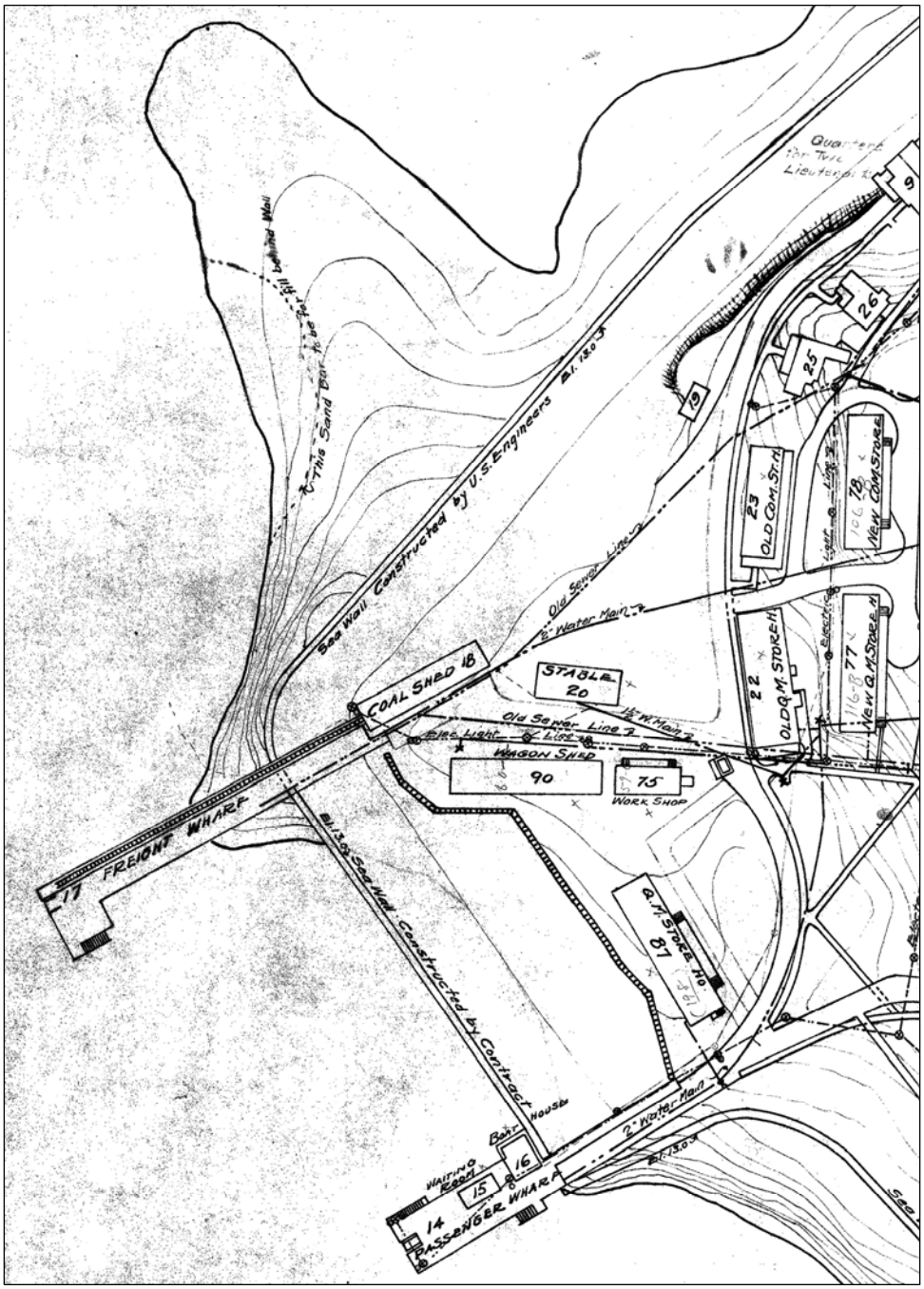
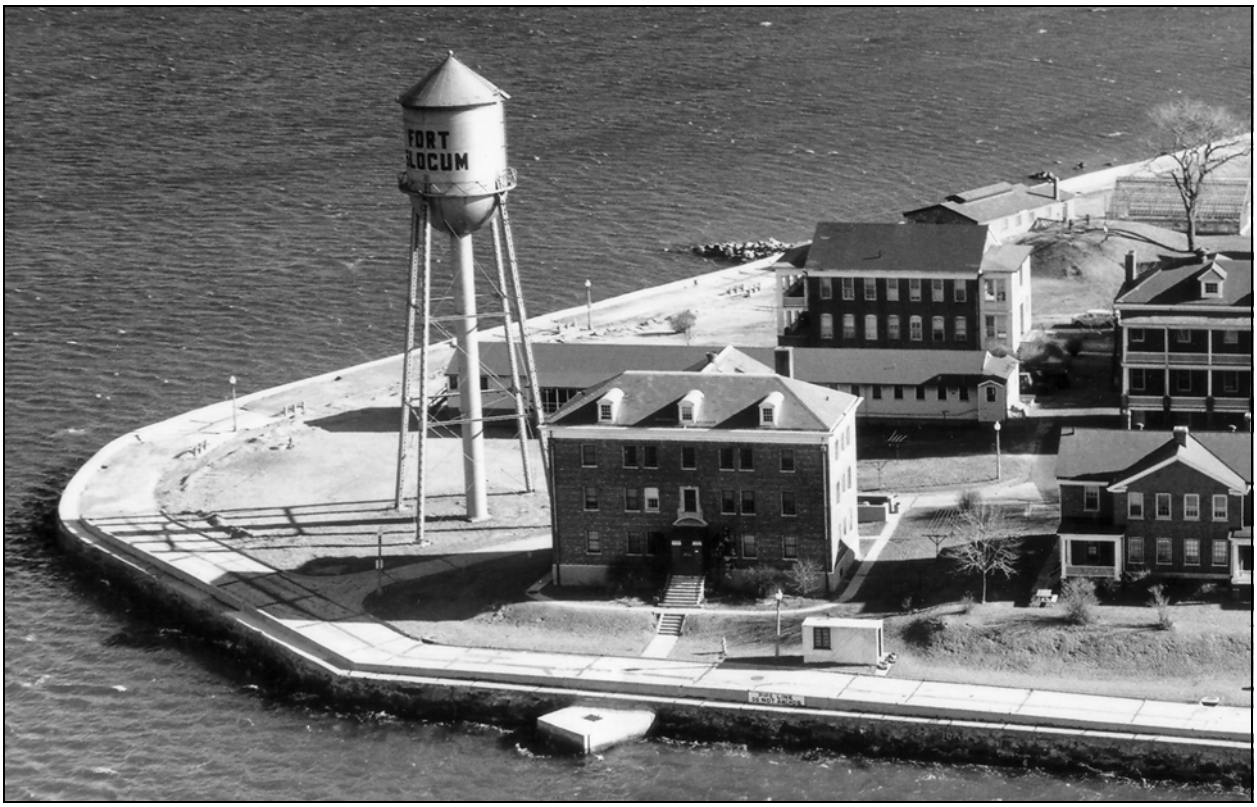


Figure 6. "Officer Line, Fort Slocum, N.Y.," circa 1917, facing north-northeast. Divided back postcard published by Italia Art Co. Italia Art Co., New York. No copyright date or postmark. Photograph shows Segment C of the seawall on the western shore of Davids Island. Note that the top of the wall has been covered with a layer of concrete. Officers' Quarters (Building 35) is at right. In the background are (right to left) Buildings 9, 10, 11 (with flagpole [erected 1914] behind it), 12, 13, 42, and 43. The Officers' Bathing Pier (built 1920) is absent from this scene. Collection of Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ.

Figure 7. Oblique aerial view of Fort Slocum, January 1936, facing south. Showing Davids Island at low tide, this photograph illustrates the extent of the seawall around the northern three-quarters of the island. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 8. Oblique aerial view of north end of Fort Slocum, November 1961, facing east-northeast. This photograph depicts Segment F of the seawall (built circa 1907-08) at high-tide, with the concrete roadway of Parker Road (built 1939) curving behind it. Fort Slocum's Water Tower (Building 45) is at center left. To the right of the tower is the three-story, six-apartment NCO Quarters (Building 44). The small building below and slightly to the right of Building 44 is the Valve House (Building 43-A), where the controls for the water line to the post from the mainland were located. Behind the tower and quarters is Building T-7, a Second World War-era hospital building annex, which was probably demolished before the post closed in 1965. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



HISTORICAL DOCUMENTATION

INDEX TO PHOTOGRAPHS

SEAWALL (Unnumbered)
Davids Island-Fort Slocum
New Rochelle
Westchester County
New York

Photographers: Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ, September 2005 (Photos 7 and 10) and April 2006 (Photos 1-6, 8-9, and 12-16).

Matt Kierstead, PAL Inc., Pawtucket, RI, November 2004 (Photo 11).

1. Seawall on eastern shoreline of Davids Island (Segment A) from east of Building 101, facing northwest. Seawall is at right along edge of beach. Upper courses of stonework have been removed by ice or waves. Concrete slabs at left belong to a collapsed section of Parker Road. Chimneys at upper left are part of Building 102.
2. Eastern (seaward) face of seawall on eastern shoreline of Davids Island (Segment A) from northeast of Building 101, facing west-northwest. Chimney in background at center left behind trees is part of Building 102.
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6. Seawall on northeastern shoreline of Davids Island (Segment D in foreground) from east of Building 57, facing west-northwest. This section of seawall is in ruinous condition, and the wall originally stood along the edge of the rocky beach at right. Concrete slabs in foreground formerly formed a cap atop the wall. Erosion has cut a notch in the bank at left. Building 57 is visible in brush at upper left; the Water Tower (Building 45) stands in background at center right.
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8. Seawall on western shoreline of Davids Island (Segment C) from west of Building 43, facing north. Concrete slabs are collapsed remnants of Parker Road, which was located immediately adjacent to the wall.
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13. Seawall on southwestern shoreline of Davids Island (Segment G) from southeast of Building 30, facing west-southwest. Pilings of Passenger Dock stand in Long Island Sound beyond the end of the wall at left.
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16. Seawall on southern shoreline of Davids Island (Segments K and L) east-southeast of the Mortar Battery (Buildings 125-127), facing west-northwest. The high wall of Segment K, including the collapsed section shown in Photo 15, is visible in the distance near the center of the photograph. Traces of Segment L, which are difficult to distinguish in this photograph, are located at the edge of the sandy beach at right.

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Photo 13. Seawall on southwestern shoreline of Davids Island (Segment G) from southeast of Building 30, facing west-southwest. Pilings of Passenger Dock stand in Long Island Sound beyond the end of the wall at left.

Photo 14. Seawall on southwestern shoreline of Davids Island (Segment G) from southwest of Building 131, facing north. The brick wall atop the seawall is a later addition and was probably intended as a vehicle barrier for Parker Road, which is located just behind it.

Photo 15. Seawall on southern shoreline of Davids Island (Segment K) from south of the Mortar Battery (Buildings 125-127), facing northeast. The high stone wall in this area, now collapsed, was constructed to retain the fill on which Parker Road was constructed, circa 1939.

Photo 16. Seawall on southern shoreline of Davids Island (Segments K and L) from east-southeast of the Mortar Battery (Buildings 125-127), facing west-northwest. The high wall of Segment K, including the collapsed section shown in Photo 15, is visible in the distance near the center of the photograph. Traces of Segment L, which are difficult to distinguish in this photograph, are located at the edge of the sandy beach at right.

DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

SYSTEM OF ROADS AND PATHS (Unnumbered)

Location:	Davids Island–Fort Slocum 0.6 mi southeast of New Rochelle, New York mainland USGS Mount Vernon, NY Quadrangle UTM Coordinates: see Site Map (follows Part III, Sources of Information)
Present Owner(s):	City of New Rochelle, NY, and Consolidated Edison Co. of New York, Inc.
Date of Construction:	ca. 1862-1950
Architect/Engineer:	U.S. Army Quartermaster Corps and other agencies
Present Use:	Abandoned (not in use). Extant in 2010
Significance:	The system of roads and paths at Fort Slocum encompasses all areas of the post. It regularized and facilitated the movement of pedestrians, animals, vehicles, equipment, and supplies among the post's functional areas and was essential to the efficient and effective execution of every mission assigned to the post, including care of sick and wounded; reception, staging, and dispatch of personnel; basic and advanced training; and coast and air defense. Its configuration and structure evolved in response to the development of the post and changes in its mission. This feature 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:	Christopher L. Borstel, Ph.D.
Title:	Cultural Resources Specialist
Affiliation:	Tetra Tech EC, Inc., Morris Plains, NJ
Date:	December 2007 (Revision 1, February 2010)

PART I. DESCRIPTION

Fort Slocum's system of roads and paths (an unnumbered structure) runs throughout Davids Island. The 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 the abandoned U.S. Army post. 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 the system of roads and paths crosses and interconnects all nine of the post's former functional areas. While most of the system is on land currently owned by the City of New Rochelle, approximately 1,900 feet of roadway and some adjoining sections of walkways are on land owned in fee simple by Consolidated Edison Co. of New York, Inc.

The system of roads and paths at Fort Slocum provided regular, improved travel routes throughout the post for the circulation of pedestrian and vehicular traffic. The system was a closed network that extended from the Freight Pier and Passenger Dock in the Quartermaster Area on the southwestern shore of Davids Island, reaching every section of the post. It directly connected virtually all buildings and above-ground structures, typically via two or more separate routes. Although the system was the product of decades of change and expansion and was constructed of various materials (Figures 1-18), the interconnection of its various parts and their functional unity allow the entire system of roads and paths to be treated as a single large-scale historic landscape feature, or structure, for purposes of this documentation. Other large-scale landscape features, such as the Mortar Battery, Parade Ground, and seawall are documented elsewhere in Volumes 5 and 6 of *Documentation of Contributing Elements, Fort Slocum Historic and Archeological District, Davids Island, City of New Rochelle, New York*. Small-scale landscape features are discussed in a historic landscape study (Tetra Tech 2009).

