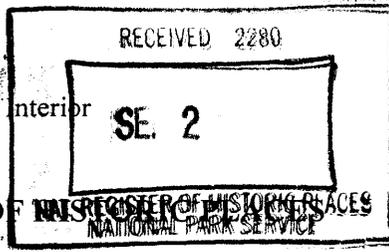


United States Department of the Interior
National Park Service



**NATIONAL REGISTER OF
REGISTRATION FORM**

1. Name of Property

historic name Fort McClellan Industrial Historic District
other names/site number Warehouse Area

2. Location

street & number Jimmy Parks Blvd., Transportation Rd., Idaho Ave. not for publication N/A
city or town Anniston vicinity N/A
state Alabama code AL county Calhoun code 015 zip code 36205

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Jan A. L. / SHPO
Signature of certifying official/Title

26 SEP 06
Date

Alabama Historical Commission (State Historic Preservation Office)
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register.
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other (explain): _____

Elson H. Beall 11-8-06

[Signature]
Signature of Keeper

Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	<u>21</u>	<u>1</u> buildings
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>5</u>	<u>1</u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> objects
	<input type="checkbox"/> object	<u>26</u>	<u>2</u> Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)
N/A

Number of contributing resources previously listed in the National Register:
0

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: <u>DEFENSE</u>	Sub: <u>Military Facility</u>
<u>DEFENSE</u>	<u>Arms Storage</u>
<u>COMMERCE/TRADE</u>	<u>Warehouse</u>
<u>INDUSTRY/PROCESSING/EXTR.</u>	<u>Industrial Storage</u>
<u>TRANSPORTATION</u>	<u>Road-Related (vehicular)</u>
<u>TRANSPORTATION</u>	<u>Pedestrian</u>

Current Functions (Enter categories from instructions)

Cat: <u>VACANT/NOT IN USE</u>	Sub: _____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: Utilitarian
LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival

Materials (Enter categories from instructions)

foundation: CONCRETE
roof: ASPHALT, ASBESTOS, CLAY TILE
walls: BRICK
STUCCO
other: CONCRETE
WOOD

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Military
Community Planning and Development
Architecture

Period of Significance 1932-1954

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder N/A

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: US Army Corps of Engineers, Mobile District

10. Geographical Data

Acreage of Property 52 ac.

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing	
1	<u>16</u>	<u>611808</u>	<u>3731698</u>	4	<u>16</u>	<u>612049</u>	<u>3730992</u>
2	<u>16</u>	<u>612469</u>	<u>3731307</u>	5	<u>16</u>	<u>611707</u>	<u>3731551</u>
3	<u>16</u>	<u>612517</u>	<u>3731162</u>	6	_____	_____	

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title David B. Schneider, Consultant; Christy Anderson, Alabama Historical Commission

organization Schneider Historic Preservation, LLC date 12/01/05

street & number 411 E. 6th Street telephone 256-310-3620

city or town Anniston state AL zip code 36207

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Anniston-Calhoun County Joint Powers Authority

street & number 180 Headquarters Dr., Building #61 telephone 256-236-2011

city or town Anniston state AL zip code 36205

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Section 7 Page 2 name of property: Fort McClellan Industrial Historic District
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7. Narrative Description

The Fort McClellan Industrial Historic District is centrally located within the developed core of the former 45,680-acre Fort McClellan Military Reservation. Located immediately northwest of the traditional limits of the City of Anniston and now incorporated within the city, McClellan was closed as a military base in 1999 and is currently being redeveloped for a mix of public and private uses. The fort developed in a relatively flat area at the base of Choccolocco Mountain which traditionally served as a natural barrier that provided an ideal setting for target ranges for everything from small arms to artillery. Within the developed area at the base of the mountain a small city of facilities in which to house and train soldiers grew during the fort's eighty years of operation. Originally established as a camp in 1917, most of the present layout of the fort dates from improvements that occurred during the 1930s and 1940s. A low hill near the center of the developed area became the site of the headquarters area that included offices, a hospital, barracks, a church, a fire station, entertainment facilities and officers' quarters. The industrial area located to the northeast of the headquarters area was sited to take advantage of a natural flat area through which a railroad spur was constructed from the main tracks located west of the fort to a more central spot within the facility. The industrial area included a variety of maintenance facilities, storage areas and other facilities necessary to support the activities of the fort. Additional barracks housing was historically clustered around this central area and, over time, was infilled with a variety of training facilities. Firing ranges, training areas and munitions storage were located along the base of the mountain.

The north and south branches of Cane Creek provide natural northern and southern boundaries for the Fort McClellan Industrial Historic District. Topographically, the area is flat with gentle downward slopes along its western and northern edges. A railroad track line crosses the northern portion of district in generally northwesterly direction. A spur line splits from the railroad line in the eastern third of the district and runs parallel to it until terminating at a coal trestle at the west end of the district. Jimmy Parks Boulevard is the principal north to south street through the district and Building 251 (Resource #15), the district's administrative building, visually dominates its streetscape. A series of warehouse buildings sited parallel to the railroad tracks include Buildings #247 (Resource #13), #246 (Resource #12), #236 (Resource #08), #229 (Resource #17) and #228 (Resource #27), along the south side of the tracks, and Buildings #256, T-257, T-258 and T-260 through T-261 (Resources #21-26) to the north. Building #230 (Resource #18), a warehouse, is located south of and parallel to Building #229. The Motor Pool area is located to the south of the warehouses with all but two of its buildings oriented perpendicular to the railroad tracks. Buildings in this area historically included stables, garages and supporting facilities for motorized vehicles and horses. Included in this grouping are Buildings #234 (Resource #4), #238 (Resource #5), #240 (Resource #6), #242 (Resource #7), #243 (Resource #11), #244 (Resource #10), and #237 (Resource #9). Building #28 (Resource #28), a former Bakery, and Building #251, the district's only noncontributing building, are located south of the administration building. The district also includes six structures: a contributing concrete coal trestle at the west end of the railroad spur, three contributing bridges, the contributing stone channel walls systems along both branches of Cane Creek and one noncontributing bridge.

The Fort McClellan Industrial Historic District includes twenty-six contributing resources and two noncontributing resources that date from 1932 to 1954. As a group these buildings formed the industrial core of the former military base, serving as its supply and maintenance center. The design and layout of the district's resources are consistent with the overall planning that typified the fort's development during this period.

