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of Engineers
Baltimore District

Cameron Station
Alexandria, Virginia
Cultural Resource Investigation Report

Final Report

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TABLE OF CONTENTS

LIST OF FIGURES

LIST OF PLATES

I. EXECUTIVE SUMMARY

This Cultural Resource Investigation of Cameron Station, in Alexandria, Virginia, fulfills Memorandum of Agreement (MOA) requirements for Base Realignment and Closure (BRAC). The investigations entailed documentary research and a comprehensive inventory of extant above-ground buildings and structures more than fifty years old to determine if Cameron Station, or individual resources within the installation boundaries, met National Register of Historic Places eligibility criteria. Similar investigations were conducted to ascertain the likelihood of intact archeological resources at the installation.

Cameron Station was constructed in 1942 as a Quartermaster Corps supply depot. The installation is in no way unique, being one of nearly two dozen storage depot facilities constructed by the Army during the first years of World War II. The installation filled no critical or exceptionally significant historic mission. As a typical example of a World War II-era Quartermaster Corps storage depot the installation has lost its historic and architectural integrity as a result of numerous alterations, additions, and changes in individual buildings, site orientation, and site transportation systems. Cameron Station does not appear eligible for listing on the National Register as either a historic district or as individual buildings.

Archeological investigations determined that Cameron Station occupies a site created by the introduction of large amounts of fill to a historic wetlands environment. The historic environment was not conducive to the creation of either prehistoric or historic archeological deposits. Consequently, Cameron Station contains no archeological resources that meet National Register eligibility criteria.

In sum, there are no archeological or architectural resources located within the present boundaries of Cameron Station that meet National Register eligibility criteria. Consequently, there are no resources at the installation that require further documentation, or long-term preservation or mitigative treatment.

II. INTRODUCTION

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This report documents cultural resource investigations undertaken at Cameron Station, Alexandria, Virginia (Figure 1), required to fulfill the Memorandum of Agreement (MOA) requirements for Base Realignment and Closure (BRAC). The investigations entailed literature and archival research, consultation with Alexandria Archaeology and the Virginia Department of Historic Resources, field survey, and data analysis directed towards documenting and evaluating the post's historic, architectural, and archeological resources. Separate sections of the report present the results of the historical, architectural, and archeological research and evaluations. Dr. Patrick W. O'Bannon and Mr. Glenn A. Ceponis, of the Kise Franks & Straw Historic Preservation Group conducted the historic research and architectural survey of the installation. Dr. Jay Custer completed the archeological investigations and evaluations.

This report includes an overview of the history of the Washington Quartermaster Depot, as Cameron Station was known prior to 1950, presented within an interpretive framework that encompasses the general activities and organization of the Quartermaster Corps during the period under investigation, the development of the various posts and installations that comprised the Military District of Washington, and the scope and nature of the construction work undertaken by the Quartermaster Corps and the Corps of Engineers during the 1940s.[1] Expanding the scope of the research effort to include these topics permits the history of the installation to be placed in context and considered as part of the broader Army establishment and of the Quartermaster Corps' national depot and storage operations, not simply as an individual post. This contextual approach facilitates evaluation of the significance and integrity of the installation's historic resources and aids in the determination of the National Register of Historic Places eligibility of the facility and its individual components.

The overview is followed by a discussion of the extant historic architecture at Cameron Station (Figure 2). This section of the report includes a description of the methodology used to complete the architectural survey of the property, descriptions of the extant historic buildings, and an assessment of the integrity and significance of the buildings.

A section outlining the archeological investigations conducted at Cameron Station follows the discussion of the above-ground resources. The archeological assessment includes an environmental reconstruction of the site, a review of relevant predictive models for the area, and a discussion of the likelihood of the preservation of historic and prehistoric below ground archeological resources.

An appendix provides an inventory of all buildings at the installation, with a determination as to their eligibility for the National Register (Appendix A). Completed Virginia Division of Historic Landmarks Historic District/Brief Survey Forms for each property at the installation more than fifty years of age are submitted under separate cover.

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[1]The Military District of Washington presently consists of Fort Myer, Fort McNair, Cameron Station, Davison Aviation Command, Fort Belvoir, the Pentagon, and Arlington National Cemetery. In 1942 it consisted of Forts Myer and McNair and Cameron Station.

III. HISTORIC OVERVIEW

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The Washington Quartermaster Depot: 1818-1941

The United States Army did not occupy or acquire the present site of Cameron Station until September 1941. Prior to that date the Washington Quartermaster Depot shared quarters with other branches of the Army at posts located in the Washington, D.C. area, most notably at Fort Myer, where a series of buildings devoted to quartermaster activities and assigned to the depot were constructed during the first decade of the twentieth-century.

The Quartermaster Corps is one of the oldest supply agencies in the Department of Defense. Legislative provision for the position of Quartermaster General may be traced to a resolution of the Continental Congress issued on June 16, 1775.[2] The Corps has always functioned as a service and supply organization, with the "provision of transport, shelter, clothing, and equipage [as] its principal functions."[3] The history of the Quartermaster Corps in the Washington, D.C. area dates to 1818, when the War Department established a depot at Washington for the storage of quartermaster supplies and records.[4]

Prior to the Civil War the Washington Depot remained a small facility, reflecting the needs of an Army of fewer than 15,000 officers and troops. During the Civil War, when one million men bore arms in the Union Army, the Washington Depot rapidly developed into an important supply depot, furnishing clothing, equipment, animals, forage, and transportation to troops in the field.[5] In addition to these responsibilities, in 1861, it assumed the supervision of the newly created Arlington National Cemetery. In April 1869 War Department General Orders established a General Depot at Washington responsible to the Quartermaster General, formally institutionalizing, on a reduced scale, the *ad hoc* depot developed during the Civil War.

During the last quarter of the nineteenth-century the Washington Depot's mission remained largely unchanged. The installation continued to store and distribute supplies to various branches of the service and administer Arlington National Cemetery. In 1876 the War Department assigned responsibility for supervision of all national cemeteries located east of the Mississippi River to the depot. In 1887 these supervisory duties were transferred to the Office of the Quartermaster General (OQMG), although the depot retained responsibility for Arlington National Cemetery.

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[2]Erna Risch, *The Quartermaster Corps: Organization, Supply, and Services*, 2 vol. U.S. Army in World War II: The Technical Services (Washington: Office of the Chief of Military History, Department of the Army, 1953), 1:3.

[3]Lenore Fine and Jesse A. Remington, *The Corps of Engineers: Construction in the United States*, U.S. Army in World War II: The Technical Services (Washington: Office of the Chief of Military History, Department of the Army, 1972), 4.

[4]Unless otherwise noted, the history of the Washington Quartermaster Depot prior to 1941 is based principally upon "Washington Quartermaster Depot, Alexandria, Virginia," which was taken from the records of the Real Estate Management Branch, Installations Division, Office of the Quartermaster General (ca. 1945). A typescript copy of this brief history of the installation and its changing mission is on file at the U.S. Army Military History Center, Washington, D.C.

[5]Edward M. Coffman, *The Old Army: A Portrait of the American Army in Peacetime, 1784-1898* (New York, NY: Oxford University Press, 1986), 162, 215.

At the turn of the century the Washington Depot functioned essentially as a service installation for Army personnel stationed in the Washington D.C. area. The depot utilized approximately ten buildings at Fort Myer, in Arlington, Virginia for administrative and storage purposes, and maintained a smaller number of buildings in Washington as a garage and automobile service facility.[6]

During World War I the Washington General Depot played only a minor role in the provisioning of American troops in the United States and Europe, principally because it controlled only 70,000 square feet of storage space.[7] During the war the depot stored Engineer, Signal, and Medical Corps supplies, as well as subsistence, clothing, office supplies, and office equipment for the Quartermaster Corps. It issued subsistence and clothing to Army posts in the Washington area, administered Arlington National Cemetery and the White House stables, and performed a variety of other administrative tasks, including operation of a coffee roasting plant and the procurement of office machines, office supplies, and furniture for officers' quarters.

Following the end of the war, in January 1919, the War Department established the Washington General Supply Depot as an independent zone. This designation indicates that the depot only served the immediate needs of personnel stationed in the Washington, D.C. area. Other quartermaster depots served much larger areas of the country. The New York Depot supplied nearly half the regular Army, including all quartermaster items required in Panama, Puerto Rico, and the Caribbean. The Chicago Depot served the interior of the country, distributing supplies over an area extending from Canada to the Gulf of Mexico and from eastern Alabama to western North Dakota.[8] In comparison, the Washington Depot remained a decidedly minor installation throughout the 1920s and 1930s, with headquarters in Washington, D.C. and limited storage space at Fort Myer.

In January 1921 the War Department combined the Washington General Supply Depot with a Signal Corps Depot and a Medical Corps Depot and designated the whole as the Washington General Intermediate Depot. In 1922 the depot received a new mission, assuming responsibility for the procurement, storage, and issuance of blank War Department forms. This activity remained the most important of the depot's functions until the 1940s. During this period the depot also assumed operation of the laundry, salvage, and dry cleaning plants at Fort Myer. In June 1927 the depot was designated the Washington General Depot, with a Quartermaster and a Signal Section. The Medical Corps section of the depot was apparently discontinued at this date.[9]

In 1930 *Quartermaster Review* described the depot's mission as including responsibility for blank War Department forms, War Department transportation activities in the Washington, D.C. area, packing and crating baggage of Army personnel stationed in the

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[6]This information is based upon documentation included in Record Group (RG) 77, Records of the Office of the Chief of Engineers, Entry 393, Box 275, Washington Depot file, Washington National Records Center, Suitland, MD.

[7]Alvin P. Stauffer, *Quartermaster Depot and Storage Operations*, Quartermaster Corps Historical Studies No. 18 (Washington: Historical Section, Office of the Quartermaster General, 1948), 9.

[8]Risch, *The Quartermaster Corps*, 1:329-330.

[9]A general depot included supply sections assigned to various tenant branches, such as the Medical Corps, Signal Corps, Corps of Engineers, Ordnance Department, or Quartermaster Corps. Each supply section was organized as a branch depot, as was any depot that served only a single tenant. Risch, *The Quartermaster Corps*, 1:42.

Washington area, storage of household goods for Army personnel, and storage of the Quartermaster Corps' records.[10] In May 1931 the Signal Corps section of the depot was discontinued and the facility redesignated a Quartermaster Corps branch depot. In October 1931 the depot lost its oversight responsibilities for Arlington National Cemetery, when these duties were transferred to the cemetery. The depot continued to lose mission responsibilities throughout the 1930s, and by 1940 the "principal distributing function of the comparatively unimportant installation at Washington, D.C., was the issue of War Department blank forms."[11]

The Washington Quartermaster Depot: Cameron, Virginia

In September 1939, when war broke out in Europe, the United States Army numbered 210,000 men. The Quartermaster Corps' twelve storage depots, all but two located east of the Mississippi River, maintained this small regular army, as well as war reserves for a force of one million. In June 1940, following the fall of France, Congress authorized an increase in the size of the regular army and the induction of the National Guard into federal service. In September 1940 President Franklin D. Roosevelt signed the Selective Service Act of 1940 into law, instituting a draft and providing for an army of 1.4 million troops, which the War Department expected to have in training by July 1941.[12]

This rapid expansion of the American military establishment threatened to overtax the Quartermaster Corps' existing depot system, and during the latter half of 1940 plans were formulated to enlarge existing installations and construct new depots. By December 1941, when the Japanese attacked Pearl Harbor, the Quartermaster Corps had approximately 11.5 million square feet of depot space at its disposal, fifty percent more space than had been available a year previously. The new space included two new general depots, two new Quartermaster depots, and enlargements to several existing installations. In addition, three new general depots and five additional Quartermaster depots were either under construction or about to start construction. The Washington Quartermaster Depot at Cameron, Virginia was one of the eight installations under construction.[13]

The Quartermaster depots constituted the keystone of the Quartermaster Corps' supply system. The Corps classified depots according to their function as regional distributing, reserve, key, or filler depots. Most depots filled three or even four of these functions. During World War II fifteen regional distributing depots furnished supplies to all of the camps, posts, and stations within their assigned geographic areas. Key depots handled scarce supplies, or supplies that were in limited demand or required specialized treatment, such as items required only in restricted geographical areas. Filler depots, a concept carried over from the Corps' experience during World War I, were established within twenty-four hours travel time of the major ports of embarkation. The filler depots stockpiled supplies for the ports, releasing stocks only upon the request of the port commander. This prevented congestion on the docks and wharfs and assured an orderly and controlled flow of supplies overseas. Reserve depots maintained reserve stocks used to replenish the regional distributing and filler depots.[14]

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[10]Ezra Davis, "Depots of the Quartermaster Corps," *Quartermaster Review* 10:3 (November-December 1930): 25.

[11]Stauffer, *Quartermaster Depot Storage*, 14.

[12]Risch, *The Quartermaster Corps*, 1:329-330.

[13]Ibid., 1:332.

[14]Ibid., 1:324-325.

In 1939, at the outbreak of hostilities in Europe, the Washington Quartermaster Depot:

> was a small station, the chief functions of which were the distribution of War Department blank forms, the storage of military personnel's household furniture, and the provision of travel orders and other transportation services for military and civilian personnel stationed in and about the nation's capital. The depot was, in fact, a service station for the Military District of Washington. The execution of its responsibilities required little physical equipment, and it needed only a small amount of storage space, which was usually obtainable at Fort Myer.[15]

In late 1941, as part of the general expansion of the Army, the War Department determined that it needed a reserve and filler depot located between the northern and southern sections of the country, and decided to enlarge the Washington Depot and consolidate its various tasks at a single location. By September 1941 a site for the new installation had been selected near the Southern Railway station at Cameron, Virginia, approximately three miles west of downtown Alexandria, Virginia. The site offered excellent transportation facilities, with access to the railroad lines of the Southern Railway, Atlantic Coast Line, Chesapeake & Ohio, and Seaboard Air Lines. The decision to provide the Washington Quartermaster Depot with filler and reserve depot responsibilities meant that for the first time the installation had "functions comparable to those of other Quartermaster depots."[16]

The Quartermaster Corps took possession of the 170-acre site, assembled from twelve separate parcels, on September 13, 1941.[17] Clearing and grading of the site began on September 24, 1941, and shortly thereafter construction began on four permanent warehouses, each of 130,000 square feet. Upon completion of these buildings (Buildings 1-4) in March 1942 a second set of four warehouses were begun. Planned as permanent structures, these buildings (Buildings 5-8) were built as temporary structures in an effort to conserve scarce and strategic war materials.[18] The eight warehouses, an open storage shed, miscellaneous shops, a motor pool, and a central heating plant were completed within a year, and on September 12, 1942 the new facility was activated as the Washington Quartermaster Sub-Depot.[19]

In January 1943, the storage activities of the Washington Quartermaster Depot were moved to the new sub-depot and the buildings formerly occupied by the depot at Fort Myer and in Washington were released. The Washington Depot initially served two functions. As a reserve depot it stored stocks of rations, clothing and equipage, general supplies, and petroleum products. As a key depot it handled clothing and equipage for the Office of Strategic Services (OSS), graphic arts and kitchen equipment for the OQMG, and captured enemy equipment for the War Department. In September 1943 the depot was classified as

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[15]Stauffer, *Quartermaster Depot Storage*, 34.

[16]Ibid.

[17]The Southern Railway Company owned the largest single parcel purchased by the government, 118 acres. The next largest parcels were owned by individuals, 20.69 acres by Floyd S. Deane, and 20.56 acres by Caroline I. Robinson Butler. Nine other owners held the approximately ten remaining acres. "Real Estate: Cameron Station (13 March 1944). Drawing on file at Building 42, Fort Lesley J. McNair, U.S. Military District of Washington.

[18]Stauffer, *Quartermaster Depot Storage*, 34.

[19]The new installation was designated a sub-depot because headquarters for the Washington Depot remained located in downtown Washington.

a filler depot, and in this capacity it stored nonperishable subsistence, petroleum products, and general supplies for disbursement to East Coast ports. The depot lost responsibility for its former specialty, the storage and distribution of blank War Department forms, during 1943, when this activity was transferred to the Adjutant General's Office.[20] Depot headquarters remained in Washington, D.C., occupying leased space in the La Salle Building, at 1034 Connecticut Avenue, NW.

In January 1944, following completion of the Headquarters Building (Building 15), the depot headquarters were moved from Washington, D.C. to Cameron. Once the depot headquarters were settled at the new post the installation ceased to exist as a sub-depot and was redesignated as simply the Washington Quartermaster Depot, Cameron, Virginia. In addition to its responsibilities as a reserve, key, and filler depot, the Washington Quartermaster Depot also provided burial services for the Military District of Washington (MDW), assumed responsibility for the procurement of office supplies and equipment, and, in conjunction with the Chicago Quartermaster Depot, administered a packing and packaging research facility that sought to develop packing and packaging materials suitable for military requirements.

After the end of World War II many of the Washington Depot's mission responsibilities were transferred to other installations. In October 1945 packing and packaging research was centralized at the Chicago Quartermaster Depot, and in December 1945 the installation's key depot missions were rescinded. Consequently, by 1946 the depot had largely resumed its pre-war missions, serving as a reserve depot for stocks of general subsistence, clothing, and equipage and providing supplies and services to military personnel within the Washington, D.C. area.