In its final form, as it existed in the decade and a half before Fort Slocum closed in 1965, the circulation system at the post included approximately 15,600 feet of paved roads and a roughly equal amount (an estimated 16,300 feet) of paved walkways.[1] These figures exclude paved driveways and aprons associated with a single building, as well as unpaved roads, drives, and paths of all types, whether surfaced by gravel, cinders, or unimproved earth. Although the lengths of roadways and walkways at the post are quite comparable, this similarity is not simply a product of walkway alignments slavishly following roadways. Rather, the two elements of the circulation pattern at the post complement one another, with at least half of the walkways located on alignments separate from those of the post's roads.

There are a dozen named streets on Davids Island, all of which are, with one exception, referred to as "roads:"

ROAD	APPROX. LENGTH
Andrus Rd.	170 ft.
Woodruff Rd.	270 ft.
Gale Rd.	270 ft.
McCrea Rd.	390 ft.
Hartshorn Rd.	490 ft.

[1] The estimates of roadway lengths circa 1965 given here are based upon measurements of a 1:1200-scale map produced in 1967 by photogrammetric methods (Consolidated Edison Co. of New York 1973). The estimated walkway length is derived from a 1939 inventory of roads and walks (U.S. Army 1939) (Figure 18), adjusted for known later additions.

ROAD	APPROX. LENGTH
Bliss Rd.	515 ft.
Hutchinson Rd.	635 ft.
Douglass Drive	655 ft.
Bomford Rd.	695 ft.
Hoyle Rd.	1,625 ft.
Howard Rd.	1,935 ft.
Parker Rd.	5,310 ft.
Unnamed	925 ft. (Freight Dock area)
Unnamed	1,715 ft. (All other locations combined)

The network of roadways follows no regular pattern, but derives from the historical development of the post and organically reflects the terrain of Davids Island. The roads are straight or curved, rectilinear or oblique as terrain and historical circumstances required (Photos 1-15). The central element of the system is a loop of roads 1.05 miles in length, which connected to the docks of the Quartermaster Area by open tarmac and short lateral roadway segments. This loop comprises all or portions of Hoyle and Parker roads, Douglass Drive, and Woodruff, Bomford, Hutchinson, and Howard roads. It is the shortest complete route around the island and reaches nearly all of the developed areas of the post. It sets off the inward-facing core of the post, whose buildings are generally oriented toward the Parade Ground in the center, from an outward-facing perimeter, whose buildings either face Long Island Sound or are obliquely oriented both to the shore and the Parade Ground. A longer (1.36 miles) outer loop consisting only of Parker and Howard Roads, more or less follows the shoreline and is the only way to reach some of the buildings on the perimeter of the post. Extending off these rings, the system includes several branching road sequences and a street grid. The latter is situated off Parker Road in the northeastern part of the post and comprises Douglass Drive, Bomford Road, an unnamed road, and several intersecting streets, McCrea, Gale, Woodruff, and Andrus roads. Together, these streets serve the Barracks Area. Elsewhere, branching roads serve other sections of the post. One divided road segment is situated in the southwestern part of the island, where Bliss Road and an unnamed cross-street branch off Howard Road to serve the southern half of Officers' Row and the adjoining quartermaster storehouses (Buildings 1-6 and 14-17, respectively). A second loop-and-branch series in the south-central part of the island is situated around and south of the Post Chapel (Building 108). Essentially, it connects Hoyle and Parker roads together and consists of Hartshorn Road and a sinuous, unnamed street that passes through the WAC-Nike area (Buildings 124, 127A, 130-135, etc.). A third, quasi-branching system of roads is situated adjacent to the Freight Dock. The road system in this area comprises a large apron of concrete and macadam that adjoins several buildings and structures (Buildings 20, T-22, 24, 40, and the Coal Yard). Since the eastern end of the apron is divided into three sections by a traffic island and two of the buildings in the area, it can be visualized as another branching system, comprised of three unnamed roads originating at the dock and terminating at intersections with Howard Road.

Fort Slocum's roadway system is essentially comprised only of service roads and local streets. Roads at the post serve the rear entrances of buildings, connect to them via short driveways or aprons, or front them as modest streets. There is really nothing like a grand boulevard leading into the post or a central thoroughfare through it. Arguably, however, the ferry route from Neptune Dock on the New Rochelle mainland to Davids Island functioned as the grand approach to the post. Possibly the closest thing to a

central thoroughfare on the post proper is the thousand-foot section of Hoyle Road leading east from the Passenger Dock, past the Rodman Gun Monument, and up a modest incline to the southern end of the Parade Ground. This is one of the oldest road alignments at the post, though the view changed substantially over time as generations of buildings and structures were erected and removed. In the twentieth century, a visitor arriving at Fort Slocum in its latter years would have encountered the black cannon of the monument shortly after disembarking at the Passenger Dock, behind which the visitor would have been able to glimpse the Commanding Officer's Quarters (Building 1) through a group of well-tended trees. On the opposite side of the road, an expanse of lawn presented itself, with distant buildings and seascape beyond. A little further on at the top of the rise, the Parade Ground's long vista would have opened through a line of trees to the left as the visitor looked east along Hoyle Road, while the Post Chapel (Building 108) stood off to the right at the end of the lawn rising from the shoreline. Behind the chapel stood the low, steep, well-groomed hill of the Mortar Battery earthworks. Yet, despite the aspects of the landscape that allow this section of Hoyle Road to be understood as the principal entry route into the post, the notion is easily strained. While the road leads from an entrance point at the dock to the post's central landscape feature—the scene of frequent ceremony so essential to military life—it does so in a geographically oblique manner, almost bringing the visitor in through a back door. Essential buildings such as the Administration Building (Building 13), the Post Hospital (Building 46), and the extensive Barracks Area are off in the distance at the northern end of the Parade Ground and are not directly accessible from Hoyle Road. Moreover, of the buildings closest to this street, Officers' Row was not freely open to visitors and enlisted personnel, and the chapel was an ambiguous representative of the post because of complexities arising from the constitutional separation of church and state.

Building setbacks from roads and walks vary considerably and appear to be influenced by both initial site constraints and later historical development, among other factors. Generally speaking, however, where site constraints permit, setbacks of 10 to 30 feet from walks and 20 to 50 feet from roads are typical of Fort Slocum. Where these constraints are severe, however, roads or road-and-sidewalk pairs abut a side or corner of a building with no setback whatsoever. Examples include the proximity of Hutchinson Road to the northwestern corner and western side of the Recruit Clinic (Building 42) and to portions of the rear of the Post Hospital (Building 46). Likewise, a narrow sidewalk in front of Building 15 (one of the quartermaster storehouses) separates it from adjacent Howard Road. In some instances, the absence of a setback seems to be the product of a later roadway expansion that aimed to create a turnout or service apron, often amorphously differentiated from the adjoining travel lane. Such seems to be the case with the western ell of the Ordnance Storehouse/Laundry (Building 110), situated at an intersection and turnout where Hoyle and Hartshorn roads meet. On the other hand, the abutment of Parker Road with the rear ells and courtyards of Barracks 58-60, the three barracks on the northeastern shoreline of Davids Island, is an essential element of the site plan for these buildings. Designing with convenience in mind also dictated the locations of certain landscape elements in close proximity to the neighboring roads, such as the siting of the masonry trashcan surrounds of Officers' Row close by Howard and Bliss roads. Considering the other end of the spectrum, while some setbacks are absent or minimal, others are more generous, though none could really be called deep. The quarters at the southern end of Officers' Row (Buildings 1-6), for example, face the Parade Ground but are separated from the western Parade Ground walk by an offset of 40 feet, which narrows at the northern end (Buildings 7-13) to 10 to 20 feet. The service streets at the rear of these buildings, Bliss and Howard roads, are separated from the southern buildings by between 50 and 80 feet, a distance that narrows to 15 feet as one proceeds north to Buildings 11-13. Similarly, Buildings 61 and 62, the barracks in the south-central of the Barracks Area, are set back from a wide sidewalk by a distance of 20 feet.

The roads at Fort Slocum comprise a light- to medium-duty system, intended to be used by small numbers of vehicles traveling at low speeds and sharing the streets with pedestrians walking singly or in groups (Photos 1-3, 7, 9,12, 13, and 15). Paved, individually named streets are usually short and relatively narrow, generally under 1,000 feet long and commonly 16 feet wide. They are paved with either macadam (72 percent of total road length) or concrete (28 percent). The concrete roads are a product of circa-1940 improvement projects, and their typical width of 20 feet is wider than the 16- to 18-foot-wide macadam roads. Grades in the system are modest throughout, usually ranging from less than 1 percent to around 3 percent, but occasionally steepening to 5 percent for short stretches. Overall, there are a roughly equal number of angled and perpendicular intersections among the roadways. Most of the perpendicular intersections are found in the northeastern quadrant of the post where a grid system is used. Corner radii at intersections and street entrances vary with the angular relationships of the intersecting streets, but on the whole tend to be small. Painted road markings on road surfaces are preserved in some areas; however, these have not been examined systematically because during periods of architectural reconnaissance most surfaces were covered by leaves and dirt.

In general, the cross-sections of Fort Slocum's roadways are typical of urban streets. No roadway on the post has an engineered paved or gravel shoulder adjoining the travel lanes. Instead, curbs, typically 2 to 3 inches high, line the edges of most of the paved streets. Most curbs are concrete. Depending on the situation, they may be separately constructed, cast-in-place blocks; the exposed street-side edges of adjoining concrete sidewalks; or the upwardly flaring outer edge of concrete roadway slabs. In some places where sidewalks parallel a road, the walk abuts the curb without any separation. In other places, there is a grass verge up to several feet wide separating road and walk, and the verge may also provide a transition to a minor grade separation between them. Rumble strips, humps, and similar devices for discouraging excessive vehicle speed were not installed. Other roadway characteristics vary from street to street at the post. The camber of the road crown, for example, ranges from zero, typical of the concrete road sections, up to several inches, as along parts of Hoyle Road. Similarly, along some road sections—for example, along parts of Hoyle Road and on the unnamed street behind Buildings 68 and 69—decorative brickwork lines the gutters, while in other areas paving is continuous to the base of the curb. Catch basins attached to storm sewers drain some sections of roadway, whereas in other sections, rainwater flows downhill on the surface toward Long Island Sound. Some of these variations may reflect changing design criteria and/or the funding available for road improvements during different periods. Other differences are attributable to variations in the terrain adjoining the street. While barricades were not in general use along the roadways, for instance, some sections adjoining the seawall or steep slopes along the shoreline did have traffic barriers, either cast in place as part of the concrete roadway paving or as an adjoining but separate wall of masonry. Steel railings and wire guide systems are not used at the post as traffic barricades. Bollards of one sort or another are used in some locales to protect building walls or corners or vulnerable infrastructure like fire hydrants and otherwise to prevent vehicles from straying down steep slopes. Fences and gates to limit vehicle access seem to have been rare. For example, when the Nike missile battery was operational in the 1950s, certain buildings associated with the battery were in a fenced and gated compound with a large vehicle gate. Likewise, certain areas were apparently fenced off late in the Second World War when the post served as a rehabilitation center for court-martialed soldiers; no trace of such barriers remains, but presumably, there was one or more vehicle gate or access point in the compound. That vehicle control points were rare on the post is hardly surprising, however, considering its small size and the fundamental access control imposed by the necessity of ferrying all vehicles to Davids Island from the mainland.

Turnouts, drives, and aprons provide immediate access to buildings and to functional areas such as loading docks and garage bays. These are located as convenience dictates and are common but not universal around buildings. Many are paved, but some are not. Most are relatively small, but a large walled courtyard with earth ramp approaches and gravel paving serves the Post Incinerator (Building 115). The courtyard was apparently used as a marshalling area for waste to be fed into the incinerator and perhaps for parking trash collection vehicles when these were not in use. It could be closed off by a large double gate of steel plate. An even larger apron, of concrete and macadam, is situated adjacent to the Freight Dock in the Quartermaster Area. As noted above, this apron and drive complex is here considered part of the post's roadway system because it serves as the travel route to and from the pier where the vehicle ferry from the mainland docked. Since roads are narrow at the post, turnouts and aprons also provide parking spaces for vehicles. Aerial photographs show at least one true parking lot existed at the post in the last years that Fort Slocum was active. This was situated in a former lawn and recreation area between Parker Road and Douglass Drive (i.e., between Buildings 58-60 and 62-64), which was the location of the Army Information School in the 1950s. In some turnouts and parking areas, ad-hoc wheel blocks of various materials are used, such as pieces of 3- or 4-inch pipe. In other areas, curbs serve as wheel stops, or no blocks at all are evident.

In addition to the roadways, the circulation system at Fort Slocum also includes over 16,000 feet of paved walks (Photos 4-6). Perhaps a fifth to a quarter of this total comprises entrance walks that lead from a main sidewalk or street to a building. Of the remainder, the walks are divided are about equally divided between those that adjoin and parallel the post's roads and those that follow alignments independent of the roads. The majority of these independent walkways form the perimeter of the Parade Ground and cross it at several points. They provide access to the front entrances of 21 of post's 80-odd buildings, while streets service rear entrances. The aesthetic effect of this design is rather like that of a quadrangle on a college campus, isolating the principal facades of the buildings from the bustle of vehicle traffic. The cross-parade walks were especially important to enlisted men, because they provided travel routes for pedestrians between the Barracks Area in the northeastern sector of the post and the docks on the southwestern shore.

The walks at Fort Slocum range in width from 3 to 10 feet. Half of all walks are 5 feet wide. The width of walks seems correlated relatively well with the volume of foot traffic, with wide walks in front of some of the barracks (such as Buildings 61 and 62) and the main mess hall (Building 65/67) and narrow walks leading up to quarters for individual families.

