FORT BRAGG, ORDNANCE/MOTOR REPAIR SHOP
(Fort Bragg, Building No. 2-1251)
Northwest corner of Macomb Street & Sturgis Street
Fort Bragg
Cumberland County
North Carolina

HABS No. NC-~~398~~ 397-D

HABS
NC-397-D

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Southeast Region
Department of the Interior
Atlanta, Georgia 30303

HISTORIC AMERICAN BUILDINGS SURVEY

FORT BRAGG, ORDNANCE/MOTOR REPAIR SHOP
(Fort Bragg, Building No. 2-1251)

HABS No. NC-~~398~~ 347-D

Location: Northwest corner of Macomb Street & Sturgis Street, Fort Bragg, Cumberland County, North Carolina

USGS Manchester, North Carolina, United States Quadrangle,

Universal Transverse Mercator Coordinates: 17.3891371.683294

Present Owner: Department of Defense

Department of the Army

Fort Bragg

Present Use: Vacant

Significance: The Ordnance/Motor Repair Shop area at Fort Bragg is a contributing part of an eligible Fort Bragg historic district for the National Register of Historic Places. The Ordnance/Motor Repair Shop (Fort Bragg, Building No. 2-1251) and Boiler House (Fort Bragg, Building No. 2-1150) were built July 29, 1941, and the Oil Storage Building (Fort Bragg, Building No. 2-1152) was built March 5, 1948; the buildings served the Quartermaster Corps at Fort Bragg. The Ordnance/Motor Repair Shop area was at the eastern edge of the Quartermaster Corps/Guard Compound as identified in the Fort Bragg Military Reservation Eligibility Report, May 2001.

PART I. HISTORICAL INFORMATION

A. Physical History

1. Date of Erection: 1941

2. Architect: Office of the Quartermaster General

3. Original and Subsequent Owners: Department of the Army, Fort Bragg

4. Builder, contractor, suppliers: T.A. Loving & Company, Goldsboro, North Carolina

5. Original plans and construction: The actual construction plans for this building could not be located during the research investigation. The plans for the mass-produced ordnance repair shop were located. In addition, one subsequent maintenance and renovation plan for the Ordnance/Motor Repair Shop was located.

6. Alterations and additions: The building has had little alteration to its fabric since construction. The Ordnance/Motor Repair Shop, Building 2-1252 (originally numbered 583), had its gutters and downspouts replaced at an undetermined time.

B. Historical Context: Ordnance/Motor Repair Shop Area.

1. Introduction[1]

The Fort Bragg Old Post Historic District is the administrative center of Fort Bragg, located about ten miles northwest of Fayetteville in the Sandhills of eastern North Carolina. Fort Bragg contains approximately 140,000 acres located principally in Cumberland and Hoke counties. The Old Post Historic District, containing approximately 556 acres, lies at the eastern edge of the base, in Cumberland County where level terrain was suitable for buildings and parade grounds. Fort Bragg was initially established as a National Army Camp in 1918 in response to World War I. When Camp Bragg was designated a permanent installation in 1922 the Old Post Historic District developed as a planned community and was built from 1927 to 1939. It accommodated the field artillery training program between the two world wars. The historic district contains administrative, family housing, community, and recreational facilities interspersed with open, green spaces giving it the appearance of a campus. The 1918 and 1926 Beaux Arts landscape plan is composed of Spanish Eclectic and Georgian Revival-style buildings unified by the use of stucco and brick materials. Of 301 contributing resources, 298 are permanent buildings. Two sites are planned recreational landscapes: the Ryder golf course and Polo Field Nos. 1 and 2, and a statue commemorating the airborne trooper. Seventy-nine resources do not contribute, as they are temporary World War II buildings or post-1951 construction, or have lost architectural integrity.

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[1] Sections 1-2b taken and adapted from M. Ruth Little, *Historic Architectural Resources Eligibility Report: Fort Bragg Military Reservation* (Raleigh, NC: Longleaf Historic Resources prepared for Public Works Business Center, Fort Bragg, North Carolina, May 2001).

The district is a cohesive, intact, representative example of Army planning and permanent construction during the period between World War I and World War II. Monumental architecture, tree-lined streets, and plaza-like parade ground and polo field are set in a Beaux Arts plan. The overall layout of the district is rectangular and oriented along the east-west axis of Randolph Street, which extends from Bragg Boulevard (the historic connector to Fayetteville) to the traffic circle where the airborne trooper "Iron Mike" statue stands. The traffic circle provides intermediary focus while uniting Randolph, Armistead, Dyer, Adams, and Dragonway streets and forms the point of the stylized "chevron" design. The parade ground area, known as the "civic center," was designed in 1918 for the original World War I camp. The Main Post Chapel (1-1510) serves as a ceremonial anchor for the cross-axis of the parade. The officer's housing area, known as Normandy Heights, is arranged along geometric streets around the parade ground, with one and two-story Spanish Eclectic-style houses set in mature landscaping of oak, maple, and magnolia. A picturesque Spanish Eclectic-style Officers Club (1-4930) and golf course forms the southern boundary of the officers' area. The non-commissioned officer's housing, known as Bastogne Gables, is a geometric grouping of approximately one hundred Spanish Eclectic bungalows arranged around a central park in the northeastern section of the district one block north of Macomb Street. Only three World War I period buildings remain: a gymnasium (2-1705) and two warehouses (8-3201 and 8-3502).

The administrative zone extends in a linear grid along Macomb Street. At its heart, at the junction of Armistead and Macomb streets, the Post Hospital (1-1326) and Post Headquarters (1-1333) face one another diagonally across the intersection. Five large three-story barracks (2-1105, 2-1120, 2-1127, 2-1133, and 2-1138) stand along the north side of Macomb Street, two barracks units along both sides of Armistead Street (2-1728 and 2-1731), and one barracks unit (1-1242) on the east side of Hamilton Street. Other significant buildings that make up the original permanent post are the Theater (1-1202), Guard House (2-1143), Finance and Quartermaster Corps Office (2-1148), Telephone Exchange (2-1114), Red Cross (1-1139), Commissary (2-1256), and Ordnance/Motor Repair Shop (2-1252) along Macomb Street, with a Heavy Gun Shop (2-1549) and warehouses on adjacent streets.

2. Fort Bragg Historical Background

2a. Camp Bragg: 1918-1922

In April 1917 the United States entered World War I, which had been devastating Europe since August 1914. Camp Bragg, the predecessor of Fort Bragg, was not one of the original sixteen temporary World War I cantonments established across the United States at this time, but was established during the second round of post openings, when specialized training posts were set up.[2] In late 1917, an advance scout for the United States Army began searching for land for a

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[2] Cannan, Deborah et al., *National Historic Context for Department of Defense Installations, 1790-1940.* (Frederick, MD: R. Christopher Goodwin and Associates prepared for US Army Corps of Engineers, Baltimore District, August 1995), v. 1, 52. The following specific information about Fort Bragg is synthesized from these main sources: Roy Parker Jr., *Cumberland County, A Brief History* (Raleigh, NC: North Carolina Department of Cultural Resources, 1990), 114-117, 133-138; "Camp Bragg and Fayetteville NC, " 1919, North Carolina Collection, University of North Carolina, Chapel Hill; "History of Fort Bragg 1918-1967," typescript, XVIII Airborne Corps Headquarters, Fort Bragg, NC, 1967 [hereinafter "History," 1967]; Office of Public Relations, Fort Bragg, typescript history, 1941, 9 pages, in collection of Main Post Library, Fort Bragg.

new field artillery range and camp, and one of the sites visited was the Fayetteville area. In June 1918 an investigative team was sent out from Washington with the following site parameters: a location in the northern area of the southeastern United States where the climate permitted year-round training, level topography, adequate water supply, access to railroad lines, and land that was not productive farm land. When they arrived in the Sandhills section of North Carolina's coastal plain, in Hoke County, they found what they were looking for and began to lease land for the camp. The new camp was named Camp Bragg in honor of General Braxton Bragg, of Warrenton, North Carolina, a captain in the Mexican War and subsequently a general in the Confederate Army.

The original master plan of Camp Bragg was prepared in 1918 by Lieutenant Colonel D.H. Sawner of the U.S. Army Quartermaster Corps, C.F. Pilat, camp planner, and J.E. Sirrine, supervising engineer.[3] Pilat and Sirrine were apparently local Camp Bragg personnel, while Sawner was at the Quartermaster Corps Office in Washington. The 1918 plan of Camp Bragg by Sawner, Pilat, and Sirrine was a dramatic Beaux-Arts plan, which Fort Bragg still retains today: Reilly Road serves as the north-south axis avenue and parallel blocks progress east from its boundary. Randolph Street, the long entrance avenue serving as a secondary east-west axis avenue, extends west from Bragg Boulevard. It terminates at a point where streets extend diagonally out and around the so-called "civic center," containing the parade ground. A temporary officers club, the theatre, officers' quarters, and the golf course then bordered the civic center. North of Randolph Street extends a grid of streets intersecting at right angles to form blocks of varying sizes.[4] The 1919 Corps of Engineers U.S. Army Special Military Map, Field Artillery Training Center Sheet No. 1 (see Figure 10), exemplifies the guidelines for the construction of army cantonments that W.G. Kilner and A.J. MacElroy setout in their *Cantonment Manual* of 1918. The typical cantonment plan can be one of two types: a u-shaped promenade or a linear configuration set along an exterior axis.

Camp Bragg was officially established on September 4, 1918. Leases were obtained on approximately 50,000 acres of land in Cumberland and Hoke Counties. On September 18, 1918, an army of ditch-diggers and carpenters began to build roads, water and waste systems, and hundreds of wooden buildings at a total cost of $7 million dollars.[5] In spring 1919, the camp was ready to accommodate 16,000 soldiers. The war ended on November 11, 1918; therefore, the new quarters were not occupied during wartime. The Army intended the post to become a permanent artillery post, and stationed 1200 troops there in 1919 and 1920. In 1921, the government began buying the land, ultimately paying almost $1 million dollars for 50,711 acres.

2b. Fort Bragg Between the Wars: 1922-1939

All of the forty-some World War I cantonments in the United States were neglected during the initial post-war years, and installations fell into disrepair. In August 1921, even though they were

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[3] "Camp Bragg and Fayetteville, NC," 13.

[4] "Camp Bragg and Fayetteville, NC," 13.

[5] "Camp Bragg and Fayetteville, NC," 15-17.

in the midst of acquiring title to the Camp Bragg land, the War Department decided to close Camp Bragg, along with many other temporary World War I cantonments. Camp Commander Albert J. Bowley, convinced that it was too valuable a training post to abandon, lobbied influential politicians and brought the Secretary of War, John W. Weeks, for an inspection visit. In September 1921, the abandonment orders were revoked, but Camp Bragg was still only a permanent camp, not a permanent post, and was still subject to closure. Construction in 1921-1922 of the first rail line that connected Fayetteville directly to the post improved accessibility. Because Camp Bragg was the only reservation in the United States large enough for long-range artillery weapons testing, the Field Artillery Board, an agency devoted to research and testing new artillery weapons, was transferred to Camp Bragg from Fort Sill, Oklahoma in February 1922.

In April 1922, the War Department established the installation as a permanent post, and on September 30, 1922, Camp Bragg became Fort Bragg.[6] By 1922, the post had a total acreage of 120,211 acres. The mid-1920s were years of valuable training for artillery regiments, with the Field Artillery Board making Fort Bragg a laboratory of experimentation in types of vehicles, weapons, and equipment.

Fort Bragg was one of five World War I temporary cantonments to be authorized for conversion into permanent school and home posts for the five branches of the Army. These posts were Fort Benning, Georgia (Infantry); Fort Belvoir, Virginia (Engineers); Fort Monmouth, New Jersey (Signal Corps); Fort Eustis, Virginia (Railway Artillery); and Fort Bragg (Field Artillery, east of the Mississippi).[7] A number of other posts were also improved during these years, including Fort Knox, Kentucky, Fort Devens, Massachusetts, Fort Lewis, Washington, Fort McClellan, Alabama, and Fort Sam Houston, Texas.[8]

In 1925, the Secretary of War noted in his *Annual Report* that the problem of providing adequate shelter was the gravest challenge of the War Department, and that officers dreaded fire in the temporary wooden barracks and in the hospitals. In 1926, to address these problems, Congress enacted Public Law 45 that authorized the Secretary of War to dispose of forty-three military reservations and create a "Military Post Construction Fund" to finance housing and hospital needs. In 1927, the first $7 million dollars became available, and Fort Bragg was one of the first recipients.

In 1926, the 1918 plan for Camp Bragg was reworked into a new master plan for the permanent post (see Figure 11). The planners, consisting of the Quartermaster Corps, post commander Brigadier General Albert J. Bowley, and consultant planner George B. Ford, artfully retained the original civic center containing the parade ground and axial street plan, and planned permanent buildings on the sites of the temporary frame World War I buildings.

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[6] "Fort Bragg, NC."

[7] Muriel Zimm Ray, "The Well Planned Post" (George Washington University masters' thesis, 1994), 9.

[8] Katherine Grandine, Fort Monmouth Cantonment Historic District National Register Nomination, 1993, Section 8, 4.

The five World War I posts, which were substantially designed or redesigned by the Quartermaster Corps in the 1920s and 1930s, have a unique architectural unity, for they evolved over a short period of time, unlike most posts that grew over nearly a century.[9] At this time the Quartermaster Corps, which oversaw planning, design and construction of permanent facilities, switched from a single-building emphasis to the planning of overall installations. Military posts were self-contained communities and were the products of a large-scale planning effort to illustrate contemporary planning theories. The Quartermaster Corps gave each existing post a complete study in order to develop an overall post design that would plan for the addition of all required permanent structures and to enable future expansion. Major General B. Frank Cheatham, Quartermaster Corps head, assembled a distinguished staff of architects, including First Lieutenant Howard B. Nurse. Cheatham consulted with civilian engineers, landscape architects and city planners, most notably George B. Ford, one of the first professional city planners, who reviewed all proposed post plans for functionality, aesthetic appearance, cost effectiveness and appropriateness for climate and culture.[10] The new urban planning concepts of the "garden city" and "city beautiful" movements were applied to the redesign of existing World War I cantonments. These movements were a product of the Beaux-Arts approach to design that was transferred from France to the United States in the late nineteenth-century, which emphasized monumentality, symmetry, classical ornamentation, and hierarchy supporting civic institutions.

Nurse, chief of the design branch of the Quartermaster Corps, was called to create "one great social organization," which would provide healthful conditions, positive social interaction, and proper soldier training. Nurse advocated careful consideration of the local topography, distinction between main thoroughfares and local streets. The grouping of buildings, especially public buildings, around expanses of open spaces presents a dramatic effect, coupled with the abundant use of recreation areas and private areas of quarters through street plan and landscaping.[11]

George B. Ford, city planning advisor to the War Department, wanted the new post to have "all the charm that the best modern subdivisions have and yet at the same time the new field should function with great efficiency."[12] He advocated post plans that presented pleasing "mosaics" or patterns from the air, with a combination of formal areas and informal areas, officers quarters arranged in charming subdivisions adjoining recreational facilities, garages grouped along rear alleys, crescent-shaped parade grounds with the chapel at one end and administration buildings at the other, and the grouping of service buildings along the periphery. By the late 1920s, the role of the parade ground as the central feature of the post, with the most important buildings arranged around the perimeter, and mustering the garrison in formation was discontinued. Parade

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[9] Ray, 231.

