

NOTE

This document was originally released as part of:

Documentation of Contributing Elements, Fort Slocum Historic and Archeological District, Davids Island, City of New Rochelle, Westchester County, New York, Volume 1: Historic Overview and Buildings 1-13, Rev. 1, May 2008. Prepared by Tetra Tech EC, Inc., Boston, for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts.

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

An update of Table 1 has been prepared and is available separately.

DAVIDS ISLAND – FORT SLOCUM HISTORICAL DOCUMENTATION

FORT SLOCUM: HISTORIC OVERVIEW

<u>Location:</u>	Davids Island, City of New Rochelle, Westchester County, NY 0.6 mile southeast of the New Rochelle mainland USGS Mount Vernon, NY Quadrangle UTM Coordinates: see Figure 2 (follows Part II, Sources of Information)
<u>Present Owner(s):</u>	City of New Rochelle, NY, and Consolidated Edison Co. of New York, Inc.
<u>Date of Construction:</u>	1878-1965
<u>Architect/Engineer:</u>	U.S. Army Quartermaster Corps and U.S. Army Corps of Engineers
<u>Present Use:</u>	Abandoned when documented, 2004-2007; most buildings and structures demolished 2005-2008.
<u>Significance:</u>	<p>The Fort Slocum Historic and Archeological District, which has been determined to be eligible for the National Register of Historic Places, comprises a relict military landscape that preserves numerous contributing buildings, structures, objects, and landscape features that range in condition from essentially intact to ruinous (Table 1— follows Figures 1-15). These elements illustrate significant aspects of the design of military posts and the adaptation of popular American architectural styles of buildings on a permanent post of the United States Army during the period 1878 to 1965.</p>

Fort Slocum was one of several posts and fortifications that were active in the New York City area from the late nineteenth to the mid-twentieth centuries. The fort was a regional center involved in the recruitment, mobilization, training, and support of Army personnel in the vicinity of the city and throughout the northeastern United States. During two periods, 1897-1906 and 1955-1961, Fort Slocum also contributed directly to the defense of New York, the largest city and port in the United States.

From the American Revolution onwards, recruiting a sufficient number of well-trained troops was a continuing concern of the U.S. Army as it sought to maintain itself as an effective and up-to-date military organization. Beginning in 1878, Fort Slocum served as a Principal Recruiting Depot for the Army. In this capacity, the post conducted medical examinations of recruits and provided them with initial training before sending them to posts in the western United States. Later, as the Army engaged in large-scale operations beyond the continental United States, during the Spanish-American War, the First and Second World Wars, and other conflicts, Fort Slocum served as a staging area for troops shipping out overseas and as a reception station for returnees. From the 1930s to the 1960s, the fort

HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM
(Page 2)

was also the site of various training schools, including a cooks' and bakers' school, transportation corps school, chaplains' school, and school for public information officers. In addition, during the Second World War Fort Slocum was a rehabilitation center for court-martialed soldiers who participated in a re-training program designed to return them to full, active duty.

During two periods, around the time of the Spanish-American War and again in the early years of the Cold War, Fort Slocum was one of several installations in the New York City area providing the city with a last, close-in line of defense. From 1897 until 1906, the fort hosted coastal artillery batteries that helped protect the eastern approach to New York Harbor from naval assault. Later, from 1955-1961, Fort Slocum was the site of the fire control station of a Nike missile battery, whose launchers were situated on neighboring Hart Island. The Nike missile system was the world's first operational surface-to-air anti-aircraft missile system, and it was designed to protect major American cities, including New York, from attack by nuclear-armed Soviet bombers.

Project Information:

The U.S. Army Corps of Engineers, New York District (USACE), has been authorized under the Department of Defense Appropriations Act, 2004, to perform building demolition, debris removal, and remediation of asbestos materials at the site of former Fort Slocum on Davids Island. The purpose of the clean-up project is to remove buildings and infrastructure from the abandoned 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 USACE has consulted with the New York State Historic Preservation Officer (NYSHPO) regarding the effects of the clean-up project on historic properties. The consultation resulted in the identification of a National Register-eligible historic district comprising the entirety of Davids Island and the development of a Memorandum of Agreement among the USACE, NYSHPO, County of Westchester, and City of New Rochelle, who together comprise the consulting parties. This documentation report was prepared in accordance with Stipulation I.C.1 of the Memorandum of Agreement.

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FORT SLOCUM: HISTORIC OVERVIEW

This documentation packet introduces the overall setting and historic context of Fort Slocum. It discusses the post's geographic location, historic development, and historical significance and also introduces the several successive numbering systems for buildings and structures employed at the post. This documentation provides a general overview of the Fort Slocum Historic and Archeological District. It complements the documentation for individual buildings and structures which comprise the remainder of the six volumes of *Documentation of Contributing Elements of the Fort Slocum Historic and Archeological District*. This overview of Fort Slocum is based upon several studies of the history, archeology, and historic architecture of Davids Island, including Historical Perspectives (1986), Louis Berger & Associates, Inc. ([Berger] 1986, 1987), Olausen et al. (2005), Cavanaugh (2007b), and Tetra Tech EC, Inc. ([Tetra Tech] 2008a, 2008b), supplemented by additional research online and at the National Archives and other repositories

Part I, Historical Narrative, provides an overview of Davids Island and the two successive U.S. Army posts that occupied it. The presentation in this part alternates between geographic and chronological perspectives on Fort Slocum. Part II, Sources of Information, includes a bibliography of primary and secondary materials used to research the history of the post, including sources cited in the text. Fifteen figures, including maps and historic photographs, follow the bibliography to illustrate the development of Fort Slocum from the Civil War to the beginning of the twenty-first century. Selected historic maps are included as Figures 5 to 11 and Figure 13. A few of the many available historic and contemporary pictures of the post are included as Figures 4, 12, 14, and 15. Table 1, comprises the final section of the documentation is a large table and appears after the figures. The table is a guide to dates of construction, historic building numbering systems, and historical functions for all of the buildings and structures that were extant and identifiable at former Fort Slocum in 2004, when the research leading to the documentation of the individual buildings and structures began.

PART I. HISTORICAL NARRATIVE

A. INTRODUCTION

Between 1878 and 1965, Fort Slocum, a post of the U.S. Army, occupied the entirety of Davids Island¹ in western Long Island Sound (Figures 1-3). Centered at lat. 40°53'00"N long. 73°46'11"W, the island is one of many islets, rocks, and reefs that dot the western end of the sound. Davids Island is situated within the municipal boundaries of the City of New Rochelle, Westchester County, New York, and is close to the border of Bronx Borough, New York City. It lies 0.3 mile southeast of Davenport Neck on the New Rochelle mainland and 0.6 mile southeast of Neptune Island, which is now connected to the mainland by a broad causeway. A rocky channel up to 35 feet deep separates the island from these points on the mainland.

¹ Sources vary concerning the spelling of Davids Island. The name derives from its owner in the middle of the nineteenth century, Thaddeus Davids (1816-1894). Different sources refer to it as "David," "David's," "Davids'," or "Davids" Island. The version employed here, Davids Island, follows the spelling adopted by the U.S. Board on Geographic Names and omits the apostrophe, as has been the practice of the U.S. Coast and Geodetic Survey and the U.S. Geological Survey since the late nineteenth century.

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 4)

Fort Slocum was the successor to an earlier U.S. Army post on Davids Island, which was active from 1862 until 1874. During the Civil War, this earlier post was called De Camp General Hospital, which served wounded soldiers from both sides of the conflict. After the hospital closed in 1866, the Army continued to use Davids Island as a mustering-out station and recruit processing depot. In 1874, the poor condition of the hastily-built hospital buildings forced a temporary abandonment of the post. The Army returned to Davids Island in 1878, and from then until the mid-1960s, the post served in overlapping roles as a recruiting depot, administrative and support center, embarkation and debarkation staging area, training school, and defensive fortification. Fort Slocum acquired its present name in 1896 to honor Maj. Gen. Henry Warner Slocum (1827-1894), a prominent Union soldier and New York politician.

Soon after closing Fort Slocum in 1965, the Army sold Davids Island to New Rochelle. Proposals to redevelop the island failed to materialize, and the post's buildings and structures eventually deteriorated. In Fiscal Year 2004, Congress authorized the U.S. Army Corps of Engineers (USACE), through the Department of Defense's Office of Economic Adjustment, to begin investigations leading to remediation demolition, and restoration of the ruins of Fort Slocum. In preparation for the clean-up, the New York District of the USACE evaluated Davids Island pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f). The evaluation concluded that the remnants of the late nineteenth- to mid-twentieth-century U.S. Army post comprised a historic district with state-level historical significance.

The historic district, known formally as Fort Slocum Historic and Archeological District (the District), comprises a relict military landscape that preserves numerous contributing buildings, structures, objects, and landscape features that range in condition from essentially intact to ruinous. These elements illustrate significant aspects of the design of military posts and the adaptation of popular American architectural styles of buildings on a permanent Army post in the United States during the period ca. 1878 to 1965. The boundaries of the District are coterminous with the low-water shoreline of Davids Island as it existed in 2005 (Figure 2). To facilitate archeological record-keeping, the District has been assigned a site number by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), in whose files it is recorded as Site A11942.001010.

In 2005, the USACE determined that the District was eligible for listing in the National Register of Historic Places under Criteria A and C and Criterion Consideration G. The New York State Historic Preservation Officer (NYSHPO) concurred with this determination. Subsequently, the USACE, NYSHPO, and the city and county governments entered into a Memorandum of Agreement (MOA) stipulating, among other conditions, that prior to demolition, the historic buildings and structures contributing to the district should be documented (MOA 2005:Stipulation II.C.1). In consultation with the NYSHPO, the USACE determined that each contributing element or group of similar contributing elements would be documented using digital-format field photographs; reproductions of key historical photographs, maps, and plans; and written descriptions of the element's appearance and history. The material on each contributing element was to be organized in a format derived from Historic American Buildings Survey Historical Reports (Historic American Buildings Survey/Historic American Engineering Record 1990, 2000). Systematic documentation of the contributing elements of the District began in September 2005, and draft versions of all documentation had been completed by December 2007. Remediation, demolition, and restoration work under the USACE at former Fort Slocum began in October 2005.

B. PHYSICAL (GEOGRAPHIC) CONTEXT

The location of Fort Slocum and its Civil War predecessor, De Camp General Hospital, on an island near New York City was pertinent to certain aspects of their functions, but was less relevant to others. Davids Island, for example, offered isolation and abundant fresh air. These natural qualities were desirable for the convalescence of the sick and wounded who were sent to its hospitals, for the holding of prisoners of war during the Civil War and Second World War, and perhaps for the initiation of raw recruits into army life, which was its primary role in the late nineteenth and early twentieth centuries. Fort Slocum's location near New York City was essential to its function as a defensive installation both at the end of the nineteenth century and in the middle of the twentieth century. It was situated close to New York Harbor and the ports of northern New Jersey, which was advantageous for staging troops who were shipping out overseas or returning home. In contrast, Fort Slocum's comparative isolation and access by water were neutral or perhaps disadvantageous with respect to certain other functions of the post. Among these were its service as a regional administrative center and the hosting of various specialty training schools.

When Fort Slocum was an active post, the Army maintained a regular ferry service connecting Davids Island with Neptune Island on the New Rochelle shore. The pier at Neptune Island was the interchange point for supplies and personnel being transported toward the post by land. Neptune Island is about 1 mile south of the old Boston Post Road (U.S. Route 1), which would have provided the principal regional road connection with Fort Slocum. It was also roughly 2 miles from New Rochelle's central business district and the New Haven Railroad (now Metro-North Railroad) train station. Aside from these land connections via New Rochelle, Fort Slocum was also linked to the New York City region by water. Its companions in the defense of the eastern approach to the city, Forts Schuyler and Totten, were situated at the mouth of the East River, a little over 5 miles away by boat. The regional Army headquarters at Governors Island, off the tip of lower Manhattan, was about 23 miles away by boat via the East River.

With a surface area above high tide of 78 acres, Davids Island measures around 3,300 feet north-south by 2,100 feet east-west. Its shoreline is varied, but generally consists of exposures of bedrock interspersed with pocket beaches of sand, gravel, or cobbles. Formerly, a masonry seawall protected much of the shoreline, but many sections are now ruinous. The island's most prominent topographic feature is a low north-south ridge that curves gently to the west. The broad top of the ridge reaches elevations of 20 to 25 feet above sea level, and since the ridge is slightly off-center relative to the main north-south axis of the island, the terrain on the western side of the ridge averages a little steeper than that on the eastern side. At the southern end of the island, the terrain is somewhat broken by two or three bedrock hillocks, the highest of which is now occupied by the earthwork for coastal mortar batteries constructed in the 1890s. The highest point on the present artificial earthwork has an elevation—about 43 feet—comparable to the natural height of the hillock before the battery was constructed.

The island's north-south ridge is the principal topographic feature around which the ground plan of Fort Slocum developed. The ridge crest is primarily occupied by the Parade Ground, an open, graded rectangle of land measuring approximately 300 by 1,600 feet. When Fort Slocum closed in 1965, the Parade Ground was bordered by paved walks, roads, and rows of shade trees. Marked by a large flagpole and adjoining the main administration building of the post, the Parade Ground served as an important landscape feature for training and outdoor ceremony, but it also provided a clear boundary between residential areas occupied by officers and enlisted men. Such spatial differentiation reflected well-established military custom and regulations banning fraternization between officers and enlisted personnel. At Fort Slocum, a row of 13 buildings known informally as "Officers' Row" faced the west side of the Parade Ground beginning at its southwestern corner. These buildings provided housing and mess facilities for the post's officers, while enlisted personnel were housed and fed in three rows of barracks off the northeastern side of the Parade Ground.

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 6)

Another important topographic influence on the ground plan of Fort Slocum was the terrain of southwestern Davids Island. The shoreline in this area bulges a bit southwesterly toward the mainland and adjoins several acres of low, level ground. Even before the Army took up residence on Davids Island in 1862, this section of shoreline was the location of the primary dock on the island. The western shore of Davids Island is in general more sheltered from storm-driven waves than other parts of the island, and the offshore bathymetry and character of the bottom were evidently suitable for the construction and operation of several successive docks where small and medium shallow-draft vessels could moor. The adjoining onshore terrain, relatively level and just high enough above sea level to avoid flooding, provided space for storehouses to receive goods offloaded from boats and for shops and other buildings that would make use of these supplies.

The docks, Officers' Row, the Parade Ground, and the Barracks area formed a southwest to northeast axis across Davids Island. Other functional areas of the post, such as the hospital zone at the northern end of the island and the defense and support area in the southeast of the island, extended off this line. In all, nine functional areas² can be recognized in the ground plan of Fort Slocum (see Figure 3), as it existed during its last two decades of active service (1945-1965). The nine areas and their associated buildings and structures were:

- The Parade Ground (area includes the post's Flagpole);
- Officers' Row (Buildings 1-13, 34, 35, 37, and Officers' Tennis Courts);
- Hospital Area (Buildings 42, 43, 43A, 44, 45, and 50-53);
- Barracks Area (Buildings 55-65 and 67-70);
- Drill Field and Recreation Area (Buildings 71, 74, 75, 78-80, Drill and Athletic Field, Enlisted Men's Tennis Courts);
- Non-Commissioned Officers Family Housing (Buildings 101-109);
- Defense and Support Area (Buildings 110, T-111, 113-117, 115A, 119, 120, 124, 125-127 [the Mortar Battery], 128, 127A-C, 128A, 130, 131, 133-135, and remnants of Battery Practice);
- South Lawn Area (open space during the 1940s to 1960s);
- Quartermaster Area (Buildings 14-17, 20, T-22, 24, 25, 27, 27A [Coal Yard and Conveyor], 30, 31, 32, 32A-B, T-34, Freight Pier, Passenger Dock, and Rodman Gun Monument).

Infrastructure including seawalls, roads, and utilities, knit Fort Slocum into an integrated whole. The seawalls protected the shoreline from erosion and slightly expanded the land area available for development. Seawalls once encircled about 80 percent of the entire island. The system of roads and paved walks connected all parts of the post together. They developed over several decades into a series of essentially concentric routes with Hoyle Road and various Parade Ground paths at its center and Parker and Howard Roads, which parallel much of the shoreline at its periphery. Below- and aboveground utility lines distributed water, sewer service, electricity, and telephone connections throughout the post. Heating was not centralized and coal was distributed to individual buildings by cart, wagon, or truck.

When Fort Slocum was still active in the early 1960s, it presented a neat, well-tended landscape (Figure 14). A majority of the buildings were brick, but others were wood-frame or concrete-block structures, and a few buildings on the post were constructed of cast concrete. Concrete stucco covered the walls of a few of the masonry buildings. Most of the wood-frame buildings were nominally designated as

² Research to date has located no official list of buildings from any period that is formally organized by function. Consequently, the spatial subdivisions described here reflect an analysis of the principal historical uses of the post's buildings and structures.

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 7)

temporary structures. Some house trailers and at least three radar trailers were also present on the post at various times during the 1940s to 1960s; the trailers were architecturally ephemeral and are difficult to document retrospectively.

Although many of Fort Slocum's buildings and structures might only broadly be described as stylistically plain, simple, and "utilitarian," others clearly reflected identifiable popular American architectural styles dating to the late nineteenth or early twentieth centuries. Among the building styles represented at Fort Slocum were Italianate, Romanesque, Colonial Revival, Classical Revival, and Spanish Colonial Revival, styles that were common at Army posts throughout the United States (Chattey et al. 1997; Hoagland 2004). In addition to the one hundred or so primary buildings and structures extant at the post in the 1960s, there were numerous ancillary structures, such as trash bins of stone or concrete block, concrete and wood benches, lampposts, and steel clothes line posts that contributed to day-to-day life at the post.

Besides these buildings and structures, the post had several miles of roadways and paved walks. The roads were typically paved with either macadam or concrete. Parking lots and garages, so much a part of the built landscape of America in the second half of the twentieth century, were not much in evidence at Fort Slocum, since there were relatively few vehicles on the island. Still, there was a post garage for official vehicles, and there were turnouts and parking spaces beside many buildings. Sidewalks lined some of the roads. Generally, however, it seems that walkways were separated from roadways. The walks were paved, generally with brick, macadam, or concrete.

Open areas were covered in grass, likely of varying quality. Shade trees fringed the post's open spaces and roads and surrounded many of its buildings. Foundation plantings of bushes and shrubs adjoined houses and many of its principal buildings.

Since being vacated in the late 1960s, Davids Island has become overgrown, and due to vandalism, lack of maintenance, and at least two widespread fires, most of Fort Slocum's buildings and structures have fallen into ruin (see Figure 15). Seen across the water as it appeared in 2005, the island was thickly wooded and clearly abandoned. A few notable landmarks, such as the steel water tower at the northern end of the island, reached above the trees, and here and there along the shore the roofless brick shell of a ruined building could be glimpsed through the undergrowth. The appearance of Davids Island contrasted markedly with that of neighboring shorelines, which were extensively built up and lined by houses and buildings, busy roads and bridges, marinas, beach clubs, and groomed parklands.

C. HISTORICAL CONTEXT

The development and character of Fort Slocum from the 1870s to the 1960s owes much to three general themes in American military history: recruitment and training; military architecture; and coastal and urban defense (Berger 1986; Olausen et al. 2005). Each of these trends shaped the landscape and architecture of Davids Island, and each can be traced in the development of the landscape over time.

Supplying Army units with adequate numbers of good-quality enlisted personnel recruits is a recurrent issue in an American military history (Stewart 2004). Until the 1820s, each regiment engaged in its own recruitment efforts. Beginning in 1822, however, under Secretary of War John C. Calhoun, the Army established a General Recruiting Service and opened recruiting depots in major cities in the East and Midwest. This service successfully increased the numbers of recruits supplied to posts in the western territories. In conjunction with a growing professionalism in the Army and increased training, the quality of the regular Army grew during the years before the Civil War.

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 8)

In 1872, the service was placed under the jurisdiction of the Adjutant General's Office and remained there for the next 90 years. The period between the Civil War and the Spanish-American War was paradoxical in American military history, for on the one hand national investment in its military was low and soldiers were socially marginal, but on the other hand, military men creatively addressed many issues of tactics, equipment, training, and organization that had developed in the preceding decades. When the military reservation at Davids Island was established as a Principal Recruiting Depot in 1878, it was in the context of insuring that the quality of men entering the Army was good and that they received adequate initial training before being shipped to posts in the west (or, later, overseas). At Fort Slocum, men were screened for fitness for service and received basic training in military behavior, service organization, and related areas. During this period, recruit training in weaponry, clerical work, supply, and many other army specialties took place elsewhere. Recruit intake and basic orientation to military life was a principal role of Fort Slocum until after the First World War. Beginning in the 1930s, the post took on the new mission of advanced training for cooks and later other types of personnel.

To serve as a recruiting depot and in other roles, Fort Slocum required a variety of buildings, including barracks, mess halls, quarters for officers and senior enlisted personnel, and numerous support and ancillary structures. These buildings were typically built in accordance with standardized designs originated by the Quartermaster General's Office; however, Army personnel and outside professional architects had also produced a few designs specifically for the post. The Quartermaster General produced both designs for specific structures and generic designs that were intended for use at more than one installation. The generic designs might be adjusted according to local circumstances and were in some instances updated and revised over time. The designs reflected a variety of factors, including changing notions about efficiency of use and construction, cost and materials considerations, technological innovations, and general trends in American architecture (Berger 1986; Chattey et al. 1997; Fine and Remington 1972; Hoagland 2004). As to this latter point, the styles of major buildings at Fort Slocum changed from predominantly Italianate and Romanesque among those designed in the 1870s and 1880s to Colonial Revival in the 1890s to Classical Revival in the early twentieth century. In the twentieth century, the Army built both Colonial Revival and Classical Revival buildings at Fort Slocum, though overall Colonial Revival elements dominated the aesthetics of the post's architecture. The styles of utilitarian and temporary buildings tended to be driven more by technical and cost considerations than by a desire to mirror national architectural trends, however conservatively. The temporary buildings constructed during the Second World War illustrate these factors well, with their balloon framing, simple exteriors, and extensive use of asbestos (transite) siding.

Fort Slocum played an important role in the defense of New York City during two periods, 1897 to ca. 1906 and 1955 to 1961. During the earlier period, the fort was the easternmost fortification protecting New York Harbor (Berger 1986; Cavanaugh 2007b; Olausen et al. 2005; Polaski and Williford 2003). It acquired this role in the wake of the report of the Endicott Board of Fortifications, convened in 1885 under Secretary of War William C. Endicott at the direction of President Grover Cleveland to review the state of U.S. coastal defenses. The 1886 report of the Endicott Board recommended a broad range of construction programs to upgrade coastal defenses. Among them were the installation of gun batteries to protect major cities against waterborne attack and military facilities and a large-scale construction program to upgrade military training capabilities. Among the programs was the improvement of military facilities along standardized plans that included a formal, rectilinear layout with a parade ground at the core. Previously, coastal batteries were constructed to a model of concentrated fire from vertical walled casemate construction. The Endicott Board replaced this model with one in which fire was directed at approaching enemy warships from widely dispersed batteries of reinforced concrete. Substantial protective earthworks designed to blend into the surrounding landscape surrounded the batteries. As a result of the Endicott Board's recommendations, three batteries were eventually constructed at Davids Island. The first of these seems to have been intended as a temporary or training measure, as it mounted

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 9)

only two heavy Civil War-era Rodman guns. However, a much more effective emplacement armed with sixteen rapid-fire coastal mortars (Batteries Overton and Haskin) was constructed in the 1890s in the southeastern section of the island, and two direct-fire gun batteries (Batteries Kinney and Fraser) were built immediately thereafter on its northeastern shore.