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- 1 Cane Creek 1941 ca. Cane Creek, N & S branches Contributing
Natural creek forming northern and southern boundaries of Fort McClellan's industrial district; stone sidewalls were constructed circa 1941 as was a stone footbridge (resource #2).
- 2 Bridge, 4341 1960 ca. Cane Creek @ Transportation Rd. Noncontributing
Simple concrete slab bridge with pipe rails; construction and design details suggest that this bridge was built circa 1960.
- 3 Bridge 4342 1941 Cane Creek @ W of Jimmy Parks Bl. Contributing
Arched uncoursed stone pedestrian bridge over Cane Creek; arched stone side rails with circular cut-outs, cast concrete caps; cast concrete supporting arch; constructed in 1941.
- 4 Building 234 1936 Idaho Ave., 86 Contributing
Rectangular 1-story brick industrial building with front-facing gable composition shingle roof; 3x13 bay core measures 68 x 262 feet, faces east (southeast); oversized central garage door opening at facade flanked by 3-unit metal industrial windows, all openings are rectangular with flat concrete lintels, north window system has integral pedestrian entrance; west elevation is similar but with windows at all bays; similar 4 and 8 unit industrial windows at south elevation with garage entrance at 11th bay of south elevation (from east), north elevation is similar with garage openings at its 3rd and 8th bays; exposed brick exterior walls set in common bond with gable parapets at its east and west ends, brick cantoned corners with stone caps, stone parapet cap at end elevations, molded concrete cornice at side elevations, raised concrete foundation; exterior alterations have been minimal and include a replacement garage door and the addition of a modern louvered gable vent at the east facade. Constructed in 1936 by the Works Progress Administration as a Regimental Garage; used most recently as a maintenance building.
- 5 Building 238 1936 Idaho Ave., 86 Contributing
Rectangular 1-story brick industrial building with side-facing gable composition shingle roof; 17x1 bay core measures 48 x 191 feet, faces east; rectangular garage door openings in 12 southern bays with metal doors, former garage opening at 14th bay now blocked down with frame enclosure and pedestrian entrance flanked by metal industrial windows and a pedestrian entrance; west elevation is similar 12 garage entrances with windows at its northern bays; north and south elevations have no openings other than tall narrow paired louvered ventilators at the gable ends; exposed brick exterior walls set in common bond; concrete foundation; exterior alterations have been minimal and include the infill of one garage opening and the addition of metal awnings at some openings. Constructed in 1936 by the Works Progress Administration as a Wagon Shed; used most recently as a Vehicle Storage Building.
- 6 Building 240 1936 Idaho Ave., 86-A Contributing
Rectangular 1-story brick industrial building with side-facing gable clay tile roof; 7x2 bay 20 x 81 foot core with 1-bay wide enclosed shed porch to north, faces east; façade is visually divided into 2 sections by the spacing of its openings: a single garage opening (now infilled) centered at the south end and six bays of window and door openings (W-E-W-W-W-W) at the north end all within rectangular openings, windows are single metal industrial windows; south elevation has 2 similar windows; west elevation has irregularly spaced windows and doors; arched openings at porch now infilled; exposed brick exterior walls set in common bond; concrete foundation; exterior alterations have been minimal and include the infill of one garage opening and the porch. Constructed in 1936 by the

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Works Progress Administration as a Blacksmith Shop/Saddlery/Stable Guard's Quarters; used most recently as an administration building.

- 7 Building 242 1936 Idaho Ave., 86-B Contributing
Rectangular 1 and 2-story brick industrial building with side-facing front-facing gable composition shingle roof; 4x18 bay 35 x 170 foot core, faces east, 4x2 bay 2 story ends separated by 14-bay wide 1-story central section; pedestrian entrances at outer bays of east and west elevations flanking 2 single 6-light windows, cargo opening centered at upper level, all within rectangular openings; similar windows at 2 outer bays of the north and south elevations with 12 garage door openings within 1-story section separated by steel posts and flanked by pedestrian entrances; exposed brick exterior walls set in common bond; concrete foundation; no exterior alterations noted. Constructed in 1936 by the Works Progress Administration as a Stable; used most recently for general storage and a garage.
- 8 Building 236 1932 Idaho Ave., 91 Contributing
Rectangular 1-story stucco industrial building with front-facing a roof system consisting of 2 parallel low-pitched gambrel roofs covered with composition shingles; 6x5 bay 103 x 138 foot core; north and south elevations visually resemble 2 identical attached buildings each with a central cargo entrance flanked by single metal industrial window below paired gambrel shaped parapets; east and west elevations have central oversized cargo entrances flanked by banded metal industrial window walls on stucco bulkheads; hollow core tile exterior walls finished with stucco; concrete foundation; no exterior alterations noted. Constructed in 1932 by the Works Progress Administration as a garage a repair shop; used most recently a technical maintenance shop.
- 9 Building 237 1936 Idaho Ave., 100 Contributing
Rectangular 1-story brick industrial building with front-facing gable composition shingle roof; 5x6 core with 16-bay deep garage extension measures 48 x 264 feet, faces south; garage door openings at outer bays of south elevation flank a pedestrian entrance with transom and a single metal industrial window, east garage entrance now infilled, tall narrow paired louvered ventilators at the gable end; north elevation is similar to south but with 2 triple metal industrial windows at its main level; similar double windows at side elevations of core, series of garage openings separated by steel columns at east and west elevations of garage; exposed brick exterior walls set in common bond; concrete foundation; exterior alterations have been minimal and include the infill and addition of a modern pent shed roof at the eastern garage door at the south elevation. Constructed in 1936 by the Works Progress Administration as a machine gun and howitzer shed; used most recently as a maintenance building.
- 10 Building 244 1934 Idaho Ave., 100A Contributing
Rectangular 1-story brick industrial building with side gable composition shingle roof, interior brick chimney; 3x3 core measures 32 x 32 feet, faces west; central garage door opening at façade with sliding wood door flanked by single metal industrial windows; similar windows at south elevation and western 2 bays of north elevation, pedestrian entrance at east bay of north elevation; 3 similar windows at east elevation; exposed brick exterior walls set in common bond; concrete foundation; no exterior alterations noted. Constructed in 1934 as an ancillary building to the adjacent stable; used most recently as a storage building and technical shop building.
- 11 Building 243 1932 Idaho Ave., 100B Contributing
Rectangular 2-story brick industrial building with side gable composition shingle roof, 2 round metal attic ventilators along ridge; 1x7 core measures 32 x 72 feet, faces south; central garage door opening at façade with

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concrete lintel and sliding wood door, double-leaf 6-light over single panel doors at upper level, crane rail at gable end; north elevation is similar with addition of a single metal industrial window at the east bay of its lower level; 7 hopper windows with concrete sills placed high on the 1st and 2nd levels of the north and south elevations; exposed brick exterior walls set in common bond; concrete foundation; no exterior alterations noted. Constructed in 1932 as a stable; used most recently as a storage building.

- 12 Building 246 1941 Idaho Ave., 181 Contributing
Rectangular 1-story reinforced concrete industrial building with monopitch roof; original core measures 72 x 90 feet, 72 x 90 foot addition to the east (1942) with subsequent additions to its east (ca. 1955, 1960s), faces north; continuous concrete loading dock and overhanging roofs at north and south elevations of original core and 1942 addition; north and south elevations are divided into structural bays by the expression of structural posts; north elevation of the original core is divided into 5 structural bays with central cargo doors flanked by single metal industrial windows in the 3 central bays, 1942 addition is similar; projecting bay between core and historic addition at south elevation contains modern cargo entrance, most remaining bays are blank; additions are of similar construction but without loading docks and roof overhangs; painted concrete exterior walls; concrete foundation; exterior altered by circa 1955 addition to the east and some alterations to fenestration at south elevation. Constructed in 1941 as a cold storage warehouse.
- 13 Building 247 1934 Idaho Ave., 247 Contributing
Rectangular 1-story brick industrial building with side gable composition shingle roof, 9 round metal attic ventilators along ridge; 9x4 core measures 69 x 168 feet, faces north and south; north and south elevations are similar with 4 evenly spaced cargo doors flanked by double metal industrial windows placed high on the elevation, all openings are rectangular and have concrete lintels, concrete sills at windows, continuous concrete loading docks, east cargo entrance at north elevation has been infilled; east and west elevations are parapet gable endwalls, east elevation has 4 small industrial metal windows, 3 of which are grouped to the south, and a rectangular louvered attic ventilator, west elevation is similar but without windows; exposed brick exterior walls set in common bond; concrete foundation; no exterior alterations noted. Constructed in 1932 as a warehouse; used most recently as a laundry distribution center and warehouse.
- 14 Bridge 4303 1941 Jimmy Parks Blvd. @ Cane Creek Contributing
Simple concrete slab bridge with concrete sidewalls and supported by concrete abutments; constructed in 1941.
- 15 Building 251 1959 Jimmy Parks Blvd., 29 Noncontributing
Rectangular 1-story brick industrial building with flat roof; exposed brick veneer exterior walls set in common bond; concrete foundation; no exterior alterations noted. Constructed in 1959 as a telephone exchange.
- 16 Building 241 1937 Jimmy Parks Blvd., 135 Contributing
U-shaped 1 and 2-story brick industrial building with a hipped clay tile roof at its principal 2-story core with gable clay tile roofs at its 1-story rear wings; originally constructed as 3 buildings linked by an open loading dock along the rear of the 2-story core, dock was later enclosed and the interior spaces joined; the core measures 224 x 42 feet and each wing measures 62 x 254 feet; 19-bay east façade has a central entrance with decorative surround and modern aluminum frame door system flanked to either side by a series of five closed-spaced single replacement windows and three 4-unit grouped replacement windows (southern opening has a secondary entrance with sidelights, similar windows at upper level with 3 single windows above principal entrance; 4-bay south elevation of core

