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## **Cultural Background for Pope AFB**

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# Appendix A

## Cultural Background for Pope AFB

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# A Cultural Background for Pope AFB

## A.1 Prehistoric Framework

Five prehistoric archeological sites have been identified on Pope AFB, but none are eligible for listing on the NRHP. Nevertheless, the potential for the future identification of prehistoric sites always exists. The following text outlines the prehistory of the coastal plain region of North Carolina, and discusses the types of sites and artifacts that might be encountered from each period and the context for interpreting them. The descriptions of prehistoric periods are drawn extensively from various sources, and these sources are cited directly within the text or referenced in the bibliography.

### A.1.1 Prehistoric Overview

Archeologists have divided the prehistory of North Carolina's coastal plain region into three periods (Paleo-Indian, Archaic, and Woodland) based for the most part on inferred economic adaptations, and in the case of the Woodland period, ceramic traditions. A fourth possible stage of development, the Pre-Clovis period, allegedly predates the Paleo-Indian and is a highly contested unit of cultural division within North and South America. The chronology for the coastal plain presented in Table A-1 is partly derived from Phelps (1983:17) and partly from other sources, such as Coe (1964) and Goodyear et al. (1979).

**Table A-1 Cultural Sequence of the North Carolina Coastal Plain**

			Regional Phases		
			North Coast		South Coast
			Tide Water	Inner Coastal Plain	
Dates	Period	Sub-Period			
1650 AD	Historic	Early	Carolina Algonkians	Meherrin Tuscarora	Waccamaw
800 AD	Woodland	Late	Colington	Cashie	Oak Island
0		Middle	Mount Pleasant		Cape Fear
1,000 BP		Early	Deep Creek		New River
3,000 BP	Archaic	Late	Savannah River Halifax		Stallings
5,000 BP		Middle	Guildford Morrow Mountain Stanly		
8,000 BP		Early	Kirk Palmer Hardaway		
10,000 BP					
12,000 BP	Paleo-Indian	Late	Hardaway-Dalton		
		Early	Clovis		

Source: Partially adapted from Phelps 1983: Figure 1.2.

The Paleo-Indian Period represents the first generally accepted, widespread human occupation in the New World. Paleo-Indian adaptations are characterized by local hunting economies, low population densities, and large territorial ranges. The following Archaic Stage evidenced a gradual shift toward hunter-gatherer adaptations involving secondary resource (i.e., nuts, seeds, fish, shellfish, etc.) exploitation. Territorial ranges appear to have contracted and population levels seem to have increased. Willey and Phillips (1958) identify the Woodland period as representative of their Formative Stage of culture. Horticulture and other intensive forms of subsistence technologies were developed during this stage and provided the basis for semi-sedentary and sedentary village life. Population levels were greater than those of the Archaic and territorial ranges continued to contract. Lack of an adequate archeological sample of proto-historic and historic aboriginal sites has always inhibited the incorporation of these cultures into the evolutionary scheme of the prehistoric cultures. A major area of study is whether proto-historic cultures were following along a trajectory of complexity established by prehistoric groups or had “degenerated” prior to European contact.

### **“Pre-Clovis” Occupation in the Eastern United States**

The existence of a pre-Clovis occupation in North America south of Alaska is an extremely controversial and contested topic (Adovasio et al. 1978; Haynes 1980, 1988; Adovasio et al. 1990). Pre-Clovis sites, if real entities, would extend from approximately 11,500 years before present (B.P.) to an unknown date in the more distant past. Despite the undisputed position of the fluted, lanceolate Clovis projectile point as the oldest documented tool form south of Alaska, older cultural materials have been reported from several archeological sites (Krieger 1964; Wormington 1962; Adovasio et al. 1978). Few sites interpreted as containing such occupations, have withstood close examination by scholars of various disciplines. One of the best known sites reputed to contain a pre-Clovis occupation is that of the Meadowcroft Rockshelter in Pennsylvania (Adovasio et al. 1978) but, even this site is subject to question (Haynes 1980, 1988). Haynes reveals the need for objectivity when evaluating potential pre-Clovis sites:

“Only when scholars can point to replicated findings at two or more sites with similar cultural traits and similar pre-Clovis radiocarbon dates, all in a pre-Clovis stratigraphic context that is not isolated will we be able to say for certain that there were pre-Clovis inhabitants in the New World” (Haynes 1988:12).

Haynes has addressed this problem by investigating sites in Alaska that predate 11,500 B.P. He has looked at the 500 years prior to the first positive identification of Clovis in geological context. In Alaska, the Nenana Complex produced unfluted projectile points and scrapers similar to those representing Clovis groups in regions further south, which dated from 11,000 to 12,000 B.P. In addition, an upper Paleolithic site of Mal'ta in Siberia revealed a human burial with red ocher, bone points, and lithic bifaces which dated to 14,750 B.P. The materials recovered at Mal'ta bear remarkable similarity to the Anzick Site in Montana where bone points, lithic bifaces, Clovis points, and other tools were found in association with a child burial covered with red ocher. However, Haynes found little undisputed evidence for occupations in Alaska that would have resulted in colonization of areas south of Alaska before the Clovis Period. This notion has recently gained support from work in the Brooks Range of Alaska at the Mesa Site (Kunz and Reanier 1993). Investigations at the Mesa Site suggest that Paleo-Indian groups arrived on the North American mainland with their Clovis cultural traditions intact between

9,730 ± 80 to 11,660 ± 80 B.P. The fact that no Paleo-Indian sites have been located in Siberia still remains somewhat of a mystery that is confounded by the probability that many of the important sites lie buried beneath the Bering Sea. The suggestion of an intact Clovis “first migration” has recently been discussed by Whitley and Dorn (1993) in light of recent discoveries in South America of the Monte Verde Site in Chile (Dillehay 1989) and Pedra Furada Site (Guidon and Delibrias 1986) in Brazil. Whitley and Dorn conclude, “That there is still plausible support for a Beringian first entry, albeit only for one that occurred in pre-Clovis but not Clovis-Nenana times” (1993:641). This topic is likely to remain a subject for debate for years to come. No sites or data on file within the area surrounding Pope AFB appear to relate to the pre-Clovis question.

### **The Paleo-Indian Period**

The Paleo-Indian period is commonly dated between 12,000 and 10,000 B.P. throughout North America (Haynes et al. 1984). Paleo-Indian sites are identified by the presence of a fluted lanceolate-shaped projectile point known as the Clovis point. Gardner and Verrey (1979) suggest that the Paleo-Indian period in the Southeast can be divided into three phases. The earliest phase is represented by the Clovis point; middle phase sites contain small, Bull Brook-like, fluted points; and the late phase is characterized by Dalton and Hardaway points. Oliver's (1981, 1985) proposed revision of the North Carolina Piedmont sequence extends the temporal range of the Paleo-Indian Period back to 14,000 B.P. Hardaway Side Notched and Palmer Corner Notched points are considered to date to a terminal phase, although they are more commonly recognized as Early Archaic (Goodyear et al. 1979). This is the perspective adopted in this overview. However, it should be noted that viable arguments can be raised to support either position. A beginning date of 14,000 B.P. appears to be too early, as the earliest accepted radiocarbon dates for fluted points extend only to about 11,500 B.P. (Haynes et al. 1984).

Although Paleo-Indian assemblages associated with late Pleistocene megafauna (i.e., mammoth, mastodon, ground sloth, and Pleistocene bison) have been documented in western North America, the same is not true for the eastern woodlands (Goodyear et al. 1979:91). Only modern species such as caribou have been recovered at Holcombe Beach, Michigan (Cleland 1965) and Dutchess Cave Quarry, New York (Funk 1977). Moreover, at Meadowcroft Rockshelter, Pennsylvania, which may contain Pre-Clovis occupations, only white-tailed deer and wapiti have been positively identified (Adovasio et al. 1978). Many researchers in the Southeast, noting the proclivity for Paleo-Indian sites to be located in prime megafauna habitats (i.e., major river systems) still argue that Paleo-Indian in the east may have significantly exploited now extinct big game (Gardner 1974; Goodyear et al. 1979; Michie 1977; Williams and Stoltman 1965). Certainly, there are documented cases in eastern North America of the association of extinct megafauna and humans (Cockrell and Murphy 1978; MacDonald 1983). Regardless of the exact affiliation of the animals exploited, the characterization of Paleo-Indian subsistence economy as one focused on big game hunting still remains viable (Cleland 1966; Willey 1966). Plant remains from Meadowcroft Rockshelter, Shawnee-Minisink (McNett et al. 1977), and Dutchess Cave Quarry, however, indicate that secondary resources such as fish, bird, hawthorn, and nuts were also incorporated into various Paleo-Indian subsistence systems.

Due to the paucity of information available in North Carolina, Paleo-Indian settlement models have not advanced to the point of generating predictive statements. There is a general suspicion

that base camps will be located along major streams; and special activity loci and possibly short term camps, should be situated in the uplands (Mathis 1979; Phelps 1983). Following Williams and Stoltman (1965), Gardner (1974) has proposed what is perhaps the most explicit Paleo-Indian subsistence model in the Southeast. Based on his research in and around the Flint Run Complex in Virginia, he argues that the highly mobile pattern of the Paleo-Indian subsistence-settlement system created a dependence on highly siliceous lithic resources to maintain technological "readiness." Consequently, base camps were tied to rare, high-quality lithic quarries.

In situations where regional productivity was high, Paleo-Indian groups could exploit a smaller area in a foraging radius pattern, while in areas of low productivity (relative to megafauna), like the inter-riverine Piedmont, settlement was restricted to river valleys and movement would have been linear, involving extremely long distances. Gardner and Verrey (1979) suggest that the Paleo-Indian settlement system centered on Morrow Mountain in the North Carolina Piedmont and may have extended as much as 130 miles up and down the Pee Dee River. The "central quarry" model is in part based on raw material distributions which Gardner uses to link sites into systems. Phelps (1983:21) has criticized this approach, arguing that such distributions can result from trade networks as well as mobility patterns.

Perkinson's (1971, 1973) fluted point distribution study suggests that Paleo-Indian site densities may have been higher in the Piedmont than in the Coastal Plain. In fact, his numbers indicate that Paleo-Indian occupation in the Coastal Plain was very limited, as only 15 percent of the points (13 of 83 points) came from Coastal Plain counties. Interestingly, Michie's (1977) fluted point distribution study of South Carolina shows an overwhelming association with fall-line and Coastal Plain counties. Whether these differences are the result of data collection biases or reflect actual differences, cannot be determined at present. The absence of fluted points in the extensive surveys of the South Carolina Piedmont carried out by the Institute of Archaeology and Anthropology, barring the effects of extensive upland erosion, indicates that Michie's distributions are possibly representative (Goodyear et al. 1979:95). Nine Paleo-Indian sites are known on Fort Bragg, including four identified on the Overhills tract near Pope AFB: 31HT239, 31HT401, 31HT161, and 31HT310 (Benson 1997).

These finds demonstrate the potential for a significant Paleo-Indian occupation in the study area and suggests that further archeological investigations of the Coastal Plain may yet produce a fluted point distribution pattern similar to that described by Michie for South Carolina.

### **The Archaic Period**

The Archaic Period has been traditionally divided into three phases: Early (10,000-8,000 B.P.), Middle (8,000-5,000 B.P.) and Late (5,000-3,000 B.P.). A deeply stratified site containing an Archaic sequence of occupations, such as that described for the Piedmont by Coe (1964), has not yet been excavated in the North Carolina Coastal Plain. However, the projectile point styles recovered during surveys are identical to those of the Piedmont where Coe's (1964) chronology has withstood continual scrutiny (Claggett and Cable 1982; Ward 1983; Oliver 1985). By extension, this chronology is relevant to the Coastal Plain (Phelps 1983:22).

In general, the Archaic Period is viewed as a lengthy period of adjustment to changing environments brought about by the climatic warming at the end of the last glacial period and the

accompanying rise in sea levels. Caldwell's (1958) model of wide-niche hunter-gatherer adaptations continues to succinctly define the period for most archeologists. However, the differences between the cultures at either end of the sequence are immense, and indicate that major cultural and adaptation changes occurred during the Archaic.

Early Archaic assemblages exhibit a number of similarities with those from the Paleo-Indian Period. Projectile points remain stylistically formalized and show evidence of curation strategies, hafted end scrapers continue to be well represented, and there is an emphasis on the use of cryptocrystalline raw material such as chert and high grade metavolcanics. Cleland (1976) has suggested that these attributes suggest a continued focus on the hunting and processing of big game animals. In support of this, Goodyear et al. (1979:104) note that plant processing tools such as grinding stones are extremely rare in Early Archaic deposits. Chapman (1977:95, 116) reports the presence of eight grinding slabs in Kirk Corner Notched deposits at Ice House Bottom in Tennessee, but he was unable to demonstrate the reliance on or even presence of "weed seeds" in the flotation samples from these levels. However, acorn and hickory nut shells were abundant.

Faunal remains from Early Archaic associations in the Southeast indicate a widespread emphasis on white-tailed deer, but a variety of smaller game, including gray squirrel, raccoon, turkey and box turtle, have also been identified (Goodyear et al. 1979:105). Subsistence data suggest that hunting was a major element of Early Archaic economies, as was true for the Paleo-Indian Stage. However, there was also significant energy devoted to nut gathering, possible trapping of smaller terrestrial animals, and aquatic resources. The widespread occurrence of Early Archaic sites throughout the Southeast, in both riverine and non-riverine settings (Goodyear et al. 1979:105; Ward 1983), further suggests increasing population densities and perhaps a greater emphasis on foraging strategies. At least fifty-eight Early Archaic sites have been recorded near Pope AFB (on Fort Bragg), supporting the general observation of increasing population levels (Benson 1997). Some of these are located on benches and terraces adjacent to the margins of swamps and small first and second order streams. Others are located in the uplands overlooking drainages and illustrate the widespread occurrence of these sites.

Middle Archaic lithic technologies exhibit major changes in relation to the Early Archaic assemblages discussed above: end scrapers are discontinued (Cable 1982; Kimball and Chapman 1977); raw material frequencies tend to reflect local availability (Goodyear et al. 1979:111); cryptocrystalline materials are de-emphasized as distance to raw material sources increases; and mortars begin to appear (Coe 1964). Storage pits are associated with Middle Archaic levels at Russell Cave (Griffin 1974) and prepared burials begin to occur frequently (Chapman 1977:112-114). Goodyear et al. (1979:111) argue that these lines of evidence point to increased sedentism and a reduction of mobility. Alternatively, Cable (1982) has suggested that Middle Archaic groups adapted to the Holocene warming trend through increased residential mobility. These two positions are not necessarily incompatible. The drastic increase in Middle Archaic sites documented throughout the Southeast suggests that population levels were continuing to expand, which would almost certainly entail a contraction of local group territories. This in turn would have created pressures to more intensively exploit foraging radii by moving more frequently. It is unlikely that territories would have been small enough to exploit the entire home range from a single residence, until more intensive subsistence technologies such as horticulture developed.

Thus, increased residential mobility under such conditions may actually represent a common stage in the development of sedentism. Others have noted a similar tendency toward increased residential mobility in the Middle Archaic, especially during the earlier phase (Anderson and Hanson 1986; Anderson and Schuldenrein 1985; Blanton and Sassaman 1989; Cantley et al. 1984; Sassaman 1988).

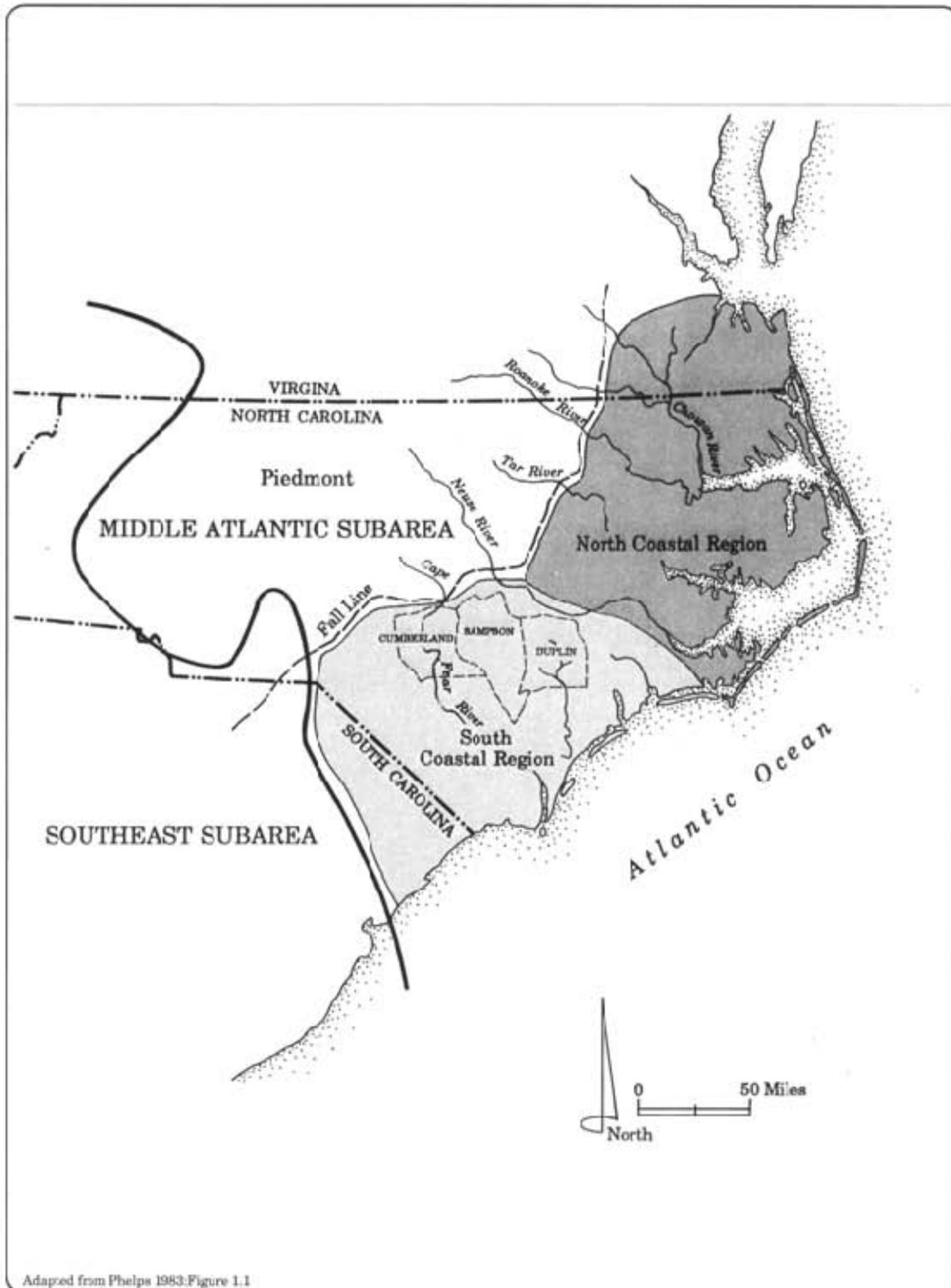
At least ninety-five sites with Middle Archaic components have been recorded around Pope AFB on Fort Bragg (Benson 1997). Coe (1964:122-23) and Phelps (1983:23) have argued that the groups responsible for the manufacture of Morrow Mountain and Guilford points were intrusive into the area, and therefore are contemporaneous with other groups identified with Stanly and Halifax points. This would suggest that population levels of the indigenous groups remained stable in the area around Pope AFB. However, the high frequency and the widespread distribution of the Morrow Mountain projectile points throughout the Southeast, makes this position somewhat less probable.

The Late Archaic is transitional to the horticulture-based economies found in the Woodland Period. Large shell middens along the coast and interior rivers suggest extensive secondary resource exploitation and the establishment of semi-sedentary villages (Claflin 1931; Stoltman 1972). Steatite vessels are widely distributed along the Atlantic Slope (Coe 1964:112-13; South 1959) and steatite net-sinkers have been found along the coast. Fiber-tempered pottery was also initially produced during the Late Archaic and is now known to have a similar distribution to that of steatite vessels (Phelps 1983; South 1976). Polished or pecked stone artifacts and mortars are common, as are subsurface storage pits. The remnants of a prepared clay floor and scattered post holes at Rabbit Mount, South Carolina, provide further evidence of more stable habitations (Stoltman 1972).

Seventy-one Late Archaic components have been recorded on Fort Bragg (Benson 1997). Cable and Reed (1990) record an equal number of Middle and Late Archaic components, eight each, a short distance east of Pope AFB. Twelve of those sites are associated with stream and swamp margins; while only four components occur in upland settings. Fifty-six Middle and Late Archaic sites were found on the Overhills tract of Fort Bragg to the north of Pope AFB (Benson 1997). In contrast to data from other regions in the Sandhills, there is an apparent decline in the number of sites from the Middle to Late Archaic on Fort Bragg. An increase in the number of late Archaic sites is more usual. In particular, there is a notable lack of Terminal Archaic, ceramic-bearing sites (Benson 1997). This may provide some counter evidence to Phelps' (1983:25) contention that Archaic population levels in the North Carolina Coastal Plain stabilized during the Morrow Mountain phase.

### **The Woodland Period**

Cultural differences between groups occupying the North and South Coastal regions first become archeologically discernible near the end of the Late Archaic period (Figure A-1; Phelps 1983:26). This is marked by the advent of fiber-tempered pottery, which is concentrated south of the Neuse River. During the Woodland period, differences between the two regions continue to be expressed in ceramic taxonomy (Table A-2). The presence of Thom's Creek and Deptford wares in the South Coastal Plain suggests ties to the classic Southeast ceramic tradition (South 1976) during the Early Woodland period, while the North Coastal Plain ceramic assemblage is



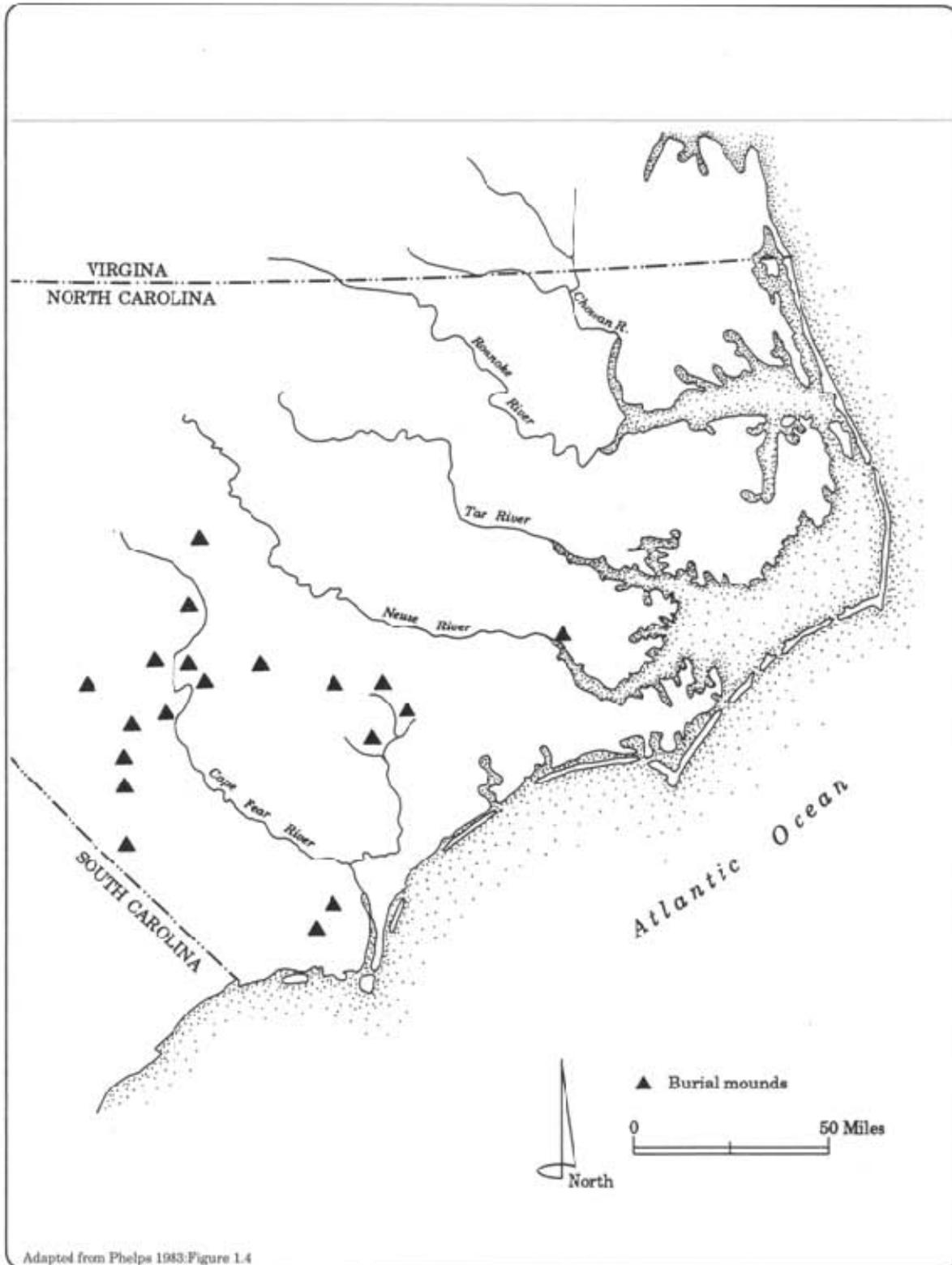
**Figure A-1 Cultural Divisions of the North Carolina Coastal Plain**

**Table A-2 Ceramic Taxonomy for the South Carolina Coast**

Date	Ware Group		Temper Type	
1800	Colono-Indian		Shell Sand Fiber	Non- Tempered
	Imitation of European forms, burnishing, painted decoration	Late Catawba Colono-Indian Painted Brunswick Cambridge		
1000	York	Ashley		
	(carved paddle stamped with enlarged motifs, carelessly applied decorative motifs, burnishing, finer punctuated rims, sloppy incising, corncob impressed type present)	Catawba		
500	Chicora	Charles Towne	Sand Tempered	
	(increase and elaboration of applied decorative motifs, carved paddle complicated stamping, burnishing, rosettes, reed punctuations and punctuated rim strips)	Mulberry Fort Watson Adamson Pee Dee Irene Savannah		
	Wilmington	Hanover Wilmington	Sherd Tempered	
	Cape Fear	Cape Fear	Sand Tempered	Non- Tempered
	(north coastal area) sand tempered, cord and fabric			
Depford (south coastal area) carved paddle stamped, primarily check stamped	Depford			
2000	Thom's Creek (sand tempered with Stallings decoration)	Thom's Creek Refuge		
	Stallings	Stallings	Fiber	
	(fiber tempered, punctuated and incised)	St. Simons Bilbo	Tempered	

Source: South 1973

representative of the cord-marked and fabric-impressed tradition of the Middle Atlantic (Phelps 1983:28-29). However, by the end of the Early Woodland, the ceramic assemblage in the South Coastal Plain is also dominated by cord-marked and fabric-impressed types. Phelps (1983:27-28) explains the presence, especially of Deptford types, as a consequence of the ripple-effect. Another trait that appears to distinguish the two regions in the Middle to Late Woodland is the sand burial mound. These features also seem to be limited to the South Coastal Plain region south of the Neuse River (Figure A-2). The following discussion will focus on the sequence in the South Coastal Region, since it encompasses the study area. In the South Coastal Plain, the Early, Middle, and Late Woodland periods are identified with the New River, Cape Fear, and Oak Island Phases, respectively. Unfortunately, the limited amount of archeological



**Figure A-2** Distribution of Burial Mounds in the North Carolina Plain

investigation in this region results only in a very sketchy picture of developments during the Woodland Period. The New River Phase is derived from Lofffield's (1979b) Onslow County locality but very little is actually known about the phase. The ceramic assemblage consists of a cord-marked, fabric-impressed tradition with a veneer of Southeast tradition types. Phelps (1983:31) likens the New River ceramic series to that of the Deep Creek Phase in the Northern Coastal Plain. Here, a coarse-sand-tempered, cord-marked type dominates, while minor quantities of net-impressed, fabric-impressed, and simple stamped types are also present. The "small" Savannah River or Gypsy Point (Oliver 1985) and the large triangular Roanoke Point (Coe 1964) also appear to be associated with the Early Woodland of the Coastal Plain. Phelps (1983:35) places both Cape Fear ware (sand-tempered) and Hanover ware (sherd-tempered) in the Cape Fear Phase. South's (1976) shell-tempered ware characterizes the Oak Island Phase. Surface treatments, in order of popularity, include cord-marking, net-impressing, plain, and fabric-impressing. Phelps (1983:48) suggests that the increase in fabric-impressing and the presence of simple stamping may align the Oak Island Phase with the Colington Phase.

The most distinctive feature of South Coastal Region Woodland cultures, and the only feature that provides any effective means of definition at the present time, is the sand burial mound. Characteristically, these mounds are low-lying, ranging between two and four feet in height. They are circular to oval in shape and vary between 20 and 60 feet in diameter. A geologist with the Department of the Interior, J. A. Holmes, was the first to investigate and report on excavations into several of these mounds in 1883 (MacCord 1966). His major area of concentration was in Duplin County to the east of the study area. Charles Peabody (1910) also excavated one of these features in Cumberland County in the early twentieth century. A number of other mounds including the McFayden Mound in Brunswick County (South 1966), the McLean Mound in Cumberland County (MacCord 1966), and the Red Springs (Keel 1970) and Buie (Wetmore 1978) mounds in Robeson County have been the subject of more recent investigations. Three types of burials commonly occur in a single mound: cremations; bundle burials of varying degrees of completeness; and flexed inhumations. Mound size tends to correlate with burial population. Stewart (1966:69) estimates that the McLean Mound, which was about 60 feet in diameter, contained about 500 individuals. In Duplin County, Holmes reported only eight skeletons from the excavation of one-half of a mound measuring 22 feet in diameter. According to Stewart (1966), despite being mounded, these cemeteries appear to exhibit burial patterns not unlike those of Iroquois and Algonkian ossuaries in the Middle Atlantic states. The burial populations from the sand mounds and the ossuaries reveal an under-representation of children, especially of infants. Moreover, both contain smaller numbers of adult males than females. Cremation is also a shared trait, although no ossuary has yet produced as many as the 32 identified at the McLean Mound. Stewart's cranial measurements also suggest that the McLean Mound population is more closely aligned with the Middle Atlantic physical type than that of more southerly groups.

Similar burial mound features have been reported in extreme south coastal South Carolina and north coastal Georgia (Caldwell 1952; Moore 1898), but none have yet been reported from the rest of the South Carolina coast (Phelps 1983:35). As this region of South Carolina has seen very little archeological research, it is probable that sand burial mounds will be discovered in the future. The temporal distribution of the mounds is also in need of further delineation. On the basis of a very broad correlation of the burial mound trait in the eastern woodlands, Phelps

(1983:35) has associated them with the Middle Woodland Period. The single radiocarbon date of A.D. 970 ± 110 from the McLean Mound (MacCord 1966:17) suggests a very late Middle Woodland time range for this particular mound. However, Wetmore's (1978) ceramic seriation of the Buie Mound clearly suggests a Late Woodland date for this Robeson County burial mound. Furthermore, the burial mound at Irene, Georgia, which is very similar, if not identical, to those in North Carolina, is dated to the Savannah and Irene Phases (Caldwell and McCann 1941:22-24). Again, this represents a time span that correlates with the Late Woodland Period of North Carolina.

Over 50 percent (143 of 280 components) of the recorded sites on the Overhills tract of Fort Bragg contain Woodland ceramics (Benson 1997). Measured in these terms, it could be argued that population increase occurred sometime during the Woodland Stage, as only 27 percent (76 sites) of the sites on this tract exhibited evidence of Paleo-Indian or Archaic components. Certainly the presence of burial mounds indicates increasing sedentism and it can be argued that the moist sandy soils of the Coastal Plain may have provided an advantage for prehistoric horticultural technology.

### ***A.1.2 Proto-Historic and Historic Period***

The North Carolina Coastal Plain has been characterized as a zone of culture contact during the later phases of prehistoric occupation (Phelps 1983). This notion is heavily influenced by the known distribution of historic tribes in the area, but archeological differences are also discernible in the ceramic phases of the prehistoric occupation.

Ethno-historians recognize three distinct linguistic groups in the region based on early historic accounts (Figure A-3). The Iroquoian-speaking Tuscarora inhabited the Inner Coastal Plain north of the Neuse River (Boyce 1978), while the Carolina Algonkian tribes occupied the Tidewater region to the east (Feest 1978). Both of these groups were linguistically affiliated with other Iroquoian and Algonkian groups to the north in Virginia, Maryland, Pennsylvania, and New York. The region south of the Neuse River was inhabited by the Waccamaw and Cape Fear Indians whose linguistic affiliations are obscure, but are generally assigned to the Siouan-speaking group that extended over a large part of the South Carolina Coastal Plain (Hudson 1976; South 1976; Swanton 1946). These northern and southern cultural contrasts extend backward into prehistory, although the distinctions become less clear when only material culture traits are available for comparison. Willey (1966), for instance, draws the boundary between the Middle Atlantic and Southeast cultural subareas along the Pee Dee River in South Carolina, while Trigger (1978) suggests a division along the Neuse River. Phelps (1983:15) follows Willey's boundaries, but divides the North Carolina Coastal Plain into North and South Coastal regions based on linguistic and archeological differences.

Pope AFB is located on the extreme northern perimeter of the South Coastal Region and is adjacent not only to the Northern Coastal Region but also the Piedmont. This would indicate that the habitation to be found here will be culturally and ethnically diverse and may exhibit significant shifts in orientation from one period to the next. Indeed, South (1976:46) has referred to the whole southern Coastal Plain of North Carolina as an "aboriginal Basin Street" where northern and southern cultural elements mixed.

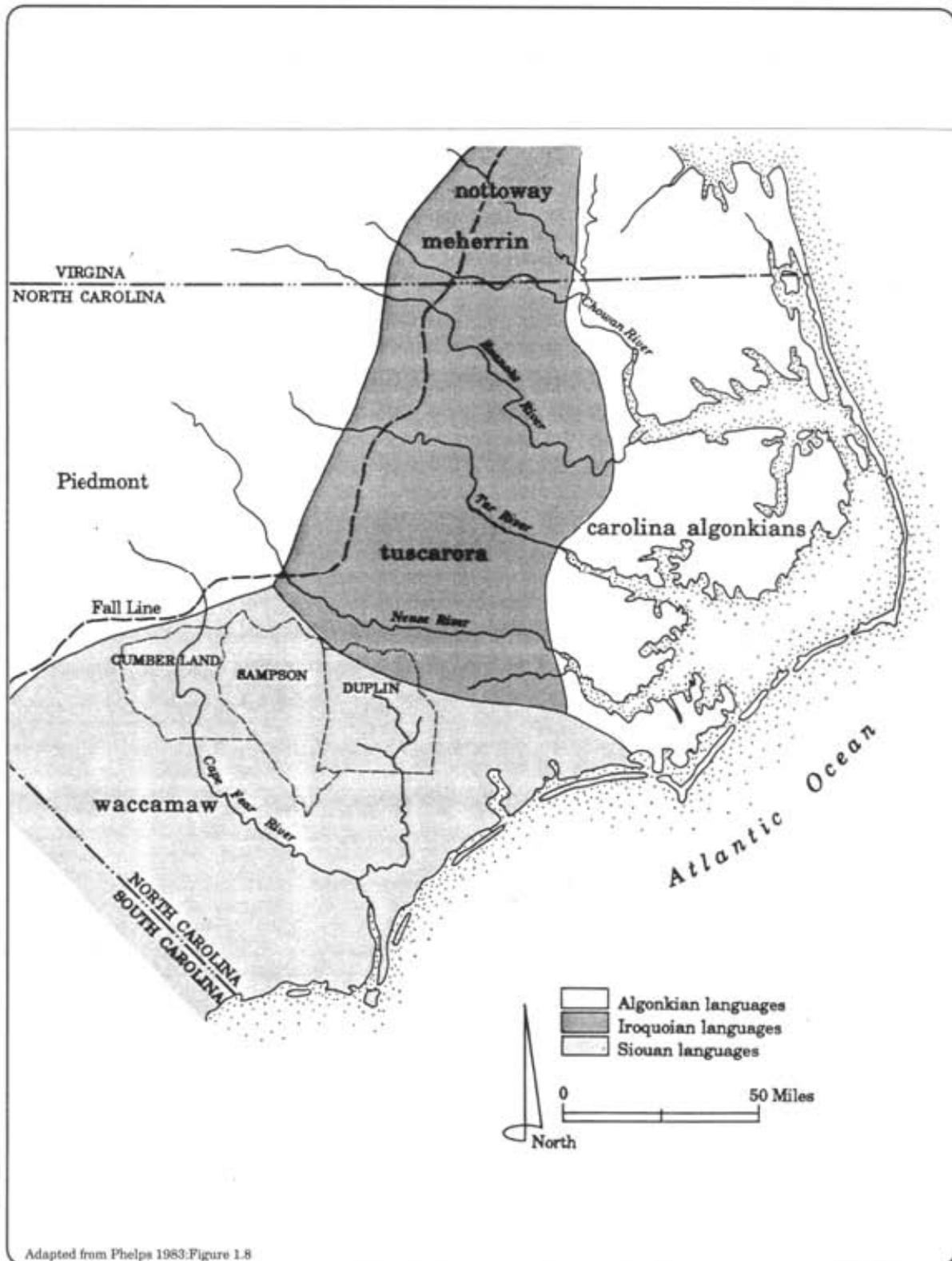


Figure A-3 Distribution of Historic Aboriginal Linguistic Groups in the Coastal Plain

Specific references concerning the Native American tribes that inhabited the South Coastal Region of North Carolina at the time of earliest European contact are rare and vague. Three Siouan-speaking tribes are reported to have occupied portions of this region: the Cape Fear Indians, the Waccamaw, and the Woccon. Swanton (1946) groups all three under the Catawba division of the Siouan linguistic stock, but further assigns the former two to the Pee Dee branch. The Cape Fear Indians were observed at the mouth of the Cape Fear River in Brunswick County in 1665. They were living in a village, probably the town of Necoec identified in the same area in 1661 by a colony of New England settlers. After the Yamasee War of 1715, they were removed to a location near Charleston, South Carolina. Swanton (1946:203) speculates that the Waccamaw may have shown up as the "Guacaya" on Francisco of Chicora's list of provinces in 1521. By the time the English had established themselves in South Carolina, the Waccamaw were inhabiting the Waccamaw, and lower Pee Dee rivers near the coast. The Woccon were encountered by Lawson in 1701 inhabiting an area near the lower Neuse River in two separate villages. Swanton suggests that both the Woccon and Cape Fear Indians may have been divisions of a larger Waccamaw tribal unit.

All of these sightings occurred along the Tidewater division of the Coastal Plain and it is quite possible that none of these groups extended inland as far as Pope AFB. A number of other Siouan-speaking groups inhabiting the fall-line and eastern Piedmont also could have occupied the area prior to European contact, including the Cheraw, Keyauwee, and Waxhaw. However, South (1972) has eloquently argued that too much is sometimes made of the cultural unity of linguistic groups, a point he makes by drawing on historic accounts of various Siouan tribes of the Carolina lowlands. Observing that the distribution of the South Appalachian Mississippian platform mound system crosscuts the historic Muskogean-Siouan linguistic boundary, he has shown that similar contrasts existed which might indicate residual cultural differences originating from this system. The interior Siouan tribes exhibited great variability in social organizational complexity, while both Siouan and Muskogean coastal groups appear to have had similar house forms that starkly contrasted with those of the interior. The distribution of burial mounds discussed earlier may also hint of such crosscutting cultural affiliations.

During the first half of the eighteenth century, increasingly generalized contact with Europeans brought about the demise of indigenous Native American cultures. Diseases common among Europeans (e.g., measles and smallpox) were devastating to Native Americans, greatly decreasing their populations, often before actual contact. In addition, Euro-American expansionism, warfare, and general acculturation quickly erased many recognizable native cultures. Most groups either moved, or were killed, enslaved, deported, or assimilated by Euro-American or Afro-American populations. By 1750, nearly all Native American groups were decimated or displaced.

There is a notable absence of proto-historic or contact sites in the vicinity of Pope AFB (Benson 1997), despite the fact that neighboring counties to the east were home to Native Americans during the colonial era. Sampson County (which borders Cumberland and Harnett Counties to the east of Pope AFB) is the locus of a remnant group of Native Americans known as the Coharie Indians (Gray 1981; Hudson 1976; Wilkins 1980). A popular legend links the Coharie with John White's lost colony of Roanoke Island and the Croatian tribe with which the colonists purportedly intermarried. Hudson (1976:493) has observed that the larger amalgamation of

Native Americans in Duplin, Sampson and Robeson counties, referred to as Lumbees, share more than twenty surnames associated with the Roanoke colonists. Another possibility proposed by Rights (1957) is that the Coharie represent an amalgamation of a number of dislocated proto-historic tribes who collected in these low country counties as other, more economically exploitable areas were settled by Europeans.

**Chronologies**

In the event that prehistoric archeological sites are identified on Pope AFB, Table A-3 summarizes the general chronology and contexts for North Carolina and can be referenced to help determine whether the site would be considered eligible for the NRHP. The chronology and contexts in Table A-3 derives from the *North Carolina Comprehensive Statewide Historic Preservation Plan* (North Carolina Historic Preservation Agency 1995).

**Table A-3 Prehistoric Chronology and Contexts for North Carolina**

Date	Classification	Contexts
10000 B.C. to 9000 B.C.	Paleo-Indian	<ul style="list-style-type: none"> <li>• The Early Peopling of North America</li> <li>• Early man and Late Pleistocene Environmental Adaptations</li> <li>• Human Factors in Terminal Pleistocene Extinctions</li> <li>• The Big Game Hunters</li> <li>• Human Osteological Evidence of Early Inhabitants</li> </ul>
9000 B.C. to 2000 B.C.	Archaic	<ul style="list-style-type: none"> <li>• Archaic Adaptations of the Southeast</li> <li>• Archaic Adaptations in Riverine Zones</li> <li>• Domestication of the Dog</li> </ul>
A.D. 2000 to A.D. 1600	Woodland	<ul style="list-style-type: none"> <li>• Post Archaic Adaptations of Riverine Zones</li> <li>• Post Archaic Adaptations of Eastern Coastal Regions</li> </ul>
A.D. 1000 to A.D. 1600	Mississippian	<ul style="list-style-type: none"> <li>• New Native American Alliances</li> <li>• Trade Relationships</li> </ul>
A.D. 1600 to Present	Historic	<ul style="list-style-type: none"> <li>• Helping Foreigners Survive</li> <li>• Transfer of Technology to Native Peoples</li> <li>• Native Adaptations at Contact</li> <li>• Forced and Voluntary Populations Movements</li> <li>• The New Demographics</li> <li>• Changing Settlement Type</li> </ul>

Source: North Carolina Historic Preservation Agency 1995

## **A.2 Historic Framework**

The historic period generally commences with the onset of European contact in 1662. At this time, the region was controlled by the Cape Fear, Waccamaw, and Sissipahaw Indians on the coastal plain near Cape Fear; the Carolina Algonkian tribes in the Tidewater region to the east; and the Tuscarora to the north and east along the Neuse and Tar rivers. What follows is a very brief description of the early exploration and settlement of the region and an account of the major historical events since that time.

