

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes _____
no X

Property Name: Holabird Test Course Ramps Inventory Number: B-5277

Address: Cimaglia Park Historic district: _____ yes X no

City: Baltimore Zip Code: 21224 County: Baltimore City

USGS Quadrangle(s): Baltimore East

Property Owner: City of Baltimore Tax Account ID Number: _____

Tax Map Parcel Number(s): _____ Tax Map Number: _____

Project: Red Line Project -- Reforestation and Landscaping Sites Agency: Maryland Transit Administration

Agency Prepared By: RK&K, LLP

Preparer's Name: Christeen Taniguchi Date Prepared: 4/10/2014

Documentation is presented in: Maryland Historical Society, National Archives, and ProQuest

Preparer's Eligibility Recommendation: X Eligibility recommended _____ Eligibility not recommended

Criteria: X A _____ B _____ C _____ D _____ Considerations: _____ A _____ B _____ C _____ D _____ E _____ F _____ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: _____ yes Listed: _____ yes

Site visit by MHT Staff _____ yes X no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Architectural Description

Fort Holabird was a U.S. Army military facility established in 1917 during World War I as Camp Holabird. Located in east Baltimore City, the Holabird Test Course Ramps were constructed at the facility in 1942 during World War II as part of Holabird's Automotive Experimental Test Course. The ramps are located in a wooded area on a hillside at the west end of Cimaglia Park. Made of concrete, the tiered ramps are each 13 feet wide, and vary in length, but average about 150 feet. The ramp at the lowest grade (20 degrees) is to the northwest, the medium grade ramp (40 degrees) is in the middle, with the steepest one (60 degrees) at the southeast end. The concrete approach to each ramp, located at the top of the hill, is the shortest for the 20 degree ramp, and gradually longer for the two steeper ramps. The ramp and approach surfaces have parallel horizontal grooves, with deeper grooves at the 60 degree ramp, and are bordered by reinforced concrete curbs. Each ramp has a concrete drain running adjacent to the southeast side; the drains next to the 20 and 40 degree ramps are curved, while the one next to the steep ramp is straight and parallel to its adjacent ramp. The 40 and 60 degree grade ramps have the remnants of a winch device consisting of an iron I-beam embedded in concrete on either side of the top of each ramp. The two I-beams of the 40 degree grade ramp have an iron ring near the top, and one has remnants of a chain. One of the I-beams of the 60 degree grade ramp has its ring, but the other no longer has one. Each of the four I-beams is four feet tall. The steep grade ramp also has a large iron ring, eight inches in diameter, embedded

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended X

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MHT Comments: Lacks integrity; fragmentary survival.

Jim Taniguchi
Reviewer, Office of Preservation Services

6/11/2014
Date

[Signature]
Reviewer, National Register Program

6/12/14
Date

into the center of the top of the ramp via a smaller iron ring. The ramps are currently not being maintained, with portions of the ramps and the drains obscured from view due to dirt, vegetation, and debris.

Historic Context

Fort Holabird was established by the U.S. Army in 1917 during World War I on 96 acres north of Colgate Creek, in what is today the eastern section of Baltimore City (Welcome to Fort Holabird, p. 15). Easy accessibility to railroads, roads, and water transportation was an advantage for this site (Stayer) that had been farmland (Merritt). The installation was named Camp Holabird after Brigadier General Samuel Beckley Holabird, the Army Quartermaster General from 1883 to 1890 (Stayer). This was originally Quartermaster Mechanical Repair Shop Unit No. 306, but camp functions and size soon grew. The Motor Storage Depot was established by 1918, comprising the whole camp, and was the Army’s first large motor vehicle base (“Holabird Unique Camp” and Welcome to Fort Holabird, p. 15). During the war, the camp developed and tested military vehicles, and trained vehicle drivers and maintenance personnel. It also served as the receiving and shipping point for all automobile transportation equipment to the American Expeditionary Forces in France (Welcome to Fort Holabird, p. 15). There were 200 buildings on 237.6 acres at the time (Meyer), serving about 3,000 men (“Holabird Unique Camp”).

Construction slowed down after the end of World War I, with many war-time buildings taken down. The installation was renamed Holabird Quartermaster Depot in 1920. It had 161 acres and a very much reduced personnel during peacetime, according to a 1928 Quartermaster Corps review (Stayer).

The facility expanded during World War II when additional adjacent land was purchased, and many additional buildings were constructed, growing to 349 acres and 286 buildings (Longe, p. 1-6). During the war, the post was renamed several times, reflecting changing uses, such as the Holabird Quartermaster Motor Base, Holabird Ordnance Motor Base, and Holabird Ordnance Depot. When the Ordnance Corps transferred to the Aberdeen Proving Grounds in 1943, the post was renamed the Holabird Signal Depot.

