

FORT BARRY, SIGNAL CORPS RADAR 296, STATION 5,  
TRANSMITTER BUILDING FOUNDATION  
Golden Gate National Recreation Area  
Point Bonita, Marin Headlands  
Sausalito vicinity  
Marin County  
California

HABS CA-2794-A  
CA-2794-A

HABS  
CA 2794-A

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY  
PACIFIC WEST REGIONAL OFFICE  
National Park Service  
U.S. Department of the Interior  
1111 Jackson Street, Suite 700  
Oakland, CA 94607

## HISTORIC AMERICAN BUILDINGS SURVEY

### FORT BARRY, SIGNAL CORPS RADAR (S.C.R.) 296 STATION 5 TRANSMITTER BUILDING FOUNDATION

HABS No. CA-2794-A

Location: The Signal Corps Radar (S.C.R.) 296 Station 5 Transmitter Building Foundation is located off a dirt access road approximately 1800' north of Point Bonita Lighthouse and approximately 600' south of Field Road in the Marin Headlands, Golden Gate National Recreation Area, Marin County, California. USGS Quadrangle Point Bonita, California (7.5') 1968. UTM: 10.0541394.4185782

Significance: The S.C.R. 296 Station 5 Transmitter Building Foundation is important for its supporting role in the seacoast defenses of the San Francisco Bay. Station 5 supported the S.C.R. 296, a highly sensitive, precision fire-control radar that quickly and accurately determined the range and azimuth (horizontal angular distance) of a ship and transmitted this information to a battery's gun pointer dials. This structure is a contributing element to the Forts Baker, Barry and Cronkhite National Register Historic District.

Description: The S.C.R. 296 Station 5 Transmitter Building Foundation is located near the end of a dirt and gravel access road that leads from Field Road to the U.S. Coast Guard's Point Bonita Vessel Traffic Service (VTS) Station in the Marin Headlands of the Golden Gate National Recreation Area. The southernmost portion of the trail is paved in asphalt, starting near the north end of the retaining wall. The ridge is covered by tall grasses and shrubs that conceal most of the foundation and retaining wall. Large evergreen trees are found along the lower ridgeline and the west side of the trail, which is supported by a modern concrete retaining wall. Cypress and other evergreen trees grow along the east side of the road, where the hillside drops steeply to a paved road that leads to the Point Bonita Lighthouse.

The Signal Corps Radar (S.C.R.) 296 Station 5 Transmitter Building Foundation is located approximately 10'-0" west of the access road, at 262' above sea level. The board-formed concrete structure is roughly rectangular in plan, measuring 20'-6" in length, 20'-2" in width, and about 1'-0" in depth. A small rectangular pad (6'-0" in length and 3'-0" in width) is centered on its north side. Remnants of asphalt floor tiles are still extant on the foundation. Two circular cutouts pierce the foundation floor near its northwest and southeast corners. A third cutout (about 1'-2" wide) is located near the southwest corner of the foundation and runs north a few feet before turning east. Vegetation partially obscures the foundation; therefore its extent is unknown. All corners of the foundation are visible, but vines and tree limbs mask the northwest and southeast sides. A V-shaped concrete drainage ditch wraps around the foundation's north, west and south sides where it then runs to the top of a retaining wall along the access road. The ditch is approximately 3'-0' in width and 1'-0" deep.

Historic

Context:

The following text provides a history of the S.C.R. 296 Station 5 Transmitter Building Foundation as well as a general history of the Forts Baker, Barry and Cronkhite National Register Historic District.