[10] Goodwin, v. 1, 77 and 172.

[11] 1st Lt. H.B. Nurse, "The Planning of Army Posts," *The Quartermaster Review* (Sept.-Oct. 1928): 14-16.

[12] George B. Ford, "New Army Posts for Old," *The Quartermaster Review* (Nov.-Dec. 1929): 20.

grounds now served as landscape elements within the overall master plan. Often boulevards and vistas linked multiple parade grounds, serving different functions.

Older posts presented numerous problems of integration of existing buildings with new buildings. For all five temporary cantonments that became permanent specialized posts in the 1920s, the main streets were already in place when the Quartermaster Corps began to develop official layouts in 1926, and the new posts were planned around them.[13] In a 1926 hearing before the United States Congress Committee on Military Affairs, Quartermaster General Cheatham stated that the first step was to develop a plan, with "complete layouts to the last buildings" for each post.[14]

This is exemplified in the proposed post plan, dated November 1926, following collaboration between Brigadier General Bowley and the Quartermaster Corps. The administrative focus was shifted to the intersection of Armistead and Macomb streets, while the barracks were arranged linearly along Macomb and Armistead streets. Ford modified the plan by remaking the elegant chevron design into officers' quarters around semi-elliptical or horseshoe-shaped plazas (see Figure 11). The Quartermaster Compound, with guardhouse, bakery, and warehouses, is shown in its present location at the eastern edge of the main post along the railroad tracks. The 1929 plan, updated in 1931, shows modifications to the plan made in 1928 and early 1929 to incorporate revisions that were being made as construction continued. This showed the additional officers' housing set with a plaza south of the parade and the location of the new hospital on Macomb Street. Another change in plan is the addition of Bastogne Gables NCO housing around a similar elliptical plaza at the northeast corner of the main post (site of the old World War I hospital area). Between 1928 and 1930, all occupied temporary buildings from the World War I building period were painted and most of the unoccupied ones were torn down. The first phase of permanent construction, which took place from 1927 to 1931, consisted of a number of three-story barracks, one and two-story officers' housing in Normandy Heights, and one-story NCO housing in Bastogne Gables. The end of 1931 saw over $3 million dollars spent on permanent construction at Fort Bragg. In 1934, the Post Headquarters (1-1333) was built opposite the Post Hospital (1-1326) on Macomb Street, and the Post Chapel (1-1510) was built facing the parade. A map, dated February 1, 1935, indicates completed new construction, proposed new construction and temporary construction on Fort Bragg (see Figure 12). Thus, the 1926 main post plan underwent constant refinement during the construction phase.

During the 1930s, the Works Progress Administration and Public Works Administration financed continued post construction. In 1938, Congress approved a million-dollar appropriation for Fort Bragg. From 1934 to 1940, barracks, officers' housing, and NCO housing continued to be built along with major public buildings such as the Theatre (1-1202), Federal Artillery Board (1-1554), Post Ordnance Shops (2-1549), Commissary (2-1256), Quartermaster Office (2-1148), Guard House (2-1143) and Signal (telephone) Offices (2-1114). Necessary industrial and

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[13] Ray, 118.

[14] Maj. Gen BF Cheatham, Quartermaster General United States Army, US House Committee on Military Affairs, "Housing Program of the Army" (69-2), 1926, H454, 23-25.

infrastructure construction, including ammunition magazines, motor and material sheds, and a modern water supply system with cast iron mains and storm and sanitary sewers took place as well.

2c. Fort Bragg During World War II: 1940-1945

The third building program, the Defense Preparation Program for World War II, took place from September 1940 to August 1941, an eleven-month period. With the increasing aggression of the fascist governments in Europe, Fort Bragg's activities accelerated. Involvement in a world war appeared inevitable, and Fort Bragg, because it was the largest field artillery range in the country, assumed a leading role in preparations for war.[15] The expansion of the post for World War II involved a construction force of some 31,000 men, daily payroll over $100,000, and lumber supplied by some 700 lumber mills. By August 1941, the expansion was largely complete, with 2,739 buildings constructed at a cost of $44 million dollars, making Fort Bragg North Carolina's third largest city.[16] The Constructing Quartermaster at Fort Bragg in 1940-1941 was Lawrence Lee Simpson, who had been involved in construction of some of the permanent buildings on the post in the 1930s.[17]

An account written at the time reveals the feverish activity generated by the National Defense Program:

> Seven days a week, twenty-four hours a day, these thousands of men, most of whom lived within a radius of ninety miles, worked steadily at the big program. Day and night huge trucks laden with building materials crept along the highways, which were already clogged by thousands of vehicles of every description. The two railroads that serviced the Post, the Cape Fear and the Atlantic Coast Line, delivered an average of 65 carloads of supplies daily. The timely procurement and delivery of building material contributed largely to the phenomenal speed with which the work was completed.
>
> For nine months, the work of expanding Fort Bragg's housing facilities had continued unabated. Everywhere workmen were pushing roads through pine forests and, at one period during the project, buildings were erected at the rate of one building every 32 minutes. Sights of soldiers in training, carpenters working, guns and construction equipment, crowds, and general upheaval all presented a crazy patchwork of pictures. But there was method in this madness because, by August 1941 2,739 new buildings were in use and several field units had progressed rapidly with the mobilization training.[18]

As of January 1, 1941, 20,000 personnel were stationed there. By July 1941, the personnel reached 67,000 men, making Fort Bragg the largest single encampment of soldiers in the United

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[15] *Army Navy Register*, April 12, 1941, 6.

[16] Office of Public Relations, Ft. Bragg, typescript, 1941. Collection of Main Post Library, Ft. Bragg, NC.

[17] Historical Display at Directorate Public Works and Environment, Ft. Bragg, November 1995.

[18] "History of Ft. Bragg 1918-1967," typescript, 1967, 88. XVIII Airborne Corps Headquarters, Ft. Bragg, N.C.

States. Fort Bragg's "fine rolling terrain, light sandy soil and moderate climate" made it the perfect location for tactical maneuvers and other training exercises during World War II. Over 300,000 men had been processed at Fort Bragg's induction center by the end of the war in 1945.[19]

3. Design Context

3a. Military Post Architecture

The architecture of the Old Post Historic District, which is predominantly Spanish Eclectic and Georgian Revival in style, is similar to that of other permanent posts in the southern United States developed during the 1920s and 1930s. Standardized building designs for all building types necessary for army posts had been part of the Army operating system since the late eighteenth century, but became the practice in the 1890s. Sometimes architect-designed buildings built at particular Army posts were incorporated into standardized plans, other times talented Constructing Quartermasters who work at a particular post contributed designs. By using these plans, the Army centralized building design. The Washington office sent building plans to the constructing quartermaster, who, instead of overseeing actual building construction using troop labor as in the nineteenth century, adopted the role of contracting officer as described in *Federal Emergency Administration Of Public Works Bulletin No. 15*, overseeing the work of local contractors. The contract was offered in a bid and awarded through the *U.S. Government Combined Form No. O.K. 50*, an itemized contract of work, materials, and costs. The bid and contract process were standardized by the *War Department's Specifications for Construction*, which detailed the materials and construction methods of every building to be constructed.

The Quartermaster Corps introduced the concept of regional architectural styles into the standardized plans during the mid-1920s. Military construction had always tended to be simplified versions of nationally popular architectural styles, but now, in a radical departure from previous formal Army architecture, designs were tailored for local climate conditions and to reflect local architectural history. An early attempt, the erection of Dutch Colonial Revival style officers' housing at Fort Benning, Georgia around 1924, was criticized as unsuitable for the hot Georgia summers.[20] The Army selected two primary styles, which they called the "Colonial" of the Atlantic seaboard and the "Spanish Mission" of the American Southwest, and standardized them for use throughout the country.[21] The Colonial style, featuring buildings with brick exteriors and slate roofs, was built from New England south to Virginia, and is now known as Georgian Revival. Along the Mexican border, at posts in Texas and California, the Spanish Mission style prevailed.[22] In this report it is known as Spanish Eclectic.

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[19] *Army Navy Register*, April 12, 1941, 6; "History of Ft. Bragg 1918-1967," typescript, 1967, 88. XVIII Airborne Corps Headquarters, Ft. Bragg, N.C.

[20] "National Historic Context for Department of Defense Installations, 1790-1940," prepared for U.S. Army Corps of Engineers, Baltimore District, August 1995. Vol. I, 207.

[21] "The Well Planned Post," Muriel Zimm Ray. George Washington University Master's Thesis, 1994, 9.

[22] "Housing the Army," *Quartermaster Review 10*, March-April 1931, 11-13

During the inter-war years, industrial buildings continued to follow functional, industrial designs, a pattern established about World War I, in contrast to the revivalist tradition for industrial structures common in the nineteenth century. By the late 1930s, military architects designed and built buildings that deviated from the standard revivalist mode, such as streamlined, Art Deco-influenced buildings. An example of this at Fort Bragg is the Heavy Gun Shop (2-1549) located in the Quartermaster Support Area, a steel and brick building with International detailing, built in 1934 (see Figure 1). A further example is the Ordnance/Motor Repair Shop (2-1251) constructed in 1941 (see Figure 2).

3b. Landscape

Landscaping became a priority of the Quartermaster Corps by 1931, when landscape architects were incorporated into the permanent staff of the Construction Divisions of the Corps. Careful tree planting to assure future shade, and the arrangement of trees and shrubbery to enhance the charm of simple quarters was emphasized at posts throughout the country (probably accomplished by the Civilian Conservation Corps whose district headquarters was located at Fort Bragg at this time).[23] In few locations around the country, would the mature tree cover and shrubbery have a greater impact than at Fort Bragg's Main Post, which thanks to the 1920s and 1930s landscaping, is a verdant oasis in the midst of the barren scrub oak and pine landscape of the Sandhills region.

3c. Buildings

From 1926 to 1939, the master plan was gradually completed with brick and stuccoed tile housing, civic, medical and office buildings (see Figure 12). Domestic buildings, including housing, the officers' club, and the chapel, are stuccoed Spanish Eclectic style, with barrel-shaped terra cotta tile roofs. The administrative buildings, hospital, and barracks are Georgian Revival style brick buildings with one exception: the Telephone Exchange (2-1114) is a simple Moderne style executed in stucco. Warehouses, repair buildings, and storage sheds are of standard industrial design and built of wood or steel frame with brick or metal cladding.

The archives of the Quartermasters Office at Fort Bragg contain individual record sheets for every permanent building in the district, generally with a photograph taken soon after construction. These sheets give the date of construction, square footage, construction materials, and specifications. No architect's names appear in any of these records. Various architects of the Quartermaster Generals Office produced the original plans and blueprints for each structure. Area contractors constructed all of Fort Bragg's buildings, and the names of some of them appear on their completion reports.

The public buildings in the Old Post Historic District, the 1934 Post Headquarters (1-1333), the 1932 Post Hospital (1-1326), and the 1933 Theatre (1-1202), occupy prominent positions on Macomb Street, while the 1934 Post Chapel (1-1510) stands nearby, facing the parade ground. The 1934 Federal Artillery Board Building (1-1554) faces the Polo Field on Scott Street, has a

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[23] "Landscaping the Army Post," E. Mack Hallauer, *Quartermaster Review 19*, (July-August 1939), 28-31.

Georgian Revival design, with a central pedimented pavilion with stone entrance and balcony. The Macomb Street buildings have Georgian Revival design, with red brick walls and white stone, concrete and wooden trim. The most impressive building, the Post Hospital, has a three-story central block, set on a raised basement, accessed by the grand stone staircase with heavy turned balusters and paneled posts leading to the main stone-trimmed Doric entrance. To the rear, the original Nurses' Quarters (1-1621) exhibit a less formal stuccoed Spanish Eclectic design, featuring an ornate stonework arched entrance with pedimented window and corner urns. The Main Post Chapel (1-1510), designed by the Atlanta firm of Hentz, Adler, and Schutze, exhibits such Spanish Eclectic features as the dramatically carved doors, large focal window, stuccoed walls, tiled roof and square tower.

At the east end of the Old Post Historic District, served by a network of rail spurs, stands the Quartermaster Support Area, containing the Quartermaster Office Building (2-1148), Quartermaster Maintenance Building (2-2055), Commissary (2-1256), Bakery (2-1361), Heavy Gun Shop (2-1549), and Ordnance Warehouse (8-3710), all constructed of brick in functional Georgian Revival, Moderne style, or utilitarian industrial design. Included in this area are the Ordnance/Motor Repair Shop (2-1251) and Boiler House (2-1150) constructed out of steel framing and sided by corrugated galvanized iron, and Oil Storage Building (2-1152) constructed out of wood framing and sided by corrugated galvanized iron. The 1948 master plan shows the Ordnance/Motor Repair Shop (2-1251) in its context (see Figure 13).

4. Ordnance/Motor Repair Shop Area

The Ordnance/Motor Repair Shop (originally numbered 583 and currently 2-1251) was necessary as the expanded post outgrew the Heavy Gun Shop (originally numbered 493 and currently 2-1549) with the war preparation construction in 1940 and 1941.

The ordnance officer for the Army's Fourth Corps area, headquartered in Atlanta, received a radiogram from an unspecified Army agency (likely the War Department Ordnance Office in Washington DC) asking:

> TO COORDINATE PLANS FOR THE CONSTRUCTION OF ORDNANCE FACILITIES AT REPLACEMENT CENTERS IT IS REQUESTED THAT YOU SUBMIT TO THIS OFFICE AT THE EARLIEST POSSIBLE TIME YOUR RECOMMENDATION ON REQUIRED ORDNANCE FACILITIES AT EACH CENTER ALLOCATED TO YOUR CORPS AREA PERIOD YOUR RECOMMENDATIONS SHOULD BE BASED ON THE USE OF THE STANDARD TYPES OF CONSTRUCTION NOW IN USE IN CONNECTION WITH THE CANTONMENT PROGRAM COMMA FOR EXAMPLE THE STEEL IGLOO TYPE MAGAZINES COMMA THE NEW TYPE ORDNANCE REPAIR SHOPS COMMA THE STANDARD TWENTY FIVE FOOT BY SIXTY FIVE FOOT WAREHOUSES AND THE TEN FOOT BY TWELVE FOOT INFLAMMABLE STORAGE BUILDING PERIOD ANY PREVIOUS RECOMMENDATIONS SHOULD BE RESUBMITTED ON BASIS OF USE AT TYPE BUILDINGS NOTED ABOVE

This was sent on to the Fort Bragg ordnance officer in a memo dated February 25, 1941 asking:

> It is requested that your recommendations for any new construction required on account of the Field Artillery Replacement Center be submitted to this office with the least practicable delay. [Signed] L.J. Meyns, Lt. Col. Ord. Dept., Ordnance Officer.[24]

The response on March 5, 1941 from the Fort Bragg ordnance officer, through the Fort Bragg chain of command, to the ordnance officer for the Fourth Corps area was:

> 1. A complete study has been made of the requirements for construction of Ordnance Facilities at Fort Bragg to properly house the Ordnance activities required to furnish Ordnance service for the combat troops as well as for the Field Artillery Replacement Center and Corps Area Service Command.
>
> 2. The study has been condensed under the title of "Defense and Justification for New Construction of Ordnance Facilities at Fort Bragg." and is attached hereto.[25]
>
> 3. Based on the minimum necessary requirements supported by the detailed justification enclosed, it is recommended that immediate construction of the following additional Ordnance facilities be authorized for Fort Bragg, N.C.:
>
> a. 8 each Standard Ordnance Repair Shops, Type B, 65' x 126', with 10-ton craneway running entire length of shop; with concrete floor at ground level, having at least two (2) automotive service pits; doors to be at least 12' wide and 14' high, Dwg. 652-407.
>
> b. 8 each Buildings for storage of general Ordnance supplies, 25' x 65', with concrete floor at ground level, Dwg. 700-1480.
>
> c. 6 each Magazines, 40'4" x 20', Dwg. 652-354.
>
> [Signed] H.N. Rising, Lt. Col., Ord. Dept., Ordnance Officer.[26]

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[24] AG 600.12 Fort Bragg; Memos re:; RG 407; NACP.