President Theodore Roosevelt convened a second board in 1905 and appointed William H. Taft as its chairman. The purpose of this board was to evaluate progress on the earlier board's recommendations and to make additional recommendations as to improvements to coastal defense. The bulk of the Taft Board's recommendations reflected technological improvements, such as use of searchlights, electrification, and precision fire-control methods. Certain of these recommendations were incorporated into the completed defensive works at Davids Island, but even before the Taft Board improvements were fully implemented, the Army judged Fort Slocum's defensive function to be obsolete. In about 1906, the mortars and guns at Fort Slocum were placed on inactive status, and artillery crews were reassigned to other posts.

Fort Slocum again played a role in the defense of New York City during the early years of the Cold War, when it hosted the fire control area of a Nike Ajax missile battery (Bender 1999, 2000; Olausen et al. 2005; Lonquest and Winkler 1996). This facility, known as Nike Battery NY-15, was one of 19 anti-aircraft missile batteries that the U.S. Army built around New York City between 1955 and 1960. Battery NY-15 was among 13 batteries around New York the Army activated in 1955. Nike was the world's first operational surface-to-air anti-aircraft missile system. Beginning in 1954, the Army deployed the first generation of the system, known as Nike Ajax, around major U.S. cities, industrial centers, and military installations. The missiles provided a last line of defense against long-range Soviet bombers, whose reach and nuclear capabilities by the early 1950s made them an apparent threat to targets deep inside the continental United States.

A Nike battery consisted of two installations, a control area and a launch area. Each contained specialized buildings and equipment for its particular function (e.g., radars and a sighting/control station in the control area, missile magazines and launchers in the launch area), but also quarters, administrative, and other general support buildings. The two areas were separated by a minimum distance of 1,000 yards, but could be up to 3 miles apart. The control area at Davids Island for Fort Slocum's Battery NY-15 was paired with a launch area on Hart Island, 1.5 miles away. The division of Battery NY-15 between two islands was unique among those Nike installations constructed around New York City and was rare for all batteries deployed in the United States.

Unlike many of the other batteries in the area, the Army did not upgrade Battery NY-15 to the successor of the Nike Ajax, the Nike Hercules. The Nike Hercules missile had greater speed and range and greatly improved targeting. It was also, unlike Ajax, nuclear-capable, so it could effectively attack a mass of aircraft. Deployment of Nike Hercules batteries began in mid-1958, and over the next few years, the Army either converted Ajax batteries to Hercules missiles or deactivated them. In the New York defense area, the Army converted just over half of the batteries. Fort Slocum's Battery NY-15 was not upgraded and in 1961 became one of the first two New York-area batteries to be deactivated. Even the advances incorporated into Nike Hercules quickly became obsolete, and the Army phased out the entire system for use around American cities by 1974, the year the last of the New York-area batteries was closed.

D. DAVIDS ISLAND: PREHISTORY TO THE PRESENT

The design, landscape, and architecture of Fort Slocum were the result of nearly 90 years of continuous development and changing missions at the post. Yet the period when Fort Slocum was in active service, 1878 to 1965, was not an isolated episode in the history of Davids Island. Native Americans first began

to visit the island long before European colonists arrived on the east coast of North America, and Euroamericans had occupied the island for nearly two centuries before the U.S. Army established its first post there in 1862. Nor did Fort Slocum simply go into mothballs when the Army left in the 1960s. Change continued, producing the present landscape. This section chronicles the development of Davids Island and the post before, during, and after the period when Fort Slocum was active.

1. Native American Use of Davids Island (ca. 2000 BC to AD 1700)

Archeological surveys in 1985 and 2005-2006 recovered traces of prehistoric Native American occupation on Davids Island (Berger 1987; Tetra Tech 2008a, 2008b). These finds have been recorded as Site A11942.000316 in the site inventory of the OPRHP. The site has been determined to be individually eligible for the National Register of Historic Places.

Evidence recovered to date indicates that Native American occupation of Davids Island began at least as early as the Late Archaic period (ca. 1000-3000 BC). This was also the period during which the island probably became permanently isolated from the adjoining mainland as a result of sea level rise. Late Archaic occupation of Davids Island is indicated by a single Normanskill-type projectile point, dating on comparative grounds to ca. 1700-1900 BC. The limited archeological evidence from this period suggests that Native American use of Davids Island during the Late Archaic period consisted of transient, small-scale encampments. Though located close to Long Island Sound, there is no evidence to date that the Late Archaic occupation was oriented specifically to the exploitation of shellfish, fish, or other marine resources.

Native Americans appear to have made more intensive use of Davids Island during the Late Woodland period (ca. AD 900-1600). Archeological evidence dating to this period includes projectile points, stone tool-making debris, small quantities of pottery, and possible subsurface hearth and pit features. The nature, abundance, and spatial patterning of the evidence are suggestive of small-scale seasonal occupation, such as a farmstead or hamlet. As during the earlier Late Archaic period, there is no evidence that during the Late Woodland period, Native Americans on Davids Island were specifically there to exploit marine resources.

Although historic documents suggest the presence of Native American settlements along the Bronx and Westchester shoreline during the 1600s, there is no record specifically concerning Davids Island. Dutch and English colonists began to assert control over the area in the middle decades of the seventeenth century, resulting in the rapid displacement of native peoples.

2. Farmstead (ca. 1700-1860)

Permanent Euroamerican occupation of Davids Island began in the early eighteenth century, or perhaps a little earlier. From the early 1700s until around the middle of the 1800s, the island supported a farmstead. Over this century and a half, the farm apparently had a succession of owners and tenants, and the island had various names. Among the early owners were: Thomas Pell, Jacob Leisler, Jr., and Guillaume LeConte in the seventeenth century, Philip Allen, Anthony Lisperard, and James Rodman and descendants, in the eighteenth century, and Messrs Meyer, Treadwell, and Davenport in the early nineteenth century. In the 1770s, the island had a farm dwelling, barn, and outbuildings, but the location of these buildings is undetermined. Robert Morse, a tenant, grazed cattle on the island in ca. 1830 (Historical Perspectives 1986:30-32).

By the middle of the nineteenth century, the island had become a destination for excursionists arriving by steamboat from New York City and Brooklyn. One announcement for a day's excursion—sponsored by

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 11)

the E.L. Snow Social Union No. 1, a temperance society—promised that “good singing, speeches, dancing, fishing, playing ball, &c., will be the enjoyments of the day, with a band of music” (New York Times 1858). A report on an 1859 trip to the island by Rev. Henry Ward Beecher’s Brooklyn congregation described Davids Island as “a small patch of rocky ground... [with] a few stunted, leafless trees, scattered at very wide intervals over its arid surface;” yet most visitors on that trip enjoyed themselves by picnicking, sailing small boats, strolling the island, swinging on swings, or playing ball games and quoits (New York Times 1859a, 1859b). Historical maps from just before the Civil War show several buildings, including a dock in the area later occupied by the Fort Slocum Passenger Dock, a “concert room,” and a “saloon.” The function of the concert room appears to be straightforward, but the term “saloon” is a bit ambiguous, for it might either have been either an assembly hall, a genteel refreshment room, or, just conceivably, an establishment for the consumption of alcoholic beverages. The concert room appears to have been in the southeastern quadrant of the island, and the saloon was located to the north of it (Historical Perspectives 1986:30-31, Figures 12-13).

3. Military Camp and Hospital (1861-1877)

The Army arrived on Davids Island during the crisis of the Civil War. As early as the fall of 1861, the 3rd Regiment of the Irish Brigade (63rd Regiment New York Volunteers) camped on the island while it organized. This unit, organized by the state of New York, stayed for several weeks. It was on the island “for some time,” according to a contemporary newspaper account. During this period the regiment’s 900 men acquired “great proficiency in drill,” before departing for Washington, D.C., at the end of November 1861 (New York Times 1861a, 1861b).

Less than six months later, the federal government opened a military hospital on Davids Island. The early months of the Civil War had severely strained the Army Medical Department, whose existing organization was nearly overwhelmed by the Army’s vast new size and the war’s enormous casualties. In response, the Army established 150 general hospitals throughout the North in late 1861 and early 1862, including one on Davids Island. In April 1862, the War Department subleased the island from Simeon Leland, an hotelier, who had recently leased it from Thaddeus Davids, a New Rochelle ink manufacturer. The government immediately began constructing De Camp General Hospital, and the hospital opened in May 1862. It was a hastily-built facility consisting of over 50 frame buildings of the simplest possible construction—“mere barrack sheds” in the words of one early description (Historical Perspectives 1986:33). The buildings included a main hospital; quarters and barracks; storehouses, stables, and shops; bakeries, cookhouses, and messes, and some 20 long, barracks-like pavilion buildings for convalescing patients. Neat ranks of canvas tents with wood floors provided space for additional patients (Figure 4). By late 1862, De Camp was the Army’s largest general hospital, housing more than 2,100 patients. Before the Battle of Gettysburg (July 1863), the complex treated only Union soldiers, but following that pivotal battle the need to care for hundreds of wounded Confederate soldiers led the War Department to open the hospital to prisoners. Soon after Gettysburg, Davids Island held more than 2,500 Confederate prisoners, who, once they had recovered from their wounds, were moved to prisoner-of-war camps elsewhere. De Camp General Hospital apparently periodically received and treated prisoners during the remainder of the war, but the proportions of Union and Confederate patients and the timing of their arrivals and departures remain unclear (Brooklyn Eagle 1862; Gillett 1987; Historical Perspectives 1986:33-41; Moskowitz 2006:89-111; New York Times 1862).

De Camp General Hospital officially closed in late 1866. After the Civil War in many cases, once a general hospital closed, the Army returned the leased property to the control of its owner, but this was not the case with Davids Island. Instead, the War Department seems to have determined—or been convinced—that the island had some potential, but ill-defined, future military value, so on May 11, 1867, it purchased the island from Simeon Leland for \$38,500. Leland, the island’s former leaseholder, had in

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 12)

turn only recently acquired it from Thaddeus Davids, its owner between 1856 and 1867. In April 1868, the State of New York formally ceded jurisdiction of the island. During the late 1860s and early 1870s, the Army used the island discontinuously as a temporary hospital, camp for unit reorganization, and subdepot for recruits in conjunction with the Army's main depot on Governors Island. By the early 1870s, the hastily-built wood frame buildings of the Civil War had deteriorated badly and were the subject of regular complaint in officers' reports. They were so dilapidated that in October 1874 the Army withdrew from the island, beginning a hiatus that would last nearly four years (Berger 1987:11; Cavanaugh 2008; *Historical Perspectives* 1986:42; *New York Times* 1875; Office of the Judge Advocate General 1916:279-280; Quartermaster General's Office 1872:130-131; Surgeon General's Office 1875:21).

4. Recruiting Station and Coastal Battery (1878-1919)

In July 1878, Davids Island was made a Principal Depot of the U.S. Army General Recruiting Service, taking over this assignment from Governors Island, which in turn became a regional Army headquarters. Although the post had been used for mustering out volunteers at the end of the Civil War and subsequently for reorganizing and strengthening regular Army units, the July 1878 assignment proved to be permanent not ad hoc. It marked the beginning of the installation's longstanding, formal mission as a recruitment and training center. With this assignment, the post entered a new phase of growth and development.

One of the first tasks facing the Army upon its return in 1878 was the provision of housing for the garrison. Apparently, many of the wood frame buildings built for De Camp General Hospital remained standing,³ but they were on the whole in a bad state of repair. Suitable quarters and barracks were in short supply, and according to a period newspaper account, despite the presence of the Civil War-era buildings many officers and soldiers reoccupying the island in 1878 were "obliged to live in tents until houses and barracks can be built for them" (*New York Times* 1878a). Construction soon began on several new frame buildings, including officers' quarters, barracks, and a storehouse (*New York Times* 1878b), but the garrison continued to use many patched-up and salvaged buildings from the Civil War into the middle 1880s. An inventory from 1881 reveals, for example, that of approximately 33 buildings on the post, 15 had probably been built during the Civil War, and at least three others erected in about 1878 were constructed of materials salvaged from older buildings (Cavanaugh 2008). Making do, often a necessity of military life, was even more essential for soldiers and officers during the 1870s and 1880s, when Congress kept the size of the Army and its appropriations to an absolute minimum (Hoagland 2004; Stewart 2004). Nonetheless, new recruits were necessary and the old buildings on Davids Island were beyond repair, so the Army gradually invested in new construction there. At first, the new buildings were built of wood, but by the mid-1880s, the Army started building in brick as Congress began to increase its support for the War Department.

With renewed occupation of Davids Island and a clearly-defined mission for the post, Army officers also established the basic elements of its spatial layout. According to Cavanaugh (2007b, 2008), the layout was defined in reports prepared by Col. David Sloane Stanley in 1878 and Maj. Samuel Nicoll Benjamin in 1879. The arrangement of the major functional areas of the new post, including the Quartermaster

³ Fisk's (1878) map of Davids Island is misleading in regard to the number of buildings extant in July 1878. It depicts just eight buildings on the island, plus a couple of foundations. However, according to Michael A. Cavanaugh (2008), who is writing a history of Fort Slocum, several reports in the National Archives dating to 1878-1881 document the existence of at least 15 Civil War-era buildings. To judge from a map prepared by Cook (1884) (Figure 7), more than a dozen were still standing in 1884, and at least one, known as the Surgeon's Quarters, stood until 1890, when it was demolished in preparation for the construction of present-day Building 6.

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 13)

Area, Officers' Row, Parade Ground, and Barracks Area, derived directly from its Civil War predecessor, in which these areas were either clearly present (Quartermaster Area and Officers' Row) or implicit (Parade Ground and Barracks Area). This arrangement also reflected standard Army concepts of the period about how any post should be organized spatially, in which its core was a parade ground adjoined by quarters, barracks, and other key buildings. As at many posts, the idealized vision had to be adapted to the real topographic constraints of a particular site (Chattey et al. 1997; Hoagland 2004). On Davids Island, regional geography and offshore bathymetry placed the docks (and hence the Quartermaster Area) on the southwestern shoreline. Similarly, the Parade Ground became not a perfect rectangle, but pinched in a little to the east around present-day Building 6 to follow the crest of the low ridge on which it was situated, an arrangement first envisioned by Maj. Benjamin.

By the end of 1883, there were over 50 buildings and structures at the post, all of which were probably of wood frame construction, including more than a dozen that dated to the Civil War (Figure 7). These old and inadequate buildings were removed soon afterwards, probably in 1884 or 1885, and at about this time, development of the post entered a new phase. Around 1885, the Army began a shift from wood frame to brick construction at Davids Island. The introduction of brick construction was not limited to the post on Davids Island, but was part of a service-wide shift to use of masonry for permanent buildings at Army posts through the United States. The War Department saw brick construction as an economical alternative to wood because of its greater durability, fire resistance, and lower heating costs. The availability of more funds for construction, resulting both from a gradual consolidation of many smaller posts into fewer large ones and from somewhat increased liberality in funding from Congress, also played a role in this shift (Chattey et al. 1997; Hoagland 2004). The first brick buildings to be constructed on Davids Island included a magazine (present-day Building 113), a receiving vault (Building 119), a steam-operated pump house (demolished before 1902) and a brick water tower (demolished 1929), all of which were erected in ca. 1885. Larger buildings soon followed, including three large brick barracks (Buildings 55, 68, and 69), and a mess hall (Building 67) and kitchen (predecessor of Building 65), all of which had been completed by 1889.

The post at Davids Island continued its role in the intake and initial training of recruits in the 1890s, and on July 1, 1896, it was formally named Fort Slocum. In addition, as a result of the recommendations of the 1886 Endicott Board of Fortifications, in the 1890s, the fort also became the site of coast artillery batteries (Berhow 2004). Between 1891 and 1897 the Army erected a large sunken-mortar battery (the Mortar Battery, including Buildings 125, 126, and 127) near the southeastern end of the island. Divided into two commands known as Batteries Haskin and Overton, the Mortar Battery mounted sixteen 12-inch mortars. The mortars were designed to rain shells onto the lightly armored decks of enemy ships. While the Mortar Battery was under construction, another temporary battery, Battery Practice (built ca. 1895), was erected nearby. This battery mounted two Civil War-era guns and may have been used only for training. It was vacated by the end of 1902. Elsewhere on Davids Island, two direct-fire batteries were built on the northeastern shore of the island and became operational in 1901 and 1904. Batteries Kinney and Fraser mounted two rapid-fire breechloading rifles apiece, but of different calibers—Fraser had 5-inch guns, while Kinney had 6-inch guns. Other improvements to Fort Slocum's fortifications were also made at about this time, including installation of a 60-inch electric arc searchlight (demolished ca. 1926) and powerhouse (Building 114) and a steel and concrete targeting tower for the battery commander (demolished ca. 1937). Remarkably, despite the investment in these fortifications and the continuing improvements, Fort Slocum's batteries seem to have been placed on inactive status in 1906, when the personnel manning them were withdrawn. The circumstances of deactivation of Fort Slocum's batteries remain unclear, but it is quite possible that the Army determined that continued improvements in the range of naval guns and ship armor made them obsolete, or perhaps that batteries on Davids Island were unnecessary, given others on Long Island Sound and the East River. In any case, the mortars and guns

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 14)

remained in place until the First World War, and the batteries could have been reactivated quickly if they were needed (see documentation for the Mortar Battery and Battery Practice).

The first decade of the twentieth century saw the continuing expansion of Fort Slocum as a facility for recruit intake and stateside posting for units America's new overseas operations. Between ca. 1905 and 1910, more than 20 new buildings, including officers' quarters, enlisted men's barracks, mess halls, hospital buildings, and support facilities, were constructed, and by the eve of the First World War, Fort Slocum had largely acquired the layout and much of the stock of permanent buildings that it had when it closed in 1965. With the onset of the First World War, these new facilities allowed Fort Slocum to become the busiest recruiting station in the eastern United States. It served as the recruit examination station for New York, New Jersey, Pennsylvania, and the New England states. Between 1917 and 1919, over 140,000 recruits passed through the post. Accommodating these personnel necessitated the construction of some 56 temporary wooden barracks and other buildings in several different areas of the post. Most of these temporary buildings were removed within a few years after close of the war (Cavanaugh 2006; Historical Perspectives 1986:43; Olausen et al. 2005:25-26; Polaski and Williford 2003:75-96).

5. Interwar Years to Cold War Deactivation (1920-1965)

After the First World War, the post continued its missions as a medical center and processing and initial training center for new recruits, albeit at a much-reduced level. In the 1930s, the opening of an Army cooks' and bakers' sub-school at the post added advanced training to its missions. New construction took place there in the early 1930s, with eight large buildings being built (Buildings 44, 58, 59, 60, 104, 105, 106, and 107) (Olausen et al. 2005:26).

During the Second World War, recruit intake, training, and medical support continued to be Fort Slocum's principal functions. According to Cavanaugh (2006), Fort Slocum was the site of the Atlantic Coast Transportation Corps Officers' Training School in 1942-44, where transportation specialists, such as railroad men, were taught the basics of military life before being commissioned as lieutenants or captains; the site of recruit training from 1942; the site of a Provisional Training Center from 1943; and from 1945-46, a rehabilitation center for court-martialed American soldiers. In addition, the post served as a point of embarkation for troops headed overseas and a rest station for allied troops. It was not, however, as heavily used as during the First World War, but even so the Army constructed over a temporary wood frame buildings to accommodate the additional demands made on the post (Olausen et al. 2005:26).

Between 1945 and 1966, when the post was deactivated, Fort Slocum served several missions. Immediately after the Second World War, the post was briefly transferred to the control of the newly formed United States Air Force (1946-1949) and for a short period became known as Slocum Air Force Base. In the 1950s and 1960s, it was home to the Army Chaplain School (1951-1962) and the variously-named Armed Forces Information School (1951-1965).

For a short while during this period, it also resumed its function as a defensive installation. From 1955 to 1960, Fort Slocum was the site of Nike Battery NY-15, one of a ring of missile batteries around New York City designed to protect it from attack by high-altitude Soviet bombers. Unique among the Nike Ajax batteries of the New York defense area, the Fort Slocum battery was divided between two islands, Davids Island, where the integrated fire control area was situated, and Hart Island, site of the launch area (Bender 1999, 2000; Historical Perspectives 1986:43; Lonquest and Winkler 1996:532; Olausen et al. 2005:26-27, appendix B).

Recalling the post-war era at Fort Slocum, men and women who served or grew up there describe it with great fondness. According to their recollections between the late 1940s and the early 1960s, Fort Slocum was a “real paradise,” “well manicured,” and a “classic example of a little town in Iowa—except it was in Long Island Sound” (Valenti 2005; see also Tetra Tech 2008b). Others, however, remember the place in different terms. One pastor who attended the Chaplains School there in 1963 recalled that he was quartered in a former hospital room dating to “the Civil War” [sic], which “hadn’t been changed [since] except for indoor plumbing” (Baldwin 2003).

6. Abandonment and Neglect (1966-2005)

The use of Davids Island as an Army post came to an end in the mid-1960s. Fort Slocum was deactivated on November 30, 1965, and by 1966 all military personnel had left. During the decades that followed, the facilities of the former Army post were neglected and deteriorated severely. Eventually vandalism, fires, and lack of maintenance turned most of the buildings into wood or masonry shells or complete ruins and rendered the utility systems inoperable.

In 1967 the City of New Rochelle purchased Davids Island, so that it could redevelop it. Around this time, the city operated the island as summer camp for New Rochelle youth and briefly leased it to the youth performance group Up With People as the group’s summer headquarters (Valenti 2005). In 1968, Consolidated Edison Company (Con Ed) purchased Davids Island for three million dollars, with a view to building a nuclear power plant there. Con Ed dropped these plans in 1973 and resold the island to the city, for \$1, in 1976. In 1977, following ten years of neglect, the city designated the island as an urban renewal area.

Xanadu Properties Associates proposed to redevelop Davids Island in 1981. Their plans included the construction of a bridge, breakwater for an 800-boat marina, and 2,000 condominium units. However, because of the grand scale and elitist tone of Xanadu’s plans, the proposed development was highly controversial. In 1987, a conservation group called Save Davids Island for the Citizens, comprised of neighboring property owners and concerned Westchester County residents, formed to oppose Xanadu. These opponents were successful in scuttling the proposed development. In 1992 the City of New Rochelle opted not to extend Xanadu’s status as the designated developer for Davids Island and instead sought new proposals. In response, New York’s billionaire developer, Donald Trump, briefly pursued the opportunity to redevelop the island, but backed out in 1994.