### ***A.2.1 Age of Exploration 1524 – 1663***

Giovanni da Verrazano, an Italian explorer sailing under the French flag, is believed to be the first European to discover the mouth of the Cape Fear River in 1524 (McLean and Sellon 1979:7). Two years later, Lucas Vasquez de Ayllon also visited the area, and one of his ships went aground on the shoals around Cape Fear (Braley 1987:18). That same year, Ayllon established a colony of some 500 persons on the Carolina coast somewhere near the modern boundary between North and South Carolina. The colony was a failure, and the settlers were removed a few months later. Hernando de Soto's monumental expedition (1539-1542) never reached the area, but it is believed that a part of his group may have come within about 100 miles of the area when they were sent by the main body to get corn from the Native American town or province of Ilapi (Braley 1987:19). De Soto's expedition solidified Spanish claims to Florida, a name that then referred to most of the Southeast.

Between 1562 and 1564, French Huguenots settled in what is now Florida and on Parris Island, South Carolina. Both settlements were seized by the Spanish in 1565 (Braley 1987:19). The French threat to Florida spurred the Spanish to establish their own viable settlements.

In 1566 and 1567, Juan Pardo established a colony at Santa Elena (Port Royal/Parris Island), and explored into the interior as far as the foothills of the Appalachians. By the 1570s, the Spanish Franciscans out of Santa Elena were establishing contacts with Native American groups as far north as the Chesapeake Bay. Those contacts ended when Native Americans revolted and killed a number of missionaries. Santa Elena was abandoned in 1586 due to similar problems with local Native American groups (Braley 1987:19).

Also at this time, the first English settlement was attempted on Roanoke Island. The area was explored in 1584 and the following year a colony was established. The colony was short-lived as most of the settlers returned to England with Sir Francis Drake in 1586. In 1587, a second colony was sent out and was left to fend for themselves because of the Spanish Armada. When supply ships finally returned to Roanoke Island in 1590, the colony had been abandoned, leaving only the word "Croatian" carved on a post within the palisaded area (Stick 1983). The fate of this "Lost Colony" is unknown. As mentioned previously, "Croatian" was the name used by the Lumbee Indians of Robeson County when referring to themselves at the turn of the century (Myrover 1905:21-23).

### ***A.2.2.2 Early Colonial Period 1663 - 1729***

In 1660, Charles II was restored to the English throne after the collapse of Cromwell's Protectorate. Charles was generous to his supporters, making eight "Lords Proprietors" in 1663 and giving them control of the newly created colony of Carolina. Much had happened since the failed settlement on Roanoke Island. Jamestown had been established in 1607 and by 1660, there were almost 50,000 English colonists living in the colonies of Virginia and Maryland. The new colony of Carolina was established south of Virginia, on land that was still claimed by Spain.

The first Carolina settlements sponsored by the Lords Proprietors were in an area of lower Cape Fear and designated "Clarendon County." In 1662, a colony from Charlestown, Massachusetts, established itself along the lower Cape Fear, 60 miles from the mouth, also calling it "Charles Town," only to abandon it a year later (Corbitt 1975: xxiv; Braley 1987:19-20; Powell 1989:56).

Also in 1663, a set of commissioners from Barbados, then the foremost English sugar cane colony in the Caribbean, explored the Cape Fear River. They are believed to have traveled as far as what is now Cumberland County (Loftfield 1979:19). In 1664, a colony from Barbados was sent out under the command of John Yeamans. The Barbadians settled in the abandoned settlement of Charles Town. In January of 1665, Yeamans was made governor of Clarendon County, which reached a peak population of 800 by year's end (Corbitt 1975: xxiv). Almost immediately, the Barbadians ran into trouble. The local Native Americans became hostile after the colonists sold several into slavery. Food became scarce and the settlement was finally abandoned by 1667 (Braley 1987:19-20; McLean and Sellon 1979:7).

After two consecutive failures, the Cape Fear area was not seriously considered for settlement for a number of years. In 1670, John Lederer traveled through the upper reaches of the Cape Fear, and was probably the first Englishman to explore the Sandhills area, which he described as a "great desert" (Loftfield 1979:19). Within a few years, another Charles Towne was well-established on the Ashley and Cooper Rivers in what is now South Carolina, and this became the destination of English settlers and planters leaving overcrowded Barbados.

At the same time, settlers from Virginia began to move into the Albemarle area of northeast North Carolina. The coastal area around Albemarle Sound and then Pamlico Sound soon became the focus of North Carolina settlement, establishing a pattern there of small land holdings and small towns. By the early 1700s, North and South Carolina were effectively different colonies, with Cape Fear as the buffer zone between them.

This buffer zone remained in place partly due to the presence of powerful Native American groups that would have to be eliminated or removed before European settlement could expand beyond the lower coastal plain. At the time of the first European encounters, the Cape Fear Indians are believed to have numbered around 500, followed closely by the Waccamaw with 450. Both of these groups lived on the coastal plain, on or close to the Cape Fear. The Sissipahaw, who also numbered about 500, occupied the Piedmont area of the Cape Fear, above the fall line. All of these groups were Siouan-speakers (Braley 1987:10). More powerful than these, however, were the Tuscarora, who lived to the north and east. Centered along the Neuse and Tar rivers, the Tuscarora were an Iroquoian-speaking people with connections to groups in

the eastern Great Lakes region (Braley 1987:10). English settlement could never expand beyond the coast as long as the Tuscarora blocked their way.

A conflict was almost inevitable. The founding of New Bern at the mouth of the Neuse by Swiss and German settlers in 1710, led to the Tuscarora War of 1711-1715. Although the war was closely contested, the Tuscarora were finally defeated and removed from the Neuse basin, opening up vast new areas for English settlement (Lee 1968:21-22).

The Tuscarora War closely paralleled the Yamassee War in South Carolina, after which there were few local Native American groups left on the coastal plains of the Carolinas to impede European expansion. Those that remained, like the groups along the Cape Fear, had been decimated by disease. The Waccamaw and Cape Fear Indians soon moved to South Carolina (Braley 1987:20; Lee 1968). After the Tuscarora and Yamassee Wars, the area between the North and South Carolina colonies began to be settled and by 1725, the town of Brunswick was established on the west bank of the lower Cape Fear.

In 1729, after years of dissension and mismanagement, North Carolina was finally bought back from all but one of the Lords Proprietors and their heirs, and was turned into a royal colony (Lee 1968:46; Powell 1989:86). With the close of proprietary rule, the Cape Fear was ready for a wave of new settlement.

### ***A.2.2.3 Late Colonial Period: Royal Colony 1729 – 1775***

European settlement along Cape Fear was just becoming established by the time North Carolina became a royal colony, but royal governors often favored the area for a number of political reasons. The older settlements along the Albemarle and Pamlico Sounds usually controlled the colonial assembly, which was often at odds with the governor. To complicate matters, the shares of one of the original Lords Proprietors were never bought out, and his heir, John Carteret, later the Earl of Granville, collected quitrent from the northern portion of North Carolina until the very end of colonial rule. For all these reasons, royal governors gravitated to the lower Cape Fear settlements, an easy task since there was still no permanent capital. It was only in 1765 that New Bern was finally made the permanent seat of government as a geographic compromise between Albemarle and Cape Fear (Powell 1989:146).

River transportation was also easier along the Cape Fear than in the northern sound area. Settlement in the lower Cape Fear began with the founding of Brunswick Town in 1725, but it escalated with the establishment of Wilmington in 1733 (Robinson 1986:28). By this time, the lower Cape Fear was organized into New Hanover County. In 1733, a map of North Carolina depicted the new settlements along the Cape Fear. English settlements were located close to the coast, and Welsh settlements were found further inland; however, the sand hill area was virtually unoccupied (Figure A-4). In fact, the only group depicted in that area was a “Palatine Settlement,” located north of Rockfish Creek (Moseley 1733). These colonists came from the Palatinate, a section of the German Rhineland.

As a result of continued settlement along the lower Cape Fear, Bladen County was carved out of New Hanover in 1734 (Loftfield 1979:18). For two decades, Bladen County encompassed the entire Cape Fear valley from the Welsh settlements in the south to the fledgling Palatine



community far in the interior. By the early 1730s, Highland Scots had begun to settle on “Old Bluff,” the rise on the east side of the Cape Fear and opposite what would later be Fayetteville (Parker 1990:9). Soon, Scottish enclaves were springing up on the west bank, covering the shores from Rockfish Creek in the south to the Lower Little River in the north. The geographic center of this settlement came to be the Cross Creek area, located between the two streams (McLean and Sellon 1979:8; Powell 1989:106).

The colonial government supported this development. In the 1730s and 1740s, Royal Governor Gabriel Johnston actively promoted the immigration of Highland Scots as part of his plan to attract foreign Protestants to North Carolina by exempting them from taxes for ten years (Meyer 1961:72-73; Powell 1989:106).

To facilitate this settlement, the Highlanders received land grants of up to 640 acres, with most falling in the 200 to 400-acre range. The grants were based on the assumption that each family should get 50 acres per person, including servants (Lautzenheiser 1993:12; Meyer and Reed 1993:22). To obtain a land grant, settlers disembarked at Wilmington, then traveled upriver in small boats propelled by oars and long poles (McLean and Sellon 1979:8). Settlers would claim the land and then appear at the local courthouse, where a warrant for the land was issued. The settler paid for the land and received a grant after the land was surveyed (Meyer and Reed 1993:22).

Highland Scot immigration continued along the upper Cape Fear from the 1730s until the outbreak of the American Revolution in 1775. The forces propelling this immigration were complex. Contrary to popular belief, only a few, if any, came as a direct result of being expelled from Scotland after Bonnie Prince Charlie was defeated by the Duke of Cumberland at the Battle of Culloden in April of 1746. This defeat resulted in clan holdings being divided up, forcing an exodus which became so great that many people feared the Highlands would be permanently depopulated.

According to a tradition common in the 1800s, most of the Highland Scots on the Cape Fear were pardoned rebels, who were forced to take an oath of allegiance to George II. This probably became a popular myth because it explained why many of the Cape Fear Scots remained loyal to the British Crown during the American Revolution. However, modern research shows that the migration of Highland Scots was much more gradual and not directly the result of pardoned rebels seeking land. In fact, most Highland Scots migrated out of the Western Islands, specifically Argyll and Inverness. Argyll was home of the Campbell clan, which supported the ruling House of Hanover (Meyer 1961:18-59, 151).

The only eighteenth century reference to disloyal Highlanders in North Carolina came from the unfortunate Palatines, who had settled on the upper Cape Fear in the early 1730s, but were now overwhelmed by the influx of Highland Scots. In 1747, they complained to the British Board of Trade that Governor Johnston favored the rebel Scots at their expense. This appears not to have been true, at least the part about the rebels. Johnston was not tarred with this accusation by anyone else, and he had many enemies throughout the colony (Meyer 1961:23-24).

By the 1750s, Scottish settlement was large enough to justify the creation of another county, which was split off from Bladen in 1754. The new county was named Cumberland, in honor of William Augustus, Duke of Cumberland, son of George II, and the victorious general at the Battle of Culloden (Corbitt 1975:79; Meyer 1961:81). It may not have been irony that led to its name, but a calculated insult on the part of the colonial assembly, which was dominated by the English (Powell 1989:106).

The following year, the population of Cumberland County was pegged at 302 white males (taxable), 63 blacks, and 11 mulattoes (Parker 1990:8), with at least 30 more males or heads of families that were not formally listed on this tax roll. By the 1750s, Scottish settlement was dense along the Cape Fear between Rockfish Creek and Lower Little River, and it was expanding along the larger tributaries that drained the sand hills to the west (Figure A-5; Meyer 1961:98-99).

By the 1750s, the mouth of the Lower Little River was well-settled. Hector McNeill had 200 acres on the north side of the Lower Little River, while the rest of the McNeill family was scattered along the same stream (Jones and Roberts 1993:10). The first county seat for Cumberland County was established here, at the confluence of the Lower Little River with the Cape Fear. The courthouse was established at the mouth of the Lower Little River on lands that belonged to Thomas Armstrong. A small community grew around the county courthouse, which was built with logs similar to its surrounding structures (Parker 1990:9; Oates 1972:454).

The courthouse community soon became known as Chofferington, sometimes written Choffington, or even Choeffington (Jones and Roberts 1993:10; Parker 1990:9; Oates 1972:454; Hairr and Powell 1992:1). It was originally known as “Chaffering Town,” after the old English word, “chaffer,” meaning “to bargain or haggle over price.” The town did not prosper. A fever epidemic between 1759 and 1761 led to demands that the county seat be relocated to a less swampy location (Hairr and Powell 1992:1). After the county seat was removed in 1763, the site of Chofferington was soon abandoned. Remarkably, the remains of the town were still visible as late as the 1880s (Oates 1972:454).

The Cumberland County seat was moved to “Campbellton,” a community established in 1763 at the juncture of Cross Creek and the Cape Fear River. Campbellton was designed to be a river port and was close to the older community of “Cross Creek,” situated on Cross Creek one mile upstream or to the west, above the river's floodplain (Robinson 1986:30; Parker 1990:9; McLean and Sellon 1979:8). Even though Campbellton was the designated county seat, it did not grow as fast as Cross Creek, which was soon a bigger town, as well as, the premier trading center for the whole area (McLean and Sellon 1979:9). By 1770, Cross Creek contained some 100 buildings, making it the largest town within the upper Cape Fear (Robinson 1986:30).

Cross Creek grew at the expense of Campbellton, due to Scottish expansion out of the river bottoms and into the sand hills. This was accomplished first by moving along the larger streams, then establishing communities along the ridge lines that soon became roads leading much further into the interior. This inland area funneled trade into Cross Creek, which then had access to Wilmington by way of Campbellton on the barge and light boat traffic that plied the Cape Fear

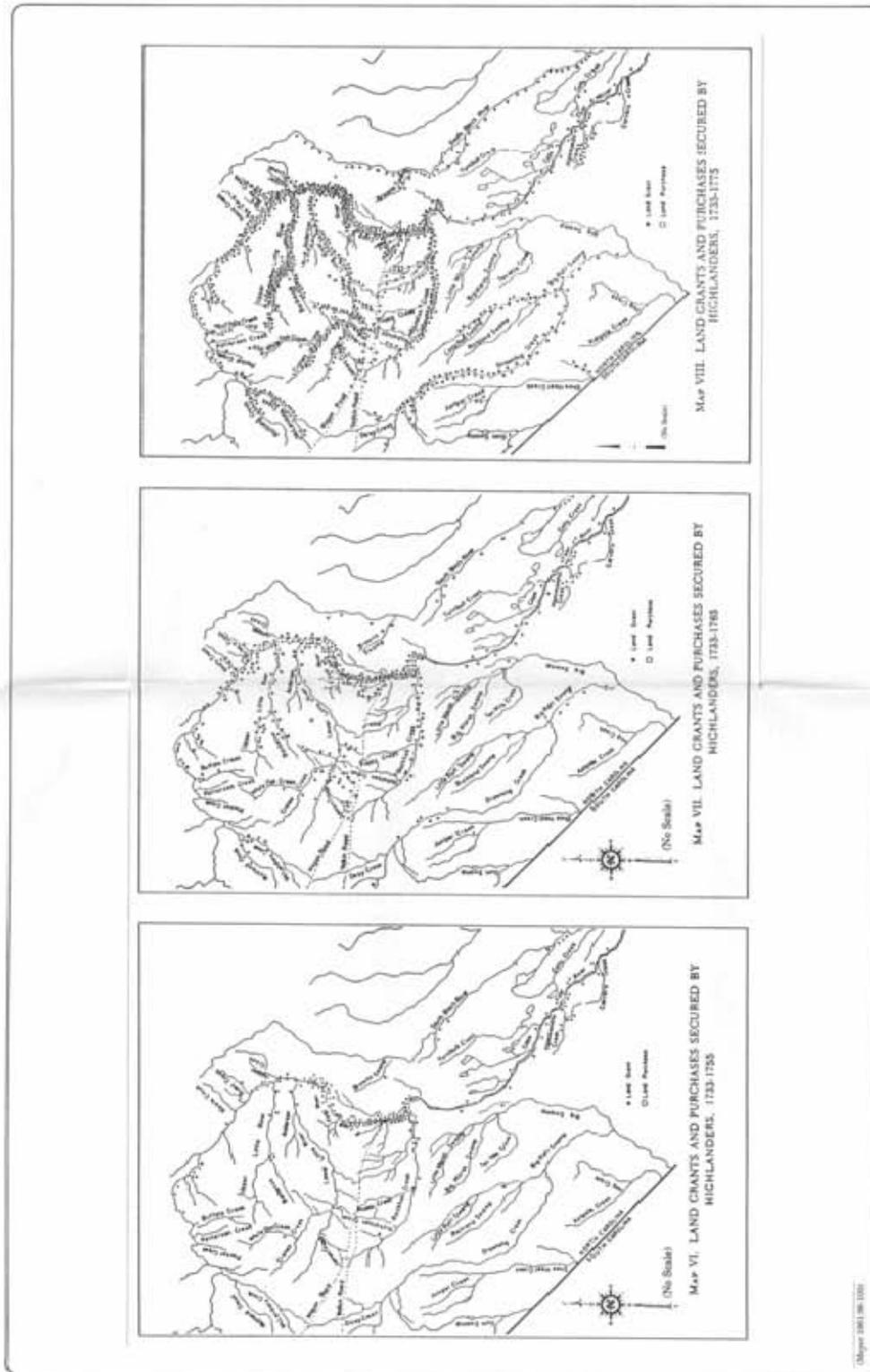


Figure A-5 Highlander Settlement along the Middle of Cape Fear (1733 – 1775)

River. Soon Campbellton and Cross Creek were effectively merged into a single community that was usually referred to as Cross Creek.

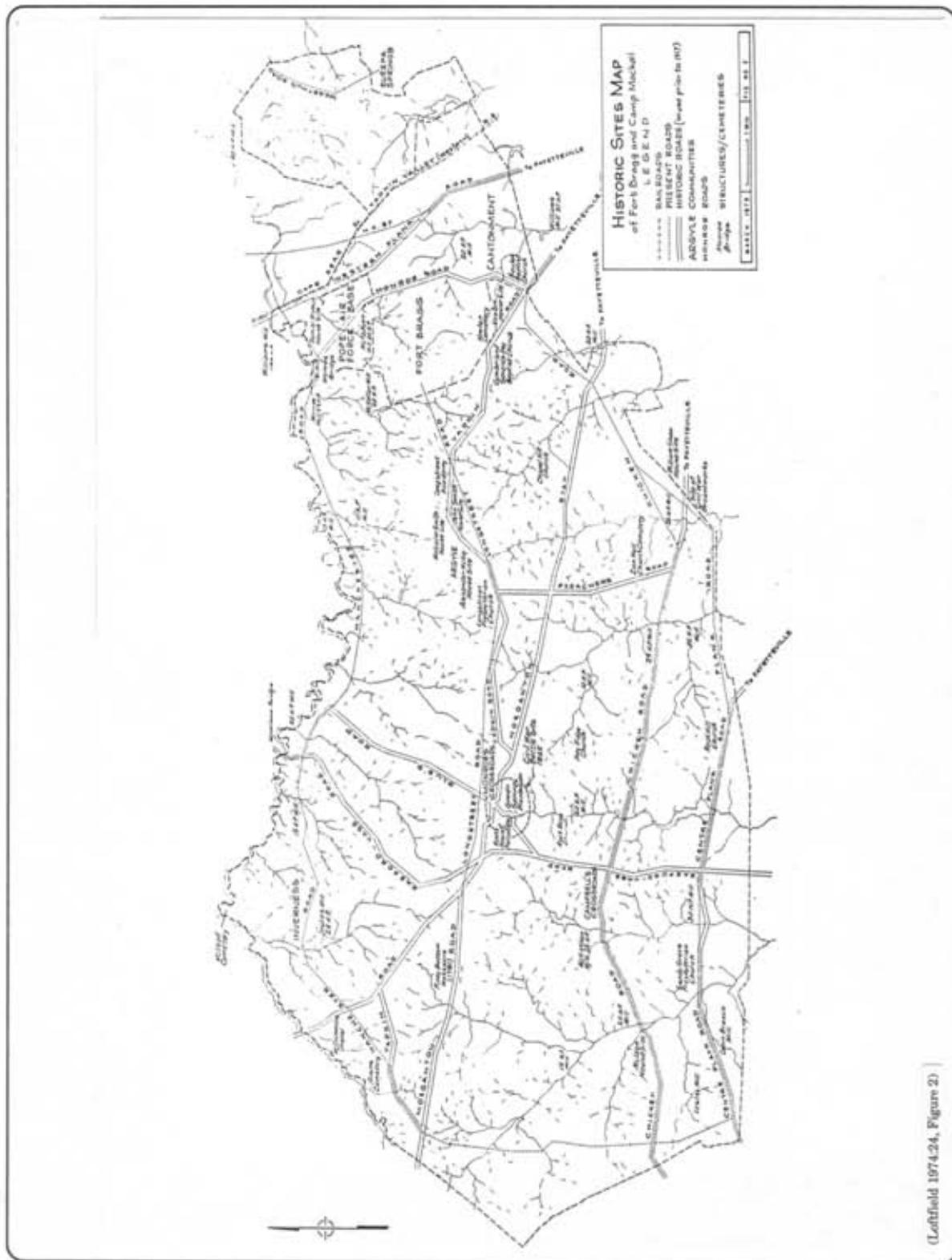
Cross Creek was also the eastern terminus of an overland route established with the new settlements along the Yadkin River in west central North Carolina. This development occurred very quickly in the 1750s, as the Yadkin valley was settled almost simultaneously by Moravians, Germans, Quakers, and Scots-Irish, all moving down the Appalachian valleys from Pennsylvania into the Carolina Piedmont (Oates 1972:1). In 1753, the Moravians set up a sizable community at Salem that quickly became the economic focus of the region.

Since the Yadkin River flows into South Carolina (where it is known as the Pee Dee River), efforts were soon underway to connect the Yadkin with eastern North Carolina in order to prevent loss of its trade to another colony. This led to the Yadkin Road, which was established by 1756 between Salem and the Cross Creek area (Parker 1990:57; Jones and Roberts 1993:11). Cross Creek profited from the Yadkin Road, as Moravian merchants established a presence in the area (Meyer 1961:111). The connection between Cross Creek and Salem quickly developed into one of the most important east-west routes in North Carolina and remained important well into the nineteenth century.

In part because of the Yadkin Road, and partly due to their own population crush, the Highlanders soon moved onto the sandy ridges that often served as road beds. This led to the development of crossroads communities along the east-west ridge line. In the Fort Bragg-Pope area, the most important of these were Argyle (later known as Longstreet), Inverness, Monroe's Crossroads, and Campbell's Crossroads (Figure A-6). The oldest and largest of these communities was Argyle (Loftfield 1979:30; Braley 1987:21).

Argyle was established in the 1750s along the Yadkin Road, about ten miles west of Cross Creek and roughly 5 miles southwest of what is now Pope AFB. The site of Argyle is located in the eastern half of present-day Fort Bragg. One of Argyle's first settlers was Alexander McKay, who set up a Presbyterian church. Reverend James Campbell, preached in both English and Gaelic at this church (Loftfield 1979:21). By the 1760s (sources differ as to the date), the church had become the Longstreet Presbyterian Church (Parker 1990:10). Although the original structure no longer stands, a second-generation building, erected around 1847, is listed on the National Register (Loftfield 1979:30-31). Even earlier, John Smith and his son, Malcolm, may have built a residence in the Argyle area as early as 1735 or 1736. Supposedly, Malcolm built his own house around 1740 (Loftfield 1979:30-31). If these dates are correct, the Smith houses were among the oldest built within the general area. Years later, Lord Cornwallis is reported to have visited the Malcolm Smith House, which survived all the vicissitudes of the nineteenth century, only to be consumed in a forest fire in 1925 (Loftfield 1979:25).

None of these crossroads communities appear on colonial maps dated to the 1770s. The Collett map (Figure A-7) depicts Rock Fish River, the Cross Creek settlement, the road and bridge across the Lower Little River, and the unidentified road along the crest of the sand hills west of Cross Creek that was almost surely the Yadkin Road. Figure A-7 also shows the county courthouse on the banks of the Lower Little River, which was moved to the Cross Creek area years prior to 1770. The Mouzon map of 1775 is almost identical.



(Loftfield 1974.24, Figure 2)

Figure A-6 Historic Roads and Communities in the Fort Bragg-Pope Area

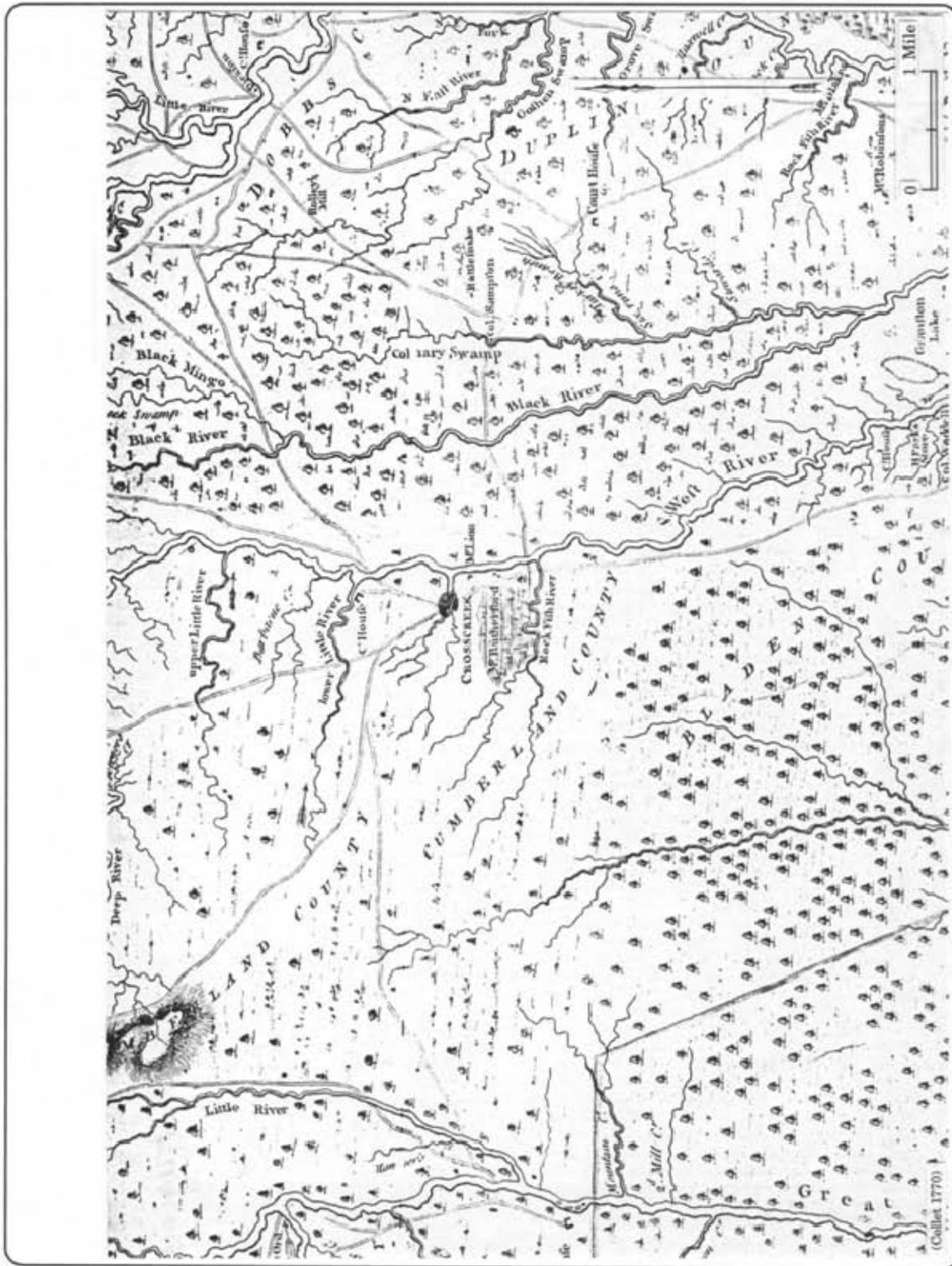


Figure A-7 Cross Creek Area, Detailed Collett Map 1770

By the 1770s, the Highland Scots had spread from the banks of the Cape Fear to scattered settlements north, west and south, occupying an area that today would encompass the counties of Cumberland, Harnett, Lee, Moore, Hoke, Richmond, Scotland, and Robeson (Meyer 1961:100). Although the Scots formed the majority within this area, it was never to the exclusion of other groups. English settlers moved into the area from the south and the east, just as some Scots-Irish moved in from the Piedmont and up the Cape Fear. Relatively few Highlanders lived in the commercial center of Cross Creek since most Highlanders preferred rural life and small communities (Meyer 1961:117).

Almost all of these groups learned to build log houses which remained the norm well into the 1800s. As a rule, log homes were small and were chinked with clay (Traver 1990:I.21). Most people lived by farming and stock-raising. Farming was most common along streams, where the soil was less sandy. In the 1700s, settlers were poor and most used hoes rather than plows. Among the staples commonly grown were Indian corn, wheat, oats, peas, beans, flax, and sweet potatoes. Because this sort of agriculture was so labor intensive, and because the soil was often poor, it was more common, especially in the uplands, to raise animals. Although a variety of livestock was raised, ranging from cattle to sheep to horses, the most common livestock was the hog which could thrive on almost any kind of vegetation (Meyer 1961:103-105; Meyer and Reed 1993:24; Loftfield 1979:23).

While agriculture and stock-raising were the norm during the colonial period, naval stores also became important. Pine products like tar and pitch were essential for the maintenance of wooden ships, and the British government offered bounties to ensure the production of naval stores for the Royal Navy. By 1768, an estimated 60 percent of all naval stores products came from the American colonies, and North Carolina and the Cape Fear valley led in that production (Powell 1989).

Agriculture, stock-raising, and even naval stores production were common activities in the vicinity of the Lower Little River. An additional enterprise, made possible by the Lower Little River and the presence of Cross Creek just ten miles to the southeast, was the maintenance of roads and toll bridges. All of these elements played a role in colonial life along the Lower Little River.

Years before the establishment of Chofferington, there was another settlement along the Lower Little River. As early as 1735, Richard French received a grant of 640 acres that stretched from Beaver Dam Swamp to the mouth of the Lower Little River. Two years later, Geoffrey Dawson received 640 acres on the Cape Fear opposite the mouth of the Lower Little River. Around 1740, Dawson was operating a ferry across the river (Hairr and Powell 1992:1-2, 15), and perhaps it was the strength of this activity that made the mouth of the Lower Little River the site for the first seat of Cumberland County.

Although the county seat was moved to the Cross Creek area in 1763, the Lower Little River was still important as a crossroads. Initially not as significant as the Yadkin Road, the route crossed the Lower Little River and connected Cross Creek with all points to the north. Later, as this route became more significant, it would also connect Cross Creek with Salem, over 100 miles away to the northwest.

The first bridge over the Lower Little River was built by Richard Treadway in the early 1750s, close to where US Highway 401 now crosses the stream. In addition to a bridge, Treadway also had a tavern license. By the 1770s, Treadway's bridge was in bad repair, and when he died in 1777, the bridge was destroyed. It was replaced by a second bridge, built by Malcolm McNeill between 1778 and 1780. Known as the "McNeill's Bridge" and later as the "William's Bridge," it too was situated near US Highway 401. Another early bridge in the same general area belonged to the Hodges family, and this bridge is believed to have been located where State Highway 217 crosses the Lower Little River, between US Highway 401 and the Cape Fear (Hairr and Powell 1992:38-40).

Both highways cross the Lower Little River almost 15 miles downstream from Pope AFB and are much closer to the site of Chofferington and the mouth of the Lower Little River than they are to Pope AFB. Unfortunately, the available sources are contradictory as to the location of the Daniel Monroe Bridge, which is believed to have spanned the Lower Little River immediately north of what is now Pope AFB. One source, "*Where Choeffington Once Stood*" (Hairr and Powell 1992), is very specific about the locations of the Treadway, McNeill, and Hodges Bridges, but this source much vaguer about the location of the Monroe Bridge. Their text suggests that the Monroe Bridge was located near State Highway 217, but all other sources and maps suggest that the Monroe Bridge was located immediately north of Pope AFB and not in the vicinity of Chofferington. This impasse could be resolved if there were in fact two Monroe bridges: one inherited by Monroe near Chofferington, and the other located further upstream, where Monroe actually lived. Even Hairr and Powell suggest this, discussing what could be considered two different bridges located in totally different portions of their report (Hairr and Powell 1992:39-40, 61-62).

The first discussion of the Monroe Bridge (Hairr and Powell 1992:39-40) identifies it as the Stephen Phillip's Bridge, which was built in the 1750s and passed to Daniel Monroe (or Munroe) after the decline of Chofferington. This is the bridge thought to be near State Highway 217. Monroe was allowed to collect bridge tolls, but there was a ford nearby for those who could not pay. Bridge access became free in 1776. In 1790, it was noted that the bridge was still valued at £160. After both Monroe and his wife died, the bridge fell into disrepair.

The second discussion of Daniel Monroe notes that Monroe was born March 8, 1728, and died 58 years later, on December 10, 1786. Monroe was reported to have owned a bridge over the Lower Little River, as well as a tavern, which was in operation as early as 1758. He also operated a grist mill on the stream. Monroe was apparently a man of some means, since he served as constable during the 1760s. He was buried at the Old Scottish cemetery by McKeithan's Ferry on the west bank of the Cape Fear (Hairr and Powell 1992:61-62).

While this information is not proof that Monroe operated two bridges, literally all other sources refer to a Monroe Bridge immediately north of Pope AFB. Certainly all available sources indicate that Lord Cornwallis crossed a "Monroe Bridge" in this area in 1781. Although the original bridge probably did not survive into this century, there was a Monroe Bridge in that same area when Fort Bragg was established.

#### **A.2.2.4 The War of Independence 1775 - 1783**

The French and Indian War (1756-1763) eliminated the French and Spanish threat to Britain's colonies along the eastern seaboard, leaving the British in control of eastern North America. To help defray the enormous war debt, the British government began a policy of taxing the American colonies. This taxation was highly unpopular since the colonists had no say in the matter. A break with Britain was formally proclaimed on July 4, 1776, in the Declaration of Independence.

The first year of the war saw the retreat of the British from Boston and a largely internecine struggle between Patriots and Loyalists. In the Cape Fear area, Royal Governor Martin tried to foment a loyalist uprising. Already expelled from the colonial capital at New Bern, Martin operated out of a British warship moored at the mouth of the Cape Fear. Martin hoped and the Patriots feared that the Highlanders would respond to his call (Rankin 1971:11-37).

Many Highlanders answered the call, and the Cross Creek area became a staging point for loyalist elements throughout central North Carolina. Many responded because they were relatively poor, without land, or were new to the area and had no attachments to the Patriot cause (Rankin 1971:35-37). Many also knew first hand the power that the British government could bring to bear, and probably did not believe the Patriots could win (Powell 1989:108).

For whatever reason, Loyalists began to congregate at Cross Creek in early 1776 for a march down the Cape Fear, where they would rendezvous with Martin's small British force at the mouth of the river. Led by Donald McDonald, some 1,600 Loyalists began the march from Cross Creek on the west side of the river. When confronted by a force of Patriots led by Colonel James Moore at the bridge over Rockfish Creek, McDonald's Loyalists returned to Cross Creek. Here they were ferried to the east bank and resumed their march on the opposite side of the river. This march line was finally intercepted on February 27, 1776, at Moore's Creek Bridge where the Loyalists were routed and much of their force was later captured. After Moore's Creek, Highland Scot Loyalist activity subsided greatly (Rankin 1971:40-54; Braley 1987:21-22). It was not until the invasion of Cornwallis five years later that most Loyalists dared to emerge from hiding.

Lord Cornwallis's campaign through North Carolina was part of Britain's "Southern Strategy" for winning the war. Inaugurated in December 1778 with the seizure of Savannah, the British soon re-established control over Georgia. In 1780, Charleston was recaptured and South Carolina started to slip from Patriot control (McEvedy 1988:62). In early 1781, the British commander, Charles Cornwallis, began the invasion of North Carolina, only to win a Pyrrhic victory at the battle of Guilford Courthouse on March 15, 1781. After the battle, Cornwallis was determined to leave the Piedmont and make his way to Wilmington via Cross Creek for new supplies. Cornwallis left the Guilford Courthouse area and began his move toward Cross Creek on March 18. When the British reached Ramsey's Mill on Deep River, along what is now the south border of Chatham County, Cornwallis had to pause to build a bridge. This gave Nathanael Greene, the American commander, a chance to trap the British. Cornwallis, however, learned of this maneuver and crossed the Deep River ahead of time, on March 28. Greene did not pursue the British any further with his main army because he too was short on supplies and because Cornwallis had entered "vile Toryish country" (Rankin 1971:313-315).

According to local sources, Cornwallis's army crossed the Lower Little River at Monroe's Bridge just north of present-day Pope AFB around March 28, 1781. The army passed what is now Fort Bragg's water filtration plant and crossed Pope AFB from north to south on the Monroe Road toward Cross Creek. Local tradition maintains that Cornwallis visited the home of Daniel Monroe and his son Malcolm, which was located on the south side of the Lower Little River within what is now Pope AFB. It is also held that Cornwallis left the route of the army to visit the community of Argyle, where he was entertained by Duncan Ray, a prominent Tory who then occupied the house of Malcolm Smith (Loftfield 1979:25-26).

Cornwallis's route through Pope AFB is corroborated by a sketch map of Cumberland County compiled the following year. According to this map, Cornwallis almost surely took the Hillsboro Road ("Road to Hillsboro"), which was the most direct route between Deep River in Chatham County and Cross Creek (Figure A-8). The Monroe Road was just a small part of this overall route. Cornwallis's presence brought a brief resurgence of Loyalist or Tory activity. Loyalists who had been hounded for years were now able to exact revenge on their Patriot neighbors (also called Whigs). One such incident occurred on what is now the west side of Fort Bragg Military Reservation. On August 4, 1781, in an incident called the Piney Bottom Massacre, a group of local Tories led by John McNeill surprised and killed a similar group of local Whigs (Loftfield 1979:26).

Though the killings were later avenged (Braley 1987:22), the Piney Bottom Massacre was one of the last encounters of the War of Independence within North Carolina. By August, Cornwallis was already engaged in a new offensive in Virginia, where he met with initial success. By fall, however, he had become trapped by a French and American army and the main French battle fleet. On October 17, 1781, Cornwallis and his army of 8,000 were forced to surrender at Yorktown, which effectively ended the War for Independence (McEvedy 1988:62). Ironically, one of the townships of Cumberland County, "71st Township," was named for the Highland Scots regiment that served under Cornwallis and surrendered with him at Yorktown (Parker 1990:21).

### ***A.2.2.5 Early American Period 1783 - 1830s***

In the late 1700s and early 1800s, Cumberland County developed beyond subsistence farming and stock-raising, and the Cross Creek area continued to develop as a commercial and trading center. However, the War of Independence left a permanent mark on the area, as Cross Creek became known as Fayetteville, in honor of the Marquis de Lafayette, George Washington's friend and Patriot commander. Years before the end of the war, in 1778, the North Carolina General Assembly combined the communities of Cross Creek and Campbellton into a single entity called "Campbellton," often referred to as Upper and Lower to distinguish the two settlements. In 1783, the name was again changed from Campbellton to Fayetteville, the first of several communities throughout the United States to be so designated (McLean and Sellon 1979:10).

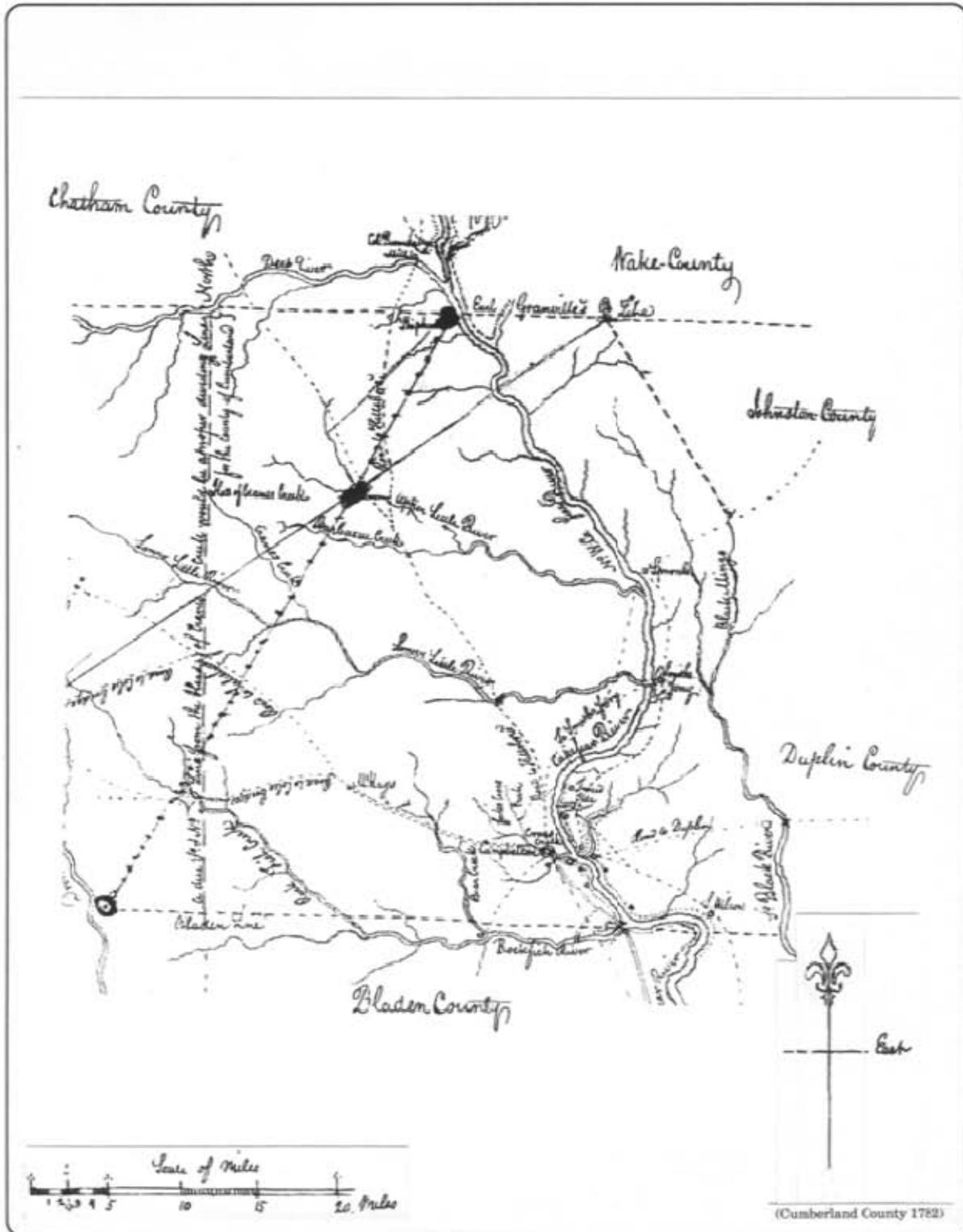


Figure A-8 Sketch Map of Cumberland County, 1782; Route between Deep River and Cross Creek

Despite any lingering Tory associations, the community of Fayetteville was too important and too centrally located to be ignored. For a number of years (1786, 1788-1790, and 1793), Fayetteville was the capital of North Carolina, with Market House serving as the state capitol building. It was at Market House, on November 21, 1789, that North Carolina became the twelfth state to ratify the United States Constitution (McLean and Sellon 1979:10). Years later, on March 4, 1825, General Lafayette came to visit the city during his last visit to the United States (McLean and Sellon 1979:13).