[25] "Defense and Justification for New Construction of Ordnance Facilities at Fort Bragg." was not attached to the above memo in the National Archives. It could not be found at either the National Archives or at Fort Bragg.

The enclosure memo from Fort Bragg commanding officer Major General Jacob L. Devers states, "It is planned to located the Ordnance Shops in a central area convenient to the units to be served."[27]

The War Department, Ordnance Office in Washington DC on April 2, 1941 responded to the Quartermaster General with:

1. It is recommended that the following additional ordnance facilities be constructed at Fort Bragg, N.C.

   a. Six (6) steel igloo-type magazines, 20' x 40'4"

   b. One (1) Type C. Ordnance Repair Shop, 65" x 180'

   c. Storage Warehouse, having 4875 sq.ft. of floor space.

   [Signed] Raymond G. Curtin, Major, Ord. Dept., Assistant[28]

The April 12, 1941 response from the Quartermaster General to the Adjutant General was:

1. The estimated cost of the construction recommended in the preceding [illegible] is as follows:

   6 Portable steel Igloos, 20'x40'4",
   Plan No. 652-354.....$26,784

   1 Ordnance Repair Shop 65'x180',
   Plan No. 652-402..... $76,904

   3 Warehouse, 25'x65', Plan No. 700-1480....
   .....$27,027

   Total.....$130,715

2. The construction funds are available to this office for this work. It is recommended that this construction be approved and that funds be allotted from Budget "K" for the accomplishment of the work.[29]

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[26] AG 600.12 Fort Bragg; Memos re:; RG 407; NACP

[27] AG 600.12 Fort Bragg; Memos re:; RG 407; NACP

[28] AG 600.12 Fort Bragg; Memos re:; RG 407; NACP

[29] AG 600.12 Fort Bragg; Memos re:; RG 407; NACP.

The War Department signed off on the Adjutant General's recommendations for Ordnance Facilities on May 7, 1941.[30]

What was built versus what was approved, through the chain of command, is not consistent. Fort Bragg, on March 4, 1941, had asked for eight Type B Ordnance Repair Shops, each measuring 65'x126' to be built utilizing Office of the Quartermaster General (OQMG) plan 652-407. The War Department approved one Type C Ordnance Repair Shop measuring 65'x180' utilizing OQMG plan 652-402 instead.[31] The Ordnance Repair Shop (Buildings 583 and 583a) was completed on July 29, 1941 for a total cost of $82,006. Building 583 measured 133'-8"x67'-6" and utilized OQMG plans 652-411, 438, 442, 443, 444, 445, 446, 504, 506, 507, 508, 529, 530, 532, and specifications No. 1692-E.[32] The second property record card has the same OQMG plans as the original property record card (see Figure 3); however, further work was still needed in the building and completed in 1942. The bathroom in the southwest corner of 583 was not finished until March 3, 1942, when a ceiling fan with motor (see Figure 4), a Bradley wash fountain, three commodes, one laundry tub, and three urinals (see Figure 5) were installed for an unspecified cost.[33] On September 2, 1942, an exhaust fan was installed at each gable end of the building at a total cost of $599.10 (see Figure 6).

The original property record card and completion photographs for the Ordnance Repair Shop and its Boiler House can be found in the "Construction & Completion of Cantonment & Replacement Center and Utilities & Appurtenances Thereto at Fort Bragg, N.C., Project P-4-6357-41-1, Completion Report, [illegible signature], Captain Q.M.C. Constructing Quartermaster, Date Submitted February 23, 1942."[34] The contractor for the Ordnance Repair Shop was never named; however, only T.A. Loving & Company, Goldsboro, North Carolina operated as the fixed fee general contractor during the period of construction for the Ordnance Repair Shop. They were awarded a contract on September 11, 1940 to supply housing and accommodations at Fort Bragg for "approximately 66,000 troops, providing for one Triangular Division, Corps, Army and GHQ Artillery, Field Artillery Replacement Center, Recruit Reception Center, Additional Station Complements and Miscellaneous Arms, Branches, and Services."[35] There are four additional construction authorizations to the original contract to Loving that might have contained the money authorized in the May 8, 1941, memo from the War Department:

C.O.	#F	5/14/41	1,668,824.00	Addition and deletion of certain specific types of buildings.

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[30] AG 600.12 Fort Bragg; Memos re:; RG 407; NACP.

[31] Research found that this same building was constructed at Pine Camp (now Fort Drum), New York and Fort Leonard Wood, Missouri. In both cases, only one Ordnance Repair Shop was built.

[32] Ft. Bragg-10, Original Property Record Card; Records of the Office of the Chief of Engineers; RG 77; NACP.

[33] Second Property Record Card located at the XVIII Airborne Corps History Office.

[34] Ft. Bragg-10, Completion Report; Records of the Office of the Chief of Engineers; RG 77; NACP.

[35] Ft. Bragg-10, Completion Report, Book One, page 2; Records of the Office of the Chief of Engineers; RG 77; NACP.

C.O.	#G	5/14/41	104,016.00	Additional construction authorized.
C.O.	#H	6/25/41	457,188.00	Deletion of two 63 man barracks and addition of several special buildings.
C.O.	#J	6/25/41	253,088.00	Additional building construction funds.[36]

Loving completed its work on July 31, 1941 at a cost of approximately $40,700,000[37], two days after the official completion date for the Ordnance Repair Shop.

The Ordnance Repair Shop (2-1251) is a classic example of the International Style with its monitor roof, steel-framed windows, and corrugated galvanized iron siding (see Figure 2). The building, although purely utilitarian in scope, has design elements such as the break between the wood panels and glass panels on the service bay doors corresponds to the height of the concrete foundation wall. This provides for the illusion of a complete band of windows on the north and south elevations. This element repeats on the north and south elevations of the central bay. The symmetrically aligned gable facades are exacting in their placement of fenestration and doors.

The Boiler House (2-1150) follows the adage of "form follow function," with its service area constructed out of brick and the boiler room constructed out of steel covered by corrugated galvanized iron siding (see Figure 7). The boiler's chimney was a simple galvanized metal tube sitting upon a concrete pad. Guy wires supported the height of the chimney with one set placed in the parking area, another connected to the roof of the Boiler House, and the third connected to the Ordnance Repair Shop. This original chimney was replaced August 9, 1955 with a brick chimney 47′ high at a cost of $2,634.67 (see Figure 8).

An Oil Storage Building (2-1152) was added to the Ordnance Repair Shop area on March 5, 1948. No construction plans could be found for this building; however, the dimensions of it correspond to the dimensions of the boiler room portion of the Boiler House although window and door placement are dissimilar. The Oil Storage Building is placed to the southeast of the Ordnance Repair Shop, creating a symmetrical frame to the Ordnance Repair Shop (see Figure 9). The building is constructed out of wood framing covered by corrugated galvanized iron siding. The interior consists of two floors with a wooden staircase.

The Ordnance Repair Shop has a floor space of 8,000 square feet, only one quarter of which was occupied by non-repair space. A restroom was located in the southwest corner, and one office each in the northwest and northeast corners. Seemingly, no machines were installed in the building; only work benches and tables being necessary to do the work. The building had sufficient equipment to take care of the dismantling, rebuilding, polishing, and greasing of small arms and vehicles. This equipment included venting mechanisms to exhaust noxious fumes from the work area. The air handlers were located in the northwest and southeast corners of the

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[36] Ft. Bragg-10, Completion Report, Book Three, page 1; Records of the Office of the Chief of Engineers; RG 77; NACP.

[37] Ft. Bragg-10, Completion Report, Book One, page 4; Records of the Office of the Chief of Engineers; RG 77; NACP.

building. The building is also equipped with two electric 10-ton cranes to facilitate the handling of extra heavy work. Each crane had a hoist capable of lifting 20,000 pounds. The Chisholm-Moore Corporation located in Tonawanda, New York manufactured the cranes. The third property record card indicates a change in its category code from Ordnance Repair Shop to Motor Repair Shop in September 1995.

The boiler room in the Boiler House has a floor space of approximately 400 square feet, the coal storage area has 130 square feet, and the pump pit has 80 square feet (although the floor of this room is 8′5″ below the floor of the boiler room). The boiler was originally coal fired, replaced by an oil-burning boiler at an undetermined date, and subsequently by a gas fired boiler. The heated water left the boiler via a 4″ insulated pipe that entered the pump pit on the east and exited the pump pit on the west wall. It then connected to the Ordnance/Motor Repair Shop heating system by a tunnel. The condensate then returned from the Ordnance/Motor Repair Shop by the same tunnel in a 1½″ uninsulated pipe that then connected back to the boiler to be reheated.

The Oil Storage Building has a floor space of approximately 400 square feet on the first floor, and approximately 350 square feet on the second floor. A system of shelves on the west and south sides of the second floor would have contained storage space for the repair of ordnance and subsequently vehicles.

The buildings have a high level of integrity both in fabric and context. The Ordnance/Motor Repair Shop and Boiler House retained all of their original windows. The original corrugated galvanized iron siding is in place on the Ordnance/Motor Repair Shop, and is beneath the current corrugated siding on the Boiler House. The Boiler House and Oil Storage Building have their original doors. The interiors have seen little change since the buildings were built in 1941. The Quartermaster Support Area in which the buildings are situated also retains most buildings that were located there when the buildings were built in 1941 (see Figures 14-16).

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural Character:

The Ordnance/Motor Repair Shop (Building No. 2-1251) is a classic example of the International Style with its monitor roof, steel-framed windows, and corrugated galvanized iron siding. The building, although purely utilitarian in scope, has high-design elements such as that the break between the wood panels and glass panels on the service bay doors corresponds to the height of the concrete foundation wall. This provides for the illusion of a complete band of windows on the north and south elevations. This element repeats on the north and south elevations of the central bay. The symmetrically aligned gable facades are exacting in their placement of fenestration and doors. The building has a high level of architectural integrity. Few items were changed on this building through the years except for the replacement of the overhead doors.

It is a rectangular mass oriented east west with a large central bay with monitor roof. Large roll-up metal garage doors on the north and south elevations provided access for the vehicles needing maintenance. A small, galvanized metal awning protected the one entry door. The east and west elevations have large wooden sliding doors to allow access into the central bay. The east facade door once was utilized for access by a train car. The windows are steel fixed paned with portions that have an awning style window.

2. Condition of the Fabric

The corrugated galvanized iron sheeting utilized as siding has ten percent global discoloration. Bolts and washers holding the exterior siding to the interior wallboard are corroding. The interior pressboard walls are cracking and spalling. Isolated evidence of physical denting, warping and surface abrasion is evident at the sides and corners of the building. Hardware corrosion is most apparent on the east facade and most channel corrosion (the channel located to either side of building opening) is seen on the north and east facades. The siding on the upper part of the north and south sides of the Ordnance/Motor Repair Shop shows thirty percent red discoloration with tar on the metal surface in some places.

There are locations where the exterior corrugated galvanized iron sheeting has been punctured. Paint is delaminating from the concrete in patches, with about fifty percent of the surface exposed. Paint delamination from the concrete on the interior southern wall is severe, covering about eighty percent of the surface. The walls of the upper central bay are constructed of wallboard with rust discoloration that has migrated from the exterior galvanized iron sheeting.

Doors 2,5,6,7,9,10 (for door and window location see figures 17 and 18) are painted white on the top 2/3 and gray on the lower 1/3. The paint is peeling off in large areas that have already delaminated from the steel garage doors. Slight corrosion is visible in the form of discoloration on the lower lip of each of the curved corrugated links that make up the garage doors. Most doorframes exhibit expansive corrosion locally and discoloration locally. Most frames are painted and crazing with rust discoloration at the cracks. The doorframe of door 1 is corroding, shedding its latest paint layer. Door 12 is missing an angle on the left door and is weathered at the bottom, exposing several layers of plywood that are peeling apart. Most paint has delaminated from the plywood surface of door 12. Metal framing and hardware on door 12 shows discoloration under the paint and on the painted surface (where paint remains). Paint has chipped off as a result of moisture intake over time. Weathering has occurred due to repeated drying. Painted nails fasten the door to the interior bracing and show rust discoloration through the paint. Doors 10, 9, 7, and 6: Rust discoloration is occurring globally, while expansive corrosion is occurring locally. Some links in the bottom of door 6 have been replaced. Door framing hardware is corroding. Door 8: An angle is corroding at the bottom of galvanized iron door. Door 11: Most paint delamination is occurring due to weathering and erosion. Hardware is painted, showing rust discoloration through crazed cracks. Bolts at the bottom of the door are rusting and rust discoloration is visible on the nail heads holding the plywood sheeting to the exterior frame bracing. Angles holding the weather stripping in place are also

corroding. Doors 2, 5: These doors show a 20 percent light discoloration due to rust. Corrosion is on the lower part of the doors. Deterioration is less evident higher up on the doors. Doors 3,4: door in excellent condition, though the angle at the bottom of the door is corroding.

The insulation covering the heating pipes is cracking and splitting open to expose the pipe, which is undergoing extensive corrosion beneath. The insulation is saturated with water. The pipe insulation is discolored due to rust stains that have migrated from the pipe.

The structural members of the warehouse show paint delamination, resulting from the extensive corrosion of the structural members. Delamination appears in the form of surface bubbling, cracking and missing paint, exposing the structural steel. The upper parts of the columns show severe delamination. The undersides of the I-beams that are supported by the columns are exhibiting surface corrosion. Though there is evidence of corrosion in these structural members, the structural cross section of these members has been unaffected. These members retain their structural capacity. Most surface damage is seen along the flange and underside of the rafters.

