AA-34D

Fort George G. Meade; Transportation Buildings Typology

Architectural Survey File

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site (mht.maryland.gov) for details about how to make an appointment.

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Last Updated: 06-11-2004

Survey No. AA-34D

Magi No.

DOE __yes __no

MARYLAND INVENTORY OF HISTORIC PROPERTIES

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name) Fort Meade - Transportation Bldg.

historic Camp Meade/Fort Leonard Wood

and/or common Fort Meade

2. Location

street & number Fort George G. Meade ___ not for publication

city, town Odenton _X_ vicinity of congressional district 3

state Maryland county Anne Arundel

3. Classification

Category	Ownership	Status	Present Use	
___ district	_X_ public	_X_ occupied	___ agriculture	___ museum
_X_ building(s)	___ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	_X_ yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	___ transportation
	_X_ not applicable	___ no	_X_ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name United States Department of the Army

street & number The Pentagon telephone no.: (703) 545-6700

city, town Arlington state and zip code VA

5. Location of Legal Description

courthouse, registry of deeds, etc. Anne Arundel County Courthouse liber

street & number 7 Church Circle folio

city, town Annapolis state Maryland

6. Representation in Existing Historical Surveys

title N/A

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. AA-34D

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	X original site
___ good	___ ruins	___ altered	___ moved date of move _____
___ fair	___ unexposed		
X varied		X varied	

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

(See Attached Sheet)

7. DESCRIPTION

Summary

Fort George G. Meade (Fort Meade) was established in 1918 as a temporary mobilization cantonment. From 1918 to 1974 the post served as a training facility for infantry and cavalry units. Since 1974, Fort Meade has served as the administrative center for the 1st Army Corps.

A reconnaissance architectural survey of the installation was undertaken during March 1993. The survey identified seven major usage typologies within the building stock of Fort Meade: domestic buildings, administration buildings, industrial buildings, transportation buildings, recreation buildings, education buildings, and health care buildings. A Maryland Historical Trust State Historic Sites Inventory Form was completed describing the Fort Meade elements that comprise each typological category.

Fourteen transportation structures were identified at Fort Meade as a result of the reconnaissance survey. Transportation structural types identified include tank maintenance facilities (Buildings #2214, #2217, #2221, #2223, #8482, #8483, #8484, #8485, #8486, #8487, and #8492) and garages (Buildings #2246B, #2253, #4587) are presented in this form.

Temporary transportation structures are located throughout the post, and are associated with the emergency mobilization program enacted in 1940. In 1983, Congress directed the Army to raze all remaining World War II temporary structures. The Army recognized that this category of structure possessed the exceptional qualities of significance necessary for listing in the National Register of Historic Places. A Programmatic Memorandum of Agreement (PMOA) was negotiated in 1986 between the Department of Defense (DoD), the National Council of State Historic Preservation Officers, and the Advisory Council on Historic Preservation to mitigate the effects of razing upon this resource base. As stipulated within the PMOA, major types of World War II temporary buildings were identified and recorded to the standards of HABS/HAER. Completion of the PMOA stipulations was achieved in 1993. Reconnaissance survey of World War II

temporary structures at Fort Meade identified the plan type of each structure to verify its mitigation under the auspices of the 1986 PMOA. Since World War II temporary structures are a nationally homogenous resource that have been subjected to intensive study, architectural descriptions of these resources are not included within the text of this form.

Transportation related World War II temporary buildings are located throughout Fort Meade, while transportation buildings intended for permanent use are concentrated in the post's core area. The core area of the post flanks the Midway Branch of the Little Patuxent River, in the southern section of the installation.

Building Descriptions

World War I (1917-1918)

Fort Meade was established in 1917 as a temporary mobilization post designated as Camp Meade. All of the buildings erected on post during this period were temporary wood-frame structures intended to last no longer than five years. Between 1926 and 1941 the Army undertook an aggressive campaign to raze the World War I temporary buildings still standing.

Four of the 26 World War I temporary buildings extant at Fort Meade are related to the transportation property type. They were constructed in the Cantonment Franklin area of the installation, which formerly housed a World War I communications school. The first tank unit in the U.S. military was housed at Fort Meade; both experimentation and training with the new mechanized equipment were undertaken at the installation.

Building 2214, located on 2nd Street is a one-story, rectangular plan, wood frame building. Constructed on a concrete foundation, the building's vertical board clad walls rise to terminate in a low-pitched gable roof. The building's gable roof is sheathed with asphalt shingles, and it exhibits overhanging eaves. The gable ends serve as dual primary elevations; the building can be accessed from either the north or south gable end. Each gable end incorporates one

metal overhead track door. The north door is mounted by a six-light wood sash casement window. A single row of eight six-light wood sash casement windows forms a transom over the south entrance. The east and west elevations are devoid of a fenestration pattern.

Building 2217, located on Chisholm Avenue is a one-story, irregular plan, wood frame building. Constructed on a concrete sill foundation, the building's vertical board clad walls rise to terminate in a gable roof. The building's gable roof is sheathed with asphalt shingles. Primary entry is gained through the south gable end elevation; this elevation is six bays wide. The south elevation incorporates two wooden doors (a paired unit and a single unit); two overhead track metal doors; and two one-light-over-one-light, double hung, aluminum sash windows. The west elevation is visually divided into two sections: the southern third of the elevation is full-height, and incorporates two one-light-over-one-light, double hung, aluminum sash windows; the northern two-thirds of the elevation is recessed. This recessed space is enclosed by six-foot vertical-board-clad walls, and is sheltered by a shed roof. A detached metal smokestack is connected with the shed-roofed area.