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originally had 4 single windows at each level, eastern windows now obscured by modern exterior staircase structure, north elevation similar to original condition; south elevation of south wing has 10 bays of rectangular openings with concrete lintels with entrances at the 2nd and 10th bays (from west) and grouped industrial windows placed high on the elevation in remaining bays, north elevation of north wing is similar with 4 evenly spaced cargo openings flanked by similar windows, continuous concrete loading dock accessing adjacent railroad track; 3 similar industrial windows at west elevations of wings with narrow louvered attic vents above; continuous loading dock around interior of U with modern enclosures along the south; exposed brick exterior walls set in common bond with brick cantoned corners, molded concrete cornice at 2-story core, raised concrete foundation; exterior alterations have included the replacement of windows and doors, the addition of an exterior stair structure and additions within the rear U. Constructed in 1937 as a Quartermaster's Warehouse.

- 17 Building 229 1937 Jimmy Parks Blvd., 154 Contributing
Rectangular 1-story brick industrial building with front-facing gable composition shingle roof, 2 round metal ventilators at roof ridge; 5x8 core measures 69 x 143 feet, faces west, now connected via infill structure to Building #230; recessed central entrance opening at façade with modern aluminum double leaf doors and blind transom flanked by single and double metal industrial windows with metal shed awnings; similar windows at north elevation with cargo door at 2nd bay from east end, former window and cargo entrance to its west now infilled, 4 industrial windows at east elevation, south elevation obscured by infill (ca. 1985); exposed brick exterior walls set in common bond with gable parapets at its east and west ends, brick cantoned corners with stone caps; concrete foundation. Constructed in 1937 as an ordinance warehouse; used most recently as a military clothing sales store.
- 18 Building 230 1937 Jimmy Parks Blvd., 171 Contributing
Rectangular 1-story brick industrial building with side-facing gable composition shingle roof, 3 round metal ventilators at roof ridge, 1 interior brick chimney; 8x3 core measures 103x43 feet, faces south, now connected via infill structure to Building #229; entrances at 2nd, 3rd and 7th bay of south elevation flanked by double and triple metal industrial windows, 3 similar double windows at north and south elevations, north elevation obscured by infill (ca. 1985); exposed brick exterior walls set in common bond with gable parapets at its east and west ends, brick cantoned corners with stone caps; concrete foundation. Constructed in 1937 as an annex to Building 229 (ordinance warehouse); used most recently as a military clothing sales store.
- 19 Bridge 4306 1941 Jimmy Parks Blvd., 225 Contributing
Simple concrete slab bridge with concrete sidewalls and supported by concrete abutments; constructed in 1941.
- 20 Structure 216 1936 Jimmy Parks Blvd., 291 Contributing
Railroad trestle with reinforced concrete posts supporting concrete beams upon which rest wood railroad ties with steel tracks, approximately 15 feet above surrounding grade; steel bumper at west end; walkway along north side of tracks with metal staircase at its west end. Built in 1936 as a coal trestle.
- 21 Building 256 1954 Lennox Ave., 20 Contributing
Rectangular 1-story concrete block industrial warehouse building with low-pitched gable shingle roof, 4 round metal ventilators at roof ridge; 2x6 core measures 80 x 300 feet, 1-story concrete block office extension to east; oversized cargo entrances at outer edges of west elevation, similar openings flank central office extension at east elevation; 6 bays of banded industrial windows placed high on north elevation, cargo openings at 2 center bays, south elevation is similar cargo entrances in all bays opening on to continuous concrete loading dock with suspended canopy above,

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small enclosure at east end; painted concrete block exterior walls; concrete foundation. Constructed in 1954 as a warehouse.

- 22 Building T-257 1941 ca. Lennox Ave., 90 Contributing
Rectangular 1-story frame industrial warehouse building with side gable composition shingle roof with exposed rafter ends, 7 round metal ventilators at roof ridge; 3x1 core; 3 unevenly spaced cargo entrances at south elevation with concrete loading docks, no openings at east and west elevations, 3 single industrial windows at north elevation; modern corrugated metal siding over historic wood novelty siding; concrete pier foundation with wood infill. Constructed circa 1941 as a warehouse.
- 23 Building T-258 1941 ca. Lennox Ave., 134 Contributing
Rectangular 1-story frame industrial warehouse building with side gable composition shingle roof with exposed rafter ends, 7 round metal ventilators at roof ridge, exterior brick end chimney; 4x1 core; 3 unevenly spaced cargo entrances at south elevation with concrete loading docks, west entrance has shed canopy, pedestrian entrance at 2nd bay from each, infilled entrance at east elevation, no openings at west elevation, 6 single industrial windows at north elevation; modern corrugated metal siding over historic wood novelty siding; concrete pier foundation with wood infill. Graffiti at foundation reads: "P.O.W. 1943." Constructed circa 1941 as a warehouse.
- 24 Building T-260 1941 ca. Lennox Ave., 190 Contributing
Rectangular 1-story frame industrial warehouse building with side gable composition shingle roof with exposed rafter ends, 7 round metal ventilators at roof ridge, exterior brick end chimney; 8x3 core; 3 cargo entrances with concrete loading docks at western bays of south elevation, east entrance has shed canopy, flanked by 2 single industrial windows, a pedestrian entrance and 2 additional windows; 3 similar windows at east and west elevation; 5 similar windows and one smaller window at north elevation; modern corrugated metal siding over historic wood novelty siding; concrete pier foundation with wood infill. Constructed circa 1941 as a warehouse.
- 25 Building T-261 1941 ca. Lennox Ave., 260 Contributing
Rectangular 1-story frame industrial warehouse building with side gable composition shingle roof with exposed rafter ends, 7 round metal ventilators at roof ridge; 4x1 core; 3 cargo entrances with concrete loading docks at south elevation, west entrance has shed canopy, pedestrian entrance at east bay; 2 sets of paired single industrial windows at east elevation; 1 similar single window at west elevation; 6 similar single windows at north elevation; modern corrugated metal siding over historic wood novelty siding; concrete pier foundation with wood infill. Constructed circa 1941 as a warehouse.
- 26 Building T-262 1941 ca. Lennox Ave., 300 Contributing
Rectangular 1-story frame industrial warehouse building with side gable composition shingle roof with exposed rafter ends, 7 round metal ventilators at roof ridge; 3x1 core; 3 cargo entrances with concrete loading docks at south elevation; no openings at east and west elevations; 2 sets of paired single industrial windows at east elevation; 1 similar single window at west elevation; 6 single industrial windows at north elevation; modern corrugated metal siding over historic wood novelty siding; concrete pier foundation with wood infill. Constructed circa 1941 as a warehouse.

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- 27 Building 228 1936 Transportation Rd., 47 Contributing
Rectangular 1-story brick industrial building with side-facing gable composition shingle roof; 6x3 core measures 123 x 69 feet, faces east; cargo entrances at 4th and 6th bays (from south) of east elevation flanked by double metal industrial windows, window at 3rd bay has central pedestrian entrance; 3 similar double windows at north and south elevations; west elevation is similar to east with cargo entrances at 2nd and 5th bays, pedestrian entrance at 3rd bay and windows in remaining bays; exposed brick exterior walls set in common bond with gable parapets at its east and west ends, brick cantoned corners with stone caps; concrete foundation. Constructed in 1936 as a Quartermaster's Utility Shop; used most recently as an electrical maintenance shop.
- 28 Building 252 1936 Transportation Rd., 96 Contributing
Rectangular 1-story brick industrial building with side-facing gable composition shingle roof; 5x3 core, faces north; pedestrian entrances outer bays of façade with single doors with transoms, shed hoods supported by decorative brackets, flank 3 rectangular window openings, 2 western openings retain original 3-unit metal industrial windows, east opening now infilled with brick; 4 single industrial windows at west elevation, east elevation is similar, south elevation is obscured by Building 251; exposed brick exterior walls set in common bond; concrete foundation. Constructed in 1936 as a bakery; used most recently as a communications center.