The paint on the gable-end sliding doors has alligatored from the upper middle to the bottom of the doors. The galvanized iron corrugated sheeting that comprises the interior finish of the walls at the central bay elevation, exhibits surface corrosion. The interior surfaces of the sheeting were never painted. They are attached to the structure with bolted connections.

The floor is composed of concrete. The southwest area, east of the southwest interior room is undergoing severe delamination due to surface wear and extensive water exposure.

The roof structure is timber and it is deteriorating due to moisture damage. The roof is composed of 5-ply rolled roofing with tar and stones on top. The stones and pebbles, which were once secured by tar, fall off in storms. The gutters on the north and south sides have fallen off. In some cases, one side of a gutter is hanging down, still attached on one side, but not the other. The gutters are hanging from the fascia of the lower roof on the north side. Tar is spilled over the edge onto the fascia in some places. At one time, the wood fascia was covered with a steel fascia. The steel fascia is missing in some places. All gutters are missing on the south side. Paint delamination is apparent above the fascia and some of the fascia is missing exposing the sides of the wood and rolled roofing. Most of the gravel is missing from the tar and gravel roof on the north and south lean-tos. Steel siding appears mangled in areas near the upper roofing section of the lean-tos. The roof of the upper bay is finished with three-tab asphalt shingles. The vents on the east and west facades are painted and show 30 percent delamination with no visible corrosion. The gutter and fascia is damaged on the north facade. The ladder on the north and south facades leading from the roof of the lean-to to the roof of the upper bay is showing visible expansive corrosion.

The metal windows are rusting and paint/putty are delaminating and crumbling from the metal frame and glass panes. Corrosion is occurring on all window frames. Corrosion is more advanced on the lower part of the frames, with expansive bubbling becoming less noticeable, higher up on the frames. The glass panes are wire-embedded. The original wire-embedded panes resemble chicken wire, while the more recent replacements have thinner wire diameter and crisscross directly. The awnings are still operable and some of the panes have been replaced with clear glass panes. Five percent of the total glass panes are broken or cracked. Original panes were smoky white; however, this film is fading from a lot of the windows. One pane on window K is cracked, and another is broken. One pane on window OO is broken. One pane on window L is cracked and three panes on window I are cracked. Window D has one broken pane and window G has one cracked pane. Window A has three cracked panes and silver paint delamination from the other windowpanes. Window B has two cracked panes and has silver paint delamination on the interior. The windows on the south facade appear to be in the best condition of all the facades.

B. Description of Exterior:

1. Overall Dimensions: The Ordnance/Motor Repair Shop is composed of one large mass measuring 133′-8″ x 67′-6″ with an east-west orientation. There is an 8′-5″ x 11′-0″ extension on the east facade that shelters a compressor. The entire building sits on a concrete wall foundation with a concrete slab floor. The ridge height for the center bay is 29′-10¾″ above grade and the north and south bay are 18′-0″ above grade. Although differences in roof height, window, and door placement produce distinct elevations for all facades, the uniformity of this building is remarkable and is a classic representation of International Style.

The north elevation (Photo NC-~~398~~ 397-D-5, Photocopy NC-~~398~~ 397-D-26) is marked by matching garage doors and windows symmetrically placed on either side of the central axis of the facade. The clerestory windows, above the lower half-gable roof, run along the length of the north elevation. This central axis runs through the middle of the garage door on this facade. An exterior ladder leads from the lower half gable roof to the central gable roof.

The east elevation (Photo NC-~~398~~ 397-D-6, Photocopies NC-~~398~~ 397-D-23 and NC-~~398~~ 397-D-26) is composed of double wooden doors and matching windows placed on either sides of the central axis. A 3′-10″ x 3′-10″ fan, a later addition, is 1′ above the double door aligned with the central axis. A fenced shelter containing a compressor is to the left of the central axis. The central axis runs through the middle of the east facade double doors.

The south elevation (Photos NC-~~398~~ 397-D-5 and NC-~~398~~ 397-D-6, Photocopies NC-~~398~~ 397-D-23 and NC-~~398~~ 397-D-26) has asymmetric windows, door, and four garage doors, which are not aligned with the central axis at the south bay facade. The clerestory windows, above the lower half-gable roof, spread across the entire length of the central bay. There is an awning above the door to the east of the central axis (Photo NC-~~398~~ 397-D-8). There are three 4″ x 3″ down spouts at this facade. An exterior ladder leads from the lower half gable roof to the central gable roof.

The west elevation (Photo NC-~~398~~ 317-D-7, Photocopy NC-~~398~~ 317-D-26) is composed of double wooden doors and matching windows placed on either sides of the central axis. A 3′-10″ x 3′-10″ fan, a later addition, is 1′ above the double door aligned with the central axis. There is an awning above the window to the north of the central axis. The central axis runs through the middle of the west facade double doors.

2. Foundations: The foundation is concrete wall with an undetermined thickness concrete slab poured over compacted soil. No crawl space is extant.

3. Wall Construction: The perimeter walls are composed of 3′-6″ concrete walls and standard 12″ steel channels on each side of the garage door with insulating pressboard in between. The insulating pressboard is attached to the concrete wall with a steel angle atop the concrete wall. The angle rests on the concrete wall and fastens to the pressboard behind for additional support. The north and south standard channels are 11′-8″ high. On the exterior, corrugated galvanized iron sheeting is attached to the pressboard using screws and wide washers and secured with a bolt. The screws are placed every 18″. For the termination of the walls between the garage door openings, a 4″ vertical galvanized metal end cap is inserted at each end. The corrugated galvanized iron sheeting at the north and south facade do not have horizontal seams. A 4″ galvanized metal top cap is around the perimeter of the building above the corrugated galvanized iron sheeting (Photo NC-~~398~~ 317-D-10, Photocopies NC-~~398~~ 317-D-26 through NC-~~398~~ 317-D-29).

4. Structural System, Framing: The roof platform is composed of six 8″ x 4″ beams resting on eight 16″ I-beams running north-south from each side of the building. The 16″ I-beams connect to the sixteen main steel "H" columns which measure 12″ x 10″ and 29′-2″ high from the floor. The lower roof beams connect from the exterior columns to the main columns at 18′-9″ from the floor. The north and south exterior columns are 15′-2″ high. The concrete wall rises from a thick lip that encompasses the lower part of the steel column. The lip is sloped down toward the interior. Atop the concrete lip is a 8″ x 6½″ steel "H" exterior column which sits on a 9″ x 9″ x ¾″ steel plate which is on top of a concrete pad extending 1½″ from the flange and 9¾″ wide. The exterior column is located in front of the wall that rests on the top of the concrete wall. The concrete lip is 5½″ high and 8″ deep with the concrete wall rising 40″ from the top of the lip. The plate on which the column is supported is embedded in the concrete wall. Extending north and south across the top of the exterior column is an "I" beam leading to the middle column of the building. The main 14″ x 10″ steel "H" column sits upon a 16″ x 12″ steel plate which is on top of a 16″ x 12½″ x 1½″ concrete pad which sits upon an 18″ x 18″ concrete pad level with the grade. The roof deck is composed of 1½″ x 5½″ wood running north-south. The cross bracing for the roofs are constructed of two 2½″ equal leg angles which is also the same for the window curtain wall system at the central bay (Photos NC-~~398~~ 317-D-13 through 17, and 19, Photocopies NC-~~398~~ 317-D-27 and NC-~~398~~ 317-D-28).

5. Porches, Balconies: The east porch does not appear in the standardized plans for the building, nor in the 1941 completion photograph; however, it cannot be determined if it is original to the building. It measures 8′-5″ x 11′ and 8′-10½″ high at its peak. The structure rests on top of a 2½″ high concrete pad the same dimension as the roof, which

in turn sits atop a 12′-9″ x 10′-5″ concrete pad. The concrete slab is the same grade as Sturgis Street (Photo NC-398-6, Photocopy NC-398-30). The porch is supported by 3″ diameter posts with 10″ x 3″ steel plates at each end for anchoring to the concrete pad and the roof beam above. The posts are 7′ high at the front and 8′-10½″ at the back of the porch. The roof beams are composed of a top and bottom piece of 2″ x 4″ with two 2″ x 6″ nailed vertical with ½″ of plywood in between.

6. Chimneys: There are none.

7. Openings:

a. Doorways and Doors: There are twelve entrances to the building. The north facade has five steel overhead garage doors, which replaced the original wooden overhead doors with wood and glass panel inserts (Photo NC-398-5, Photocopy NC-398-29). The 14′-4″ x 14′-6″ openings have a 12″ channel at each side which sits on a 2″ exposed concrete base. Above the channels is a 2″ x 3′-8″ metal trim with a 1¼″ of exposed angle above the metal trim.

The east facade has double wooden sliding doors (Photo NC-398-6). This is a 14′-4½″ x 14′-2″ opening. The doors are made of three 3′-7″ x 6′-3″ panels divided by 2″ x 6″s with diagonal 2″ x 4″s nailed to both exterior and interior panels. The top of the door is a 2″ x 8″ and the bottom of the door is a 2″ x 6″, which has a 2″ x 2″ steel angle attached. A galvanized metal plate is attached vertically to the right door that overlapped the left door. A 1½″ x 1½″ steel angle is attached to the outer edge of the 2″ x 6″s. These doors are not as designed in the original standardized plans (Photocopy NC-398-26); however, it cannot be determined if they are original to the building or replacements.

The south facade has a single steel door and four steel overhead garage doors (Photos NC-398-8 and NC-398-17, Photocopies NC-398-23 and NC-398-26). The 3′-6½″ x 7′1″ opening has a 2″ x 3′-8″ metal trim attached to another piece of 1½″ x 3′-8″ metal trim with a 1¼″ of exposed angle above the metal trim. The 14′-4″ x 14′-6″ garage door openings have a 12″ channel at each side which sits on a 2″ exposed concrete base. Above the channels is a 2″ x 3′-8″ metal trim with a 1¼″ of exposed angle above the metal trim (Photos NC-398-8 and NC-398-9).

The west facade has double wooden sliding doors with a 14′-4½″ x 14′-2″ opening (Photo NC-398-7). The left door consisted of two 3′-3″ x 6′-3″ panels on the top and one 2′-4½″ x 5′-2¼″ and one 3′-2½″ x 5′-2¼″ panels at the bottom. Each panel is divided by 2″ x 6″s with diagonal 2″ x 4″s nailed to both exterior and interior panels. To the right of the two bottom panels is a 2′ opening for a small wooden door. The right door is made of four 3′-6½″ x 6′-3″ panels divided by 2″ x 6″s with diagonal 2″ x 4″s nailed to both exterior and interior panels. A 4′-6″ x 11″ section of plywood is nailed on the interior side of the second panel from the bottom. The top of the doors is a 2″ x 8″ and the bottom of the door is a 2″ x 6″ that has a 2″ x 2″ steel angle attached. A galvanized metal plate is attached vertically to the right door, which overlaps the left door. These doors are not as

designed in the original standardized plans (Photocopy NC-~~398~~ 397-D-26); however, it cannot be determined if they are original to the building or replacements.

b. Windows: The original windows are all steel commercial projected windows. The windows units are either fixed or have pivoted vent section (Photos NC-~~398~~ 397-D-8 and NC-~~398~~ 397-D-10, Photocopy NC-~~398~~ 397-D-26).

The lower level windows on the north facade have a combination of a thirty-six paned window with no pivoted vent and a twenty-four paned window with an eight paned vent placed one row from the bottom of the window. The combination window is set into a 12′-3½″ x 10′-3 3/8″ opening. There are two of these sets of windows on each side of the lower part of the facade. The upper level windows consist of a combination of a twenty-four paned window with no pivoted vent and a twelve paned window with no pivoted vent. This combination window is set into an opening of 12′-3½″ x 6′-10 3/8″. There are two of these sets of windows on each end of the upper part of the facade. In between are placed five sets of windows that consist of two twelve paned sections surrounding a twenty-four paned section. These sets of windows are placed in a 17′-3 7/8″ x 6′-10 3/8″ opening.

The lower level windows on the east and west facades have thirty-paned windows with an operable six-paned vent placed one row from the bottom of the window. They are each set into a 6′-1¾″ x 10′-3 1/8″ opening. The upper level windows on the east and west facades have twenty-paned windows with no operable segments. They are each set into a 6′-1¾″ x 6′-10 3/8″ opening.

The lower level windows on the south facade have a combination of a thirty-six-paned window with no pivoted vent and a twenty-four paned window with an eight paned vent placed one row from the bottom of the window. The combination window is set into a 12′-3½″ x 10′-3 3/8″ opening. There are two of these sets of windows on each side of the lower part of the facade. To the east of the left window is a combination of steel commercial projected windows and the entry door. This set of windows consist of a thirty paned window with a six paned pivot vent placed one row from the top of the window, a twelve paned window placed atop the door opening, and a thirty-six paned window with an eight paned pivot vent placed one row from the top. The upper level windows follow the same pattern as on the upper portion of the north facade. This set of windows is placed in a 17′-3 7/8″ x 6′-10 3/8″ opening.

All of the window openings have a metal lintel spanning the top of the opening. The windows are fastened directly to the structural columns by bolting 4″ x 3″ equal leg angles.

8. Roof:

a. Shape, Covering: The main roof over the central bay originally had a roof vent extending the length of the building along the ridge (Photocopies NC-~~398~~ 397-D-23 and NC-~~398~~ 397-D-26). The main roof is a gable and the lower roofs at the north and south bays are

half-gables. The two lower roofs are supported by 8″ x 4″ steel I-beam rafters that run east and west with a roof deck composed of 1½″ x 5½″ wood running north-south. The central bay roof is constructed in a similar fashion except that the rafters are 8″ x 16″. Triangular support composed of two 8½″ x 10¾″ angles back to back with vertical and horizontal angles bolted to vertical columns and angular beam. Roofing material consists of layers of roofing felt and rolled asphalt shingles.

b. Cornice, Eaves: The cornice on the roof of the Ordnance/Motor Repair Shop is constructed out of 12″ galvanized iron nailed to the bottom of the roof deck and to the side of the corrugated galvanized iron siding. There are 4″ x 3″ gutters on the lower parts of the building. (Photo NC-398-10).
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c. Dormers, Cupolas, Towers: There are none, although a long horizontal roof vent was removed at some undetermined date.

d. Ladders: There are two steel ladders at the central bay that lead from the lower half-gable roofs to the central gable roof from the north and south elevation. The steel ladders are located at the second set of windows either from the east side of the building at the south facade or from the west side of the building at the north elevation.

C. Description of Interior:

1. Floor Plans:

a. First Floor Plan: The original floor plan was an open plan with an enclosed area at the southwest corner as a restroom. The floor plan measures 66′-2″ x 132′-4″. The current floor plan has an additional two enclosed offices at the northeast corner and northwest corner (Photocopies NC-398-24, NC-398-25, and NC-398-30). The three rooms can be accessed from the central area. The garage doors open directly into the central area. The railroad track enters the east side of the building through the large sliding doors.