The great majority of the walks—an estimated 14,530 feet, or roughly 89 percent—are paved in concrete. The remaining 11 percent (1,770 feet) have brick paving. The latter pavement type is a remnant of more extensive use of that material, most of which was laid between around 1890 and 1910. Concrete walks are poured as one, two, or three panels across with intervening expansion joints, depending on width. Concrete walkway surfaces are flat in cross section and lack decorative treatment. The brick walks are laid in running bond with a slight camber in cross section. Bricks set vertically may be used for edging these walks. Both types of walkways are usually at grade with the adjoining terrain.

The gradients of the post's walks are usually on the order of less than 1 to around 3 percent, falling into a similar range as the roads. However, stairways are employed in place of longer, sloping gradients that must be used on roads (Photo 14). In all, there are one or two dozen places were stairs connect two adjoining levels of a path. Most outdoor stairways at the post are short flights of from one to five steps. A few are substantially longer, like the twelve steps that climb up to the main entrance of Building 55

from the northwest. All steps on the walkways of the post are built of cast concrete. Riser heights are typically around 8 inches and tread widths are around 10 inches, but these dimensions and the step width vary somewhat from one location to another. The stair risers on general-use walks are usually painted yellow to alert pedestrians to the presence of the steps. It is not clear whether steps associated with individual quarters were also painted. The flights of steps are generally quite simple in design and are often no more than a stepped declivity in the path of the walkway. Some steps have decorative elements associated with them, like low pyramidal bollards or sidewalls of concrete or local stone. A few had stair rails on one side of the flight, some of which are still extant.

Various types of infrastructure, outdoor furnishings, and signage were once located along Fort Slocum's roads and walks (Photos 8, 10, and 11). There were still remnants of these elements when this and other architectural documentation was prepared (Tetra Tech 2009).

Electric street lamps and fire hydrants were spaced along the roads and many of the paths of the post. The street lamps are of a uniform type and are composites of circa-1940 poles and mid-1960s lamp assemblies. The poles are made of pink, granular cast concrete with a hollow center for wiring. Many of the poles remain in place and complete, though some have been knocked down or are broken, and lamp elements atop the poles are more poorly preserved. The poles are unadorned. They have a profile that tapers inward from a flared base; the cross-section is octagonal. The lamp fixtures are fabricated of metal in a vase-like form affixed to the pole by a frame fitted over the top of the pole. The lamp globe is protected by a broad-brimmed weather cap-reflector, not usually preserved. The lamps are spaced at intervals of approximately 200 feet as needed. (The spacing is not always regular, and it is possible that lights attached to buildings supplemented the street lamps.) Fire hydrants of cast iron are of five designs, and those few with manufacturing date markings were made in the 1940s and 1950s. The hydrants were originally painted bright yellow, now dulled and stained by rust. The spacing of hydrants has not been ascertained, and they were primarily, but not exclusively located along roadways. The fire hydrants are in differing states of preservation; many appear to be intact, while others are damaged or shattered.

Park benches are situated along various sections of the walkways, particularly in areas with vistas, such as along the southeastern side of the Parade Ground walk and along areas of shoreline, as well as in the vicinity of recreational facilities like tennis courts and swimming pools. Benches are generally 8 feet long and had wooden slat seats and backs with cast concrete end and center pieces. Field reconnaissance indicates that many of the benches were of the same style and were probably installed at the same time. Few wooden slats remain, but most concrete supports are in place. Other types of benches have also been noted on the landscape. These are typically smaller (3-4 feet long) and manufactured entirely of concrete. Some are curved in plan, while others are simple rectangles. Such benches are generally not located directly beside walks and are mostly found close to quarters. They appear to have been for private use.

Historical photographs depict the use of street signs and traffic control signs when Fort Slocum was active. No such signs remain, except where painted onto building walls.

PART II. HISTORICAL NARRATIVE

Fort Slocum

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

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

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

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

The period after Fort Slocum closed in November 1965 saw severe deterioration of the former Army post. The City of New Rochelle repeatedly sought to redevelop Davids Island, at one time considering a 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.

Roads and Paths (Unnumbered)

The present configuration of the roadways and walkways at Fort Slocum is the product of a century of growth and development (Figures 1-18). As the post expanded into undeveloped portions of Davids Island, the roads and paths followed. The abandonment or removal of buildings or facilities likewise occasioned adjustments to the network, sometimes resulting in a section falling into disuse, but sometimes not. Over time, the network tended to become more formal and rectilinear in character, as alignments were regularized and improvements were made to cross-sections, profiles, drainage, and surfacing. Design improvements and upgrades in construction tended to lead to the abandonment of informal drives and paths even when these might be more direct, either through restrictions like signs or barriers or because travel over the improved routes was less messy and more convenient. Nonetheless, despite the trend toward increasing regularity in the road-and-path network, the limited land area available meant that it also had to adapt to the natural constraints of the island. The island's irregular shoreline and gently undulating terrain lent the network of roads and paths at the post a naturalistic element that counterbalanced the military tendency to square up and regularize.

The increasing availability and decreasing price of road construction materials like macadam and concrete also influenced the development of the network of road and paths at Fort Slocum. These technological and economic changes greatly increased the use of these materials for roads and walks throughout the country. As concrete and macadam became cheaper and more widely available, even a military installation like Fort Slocum, where money for improvements was almost always limited, could afford to pave its roads. No doubt the proximity of the post to the New York metropolis also encouraged continuing improvements in this area. Proximity certainly meant that concrete and macadam plants were nearby, but just as importantly, it placed the latest models of civic improvement close at hand. The daily commerce of life between Fort Slocum and the growing metropolis invited frequent comparison of its landscape to that of neighboring towns and cities. Surely such comparisons influenced officers at the post to keep its architecture and landscape looking up-to-date, despite often austere budgets, a pattern characteristic of Army posts throughout the country (Hoagland 1999, 2004). More historical investigation on this point at Fort Slocum remains to be done, but it seems difficult to underestimate the importance of civic and institutional rivalry, as well as fashion, in shaping the development of its landscape.

In many regions of the United States, rapid improvements in vehicle technology in the nineteenth and twentieth centuries played a pivotal role in the development of road systems. This factor was probably less significant at Fort Slocum than elsewhere, because of the post's compact size and the limited numbers of vehicles on it. The small size of the post favored walking, and before the post became overgrown, no two places were more than 15 or 20 minutes apart by foot. The boom in electric street railways (trolleys) at the end of the nineteenth century, for example, so much a part of the transportation history of many towns in the northeastern United States during that period, did not extend onto small and isolated Davids Island. Likewise, the explosion of motor vehicle traffic on America's roads after the First World War also took time to be felt at Fort Slocum. It was not until 1938 that the Army packed off the

last of its mules and their wagons (New York Times 1938), and even so, large hand-carts continued in use at the post for many years afterward. Motorized vehicle traffic at the post consisted of primarily of rubber-tired passenger automobiles, jeeps, and light and medium duty trucks traveling at low speeds. Heavy articulated vehicles and machines with steel caterpillar tracks were rare. Consequently, post roadways could remain narrow, intersections could be tight, and sight-distances short. On the other hand, the importance of pedestrian travel at the post also encouraged the development of a network of paved walkways to complement the road system.

1855-1878

The configuration of paths or roads on Davids Island before the arrival of the Army is not known reliably. Dripps's (1858) depiction of the island in his map of New Rochelle indicates the presence of several meandering paths, but the map is at a small scale and does not appear to be reliable in detail. Moreover, the needs and habits of farmers, cattle or sheep, and excursionists as they traveled about the island were surely very different from those of soldiers, and it is virtually certain that no trace of any path pre-dating the military's arrival remains among the post's modern roads and paths, except by happenstance.

Examination of historical maps indicates that the oldest surviving sections of alignment in the present network of roads and walks at Fort Slocum derive from the layout of DeCamp General Hospital during the Civil War. Photographs of the hospital show that during the Civil War the roads were graded earth, probably not covered in gravel or cinders, and that some footpaths were boardwalks. Among the elements that can be traced to the layout of DeCamp General Hospital are the alignment of Hoyle Road from the vicinity of the shoreline to the southern end of the Parade Ground, the southern two-fifths of the perimeter walks on the eastern and western sides of the parade, and probably the diagonal walk across the ground between Buildings 5 and 68[2] (Figures 1-4).

During and soon after the Civil War, the predecessor of Hoyle Road was the sole entrance road into the post from a pier that was located approximately where the present Passenger Dock stands (Anonymous 1870; Hamilton 1865:641; Quartermaster General's Office 1872). The road branched near the base of the rise to the Parade Ground, with the northern branch reaching the western side of the Parade Ground near where Building 2 was later located, and the southern branch forming an east-west road that now marks the ground's southern end. The northern branch was abandoned in circa 1892. Both predecessors of the present Parade Ground perimeter paths were apparently broader and served as roads, and the one on the west was apparently one of the principal roads on the post until the mid-1880s, probably because it passed in front of the original Officers' Row and ended at the post commandant's quarters, originally occupied by the Chief Surgeon of DeCamp General Hospital. Several maps from the 1870s and 1880s depict the road on what is now the eastern side of the Parade Ground as extending on an undeviating alignment to somewhere near the northern shoreline of the island. This road later marked the full length of the eastern edge of the Parade Ground and continued north past the post hospital (Building 46 and its predecessor). The section north of what is now the Post Exchange (Building 70) was realigned to the west in the second half of the 1880s and abandoned as a road about 1910. Other sections of the Civil War-era road network on Davids Island were abandoned or have been entirely erased by later construction. The road network to the east of the Parade Ground in the area now occupied by the Drill and Athletic Field fell into disuse

[2] These and subsequent identifications of continuity are based upon visual comparisons of maps and familiarity with Fort Slocum's current network of roadways and walkways. A more rigorous analysis would entail comparison of any available historical surveys with modern data.

after the Army's temporary abandonment of Davids Island in the mid-1870s. After the post was reoccupied in 1878, this section remained relatively undeveloped until the athletic field was built there between about 1909 and 1914. To build the field, the Army cut and filled substantially in the area to create a level surface and certainly erased any traces of DeCamp's roads in the area. Although a road was apparently established along the southwestern shoreline of the island during or just after the Civil War (i.e., between the Passenger Dock and Buildings 130-133), direct historical continuity cannot be demonstrated with the successor alignment of Parker Road in the same general area.

There were other less formal roads and paths in existence at this time on the island as well. In addition to the groups of shed-like hospital wards at DeCamp General Hospital, clusters of tents in the northern half of Davids Island also housed convalescents (Figure 1). These groups must have had their own systems of paths. Several maps from this period also indicate at least five tee-shaped piers extending from the shoreline into Long Island Sound. These were "sinks," or privies that dumped directly into Long Island Sound, and paths quickly would have been established from the quarters, barracks, and tents to reach them.

1878-1900

The Army's reoccupation of Davids Island in 1878 and its designation as a principal recruit depot resulted in a wave of new construction and expansion of the road network. The initial period of new growth extended from 1878 until about 1885. During this time, the road network grew from southwest to northeast, incorporating the Parade Ground in its center (Cook 1884; Gillespie 1884) (Figures 5-9). To the southwest, the Army constructed a new wharf, predecessor of the present Freight Pier, in 1879. A road from this pier was opened parallel to the one from the original wharf on the island, and the new road reached what was then the northwestern corner of the Parade Ground close to where Building 5 would later stand. The road continued across the ridge now occupied by the much longer Parade Ground and apparently dropped down the slope on the eastern side to serve the wooden barracks then standing in the vicinity of Buildings 62 to 64, along with other buildings on the eastern side of the island. Portions of this alignment may be preserved in the alignment of a present-day walk that climbs from Howard Road north of Building 15 to between Buildings 5 and 6 and then more definitely from that point across the present Parade Ground to Building 69. Near the new wharf another road was opened to the north along the shoreline for a distance of several hundred feet; this section was parallel to but west of the middle third of Howard Road. There were also unimproved tracks on the eastern side of the island and southwest of the docks that have no modern analogs. As in the earlier period, there were certainly informally-defined footpaths that were not recorded by mapmakers, as is demonstrated by comparisons of historical maps and photographs.

The second half of the 1880s saw the construction of the first brick buildings at Fort Slocum, including three barracks (Buildings 55, 68, and 69) and the Mess Hall (Building 67). These buildings were located on what became the northeastern side of the Parade Ground, and their construction was paralleled by more modest development of its west-central side. With these developments, the Parade Ground more or less informally expanded northwards and began to approximate its present dimensions. However, a wide road crossed the area from Building 10 to Building 68 and apparently remained in regular use until around 1909. Overall, maps of this period depict the road network as having a generally rectilinear and branching character, flowing from the docks at the Quartermaster Area northward and eastward to the post hospital and the Barracks Area (Cook 1888, Summerhayes 1894). An exception to this rectilinear arrangement was the predecessor of Howard Road, which followed a curving path parallel to the western

shoreline. Some sections of the alignment of this predecessor road were west of the present road, but others, such as its southern 500 feet and the section west of Buildings 9-11 were probably very nearly the same as the present road. The northern end of this road (beyond Building 11) seems to have petered out into an ill-defined and unimproved wagon track; it remained in that condition for nearly two more decades according to various maps. Another development of the period was the establishment of a road in an alignment somewhat parallel to but south of Hutchinson Road in an area now occupied by the present Recruit Clinic and the Post Hospital (Buildings 42 and 46, respectively).