Archaeology

Extensive archaeological surveys were conducted of Fort McClellan and are summarized in An Historic Preservation Plan for Fort McClellan, Alabama by New South Associates, Inc. (1994). The report did not record any sites within the Industrial Historic District, however potential subsurface remains could provide additional information about the historical development of the district.

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The Fort McClellan Industrial Historic District is significant under National Register Criterion A and C. Historically, the district served as the primary industrial, repair, warehouse and supply distribution center of Fort McClellan, a 45,680-acre U.S. Army facility established as a National Guard Training camp in 1917 and upgraded to a permanent fort in 1929. Closed in 1999, Fort McClellan was a major military installation for more than eighty years during which time it was also an integral part of the economy and the community character of the City of Anniston. Generations of American men and women received their military training at McClellan and the fort's trainees have fought in every military conflict from World War I through the present. During World War II alone, almost one-half million soldiers were trained at McClellan. Architecturally the district is representative of the development of military facility planning in the early 20th century, a time during which "an outstanding group of city planners, architects and landscape designers who were trained in the principles of the City Beautiful and Garden City movements" were employed to create military installations that met high standards for both functionality and aesthetics. This attention to design detail coupled with McClellan's natural setting at the base of the the Choccolocco mountain range combined to earn the fort the reputation for being "the military showplace of the South." The combination of function and aesthetics was carried throughout the Industrial Historic District and many of its individual contributing resources are excellent examples of period military design. The period of significance for the district extends from 1932 through 1954 and reflects the construction dates of its earliest and latest contributing extant buildings.

The indented portions of the following historical narrative were prepared by Denise P. Messick of New South Associates in 1994 as part of a series of three draft National Register nominations completed under a contract with the U.S. Army Corps of Engineers. The nominations were based on their report: An Historic Preservation Plan for Fort McClellan, Alabama (Historic Preservation Plan). Additional documentation for this revised nomination was taken from other documentary sources as well as New South's 2000 report: Historic Context Study: World War II and Cold War Era Buildings and Structures. Fort McClellan, Alabama (WWII and Cold War Era Buildings).

Fort McClellan

The post's military significance derives from its roles in both world wars, first as a National Guard camp in 1917, and then as a permanent installation after 1928 with several divisions of soldiers later training there during World War II. These included the 92nd Division, which was the Army's second African-American division, as well two detachments of Women's Army Corps. The Prisoner of War (POW) camp established at Fort McClellan in June of 1943 also figures significantly into the history of the post. The German prisoners became a part of the labor pool and are credited with building stonework walls, landscape features and the exceptional murals which dress the Officers' Club walls. McClellan's evolution and transformation from hastily erected temporary structures to a permanent, planned community reflects the development of the United States military from World War I to World War II.

The twentieth century history of Fort McClellan is closely tied to that of nearby Anniston which was founded after the Civil War by the Woodstock Iron Company. Samuel Noble of Rome, Georgia, and General Daniel Tyler, a wealthy industrialist from Connecticut, set out to establish a model city, a progressive Southern town structured by industry. It was laid out on a grid plan on the valley floor adjacent to iron ore deposits. Trees were placed on major avenues to relieve the monotony and parks were made part of the overall plan. The town was privately owned until 1883 and it enjoyed growth and prosperity until the depression of the 1890s. It began to actively look for ways to enliven its economy and, through pressure on influential members of Congress, was chosen as the location for Camp Shipp which occupied a site north of town on Blue Mountain

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from 1898 to 1899. By the time the reserve camp was closed, Anniston's iron making industry was being replaced by textile manufacturing and pipe making. In 1912 Congressman Fred L. Blackmon made advances toward the War Department to spur interest in the Choccolocco Mountains as a range for artillery training. The federal government decided in 1917 to purchase the property north of Anniston. The acquisition was orchestrated by the Anniston Chamber of Commerce and, under the purchase agreement, farmers were allowed to work their fields through the summer of 1917. When the Army needed the land sooner than expected, the Chamber underwrote the crop loss. A key factor in the success of Anniston's proposal was the cohesive manner in which they approached the military as a harmonious economic unit.

The events of 1917 compelled the hasty construction of a National Guard camp. War was declared on Germany on April 6th and the Selective Service Bill was passed on May 18th. The Cantonment Division of the Army was mandated to have 32 camps ready by September 1. Camp McClellan was one of the chosen thirty-two, a National Guard cantonment able to handle 27,152 soldiers. It was the first Southern installation named in honor of a Northerner, worse, the commander of the Union forces between 1861 and 1862 (Atlanta Journal, April 13, 1959). This challenge to Southern sensibilities was transcended in light of the economic boost the camp would inject into the town of Anniston. In Washington a cadre of volunteers formed a Committee on Emergency Construction, with William Starrett as chair, to set up a building program. These men included industrialists, construction experts, architects and others who managed the complicated process of preparing typical layouts and plans. Charles L. Dulin was the Constructing Quartermaster placed in charge of Camp McClellan. Dulin chose the site of the new camp in the northwestern quadrant after completing a survey of the reservation which considered topography and geography. No towns or villages were displaced since the land use had been mostly agricultural. The area was fairly level, well-drained, and connected by existing roads to Anniston and Jacksonville. It was also closest to the tracks of the Southern Railway.

The World War I post was laid out in 26 blocks designated as areas, each performing a specific function and containing a set number of buildings. The layout of buildings within each block, particularly those devoted to housing the infantry units, was highly regimented. The positioning of the blocks was not quite linear and appears to have been dependent on the most advantageous way to use the creeks and topographical features of the site. The logistics of establishing this incipient city were laboriously orchestrated by Colonel Dulin as he struggled with water supply, finding laborers, dealing with labor strikes, and the scientific management of labor, road construction and heavy rainfall. Soldiers would be delivered by train, marched over fields and taken to a cleared area to begin constructing their camps. Only one-fourth of the materials used in the camp's construction was actually carried by rail to the site; the bulk were brought in by truck or wagon on the country road. By November of 1917, all officers and enlisted men of the 29th Division, totaling 27,753 individuals, had arrived. Training at the camp was hard. Community relations were forged with the election of a town representative, W. P. Acker, to deal with the military. When the 1st Separate Negro Company of Maryland arrived, they were promptly introduced to the African-American community of Anniston to avoid the racial tension that occurred during the Spanish-American War (MacGregor 1985: 7). By February of 1919, 1,534 buildings had been constructed at the division camp, plus 118 associated with the hospital, 28 built by military organizations, and 16 built by societies. The hospital was imposing, with single ward buildings aligned in four columns and joined through walkways. The whole area was bounded by a circular street pattern and sited on an elongated knoll, ostensibly to ward off contamination and noise. This hill would later become the Post Headquarters area.

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In the 1920s the incredible expansion of the previous decade was cut back, permanent construction was discouraged, and maintenance on a reduced budget became the Quartermaster Corps' primary mission. As the World War I camps began to fall into disrepair, the mood of the public began to swing in the direction of increased funding. In 1924 Secretary of War John Weeks submitted a long-range plan to Congress to replace temporary structures with permanent barracks, quarters, and hospitals and updated water and sewage systems. The Construction Service was awarded \$126 million by Congress between 1926 and 1930 and talented men were recruited to fill the ranks of the Quartermaster Corps. Major General B. Frank Cheatham's vision of a new program of post development resulted in a period of successful and healthy growth which included Camp McClellan, now Fort McClellan, by authority of a 1929 War Department order. Army Chief of Staff General Charles P. Summerall, who had negotiated the camp's purchase in 1917, was also influential in attaining its permanency as a Regular Army Post for one regiment of Infantry. Three infantry barracks were completed by February 1930 to be followed by quarters for officers and noncommissioned officers. The first buildings in the Industrial District were a garage and stable, both completed in 1932.