By that time, Fayetteville was one of the principal cities of the state and could boast of a number of newspapers and schools. The newspaper, "The Fayetteville Observer," began in 1817 as the "Carolina Observer." The Fayetteville Academy opened its doors in 1799, and was followed by the Fayetteville School Association in 1818, the Ravenscraft Academy in 1831, and the Donaldson Academy the following year (McLean and Sellon 1979:13-14).

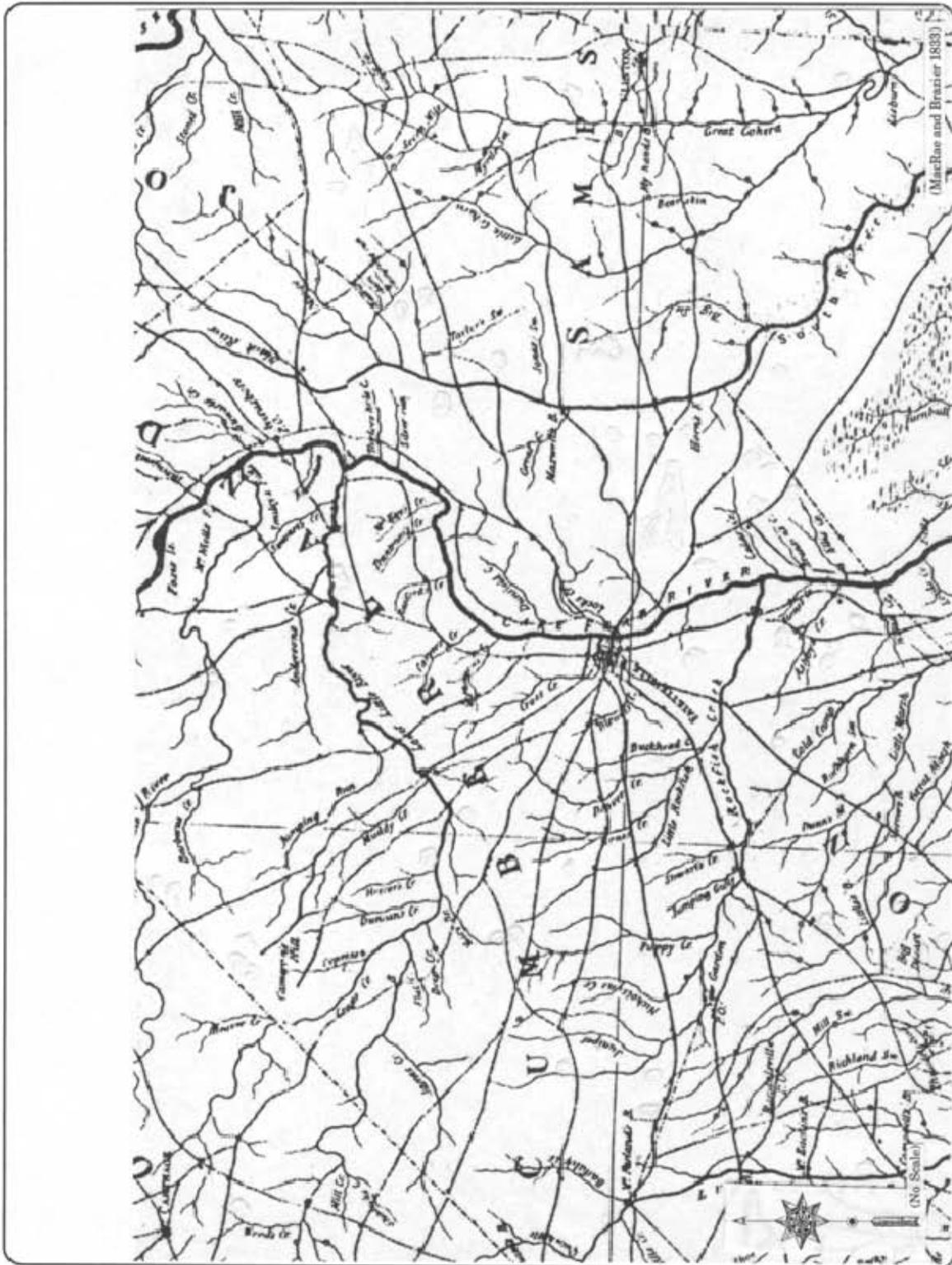
By the early 1800s, clapboard constructions began to replace log houses as general wealth increased and the plantation system began to take hold, especially in the river valleys. An unfortunate corollary of this development was the further spread of black slavery, which was well-established in the bottomlands by the end of the eighteenth century. More common along the upland streams were the grist mills and saw mills that ground grain and planed the wood needed for the new clapboard houses (Loftfield 1979:21; Meyer 1961:103-105).

The big agricultural staple in the Fayetteville area during this period was tobacco. In the late 1700s and early 1800s, Fayetteville competed successfully for its share of the tobacco market against the larger cities of Petersburg and Richmond in Virginia. The city had three or four large warehouses, each one capable of handling thousands of hogsheads of tobacco. There was even a chewing tobacco factory that operated from 1816 to 1826, after which the local tobacco trade went into decline (McLean and Sellon 1979:11-12).

The local tobacco market had shrunk drastically by 1830, partly due to poor management at the state level. The quality of North Carolina's tobacco inspection declined, while Virginia's improved, driving the best trade north (McLean and Sellon 1979:11-12). The tobacco industry was in the doldrums, but it had already helped establish Fayetteville as one of the hubs of south central North Carolina.

Tobacco also helped strengthen the tie between Fayetteville and the Piedmont, maintaining a connection that had existed since the mid-1700s. During the heyday of the tobacco era, hogsheads were put on wheels and driven to the Fayetteville market from western North Carolina. Fayetteville became the eastern terminus of much of the overland trade out of the North Carolina Piedmont. Beyond that point, there was river transportation to Wilmington, with access to the sea (Myrover 1905:8, 10-11).

Steamboat transportation became common on the Cape Fear between Wilmington and Fayetteville and attempts were soon made to extend river transportation even further upstream. The Fayetteville Canal, started in 1819 along the west side of the river, was projected to extend from Strodes Creek in the north, through the city, and back into the river downstream. The Fayetteville Canal was one of North Carolina's first water improvement projects. Though plans



**Figure A-9 Fayetteville Road Network, MacRae and Brazier Map, 1883**

were completed by 1819 and construction work was begun, it appears that the project was never completed (McLean and Sellon 1979:12; Robinson 1990:28).

The development of the road network in and out of Fayetteville was far more important. It can be seen on North Carolina maps that date to this era (Figure A-9). Almost all roads west of Fayetteville funnel into the city, whereas there are far fewer connections with points east. The number of roads west of Fayetteville is far greater than the number on the east side of the Cape Fear.

Within the general area, the number of local roads increased during this period. In addition to the Yadkin Road (also referred to as the Longstreet Road), there was a roughly parallel route called the Morganton Road, located just to the south and believed to have been blazed around 1796 (Loftfield 1979:26). The 1808 map depicts a crossroads community or possibly a single residence called "Campbells," located along the Monroe Road just south of Lower Little River. Virtually nothing is known about this designation.

When the local tobacco trade declined in the late 1820s, there was another agricultural staple waiting to replace it. Cotton began to achieve local dominance in the 1830s, much as it had already done in South Carolina and other parts of the Deep South. There, cotton had been pre-eminent for decades, based on the invention of the cotton gin in the 1790s and the almost insatiable demand for the fiber in English factories.

There had long been a demand for cotton clothing, which was both comfortable and easy to clean. However, until the end of the eighteenth century, it was usually too expensive for common use. Before the Industrial Revolution, it took at least twice as many man-days to produce a pound of cotton thread as it did for a comparable amount of silk, and at least six times as many as for wool (Johnson 1991:309).

Starting in the 1770s in England, this situation was turned on its head. First, there was Arkwright's spinning machine and Hargreave's jenny. By the end of the 1700s, all English cotton was spun by machine and there was an increasing demand for it. Another revolution in cotton manufacturing occurred when high-velocity gearing first went on line at a factory built in 1818 by Fairbairn and Kennedy in Manchester. By 1830, finished cotton accounted for more than half of Britain's export trade (Johnson 1991:309).

#### ***A.2.2.6 Zenith of the Antebellum Era 1830 - 1861***

Countries around the world scrambled to supply Britain's demand for raw cotton. Traditionally, cotton came from Egypt or India, but more accessible markets were soon developed. The greatest of these were the plantations of the American South, where the cotton gin revolutionized the processing of raw fiber, beginning in the 1790s. In the early 1800s, Southern cotton grabbed the lion's share of the market. By 1830, Britain was importing 248 million pounds of cotton for its factories, 70 percent of which came from the southern US. By 1860, 92 percent of the more than 1 billion pounds of cotton came from the South (Johnson 1991:310-311).

The phenomenal rise of cotton brought on the heyday of the plantation system throughout the South, including Cumberland County. Slavery, already entrenched, became common. The 1850

Federal Census indicates that Cumberland County contained 12,447 whites, 7,217 black slaves, and 946 free blacks. By 1860, 28 percent of white families had slaves, even though most of these (67%) owned fewer than 10 (Braley 1987:23).

Fayetteville was largely reshaped during this era. Much of the city was destroyed in the fire of May 29, 1831, when over 600 structures including Market House were burned. The historic structure was rebuilt on the same spot. Five years later, in 1836, the Federal government constructed a US Arsenal on Haymount Street, which became the storage center for arms in the Fayetteville area. The Arsenal quickly became the pride of the city (McLean and Sellon 1979:14).

In the general area, of more immediate importance than cotton cultivation was the presence of cotton mills, most of which were small and used water power provided by sand hill and fall line streams. Cotton mills became an important component of the local economy during the 1840s and by the time of the Civil War, the most prominent cotton factories were Blount's Creek, Mallett's, Rockfish, Beaver Creek, and Little River (or Murchison's). All of these mills were wooden structures that produced ordinary cloth, cotton sheeting, and yarn (Myover 1905:15).

The first cotton mill was established in the Fayetteville area in 1824, but it later folded. By about 1840, it was reorganized as the Cross Creek Manufacturing Company. Merchant's Mill on Blount's Creek was spinning cotton as early as 1836. The Mallett (or Mallet) Cotton Mill began operation by mid-century, while the Rockfish-Melbane Manufacturing Company on Rockfish Creek was one of the oldest textile mills in the state (McLean and Sellon 1979:12-13, 15).

Although cotton was the mainstay of most mills, there also were other mills. Most of these were grist mills, but a few manufactured nails, linseed oil, and paper. The largest of these was probably the paper mill on Rockfish Creek, which was in operation during the 1850s, but was destroyed by Sherman in 1865 (McLean and Sellon 1979:13).

By far the largest mill in the area was the Manchester Factory (also known as the Murchison Mill) on the Lower Little River. The Manchester Mill contained between 1,900 and 2,800 spindles, depending on the source, and 55 plaid looms (Oates 1972:440; Parker 1990:103-104). Originally established around 1840, the water-power machinery was set up by Berry Davidson of Alamance County, who was active in the area between 1845 and the outbreak of the war (Oates 1972:807). At some point before it was burned by Sherman, it is believed to have made at least a partial switch to steam power (Parker 1990:103-104).

The mill became the impetus for the growth of the Manchester community on the Lower Little River, about one mile northeast of present-day Pope AFB. This soon led to the Manchester Bridge and a new road to Fayetteville, all of which quickly eclipsed the older Monroe Bridge and crossing area. After the 1840s, the Monroe Bridge crossing would never again be as popular as that of Manchester. As a rule, cotton cultivation could not be supported in the sand hills. However, the one industry thrived in this setting made a comeback around 1840: the naval stores industry. From around 1840 to the Civil War, cotton in the bottomlands and naval stores in the uplands formed the core of regional antebellum prosperity.

During this period, the naval stores industry reached its height in the Cape Fear area. Making use of the vast stands of long-leaf pines that still covered the sand hills, the industry was based on gum collection from live trees; the distillation of turpentine and rosin from the gum; and the manufacture of tar and pitch from dead wood and stumps. Gum collection was the most essential aspect of the industry, and local naval stores expanded in the antebellum era with the development of semi-portable copper stills that could be set up in the interior. This made some local processing possible, as well as cut down on the bulk that had to be transported to the large distilling centers on the coast, such as Wilmington and New Bern (Robinson 1991:12).

As manufacturing and commerce increased during the first half of the nineteenth century, faster means of transportation became popular all over the Western world. On the open sea, there was the development of the clipper ship, while steam became popular on river courses. On land, transportation was much more costly, but even here there were turnpikes and “Macadamized” roads. The most popular mode of land transportation was the railroad, perfected in Britain in the 1810s and 1820s, and brought to the United States almost immediately thereafter. By the late 1830s, railroads were being laid throughout the United States, tying major cities together, but most importantly, providing reliable land transportation between inland areas and seaports.

In the late 1830s and 1840s, when the first rails were being laid in North Carolina, Fayetteville worked hard to attract a local railroad. For whatever reason, the city failed in this effort (Parker 1990:57). Raleigh and the cities of the Piedmont were connected to Virginia, New Bern, and Wilmington, as well as points in South Carolina, but not one of those lines passed through Fayetteville. To compensate, by the late 1840s, Fayetteville began building “farmer's railroads” (Robinson 1986:32), more commonly known as plank roads.

Constructed at a fraction of the cost of a railroad, plank roads originated in Canada in 1836, and soon became popular in various parts of New England, New York, and Pennsylvania. Plank roads were constructed by preparing a road bed, then laying stringers along the edges and the middle of the bed. Wooden planks were placed across the stringers. These planks were covered with a thin layer of sand to hold the construction together (Fort Bragg n.d.; Braley 1987:24).

There was a wave of support for plank roads in the North Carolina legislature: during the 1848-1849 session, money was appropriated for the state's first farmer's railroad. The “Fayetteville and Western Plank Road,” was to be between 10 and 20 feet wide, with a right of way of 100 feet (Fort Bragg n.d.). Plank roads were ideal for the Fayetteville area because pine wood was plentiful and the soil was sandy.

The Fayetteville and Western Plank Road began construction in October 1849 in Fayetteville and progressed to the northeast, toward the Yadkin Valley. The first 11 miles of construction took the line along what is now Murchison Road to the Manchester Mill on the Lower Little River, one mile east of what is now Pope AFB. The final destination was to be Salisbury, but after a railroad line was laid through that town, the destination was shifted slightly north to Salem (Fort Bragg n.d.). By completion in 1854, the Fayetteville and Western Plank Road was 129 miles long. Often referred to as the Western Plank Road, it was the longest ever constructed in North Carolina (Loftfield 1979:32; Parker 1990:57).

During the 1850s, Fayetteville became the center of plank road construction in the state. A total of six plank roads were either constructed or planned in the Fayetteville area. While most of these were probably never built, the Western Plank Road was soon augmented by the Centre Plank Road between Fayetteville and Richmond County (Braley 1987:24; Parker 1990:57; Loftfield 1979:32).

In the 1850s, Fayetteville had its first railroad, a local rail line connecting the city with the Egypt Coal Fields near Cumnock in present-day Lee County. Built by the Western Railroad Company and known as the Western Railroad, this relatively short rail line crossed the Lower Little River west of Manchester. After the Civil War, this rail line was incorporated into the much larger Cape Fear and Yadkin Valley Railway (Parker 1990:57; Loftfield 1979:32; Myrover 1905:19). This rail line's right-of-way formed much of the eastern boundary of what is now Pope AFB, clipping the northeast corner of the base. Internal real estate records at Pope AFB indicate that this 4.95-acre rail line right-of-way, known as Tract 120, was obtained by the Western Railroad Company from D. Murchison on October 15, 1853.

From all indications, the Manchester cotton mill dominated the area in the years before the Civil War. Despite this dominance, cotton cultivation and the plantation system was not as prevalent in the general area as in some other portions of the state, largely due to the relatively poor sandy soil (O'Steen 1992:5). Communities in the sand hills remained small. Argyle, now often referred to as Longstreet after the local church, rarely had more than fifteen residents, while Inverness had approximately only ten residents (Loftfield 1979:31). All of these local features, including the railroad, appear (somewhat inaccurately) on an 1861 Colton map of the area, which was one of the last local maps made before the Civil War (Figure A-10). Unfortunately, virtually nothing is known about the Daniel Monroe house or any other settlement in the vicinity of Monroe Bridge.

#### ***A.2.2.7 The Civil War 1861 - 1865***

While the plantation system of the Southern states reached its apogee in the 1840s and 1850s, the South itself felt increasingly threatened by national developments over which it had less and less control. As the country expanded westward, the Missouri Compromise of 1821 promised parity between free states and slave states, based on the 36 degree 30 minute Parallel. The compromise effectively divided the country into two spheres of influence. Almost all national events that occurred between 1821 and 1861 can be viewed in that light.

The "Cotton South," led by South Carolina, left the Union shortly after Abraham Lincoln was elected the first Republican president in November of 1860. Wilmington and much of the lower Cape Fear, similar to South Carolina with its cotton and a well-developed plantation system, vigorously campaigned for a similar response in North Carolina, but the rest of the state was not yet ready for secession. Only after Fort Sumter and Lincoln's call for troops did North Carolina, Virginia, Tennessee, and Arkansas join the Southern Confederacy, which quickly moved its capital to Richmond.

The middle and lower Cape Fear valley was strongly pro-Confederate, and unlike much of the rest of North Carolina, remained so throughout the war (Robinson 1990:8). In Fayetteville, the US Arsenal, seized shortly after secession, was turned into a factory for making small arms.



Figure A-10 Colton Map of North and South Carolina, 1861

Over 200 people worked there making rifles, pistols, ammunition, knapsacks, and artillery carriages (Parker 1990:70-75). According to one source, even blast furnaces were being developed, although they were not finished before the war ended (McLean and Sellon 1979:13).

Within the general area, it appears that the Manchester Mill was still the predominant feature. The Manchester community appears on a Confederate map of Cumberland County, dated to 1863. Though fragmented and in poor condition, the map clearly shows Manchester and the Western Railroad (Cumberland County 1863). In 1863, the Manchester factory was owned by a D. L. Kivett, who used the plant to manufacture bobbins (Oates 1972:747).

After four years of war, the Confederate government in Richmond was sorely pressed by Grant and the Army of the Potomac. To the south, Sherman's army of 60,000 men was on the verge of marching into South Carolina from Savannah. In mid-January 1865, Fort Fisher, the enormous sand embankment that protected Wilmington, fell to an amphibious assault. By the end of February, both Charleston and Wilmington had fallen, and Sherman's troops had cut a line through South Carolina to Columbia and beyond.

In early March 1865, Sherman was on the border of North Carolina. A desperate Confederate government had placed General Joseph Johnston in charge of the state's defense, with orders to prevent Sherman from linking with Grant in Virginia, or even the much smaller Federal force under General Schofield, then in New Bern. In the next month, on the march from the North Carolina line to a rendezvous with Schofield in Goldsboro, Sherman's troops would have to fight three engagements with the retreating Confederates, considerably more resistance than they had experienced in the four months since leaving Atlanta.

The three engagements were Monroe's Crossroads (March 10), Avera'sboro (March 16), and Bentonville (March 19-21). The first two were stings, and the last one a bite at the exposed left wing of Sherman's army, headed by Henry Slocum, and protected by General Hugh Judson Kilpatrick, the Federal cavalry commander (Figure A-11). Kilpatrick was assigned to protect Slocum's exposed left flank and provide him with cover. This had been rather easy during the South Carolina campaign, if only because the army had been marching in more or less a straight line, due north. Above Columbia, however, Sherman's army began a broad arc to the east, in order to approach Fayetteville. Situated on the outside track of this turn, Slocum's left wing had to move faster than the rest of the army, and Kilpatrick, on the left side of Slocum, had to move faster still. As Sherman's army approached Fayetteville, the situation became even more confused, as units were funneled toward the city from the west and south. There were even instances where retreating Confederates found themselves marching beside advancing Federal troops, all en route to Fayetteville (Belew 1994).

By the evening of March 9<sup>th</sup>, Kilpatrick and at least one brigade of his cavalry division were at Monroe's Crossroads along the Morganton Road, just south of the Yadkin Road and about six miles west of Argyle. Kilpatrick had set up camp on the grounds of two plantations, Rocky Mount and Green Springs, using the home of Charles M. Monroe as headquarters (Loftfield 1979:27; Belew 1994). Earlier that day, Kilpatrick had learned that his forces occupied ground between the Confederate Infantry Corps commanded by William J. Hardee, already passing through Fayetteville, with the Confederate cavalry riding hard to close the distance. Kilpatrick

then sealed off three of the four parallel roads that led into Fayetteville from the west: the Morganton, the Yadkin immediately to his north, and the Chicken Road to his south (Figure A-11).

Kilpatrick had baited the trap, but due to a mistake or misunderstanding, the trap had no teeth. The pickets that should have been west and north of the Morganton Road were in fact positioned to the south. Incredibly, no one was in position to warn of the approach of the Confederate cavalry that would be riding in from the west (Belew 1994).

To make matters worse for Kilpatrick, the Confederate cavalry approaching from the west was a united command comprised of Butler's cavalry division and Wheeler's corps, all under the command of General Wade Hampton. When the Confederate commanders realized the opportunity that awaited them on the Morganton Road, they decided to attack at daybreak the next day.

Based on Shelby Foote's (1986:822) estimate of Hampton's combined troop strength in early March, the Confederates probably numbered around 4,000, while Kilpatrick's cavalry division had twice that number. The numbers that would be involved in the engagement were smaller than that on both sides. The Confederates could not bring their full strength to bear, just as Kilpatrick was camped at Monroe's Crossroads with just one-third of his command.

At dawn on March 10<sup>th</sup>, Butler's cavalry division, supported by Wheeler, led a surprise attack against Kilpatrick's camp. Their initial assault drove the unprepared Federal cavalry off the plantation clearings and into the surrounding woods. Kilpatrick would have been captured, except that he had just gotten out of bed and was not in uniform. He too escaped into the woods (Belew 1994). Although surprised, the Federal troopers soon recovered, while the Confederates wasted precious time by looting Kilpatrick's camp. As the Federal cavalry regrouped and counterattacked, the Confederates were soon forced to withdraw. By late morning, the Confederate cavalry was once again on the Morganton Road, heading for Fayetteville, having left the field to Kilpatrick's command. However, Kilpatrick had learned his lesson. The next day he moved his cavalry division off the left flank of the army and into the midst of an infantry column. The next evening, instead of pickets, he threw up defense works (Belew 1994).

For the infantry, any embarrassment for the cavalry was fuel for gossip, and Monroe's Crossroads soon became known throughout Sherman's army as "Kilpatrick's Shirt-tail Skedaddle" (Barrett 1956:130; 1963:301-311). In his official report, Kilpatrick excused the engagement by claiming that he was attacked by three divisions of cavalry, representing the flower of Southern chivalry under the command of Wade Hampton (Davis et al. 1895:857-863).

The site of the battle of Monroe's Crossroads, now located near the center of Fort Bragg, in what is now Hoke County, has been designated a historic archeological site, 31HK249 (O'Steen 1992:6). Considering that the close outcome of the engagement, it is remarkable that the battle is relatively unknown. Shelby Foote's magisterial narrative of the Civil War does not even mention it in passing. One reason is that Kilpatrick and Sherman both downplayed the engagement in their correspondence and subsequent reports. Kilpatrick's near-capture by Confederate cavalry

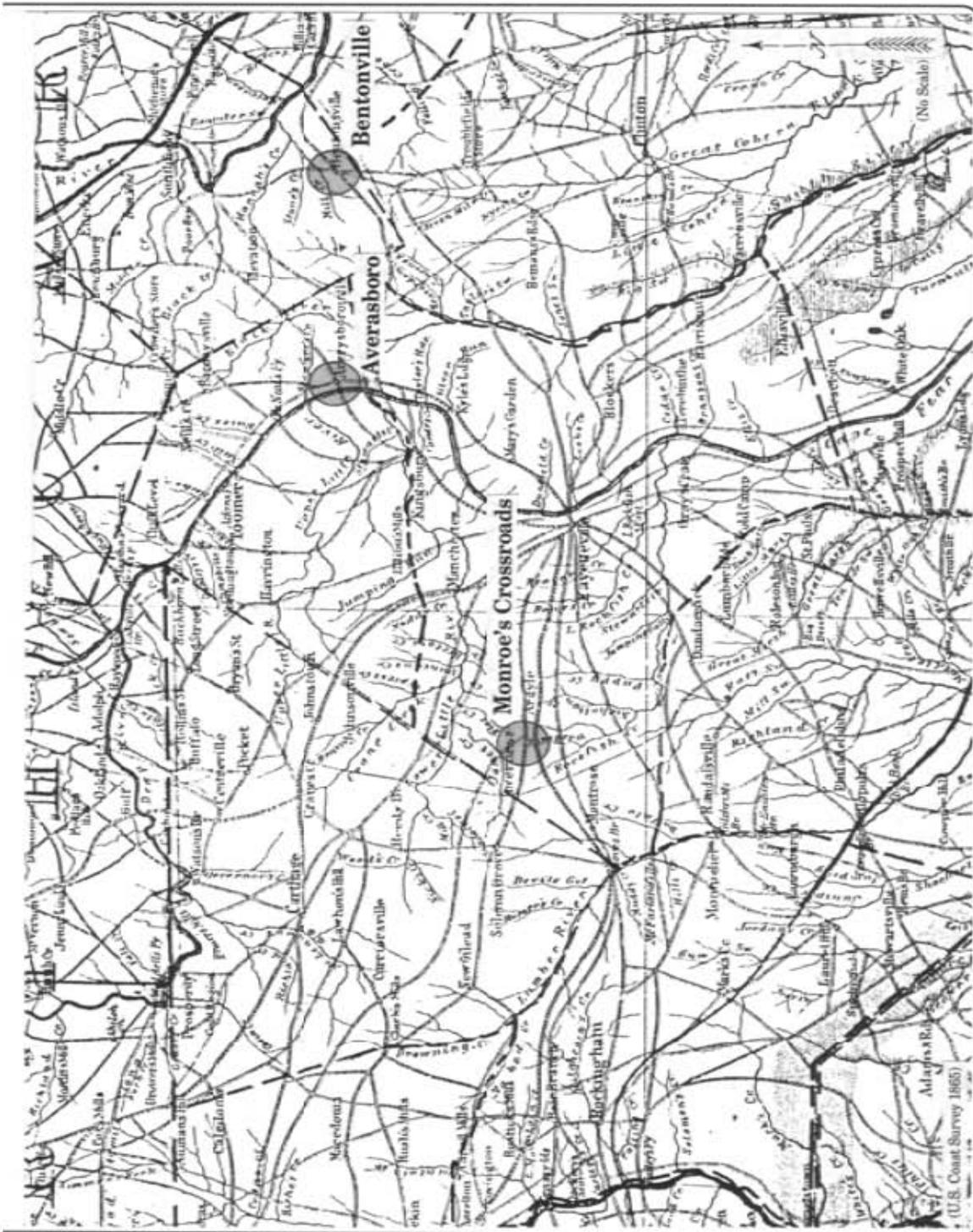


Figure A-11 Locations of Monroe's Crossroad, Avasboro, and Bentonville Battlefields, Civil War Era Map

was just too embarrassing to allow a full disclosure (Ken Belew, personal communication 1994). Despite the delay at Monroe's Crossroads, Sherman's troops began their entry into Fayetteville on March 11<sup>th</sup>. The city had already been vacated by the retreating Confederates. Ironically, the breastworks that had been thrown up back in February to defend the city had been placed on the north side, on a bluff above the Cape Fear, apparently with the expectation that Sherman would approach from that direction (Robinson 1990).

Once in control of Fayetteville, Sherman sent details throughout the area to burn most of the cotton factories including the Manchester Mill, which was later rebuilt. Before Sherman pulled out of Fayetteville on March 14, he destroyed the Arsenal with explosives and battering rams (McLean and Sellon 1979:13; Junior Service League 1970; Parker 1990:70-75). A few days out of Fayetteville, at Averasboro, 11,000 Confederates under Hardee fought a successful delaying action against Kilpatrick's cavalry and Slocum's divisions (Foote 1986:827). This action cost Slocum's wing of the army a full day's advance, offering enough of a separation between Slocum and the right wing under Oliver Howard, for Confederate Commander Joe Johnston to hatch the battle plan of Bentonville, fought between March 19<sup>th</sup> and 21<sup>st</sup>. Originally conceived as a trap for Slocum, the battle was soon joined by the rest of Sherman's army. Finally it was Johnston who had to escape from a trap. Johnston retreated toward Smithville, while Sherman kept his rendezvous with Schofield in Goldsboro.

A month later, the war in the East was over. The Confederates abandoned Richmond in early April, and General Robert E. Lee surrendered at Appomattox on April 9, 1865. As a consequence, Johnston felt he had no alternative but to do the same, provisionally surrendering to Sherman at Durham Station on April 17<sup>th</sup> and again on April 26<sup>th</sup> after the terms were tightened. The last hold-out, Kirby-Smith, surrendered the Trans-Mississippi Department one month later and the Civil War was at last concluded.

#### ***A.2.2.8 Old Ways and New 1865 - 1917***

The collapse of the Confederacy brought in its wake Reconstruction, which in some states lasted until 1877. After the election of President Hayes, the Southern states were allowed to sort out their own internal affairs, which in most cases meant a restoration of the old regime. Slavery was gone forever, but an elaborate system of tenant farming was erected in its place. The planter class, however, was never again as powerful as it was before the war. Small farming became more important, and organizations like the Grange and the Farmers' Alliance secured a place for small farmers in the political constellation of the South by the late 1800s.

Politically, this was a period of considerable flux, as different groups jockeyed for power. It was also a period of considerable poverty. For this reason, the rest of the 1800s saw a continuation of older economic trends that had already been established before the Civil War. Only in the early years of the twentieth century did new economic trends become apparent in the general area.

The collapse of the plantation system led to serious dislocations throughout the lower Cape Fear valley. For those who had formerly been slaves, sharecropping and tenancy became the norm. Most others continued the tradition of small farming, which had always been strong in the sand hill area (O'Steen 1992:6; Braley 1987:24). Another tradition that continued into the post-war era was the naval stores industry. However, by the 1880s, the best stands of pine had been

depleted and the bulk of the industry moved south (Robinson 1991:12). Even so, remnants of the industry remained behind and survived for many years. Foremost of these hold-outs within the area was the “turpentine plantation” of Daniel McDiarmid, who owned large tracts along the Lower Little River, mostly on the north side (Hood 1992).

This continuation of older trends can be seen in the series of maps that depict the general area in the late 1800s. The first of these is the McDuffie Map of 1868 (Figure A-12), which shows that the general area had changed little since before the war. The Manchester community is still shown, as are the Plank Road, the Western Railroad, and the Munroe (Monroe) Road. The next map, dated to 1882 (Figure A-13), also shows Manchester, but the old Western Railroad has been incorporated into the Cape Fear and Yadkin Valley line, with its links to other railroads to the northwest (Kerr and Cain 1882).

The most detailed of the late nineteenth century maps is the 1884 McDuffie map of Cumberland County (Figure A-14). It shows the full range of small farming and milling in the general area in the late 1880s. In addition to the Manchester cotton factory, small mills dot the Lower Little River and most of the small creeks that feed it. McDiarmid's place is shown on the north side of the river. The Cape Fear and Yadkin Valley Railroad is clearly shown, but it appears that the old plank road was either no longer in service or was no different from any other local road. Within the area of present-day Pope AFB, the Monroe Road was still intact and remained one of the most direct routes into Fayetteville from the north. Adjacent to the Lower Little River is the J. D. Williams Mill, rated at 198 horsepower. Much smaller and on the south side of what would become Pope AFB, was the McFadyen (or McFayden) Mill, rated at 20 horsepower. The McFadyen Mill was located on what is now called Tank Creek.

In 1884, most of the smaller mills were grist mills (Loftfield 1979:24). Within the area of the Lower Little River, the McDuffie map indicates that the soil was gray sand with clay subsoil that commonly produced corn, cotton, wheat, rye, and tobacco. The ridge tops south of the Lower Little had light sandy soil, suitable for long leaf pines, wire grass, and sheep herding. The agricultural yield of the ridge top area was more restricted than the bottom lands: peas, sweet potatoes, and grapes.

By 1896, Fayetteville was relatively well-connected to surrounding areas by further extensions of the Cape Fear and Yadkin Valley Railroad (Figure A-15). The original line to the northwest was now augmented by other lines that radiated out of the city in three other directions, tying Fayetteville with Wilmington, Smithfield and Raleigh, and Bennettsville, South Carolina. Argyle, Inverness, and Manchester are still depicted as small communities.

It was toward the end of the nineteenth century that Manchester probably reached its height as a mill town. The community was incorporated in 1895, and by the turn of the century had attained a population of 1,000 people (Parker 1990:91). The zenith of Manchester was characteristic of economic development throughout the general area in the late 1800s, where old economic trends reached their peak, if only because there was nothing yet available to replace them. By the turn of the century however, this would no longer be the case. In the early 1900s, the local economy began to reflect changes that were already occurring in other parts of the country, and the old economy, not that strong anyway, began to fade away. Manchester was one of the first victims,

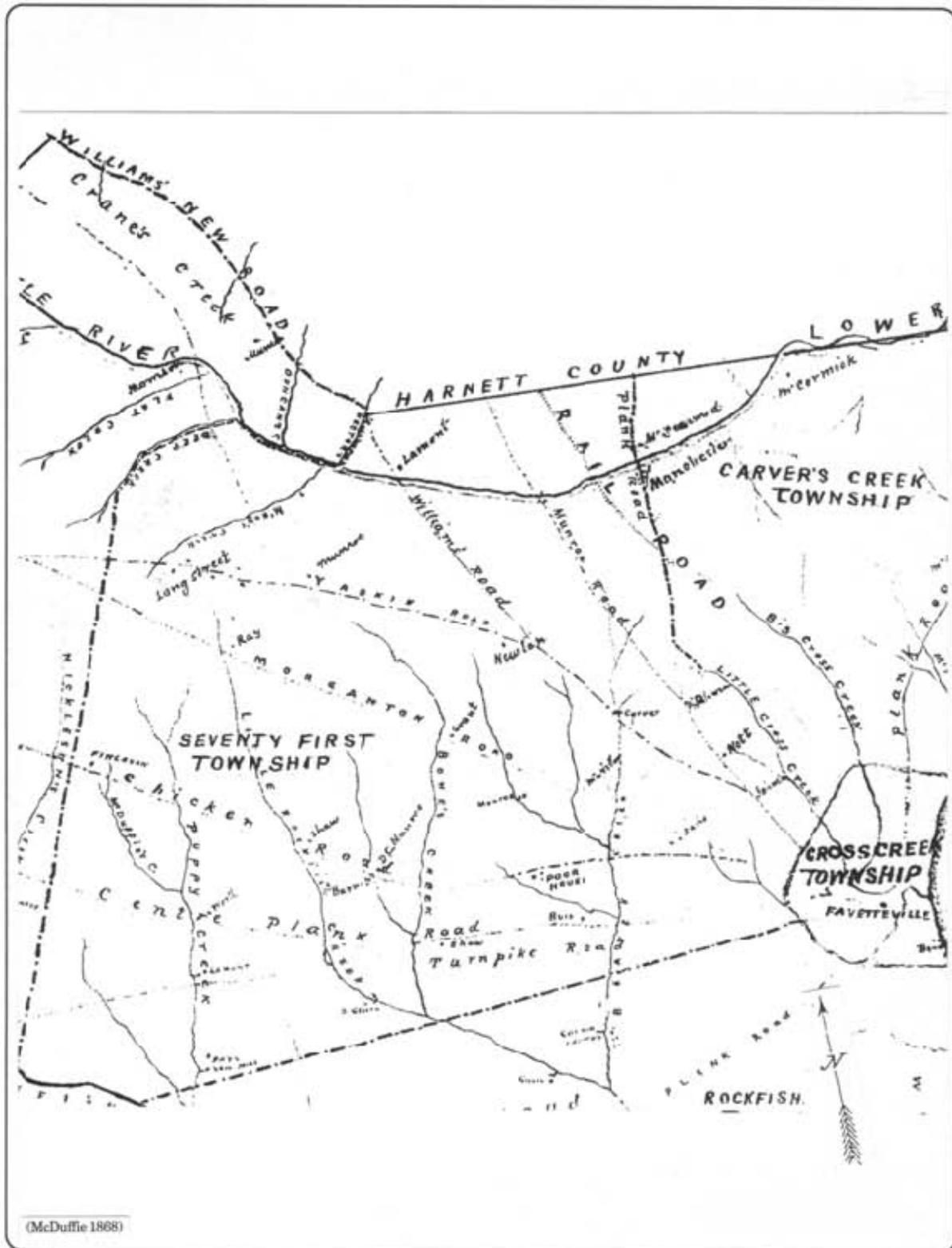


Figure A-12 McDuffie Map of Cumberland County, 1868

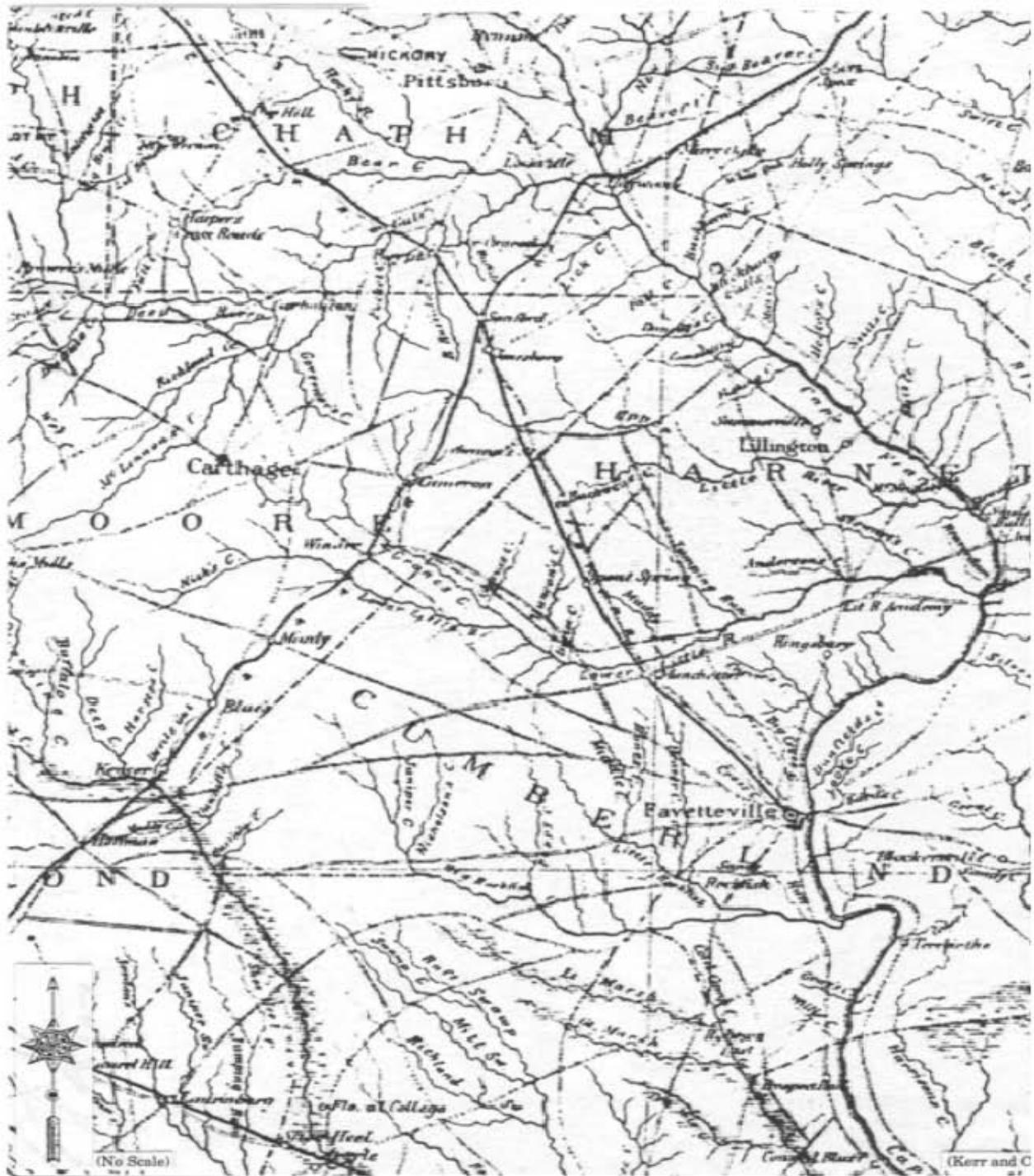


Figure A-13 Kerr and Cain of North Carolina, 1882

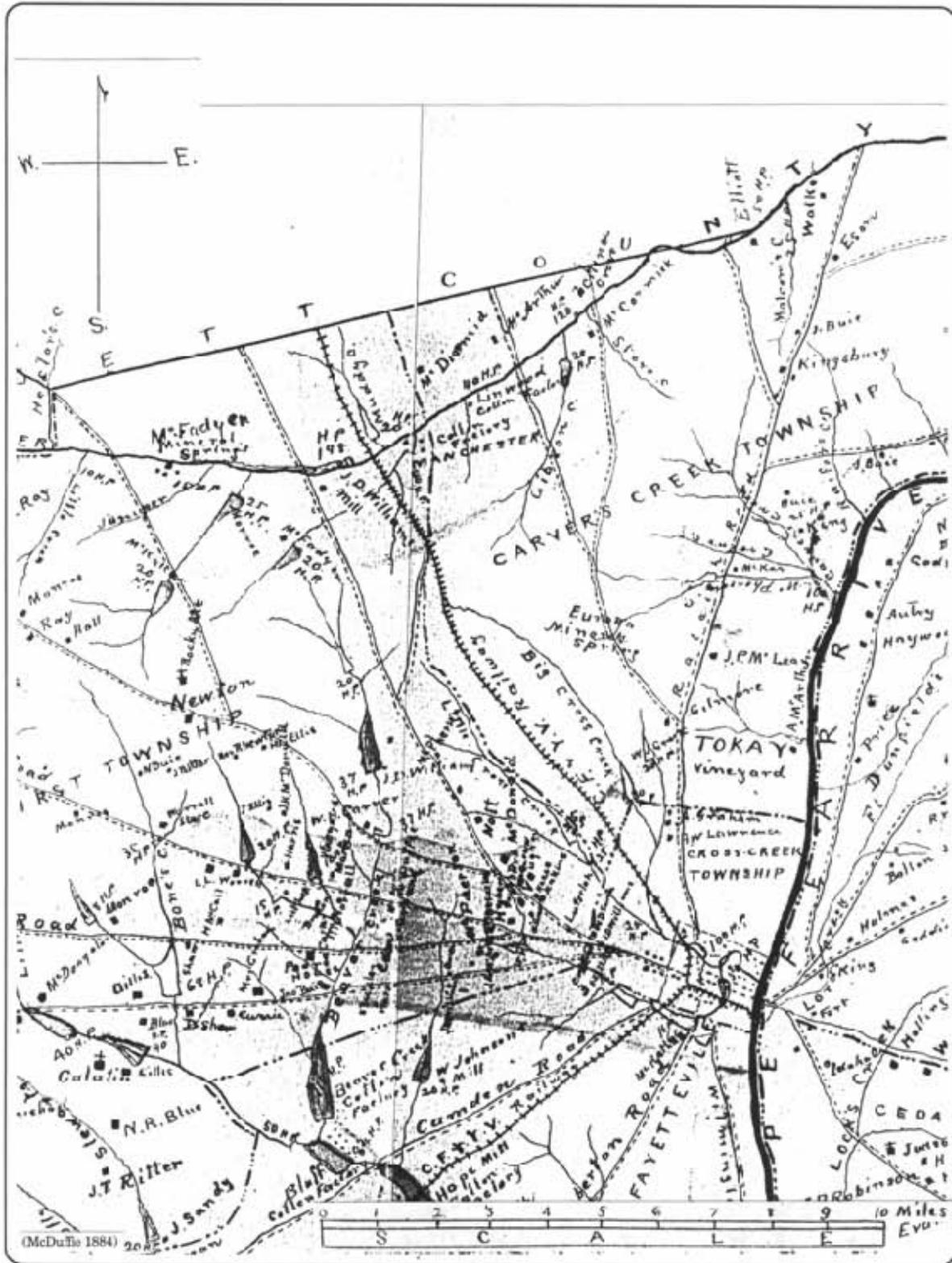


Figure A-14 McDuffie Map of Cumberland County, 1884

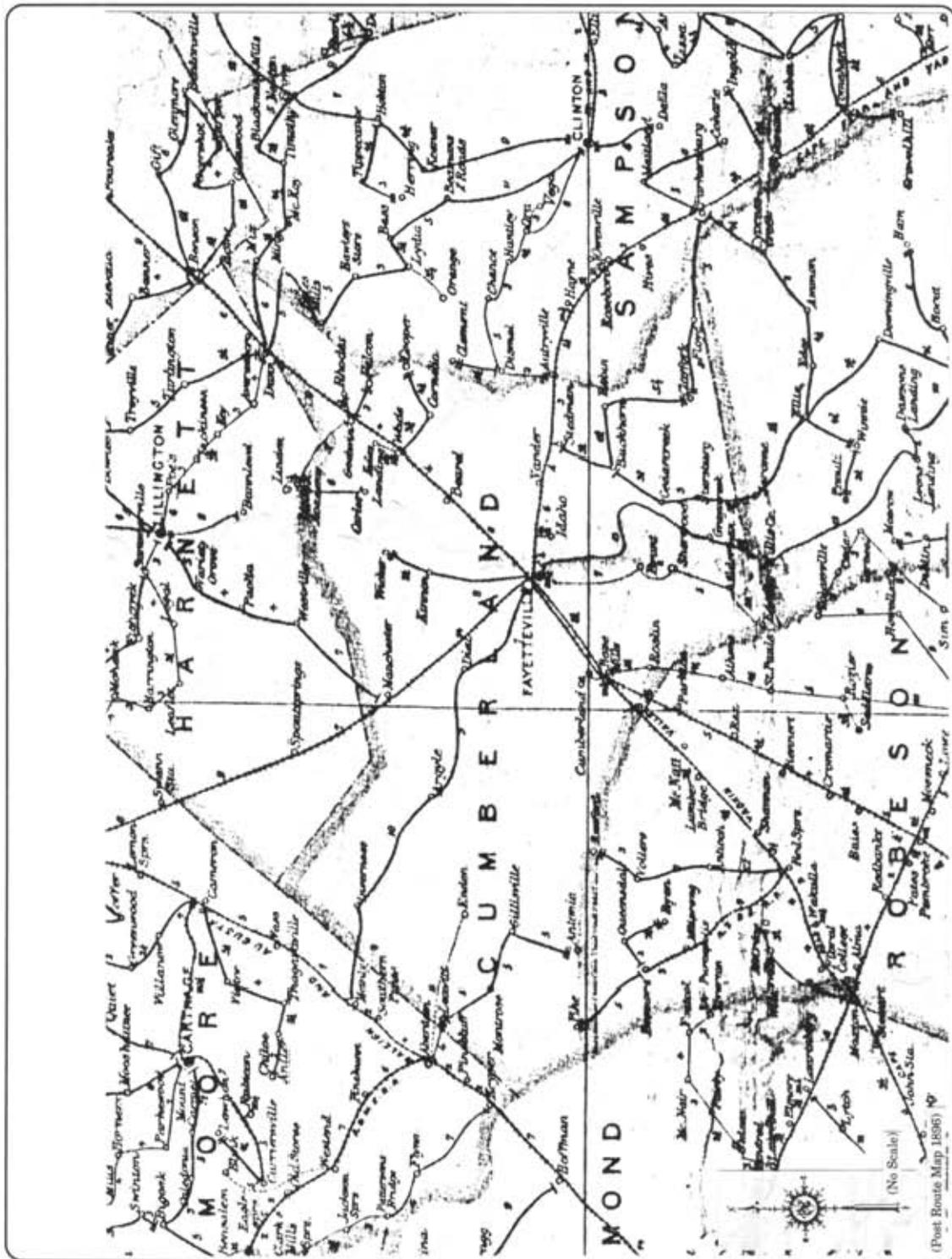


Figure A-15 North Carolina and South Carolina Post Route Map, 1896

as the improved transportation network in and out of Fayetteville made its mill obsolete. In the early 1900s, Manchester entered a period of decline, and by the 1920s, its town government was dead (Parker 1990:91).