The later 1880s also saw the conversion of the road on the western side of the Parade Ground into a brick walk, and the presumably near simultaneous opening of Bliss Road behind (to the west of) the quarters at the southern end of Officers' Row, which had formerly been served by the perimeter road. By July 1888 the post had two brick walks totaling approximately 2,050 feet in length. Both originated near the present location of the Rodman Gun Monument. One ran northeast and then north past Officers' Row as far as Building 8. The other extended east to just off the southeastern corner of the Parade Ground, where the post administration building (burned 1899) was then located. Sources examined to date provide little information on the surface cover of roads, though a circa-1889 photograph of the post taken from the old brick water tower (formerly on the southeastern corner of Battery Haskin-Overton and demolished 1929) suggests the roads at this time were graded earth. The photograph further hints that aside from brick and probably earth or gravel, wooden walks were probably also in use at this time. The photograph shows a long walk extending from behind the then-post administration building leading to the privy more than 200 feet to the east. The walk appears to be slightly raised in places and was evidently a long boardwalk.

Paving of brick walks proceeded rapidly at the post over the next few years, and by late 1894 or 1895, approximately 5,300 feet of brick walk had been laid (Summerhayes 1894). The overall configuration of roads and paths at the post was, however, similar to that of the 1880s, and was basically a rectilinear branching system extending from the docks to the northeast. The demolition of five of the eight circa-1878 wooden barracks in the northeastern sector of the post opened this area for additional development, including the construction of various ancillary buildings such as a laundry and a fire engine house close to its shoreline. As a result, a new layer of less rectilinear road alignments began to accrete in this area and extended all the way down the eastern side of the island to reach the Magazine (present-day Building 113), the Receiving Vault (Building 119), and Battery Practice. The northern end of Howard Road remained relatively unimproved, and a footpath (perhaps a promenade) had been laid out near the southwestern shoreline along an alignment that was somewhat oblique to that of Parker Road. By 1895, construction of Battery Haskin-Overton was well underway, and there must have been many paths and construction tracks around its site. These, however, are undocumented on available maps and were outside the purview of the post commander and his quartermaster.

1900-1915

These patterns remained characteristic of the post into the first decade of the twentieth century (Marshall 1902), but as that decade progressed, portions of the road network seem to have drifted away from the rectilinear ideal. Hodges's (1906) map depicts a relatively casual network of roads and paths around Building 63 in the northeastern quadrant of the post, but actually characteristic of much of its eastern side (Figure 10). Aside from the functional diversity that then characterized the northeastern sector, the patterns of roads, paths, and contours recorded by Hodges (1906) suggest that constant heavy use by the soldiers housed in the remaining old wooden barracks, construction activities associated with building the first of a second generation of brick barracks (present-day Buildings 61-64), and perhaps the spatial and

functional displacements induced by the establishment of the direct-fire coast artillery Battery Kinney-Fraser all introduced irregularity into the older rectilinear pattern of roads. A map of Fort Slocum from 1907, just before Buildings 61, 62, and 64 were built, indicates that around this time the Army considered imposing a formal rectilinear street pattern over the northeastern side of the post, which would have extended from the southern end of the Parade Ground to the northern side of the Post Hospital (Murray 1907). The plan was only partly implemented, however, with the alignments of Douglass Drive on the eastern side of Buildings 61-64 being a product of this design. Although the 1907 plan also envisioned a road on the western side of these buildings in the alignment of Bomford Road, concrete sidewalks were instead initially built on that side of the buildings. Only later, probably after temporary buildings were removed following the First World War, was the northern end of this walk turned into roadway in front of Buildings 63, 64, and 57. On the western side of the island during this decade, Howard Road was given its current alignment through various adjustments to the older shore road, and construction was underway elsewhere that would give the post and its road system much of its modern character. Among these developments was the completion of Buildings 12 and 13 on the northwestern side of the Parade Ground, expansion of the Post Hospital (Building 46), construction of the Recruit Examination Building (Building 42), Isolation Hospital (Building 50), Gymnasium (Building 57), Guardhouse (Building 56), Post Exchange (Building 70), YMCA (Building 71), and three duplexes of NCO quarters (Buildings 101-103). The post's network of roads and paths was adjusted to accommodate this new construction (Murray 1909). Among the changes of this period was the abandonment of the roadways across the Parade Ground and in front of Buildings 67 to 69.

1915-1935

By 1915, the Fort Slocum's network of roads and walkways had acquired much of its modern configuration and engineering (Smith 1915) (Figure 11). A complete circuit around the post had finally been established in the road network, and the inner and outer loops present in the modern network were extant. All the roads except for a perimeter road identified as "bridle path" had been paved in macadam, and the walks were paved with brick or concrete. Indeed, some sections of brick walk had already been replaced with concrete, as was true of the perimeter walk on the entire western side of the Parade Ground. The cinder-covered bridle path, which followed the shoreline along an alignment similar to Parker Road, may specifically have provided an access circuit around the island for horse- or mule-drawn vehicles and machinery, keeping them away from the increasingly common motorized traffic. This inference is based on the beginning points for both northern and southern legs of the path, which were situated near the stable and wagon shed in the Quartermaster Area in the southwestern part of the post.

Soon afterward, the post experienced a huge influx of transient personnel as the United States joined Britain and France in the First World War. At Fort Slocum, over 50 temporary barracks and other buildings were erected about 1917 to accommodate these personnel. These buildings were often shoehorned between existing permanent buildings and roads. While the presence of these buildings and the thousands of additional soldiers they housed did not affect the permanent layout of roads and paths, it resulted in the creation of numerous temporary and informal paths and roads. These are not well documented, but the earliest aerial photograph of Fort Slocum (July 1920) shows a heavily worn landscape with great patches of bare ground around many of the temporary buildings (Figure 12). These temporary paths, drives, aprons, and assembly areas disappeared as the post was re-landscaped in the early 1920s and are no longer evident in an aerial photograph of November 1923.

During the 1920s and 1930s there was only modest new development and maintenance of the road and path network that had been in place by the First World War. The temporary buildings from the war were gradually removed, but as noted, these had little permanent effect on the network. New permanent construction consisted of a third generation of brick barracks (present-day Buildings 58, 59, and 60) on the northeastern shoreline where Battery Kinney-Fraser formerly stood.

1935-1965

The period from around 1937 to 1943 saw the last major improvements to the system of roads and paths at the post (Cavanaugh 2007a). As the federal government sought to lift America's economy out of the Great Depression, money for improvements became available through the Public Works Authority (PWA), and some of this funding was devoted to road improvements at the post. A major improvement project began, probably in 1938, to pave parts of the post's roads in concrete (Figures 14-17). One of the principal tasks involved replacing parts of the old cinder bridle path with concrete roadways, creating sections of all-weather perimeter roadways that were eventually joined together as Parker Road. In 1939, an inventory of roads at the post (Figure 18) records the following statistics:

ROAD SURFACE TYPES AND CONDITIONS, FORT SLOCUM (JUNE 30, 1939)

Road Surface Type	*Condition and Length (ft)*			
	FAIR	GOOD	UNDER CONST.	GRAND TOTAL
CINDER	3,200	500		3,700
CONCRETE		268	2,690	2,958
MACADAM	570	9,605		10,175
GRAND TOTAL	3,770	10,373	2,690	16,833

The same inventory also records 13,690 feet of concrete walks, in various widths of between 3 and 10 feet, and 1,770 feet of brick walks, 3 feet wide.

This inventory also records that the names of the post's roads had been changed recently, "in compliance with Post Order." The earlier names for the post's roads have not been determined. However, by 1939, the current names were in use. According to Michael A. Cavanaugh, who is preparing a history of Fort Slocum, the names are mostly derived from among the post's former commanding officers, "though by no discernable system" (Cavanaugh 2007a, 2007b):

ROAD	NAMESAKE	DATE OF COMMAND
Andrus Rd.	Col. Edwin P. Andrus	1909-1912
Bliss Rd.	Lt. Col. Zenas R. Bliss	1878-1880
Bomford Rd.	Col. James V. Bomford	1870-1872
Douglass Dr.	Maj. Gen. Robert W. Douglass, USAF	1946-1947
Gale Rd.	Col. George H.G. Gale	1912-1913
Hartshorn Rd.	Unknown	–
Howard Rd.	Maj. Robert V.W. Howard	1872-1874
Hoyle Rd.	Lt. Col. Eli D. Hoyle	1907-1909

ROAD	NAMESAKE	DATE OF COMMAND
Hutchinson Rd.	Unknown	–
McCrea Rd.	Maj. Tully B. McCrea	1896-1898
Parker Rd.	Lt. Col. Daingerfield Parker	1889-1891
Woodruff Rd.	Lt. Col. Carle A. Woodruff	1899-1903

None of the paved walks at the post were formally named (Cavanaugh 2007b).

Additional construction work through the early years of the Second World War completed the paving of the perimeter road (Parker Road in its present form) and brought the WAC/Nike Barracks (Buildings 130-135), with their associated roads and paved walks into existence. The current road system was then complete, except for minor changes, such as the creation of an access road at the Nike Control Station in the mid-1950s and construction of small parking areas and turnouts in various locations. As is true throughout the history of the post the more informal, temporary, and ephemeral roads and paths, however, are more poorly documented. So, for example, in the 1950s, there were two areas of temporary mobile home housing on the post, at the northern end near the water tower (Building 45) and on the western shoreline behind Building T-34. Limited historical evidence and archeological investigations indicate that these two areas had service roads of gravel or cinders, but no details are available.

1965-2010

Once Fort Slocum closed in 1965, the roads were no longer maintained, and they began to deteriorate. Roads and walks were hidden by leaves, and the roadway drainage systems tended to become clogged. Swelling and shrinking of paved surfaces resulting from daily and seasonal temperature fluctuations opened cracks in roads and walkways, which were then occupied by trees and other plants, whose roots caused further damage. Along several areas of the shoreline, the seawall deteriorated, and the adjoining roadways and walkways were undermined until they collapsed. This circumstance is particularly characteristic of the northern end of the island, but can be observed elsewhere as well.

In addition to these natural forces, construction and demolition projects on Davids Island since the 1960s have caused the deterioration of some sections of roadways and walkways. In the early 1980s utility construction altered the surface and curbing along portions of Howard and Parker roads. In the first decade of the twenty-first century, the USACE's demolition and clean-up project required the use of heavy tracked and rubber-tired vehicles to remove buildings and transport debris around the island. Planning for the project anticipated that this vehicle traffic could potentially contribute to the deterioration of the former post's roadways

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

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

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

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

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 Archives, College Park, MD.

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

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

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

July 1906 "Map of Fort Slocum, David's [sic] Island, N.Y. Made by Direction of Lieut. Col. W.P. Evans, 11th Inf. by C.B. Hodges, 2nd Lieut., 4th Inf." Record Group 92. National Archives, College Park, MD.

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." Originally drawn July 1906, with revisions showing authorized and proposed work by Peter Murray, Capt. and Cons. Q.M., November 1907. Record Group 92. National Archives, College Park, MD.

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

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

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

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

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

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

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

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

October 1973 "Topographical Map of Davids Island." Consolidated Edison Company of N.Y., Inc., Drawing No. EO-15024-A, Rev. 0, using topographic base map prepared by Lockwood, Kessler & Barlett, Syosset, New York, using photogrammetric methods from photography dated December 20, 1967. Tetra Tech EC, Inc., collection, Morris Plains, New Jersey.

Aerial Photographs

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

ca. 1889: Panoramic photograph of the Army post on Davids Island from water tower. View north. Early spring.

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

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

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

1924: 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.

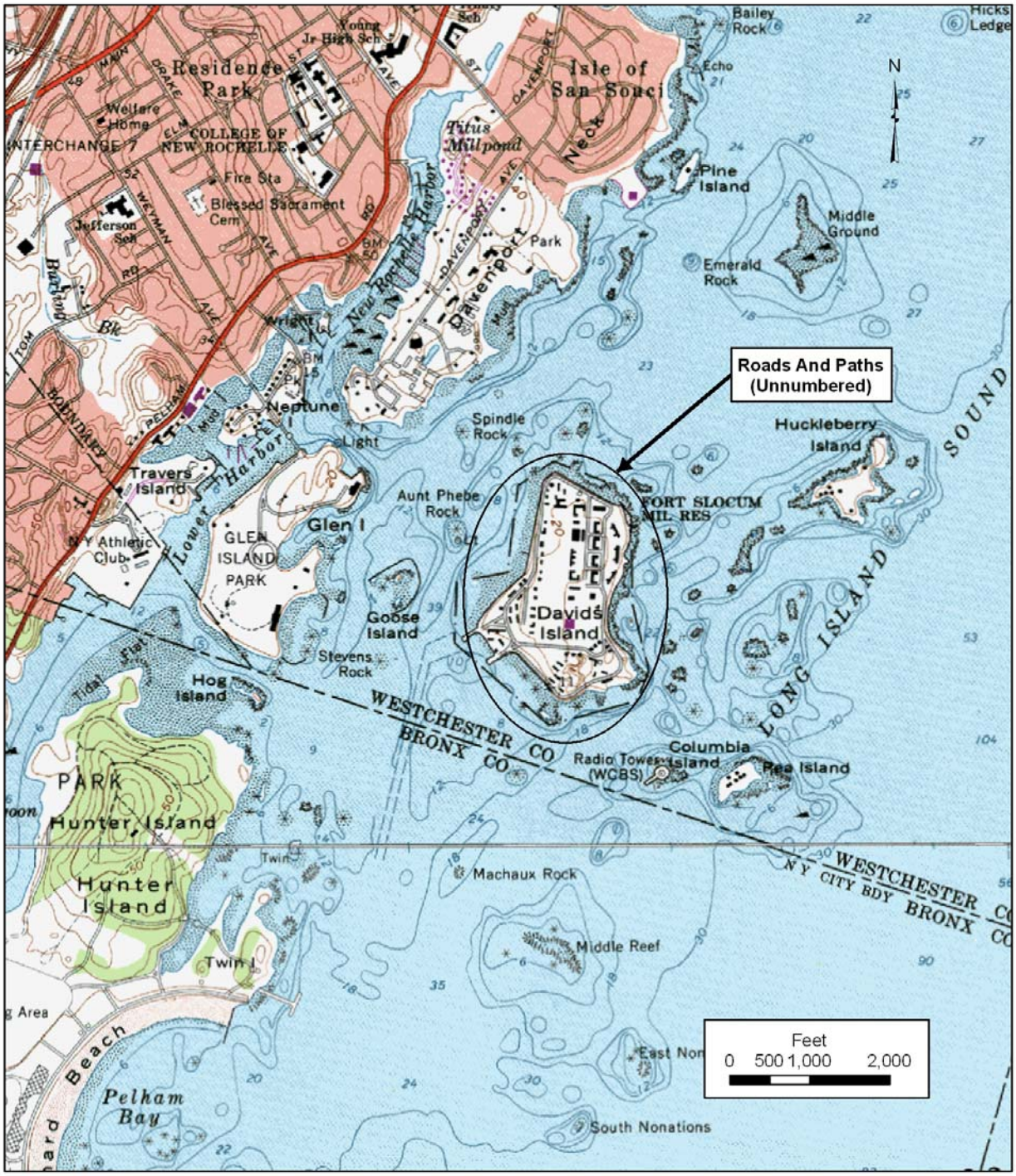
1940: Vertical aerial photograph of Davids Island. September 4.