The intensity of the Depression halted further progress while military spending was curtailed in 1933. President Franklin D. Roosevelt launched the Civilian Conservation Corps (CCC) and the Public Works Administration (PWA) to help stem unemployment. These programs and others which followed benefited construction at military posts across the country by channeling funds into relief programs which created and sustained work for the Construction Division. In 1936 and 1937 W.P.A workers constructed warehouses, garages, stables, a wagon shed, bakery, blacksmith shop, coal trestle, and machine gun and howitzer shed in the Industrial District. They also built numerous buildings and structures in other areas plus utilities, streets and lighting. New Deal programs defined and enhanced the post and provided work to the unemployed. In many ways the 1937 fort was a new and improved version of the 1919 camp. The layout of the permanent buildings was essentially grafted upon a site plan and design brought into reality in the haste of 1917. A strict grid arrangement was absent and streets and occupation areas conformed to the topography.

The 1930s post also benefited from the expertise of city planners, modern architects and landscape architects who were consulted and hired by General Cheatham to improve the beauty as well as the function of the new fort. George B. Ford's hand is evident in the plans of a score of other posts of that generation including Fort Benning in Georgia. Lt. H. B. Nurse (1928: 15) gave the theoretical framework with which the posts were planned, citing five laws of design that are portrayed in nature: Unity, Consonance in Design, Diversity, Balance, and Radiation. Also considered were the three elements of Army posts: operation, administration, and housing. Buildings would be styled in one theme, surrounded by open spaces, and connected by broad main arteries and local streets of various plans and widths which followed natural contours. Plans were not simply generated in Washington, but each post commander and Corps Area Commander had an active voice in the planning process from the beginning. Land use zoning regulations were being developed in the United States in the 1920s. Posts would be divided into areas grouped by function and it was the planner's task to unify the whole. Ford was interested in creating an environment that would be a healthy place to bring up children. Cheatham also suggested that posts have individual programs for landscaping.

Barracks were usually the first buildings constructed, followed by single family homes for officers' families. The Design Branch deemed Georgian Revival and Spanish Colonial Revival styles appropriate to certain regions of the country. While bases in New England tended to have brick exteriors and slate roofs, stucco exteriors and tile roofs were more common in their Southern counterparts. Climatic conditions were also

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considered. The Spanish Colonial Revival Style of the Post Headquarters Area did not extend to the more utilitarian areas such as the Industrial District of Fort McClellan. By 1946, Fort McClellan would be divided into at least five defined areas: the Post Headquarters Area, the Warehouse (or Industrial) Area, the Railhead Area, the Hospital Area, and the Magazine Area. The Industrial District stands out as a compact and cohesive example of the implementation of Cheatham's ideas and Ford's plans for functional divisions of space in the new military community.

The period between the two World Wars was a time of transition for the Army. While it appeared clear to many military experts that the future conduct of war would be fought with modern mechanized armies, others were reluctant to change. Thus airfields, garages, and stables were built during the same era. Even in the mid-1930s most of the new buildings constructed in the transportation area of Fort McClellan were focused on the horse. However, by the end of the Second World War the horse and mule had become symbolic. The buildings were converted in the early 1940s to accommodate a modern mechanized Army. Today the facilities are used for the storage and repair of automobiles and buses.

The updated installation was used by infantry units, ROTC units, National Guard units and as headquarters for supervising 45 CCC camps in the Southeast. The 1940s brought a second boom period for Fort McClellan directly related to world events. The Selective Service bill of 1940 was passed on the condition that the draft would commence once proper arrangements were made for the draftees' housing, sanitation and medical care (American Public Works Association 1976: 596). McClellan was placed within the second tier of forts to be ready by October 1940. The 1940s saw the careful evolution of functional areas, but the areas which housed troops remained situated as they were in 1937, albeit with more buildings. Units remained intact within their separate camps. A civilian village was added between 1937 and 1946, and this residential area was laid out similar to the post command area. A traffic circle was added by the fire house. The base plan still retained the overall look of the 1917 camp, with the main areas still clustered around the railroad spur while the battalion areas remained in block formation stretching to the north and south. Standardization in building design was practiced in World War I but truly refined during the second World War. In addition to the temporary buildings constructed during this period, the fort was expanded to the east and west. The policy set by the Quartermaster's Office was to hire local/regional firms capable of meeting the standards set by the government.

The 27th Division, a National Guard unit from New York, trained at Fort McClellan with a new three-phase program devised by the War Department to test field operations. The city of Anniston continued to have a close and harmonious relationship with the troops by having public dances in their honor, bringing women from local colleges to the events, and staging vaudeville shows and boxing events. Local churches provided clubrooms for the soldiers. After the 27th Division left for the Pacific, the Basic Immaterial Training Center (BIRTC) was formed to give recruits eight weeks of basic training before being sent to specialized units for combat or other training. This was replaced in 1943 by the Infantry Replacement Training Center (IRTC). While an African-American division (the 92nd) was stationed at Fort McClellan, the Army still rigidly held to a segregationist policy with blacks being housed and fed in separate facilities. The two detachments of Women's Army Corps (one white and one black) were given clerical roles, handled the motor pool, and worked in bakeries, service clubs, mess and supply (Lane 1955: 25). The housing for women was considered "separate, but better" than that given to male soldiers. In 1955 McClellan would become the first permanent home of the WAC.

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Fort McClellan's POW camp was completed in May 1943 west of the Headquarters area with a standard layout for up to 3,000 individuals. It had three sections with rows of 20-man barracks in each section. The barracks were shotgun-like buildings with dimensions of twenty by forty feet. The camp was essentially self contained with kitchens, orderly rooms, dayrooms, dispensaries, a chapel, library, reading room, stage, and athletic fields. Most of the men interned at McClellan worked on the post and some were involved with local employers in the agricultural and industrial sectors who contracted out for their labor. In their off hours and in jobs assigned to them on post, POW s created a substantial legacy at Fort McClellan in the realms of masonry and art as well as less visible improvements. Stone walls, chimneys, patios, drainage ditches, and landscaping are credited to the prisoners, as well as the carved bar at the Officers Club (now removed) and the murals which decorate its walls.

Since 1945 Fort McClellan has undergone changes in mission and facilities, and has on occasion had to fight for its very survival as an active fort, but the Post Headquarters District has maintained its character and integrity as an intact example of community planning in the context of military architecture between the two World Wars. It is also a visible symbol of the successful relationship between the military installation and the community of Anniston. The post has played a significant role in local political and economic history and it has provided a connection between a small Alabama town and the national preparations for war.

Fort McClellan was placed on inactive status in 1946 only to be reactivated in 1950. In 1951 the fort became the home of the Chemical Corps School, later known as the U.S. Army Chemical Center and School. New facilities were completed for the school by 1954 which began a program of eight weeks of basic training followed by eight weeks of chemical training. The chemical training included decontamination and chemical warfare procedures in addition to the use of smoke grenades and flame throwers. 1954 also saw the creation of the Women's Army Corps Center at McClellan, a receiving, processing and training facility.

The U.S. Army Combat Developments Command Chemical Biological-Radiological Agency operated at McClellan from 1962 until 1973 when it and the Chemical School were deactivated. During the Vietnam War, an Advanced Individual Training Infantry Brigade trained more than 30,000 soldiers between 1966 and 1970. The Chemical School was reestablished in 1979. By this time the average military population at McClellan stood at about 10,000.