U.S. Army vehicles were conceived of and tested at Holabird, as they had been during the previous world war. The Army was, however, now facing a new type of war chiefly dependent on motor vehicle instead of animal transportation (Lawes, p. [1]). By 1940, a test course area, simulating field conditions, was established at the southeast section of Holabird; Cimaglia Park is located in part of it today. The course was part of the engineering and acceptance testing of military motor vehicles (Burgan, p. 2). It included hairpin curves, steep grades, mud holes, and slippery ditches (“New Midget Truck Getting Shakedown Test at Holabird”). The course had a few manmade features including a surface test course road, made as part of a Works Progress Administration project (Holabird Quartermaster Depot), corduroy roads, and a wood ramp at a 65 percent incline. It was during this time in the early 1940s that the iconic U.S. Army jeep prototypes were developed and tested at Holabird. The vehicles were originally called a “1/4-ton (4x4) light command-reconnaissance trucks (Rifkind, p. 51),” but would soon be commonly called the jeep. Not only would it continue to be important for military use, but would also successfully transition into a popular civilian vehicle. The 6 x 6 truck, a six-wheeled, six-ton machine called “Superman,” was also tested at Holabird. General Dwight D. Eisenhower called this one the important vehicles that helped the Allies win World War II. The Army’s first amphibious vehicles, such as the 2 ½-ton “Duck,” were developed and tested in Colgate Creek (Welcome to Fort Holabird, p. 15). An amphibious version of the jeep was also tested at Holabird. Both aquatic vehicles were successfully developed and used in battle, such as for Sicilian and Italian landing operations in 1943 (Rifkind, pp. 159 and 175). According to reports of military supply specialists that had been at the North African front, “American motor vehicles proved vastly superior (Rifkind, p. 37),” which could be attributed at least in part to testing at Holabird. The course was also used during field training of personnel for motor vehicle operation and maintenance.

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Reviewer, National Register Program							Date						

The inadequacy of this course, however, became clear by 1942, after the United States entered World War II in support of the Allies. Because of the "make-shift character" of the existing course, it was often necessary to delay completion of vehicle testing pending arrangements for the use of other testing facilities at the Aberdeen Proving Ground; Ft. Belvoir, Virginia; Ft. Knox, Kentucky; and Ft. Bragg, North Carolina (Holtzkemper, p. 5). The lack of appropriate testing facilities at Holabird delayed completion of pilot model vehicle testing, and ultimately vehicle production critical for the war effort. The Holabird location was considered ideal because it was directly adjacent to railroads and in close proximity to Army headquarters in the District of Columbia (for supervision and contact), and had high quality engineering facilities (Burgan, p. 3). Pilot model vehicles, experimental vehicles, and vehicle component units and accessories were tested at Holabird in conjunction with the expert engineering staff (Holtzkemper, p. 5). The need to replace the extant course with an adequate test course was urgent.

The new course was completed in 1942 at the southeast section of Holabird, and included a concrete brake testing road, a concrete water basin for vehicles to run through, concrete paved side slopes, concrete paved roads, waterbound macadam roads and mounds, Belgian block paved roads, and gravel roads and walks. An element that still remains of this test course was constructed at this time, namely three concrete test ramps, each with a concrete drain running adjacent, and together located on a hillside at the west end of the test course. The ramp at the lowest grade (20 degrees) is to the northwest, increasing to the steepest one (60 degrees) at the southeast end. The steep grade ramp has horizontal grooves that may have been meant to be fitted with different material to simulate various terrain (Paisley). The two steeper ramps have remnants of winching devices. A contemporary account described the Holabird test course as being famous as an Army "torture test" where vehicles were subjected to extreme punishment to prove their fitness for military use (Rifkind, p. 33). The course also continued to train military personnel for vehicle operation.

The Counterintelligence Corps quietly set up operations at Fort Holabird in 1943, serving during the last years of World War II. Two years later, the Counterintelligence Corps Center and School was officially moved to Fort Holabird, formally re-designated the U.S. Army Intelligence Center in 1954. The Intelligence School was created in 1955, training the Army's intelligence agents and counter agents. Meanwhile, the facility was given its final name, Fort Holabird in 1950 which gave it the status of a permanent installation of the regular U.S. Army (Welcome to Fort Holabird, p. 16 and Sehlstedt).