The Forts Baker, Barry and Cronkhite National Register Historic District historically played a key role in the coastal defense of the West Coast. The United States military determined the San Francisco Bay to be the most important harbor in the Pacific coast not long after the United States obtained California at the Mexican War in 1848. Despite President Fillmore's executive order that reserved Lime Point as the site of a future fort in 1850, it was not until 1866 that the government successfully purchased approximately 1,900 acres of headlands and formally established Lime Point Military Reservation to augment the fortification at the Presidio of San Francisco.<sup>1</sup> With the technological restrictions of mid-nineteenth-century short-range artillery, the Army installed defenses at the narrowest part of the harbor entrance. Over the next ten years, under the direction of Major George Mendell (United States Engineers), the Army constructed four batteries (Gravelly Beach, Cliff, Ridge, and Cavallo) at or near Lime Point. However, within the next decade, the Lime Point emplacements were rendered nearly obsolete by advances in heavy ordinance that led to lighter, longer range, and more powerful weapons with greater accuracy and potential for heavier damage.<sup>2</sup> In light of these technological developments, the Board on Fortifications or Other Defenses, also known as the Endicott Board (named after the board's chairman Secretary of War William C. Endicott), announced in late 1885 that San Francisco's harbor was exposed and difficult to defend because of its wide entrance. To match the caliber and range of modern warship guns, the board recommended significant gun and mortar enhancements throughout the San Francisco Bay. In addition, the line of defense would be shifted westward, and new batteries would be constructed along the westernmost points of the entrance to the bay to defend against enemy attack on San Francisco or its harbor.<sup>3</sup>

Over the next two decades, the Army constructed a series of modern, massive, reinforced-concrete batteries and various support structures in the San Francisco Bay. At Lime Point Military Reservation, formally renamed Fort Baker in April 1897, Batteries Spencer, Ridge, Kirby, Duncan, Orlando Wagner and George Yates were constructed between 1893 and 1904. In the western portion of the reservation, which previously had not had any fortifications, the Army built Batteries Mendell, Alexander, Edwin Guthrie, Patrick O'Rorke, and Samuel Rathbone between 1900 and 1904 on what was then unofficially known as Point Bonita Military Reservation. In December 1904 this half of the former Lime Point Military Reservation was formally named Fort Barry. Lacking an adequate road between Forts Barry and Baker, the

---

<sup>1</sup> The 1,900 acres included all of the Marin Headlands, extending westward from Point Cavallo to Point Bonita.

<sup>2</sup> Erwin N. Thompson, *Historic Resource Study: Seacoast Fortifications, San Francisco Harbor, Golden Gate National Recreation Area, California*, (Denver: Denver Service Center, National Park Service, May 1979) 128.

<sup>3</sup> Thompson, *Historic Resource Study: Seacoast Fortifications*, 131.

Army determined that it would be cost effective to bring construction materials to a new wharf to be built within Bonita Cove. Instead of constructing a winding roadway up the steep, 250-foot-high hillside, the Army installed a 578-foot-long tramway from the engineers' wharf to a new road along the east side of Bonita Ridge, just below the old lighthouse. The northernmost point of the tramway included a hoist engine house constructed just above the Bonita Ridge roadway and below the summit. The Army built a retaining wall ca. 1900-1901 along the access road to support the engine house. At the time, Bonita Point and the Bonita Ridge were rural, relative unused lands that contained very little vegetation. The only structure located in the immediate vicinity of the wall was the 1855 lighthouse at Point Bonita, located at the approximate site of the current Coast Guard VTS tower. The lighthouse keeper's dwelling was located approximately 250' northeast of the wall, and a Life Saving Station was located further east on the hillside of Bonita Cove. At the end of the point was the second Point Bonita Lighthouse, constructed in 1877.<sup>4</sup>

Cargo was carried up the inclined tramway in cars that could support up to six tons. The cargo was then moved via horse-drawn wagon a short distance along the ridge road and then along the main fort road (presently known as Field Road) that connected the batteries, cement plant, and engineering shops. The Army used the tramway into the 1910s, but by World War I it had constructed a connecting tunnel and improved overland roads to Fort Baker, eliminating the need for the tramway.<sup>5</sup>