An addition extends from the east side of the building's north elevation. The addition incorporates corrugated-metal-clad walls and is sheltered by a gable roof sheathed with corrugated metal. Three single-light casement windows are set into the east elevation of the addition.

Building 2221, located on Chisholm Avenue, is a one-story, rectangular plan, wood frame structure. Constructed on a concrete foundation, the building's vertical board clad walls rise to terminate in a gable roof. The gable roof is sheathed with asphalt shingles, and it exhibits wide eaves. Primary entry is gained through the west elevation, which incorporates three single wooden door units. Single six-light-over-six-light, wooden, double hung sash window units are located between the addition and the "first" (north-most) doorway, and between the first and second doorways. A small, rectangular-plan, gable-roofed addition extends from the north end

of the west elevation. The addition rests on a concrete sill foundation and exhibits walls clad with vertical board siding. Four three-light casement windows are set within the addition's south elevation; a single three-light casement window is set within the addition's west gable end.

Metal overhead track doors are incorporated into the north and south gable ends. The north gable end also incorporates two single wooden door units west of the metal door. A single wooden door unit and two six-light-over-six-light, double-hung wooden sash windows are set within the east elevation. A metal stack rises from the northeast corner of the building.

Building 2223, located on Chisholm Avenue, is a one-story, rectangular plan, wood frame structure. Constructed on a concrete sill foundation, the building's vertical board clad walls rise to terminate in a shallow-pitched gable roof. The gable roof is sheathed with asphalt shingles, and it exhibits wide eaves. Primary entry is gained through the south gable-end elevation. Two entries are incorporated in the primary elevation: a metal overhead track door, and a single wooden door unit located east of the metal door. No bay openings are located in the building's eastern elevation. A single wooden door provides access through the north elevation. A one-story, rectangular plan, wood frame shed addition extends from the west elevation at the building's southwest corner. The addition incorporates blind vertical-board walls. Its shed roof is sheathed with asphalt shingles.

Inter-War Period (1919-1939)

Camp Meade was retained by the Army after the conclusion of the First World War. The Army estimated that paying reparations to land owners for damages caused by the construction of the temporary mobilization cantonment would exceed the cost of purchasing the land outright, and would preserve the $6,000,000 worth of construction undertaken to establish Camp Meade. In 1928 the Army changed Camp Meade's status from temporary cantonment to permanent post, and the installation was redesignated Fort Leonard Wood (Fort Meade already existed in South

Dakota). Complaints from the citizens of Pennsylvania resulted in the changing of Fort Leonard Wood's name to Fort George G. Meade. During the period in which the name of the post was being debated, construction of the first permanent buildings at the installation was underway. Between 1928 and 1934 the core of the post was planned, designed, and constructed. Sporadic construction was undertaken between 1935 and 1939 on an as-needed basis.

Between the end of the First World War and 1931, Fort Meade housed the nation's tank school and experimental grounds. In 1931 the War Department transferred the tank school to Fort Benning, Georgia to become part of the Infantry School, reflecting the War Department's opinion of how the machine would be utilized in future conflicts. Though the tank school was transferred, Fort Meade still housed active Army tank units. The post also hosted the Army Bakers' and Cooks' School and Army reserve units during the Inter-War Period.

Buildings 2246B is a warehouse constructed in 1934 as an addition to Building 2246A, a small arms repair shed. **Building 2253**, a vehicle maintenance shed, was constructed in 1934 as an 81-vehicle garage. Located on Huber Road, it is a one-story, rectangular plan, steel frame, 27-bay structure sheltered by a gable roof. Three-bay, gable-end elevations (east and west) are constructed of brick. Former vehicle entries are found in the northern third of the east and west elevations; these have been infilled with five-course common bond brick. This area currently serves as an administrative space. The remaining two thirds of the eave walls are clad in vinyl siding. This space is utilized as a warehouse. Windows throughout the building are six-light-over-six-light double-hung wooden sash units and 20-light, metal sash industrial units. The building's roof is sheathed with asphalt shingles.

Building 4413, a garage, was constructed in 1931. Located on Llewellyn Avenue, it is a one-story, rectangular plan, brick structure sheltered by a hipped roof. The building was constructed as an ambulance garage. Its foundation is not visible. The building's five-course common bond brick walls rise to terminate in a hip roof that is sheathed with slate tiles. The

primary (north) elevation is defined by four bays, each incorporating a wooden overhead track door. Brick piers separate each of the primary elevation bays. A plain wood cornice extends around the entire structure. Four six-light-over-six-light double-hung wood sash windows are arranged symmetrically across the rear elevation. No openings are incorporated within the side elevations.