A new transportation network tied Fayetteville more fully into the regional and even national economic network. Electric lights were introduced into Fayetteville in the 1890s (McLean and Sellon 1979:15). In the rural areas, new agricultural ventures were made possible by the expanded market for truck farming. In the early years of the 1900s, it was discovered that the sand hills were suitable for the cultivation of peaches and dewberries (Stephenson 1991:7).

Despite the advance of truck farming, the sandy soil was still better suited to forest products than to agriculture. Even the pine stands, however, were on the decline. After the demise of large-scale naval stores activity in the late 1800s, those left behind engaged in the occupation of last resort: clear-cut timbering. Since there was no forest regulation, most pine stands were denuded. By the late 1910s and 1920s, most pine forests had been cut-over, making the land cheap and relatively useless for other agricultural pursuits (Loftfield 1979:23-24). Clear-cutting literally paved the way for the establishment of Fort Bragg and Pope Field in the closing days of World War I.

Improved transportation also brought another asset to the sand hill area: people with money to spend on recreation. By the early 1900s, railroads west of the area were bringing people to Pinehurst and Southern Pines, where they could take advantage of the traditional Scottish game of golf. Just north of Pope AFB was the development of Overhills, established on the old turpentine plantation of Daniel McDiarmid (Hood 1992).

Established at the turn of the century, when the “country-club movement” was in full swing, Overhills comprised some 15,000 acres on the north side of the Lower Little River, 13,000 acres of which had been McDiarmid's old turpentine plantation. McDiarmid's land had been bought by William Johnston, a Liverpool ship owner, who used the land as a hunting preserve.

Johnston and his friends formed the Croatian Club of Manchester, which was a hunting club (Hood 1992:8.1). In the 1920s, most of this hunting preserve was bought by Percy A. Rockefeller. By 1922, the area was organized into the Overhills Land Company, with Rockefeller drawing in other investors, such as W. Averell Harriman. The Overhills Land Company reached its height with the construction of the polo barn and “Croatian,” Rockefeller's second winter home (Hood 1992). The Rockefeller family kept ties to Overhills until the 1940s, and even today it is a remarkable environment of lakes, golf-courses, stables, and residences (Stephenson 1991:13).

Though remarkable, Overhills was a small development compared to what was happening on the south side of the Lower Little River. Driven by the need for vast training areas for troops and artillery crews during the First World War, this area was soon acquired by the Federal government and was turned into Camp Bragg and its airstrip known as Pope Field. Both were the early precursors to modern Fort Bragg and Pope AFB.

### **A.3 Brief History of Pope Air Force Base**

The history of Pope Air Force Base begins in the World War I timeframe. The United States (US) entered World War I in April of 1917. The US was largely unprepared for the struggle, so until early 1918 much time was spent raising, equipping, and training an army, which then had to be transported to Europe. Only by the summer of 1918 were American forces present in sufficient numbers to tip the scales in favor of the Allies. By September, the Germans were in unstoppable retreat, which led directly to the Armistice of November 11, 1918.

#### ***A.3.1 Creation of Camp Bragg 1918***

A number of grizzly innovations came out of the war. Artillery fire was raised to an art form, with rolling barrages and sophisticated long-range cannons that could project shells enormous distances. Using a special gun, the Germans could even shell Paris from behind their trenches over 50 miles away.

No less amazing were the developments in aviation. America's proto-air force, the Aeronautical Division of the Signal Corps, was organized in 1907 but was hardly a fighting force at the beginning of the war (Junior Service League 1970). An American Air Corps had to be created largely from scratch. It was the drastic improvement in artillery, essential to trench warfare, which was the impetus for the creation of a large military reservation in the sand hills west and north of Fayetteville. A new and enormous range was needed for modern artillery practice and training. The War Department in Washington, D.C. began considering different locations for such a range in the spring and summer of 1918 (US GPO 1924).

In June, General William J. Snow, Chief of Artillery for the US Army, sent Colonel Edward P. King out in an automobile to find a suitable site for a new artillery training camp. The only stipulations were that it had to be south of Washington, D.C., for the weather, close to rail transportation, and on land that would not otherwise be taken out of cultivation. Traveling with King was Dr. T. Wayland of the US Geological Survey. After coursing through Virginia and the upper part of North Carolina, they crossed the Lower Little River around Manchester and encountered the sand hill region west and north of Fayetteville. Even the initial examination told them that their search was at an end (Markham and Roberts 1993:13; Parker 1990:115). In July, the Fayetteville newspapers learned that the sand hills north and west of town had been selected for an enormous artillery range (Winters 1918). On August 21<sup>st</sup>, the War Department authorized the acquisition of the new military reservation. The site was named "Camp Bragg," after Captain Braxton Bragg, commander of Battery C of the 3rd Artillery at the Battle of Buena Vista during the war with Mexico (Fort Bragg c.1967:26; US Army 1988:814; Markham and Roberts 1993:13). Of course, Braxton Bragg is better known as the Confederate commander of the Army of Tennessee, but apparently the installation was not named for that distinction.

Construction of the Camp Bragg cantonment began in early September 1918, with initial construction costs pegged at \$7 million. To save on manpower during war-time, the work force was composed mostly of Cubans and Puerto Ricans imported for the task (Braley 1987:24-25; Markham and Roberts 1993:13). Initially, the Army planned to build a six-brigade field artillery

center. As a result of the Armistice, these plans were scaled back in December to allow for just two brigades (US Army 1988:814).

Initial construction was completed in February of 1919 (Markham and Roberts 1993:13). At that time, Camp Bragg's first garrison was brought from Camp McClellan, Alabama. These included artillery forces, the 32nd Balloon Company, the 84th Photographic Section, the 25th Radio Detachment, and the 1st Air Squadron (Fort Bragg c.1967:31). In March, the Field Artillery Brigade Firing Center was established, and by April contained some 101 officers and 977 enlisted men (US Army 1988:814). In July of 1919, Camp Bragg was officially designated an Army post (US Army 1988:814), and Congress voted to make it permanent in December of that year (Markham and Roberts 1993:13-14).

Before construction work could begin, the area first had to be surveyed. This was done by the US Geological Survey in 1918. Within the area that would become Pope Field, the survey map showed the Monroe Bridge and the Monroe Road, trending northwest-southeast. The map also depicted the local rail line, now referred to as the Atlantic and Yadkin Railroad. Also shown were the Manchester Bridge and Community (Figure A-16). Aside from Manchester, perhaps the most historical feature on the map was the Monroe Bridge and Road. While the 1918 bridge almost certainly did not date to the 1700s, it is reasonable to assume that this location was the site of perhaps several bridges.

The construction of Camp Bragg began the removal of the local civilians throughout much of the upland area between the Lower Little River and Rockfish Creek. As cantonment construction progressed, the government compensated the small farmers that were displaced. At that time, an estimated 170 families were affected within the boundaries of Camp Bragg (O'Steen 1992:6; Loftfield 1979:22). A compilation of the pre-military property owners followed closely on the heels of the original mapping work. This information has been preserved on at least two early property maps, dated to 1919 and 1920. Some of the individuals or families that held land within present-day Pope AFB were N. W. Ray, Fannie R. and Charles H. Clark, Isaac Murchison, Fred and James Monroe, A. D. McKenzie, the Clarks, Carters, and the Fairleys (Figure A-17).

According to a military map dated to 1943, there was a cemetery located near the center of the soon-to-be Pope Field. This was the "Monroe Burial," said to contain, "three white and 17 Negro," graves. According to the map and a tradition still preserved at Pope, this cemetery was located at the center of the base, underneath the main runway. While this grave site has been identified as a Monroe Family plot, it appears that it does not include the grave site of Daniel Monroe, who reportedly was buried near Chofferington.

One potential home site survived until at least the mid-1940s. An untitled aerial photograph, dating to around 1946 and showing the property lines of Pope Field, shows a home site immediately east of Reilly Road in the vicinity of Tank Creek (often referred to in pre-military days as McDuffie Creek). This area is depicted as private property, sandwiched between the sub-depot area and base squadron (Figure A-18). Virtually nothing is known about this potential house site, except that the property was part of Parcel 12, which belonged to D. M. Fairley just before Camp Bragg was established (Figure A-17). Unfortunately, this area was bulldozed in

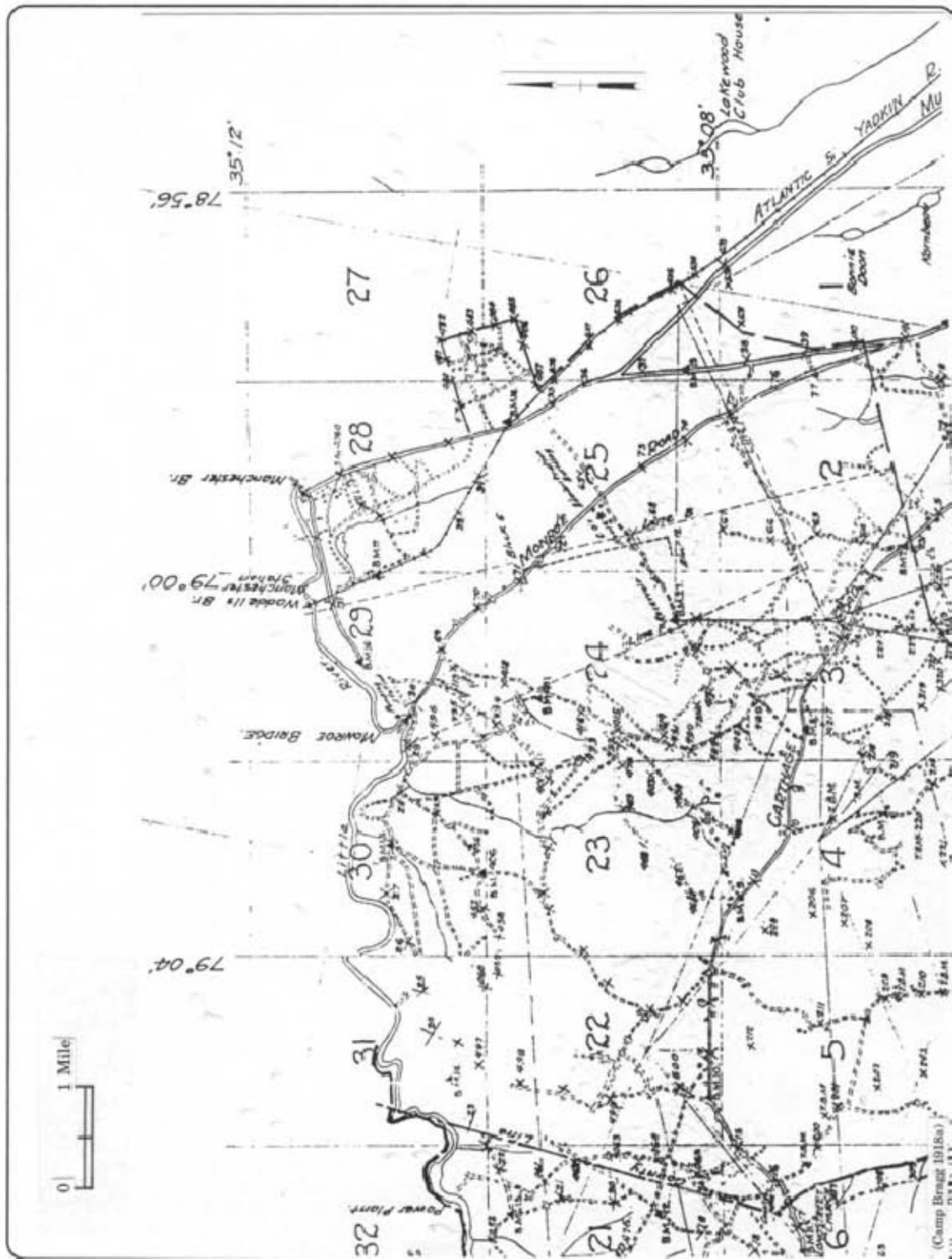
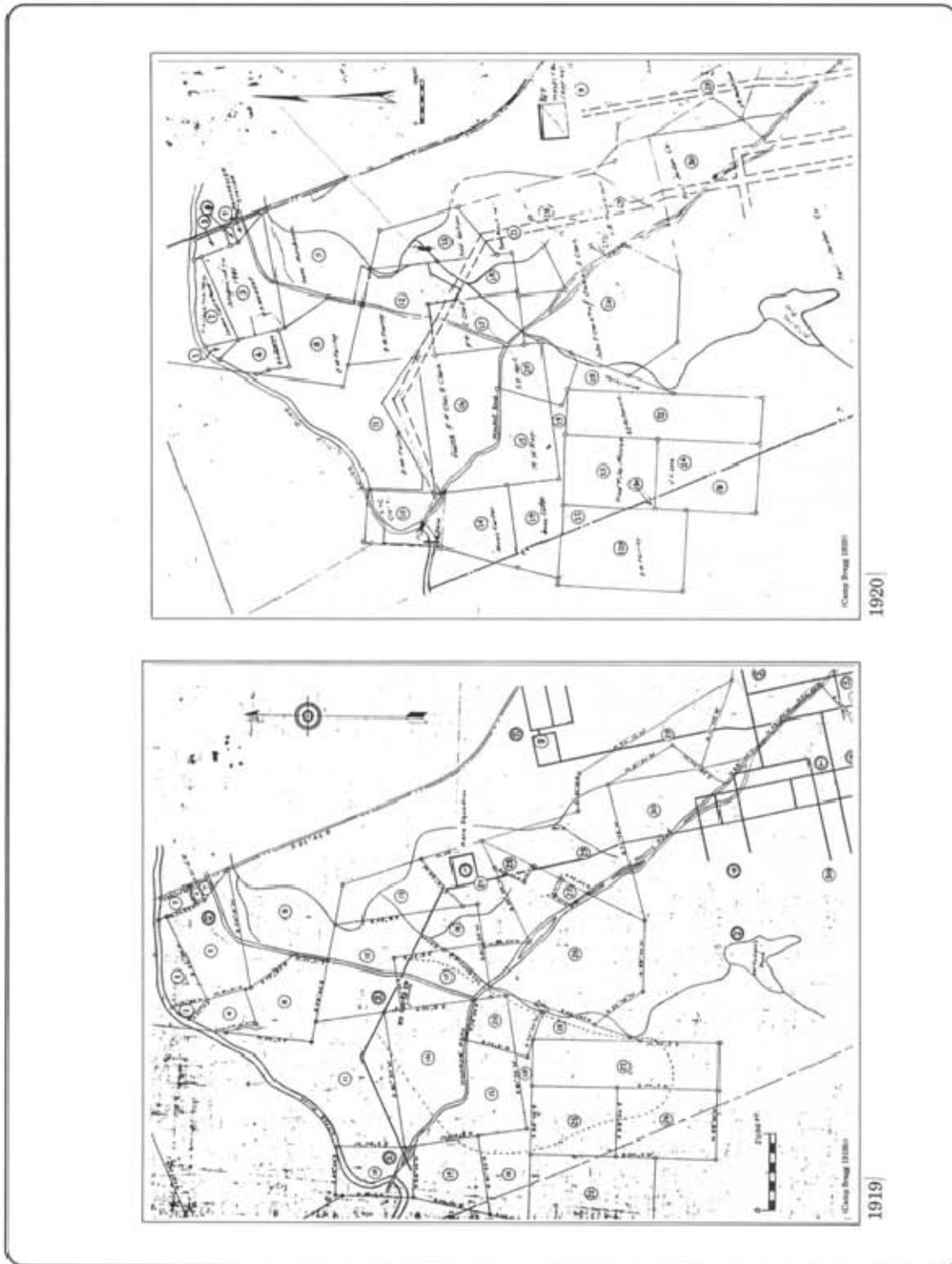
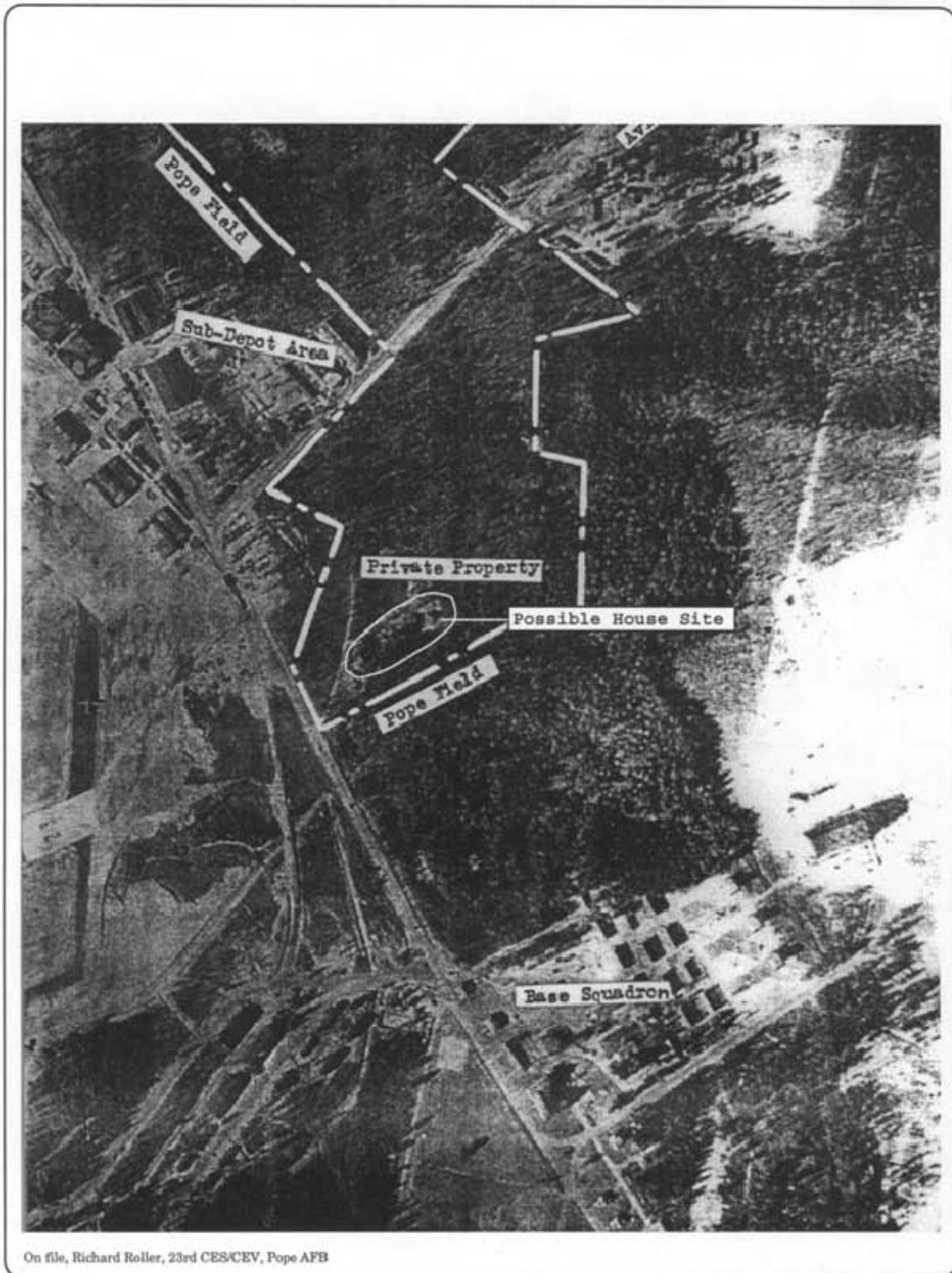


Figure A-16 Camp Bragg Artillery Training Center Map, 1918



**Figure A-17 Fort Bragg Property Map, 1920**



**Figure A-18** Aerial Photograph of Pope Airfield, 1946

later years and now lies underneath the northern end of the northeast-southwest runway (Richard Roller, personal communication 1994). At present, it is not known whether this potential house site had any affiliation with the Monroe family. However, the whole area around the modern landing strip can boast a connection. In recognition of the Monroes, the Army and the Air Force erected a plaque at the edge of a Pope Park on the north side of the runway. This plaque commemorates the “Monroe Land Grant” on which Pope is now situated:

*In memory of the pioneers from Scotland and many other lands who settled this area in the eighteenth century, raised their families and built the American nation. Buried nearby are members of the Monroe family who received their land grant from the British Crown in 1770. Departments of the Army and the Air Force, September 5th, 1993.*

### **A.3.2 Creation of Pope Field 1919**

The establishment of Pope Field in 1919 is inextricably linked to Camp Bragg. From the beginning, the land was part of the original Camp Bragg military reservation, just as the air service itself was a part of the US Army. Pope and Bragg developed together and it is almost impossible to separate one history from the other. In the early days, “Pope Field” was an Army airstrip that served Camp Bragg; there was no clear division between Bragg and Pope.

Pope Field began about the time that the initial Bragg construction was nearing completion. In early January of 1919, the 276th Aero Squadron, after a year in France, was being readied for transfer from Camp Jackson, near Columbia, South Carolina, to their new facilities at Camp Bragg. First Lieutenant Harley Halbert Pope was the advance officer in charge of the transfer and was responsible for charting the best flight course between the two camps (Junior Service League 1970).

On January 7, 1919, Harley Pope and Sergeant Walter W. Fleming took off in a “Jenny” for Camp Bragg (Junior Service League 1970). Apparently the weather was bad and they got lost, which cost them precious fuel. According to one source, they flew along the railroad tracks to Raleigh, and then backtracked to Fayetteville. When their plane ran out of fuel, they tried to make a landing in the Cape Fear but hit a railroad bridge on the approach (Oates 1972:426). Another source claims that they hit tree tops on their approach to the river (Junior Service League 1970). Either way, both Pope and Fleming were killed in the crash.

The following month, the air strip began operation as the Camp Bragg Flying Field. In March, it was formally designated a base and on April 1, 1919, it was named Pope Air Field or simply Pope Field, in honor of First Lieutenant Harley Pope, who was posthumously made first base commander (Junior Service League 1970; US Air Force 1989:479). Although the Air Force did not at the time exist as a separate branch of the service, Pope is generally considered one of the oldest installations in the Air Force (Drucker and Jackson 1987a:8.1; US Army Corps of Engineers n.d.). Like the rest of Camp Bragg, the original facilities at Pope Field were constructed between September 1918 and early 1919. The original constructions were simple, as befit a branch of the Army that was considered better suited for reconnaissance and weather observation than serious fighting (Figure A-19).



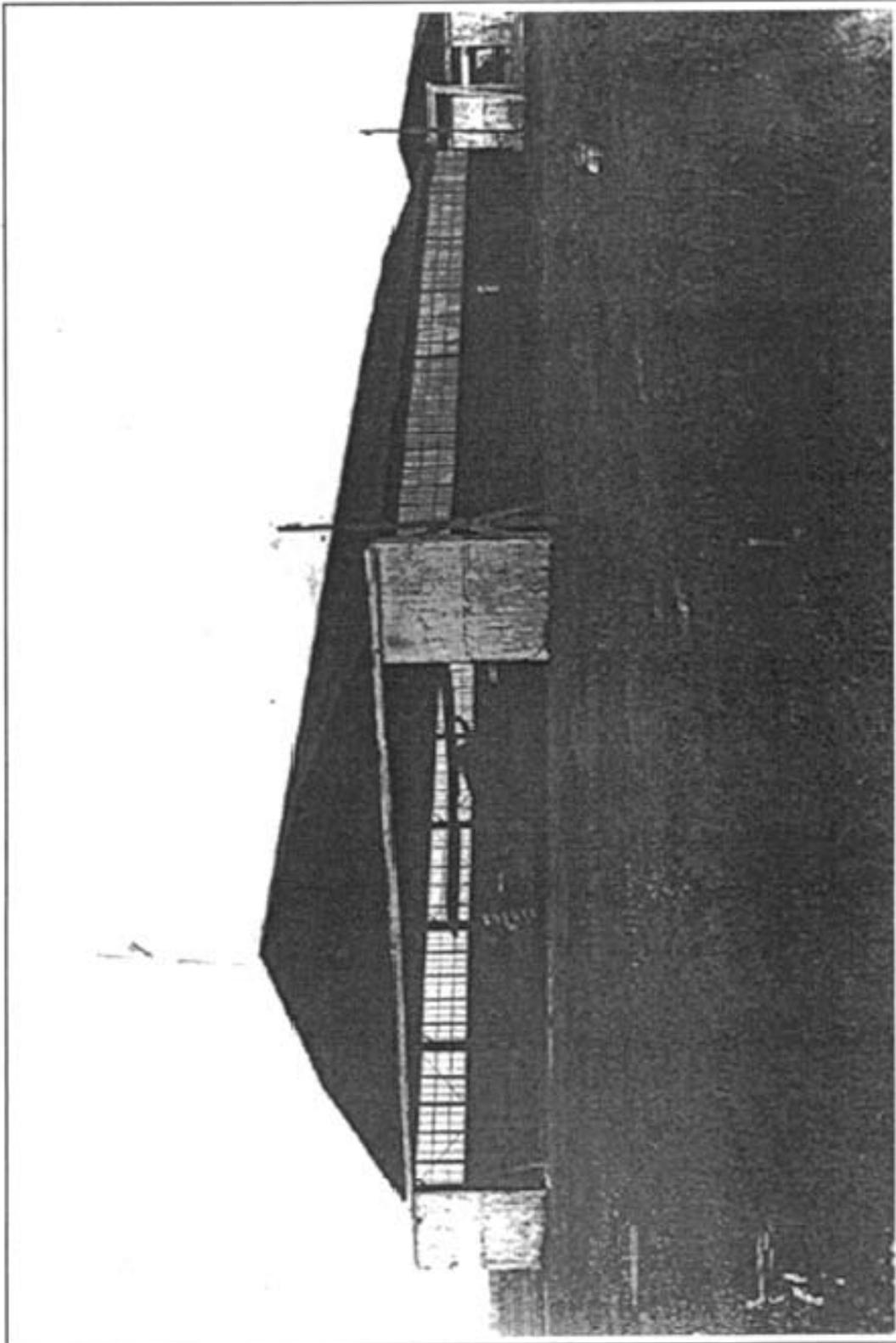
**Figure A-19 Field Artillery Training Center Map**

The core of Pope Field was a single dirt airstrip that was oriented more-or-less north-south (Drucker and Jackson 1987c). Monroe Road was re-routed to the northeast to accommodate the landing field. At the north end of the field, adjacent to Monroe Road, were four wooden hangars that served the field (Figure A-20). Further to the south, along Monroe Road east of the landing strip, was a small encampment labeled "Military Aeronautics." Most of the other cultural features depicted were holdovers from an earlier time: McFayden's Pond, the railroad tracks, the Western Plank Road, which was now just a name rather than a real plank road (Lea 1919). Tank Creek, also apparently known as McDuffie's Creek, had not yet been re-routed and channelized. Northwest of the airstrip, along Lower Little River, was the Camp Bragg water treatment and pumping plant, located beside Monroe Bridge (Camp Bragg c.1919). Today, the plant is just outside the boundaries of Pope AFB; still operational, this facility is believed to be one of the oldest standing structures on Fort Bragg.

In addition to these general maps, the original structures of Pope Field were also drawn in more detail by J. E. Serrine in 1918 and 1919. The four-hangar area was known as Aviation Field (Figure A-21). It was precisely in this area that Building 708 (Hangars 4 and 5) would be constructed in the 1930s to replace at least one of the original hangars. The encampment, identified as "Military Aeronautics," was the cantonment for the 276th Aero Squadron, stationed at Pope Field beginning in 1919 (Figure A-22). This Aero Squadron cantonment has been gone for decades, but it was located south of what is now Fleming Hall and immediately east of present-day Reilly Street.

The layout of the first Pope Field cantonment area appears to have been typical for a World War I encampment, when most buildings were arranged in quadrangular blocks, set off by streets that were 50 feet wide (Garner 1993:62-65). During this time, the smallest administrative line unit of the Army Air Corps was the "squadron," which was comparable to a company in the regular Army. Each squadron had its own compliment of buildings: a command post, Camp Bragg supply room, day room, mess hall, and between one and four barracks. Other buildings were optional and less likely in a small cantonment: theaters, assembly halls, dispensaries, depots, arsenals, warehouses, post exchanges, and bakeries (Garner 1993:19). It would appear that the Pope Field Squadron had few, if any, of these amenities.

Most World War I mobilization buildings were based on standardized plans known as Series 600. The original plans were prepared by the Construction Division of the Army Quartermaster Corps around 1903, and were identified as Series 600 by the time of the war. The cantonment buildings in Series 600 were designed to be temporary and cheap to build. Most were unpainted, one-story, gable-roofed buildings with single sash windows, metal chimneys, and tar-paper roofs (Garner 1993:22). The later Series 600 buildings, introduced in 1917, were often two-story, with stud frame construction. They also had horizontal plank walls, not the earlier board and batten (Garner 1993:25, 35). By the time of the world war, construction of these buildings was based on modules spanning 20 feet with 7-foot bay areas for windows. Enlisted men's barracks came in three sizes: 20 x 63 feet (37 men), 20 x 70 feet (43 men), and 20 x 147 feet (97 men). The buildings were heated by wood or coal-burning stoves placed in the middle of the barracks. Latrines and showers were located in separate facilities (Garner 1993:22-25). Most World War I hangars for the Army Air Corps were temporary timber-framed structures that were designed in 1917 by Detroit architect Albert Kahn. Each hangar enclosed a 66 by 122 foot area and was



**Figure A-20** Wooden Hangars, 1918

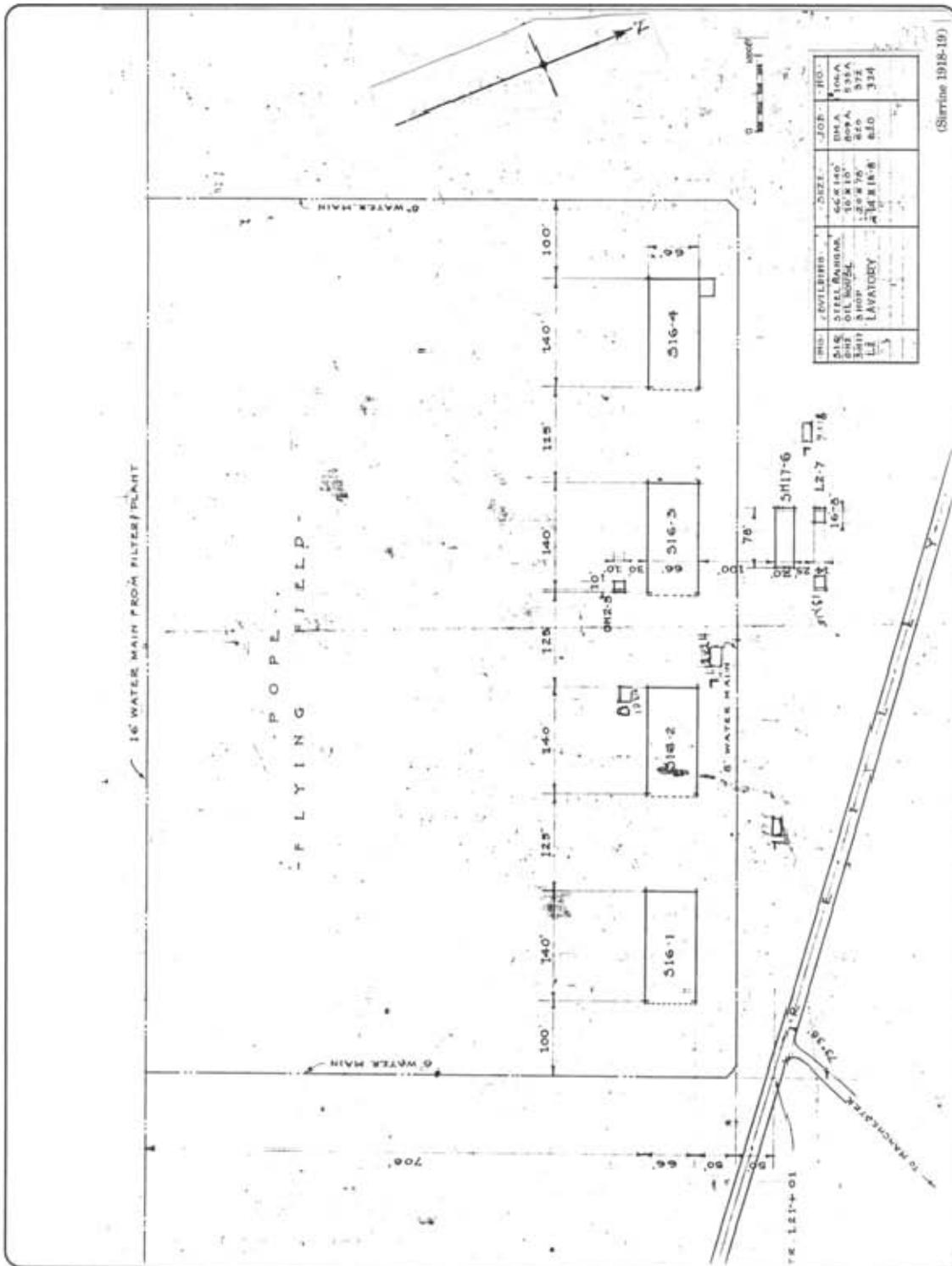


Figure A-21 Aviation Field Construction Drawing of Four-Hangar Area, 1919

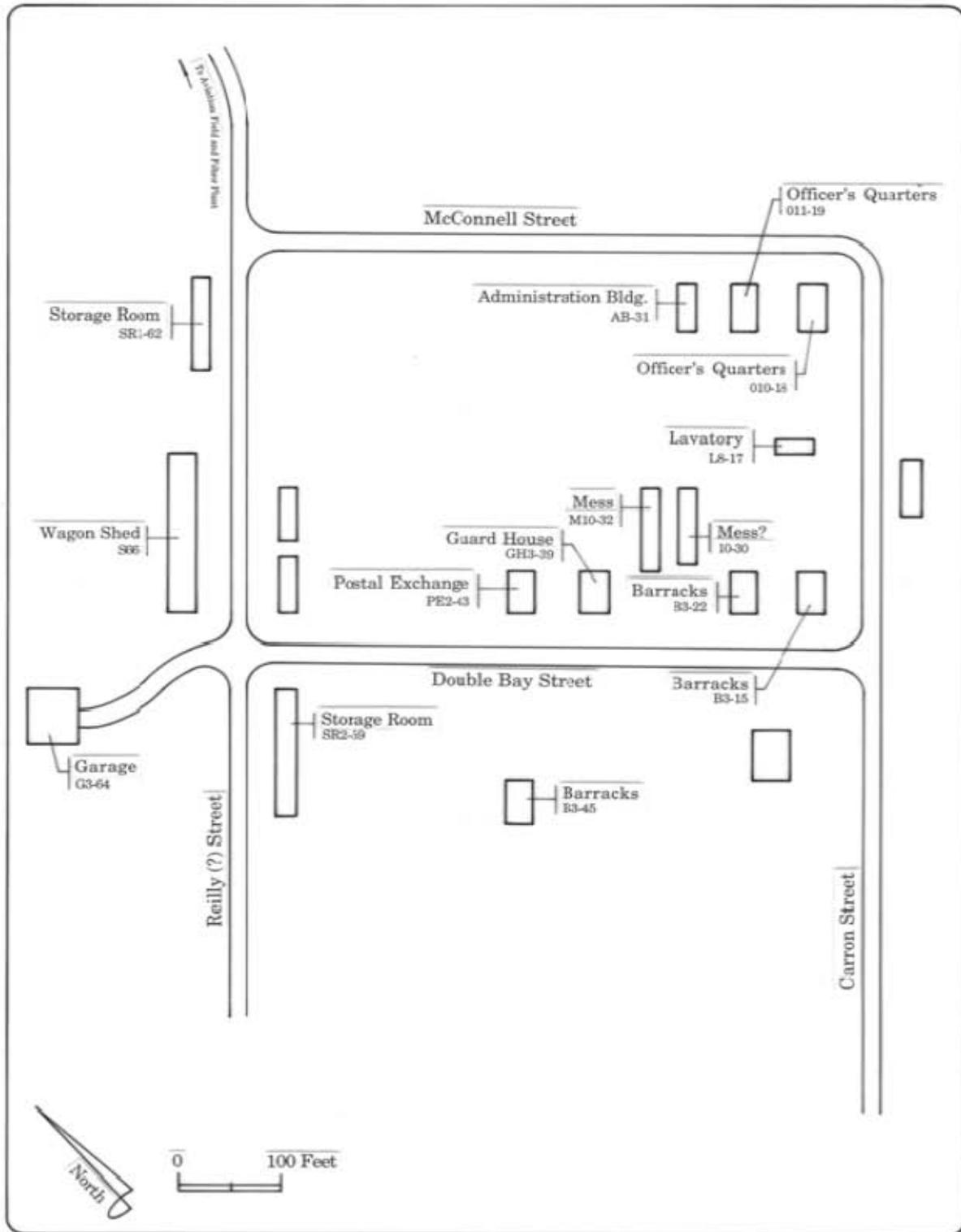


Figure A-22 Pope Field Cantonment Area Site Map, 1919

designed to hold six to eight aircraft. The gambrel-style roof was supported by a modified Pratt truss. In 1918, similar designs for permanent steel hangars were introduced (Garner 1993:30), but it does not appear that these were constructed at Pope Field. From all indications, the first hangars at Pope were wooden structures.

### ***A.3.3 Camp Bragg and Pope Field 1920***

In the 1920s, Pope Field was an integral part of the Bragg Army reservation, and its fate was tied to that of the Army post itself. Throughout early 1919, the fate of Camp Bragg was secure, if only because, technically-speaking, the First World War did not end until the Versailles Peace Treaty was signed in June of 1919. By 1921, though, the war was long over and a new administration was in power that promised drastic reductions in military expenditure.

On July 27, 1921, Camp Bragg was ordered vacated by military authorities in Washington, D.C. Intense political pressure succeeded in getting the order reversed in September, but it was not for another year that Bragg's status was finally determined. In September of 1922, Camp Bragg was declared to be a permanent installation for all Army artillery units east of the Mississippi River. It was at this time that the name was changed from Camp Bragg to Fort Bragg (US Army 1988:814; Loftfield 1979:32; Markham and Roberts 1993:13-14; O'Steen 1992:6).