Cameron Station: 1950-1991

The loss of much of its wartime mission did not result in the closure of the Washington Quartermaster Depot at Cameron. In 1950 the facility was transferred to the Military District of Washington and redesignated Cameron Station and in 1954 it was formally designated a permanent Army installation. The installation continued to fulfill a restricted and secondary storage function throughout the 1950s. No documentary evidence has been discovered that suggests that the installation played any significant role during the Korean War. In 1955 its mission entailed the provision of logistical services and support, as well as real property accounting, for a host of satellite installations in the Washington, D.C. area, including transmitter and microwave facilities, anti-aircraft and anti-missile facilities within the Washington Defense Ring, and several other sites.[21]

In 1962 Cameron Station's mission was significantly altered when the Army decided to terminate the supply depot and convert the facility into an administrative complex. Beginning in 1962 the warehouses were remodeled and altered to serve as office and administrative buildings, and on May 1, 1962 quartermaster activities at the facility ceased. A number of agencies and organizations occupied space in the former warehouses. One of the largest tenants was the headquarters of the Defense Supply Agency (DSA). At present Cameron Station is occupied by various tenants, including the headquarters of the Defense Logistics Agency, which provides services and supplies used in common by all of the

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[20]Risch, *The Quartermaster Corps*, 1:324-325; Daniel Borth, "The Quartermaster Depot System of Supply," *Quartermaster Review* 22:3 (November-December 1942): 142.

[21]B. N. McMaster, J. H. Wiese, J. D. Bonds, et al., "Installation Assessment of the Military District of Washington Installations. . . ." (Gainesville, FL: Environmental Science and Engineering Inc., 1984), III-1-14.

armed services, and the U.S. Army Recruiting Support Center. The post also contains one of the largest commissaries and post exchanges in the country. These facilities serve active and retired military personnel and their families located in the Washington area.

IV. ARCHITECTURAL RESOURCES

IV. CAMERON STATION: ARCHITECTURAL RESOURCES

The Architecture of Cameron Station

Cameron Station occupies approximately 166 acres along Duke Street in Alexandria, Virginia. The installation is roughly bounded on the north and west by Duke and South Pickett Streets, on the east by Holmes Run, and on the south by Back Lick Run and the tracks of the Southern Railway.

The installation presently consists of thirty-seven buildings and structures, eighteen (forty-nine percent) constructed between 1942 and 1945. More than half the extant buildings erected during World War II originally functioned as warehouses or open storage sheds. The remaining World War II-era buildings filled administrative functions or served as support facilities for the warehouse operations.

A. Hamilton Wilson, a Washington, D.C. architect, prepared the plans for the individual buildings. Wilson's designs conform, in most respects, to standard Army specifications for warehouses and other buildings. The Cameron Station buildings are not, however, examples of standardized military design.

Quartermaster Corps warehouse design departed significantly from typical commercial practice of the period, which preferred multiple-story structures. Multiple-story commercial warehouses generally offered ceiling heights of twelve feet, well below the fifteen to twenty feet that the Army considered optimal for palletized storage and mechanized handling of supplies. The Quartermaster Corps preferred warehouses:

> built of brick or concrete and steel, 180 feet wide and from 900 to 1,300 feet long, with an almost unlimited floor load and a storage capacity of between 150,000 and 200,000 square feet. Lighting was provided through a monitor roof, windows in the side walls being dispensed with in order to provide doors. The length of the standard War Department warehouse, its many doors, and the fact that it was usually located in thinly populated sections as to have ready access to railroad and truck transportation made it possible to use both sides of the structure for loading and unloading purposes. The general practice was to place railroad freight sidings with loading platforms level with the car floor on one side of the warehouse and docks for truck loading and unloading on the other side.[22]

Army specifications further detailed the preferred type of construction, stating that:

> each building usually is made up of from five to eight sections, 180 feet wide and 120 or 240 feet on the long axis of the building. These sections are separated from each other by fire walls, with fusible link automatic fire doors. The buildings are weather and vermin proof, and sometimes one or more of the sections are heated. Four doors are provided for each section, two on either side. Outward-opening fire doors, cut into these large doors rather than into the walls of the warehouse, have done away with the old, space-wasting fire aisle to guard doors.[23]

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[22]Stauffer, *Quartermaster Depot Storage*, 19.
[23]Ibid., 20.

Wilson's initial set of warehouses, begun in September 1941 and completed in February and March 1942 (Buildings 1-4), are single-story, permanent buildings measuring approximately 183 x 719 feet. The buildings were arranged in two pairs, with railroad sidings located between each pair. The buildings have concrete foundations, brick walls with shallow pilasters that do not extend the full height of the walls, and slightly pitched, built-up roofs. The end walls of the warehouses are stepped, serving as the end walls of wide, low, slightly pitched roof monitors that extend the length of the buildings. Openings in the monitor side walls originally contained glass block, much of which has been removed and infilled with brick. Similar openings occur above the line of the canopies that sheltered the loading docks on each side of the buildings. Most of these side wall openings, which represented a departure from standard military warehouse design, have also been infilled with brick (Plates 1-7).

Construction began on a second set of four warehouses, arranged in two pairs and located immediately south of the first four buildings, immediately following completion of the first set of warehouses in March 1942. The second set of warehouses were originally proposed to be permanent structures, but shortages of steel and other strategic materials resulted in a War Department decision to design these buildings as temporary structures. Like the first four warehouses at the site, Buildings 5-8 are single story brick buildings with concrete foundations measuring approximately 181 by 723 feet. These buildings closely resemble the first warehouses' appearance. The principal difference is that the second set of buildings lack the central roof monitor and distinctive end wall appearance of the earlier buildings. Buildings 5-8 have shallow, gabled, built-up roofs, with no parapet or monitor at the gable ends. Buildings 5-8 also lack the side and end wall window openings evident in Buildings 1-4 (Plate 8).

The original appearance of both sets of warehouses has been extensively altered. These changes include the removal or alteration of loading dock canopies, the infilling of window and door openings, and a variety of other alterations. In 1962-1963 the interiors of all eight buildings were converted, at least partially, into office space. Portions of Buildings 1, 2, and 5 continue to function as warehouses, but most of the complex's square footage has been remodeled for use as offices, a commissary, eating facilities, and a physical fitness center. Other major alterations include significant changes to the buildings' structural system in 1972, when the original wood roof trusses were replaced or augmented by steel members, and extensive repairs to the original wood structural columns. Coincidental to these changes to the warehouses was the removal of the railroad sidings that originally ran between the buildings. This change significantly alters the physical appearance of the complex, which was originally defined by railroad sidings (Plates 1-9).

Building 9, presently used for administrative offices and a variety of other uses, was erected in 1942 as an open shed. The single story building measures approximately 180 by 1,080 feet. It has a concrete foundation and a wood structural system. During the mid-1960s the building was enclosed and converted for use as offices. The building's walls are clad with aluminum siding. The enclosure of this former open shed has radically altered its appearance and significantly compromised its historic integrity (Plate 10).

Wilson's 1942 designs for Cameron Station included a small engineering and maintenance complex located immediately south of the warehouses. Several buildings in this area survive. Building 10 is a single story utilitarian brick building erected as a Repair Shop. The building measures approximately 63 feet by 101 feet, with a wing measuring 22 feet by 28 feet attached to the south facade. The building is articulated by brick pilasters enframing large rectangular window openings fitted with multiple-light steel industrial sash. The building retains a degree of architectural integrity, although alterations to the original fenestration pattern are evident. Building 10 is located immediately north of

Building 17, which was erected as a Paint Shop and Sheds in 1942. Building 17 is U-shaped in plan, with the arms of the "U" extending to the north. The single story brick building has been altered by the introduction of aluminum siding into former vehicle bays.

West of Building 10 and Building 17 is the Central Heating Plant, Building 21, a tall, utilitarian, brick building measuring approximately 61 feet by 109 feet, with a 19- by 18-foot wing and a 135-foot tall circular brick stack. As with the other support facilities at Cameron Station, including Buildings 10 and 17, Building 21 has rectangular window openings fitted with multiple-light steel industrial sash. Some window openings have been infilled. Located south of Building 21 is a 500,000-gallon elevated, steel water tank (Building 14) constructed in 1942.

Northwest of Building 21, across C Street, is Building 26, presently used as a storehouse. This reinforced concrete structure was built as a ground water storage tank in 1943 and converted to its present use in 1965. The structure measures approximately 135 feet by 137 feet. Its tapered, reinforced concrete walls are twelve feet thick at the base. The interior faces of the walls are vertical. The conversion of the structure to a storehouse did not significantly alter its appearance.

The final extant permanent building associated with the initial development of Cameron Station is Building 15, the Administration Building, which was completed in 1944. A. Hamilton Wilson, designer of the other buildings constructed at the post during the 1940s, also designed this two-story brick building. The building measures approximately 221 feet by 49 feet, with a wing, measuring 40 feet by 48 feet, attached to the south facade. This wing originally housed the post's fire station. Alterations to Building 15 include the replacement of the original front entry doors in 1965 and the total replacement of the building's windows with aluminum replacement units in 1984. The building has also experienced several major campaigns of interior alteration, although it remains in use as an administrative office building.

Three temporary buildings erected at the post during the 1940s are extant. These wood frame structures are typical examples of standardized, temporary military construction. Building 16, presently used as a Health Clinic, was originally built as Officers' Quarters. The single story building measures 30 feet by 70 feet. It has a gabled roof with overhanging eaves and a pent at the gable ends. The building has a concrete pier foundation and is presently clad with aluminum siding.

Building 25, constructed as a Cafeteria, is located northwest of Building 16. Building 25 is a single story frame building, with a concrete pier foundation and aluminum siding. The building has a gabled roof with asphalt shingles. The main block of Building 25, which is presently used as a laundry and dry cleaning plant, measures approximately 40 feet by 140 feet. Attached to the main block are a series of wings, including a boiler room measuring 23 feet by 13 feet, a utility room measuring 13 feet by 12 feet, and a porch measuring 13 feet by 8 feet.

The third extant temporary structure at the post is Building 34, constructed in 1942 as a Flammable Materials Storehouse. This building, located southwest of Building 21, is a single story frame building with concrete pier foundations measuring approximately 16 feet by 40 feet. It has a gabled roof with asphalt shingles and has been clad with aluminum siding.

The remaining twenty buildings and structures located at Cameron Station postdate 1960. These include a gas station (Building 23), several picnic pavilions and latrines, a branch

Post Exchange (Building 20), small flammable materials storehouses, and sentry stations and guard houses.

Several significant changes to the site occurred during the 1960s in association with the installation's conversion from a supply depot to an administrative complex. In 1963 the railroad tracks between the warehouses were removed and replaced by paved roadways. Additional work in 1965-1966 resulted in the relocation of the installation's main entrance. Originally located at the north end of the installation, between Buildings 2 and 3, the entrance was relocated to the east side of the post along a new access road from Duke Street. This work included the widening and paving of C Street, formerly a small road at the rear of the post, and has significantly altered the approach to the post and the manner in which the installation is experienced by a visitor.

Architectural Resource Evaluations

The architectural resources at Cameron Station were evaluated to determine whether or not they met National Register eligibility criteria. The resources were evaluated both individually and as a potential historic district. All resources were evaluated according to the criteria and standards established by the Secretary of the Interior, which state that:

> The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A. that are associated with events that have made a significant contribution to broad patterns of our history; or
>
> B. that are associated with the lives of persons significant in our past; or
>
> C. that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D. that have yielded, or may be likely to yield, information important in prehistory or history.[24]

The evaluation of architectural resources also followed the Secretary of the Interior's Standards for Evaluation for Archeology and Historic Preservation which state: "Evaluation of significance applies the criteria within historic contexts."[25]

Since Cameron Station historically functioned as an ensemble of buildings, the installation was first evaluated as a potential historic district. The potential district was evaluated within the context of the national expansion of Quartermaster Corps supply facilities associated with the United States' involvement in World War II and, more specifically,

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[24]36 CFR 60.4, "Department of Interior Regulations: National Register of Historic Places, Criteria for evaluation" (1981); U.S. Department of the Interior, National Park Service, *National Register Bulletin No. 16: Guidelines for Completing National Register of Historic Places Forms* (Washington: U.S. Department of the Interior, 1986), 1.

[25]36 CFR 60.4; U.S. Department of Interior, *National Register Bulletin No. 16*, 2.

within a context that included the Army's physical presence in the Washington, D.C. area as exemplified by various posts, forts, and installations.

The rapid expansion of the American Army in 1940 threatened to overtax the Quartermaster Corps' existing depot system and by the later part of 1940 the Quartermaster Corps had formulated plans to enlarge existing installations as well as construct new ones, increasing total depot storage space by fifty percent. Cameron Station was one of nearly three dozen storage facilities included in this program and one of at least twelve wholly new installations. Cameron Station was conceived of as a filler and reserve depot operating between the northern and southern sections of the country. Historically, the Washington Quartermaster Depot, as Cameron Station was originally known, had not occupied a very significant position within the Military District of Washington. Other installations such as Fort Myer, near Arlington, Virginia and Fort Leslie J. McNair in Washington, are historically and architecturally more significant than Cameron Station.

Cameron Station was built as, and functioned as a complex of buildings for the United States Army Quartermaster Corps dedicated to the storage and distribution of supplies during World War II. A total of eighteen out of thirty-seven buildings at the installation date from the Second World War. Cameron Station does not appear to meet criteria for inclusion in the National Register of Historic Places as a historic district. The installation played a less significant role than other installations within the context of the Quartermaster Corps' World War II expansion program. The installation has sustained a significant loss of integrity as a result of alterations of specific buildings and the removal of the installation's railroad facilities. Because the installation functioned as a storage depot the rail facilities played a vital role in the operation of the installation as well as serving as a significant visual focus throughout the post. These tracks were removed in the early 1960s and the main entrance relocated, thus changing traffic patterns and the manner in which the site is used. As a result of these and other changes the installation has lost its sense of time and place and now offers an appearance more akin to a modern office park rather than a World War II-era storage depot (Plate 1).

After evaluating Cameron Station as a historic district, each installation building fifty years of age or older was evaluated to determine potential individual National Register eligibility. Eighteen extant buildings at the installation predate 1950. Nine of these buildings were constructed as large storage facilities, while the other nine functioned as administrative or service facilities. The architectural treatment of the buildings at Cameron Station is not significant. Although the design of the installation's buildings is similar to standard Army designs prepared prior to World War II, the installation's buildings were designed by a Washington architect who modified the standard designs to accommodate the installation's restricted site.

The focus of the installation, both visually and functionally, are eight warehouse buildings (Buildings 1-8). The majority of these warehouses were converted to office space during the early 1960s. This change in function completely altered the interior spaces, with the insertion of walls, partitions, and ceilings. Much of the structural wood truss work has been either substantially reinforced or completely replaced with steel members, and many of the associated warehouse loading dock facilities were subsequently altered. In many cases canopies covering the platforms were removed, and in certain instances the docks themselves were removed or rebuilt (Plate 2). Door openings and window fenestration on the warehouse buildings have also been substantially altered (Plate 3). A large majority of the glass block clerestory windows located on Buildings 1 through 4, and steel industrial sash on all the warehouse buildings, have been infilled with brick, creating large expanses of unarticulated wall (Plate 4). Many original sliding wood doors have been replaced with steel overhead doors. Vestibules have been added to Buildings 1, 2, 3, and 5 (Plate 5).

Building 3 has had major facade alterations including the application of patterned brickwork to its north facade (Plate 6). Two connecting walkways, located between Buildings 3 and 4, were added in the 1960s compromising the original character and setting of the buildings (Plate 7). Other intrusions include trailers connected along exterior walls of the warehouses and large utility facilities placed adjacent to the buildings (Plates 8 and 9). These changes and alterations have severely affected the warehouse's integrity of design, feeling, and association. An additional storage building, Building 9, has also been substantially altered. Constructed as an open storage shed, this building was completely enclosed and sheathed in aluminum siding prior to its conversion to office space (Plate 10).

Buildings 16, 17, 25, and 34 are temporary frame buildings erected during World War II. All of these buildings have lost their integrity of materials through the subsequent application of aluminum siding (Plate 11). In addition, all these buildings have undergone various interior alterations and changes to original fenestration. A 1986 Programmatic Memorandum of Agreement (PMOA) between the Department of Defense, the Advisory Council on Historic Preservation, and the National Conference of State Historic Preservation Officers stipulates the Department of Defense's obligations for the recordation and documentation of World War II temporary buildings. This PMOA calls for documentation of one example of all of the major building types erected by the military during World War II. Consultations were conducted with the Army Construction Engineering Laboratory (ACEL) regarding the World War II temporary buildings at Cameron Station. The ACEL has identified installations with large numbers of unaltered World War II temporary buildings and is documenting intact examples of various building types. None of the four temporary buildings at Cameron Station is an unusual building type and none retains sufficient integrity to warrant its recordation by the ACEL. Accordingly, while consultation with the ACEL should be initiated if any of these buildings are to be demolished, it appears highly unlikely that the ACEL will require any type of documentation or recordation prior to demolition or disposition of the building.

Building 15, a permanent building constructed as the post headquarters, has undergone numerous interior alterations and the complete replacement of all window sash (Plate 12). Building 14, an elevated steel water tank constructed in 1942, and Building 26, constructed as a reservoir in 1943 and later altered for use as a storehouse, retain a degree of integrity, but, like the temporary World War II buildings at the installation, filled supporting roles at the installation and their significance is entirely bound up with their associations with the depot as a whole. These buildings, like all the other World War II-era buildings at the installation, have little historical significance when separated from their context as part of the larger storage depot, and do not contribute to a better understanding of the Quartermaster Corps' World War II storage depots. Accordingly, none of these building appear to meet individual National Register criteria for eligibility.