Just after completion of the last batteries at Fort Barry during the Endicott period, President Theodore Roosevelt ordered a board headed by Secretary of War William H. Taft to review all battery construction that had occurred during the preceding twenty years. Among the board's important recommendations was a modern system of aiming weaponry. As a result, dozens of mine position-finding and fire-control stations were constructed throughout San Francisco Bay, allowing the Army to better synchronize fire from the batteries. This was done by "relaying data from observation posts situated around the harbor mouth to the various battery fire control centers, each which housed a primitive mechanical computer, in order to coordinate the direction

---

<sup>4</sup> Thomas Lile, A.I.A., National Register of Historic Places Inventory-Nomination Form for Forts Baker, Barry and Cronkhite, December 12, 1973; Erwin N. Thompson, National Register of Historic Places Inventory-Nomination Form for Forts Baker, Barry and Cronkhite: Marin Headlands, January 11, 1979; David G. Sox, U.S. Coast Guard, National Register of Historic Places Amendment to Forts Baker, Barry and Cronkhite National Register of Historic Places Nomination: Signal Corps Radar (S.C.R.) 296 Station 5 at Fort Barry, May 31, 2005 and Register of Historic Places Amendment to Forts Baker, Barry and Cronkhite National Register of Historic Places Nomination: Bonita Ridge Access Road Retaining Wall at Fort Barry, May 31, 2005; U.S. Engineer Office, San Francisco, California. *Defenses of San Francisco Harbor, California, Fire Control, F 1/3 (Alexander, F1/4 (Barry), B1/2 (Mendell), and M1/1-M1/1 near Old Tower, Fort Barry, California.* July 29, 1907.

<sup>5</sup> Sox, National Register of Historic Places Amendment; Office Lt. H. Engineer, 12<sup>th</sup> District, San Francisco, California, *Map of Point Boneta and Vicinity Showing Location of Structures, Etc, as They Exist September 1902.*" September 24, 1902; U.S. Engineer Office, *Defenses of San Francisco Harbor, California, Fire Control,* July 29, 1907; U.S. Engineer Office, 2<sup>nd</sup> District, San Francisco, California, *Communications Cable System Fort Barry, California,* December 9. 1918.

and range of fire.”<sup>6</sup> At Fort Barry, two such fire-control stations and two mine-finding stations were constructed by 1908 along Bonita Ridge, just southwest of the engine hoist house. These stations were accessed by a reinforced concrete stairway at the south end of the retaining wall.<sup>7</sup>

Over the next few years the Army completed the modernization projects, but by the onset of World War I Germany and England had achieved even greater technical advances in artillery that again made the Bonita Ridge stations obsolete. In 1915, the War Department’s Board of Review recommended a four-year program to further modernize coastal defenses. Fort Barry was one of two posts in San Francisco that would receive upgraded munitions. The Army constructed Battery Elmer J. Wallace southeast of Battery Alexander and northeast of Point Bonita in 1917. Several antiaircraft emplacements were constructed at Fort Barry over the next few years. During the period between World War I and II, Forts Baker and Barry were continually upgraded in weaponry. Fort Cronkhite, located just north of Fort Barry, was the last of the large-gun military reservations constructed as part of the San Francisco coastal defense. Plans for 16” batteries at San Francisco originated in 1915, but it was not until the late 1930s that funding became available for their construction. The Army completed the 16” first battery, Battery Tensley, at Fort Cronkhite, in 1940.<sup>8</sup>

Around the time the Army began construction of Fort Cronkhite, the Signal Corps developed new radar technology that would allow detection of approaching vessels and immediately provide precise location to the Coast Artillery Corps batteries. More pressing needs for defense deferred this development until 1941, when the Signal Corps Laboratories obtained what it named Signal Corps Radar (S.C.R.) 296 from Western Electric, and modified it to track targets. Proving its proficiency, the Coast Artillery ordered 20 such systems. Shortly thereafter, Japan attacked Pearl Harbor, causing the Army to fear that small vessels were a plausible concern for attack on coastal harbors. The Coast Artillery increased its order of S.C.R. 296 systems to 176 by mid-1942, when the first sets were delivered. The Army installed ten S.C.R. 296 systems near observation stations within San Francisco’s harbor defenses. Fort Barry’s S.C.R. 296 Station 5, built in 1943, was one of five such systems installed north of the Golden Gate Bridge.<sup>9</sup>

---

<sup>6</sup> Thompson, *Historic Resource Study: Seacoast Fortifications*, 222, 229-235.