The bathroom, measuring 17′-3¼″ x 18′-5¼″, is located at the southwest corner with the entrance on the east wall opening into the south bay of the building. On the north wall, there is a utility sink 2″ from the east wall, three urinals, and three stalls. The stalls are 9′-5½″ from the east wall and extend 9′-0″ to the west wall. The stalls are 2′-11¼″ wide, 4′-5″ deep and 7′ high, and the doors are 2′-4½″ x 5′ and 1′-½″ high from grade.

The northeast office measures 18′-5″ x 18′-6″ and the entrance is on the south wall opening into the central bay (Photo NC-398-18). There is a 2′-11″ x 18′-5″ and 2′-0″ deep wooden bookcase, painted gray, at the north wall. The first shelf is 2½″ above grade and the second shelf is 1′-6″ above grade. The trim consists of 1″ quarter rounds. There is a 1′-9″ x 18′-6″ wooden shelf at the south wall that is 7′-0″ above grade.

The northwest office measures 11′-9½″ x 18′-1″ and the entrance is on the south wall opening into the central bay of the building.

2. Stairways and Ladders: There are two steel ladders leading up to the crane on the east and west wall, one to the right side of the east sliding door and one to the right side of the west sliding door.

3. Flooring: The floor is gray painted concrete.

4. Wall and Ceiling Finish: The bathroom walls are brick painted gray and white on top. The northeast office wall is constructed out of 2″ x 4″ wood studs and 26″ on center with exposed plywood at the west and south walls and gypsum wallboard and 4″ x 1″ baseboard on the other walls. The inside walls of the northwest office are covered by gypsum wallboard, 4″ x 1″ baseboard, 7″ x 1″ top board, and 3½″ x 1″ corner board.

   The ceilings in the bathroom and the northeast office are open to the ceilings of the south and north bays. The wood-framing of the ceilings is exposed. The ceiling in the northwest office is gypsum wallboard (Photo NC-~~398~~ 317-D-18).

5. Openings:

   a. Openings:

   Northeast Office—There are two 2″ x 4″ framed openings on the south wall. The left opening is 1′-6″ x 2′-2½″ and is located 5′-6″ from west wall and 3′-11″ above ground. The right opening is 4′-5″ x 8′-0″ and is located 19′-6″ from the west wall. There are two openings on the east wall. One opening is 1′-6″ x 2′-2½″ and 5′-6″ from south wall and 3′-11″ from the floor. The other opening is 4′-5″ x 8′-0″ and 19′-6″ from the south wall.

   b. Doorways and Doors:

   Bathroom—There is an original doorway on the east wall of the bathroom. The doorway is 3′-5″ x 7′-2½″ and is located 4′-7″ from the south wall. It allows access to the bathroom from the south bay. It consists of wood framing surrounded by bricks. It has an original horizontal 5-panel door. The swinging doors for the bathroom stalls are painted plywood (Photo NC-~~398~~ 317-D-19).

   Northeast Office—There is an original doorway for the office. It utilizes a 2″ x 4″ framed opening. The Dutch door consisted of plywood. The left side is 2′-11″ x 8′ and the right side is 1′-5¼″. The top of the door measures 4′-3½″ high and the bottom has a 2′-11″ x 7½″ shelf (Photo NC-~~398~~ 317-D-18).

   Northwest Office—There is one original doorway for the office utilizing a 2″ x 4″ framed opening. The door is composed of four glass panes, measures 15½″ x 13¾″, on top of three wood panels, measures 8¼″ x 28″ (Photo NC-~~398~~ 317-D-14).

   c. Windows: There is an interior window, located 5′-6″ from west wall and 3′-11″ above ground, at the south wall of the northwest office. It has a 3½″ x 1″ frame surrounding the glass.

6. Decorative Features, and Trim: There is a ½″ x ¾″ trim piece around the glass at window in the northwest office.

7. Hardware: The brass knobs, locksets and hinges are the only original hardware left in the Ordnance/Motor Repair Shop; no date of manufacture or company was located.

8. Mechanical Equipment:

a. Heating, Air Conditioning, Ventilation: There are seven heaters in the Ordnance/Motor Repair Shop. There is a heater located to the right of each of the four garage doors on the south wall. They are at a height of 7′-6″ from the ground. The manufacturer for the heaters is unknown. A pipe that rises from the ground enters the heater and another one exits at the top, which runs along the corresponding rafters. In the southeast corner, there is a vent structure with three stacks coming out of the top (Photo NC-398-15). On the southeast side near the interior column of the central bay, there is a heater to the southwest that is square with rounded edges. The manufacturer for the heater is unknown. The heater is hanging from horizontally oriented cross bracing.

The boiler in the Boiler House heats water; it enters the northwest room of the Boiler House, which is connected by underground pipes to the bathroom of the Ordnance/Motor Repair Shop. Then the heated water travels through an insulated piping system connecting all of the suspended heaters in the building and also the three stack big heaters at the northwest and southeast corners (Photocopy NC-398-24). The condensate then returns through piping to the bathroom and through the utility tunnel to be reheated in the Boiler House.

An air pollution control system for carbon monoxide removal, welding fumes exhaust, or small particulate filtration is located at the south bay. The manufacturer is Car-Mon Products, Inc. in Elgin, Illinois (Photos NC-398-14 and NC-398-15).

b. Lighting: Original light fixtures exist in the bathroom. Existing light fixtures have metal hoods with a single bulb. There are four fixtures per bay. The central bay has incandescent lighting that is not original and the manufacturer could not be determined. The north and south bays have two fixtures per bay and the central bay has one fixture per bay (Photo NC-398-13).

c. Plumbing: The plumbing starts out with a 3½″ diameter pipe that branches off to a 2″ diameter pipe to the utility sink and a 2¼″ pipe horizontally to the left. A 2″ pipe connects to the 2¼″ pipe and branches off to the 1¼″ pipe from the urinals on each side. The 2¼″ pipe connects to a vertical 2″ pipe that continues to the floor.

d. Fixtures: The utility sink measures 24″ x 20½″ and 11½″ deep and 2′-3″ above grade. The manufacturer of the sink is Standard Faucets. There is one original urinal, manufacturer unknown, and two replacements made by American Standard and were placed in the bathroom at an undetermined date. There is a water fountain, measuring 4′-6″ in diameter and 2′-3″ above grade, located 6′-¾″ from the north wall and 6′-1″ from

the west wall. The manufacturer for the water fountain is Bradley Corporation. The manufacturer for the toilets is unknown. No dates were stamped on any of the plumbing fixtures (Photo NC-398-19).
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e. Crane: There are two electric cranes located in the central bay. Each crane lists a 10-ton limit and manufactured by the Chisholm-Moore Hoist Corporation in Tonawanda, New York. Both cranes also have an electric hoist/hook supported by six wires listed as holding 20,000 pounds. The cranes operate on tracks held up by steel brackets bolted to the structural columns of the central bay (Photos NC-398-15 through NC-398-17).
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9. Original Furnishings: There are no original furnishings.

D. Site:

1. General Setting:

The Ordnance/Motor Repair Shop is located on Fort Bragg, North Carolina. The Ordnance/Motor Repair Shop faces east with its long axis perpendicular to Sturgis Street. A set of train tracks curves from Sturgis Street and ran into the east end of the building. Large concrete parking lots are to the east and south of the Ordnance/Motor Repair Shop. The interior parking lot has an oil runoff protection system (see photographic documentation HABS No. NC-398-11 and NC-398-12). The site is predominately flat, but there is a very slight slope down to the southeast.
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2. Landscaping, Enclosures:

The site, on which the building is located, consists of crabgrass growing thickly on sandy soil and paved drives on all sides. There are no trees on the site. The surface of the concrete around the three buildings is abraded, exposing the aggregate on ninety percent of the area. A single railroad track extends from the interior of the Ordnance/Motor Repair Shop to the chain link fence at the boundary of the east yard.

All fencing is chain link with three strings of barbed wire at the top, angled away from the site. The fence that surrounds the east yard is 9′-2″ tall. Another fence links the southwest corner of the Ordnance/Motor Repair Shop to Building 2-1249 on the west.

The only sidewalk leads from the south paved area, westward along the south side of the Ordnance/Motor Repair Shop, to a single door located on its south facade.

The north yard is paved until the west facade of the building, where crabgrass grows into the west yard. The west yard has grass areas within the curbs, and a paved drive up to the west door. A paved area runs between the Ordnance/Motor Repair Shop and the Heavy Gun Shop (2-1549) to the north, but a fence blocks the road. A smaller second drive with grassy areas to either side leads up to the west facade of the Ordnance/Motor Repair Shop.

Access to the south garage doors is impeded by a large concrete berm that prevents Privately Owned Vehicles (POVs) from entering the building from the south. The berm runs directly from the grass area south of the Boiler House to the foundation on the west side of the Oil Storage Building. The foundation of the Oil Storage Building is used in lieu of the berm, until the north edge of the foundation where the berm begins again. This part of the berm connects to the concrete wall foundation of the Ordnance/Motor Repair Shop. The berm is used to guide water and oil from the Ordnance/Motor Repair Shop operations to the drain on the north side of the berm near the southeast corner of the Boiler House. The south yard of the Boiler House consists of grass surrounding a concrete slab with access to the oil separator, oil chamber, and water outlet manufactured by the Neenah Foundry Company, Neenah, Wisconsin. The south yard slopes to the southwest down to the drain and beyond the berm to Macomb Street.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings: Six standardized drawings, "Standard Ordnance Shop, Type "B" (65′ x 126′)," by War Department, Office of the Quartermaster General—Construction Division, Washington, DC. Negatives of original drawings utilized for documentation are located at: Archives, Office of History, Humphreys Engineer Center, HQ US Army Corps of Engineers, 7701 Telegraph Road, Alexandria, Virginia.

One existing drawing, "Architectural Floor Plans, Building No. 2-1251," by Directorate of Engineering and Housing, Fort Bragg, North Carolina. Drawing is located at: Archives, Artifact Curation Facility (Building No. 3-1333), Cultural Resources Program, Environmental Sustainment Office, Public Works Business Center, Fort Bragg, North Carolina.

B. Historic Views: One Photograph

Original aerial photography utilized for documentation are located at: Archives, Artifact Curation Facility (Building No. 3-1333), Cultural Resources Program, Environmental Sustainment Office, Public Works Business Center, Fort Bragg, North Carolina.

Caption – Fort Bragg, N.C., 8-14-41, BLDG. No.-583, TYPE-Std. Ord. Shop Post; Fort Bragg-2-234 – Folders 4-6—Historical Records: building plan numbers, building numbers, completion dates, descriptions of buildings, photos; Records of the Corps of Engineers, Record Group 77 Entry Number 393; National Archives at College Park, College Park, MD.

C. Interviews:

None.

D. Bibliography:

1. Primary and unpublished sources:

Adjutant General J.G. Brackinridge, War Department, Adjutant General Office to the Quartermaster General, May 8, 1941; Memos re: AG 600.12 Fort Bragg; Records of the Adjutant Generals' Office, Record Group 407, Entry Number 363; National Archives at College Park, College Park, MD.

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Ft. Bragg-10, Property Record Card No. 1; Completion report for cantonment and Replacement Center February 23, 1942; Records of the Office of the Chief of Engineers, RG 77, Entry Number 391; National Archives at College Park, College Park, MD.

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"Housing the Army," *Quartermaster Review 10*, March-April 1931, 11-13

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"Landscaping the Army Post," E. Mack Hallauer, *Quartermaster Review 19*, (July-August 1939), 28-31.

Meyns, Lt. Col. L.J., Ordnance Officer IV Corps Area, to Fort Bragg Ordnance Officer, February 25, 1941; Memos re: AG 600.12 Fort Bragg; Records of the Adjutant Generals' Office, Record Group 407, Entry Number 363; National Archives at College Park, College Park, MD.

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Rising, Lt. Col. H.N., Ordnance Officer Fort Bragg, to Ordnance Officer, IV Corps Area, March 4, 1941; Memos re: AG 600.12 Fort Bragg; Records of the Adjutant Generals' Office, Record Group 407, Entry Number 363; National Archives at College Park, College Park, MD.

2. Secondary and published sources:

"Camp Bragg and Fayetteville NC," Chapel Hill, NC: North Carolina Collection, University of North Carolina, 1919.

Cannan, Deborah, Leo Hirrel, Katherine Grandine, Kathryn Kuranda, Bethany Usher, Hugh McAloon, and Martha Williams. *National Historic Context for Department of Defense Installations, 1790-1940*. Frederick, MD: R. Christopher Goodwin and Associates prepared for US Army Corps of Engineers, Baltimore District, August 1995.

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Parker Jr., Roy. *Cumberland County, A Brief History*. Raleigh: North Carolina Department of Cultural Resources, 1990.

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E. Likely sources not yet investigated:

None

F. Supplemental material:

Figure 1: Building 2-1549 (courtesy PWBC, Fort Bragg).

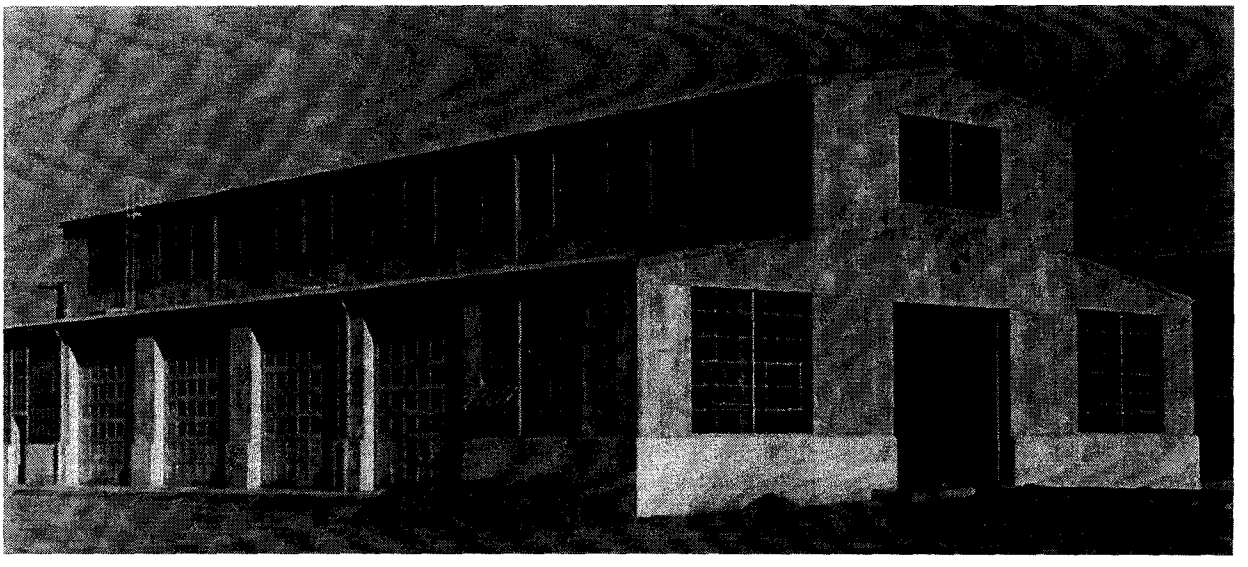

Figure 2: Building 2-1251 (courtesy of the National Archives).