All of the eighteen World War II-era buildings at Cameron Station have been altered to some degree. Due to their lack of historical and architectural significance, as well as their significant loss of integrity, these buildings do not appear to meet National Register of Historic Places eligibility criteria. Buildings 10, 21, and 26 retain the highest degree of integrity, but each of these buildings has been altered from its original appearance and none meet National Register eligibility criteria for individual listing. Consequently, none of the World War II-era buildings at Cameron Station are recommended for inclusion in the National Register of Historic Places as individual resources (Plates 13-15). These buildings, like the rest of the World War II-era facilities at the installation, served as support facilities for the depot and their significance as potential historic resources is the result of their association with the depot as a whole. On their own, as individual resources, these buildings have neither architectural or historical significance. Evaluation of the built environment at Cameron Station has determined that a historic district meeting National

Register eligibility criteria, as outlined in 36 CFR 60.4 does not exist at the installation. Consequently, since the significance of Buildings 10, 21, and 26 is inextricably linked to that of the installation as a whole, neither of these buildings may be considered to meet National Register eligibility criteria.

V. ARCHEOLOGICAL INVESTIGATIONS

V. CAMERON STATION: ARCHEOLOGICAL INVESTIGATIONS

Introduction

The project scope of work called for archeological research to address the potential impacts of Base Realignment and Closure (BRAC) activities on archeological resources at Cameron Station. The archeological research presented in this report is principally concerned with evaluating a previous opinion that no archeological resources are likely to be affected by proposed BRAC activities at Cameron Station.[26] The completion of these investigations entailed a review of available primary and secondary sources, consultation with the Virginia Department of Historic Resources, Alexandria Archaeology, and field investigations.

An initial inspection of Cameron Station indicated that at least a portion of the installation occupied recent fill, probably placed in 1942 when the United States Army undertook construction of the warehouses and other buildings and structures comprising the installation. This observation tended to confirm a previous study, which noted that extensive deposition of modern fill had occurred within the Cameron Run Valley.[27] Consequently, a major goal of the present archeological research was to determine the extent of the deposition of recent fill at the installation and to reconstruct the possible prehistoric landscapes and environments at Cameron Station.

After reconstruction of the "pre-fill" environmental conditions at the installation, the potential for the presence of prehistoric and historic archeological sites within these environmental settings was considered. The potential for prehistoric sites was assessed by reviewing relevant predictive models for the Cameron Station area. The potential for historic sites was assessed by reviewing available historic documents. After assessing the potential for the presence of sites, the likelihood of their preservation was determined based upon field examination and review of available information pertaining to the construction and maintenance of the installation.

Environmental Reconstruction

Cameron Station is located in the Inner Coastal Plain of northern Virginia in a low-lying valley between two fairly abruptly sloping uplands. The installation is bordered on two sides by low order streams, Back Lick Creek to the south and Holmes Run to the east. The two streams meet at the southeast corner of the installation, forming Cameron Run, which in turn empties into the Potomac River four miles east of the installation. The north and west boundaries of the installation are defined by a bluff that rises ten to fifteen feet above the grade of the installation.[28] This area has a very steep slope, is characterized by exposed subsurface Pleistocene soil horizons, and is probably a result of excavations associated with the construction of the installation. Commercial development, including a car dealership and a shopping center, occupy the land at the top of this bluff. Duke Street, a major transportation route from as early as the late eighteenth century, forms a portion of

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[26]Kise Franks & Straw, "Architectural and Archaeological Investigations, Base Closure Activities" (1990). Report prepared for the U.S. Army Corps of Engineers, Baltimore District.

[27]Louis Berger & Associates, "Phase IA Cultural Resource Assessment of the Eisenhower Avenue/Cameron Run Valley, City of Alexandria, Virginia" (1989). Report prepared for the Virginia Department of Transportation.

[28]U. S. Engineer Office, "Alexandria Quartermaster Depot, Cameron, VA: Topographic Survey," 7 sheets (24 April 1943). Original drawings on file at Design Branch, Military District of Washington, Fort Myer, VA.

the north boundary of the installation. During much of the nineteenth century this road was known as the Little River Turnpike.

Before considering the potential prehistoric environments of the Cameron Run area, it was important to determine the extent to which modern deposition of fill had changed the local landscape. Review of the USDA soil survey for the area showed that the installation is classified as urban or "made-land," indicating that extensive filling occurred at the installation.[29] Installation personnel confirmed that Cameron Station is constructed atop fill, which is currently exposed in many locations throughout the installation. These observations were verified by pedestrian reconnaissance of the installation.[30]

A variety of historic documentary sources were examined in an effort to document the "pre-fill" physical and topographic conditions at the installation. Deeds compiled by Mitchell and Sweig and deeds on file at the Fairfax County Courthouse and the Virginia State Library were reviewed for descriptions of local environmental conditions.[31] The earliest deed for the project area is a 1706 deed for a 4,639-acre grant that encompasses much of the western portion of what is now the City of Alexandria. By 1746, the original grant had been divided. The boundaries of the divided parcels are vague; however, it is clear that William Harrison owned the northern portion of the parcel along Holmes Run and that Colonel John West owned the southern portion along Backlick Creek. Both Harrison and West held their parcels until at least 1760. There are no indications of the environmental conditions of the area contained in the deeds for these transactions and no land plats are present in the records of the Orphan's Court or the Chancery Court.[32] However, a 1743 deed reference to a tenant property located on the tract owned by Harrison's heirs describes Holmes Run as "a branch of Difficult river."[33] The eighteenth century usage of this phrase implies a swampy and shallow stream and may hint at swampy conditions in the vicinity of Holmes Run, including the area presently occupied by Cameron Station.

A series of nineteen deeds dating from 1819 to 1859 describe the nineteenth century appearance of the area.[34] All the deeds describe a 254-acre parcel known as "The Meadows" bounded on the east and south by Holmes and Backlick Runs and

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[29]H. C. Porter, et al., *Soil Survey of Fairfax County, Virginia* (Washington: U.S. Department of Agriculture, Soil Conservation Service, 1963).

[30]Chuck Brummet, Cameron Station Facilities and Engineering Staff, Personal communication with Jay Custer (19 November 1991); Berger & Associates, "Phase IA Cultural Resource Assessment."

[31]Beth Mitchell, *Beginning at a White Oak: Patents and Northern Neck Grants of Fairfax County, Virginia* (McGregor and Weaver: Alexandria, VA, 1977; Beth Mitchell and Donald Sweig, *An Interpretive Map of Fairfax County, Virginia, ca. 1760* (Fairfax County Office of Comprehensive Planning, Fairfax, VA, 1987); *Land Records of Long Standing, 1742-1770*, Circuit Court Archives, Fairfax County Courthouse, Fairfax, VA.

[32]*Court Order and Minute Books of the County Court of Fairfax County, Virginia*, Circuit Court Archives, Fairfax County Courthouse, Fairfax, VA; *County Court Records of Fairfax County*, Circuit Court Archives, Fairfax County Courthouse, Fairfax, VA; *Fairfax County Chancery Court Records*, Circuit Court Archives, Fairfax County Courthouse, Fairfax, VA.

[33]Fairfax County Deed A-1-80, Fairfax County Courthouse, Fairfax, VA.

[34]*Fairfax County Deed Books*, Fairfax County Courthouse, Fairfax, VA; *Fairfax County Land Surveys*, Fairfax County Courthouse, Fairfax, VA; *Fairfax County Tract Name Index*, Fairfax County Courthouse, Fairfax, VA; *Fairfax County Will Books*, Circuit Court Archives, Fairfax County Courthouse, Fairfax, VA.

encompassing the entire project area. An 1819 deed describes the property as a "pocosin," which is another term for an upland swamp.[35] A further indication of the swampy character of the project area is found in the kinds of trees and landscape features used in the descriptions of metes and bounds. Numerous deeds contain references to small willows, box oaks and spring heads. Both willows (*Salix sp.*) and box oak (*Quercus macrocarpa*) grow in poorly drained areas. In contrast, the metes and bounds of adjacent well-drained upland areas specify red oak (*Quercus rubra*), white oak (*Quercus alba*), and hickory (*Carya sp.*), all of which grow in well-drained dry soils.[36]

The name of the property, "The Meadows," is also indicative of its environmental setting. The term implies an open field area without significant wooded areas. Such a description could characterize a swamp grass meadow. It is important to note that freshwater and slightly brackish water swamps were important sources of marsh grass fodder in many developing urban areas of the Middle Atlantic during the nineteenth century and that land sources of fodder were at a premium in Fairfax County as early as 1815.[37] Marsh grass sources of fodder were particularly important because they required little tending or agricultural enhancement, could be grown on marginal land not used for other purposes, and were relatively easy to harvest during the dry late summer months. In many of the deeds the boundary descriptions of "The Meadows" are unusually detailed and at least two court cases pertaining to the property's boundaries were adjudicated between 1819 and 1859. These factors may indicate the property's importance as a valuable source of swamp grass fodder, and its poor drainage.

A variety of historic maps from the nineteenth century were consulted as part of the research effort. An 1861 map encompassing the project area was prepared by the United States Coastal Survey to document landscape features around Washington, D.C. that might prove significant in the defense of the city against an attack by Confederate forces.[38] Figure 3, a copy of the original pencil field notes prepared for compilation of the map clearly indicates areas along Holmes Run and Backlick Creek as "bottomland or swamp." The word "bottom" is penciled in immediately downstream of the project area. Tree lines are noted on the map because of their importance for sighting artillery fire. No wooded area are depicted within the project area except for a stand of "hard timber" at the extreme west end of the project area. The description of the project area as bottomland, and the absence of significant stands of timber again suggests that the area was a poorly drained meadow.

In 1937 the United States Department of Agriculture's Soil Conservation Service photographed the project area from the air to assist in the preparation of a base map for

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[35]Fairfax County Deed U-2-263. *Webster's New Collegiate Dictionary* (1991) defines a pocosin as "an upland swamp of the coastal plain of the southeastern United States." The derivation of the word is an Algonkian term "pakwesen" which means swampy land.

[36]E. Lucy Braun, *Deciduous Forests of Eastern North America* (Hafner Press: New York, NY, 1967), 246-268.

[37]Karen Bizier, "Silver or Scarcity: The Material Culture of Early Nineteenth Century Farifax County, Virginia," M.A. Thesis, University of Delaware, Newark, 1990; Jay F. Custer, "The Archaeology of the Churchman's Marsh Vicinity: An Introductory Analysis," *Bulletin of the Archaeological Society of Delaware* 13 (1982): 1-41.

[38]"United States Coastal Survey Map of the Ground of Occupation and Defense of the Division of the United States Army in Command of Brigadier General Irwin McDowell" (1861). Civil Works Map File, National Archives Map Division, Record Group 77, Sheet F100-4, Alexandria, VA.

detailed soil surveys. Figure 4 depicts an interpretation of the project area's landscape features based on a high magnification view of the original reverse negative print on microfilm at the National Archives. The majority of the area occupied by the installation is a melange of small stream channels, while the confluence of Holmes Run and Backlick Creek is much farther north than at present. The area around these streams is an open marsh meadow and the area of the modern confluence is an open meadow. Isolated stands of trees are present, suggesting the early several stage development of a wooded wetland. The very edge of a cultivated agricultural field is evident along the present northeast boundary of the installation. Interpretation of this photograph indicates that in 1937, only five years before the acquisition of the property by the United States Army, the project area remained a poorly drained wetland.

Figure 5, a topographic map prepared in 1943 immediately following construction of the installation, shows extensive wetlands directly adjacent to the warehouses and other buildings.[39] The map indicates a swamp located immediately east of Building 8 and south of Buildings 15 and 16. The swamp extended to within one hundred feet of the east side of First Street and included the location of Building 23. Virtually the entire installation east of First Street and south of the present entrance road is depicted as a swamp. Additionally, the topographic survey indicates swampy conditions along the south edge of the installation and in the far northwest portion of the installation near the present picnic grounds. Backlick Run has been rerouted from its 1937 course through the middle of the installation (Figure 4) to a "New Backlick Run Channel" along the south boundary of the installation near the rail lines.[40] The movement and channelization of this stream certainly involved major disturbance and disruption of ground surfaces within the installation. The 1943 map also indicates a distinct cut in the topographic contour lines northwest of Buildings 1 and 5. This break in the couture suggests that this area of the adjacent upland was excavated and perhaps used as a source for some of the fill placed in the wetlands. Such an excavation would explain the badly eroded soils along this part of the installation's boundary noted earlier.

A variety of other documentary sources were also examined for information pertaining to the installation's historic environments. A review of National Archives holdings of engineering drawings and construction plans for military bases revealed no relevant information. Foundation plans for Building 8 on file at Fort Myer, Virginia indicate that the building rests upon concrete footings driven to an average depth of sixteen feet below the finish floor on a twenty-foot grid. The close spacing and considerable depth of these footings suggests wet soil conditions.[41] Aerial photos taken during construction of military bases were reviewed at the National Archives Map Division, but no relevant photographs were discovered. Finally, the public works records of maps and construction plans for railroad companies, maintained by the Virginia State Library, were examined for

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[39]U. S. Engineer Office, "Topographic Survey."

[40]Complete channelization of this stream occurred between 1943 and 1954. U. S. Engineer Office, "Topographic Survey;" Washington District, U. S. Corps of Engineers, "General Site Plan and Building Use Map" (7 September 1954, revised to 27 June 1956). Original drawing on file at Design Branch, Military District of Washington, Fort Myer, VA. It should be noted that the revisions to this plan include proposed construction projects that were never initiated.

[41]A. Hamilton Wilson, "Building 8: Foundation Floor Plan, U.S. Army Garrison, Cameron Station, Alexandria, Virginia (20 September 1942). Original drawing on file at Design Branch, Military District of Washington, Fort Myer, VA.

information relating to the various rail lines along the south border of the installation, but these sources also provided no relevant data.[42]

A final documentary source consulted was a recent study of sediments at Cameron Station that entailed excavation of thirty-three monitoring wells at locations distributed throughout the installation (Figure 6). Figure 7 shows a typical monitoring well profile, and depicts ten to twelve feet of fill atop channel and alluvial deposits. It is significant to note that the drill logs for all the monitoring wells indicate that modern fill, to an average depth of twenty feet, lies directly atop stream channel deposits with no intervening landscapes between the channel deposits and the modern fill. These records strongly suggest that Cameron Station contains no buried landscapes conducive to prehistoric habitation.[43]

Field reconnaissance was undertaken to verify the documentary evidence. This work consisted of a pedestrian reconnaissance of the installation and an examination of any exposed land surfaces. Although much of the installation is developed, surface soils are exposed in many small locations. In each of these locations the exposed surface soils consisted of fill. In many locales pieces of concrete and other construction materials were visible within the fill. Augering with a one inch screw auger at thirty locations (Figure 8) revealed the presence of fill in all instances.

During the pedestrian reconnaissance of the installation's west and north boundaries, along Fifth Street, the bluff extending from the installation boundary up to the adjacent commercial development along South Pickett Street was examined and observed to be a relatively undisturbed natural landscape comprised of coarse sands and gravels. A shovel test pit excavated at the base of this slope encountered fill soils mixed with concrete and asphalt to a depth of three feet. An auger hole placed in the bottom of the test pit indicated that the fill extended at least an additional three feet in depth. Figure 9 shows a profile of the unit and its relation to the adjacent slope. The test unit and auger profile tend to confirm the evidence of the 1943 Topographic Survey, which indicated a bluff at the north and west boundaries of the installation that sloped up to a knoll overlooking the valleys of Back Lick Run, Holmes Run, and their confluence at the southeast corner of the installation.[44] The physical and documentary evidence suggests that in 1942 the United States Army extensively filled their newly acquired property to provide a stable foundation for the warehouses and other facilities that comprised the Cameron Station depot. The depth of the fill increased with the distance from the bluff that comprised the north and west boundary of the installation, so that up to thirty feet of fill was placed at the southeast portion of the facility, near the confluence of Back Lick Run and Holmes Run.

Field work also included examination of the stream beds and banks of Back Lick Run and Holmes Run. Back Lick Run has been extensively channelized outside the installation. However, there is an exposed stream bed extending approximately 2,000 feet upstream from the stream's confluence with Holmes Run. The stream bed in this area is characterized by coarse sands with some gravels. Large amounts of gravels are present near the Holmes Run confluence. In some areas small exposures of dark organic-rich swamp sediments are present along the stream's edges, indicating that freshwater wetlands once existed along the banks of the stream. Above the stream bed and buried swamp

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[42]John S. Salmon, *Board of Public Work Inventory* (Virginia State Library: Richmond, VA, 1978).

[43]Woodward-Clyde Federal Services, "Site Characterization Report, Cameron Station Environmental Remediation" (1991). Report on file at Engineering Section, Cameron Station, Alexandria, VA.

[44]U. S. Engineer Office, "Topographic Survey."

deposits, the stream banks consist of approximately thirty feet of modern fill. Construction debris, including concrete and bricks, are visible in some areas, while in other areas the fill appears to consist of dredge spoils. Survey of the bed and banks of Holmes Run revealed similar conditions, with fill extending to a depth of approximately thirty feet above the stream channel and buried swamp deposits. This fill forms the modern landscape of the installation and extends in a northwesterly direction to the toe of the bluff that forms the west and north boundary of the installation. The field investigations and documentary research confirm that Cameron Station sits atop fill deposits as much as thirty feet in depth. Figure 10 provides a generalized stratigraphic cross-section of the installation and its stratigraphy.