<sup>7</sup> David G. Sox, U.S. Coast Guard, National Register of Historic Places Amendment to Forts Baker, Barry and Cronkhite National Register of Historic Places Nomination: U.S. Army Buildings 621 & 622 Fire Control Stations at Fort Barry, May 31, 2005.

<sup>8</sup> Lile, National Register of Historic Places Inventory-Nomination Form; Thompson, National Register of Historic Places Inventory-Nomination Form.

<sup>9</sup> George Raynor Thompson et al., *The Technical Services, The Signal Corps: The Test* (December 1941 to July 1943), (Washington D.C.: United States Army, 2003) 256-259; The other four SCR-296 systems installed north of the Golden Gate were located at Wildcat Ridge, Bolinas Point, Hill 640 above Stinson Beach and Wolf Ridge at Fort Cronkhite. Brian B. Chin, *Artillery at the Golden Gate: The Harbor Defenses of San Francisco in World War, II* (Missoula,

The S.C.R. 296 was a highly sensitive, 700-MHz precision, fire-control radar assigned to a specific gun battery. Station 5 was presumably assigned to Battery Mendell, the closest battery to the radar site. Used to monitor the advance of sea-borne vessels, the S.C.R. 296 accurately determined the range and azimuth (horizontal angular distance) to a ship, which data was then transmitted to the battery's gun pointer dials. Thus, the process of obtaining locational data and sending it to artillery was almost automatic. Operation of the installation required five persons: range operator, range reader, azimuth operator, azimuth reader, and power plant operator.<sup>10</sup>

Fort Barry's S.C.R. 296 Station 5 at Point Bonita originally included a radar tower, transmitter building, transformer manhole, and a powerhouse with an underground fuel tank. A wood walkway and stairway connected the four components, leading over the concrete retaining wall (previously discussed) and down to the access road. The radar tower was located on Bonita Ridge (approximately 270' above sea level) just north of the Navy's Harbor Defenses No. 2 Signal Station, which the Navy constructed ca. 1940-1941 for the Coast Guard. All four concrete piers that supported the radar tower are extant today. The transformer manhole (at an elevation of 264' above sea level) is located southeast of the tower and southwest of the transmitter building. The transmitter building was constructed on the former site of the tramway engine hoist building, at an elevation of 262'. While both prefabricated metal and board-formed concrete were typical construction methods for S.C.R. 296 transmitter buildings, it is unclear which method the Army utilized for the Station 5. Coast Guard records in 1964 indicate S.C.R. 296 was a concrete building; however, two years later it was listed as a temporary building, which were typically constructed of wood. Still another Coast Guard document from 1964 lists the station as a permanent building. The powerhouse was listed in 1943 along the west side of the access road, near the northernmost end of the retaining wall. Today only the powerhouse foundation is extant.<sup>11</sup> All of the equipment that comprised the S.C.R. 296 system is gone.

Even as the S.C.R. 296 stations were being installed during World War II, the Signal Corps had begun development of a better tracking system for coastal defense that

---

Montana: Pictorial Histories Publishing Company, Inc. 1994) 116-117; Sox, National Register of Historic Places Amendment...Signal Corps Radar (SCR) 296 Station 5 at Fort Barry; Office of Artillery Engineer, *Harbor Defenses of San Francisco, Fort Barry*, Drawing No. A-18-23, Sheet 1 of 2, March 2, 1942.

<sup>10</sup> Sox, National Register of Historic Places Amendment to Forts Baker, Barry and Cronkhite National Register of Historic Places Nomination, Signal Corps Radar (SCR) 296 Station 5 at Fort Barry.