WAR DEPARTMENT
Q.M.C. Form No. 137 (Old No. 1732)
Revised June 28, 1939

Specifications No. 1692-F

Post Plan No. 652-411,438,441,442,443,444,445,446,504,505,506,507,508,529,530,532

O.Q.M.G.: Plan No. ____/____ Building No. 583

Place: Fort Bragg, North Carolina
Designation of building: Ordnance Shop (B-OR) W/crane — Capacity
Total cost, $ 82,006.00 — Date completed July 29, 1941
Material: Walls Corrugated Iron on Struct. Steel — Foundation Concrete walls
Roof 5 ply built up on wood decking — Floors Concrete
Total floor area above basement, square feet 8,000 sq. ft.
Size: Main building 65'0" x 126'0" — Wings None — Basement None
a Individual Heating Plant (Coal Fired) (How heated)
b Steam Radiation (by blowers) (Type of heat)
c None (Type of domestic hot water heater)
Height of first floor above ground Slab on crevel fill
How lighted Electricity
Water connections 2"
Sewer connections 6"
Gas connections None

Photograph 4" x 5"

COOKING RANGES INSTALLED (Give quantity and size)	REFRIGERATORS INSTALLED (Give quantity and size)	METERS INSTALLED (Give quantity and capacity)
Coal	Gas	Gas
Gas	Electric	Electric
Electric	Ice	Oil
Oil		Steam
Steam		Water

Approval of Secretary of War as required by A. R. 30-1435 (Give date and File Number)

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

DATE	ORIGINAL INSTALLATION	COST	DATE		COST
3-3-42	(1) Ceiling Fans (with Motor)				
	(1) Wash Fountains "Bradley"				
	(2) Commodes.				
	(1) Laundry tub.				
	(3) Urinals				
9-2-42	INSTALLED: 2 Fans, Size 42H-45 Wing Scruplex without safety guard, equipped with 1/2 HP motor arranged for 2-speed operation complete with speed controller for operation on 220 V, 3 phase 60 cycle A. C. Ser. #'s 61736 & 61735 $299.55 ea., S.T. #958.	$599.10			

INSTRUCTIONS.—"a" State whether heated from central heating or by individual heating plants, stoves, furnaces, or fireplaces.
"b" State whether steam, vapor, hot water, or hot air.
"c" State whether gas, coal, oil, or central heating plant.

See reverse side of form.

Figure 3: Property Record Card Number 2 for Ordnance Shop (courtesy XVIII Airborne Corps History Office).

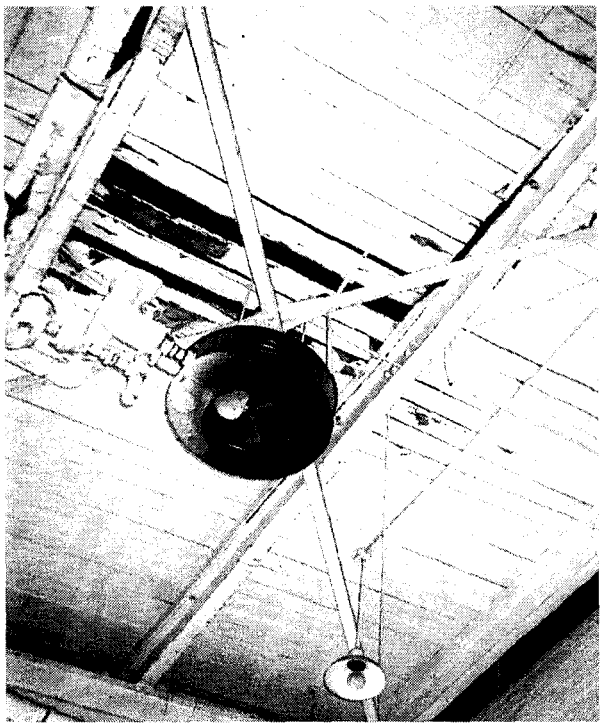

Figure 4: Ceiling fan in bathroom (ERDC-CERL).

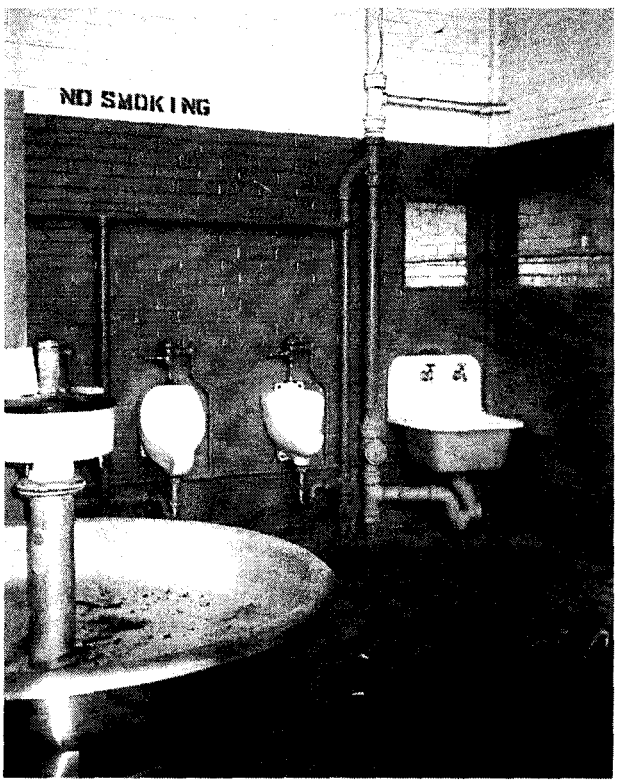

Figure 5: Bathroom fixtures, including the Bradley Wash Fountain (ERDC-CERL).

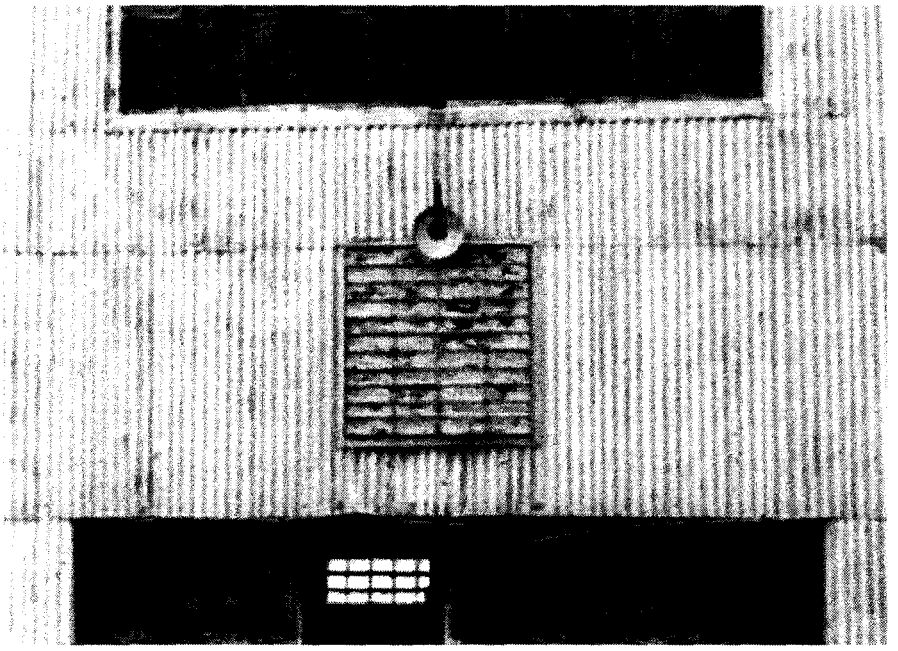

Figure 6: West gable exhaust fan (ERDC-CERL).

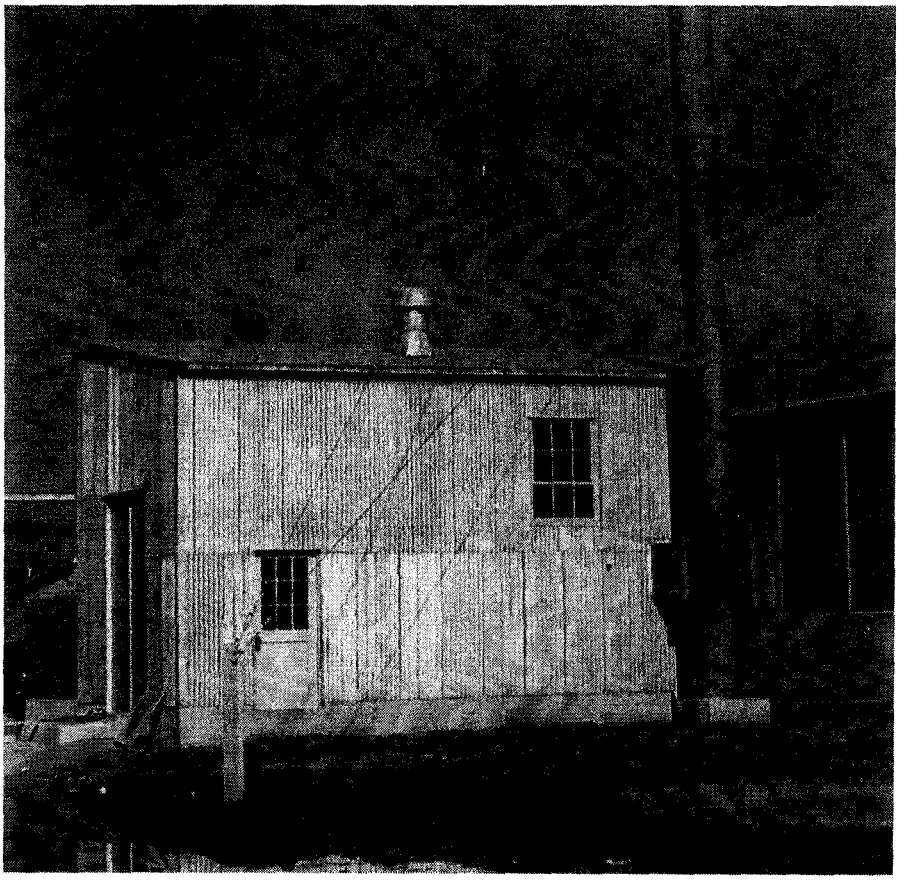

Figure 7: Building 2-1150 (courtesy of the National Archives).

Ordnance Field Maintenance Shop

1. FACILITY NO.	2. DESIGNATION	3. CATEGORY CODE	4. DESIGNED CAPACITY	5. TOTAL AREA
2-1251	~~Ord Fld Mnt Sh~~	214-~~30~~ 10		8,610

6. UNIT OF MEASURE	7. DRAWING NO.	8. MAP NO.	9. ☐ LEASED ☒ OWNED
SF	652-411		LEASE NO.

10. AIR CONDITIONING	16. FIRE PROTECTION	18. TYPE OF CONSTRUCTION
a. TYPE None	a. NUMBER 1	☒ PERM ☐ SEMI-PERM ☐ TEMP
b. CAPACITY	b. TYPE Fire Extinguisher	19. BUILDING DIMENSIONS
c. SQ YD AIR COND	17. MATERIALS	a. MAIN BLDG 67'x128'6"
11. HEATING	a. FOUNDATION Concrete	b. OFFSETS
a. SOURCE Central Htg Plt	b. FLOOR Concrete	c. WINGS
b. FUEL Steam 2-1150	c. WALLS Corrugated Iron/Steel	d. BASEMENT
12. HOT WATER FACILITIES	d. ROOF Built-up Tar&Gravel	e. ATTIC
a. CAPACITY 66 Gal Elec	e. SURFACE	20. TYPE OF CARD
b. TEMPERATURE RISE 100°	f. BASE	☒ BLDG ☐ MISC STR
13. NO. USABLE FLOORS 1	14. OTHER MEASUREMENTS	☐ UTIL DIST SYS ☐ RAILROAD
		☐ LAND ☐ SURFACED AREAS

15. UTILITY CONNECTIONS

	NUMBER	SIZE	CAPACITY
a. WATER	1	2"	
b. SEWER	1	6"	
c. ELECTRICITY	1	120/240V,1PH,3W,200A	
d. GAS			
e. STEAM	1	4"	
f. CONDENSATE	1	1½" pumped	

21. REMARKS

12a. State Stove

DA FORM 2877 1 NOV 64 — REPLACES DA FORMS 5-46, 5-47, 5-48, 5-50, 5-81, AND 5-82 WHICH ARE OBSOLETE. — REAL PROPERTY RECORD (AR 735-27)

22. COST DATA

VOUCHER NO.	DATE COMPLETED	DESCRIPTION OF CHANGE	COST OF CHANGE	TOTAL COST
QMC-117	29 Jul 41	Original building		$ 82,006.00
V-1271	9 Aug 55	Construction of brick chimney	$ 2,634.67	84,640.00
V-2727	20 Nov 62	Alterations	3,219.80	87,859.80
V20/78	8 Feb 78	WEATHER STRIP DOORS & WINDOWS	700.00	88,559.80
SCP 09	Sep 95	Cat Code Changed to 21410		

CATEGORY CODE	DESIGNATION	FACILITY NO.
214-~~30~~ 10	~~Ord Fld Mnt Sh~~ VEH MNT SH GS	2-1251

Figure 8: Current Property Record for Ordnance Shop (courtesy PWBC, Fort Bragg).

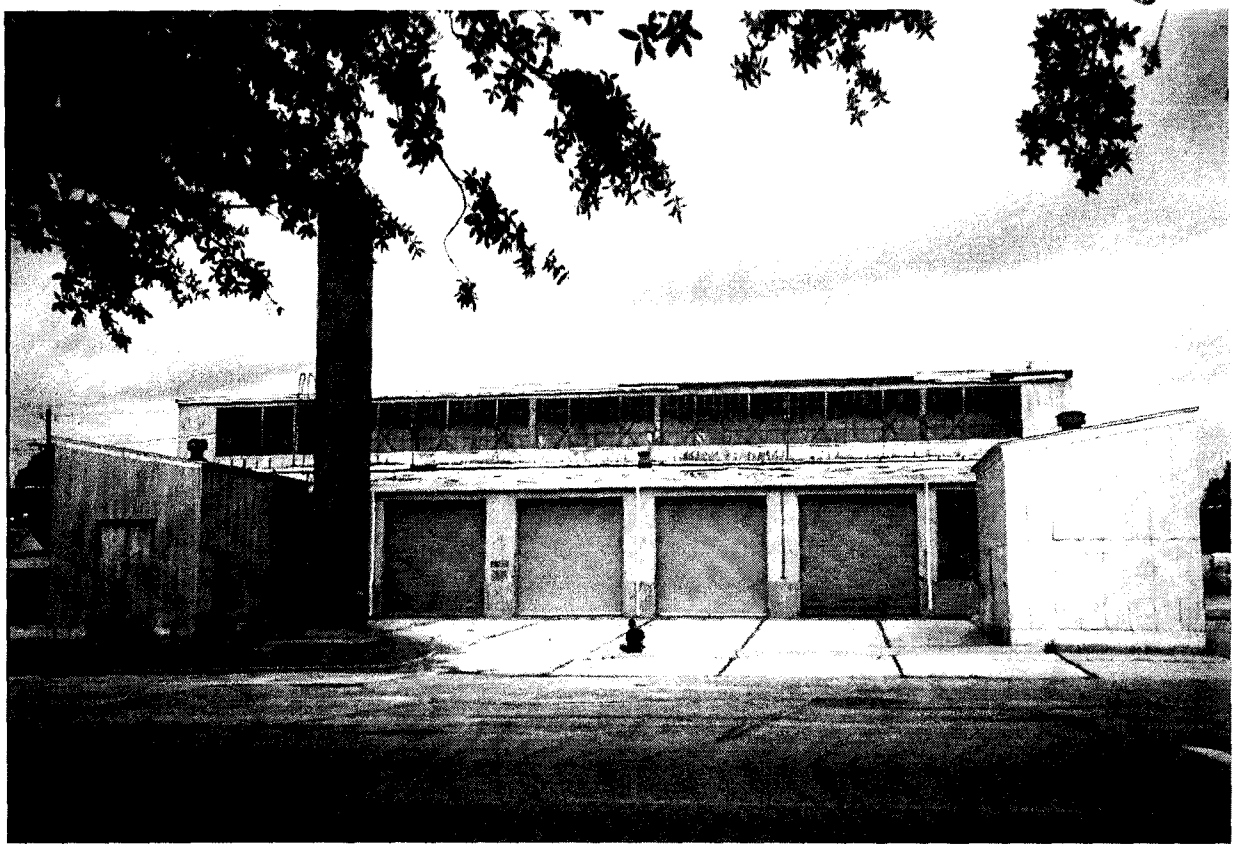

Figure 9: Ordnance Repair Shop with Boiler House on left and Oil Storage Building on right (ERDC-CERL).