Rising costs and shrinking budgets forced the Defense Department to begin reevaluating its military facilities in the 1980s. The Base Realignment and Closure Commission (BRAC) was formed to complete this reassessment and made its first recommendations for base closures in 1989. While Fort McClellan was included on the 1989 list, it was not until 1995, by which time the Army had formulated a plan to consolidate and relocate Fort McClellan's mission to Fort Leonard Wood, that the BRAC voted to close McClellan. The official closing ceremony took place on May 20, 1999. Since that time, much of the fort's property has been transferred to the Anniston-Calhoun County Joint Powers Authority (JPA), a nonprofit agency that is now overseeing the former fort's environmental clean-up and redevelopment. The JPA has since officially renamed the area McClellan.

Industrial Historic District

The Fort McClellan Industrial Historic District includes twenty-six contributing resources that date from 1932 to 1954. As a group these buildings formed the industrial core of the former military base, serving as its supply and maintenance

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center. The design and layout of the district's resources are consistent with the overall planning that typified the fort's development during this period.

The construction boom of the 1930s took the location and embellished it with brick structures designed to handle transportation, storage, and distribution needs. With the European scene worsening through the 1930s, readiness for war was paramount. Warehouses were key to this preparedness, allowing the military to safely store items from munitions to uniforms. The Utilitarian style indicates that work was the primary task undertaken at this venue. Stables and garages typify the motor pool setting while storage and distribution facilities characterize the remainder. If the functions of a military post can be likened to that of a city, this grouping of historic structures emulates the industrial core. This area would be further developed during World War II with the addition office temporary warehouses which still survive north of the railroad spur.

These buildings were constructed to standardized plans developed initially by the Quartermaster Corps and later updated as needed by the Corps of Engineers. Some were projects of federal government relief programs created to provide civilian work in the years of the Depression. During this time the fort area was expanded, creeks were channeled, and buffers were established between areas. Some of the stonework in the district, including a small foot bridge [Resource #3, Bridge #4342] over South Branch Creek and the walls of the channeled creek, may have been constructed by German prisoners of war during World War II. In contrast to the Post Headquarters Area, landscaping was not a priority in the Industrial Area. A photograph of 15th Street taken during the 1940s shows that it had street lamps like Post Headquarters, but it had virtually no trees.

Both the warehouse and transportation areas were first established in 1917 by Constructing Quartermaster Colonel Charles Dulin and supervising engineer Maurice R. Scharff with four divisional storehouses set lengthwise along the tracks. Four narrow stables were sited to the southwest of the storehouses at an angle. Later planners would simply intensify this area of concentration and enclose the buildings so they would not be visually intrusive. A 1937 map shows a park and canal on the west and a golf course, nursery and field on the east. Pocketed inside this buffer zone, warehouses were placed in a linear fashion along the railroad spur while the stables and garages were away from the rails in a pattern reminiscent of the 1919 arrangement. Since horses were kept in this area, fenced pastures and corrals were also a part of this district until after World War II.

Building 243, originally used as a stable, is one of the first permanent structures built in what became the motor pool area. Constructed in 1932 in a simplified version of the Colonial Revival style, it is a rectangular two-story brick building now used for storage. The other 1932 building in this area is the Technical Maintenance Shop (Building 236 [Resource #8] which resembles two aircraft hangers set side by side with large multi-pane industrial windows. The exterior walls are structural clay tiles covered with stucco. Cast concrete was introduced as a decorative element on the gable parapet coping, lintel and sills. Building 244 was constructed in 1934 as an addition to the stable (Building 243) and it originally functioned as a blacksmith shop, work shop and stable guard's quarters. Building 247 [Resource #13], a warehouse/laundry facility, was also constructed in 1934 with brick laid in common bond.

The next group of buildings were constructed in 1936 and 1937 by the Works Progress Administration (W.P.A.) under authorization of the Emergency Relief Act of 1935 and 1936. They include buildings 228 [Resource #27], 229 [Resource #17], 230 [Resource #18], 234 [Resource #4], 237 [Resource #9], 238 [Resource #5], 240 [Resource #6], 241 [Resource #16], 242 [Resource #7] and 252 [Resource #28]. Utilitarian in appearance and

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function, their original uses included ordinance warehouses, regimental garage, machine gun and howitzer shed, wagon shed, blacksmith shop, quartermaster's warehouse, stables and bakery. [The buildings were more recently used as an] electrical maintenance shop, military clothing sales building, vehicle maintenance building, vehicle storage building, administration building, warehouses and communications center. Building 241 and 241 A-B were originally constructed as three separate structures and later the loading platform was enclosed with concrete block to form a single building with two wings...The area between Buildings 229 and 230 was also infilled when converted to a military clothing sales store. Building 252, the former bakery, has had substantial interior modifications to make a Communications Center and to connect it to Building 251 [noncontributing Resource #15].

Building 246 [Resource #12] was constructed in 1941 as a cold storage plant for perishable foods. An addition was added to the east end in the 1960s along with other alterations to both the interior and exterior since original construction. Also of note in the district is the coal trestle which was built at the northern end of the industrial area in 1936. By then, Fort McClellan was the size of a small city, and coal, being the major source of energy, was required in large quantities. The trestle facilitated the unloading of coal from railway cars. Based on a standardized design developed by the Quartermaster's Office, it is raised about 15 feet above ground level on reinforced concrete columns.

Six additional warehouse buildings are included as contributing resources. Buildings T257-T258 (Resources #22 and #23) and T260-T262 (Resources #24-26) were constructed circa 1941 as temporary buildings. Painted graffiti on the foundation of Building T-258 reads "POW/1943," although no documentation was found to establish its meaning. Building 256 is a warehouse building constructed adjacent to the railroad tracks in 1954.

Three bridges dating from 1941 are also contributing resources to the district. Each of these structures spans Cane Creek. Bridge 4342 is a stone arch bridge and Bridges #4303 and 4306 are simple concrete slab bridges with concrete sidewalls. A fourth bridge spanning Cane Creek (Resource #2, bridge #4341) is modern and a noncontributing resource. The channeled walls of Cane Creek were constructed circa 1941 and are a contributing resource.

Architecture and Community Planning

The Historic Resources of McClellan are significant in community planning and development as an important early example of the application of community design principles to standardized military construction. This 1930s breed of military posts was a deviation from previous patterns of grid development, although McClellan's World War I heritage also had an impact on the shape it was to take. The intervening period of neglect during the 1920s, a result of stringent federal cutbacks, was to be followed in 1926 by the largest military construction appropriation since the war. Major General B. Frank Cheatham, the Quartermaster General, began his program of nationwide post improvements in the late 1920s with an outstanding group of city planners, architects and landscape designers who were trained in the principles of the City Beautiful and Garden City movements. The internationally known city planning advisor to the War Department was George B. Ford who completed his architectural studies at the Ecole des Beaux Arts in Paris. He and other noted architects and planners, including Lt. Colonel Francis B. Wheaton (formerly of the renowned firm of McKim, Meade & White), Luther M. Leisenring and 1st Lt. Howard B. Nurse, consulted with post commanders to create functional areas that were unified by theme and integrated with the natural landscape features. These expenditures to create a permanent peacetime military establishment came later to Fort McClellan than to its

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This nomination form is based partly on a two-volume historic building inventory prepared in 1993 by New South Associates, Inc. of Stone Mountain, Georgia, and ERC Environmental and Energy Services Co., Inc. of Knoxville, Tennessee. Volume II of that report contains HABS inventory forms on all pre-1942 buildings at Fort McClellan. The report was submitted to the US Army Corps of Engineers, Mobile, Alabama. Some sections of that report are included verbatim in this nomination, which was also produced by New South Associates. References used for both are included in the following list.