Fort Bragg made a break with the past in the 1920s, though much of this break was unintentional. In March of 1925, a fire on the north side of the Lower Little River got out of control, jumped the river, and consumed over 90,000 acres within the military reservation. Most of the homes that had escaped destruction during initial construction were now burned to the ground (Braley 1987:25; O'Steen 1992:6). The fire destroyed the Malcolm Smith house in Argyle, built around 1740 (Loftfield 1979:25). According to another source, the 1925 fire also destroyed another historic house, possibly the Monroe house, where Lord Cornwallis supposedly paid his toll to use the bridge over the Lower Little River (Fort Bragg c.1967:57-61).

Coincidentally, the 1925 fire preceded a new program of construction at Fort Bragg. In 1926, in response to an outcry against substandard quarters for Army personnel, Congress passed a bill to improve Army housing. Seven hundred eighty-seven thousand dollars was appropriated for Bragg, specifically for new barracks and officers' housing. The new structures were designed with the aid of the American Institute of Architects (Drucker and Jackson 1987a:8.3; Braley 1990: vol. I:17-18). As a direct result of this bill, the historic district of Fort Bragg, often referred to as "Old Post," was established in 1927 (O'Steen 1992:6; Fayetteville Observer 1927).

The 1927 construction was followed by another wave of construction that took place between 1928 and 1930. During this period, the older temporary constructions on the base were torn down and replaced by permanent buildings (Fort Bragg c.1967:65). For this reason, the oldest extant military buildings on the reservation (with the possible exception of the pumping plant on the Lower Little River) are believed to date to this time.

While Bragg got a facelift during the 1920s, there was relatively little new construction at Pope Field. No new hangars were built and the airstrip was without a lighting system and beacon until 1930 (US Air Force 1989:482). As was common for that time, the landing strip was a large grassy field: pilots often had to buzz the strip before landing to chase away the deer (Junior

Service League 1970). Almost all Pope Field construction was located along Monroe Road, which would later be renamed Reilly Road. This was the main route to Pope Field from Bragg, and at least part of the course was actually laid out in cobblestones. The back way into Pope was a dirt trail that later became Armistead Road (Louis 1989).

While the decade of the 1920s was not a big construction era for Pope Field, the base was in the forefront of changes that would revolutionize the air service. Known as the “Army Air Service” from February 1919 to 1926, and the “Army Air Corps” from 1926 to World War II, the air service was beginning its transformation from a relatively minor adjunct of the Army to an independent branch of the military (US Air Force 1989:482). This change was rather slow at first. The 276th Aero Squadron, and later the 22nd Squadron, was assigned to Fort Bragg and Pope Field primarily to provide aerial observation for artillery units on the ground. Equipped with aerial balloons and biplanes like the Curtiss JN4-D “Jenny” and the Boeing DH-4Ms “DeHaviland,” the air units at Pope Field generally performed support services like aerial photography, mapping, artillery spotting, forest fire observation, and even mail delivery (Drucker and Jackson 1987a:8.1; US GPO 1924; Louis 1989).

Despite this adjunct role, Pope personnel made aviation history. Lieutenants Leroy A. Walthall and Edward P. Gaines set a speed record on January 28, 1922, when they flew a DeHaviland from Montgomery, Alabama, to Pope Field. On July 4, 1923, the first parachute jump was made at Fort Bragg and Pope Field from artillery observation balloons secured as floating platforms. At around this time, Pope Field was home to about 13 planes and was served by no more than 40 officers and enlisted men (Fort Bragg c.1967:45, 51).

Although observation continued to play an important role in the Pope Field mission, the late 1920s saw the development of bombing techniques that would allow the Army Air Force to become a pivotal component of the war effort during World War II. Aerial bombing had been practiced during the First World War, but the planes used were relatively primitive, had a short range, carried a small bomb load, and were notoriously inaccurate. In most instances, it was assumed that precision bombing of a military target could not be carried out from the air.

All of this changed in the early 1920s with William “Billy” Mitchell. Using a captured German vessel and obsolete American ships, Mitchell demonstrated on at least three occasions that battleships could be sunk from the air. Although Mitchell was court-martialed for insubordination in 1925, his actions forced the Army brass to realize the military potential of the airplane.

Following on the heels of Mitchell's success, was the work of Major Carl Spaatz. In 1927, Spaatz led a squadron of 14 Keystone B-1 Bombers out of Pope Field on a bombing run over a condemned bridge on the Pee Dee River (Drucker and Jackson 1987a:8.1). The success of this operation led to an enlargement of the Pope Field mission to include bomber training (US Air Force 1989:482).

#### ***A.3.4 Pope Field Expansion 1930***

By the 1930s, Fort Bragg had been in existence for over a decade, and had developed a symbiotic relationship with the small communities that ringed the base. The mill town of

Manchester was now joined by the community of Spring Lake, immediately adjacent to the base boundary. Neither community was incorporated. The local rail line was now designated the Atlantic Coast Line and the old Plank Road was now Highway 24 (North Carolina 1938).

Pope Field was still an integral part of Fort Bragg during this period, but it was growing in significance. It was also expanding. In the early 1930s, for the first time, Pope Field grew out of its initial 1918-1919 layout with the construction of two new hangars, various administrative buildings, a new barracks, and a series of officers' quarters. In 1933-1934, Pope went through the first of its three major periods of expansion (Drucker and Jackson 1987b).

The expansion of Pope AFB in the 1930s was part of a national response to the Great Depression. The expansion was not the result of New Deal legislation but rather had its origin in a Congressional attempt to cope with the economy during the last days of the Hoover administration. This expansion was carried out under the auspices of the Emergency Relief and Construction Act of 1932 (Title III, Section 301). The act provided for \$300 million to be spent around the country for public construction. Pope Field received a fraction of that sum for new hangars, a dispensary, a fire station, a new barracks (now Fleming Hall, Building 306), and 21 housing units generally designated officer's living quarters (Drucker and Jackson 1987a; Junior Service League 1970).

The most impressive of the new construction were the new buildings designed to house aircraft. Of those, only the Double Hangar, now referred to as Building 708 (Hangars 4 and 5) remains today (Figure A-23). Built in the area of the original four wooden hangars, the Double Hangar replaced at least one of the original structures, and was somewhat set back from the line formed by the remaining hangars (Figure A-24).

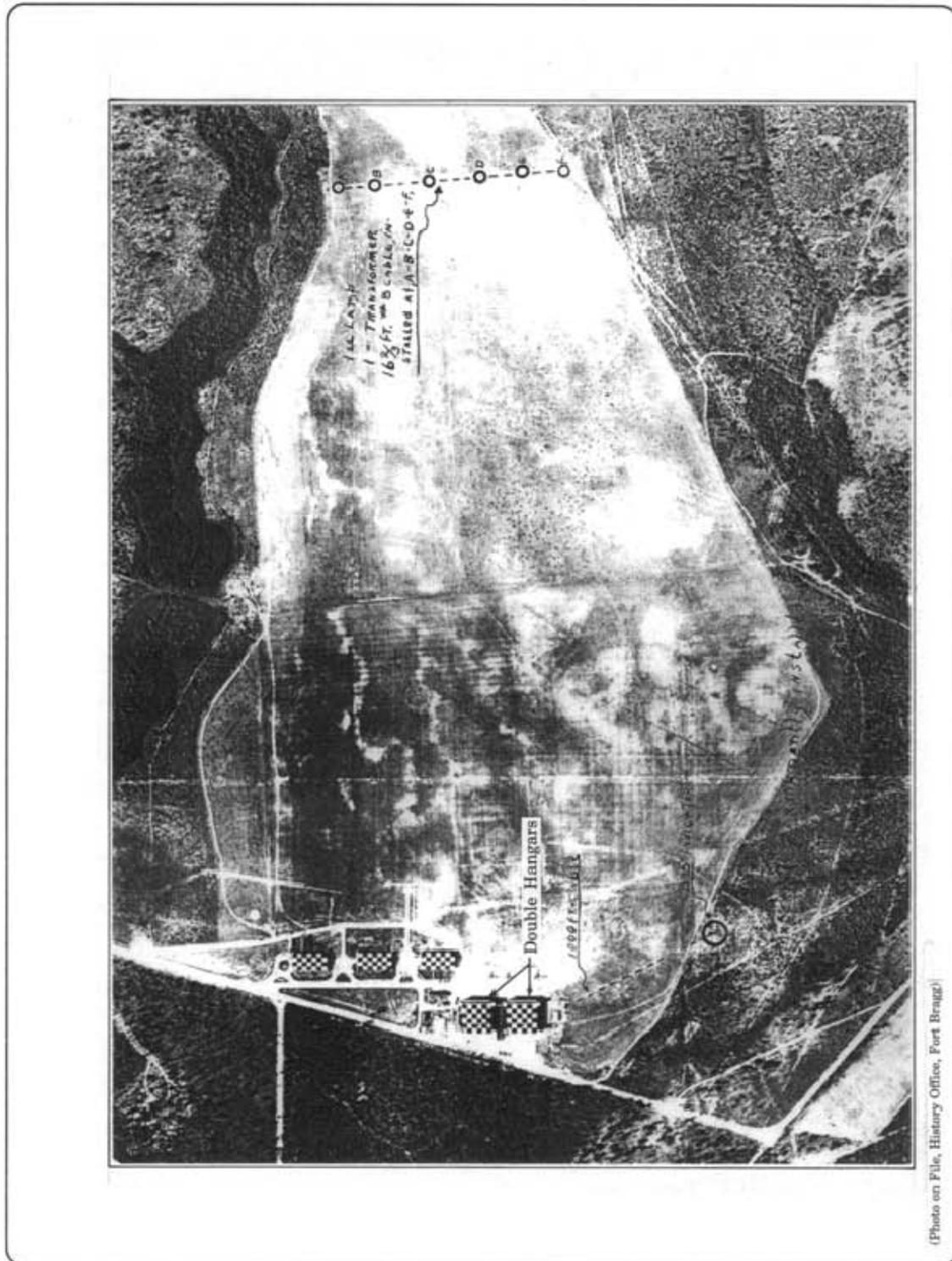
The surviving plans for Building 708 include the electrical layout, door details, ceiling and roof details, foundation plans, section details, and floor plans. Most of these plans were drawn up and dated to August 1933, with a few auxiliary plans dated to October of the same year. Construction of the double hangar began in 1934 and was completed in November of that year. The total cost of construction was pegged at \$175,590.97 (Pope Field 1934-1942).

Even though the Double Hangar or Building 708 is the only aircraft building at Pope to survive from this period, it was not the only one constructed. In 1934, a balloon hangar was shipped from California and constructed on Pope to house a weather and observation dirigible (Figure A-25). Assembled in the area north of Fleming Hall, this balloon hangar was dismantled in the 1950s (Figure A-26).

In addition to hangars for aircraft, money was also appropriated for new cantonment buildings in the area of the old Aero Squadron encampment. This area, constructed in 1918-1919, was located immediately east of what is now Reilly Street. Originally a part of the re-routed Monroe Road, this segment of street has been in existence since the early days of Pope Field. The Aero Squadron area was probably bounded on the west by Maynard Street, even though that road did not exist as such in the early days.

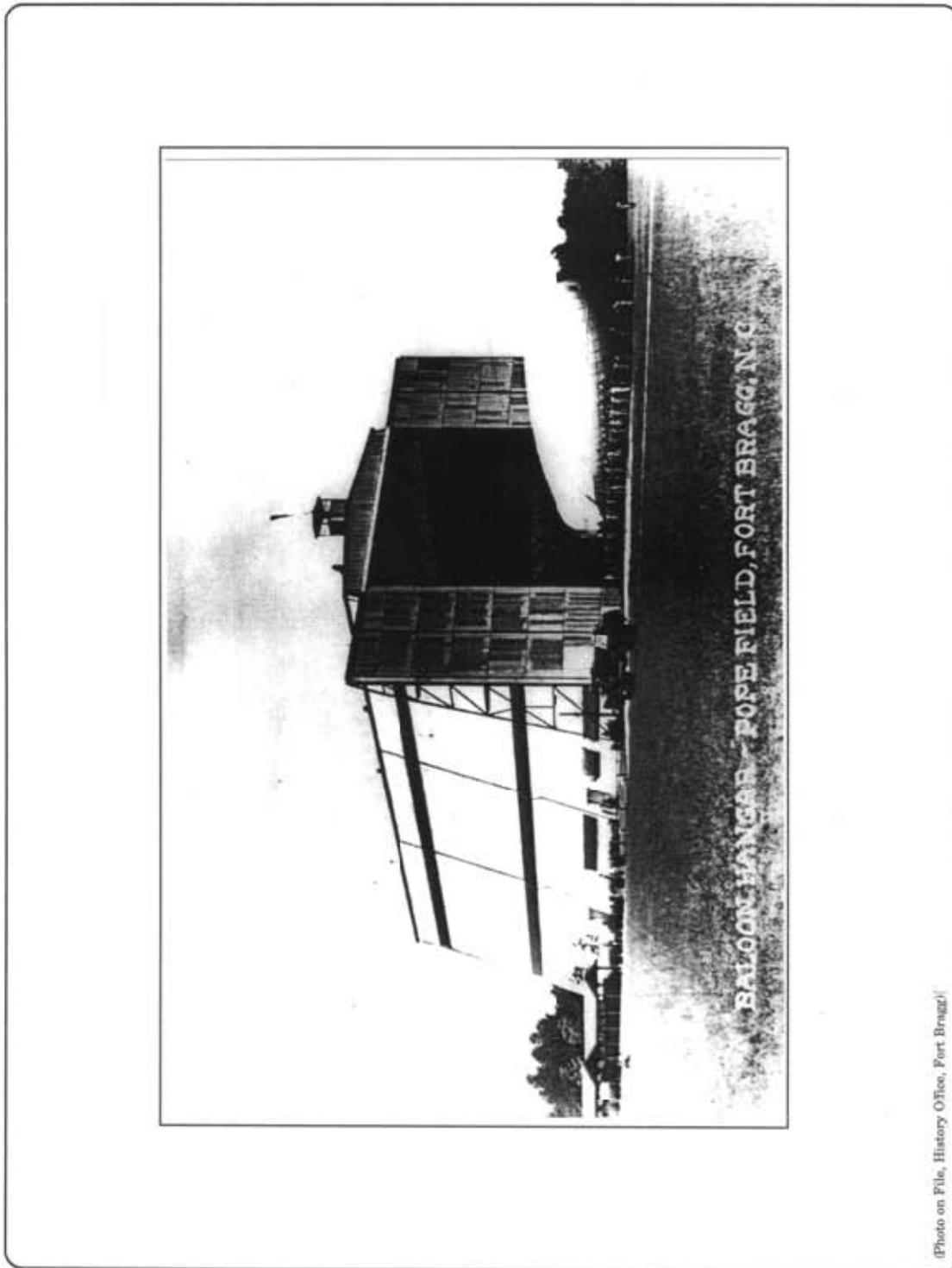


**Figure A-23** Photographs of Hangars 4 and 5, Building 708

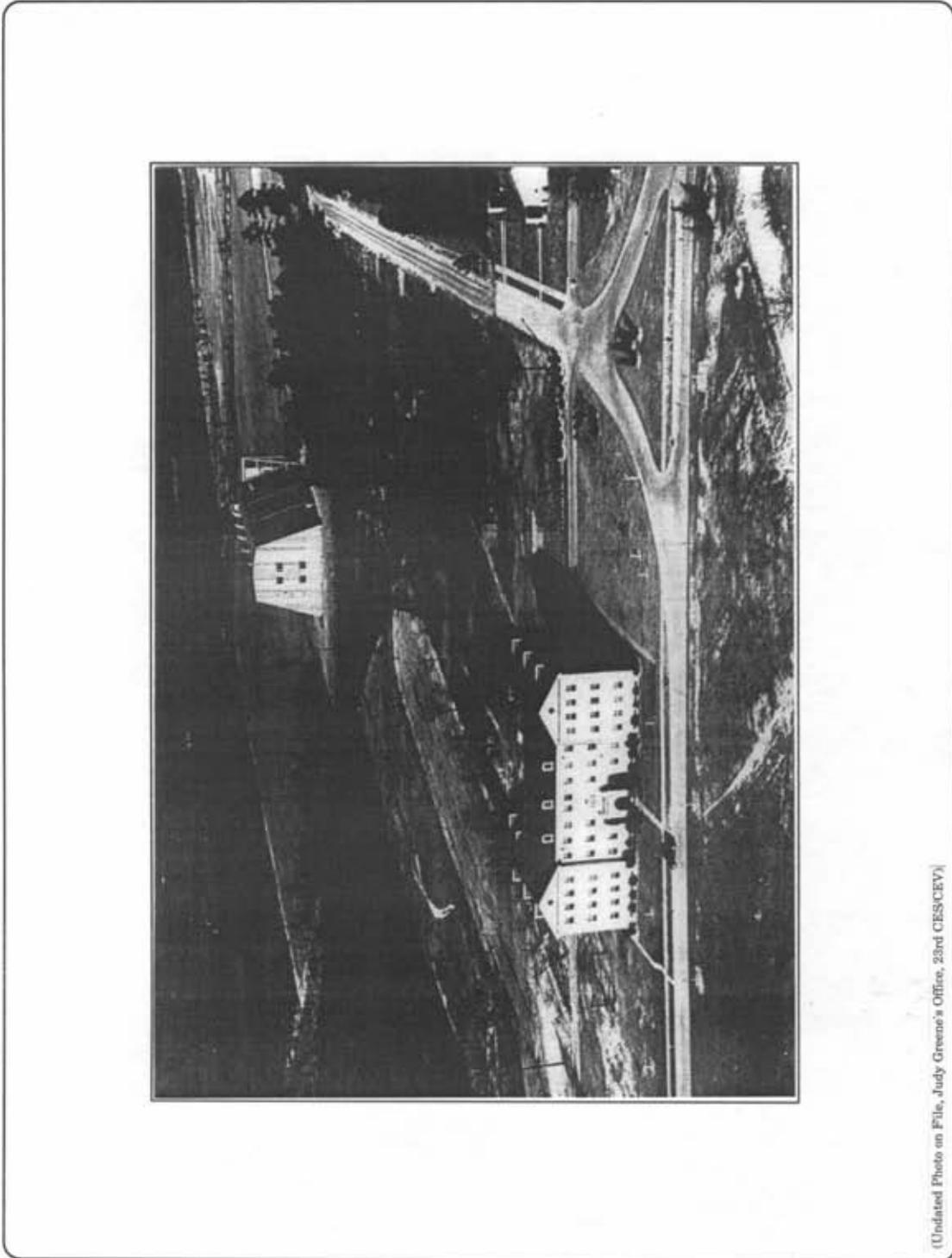


(Photo on File, History Office, Fort Bragg)

**Figure A-24** Aerial Photograph of Pope Field Hangars, 1940



**Figure A-25 Photograph of Balloon Hangar at Pope Field, 1936**



**Figurer A-26 Photograph of Fleming Hall (Balloon Hangar in Background)**

The 1930s cantonment buildings were constructed around the old Aero Squadron rectangle, bounding it in an irregular fashion on the north, east, and south sides. Most of the new buildings reflected a Georgian classical style and were placed in a park-like setting that conformed to civilian landscaping standards (Drucker 1985:4; Drucker and Jackson 1987a:8.3). The new administrative buildings and the barracks (Fleming Hall) were arranged in a straight northwest-southeast line, on the north side of the old Aero Squadron complex. The officers' housing units were laid out in two semi-circular patterns east and south of the complex.

The northernmost of the 1930s administrative buildings was the Old Fire Station, now identified as Building 300 (Figure A-27). Originally built to house two fire engines, this one-story structure was completed on November 5, 1934 at a cost of \$6,690. Immediately southeast of the fire station was the Dispensary, now known as the Old Medical Dispensary or Building 302 (Figure A-28). This building, originally constructed as a medical dispensary and flight surgeon's clinic, was erected in 1934 at a cost of \$21,100.

Located further to the southeast on the same line was the barracks building, known as Building 306 or Fleming Hall (Figure A-29). Completed almost a year after the fire station and the dispensary, the barracks building was begun in 1933 in a full-blown Georgian Revival style that was common throughout the Atlantic Seaboard during the 1930s (Drucker and Jackson 1987a:8.3). This three-story building was originally designated the "Air Corps Barracks," and was completed on November 17, 1933, at a cost of \$92,420.16. The earliest diagram of the barracks is dated to February 7, 1931 (though most are dated a year later), making them the earliest plans for any extant building on Pope AFB. Both as planned and as built, the building was designed to hold a total of 163 men (Pope Field 1931; 1933-1937). Additions were made to the Air Corps Barracks building almost immediately upon completion. In 1933, refrigerators, ovens, and a dishwasher were added to complete the kitchen facilities. Cookers and toasters were added in 1937 (Pope Field 1933-1937). At some point during World War II or shortly after, the men were moved into temporary housing and the building was made over into the base headquarters (Drucker 1985:4). It was probably at this time that the building was named "Fleming Hall," for Sergeant Walter W. Fleming, who was killed with Harley Pope in January of 1919 (Junior Service League 1970).

Located almost immediately southeast and south of Fleming Hall are two sets of housing units, now identified as Buildings 202-218 and 322-344 (even numbers only). With the exception of Buildings 342 and 344, these 21 family housing units were arranged in two semi-circular patterns. The set of housing units closest to Fleming Hall, Buildings 322-344, was built in 1934 and consists of one-story residences (Figure A-30).

The southern-most group (Buildings 202-218) consisted of nine two-story residences set aside for officers (Figure A-31). According to the completion reports for Buildings 181 and 182 (modern designations, Buildings 202 and 204), these residences were completed on September 22, 1933, at a cost of just over \$10,000 each. Building 202 was constructed as a Field Officers' Quarters, while Building 204 was designated a Company Officer's Quarters (Pope Field 1933-1942). By 1942, all residences within this group were identified as "Officers Quarters" without further distinction (Pope Field 1942). Various two- and five-car garages, located behind the residences, were built at the same time (Figure A-32).



**Figure A-27 Photographs of Fire Station, Building 300**



**Figure A-28 Photographs of Medical Dispensary**



**Figure A-29** Photographs of Fleming Hall



**Figure A-30 Photographs of Married Officer's Quarters**



**Figure A-31 Photographs of Non-Commissioned Officer's Quarters**



**Figure A-32** Photographs of Five-Car Garage

The 21 residential buildings constructed at Pope in 1933-1934 were similar to others constructed by the Army in other areas during this same period. In fact, there have been at least three recognizable periods in the construction of Army housing since the Civil War, and the construction on Pope was part of the third period, generally associated with the 1920s and 1930s. These periods have come to light in the wake of at least two studies of Army domestic architecture. Although these studies operate at the level of trends, they place the expansion of Pope Field within its national and even regional context.

The first of the two works is entitled “A Study of US Army Family Housing Standardized Plans,” compiled by Bethanie Grashof (1986). After a thorough search of military archives, Grashof discerned three periods of standardization in Army family quarters:

1. c. 1866-1890;
2. 1890-1917; and
3. 1917-1940.

**1866 – 1890.** In the wake of the Civil War, Federal military authorities recognized the need for minimum housing requirements for both troops and officers. This led to the first period of standardization, which crystallized around plans drawn up under the direction of Quartermaster General Montgomery C. Meigs and issued in 1872. These early plans standardized commanding officers' quarters, and provided a double set of quarters for two company officers and their families. The latter became known as “double houses” and featured the use of an attic story. They could also be altered to use as quarters for line officers. These plans became known as “Meigs Standard Plans” (Grashof 1986:14-15).

**1890 – 1917.** The second period of standardization was almost a period of no standardization. Between 1890 and 1917, many different designs were drawn up, and the range was quite diverse. In part, this was in response to changes made in the Army itself as the American frontier was officially declared settled and the country embarked on the Spanish-American War of 1898 (Grashof 1986:I.29-40).

The second of these Army housing reports was actually prepared by the Department of the Army and was more detailed (Department of the Army 1989). It divided housing construction into four periods, rather than three. The first period, pre-Civil War, is of little interest to this study, but the final three generally correspond to Grashof's periods which directly relate to the buildings at Pope AFB:

1. 1870-1901;
2. 1901-1917; and
3. 1926-1939.

Following World War I and throughout most of the 1920s, there was a severe cut-back of funds for the military. By the time the Army embarked on a new program of housing construction in the late 1920s, plans and procedures had changed greatly. The period of 1926-1939 was one of greater standardization of both designs and materials, more compact housing (more “modern”), and borrowings from architectural styles like Colonial Revival and Spanish Colonial. This

period also saw the use of more outside consultants in the preparation and construction of buildings (Department of the Army 1989:11). The buildings on Pope certainly seem to fit into this period with few qualifications.

At some point in the mid-1930s, either during or shortly after the construction of the new administrative buildings and residential quarters, the old Aero Squadron cantonment itself was demolished. The old cantonment had served as the center around which the 1930s permanent buildings were constructed. By 1935 however, the area between Reilly and Maynard Streets was void of buildings (Utilities Plan, Area 1, 1935). Replacing the old Aero Squadron cantonment was a new series of buildings behind (north of) Fleming Hall, on the northwest side of Virgin Street. All of these buildings were designated temporary structures, and included nine barracks, two mess halls, and at least six auxiliary buildings. These new temporary buildings were in place by the summer of 1935, when a new utilities plan was drawn up for Pope Field (Utilities Plan, Area 3, 1935) (Figure A-33).

### **World War II 1941 – 1945.**

Even though Pope Field expanded during the 1930s, the growth was not extraordinary. Construction was still limited to the two areas of development established in 1918-1919: the hangars on the north side of the air field, and the Aero Squadron cantonment area east of the air field. All this would change with the against Imperial Japan and Nazi Germany, the stakes were considerably higher than they were in the First World War, and the national war effort was a total commitment of personnel and economic resources. The lingering effects of the Great Depression were finally erased by the production of war material and full employment. Both Fort Bragg and Pope Field grew exponentially as a result of the war. In 1940, Bragg had a population of less than 5,000; by 1942, the number was almost 100,000 (Parker 1984:158). At its war-time peak, Bragg was home to 159,000 troops, and by the end of the war almost one million troops passed through the installation (Fort Bragg c.1967:98). Training was also expanded from artillery and its support facilities, to airborne units that could take advantage of the increased power and range of aircraft in the 1940s. The 9th Infantry Division, the 2nd Armored Division, 82nd Airborne Division, the 100th Infantry Division, the 13th, 22nd, and 34th Artillery Brigades, and the field artillery groups of the 13th, 22nd, and 32nd Corps spent time at Bragg (Fort Bragg c.1967:97). Almost 3,000 new buildings, most of them temporary structures, had to be constructed to house these units and provide training facilities (O'Steen 1992:6).

As Fort Bragg grew, so did Pope Field. In fact, the air field went through a tremendous period of growth as a result of the war. It became one of the top troop carrier training areas for the Army, with air and ground crews working with Army airborne units. In 1941, Pope was the site of the Army's first mass paratroop drop, with more than 500 paratroopers, witnessed by Generals Marshall, McNair, and Clark. The First Troop Carrier Command was established at Pope in October of 1942. The 317th Tactical Airlift Wing, trained at Pope, was one of the first troop carrier units formed, and later served in the Pacific theater (US Air Force 1989:482-483; Drucker and Jackson 1987a:8.1). Pope Field also played a more direct role in the war. Planes based out of Pope patrolled the Atlantic coast during the crucial year of 1942, when German submarines almost crippled the United States merchant marine. In February of that year, a squadron of A-20s based out of Pope sank a German U-Boat off the North Carolina coast, believed to be the first submarine destroyed from the air (Drucker and Jackson 1987a:8.1).

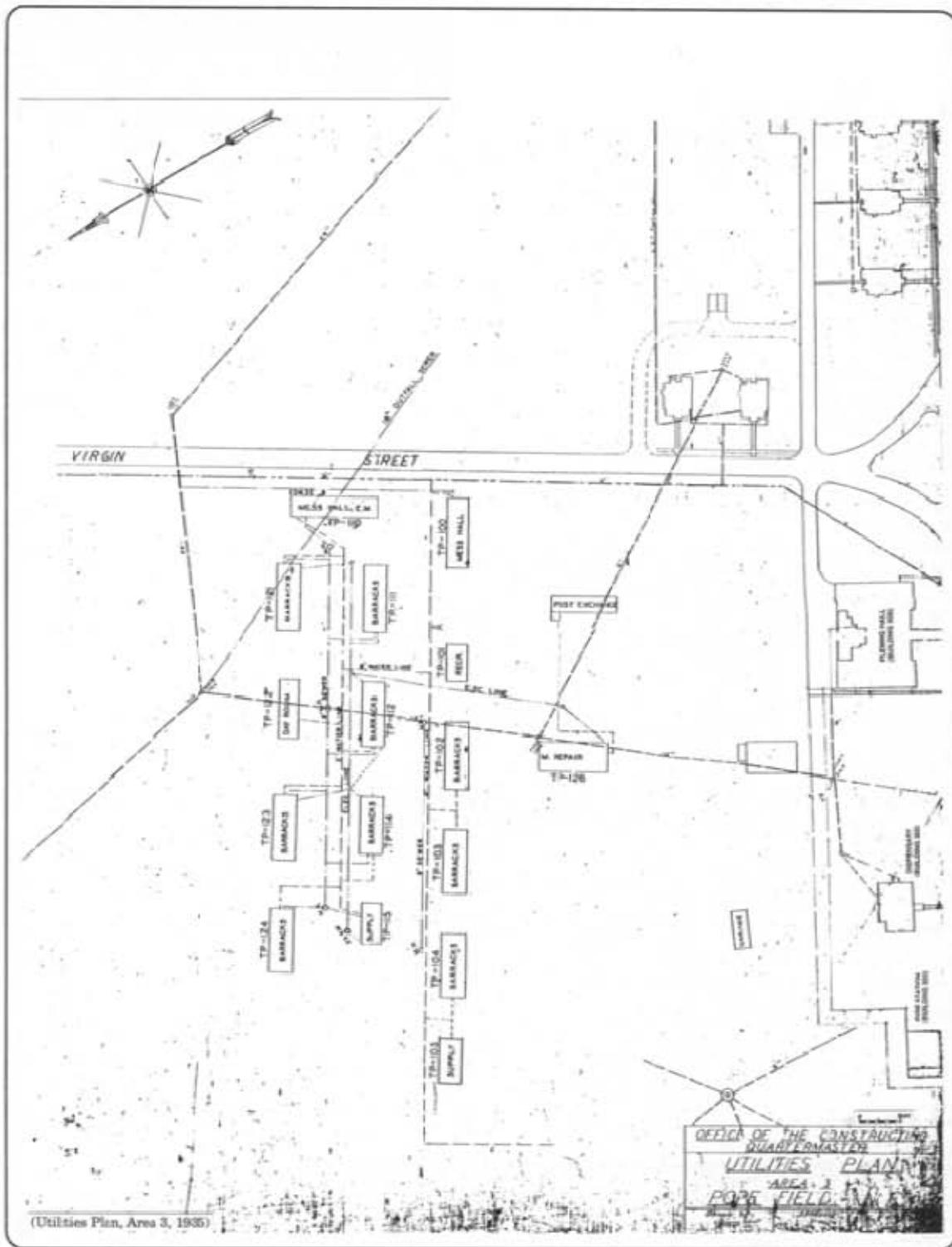


Figure A-33 Temporary Cantonment Area Constructed North of Fleming Hall, 1935

To accommodate this extra work load, the landing field at Pope was improved and expanded. The original grass field was replaced by a series of paved runways, taxiways, and ramps. By the end of the war, Pope Field had three intersecting runways, all located south of the hangar area (Figure A-34). It was probably by this point, if not before, that Tank Creek was re-routed to the east to make way for the expanded air strip (Ehrenhard 1984:1).

Along with the expanded air strip, there was an enormous increase in the number of new structures. The hangar area was still in the same location, although it is likely that the original hangars were replaced by the end of the war. The focus of this area was still the Double Hangar, constructed in 1934. There were three other smaller hangars and at least 25 auxiliary structures and a utility yard (Figure A-34.)

The 1933-1934 buildings located on the margins of Aero Squadron now formed the core of the expanded World War II cantonment area. The cluster of temporary buildings constructed around 1935 on the northwest side of Virgin Street, formed the core of a temporary encampment situated on the north side of Fleming Hall. A much larger cantonment area was situated to the south and southwest. The vast majority of these new buildings were designated temporary constructions. Among the 244 buildings at Pope Field in 1942, 204 were temporary structures, most built for the war effort. The remaining 40 buildings were permanent structures, and the vast majority of these were built during the 1930s. Foremost among this group of permanent buildings are the ones presently listed on the National Register. In 1942, these buildings were identified in the following manner (Pope Field 1942):

- Building 599, Operations Hangar (1934 Double Hangar; now Building 708)
- Building 597, Fire House (now Building 300)
- Building 596, Dispensary (now Building 302)
- Building 381, 200-Man Barrack, Mess (Fleming Hall) (now Building 306)
- Buildings 281-292, NCO Quarters (now Buildings 322-344, even numbers only)
- Buildings 181-189, Officers' Quarters (now Buildings 202-218, even numbers only)
- Garages associated with Quarters

Most of the other buildings were designated temporary structures and were improved versions of the mobilization buildings erected during World War I. In fact, there was a very clear carry-over in design from one war to the other. The Series 600 from the first war led to another set of building plans that were first drawn up in 1917. Modified throughout the 1920s and 1930s, a complete set of the new plans was finalized between 1937 and 1940. Known as Series 700, these new plans formed the basis of Army cantonment construction in 1940 and 1941 (Garner 1993:33-35).

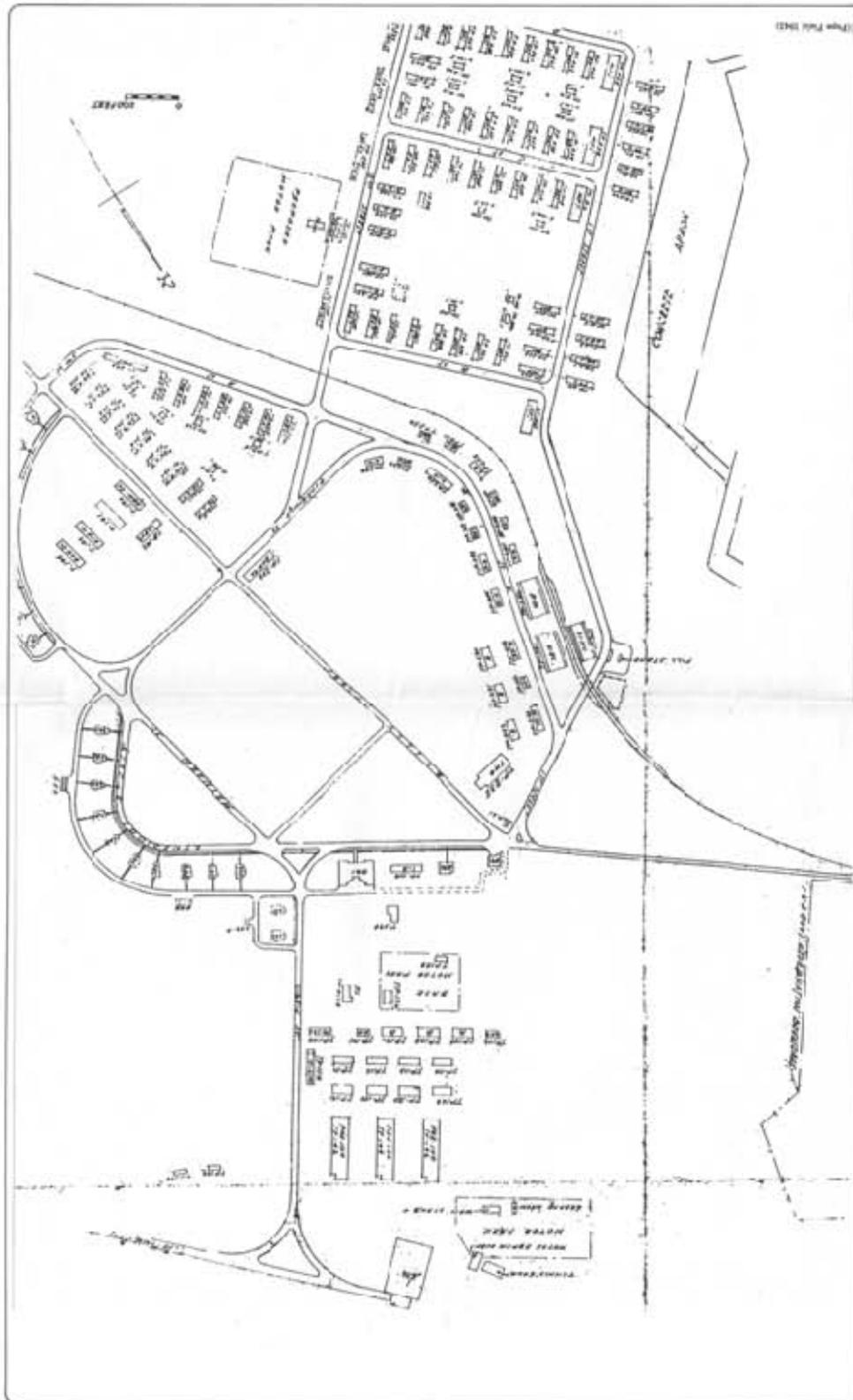


Figure A-34 World War II Cantonment Area, 1942

Series 700 buildings improved upon Series 600 in a number of ways. Unlike the World War I buildings, they were usually painted. The exterior walls had ivory-colored enamel paint, while the doors were painted gray. Plank frame construction was totally abandoned in favor of stud construction. Concrete piers and footings replaced treated timber posts as building supports. Series 700 buildings were also equipped with plumbing and electricity, as well as forced-air heating (Garner 1993:33-35, 40).

Perhaps the most conspicuous feature of the Series 700 was the skirt roof that projected beyond the walls to protect the windows. These were constructed on both the first and second floors of each building. Officially known as "aquamedia," these skirt roofs were also called canopies or eyebrows. This distinctive feature was dropped from the next series of plans, the Series 800, which was brought out in 1941 and used in mobilization construction in 1941 and 1942 (Garner 1993:19, 41).

By the time the war ended, the cantonment area of Pope Field was four times the size of the pre-war encampment and the airstrip had been increased in size to handle the new airborne capability of Fort Bragg. And this was just the beginning. In the years to follow, the physical facilities at Pope would be expanded yet again to meet the challenge of confrontation with the Soviet Union and its client states, a "cold war" that lasted from the late 1940s to the collapse of Soviet Communism in the late 1980s.

### **Pope Air Force Base, Reorganization, and the Cold War 1946 – 1989**

The expansion of the air service during the World War II was phenomenal. By the end of the war, developments in aviation and rocketry made it imperative that the Army's air force be unified as a separate branch of military service, on par with the more traditional Army and Navy. To that end, the Air Force was made a separate branch of the service in September 1947 when the War Department was reorganized into the Department of Defense. In January 1948, Pope Field, a subset of Fort Bragg since its inception in September of 1918, was designated an Air Force base in its own right (Junior Service League 1970; US Air Force 1989:479).

Even though Pope AFB officially became an entity separate from Fort Bragg in 1948, the ties that long bound the two remained in force and continue to this day. Even though some of the real estate tracts on Pope AFB were permitted lands received from Fort Bragg in 1953, most of Pope AFB is situated on lands that still belong to Fort Bragg, granted to the Air Force through an indefinite permit (Pope AFB c.1994). Even today, land ownership patterns reflect Pope AFB's long affiliation with the Army.

This period was also one of reorganization, both at the national level and at Pope AFB. A number of different commands were assigned to Pope AFB in the late 1940s. In April of 1945, it was the Continental Air Forces, re-designated in March of the following year as the Strategic Air Command. The very next month, the Tactical Air Command was assigned to Pope AFB, followed by the Continental Air Command two years later (US Air Force 1989:482-483).

During this period, Pope AFB continued to support Fort Bragg operations, primarily the 82nd Airborne Division. Between 1946 and 1950, the more than 15,000 officers and men of the 82nd comprised the only large unit of troops stationed at Bragg (Fort Bragg c.1967:115). During the

1950s, these troops were joined by other airborne divisions, the Psychological Warfare Center, Special Forces, and the XVIII Airborne Corps. In 1952, Bragg established its own airfield (later named the Simmons Army Airfield), to relieve some of the pressure on Pope AFB (O'Steen 1992:6; Fort Bragg c.1967:124-125).

As Fort Bragg expanded its range of operations in the 1950s, Pope AFB followed suit. In October of 1954, the 464th Troop Carrier Wing was assigned to Pope AFB. Four years later, the Wing switched from C-119s to the larger C-128s and C-129s. This began the latest expansion of the installation facilities, which began in earnest in the 1960s (Drucker and Jackson 1987a:8.2).

It was during this period that Pope AFB expanded its landing field, scrapping the three intersecting runways built during World War II in favor of one long southwest-northeast runway that now separated the hangar area from the cantonment. The new runway, approved in the summer of 1956, cut across the Monroe/Reilly Road, which had been realigned in 1918-1919 to make room for the first air field. The new Reilly Road (later Reilly Street) was again re-routed to the north around the new runway, as was Tank Creek (Basic Mission Plan, 2nd Phase 1956).

The Pope Field Dirigible Hangar was also dismantled. Originally erected on the installation in 1934, the hangar appears to have been converted into a 916-man barracks and mess hall during World War II, assuming it is the same as Building 600 in the 1942 plan of Pope Field (Pope Field 1942). In 1956, the structure was damaged by a tornado, and was dismantled two years later. The usable elements were shipped to the Naval Air Station at Lakehurst, New Jersey.

Pope AFB began to take a more active role in the Cold War during the 1960s, especially as that conflict began to expand into the Vietnam War. During the Cuban Missile Crisis of 1962, troops and supplies were airlifted from Pope AFB to potential front-line stations in Florida. The following year, the 464th Troop Carrier Wing was increased in strength with the introduction of the first Lockheed C-130 "Hercules" aircraft, which made it possible to move US paratroopers quickly to almost any location in the world. This capability would be put to the test in the years that followed, as airlifts from Pope AFB flew to Africa in 1964, the Dominican Republic and Puerto Rico in 1965, Korea and Cambodia in 1968, and Europe in 1970. Throughout the 1960s, the 464th provided assistance to the air force of South Vietnam (Drucker and Jackson 1987a:8.2).

In 1971, near the end of the Vietnam War, the 464th Tactical Air Wing was de-activated and replaced by the 317th Tactical Air Wing. The 317th tested the "Adverse Weather Aerial Delivery System" (AWADS) that was designed to permit accurate airdrops at night and under cloud cover. In 1975, the USAF Airlift Center was established at Pope AFB for testing of new equipment and tactics for airborne troops (Drucker and Jackson 1987a:8.2). The 317th Tactical Air Wing participated in military and civilian missions. In late 1979, the 317th Tactical Air Wing airlifted personnel and hostages from Iran, and in 1983 the wing airdropped and landed Army Rangers onto Point Salinas, Grenada. The 317th Tactical Air Wing airlifted troops and supplies to Honduras in 1987 and Panama in 1989. The wing also provided relief to US citizens in 1989 after Hurricane Hugo (Lowe et al 1995).

All of this activity contributed to the third and last wave of construction on Pope AFB, which began in the late 1950s with work on the air strip, and was completed in the 1960s and early 1970s when most of the temporary World War II structures were replaced with permanent buildings. In 1964, some 280 new single-family housing units were constructed, and by the end of the decade, there was a new airman's dormitory (US Air Force 1989:482). Even today, it is estimated that 70 percent of all buildings now standing on Pope AFB, were constructed during this period of heightened Cold War and Vietnam War activity (US Army Corps of Engineers n.d.). By the 1970s, most of the terrain at Pope AFB was either under concrete runways or was seriously modified by cantonment construction and landscaping. The only areas that had been spared extensive reworking were the buffer zones needed for the north and south approaches to the runway, the golf course, and a few isolated areas along the periphery of the base (Ehrenhard 1984:1).