<sup>11</sup> Construction date for the Harbor Defenses No. 2 Signal Station was provided through personal communication with David G. Sox, U.S. Coast Guard, Maintenance and Logistic Command Pacific, Civil Engineering Division, Oakland, California, August 22, 2005. S. E. Tower, 1<sup>st</sup> Lt, AGC, Letter to the Commander, Twelfth Coast Guard District, March 23, 1966; "Army Improvements in U.S. Coast Guard Point Bonita Light Station Area Fort Barry," April 16, 1964. This document lists Building 624 as a 400'-0" square foot concrete structure labeled SCR 296 Station, which was in poor or unusable condition; Commanding Officer, Presidio of San Francisco, California, "Transfer and Acceptance of Military Real Property," January 31, 1966 (accepted by C. C. Knapp, Rear Admiral, U.S. Coast Guard Commander, Twelfth Coast District on February 17, 1966) 1; U.S. Engineer Office, *Harbor Defenses of San Francisco, Fort Barry, California, S.C.R. 296 Location Plan*, Sheet 1, October 8, 1943, revised October 30, 1943.

eventually replaced the S.C.R. 296 after the war.<sup>12</sup> In February 1966, the Coast Guard obtained from the Army 39 acres at Point Bonita, including the Point Bonita Light Station, Harbor Defenses No. 2 Signal Station, Meteorology Station, fire control stations and the adjacent S.C.R. 296 Station 5. In 1982, the Coast Guard permitted the majority of the land and facilities at Point Bonita to the National Park Service, Golden Gate National Recreation Area.

Sources:

A. Architectural Drawings:

*Harbor Defenses of San Francisco, Military Reservation Fort Barry Location No. 9.* November 15, 1945. On file at Golden Gate National Recreation Area Records and Archives Center. Drawer 211, Folder 1.

Office of Artillery Engineer. *Harbor Defenses of San Francisco, Fort Barry.* Drawing No. A-18-23, Sheet 1 of 2. March 2, 1942. On file at Golden Gate National Recreation Area Records and Archives Center. Drawer 211, Folder 1.

Office Lt. H. Engineer, 12<sup>th</sup> District, San Francisco, California, *Map of Point Boneta and Vicinity Showing Location of Structures, Etc, as They Exist September 1902.* September 24, 1902. On file at Golden Gate National Recreation Area Records and Archives Center. Drawer 211, Folder 1.

U.S. Engineer Office, San Francisco, California. *Defenses of San Francisco Harbor, California, Fire Control, F 1/3 (Alexander, F1/4 (Barry), B1/2 (Mendell), and M1/1-M1/1 near Old Tower, Fort Barry, California.* July 29, 1907. On file at Golden Gate National Recreation Area Records and Archives Center. Drawer 283, Folder 1.

U.S. Engineer Office, 2<sup>nd</sup> District, San Francisco, California. *Communications Cable System Fort Barry, California.* December 9, 1918. On file at Golden Gate National Recreation Area Records and Archives Center. Drawer 211, Folder 1.

U.S. Engineer Office. *Harbor Defenses of San Francisco, Fort Barry, California. S.C.R. 296 Location Plan.* Sheet 1, October 8, 1943, revised October 30, 1943. On file at Golden Gate National Recreation Area Records and Archives Center. Drawer 283, Folder 1.

\_\_\_\_\_. *Harbor Defenses of San Francisco, Fort Barry, California. S.C.R. 296 Electrical Service.* Sheet 2, October 8, 1943, revised October 30, 1943. On file at Golden Gate National Recreation Area Records and Archives Center. Drawer 283, Folder 1.

\_\_\_\_\_. *Harbor Defenses of San Francisco, Fort Barry, California, S.C.R. 296 Transformer Manhole Details.* Sheet 3. October 11, 1943. On file at Golden Gate National Recreation Area Records and Archives Center. Drawer 283, Folder 1.