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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 10 Page 22 name of property: Fort McClellan Industrial Historic District
county and State Calhoun County, AL

10. Geographic Data

Verbal Boundary Description

The boundaries of the Fort McClellan Industrial Historic District are indicated on an accompanying scaled map. The map was based on information obtained from U.S.G.S. topographic maps and U.S.G.S. satellite images. Beginning at a point along the north bank of the northern branch of Cane Creek at its intersection with Federal Way; proceed south along the centerline and the projection of the centerline of Federal Way to the south bank of the South Branch of Cane Creek; then proceed along the south bank of the South Branch of Cane Creek in a generally southeasterly direction to its intersection with Berman Road; then proceed east along the centerline of Berman Road to a point ten feet east of the first entrance road to the industrial district; then proceed due north to the centerline of Idaho Avenue; proceed east along the centerline of Idaho Road to the centerline of Berman Road; proceed north along the centerline of Berman Road to its intersection with the north bank of the north branch of Cane Creek; then proceed west along the north bank of the northern branch of Cane Creek to the point of beginning.

Boundary Justification

The boundary includes the entire historic boundary of the Fort McClellan Industrial area. Property included within the entire district is currently under single ownership and no individual parcels have yet been delineated. As a consequence, physical boundaries were chosen and include: the north and south branches of Cane Creek which traditionally limited the size of the district; Federal Way and Berman Road which are roads that delineate the western and eastern boundaries respectively.

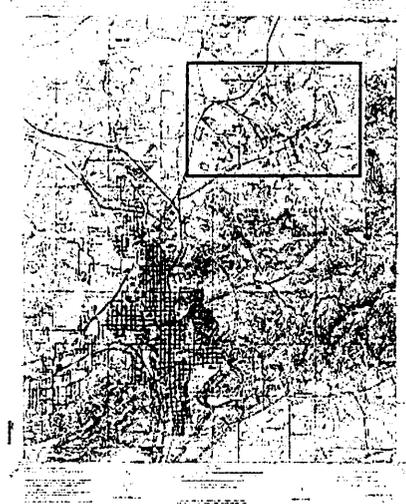
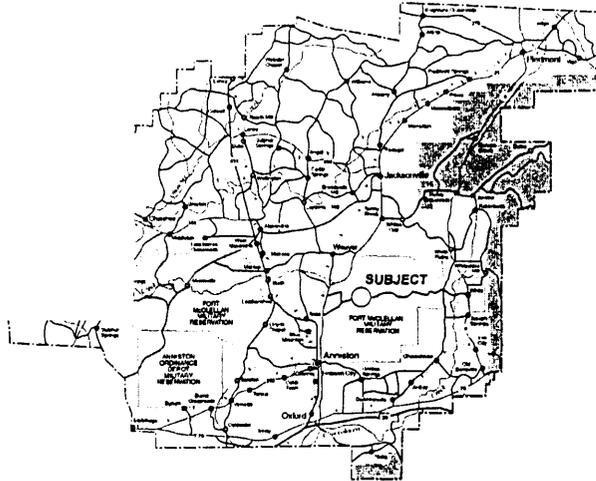
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

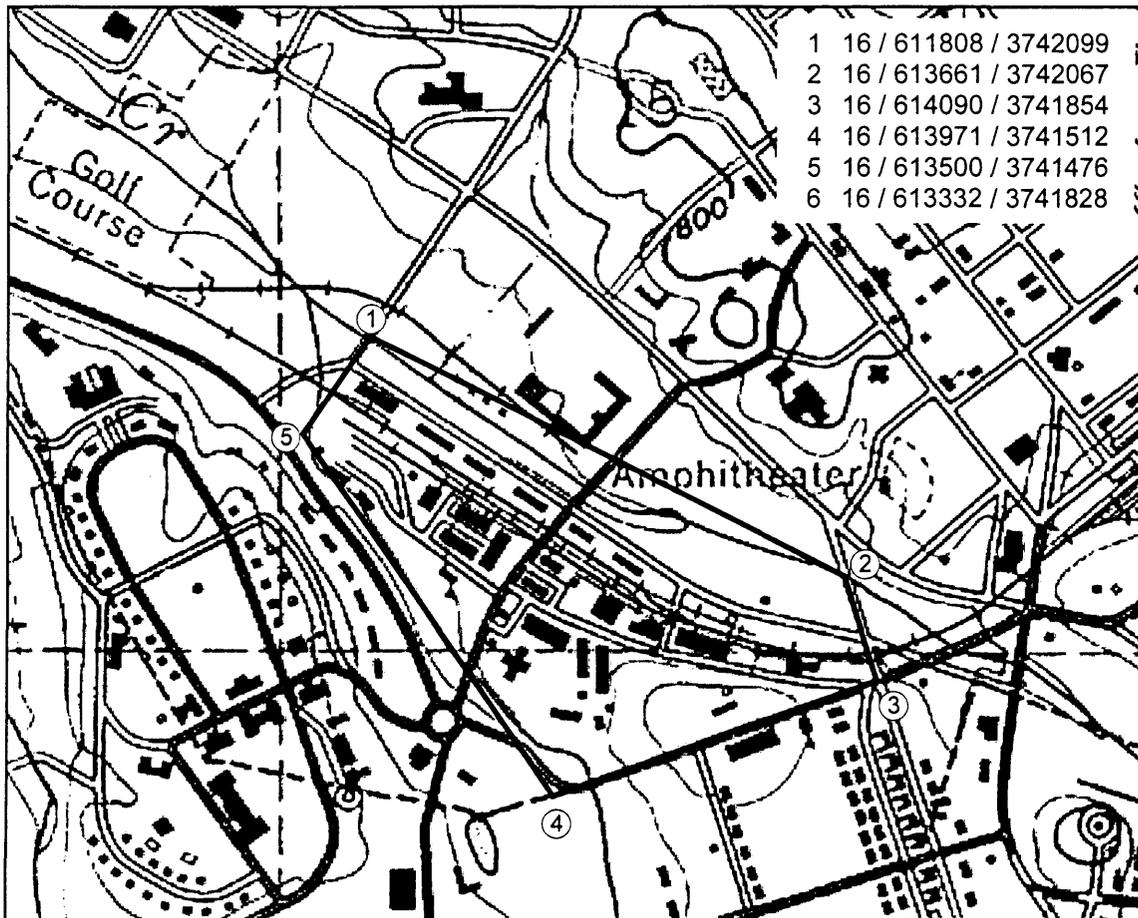
Fort McClellan Industrial Historic District
Calhoun County, AL