Building 4587, a post exchange outlet, was built in 1934. Located on Leonard Wood Avenue it is a one-story, rectangular plan, 18-bay, steel frame building incorporating brick gable ends, and sheltered by a gable roof. The building is constructed on a poured concrete foundation. Eave elevations (east and west) are defined by vehicle entry ways. Primary entry is gained through the west elevation. Three bays incorporate metal overhead track doors; one former vehicle entry bay is infilled with German siding and incorporates a single wooden door unit. Another vehicle entry bay is infilled with vertical board, and incorporates a one-light-over-one-light, double hung, aluminum sash window. The 13 remaining bays are infilled with concrete and corrugated fiber-glass; concrete fills the bottom two-thirds of the bay and fiber-glass occupies the upper third.

The building's gable elevations are constructed of five-course common bond brick. Each gable elevation is three bays across, and each bay is defined by a recessed archway. Limestone keystones are incorporated in the brick arches. Glazed & protruding header bricks form a checkerboard pattern in the "pediment" between the arch and window frame. The window units are composed of a four-light industrial sash awning window flanked by four-light sidelights and mounted by a two-light transom. A one-story, shed-roofed brick addition extends from the north elevation, obscuring the two western bays.

World War II (1940-1945)

Fort Meade served many functions during the Second World War, though its primary mission was the basic training of men inducted into the infantry. Also housed at Fort Meade during this period were a Prisoner of War camp; the United States Prisoner of War Information Center, which maintained records concerning the disposition of captured enemy and American troops; a Tank Destroyer School; expanded Army Bakers' and Cooks' School facilities, a Special Service (entertainment) Unit Training Center, and a reception center for soldiers rotated state-side. No extant permanent buildings related to transportation functions at Fort Meade were constructed during the period of this historic context.

Post World War II (1946-1953)

After the conclusion of the Second World War, Fort Meade again housed armored units. Few buildings were constructed during this period, since military budgets had been reduced. Construction was carried out on an as-needed basis. The eruption of the Korean Police Action in 1950 caused an increase in activity at Fort Meade, but nowhere near the levels attained during World Wars I and II.

Buildings 8484, 8485, 8486, and 8487 were constructed in 1950. They are single-story rectangular buildings, built of concrete blocks resting on concrete slab foundations. Primary facades are defined by eight metal overhead doors and a single wooden hinged unit at the southern end of the buildings. Side gable roofs sheathed with asphalt shingles shelter the buildings. A plain wooden cornice runs along the eave line of the buildings. Each building's rear elevation is defined by a small addition, constructed of concrete block and sheltered by shed roofs sheathed with asphalt roll. A single metal door is located within each "addition" structure. Metal stack vents are located on the south elevations of the shed roofed additions. The rear elevations of the primary structures are nine bays wide. The southern elevations house two six-over-six

double-hung wooden sash windows and exhibit a louvered wooden vent in the gable. Northern elevations contain one six-over-six double hung wooden sash window and wooden louvered vents in the gable. **Buildings 8482, 8483, 8487, and 8492** also were constructed in 1950 as vehicle maintenance shops of similar design.

8. Significance

Survey No. AA-34D

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	X community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	X architecture	___ education	X military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ theater
X 1900–	___ communications	___ industry	___ politics/government	___ transportation
		___ invention		___ other (specify)

Specific dates **Builder/Architect**

check: Applicable Criteria: XA __B XC __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: Xnational __state __local

Prepare both a summary paragraph of significance and a general statement of history and support.

(See Attached Sheet)

8. SIGNIFICANCE

Maryland Comprehensive Historic Preservation Plan Data

Region:	Western Shore
Period:	Industrial/Urban Dominance, 1870-1930 Modern Period, 1930-Present
Theme:	Military
Resource Type:	Transportation Buildings
Buildings:	Tank Maintenance Facilities - 2214, 2217, 2221, 2223, 8482, 8483, 8484, 8485, 8486, 8487, 8492
	Garages - 2246B, 2253, 4587
Total Building Count:	14

Summary

Building Type Summary

Transportation Building Types. Since its earliest days, the Army has constructed facilities to house and support its transportation elements. Prior to the twentieth century, horses were the primary element in Army transportation. Early transportation-related structures include stables, liveries, wagon sheds, limber sheds, and smithies. With the advent of motorized vehicles in the early twentieth century, the Army's transportation corps adopted vehicles powered by the internal combustion engine. Structures related to the new transportation mode include fueling depots, garages, and vehicle maintenance sheds. The transportation-related buildings at Fort Meade encompass brick permanent buildings, steel frame permanent buildings, and Second World War temporary wood frame buildings.

During the twentieth century, the Army adopted the use of motorized vehicles for both basic transportation and combat functions. The shift to motorized vehicles affected not only the Army's methods of warfare and logistics, but also the transportation choices of individual Army personnel. As the use of motorized vehicles increased following World War I and particularly

during World War II, new building forms were required to house the maintenance, repair, and operations requirements of these vehicles. Tanks, first used during World War I, gained importance as tactical weapons during the inter-war period; these weapons proved themselves during World War II. Special facilities were constructed to repair, maintain, and store these weapons. Transportation-related buildings generally are functional in architectural character and distinguished in plan by unobstructed work space. Vehicle shops frequently include over-size industrial windows that serve as sources of both light and ventilation.

World War I (1918-1919)

In April, 1917, the United States entered World War I which had begun in Europe in 1914. For the United States Army, this war posed new problems that fully challenged its capabilities. The war spurred the introduction of new weapons, such as machine guns, poison gas, airplanes, tanks, and indirect artillery. The war also increased the manpower needs of all services dramatically. In 1916 the Army's total strength was 108,399 officers and enlisted personnel; by 1918 America's mobilization effort raised that number of personnel to 2,395,742 (Weigley 1984:599).