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

ca. 1968: Low angle oblique aerial photograph of Davids Island. View north.

SYSTEM OF ROADS AND PATHS (Unnumbered)
DAVIDS ISLAND-FORT SLOCUM
(Page 20)

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



SITE MAP

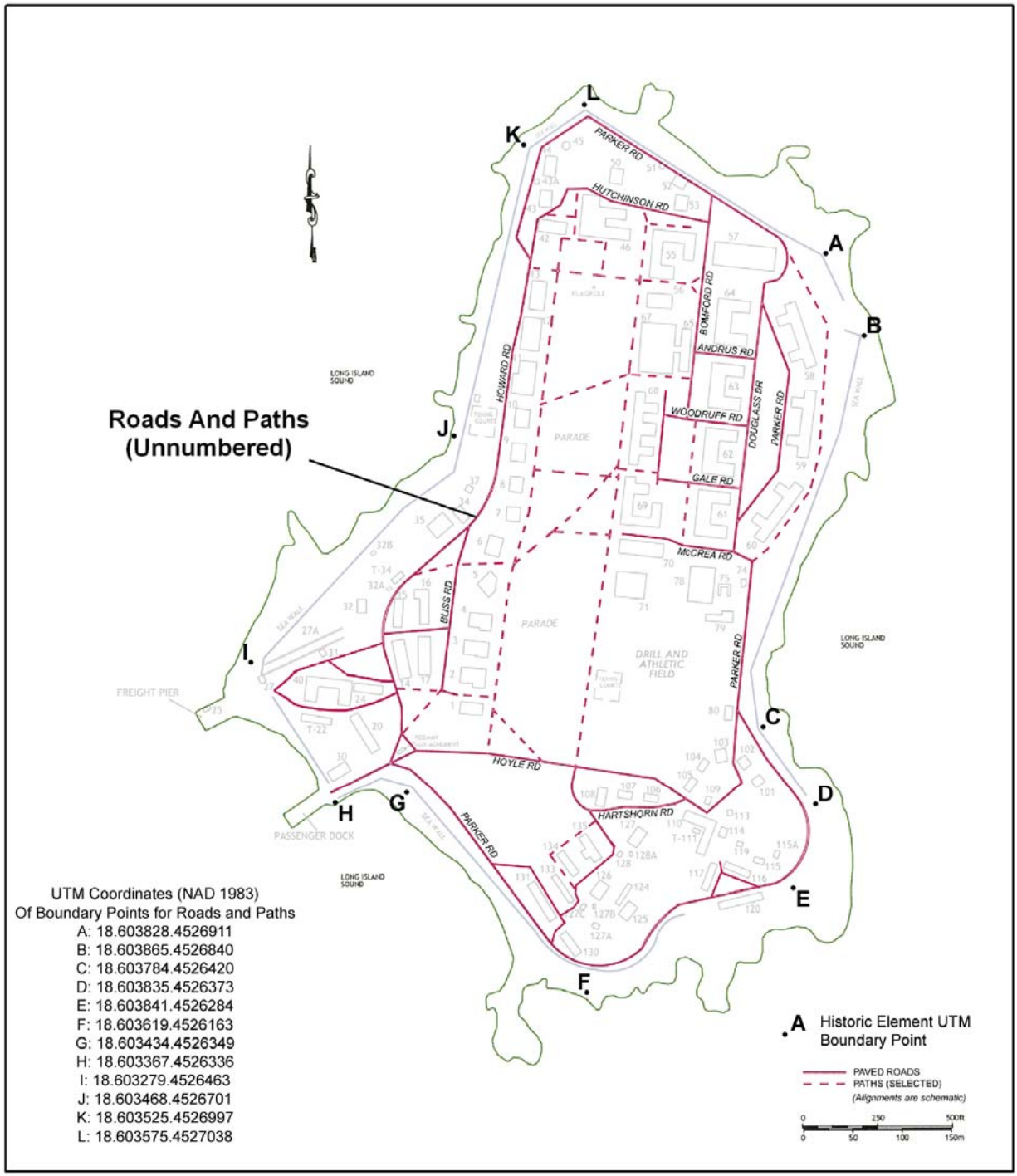

Roads And Paths
(Unnumbered)
PARKER RD
HUTCHINSON RD
BOMFORD RD
ANDRUS RD
WOODRUFF RD
GALE RD
McCREA RD
HOWARD RD
BUSS RD
DOUGLASS DR
PARADE
DRILL AND ATHLETIC FIELD
HOYLE RD
HARTSHORN RD
FREIGHT PIER
PASSENGER DOCK
LONG ISLAND SOUND
UTM Coordinates (NAD 1983)
Of Boundary Points for Roads and Paths
A: 18.603828.4526911
B: 18.603865.4526840
C: 18.603784.4526420
D: 18.603835.4526373
E: 18.603841.4526284
F: 18.603619.4526163
G: 18.603434.4526349
H: 18.603367.4526336
I: 18.603279.4526463
J: 18.603468.4526701
K: 18.603525.4526997
L: 18.603575.4527038
A Historic Element UTM Boundary Point
PAVED ROADS
PATHS (SELECTED)
(Alignments are schematic)
0 250 500ft
0 50 100 150m

Figure 1. Bird's-eye view of DeCamp General Hospital, ca. 1863-1865, facing east. This wood engraving includes the system of formally-defined principal roads, which served most parts of Davids Island actively used by the hospital. It omits informal extensions and the paths that surely also existed at the time. From *A Treatise on Military Surgery and Hygiene* by Frank Hamilton (1865:641).

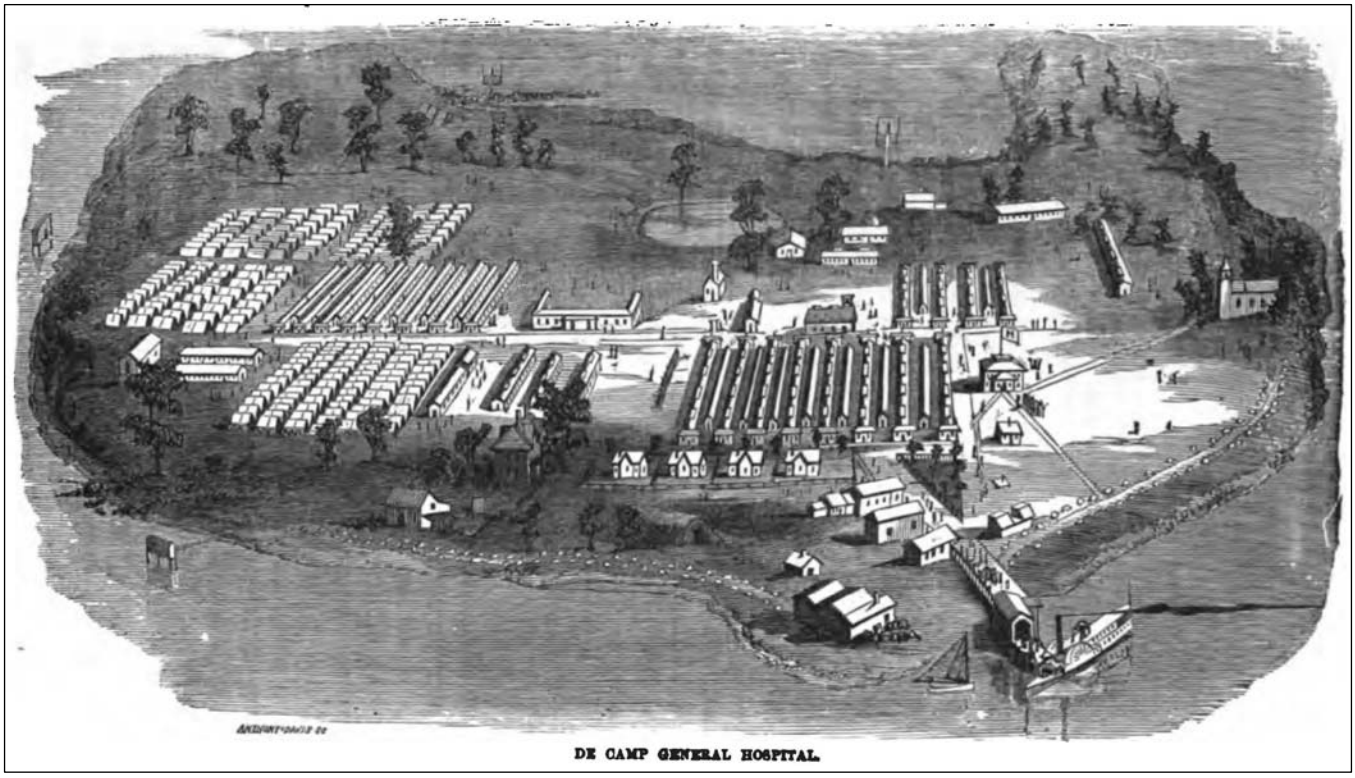


Figure 2. "Hospital Wards, Davids Island, Sep 18th /64." This is one of a group of 14 photographs depicting DeCamp General Hospital in September 1864. The photograph faces east along the future alignment of Hoyle Road. The road branching off to the left was abandoned in ca. 1892 to make way for construction of Building 1, the Commanding Officer's Quarters. The buildings in the distance at left, Wards Nos. 7 and 8 separated by Mess No. 4, occupy what was to become the southern end of the Parade Ground. The Guardhouse and Hospital Headquarters are to the right. As was typical of conditions at DeCamp Hospital, the roads are earth. Note the road ditches, whitewashed posts marking the edges of the intersection, board sidewalks, unimproved footpaths, and fences to protect patches of ground from foot traffic and animals. War Department Library Photograph Album 25:27, Record Group 165, National Archives, College Park, MD.

Figure 3. "USA General Hospital Davids Island, New York," ca. 1870. Early depiction of the emergent road system on Davids Island. Two road axes are apparent in this image, one stemming from the dock part of present-day Hoyle Road, the other connecting the hospital pavilions (now the walks on the east and west sides of the Parade Ground). North is to the top of the page. Record Group 92, National Archives, College Park, MD.

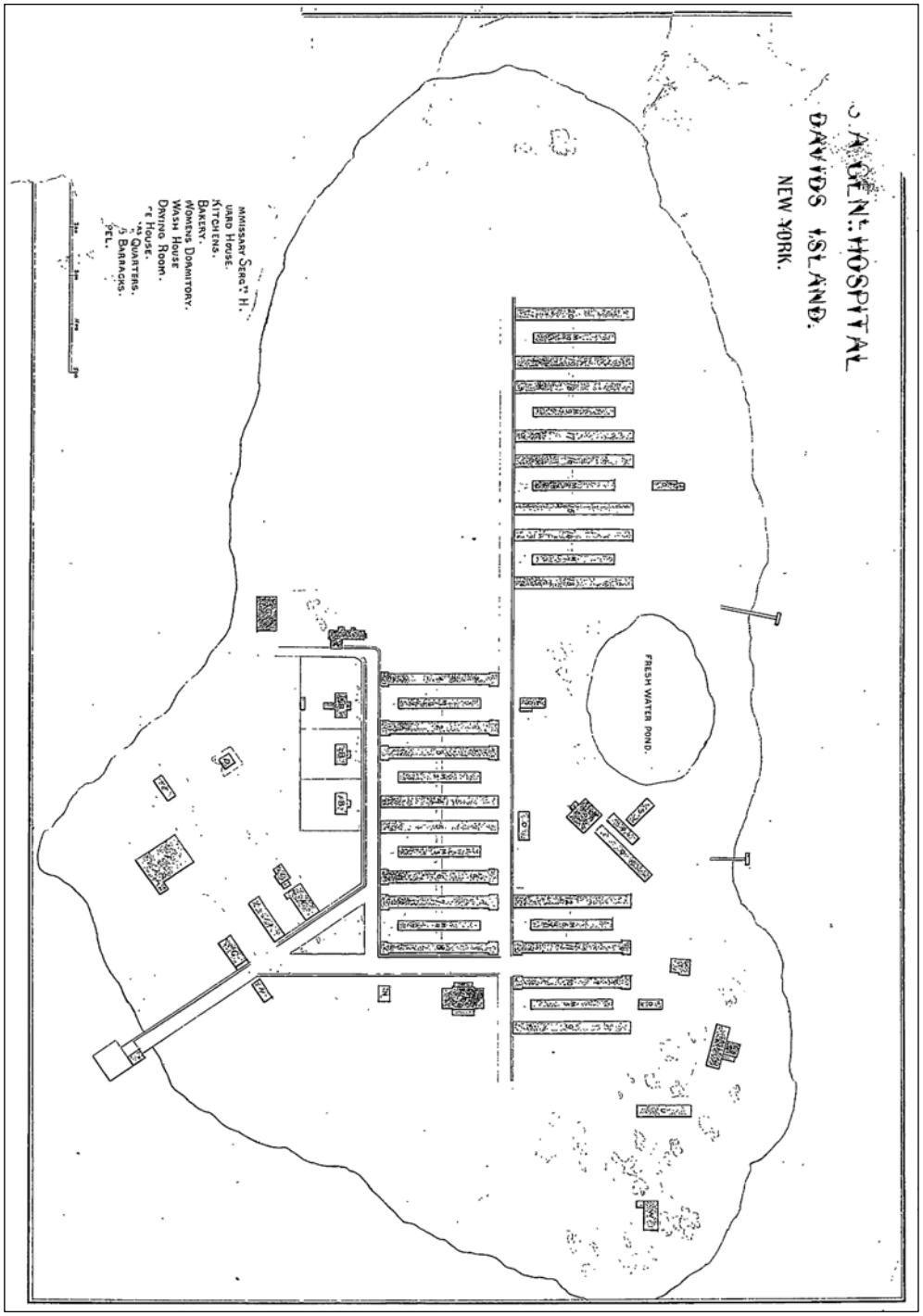


Figure 4. "Quarter Master Buildings, Davids Island, N.Y. Harbor," March 1872. The predecessors of present-day Hoyle Road and the walks on the sides of the Parade Ground can be identified. A number of service roads extant in 1872 in the southeastern and southwestern parts of the island do not have successors in the twentieth-century road system. North is to the top of the page. Record Group 92, National Archives, College Park, MD.