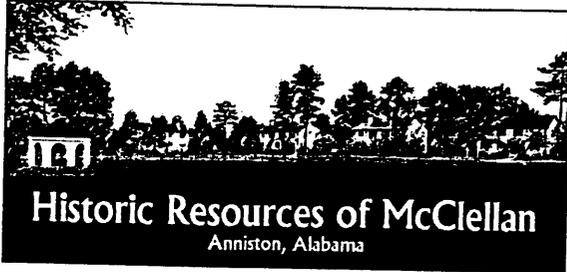
Section number ____ Page ____

Accompanying Documentation Continuation Sheet #1



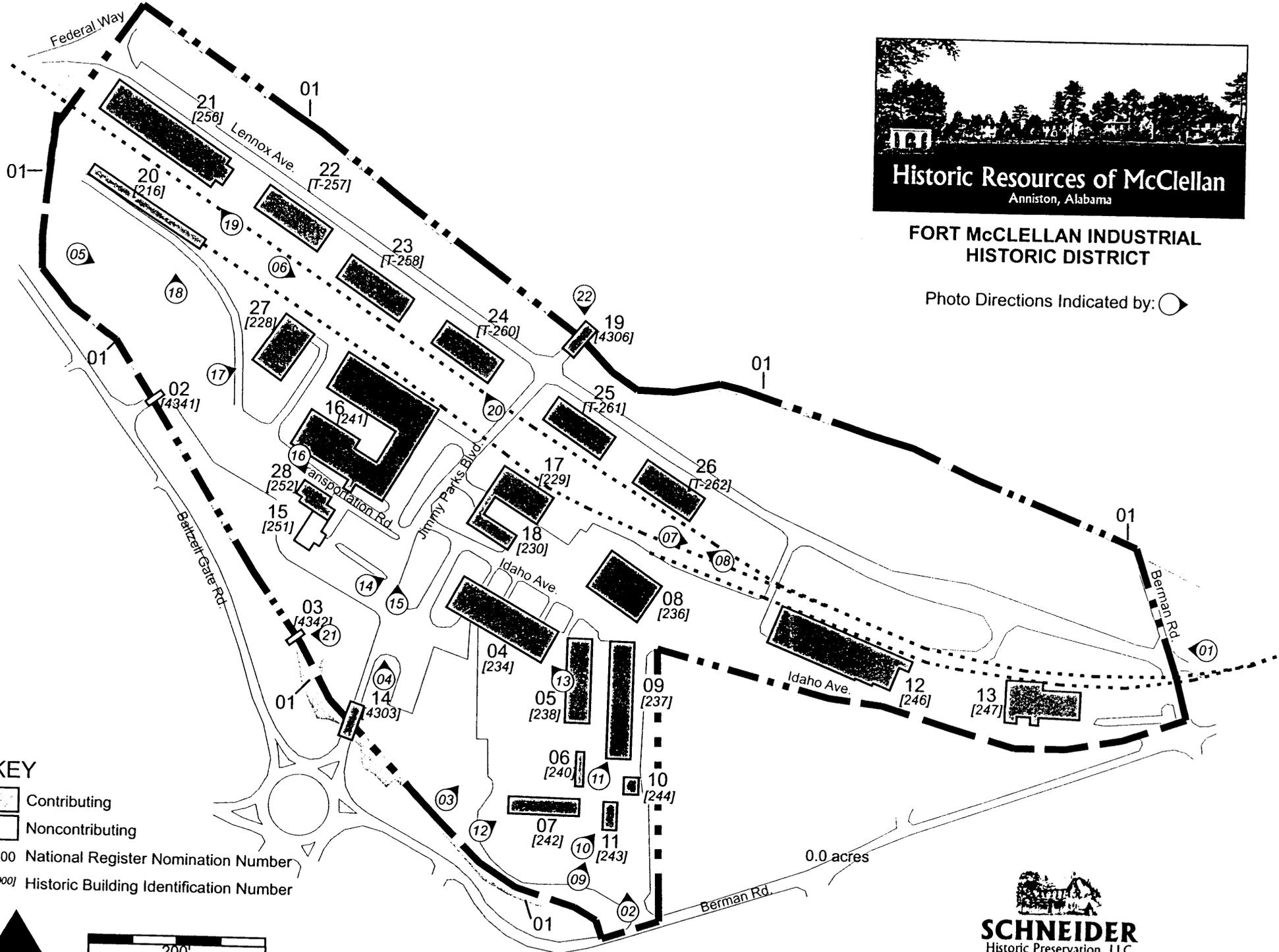
USGS Quad:
Anniston





FORT McCLELLAN INDUSTRIAL HISTORIC DISTRICT

Photo Directions Indicated by:



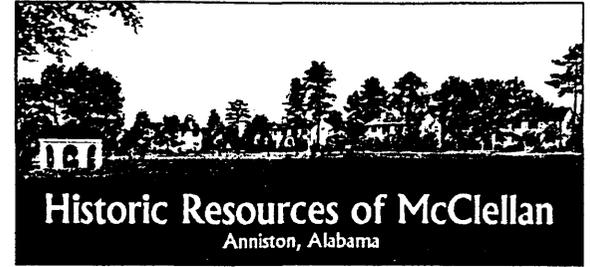
- KEY**
- Contributing
 - Noncontributing
 - 000 National Register Nomination Number
 - {000} Historic Building Identification Number



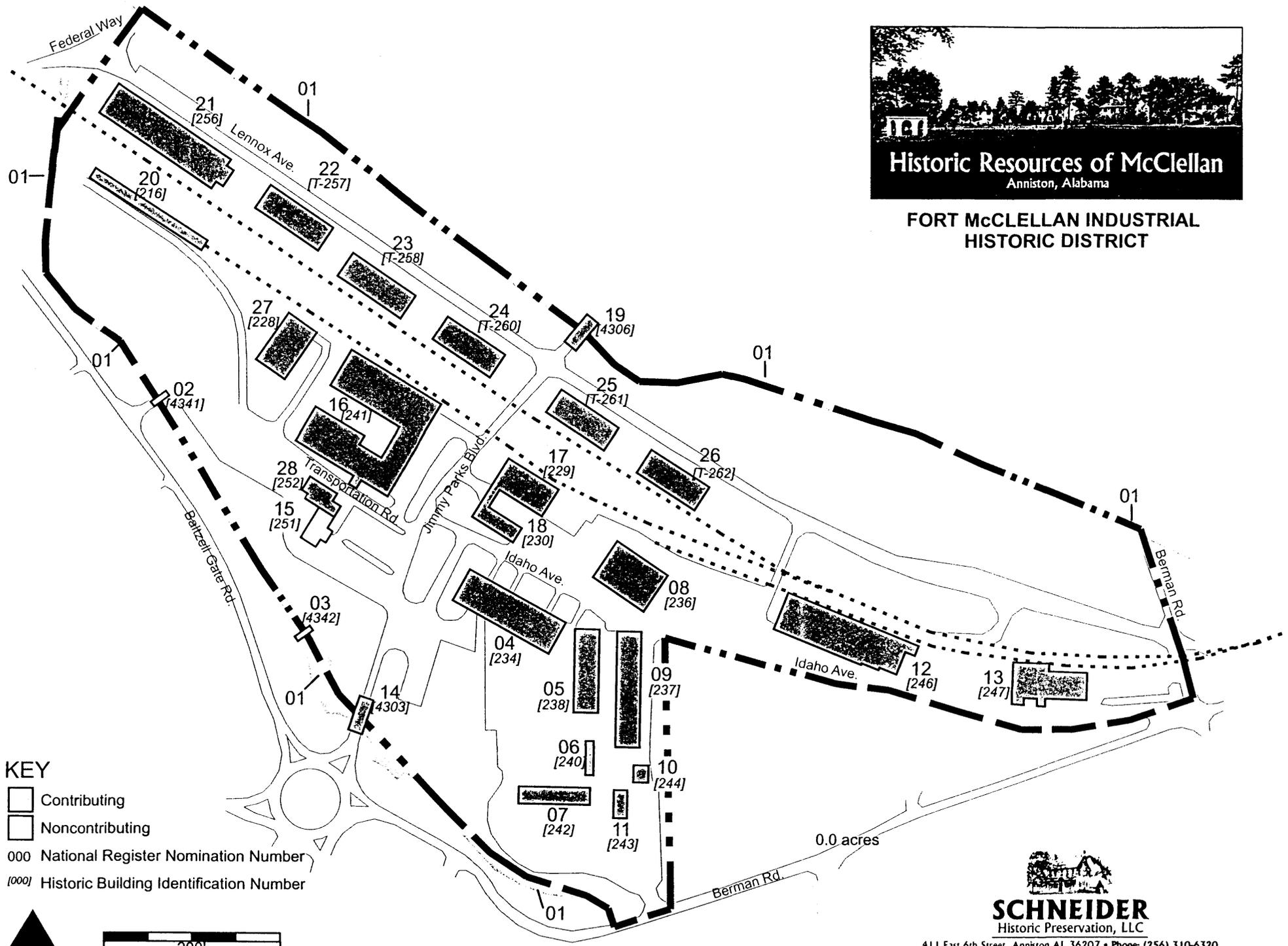
0.0 acres



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**FORT McCLELLAN INDUSTRIAL
HISTORIC DISTRICT**



KEY

-  Contributing
-  Noncontributing

000 National Register Nomination Number
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0.0 acres



SCHNEIDER
 Historic Preservation, LLC

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