The Army's ability to expand depended upon its ability to provide built facilities to support the new recruits, and to shelter them while they were trained and organized. The magnitude of the Army's expansion led to the establishment of temporary cantonments to accommodate the burgeoning number of new recruits. The War Department planned to construct 32 temporary cantonments by September 1, with each cantonment capable of sheltering 40,000 soldiers. Responsibility for the establishment of these camps was removed from the Quartermaster General and placed in a special "Cantonment Division" later called the "Construction Division", that reported directly to the Secretary of War (Risch 1962:605-609).

The cantonments were divided into two categories: (1) camps for mobilized National Guard units, and (2) camps for new National Army units composed of recently conscripted

soldiers. Because the National Guard units were expected to require minimal training, the War Department decided to shelter the soldiers in tents, and to construct only a minimum number of wooden buildings. The National Army cantonments housed trainees in wooden barracks that were intended to remain structurally sound no longer than five years. Both types of cantonments contained road networks, electric and water supplies, and other required utilities (Risch 1962:605-609). Because the National Guard camps used canvas shelters, they were concentrated in the southern states, while National Army camps were distributed across the nation (War Department *Annual Report* 1918:64-65).

One of the National Army cantonments was established near the town of Admiral, Maryland. It was named Camp Meade, in honor of the Union Commander at the Battle of Gettysburg. On June 17, 1918 the Army leased the land for Camp Meade, and signed a contract to begin construction of the facility. Construction began almost immediately after the contract was signed. The largest problem facing the construction force at Camp Meade was a lack of available laborers within a reasonable commuting distance of the camp. To solve this problem, temporary quarters and a commissary were built to house the construction crews on site. Construction proceeded quickly to prepare the facility to receive troops by September 15, 1918 (RG 92, Completion Reports, Camp Meade MD). At a cost of $16,200,000, Camp Meade was one of the larger cantonments constructed; the facility had a capacity of 52,575 soldiers (Crowell 1919:546).

With the end of the First World War in November 1918, American interest in military affairs declined sharply. The war left an enormous debt that limited military expenditures. At the conclusion of the war, discussion began concerning the closing of temporary facilities leased by the War Department for the emergency mobilization. However, political pressure resulted in fewer facility closings than anticipated. Camp Meade was one of the temporary cantonments that the Army decided to retain. In 1919 the War Department included Camp Meade on a list of leased installations that it planned to acquire through outright purchase. The total area purchased consisted of 7,500 acres (United States Congress 1919:44-45).

Immediately after the war ended Camp Meade served as a demobilization center (Ft Meade Museum 1985:8). In 1919 the post was designated an Overseas Replacement Depot. Its mission no longer encompassed the training of new recruits, but the processing of soldiers sent to Germany for occupation duty (RG 407, Project File, Camp Meade, 333.3). A tank school was also established at Camp Meade in 1919.

Inter-War Period (1919-1939)

The Camp Meade Tank School. During the 1920s, the Army also operated a tank school at Camp Meade. The English had developed the tank during the First World War to break the stalemate of trench warfare. On January 26, 1918, the United States created its own tank corps, under the command of Brigadier General Samuel Rockenbach. Like the U.S. Army Air Service, the U.S. Army Tank Corps had relied heavily upon its allies for equipment during the war. During the Meuse-Argonne offensive, the British and the French supplied most of the tanks used by the Americans (Shuffer 1959:54-58; Matloff 1969:399).

Immediately after the war, the War Department ordered General Rockenbach to organize a peacetime Tank Corps at Camp Meade, Maryland. Like the Infantry and Air Service, the Tank Corps was subjected to a period of de-mobilization. By July 1919, the Tank Corps consisted of 154 officers and 2,508 enlisted personnel. A year later, the National Defense Act of 1920 abolished the Tank Corps as a separate unit and integrated the Tank Corps into the U.S. Infantry command structure. This decision arose from the assumption that in future wars the tank would be used in support of infantry assaults (Shuffer 1959:73-75). However, the War Department did retain the Tank School at Camp Meade. The school was located in the eastern area of the post, an area which had been established in 1918 as Cantonment Benjamin Franklin, but that had been absorbed by Camp Meade during that same year. To complement the school, the Army also assigned the 1st Tank Group to the post, which contained the 16th and 17th Tank Battalions. Here officers trained and experimented with the new weapon (Jones 1920:370-373).

General Rockenbach possessed two exceptionally capable officers in his command, George S. Patton and Dwight D. Eisenhower. Though it was true that tanks of the First World War required infantry protection, both officers came to believe that improvements in the tank would make it a potent weapon in its own right, not merely an adjunct to infantry assaults. Both officers wrote articles on the possible future of tank warfare. Both men were severely chastised, and threatened with court-martial if they continued to vocalize opinions concerning an independent Tank Corps. Shortly afterwards, both men returned to duty with their respective branches, Eisenhower to the Infantry and Patton to the Cavalry (Eisenhower 1920:453-458; Patton 1920:958-962; Ambrose 1983:70-74; Cary 1980:199-200).