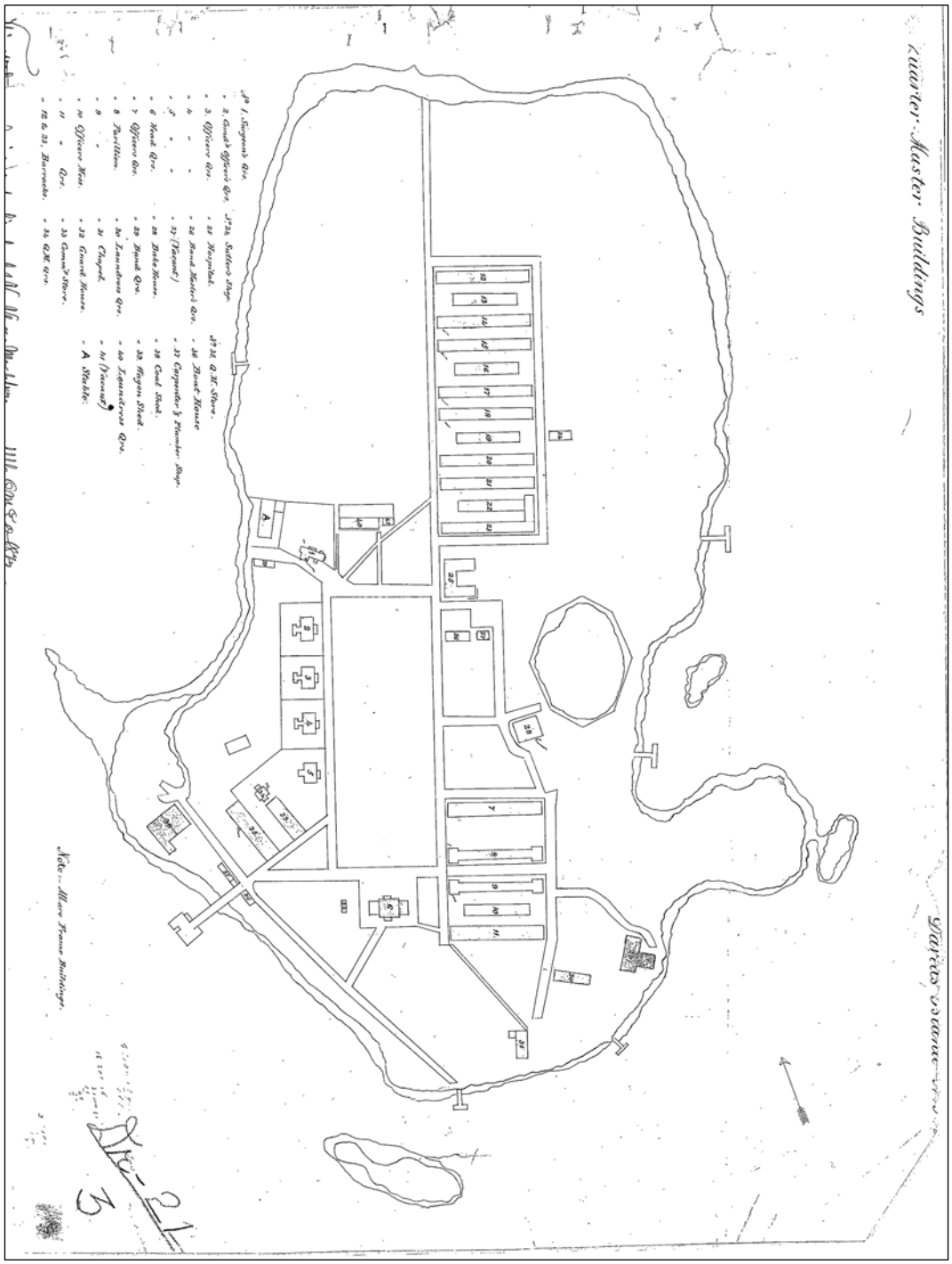


Figure 5. "Map of Davids' [sic] Island, N.Y.H., Alias Davenports I.," July 1879. Drawn just after the Army returned to Davids Island after an absence of three years, this map shows the key elements of the road system that remained from the Civil War era, including the predecessors of Hoyle Road and the southern end of the walk on Officers' Row. North is to the top of the page. Record Group 77, National Archives, College Park, MD.

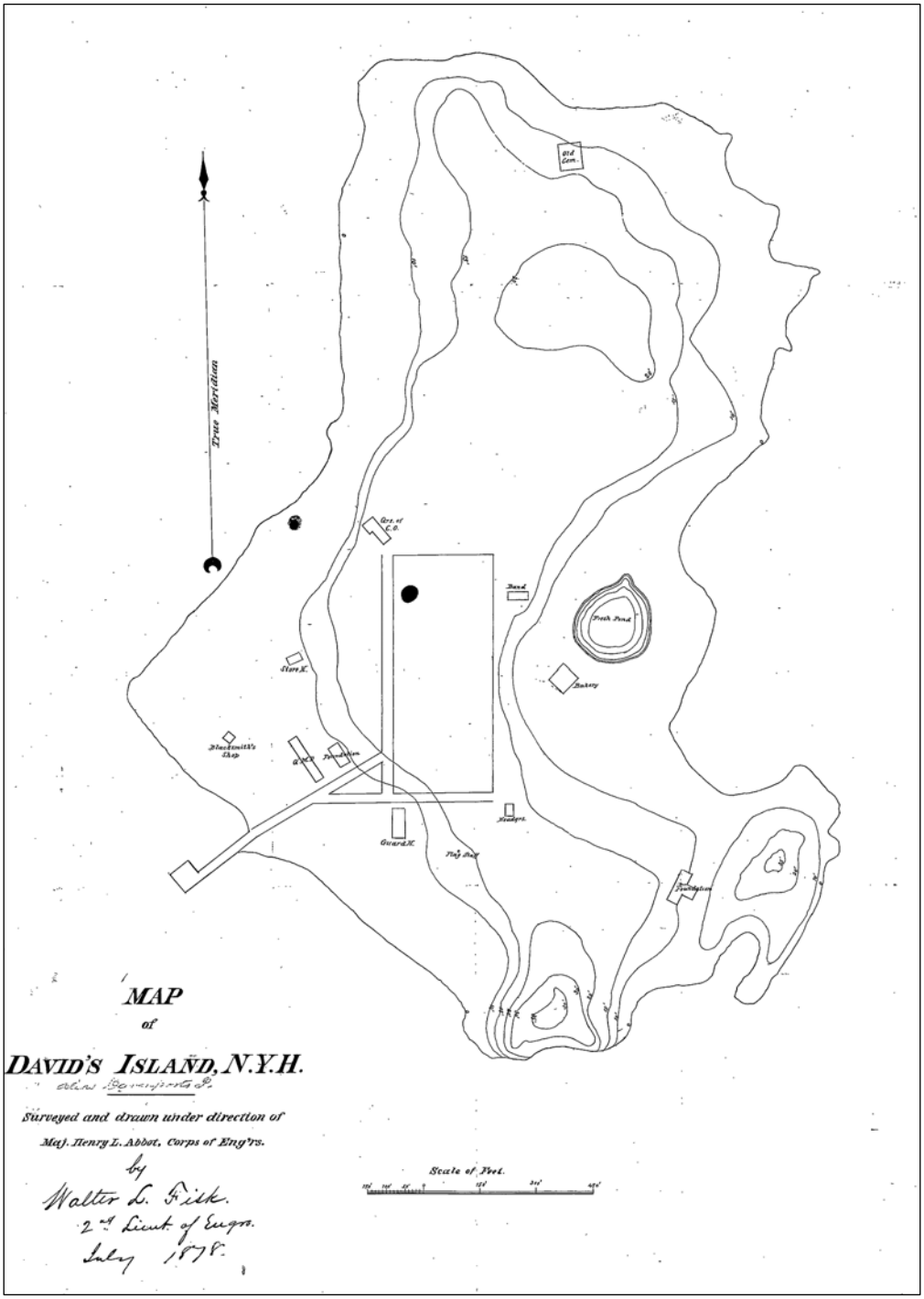


Figure 6. "Davids Island, N.Y. Harbor," March 1884. The growth of the island's road system, particularly to the northeast (upper right), is evident in this early Quartermaster Corps map. North is to the top of the page. Record Group 92, National Archives, College Park, MD.

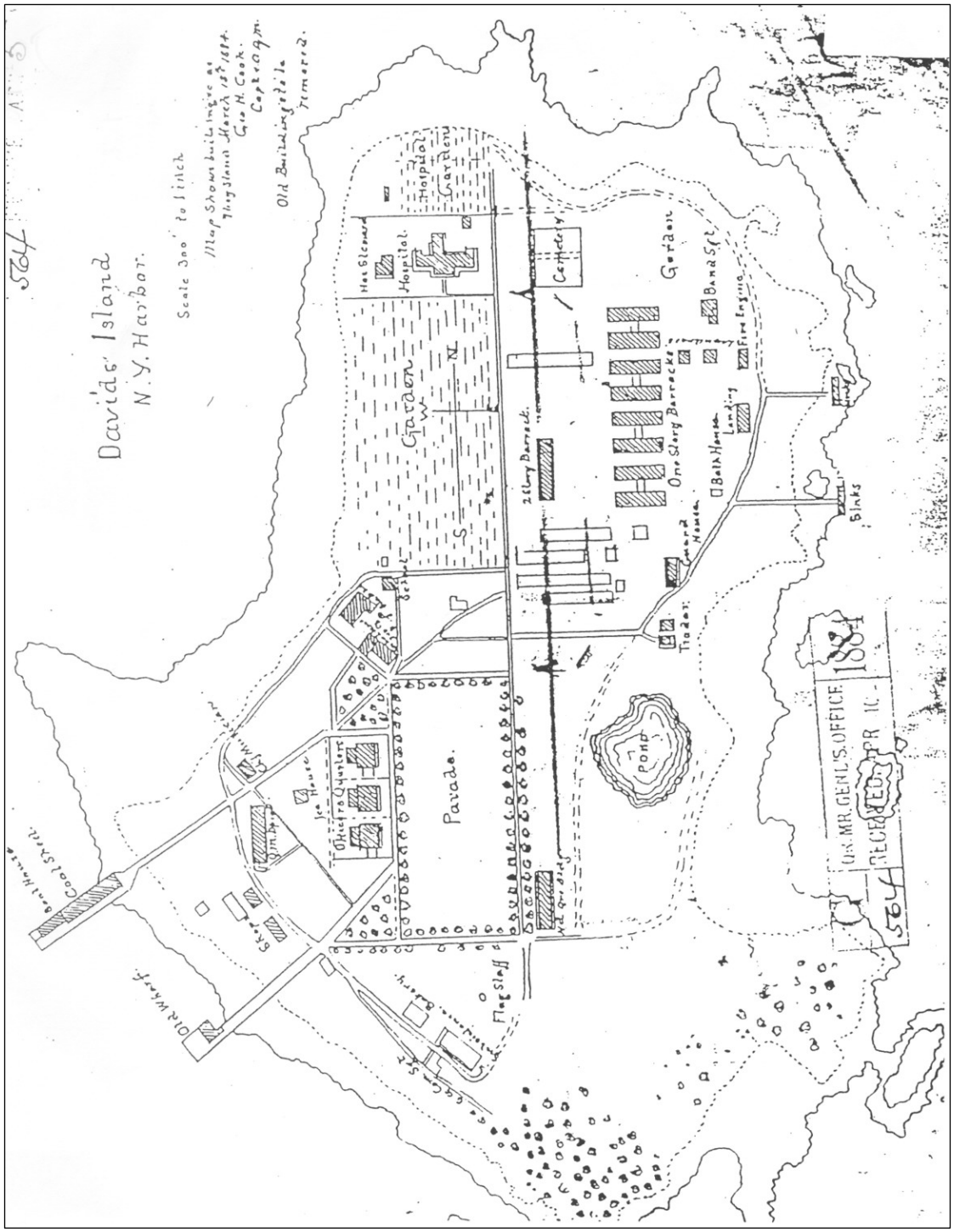


Figure 7. The Army post at Davids Island, 1889, facing north-northwest. The rectilinear arrangement of roads around the Parade Ground with crosscutting diagonal walkways is evident in this view from the old water tower near the southern end of the island. Record Group 92, National Archives, College Park, MD.