Today, new proposals for using the island are being pursued. Davids Island is currently owned by the City of New Rochelle, but in August 2002 the New York State Legislature authorized the island’s transfer to Westchester County. The county has expressed a strong interest in establishing a public park on the island, though these plans remain to be developed formally and in detail. In preparation for the eventual handover, the USACE began demolishing and cleaning up the remnants of Fort Slocum in 2005.

E. BUILDING NUMBERING SYSTEMS

Beginning in the 1880s, the Army employed numerical designations to identify each building and structure at Fort Slocum. These identifiers functioned like addresses and complimented the functional names of buildings.⁴ Over the next 80 years, four successive numbering systems were used, which were

⁴ Just two buildings at Fort Slocum were known principally by other than functional names. By the Second World War, the Drill Hall and Gymnasium (Building 57) was called Raymond Hall. In the 1950s, one of the 1930s-era barracks, then functioning as the administration building for the Army (originally, Armed Forces) Information School (Building 59), was called Barrett Hall. The origins of the name Raymond Hall are obscure, but Building 59’s name apparently honors Lt. Col. Myron K. Barrett of the information school (Cavanaugh 2007b).

instituted in ca. 1887, 1893, 1941, and 1957. The system employed by the USACE and Tetra Tech and reflected in the historic buildings inventory and documentation is a derivative of the 1957 system.

Table 1 (located after Figures 1-15) lists the various numbers assigned to each building that was extant when Fort Slocum closed in 1957 and provides a sample of functional designations for them. For ready reference, the table also provides dates of construction—i.e., the year construction was completed, with dates of significant alterations also noted. These dates and functional names assigned to them are generally derived from the Quartermaster Corps property cards (Quartermaster Corps ca. 1905-1941). The principal source of information for the ca. 1887 system is an anonymous map of the post prepared in 1890 (see bibliography). Lists prepared in 1893 and 1941 provide cross-references between the 1887 and 1893 and the 1893 and 1941 systems (Quartermaster Corps 1941; Summerhayes 1893). The numbers assigned in 1957 are provided by a map of the post's electrical distribution system that was prepared by the Office of the Post Engineer (1949-1957). Other maps listed in the bibliography supplement these sources.

In general, each building or structure at Fort Slocum that was physically discrete and stood at least partially above the ground surface was numbered. Numbered “buildings,” then, also included structures such as water towers, wharves, piers, docks, and flagpoles. In certain systems, the numbering of some duplex quarters was an exception to the principle of discreteness. Until the 1957 system was instituted, for example, duplex officers' quarters (including present-day Buildings 2, 3, 4, 5, and 6) were consistently numbered in pairs, with one number assigned to each unit. Small utilitarian buildings and structures were the most variable in regard to numbering. Certain types of structures, such as the C-shaped trash can corrals found on the west side of Officers' Row and elsewhere on the island, were never given building numbers, while others, such as transformer enclosures (or “vaults,” also previously referred to as “substations,” as in, e.g., Olausen et al. 2005) were sometimes numbered and sometimes not numbered. Jurisdiction also seems to have played a role in whether buildings or structures were numbered, since the various elements of the Mortar Battery were apparently not numbered until 1957.

1. The 1887 System

To judge from historic maps of the post, the Army first introduced an overall numbering system for the identification of buildings about 1887. Before 1887, available evidence suggests that buildings were designated by function, but not by number. The 1887 system seems to have a simple sequential enumeration of structures, beginning with the quarters then occupied by the post's commanding officer (the southern half of the duplex that is now designated as Building 2) and proceeding in an essentially clockwise direction around the perimeter of the Parade Ground to end in the Quartermaster Area. Cook's 1888 map of the post is the first known representation of this system, and two later maps (Anonymous 1889, 1890) also show it.

The date of the system is indicated by the sequence of numbering. In this system, buildings constructed as late as 1887 (present-day Building 68, then designated as Building 25) are numbered in geographic sequence. However, the designations for buildings built in 1888 and later (beginning with present-day Building 69, then designated as Building 60) were tacked on to the end of the system.

2. The 1893 System

On March 10, 1893, the Post Quartermaster, Capt. John W. Summerhayes, whose responsibilities included construction and maintenance of the installation's buildings, replaced the 1887 system with a new system (Summerhayes 1893b). Perhaps the crucial circumstance leading to the introduction of the

new system was the completion in that year of the new brick quarters for the post's commanding officer, which has been designated Building 1 (sometimes called "Quarters 1") ever since.

Some of the principles behind the 1893 system were similar to those of the 1887 system. Like its predecessor, the 1893 system was a simple sequential enumeration of buildings. However, unlike the 1887 system, which enumerated the extant buildings in a single clockwise circuit, the initial enumeration of the 1893 system was more like the path of an ox plowing a field. The enumeration began with Officers' Row, dropped down to the Quartermaster Area, crossed north of the Parade Ground, and then made three passes back and forth on the eastern side of the island.

The 1893 system essentially remained in use for permanent buildings until the eve of the Second World War. Over this period, as buildings were removed, their numbers were retired for a period of some years. At first, designations for new buildings were generally tacked onto the end of the list at first, probably starting with Building 70 (now Building 110). Adding new building numbers to the sequence in the order of construction continued until about 1910, when Building 101 (later incorporated into present-day Building 30) was designated. Thereafter, new structures were assigned numbers from the pool of retired numbers assigned to buildings that were later demolished.

Three officers' quarters (present-day Buildings 9, 10, and 11) built 1893-1895 were an exception to the general pattern of numbering new buildings. The quarters were initially assigned letter designations (A to E), then a few years later designated with number-letter combinations (13-A to 13-E), based on the number assigned to the nearest regularly-numbered quarters (present-day Building 8, which was then designated Building 13). Later still, probably in the 1930s, the Army eliminated these anomalous numbers by changing the designations of the wharves and the sheds on them from 14 through 17 to 114 through 117 and assigning the newly-available low-digit numbers the quarters.

Another exception to the 1893 system was the introduction of the T-series building numbers during the First World War. These numbers were assigned to structures designated as temporary, of which 56 were erected during the war (Cavanaugh 2007b). Such buildings were usually low, cheap wood frame buildings that usually served as barracks, latrines, storehouses, and administrative buildings. They were designed to be erected quickly and to be used for only a few years. Nonetheless, many remained at Fort Slocum into the 1930s and a portion of one (what is now known as Building T-34) was still extant in 2005. T-series buildings were probably numbered sequentially in order of construction, beginning with T-1.

3. The 1941 System

Fort Slocum's buildings were again renumbered on July 24, 1941, shortly before the Quartermaster Corps was relieved of its responsibilities for construction and maintenance of buildings on Army posts. (Congress transferred these responsibilities to the Corps of Engineers in December 1941 [Fine and Remington 1972].) Unlike the earlier systems, which at the time of establishment were based on geographic sequence, the 1941 system appears to have encoded some information about building function. This principle is evident through a comparison of building numbers with functions indicated in the available Quartermaster property cards that had been updated through July 1941 (Quartermaster Corps 1905-1941; also, Quartermaster Corps 1941):

- Buildings 1 to 22—officers' quarters
- Buildings 26 to 35—non-commissioned officers' quarters
- Buildings 51 to 60—barracks
- Buildings 69 to 81—miscellaneous buildings (various locations)

- Buildings 82 to 88—facilities for physical training and recreation
- Buildings 90 to 95—facilities for wastewater management
- Buildings 104 to 108—wharves and related facilities
- Buildings 109 to 114—storehouses and shops (generally in the Quartermaster Area)
- Buildings 115 to 125—buildings for post administration and operations
- Buildings 151 to 153—hospitals and clinics

As in the 1893 system as developed from the First World War onwards, the 1941 system differentiated these permanent buildings and structures from temporary ones. In the 1941 system, temporary buildings were numbered in a separate T-series, probably in order of construction beginning with three buildings left from 1917 (Buildings T-1, T-2, and T-3, of which one, T-2, was the shortened remnant now called T-34). All buildings constructed at Fort Slocum during the Second World War were built to specifications developed for temporary structures, and by the end of the war roughly 30 T-series of various types had been erected.

Between 1945 and 1955, little new construction took place at Fort Slocum. One building, a wood-frame quartermaster storehouse erected in 1891, was replaced in the early 1950s by a concrete block building with a similar footprint, and the replacement evidently retained the building number of the original (Building 113, now Building 15). In addition, it seems that upgrades to utilities on the island resulted in the construction of one or more vaults or other small structures. Significant new construction during the period seems to have been limited to the establishment of the fire-control area of Nike Missile Battery NY-15 at the southern end of the island in 1955. Throughout the United States, Nike batteries were built to be something more than temporary facilities, but in keeping with their essentially mobile character, they did not meet the standards of finish characteristic of fully permanent installations (Carlson and Lyon 1996). At Fort Slocum, the control area incorporated several temporary barracks from the 1940s (including buildings now numbered as 130 and 133), but also required some new structures including a sighting station (present-day Building 124), a generator building (present-day Building 127A), and several concrete pads for radar trailers (not now numbered). It is unknown how these buildings and structures were identified immediately after they were erected.

The principal source for the building numbers of the 1941 system are the Quartermaster property cards (Quartermaster Corps 1905-1941), which were updated in July 1941, with numbers from the revised system. These have been cross-checked against two maps, Williams (1943) and AFIS (1952).

4. The 1957 System

Construction of the Nike missile battery, changes in mission, and removal of some temporary buildings seems to have prompted the post engineer to renumber Fort Slocum's buildings and structures in about 1957. The date of this change is uncertain, but it is evident on a map of the primary electrical distribution system at Fort Slocum, which bears an annotation showing that it was revised to depict "renumbered buildings," apparently in November 1957. (The date is difficult to read on the available copy.)

Building numbering in the 1957 system follows the earlier principle of geographic sequence, rather than the apparently functional classification of the 1941 system. Beginning with Officers' Row, the number sequence follows a meandering but essentially clockwise path around Davids Island, ending in the vicinity of the Nike missile battery with Building 137 (now designated as Building 128A). There is a gap in the building numbers between 80 and 100, perhaps to accommodate future construction. (Building 80, the swimming pool for the children of non-commissioned officers, appears to have been built after the numbering system came into use.)

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 19)

The 1957 system was the most comprehensive numbering system employed at Fort Slocum. It is the only one in which elements of the Endicott-era coastal mortar battery are numbered, and it assigns numbers to several small utility structures that may have been earlier identified by name only. It incorporates temporary buildings in the same sequence as permanent ones while retaining the T-series prefix. For example, Building T-34, a First World War temporary storehouse and barracks, follows in sequence Building 33 (now Building 32B), a pump station vault constructed of concrete and masonry, and precedes Building 35, a duplex officers' quarters. Although use of the T-prefix continues in this system, it seems to function less as an essential identifier than as an almost vestigial descriptor.

5. The USACE-Tetra Tech 2004 System

The building numbering system now in use is derived from the 1957 system. While the majority of buildings and structures extant in 2005 are numbered identically to the numbers they had under the 1957 system, there are some individual differences. The source of the variant numbers is uncertain. It appears likely, however, that they were introduced through transcription errors, omissions, and corrections during studies of Davids Island by various consultants and agencies from the 1970s onwards. To take one instance of inadvertent renumbering, there are now two buildings designated as number 34, the Non-Commissioned Officer's Quarters/Officer's Quarters (Building 34) and the Temporary Storehouse/Quarters (Building T-34). In the original 1957 system, the former structure was designated as Building 36. In some study done after the post closed, the numerals of Building 36 were misread as 34, an error that went undetected and was perpetuated because of the T- prefix assigned to the building originally numbered 34 in 1957. However, as noted the original 1957 system, unlike its 1893 and 1941 predecessors, actually incorporated the temporary buildings in a single numerical sequence with the post's permanent buildings, but retained the T- prefix as a quick identifier of status.

Most of the building numbers used in the 1986 historic architectural survey of Fort Slocum (Berger 1986), including several variants, were still in use in 2004. The USACE's architectural survey, completed in 2005 (Olausen et al 2005), corrected two or three numbering errors from the earlier survey and also introduced numbers for buildings and structures omitted from the facility maps then in use (e.g., Allee King Rosen & Fleming [AKRF] 2002:figure 2). These newly-introduced numbers generally end in a letter suffix (e.g., Buildings 32A and 32B).

6. Functional Area Description

It seems likely that no regular building numbering system was in use at the Army post on Davids Island until 1887. However, two maps of the island made a few years after the Civil War include numerical designations for buildings (Anonymous ca. 1870, Quartermaster General's Office 1872). Since in many instances the same building is designated by a different numbers on each map, or by a letter on one map and a number on the other, it appears that these numbers are just used to key the maps and do not signify a regular numbering system.

A similar situation pertains to the numbering system on maps produced by the Coast Artillery Corps in the first three decades of the twentieth century (e.g., Coast Artillery Corps 1908, 1921). These maps were parts of series of standardized sketch maps depicting different coastal artillery installations throughout the United States. Instead of showing the building numbers assigned by the Quartermaster Corps at individual facilities, these maps use a standard numerical key for identifying building function. In this system, for example, the numeral 1 signifies the post administration building, 2 designates the commanding officer's quarters, 3 represents other officer quarters, 4 is the hospital, and so on. This coding is listed in the map legend. It is not the same as the Quartermaster system building identification

numbers created for property inventory, billet assignment, maintenance and repair tracking, and other purposes.

E. FUNCTIONAL AREAS: DESCRIPTION AND HISTORY

The design of Fort Slocum developed gradually over several decades as successive commanding officers, post engineers, and post quartermasters made additions and alterations to address the current requirements of its mission. Alterations were made as and to the extent that funding was available. In addition, throughout its development, the terrain of Davids Island and the configuration of the post at a particular moment combined to constrain and direct successive episodes of growth. Many factors thus interacted as the post developed, but throughout its history the spatial arrangement, landscape, and architecture of Fort Slocum embodied well-established customs and standards for the design of U.S. Army posts. The pattern of growth of the post can be traced through a large series of maps and aerial photographs on file at the National Archives and in other repositories. These sources are listed in the accompanying bibliography and comprise the primary source of information for the narrative that follows.

Following brief comments on the immediate predecessor of Fort Slocum, De Camp General Hospital, the narrative separately traces the growth of each functional area of the fort. These areas are the Parade Ground, Officers' Row, the Hospital Area, Barracks Area, Drill Field and Recreation Area, Non-Commissioned Officers' Family Housing, the Defense and Support Area, the South Lawn, and the Quartermaster Area. Figure 3 shows the location of Fort Slocum's buildings and delineates the functional areas. Figures 5 to 11 and Figure 13 comprise a series of historical maps that best illustrate the post's development. Figures 4, 12, 14, and 15 are selected aerial views of the entire post from ca. 1923, 1964, and ca. 2004.

1. The Civil War Predecessor: De Camp General Hospital

Fort Slocum was the successor to De Camp General Hospital, an Army facility that occupied the island from 1862 until about 1874. No buildings remain from this period, but portions of the present road system and certain patterns of land use at Fort Slocum appear to derive from it. Among Fort Slocum's roads and paved walks, the approach road to the Passenger Dock, a portion of Hoyle Road, the southern end of the western Parade Ground walk, and the entirety of the eastern Parade Ground walk can all be recognized in contemporary portrayals of the hospital grounds. Features attributable to the layout of the hospital include the locations of the Parade Ground, officers' quarters, dock and stores area, and perhaps the barracks area.

As depicted in a woodcut published in 1863 (Historical Perspectives 1986: figure 14; see also Hamilton 1865:641; Nichols 1938:136) and on maps from 1870 and 1872 (Figures 4-6), during the Civil War De Camp General Hospital consisted of three clusters of barracks-like hospital pavilions, each of which contained four 20-bed wards. The pavilion clusters were located near the center of the island and in its northeastern quadrant, occupying the present southern end of the Parade Ground, the vicinity of the Chapel (Building 108), and the area where Buildings 65, 67, 68, and 69 now stand. Rows of tents sheltered additional convalescents near the present northern end of the Parade Ground and in the northeastern part of the island where Buildings 55-57 and 64 are now located. (The 1863 woodcut also shows some unidentified structures, possibly additional pavilions or mess halls about midway along the present Parade Ground.) Kitchens were situated at several places close to the hospital pavilions.

Five dwellings for officers and surgeons stood immediately west and northwest of the central group of hospital pavilions—that is, in the vicinity of Buildings 3-6. Stables and a wagon shed were a short distance west of Surgeon's Quarters, probably just north of Building 34 or in the present alignment of

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 21)

Howard Road. The Administration Building and Guard House were situated south of the central cluster of pavilions (i.e., the northern edge of the South Lawn Area), and the Hospital was situated between the central and northeastern clusters of pavilions, in the vicinity of present-day Buildings 70 and 71. A service area apparently dominated by women, comprising the Bake House, Laundry, and Women's Dormitory stood southwest of the freshwater pond (filled in ca. 1909), in what is now the Drill and Athletic Field. Quarters for the post band were somewhat isolated, situated in one or two buildings in the southeastern quadrant of the island, one of which seems to have been in the vicinity of Buildings 115, 116, and 119. The original post chapel was also located in the southeastern part of the island, on the hillock overlooking Long Island Sound that later became part of the coastal mortar battery. The chapel seems to have been situated approximately between the two mortar pits of Battery Overton (Buildings 125 and 126), probably about where the Nike Sighting Station (Building 124) was later built.

Boats delivered and received passengers at a pier on the southwestern shore of the island that was the predecessor to Fort Slocum's Passenger Pier ("T-Boat Dock") (rebuilt in 1884 and possibly 1902), close to which storehouses and workshops were erected. Several small T-shaped piers were located at various places around the Davids Island shoreline. As shown on the 1863 woodcut, enclosed sheds occupied the outer ends of these structures. They are not identified in Civil War-era sources, but later maps label such structures as "sinks," meaning privies or cesspools that emptied directly into Long Island Sound.

By the late 1870s, many of the buildings constructed for De Camp General Hospital had been demolished, and the rest were in a poor state of repair. While the Davids Island of the late 1870s was not a blank slate, the Army faced relatively few constraints from the layout of the hospital for developing a new post on the same spot. The continuities between the two posts in the layout of functional areas and a few of the roads thus likely reflect continuities in nineteenth-century concepts of the planning of military posts mediated by the topographic constraints of Davids Island.

2. Parade Ground

Centrally located on 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 (Figures 4-7). Indeed, the Parade Ground is implicit even in the pattern of roadways that were laid out for De Camp 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 paved walks on the eastern and western perimeters of the Parade Ground. During the Civil War the interior of this space held eight hospital pavilions (24x196 feet) and four buildings containing mess rooms and nurses' quarters (21x170 feet). These twelve buildings were oriented east-west across the width of the future Parade Ground.

The Parade Ground delineated on a map of 1884 (Figures 7-8) measured roughly 260 feet east-west by 630 feet north-south, and extended as far north as the approximate northern end of Building 5. 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 being used in 1884 as a garden, presumably to grow vegetables for use by post personnel. It extended some 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 Cook prepared his map, for no gardens are shown there on later maps. By September 1884, two wells had been drilled and an engine house (also called a boiler house) erected about halfway between the northern end of the original Parade Ground and present-day Building 46 (i.e., in the middle of the modern Parade Ground about opposite the northern end of Building 10). By mid-1888, the Parade Ground was

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 22)

approaching its modern configuration. 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. Although as yet not formally defined to the north, the map 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 (Cavanaugh 2006). The Engine House was removed prior to 1902, but the flagpole remained in the middle of the Parade Ground until about 1914, when it was relocated to the northern end. The full 1600-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 (Figures 7-9).

The Parade Ground was the principal outdoor ceremonial space of the post, but photographs and postcards on file at the New Rochelle Public Library and elsewhere show that it was also used for drill and inspection. The walks and occasional concrete benches suggest that it had a perhaps somewhat restricted recreational function as well. In addition, as Cavanaugh (2006) points out, in the early days of aviation, the 1,600-foot long grass strip was also available to pilots for emergency landings. (At least one pilot is known to have died in such an attempt, however.)

From the 1880s onwards, trees lined the Parade Ground. Originally, both pines (on the southeast side) and deciduous trees including Norway maples were used but beginning quite early in the history of the Parade Ground, the pines were gradually replaced by deciduous trees, a process that was still going on when the post closed in 1965. Until after the post closed, the Parade Ground was a groomed, open space. With abandonment, woods began to encroach from the sides and along the paths that cross the Parade Ground at several points. In 2006, roughly 40 years after the closure of Fort Slocum, woods expanding from its perimeter and outwards from the former footpaths constrict the once open space of the Parade Ground. Areas not yet covered in woodland are heavily overgrown with wild grape, ragweed, and many other old-field species (Figures 9-15).

3. Officers' Row

Officers' Row at Fort Slocum consists of a varied group of wood frame and brick buildings on the western side of the Parade Ground. The buildings in this area were constructed between 1878 and 1910. Most are dwellings for officers, but the area also includes the Officers' Mess Hall (Building 11), the Administration Building (Building 13), a non-commissioned officer's quarters that was later assigned as officer's quarters (Building 34), and an Electrical Substation (Building 37). The Officers' Tennis Courts, a wading pool for the children of officers and a shore-side terrace used for recreation—none of which have been assigned building numbers in the current numbering system—are also included in the area.

Construction of the present Officers' Row began in 1878 with the establishment of a Principal Depot for the U.S. Army General Recruiting Service on Davids Island. The oldest extant buildings on Officers' Row, Buildings 2, 3, and 4 (built 1878), are semi-detached (duplex) wood frame houses in modest Italianate style. They were constructed in the same general location as four earlier frame officers' houses associated with De Camp General Hospital. In addition to these three houses, Fort Slocum's Officers' Row also initially included the old Surgeon's Quarters (built ca. 1856-1862), which in 1878 was evidently the only habitable officer's quarters remaining from De Camp General Hospital (Figures 5-9). According to Cavanaugh (2006; 2008), when the post became a principal recruiting depot, the Army considered establishing a ruler-straight row of officers' houses of uniform design along the entire western side of the Parade Ground. However, following a report by Major Samuel Nicoll Benjamin of the Adjutant General's Office (which commanded the recruiting service), the Army instead elected to shorten the row and, subsequently, to offset the more northerly houses by about 30 feet to the east so that they followed the natural contour of the edge of the parade.

By the mid-1880s, the area delineated herein as Officers' Row contained a mixed group of buildings. There were four officers' houses (Buildings 2-4, plus the Civil War-era Surgeon's Quarters), along with several other wood frame buildings that all stood for comparatively short periods of time: the Quartermaster's Stable, a Schoolhouse-Chapel, the Commissary Sergeants' Quarters, the Bakery, and the Subsistence Storehouse. With the exception of the stable, these buildings stood in the north half of the present Officers' Row. All had been removed by 1893 to allow expansion of the row. (The stable stood near the present intersection of Howard and Bliss Roads, west of present-day Building 6.) Sometime between 1885 and 1888, the Schoolhouse (no longer jointly designated as a chapel) moved across what today is Howard Road, where it remained until around 1910; it is not clear whether the building was relocated or replaced for this move. For a decade or so in the 1880s and 1890s, a blacksmith shop stood just north of the school at its later location.