<sup>12</sup> George Raynor Thompson et al., *The Technical Services*, 257.

\_\_\_\_\_. Topography Adjacent to SCR 296, Fort Barry, California. May 28, 1943.  
On file at Golden Gate National Recreation Area Records and Archives Center.  
Drawer 283, Folder 1.

U.S. Coast Guard, Civil Engineer Unit Oakland. *Relocate/Replace VTS Tower Pt. Bonita, San Francisco Bay, CA, Civil Existing Site Plan*. Drawing Number 11-07437, C2, Sheet 3. n.d. On file at U.S. Coast Guard Maintenance and Logistic Command Pacific, Civil Engineering Division, Oakland.

\_\_\_\_\_. *Relocate/Replace VTS Tower Pt. Bonita, San Francisco Bay, CA, Civil New Site Plan*. Drawing Number 11-07437, C3, Sheet 4. n.d. On file at U.S. Coast Guard Maintenance and Logistic Command Pacific, Civil Engineering Division, Oakland.

\_\_\_\_\_. Survey map showing existing conditions at Bonita Ridge, Fort Barry. Sheet 1. May, 15, 2003. On file at U.S. Coast Guard Maintenance and Logistic Command Pacific, Civil Engineering Division, Oakland.

U.S. Coast Guard, Civil Engineering Office, San Francisco. Bonita Point Coast Guard and Lighthouse Station, General Topographic and Location Map. Sheet 1. June 1940. On file at U.S. Coast Guard Maintenance and Logistic Command Pacific, Civil Engineering Division, Real Property files, Oakland.

B. Bibliography:

1. Published Sources:

Chin, Brian B. *Artillery at the Golden Gate: The Harbor Defenses of San Francisco in World War II*. Missoula, Montana: Pictorial Histories Publishing Company, Inc. 1994.

Thompson, Erwin N. *Historic Resource Study: Seacoast Fortifications, San Francisco Harbor, Golden Gate National Recreation Area, California*. Denver: Denver Service Center, National Park Service, May 1979.

\_\_\_\_\_. National Register of Historic Places Inventory-Nomination Form for Forts Baker, Barry and Cronkhite: Marin Headlands. January 11, 1979.

Thompson, George Raynor, et al. *The Technical Services, The Signal Corps: The Test (December 1941 to July 1943)*. Washington D.C.: United States Army, 2003.

2. Unpublished Sources:

Lile, Thomas, A.I.A. National Register of Historic Places Inventory-Nomination Form for Forts Baker, Barry and Cronkhite. March 26, 1973. The district was formally listed in the National Register of Historic Places on December 12, 1973.

Sox, David G. Register of Historic Places Amendment to Forts Baker, Barry and Cronkhite National Register of Historic Places Nomination: Bonita Ridge Access Road Retaining Wall at Fort Barry. May 31, 2005. On file at U.S. Coast Guard

Maintenance and Logistic Command Pacific, Civil Engineering Division, Real Property files, Oakland.

\_\_\_\_\_. National Register of Historic Places Amendment to Forts Baker, Barry and Cronkhite National Register of Historic Places Nomination: Signal Corps Radar (S.C.R.) 296 Station 5 at Fort Barry. May 31, 2005. On file at U.S. Coast Guard Maintenance and Logistic Command Pacific, Civil Engineering Division, Real Property files, Oakland.

\_\_\_\_\_. National Register of Historic Places Amendment to Forts Baker, Barry and Cronkhite National Register of Historic Places Nomination: U.S. Army Buildings 621 & 622 Fire Control Stations at Fort Barry. May 31, 2005. On file at U.S. Coast Guard Maintenance and Logistic Command Pacific, Civil Engineering Division, Real Property files, Oakland.

\_\_\_\_\_. National Register of Historic Places Amendment to Forts Baker, Barry and Cronkhite National Register of Historic Places Nomination: U.S. Navy Harbor Defenses No. 2 Signal Station at Fort Barry. May 31, 2005. On file at U.S. Coast Guard Maintenance and Logistic Command Pacific, Civil Engineering Division, Real Property files, Oakland.