Figure 8. Barracks Area, ca. 1892, facing south. Numerous informal footpaths and earth roads surround and extend from this group of buildings, which was erected around 1880. This site was subsequently the location of Buildings 61-64. Buildings 68 and 69 stand in the background at right. The post's original brick water tower is visible in the distance at left center. Record Group 92, National Archives, College Park, MD.

Figure 9. "Map of Davids Island, New York Harbor, U.S. Military Reservation," October 1894-December 1895. Many of the elements of the twentieth-century road system at Fort Slocum had been established by the 1890s. North is to the top of the page. Record Group 92, National Archives, College Park, MD.

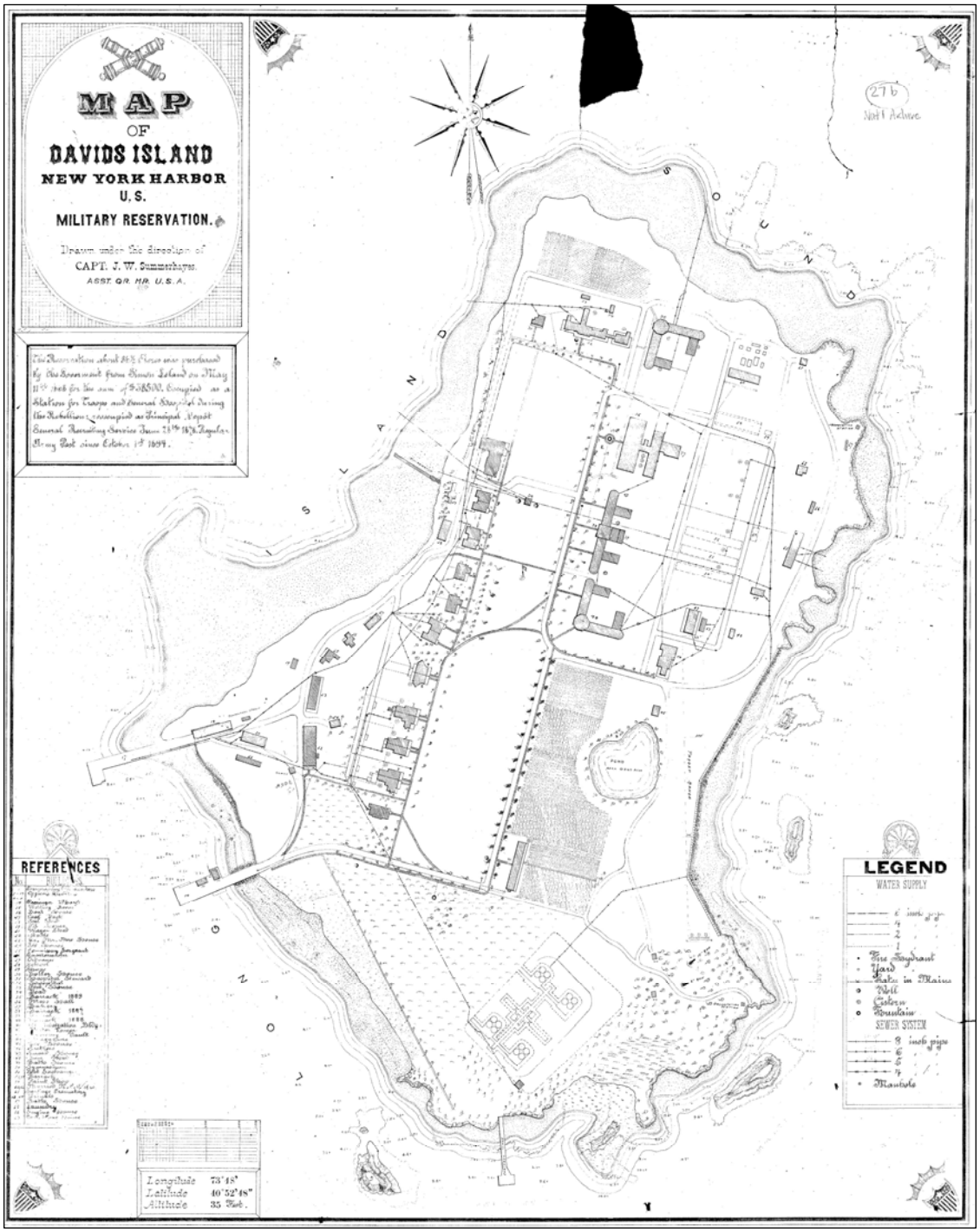


Figure 10. "Map of Fort Slocum, David's [sic] Island, N.Y.," July 1906. This map depicts Fort Slocum on the eve of development of the northeastern quadrant of the post. In that area, the rectilinear road system of the 1890s had become irregular. The system in the central and southwestern parts of the post generally resembled its later configuration. North is to the top of the page. Record Group 92. National Archives, College Park, MD.

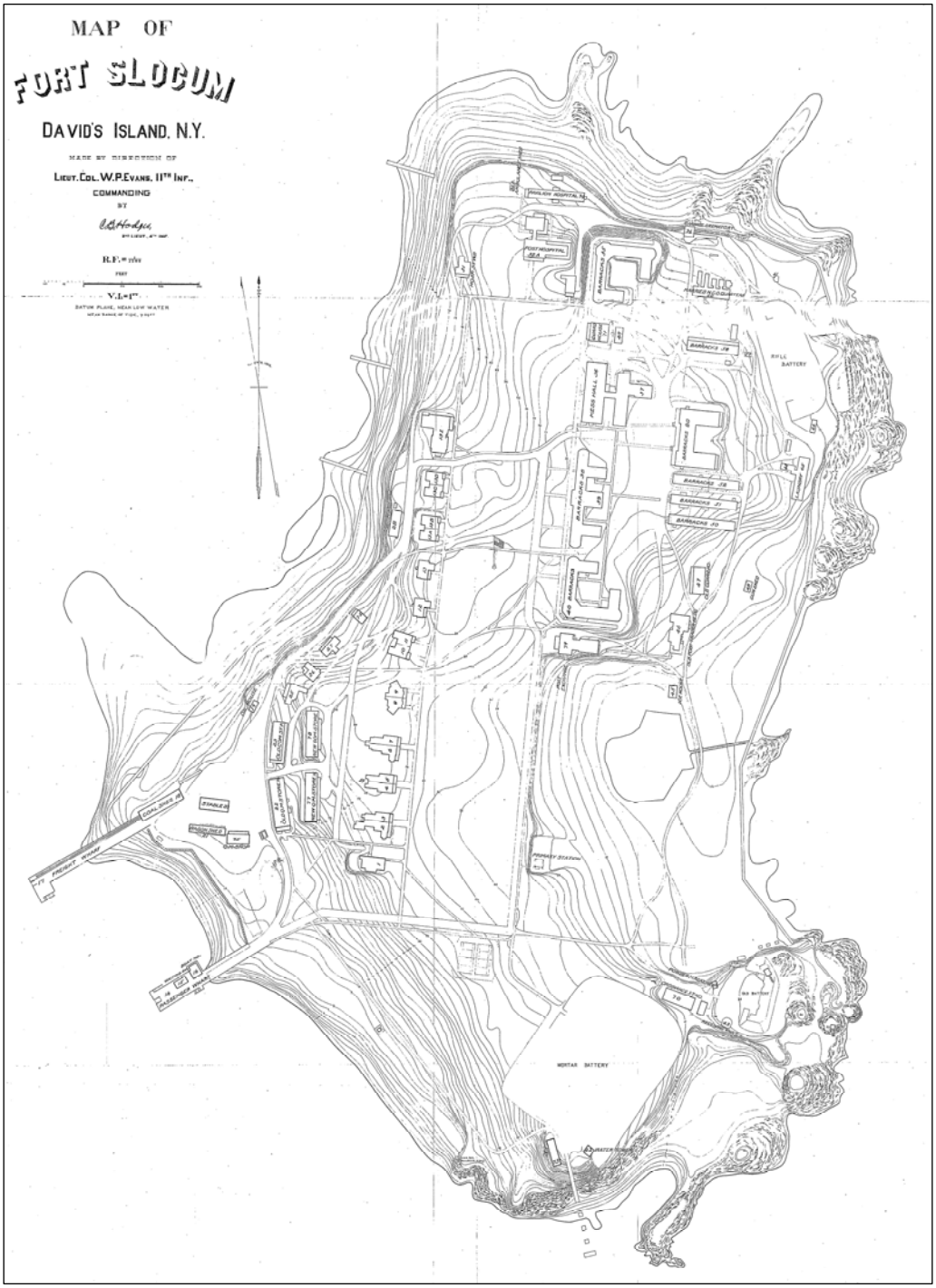


Figure 11. "Map of Fort Slocum, New York," July 1915. By 1915, nearly all of the road system at Fort Slocum closely approximated its later configuration. Exceptions, however, included the northeastern shoreline where a section of Parker Road was later built and the western shoreline, where a cinder bridle path parallel to the seawall had no successor. North is to the top of the page. Record Group 92, National Archives, College Park, MD.

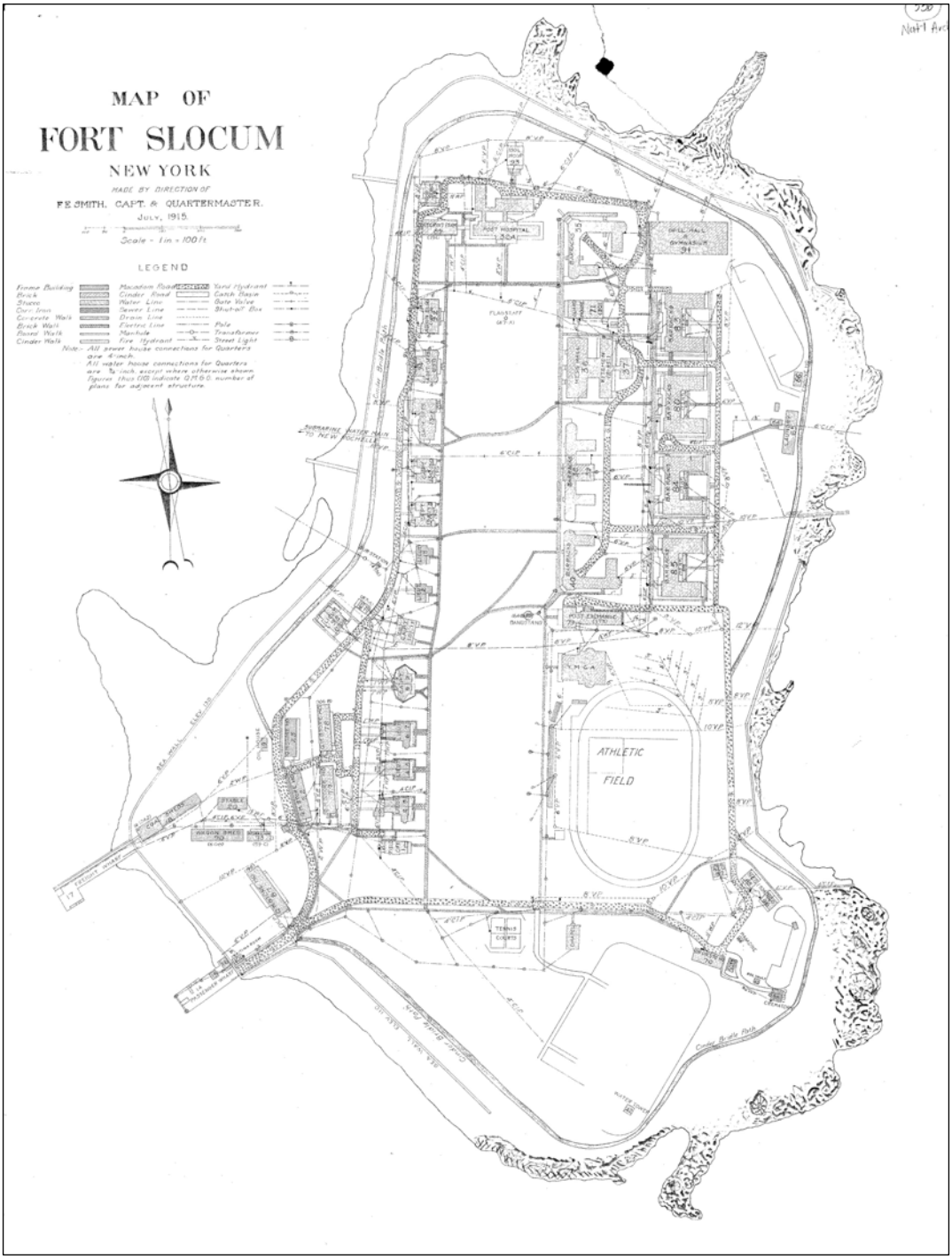


Figure 12. Vertical aerial photograph of Fort Slocum, July 1920. The arrangement of roads and paths is well established by the time this image was taken, although remnant systems of informal paths from the very active First World War period are apparent. Later aerial photographs show that by 1924, post-war landscape rehabilitation had replaced most of these paths with fresh lawn. North is to the top of the page. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 13. Vertical aerial photograph of Fort Slocum, September 1940. By 1940, development of the post's system of roads and paths had, with a few minor exceptions, acquired the pattern it had during Fort Slocum's last quarter century of active service. North is to the top of the page. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 14. "Company Street, Fort Slocum, N.Y.," circa 1940, facing southeast. Real-photo postcard by unidentified publisher. No copyright date; illegible postmark, circa 1940. This view of Bomford Road shows a wide thoroughfare that saw much use for parading and daily inspections. The company barracks at left are Buildings 64-61. Collection of Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ.