When construction continued on the officers' quarters beginning in the mid-1880s, the Army built the buildings of brick rather than wood. Three more dwellings were constructed in 1886, including another semi-detached house, Building 5, and two single-story buildings, Buildings 7 and 8, both enlarged in 1939 (according to Cavanaugh 2006) to two stories. In 1892, the old Surgeon's Quarters was replaced by a substantial Romanesque-style semi-detached house (Building 6) and Building 1, the Commanding Officer's Quarters, a large single-family dwelling also in Romanesque style, was constructed at the very southern end of the row. Three more buildings quickly followed, all in Colonial Revival style: the Officers' Mess Hall (Building 11) (1893), and two more semi-detached houses (Buildings 9 and 10) (1895). The 13-building row on the western side of the Parade Ground was completed by about 1910 with the construction of the Colonial Revival-style Bachelor Officers' Quarters (Building 12) and the Classical Revival-style Administration Building (Building 13).

A seawall was constructed along the shoreline of the Officers' Row area in the first decade of the twentieth century. This wall stabilized and widened the shore and allowed the construction of several buildings and other landscape elements. Two other Colonial Revival-style quarters buildings, Buildings 34 and 35, were constructed in the first decade of the twentieth century close to the seawall on the western side of Howard Road. A small brick electrical substation was also erected close by around 1915. Areas further north along the shoreline were subsequently developed for recreation. Various amenities appear to have been added to the Officers' Row area in the 1930s and 1940s. These included the Officers' Tennis Courts (built 1940) and a children's wading pool (ca. 1950).

4. Hospital Area

The core of the Hospital Area, situated at the northern end of the island, is three buildings whose historical functions were primarily medical in nature, along with another half-dozen or so buildings and structures of non-medical function. The principal building in this group is the Post Hospital, which later housed the Army Chaplain School Headquarters (Building 46). Building 46 is a large two-story brick building that faces south along the Parade Ground. The other medical buildings include the Recruit Clinic (Building 42) where medical examinations of recruits took place, and the Isolation Hospital (Building 50) where cases of contagious disease were treated and which later became officers' quarters, and two other buildings with medical-related administrative and/or quarters functions (Buildings 43 and 44). In addition to these three buildings, the Hospital Area also contains two apartment-style quarters for NCOs (Buildings 43 and 44), and key buildings for the post's water and sewage systems. These include the Water Tower (Building 45) at the northern tip of the island and the nearby Valve House (Building 43A). The post's sewage treatment plant (Buildings 51-53) is situated in the area on the island's northeastern shore.

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 24)

Building 46 is actually the third main hospital building to stand on Davids Island, and the second to serve Fort Slocum. The first hospital on the island was a wooden U-shaped building built in 1862 for De Camp General Hospital. De Camp's hospital was situated halfway along the present Parade Ground on its eastern side, near where Buildings 70 and 71 now stand (Figure 6). This building had apparently been demolished by 1878, when the Army established Davids Island as a Principal Recruiting Depot. The Army then built a new structure at the northern end of what would become the Parade Ground. That hospital was a modest wooden building originally measuring approximately 120 feet long and consisting of a central two-story section and two one-story wings. Within a few years of its construction (prior to 1888), it was expanded through the addition of a separate building immediately to the east. Ancillary buildings adjoined the wooden hospital, including a "dead house" (morgue), a "pest house" (isolation ward separate from the main hospital), and quarters for the hospital stewards (later called hospital sergeants) (Figures 7-8).

Construction of Building 46 took place in several stages between ca. 1900 and 1909 just north of Fort Slocum's original wooden hospital, which had been demolished by 1907. Like its predecessor, the present Building 46 seems to have been laid out originally on a south-facing corridor plan, with a central block and two wings. This main section of the hospital was two stories tall throughout and when completed was 196 feet long, including airy, wrap-around porches on both stories. The final floor plan of the hospital was considerably more complex than the first Fort Slocum hospital because of the addition of two wings and connecting corridors behind the main building. Both wings were in place by about 1909, though there were probably later additions to the floor plan and building footprint. When Fort Slocum was re-activated from caretaker status in 1951, Building 46 no longer served as the post hospital, but became the headquarters and student barracks for the U.S. Army Chaplains School, which was situated there until 1961 (U.S. Army Chaplain Center and School 2006).

In addition to completion of the present Post Hospital, the period 1903 to 1910 also saw construction of most of the other medical buildings, including the Recruit Clinic (Building 42, built 1908), the Isolation Hospital (Building 50, built 1909), and Hospital Sergeants' Quarters (later Officers' Quarters) (Building 43, built 1910). As these new buildings were constructed, the older wood frame medical buildings, including the old stewards' quarters, the final remnants of the first post hospital, and an apparently temporary "pavilion hospital" dating to ca. 1905 (possibly an isolation ward), were demolished.

With the advent of the First World War, Fort Slocum became extremely busy as a recruit intake station and pre-embarkation center for troops bound for Europe. Numerous temporary wooden barracks and other support buildings were constructed in various open places on Davids Island, including at least six such buildings in the Hospital Area. These were principally situated east of Building 50 to the north of present-day Hutchinson Road. They were still standing in the early 1920s (Figures 12-13), but at least half had been removed by the mid-1930s.

A new period of construction began in the Hospital Area in the late 1920s, with the erection of the present steel Water Tower (Building 45, built 1929). The Valve House (Building 43A) was constructed at about the same time, for it provided access to valves in the water main running from the New Rochelle mainland to the tower. The post's sewage treatment system was upgraded in the 1930s, and a new plant and pump house (Buildings 52 and 51, respectively, built 1933) were built in this decade. An associated greenhouse-like building (Building 53), used for treatment of sludge, was constructed in 1939. An apartment-style Non-Commissioned Officers' Quarters (Building 44), completed in 1940, was the last permanent brick building erected in the Hospital Area.

None of the First World War-era wooden barracks buildings in this area survived until the Second World War, but during the later war, a new temporary hospital annex, an isolation ward, was constructed near

HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM

(Page 25)

the Water Tower. Functionally, this building replaced Building 50, which was converted to quarters around 1940. A small “trailer village” stood between the water tower and the post hospital a few years after the Second World War.

5. Barracks Area

The Barracks Area occupies the northeastern quadrant of Davids Island and contains 15 buildings, including 10 barracks. The barracks form three rows, representing three distinct episodes of construction: the late 1880s (Buildings 55, 68, 69), the end of the first decade of the 1900s (Buildings 61-64), and the mid-1930s (Buildings 58-60). The area grew from west, close to the Parade Ground, to east, along the shoreline. The remaining five buildings in the area are all located along the eastern edge of the Parade Ground. They are: the Enlisted Men’s Mess Hall (Buildings 65 and 67), Guardhouse (Building 56), Drill Hall and Gymnasium (Building 57), and the Post Exchange (Building 70). The YMCA (Building 71) is immediately south of the Post Exchange, but is included herein with the adjoining Drill and Athletic Field Area because of its recreational function.

The primary use of this part of Davids Island as quarters for recruits, trainees, and enlisted personnel can be traced to Fort Slocum’s Civil War predecessor, De Camp General Hospital. During the Civil War, a dozen wood-frame hospital pavilions and mess halls occupied the area where Buildings 65 and 67-69 now stand. At times of maximum occupancy of Davids Island, as for example shortly after the Battle of Gettysburg, rows of tents for additional convalescents stood to the north and west of the hospital pavilions in the general area now occupied by Buildings 55-57 and 63-64 (Figures A cemetery, which was probably first established in the Civil War, once occupied an area now partly or entirely covered by Building 55. The Army closed the cemetery in January 1887 and relocated the remains of approximately 60 people, including at least one child and one stillborn infant to the Cypress Hills National Cemetery, Brooklyn (Historical Perspectives 1986:38-39) (Figures 4-9).

During the period immediately after the Civil War, most of the buildings comprising De Camp General Hospital were likely removed, though evidence concerning the extent of building removal in the Barracks Area is somewhat contradictory. A July 1878 map of Davids Island indicates that all of the hospital pavilions and mess halls had been removed, but a March 1884 map depicts five of the original twelve buildings as still extant (Fisk 1878; Cook 1884). In any event, it is clear that within a short time of establishing Davids Island as a principal recruiting depot, the Army constructed a row of eight one-story wooden barracks in the area now occupied by Buildings 62-64. To the north, the area where Building 57 now stands contained quarters for married non-commissioned officers. During this period a two-story wooden barracks building also stood at the eastern edge of the Parade Ground. The post’s first brick barracks (Building 68) replaced this wooden barracks in 1887. Until the first decade of the twentieth century, several other identifiable buildings stood in the Barracks Area, including a laundry, a wood-frame guardhouse (built in the early 1880s and replaced by Building 56 in 1896), and the post trader’s building (the former in the vicinity of Building 59, the latter two in the vicinity of Building 61). The laundry stood for the longest period—until the 1920s, when its function was relocated to Building 110, originally the ordnance storehouse for the mortar batteries. There were also various smaller, ancillary buildings at various locations and at different times, not all of which have been identified (Figures 9-10).

Starting in the mid-1880s, the Army constructed the permanent buildings of Fort Slocum in brick, and this trend can be seen in the group of barracks (Buildings 55, 68, and 69) and the Enlisted Men’s Mess Hall (Buildings 65 and 67) built along the Parade Ground between 1887 and 1889. In the first decade of the twentieth century, the Guard House (1896) and the Post Exchange (1905) were added to the five brick buildings then standing on the edge of the Parade Ground. Around the time the last of these buildings was constructed, work began on a second row of brick barracks to the east along what is now Bomford

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 26)

Road. The first of these, Building 63, was constructed in 1905. The remaining three barracks in this group, Buildings 61, 62, and 64, were constructed in 1908-1909 to virtually the same plans as the first of these buildings. The Drill Hall and Gymnasium, to the north of this group of Barracks, was also constructed in this period, replacing the old wood-frame Married Non-Commissioned Officers' Quarters.

A map of Fort Slocum from 1907, just before the latter three barracks 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. The plan was only partly implemented, however, with the alignments of present-day Douglas 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.

Construction was also taking place on the eastern side of the Barracks Area around 1900. As Fort Slocum took on an active role in harbor defense at the end of the nineteenth century, emplacements for two rapid-fire gun batteries were constructed on the northeastern shore of Davids Island in the Barracks Area (Figures 10-12). One of these, Battery Fraser, mounted two 5-inch guns (operational 1901-1906); the other, Battery Kinney, had two six-inch guns (operational 1904-1906). The emplacements consisted of substantial earthworks with gun platforms of concrete. They were situated principally in the area occupied by Building 58 and were demolished about 1930 to make way for that building. Building 58 was the second of the three barracks to be completed on the northeastern shore and was finished about two years after Building 60. The last of this group, Building 59, was erected in 1939.

As in the Hospital Area to the north, a number of temporary buildings were built in the Barracks Area during the First World War. Most of these buildings were barracks and were situated primarily in the southeastern corner of the Barracks Area, where Building 60 now stands (Figures 11-12). These buildings had all been removed by ca. 1930. It is unknown whether any temporary buildings were erected in this area during the Second World War.

6. Drill Field and Recreation Area

The Drill Field and Recreation Area contains a variety of buildings, structures, and landscape features that the personnel of Fort Slocum use for physical conditioning and leisure-time activities. It extends between the YMCA (Building 71) and Hoyle Road and from the eastern edge of the Parade Ground to Davids Island shoreline. As configured from the 1960s, the Drill and Athletic Field (as it is formally known) contains three baseball diamonds with chain-link backstops in the northeastern, northwestern, and southwestern corners. The Enlisted Men's Tennis Courts is located on its western edge, just beyond the edge of the Parade Ground. The YMCA, Armory and Gymnasium (Building 78), and two handball courts (Building 75) are located at the northern end of the area, along with the post's Fire Station (Building 79) and a Pump House (Building 74). The Non-Commissioned Officers' Children's Swimming Pool (Building 80) is situated in the southeastern corner of this area.

Originally, the northern end of the Drill Field contained a freshwater pond of about 0.86-acre extent (Figures 4-9). A short distance to the south of the pond, the shoreline swung inwards in a shallow cove. When De Camp General Hospital was active during the Civil War, a bake house, laundry, and women's dormitory were situated south of the pond and west of the shoreline of the little cove. Ice was probably cut from the pond in the winter, and an icehouse stood to the south of the pond, apparently a bit north and west of today's Building 105. Two hospital pavilions and a mess hall were located in the southwestern

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 27)

corner of the area, immediately northeast of the present intersection of Hoyle Road and the eastern Parade Walk. At least one or two other buildings were also located within the area in the Civil War era.

By 1878, only the bake house remained, and it seems to have been demolished shortly thereafter. Until about 1910, the Drill Field area was largely undeveloped. Prior to 1884, the Army erected, in the far southwestern corner of the area, a narrow two-story wood-frame building that served as the post's headquarters. This building faced the Parade Ground at its southeastern corner. (Its latrine stood more than 200 feet to the east, apparently a bit beyond first base for the present southwestern ball field.) That building was intended as the first of a series of identical buildings that were to line the eastern side of the Parade (Cavanaugh 2006). It was destroyed by fire in 1899. An icehouse (a replacement to the aforementioned ice house) also stood in the Drill Field area, about 25 feet north of the edge of the pond, probably beneath the present footprint of Building 78. In 1890, the Army Corps of Engineers cut off the beach and tidal wetland at the head of the shallow cove south of the pond with a 954-foot seawall, the first completed on the island. Once fill was laid sometime prior to 1915, this section of seawall added at least three-quarters of an acre of dry land to the post. A map of the post from October 1894 shows the western half of the Drill Field area being used for vegetable gardens, and it clearly shows a target range, presumably for small arms, passing over the eastern edge of the area and along the seawall (Summerhayes 1894-95).

Reclamation and new development of the Drill Field area began in the first decade of the twentieth century. By 1907, the Army was considering a plan to fill in the ice pond and construct a pair of rectilinear roads parallel with the Parade Ground. The roads were not built as planned, but the proposal to fill in the pond was executed. A notation on a March 1909 map of Fort Slocum states: "This depression [the pond] being filled with debris from post." The map also indicates that approximately 20 percent of the pond was then filled in. Filling was complete well before 1915, when a quarter-mile oval running track formed the principal feature of the new Drill and Athletic Field (Figures 10 and 12). The new YMCA building (Building 71) was constructed about 1909 using \$50,000 donated by philanthropist Margaret Olivia Slocum Sage (Mrs. Russell Sage).

During the First World War, several temporary barracks buildings were erected in the northern end of the Drill Field area (Figures 11-12). At least two other temporary buildings occupied the area. One of these, which was occupied in the 1930s by the enlisted men's service club, was situated south of the YMCA. The other, unidentified, building stood at the southwestern corner of the Drill Field area. With the exception of this last building, all of these buildings survived into the mid-1930s, and the service club building seems to have been still extant in the early 1940s.

The tennis courts on the western edge of the Drill Field area may have first been laid out in the 1930s, but most of the structures now in the Drill Field area were probably constructed during or just after the Second World War. These include the Armory and Gymnasium, the Pump House, the Handball Courts, and the Fire Station, all of which were extant by 1949. During this period, a skeet range was also built along the seawall east of the Pump House, but it was removed sometime after 1961. The Children's Swimming Pool appears to have been constructed in about 1960, and it was probably around this time that the running track was replaced by the present ball fields.

7. Non-Commissioned Officers' Family Housing Area

The Non-Commissioned Officers' (NCO) Family Housing Area comprises seven duplex dwellings south of the Drill and Athletic Field (Buildings 101-105, 106, 107). These buildings were constructed between approximately 1909 and 1930. It also encompasses the Mission-style Post Chapel (Building 108) and a small electrical substation shed (Building 109), which date to ca. 1913 and ca. 1942, respectively.

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 28)

Historically, the eastern part of this area, where Buildings 101-105 and 109 are located, was undeveloped until construction of the NCO housing began in the first decade of the twentieth century (Figures 5-9). Construction of the first three units of NCO family housing in this area, Buildings 101-103, appears to have been required by the plan to construct the Drill Hall and Gymnasium (Building 57) on the site of Fort Slocum's original NCO housing at the northern end of the island. Cartographic evidence from the period 1907-1909 indicates that the Army initially considered constructing these units at the southeastern corner of the Parade Ground where the wooden Administration Building stood until it burned in 1899. This plan was rejected in favor of a location 450 feet to the east, near the seawall of 1890. The exact location and configuration of the three buildings as constructed (1908-1909) is, however, somewhat different from that contemplated by the revision to the 1907 plan. As constructed, the three dwellings form a gentle northwesterly arc extending from an old Rodman gun battery (see following section) that was active in the 1880s and 1890s. By 1915, Hoyle Road had been routed along a curving alignment between Buildings 102 and 103, whereas as late as 1909 a more rectilinear layout for the roadway was under consideration. The other two buildings in this group (Buildings 104 and 105) were constructed about two decades later, ca. 1930.

Although the eastern end of this area seems to have been undeveloped until the beginning of the twentieth century, the western section, where Buildings 106-108 are now situated, was the site of several buildings during the Civil War. These comprised two hospital pavilions, a mess hall, and a kitchen. These buildings were oriented east-west, and the footprints of the northern pavilion and the mess hall appear to have intersected those of the chapel and the adjacent Building 107. The kitchen was further east and was located in the vicinity of Building 106. These Civil War-era buildings were removed during the early 1870s, and apparently none were extant by 1878.

No further development at the western end of this area took place until the Post Chapel (Building 108)—also known as “St. Sebastian’s Chapel”—was constructed shortly before the outbreak of the First World War. This building may have replaced a YMCA chapel that apparently stood in a relocated section of the old wooden hospital ca. 1908. The present Post Chapel was reputedly constructed using funds raised by New Rochelle churches. It stands out among the buildings on the post as the only Spanish Mission-style building there.

During the First World War, two temporary barracks were constructed approximately where Buildings 106 and 107 now stand, and a latrine was built further east, close to Building 110. The Army removed these buildings after ca. 1923 and constructed the permanent NCO quarters (Buildings 106 and 107) on the same plans as Buildings 104 and 105 in 1930.

8. Defense and Support Area

Situated along the southeastern shoreline of Davids Island, the Defense and Support Area contains a mix of functionally distinct buildings and structures. Its layout is the result of opportunistic growth and does not result from planned development. The area is somewhat isolated from the rest of the post, and it appears that over the decades many (though by no means all) of the activities there produced smoke, fumes, or noise in abundance. In addition, certain post functions, while not noxious, were probably located in the area because they were advantageously separated from the other activities or personnel at the post.

The terrain of this section of the post consists of hillocks and sloping ground on the east and west and low-lying ground in between, including a small fringe of sand beach. The northeastern end of the Defense and Support Area encompasses the Incinerator (Building 115), the Receiving Vault (Building

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 29)

119), Storehouse/Laundry (Building 110), Powerhouse (Building 114), and Ordnance Storehouse/Blacksmith Shop (Building 114). To the south of these buildings are the foundations of three temporary wood frame buildings (Buildings 116, 117, and 120) of Second World War vintage, which burned to the ground after the post closed. To the west, the earthwork for Fort Slocum's 1897 coastal mortar batteries—Batteries Overton and Haskin—rises 15 to 25 feet above the surrounding ground. Integral to the mortar emplacement were concrete-floored pits on which the artillery pieces stood. Also extant are buildings for mortar battery fire control (Buildings 127 and 128A) and a powerhouse (Building 128), along with the battery's tunnels and other features. During the 1950s, the Integrated Fire Control (IFC) Area for Nike anti-aircraft missile battery NY-15 was situated in the Defense and Support Area. The Nike Sighting Station (Building 124), Generator Building (Building 127A), and Electrical Substation (Building 127C), and three concrete pads for tracking and targeting radar trailers (unnumbered) stand on the old mortar battery earthwork. At the western end of the Defense and Support Area are five buildings and building foundations (Buildings 130, 131, 133-135), also temporary buildings of Second World War vintage.

Very limited development of this part of Davids Island took place during and immediately after the Civil War. Two quarters buildings and the hospital chapel stood in the area in the 1860s and early 1870s (Figures 4-7). One of these, the band quarters, was possibly located in the vicinity of present-day Buildings 115, 116, and 119. The other two buildings were both located within the footprint of Batteries Overton and Haskin. The second Civil War-era quarters building probably stood in the north-central part of this footprint, while the chapel likely stood in its south-central section.

A new wave of development in this section of Fort Slocum began in the mid-1880s, when two small buildings were constructed. These were a magazine (Building 113), possibly for the storage of black powder for ceremonial guns and small arms ammunition a coastal gun battery, and a receiving vault (Building 119) for the temporary storage of a coffin for the occasional someone who had the misfortune to die at the post, pending transfer to a cemetery off the island. (Building 113 was later used as a blacksmith shop.) In the mid-1890s a small battery mounting two Civil War-era Rodman guns (8- and 15-inchers), was constructed on a bedrock knob nearby (Figure 9). Known from later sources as both "Battery Practice" and the "Old Battery," it is not clear whether this emplacement was intended as a primary defensive work, or whether its principal function was training. In addition to the gun emplacement itself, the Army also constructed, ca. 1886, a powder magazine, later (after ca. 1920) the post blacksmith shop (Building 113). Although Battery Practice became inactive around 1900, its earthwork seems to have remained intact at least into the 1920s, but traces remain today. In addition to the Rodman gun emplacement and the associated magazine, two other small but important structures were erected in the area in the mid-1880s. One of these was the Receiving Vault (Building 119, ca. 1886), which was used to store temporarily the bodies of those who died at Fort Slocum; this building became necessary in 1887 following the closure of the post cemetery. The other of these buildings was the post's brick water tower. This structure was erected in the area about 1885 on the highest point on Davids Island. In the 1880s, the brick water tower was one element of a new water system for the post, which also included the pump house and wells in the north-central portion of the future Parade Ground. The water tower stood until 1929, when it was replaced by the present steel water tower (Building 45) at the opposite end of the island.

The 1886 recommendations for improvements to American coastal defense by the Endicott Board of Fortifications resulted in construction of the most substantial single complex of structures in the Defense and Support Area, or indeed anywhere on Davids Island. As a result of the Board's recommendations, two eight-gun coastal mortar batteries were erected on the island to help protect the eastern approach to New York Harbor. Construction on Batteries Overton and Haskin began in 1891, and they became operational about 1897, just before the outbreak of the Spanish-American War. The post's brick water

HISTORIC OVERVIEW DAVIDS ISLAND-FORT SLOCUM

(Page 30)

tower remained in use at the southern corner of the battery until the current steel water tower was built at the northern end of the island ca. 1929. In addition to the batteries, their protective earthwork, and several appurtenant buildings for fire control and power (Buildings 127, 128, and 128A), the complex also included an Ordnance Storehouse (Building 110) (1896) and, about a decade later, a Searchlight Powerhouse (Building 114). Other buildings and structures connected with the batteries were removed by the 1930s. These include the Engineer Wharf, the Battery Commander's Post, the Searchlight Shelter, and a Cable Hut. The Engineer Wharf, located south of the southern corner of the earthwork, was used to deliver supplies and equipment during the construction of the batteries. The Battery Commander's Post first stood near where Building 16 is now located, but by 1906 it had been relocated beside the Parade Ground, in the area where the eastern tennis courts are presently situated. The Searchlight Shelter was south of today's Building 101 at the northern end of the old Battery Practice. The Cable Hut, terminus of an underwater cable presumably from neighboring forts was in the South Lawn Area (Figures 10-11).