Yet the potential advantages of armored warfare remained. In 1927 an Assistant Secretary of War observed an experimental mechanized force in England and asked the War Department to attempt a similar experiment in the United States. Camp Meade was the logical location for such an experiment. Consequently the Army assembled a collection of worn out-tanks, mechanized infantry and other mobile units at Camp Meade for a summer of maneuvers (Weigley 1984:410). The experiment was hindered severely by the poor quality of equipment. On September 20, 1928, the force was disbanded due to a lack of funds (Shuffer 1959:80-83)

Following the experiment at Fort Meade, a War Department Board reported on the future of mechanization. Members of the Board upheld standard Army doctrine by asserting that the Infantry and Cavalry would remain the backbone of future offensive actions. Yet they also claimed that the tank would be vital to the success of future offensive actions, and that more experimentation was required (RG 407, AG Decimal File 537.3 (4-14-28) & (10-30-28). Following the Board's recommendation, another experimental force was assembled at Fort Eustis, Virginia in 1930. In 1931 the Chief of Staff, Douglas MacArthur, disbanded this mechanized force and instructed each branch of the Army to develop mechanized forces in its own way (Shuffer 1959:89-100; Weigley 1984:410-411).

In 1932, the War Department dissolved the Tank School at Fort Meade, and transferred its duties to the Fort Benning Infantry School (RG 407, AG Central Decimal File, 352 (4-1-32)). The United States Army's interest in tanks and armored warfare languished until World War II, when the Germans dramatically demonstrated the effectiveness of armored warfare (Weigley 1984:411).

Upgrade of Facilities at Fort Meade

When Camp Meade was purchased by the Army after the First World War, no new structures were erected to supplement or replace the temporary structures that had been built when the camp was established. After the post had been purchased, the Army entered a period of de-mobilization and post war austerity. In 1921 the Secretary of War, John D. Weeks, limited the amount that any post could spend on buildings and grounds maintenance to $500 (Fine & Remington 1972:44).

Between 1921 and 1926 the average yearly construction budget for the entire Army was approximately $755,893. The First World War temporary structures had been designed to last no longer than five years and were deteriorating faster than repairs were funded. By the mid-1920s the exceptionally poor condition of First World War temporary structures located at the Army's posts became a source of frequent complaints throughout the Army, because of both the miserable living conditions they provided and the danger of fire.

Although World War I temporary buildings throughout the Army were in deplorable condition, Camp Meade buildings were exceptionally poor. Even the War Department conceded that the Camp Meade buildings were the worst in the nation. In 1924 the post commander received permission to tear down 74 of the temporary buildings, which were being used during summer training camps held at Camp Meade (RG 407, Project File Camp Meade, 333.1 & 600.5).

In his 1925 *Annual Report* the Secretary of War complained that "No graver problem faces the War Department to-day than that of providing adequate shelter. The officers ... are in constant dread of ... [fire] in the groups of temporary wooden buildings" (War Department, *Annual Report*,

1925:19). The condition of the First World War temporary structures at Army posts was brought to public attention. Pressure was put on Congress to alleviate the poor living conditions at Army installations throughout the nation. In response, Congress authorized the War Department to sell 43 military installations, or portions thereof, and to deposit the money received from sales into a special fund designated the "Military Post Construction Fund." By the second half of the 1920s the Office of the Quartermaster General, which had responsibility for post construction, was conducting a major renovation of Army installations (Risch 1962:713-715).

The Construction Service of the Quartermaster Corps organized all aspects of the nationwide construction program. Led by Major General B. F. Cheatham, Quartermaster General, the Construction Division assembled an impressive group of both military and civilian architects, engineers, planners, designers, and landscape architects to oversee the program. The first chief of the Construction Service's Engineering Division was Lt. Col. Francis B. Wheaton who had worked at the architectural firm of McKim, Mead, and White. The Supervising Architect was Luther M. Leisenring, who had worked with Cass Gilbert (Grashof 1986:54). Installation plans were reviewed by George B. Ford, a noted urban planner who was retained by the Quartermaster Department as a consultant. Ford combined efficient, workable plans with planning concepts used in the "City Beautiful" and "Garden City" movements. The goal of these professionals was to develop efficient, cohesive, and pleasant environments with reasonable expenditures. Curved streets were used wherever possible in place of the linear configurations that had characterized previous installations.

In 1909, Congress had set expenditure ceilings on the construction costs for Army housing. By 1926, these ceilings were out of date, yet they were still in place. The Construction Division was unable to build housing of reasonable quality within the 1909 budget constraints, and convinced Congress in 1928 to raise the ceilings. The allowance for field officers' housing rose from $12,000 to $14,500. For company officers' housing the allowance rose from $9,000 to $12,500 (Grashof 1886:33,47).

The new standardized building plans that were issued incorporated current building techniques such as reinforced concrete framing. Barracks generally were larger, housing more men than earlier barrack designs. Experiments were conducted to test the feasibility of housing an entire regiment in a single barracks. Officers' housing became compact, utilizing one or two story designs. Apartments were constructed at training installations to accommodate student officers. Design elements were planned to be appropriate to local materials, climate, and history of the locations of the installations. The Georgian Colonial Revival architectural style was used for installations located from new England to Virginia, the Midwest, and the Pacific Northwest. Spanish Colonial Revival styles were used in the South, Western Plains, Southwest, and California.