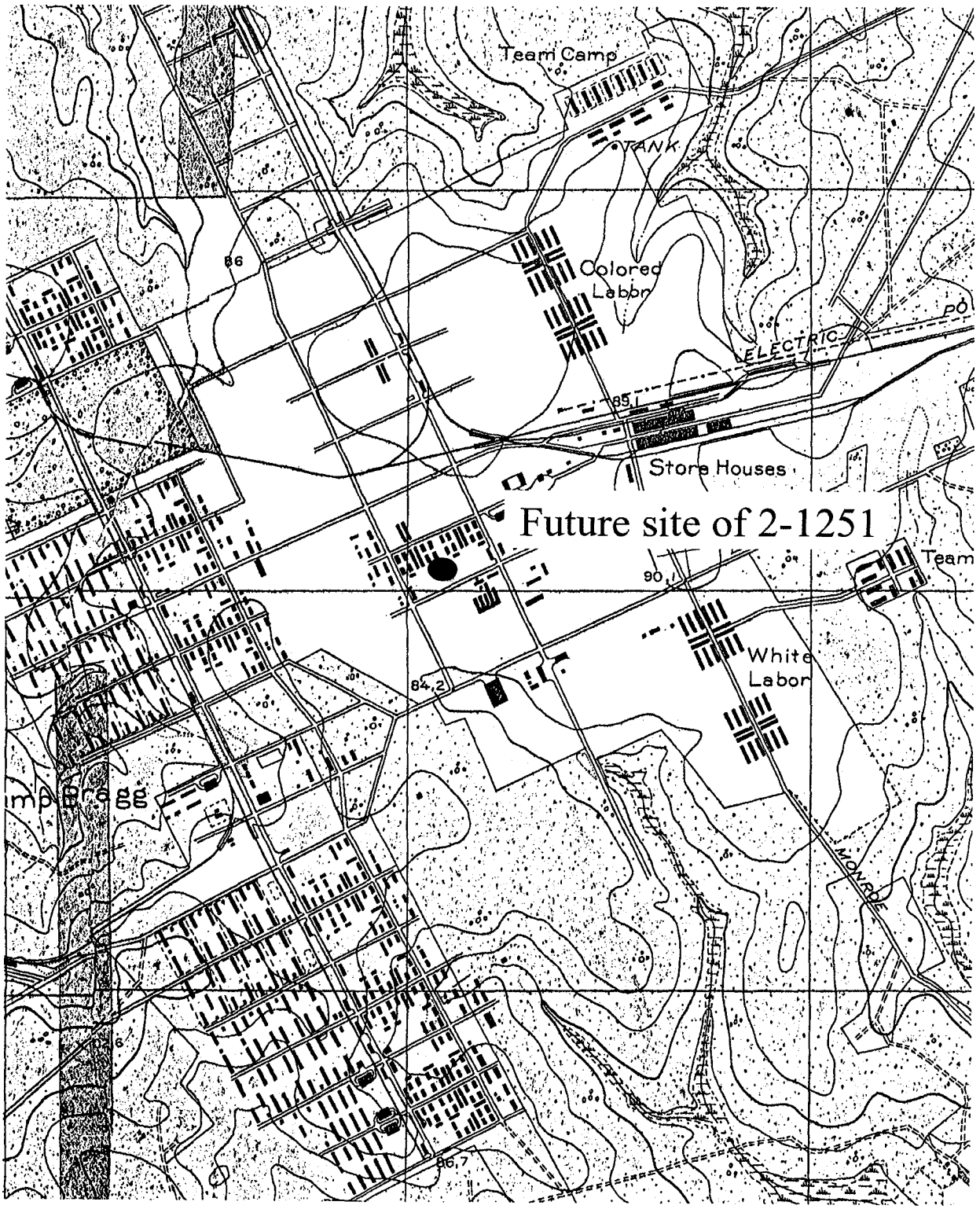

Figure 10: 1919 Topographic Map (courtesy PWBC, Fort Bragg).

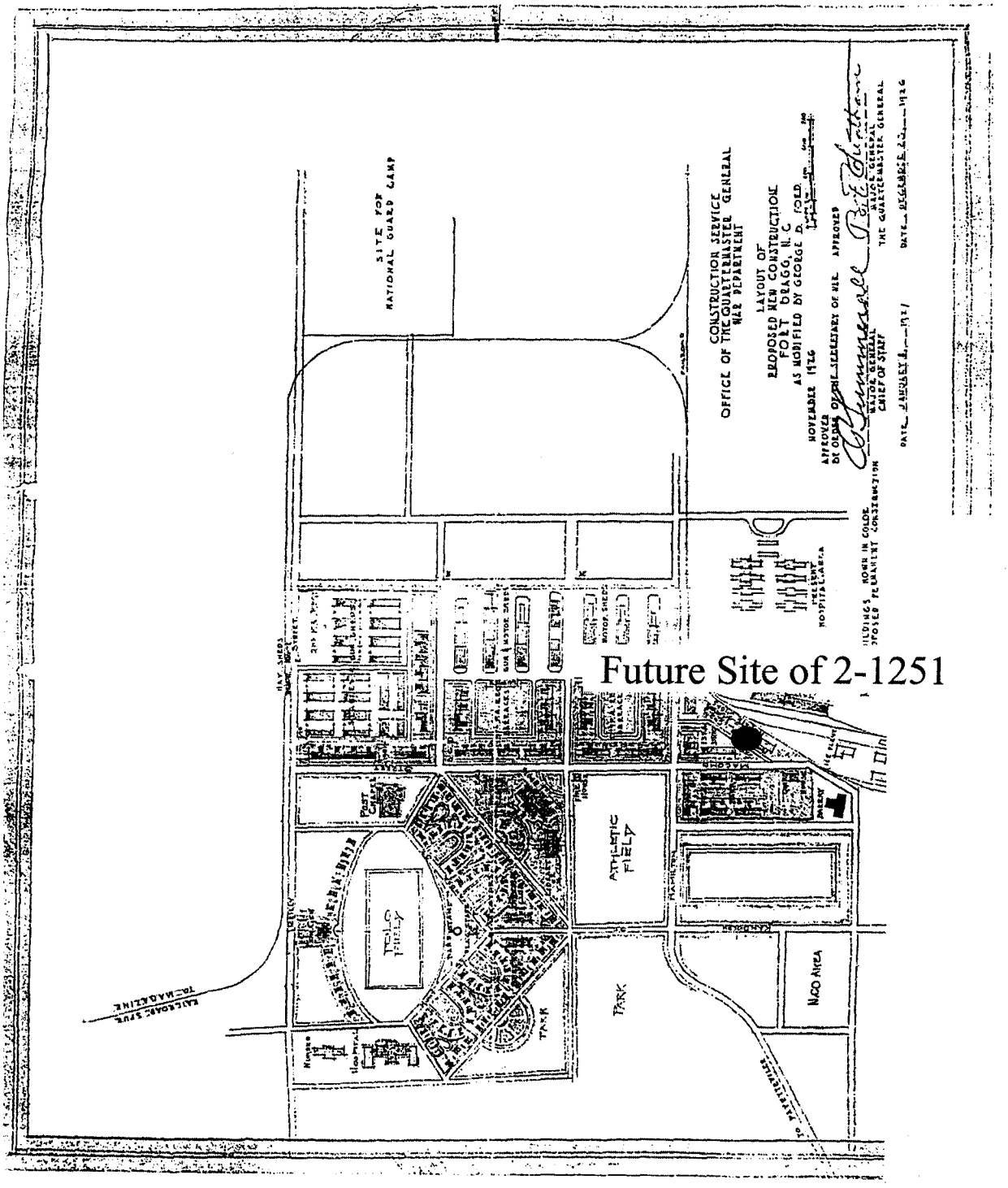

Figure 11: 1926 Fort Bragg Master Plan (adapted from Figure 4 in Historic Architectural Resources Eligibility Report).

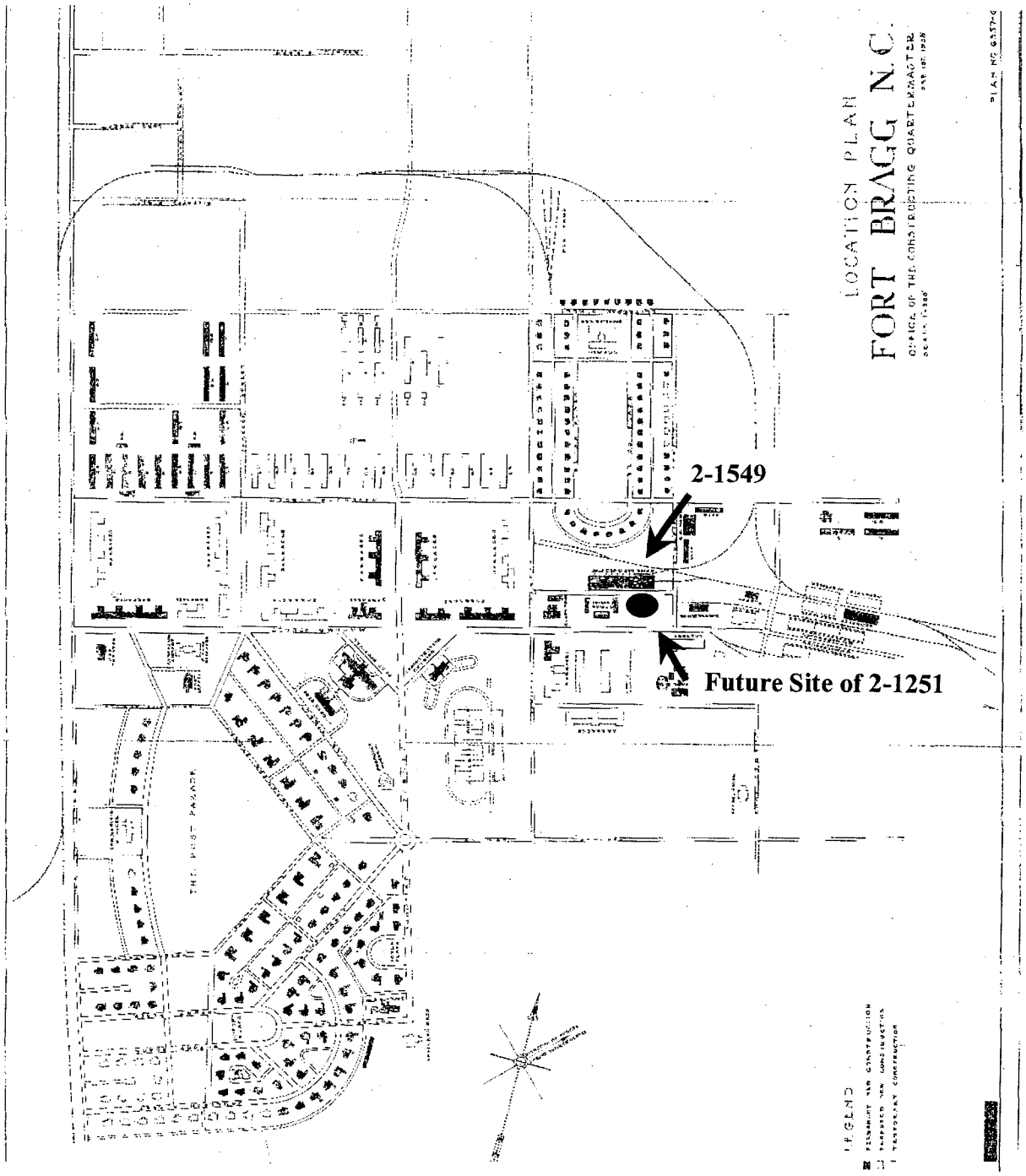

Figure 12: Fort Bragg February 1935 plan (courtesy PWBC, Fort Bragg).