The buildings and structures that comprise Cameron Station were constructed atop large amounts of fill. The profiles of the monitoring wells cited above, as well as the extensive cobble deposits at the confluence of Holmes Run and Back Lick Run, indicate that this fill was placed directly atop channel and alluvial deposits. Deposits of this type are associated with geomorphological settings characterized by high energy and rapidly flowing water and are not generally conducive to either human habitation or site preservation. The swamp soils evident along both Holmes Run and Back Lick Run suggest that a fairly extensive freshwater swamp extended northwest from the confluence of the two streams, perhaps as far as the upland bluff located at the north and west boundary of the installation.

The predominantly wet character of the site, as indicated by the Army's need to introduce extensive amounts of fill prior to construction and by the continued presence of substantial wetlands immediately following construction, is confirmed by a 1984 environmental assessment report. This report notes that ground water at Cameron Station is generally discovered at a depth of only ten to twenty feet, and that any excavations deeper than ten feet require continuous "dewatering due to the infiltration of ground water."[45]

The physical and documentary evidence suggests that in prehistoric times the Cameron Station site consisted of a freshwater wetlands that extended from the base of the bluffs at the north and west boundaries of the installation to the confluence of Back Lick Run and Holmes Run. The wetlands would have provided a rich resource environment for prehistoric groups. Aquatic plants, including edible varieties such as wild rice, pickerelweed, and arrow arum, aquatic resources such as shellfish and fish, and wildlife drawn to the area in search of food and water could all have been exploited by local populations. It appears unlikely that any permanent, or even temporary, camps would have been located in the wetlands themselves, particularly since the upland areas atop the bluffs west and north of the wetlands, and outside the present boundaries of Cameron Station, would have afforded well-drained settlement locations overlooking the wetlands below.

Predictive Models and Known Site Locations

Predictive models of prehistoric site locations for the Middle Atlantic Coastal Plain vary in sophistication and accuracy. However, most models emphasize access and proximity to fresh water and wetlands as the most critical variables in prehistoric site location.[46] The

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[45]Astore Architects and Engineers, "U.S. Army Military District of Washington, Analytical/Environmental Assessment Report." (Bethesda, MD: Astore Architects and Engineers, July 1984), IV-13.

[46]W. M. Gardner, "Archaeological Investigations at 18PR141, 18PR142, 18PR143, Prince George County, Maryland" (1976). Report on file at Maryland Historical Trust, Annapolis, MD; R. M. Stewart and W. M. Gardner, "Phase II Archaeological Investigations Near Sam Rice Manor, Montgomery County, Maryland, and at 18PR166

preferred settlement locations are the well-drained landscapes closest to the wetlands and streams, not within the wetlands themselves. In the case of Cameron Station, these well-drained landscapes are *not* located on the installation, but on the adjacent uplands north, south, and west of the installation.

Examination of the archeological site files of the Virginia Department of Historic Resources indicated that no known archeological sites are located on the grounds of Cameron Station. Few prehistoric archeological sites have been identified in the areas surrounding the installation. An archeological survey conducted by Michael Johnson, the Fairfax County archeologist, prior to development of a small tract of land south of the Cameron Valley on the upland slopes identified numerous prehistoric sites, dating to various time periods, that appear to have served as transient camps and procurement/processing sites.[47] The presence and location of these sites tends to confirm the observation that the uplands adjacent to the Cameron Valley wetlands constituted preferred prehistoric site locations. Bromberg's review of site locations for the local area confirms this pattern. Sites are not located in the wetlands, but adjacent to them.[48] As noted earlier, no upland settings of this type exist within the boundaries of Cameron Station. Accordingly, it appears highly unlikely that any prehistoric sites exist within the boundaries of Cameron Station.

Documentary data discussed earlier clearly indicates that prior to 1942 the Cameron Station site consisted almost entirely of poorly drained wetlands. Given these environmental conditions it is highly unlikely that any historic archeological resources are located within the confines of the present installation. An examination of the archeological site files and the standing structure files of the Virginia Department of Historic Resources revealed that no historic sites are recorded for the project area. Examination of the "Archaeological Resource Map of the City of Alexandria" on file at the City of Alexandria Archaeology Office also indicates no sites within the installation boundaries. Similarly, documentary research undertaken by Louis Berger & Associates failed to identify any historic sites within the installation boundaries (Figure 11).[49] No historic map indicates the presence of

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and 18PR172 near Accokeek, Prince George County, Maryland" (1978). Report on file at Maryland Historical Trust, Annapolis, MD; W. M. Gardner, "Early and Middle Woodland in the Middle Atlantic: An Overview," in R. Moeller, ed., *Practicing Environmental Archaeology: Methods and Interpretations* (Washington, CT: American Indian Archaeological Institute, 1982), 53-87; C. Leedecker, et al., "Cultural Resource Survey and Evaluation at Fort Belvoir, Virginia" (1984); report prepared for the National Park Service; Berger & Associates, "Phase IA Cultural Resource Assessment;" S. Potter, "An Analysis of Chicacoan Settlement Patterns" (Ph.D. diss., University of North Carolina, Chapel Hill, 1982); J. F. Custer, et al., "Application of LANDSAT Data and Synoptic Remote Sensing to Predictive Models for Prehistoric Archaeological Sites: An Example from the Delaware Coastal Plain," *American Antiquity* 51 (1986): 572-588; Francine Bromberg, "Site Distribution in the Coastal Plain and Fall Line of the Potomac Valley from ca. 6500 B.C. to A.D. 1400" (M.A. thesis, Catholic University, Washington, D.C., 1987).

[47]Berger and Associates, "Phase IA Cultural Resource Assessment," 10-11, Fig. 2.

[48]Bromberg, "Site Distribution in the Coastal Plain."

[49]The historic maps and documents included the 1706 West, Harrison, Pearson, and Harrison Map, Fairfax Deed Book E2:269 for 1803, the 1845 Ewing Map, sheets 7 and 10 of the 1861 "Environs of Washington Map," the 1861 Topographic Map of the Right Bank of the Potomac, the 1879 Hopkins Map "Atlas of 15 miles around Washington DC," the 1912 Sanborn Map, the 1893, 1945, and 1949 United States Geological Survey topographic maps, and the 1937 United States Department of Agriculture Soil Conservation

buildings or structures within the boundaries of the installation (Figures 12-14). Historic properties are depicted in the areas adjacent to the installation, but no development appears to have occurred within the boundaries of Cameron Station prior to 1942.[50] The 1951 United States Geological Survey (USGS) map of the area, prepared prior to the extensive commercial and residential development of the area immediately surrounding the installation, depicts the area's historic road system and affords a convenient comparison with nineteenth century historic maps. The USGS map indicates that buildings depicted on earlier historic maps were located outside the boundaries of the installation along historic roads and thoroughfares (Figure 15). The evidence afforded by the Berger report, historic maps, and field observations appears to conclusively indicate that no historic development occurred within the confines of Cameron Station prior to construction of the existing depot facilities.

In sum, as a poorly drained wetland prior to deposition of modern fill and the construction of Army warehouses and support facilities in 1942, the potential for any kind of prehistoric or historic archeological sites within the boundaries of Cameron Station is very low (Figure 16).

Site Preservation

As a poorly drained freshwater wetland, it is unlikely that any prehistoric or historic archeological sites exist within the boundaries of Cameron Station. Human activity, both prehistoric and historic, within this swampy wetlands, would have been highly transitory in nature and would not have resulted in the deposition of significant archeological remains. If no archeological remains are likely to exist at the installation the question of the preservation of archeological sites and resources beneath the ca. 1942 fill is irrelevant. If, because of the environmental and physical character of the area, there are no archeological sites or deposits, then there is nothing to preserve.

Conclusions and Recommendations

Field examination of the Cameron Station facility revealed that the landscape upon which the installation is constructed consists of modern (post-1940) fill, and that this fill extends to depths of up to thirty feet. Prior to deposition of this fill by the United States Army, the area consisted of poorly drained wetlands. Although prehistoric groups of the Coastal Plain exploited wetland settings, they did not make their homes within these areas. Therefore, it is very unlikely that any prehistoric sites were buried by the deposition of the fill. Likewise, documentary evidence, as outlined above, provides no indication of the presence of historic sites within this wetlands environment. Based on these findings, no archeological sites are likely to be present, no further archeological work is recommended for this project area, and the proposed BRAC activities will have no effect upon archeological resources.

Service map. All reproduced in Berger and Associates, "Phase 1A Cultural Resource Assessment."

[50]Alexandria Archaeology, "Small Area Historic Preservation Plan: Landmark/Van Dorn," n.d.; Alexandria Archaeology, "Preservation Guidelines for Cameron Station," ca. 1989. On file at Alexandria Archaeology, Alexandria, VA.

VI. CONCLUSION

VI. CONCLUSION

The cultural resource investigations conducted at Cameron Station indicate that the installation is not eligible for listing in the National Register of Historic Places as either a historic district or as one or more individually eligible resources. This conclusion is based upon an evaluation of Cameron Station's role in the Military District of Washington, its position within the Quartermaster Corps' national supply and storage depot system, and the role that the installation played during World War II. The integrity of individual resources at the installation has been so compromised by alterations and additions that none of these resources retain sufficient integrity to warrant consideration as potential individual resources. As a potential historic district, the installation possesses neither sufficient significance or integrity to meet National Register eligibility criteria. This conclusion is based upon both the contextual evaluation of the potential district outlined above, as well as upon evaluation of the integrity and significance of individual buildings and structures.[51]

Likewise, archeological investigations conducted as part of this project indicate that the Cameron Station site consisted of low-lying wetlands prior to ca. 1942, when the federal government filled the site to a depth of as much as thirty feet during construction of the present warehouse complex. Predictive modeling suggests that wetlands of this nature are unlikely to contain intact prehistoric or historic archeological resources. Accordingly, the installation is considered to have a low potential or probability for containing significant archeological resources.

As a result of these investigations, it appears that Base Realignment and Closure (BRAC) activities at Cameron Station will not effect significant architectural or archeological cultural resources and that no resources at the installation warrant long-term preservation or mitigative treatment.

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[51]This conclusion is in contrast to that expressed in Louis Berger and Associates, "Phase II Historical Architectural Assessment of the Cameron Station Military Reservation, City of Alexandria, Virginia" (1991).