In the late 1980s, Fort Bragg began its first major territorial expansion since its inception in 1918. Known as the Northern Training Area, this section of Fort Bragg now extends into Harnett County, on the north side of the Lower Little River, immediately upstream from Pope AFB. The Vass Road (New) Munitions Storage Area (MSA) was constructed in the Northern Training Area, and the MSA was permitted to the Air Force. Fort Bragg also acquired the Overhills area in January 1997, a former rural resort.

### **Building Materials, Construction Methods, and Architecture**

In the 1970s, planners and architects developed standards and guidelines for consistency in building design, color, and style throughout the installation to ensure that new construction and rehabilitation would focus on architectural compatibility and complement the existing architecture within the old main base (now the Pope Field Historic District). All proposed construction and/or renovation to existing facility exteriors or landscaping requires prior review and approval by the Base Civil Engineer's Architectural Compatibility Review Board (USAF 2002). The listings of approved landscaping items and screening techniques can be found in the *Pope Air Force Base Architectural Compatibility Plan* (USAF 2002) or can be obtained through base Civil Engineering, the base architect, or the Cultural Resources Manager.

### **Pre – 1947 Construction**

The homes and garages associated with the Old Family Housing units at Pope AFB were built between 1933 and 1934, during a period of initial economic recovery from the Great Depression. Of the total \$300 million appropriated by Congress under the Emergency Relief and Construction Act of 1932, \$224,000 was spent at Pope Field to construct officers' housing. The Pope AFB Old Family Housing units display an early twentieth century application of Federal neo-classical construction designs and floor plans adapted to the Atlantic seaboard environment and usage. In 1991, this portion of Pope AFB was officially entered in the National Register of Historic Places as the Pope Field Historic District. Although the homes and garages in the Old Family Housing units have undergone architectural modification during the past 50 years, including replacement of the original Spanish tile roofs with asphalt shingles and later with barrel mission tiles, they still retain the core architectural and engineering components that define the basic elements of primary architectural styles and features associated with the Historic District:

- Hollow tile masonry walls
- Painted stucco exteriors
- Reinforced concrete foundations

### **Historic Building Materials and Substitute Materials Used within Historic District**

To ensure architectural compatibility in the appearance of the Historic District, the following historic exterior building materials and substitute materials are used at Pope AFB:

- Stucco that matches existing color, texture and finish for building renovations.
- Use stucco beige for new construction.
- Provide precast concrete with the same color as adjacent materials.
- Maintain original roof pitch.
- Straight barrel Spanish tile roofing for historic houses and garages.
- Flat Spanish tile roofing in the northern Pope Field Historic District.
- Formal landscaping for administration buildings and informal landscaping for residential buildings. Native plants should be used as available and feasible.

### **Post – 1947 Construction**

The 2002 *Pope Air Force Base Architectural Compatibility Plan (ACP)* specifies building design standards and building materials to create an integrated visual character throughout the installation, and these standards are applied to modern-day construction. Historic settings are associated with the Pope Field Historic District and the Double Hangar. The ACP divides the Pope AFB into three visually settings to define area character and promote architectural compatibility throughout the installation:

- **Community.** The majority of the installation, including structures of various functions and architectural style. Includes the Entrance area, Administrative and Support area, and Airmen Community Center.
- **Flightline.** Mission related, industrial activities characterized by large single-massed facilities, including hangars for the A-10 and C-130 Aircraft of the composite wing at Pope AFB, storage buildings, flight simulators, training facilities, and civil engineering facilities. The Double Hangar within this area is a significant historical facility.
- **Family Housing.** Residential homes for personnel stationed at Pope AFB on east side of Armistead Street near the Armistead Gate.

**B**

**Repositories and Historic  
Preservation Directory**

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## B Repositories and Historic Preservation Directory

Repositories		Historic Preservation Information Sources
Location	Data Retained/ Available	
Pope Air Force Base Base Historian Office Real Property Office Base Environmental Engineering Office Base Cultural Resource Manager 560 Interceptor Road Pope AFB, NC 28308 (910) 394-1635	Cultural resource management records for Pope AFB	Alliance for Historic Landscape Preservation 82 Wall Street, Ste. 1105 New York, NY 10005
Fort Bragg Cultural Resources Management Program Directorate of Public Works Fort Bragg, NC 28310	Curatorial repository, Pope AFB artifacts*  Cultural resource management records for Pope AFB*	American Association for State and Local History 172 Second Avenue South, Ste. 202 Nashville, TN 37201 (615) 255-2971
National Archives 7th Street and Constitution Avenue, N.W. Washington, DC 20408 (202) 523-3000	HABS/HAER/HALS historical records/ data (photographs, reports, drawings)	American Association of Museums 1225 I Street, N.W., Ste. 200 Washington, DC 20005 (202) 289-1818
National Park Service National Register of Historic Places 1201 Eye Street, NW (2280) Washington, DC 20005 202-354-2226 (for appointments) (202) 354-2211	National Register nomination packages, forms; National Register Database (NRIS)	American Institute of Architects Washington Metro Chapter Committee on Historic Resources 1777 Church Street, N.W. Washington, DC 20036 (202) 667-1798
Office of State Archaeology Raleigh (Central) Office Mailing Address: 4619 Mail Service Center Raleigh, NC 27699-4619 Tel: (919) 807-6550 Fax: (919) 715-2671	Archeological site information; site forms, reports	American Institute of Architects National Committee on Historic Resources 1735 New York Avenue, N.W. Washington, DC 20006 (202) 626-7300
Deputy Secretary, North Carolina Office of Archives and History State Historic Preservation Officer 4617 Mail Service Center Raleigh NC 27699-4610 919-807-7280	Architectural/ historic structures information; Section 106 consultation/ coordination correspondence; reports	American Architectural Foundation The Octagon 1799 New York Avenue, N.W. Washington, DC 20006 (202) 638-3105
		American Planning Association National Capital Area Chapter Historic Preservation Committee 1776 Massachusetts Avenue, N.W. Washington, DC 20036 (202) 872-0611

Repositories		Historic Preservation Information Sources
Location	Data Retained/ Available	
		Center for Historic Houses 1785 Massachusetts Avenue, N.W. Washington, DC 20036 (202) 673-4025
		National Center for Preservation Law 1333 Connecticut Avenue, N.W., Ste. 300 Washington, DC 20036 (202) 828-9611
		National Park Service, Regional Office Rocky Mountain Regional Office 12795 W. Alameda Parkway P.O. Box 25287 Denver, CO 80225 (303) 969-2875
		National Trust for Historic Preservation 1785 Massachusetts Avenue, N.W. Washington, DC 20036 (202) 673-4000
		National Trust for Historic Preservation, Regional Office 456 King Street Charleston, SC 29403 (803) 722-8552 FAX (803) 722-8652
		North Carolina Archeological Society 109 East Jones Street Raleigh, North Carolina 27601 (919) 733-7342
		North Carolina Main Street Center NC Department of Commerce P.O. Box 12600 Raleigh, NC 27605-2600 (919) 733-2850 FAX (919) 733-5262
		Preservation North Carolina P.O. Box 27644 Raleigh, NC 27611-7644 (919) 832-3652 FAX (919) 832-1651
* Records/items currently held by Fort Bragg		

**Pope Air Force Base Technical Reports (Copies Maintained at Fort Bragg as of January 2010)**

Project #	Report Date	Main Author	Title	Where Stored
	1985	Drucker, Lesley M., PhD.	<i>Resource Studies Series 83, Architectural and Historical Documentation of the Original Cantonment Area and Hangars 4 and 5, Pope Air Force Base, North Carolina.</i> Submitted to U.S. Department of Defense, Pope Air Force Base. Prepared by Carolina Archaeological Services. August 1985.	Library
1991-01[29]	1991 [Final]	Jones, David C., and Marian D. Roberts	<i>Cultural Resources Survey for Construction Projects on Fort Bragg Military Reservation and Pope Air Force Base.</i> Gulf Engineers & Consultants, Inc., Baton Rouge, and Brockington and Associates, Inc, Atlanta. Report submitted to the U.S. Army Corps of Engineers Savannah District, and the Directorate of Engineering and Housing Fort Bragg Military Reservation, Contract No. DACW21-89-D-0016, Delivery Order No. 0042, GEG Project No. 22303243.	Library
1993-02[16]	1993	Jones, David C., and Marian D. Roberts	<i>Phase I Cultural Resources Survey, Proposed A-10 Munitions Storage Facility, Pope Air Force Base, and A Proposed Cumberland County School Tract, Fort Bragg Military Reservation.</i> Brockington and Associates, Inc., Atlanta, and Gulf Engineers & Consultants, Inc, Baton Rouge. Report submitted to the Pope Air Force Base Fort Bragg Military Reservation Army Corps of Engineers, Savannah District, Contract No. DACW21-92-D-0013, Delivery Order No. 0016.	Library
1993-03[20]	1994 [Final]	Markham, M. Virginia and Marian D. Roberts	<i>Phase I Cultural Resources Survey of the Bridge, Road, and Utilities Site for a Munitions Storage Area, Pope Air Force Base, North Carolina.</i> Gulf Engineers and Consultants, Inc., Baton Rouge, and Brockington and Associates, Inc., Atlanta. Report submitted to the U.S. Army Corps of Engineers, Savannah District, Savannah, Contract No. DAC21-92-D-013.	Library
2001-07			<i>Pope AFB Runway Extension/Cultural Resources Survey.</i> TRC Garrow Associates, Inc.	Lateral Files
2004-08	1999	Crane, Brian D.	<i>Pope Air Force Base, Cultural Resources Inventory Report, December 1999.</i> Air Mobility Command, Environmental Architect Engineer Services. Contract No. F11623-94-D0024. DO RL46 Cultural Resource Support to AMC.	Library
2006-07		Fort Bragg Cultural Resources Management Program	Pope AFB Housing Privatization, Architectural Survey	Lateral Files

**Pope Air Force Base Technical Reports (Copies Maintained at Fort Bragg as of January 2010)**

<b>Project #</b>	<b>Report Date</b>	<b>Main Author</b>	<b>Title</b>	<b>Where Stored</b>
	1995 [Final]	Joseph, J.W., PhD, et al	<i>Historic Preservation Plan Pope Air Force Base, North Carolina.</i> Report submitted to U.S. Army Corps of Engineers Savannah District. Prepared by Gulf Engineers and Consultants Baton Rouge, Louisiana and New South Associates Stone Mountain, Georgia. Contract # DACW21-92-D-0013, Delivery Order # 0046.	Library
	2002		<i>Cultural Resources Management Plan Pope Air Force Base North Carolina.</i> Prepared by, New South Associates, Stone Mountain, Georgia. Revised by, Pope Air Force Base and Headquarters Air Mobility Command. Third Revision, Parsons, Inc. August 2002.	Library

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**Correspondence and  
Agreements**

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# Correspondence

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**North Carolina Department of Cultural Resources**

James B. Hunt, Jr., Governor  
Betty Ray McCain, Secretary

Division of Archives and History  
William S. Price, Jr., Director

August 10, 1993

Ronald A. Lanier  
Assistant Chief, Planning Division  
Corps of Engineers, Savannah District  
P.O. Box 889  
Savannah, Georgia 31402-0889

Re: A-10 Munitions Storage Facility and Cumberland  
County School Tract, Pope Air Force Base,  
Cumberland County, ER 93-8391, ER 94-7102

Dear Mr. Lanier:

Thank you for your letter of July 15, 1993, concerning the above project.

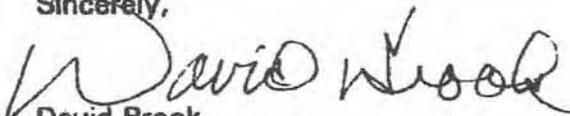
We concur with the conclusions and recommendations of the above referenced report. Specifically, for purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for the National Register of Historic Places because of a lack of clarity and research potential: 31CD219, 31CD312, 31CD313, 31CD314, and 31CD315.

We also agree that since no archaeological sites were identified at the Cumberland County School tract, the project does not involve potentially significant cultural resources as defined in 36 CFR 800.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

  
David Brook  
Deputy State Historic Preservation Officer

DB:slw

cc: Omega Weeks, Pope Air Force Base  
William Kern, Fort Bragg

bc: File  
Claggett/Oliver  
County  
RF





## North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor  
Betty Ray McCain, Secretary

Division of Archives and History  
William S. Price, Jr., Director

January 14, 1994

Robert E. Heape, Jr.  
Acting Chief, Planning Division  
Savannah District, Corps of Engineers  
P.O. Box 889  
Savannah, GA 31402-0889

Re: Bridge, road, and utilities access site, Pope AFB,  
Cumberland County, CH 94-E-0000-0100, ER 94-  
8036

Dear Mr. Heape:

Thank you for your letter of December 13, 1993, concerning the above project.

We have reviewed the draft report entitled "Phase I Cultural Resources Survey of the Bridge, Road, and Utilities Site for a Munitions Storage Area, Pope Air Force Base, North Carolina," by Brockington and Associates, Inc. In general the report meets our office's guidelines and those of the Secretary of the Interior. During the course of the survey four archaeological sites and five isolated finds were discovered.

The following properties were determined not eligible for listing in the National Register of Historic Places:

31CD367	Lack of integrity
31CD368**	Lack of integrity
31CD369**	Lack of integrity
31CD370**	Lack of integrity
31CD371	Isolated find
31CD372**	Isolated find
31CD373	Isolated find
31CD374	Isolated find
31CD375**	Isolated find

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Robert E. Heape, Jr.  
January 14, 1994, Page 2

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

*Renee Gledhill-Earley*

*for* David Brook  
Deputy State Historic Preservation Officer

DB:slw

cc: Brockington & Associates

bc: File  
Claggett/Oliver  
County  
RF



**North Carolina Department of Cultural Resources**

James B. Hunt, Jr., Governor  
Betty Ray McCain, Secretary

Division of Archives and History  
William S. Price, Jr., Director

May 3, 1995

Sangeeta Saraf  
Project Manager  
Delta Research Corporation  
1501 Wilson Boulevard, Suite 1200  
Arlington, VA 22209

Re: Military Family Housing Sites, Pope Air Force Base,  
Cumberland County, ER 93-7768. ER 95-8886

Dear Mr. Saraf:

Thank you for your letter of April 21, 1995, transmitting the archaeological survey report by Thomas Hargrove concerning the above project.

The following properties were determined not eligible for listing in the National Register of Historic Places:

31CD389 Lack of integrity

31CD390/390\*\* Lack of integrity

The report meets our office's guidelines and those of the Secretary of the Interior.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,

David Brook  
Deputy State Historic Preservation Officer

DB:slw

cc: Thomas Hargrove

bc: File  
Claggett/Oliver  
County  
RF



## **Shuman B. Civ - 43CES/CEV**

---

**To:** burgesrl@hqamc.safb.af.mil  
**Cc:** Somers B. Civ - 43CES/CEV  
**Subject:** SHPO Info Request

Robin:

Here is the status of the GSUs at Pope:

1. **Localizer** (<1 acre, permitted from Army) - SHPO coordination covered by the 1984 SHPO letter because it is within the fenceline.
2. **Middle Marker** (1 acre AF owned, 1 acre easement from private owner) - Cleared SHPO in separate letter in 1980s.
3. **Outer Marker** - (1 acre AF owned, 1 acre easement from private owner) - Never coordinated with SHPO.
4. **MARS Station** (<1 acre, permitted from Army) - Off base, but touching the fence. Never coordinated with SHPO.
5. **Old Munitions Storage Area** (Approx. 10 acres, permitted from Army) - Never coordinated with SHPO.
6. **Laketree MFH Area** (111 acres, AF owned) - Two archeological sites found. No structures on site. Coordinated ineligible with SHPO.
7. **Railroad R/W between PAFB and Laketree** (<1 acre, half permitted from Army, half AF owned) - This is a 40 ft strip of land. It has been cleared with SHPO because it was included in the study of Laketree. No archeological sites found. No structures on site.
8. **New Munitions Storage Area** (173 acres, permitted from Army) - Five archeological sites found. No structures on site. Coordinated ineligible with SHPO.

As far as buildings go, there are five buildings on base (WW2) that were not evaluated by the SHPO because they were not yet 50 years old when we coordinated our historic buildings with them in the 1980s. Finally, there are a few parcels on base that were purchased after the 1984 letter from the SHPO that says PAFB has no archeology. I just determined this today and will follow up at a later date to see whether the SHPO was made aware of them at the time of purchase or lease.

When I got the SHPO letter clearing building 275 (the one I called you about that time), they responded that I didn't really need to ask because they see the historic district as the only real issue at Pope. They aren't interested in the remaining 5 buildings or the parcels purchased in 1985/86. I will have to do additional research to address these issues.

I will be out until Monday if you have additional questions.

Ben Shuman, DSN 424-1627

Does this answer your questions?



## North Carolina Department of Cultural Resources

James B. Hunt Jr., Governor  
Betty Ray McCain, Secretary

Division of Archives and History  
Jeffrey J. Crow, Director

September 23, 1999

Pritpal S. Hans  
Chief, Environmental Planning  
43 CES/CEV  
560 Interceptor Road  
Pope Air Force Base, NC 28308-2314

**RE: Draft Report, Pope Air Force Base Cultural Resources Inventory, Cumberland County, ER 00-7326 (ref. ER 99-7528)**

Dear Mr. Hans:

Thank you for your letter of August 3, 1999, concerning the above project.

We have reviewed the draft archaeological survey report for the above referenced project. A single prehistoric archaeological site, 31CD797, was identified by the survey and recommended as ineligible for listing in the National Register of Historic Places. We concur with this recommendation since this project will not involve significant archaeological resources.

In general, the report meets our office's guidelines and those of the Secretary of the Interior.

There are no known archaeological sites located within the proposed project area. Since the proposed ground disturbance is to take place in areas where previous construction has occurred, it is unlikely that this project will involve significant archaeological resources. We have no preference concerning alternative selection, and recommend that no archaeological investigation be conducted in connection with the project.

Sincerely,

A handwritten signature in cursive script that reads "David Brook".

 David Brook  
Deputy State Historic Preservation Officer



## ABSTRACT

This report presents the results of an archaeological survey designed to complete the identification of historic properties on Pope Air Force Base (AFB), North Carolina, as required by Sections 106 and 110 of the National Historic Preservation Act of 1966 as amended (NHPA). A research design finalized in December 1998 found that all of Pope AFB had either been surveyed for cultural resources, or was too disturbed to merit detailed field investigation, except for the 10-acre Munitions Storage Area, and the ca. 0.7-acre Outer Marker Site. Both of these locations were examined through a combination of systematic and judgmental shovel test pit (STP) sampling. No historic resources were identified in the Outer Marker Area. A single positive test with three prehistoric pottery sherds was identified in the Munitions Storage Area (Site 31CD797). Close interval testing around the positive test failed to locate more cultural material. Site 31CD797 is not considered to be eligible for the National Register of Historic Places. Pope AFB has completed the requirements of Section 110 of NHPA for all of the land currently under its jurisdiction. No further cultural resources identification or evaluation work is required within the 1998 bounds of Pope AFB.

### 1.0 PHYSICAL ENVIRONMENT

Pope AFB encompasses approximately 2,194 acres located southwest of the Lenoir River and 10 miles northwest of Fayetteville, North Carolina. Pope AFB is located in the Sandhills area, in the vicinity of the Fall Line between the Piedmont and Coastal Plain (Figure 1). The Sandhills extend as a transitional area between the Piedmont and the Great Coastal Plain from Alabama in the south to Virginia in the north. The Sandhills are typified by the unconformable surface of the Transohio formation, also called the Cape Fear formation (Crawford et al. 1977). Sandhills topography consists of rolling hills, upland basins, sloping down to adjacent rivers and streams. Relief is great as 15-20 acres can rise to 100 feet between ridges and adjacent valleys to the more finely dissected areas of the Sandhills. Lower relief topography with relief of 5-10 m can also be found (Roberts 1994).

The vegetation community in the area of Pope AFB is highly diverse including 2,000 years old oak groves of longleaf pine, turkey oak, and white oak. These groves are situated on the sandhills. Flood plains and bottomlands are home to more diverse plant life, including water hyacinth, blueberry, holly, blackberry, raspberry, wax myrtle, white pine, dogwood, white oak, and cypress. Wetland species include: fox glaze, sweet gum, live oak, bayberry, white-crowned dove, and sparrow (Roberts 1994).



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 43D AIRLIFT WING (AMC)  
POPE AIR FORCE BASE, NORTH CAROLINA

25 FEB 2003

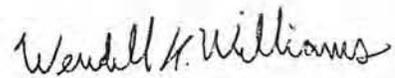
MEMORANDUM FOR STATE HISTORIC PRESERVATION OFFICER (SHPO)  
ATTN: MS. RENEE GLEDHILL-EARLEY

FROM: 43 CES/CEV  
560 Interceptor Road  
Pope AFB NC 28308-2314

SUBJECT: Section 110 Inventory for Acceptance of the Findings of the Systematic Study of  
Cold War Material Culture on Pope Air Force Base

1. We request your concurrence on our findings regarding the Cold War significance at Pope Air Force Base. Our findings are based on the results of the Systematic Study of Cold War Material Culture in 1994 and 1995 by Air Combat Command, our Major Command at the time of the study. The methodology, cultural context, inventory, summary, and recommendations are provided in the three volumes attached. The inventory covered the Cold War period of 1945 to 1989.
2. The study finds Cold War attributes in Fleming Hall (Building 306), which served as the USAF Tactical Airlift Center (TALC) from 1966 to 1971. Fleming Hall was classified by the study as a Materiel Development Facility, sub-group Research Lab. While Fleming Hall was important in the Cold War context, its primary historical significance was documented in its nomination to the National Register. The additional information concerning its Cold War significance will supplement the nomination data. We will continue to manage Fleming Hall based on its overall significance to the Air Force.
3. The study also found other items of importance and classified them as Operations and Support Installations, sub-group Documentation. One item was the Civil Engineering Vault Collection (denoted as resource number 20102) of drawings and photographs that cover the Cold War Era, including utilities, runways, topography, and landscaping. The drawings are still a part of the Vault Collection, but, to our knowledge, the photographs no longer exist.
4. Also identified was the Photograph Collection, resource 20106, including aerial photographs that document the development of the base. We have photographs in the Base Planner's Office and the Environmental Flight that we believe are the subject resource.
5. We have determined the Vault Collection and the Photograph Collection are not of themselves eligible objects, and therefore are not eligible for the National Register. We would appreciate your concurrence with this determination.
6. We believe the as-builts for our current historic district and the old base photographs are of historic value. We are interested in documenting those cultural resources and preserving them for

future use. They provide useful, interesting information, and we would like direction on how to preserve them. For more information, please contact Ms. Viola Ritchie Walker at (910) 394-1633.



WENDELL K. WILLIAMS, GS-13  
Chief, Environmental Flight

Attachments:

1. Volume I: Historic Context and Methodology
2. Volume II-24: A Baseline Inventory of Pope AFB
3. Volume III: Summary Report and Recommendations



Rec'd 4/17/03  
WV

**North Carolina Department of Cultural Resources  
State Historic Preservation Office**

David L. S. Brook, Administrator

Michael F. Easley, Governor  
Lisbeth C. Evans, Secretary  
Jeffrey J. Crow, Deputy Secretary

Division of Historical Resources  
David J. Olson, Director

April 10, 2003

Wendell K. Williams, Chief  
Environmental Flight  
43 CES/CEV  
560 Interceptor Road  
Pope AFB, NC 28308-2314

Re: Section 110 findings for the study of Cold War material culture on Pope AFB,  
Cumberland County, ER03-0755

Dear Mr. Williams:

Thank you for your letter of February 25, 2003, concerning the above referenced undertaking. We regret that staff shortages prevented us from replying in a timelier manner.

We have reviewed the materials submitted, including Volumes I, II-24, and-III of the Systematic Study of Air Combat Command Cold War Material Culture, which is a very impressive piece of research and synthesis. The information concerning the role of Pope Air Force Base and Fleming Hall is especially interesting and will be added to the National Register files for the base and the building. We suggest that you also except the sections relative to Pope AFB and include them in the cultural resource files for Fleming Hall so that this era of significance is not inadvertently lost to those working with the building.

As to conservation of the photographs, plans, and other primary resource materials, we recommend that you contact the Historic Preservation Officer for the US Air Force and request his assistance in determining how best to preserve these items. It may be that copies of much of the materials are on file in the US Archives. However, locating them may take some time and providing safe and appropriate storage for the materials at Pope AFB is likely to prove much more useful to you and your staff as they work with base planning and the actual buildings in the future.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

[www.hpo.dcr.state.nc.us](http://www.hpo.dcr.state.nc.us)

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6547 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4618 Mail Service Center, Raleigh NC 27699-4618	(919) 733-6545 • 715-4801

April 10, 2003

Page 2

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above-referenced tracking number.

Sincerely,

A handwritten signature in cursive script that reads "Renee Gledhill-Earley". The signature is written in black ink and is positioned above the typed name "David Brook".

David Brook

cc: Viola Ritchie Walker

# Agreements

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**North Carolina Department of Cultural Resources  
State Historic Preservation Office**  
David L. S. Brook, Administrator

Michael F. Easley, Governor  
Lisbeth C. Evans, Secretary  
Jeffrey J. Crow, Deputy Secretary

Division of Historical Resources  
David J. Olson, Director

January 29, 2003

*Olivia Westbrook Spargo  
910-394-1911*

Martha Catlin  
Advisory Council on Historic Preservation  
1100 Pennsylvania Avenue NW  
Suite 803  
Washington, DC 20004

Re: MOA for the renovation of Fleming Hall (Building 306), Pope AFB,  
Cumberland County, ER02-8633

Dear Ms. Catlin:

Enclosed please find the Memorandum of Agreement for the renovation of Fleming Hall, a property listed in the National Register of Historic Places and located at Pope Air Force Base in North Carolina. Pursuant to the Council's regulations, we consulted with the staff at Pope Air Force Base to try and avoid an adverse effect on the historic building. However, program needs of the various offices housed in the building precluded means to avoid alterations to the historic plan and required replacement of historic materials – actions that do not meet the *Secretary of the Interior's Standards for Rehabilitation*. Thus, we developed and agreed to the enclosed agreement to address the adverse effect of the proposed renovation on the historic property.

The base has asked that we forward the signed agreement to you for filing. We are pleased to do so since they are on a rather tight deadline and have already completed most of the recordation stipulated in the agreement.

Thank you for your time and consideration. If you have questions concerning this matter, please contact our environmental review coordinator, Renee Gledhill-Earley, at 919/733-4763.

Sincerely,

Jeffrey J. Crow  
State Historic Preservation Officer

[www.hpo.dcr.state.nc.us](http://www.hpo.dcr.state.nc.us)

	Location	Mailing Address	Telephone/Fax
ADMINISTRATION	507 N. Blount St., Raleigh NC	4617 Mail Service Center, Raleigh NC 27699-4617	(919) 733-4763 • 733-8653
RESTORATION	515 N. Blount St., Raleigh NC	4613 Mail Service Center, Raleigh NC 27699-4613	(919) 733-6347 • 715-4801
SURVEY & PLANNING	515 N. Blount St., Raleigh NC	4618 Mail Service Center, Raleigh NC 27699-4618	(919) 733-6545 • 715-4801

**MEMORANDUM OF AGREEMENT  
BETWEEN  
U. S. AIR FORCE, POPE AIR FORCE BASE  
AND  
THE NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER  
SUBMITTED TO  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
PURSUANT TO 36 CFR 800.6(A)  
FOR  
RENOVATION OF FLEMING HALL, BUILDING 306**

**WHEREAS**, the U. S. Air Force, Pope Air Force Base (USAF/Pope AFB) proposes to renovate Fleming Hall, a property listed in the National Register of Historic Places; and

**WHEREAS**, the USAF/Pope AFB, pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) and in consultation with the North Carolina State Historic Preservation Officer (SHPO), has determined that the renovation will have an effect upon Fleming Hall;

**NOW THEREFORE**, the USAF/Pope AFB and the North Carolina SHPO agree that the renovation of Fleming Hall shall be implemented in accordance with the following stipulation in order to take into account the effect of the undertaking on the historic property.

**STIPULATION**

The USAF/Pope AFB will ensure that the following documentation measures are carried out:

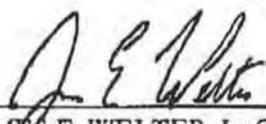
USAF/Pope AFB will submit the results of an initial recordation plan to the North Carolina SHPO prior to any demolition or construction at Fleming Hall. The USAF/Pope AFB will document Fleming Hall using the Recordation Plan, attached to this Memorandum of Agreement as Appendix A, for entry into the permanent statewide inventory of historic buildings.

Upon completion of the renovation, the USAF/Pope AFB will again photographically record Fleming Hall to document the changes that resulted from the renovation. In addition to the photographs documenting the changes, the USAF/Pope AFB will also provide the North Carolina SHPO a set of as-built renovation plans to further document changes to the building caused by the renovation.

Execution of this Memorandum of Agreement by the USAF/Pope AFB and the North Carolina SHPO, and its subsequent acceptance by the Council and implementation of its terms, is evidence that the USAF/Pope AFB has afforded the Council an opportunity to comment on the renovation of Fleming Hall and that the USAF/Pope AFB has taken into account the effect of the undertaking on the historic property.

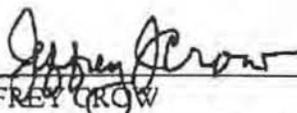
**AGREE:**

U. S. AIR FORCE, POPE AIR FORCE BASE

  
\_\_\_\_\_  
JAMES E. WELTER, Lt Col, USAF  
Base Civil Engineer

Date: 24 Jan 2003

NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER

  
\_\_\_\_\_  
Dr. JEFFREY CROW  
State Historic Preservation Officer, North Carolina Department of Cultural Resources

Date: 1/31/03

**FILED:**

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: \_\_\_\_\_

Date: \_\_\_\_\_

**D**

**Fabric Survey and  
Inventory Update 2008**

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**EXISTING BUILDINGS INVENTORY UPDATE  
AND  
FABRIC SURVEY**

**Revised February 2010**

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## Pope Air Force Base

### INVENTORY UPDATE AND FABRIC SURVEY 2007-2008

#### INTRODUCTION

In 2007-2008, Ecology and Environment, Inc. (E & E) prepared a building inventory update and fabric survey for Pope Air Force Base. This document presents the photo-documentation record and describes the features and current conditions of 19 buildings, including close-up views of key exterior architectural features, finishes, and details. Of the 19 buildings, 12 buildings, built between 1958 and 1962, were evaluated based upon their age (50+ years by 2012). One (1) building, Building 306, previously listed in the National Register of Historic Places (NRHP) as a contributing element of the Pope Field Historic District, was evaluated to determine whether there are specific attributes related to the Cold War era in addition to defining features identified in the original listing.

In addition, six (6) buildings, built in the 1930's and listed as contributing resources within the Pope Field Historic District (or, in the case of Building 708, individually listed), were analyzed with respect to physical condition. For these six buildings, recommendations are presented regarding improved maintenance, repair, and replacement of architectural features and elements as a means of enhancing building integrity.

## 1 EXISTING BUILDINGS INVENTORY AND FABRIC SURVEY

### Background

Section 110 of the National Historic Preservation Act (NHPA) of 1966 requires federal agencies to inventory historic resources and evaluate those resources that are potentially eligible for listing in the NRHP.

In 1995, HQ ACC conducted an inventory of Cold War resources on several Air Force bases, including resources at Pope AFB. A report was produced as a result of this inventory effort, entitled *A Systematic Study of Air Combat Command Cold War Material Culture, Volume II-24: A Baseline Inventory of Cold War Material Culture at Pope Air Force Base* (HQ ACC 1995).

According to *A Systematic Study of Air Combat Command Cold War Material Culture, Vol. III: Summary Report and Final Programmatic Recommendations*, Nov. 1997, six specific criteria may be used to evaluate and prioritize buildings for their historic importance and preservation need, despite the resources not having achieved 50 years of age:

- The strength of the relationship between the resource and the role the base played the Cold War
- The association of the resource to Cold War the following four categories in order of importance: policy and strategy, technology, architectural and engineering design, and social impact.
- The placement of the resource within the four temporal phases of the Cold War: higher importance is placed on resources associated with the earlier phases.
- The level of contextual importance to the Cold War.
- The remaining historic fabric, or integrity, of the resource.
- The severity of existing threats to the resource.

The report evaluated the base's material culture from 1945-1989; one hundred and seven buildings and structures were inventoried. Of these, Building 306, Fleming Hall was the only building at Pope Air Force Base found to be eligible for listing in the NRHP based upon Cold War associations. However, Building 306 (as well as several other buildings) were previously listed as contributing resources within the Pope Field Historic District (based upon their significance in the Pope Air Force Base Early Expansion Period, 1933-34). No additional buildings were recommended based upon Cold War era significance.

During the 17-18 September 2007 field visit, E & E representatives met with Olivia Westbrook, Natural/Cultural Resources, 43d Civil Engineer Squadron, to identify various buildings that could be added to the inventory of potentially eligible buildings because they were constructed between 1958 and 1962 and have or will have reached the age of 50 years during the next five years (the dates encompassed by the updated ICRMP). Based on historical information, fifteen (15) buildings were identified as constructed during the period of 1958 to 1962. E & E representatives and Ms. Westbrook conducted a field reconnaissance at Pope Air Force Base to ascertain the condition, recent renovations, and integrity of these fifteen buildings and analyzed them relative to their potential period of significance. Of the fifteen (15) buildings identified, twelve (12) buildings are extant. These twelve (12) buildings were inventoried and photo-documented.

In addition, though it was constructed in 1933 and previously listed a contributing resource within the Pope Field Historic District, Building 306, USAF TALC, Fleming Hall, was included in the current analysis to determine and evaluate its Cold War associations and attributes.

**Table 1-1: Buildings Inventoried Due To Their Construction Between 1958 - 1962.**

No.	Bldg. No.	Bldg. Name	Year Built	Street Address	Comments
1	238	Pool Bath House	1962	5504 Reilly St	storage facility located on Bldg. 236 property
2	239	Pool Pump House	1962	5504 Reilly St.	storage facility located on Bldg. 236 property
3	722	Nose Dock No. 1	1958	273 Fortress St.	
4	723	Ground Equipment Repair	1960	278 Fortress St.	
5	724	Nose Dock No. 2	1958	277 Fortress St.	
6	726	Maintenance Dock / Nose Dock No. 3	1958	283 Fortress St.	
7	729	Avionics Shop	1962	2474 Surveyor St	
8	732	Maintenance Dock	1958	289 Fortress St.	
9	734	Maintenance Dock	1958	297 Fortress St.	
10	736	Nose Dock No. 6	1958	301 Fortress St.	
11	757	Aircraft Maintenance Shop	1962	1031 Hurst Dr.	
12	759	Aircraft Maintenance Shop	1962	1033 Hurst Dr.	
13	400	Exchange Service Station	1960		Demolished
14	754	Shop A/M Organization	1962		Demolished
15	755	Aircraft Shop, General Purpose	1962		Demolished

Of the twelve (12) buildings constructed within the 1958-1962 timeframe, five (5) of the buildings were evaluated in the HC ACC 1995 Report:

- Building No. 722: Nose Dock No. 2 (1958)
- Building No. 729: Avionics Shop (1962)
- Building No. 736: Nose Dock No. 6 (1958)
- Building No. 757: Aircraft Maintenance Shop (1962)
- Building No. 759: Aircraft Maintenance Shop (1962)

The majority of these buildings are part of the hangar complex of buildings, northwest of the airfield. The location of the twelve extant buildings and that of Building 306 are shown in a series of maps included in Section 2.

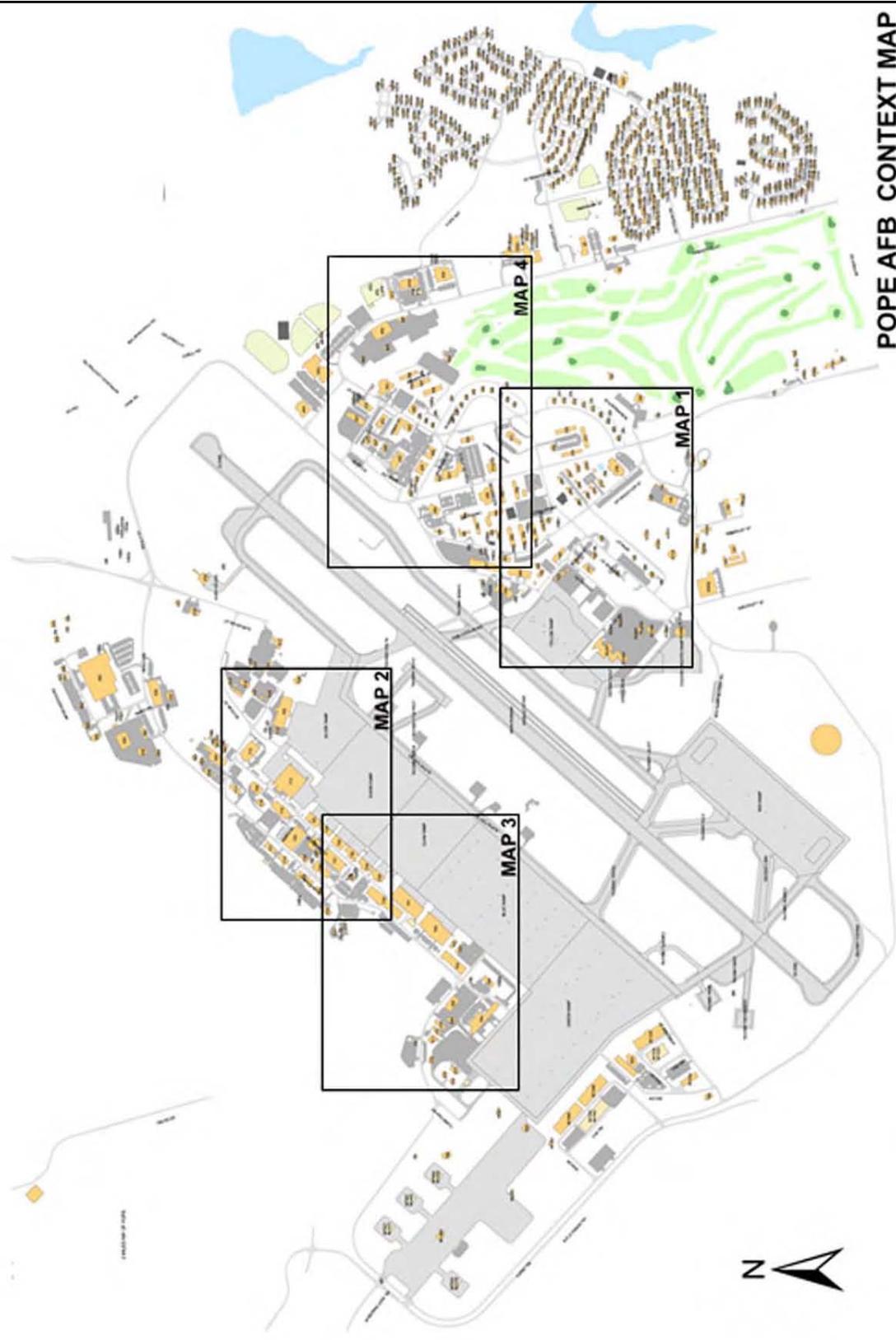
## 2 STUDY LIST

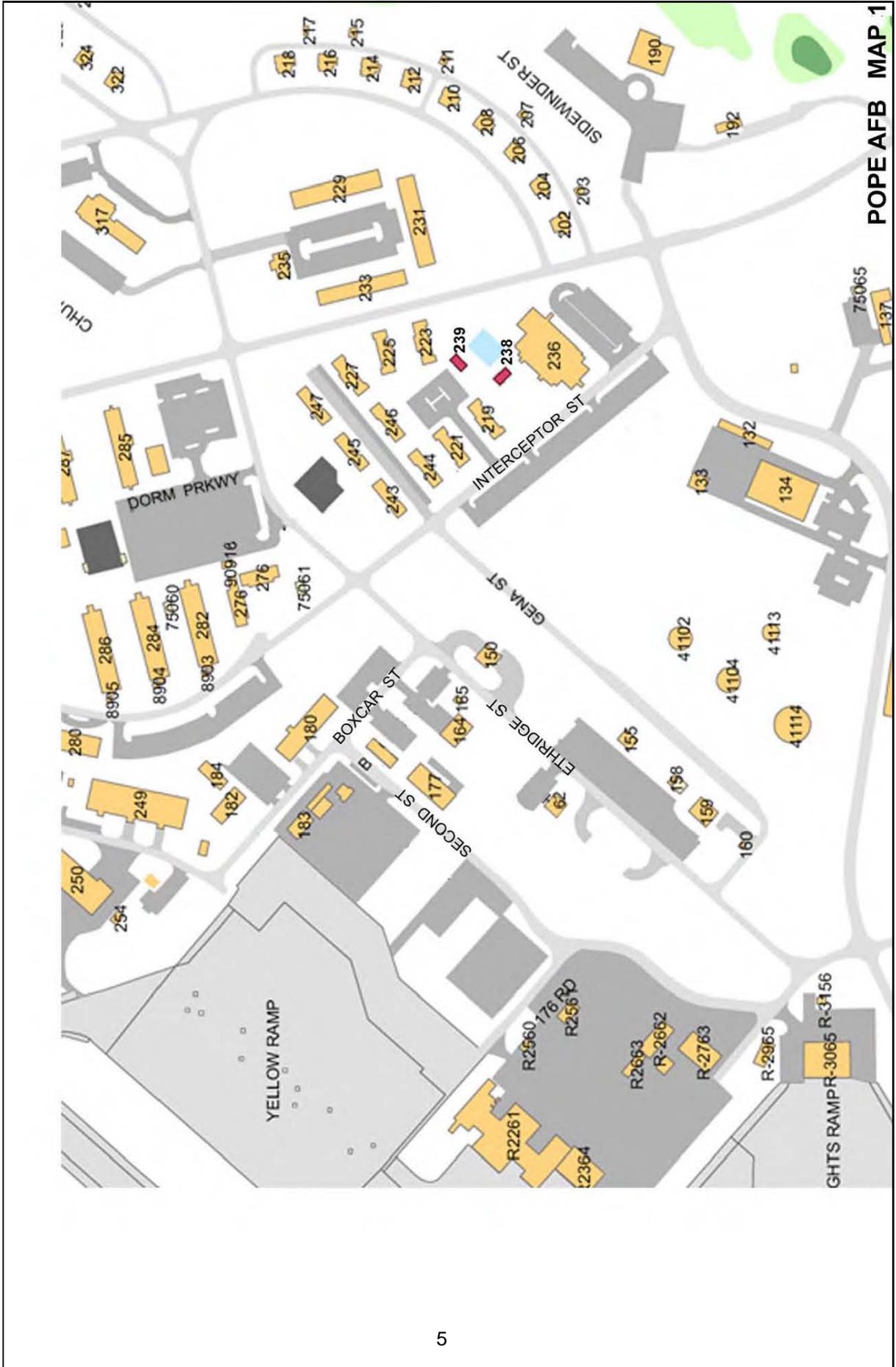
As of 2008, six buildings constructed in the 1958 to 1962 timeframe were identified as requiring inventory updates based on the minimum 50 year age criterion as well as their potential association with the Cold War era. They are identified in Table 2-1. A series of four (4) maps are provided in this section showing locations of the twelve (12) buildings under analysis.