The center section of the former Holabird Test Course was converted into an athletic field with baseball fields by the early 1950s (Guide to Fort Holabird). It was clear that the concrete ramps were no longer being used for their original purpose by this time when a one-story target shooting equipment building existed near the bottom of the hill (Sanborn, 1951); this building has since been demolished. The fort consisted of 372 acres in 1960. By the late 1960s, Fort Holabird had three major activities, namely U.S. Army Intelligence Command, The U.S. Army Intelligence School, and Headquarters Fort Holabird (Welcome to Fort Holabird, p. 16 to 17). The 1968 brochure for new recruits, Welcome to Fort Holabird, described a self-contained installation that provided such typical amenities as barracks, mess halls, medical care facilities, libraries, a chapel, a theater, beauty and barber shops, a service station, and recreational and sports facilities for the recruits.

A decision was made in 1970 to close or cut back at several hundred military bases, including Fort Holabird. The Army Intelligence School moved to Fort Huachua in Arizona and Fort Holabird closed in 1973 ("U.S. to Close or Cut 371 More Bases" and "Holabird Shutdown Certain by 1973, Long Announces"), selling nearly all of the property over the next few decades. The Army sold 223 acres to the City of Baltimore between 1977 and 1979; most of the fort buildings were demolished, creating the Holabird Business Park (Longe, p. 1-6). Part of the former Holabird Test Course, already converted to recreational use, was now Cimaglia Park. A few Department of Defense agencies continued to occupy the former fort until the mid-1990s (Paisley).

Significance Evaluation

The Holabird test course ramps were evaluated for significance under NRHP Criteria A, B, C, and D, using the guidelines set forth

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in the National Register Bulletin "How to Apply the National Register Criteria for Evaluation."

Constructed in 1942, the concrete vehicle test ramps and their related features, namely the concrete drains, winch devices, and large iron ring, are together eligible for the NRHP under Criterion A for their direct association with motor vehicle testing during World War II. The ramps and features are nationally significant for a period of significance from 1942 to 1945. Holabird was located directly adjacent to railroads and was in close proximity to Army headquarters in the District of Columbia; the installation also had high quality engineering facilities. These factors made pilot model and experimental vehicle testing at Holabird a critical step before motor vehicles were put into production for what was a new type of war for the United States, chiefly dependent on machine instead of animal transportation. The severe testing methods of the Holabird Test Course, which included the extant concrete ramps, ensured only the best and hardiest vehicles would be deployed to the battlefields, thus helping to ensure success for the Allies.

Integrity

The concrete vehicle test ramps still retain integrity. They are located at their original location on the slope of a hill. The three ramps are still in place in their entirety, reflective of their original design, materials, and workmanship. These include character-defining features such as the concrete approaches that are connected to and lead up to the tops of the ramp slopes themselves. The horizontal grooves and curbs are still in place. In addition, the ramps still retain associated features, namely the I-beams and large iron ring used for winching, as well as the adjacent concrete drains. The entire length of the drains next to the low and medium grade ramps, however, could not be observed at this time due to debris. Still, the ramps retain the essential physical features to represent their significance. The ramps also retain their feeling and association. The adjacent former test course is still an open and undeveloped area, and the circular road surrounding the baseball fields may be the same route followed when this was a testing course. The target shooting equipment building built in the circa late 1940s had been demolished. However, this part of the test course was converted into an athletic field by the early 1950s, and acquired by the city in the late 1970s and converted into a park. There are modern office buildings and their associated parking lots located to the west. In addition, the ramps are now in a wooded area, which was not the case when they were first constructed. Therefore, the ramps no longer have integrity of setting.

Boundary Description

The eligible boundary consists of 0.84 acres that includes the ramps and its features such as the approaches and winch devices.

Boundary Justification

This boundary was selected because it contains the entirety of the ramps themselves and their associated character-defining features that contribute to the resource's significance and integrity.

Works Consulted

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"Army Puts New Amphibian Car Through Tests at Holabird." The Baltimore Sun, 6 June 1941, p. 32.