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FIGURES

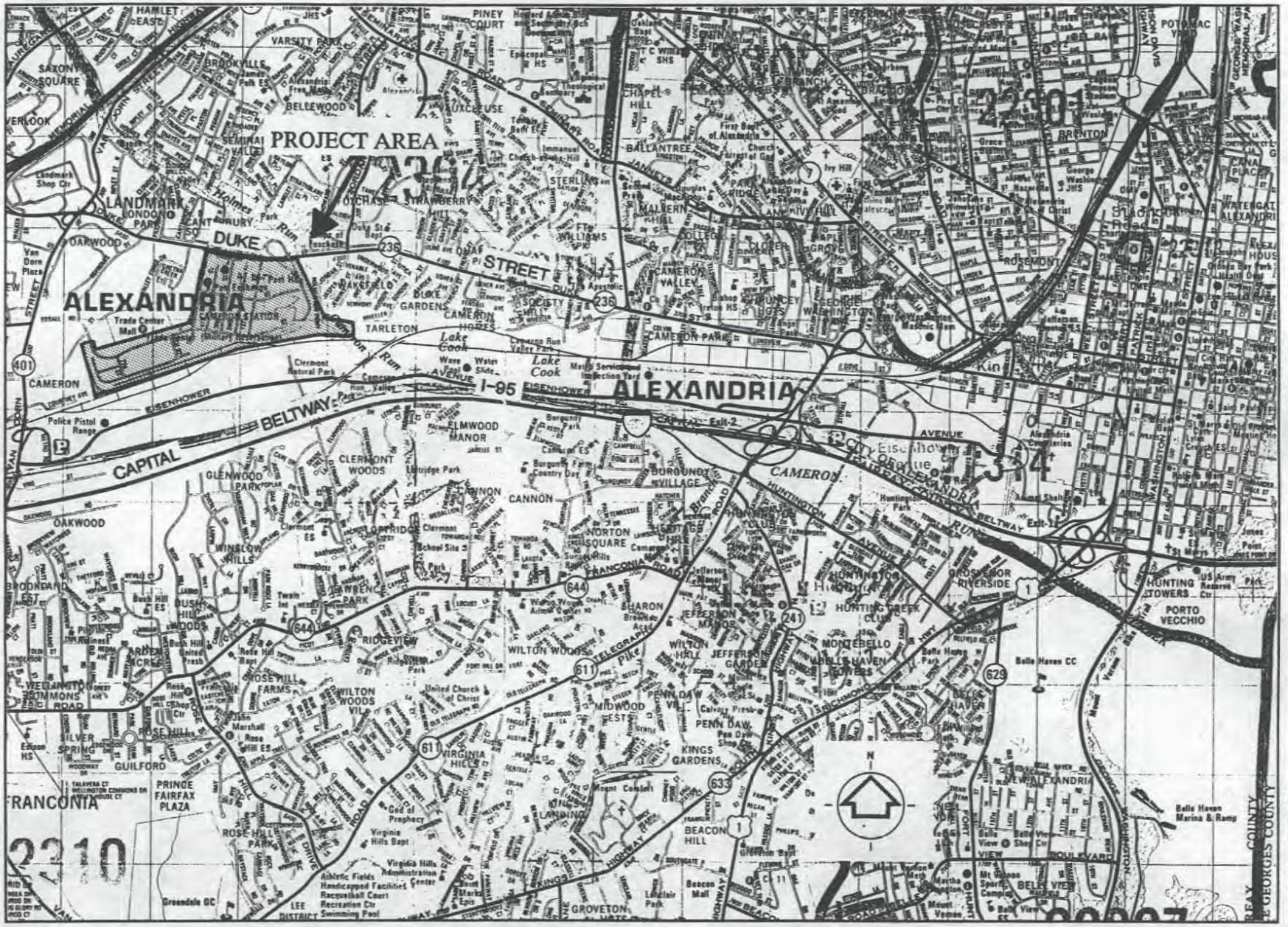


Figure 1: Cameron Station Location Map

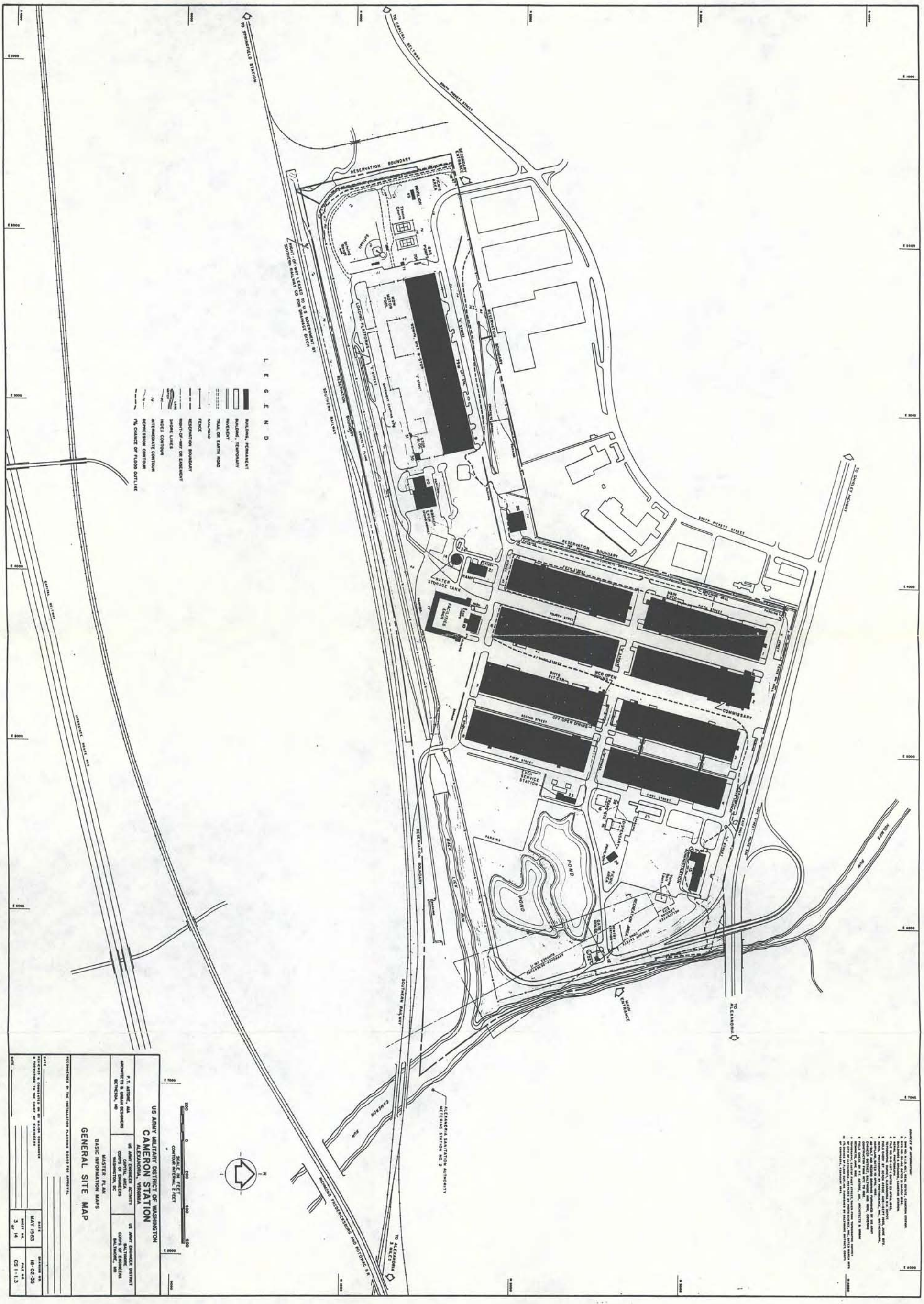


Figure 2: Cameron Station Site Map

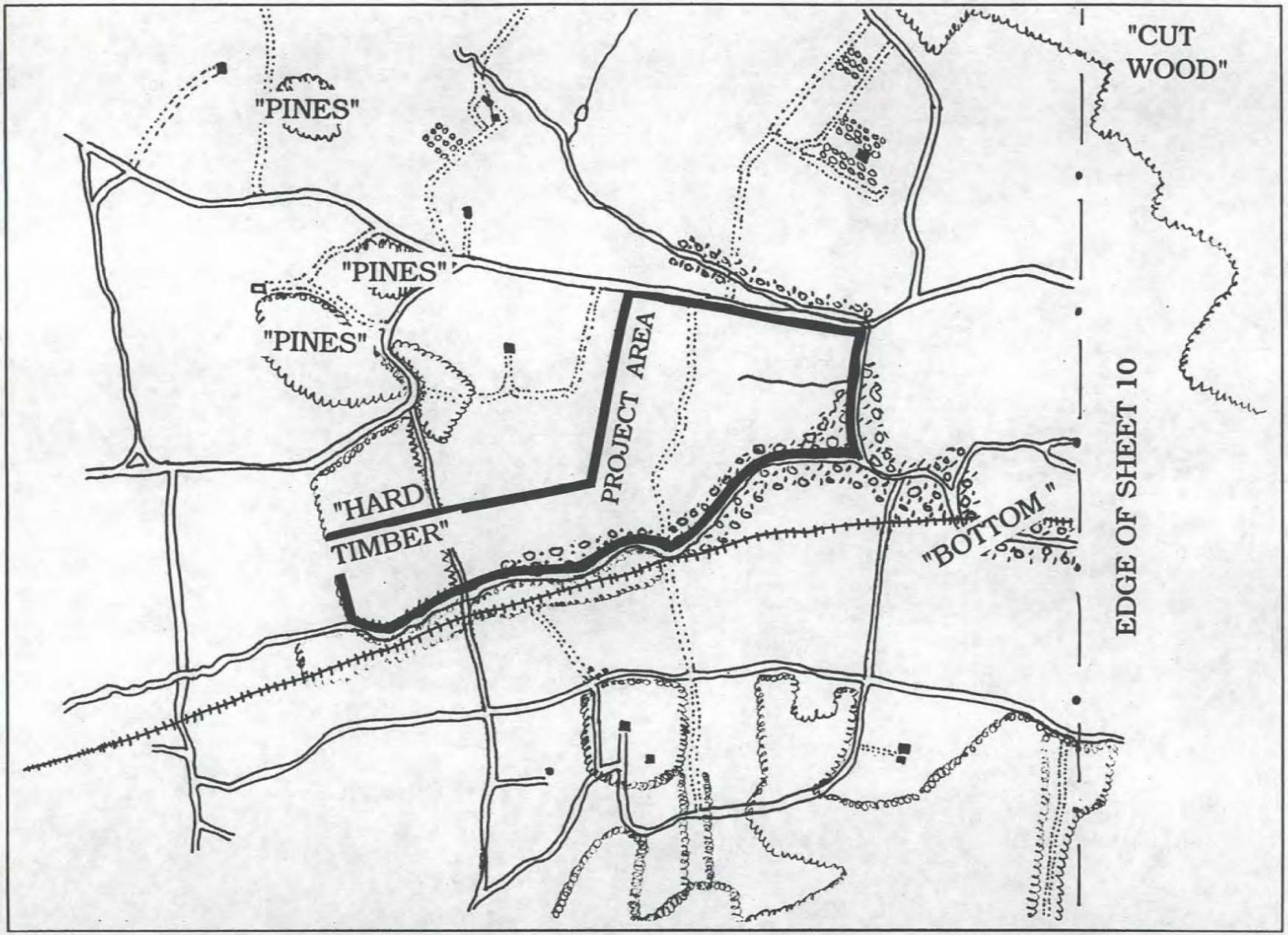


Figure 3: "U.S. Coastal Survey of the Ground of Occupation and Defense of the U.S. Army in Command of Brig. Gen. Irwin McDowell" (1861)

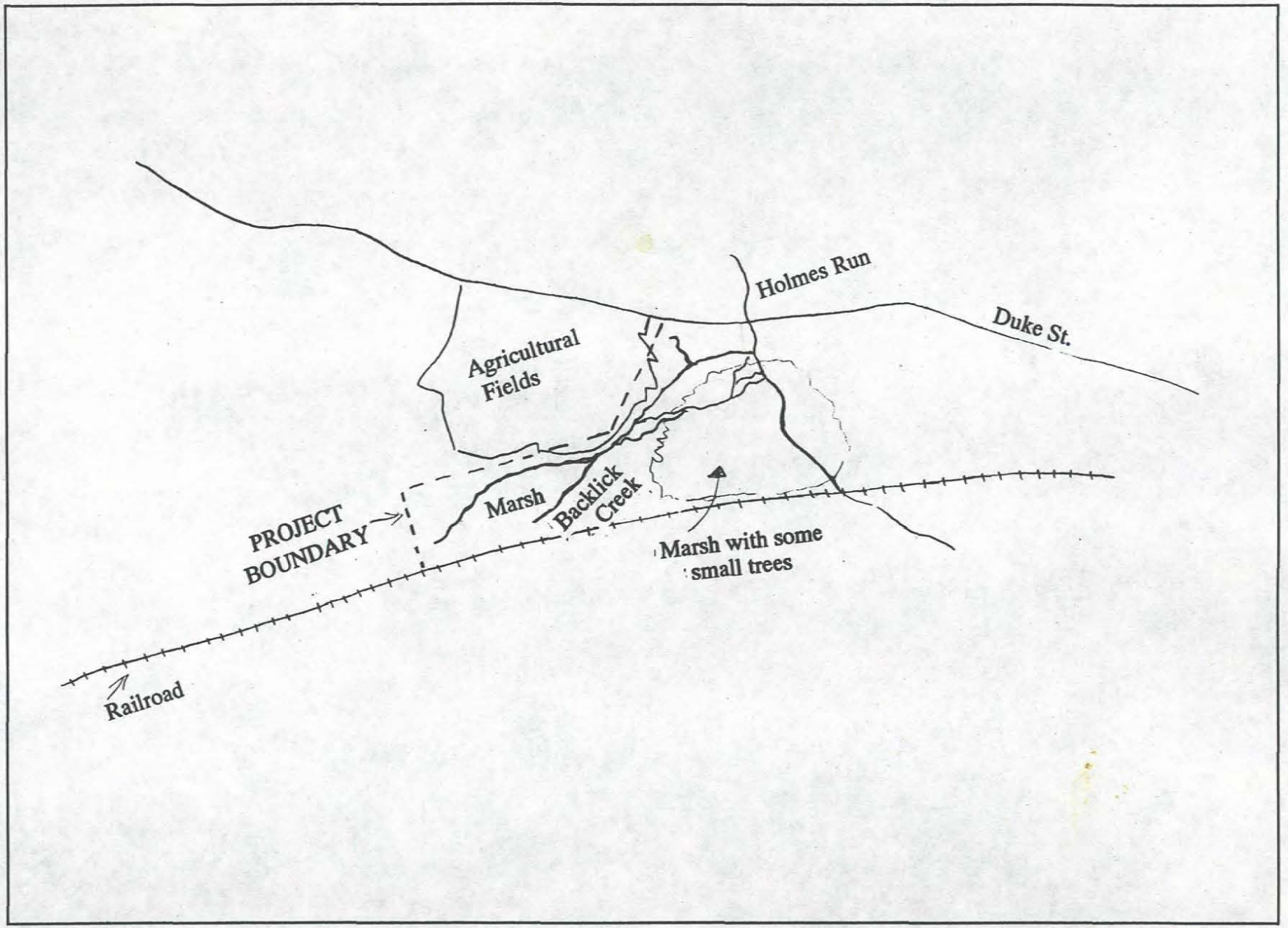


Figure 4: 1937 U.S. Soil Conservation Service Aerial Photograph (tracing)

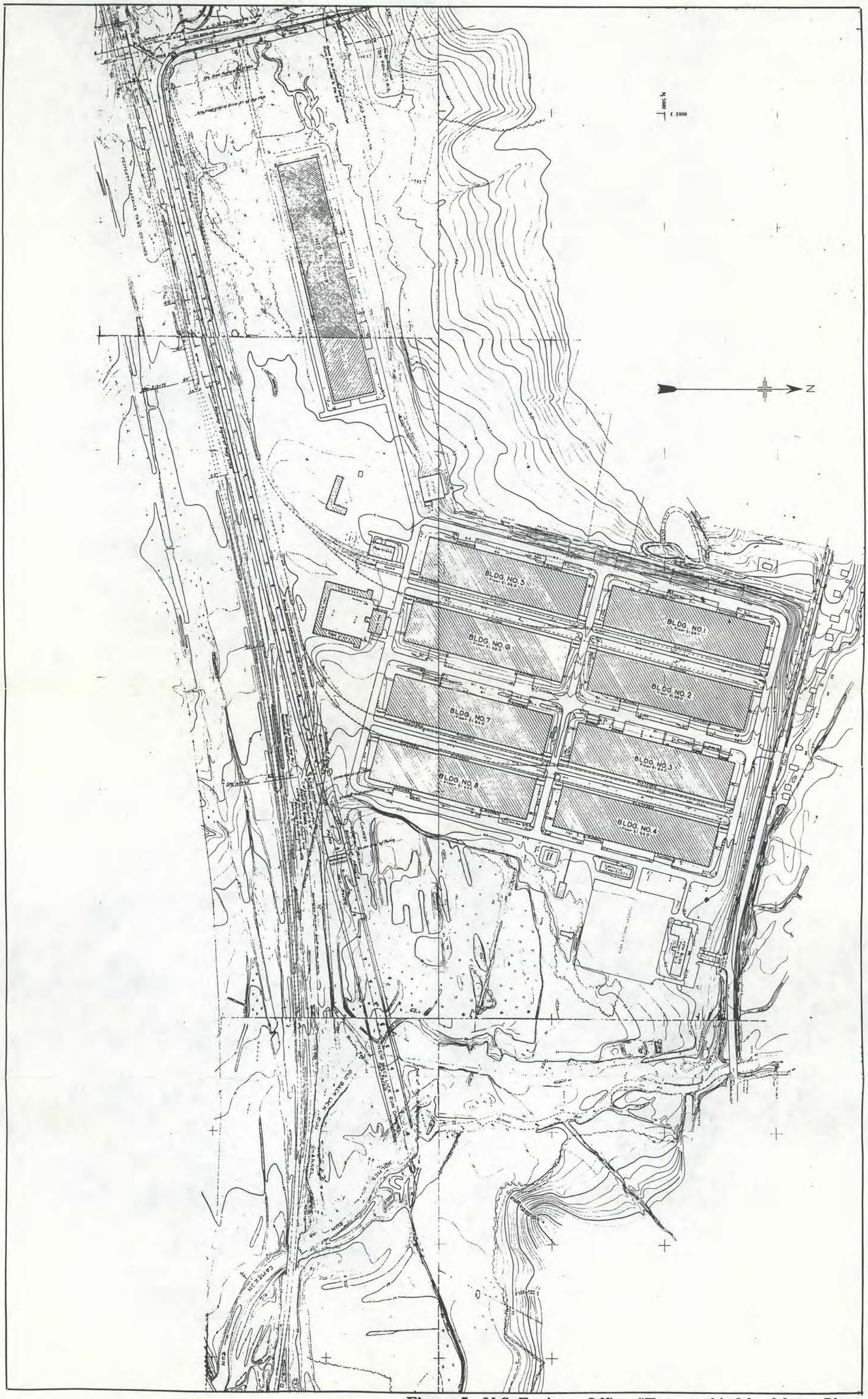


Figure 5: U.S. Engineer Office, "Topopraphic Map,Master Plan, Washington Q.M. Depot, Alexandria, VA (25 October 1946)

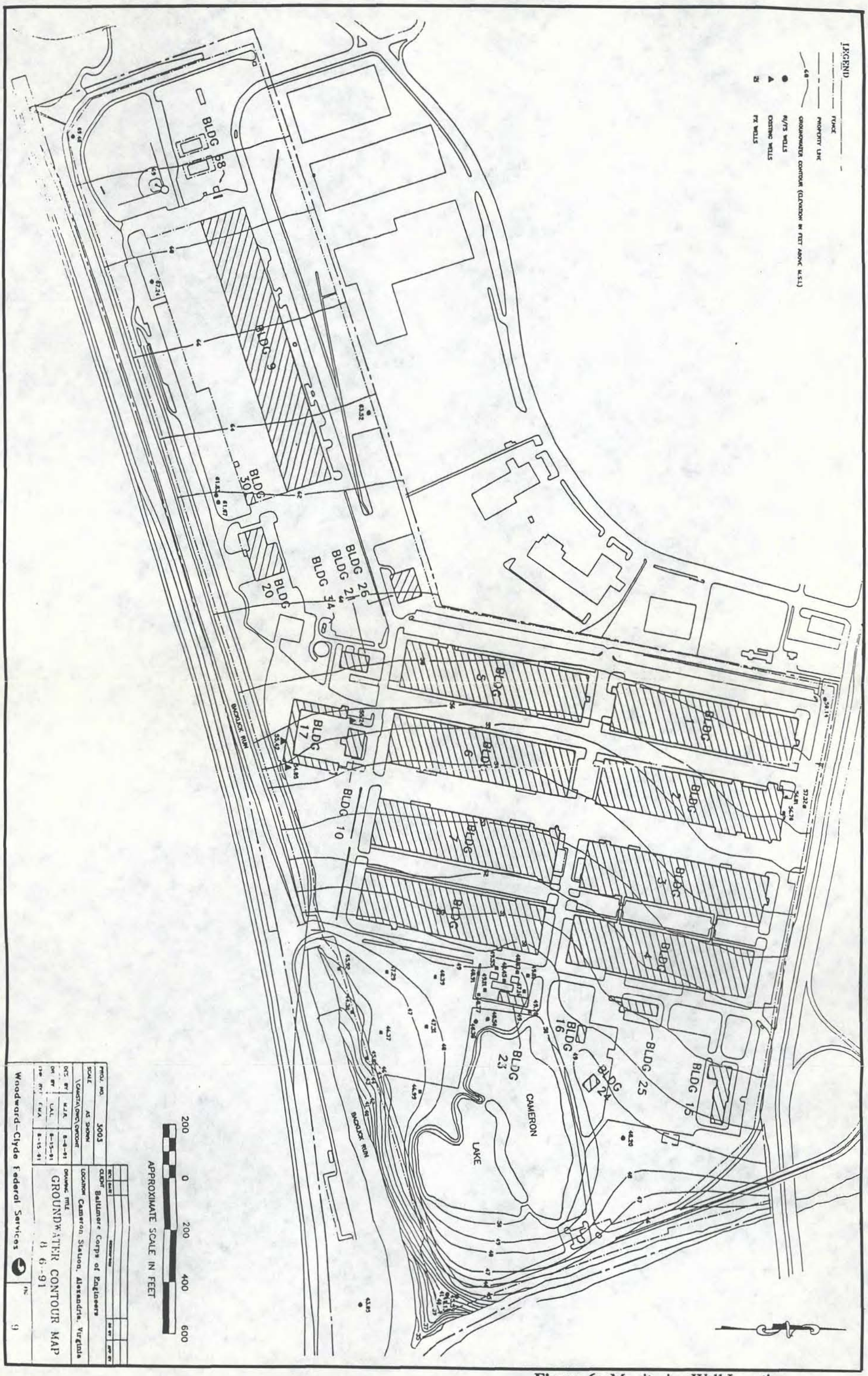
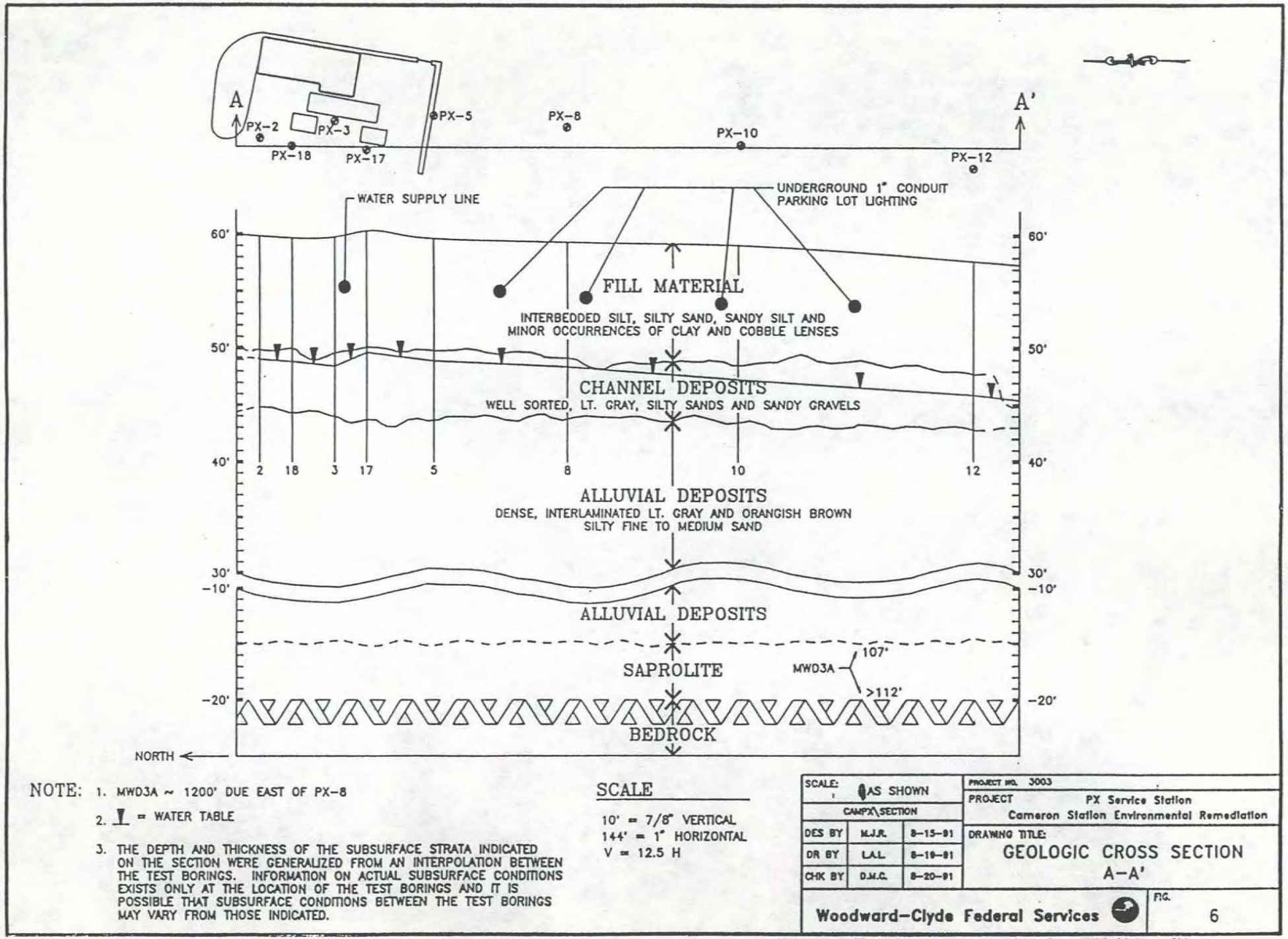