In 1928 the War Department also decided to upgrade the status of Camp Meade from "camp" to that of a permanent post. Facilities which are upgraded normally retain their "patron" name, and merely exchange the prefix which designates them as temporary, such as "Camp," for the prefix which designates them as permanent, or "Fort." Because the Army already had a Fort Meade in South Dakota, Camp Meade was given an entirely new name; on March 2, 1928, the Secretary of War re-named Camp Meade as Fort Leonard Wood, in honor of a former Army Chief of Staff. The name change angered some Pennsylvania residents, who felt that the change slighted General Meade, who had been a resident of Pennsylvania. They complained to their Congressmen, who responded by inserting a clause in an appropriations bill designating the post as Fort George G. Meade. On March 5, 1929 the War Department implemented the legislation in General Order #6, March 5, 1929 (RG 407, Project File Ft. Meade, 680.9; Maryland Historical Society 1950:129-130).

Construction already had begun on permanent facilities at Camp Meade when it was upgraded to Fort status. The structures at Fort Meade were built in the Georgian Colonial Revival style, like structures at other posts throughout the northeast. Francis Wheaton, a Quartermaster Corps architect, noted that Camp Meade's architecture was modified slightly to resemble Doughoregan Manor, the estate house of Maryland Revolutionary War statesman Charles Carroll

(Wheaton 1928:101-3; Nurse 1928:14-16; Ford 1929:19-22). The first permanent structures built at Fort Meade were barracks for enlisted soldiers assigned to the tank units at the post. The buildings now designated Meade Hall, Pulaski Hall, and the Post Headquarters were completed in 1928. Shortly afterwards construction of infantry barracks began. Construction commenced on officer and non-commissioned officer (NCO) family housing in 1931, and continued through 1934.

Along with improved quarters came associated personnel support buildings. A new hospital was completed in 1930. Other additions to the post included brick stables in 1934, and a headquarters building and a fire station in 1935. This phase of construction at Fort Meade was centered around the Rogue's Harbor Branch of the Little Patuxent River, which runs through the post. The structures built during this building campaign form the present core of Fort Meade.

Removal of the World War I temporary buildings continued throughout the 1920s and 1930s. The last World War I temporary buildings razed under the rehabilitation program were removed just before American entry into the Second World War (RG 92, OQMG Geographic Correspondence file, Ft Meade, 600.1 - 600.5; *Washington Star* Nov 17, 1940).

Other Activities at Fort Meade Between the Wars

Even with the departure of the Tank School, Fort Meade retained its affiliation with armored warfare. As an Army garrison, it was home to some of the few tank units within the inter-war Army. In 1923 the tank units at Camp Meade were organized into the 1st Tank Group. In 1929 these units were reorganized into the 1st Tank Regiment (Jones 1929 370-371). After the dissolution of the Tank School in 1932, the tank units were again reorganized, this time creating the 66th and 67th Infantry (Tank) (Stubbs 1969:51). The 66th remained stationed at Fort Meade. A 1936 War Department study of personnel at Fort Meade shows that the post contained a headquarters for the 16th Brigade, the 66th Infantry (Light Tank), and the 34th Infantry (RG 407, Project File Fort Meade, MD, 210.31). The 34th Infantry was an experimental motorized force,

using trucks and motor vehicles to provide greater infantry mobility ("Motorized Infantry Regiment" 1928:63-65).

World War II (1940-1945)

Fort Meade experienced another period of major construction activity between 1940 and 1942; once again, the expansion at Fort Meade was motivated by conflict in Europe. And once again the buildings constructed were temporary structures.

United States Army mobilization plans between 1919 and 1940 anticipated training green American recruits at European facilities. Consequently, plans for mobilization in the United States during this period concentrated on utilizing facilities where recruits could be assembled into units and transported to Europe for appropriate military training. In 1931, Douglas MacArthur, Army Chief of Staff, stated "That great cantonments, such as we had in the World War, will not be constructed. Full utilization of Federal, State, County, and municipal buildings will be made as troop shelter. Where necessary, arrangements will be made to use privately owned buildings" (Fine & Remington 1972:66-67).

In June of 1940 the German Army conquered continental Europe, capturing many of the facilities that the United States Army intended to use as training centers in the event of American mobilization. In response, Congress authorized a massive, nation-wide mobilization program, similar to that undertaken during the First World War, was implemented in anticipation of possible American involvement in the war.This mobilization program expanded the size of the Army and established training installations for new recruits. The War Department carried out the manpower supplement through measures such as the inclusion of the National Guard into Federal service, an increase in the size of the regular Army, and the 1940 Selective Service Act.

During the 1930s, a set of comprehensive building plans for temporary mobilization structures had been drafted by the Office of the Quartermaster General. This set of plans, known as the 700 Series, improved upon the designs of structures built during the First World War

mobilization. When Congress passed the Emergency Construction Act in June 1940, these plans were implemented. The standardized plans were flexible, easily adaptable to base-specific architectural programs, and rapidly constructed (Fine & Remington 1972:73,115-117; Wasch et al. [1992]:7-10).