**Table 2-1: Updated Inventory of Buildings Attaining the Age of 50+ Years by 2008**

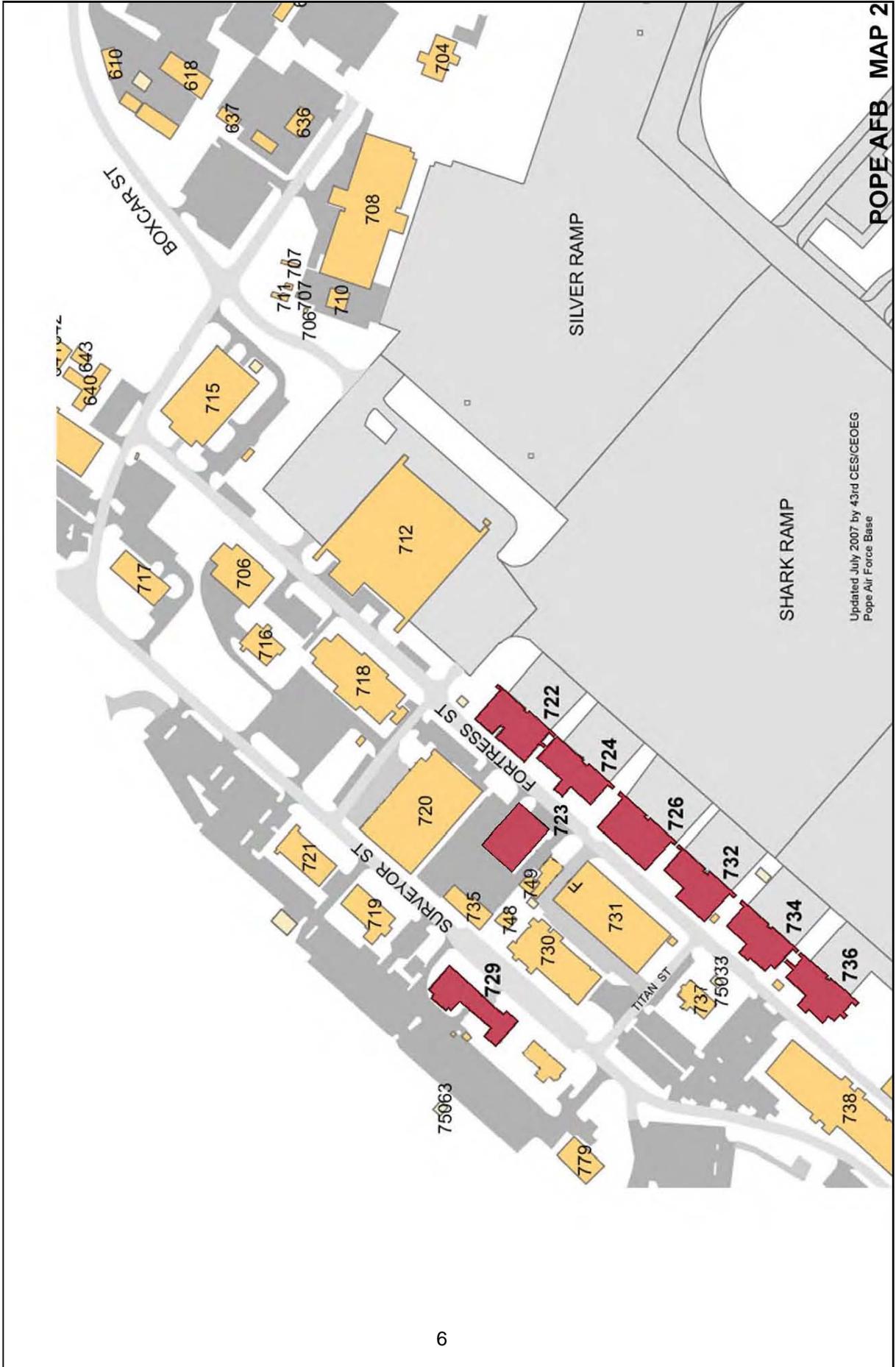
No.	Bldg. No.	Bldg. Name	Year Built	Street Address	Comments
3	722	Nose Dock No. 1	1958	273 Fortress St.	Determined not eligible based on HQ ACC Cold War Study (transmitted to SHPO 25 Feb 2003; SHPO concurrence 10 April 2003)
5	724	Nose Dock No. 2	1958	277 Fortress St.	
6	726	Maintenance Dock / Nose Dock No. 3	1958	283 Fortress St.	
8	732	Maintenance Dock	1958	289 Fortress St.	
9	734	Maintenance Dock	1958	297 Fortress St.	
10	736	Nose Dock No. 6	1958	301 Fortress St.	

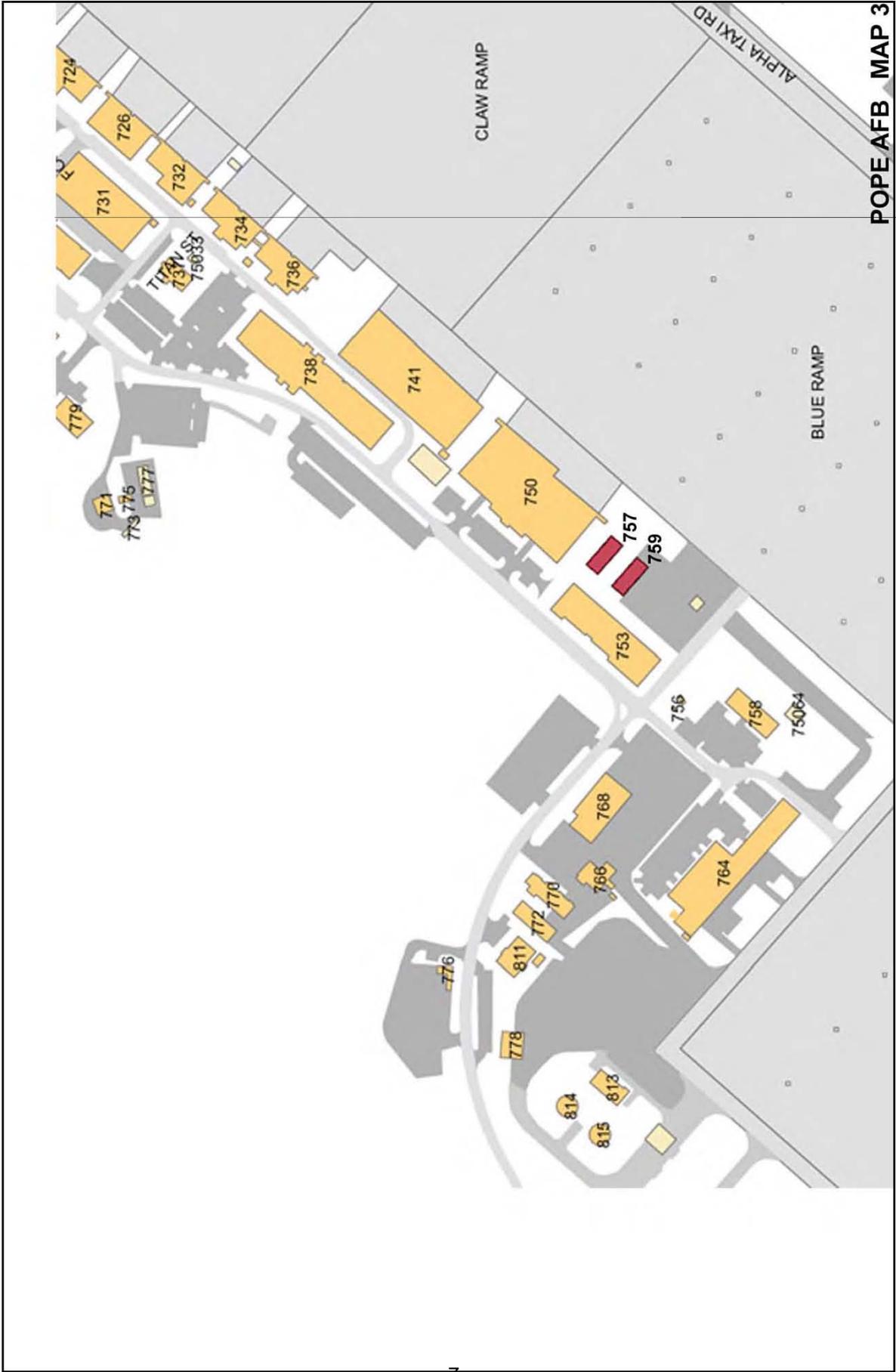
POPE AFB CONTEXT MAP



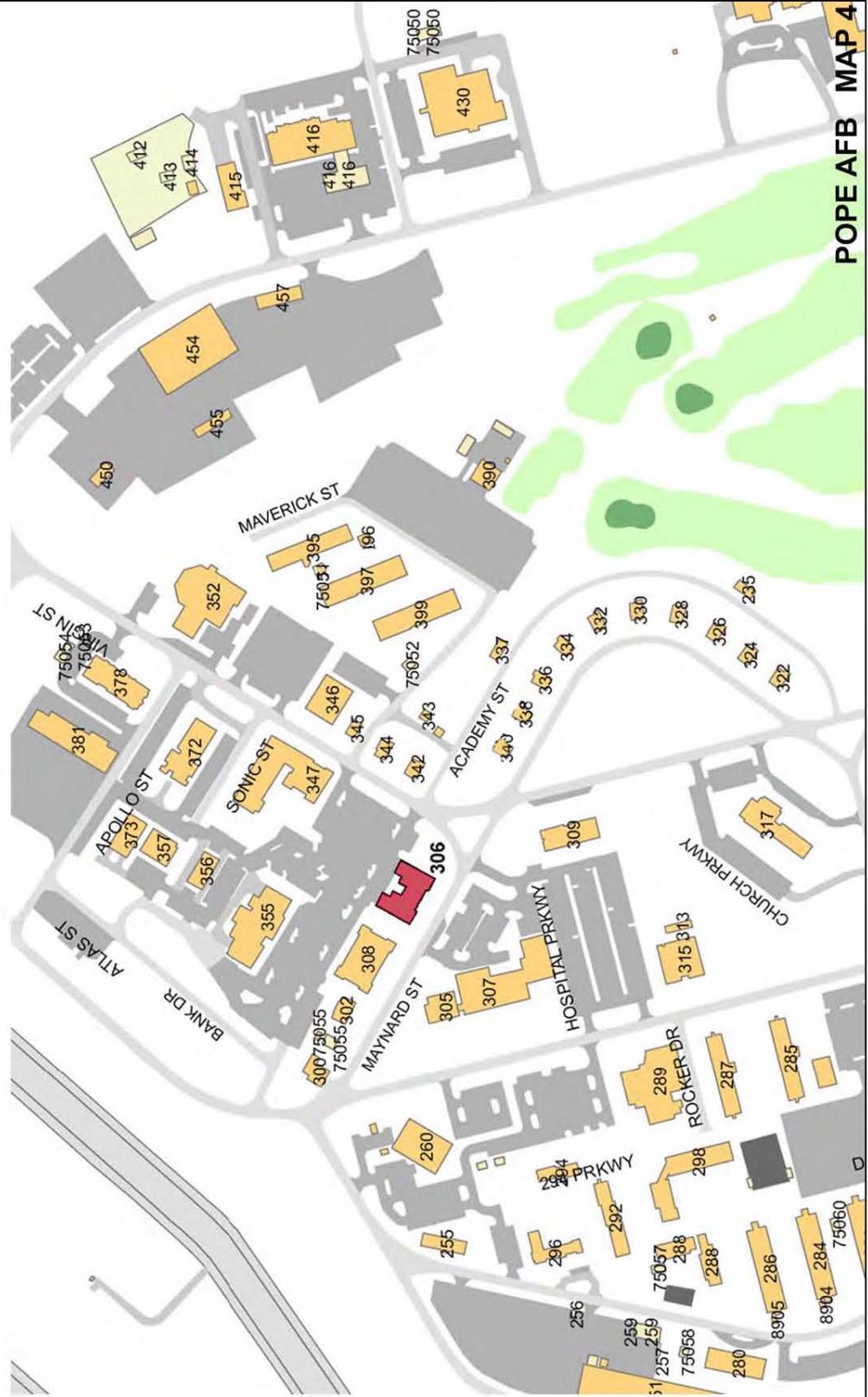


POPE AFB MAP 1





POPE AFB MAP 3



POPE AFB MAP 4

**1. Building No. 238**

1 Historic Property Name: Building 238 Pool Bath House

2 Location: 43 SVS/SVB  
5504 Reilly St.  
Pope AFB, NC 28308

3 General Information

A. Is this an individual property or a historic district? Individual Property

B. Property use and construction date(s):

Original Construction Date: 1962  
Date of Additions: no additions  
Historic Use: pool bath house and concessions  
Current Use: pool bath house and concessions

C. Approximate Acreage: 0.25 acres

D. Have any buildings on the property been moved? Yes \_\_\_\_ No X.

4 Applicant or Contact Person Information (If other than owner): Not applicable

5 This application is submitted by the owner. Not applicable

6 Reason for Request: Not applicable

7 Does the owner plan to seek rehabilitation tax credits? No

8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No

9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

10 Supporting Information

A. Description

Building 238 serves as a bath house and concessions facility for the Pope Club and is located on the property of building 236, Officer's Open Mess (Pope Club). It is single-story beige, masonry building constructed of concrete block, with a flat, slightly pitched, standing-seam roof. Roof vents, fascia, doors and signage are dark brown.

The building appears to be in good condition.

B. History

C. Map / Site Plan: Refer to the Context Map, and Map 1, page 5.

D. Photographs: Refer to Figure 1 for images of Building 238.

**Figure 1: Building 238: Pool Pump House**

1-1

Building 238: Pool Bath House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast



1-2

Building 238: Pool Bath House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast



1-3

Building 238: Pool Bath House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southwest



1-4

Building 238: Pool Bath House  
Cumberland County  
Aaron Tuley  
18 September 2007  
West



## 2. Building No. 239

1 Historic Property Name: Building 239: Pool Pump House

2 Location: 43 SVS/SVB  
5504 Reilly St.  
Pope AFB, NC 28308

### 3 General Information

A. Is this an individual property or a historic district? Individual property

B. Property use and construction date(s):

Original Construction Date: 1962  
Date of Additions: no additions  
Historic Use: pump house  
Current Use: pump house

C. Approximate Acreage: 0.10 acres

D. Have any buildings on the property been moved? Yes \_\_\_\_\_ No X.

4 Applicant or Contact Person Information (If other than owner): Not applicable

5 This application is submitted by the owner. Not applicable

6 Reason for Request: Not applicable

7 Does the owner plan to seek rehabilitation tax credits? No

8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No

9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

### 10 Supporting Information

#### A Description

Building 239, the Pool Pump House, contains chemicals, cleaning supplies and other equipment for the Pope Club's pool and is located on the property of building 236, Officer's Open Mess (Pope Club). It is single-story beige, masonry building constructed of concrete block. A new, single-gabled pitched roof has recently been installed, and is clad in brown asphalt roof shingles. The sides of the roof are constructed of T-111 plywood. The front façade is composed of two doors, equally spaced. There is a water fountain in between the two doors. Roof fascia and doors are dark brown. Pumps and other equipment are behind the building, and are enclosed by a nine (9) foot tall metal, shadow-box fence, painted dark brown.

#### B History

C Map / Site Plan: Refer to the Context Map, and Map 1, page 5.

D Photographs: Refer to Figure 2 for images of Building 239.

**Figure 2. Building 239: Pool Pump House**

2-1

Building 239: Pool Pump House  
Cumberland County  
Aaron Tuley  
18 September 2007  
East



2-2

Building 239: Pool Pump House  
Cumberland County  
Aaron Tuley  
18 September 2007  
North



2-3

Building 239: Pool Pump House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast



### 3. Building No. 722

1 Historic Property Name: Building 722: Nose Dock No. 1

2 Location: 273 Fortress St.  
Pope AFB, NC 28308

#### 3 General Information

A. Is this an individual property or a historic district? Individual property

B. Property use and construction date(s):

Original Construction Date: 1958  
Date of Additions: 01 May 1965  
Historic Use: aircraft maintenance  
Current Use: aircraft maintenance

C. Approximate Acreage: 4.0 acres

D. Have any buildings on the property been moved? Yes \_\_\_\_ No X.

4 Applicant or Contact Person Information (If other than owner): Not applicable

5 This application is submitted by the owner. Not applicable

6 Reason for Request: Not applicable

7 Does the owner plan to seek rehabilitation tax credits? No

8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No

This building was inventoried for "A Systematic Study of Air Combat Command Cold War Material Culture" (HQ ACC, 1997) but was not evaluated for NRHP eligibility.

9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

#### 10 Supporting Information

##### A Description

Building 722, Nose Dock No. 1 is a large, corrugated steel hangar. Two shed-type office additions have been added to the western façade of the hangar, on either side of and symmetrical to the central entrance extension (photos 3-2 / 3-3 / 3-8 / 3-9). The roof of the shed additions connects to the façade approximately four feet below the base of the clerestory (photo 3-2). The additions are sheathed in beige corrugated sheet metal, although it is a different pattern / texture from the original structure. Both additions contain windows and double doors, though these have not been located with any consideration for symmetry. The small concrete block compressor building located immediately adjacent to the northwest corner of the hangar was constructed at the same time as the main building and provides mechanical support to the main building (photo 3-3). The

interior finishes and character of the building has changed little since the date of construction (photo 3-1).

B History

Dock No. 1 was constructed while the 464th Troop Carrier Wing (TCW) was the host unit at Pope AFB. It was constructed during a major expansion period within the hangar area west of the principal runway to accommodate the unit's C-119 *Flying Boxcar* aircraft. In 1958, the year Nose Dock No. 1 was constructed, the C-119 was replaced with the C-123 *Provider*. It is presumed that the hangar was constructed in anticipation of maintenance requirements for the C-123 *Provider* (the dimensions of which are: length: 79'-9", wingspan - 122', height - 34').

C Map / Site Plan: Refer to the Context Map, and Map 2, page 6.

D Photographs: Refer to Figure 3 for images of Building 722.

**Figure 3. Building 722: Nose Dock No.1**



3-3

Building 722: Nose Dock No.1  
Cumberland County  
Aaron Tuley  
18 September 2007  
North (2)



3-4

Building 722: Nose Dock No.1  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast



3-5

Building 722: Nose Dock No.1  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast (Interior)



3-6

Building 722: Nose Dock No.1  
Cumberland County  
Aaron Tuley  
18 September 2007  
South



3-7

Building 722: Nose Dock No.1  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (2)



3-8

Building 722: Nose Dock No.1  
Cumberland County  
Aaron Tuley  
18 September 2007  
West (1)



3-9

Building 722: Nose Dock No.1  
Cumberland County  
Aaron Tuley  
18 September 2007  
West (2)



3-10

Building 722: Nose Dock No.1  
Cumberland County  
Aaron Tuley  
18 September 2007  
West (Interior)



**5. Building No. 723**

1 Historic Property Name: Building 723: Ground Equipment Repair

2 Location: 278 Fortress St.  
Pope AFB, NC 28308

3 General Information

A. Is this an individual property or a historic district? Individual property

B. Property use and construction date(s): 1960

Original Construction Date: 1960  
Date of Additions: no additions  
Historic Use: ground equipment repair  
Current Use: ground equipment repair

C. Approximate Acreage: 0.50 acres

D. Have any buildings on the property been moved? Yes \_\_\_\_ No X.

4 Applicant or Contact Person Information (If other than owner): Not applicable

5 This application is submitted by the owner. Not applicable.

6 Reason for Request: Not applicable.

7 Does the owner plan to seek rehabilitation tax credits? No

8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No

9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

10 Supporting Information

A Description

Building 723, Ground Equipment Repair, was constructed in 1960. The building is an approx. 120 ft long, narrow structure, with a single gable, standing seam metal roof, painted dark brown. Six (6) steel trusses, approx. 20 ft. on center provide structure for the walls and roof (photo 4-7). The building is clad in vertical standing seam metal, painted light tan. The southern façade has four (4) banks of three, three-over-three, clerestory windows, as well as two individual, three-over-three windows (photo 4-4). The northern longitudinal façade has a recent split-faced concrete block addition running the length of the building (photo 4-1). The addition's standing seam shed roof follows the same pitch as the existing roof. The addition is composed of offices and a generous outdoor work / storage space under roof (photo 4-1). The building's western facade has a single roll-up overhead garage-style door and a walk through office type door (photo 4-6). The building's eastern façade has an elaborate sliding shed door assembly composed of two pairs of ten (10) foot wide doors (photo 4-3).

The main function of the Ground Equipment Repair Building is to maintain motorized ground vehicles and large, stationary mechanized equipment. Within the building is constructed a two-bay, mechanized engine lift (photo 4-2).

B History

C Map / Site Plan: Refer to the Context Map, and Map 2, page 6.

D Photographs: Refer to Figure 4 for images of Building 723.

**Figure 4. Building 723: Ground Equipment Repair**

4-1

Building 723: Ground Equipment Repair  
Cumberland County  
Aaron Tuley  
18 September 2007  
North



4-2

Building 723: Ground Equipment Repair  
Cumberland County  
Aaron Tuley  
18 September 2007  
North (Interior)



4-3

Building 723: Ground Equipment Repair  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (1)



4-4

Building 723: Ground Equipment Repair  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (2)



4-5

Building 723: Ground Equipment Repair  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (Interior)



4-6

Building 723: Ground Equipment Repair  
Cumberland County  
Aaron Tuley  
18 September 2007  
West



4-7

Building 723: Ground Equipment Repair  
Cumberland County  
Aaron Tuley  
18 September 2007  
West (Interior)



**5. Building No. 724**

1 Historic Property Name: Building 724: Nose Dock No. 2

2 Location: 277 Fortress St.  
Pope AFB, NC 28308

3 General Information

A. Is this an individual property or a historic district? Individual property

B. Property use and construction date(s): 1958

Original Construction Date: 1958  
Date of Additions: 11 July 1967  
Historic Use: aircraft maintenance  
Current Use: aircraft maintenance

C. Approximate Acreage: 4.0 acres

D. Have any buildings on the property been moved? Yes \_\_\_\_ No X.

4 Applicant or Contact Person Information (If other than owner): Not applicable

5 This application is submitted by the owner. Not applicable

6 Reason for Request: Not applicable

7 Does the owner plan to seek rehabilitation tax credits? No

8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No

9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

10 Supporting Information

A Description

Building 724, Nose Dock No. 2 is a large, corrugated steel hangar. Two shed-type office additions have been added to the western façade of the hangar, on either side of, and symmetrical to, the central entrance extension (photos 5-2 / 5-5 / 5-12). Within the interior, a modular, two-story building has been constructed within the central entrance extension (photo 5-8). The roof of the shed additions connects to the west façade at the base of the existing clerestory (photo 5-2). The additions are sheathed in beige corrugated sheet metal, although it is a different pattern / texture from the original structure. The additions are separated from the interior of the hangar by the existing wall, although it is penetrated by a door (photo 5-9). A shed-type addition spans the length of the north façade, from the sliding door closet the face of the west addition. This addition is also sheathed in beige corrugated sheet metal of the same pattern / texture as the west additions. The roof of the shed addition connects to the north façade at the base of the existing clerestory (photo 5-3). This addition is

also separated from the interior of the hangar by the existing wall, although it is penetrated by a door. The interior finishes and character of the building has changed little since the date of construction. The two sliding hangar doors that meet at the center of the bay have removable interior panels to enable the tail of the aircraft to extend outside (photo 5-7). Above the center of the bay is a panel that can be lifted vertically to provide room for the aircraft tail (photo 5-7).

**B History**

Nose Dock No. 2 was constructed while the 464th Troop Carrier Wing (TCW) was the host unit at Pope AFB. It was constructed during a major expansion period within the hangar area, west of the principal runway, to accommodate the unit's C-119 *Flying Boxcar* aircraft. In 1958, the year Nose Dock No. 2 was constructed, the C-119 was replaced with the C-123 *Provider*. It is presumed that the hangar was constructed in anticipation of maintenance requirements for the C-123 *Provider* (the dimensions of which are: length: 79'-9", wingspan - 122', height - 34').

**C Map / Site Plan:** Refer to the Context Map, and Map 2, page 6.

**D Photographs:** Refer to Figure 5 for images of Building 724.

**Figure 5. Building 724: Nose Dock No. 2**



5-3

Building 724: Nose Dock No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
North (2)



5-4

Building 724: Nose Dock No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast (Interior)



5-5

Building 724: Nose Dock No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northwest



5-6

Building 724: Nose Dock No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
South



5-7

Building 724: Nose Dock No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast



5-8

Building 724: Nose Dock No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (Interior)



5-9

Building 724: Nose Dock No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (Interior)



5-10

Building 724: Nose Dock No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southwest (Interior 1)



5-11

Building 724: Nose Dock No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southwest (Interior 2)



5-12

Building 724: Nose Dock No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
West (1)



5-13

Building 724: Nose Dock No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
West (2)



**6. Building No. 726**

1 Historic Property Name: Building 726: Maintenance Dock / Nose Dock No. 3

2 Location: 283 Fortress St.  
Pope AFB, NC 28308

3 General Information

A. Is this an individual property or a historic district? Individual property

B. Property use and construction date(s):

Original Construction Date: 1958  
Date of Additions: 21 September 1977  
Historic Use: aircraft maintenance  
Current Use: aircraft maintenance

C. Approximate Acreage: 4.0 acres

D. Have any buildings on the property been moved? Yes \_\_\_\_ No X.

4 Applicant or Contact Person Information (If other than owner): Not applicable

5 This application is submitted by the owner. Not applicable

6 Reason for Request: Not applicable

7 Does the owner plan to seek rehabilitation tax credits? No

8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No

9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

10 Supporting Information

A Description

Building 726, Maintenance Dock / Nose Dock No. 3 is a large, corrugated steel hangar. Two shed-type office additions have been added to the western façade of the hangar, on either side of and symmetrical to the central entrance extension (photos 6-2 / 6-3 / 6-4 / 6-6 / 6-7). The roof of the shed additions connects to the façade at the base of the clerestory (photo 6-2). The additions are sheathed in beige corrugated sheet metal, although it is a different pattern / texture from the original structure. Both front additions are two stories and contain windows, doors and access stairs to the second story entrance (photos 6-2 / 6-4). The addition to the north of the main entrance extends beyond and wraps around the northern façade (photo 6-2 / 6-3). A single-story, pre-fabricated, exposed aggregate concrete building has been erected at the southwest corner of the building (photo 6-7).

B History

Nose Dock No. 3 was constructed while the 464th Troop Carrier Wing (TCW) was the host unit at Pope AFB. It was constructed during a major expansion period within the hangar area, west of the principal runway, to accommodate the unit's C-119 *Flying Boxcar* aircraft. In 1958, the year Nose Dock No. 3 was constructed, the C-119 was replaced with the C-123 *Provider*. It is presumed that the hangar was constructed in anticipation of maintenance requirements for the C-123 *Provider* (the dimensions of which are: length: 79'-9", wingspan - 122', height - 34').

C Map / Site Plan: Refer to the Context Map, and Map 2, page 6.

D Photographs: Refer to Figure 6 for images of Building 726.

**Figure 6. Building 726: Maintenance Dock / Nose Dock No. 3**



6-3

Building 726: Nose Dock No. 3  
Cumberland County  
Aaron Tuley  
18 September 2007  
North (2)



6-4

Building 726: Nose Dock No. 3  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northwest



6-5

Building 726: Nose Dock No. 3  
Cumberland County  
Aaron Tuley  
18 September 2007  
South



6-6

Building 726: Nose Dock No. 3  
Cumberland County  
Aaron Tuley  
18 September 2007  
West (1)



6-7

Building 726: Nose Dock No. 3  
Cumberland County  
Aaron Tuley  
18 September 2007  
West (2)



**7. Building No. 729**

1 Historic Property Name: Building 729, Avionics Shop

2 Location: 2474 Surveyor St.  
Pope AFB, NC 28308

3 General Information

A. Is this an individual property or a historic district? Individual property

B. Property use and construction date(s):

Original Construction Date: 1962  
Date of Additions: no known additions  
Historic Use: avionics  
Current Use: avionics

C. Approximate Acreage: 3.0 acres

D. Have any buildings on the property been moved? Yes \_\_\_\_ No X.

4 Applicant or Contact Person Information (If other than owner): Not applicable

5 This application is submitted by the owner. Not applicable

6 Reason for Request: Not applicable

7 Does the owner plan to seek rehabilitation tax credits? No.

8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No

This building was inventoried for "A Systematic Study of Air Combat Command Cold War Material Culture" (HQ ACC, 1997) but was not evaluated for NRHP eligibility.

9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

10 Supporting Information

A Description

Building 729, Avionics Shop is a single-story, concrete block building, constructed in 1962. The building is beige. Window trim, doors, and roof fascia are dark brown. Presumably due to changes in interior function, several windows and doors have been sealed, using concrete block (photos 7-2 / 7-3 / 7-6 / 7-7 / 7-8).

B History

Building 729 has always used for avionics - testing and repairs to electrical systems used on aircraft, including communications, navigation, and the display and management of multiple systems.

C Map / Site Plan: Refer to the Context Map, and Map 2, page 6.

D Photographs: Refer to Figure 7 for images of Building 729.

**Figure 7. Building 729, Avionics Shop**

7-1

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
East (1)



7-2

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
East (2)



7-3

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
North (1)



7-4

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
North (2)



7-5

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
North (3)



7-6

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast (1)



7-7

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast (2)



7-8

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast (3)



7-9

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northwest



7-10

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (1)



7-11

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (2)



7-12

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (3)



7-13

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (1)



7-14

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (2)



7-15

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southwest



7-16

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
West (1)



7-17

Building 729: Avionics Shop  
Cumberland County  
Aaron Tuley  
18 September 2007  
West (2)



**8. Building No. 732**

1 Historic Property Name: Building 732: Maintenance Dock

2 Location: 289 Fortress St.  
Pope AFB, NC 28308

3 General Information

A. Is this an individual property or a historic district? Individual property

B. Property use and construction date(s):

Original Construction Date: 1958  
Date of Additions: 29 September 1986  
Historic Use: aircraft maintenance  
Current Use: aircraft maintenance

C. Approximate Acreage: 4.0 acres

D. Have any buildings on the property been moved? Yes \_\_\_\_ No X.

4 Applicant or Contact Person Information (If other than owner): Not applicable

5 This application is submitted by the owner. Not applicable

6 Reason for Request: Not applicable

7 Does the owner plan to seek rehabilitation tax credits? No.

8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No

9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

10 Supporting Information

A Description

Building 732, Maintenance Dock is a large, corrugated steel hangar. A single shed-type office addition has been added to the western façade of the hangar, on the south side of the central entrance extension (photos 8-4 / 8-6 / 8-9). The roof of the shed additions connects to the façade approximately four feet below the base of the clerestory (photo 8-4). The addition is sheathed in beige corrugated sheet metal, although it is a different pattern / texture from the original structure. The addition contains windows and double doors (photo 8-4). A small concrete block outbuilding has been erected immediately adjacent to the northwest corner of the hangar (photos 8-2 / 8-8).

B History

This Maintenance Dock was constructed while the 464th Troop Carrier Wing (TCW) was the host unit at Pope AFB. It was constructed during a major expansion period within the hangar area, west of the principal runway, to accommodate the unit's C-119 *Flying Boxcar* aircraft. In 1958, the year the Maintenance Dock was constructed, the C-119 was replaced with the C-123 *Provider*. It is presumed that the hangar was constructed in anticipation of maintenance requirements for the C-123 *Provider* (the dimensions of which are: length: 79'-9", wingspan - 122', height - 34').

C Map / Site Plan: Refer to the Context Map, and Map 2, page 6.

D Photographs: Refer to Figure 8 for images of Building 732.

**Figure 8. Building 732: Maintenance Dock**



8-3

Building 732: Maintenance Dock  
Cumberland County  
Aaron Tuley  
17 September 2007  
North (2)



8-4

Building 732: Maintenance Dock  
Cumberland County  
Aaron Tuley  
17 September 2007  
North (3)



8-5

Building 732: Maintenance Dock  
Cumberland County  
Aaron Tuley  
17 September 2007  
Northwest (1)



8-6

Building 732: Maintenance Dock  
Cumberland County  
Aaron Tuley  
17 September 2007  
Northwest (2)



8-7

Building 732: Maintenance Dock  
Cumberland County  
Aaron Tuley  
17 September 2007  
Southeast



8-8

Building 732: Maintenance Dock  
Cumberland County  
Aaron Tuley  
17 September 2007  
West (1)



8-9

Building 732: Maintenance Dock  
Cumberland County  
Aaron Tuley  
17 September 2007  
West (2)



**9. Building No. 734**

1 Historic Property Name: Building 734: Maintenance Dock

2 Location: 297 Fortress St.  
Pope AFB, NC 28308

3 General Information

A. Is this an individual property or a historic district? Individual property

B. Property use and construction date(s):

Original Construction Date: 1958  
Date of Additions: 26 May 1983  
Historic Use: aircraft maintenance  
Current Use: aircraft maintenance

C. Approximate Acreage: 4.0 acres

D. Have any buildings on the property been moved? Yes \_\_\_\_ No X.

4 Applicant or Contact Person Information (If other than owner): Not applicable

5 This application is submitted by the owner. Not applicable

6 Reason for Request: Not applicable

7 Does the owner plan to seek rehabilitation tax credits? No.

8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No

9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

10 Supporting Information

A Description

Building 734: Maintenance Dock is a large, corrugated steel hangar. A single shed-type office addition has been added to the western façade of the hangar, on the south side of the central entrance extension (photo 9-6). The roof of the shed additions connects to the façade approximately four feet below the base of the clerestory (photo 9-6). The addition is sheathed in beige corrugated sheet metal, although it is a different pattern / texture from the original structure. The addition contains double doors. A small corrugated metal outbuilding has been erected immediately adjacent to the northwest corner of the hangar (photo 9-2).

B History

This Maintenance Dock was constructed while the 464th Troop Carrier Wing (TCW) was the host unit at Pope AFB. It was constructed during a major expansion period within the hangar

area, west of the principal runway, to accommodate the unit's C-119 *Flying Boxcar* aircraft. In 1958, the year this Maintenance Dock was constructed, the C-119 was replaced with the C-123 *Provider*. It is presumed that the hangar was constructed in anticipation of maintenance requirements for the C-123 *Provider* (the dimensions of which are: length: 79'-9", wingspan - 122', height - 34').

C Map / Site Plan: Refer to the Context Map, and Map 2, page 6.

D Photographs: Refer to Figure 9 for images of Building 734.

**Figure 9. Building 734: Maintenance Dock**



9-4

Building 734: Maintenance Dock  
Cumberland County  
Aaron Tuley  
17 September 2007  
Northeast



9-5

Building 734: Maintenance Dock  
Cumberland County  
Aaron Tuley  
17 September 2007  
South



9-6

Building 734: Maintenance Dock  
Cumberland County  
Aaron Tuley  
17 September 2007  
West



**10. Building No. 736**

- 1 Historic Property Name: Building 736: Nose Dock No. 6
- 2 Location: 301 Fortress St.  
Pope AFB, NC 28308
- 3 General Information
  - A. Is this an individual property or a historic district? Individual property
  - B. Property use and construction date(s):  
  
Original Construction Date: 1958  
Date of Additions: 28 August 1967  
Historic Use: aircraft maintenance  
Current Use: aircraft maintenance
  - C. Approximate Acreage: 4.0 acres
  - D. Have any buildings on the property been moved? Yes \_\_\_\_ No X.
- 4 Applicant or Contact Person Information (If other than owner): Not applicable
- 5 This application is submitted by the owner. Not applicable
- 6 Reason for Request: Not applicable
- 7 Does the owner plan to seek rehabilitation tax credits? No.
- 8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No
- 9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

**10 Supporting Information**

**A Description**

Building 736, Nose Dock No. 6 is a large, corrugated steel hangar. Two shed-type office additions have been added to the western façade of the hangar, on either side of the central entrance extension (photo 10-9). The northern addition appears to be two stories, while the addition to the south of the entrance is a single story (photo 10-9). The roof of the shed additions connects to the façade approximately six (6) feet below the base of the clerestory (photo 10-8). The additions are sheathed in beige corrugated sheet metal, although it is a different pattern / texture from the original structure. The interior finishes and character of the building has changed little since the date of construction (photos 10-2 /10-3 /10-4 /10-7).

B History

Nose Dock No. 6 was constructed while the 464th Troop Carrier Wing (TCW) was the host unit at Pope AFB. It was constructed during a major expansion period within the hangar area, west of the principal runway, to accommodate the unit's C-119 *Flying Boxcar* aircraft. In 1958, the year Nose Dock No. 6 was constructed, the C-119 was replaced with the C-123 *Provider*. It is presumed that the hangar was constructed in anticipation of maintenance requirements for the C-123 *Provider* (the dimensions of which are: length: 79'-9", wingspan - 122', height - 34').

C Map / Site Plan: Refer to the Context Map, and Map 2, page 6.

D Photographs: Refer to Figure 10 for images of Building 736.

**Figure 10. Building 736: Nose Dock No. 6**



10-3

Building 736: Nose Dock No. 6  
Cumberland County  
Aaron Tuley  
17 September 2007  
East (3)



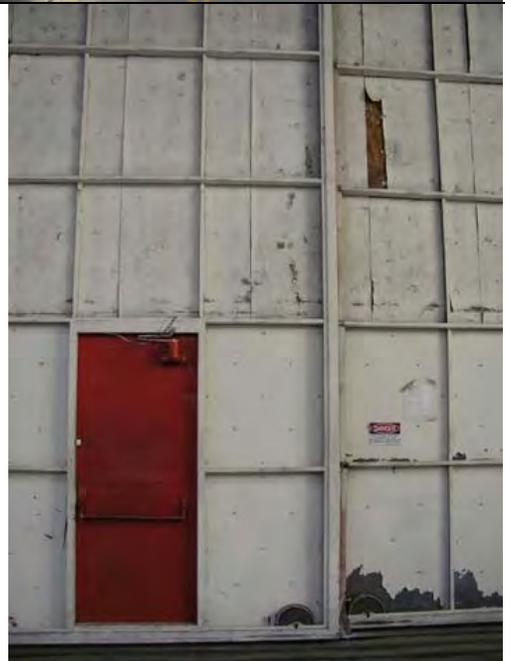
10-4

Building 736: Nose Dock No. 6  
Cumberland County  
Aaron Tuley  
17 September 2007  
Northeast



10-5

Building 736: Nose Dock No. 6  
Cumberland County  
Aaron Tuley  
17 September 2007  
Northwest



10-6

Building 736: Nose Dock No. 6  
Cumberland County  
Aaron Tuley  
17 September 2007  
Southwest (1)



10-7

Building 736: Nose Dock No. 6  
Cumberland County  
Aaron Tuley  
17 September 2007  
Southwest (2)



10-8

Building 736: Nose Dock No. 6  
Cumberland County  
Aaron Tuley  
17 September 2007  
West (1)



10-9

Building 736: Nose Dock No. 6  
Cumberland County  
Aaron Tuley  
17 September 2007  
West (2)



**11. Building No. 757**

- 1 Historic Property Name: Building 757: Aircraft Maintenance Shop No. 1
- 2 Location: 1031 Hurst  
Pope AFB, NC 28308
- 3 General Information
  - A. Is this an individual property or a historic district? Individual property
  - B. Property use and construction date(s):  
  
Original Construction Date: 1962  
Date of Additions:  
Historic Use: aircraft maintenance  
Current Use: aircraft parts storage / maintenance
  - C. Approximate Acreage: 1.0 acre
  - D. Have any buildings on the property been moved? Yes \_\_\_\_ No X.
- 4 Applicant or Contact Person Information (If other than owner): Not applicable
- 5 This application is submitted by the owner. Not applicable
- 6 Reason for Request: Not applicable
- 7 Does the owner plan to seek rehabilitation tax credits? No.
- 8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No
- 9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

10 Supporting Information

A Description

Building 757, Aircraft Maintenance Shop No. 1, is a single-story structure sheathed in corrugated sheet metal. The roof's single gable runs the length of the building and is composed of the same sheet metal material as the walls, and is painted medium brown. A single vent protrudes from the roof. At both ends of the building there are large, sliding doors. On either side of the door there are two, three over three windows (four total). All but one set of windows have been painted beige.

B History

C Map / Site Plan: Refer to the Context Map, and Map 3, page 7.

D Photographs: Refer to Figure 11 for images of Building 757.

**Figure 11. Building 757: Aircraft Maintenance Shop No. 1**

11-1

Building 757: Aircraft Maintenance Shop  
No. 1  
Cumberland County  
Aaron Tuley  
18 September 2007  
North



11-2

Building 757: Aircraft Maintenance Shop  
No. 1  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast (1)



11-3

Building 757: Aircraft Maintenance Shop  
No. 1  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast (2)



11-4

Building 757: Aircraft Maintenance Shop  
No. 1  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast (3)



11-5

Building 757: Aircraft Maintenance Shop  
No. 1  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northwest (1)



11-6

Building 757: Aircraft Maintenance Shop  
No. 1  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northwest (2)



11-7

Building 757: Aircraft Maintenance Shop  
No. 1  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (1)



11-8

Building 757: Aircraft Maintenance Shop  
No. 1  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (2)



11-9

Building 757: Aircraft Maintenance Shop  
No. 1  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (3)



11-10

Building 757: Aircraft Maintenance Shop  
No. 1  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (4)



11-11

Building 757: Aircraft Maintenance Shop  
No. 1  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast



**12. Building No. 759**

- 1 Historic Property Name: Building 759: Aircraft Maintenance Shop No. 2
- 2 Location: 1033 Hurst  
Pope AFB, NC 28308
- 3 General Information
  - A. Is this an individual property or a historic district? Individual property
  - B. Property use and construction date(s):  
  
Original Construction Date: 1962  
Date of Additions: no additions  
Historic Use: aircraft maintenance  
Current Use: aircraft maintenance, equipment storage
  - C. Approximate Acreage: 2.0 acres
  - D. Have any buildings on the property been moved? Yes \_\_\_\_ No X.
- 4 Applicant or Contact Person Information (If other than owner): Not applicable
- 5 This application is submitted by the owner. Not applicable
- 6 Reason for Request: Not applicable
- 7 Does the owner plan to seek rehabilitation tax credits? No.
- 8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project? No
- 9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

10 Supporting Information

A Description

Building 759, Aircraft Maintenance Shop No. 2, is a single-story structure sheathed in corrugated sheet metal. The roof's single gable runs the length of the building and is composed of the same sheet metal material as the walls, and is painted dark brown. A single vent protrudes from the roof. At both ends of the building large, roll-up doors have replaced the original sliding doors. On either side of each roll-up door there are two, three over three windows (four total).

Building 759, Aircraft Maintenance Shop

B History

C Map / Site Plan: Refer to the Context Map, and Map 3, page 7.

D Photographs: Refer to Figure 12 for images of Building 759.