Figure 6: Monitoring Well Locations
(from Woodward-Clyde Federal Services Report, 1991)



NOTE:
1. MWD3A ~ 1200' DUE EAST OF PX-8
2. ▼ = WATER TABLE
3. THE DEPTH AND THICKNESS OF THE SUBSURFACE STRATA INDICATED ON THE SECTION WERE GENERALIZED FROM AN INTERPOLATION BETWEEN THE TEST BORINGS. INFORMATION ON ACTUAL SUBSURFACE CONDITIONS EXISTS ONLY AT THE LOCATION OF THE TEST BORINGS AND IT IS POSSIBLE THAT SUBSURFACE CONDITIONS BETWEEN THE TEST BORINGS MAY VARY FROM THOSE INDICATED.

SCALE

10' = 7/8" VERTICAL
144' = 1" HORIZONTAL
V = 12.5 H

SCALE: AS SHOWN		PROJECT NO. 3003
CAMPX\SECTION		PROJECT: PX Service Station, Cameron Station Environmental Remediation
DES BY: M.J.R.	8-15-91	DRAWING TITLE: GEOLOGIC CROSS SECTION A-A'
DR BY: L.A.L.	8-19-91	
CHK BY: D.M.C.	8-20-91	
Woodward-Clyde Federal Services		FIG. 6

Figure 7: Typical Monitoring Well Profile
(from Woodward-Clyde Federal Services Report, 1991)

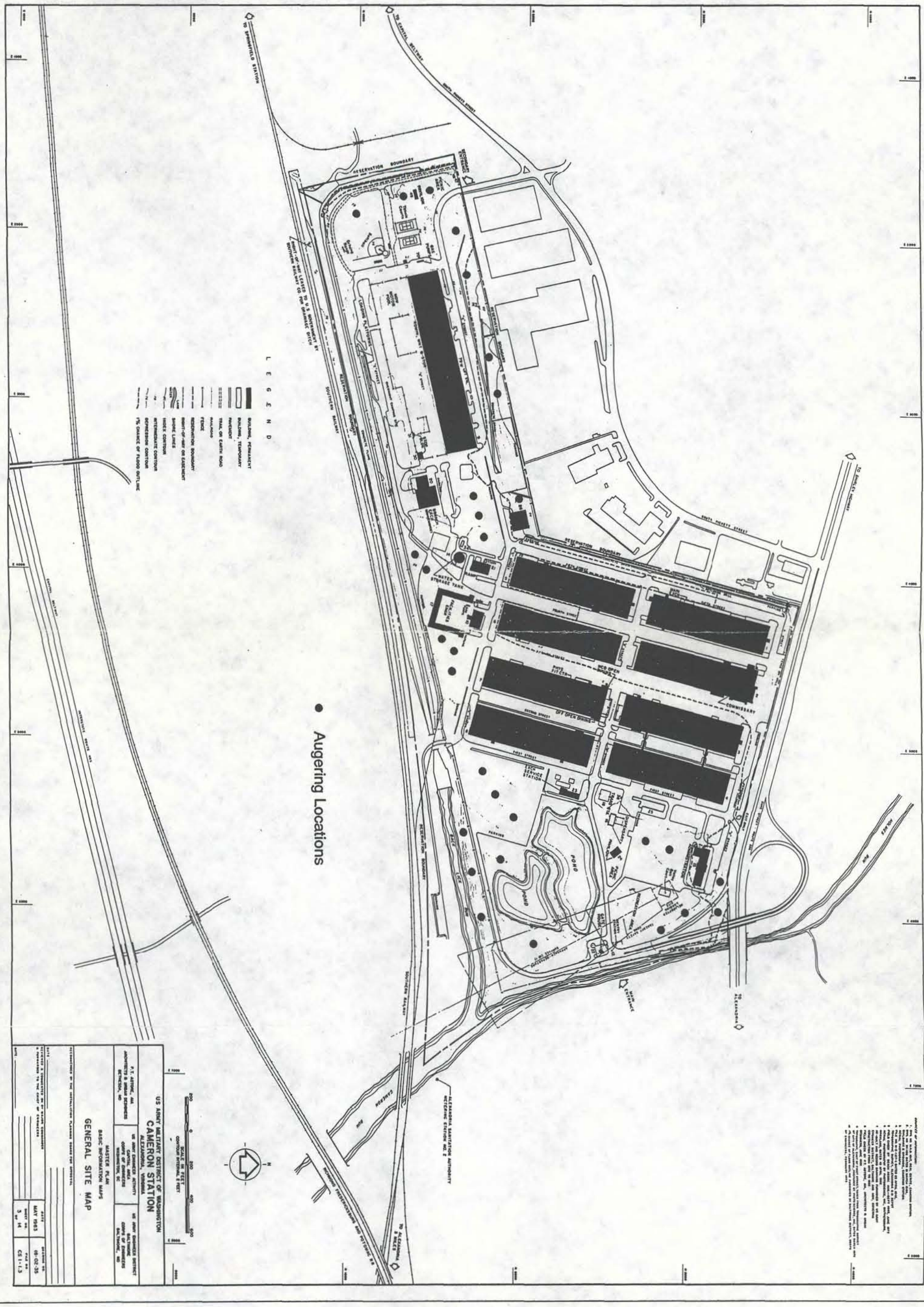


Figure 8: Augering Locations

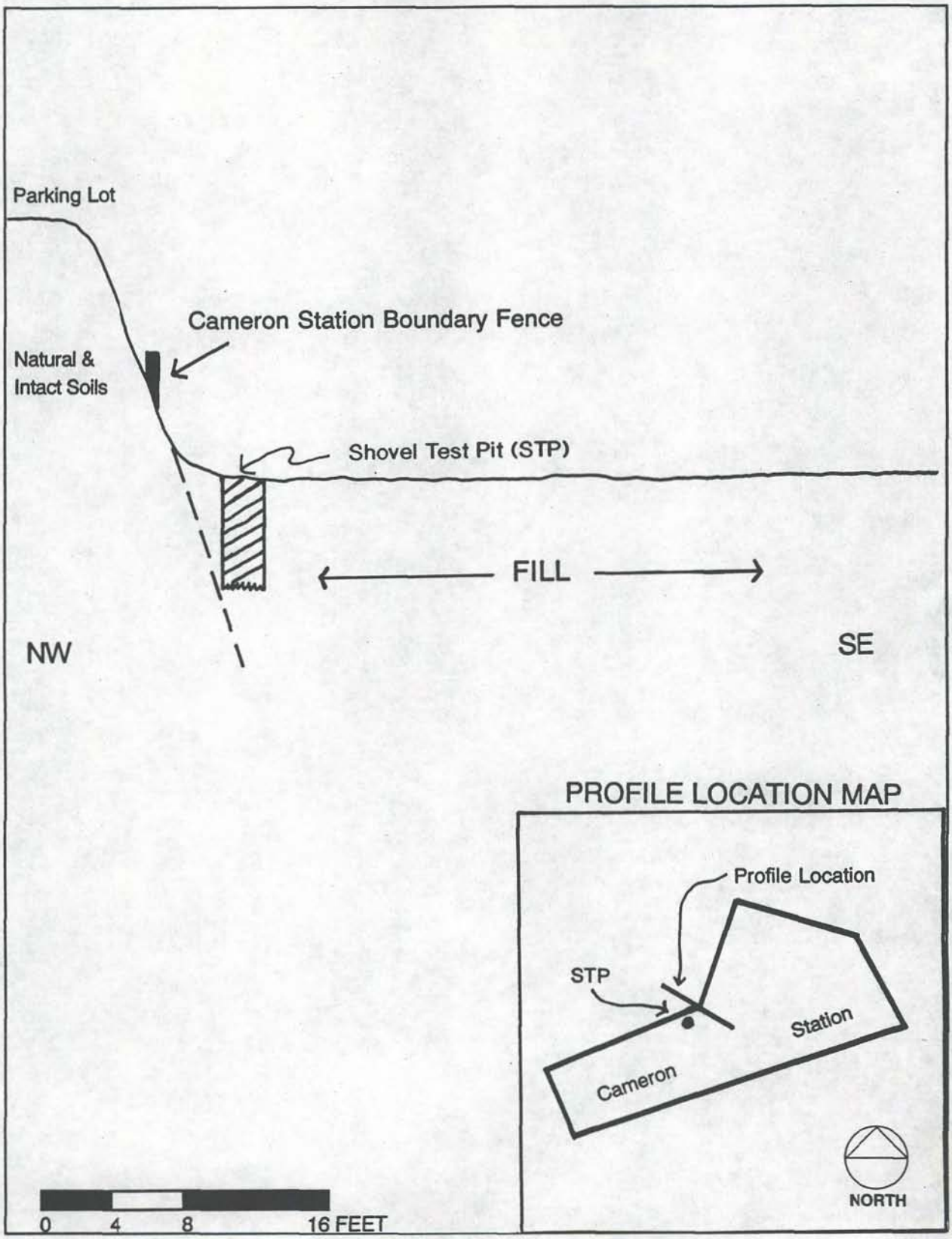


Figure 9: Shovel Test pit Profile and Adjacent Slope North of 5th Street

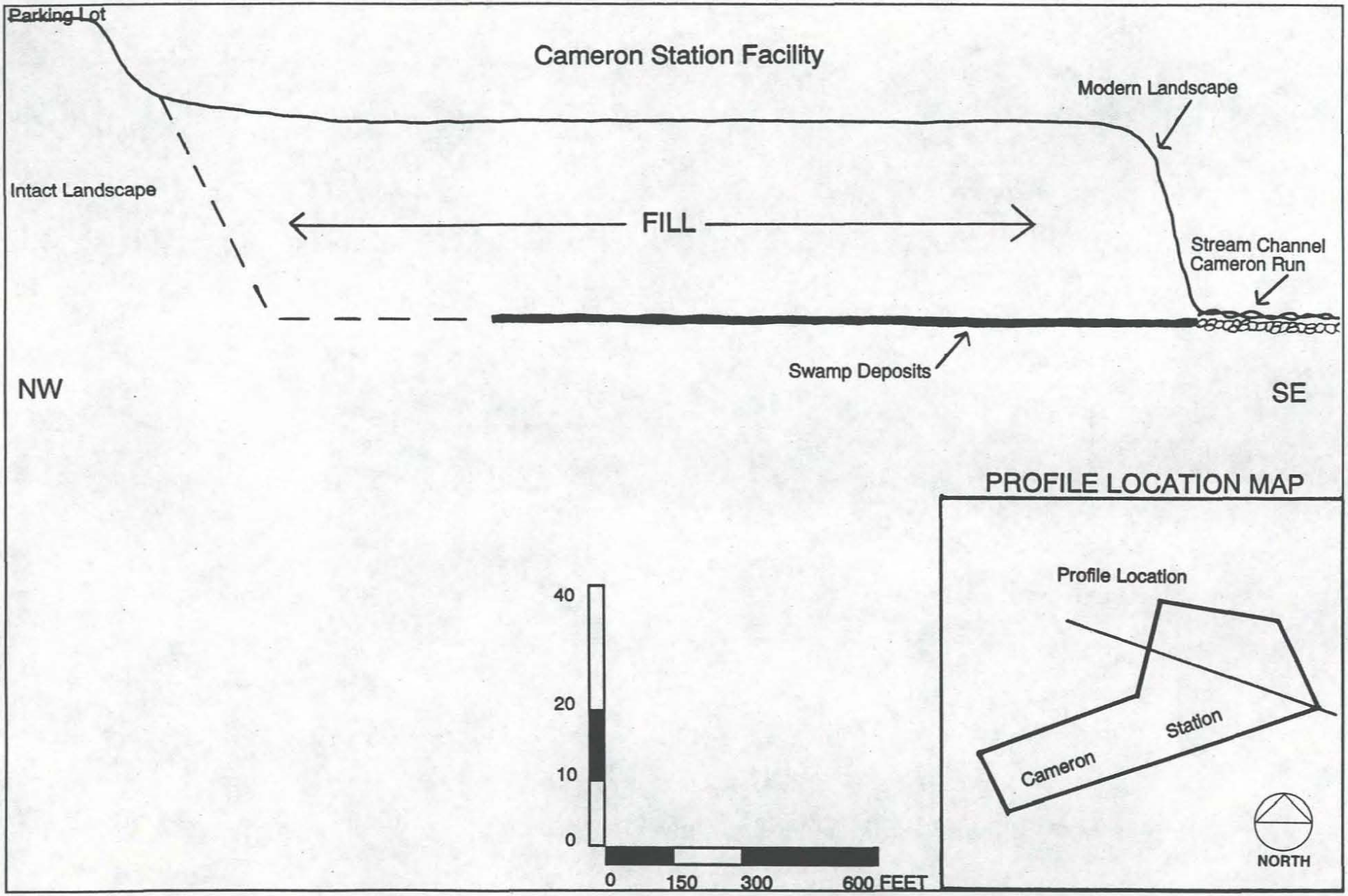
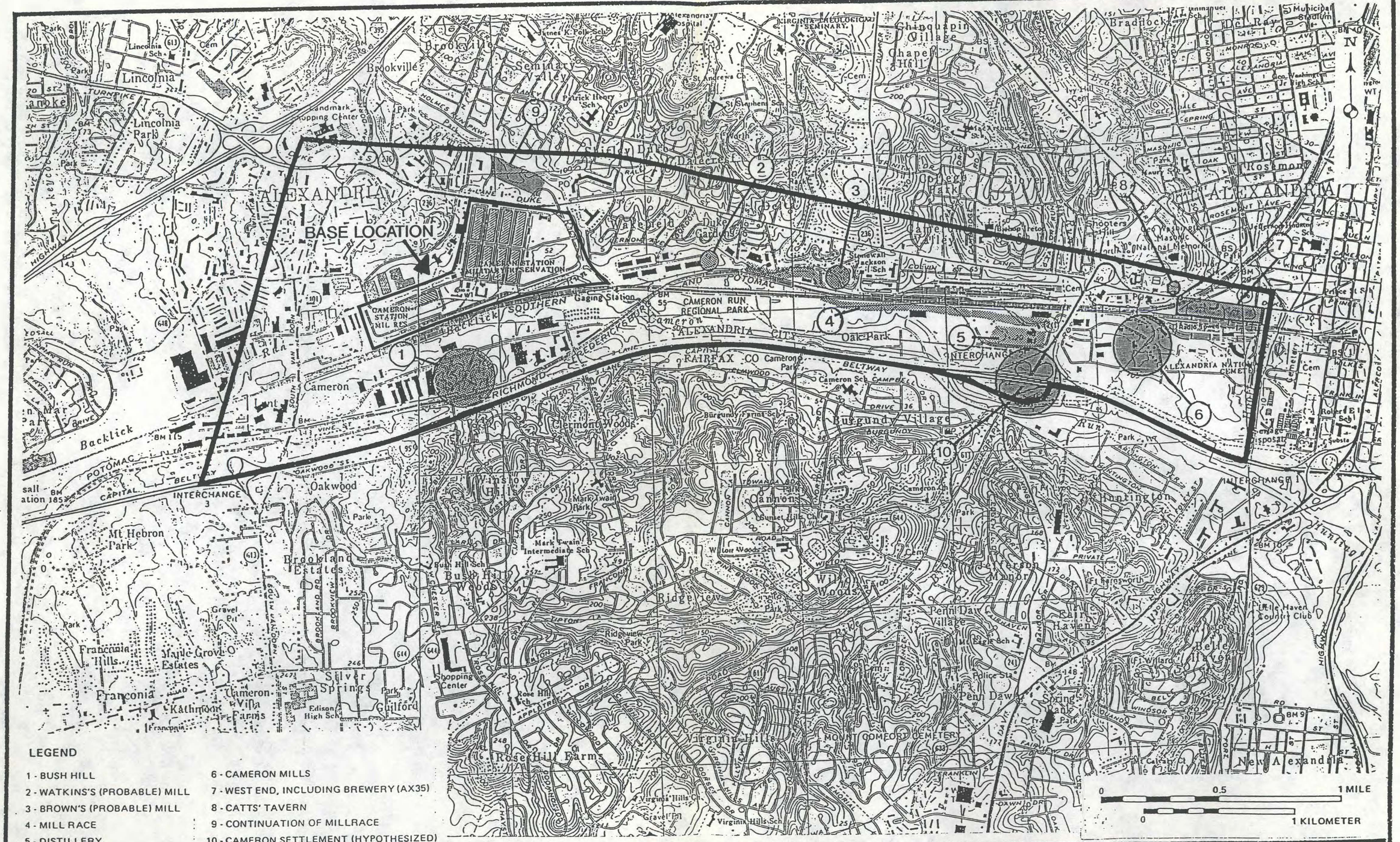