As part of the Emergency Construction Program, Ft. Meade officials commenced in September to construct buildings to accommodate mobilized National Guard Infantry divisions, anti-tank battalions, and a tank battalion (Fine & Remington 1972:199; RG 160, Box 2, Mobilization Division, Command Installations Branch, Construction History, 1942-1946). In the early fall of 1940, officials picked an architect-engineer firm and contractor for the project, and made decisions about locating and constructing these new cantonment areas at Fort Meade. The J.E. Greiner Company of Baltimore received the architect-engineer contract on 24 September 1940, and the Consolidated Engineering Company of Baltimore signed the constructing contractor's agreement on 26 September 1940.

Construction of the cantonment began on October 2, 1940, and ended on May 1, 1941 (RG 77, Completion Reports, Vol.6; RG 77, Completion Reports, Vol. 6A). During this time, officials expanded the installation of "251 permanent brick and 218 wooden temporary buildings" with the addition of barracks, officers' quarters, post exchanges, repair shops, dental clinics, and other buildings (Fort Meade Museum 1985:12; RG 77, Completion Reports, Vol. 6A). Some 18,000 workers completed $15,680,055.97 worth of new construction during the building period (Maryland Historical Society 1950:130; RG 77 Completion Reports, Vol. 6).

In late 1941, Fort Meade also grew in size as the government acquired additional land for the post. The purchase of 6,137.87 acres of land increased the installation's area to 13,878.65 acres, the majority of which was deeded to the Interior Department in 1989 (Maryland Historical Society 1950:130; Washington Star December 6, 1940).

Through the construction of the 700 Series (and 800 Series--an improvement of 700 Series plans implemented in 1941) temporary wood-frame buildings, the United States Army increased

its housing capacity from 200,000 persons in 1939 to 6,000,000 persons by the conclusion of the mobilization program in the fall of 1944. Innovations in construction technologies were developed during the war mobilization program. Standardized plans and prefabrication of building units were refined in the design and construction of 700 and 800 Series buildings. Contractors employed to erect mobilization structures during the program used same building techniques after the war as a basis for cost effective civilian housing construction.

Training During World War II

During 1940 and 1941, Ft. Meade played many important roles: as a reception center for incoming draftees, as a base for the 29th Infantry Division; as a housing and training center for other units including the 70th Tank Battalion, the 93rd Anti-Tank Battalion, and the 105th Anti-Tank Battalion; as the temporary location for the Tank Destroyer Tactical and Firing Center; and as the home of the Army Bakers' and Cooks' school (Ewing 1948:xii).

The Army Bakers' and Cooks' school, which had been established before the war, underwent great expansion as the Army trained large numbers of soldiers in preparing food for the rapidly growing service. Military, food industry, and civilian personnel instructed the school's students in proper food preparation techniques, and helped train some 200,000 cooks and bakers during the War (Maryland Historical Society 1950:131). Standard military training courses at Fort Meade included an infiltration course, and artillery range and individual combat training areas.

During the period from 1942 to 1945, Fort Meade saw varied levels of building construction as officials tried to prepare the Post to house its changing activities. A medium scale "temporary" building construction project, which took place during 1942, added a moderate number of new structures to the Post including hutments for internees, civilian war housing facilities, WAAC housing, Division Finance and Administrative buildings, and a training auditorium and service club. Expansion of existing facilities through construction of buildings such as an evacuation hospital, special hospital group, and a guest house also took place (RG 394

Completion Report, Vol. 7). Officials pursued more construction later in the war, as the installation's physical plant again proved insufficient to meet the demands of the changing facility. During 1943, construction of a new swimming pool and public phone center took place (*Fort Meade Post* July 9, 1943, 1; *Fort Meade Post* July 16, 1943, 12).

One of the most important roles for Ft. Meade during the War was its service as Replacement Depot #1. The Depot units were raised to replace troops currently serving in Europe and the Pacific, and used existing infiltration courses and other training facilities until early September 1943, when officials opened a new larger course, live grenade course, concentrated combat range, and a mock village south of Rock Avenue (*Fort Meade Post* September 10, 1943, 3). During its operation, the center processed some 1,400,000 men through its facilities, until it was moved to Camp Pickett, Virginia on October 19, 1945, (Maryland Historical Society 1950:128).

Fort Meade also contained other troop-related functions during the war such as a reception center for troops on continental U.S. rotation from overseas duty, and an induction center for incoming troops. A reception center opened at Fort Meade in October 1942 as a return point for officers and men on furlough, and a reassignment office for these soldiers when they returned to active duty. This service continued to operate at Ft. Meade until December 1946 (Maryland Historical Society 1950:128). An Induction Center opened on the Post in early 1944. This activity served to simplify the civilian to soldier transformation process for new inductees (*Fort Meade Post* January 14, 1944, 1).

Among the more specialized activities pursued at the post during the War was the operation of the Special Service Unit Training Center. This center, which opened on March 2, 1942, trained soldiers in such morale-enhancing jobs such as musician, motion picture electrician, radio engineers, theater positions, and librarians (Maryland Historical Society 1950:128). Some famous personalities including Jack Benny and Glenn Miller trained at the Center (Fort Meade Museum 1985:13).

Other important activities located at Fort Meade during World War II were a Prisoner of War (PW) Camp and Prisoner of War Information Bureau. The post commenced its involvement with enemy prisoners when it opened a barbed-wire enclosed internment camp for several hundred enemy aliens at the beginning of the war. Opening and operating the PW camp presented problems to officials initially, because they had insufficient facilities, material, and arms to perform the job. Officials issued orders in August, 1943 to convert the area into the 1343rd Service Unit Prisoner of War Camp. The first POWs took up residence there during early September of 1943 (*Fort Meade Post* September 10, 1943, 1). The camp housed both Italian and German PWs before the wars' end (Ft. Meade Museum 1985:14).