Rapid advances in naval armor and gunnery rendered the mortar battery largely obsolete before the First World War, but it remained in operation until just after the conclusion of the war. Once the battery was decommissioned, some of the support buildings were converted to other uses. Building 110, for example, was enlarged and converted to the post laundry around 1930, and Building 113 became the blacksmith shop. Building 114 possibly continued to be used for power generation, though its later history is presently obscure. The battery earthwork is partially intact today. The outer walls of its northeastern quadrant, which enclosed Mortar Pit A of Battery Overton were removed during the Second World War, and a level, rectangular platform at an elevation that is probably 3 to 8 feet above that of the former pit floor was built in its place. This platform is situated immediately southwest of Building 110, and, according to a 1949 map, a pistol range was then situated on the platform. There were several temporary buildings at the pistol range, including Building T-111, a small cinderblock storehouse, which is the only one still extant.

Temporary buildings were constructed in and to the west of the Defense and Support Area during both world wars. When the post closed in 1965, several of those built during the Second World War were still extant, including Buildings 116, 117, 120, 130, 131, 133-135. The history and functions of Buildings 116-120 is obscure, but one, Building 117, is reported to have served as the home of the post's NCO club between 1951 and 1958 (Cavanaugh 2006, 2007b). According to Cavanaugh (2006, 2007b, the 130-series buildings provided quarters for enlisted personnel and officers of the Women's Army Corps (WAC), who had a prominent presence at Fort Slocum during the war, to judge from period photographs on file at the New Rochelle Public Library and elsewhere. Later, the latter five buildings and others specifically constructed for the purpose (Buildings 124, 127A, 127B and unnumbered structures) served as the fire control section of Nike missile battery NY-15.

9. South Lawn Area

The South Lawn Area is situated south of the Parade Ground between the Defense and Support Area (to the east) and the Quartermaster Area (to the west). The area is presently vacant, as it has been since the 1940s. Since Fort Slocum closed in the 1960s, it has become overgrown with trees and shrubs and can no longer be referred to as a lawn. Nonetheless, the name conveys its condition during the final period of the post's history.

During the century of military history at Davids Island, the Army repeatedly built and demolished buildings and structures in this area of the island. During and immediately after the Civil War, the headquarters building and guardhouse for De Camp General Hospital were situated along the northern edge of the South Lawn Area. The headquarters was directly south of the centerline of the future Parade Ground (then occupied by hospital pavilions and mess halls) and probably faced it; the guardhouse was to

the west nearly opposite the southwestern corner of the Parade Ground. By the late 1870s, the headquarters building was gone, though the flagstaff that stood just south of it remained. In early 1880s the southern end of the area—probably along Parker Road—contained a subsistence warehouse, bakery, and commissary sergeants’ quarters, all of which were relocated to the northwestern end of the Parade Ground by 1885. It was also at about this time that the post flagstaff was relocated to the north-central section of the Parade Ground.

By 1887, the construction of a basic post-wide water supply system made it possible to install a fountain—presumably ornamental—about where the Civil War era headquarters had stood. Maps of the period suggest that the South Lawn Area was then an informal extension of the Parade Ground. The fountain stood in this location for at least one decade and possibly as much as two decades; by 1906 a pair of tennis courts had been built about where the fountain previously stood. A second set of tennis courts may have been constructed as early as the 1930s on the southeastern end of the Parade Ground, though the date of this latter set of courts is unclear. In any event, by 1949, only the latter courts—herein called the Eastern Tennis Courts—were extant, and the ca. 1906 courts had been replaced by lawn.

A small structure recorded as a “cable terminal” apparently associated with the mortar battery stood close to the shoreline at the southern end of the South Lawn Area from around 1906 until the battery was decommissioned in 1919.

During the First World War, approximately one dozen temporary barracks and latrine buildings were constructed south and west of the mortar battery as part of a post-wide expansion to accommodate the thousands of personnel passing through Fort Slocum. About half of these buildings occupied the western perimeter of what is herein called the Defense and Support Area. The remaining six temporary buildings were in the South Lawn Area. All of the temporary buildings erected during the First World War that were wholly within the South Lawn area had been removed by the early 1930s. Available information indicates that temporary buildings were put up in the South Lawn Area during the Second World War or subsequently.

10. Quartermaster Area

The Quartermaster Area encompasses the section of Fort Slocum containing the two permanent piers on Davids Island and the adjoining coal yard, storehouses, shops, sheds, and transportation-related buildings, as well as the Rodman Gun Monument. It extends west of this monument and Bliss Road to the Davids Island shoreline.

As of August 2005, the Quartermaster Area contained 20 numbered or named buildings, structures, and objects, which ranged in condition from fair to ruinous. The area then included the Rodman Gun Monument (unnumbered); Passenger Dock and Freight Pier (both unnumbered); the Freight Dock Crane (Building 25); the Passenger Waiting Room/NCO Family Quarters (Building 30); the Coal Yard and Conveyor (Building 27A), Conveyor Shed (Building 27), and Coal Yard Shed (Building 31); four Quartermaster Storehouses (Buildings 14-17); Paint Shop, Engineer/Carpenter Shop, and Machine Shop (Buildings 32, 24, and 20, respectively); Wagon Shed/Garage (Building 40); Pump House (Building 32B); transformer pad (“Electrical Substation”) (Building 32A); and two multipurpose temporary buildings (Buildings T-22 and T-34). The layout of the area does not reflect a master design, but is the product of growth and change over many decades. There is, however, some logic evident in the placement of buildings. Broadly speaking, the buildings and structures nearest the shore are those directly involved in the transport, unloading, and loading of passengers, supplies, equipment, fuel, and waste; in contrast, the Quartermaster Storehouses, situated on the slightly higher, sloping ground farthest

HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM
(Page 32)

from the shore, appear to be placed so as to best protect their contents from storm-related flooding, while remaining reasonably convenient to the docks.

The Quartermaster Area is the oldest functionally distinct section of Davids Island, and its history is complex. Before the Civil War, an excursion boat dock had been built about where the Passenger Dock now stands. During the 1860s and 1870s, when De Camp General Hospital occupied the island, the Army had a half dozen or so frame buildings near the dock whose functions—though not locations—were similar to those standing in the area today. These buildings included a boathouse, carpenter and plumber’s shop, blacksmith’s shop, coal shed, storehouses, quartermaster’s quarters, and perhaps a few other buildings (Figures 4-6). At this time also, a street running northeast from the dock to Officers’ Row formed the main axis of the area. By 1878, when Davids Island was designated as a principal recruiting depot, most of these buildings had been removed, though the original dock remained.

As it developed the recruiting depot in the late 1870s and early 1880s, the Army erected several new buildings and structures. The most important of these were a coal dock (1879), erected on the site of the later Freight Dock (1893), which with subsequent repairs and modifications served the post until it closed. Also constructed in this period was a new Passenger Dock (1884), which replaced the previous general-purpose dock; the Passenger Dock was maintained, repaired, and modified until it was withdrawn from regular use in the 1950s. The associated Passenger Waiting Room [Building 30] was constructed in 1938 to replace an older structure. The waiting room only served in this capacity for a few years, before most traffic was shifted over to the Freight Pier and the Waiting Room was converted to NCO quarters.

To accommodate the two docks, the Army also added new roadways around 1885. By the mid-1880s, the area contained a carpenter’s shop (vicinity of the Rodman Gun Monument and Building 20) and the first of several Quartermaster Storehouses. According to Cavanaugh (2006), that storehouse was still extant as Building 14 when Fort Slocum was deactivated in 1965; it has since burned and by 2005 was marked only by a foundation. An icehouse and quarters for the chief musician, both removed in the 1890s, also stood near the storehouse.

By the mid-1890s, the area had been somewhat rearranged and the number of buildings had increased. The coal dock (later called the Freight Dock or the “T-Boat Dock”) had been rebuilt, and a new coal shed had been constructed on the adjoining ground. This shed stood until the 1940s, when the Army switched to open storage of the coal used at Fort Slocum. A wagon shed and a stable stood close to the coal shed in the vicinity of the Coal Yard and Garage (Building 40). There was also an oil house (possibly incorporated into present-day Building 32), the icehouse, and several quarters for commissary, quartermaster, and ordnance sergeants. The quarters were situated near present-day Building 15 and to the northeast toward the intersection of Bliss and Howard roads. The presence of a “Contractor’s Stables” (near the Coal Shed) and a “Contractor’s Storehouse” (now Building 15) may specifically reflect the construction of the mortar battery or it may be indicative of construction going on all over the island.

The years between ca. 1905 and 1915 appear to mark the final period of major construction in the Quartermaster Area. Around 1905, the Army built two more Quartermaster Storehouses (Buildings 16 and 17), to the east of the older pair of storehouses, and the Quartermaster Shop, now the Engineer/Carpenter Shop (Building 24). By 1909, the Machine Shop (Building 20), originally another storehouse, had been built and the wagon shed had either been replaced, or relocated and significantly expanded to become part of the present Garage (Building 40). By 1915, the old sergeants’ quarters north of the group of four storehouses had been removed, and the alignment of Howard Road had been altered to a sharper curve to the northeast just at the corner of Building 15.

During the First World War, two temporary wood-frame quartermaster storehouses were erected on either side of Howard Road just north of the permanent group of four storehouses and another stood southwest of and parallel to Building 20. The two buildings along Howard Road remained in use into the 1950s, but the one near Building 20 was removed in the 1920s. Building T-34 was the last extant remnant of one of these buildings (Cavanaugh 2006, 2007b).

The Quartermaster Area saw modest growth during the Second World War. A trailer park with a capacity of 14 small trailers was constructed behind Building T-34 sometime in the 1940s. The Garage (formerly the Wagon Shed) and Engineer/Carpenter Shop also both appear to have been expanded, and a temporary wood-frame building was built across the street from them. This building, designated as Building T-22, was extant but partly collapsed until the end of 2005. It also appears that the oil house was replaced or expanded to become Building 32, identified on a 1952 map as the Paint Shop. The Pump House (Building 32B) dates to ca. 1940 or slightly earlier, and the Transformer Vault No. NE 1A dates to ca. 1950.

Photographs and other evidence indicate that the Rodman Gun Monument developed in several stages between ca. 1900 and 1945 (Cavanaugh 2007b). The bronze plaque that once described the gun had been stolen by the mid-1980s (Historical Perspectives 1986:45).

11. Road System, Seawalls, and Utilities

Various forms of infrastructure knit Fort Slocum together, facilitated circulation of people and vehicles, and provided electricity, water, communications, and disposal of sewage throughout the post. This infrastructure included the circulation system of roads and walks; the seawalls that protected the shoreline; and various above- and below-ground utilities.

The system of roads and walks at Fort Slocum grew out of and greatly expanded the system constructed for De Camp General Hospital during the Civil War (Figures 4-6). Sections of modern roads and paths at Fort Slocum can be traced to Civil War or immediate post-war antecedents. These sections certainly include a portion of Hoyle Road and the walks along the eastern and western sides of the Parade Ground. They may also possibly include the section of Parker Road between Hoyle Road and Building 130 the diagonal walk that crosses the Parade Ground near its middle. Additional portions of the modern system of roads and paths came into existence in the 1880s, including much of Howard Road, a few hundred feet of the eastern half of Hoyle Road, and Bomford Road and its walkway extension to the south in front of Buildings 61 and 62 (Figures 7-8). At this time, there were, however, other roads and paths that were subsequently abandoned or built over, particularly on the eastern half of the island. By the early 1890s with the expansion of Officers' Row, another street, Bliss Road, had been laid out, and the road on the western side of the Parade Ground in front of the officers' houses had been reduced to a brick walkway. Indeed, though the roads were probably still mostly bare earth in the 1890s, brick walkways then connected many parts of the fort. Fort Slocum's system of roads and walks largely achieved its modern form in the decade between ca. 1905 and 1915. Significant development took place on the eastern half of the island during this period, including the expansion in the Defense and Support Area, construction of the first houses in the Non-Commissioned Officers' Family Housing Area, and creation of the Drill Field and Recreation Area, and construction of the second row of brick barracks (Buildings 61-64) and the Drill Hall and Gymnasium (Building 57). By 1915, the system was well developed and approximated the post's current layout of streets and walks (Figures 9-10). The system included both brick and concrete walks and macadam and cinder roads and paths. Most notable of the latter was a bridle path that encircled the island along the shore or seawalls. Much of this path was later rebuilt (probably in the 1940s) as a concrete roadway that became Parker Road.

HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM

(Page 34)

When Fort Slocum closed in 1965, seawalls protected roughly 90 percent of the shoreline. Construction of these walls prevented storm damage to the post's facilities and reclaimed some small areas of low-lying land for development. Unlike some islands in the greater New York area, however, the total area of Fort Slocum and Davids Island was not increased substantially through bulkheads, sea walls, and land filling. Construction of sea walls began in the 1890s and continued episodically until at least the 1940s. The first section of sea wall on the island was completed in 1890 and protected a 954-foot section of the island's eastern shore. Several stone breakwaters were built along the western shore of the island between about 1893 and 1902, along with some small sections of seawall near the docks. A major program of sea wall construction took place between 1903 and 1909. When completed, seawalls extended all the way around the northern, western, and southwestern shores of the island, beginning at Battery Kinney (now Building 58) on the northeast and stretching around to the western corner of the mortar battery (approximately present-day Building 130) on the south, for a total distance of 4,600 feet. The sea walls were largely or entirely constructed of rough-cut stone blocks and mortar. Minor additions, repairs, and alterations to this system of seawalls took place subsequently, and photographs suggest that system had good integrity when the post closed; now, however, many sections have collapsed because of storm-driven erosion.

Utilities are a vital part of the modern landscape, particularly in densely developed areas like Fort Slocum. It appears that the first island-wide utility (ca. 1885) was the water supply. Initially, this apparently relied on wells drilled into bedrock on the island, then pumped to a brick water tower, which supplied buildings by gravity. By the mid-1890s, this local system had been replaced by water piped under Long Island Sound from the Neptune Dock area of New Rochelle. Disposal of human waste and later wastewater was a complementary problem to supplying fresh potable water. The post's waste disposal system began with outhouses (or "latrines" as they are often identified on maps) and "sinks," or shore-side cesspools. By the early 1890s, a basic system of sewers that emptied directly into Long Island Sound through various outfalls around the island had been established. To judge from various historical maps, dumping raw sewage directly into the sound continued until the 1930s, when a sewage treatment plant was built at the northern end of Davids Island. That plant continued in operation, probably with some limited improvements, until the post closed. Like water, electricity was also supplied to the island via submarine cables from New Rochelle. Electricity began to be delivered to the island by the mid-1890s, and presumably there were many service upgrades as the post grew. There was never any powerhouse on the island that produced electricity for general consumption, but certain critical functions, such as the gun batteries and Nike missile fire control area had independent primary or back-up generating capacity. It is not known when telegraph and telephone services were established on the island. Each building had its own coal-burning boiler, furnace, or stove. There was never a central steam plant for the island.

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- 2005 "Memorandum of Agreement between the U.S. Army Corps of Engineers, New York District, the New York State Office of Parks, Recreation and Historic Preservation, the County of Westchester, and the City of New Rochelle, Regarding Fort Slocum, Davids Island, New Rochelle, Westchester County, New York." Effective August 11, 2005. On file at New York District, Army Corps of Engineers.

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

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

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- 2008b *Davids Island/Fort Slocum Oral History Project—“And by golly I'm so proud of being part of this military life:” Conversations with Members of the Fort Slocum Community, April 2008 (draft report)*. Prepared for the U.S. Army Corps of Engineers, New England District, Concord, Massachusetts, by Tetra Tech EC, Inc., Boston.

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- ca. 1905-41 Fort Slocum Property Cards (Form 117 and predecessors). Record Group 77. National Archives, College Park, MD.
- 1941 "Notation to be Made on Historical Records [Showing Changes in Building Post Numbers]." Memorandum to File, July 24. Record Group 77. National Archives, College Park, MD.

Maps and Drawings

1858 "Map of the Village of New Rochelle, Westchester County, New York." Michael Dripps, publisher, New York. On file at the Huguenot and New Rochelle Historical Society, New Rochelle, New York. Freehand sketch copy reproduced as Figure 13 in Historical Perspectives, 1986, *Phase IA Documentary Study of Archeological Potential, Davids Island Project, New Rochelle, New York*, p. 46.

1860 "Map of the City of New York and Its Environs." Prepared under the direction of H.F. Walling. On file at the New York Historical Society. S.D. Tilden, New York, publisher. On file at the New York Historical Society. Freehand sketch copy reproduced as Figure 12 in Historical Perspectives, 1986, *Phase IA Documentary Study of Archeological Potential, Davids Island Project, New Rochelle, New York*, p. 46.

1868 "Town of New Rochelle, Westchester Co., N.Y." In *Atlas of New York and Vicinity*, p. 36. Prepared under the direction of F.W. Beers. Beers, Ellis & Soule, New York.

HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM

(Page 39)

ca. 1870 (possibly earlier) "U.S.A. General Hospital Davids Island, New York." Anonymous: 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.

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's." Prepared by Walter L. Fisk, 2nd Lieut. of Engrs. Record Group 77, National Archives, College Park, MD.

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's., 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.

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's. Bvt. Lieut. Col. 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's., Bvt. Lieut. Col., U.S.A. Dec. 28th 1885." Record Group 77, National Archives, College Park, MD.

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

ca. 1889 "Plan of Davids Island, New York." Anonymous: 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." Anonymous: 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.

1893 "Location of Sea-Wall Built at Davids Island, N.Y.H., 1893." No supervisor or prepared indicated. Record Group 77, National Archives, College Park, MD.

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)

HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM

(Page 40)

contour intervals. QMGO No. 34039, March 13, 1893. On file at National National Archives, College Park, MD.

May 1893 "Map of Davids Island, New York." 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.

May 1899; revised through 1908 "Navigation Chart for Long Island Sound, New Rochelle to Throgs Neck, New York." Originally published 1899, but topography and culture on Davids Island mapped ca. 1886; hydrography and certain other features (evidently including but not interior of shorelines) revised through 1908. Chart 272. U.S. Coast and Geodetic Survey, Washington, D.C.

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

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

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

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

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

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

1910 Parts of the City of New Rochelle, Wards 1, 2, 3, and 4. *Atlas of Westchester County, New York*, vol. 1, pl. 19-20. Prepared by George W. Bromley and Walter S. Bromley. G.W. Bromley and Co., Philadelphia.

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

HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM

(Page 41)

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

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

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

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

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

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.

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.)

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: 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. In the Fort Slocum Alumni and Friends Collection.
- 1961: Low angle oblique aerial photograph of Quartermaster Area, Davids Island. View northeast. November 15. Attributed to Capt. Donald P. Blake. In the Fort Slocum Alumni and Friends Collection.
- 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.
- ca. 1968: Low angle oblique aerial photograph of Davids Island. View north.
- 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 Clearinghouse at <http://www.nysgis.state.ny.us/>.

Historical Photograph and Post Card Collections

U.S. National Archives, Washington, D.C.

New York Historical Society, New York, NY

New Rochelle Public Library, New Rochelle, NY

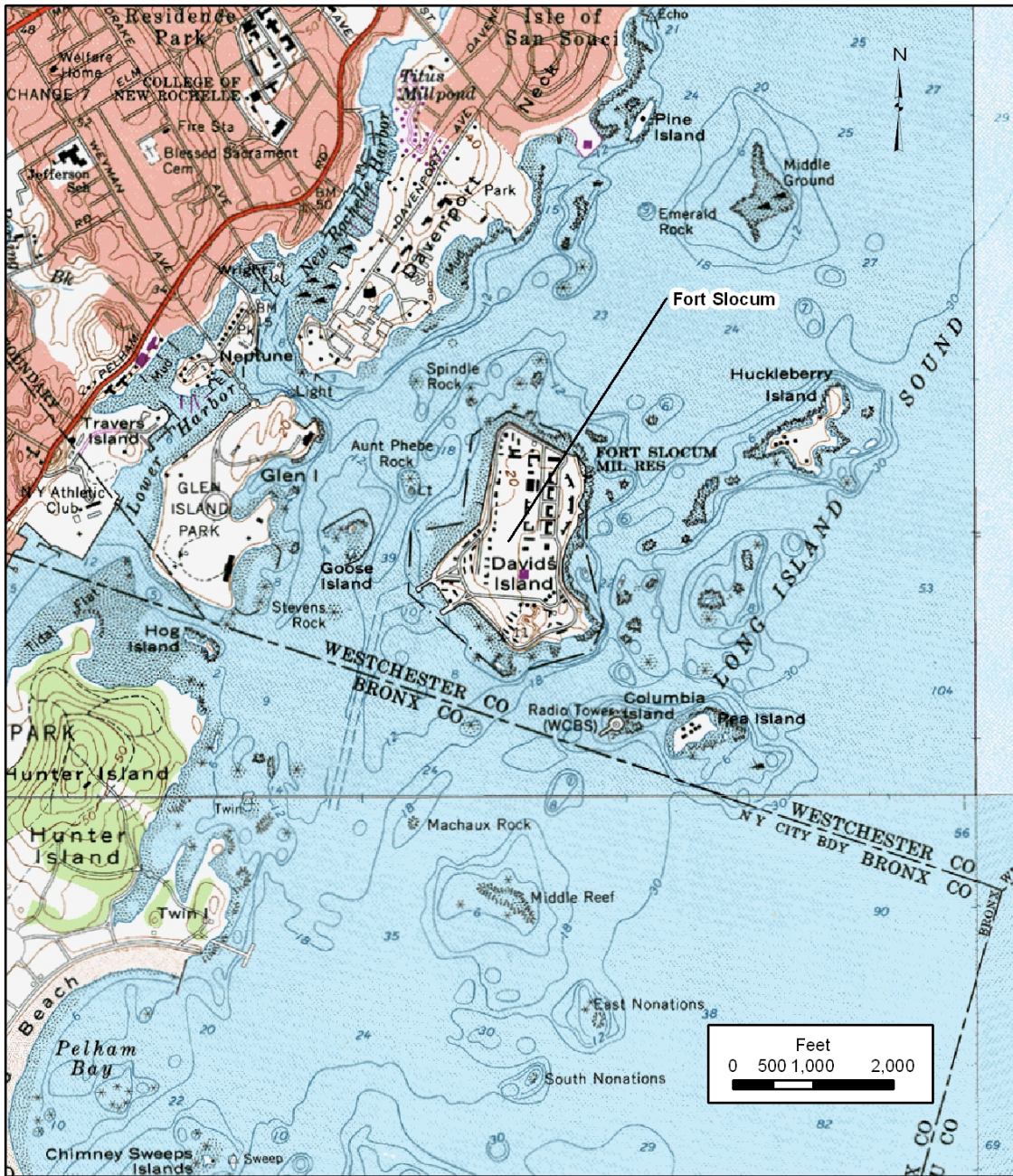
Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.