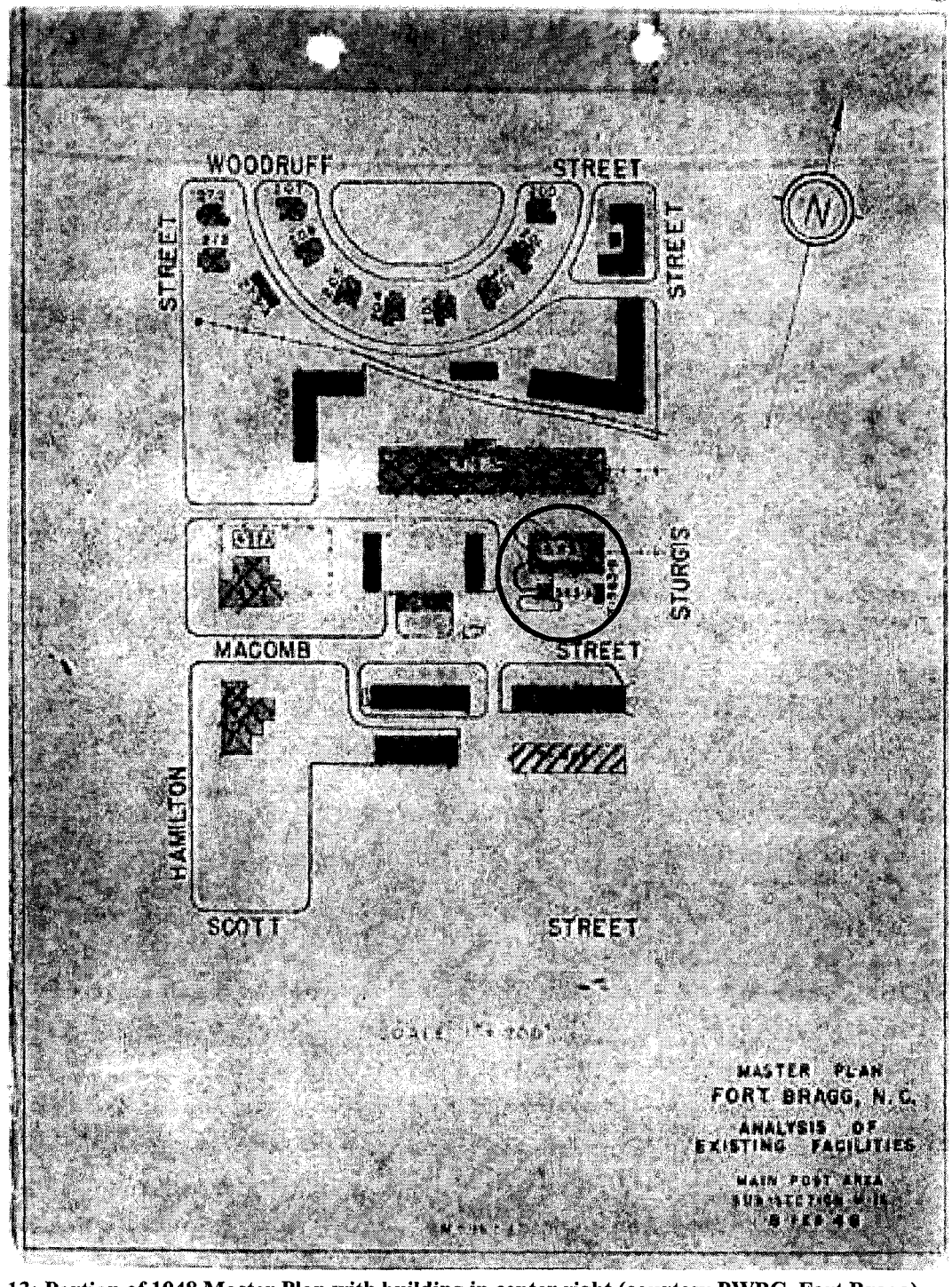

Figure 13: Portion of 1948 Master Plan with building in center right (courtesy PWBC, Fort Bragg).

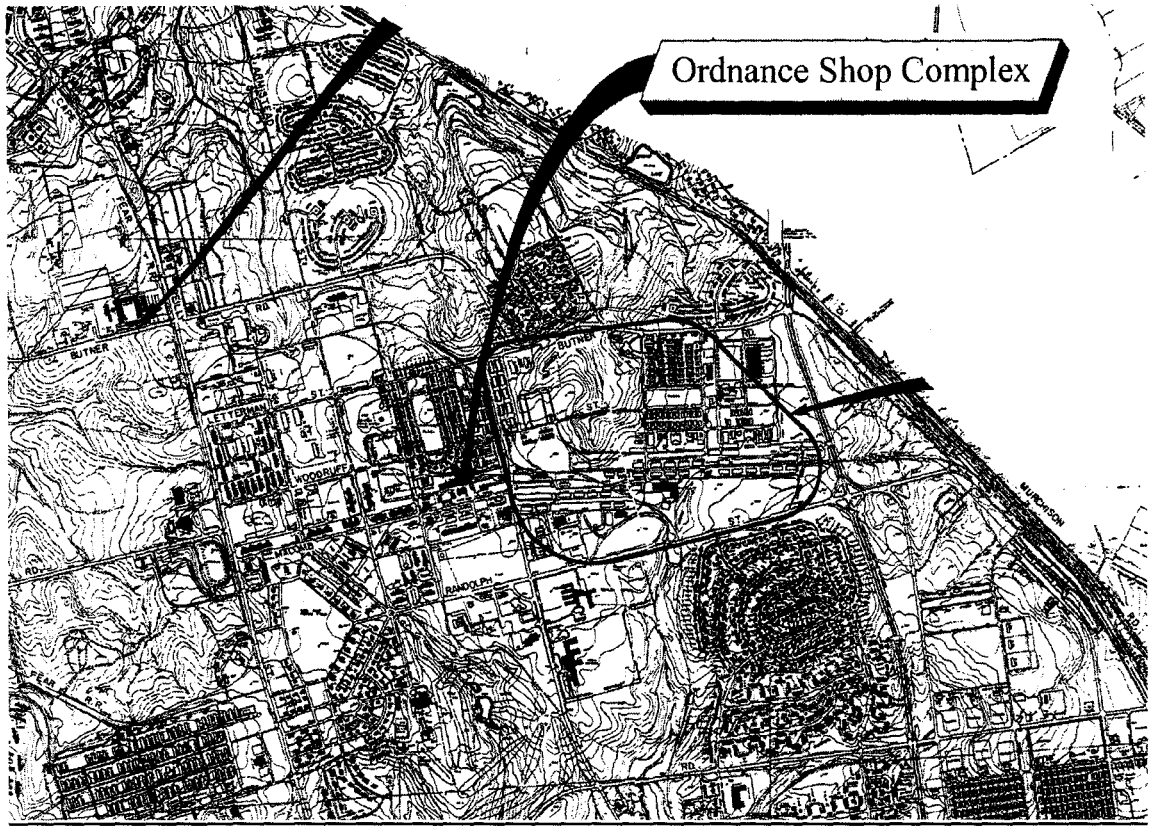

Figure 14: Location of Ordnance Repair area in the cantonment of Fort Bragg (courtesy PWBC, Fort Bragg).

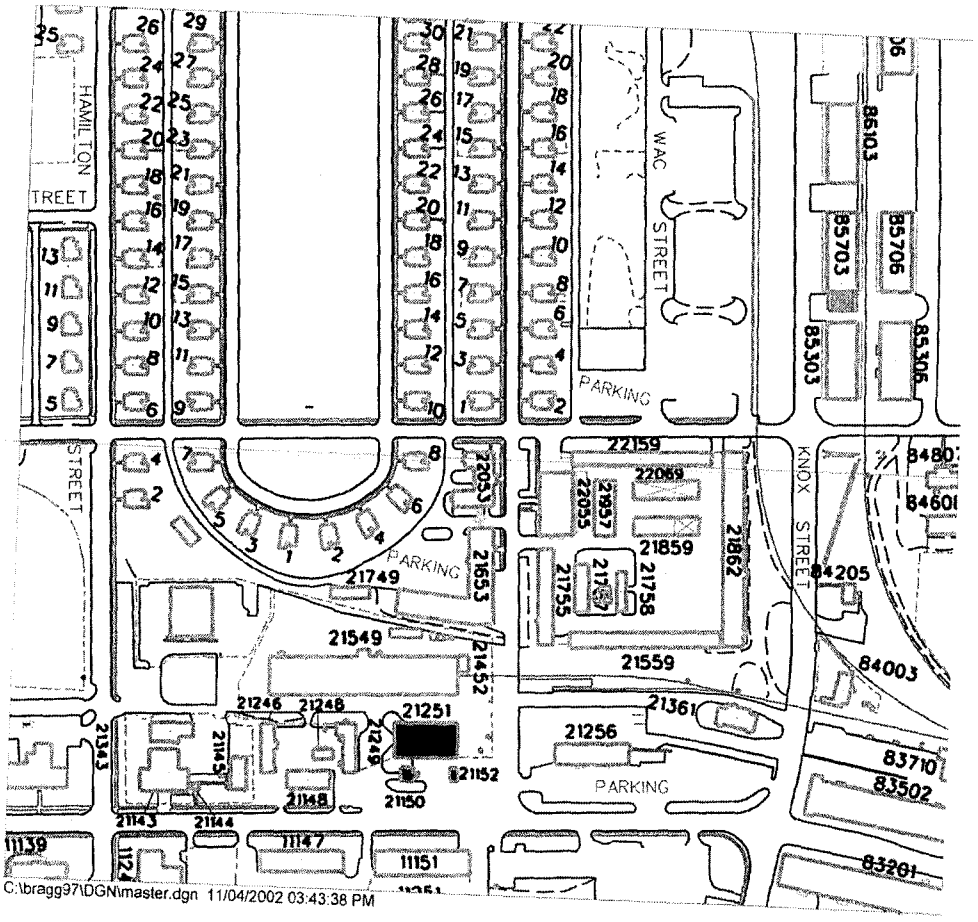

Figure 15: Portion of 2002 cantonment map with buildings marked in black (courtesy PWBC, Fort Bragg).

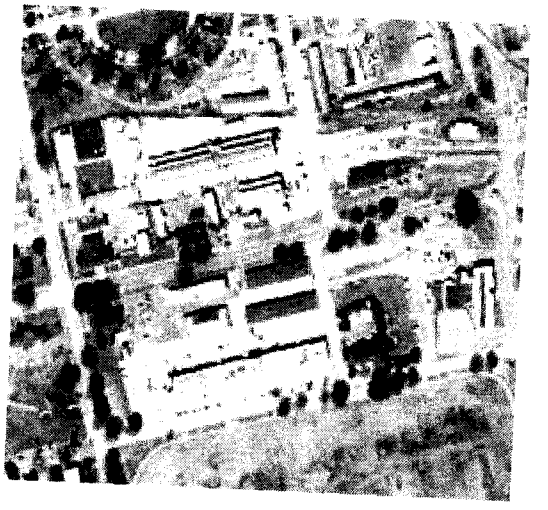

Figure 16: Comparison between the 1959 aerial and 2002 aerial with buildings in center of photographs (courtesy PWBC, Fort Bragg).

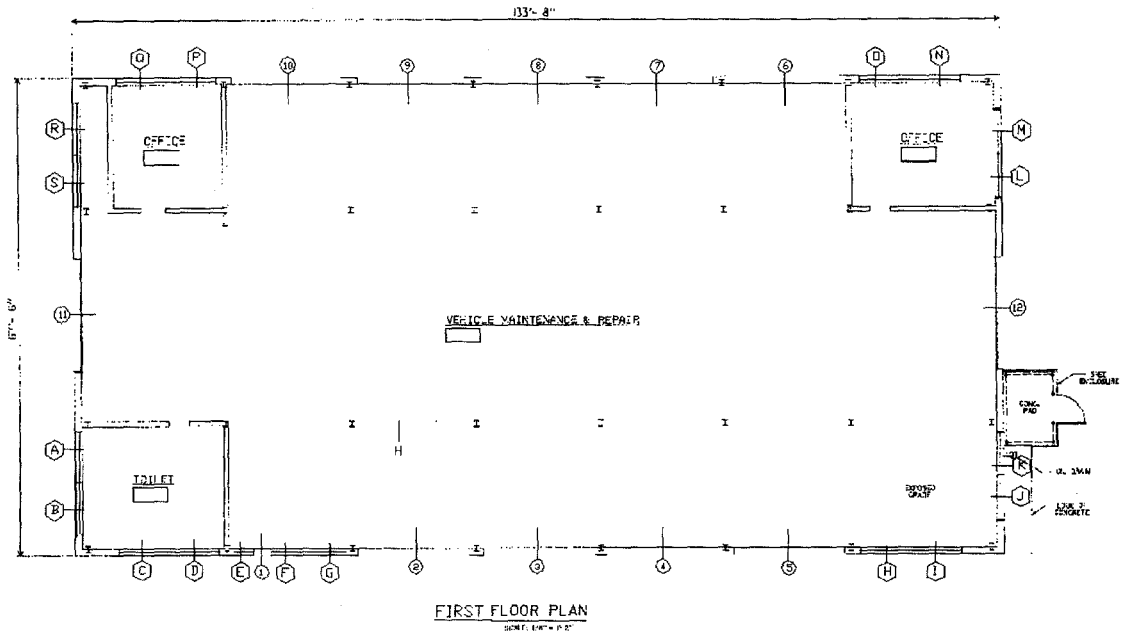

Figure 17: Lower bay window/door numbering.

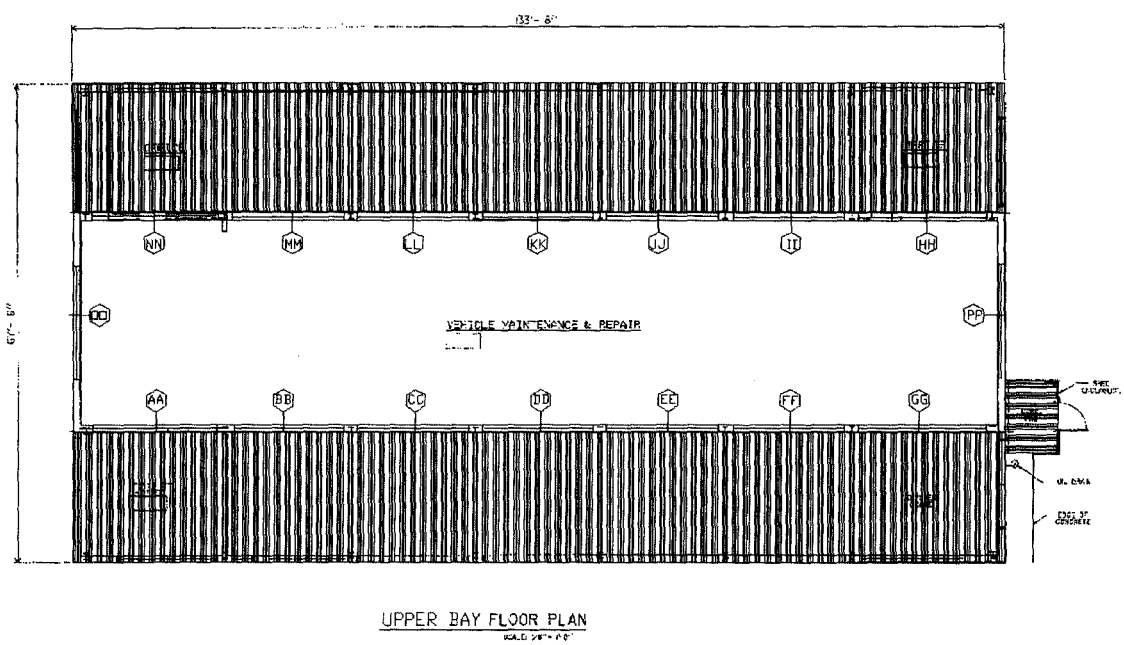

Figure 18: Upper bay window/door numbering.

PART IV: PROJECT INFORMATION

The Cultural Resources Program in the Public Works Business Center at Fort Bragg, North Carolina sponsored this project. The project was completed at the Land and Heritage Conservation Branch of the Construction Engineering Research Laboratory (CERL) part of the United States Army Corps of Engineers, Engineer Research and Development Center (ERDC). The project historian was Adam Smith (CERL). Adam Smith (CERL), with assistance from Christella Lai and Elizabeth Campbell, produced the architectural description section of the report. Martin Stupich produced the large-format photographs contained in the report. Documentation was coordinated with the Fort Bragg Cultural Resources Program through preservation planner Cris Armstrong. The documentation was completed November 2002.