Figure 10: Generalized Profile of Cameron Station


BASE LOCATION
ALEXANDRIA
Cameron
Backlick
Lincolnia
Lincolnia Park
Brookville
Seminary Valley
Shirley Duke
Walpeld
Duke Gardens
Cameron Station
Cameron Run Regional Park
Alexandria City
Oak Park
Fairfax Co Cameron Park
Clermont Woods
Burgundy Village
Chapel Hill
Rosemont
Shooters Hill
Alexandria National Cemetery
Oakwood
Mt Hebron Park
Brookland Estates
Mark Twain Intermediate Sch
Bush Hill Woods
Ridgeview
Ridgeview Park
Winslow Hill
Cannon
Jefferson Manor
Penni Dan Village
Penn Daw
Virginia Hills
Rose Hill Farms
Mount Comfort Cemetery
Huntington
Belle View
Fairhaven
Franconia
Franconia Hills
Maple Grove Estates
Cameron Villa Farms
Kathmoor
Silver Springs
Guilford
Shopping Center
Edison High Sch
Gravel Pit
Interchange 1
Interchange 3
Interchange 5
Interchange 6
Beltway
Capital
Potomac
Richmond
Southern
Frederick
Duke
Telegraph
Jefferson Davis
Fort Williams
Fort Ward
Fort Worth
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Fort Ellsworth
Fort Lyon
Fort Scott
Fort Barnard
Fort Reynolds
Fort Tarbell
Fort Gaines
Fort Ramsay

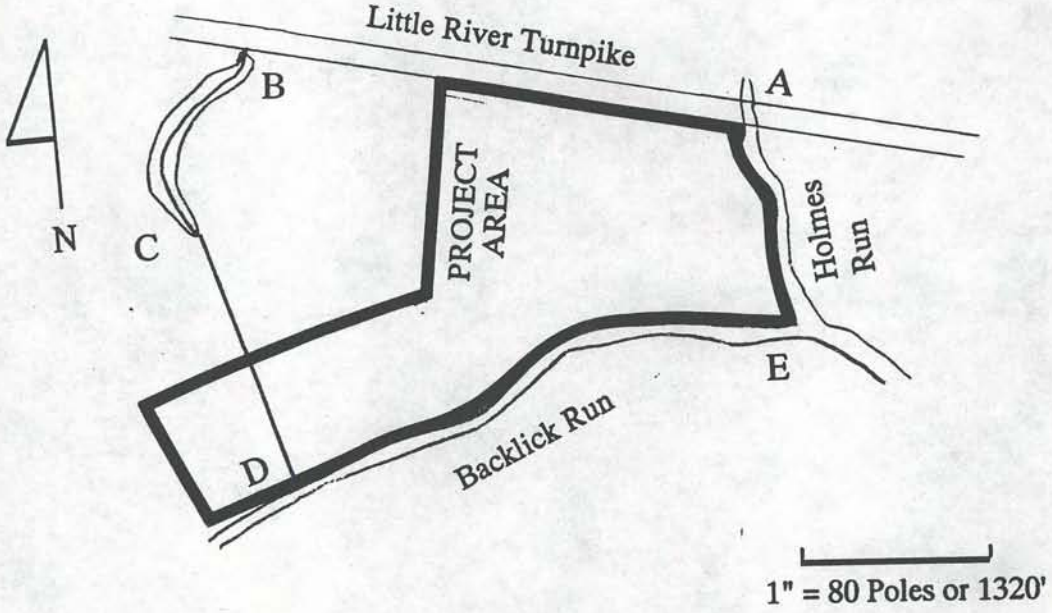

Figure 12: Plat of The Meadows (1859)
(from Fairfax County Deed C-14-19)

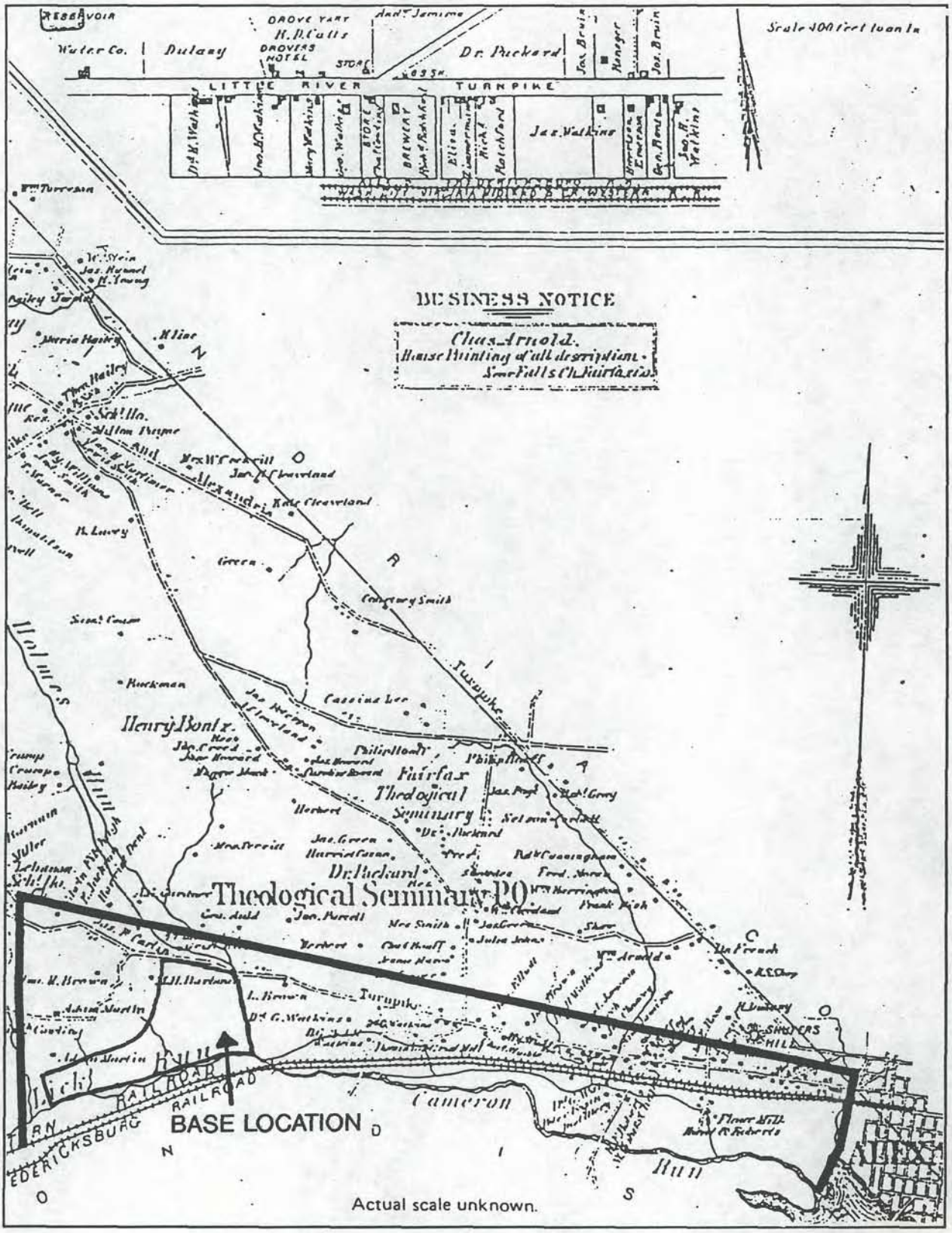

Figure 13: G.M. Hopkins, *Atlas of Fifteen Miles Around Washington* (1879)
(from Louis Berger and Associates, 1989)

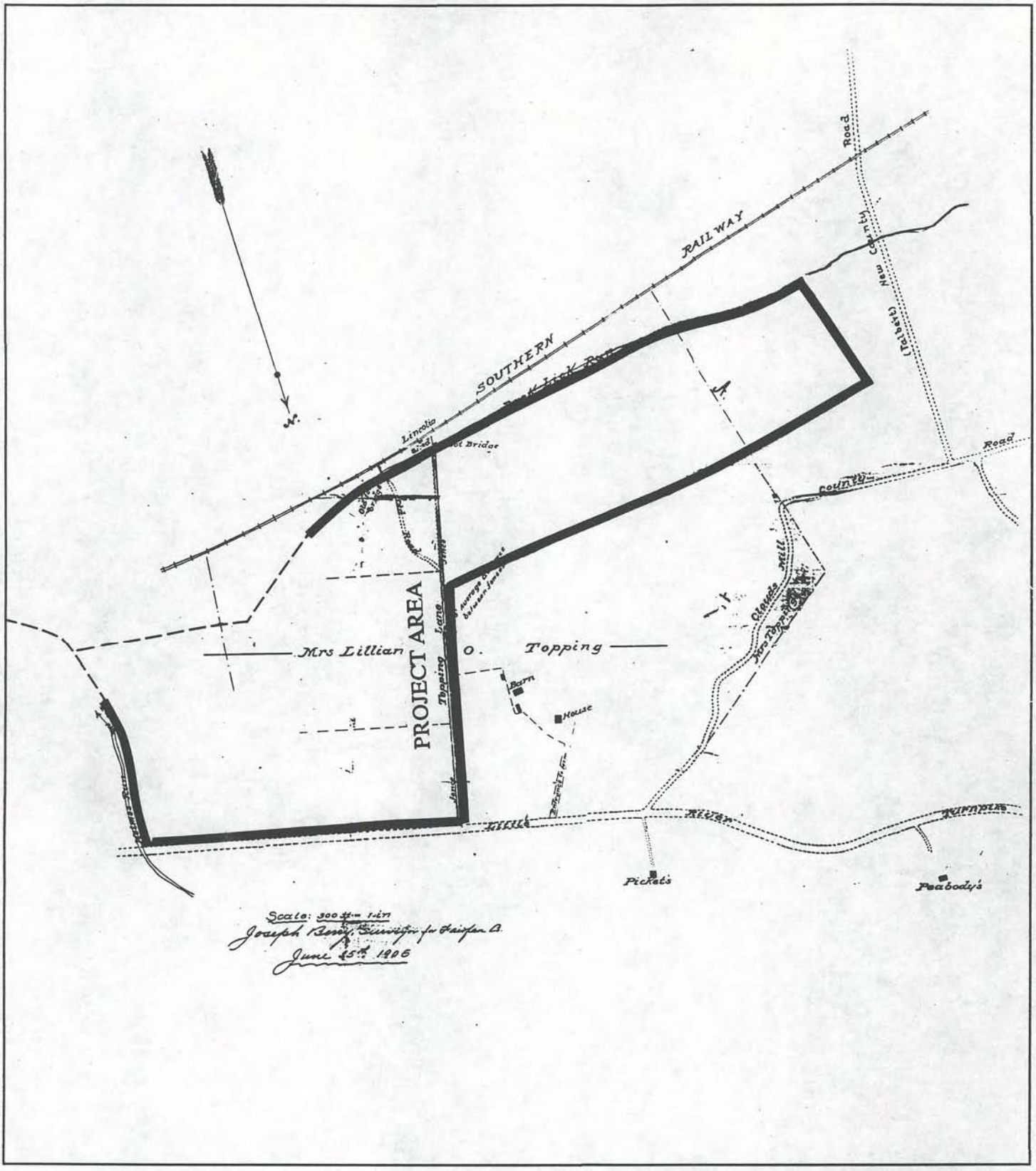

Figure 14: Chancery Court Plat of the Meadows (1906)
(from Peabody V. Topping)

1" = 960'

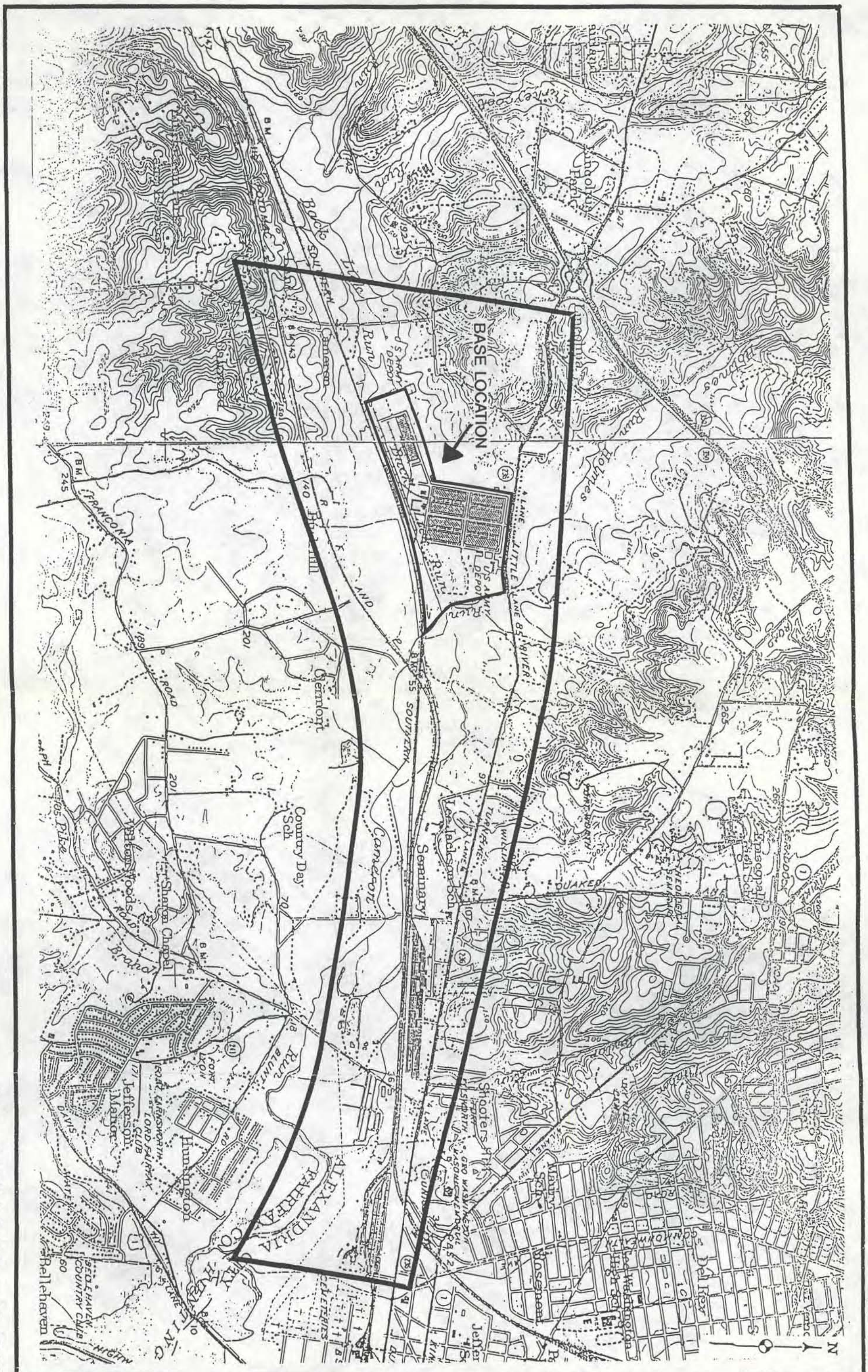

Figure 15: U.S.G.S. Topographic Survey Map (1951)
(from Louis Berger and Associates, 1989)

SOURCE: U.S.G.S. 1951a and 1951b SCALE: 1:24,000.