FIGURES 1-15

**Location and Boundary Maps
Sketch Plan of Buildings and Functional Areas
Selected Historical Maps and Pictures**

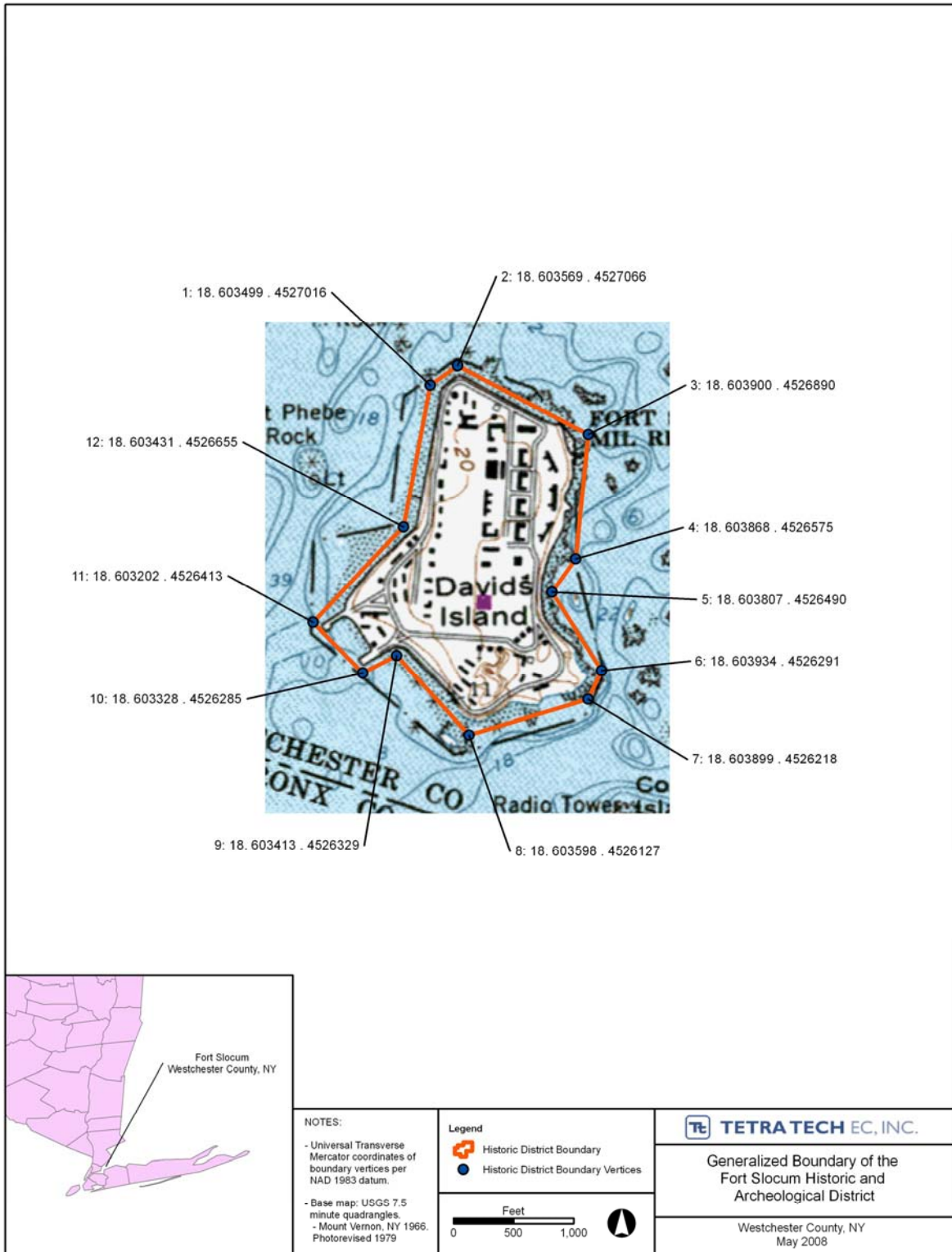
HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM
(Page 45)

Figure 1. Location Map: Fort Slocum, Davids Island, City of New Rochelle, Westchester County, New York (USGS Mount Vernon, NY, 7.5-minute series, 1966, photorevised 1979. Scale 1:24,000.)



HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM
 (Page 46)

Figure 2. Generalized Boundary of the Fort Slocum Historic and Archeological District, with UTM Coordinates



HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM
(Page 47)

Figure 3. Sketch Plan of Fort Slocum, Davids Island, New Rochelle, New York, Showing Buildings and Functional Areas.

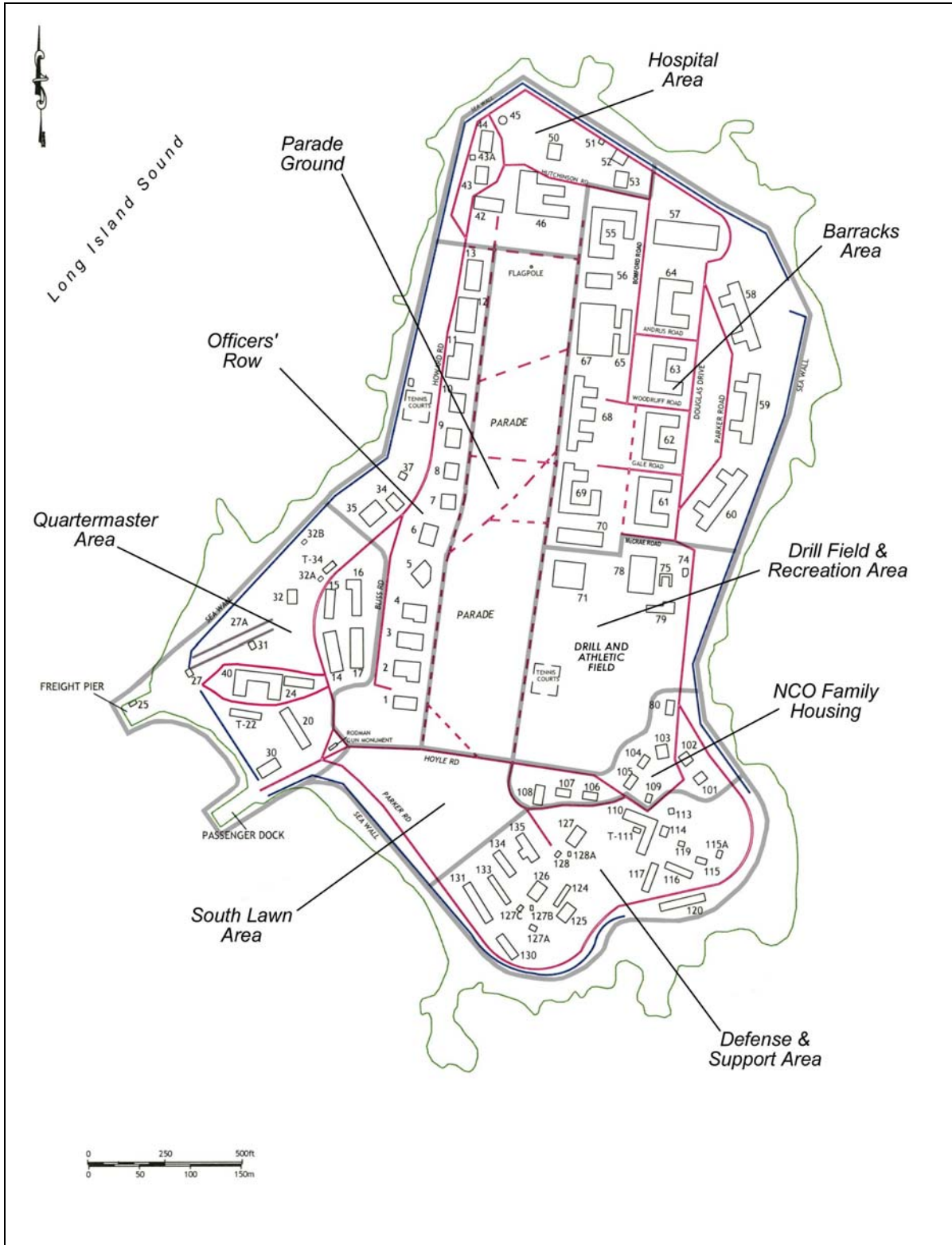
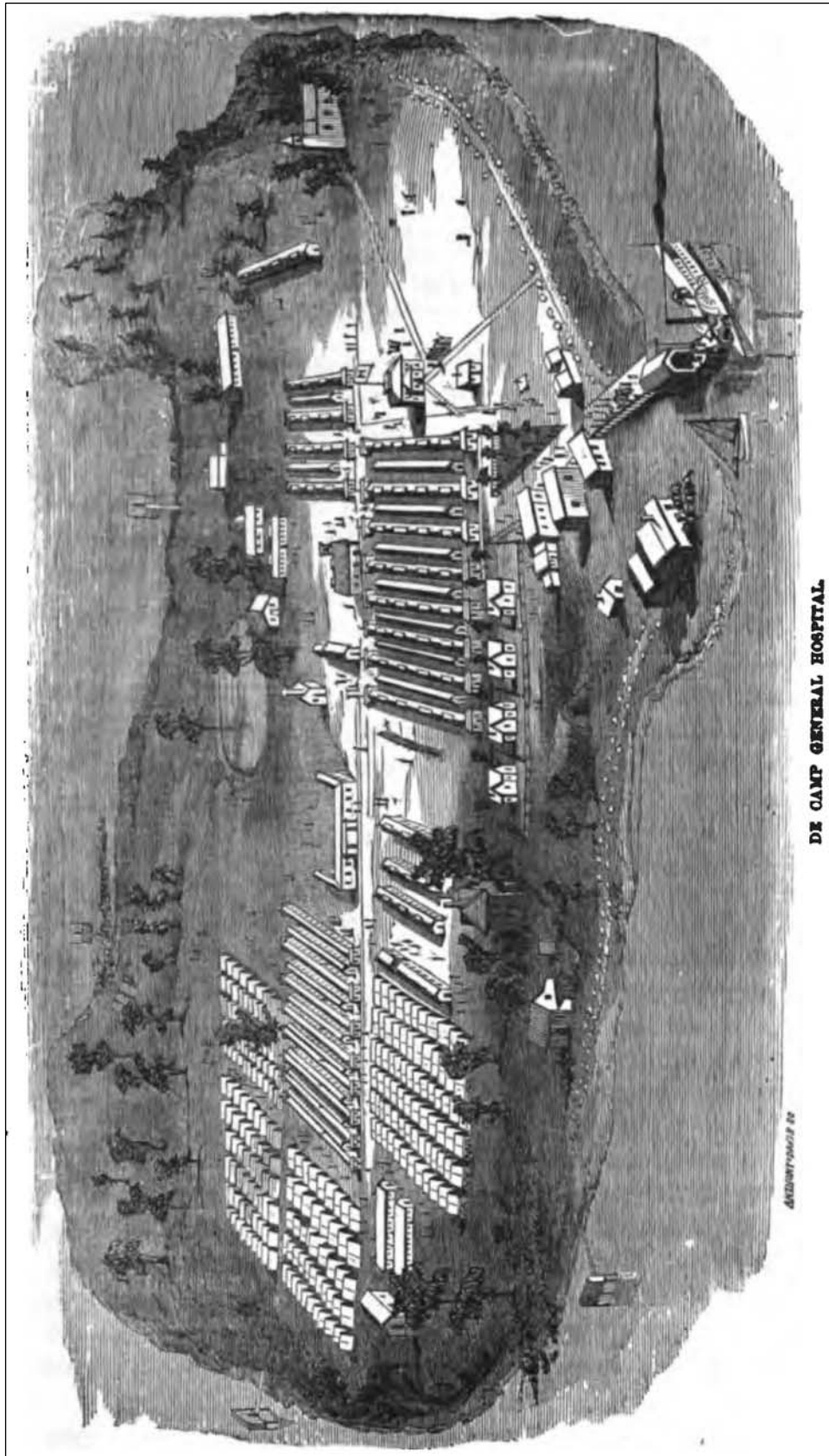


Figure 4. De Camp General Hospital, ca. 1863-1865 (Hamilton 1865:641)



HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM
(Page 49)

Figure 5. U.S.A. General Hospital, Davids Island, New York. 1870. Record Group 77, National Archives, College Park, MD.

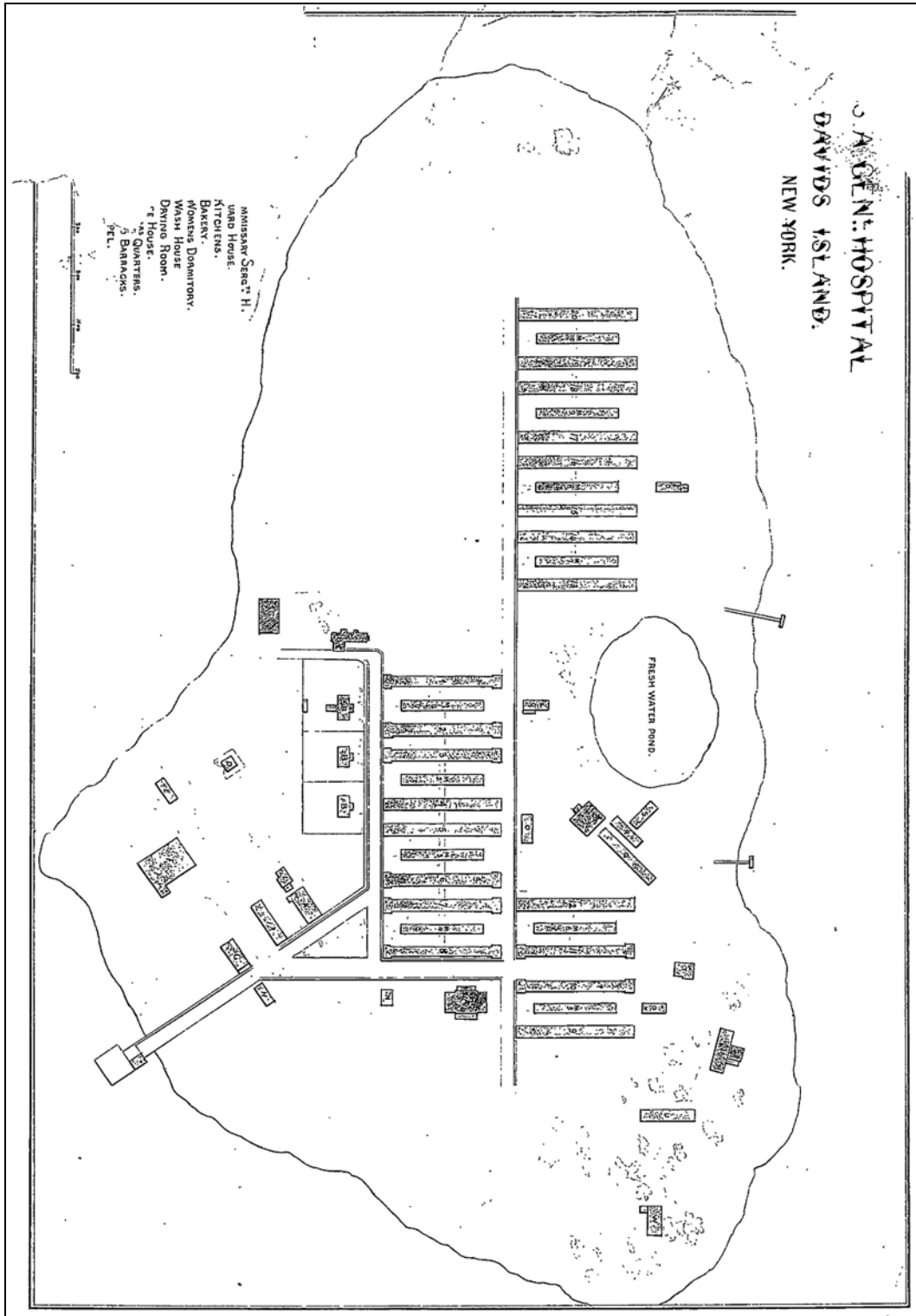


Figure 6. *Quarter-Master Buildings, Davids Island, N.Y.* 1872. Record Group 77, National Archives, College Park, MD.

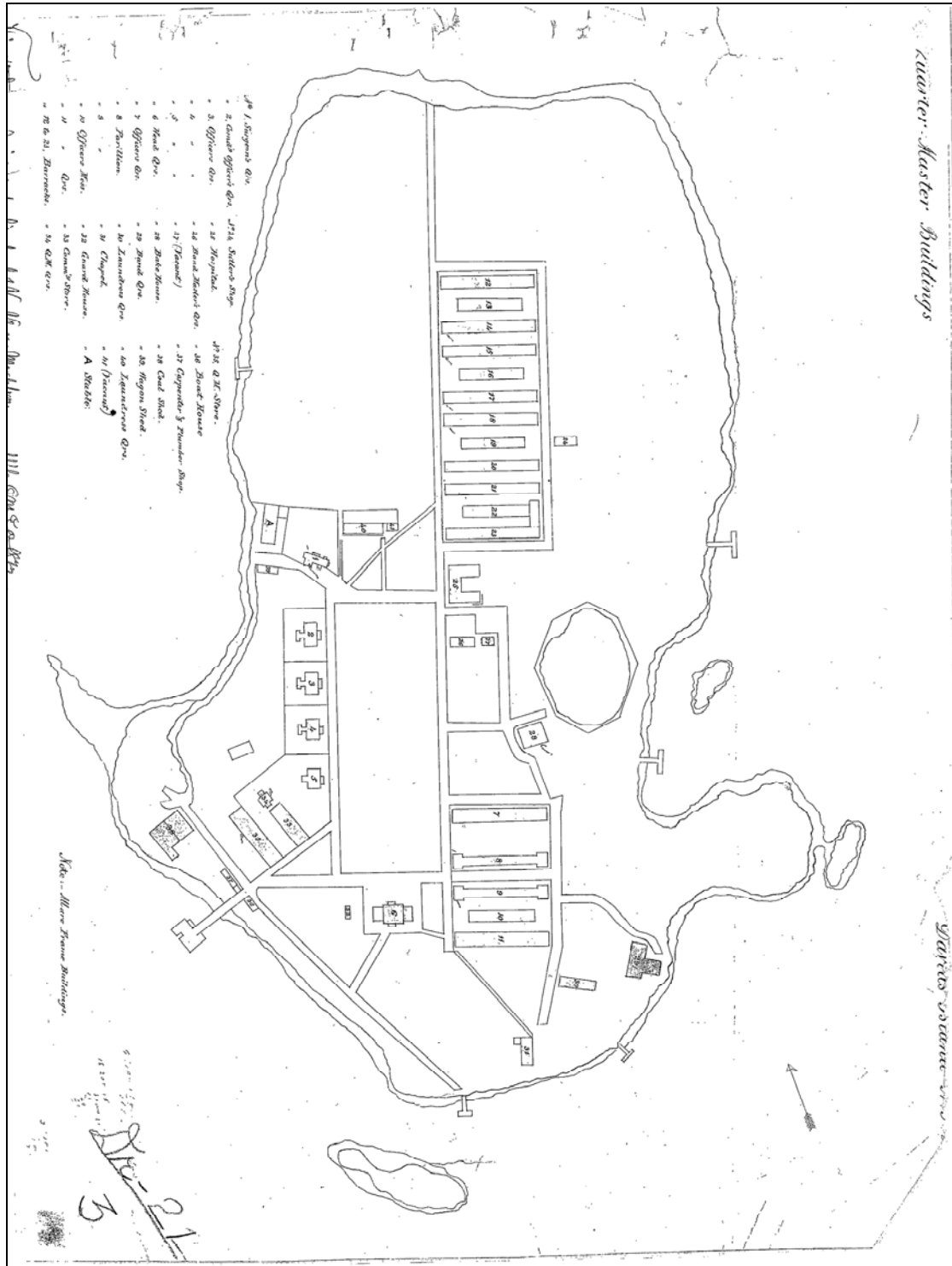
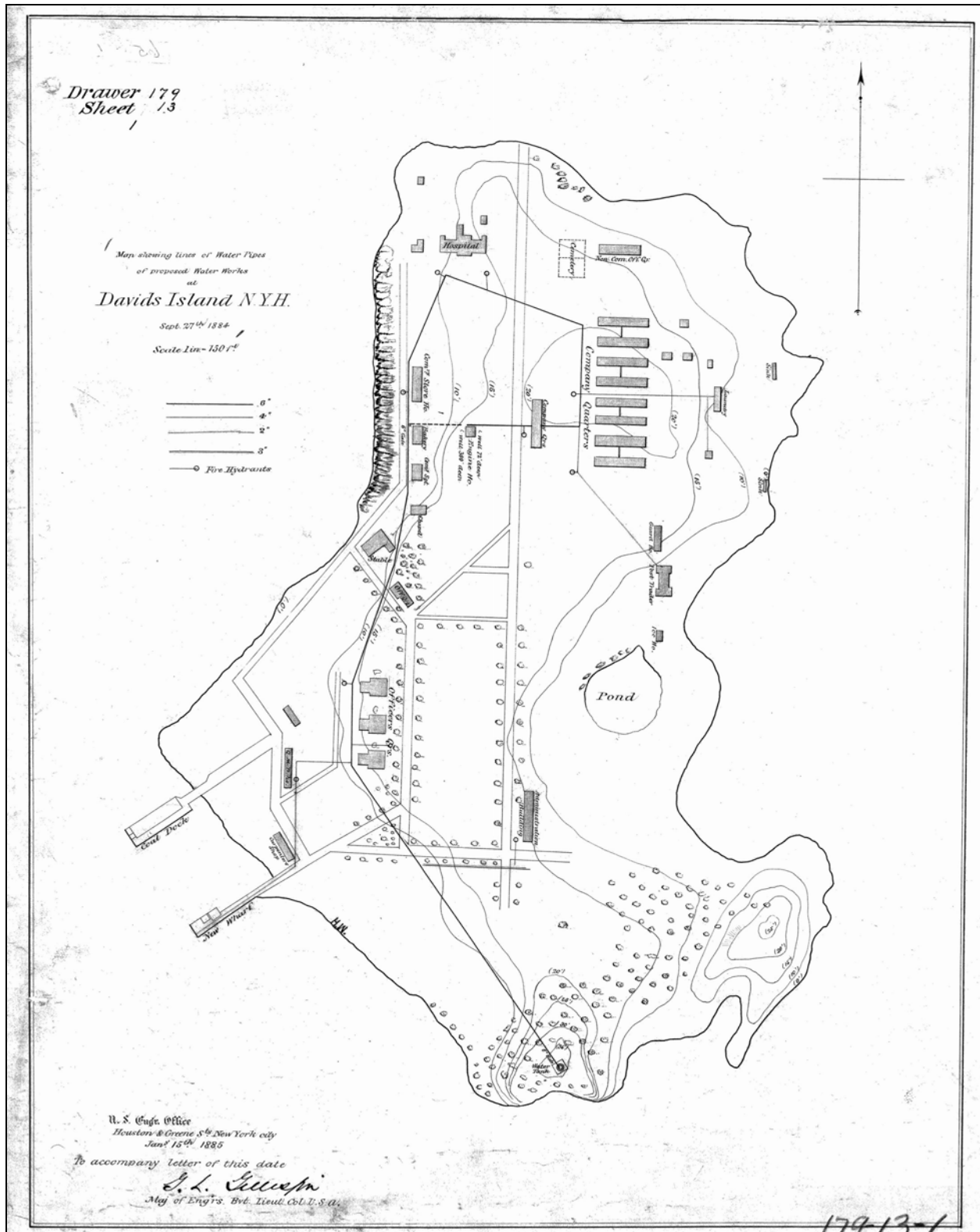


Figure 8. Map Showing Lines of Water Pipes of Proposed Water Works at Davids Island, N.Y.H. 1884. Record Group 77, National Archives, College Park, MD.



HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM
 (Page 53)

Figure 9. *Map of Davids Island, New York Harbor, U.S. Military Reservation.* 1894. Record Group 77, National Archives, College Park, MD.

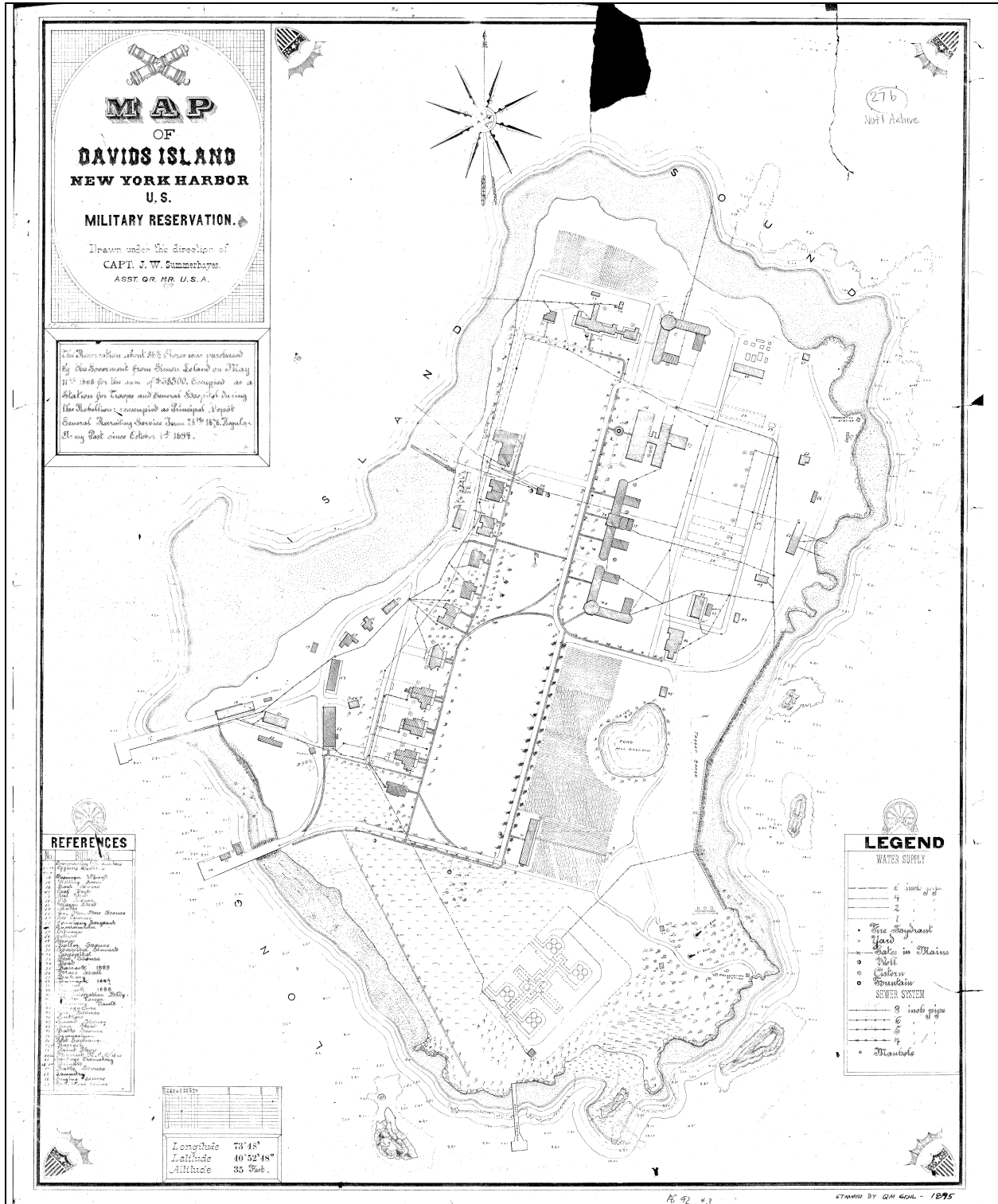


Figure 10. *Map of Fort Slocum, New York.* 1915. Record Group 77, National Archives, College Park, MD.

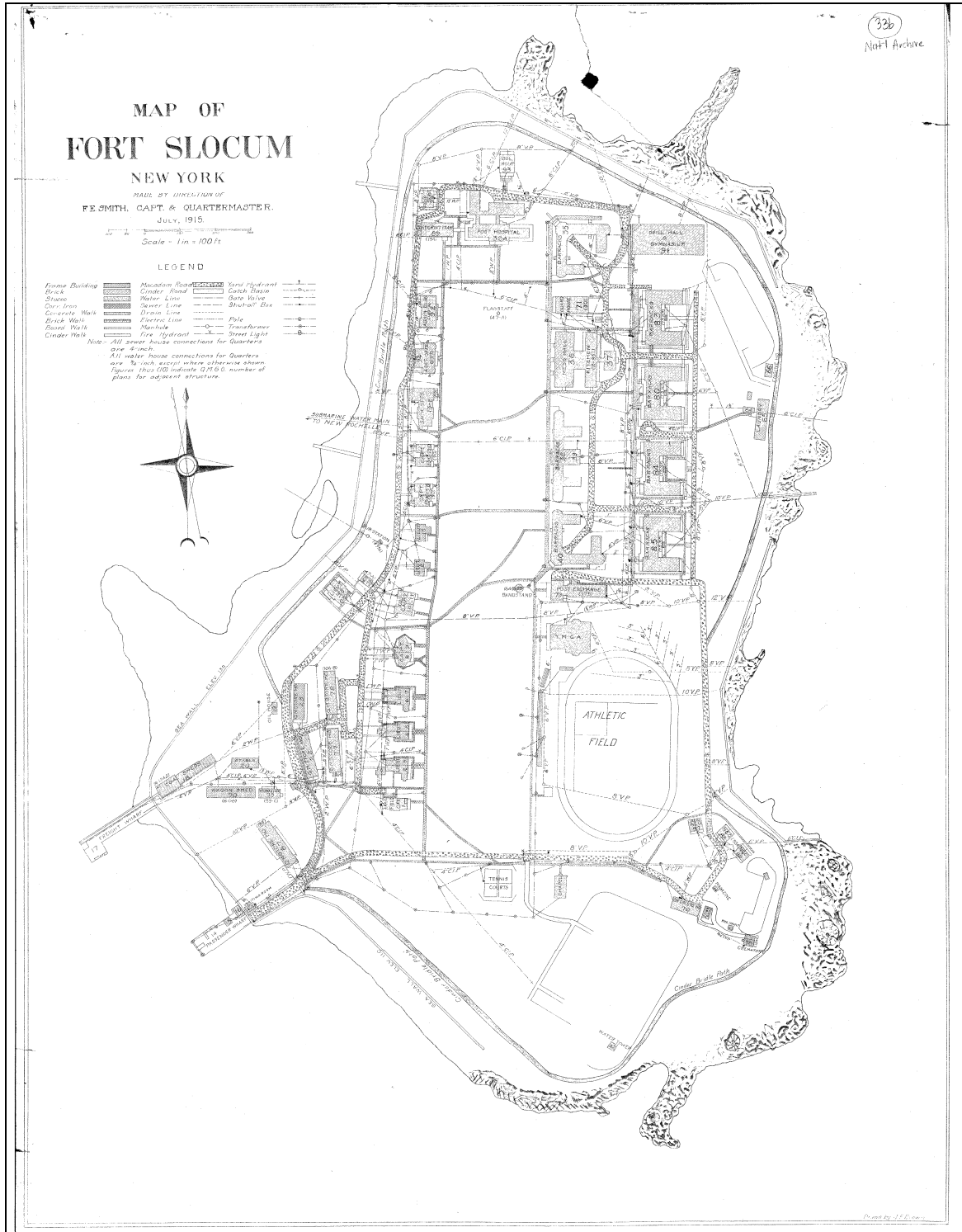
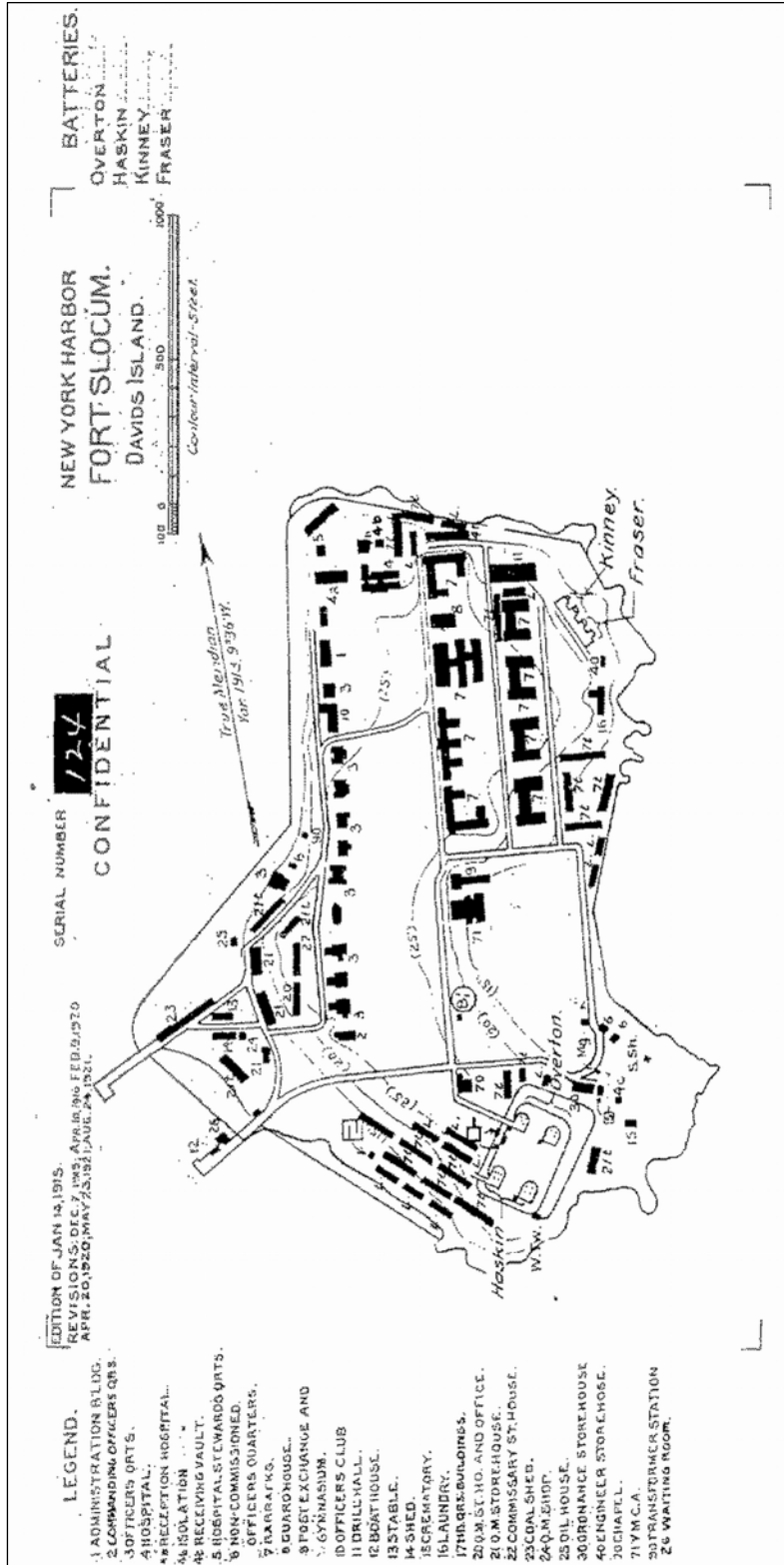


Figure 11. *New York Harbor, Fort Slocum, Davids Island.* 1921. Record Group 77, National Archives, College Park, MD.



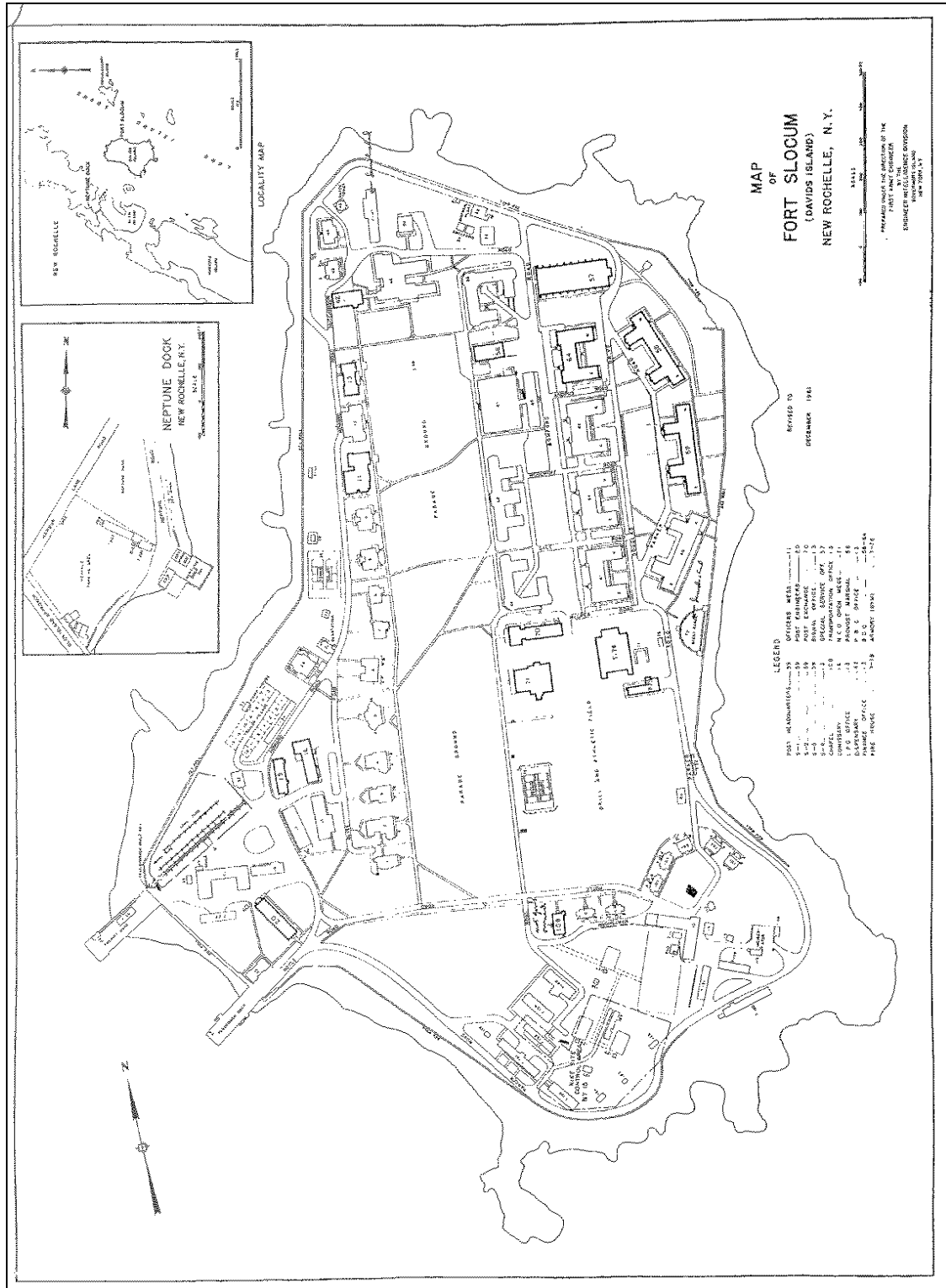
HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM
(Page 56)

Figure 12. Vertical Aerial Photograph of Fort Slocum, November 20, 1923. Original in National Archives, College Park, MD; digital copy from Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM
 (Page 57)

Figure 13. *Map of Fort Slocum (Davids Island), New Rochelle, New York.* 1961. National Archives, College Park, MD.



HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM
(Page 58)

Figure 14. Oblique Aerial Photograph of Fort Slocum, November 15, 1961. View to Northwest. Fort Slocum Alumni and Friends Collection, Michael A. Cavanaugh, Los Angeles, CA, custodian.



HISTORIC OVERVIEW
DAVIDS ISLAND-FORT SLOCUM
(Page 59)

Figure 15. Satellite Image of Former Fort Slocum, Davids Island, ca. 2004. Google Earth Website (<http://earth.google.com/>) via U.S. Geological Survey Geographic Information System Website (<http://geonames.usgs.gov/pls/gnispublic/>).



TABLE 1

**Guide to Dates of Construction,
Historical Building Number Systems, and Historical Descriptions,
Buildings and Structures Extant at Former Fort Slocum in 2004,
Davids Island, New Rochelle, New York**

TABLE 1
Guide to Dates of Construction, Historical Building Number Systems, and Historical Descriptions,
Buildings and Structures Extant at Former Fort Slocum in 2004,
Dauids Island, New Rochelle, New York

Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
1	Commanding Officer's Quarters	1893 [1]	-	1	1	1	Commanding Officer's Quarters [6, 8, 10]; Field Officer [7, 9]; Permanent Officers' Quarters (Field) [1]
2*	Officers' Quarters	1878 [1] / ca. 1887 [3]	1 & 2	2 & 3	2 & 3	2 (A & B)	Officers' Quarters [5, 6, 8]; Lieutenant [7, 9]; Permanent Officers' Quarters [1]
3*	Officers' Quarters	1878 [1]	3 & 4	4 & 5	4 & 5	3 (A & B)	Officers' Quarters [5, 6, 8]; Lieutenant [7, 9]; Permanent Officers' Quarters [1]
4*	Officers' Quarters	1878 [1] / ca. 1887 [3]	5 & 6	6 & 7	6 & 7	4 (A & B)	Officers' Quarters [5, 6, 8]; Lieutenant [7, 9]; Permanent Officers' Quarters [1]
5*	Officers' Quarters	1886 [1]	7 & 8	8 & 9	8 & 9	5 (A & B)	Officers' Quarters [5, 6, 8]; Captain [7, 9]; Permanent Officers' Quarters [1]
6*	Officers' Quarters	1892 [1]	-	10 & 11	10 & 11	6 (A & B)	Officers' Quarters [6, 8]; Captain [7, 9]; Permanent Officers' Quarters (Field) [1]
7	Officer's Quarters	1886 / 1938 [1]	10	12	12	7	Officer's Quarters [5, 6, 8]; Lieutenant [7, 9]; Company Officer's Quarters [1]
8	Officer's Quarters	1886 / 1938 [1]	11	13	13	8	Officer's Quarters [5, 6, 8]; Lieutenant [7, 9]; Company Officer's Quarters [1]

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

Additional Notes:

* Duplex quarters. The individual units were typically either differentiated by separate building numbers or by letter designations affixed to the building numbers.

Two or more dates separated by slashes indicate the original construction date and the date(s) of any later substantial expansion(s).

The notation "(predecessor)" under building number represents an earlier, functionally-equivalent building standing at a similar location to that occupied by structure extant in 2005.

Table 1: Guide to Dates of Construction, Building Numbers, and Historical Functions, Former Fort Slocum (cont.)

Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
9*	Officers' Quarters	1895 [1]	-	A & B (1894); 13-A & 13-B (ca. 1900); 14 & 15 (ca. 1935)	14 & 15	9	Officers' Quarters [6, 8]; Captain [7, 9]; Permanent Officers' Quarters (Field) [1]
10*	Officers' Quarters	1895 [1]	-	C & D (1894); 13-C & 13-D (ca. 1900); 16 & 17 (ca. 1935)	16 & 17	10	Officers' Quarters [6, 8]; Captain [7, 9]; Permanent Officers' Quarters (Field) [1]
11	Officers' Mess	ca. 1893 / ca. 1939 / ca. 1955 [1,2, 3]	-	E (1894); 13-E (c. 1900); 18 (ca. 1935)	18	11	Officers' Quarters [6]; Bachelor Officers [7, 9]; Officers Club [8, 10]; (portions) Permanent Officers' Quarters [1]; Officers' Mess [11] ("Officers' Mess Hall" in MOA.)
12	Officers' Quarters	1910 [1]	-	94	22	12	Officers' Quarters [8]; 4-Set Officers [7, 9]; Officers' Quarters (Apartment) [1]
13	Administration Building	1909 [1]	-	92	116	13	Administration Building [1, 7, 8, 9]; Post Headquarters [10]; Post Headquarters and Finance Office [11]; CPO, Finance, Signal, Transportation, and P&C Offices [13] ("Post Headquarters" in MOA.)

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

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Table 1: Guide to Dates of Construction, Building Numbers, and Historical Functions, Former Fort Slocum (cont.)

Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
14	Quartermaster Storehouse and Quarters	1881 [1]	53	22	28	18	Quartermaster Storehouse [5, 6, 7, 8]; Barracks [9]; C&E Annex and NCO Quarters [1]; Finance [10] ("Quartermaster Storehouse" in MOA.)
15	Quartermaster Storehouse	ca. 1955 (Replaced building built ca. 1892) [1, 2, 3]	-	23 (predecessor)	113 (predecessor)	15	Commissary Storehouse [6]; Quartermaster Storehouse [7, 8, 9]; Warehouse (Plumbing & Electric Shops) [1]; Quartermaster, Transportation, and Post Office [11]
16	Quartermaster Storehouse / Commissary	1904 [1] / ca. 1942 [3]	-	78	112	16	Quartermaster Storehouse [7, 9]; Commissary Storehouse [8]; Quartermaster Storehouse—Subsistence [1]; Commissary [10, 11, 13] ("Quartermaster Storehouse" in MOA.)
17	Quartermaster Storehouse	1904 [1] / ca. 1939 [3]	-	77	111	17	Quartermaster Storehouse [1, 7, 9]; Quartermaster Storehouse and Office [8]; Clothing and Equipment Warehouse [10]; Quartermaster Warehouse [11]
20	Quartermaster Storehouse / Post Engineer's Office	1908 [1]	-	87	109	20	Quartermaster Storehouse [1, 7, 8, 9]; Warehouse No. 1 [10]; Post Engineer [11, 13]; Machine Shop ("Machine Shop" in MOA.)
T-22	Temporary Storehouse	ca. 1942 [3]	-	-	T-6	T-22	- ("Storehouse" in MOA.)