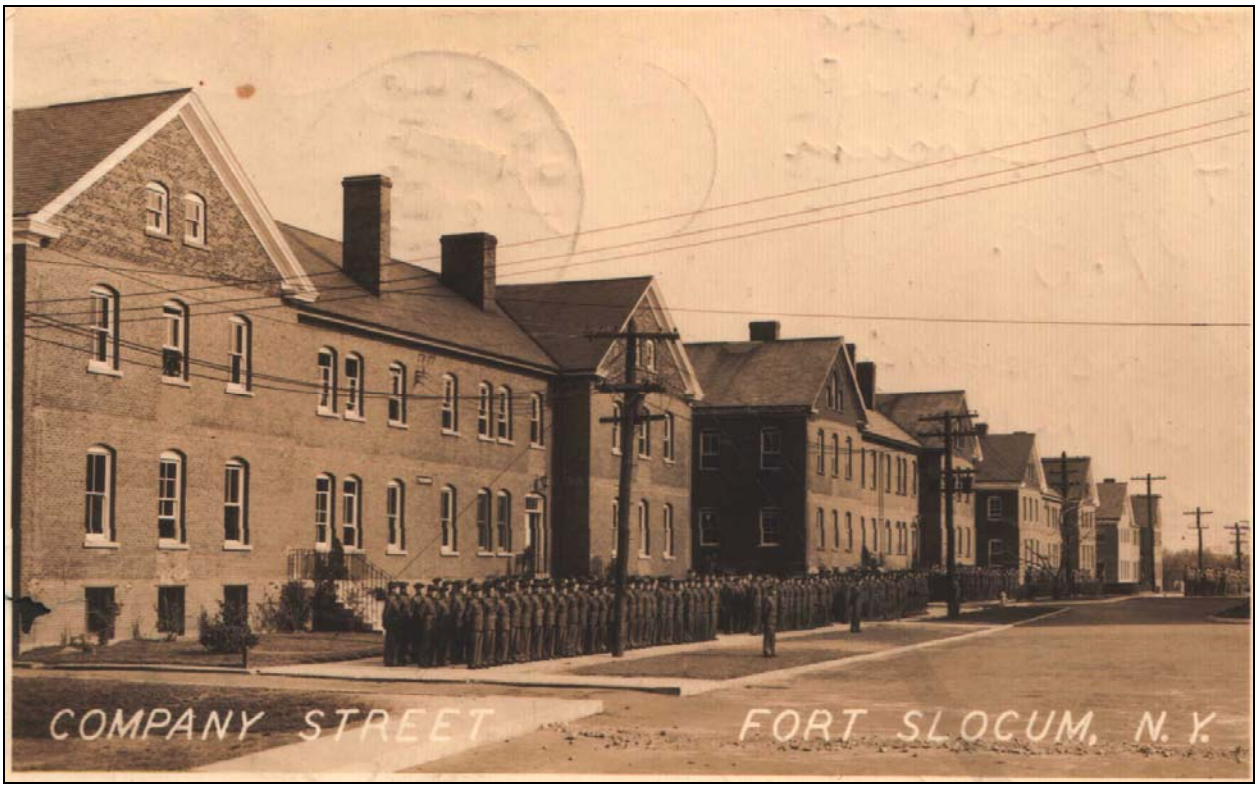
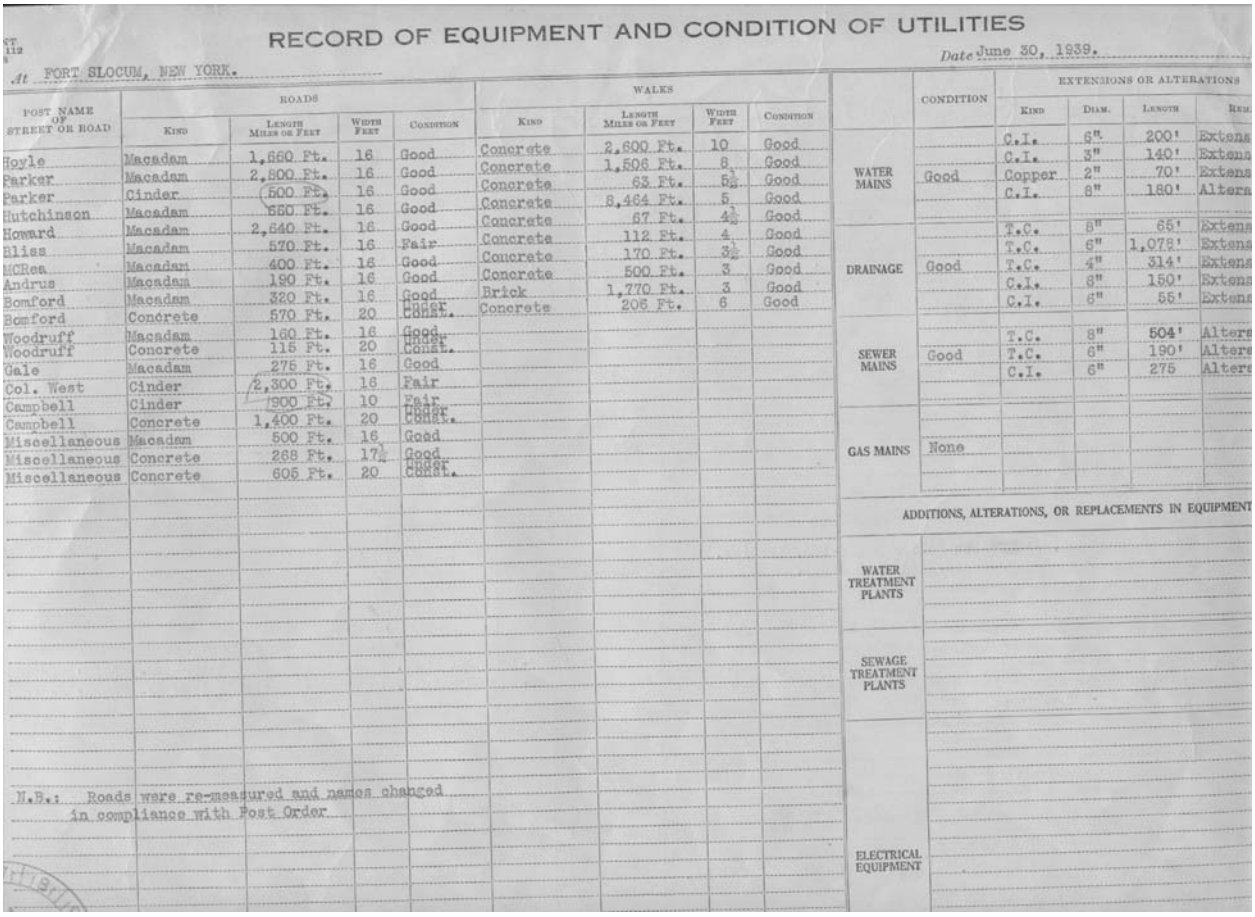


Figure 15. Construction in-progress of Parker Road at northeast corner of island, June 1939, facing northeast. In this area the road was built on fill and adjoined the seawall. View to southeast. Record Group 77, National Archives, College Park, MD.

Figure 16. Recently-constructed section of Parker Road beside Sewage Tank House (present-day Building 52), May 1940, facing northwest. Contrast this image with the collapsed roadway and seawall in Photo 7 of current conditions. Record Group 77, National Archives, College Park, MD.

Figure 17. An arriving visitor to Fort Slocum would be greeted by this view of the junction of Howard (left), Hoyle (center), and Parker (right) Roads around the Rodman Gun Monument, circa 1940s. At left is the residence of the post commander (Building 1). Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

Figure 18. Road and Walk Inventory, 1939. "Record of Equipment and Condition of Utilities, Fort Slocum, New York, June 30, 1939." Record Group 77, Box 247, Entry 393, National Archives, College Park, MD.



FT. 112

RECORD OF EQUIPMENT AND CONDITION OF UTILITIES

At FORT SLOCUM, NEW YORK. *Date* June 30, 1939.

POST NAME OF STREET OR ROAD	ROADS: KIND	ROADS: LENGTH MILES OR FEET	ROADS: WIDTH FEET	ROADS: CONDITION	WALKS: KIND	WALKS: LENGTH MILES OR FEET	WALKS: WIDTH FEET	WALKS: CONDITION
Hoyle	Macadam	1,660 Ft.	16	Good	Concrete	2,600 Ft.	10	Good
Parker	Macadam	2,800 Ft.	16	Good	Concrete	1,506 Ft.	8	Good
Parker	Cinder	500 Ft.	16	Good	Concrete	63 Ft.	5½	Good
Hutchinson	Macadam	660 Ft.	16	Good	Concrete	8,464 Ft.	5	Good
Howard	Macadam	2,640 Ft.	16	Good	Concrete	67 Ft.	4½	Good
Bliss	Macadam	570 Ft.	16	Fair	Concrete	112 Ft.	4	Good
McRea	Macadam	400 Ft.	16	Good	Concrete	170 Ft.	3½	Good
Andrus	Macadam	190 Ft.	16	Good	Concrete	500 Ft.	3	Good
Bomford	Macadam	320 Ft.	16	Good	Brick	1,770 Ft.	3	Good
Bomford	Concrete	570 Ft.	20	Under Const.	Concrete	206 Ft.	6	Good
Woodruff	Macadam	160 Ft.	16	Good				
Woodruff	Concrete	115 Ft.	20	Under Const.				
Gale	Macadam	275 Ft.	16	Good				
Col. West	Cinder	2,300 Ft.	16	Fair				
Campbell	Cinder	1900 Ft.	10	Fair				
Campbell	Concrete	1,400 Ft.	20	Under Const.				
Miscellaneous	Macadam	500 Ft.	16	Good				
Miscellaneous	Concrete	268 Ft.	17½	Good				
Miscellaneous	Concrete	605 Ft.	20	Under Const.				

N.B.: Roads were re-measured and names changed in compliance with Post Order

	CONDITION	EXTENSIONS OR ALTERATIONS: KIND	DIAM.	LENGTH	REM.
WATER MAINS	Good	C.I.	8"	200'	Extens
		C.I.	3"	140'	Extens
		Copper	2"	70'	Extens
		C.I.	8"	180'	Alters
DRAINAGE	Good	T.C.	8"	65'	Extens
		T.C.	6"	1,078'	Extens
		T.C.	4"	314'	Extens
		C.I.	8"	150'	Extens
		C.I.	6"	55'	Extens
SEWER MAINS	Good	T.C.	8"	504'	Alters
		T.C.	6"	190'	Alters
		C.I.	6"	275	Alters
GAS MAINS	None				

ADDITIONS, ALTERATIONS, OR REPLACEMENTS IN EQUIPMENT

WATER TREATMENT PLANTS

SEWAGE TREATMENT PLANTS

ELECTRICAL EQUIPMENT

HISTORICAL DOCUMENTATION

INDEX OF PHOTOGRAPHS

ROADS AND PATHS (unnumbered)
Davids Island-Fort Slocum
New Rochelle
Westchester County
New York

Photographers: Christopher L. Borstel, Tetra Tech EC, Inc., Morris Plains, NJ, September 2005 (Photo 7), April 2006 (Photos 1-3), September 2006 (Photo 6), and June 2007 (Photos 4-5).

Caleb Christopher, Tetra Tech EC, Inc., Morris Plains, NJ, November 2006 (Photos 8-10 and 12-14) and January 2007 (Photo 11).

Matt Kierstead, PAL Inc., Pawtucket, RI, November 2005 (Photo 15).

1. Parker Road, vicinity of Buildings 58-60, facing north-northeast.
2. Parker Road, vicinity of Building 102, facing north.
3. Parker Road, vicinity of Building 43, facing north-northeast.
4. Concrete walk between Parade Ground (at left) and Building 6 (at right), facing south.
5. Brick walk, east side of Building 62. Junction of Woodruff Road and Douglass Drive is at right. Facing north-northeast.
6. Late nineteenth- or early twentieth-century brick walk between Buildings 34 and 35, facing north.
7. Parker Road. Building 52 is at left, facing northwest. Compare to Figure 7 of the historical photographs.
8. Concrete bench frame, vicinity of Building 11, facing northwest.
9. Bomford Road, vicinity of Building 64, facing north.
10. Fire hydrant, vicinity of Building 135, facing northeast.
11. Concrete walk and bench frames between tennis courts (at left) and Parade Ground (at right).
12. Hartshorn Road, facing west. The road and the retaining wall at left were constructed in 1939-1940. The Post Chapel (Building 108) is at center, Buildings 107 and 106 at right.
13. Howard Road. Building 13 is at right. Facing north.
14. Steps to main entrance of Building 55, facing southeast.
15. Hoyle Road, vicinity of Parade Ground, facing west.

Photo 1. Parker Road, Building 59 at right, facing north-northeast.

Photo 2. Parker Road, vicinity of Building 102, facing north.

Photo 3. Parker Road, vicinity of Building 43, facing north-northeast.

Photo 4. Concrete walk between Parade Ground (at left) and Building 6 (at right), facing south.

Photo 5. Brick walk, east side of Building 62. Junction of Woodruff Road and Douglass Drive is at right. Facing north-northeast.

Photo 6. Late nineteenth- or early twentieth-century brick walk between Buildings 34 and 35, facing north.

Photo 7. Parker Road. Building 52 is at left, facing northwest. Compare with Figure 7 of the historical photographs.

Photo 8. Concrete bench frame, vicinity of Building 11, facing northwest.

Photo 9. Bomford Road, vicinity of Building 64, facing north.

Photo 10. Fire hydrant, vicinity of Building 135, facing northeast.

Figure 11. Concrete walk and bench frames between tennis courts (at left) and Parade Ground (at right).

Photo 12. Hartshorn Road, facing west. The road and the retaining wall at left were constructed in 1939-1940. The Post Chapel (Building 108) is at center, Buildings 107 and 106 at right.

Photo 13. Howard Road. Building 13 is at right. Facing north.

Photo 14. Steps to main entrance of Building 55, facing southeast.

Photo 15. Hoyle Road, vicinity of Parade Ground (at right), facing west.