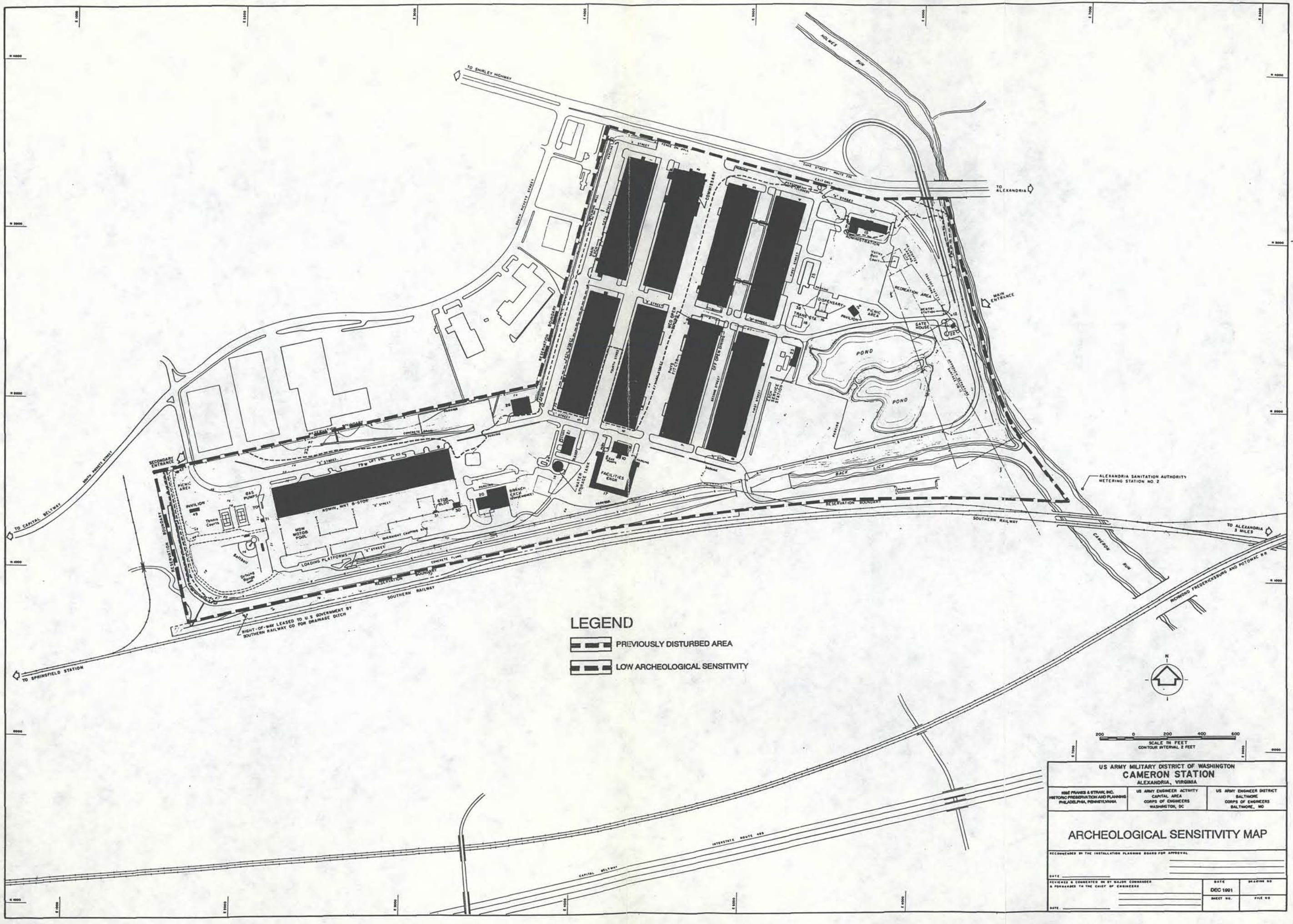

Figure 16: Archeological Sensitivity Map

PLATES

Plate 1. Building 1. View to north.

Plate 2. Building 3. View to southwest.

Plate 3. Building 4. View to south.

Plate 4. Building 3. View to southeast.

Plate 5. Building 2. View to southwest.

Plate 6. Building 3. View to south.

Plate 7. Covered walkways between Buildings 3 and 4. View to south.

Plate 8. Building 8. View to southeast.

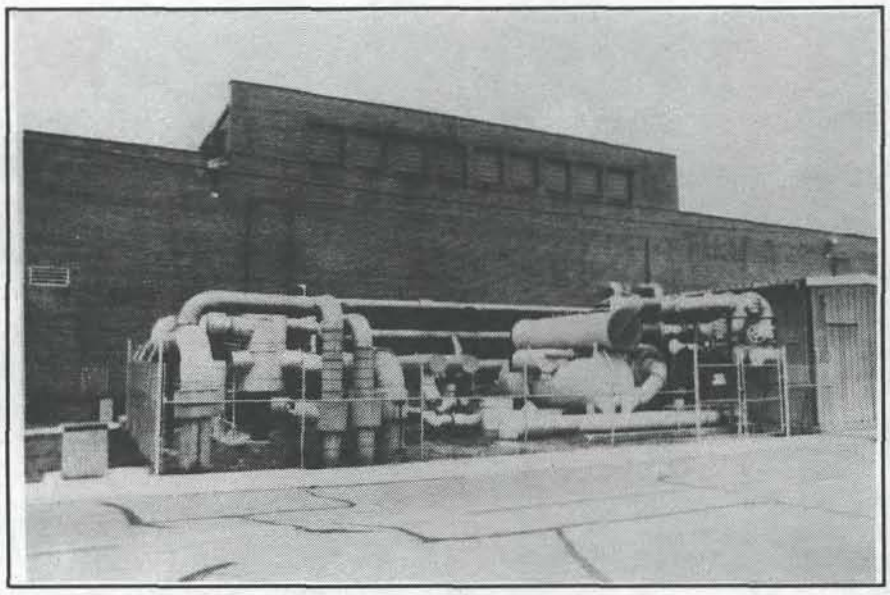

Plate 9. Building 3. View to north.

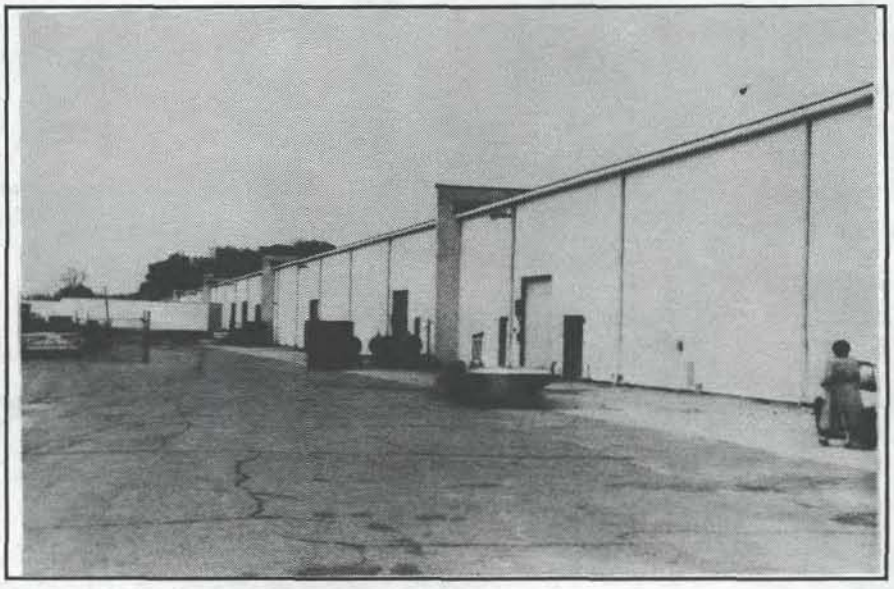

Plate 10. Building 9. View to northwest.

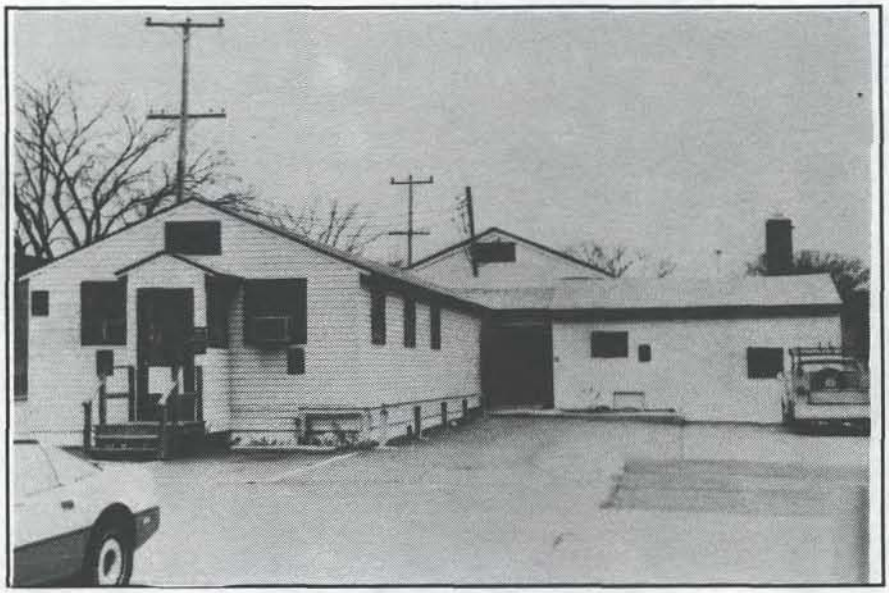

Plate 11. Building 25. View to north.

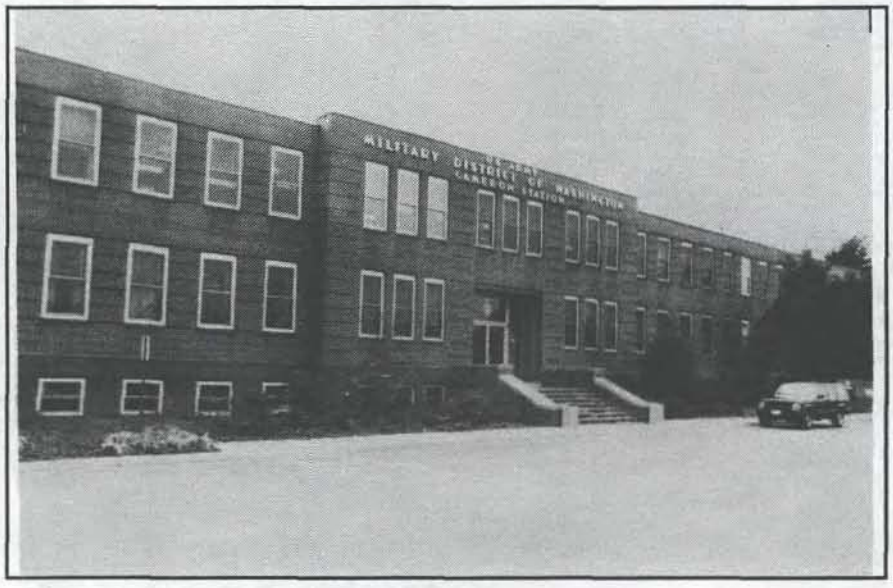

Plate 12. Building 15. View to southwest.

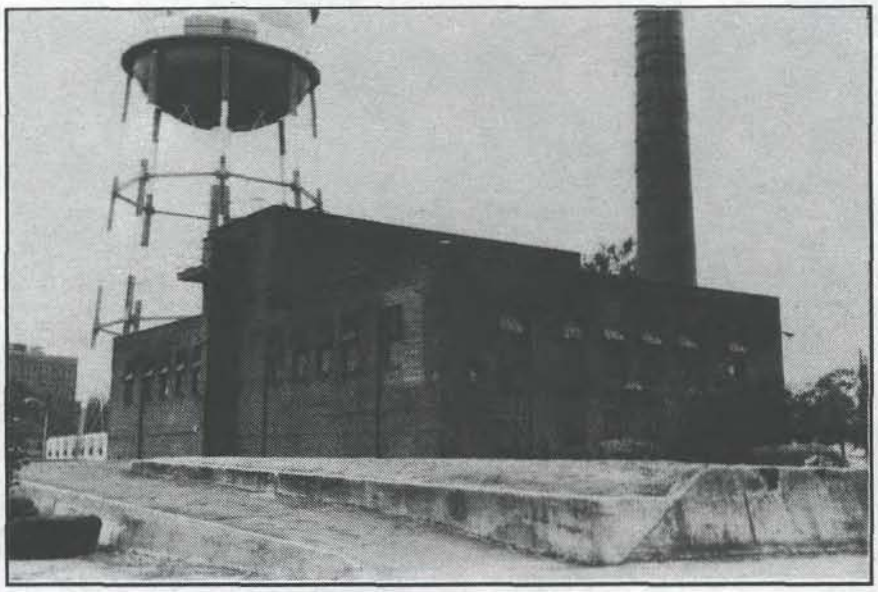

Plate 13. Building 21. View to south.

Plate 14. Building 10. View to south.

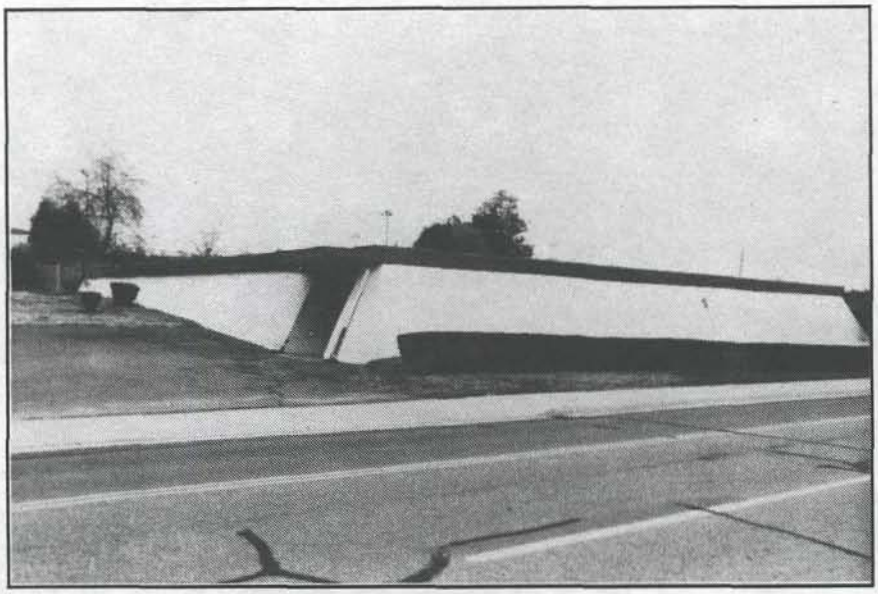

Plate 15. Building 26. View to northeast.

APPENDIX A

CAMERON STATION BUILDING INVENTORY AND NATIONAL REGISTER ASSESSMENT

Bldg. No.	Orig. Function	Current Function	Date Completed	Resource Category	National Register Status
1	Warehouse	Exchange Main Retail	1942	IV	NE - Integrity Loss - Alterations
2	Warehouse	Commissary	1942	IV	NE - Integrity Loss - Alterations
3	Warehouse	Offices	1942	IV	NE - Integrity Loss - Alterations
4	Warehouse	Offices	1942	IV	NE - Integrity Loss - Alterations
5	Warehouse	Offices	1942	IV	NE - Integrity Loss -Alterations
6	Warehouse	Offices/Warehouse	1942	IV	NE - Integrity Loss - Alterations
7	Warehouse	Dining/Warehouse	1942	IV	NE - Integrity Loss - Alterations
8	Warehouse	Offices	1942	IV	NE - Integrity Loss - Alterations
9	Open Shed	Admin Bldg	1942	IV	NE - Integrity Loss - Alterations
10	Maintenance Shop	Maintenance Shop	1942	IV	NE - Lack of Significance
12	Sentry Station	Sentry Station	1970	IV	NE - Post-1945
14	Water Tank	Water Tank	1942	IV	NE - Lack of Significance
15	Post Headquarters	Post Headquarters	1944	IV	NE - Integrity Loss - Alterations
16	Bach Offrs Qtrs	Dispensary	1942 - WWII temp	IV	NE - Integrity Loss - Alterations
17	Eng Admin Bldg	Eng Admin Bldg	1942	IV	NE - Integrity Loss - Alterations
18	Transformers	Transformers	1942	IV	NE - Lack of Significance
20	Branch Exchange	Branch Exchange	1983	IV	NE - Post-1945
21	Heating Plant	Heating Plant	1942	IV	NE - Lack of Significance
22	Sentry Station	Sentry Station	1966	IV	NE - Post-1945
23	Service Station	Service Station	1961	IV	NE - Post-1945
24	Picnic Pavilion	Picnic Pavilion	1965	IV	NE - Post-1945
25	Cafeteria	Administration	1942 - WWII temp	IV	NE - Integrity Loss - Alterations
26	Reservoir	Storehouse	1943	IV	NE - Lack of Significance
27	Sentry Station	Sentry Station	1966	IV	NE - Post-1945
28	Sentry Station	Sentry Station	1966	IV	NE - Post-1945
30	Flam Mat Storehse	Insecticide Storage	1976	IV	NE - Post-1945

Bldg. No.	Orig. Function	Current Function	Date Completed	Resource Category	National Register Status
31	Flam Mat Storehse	Flam Mat Storehse	1965	IV	NE - Post-1945
34	Storehouse	Flam Mat Storehse	1942 - WWII temp	IV	NE - Lack of Significance
38	Bus Shelter	Bus Shelter	c. 1967	IV	NE - Post-1945
47	Latrine	Latrine	1963	IV	NE - Post-1945
48	Public Toilet	Public Toilet	1983	IV	NE - Post-1945
49	Band Stand	Band Stand	1978	IV	NE - Post-1945
68	Gas & Diesel Station	Gas & Diesel Station	1984	IV	NE - Post-1945
70	Gas Station	Gas Station	1973	IV	NE - Post-1945
71	Flam Mat Storehse	Flam Mat Storehse	1961	IV	NE - Post-1945
74	Bandstand/Pavilion	Bandstand/Pavilion	1984	IV	NE - Post-1945
79	Transformers	Transformers	1942	IV	NE - Lack of Significance

Notes:

1. Date Completed: "WWII temp" indicates a building or structure constructed during World War II as a temporary facility.

2. Resource Category: The Army assigns properties to one of four categories that define significance and establish management priorities. Category I properties are those of "major importance." Category II properties are those of "importance." Category III properties are of "minor importance." Category IV properties are of "little or no importance."

3. National Register Status: Properties are evaluated as either "NRE" -- National Register Eligible, or "NE" -- Not Eligible.