The Prisoner of War Information Bureau maintained records on enemy PW's. This bureau kept material concerning all PW's captured during the war, and provided prisoner information to enemy governments, the International Red Cross, and the War Crimes Commission (Maryland Historical Society 1950:132; Ft. Meade Museum 1985:14).

The last major activity operated at Fort Meade during the War was the Separation Center, which came into existence on May 12, 1945 to process soldiers eligible for discharge. Increasing their facilities and hours of operation during the center's existence, the activity's personnel processed over 400,000 men before it reverted to a separation point for Fort Meade in November 1946 (Maryland Historical Society 1950:129).

As the war came to an end in 1945, activities began to slow down and change at Fort Meade as the post prepared for transition to a peacetime role. The post-war world presented an unclear picture of Fort Meade's future mission.

Post World War II (1946-1953)

After the veterans of the Second World War were processed through the discharge center at Fort Meade, the installation regained its former peacetime atmosphere. In June 1947, the United States Second Army established its headquarters at Fort Meade; the Second Army

exercised control of Army units within the Mid-Atlantic region. Further evidence of the return to peace-time patterns was the return of R.O.T.C. summer camp at the conclusion of the war (Ft Meade Museum 1985:17). However, the peacetime pace of the post suddenly changed to wartime commotion when the Korean Conflict erupted in 1950. The World War II barracks were reopened to process new draftees into the Army. In September 1950, the 2053d Reception Center, an Army Reserve unit, was activated to process new soldiers (*Washington Star*, January 28, 1951).

Armored units returned to Fort Meade during the late 1940s when the 3rd Armored Cavalry Regiment arrived on the post. The last armored vehicles left Fort Meade when the 6th Armored Cavalry transferred to Texas in 1974 (Ft. Meade Museum 1986 16). Other units also transferred in and out of Fort Meade during the post World War II years; among the most important of the Army units was the 2nd Region Army Air Defense Command. With the Air Defense Command came a battery from the 36th Antiaircraft Artillery Battalion, intended to protect the nation's capital from an air attack (*Washington Star*, October 27, 1957; April 15, 1955, December 21, 1953). A 1966 guide to Army posts published by the editors of the *Army Times* described Fort Meade units as a conglomeration of activities (Army Times 1966:149).

In 1952 the Department of Defense announced plans to move the National Security Agency to Fort Meade. By 1954 construction had begun of facilities for the communications intelligence agency. The first building project was complete by 1957, but the agency had expanded so rapidly that further construction began in 1963. Today the National Security Agency, with accompanying security personnel, is one of the largest activities on Fort Meade (Bamford 1982:59-60).

The physical plant of the post has improved steadily within the last three decades. World War II temporary buildings have been replaced by more modern quarters and administrative buildings. Some of the more significant additions include a Capehart Housing project, built in the 1960s; a new Post Exchange and Commissary complex; and a new Ist Army headquarters building at Pershing Hall. Tipton Airfield was constructed in 1960.

9. Major Bibliographical References

Survey No. AA-34D

(See Attached Sheet)

10. Geographical Data

Acreage of nominated property Ca. 6000

Quadrangle name Portions of U.S.G.S. 7.5 minute Laurel, Md; Odenton, Md; Savage, Md; and Relay, Md.

Quadrangle scale

UTM References do NOT complete UTM references

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

(See Attached Sheet)

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A	N/A	N/A	N/A

11. Form Prepared By

name/title	Hugh McAloon & Brooke Vincent/Architectural Technicians		
organization	R. Christopher Goodwin & Assoc., Inc.	date	July 7, 1993
street & number	337 East Third Street	telephone	(301) 694-0428
city or town	Frederick	state	Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: ~~Maryland Historical Trust~~
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~~Annapolis, Maryland 21401~~
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10. GEOGRAPHICAL DATA

Fort Meade's southwestern boundary is defined by Maryland Route 32. Fort Meade's northeastern boundary begins at the intersection of Route 32 and the Baltimore-Washington Parkway, Route 295. The northwestern boundary of Fort Meade parallels Route 295 towards the northeast until the intersection of that roadway with Maryland Route 175, Annapolis Road. From that intersection, the installation boundary parallels Annapolis Road in an arch to the southeast, until Route 175 intersects with Maryland Route 32. The boundary parallels Route 32 southwestward until the road arches westward. At that point the boundary turns south to encompass a circle of ammunition magazines constructed during World War II, and returns northward to Route 32. The post boundary continues to follow route 32 until the road turns northwest-ward. At that point the boundary diverges to the south, extending approximately 1600 feet, and turns west to parallel the Tipton Army Airfield runway. At the end of the runway the boundary turns north to rejoin Route 32, encompassing Tipton Army Airfield. The post boundary continues to parallel Route 32 to the northwest until that road intersects with the Baltimore-Washington Parkway. The territory bounded by this perimeter encompasses the current remainder of lands purchased in 1920 to establish the post. Original Camp Meade territory situated south of the current post boundaries was ceded to the U.S. Fish and Wildlife Service under the auspices of the Base Closure and Realignment Act of 1988.