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MARYLAND HISTORICAL TRUST REVIEW													
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MHT Comments:													
_____ Reviewer, Office of Preservation Services							_____ Date						
_____ Reviewer, National Register Program							_____ Date						

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Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

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Date

Holabird Test Course Ramps (B-5277) Cimaglia Park Baltimore City, Maryland



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Location Map



April 2014

Source: Baltimore East
USGS 7.5' DRG

**Holabird Test Course Ramps (B-5277)
Cimaglia Park
Baltimore City, Maryland**



Site Plan



□ Tax Parcel

April 2014

Source: Baltimore East
USGS 7.5' DRG

**Holabird Test Course Ramps (B-5277)
Cimaglia Park
Baltimore City, Maryland**



The newly built Holabird Test Course Ramps on a drawing from 1943 ("Detail Utilities Record Drawing," Holabird Quartermaster Motor Base, Baltimore, MD)



20°, 40° and 60° Ramps - Concrete

Encl. #4

The newly built Holabird Test Course Ramps in 1942 ("Holabird Ordnance Depot, Baltimore, Maryland - Completion Report for the Construction of Automotive Experimental Test Course, Job No. P-5")

Photo Log**MIHP# B-5277**

Holabird Test Course Ramps

Cimaglia Park

Baltimore City, Maryland

Photographer: Christeen Taniguchi

Date: March 25, 2014

#	Digital Image File Name	Description of View
1	B-5277_2014-03-25_01.tif	Overall view south
2	B-5277_2014-03-25_02.tif	View southwest from the bottom of the 20 degree ramp
3	B-5277_2014-03-25_03.tif	View northeast from the top of the 20 degree ramp
4	B-5277_2014-03-25_04.tif	View east at the 20 degree ramp approach
5	B-5277_2014-03-25_05.tif	View north at the 20 degree ramp and the top end of its adjacent drain
6	B-5277_2014-03-25_06.tif	View southwest from the bottom of the 40 degree ramp
7	B-5277_2014-03-25_07.tif	View northeast from the top of the 40 degree ramp
8	B-5277_2014-03-25_08.tif	View northeast at the 40 degree ramp approach
9	B-5277_2014-03-25_09.tif	View east at the winching device of the 40 degree ramp
10	B-5277_2014-03-25_10.tif	View east at an I-beam of the winching device of the 40 degree ramp
11	B-5277_2014-03-25_11.tif	View northeast at the top end of the drain adjacent to the 40 degree ramp
12	B-5277_2014-03-25_12.tif	View southwest from the bottom of the 60 degree ramp and its adjacent drain
13	B-5277_2014-03-25_13.tif	View northeast from the top of the 60 degree ramp
14	B-5277_2014-03-25_14.tif	View northeast at the 60 degree ramp approach
15	B-5277_2014-03-25_15.tif	View east at the winching device of the 60 degree ramp
16	B-5277_2014-03-25_16.tif	View northeast at the iron ring at the 60 degree ramp approach
17	B-5277_2014-03-25_17.tif	View east at an I-beam of the winching device and drain adjacent to the 60 degree ramp

Prints:

Processing – RA-4

Paper – Fujicolor Crystal Archive Professional Paper (Super Type CN)

DVD-R Gold:

Verbatim, UltraLife Gold, Metal Azo dye



B-5277

Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

Christeen Taniguchi

March 25, 2014

MD SHPO

Overall view south

B-5277_2014-03-25_01.tif

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B-5277

Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

MD SHPO

view southwest from the bottom of the 20 degree ramp

B-5277_2014-03-25_02.tif

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

Christeen Taniguchi

March 25, 2014

MD SHPO

view northeast from the top of the 20 degree ramp

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

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view east at the 20 degree ramp approach

B-5277-2014-03-25_04.tif

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

MD SHPO

view north at the 20 degree ramp and the top end
of its adjacent drain

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

MD SHPO

view southwest from the bottom of the 40 degree
ramp

B-5277_2014-03-25_06.tif

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

MD SHPO

view northeast from the top of the 40 degree ramp

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

MD SHPD

view northeast at the 40 degree ramp approach

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

MD SHPO

view east at the winching device of the 40
degree ramp

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

MD SHPO

View east at an I-beam of the winching device
of the 40 degree ramp

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

MD SHPO

view northeast at the top end of the drain
adjacent to the 40 degree ramp

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

MD SHPO

view southwest from the bottom of the 60 degree
ramp and its adjacent drain

B-5277_2014-03-25_12.tif

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

MD SHPO

view northeast from the top of the 60 degree ramp

B-5277-2014-03-25_13.tif

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

Christeen Taniguchi

March 25, 2014

MD SHPO

view northeast at the 60 degree ramp approach

B-5277-2014-03-25_14.tif

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

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March 25, 2014

MD SHPO

view east at the winching device of the 60 degree
ramp

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Holabird Test Course Ramps

Cimaglia Park

Baltimore City, MD

Christeen Taniguchi

March 25, 2014

MD SHPO

view northeast at the iron ring at the 60 degree
ramp approach

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view east at an I-beam of the winching device and
drain adjacent to the 60 degree ramp

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