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

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Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
24	Carpenter Shop	1902 [1] / ca. 1942 [3]	-	75	110	19	Workshop [7]; Quartermaster Shop [8]; Post Office [9]; Carpenter Shop [1, 11] (“Engineer/Carpenter Shop” in MOA.)
25	Freight Pier	1893 /1902 / 1933 / 1941 [3]	None (predecessor)	17; later 117	106	25 (Sources 12 and 13 differ as to whether this number applies to the whole pier or only to the headhouse and crane for the conveyor.)	Coal Dock [6]; Freight Wharf [7, 9]; Coal Wharf & Trestle [1]; Freight Dock [10, 13]
	Coal Dock Conveyor System, including Freight Dock Crane	1932 [1, 3]	-	18, later 118	107		Coal Handling, Unloading, & Distribution System [1]
27	Coal Conveyor Shed	ca. 1938 [1, 3]	-	Unknown	130	27	Probably part of Coal Handling, Unloading, & Distribution System [1] (“Coal Shed” in MOA.)
27A	Coal Yard & Conveyor	1893 / 1914 / 1932 / ca. 1938 [1, 3]	-	18, later 118	107	107 (?)	Coal Shed(s) [1, 6, 7, 8, 9]; Coal Yard [11, 13]
30*	Passenger Waiting Room / Quarters	1938 (“Complete rehabilitation” of ca. 1914 predecessor) [1, 2]	-	101 (including predecessor)	105 (A & B after ca. 1951 [2])	23 (A & B [2])	Waiting Room [smaller predecessor at same location] [7, 9]; M.P., Waiting, and Baggage Rooms, Slocum Dock [1]; Waiting Room [10]; Automotive School (1940s), Quarters (1950s-60s) [2]. (“Passenger Waiting Room” in MOA.)

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

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Table 1: Guide to Dates of Construction, Building Numbers, and Historical Functions, Former Fort Slocum (cont.)

Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
31	Coal Yard Shed	1938 (?) or later [3]	-	Unknown	Unknown	31	-
32	Paint Shop	1940 (“Rebuilt” or “reconditioned” from 1886 predecessor) [1]	56 (predecessor) (Originally, the Oil House was at a different location)	19 (predecessor) (About 1893, the original Oil House was moved to present location of Blg. 32)	114	32	<i>Predecessor:</i> Oil House [5, 6, 7, 8]. Summerhayes’ (1893) list of 1887 and 1893 building numbers describes this predecessor as “Oil and paint house” [2]. “Oil House” designation officially changed to “Paint Shop” in 1938 [1]. <i>Present building:</i> Paint Shop [9, 11] (“Former Oil House” in MOA.)
32A	Transformer Vault No. NE 1A	ca. 1950 (?) [3]	-	-	-	-	Transformer Vault V.NE.1A [12] (“Electrical Substation” in MOA)
32B	Pump House	ca. 1950 (?) [3]	-	-	-	33	Pump House [13] (“Unknown” in MOA)
T-34	Temporary Storehouse / Quarters	1917 [1]	-	T-15	T-2	T-34	Quartermaster Storehouse, Temporary [8]; Barrack [9]; I & I Storehouse [1] (N.B.: The meaning of “I & I” is not known.)
34	Non-Commissioned Officer’s Quarters / Officer’s Quarters	1902 [1]	-	72	21	36	NCO [7]; Non-Commissioned Officer’s Quarters [8]; Officer’s Quarters [1] (“Non-Commissioned Officer’s Quarters” in MOA.)
35*	Officers’ Quarters	1910 [1]	-	95	19 & 20	35	Lieutenant [7, 9]; Officers’ Quarters [8]; Permanent Officers’ Quarters (Field) [1]

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

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Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
37	Electrical Substation	1910 [1] / ca. 1939 [3]	-	100	115	37	Substation [1, 7, 9, 12, 13]; Transformer Station [8]
40	Wagon Shed / Garage	1908 [1] / ca. 1938 [1, 3]	-	90 (Blg. 21 in the 1893 system was its predecessor [ca. 1891-1908] at nearly the same location)	80	30	Wagon Shed [7, 9]; Shed [8]; Garage, Blacksmith Shop, and Weight Office [1]; Machine Shop – Ordnance Repair [11]
42	Recruit Examination Building	1908 [1]	-	89	153	42	Recruit Examination [7]; Reception Hospital [8]; Quartermaster Corps Barracks [9]; Permanent Barracks [1]; Infirmary [11]; Dispensary [13] (“Clinic/Recruit Examination [Building]” in MOA.)
43	Hospital Sergeants’ Quarters	1910 [1]	-	99 (A & B)	27 (A & B)	43 (A & B)	Hospital Sergeants [7]; Hospital Stewards’ Quarters [8]; Sergeants [9]; Hospital Sergeants’ Quarters / NCO Quarters [1] (“Officer’s Quarters associated with the Hospital” in MOA.)
43A	Valve House	1929 / 1940 [2]	-	42 [2]	117	45	Entrance to vault for diversionary valves in water main leading from mainland to water tower [2] (“Unknown” in MOA)

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

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Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
44	Non-Commissioned Officers' Quarters	1940 [1]	-	54	26	44	Permanent NCOs' Quarters [1] ("Barracks / Hospital Administration Bldg" in MOA)
45	Water Tower	1929 [1]	-	41	118	46	Water Tower [1, 13]
46	Hospital	1898 [1] / 1904 and later [1, 2, 3]	-	32-A	151	48	Post Hospital [1, 7], Hospital [8, 9], Station Hospital [10]; Chaplain School Administration Building [11]
50	Isolation Hospital	1909 [1]	-	93	152	50	Isolation Hospital [1, 7, 8, 9]
51	Sewage Sump and Pumping Station B	1933 [1]	-	65	91 (Quartermaster property card lists 91, which is crossed out and replaced by 92 —cf. Bldg. 74)	51	Sump "B" [9]; Sewage Sump and Pumping Station "B" [1] ("Pump House for Sewage Disposal Plant" in MOA)
52	Sewage Tank House	1933 / 1939 [1]	-	64	94	52	Sewage Tanks [9]; Sewage Tank House [1]; Disposal Plant [may refer to entire four-structure complex] [13] ("Sewage Disposal Plant" in MOA)
53	Sludge Drying Bed Building	1939 [1]	-	66	95	53	Sludge Drying Bed Building [1] ("Greenhouse" in MOA)

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

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Table 1: Guide to Dates of Construction, Building Numbers, and Historical Functions, Former Fort Slocum (cont.)

Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
55	Barracks	1889 [1] / 1894 [3]	61	35	51	55	Barrack 1889 [6]; Barracks [7, 8, 9]; Permanent Barracks [1]; Military Police Headquarters, Post Office [10]; Chapel Center [11] (“Enlisted Men’s Barracks” in MOA)
56	Guardhouse	1896 / 1910 [1]	-	71	119	56	Guard House [1, 7, 8, 9]; Post Guard House [11]; Provost Marshall [13]. (N.B.: Source 1 also notes use of lower level as fire station, which began in 1910 and continued to ca. 1942.)
57	Drill Hall and Gymnasium	1909 [1]	-	91	82	57	Drill Hall & Gymnasium [7, 9]; Drill Hall [8]; Drill Hall & Gymnasium (Raymond Hall) [1]; Raymond Hall [10]; Post Theater [11]; Special Services Office [13]
58	Barracks	1932 [1]	-	62	58	58	Barracks [9]; Two-Company Barracks [1]; Provisional Training Center [10]; Bachelor Officer Quarters Student Detachment AFIS [11]; Bachelor Officer Quarters [13]. Part of the “Trivium” [2] (“Enlisted Men’s Barracks” in MOA)

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

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Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
59	Barracks	1939 [1]	-	61	59	59	Permanent Barracks [1]; Administration Building AFIS [11]; Post Headquarters, S-1, S-2, S-3, and S-4, and Bachelor Officer Quarters [13]. Part of the “Trivium;” in 1950s Blg. 59 also was known as “Barrett Hall” [2] (“Enlisted Men’s Barracks” in MOA) (N.B.: The S-designations listed in Engineer Intelligence Divisions [1961] refer to the Administration (S-1), Intelligence (S-2), Operations & Training (S-3), and Logistics & Supply (S-4) sections of a command.)
60	Barracks	1930 [1]	-	60	60	60	Barracks [9]; Two-Company Barracks [1]; Student Officers Barrack [10]; Staff and Faculty Bachelor Officer Quarters, Classrooms, and AFIS Library [11]; Bachelor Officer Quarters [13]. Part of the “Trivium” [2] (“Enlisted Men’s Barracks” in MOA)
61	Barracks	1909 [1] / 1939 [3]	-	85 (After being damaged in a 1937 fire, also designated as Blg. 85-S, the remaining original portion, and Blg. 85-N, the replacement for the fire-gutted section)	57	61	Barracks [7, 8, 9]; Permanent Barracks [1]; Enlisted Barracks, HQ & HQ Det. AFIS [11]; Bachelor Officer Quarters [13]. Part of the “Quadrivium” [2] (“Enlisted Men’s Barracks” in MOA)

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Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
62	Barracks	1909 [1]	-	84	56	62	Barracks [7, 8, 9]; Permanent Barracks [1]; Enlisted Barracks, Stu. Det. AFIS [11]; Bachelor Officer Quarters [13]. Part of the “Quadrivium” [2] (“Enlisted Men’s Barracks” in MOA)
63	Barracks	1906 [1]	-	80	55	63	Barracks [7, 8, 9]; Permanent Barracks [1]; Barracks, EM, 1207 ASU [11]; Bachelor Officer Quarters [13]. Part of the “Quadrivium” [2] (“Enlisted Men’s Barracks” in MOA)
64	Barracks	1908 [1]	-	83	54	64	Barracks [7, 8, 9]; Permanent Barracks [1]; Chaplin School, Bachelor Officer Quarters [11]; Bachelor Officer Quarters [13]. Part of the “Quadrivium” [2] (“Enlisted Men’s Barracks” in MOA)
65	Post Bakery	1940 [1] (Replacement of ca. 1909 building, which in turn replaced the original 1889 building) [2, 3]	16 (predecessor)	30 (The predecessor, which stood until about 1939, was Building 37)	121	65	Individually identified as Bakery [5, 6, 7, 9] and as Post Bakery [1]. Identified as part of building complex with present-day Building 67 as Barracks [sic] [8], General Mess [10] and Consolidated Mess [11]. (“Enlisted Men’s Mess Hall” in MOA)

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

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Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
67	Mess Hall	1886 [1] / ca. 1909 [2, 3]/ ca. 1930 [2, 3]	24	36	120	67	Mess Hall [5, 6]; Mess Hall and Kitchen [7]; Barracks [sic] [8]; Mess Hall and Addition [9]; General Mess [1]; Consolidated Mess [11]
68	Barracks	1887 [1]	25	38 & 39	52	68 (Referred to as Blg. 66 in previous historic architectural inventories)	New Brick Barracks [5]; Barrack 1887 and Urinal (Buildings 38 and 39, respectively) [6]; Barracks [7, 8, 9]; Permanent Barracks [1]; Atlantic Coast Transportation Corps Officers' Training School [10]; Post T I & E Office and AFIS Radio Studio [11] ("Enlisted Men's Barracks" in MOA)
69	Barracks	1888 [1]	60	40	53	69	Barrack 1888 [6]; Barracks [7, 8, 9]; Permanent Barracks [1]; Chaplain's Office, Library [10]; AFIS Classrooms [11] ("Enlisted Men's Barracks" in MOA)
70	Post Exchange	1905 [1]	-	79	76	70	Post Exchange [1, 7, 9, 10, 11, 13]; Post Exchange and Gymnasium [8]
71	YMCA	1909 [1]	-	20	83	71	YMCA [1, 7, 8, 9, 10]; Service Club [11]; NCO Open Mess [13] ("Post YMCA" in MOA)

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

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			1887	1893	1941	1957	
74	Sewage Sump and Pumping Station A	1933 [1]	-	63	91 [6] or 92 [11] (Also probably shown as 92 on Source 12 before that map was updated, so 92 is more likely correct—cf. Blg. 51)	76	Sump “A” [9]; Sewage Sump and Pumping Station “A” [1] (“Pump House” in MOA)
75	Handball Courts	ca. 1942 [3]	-	-	98	77	A [sic] [10]
78	Armory & Gymnasium	ca. 1942 [3]	-	-	T-7	T-78	Armory [10]; Field House [8]; Armory (Gym) [13]
79	Firehouse	ca. 1942 [2]	-	-	T-13	T-79	Fire Station [11]; Fire House [13]
80	Non-Commissioned Officers’ Children’s Swimming Pool	ca. 1960 [3]	-	-	-	80	- “Children’s Swimming Pool” in MOA. Functional attribution based on field observations and location.
101*	Non-Commissioned Officers’ Quarters	1909 [1]	-	96	34 (A & B)	101 (A & B)	Non-Commissioned Officer [7, 9]; Non-Commissioned Officers’ Quarters [1, 8, 10]
102*	Non-Commissioned Officers’ Quarters	1908 [1]	-	86	33 (A & B)	102 (A & B)	Non-Commissioned Officer [7, 9]; Non-Commissioned Officers’ Quarters [1, 8, 10]

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			1887	1893	1941	1957	
103*	Non-Commissioned Officers' Quarters	1909 [1]	-	97	35 (A & B)	103 (A & B)	Non-Commissioned Officer [7, 9]; Non-Commissioned Officers' Quarters [1, 8, 10]
104*	Non-Commissioned Officers' Quarters	1930 [1]	-	53 (A & B)	32 (A & B)	104 (A & B)	Non-Commissioned Officers' Quarters [1, 10]
105*	Non-Commissioned Officers' Quarters	1930 [1]	-	52 (A & B)	31 (A & B)	105 (A & B)	Non-Commissioned Officers' Quarters [1, 10]
106*	Non-Commissioned Officers' Quarters	1930 [1]	-	51 (A & B)	30 (A & B)	106 (A & B)	Non-Commissioned Officers' Quarters [1, 10]
107*	Non-Commissioned Officers' Quarters	1930 [1]	-	50 (A & B)	29 (A & B)	107 (A & B)	Non-Commissioned Officers' Quarters [1, 10]
108	Chapel	1909 [1]	-	21	77	108	Chapel [7, 8, 9, 13]; Post Chapel [1, 10, 11]; Chapel of St. Sebastian [2]
109	Transformer House No. 3	1941 (Date per Source 1, but building appears to be shown in Sept. 1940 airphoto)	-	-	69 [1] or 122 [10, 11] (Also probably listed as Blg. 122 on Source 9 before update.)	109	Transformer House 3 [1]; Transformer Vault No. 3 [12] ("Electrical Substation" in MOA)
110	Ordnance Storehouse / Laundry	1896 / 1922 / 1940 [1, 2]	-	70	78	110	Ordnance Storehouse [7, 8]; Laundry [9, 1]. In 1950s, Motor Pool and NCO Quarters [2] ("Storehouse" in MOA)

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			1887	1893	1941	1957	
T-111	Pistol Range Storehouse	ca. 1942 [3]	-	-	T-29	T-111	Unidentified building inside boundaries of Pistol Range [10, 11] (“Storehouse” in MOA)
113	Magazine / Blacksmith Shop	1885 [1]	48	44	123	113	Magazine [5, 6, 7, 8, 9]; Blacksmith Shop (changed from Powder Magazine in 1940) [1] (“Magazine” in MOA)
114	Searchlight Powerhouse	ca. 1905 [3]	-	Unknown	127	114	Engineer Shop [7]; Searchlight Powerhouse [8] (“Searchlight and [sic] Powerhouse” in MOA) (N.B.: The searchlight, which is no longer extant, was actually located to the east of the powerhouse on Battery Practice.)
115	Incinerator	1909 [1]	-	98	125	116	Crematory [7, 8]; Incinerator Building (Crematory) [1]; Incinerator [13]) (N.B.: The “crematories” on Davids Island were used for trash disposal. The terms “incinerator” and “crematory” were somewhat interchangeable in the late nineteenth century, when furnaces for the disposal of both trash and human remains were first introduced. By the 1930s, the terms had become differentiated, with “crematory” coming to mean a device for burning human bodies and “incinerator” referring to a trash disposal device.)

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			1887	1893	1941	1957	
115A	Machine Shed	ca. 1955 [3]	-	-	-	T-118	- “Unknown” in MOA. Building name based on field examination.
116	Temporary Storehouse	ca. 1942 [2, 3]	-	-	T-5	T-119	Engineer Warehouse [2], but evidence supporting this attribution is not specified. (“Unknown” in MOA)
117	Temporary Storehouse / Office	1941 [1]	-	T-58 [2] (predecessor)	T-4	T-121	Administration Building ,Type A-12 [1]; NCO Mess [11]; Engineer Office and Laundry Warehouse – later, NCO club [2] (“Unknown” in MOA)
119	Receiving Vault	1885 [3]	49	43	124	115	Receiving Vault [1, 5, 6, 7, 8]
120	Temporary Storehouse	ca 1944 [2, 3]	-	-	T-1	T-120	Possibly supply room for Nike during the 1950s [2] (“Unknown” in MOA)
124	Nike Sighting Station	1955 [4]	-	-	Unknown	124	In Nike Missile Battery NY-15 Control Area [13]
125	Battery Haskin Pit A	1897 [3, 4]	-	-	-	125 (?) (Unclear whether number refers to battery, fire control building, or both)	Part of Battery Haskin [8]; one of three “Old Gun Pits” [10] (“Mortar Battery” in MOA)

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

Additional Notes:

* Duplex quarters. The individual units were typically either differentiated by separate building numbers or by letter designations affixed to the building numbers.

Two or more dates separated by slashes indicate the original construction date and the date(s) of any later substantial expansion(s).

The notation “(predecessor)” under building number represents an earlier, functionally-equivalent building standing at a similar location to that occupied by structure extant in 2005.

Table 1: Guide to Dates of Construction, Building Numbers, and Historical Functions, Former Fort Slocum (cont.)

Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
126	Battery Haskin Pit B	1897 [3, 4]	-	-	-	128 (?) (See note for Blg. 125)	Part of Battery Haskin [8]; one of three “Old Gun Pits” [10] (“Mortar Battery” in MOA)
127	Battery Overton Pit B	1897 [3, 4]	-	-	-	137 (?) (See note for Blg. 125)	Part of Battery Overton [8]; one of three “Old Gun Pits” [10] (“Mortar Battery” in MOA)
127A	Nike Generator Building	1955 [4]	-	-	-	127 (Also referred to as Blg. 121 in previous historic architectural inventories)	In Nike Missile Battery NY-15 Control Area [13]
127B	Fire Control Building, Battery Haskin Pit B	1897 [3, 4]	-	-	-	125 (?) (See note for Blg. 125)	Part of Haskin [8] (“Mortar Battery Fire Control” in MOA)
127C	Transformer Vault No. 9	ca. 1955 [3, 4]	-	-	128	129	Transformer Vault No. 9 [12] (“Electrical Substation” in MOA)
128	Mortar Battery Powerhouse	ca. 1897(?) [4]	-	-	131	136	-
128A	Fire Control Building, Battery Overton Pit B	1897 [3, 4]	-	-	-	137 (See note for Blg. 125)	Part of Overton [8] (“Mortar Battery Fire Control” in MOA)

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

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Table 1: Guide to Dates of Construction, Building Numbers, and Historical Functions, Former Fort Slocum (cont.)

Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
130	Temporary Barracks	1943 [2]	-	-	T-14	T-130	Built as barracks for personnel of the WAAC/WAC (Women's Army Auxiliary Corps, which became the Women's Army Corps in 1943) – later, 34 th Command Squadron, USAF [2]; part of the W.A.C. Area [10]; Female Quarters, Student Detachment, AFIS [11]; in Nike Missile Battery NY-15 Control Area [13] ("Nike Administration Building" in MOA)
131	Temporary Barracks	1943 [2]	-	-	T-15	T-131	WAAC/WAC barracks, possibly WAC Day Room – later, 34 th Command Squadron, USAF [2]; part of W.A.C. Area [10] ("Nike Administration Building" in MOA)
133	Temporary Barracks	1943 [2]	-	-	T-16	T-133	WAAC/WAC barracks – later, 34 th Command Squadron, USAF [2]; part of W.A.C. Area [10]; in Nike Missile Battery NY-15 Control Area [13] ("Nike Barracks" in MOA)
134	Temporary Barracks	ca. 1944 [2]	-	-	T-17	T-134	WAC barracks [2]; Female Officer Quarters, Student Detachment, AFIS [11] ("Nike Barracks" in MOA)

Sources: [1] Quartermaster property cards (U.S. Army Quartermaster Corps 1905-1941); [2] Cavanaugh (2007a, b)—cited where this source supplies unique information; [3] Analysis of historic maps and aerial photographs – see bibliography for sources reviewed; [4] Historic documentation for individual buildings and structures (this and subsequent volumes); [5] Anonymous (1890); [6] Summerhayes (1894); [7] Smith (1915); [8] Coast Artillery (1921); [9] Construction Division (1933); [10] Williams (1943); [11] Armed Forces Information School (1952); [12] Office of Post Engineer (1949-57); [13] Engineer Intelligence Division (1961).

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Table 1: Guide to Dates of Construction, Building Numbers, and Historical Functions, Former Fort Slocum (cont.)

Building Number (2005)	Building Name	Year Completed	Designations in Previous Building Number Systems				Historical Functions
			1887	1893	1941	1957	
135	Temporary Barracks	ca. 1944 [2]	-	-	T-18	T-135	WAC barracks [2]; Female Quarters, Staff and Faculty, AFIS [11] (“Nike Barracks” in MOA)
-	Drill and Athletic Field	ca. 1914	-	-	-	-	Athletic Field [7]; Drill and Athletic Field [10, 11, 12, 13]
-	Flagpole	ca. 1960 [3, 4] (Replaced pole erected in 1914)	-	102	81	49	Flagstaff [1, 7]; Garrison Flag [10]
-	Parade Ground	ca. 1871 [3]	-	-	-	-	Parade Ground [10, 11, 12, 13]
-	Passenger Dock	1884 / 1902(?) [4]	-	14; later 114	104	24	Passenger Wharf [6, 7, 8]; Slocum Dock [10]; Passenger Dock [13]
-	Rodman Gun Monument	ca. 1900 [2]	-	-	-	-	-
-	Seawall	1890-ca. 1942 [3]	-	-	-	-	Seawall [7, 9, 10, 11, 12, 13]
-	System of Roads and Paths	ca. 1862-ca. 1942 [3]	-	-	-	-	Road names shown in Sources 10, 11, 12, 13
-	Tennis Courts, Officers’	1940 [1]	-	76	87	38	Officers’ Tennis Court [1]; C [sic] [10]; Tennis Court [13]
-	Tennis Courts, Enlisted Men’s	1940 [1]	-	88	86	72	Enlisted Men’s Tennis Court [1]; B [sic] [10]; Tennis Court [13]

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