\_\_\_\_\_. National Register of Historic Places Amendment to Forts Baker, Barry and Cronkhite National Register of Historic Places Nomination: U.S. Army Meteorological Station at Fort Barry. May 31, 2005. On file at U.S. Coast Guard Maintenance and Logistic Command Pacific, Civil Engineering Division, Real Property files, Oakland.

S. E. Tower, 1<sup>st</sup> Lt, AGC. Letter to the Commander, Twelfth Coast Guard District. March 23, 1966. On file at U.S. Coast Guard Maintenance and Logistic Command Pacific, Civil Engineering Division, Real Property files, Oakland.

“Army Improvements in US Coast Guard Point Bonita Light Station Area Fort Barry.” April 16, 1964. On file at U.S. Coast Guard Maintenance and Logistic Command Pacific, Civil Engineering Division, Real Property files, Oakland.

Commanding Officer, Presidio of San Francisco, California. “Transfer and Acceptance of Military Real Property.” January 31, 1966 (accepted by C. C. Knapp, Rear Admiral, US Coast Guard Commander, Twelfth Coast District on February 17, 1966). On file at U.S. Coast Guard Maintenance and Logistic Command Pacific, Civil Engineering Division, Real Property files, Oakland.

C. Likely Sources not yet investigated:

1. Golden Gate National Recreation Area Archives and Records Center.

JRP carefully reviewed the index to collections of the Golden Gate National Recreation Area Archives and Records Center and examined historic photographs and drawings as well as other documentation that pertained to or had the potential to be associated with the Signal Corps Radar (S.C.R.) 296 Station 5. The following collections might provide

additional information about Signal Corps Radar (S.C.R.) 296 Station 5 but were not wholly accessible or were not available to the public at the time of this documentation.

Fort Barry: Army Corps Photos 1936-1939  
Erwin Photo Collection Coast Artillery Photos, 1930-1937  
Panoramic 1918

Point Bonita: U.S. Coast Guard Station Plans, 1902.

2. National Archives and Records Administration (NARA).

National Archives at College Park, Still Picture Records LICON, Special Media Archives Services Division. Located in College Park, Maryland.

Record Group 165, Records of the War Department General and Special Staffs, 1860-1952. War Department (1789 – 9/18/1947), “Post World War I Activities in the 9<sup>th</sup> Corps Area, California, ca. 1921.” ARC Identifier 533448. Contains prints taken by the Signal Corps, detailing post-World War I activities in the 9<sup>th</sup> Corps. This includes prints of Camp Barry.

Record Group 77, Records of the Office of the Chief of Engineers, 1789-1988. War Department, office of the Chief Engineers (1818 – 9/18/1947). “Miscellaneous Photographs Relating to Activities of the Corps of Engineers, 1893-1908.” ARC Identifier 519680. This record group contains four views of shore batteries at Point Bonita in 1903.

National Archives Pacific Sierra Regions, San Bruno, California:

Record Group 392, Records of the Army Coast Artillery District and Defenses, 1901-1942.

Record Group 393, Records of the Army Continental Commands, 1821-1920.

Project

Information: The project was undertaken to fulfill the requirements of the “Memorandum of Agreement” between the United States Coast Guard California and the California State Historic Preservation Officer, for the demolition the Signal Corps Radar (S.C.R.) 296 Station 5 Transmitter Building foundation and Bonita Ridge Access Retaining Wall for the replacement/relocation of the United States Coast Guard Vessel Traffic Service Radar Tower at Point Bonita.

Toni Webb of JRP Historical Consulting prepared this document for the United States Coast Guard (under subcontract from TEC ACRE). Toni Webb conducted the fieldwork, wrote descriptions and the historic context. William B. Dewey produced the photography.

**LOCATION AND SITE MAPS**