**Figure 12. Building 759: Aircraft Maintenance Shop No. 2**

<p>12-1</p> <p>Building 759: Aircraft Maintenance Shop No. 2 Cumberland County Aaron Tuley 18 September 2007 East (1)</p>	
<p>12-2</p> <p>Building 759: Aircraft Maintenance Shop No. 2 Cumberland County Aaron Tuley 18 September 2007 West</p>	
<p>12-3</p> <p>Building 759: Aircraft Maintenance Shop No. 2 Cumberland County Aaron Tuley 18 September 2007 East (2)</p>	

12-4

Building 759: Aircraft Maintenance  
Shop No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
North



12-5

Building 759: Aircraft Maintenance  
Shop No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northwest



12-6

Building 759: Aircraft Maintenance  
Shop No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
South



12-7

Building 759: Aircraft Maintenance  
Shop No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (1)



12-8

Building 759: Aircraft Maintenance  
Shop No. 2  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (2)



**13. Building No. 306**

1 Historic Property Name: Building 306: USAF TALC Fleming Hall

2 Location: 374 Maynard St.  
Pope AFB, NC 28308

3 General Information

A. Is this an individual property or a historic district? Individual property

B. Property use and construction date(s):

Original Construction Date: 1933

Date of Additions: no additions

Historic Use: Building 306 was originally built as barracks, but during World War II was converted in succession to the Wing Headquarters, Combat Group Headquarters, and Command Post. During the Cold War, the building was used as Air Base Group Headquarters until 1967, and then housed planning and intelligence-gathering for the primary airlift mission at Pope AFB, and served as the USAF TALC.

Current Use: Support Group Headquarters.

C. Approximate Acreage: 2.0 acres

D. Have any buildings on the property been moved? Yes \_\_\_\_\_ No X.

4 Applicant or Contact Person Information (If other than owner): Not applicable

5 This application is submitted by the owner. Not applicable

6 Reason for Request: Not applicable

7 Does the owner plan to seek rehabilitation tax credits? No.

8 Has the property ever been surveyed by the State Historic Preservation Office or by a locally-sponsored historic preservation project?

Yes, Building 306 is already listed in the NRHP as a contributing element for its significance in the pre-World War II context, within the Pope Field Historic District. The Historic District was listed in 1991. Building 306 was evaluated for its Cold War context and significance in "A Systematic Study of Air Combat Command Cold War Material Culture" (HQ ACC, 1997). Of over 100 buildings, structures, and other resources evaluated for potential Cold War era significance, only Building 306, Fleming Hall, was identified as eligible for the National Register of Historic Places for its significance in the Cold War context. However, as the building is already listed and no additional architectural elements or attributes were identified that were specifically attributable to Cold War use, the building will not be relisted, nor will the existing nomination be amended. Pope AFB coordinated the results of this inventory with the SHPO in 2003.

9 Legal Owner of Property: Pope AFB  
Name of Contact: Omega P. Weeks, YC-02, R.E.M.  
Address: 43 CES / CEVP  
560 Interceptor Rd  
Pope AFB, NC 28308-2314  
Daytime Telephone: (910) 394-1639

## 10 Supporting Information

### A Description (according to Pope AFB's 2002 CRMP)

"Fleming Hall (Bldg. 306) is a three-story building with stone-and-hollow tile masonry, an attic, and a basement...It is Georgian Revival in style, featuring a symmetrical façade, segmental arched dormers and quoins accenting the building's corners. Belt courses, also characteristic of Georgian architecture, visually separate the three stories on all elevation.

The building was constructed in 1933 at a cost of \$92,420. Its exterior dimensions are 53.8 x 129.9 feet. The gabled roof, originally covered with what was described on the real property record as "slab shingle tile", is now asphalt-shingled. Color postcards indicate the roof was probably red in color. Oculus windows occur in each gable. A wood cornice adorns the roof line. An exterior chimney is present on the northwest (rear) wing of the building. The structure rests on a reinforced concrete foundation and has a stucco exterior. The rear (north) elevation describes a C-shaped courtyard and porch surrounded by a stone-walled enclosure. Originally, the first-floor porch had arched openings that faced the courtyard; above the porch were second- and third-floor balconies that likewise faced the courtyard. The rear entry forms a simple recessed foyer. All exterior windows in Fleming Hall have stone sills. The evenly-spaced window openings contain double-hung sash, 8-over-8 windows.

The front entry is embellished with a small, one-story arched porch overhang supported by two squared stone piers embedded in bonded brick. The simulated keystone arch is topped by a stone lintel and stone balustrade balcony, which is entered by a French door with a transom. According to as-built plans for Fleming Hall, it appears that the front porch piers and pilasters are formed of cut stone, although it would be difficult to distinguish cut stone from well-cast simulated stone. Cast stone (concrete) was more widely used in Federal buildings during the 1930's, due to the fact that it was cheaper and easier to work competently than was cut stone (John Wells, personal communication 1985).

...The rear porch and balconies were enclosed to create more office space. Other major architectural alterations to the building's exterior include the replacement of roof tiles with asphalt shingles in 1957; subsequent roof repairs have occurred, most recently in 1983. Improper installation of copper flashing around the concrete and stone chimney at the rear of the building in 1957 caused leakage, which was corrected in 1974. The west elevation reflects modification to accommodate the addition of an exterior fire escape and ventilation upgrade. Several first-story windows on the rear of the building were boarded up and sealed with a stucco exterior in 1961. Installation of hinged front and rear glass doors and storm windows on all facades complete the exterior modifications.

A number of structural improvements have also been made to the interior of Fleming Hall in order to accommodate the changes in function from living quarters to administrative offices after 1957. Repair and maintenance of mechanical, plumbing, wiring systems were conducted between 1955 and 1982. Central air conditioning was added in 1959, but architectural modifications associated with the HVAC system do not appear to have been major until 1970. The building's original steam boiler was demolished at this time and a new oil furnace was installed."

Based on a site visit on the 17<sup>th</sup> of September, 2007, Building 306 appears to be in excellent condition.

### B History

According to the ACC HQ 1995 Report, "the Cold War function of Building 306 was, until 1967, the location of planning, intelligence-gathering, and implementation of the primary

mission of Pope AFB - to provide expedient air transport and logistical support for Fort Bragg Army Troops and their equipment to any location in the world. In addition, the resource served as the Tactical Airlift Center, a research and development facility concerned with improving troop and materiel delivery systems. The building was constructed in 1933 and served as a primary facility at Pope AFB prior to the Cold war." The Building is named after the officer who died in an air crash with Lt. Harley Pope.

C Map / Site Plan: Refer to the Context Map, and Map 4, page 8.

D Photographs: Refer to Figure 13 for images of Building 306.

**Figure 13. Building 306: USAF TALC Fleming Hall**

13-1

Building 306: USAF TALC Fleming Hall  
Cumberland County  
Aaron Tuley  
17 September 2007  
East



13-2

Building 306: USAF TALC Fleming Hall  
Cumberland County  
Aaron Tuley  
17 September 2007  
North



13-3

Building 306: USAF TALC Fleming Hall  
Cumberland County  
Aaron Tuley  
17 September 2007  
Northeast



13-4

Building 306: USAF TALC Fleming Hall  
Cumberland County  
Aaron Tuley  
17 September 2007  
Northwest



13-5

Building 306: USAF TALC Fleming Hall  
Cumberland County  
Aaron Tuley  
17 September 2007  
South



13-6

Building 306: USAF TALC Fleming Hall  
Cumberland County  
Aaron Tuley  
17 September 2007  
Southeast (1)



13-7

Building 306: USAF TALC Fleming Hall  
Cumberland County  
Aaron Tuley  
17 September 2007  
Southeast (2)



13-8

Building 306: USAF TALC Fleming Hall  
Cumberland County  
Aaron Tuley  
17 September 2007  
Southwest



13-9

Building 306: USAF TALC Fleming Hall  
Cumberland County  
Aaron Tuley  
17 September 2007  
West (1)



13-10

Building 306: USAF TALC Fleming Hall  
Cumberland County  
Aaron Tuley  
17 September 2007  
West (2)



13-11

Building 306: USAF TALC Fleming Hall  
Cumberland County  
Aaron Tuley  
17 September 2007  
West (3)



### 3 BUILDING CONDITION ASSESSMENT

In addition to the inventory update, a condition assessment of six (6) buildings constructed between 1933 and 1934 was performed. The condition assessment provides recommendations for repair of deteriorated and/or missing building details and elements, improved preventative maintenance, and means of potentially increasing the integrity of the buildings by restoring key features / characteristics / elements that were extant during the building's period of significance.

Note: To aid in better understanding of the buildings' significance, integrity and current use, excerpts from the Pope AFB CRMP (2002) have been included.

**A Building 342: Non-Commissioned Officer (NCO) Quarters**  
Current Use: Area Defense Counsel

Description:

Old Family Housing at Pope AFB consists of 21 one- and two-story dwellings on Etheridge, Maynard, and Virgin Streets. These buildings were under construction in January 1933, and were completed in January 1934 at costs ranging from \$5,616 to \$11,172. The two-story homes originally housed senior officers on Maynard Streets (Bldgs. 202, 204, 206, 208, 210, 212, 214, 216, 218), while the one-story bungalows housed NCOs on Etheridge and Virgin Streets (Bldgs. 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344). Today the bungalows on Etheridge Street house NCOs and those on Maynard Street (Colonel's Row) house commissioned officers. Bldgs. 342 and 344, the only bungalows on Virgin Street, have been converted for use by the Services Squadron.

All family housing units were characterized by hollow tile masonry set on concrete foundations, with wood floors, painted stucco exteriors, tile roofs, small rear stoops/porches, and basements. Exterior dimensions of the two-story dwellings are 34.3 x 39.3 feet; exterior dimension of the one-story bungalows are 32.3 x 32.5 feet. Each house has both an exterior and interior basement access.

Originally furnished with steam boilers, the family housing units were equipped with oil floor furnaces, air conditioning, and fans before 1956, when ownership was transferred from the Army Air Corps to the Air Force. Subsequent improvements between 1956 and 1980 were mostly non-structural in nature, except for the installation of central ventilation and removal of some interior walls to expand living space (PAFB CRMP pg. 3-112). Building 342 is listed as a contributing resource within the Pope Field National Registered Historic District.

Recommendations:

Building 342 appears to be in very good condition. The exterior stucco is solid but has suffered some significant cracking. The building appears to have recently received a terra cotta roof. No foundational issues were apparent.

- 1 Replace all roof gutters with half-round gutters to match gutter detail on Building 300 - Fire House (refer to D-10) and paint white to match window trim. Paint downspouts white (A-1 / A-2 / A-4).

A-1  
Building 342: Non-Commissioned Officer's  
Quarters (Area Defense Counsel)  
Cumberland County  
Aaron Tuley  
18 September 2007  
East



A-2  
Building 342: Non-Commissioned Officer's  
Quarters (Area Defense Counsel)  
Cumberland County  
Aaron Tuley  
18 September 2007  
North (detail)



A-3  
Building 342: Non-Commissioned Officer's  
Quarters (Area Defense Counsel)  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northwest



A-4  
Building 342: Non-Commissioned Officer's  
Quarters (Area Defense Counsel)  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast



A-5

Building 342: Non-Commissioned Officer's  
Quarters (Area Defense Counsel)  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southwest



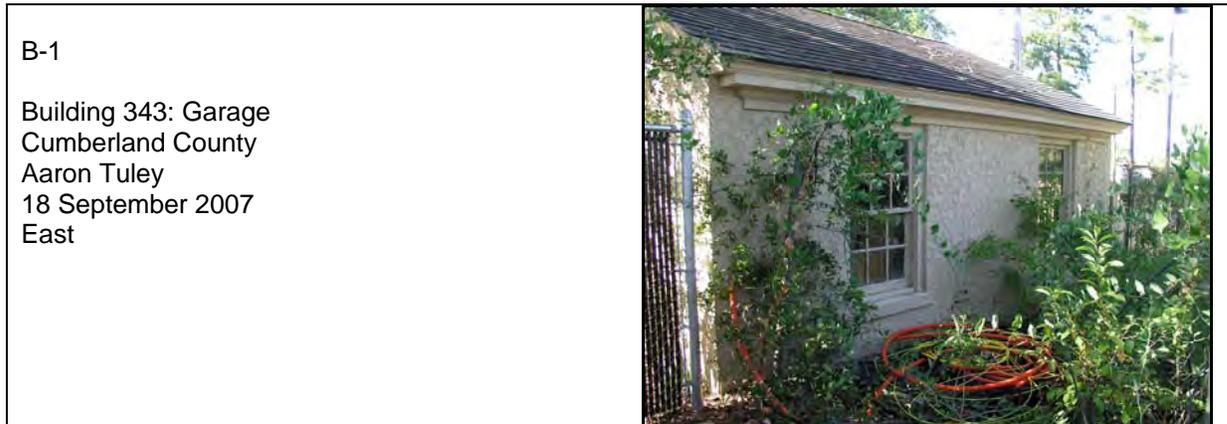
**B Building 343: Garage**

Description:

Several vehicle garages were built in conjunction with the Old Family Housing units. Engineering specifications detail these as hollow tile masonry units. Engineering specifications detail these as hollow tile masonry structures with concrete foundations and floors, stucco exteriors, and gabled roofs shingled with tile. Two-car garages (Bldgs. 203, 207, 211, 215, 217) are shared by commissioned officers' families living in the two-story quarters on Maynard Street. These buildings measure 21.0 x 21.7 feet. Five-car garages (Bldgs. 325, 337) were constructed behind the non-commissioned officers' quarters on Etheridge Street; these buildings measure 21.7 x 50.0 feet (Fig. 3.33). A two-car garage (Bldg. 343) is also located behind Bldgs. 342 and 344 on Virgin Street. Most of the garages still function today as vehicle or personal storage buildings (PAFB CRMP pg. 3-112). Building 343 is listed as a contributing resource within the Pope Field National Registered Historic District.

Recommendations:

- 1 Remove all vegetation from within two (2) feet of the building perimeter (B-1 / B-2).
- 2 Replace double doors and hinges. Construct weather-resistant threshold to prevent water seepage into building (B-3 / B-4).
- 3 Clean paint off of all windows or replace all windows within garage door. Repair window glazing as necessary. Replace missing window pane (light) and apply glazing compound (B-5 / B-6).
- 4 Remove vines / vegetation from chain link fence (B-7).
- 5 Inspect condition of roof. At the appropriate time, replace roof with terra cotta tile roof to match adjacent buildings within Pope Field Historic District (B-5).



<p>B-2</p> <p>Building 343: Garage Cumberland County Aaron Tuley 18 September 2007 Northeast</p>	
<p>B-3</p> <p>Building 343: Garage Cumberland County Aaron Tuley 18 September 2007 Northwest (Detail A)</p>	
<p>B-4</p> <p>Building 343: Garage Cumberland County Aaron Tuley 18 September 2007 Northwest (Detail B)</p>	
<p>B-5</p> <p>Building 343: Garage Cumberland County Aaron Tuley 18 September 2007 Northwest</p>	

B-6

Building 343: Garage  
Cumberland County  
Aaron Tuley  
18 September 2007  
South



B-7

Building 343: Garage  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast



**C Building 344: Non-Commissioned Officer's Quarters**  
Current Use: Inspector General

Description:

Refer to Building 342 Description. Building 344 is listed as a contributing resource within the Pope Field National Registered Historic District.

Recommendations:

- 1 Replace all roof gutters with half-round gutters to match gutter detail on Building 300 - Fire House (refer to D-10) and paint white to match window trim. Paint downspouts white (C-1).
- 2 Inspect foundation for cracking / damage. Repair cracks in stucco using synthetic / cementitious stucco compound / slurry (C-2).
- 3 Repair cracks in chimney. Inspect cracking beneath stucco finish to determine whether bricks require re-pointing. Repair cracks in stucco using synthetic / cementitious stucco compound / slurry (C-3).

Interface between chimney and roof is severely deteriorated. Remove stucco finish and inspect flashing at connection. Repair stucco using synthetic / cementitious stucco compound / slurry (C-7).

- 4 Clear around basement windows. Construct window well to prevent debris from gathering against windows. Replace windows as necessary (C-9).

C-1

Building 344: Non-Commissioned Officer's  
Quarters (Inspector General)  
Cumberland County  
Aaron Tuley  
18 September 2007  
North (Detail)



C-2

Building 344: Non-Commissioned Officer's  
Quarters (Inspector General)  
Aaron Tuley  
18 September 2007  
Northeast (Detail A)



C-3

Building 344: Non-Commissioned Officer's  
Quarters (Inspector General)  
Aaron Tuley  
18 September 2007  
Northeast (Detail B)



C-4

Building 344: Non-Commissioned Officer's  
Quarters (Inspector General)  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast



C-5

Building 344: Non-Commissioned Officer's  
Quarters (Inspector General)  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northwest



<p>C-6</p> <p>Building 344: Non-Commissioned Officer's Quarters (Inspector General)  Cumberland County  Aaron Tuley  18 September 2007  South</p>	
<p>C-7</p> <p>Building 344: Non-Commissioned Officer's Quarters (Inspector General)  Cumberland County  Aaron Tuley  18 September 2007  Southeast (Detail)</p>	
<p>C-8</p> <p>Building 344: Non-Commissioned Officer's Quarters (Inspector General)  Cumberland County  Aaron Tuley  18 September 2007  Southeast</p>	
<p>C-9</p> <p>Building 344: Non-Commissioned Officer's Quarters (Inspector General)  Cumberland County  Aaron Tuley  18 September 2007  West</p>	

**D Building 300: Fire House**  
Current Use: Medical Logistics

Description:

The Old Fire Station (Bldg. 300) is a one-story building at the corner of Maynard and Reilly Streets completed in 1934 at a cost of \$6,690 (Fig. 3.28). Exterior dimensions of this gable-roofed structure are 20.5 x 53.7 feet. According to as-built plans, it had a concrete and smooth-faced tile floor, hollow tile masonry walls, tile roof, painted stucco facade, stone window sills, and multi-pane casement windows. Circular, louvered vent openings occur in the gable ends of the roof. The original floor plan was designed to house two fire trucks, an apparatus room, office, closet, toilet, and heater/boiler room at the rear. The fire trucks entered the station through two overhung, garage-type bays. The original garage doors each had 4 small single-pane windows.

The major modification to the plan and exterior of Bldg. 300 was the addition of an asbestos-sided wallboard (frame) pent roof building on the north (rear) side of the building ca. 1956. This addition housed sleeping quarters and a lounge, toilet, and showers. Space in the original building was converted to a kitchen and an additional office. The heating system was also converted from steam boiler to oil at this time. Asphalt shingles replaced the roof tiles in 1958.

Major changes to the interior floor plan of Bldg. 300 were installed ca. 1979, when the fire station was converted to its present use as a medical supply and maintenance building. These changes do not appear to have affected the exterior facade, however. Under the use conversion, a medical warehouse was located in the former apparatus room, and a suspended ceiling was built in the warehouse area. Technical services were located in the old office and kitchen, and storage and mechanical space replaced the old boiler room. In addition, medical supply issue was located in the old sleeping quarters; administration was moved to the old lounge. A new vault, mechanical room and security cages were built at the back of the warehouse, and new ventilation and fire protection systems were installed. Storm windows were added to the building in 1978 (PAFB CRMP pg. 3-114). Building 300 is listed as a contributing resource within the Pope Field National Registered Historic District.

Recommendations:

- 1 Multiple layers of paint on window frames make the hinges inoperable. Frames should be scraped before repainting. All of the panes within the windows should be re-glazed with glazing compound (D-8 / D-9 / D-12).
- 2 A window on the southwest elevation of the addition has been boarded-up or replaced with plywood (D-14). This window should be restored as a window if and when usage permits.
- 3 Southwest downspout has been crushed and should be replaced (D-15).
- 4 Four large utility cabinets on the southeast side of building detract from the building's period of significance and could be screened with vegetation (D-13).
- 5 Roof flashing should be scraped and repainted with appropriate colored dark-brown paint to match existing (D-4).
- 6 Northwest façade may illustrate an internal moisture problem, or it may simply require cleaning with a mild soap and water (D-5).
- 7 Window panes on the north and northwest facades have been painted. This may be a functional requirement. If not, the paint should be scraped off the windows and the windows cleaned (D-5).

D-1

Building 300: Fire House  
Cumberland County  
Aaron Tuley  
18 September 2007  
East



D-2

Building 300: Fire House  
Cumberland County  
Aaron Tuley  
18 September 2007  
North



D-3

Building 300: Fire House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast



<p>D-4</p> <p>Building 300: Fire House Cumberland County Aaron Tuley 18 September 2007 Northeast (Detail)</p>	
<p>D-5</p> <p>Building 300: Fire House Cumberland County Aaron Tuley 18 September 2007 Northwest</p>	
<p>D-6</p> <p>Building 300: Fire House Cumberland County Aaron Tuley 18 September 2007 West</p>	
<p>D-7</p> <p>Building 300: Fire House Cumberland County Aaron Tuley 18 September 2007 South</p>	

D-8  
Building 300: Fire House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (Detail A)



D-9  
Building 300: Fire House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (Detail B)



D-10  
Building 300: Fire House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (Detail C)



D-11

Building 300: Fire House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (Detail D)



D-12

Building 300: Fire House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast (Detail E)



D-13

Building 300: Fire House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southeast



D-14

Building 300: Fire House  
Cumberland County  
Aaron Tuley  
18 September, 2007  
Southwest



D-15

Building 300: Fire House  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southwest (Detail)



**E Building 302: Dispensary**  
Current Use: Resource Management Office

Description:

The Old Medical Dispensary (Bldg. 302) is located between Bldgs. 300 and 306 on Maynard Street (Fig. 3.29). It was originally built as a medical dispensary and flight surgeon's clinic in 1934 for \$21,000. This one-story structure with basement has hollow tile masonry walls erected on a concrete foundation, asphalt shingle (originally a flat tile) roof, evenly spaced window openings containing double-hung sash 6 over 6 windows, and painted stucco exterior. Exterior dimensions are 60.5 x 32.8 feet. Bldg. 302 has a truncated hipped roof with a central chimney and dormers on front and rear faces. The front entrance, approached by a flight of stairs and topped by a transom, is outlined by an ornamental surround.

No as-built plans could be located to detail the original interior arrangement of space. The earliest structural modifications to Bldg. 302 appear to have occurred during the early 1950s, when plumbing and interior layout changes were made to accommodate expanded medical needs. Flush panel doors of hinged glass were installed. Pursuant to a change in use in 1971, alterations associated with medical equipment supply were made to the dispensary. Another change in use appears to have occurred since 1982, involving repairs to the electrical, mechanical, plumbing, fire protection, and telephone systems. Those involving architectural details have been mostly concerned with the addition of storm windows and replacement of hinged glass doors (PAFB CRMP pg. 3-115). Building 302 is listed as a contributing resource within the Pope Field National Registered Historic District.

Recommendations:

- 1 There is a growing mold / mildew problem on the building surface within the eastern stairwell, under the stairwell canopy. Inspect sealed connection between canopy and building. Clean mildew from surface using mild soap and water (E-2).
- 2 HVAC unit on north side of building could be screened with evergreen shrub massing (E-4).
- 3 Lower louver of northeast roof dormer is damaged and could allow avian / bat infestation into the attic of building. Louver should be replaced (E-5).
- 4 Consider replacing front glass door with a door that is more representative of the building's Period of Significance (E-8 / E-9).
- 5 Basement windows have been in-filled with brick. Depending on the basement functionality and use, consider restoring windows and window wells to provide exterior light and ventilation (E-11).

E-1

Building 302: Dispensary  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southwest



E-2

Building 302: Dispensary  
Cumberland County  
Aaron Tuley  
18 September 2007  
East (Detail)



E-3

Building 302: Dispensary  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (Detail)



E-4

Building 302: Dispensary  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast



E-5

Building 302: Dispensary  
Cumberland County  
Aaron Tuley  
18 September 2007  
Northeast (Detail)



E-6

Building 302: Dispensary  
Cumberland County  
Aaron Tuley  
18 September 2007  
South



E-7

Building 302: Dispensary  
Cumberland County  
Aaron Tuley  
18 September 2007  
North (Detail)



E-8

Building 302: Dispensary  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southwest (Detail A)



E-9

Building 302: Dispensary  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southwest (Detail B)



E-11

Building 302: Dispensary  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southwest (Detail C)



## **F Building 708: Hangars 4 and 5**

### Description:

Building 708 (Hangars 4 and 5), is the location for base operations, storage and the passenger aircraft terminal. Constructed in 1934, the building features a bow roof, supported by a bowstring truss system. The entire roof is covered with metal and asphalt, and the walls are stuccoed tile. There are four three-story towers defining the corners of each hangar building. Beyond these towers the roof flattens, one bay wide the full width of the side elevation. Towers have two elongated rectangular windows within a slender segmental arched well. The two hangars are attached via a flat roof section in the center.

Plans for the Double Hangar date to August 1933, with a few auxiliary plans dated to October of the same year. They include the electrical layout, door details, ceiling and roof details, foundation plans, section details, and floor plans. As originally constructed, the Double Hangar was a double-bay metal superstructure with exterior dimensions of 333.5 feet by 124 feet. The south exposure faced onto a taxiway apron that accessed the landing strip (Drucker and Jackson 1987b; Pope Field 1934-1942).

The use of hollow tile, especially bake-molded red clay, was common in the southeastern United States in the years before 1950, since hollow tile was able to adjust to high humidity and allowed walls to expand and contract. Of significance for the Double Hangar is the truss construction, which creates open space and vertical clearance with a minimum of superstructure. Bowstring truss construction, a technique in common use between 1930 and 1950, was employed. In the years that followed, other truss techniques would become more common: the compression strut truss (1950-1955) and the bar joist truss (late 1950s and early 1960s). The Double Hangar is the only existing example of bowstring truss construction on the base (Drucker and Jackson 1987b:8.1) (PAFB CRMP pg. 3-115). Building 708 is listed as a contributing resource within the Pope Field Historic District.

### Recommendations:

- 1 Clean paint from clerestory windows to enable indirect light to flow into interior (F-4).
- 2 Clean and replace windows along west façade to enable natural light penetration into interior (F-6 / F-9 / F-10).
- 3 Northeastern wall shows signs of cracking along concrete block mortar joints. Clean wall of cementitious surface layer to inspect condition and repoint as necessary, using mortar mix appropriate to the period. Replace surface layer (F-7).
- 4 Several window panes (lights) have been replaced with transparent, “see-through” glass rather than with conventional frosted glass. Replace clear panes with frosted panes to match existing (F-8).
- 5 Repair and make operable circular louvered vents within the north and south facades of both hangars (F-11 / F-18).
- 6 Several openings through west wall of Hangar 4 have been sealed with brick and concrete block. Research original circulation function and determine feasibility of restoring openings (F-19 / F-21).
- 7 Repair and paint doors as necessary (F-20).

<p>F-1</p> <p>Building 708: Hangars 4 and 5  Cumberland County  Aaron Tuley  18 September 2007  South - 4 (West) and 5 (East)</p>	
<p>F-2</p> <p>Building 708: Hangar 4  Cumberland County  Aaron Tuley  18 September 2007  South</p>	
<p>F-3</p> <p>Building 708: Hangar 4  Cumberland County  Aaron Tuley  18 September 2007  East</p>	

F-4

Building 708: Hangar 4  
Cumberland County  
Aaron Tuley  
18 September 2007  
East - Detail



F-5

Building 708: Hangar 4  
Cumberland County  
Aaron Tuley  
18 September 2007  
East



F-6

Building 708: Hangar 4  
Cumberland County  
Aaron Tuley  
18 September 2007  
West



<p>F-7</p> <p>Building 708: Hangar 4  Cumberland County  Aaron Tuley  18 September 2007  Northeast - Detail</p>	
<p>F-8</p> <p>Building 708: Hangar 4  Cumberland County  Aaron Tuley  18 September 2007  Interior Detail (North Wall)</p>	
<p>F-9</p> <p>Building 708: Hangar 4  Cumberland County  Aaron Tuley  18 September 2007  Interior Detail (West Wall)</p>	
<p>F-10</p> <p>Building 708: Hangar 4  Cumberland County  Aaron Tuley  18 September 2007  Interior Detail (West Wall)</p>	

<p>F-11</p> <p>Building 708: Hangar 4  Cumberland County  Aaron Tuley  18 September 2007  Interior Detail (North Wall)</p>	
<p>F-12</p> <p>Building 708: Hangar 5  Cumberland County  Aaron Tuley  18 September 2007  South</p>	
<p>F-13</p> <p>Building 708: Hangar 5  Cumberland County  Aaron Tuley  18 September 2007  West</p>	

F-14

Building 708: Hangar 5  
Cumberland County  
Aaron Tuley  
18 September 2007  
Southwest (Detail)



F-15

Building 708: Hangar 5  
Cumberland County  
Aaron Tuley  
18 September 2007  
East



F-16

Building 708: Hangar 5  
Cumberland County  
Aaron Tuley  
18 September 2007  
South (Detail)



<p>F-17</p> <p>Building 708: Hangar 5  Cumberland County  Aaron Tuley  18 September 2007  Northwest</p>	
<p>F-18</p> <p>Building 708: Hangar 5  Cumberland County  Aaron Tuley  18 September 2007  Interior Detail (North Wall)</p>	
<p>F-19</p> <p>Building 708: Hangar 5  Cumberland County  Aaron Tuley  18 September 2007  Interior Detail (West Wall)</p>	

F-20

Building 708: Hangar 5  
Cumberland County  
Aaron Tuley  
18 September 2007  
Interior Detail



F-21

Building 708: Hangar 5  
Cumberland County  
Aaron Tuley  
18 September 2007  
Interior Detail (West Wall)



## 4 REFERENCES

- 1 Advisory Council on Historic Preservation. 2004. *Program Comment for Wherry and Capehart Era Family Housing at Air Force and Navy Bases*. Advisory Council on Historic Preservation, Washington, DC.
- 2 \_\_\_\_\_. 2006. *Program Comment for Cold War Era Unaccompanied Personnel Housing (1946-1974)*. Advisory Council on Historic Preservation, Washington, DC.
- 3 \_\_\_\_\_. 2006. *Program Comment for World War II and Cold War Era (1939-1974) Ammunition Storage Facilities*. Advisory Council on Historic Preservation, Washington, DC.
- 4 Legacy Program. 1994. *Coming in from the Cold: Military Heritage in the Cold War*. Report on the Department of Defense Legacy Cold War Project. Prepared by Center for Air Force History, Deputy Under Secretary of Defense (Environmental Security) for the Legacy Program.
- 5 Lewis, K. et al. 1995. *Volume I: Historic Context and Methodology for Assessment*. In *A Systematic Study of Air Combat Command Cold War Material Culture*. Prepared by Mariah Associates, Inc., Albuquerque, New Mexico for Headquarters, Air Combat Command, Langley Air Force Base, Virginia.
- 6 Lowe, J.A., J.A. Evaskovich, and K.J. Roxlau. 1995. *Pope Air Force Base Cold War Material Culture Inventory*. Prepared by Mariah Associates, Inc., Albuquerque, New Mexico for U.S. Army Corp of Engineers Fort Worth District.
- 7 \_\_\_\_\_. 1997. *Volume II-24: A Baseline Inventory of Cold War Material Culture at Pope Air Force Base. A Systematic Study of Air Combat Command Cold War Material Culture*. Prepared by Mariah Associates, Inc., Albuquerque, New Mexico for Headquarters, Air Combat Command, Langley Air Force Base, Virginia.
- 8 Pope Air Force Base. 2002. *Cultural Resources Management Plan, Pope Air Force Base, North Carolina*. Updated July 2004. Prepared by New South Associates, Stone Mountain, Georgia for Pope Air Force Base.
- 9 \_\_\_\_\_. *Pope Air Force Base Architectural Compatibility Plan*. Prepared by Nakata Planning Group, LLC, Colorado Springs, CO for Pope Air Force Base.
- 10 Roxlau, R.B., K.J. Roxlau, and K. Lewis. 1997. *Volume III: Summary Report and Final Programmatic Recommendations. A Systematic Study of Air Combat Command Cold War Material Culture*. Prepared by Mariah Associates, Inc., Albuquerque, New Mexico for Headquarters, Air Combat Command, Langley Air Force Base, Virginia.
- 11 Swanson, M. et al. 1995. *Historic Preservation Plan Pope Air Force Base, North Carolina*. Prepared by Gulf Engineers and Consultants, Baton Rouge, Louisiana, and New South Associates, Stone Mountain, Georgia for U.S. Army Corp of Engineers Savannah District.
- 12 Wagner, R. 1996. *Preserving a Heritage: Standards and Illustrated Guidelines for Rehabilitating Historic Air Force Buildings and Structures*. Prepared by Center for Continuing Studies, Goucher College, Baltimore, Maryland for Cultural/Natural Resources Program, Office of the Civil Engineer, U.S. Air Force.

**5** ATTACHMENT: PHOTOGRAPHIC PROOF SHEET (CD)

**E**

**BRAC Timetable for Pope AFB  
Memorandum 2010**

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**DEPARTMENT OF THE ARMY**  
ASSISTANT CHIEF OF STAFF FOR INSTALLATION MANAGEMENT  
600 ARMY PENTAGON  
WASHINGTON, DC 20310-0600

DAIM-ZA

15

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Joint Guidance to Realign Pope Air Force Base, NC, to Fort Bragg, NC

1. References:

- a. 2005 Defense Base Realignment and Closure Commission Report to the President, Recommendation #103.
- b. DoDI 4000.19, "Interservice and Intragovernmental Support," 9 August 1995.
- c. UFC 1-300-08, Unified Facilities Criteria (UFC), Criteria for Transfer and Acceptance of DoD Real Property, 16 April 2009.

2. Purpose: To provide guidance by identifying roles and responsibilities, tasks, key milestones, and definitions for the Air Force and the Army to realign property and installation support (IS) functions from Pope AFB to Fort Bragg under a common framework.

3. Per reference a. above, the Air Force will transfer real property accountability at Pope AFB to the Army. Subsequent to this transfer, the 43<sup>rd</sup> Airlift Wing (43AW) will inactivate and the Air Force will establish the 43<sup>rd</sup> Airlift Group (AG) on newly-established Pope Army Air Field (Pope AAF). The target date for real property accountability transfer is 1 March 2011, denoting completion of transfer of functions, signature of Interservice Support Agreements (ISSA), and conclusion of agreements concerning resource transfers.

4. Airfield Operations. The Army and Air Force will provide airfield support based on the following:

- a. The Air Force, as a Fort Bragg "tenant," will perform airfield operations functions in the following areas: air traffic control (ATC) operations, airfield management services, airfield/ATC systems maintenance, safety, and weather.
- b. The Army will provide general installation security IAW Army Common Levels of Support (CLS) standards. The Air Force will reimburse the Army for additional services required to provide Weapons System Security (WSS) and Restricted Area Security (RAS) according to Air Force security standards.

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SUBJECT: Joint Guidance to Realign Pope Air Force Base, NC, to Fort Bragg, NC

c. The Army will provide airfield emergency services (e.g, crash/fire rescue) with personnel and equipment transferred from the Air Force.

5. Installation Support. Installation Management Command, Southeast Region (IMCOM-SE) and Air Mobility Command (AMC) are responsible to oversee development of ISSAs with all Air Force tenants addressing command/senior airfield authority, real property, and IS functions. Draft ISSAs will be published NLT 31 January 2010, with final publication NLT 30 June 2010.

a. The Army will provide IS to Pope AAF as defined in the published ISSAs and IAW reference b. above. The ISSAs will reflect services provided by the host installation (Fort Bragg) to Air Force tenant commands and reimbursements, as appropriate. Reimbursements will not be required for services that are provided for in the agreed-upon Total Obligation Authority (TOA) transfer. The Army will begin to assume IS functions identified for transfer from Pope AFB to Fort Bragg on 1 October 2010. Upon completion of draft ISSAs, Fort Bragg will develop an implementation plan NLT 28 February 2010 for transferring IS functions. This plan will clearly identify functions the Army is able to accept on 1 October 2010; for functions the Army is unable to accept on that date, the plan will identify alternate transfer dates within the defined transition period. To accompany this plan, the Air Force will develop a synchronized bridging strategy for specific functions identified to transfer beyond 1 October 2010. Based upon this strategy, the Air Force will retain the resources necessary to continue execution of these functions until the Army assumes responsibility.

b. Interservice Support Agreements will also include the following key milestones:

1) Initial Operational Capability (IOC) on 1 October 2010. This is the beginning of the transition period to transfer real property accountability and IS functions. Execution of the implementation plan begins.

2) Transition Period (Air Force to Army) from 1 October 2010 to 1 March 2011. The period when individually identified IS functions and related resources transfer on a specified date or during a specified timeframe IAW the implementation plan.

3) Full Operational Capability (FOC) on 1 March 2011. The end of the transition period when all IS functions and resources have transferred from Pope AFB to the Army and the Fort Bragg Garrison Commander/Senior Commander assumes responsibility. Prior to this date, all real property transfer documentation (e.g., DD Form

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SUBJECT: Joint Guidance to Realign Pope Air Force Base, NC, to Fort Bragg, NC

1354) must be executed and real estate permits amended to reflect changes affected by these RP transfers. Real property transfer will be executed IAW reference c.

6. Total Obligation Authority Transfers:

a. Airfield Emergency Services. The Air Force will transfer civilian authorizations and civilian pay for FY12-17 to the Army for airfield emergency services. The Air Force will transfer TOA for FY12-17 to the Army to fund base support vehicles and equipment (BSV&E) and personal property and plant equipment (PP&PE) supporting the crash/fire rescue mission.

b. Facility Investment. The Air Force will transfer TOA for FY12-17 for real property sustainment funding at 90% of the Department of Defense Facilities Sustainment Model (FSM), per the Office of the Secretary of Defense (OSD) program and funding guidance regarding FSM, for all non-Working Capital Fund (WCF) facilities transferring to the Army that the Air Force will occupy, and for mutually agreed-upon common-use facilities. The WCF facilities will be sustained on a reimbursable basis. The Army will be responsible for maintaining Air Force-occupied and common-use facilities at the transferred Q-rating. The Air Force will be responsible for funding restoration and modernization for any future OSD-directed Q-rating increases for all AF-occupied facilities. By FOC, the Air Force will demolish or transfer funding to demolish all facilities the Air Force identified for demolition in the FY09 Real Property Inventory Report (RPIR) submitted to OSD as of 30 September 2009.

c. Transfer Vehicle. No later than 1 March 2011, the Air Force will transfer funding via Military Interdepartmental Purchase Request (MIPR) for the remainder of FY11. The Air Force will request OSD initiate a Resource Management Decision (RMD) to transfer the annual TOA, as agreed, for FY12-17.

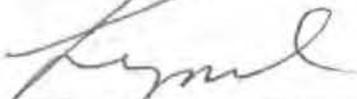
d. After reaching an agreed-upon TOA transfer for the items in paragraphs 6.a. and 6.b., the Army will assume programming responsibility for these items at Pope AAF beginning FY12. The Air Force will be responsible for programming for reimbursable costs identified in ISSAs.

7. Personnel. While upholding the principles of equal employment opportunity, workforce diversity, fairness, consistency, and equal pay for work of equal value, the Army will follow its Service policies and practices in hiring AF Civilian Personnel at Pope AFB presently performing IS functions.

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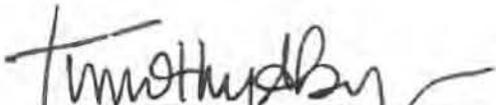
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8. Army POC is LTC Michael McGinn, Plans Division, Operations Directorate, (703) 604-2465, e-mail: [michael.mcginn@conus.army.mil](mailto:michael.mcginn@conus.army.mil). Air Force POC is Lt Col John Balzano, A7CI, (703) 614-0748, e-mail: [john.balzano@pentagon.af.mil](mailto:john.balzano@pentagon.af.mil).



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Commander, 43<sup>rd</sup> Airlift Wing, Pope AFB  
Commander, 440<sup>th</sup> Airlift Wing, Pope AFB

CF:

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Assistant Secretary of the Air Force (Installations, Environment and Logistics)  
Commanding General, US Army Forces Command  
Commanding General, XVIII Corps (Airborne)

**F**

**Department of the Interior/  
National Park Service Historic  
Preservation Guidance**

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# **F Department of the Interior/National Park Service Standards and Guidance**

## **F.1 Secretary of the Interior's Standards and Guidelines**

The Secretary of the Interior's Standards and Guidelines are prepared under the authority of sections 101(f) (g), and (h), and section 110 of the National Historic Preservation Act of 1966, as amended.

The purposes of the Standards are to organize the information gathered about preservation activities; to describe results to be achieved by Federal agencies, States, and others when planning for the identification, evaluation, registration and treatment of historic properties; and to integrate the diverse efforts of many entities performing historic preservation into a systematic effort to preserve our nation's culture heritage.

The Standards and Guidelines can be found online at:

[http://www.nps.gov/history/local-law/arch\\_stnds\\_0.htm](http://www.nps.gov/history/local-law/arch_stnds_0.htm)

Specific Standards and Guidelines are provided for the following areas:

- Preservation Planning, found at:  
[http://www.nps.gov/history/local-law/arch\\_stnds\\_1.htm#guide](http://www.nps.gov/history/local-law/arch_stnds_1.htm#guide)
- Identification of Historic Properties, found at:  
[http://www.nps.gov/history/local-law/arch\\_stnds\\_2.htm](http://www.nps.gov/history/local-law/arch_stnds_2.htm)
- Evaluation of Historic Properties, found at:  
[http://www.nps.gov/history/local-law/arch\\_stnds\\_3.htm](http://www.nps.gov/history/local-law/arch_stnds_3.htm)
- Nomination and Listing of Historic Properties in the National Register of Historic Places, found at:  
[http://www.nps.gov/history/local-law/arch\\_stnds\\_4.htm](http://www.nps.gov/history/local-law/arch_stnds_4.htm)
- Documentation of Historical Properties, found at:  
[http://www.nps.gov/history/local-law/arch\\_stnds\\_5.htm](http://www.nps.gov/history/local-law/arch_stnds_5.htm)
- Architectural and Engineering Documentation, found at:  
[http://www.nps.gov/history/local-law/arch\\_stnds\\_6.htm](http://www.nps.gov/history/local-law/arch_stnds_6.htm)
- Archeological Documentation, found at:  
[http://www.nps.gov/history/local-law/arch\\_stnds\\_7.htm](http://www.nps.gov/history/local-law/arch_stnds_7.htm)
- The Secretary of the Interior's Standards for the Treatment of Historic Properties, 1995, found at:  
[http://www.nps.gov/history/local-law/arch\\_stnds\\_8\\_2.htm](http://www.nps.gov/history/local-law/arch_stnds_8_2.htm). Standards are provided for Standards for Preservation, Rehabilitation, Restoration, and Reconstruction of historic buildings and structures.

- The Secretary of the Interior’s Professional Qualification Standards, found at:  
[http://www.nps.gov/history/local-law/arch\\_stnds\\_9.htm](http://www.nps.gov/history/local-law/arch_stnds_9.htm)

The professional qualifications standards define minimum education and experience required to perform identification, evaluation, registration, and treatment activities, and are established for the fields of practice in History, Archeology, Architectural History, Architecture, and Historic Architecture.

## **F.2 National Park Service (NPS) Resources**

### **F.2.1 National Register of Historic Places**

The National Register of Historic Places (NRHP) is administered by the National Park Service. Information regarding properties listed in the NRHP is found at:

<http://www.nps.gov/history/nr/research/index.htm>

Information regarding nomination for inclusion of properties on the NRHP is found at:

<http://www.nps.gov/history/nr/publications/#bulletins>

Detailed information on applying the NRHP evaluation criteria is found at:

<http://www.nps.gov/history/nr/publications/bulletins/nrb15/>

and

<http://www.nps.gov/history/nr/publications/bulletins/pdfs/nrb15.pdf>

### **F.2.2 NPS Technical Preservation Services**

The NPS Technical Preservation Services (TPS) provides detailed information and guidance on the care of historic buildings. The Technical Preservation Services provides the tools and information necessary to take effective measures to protect and preserve historic buildings, ranging from historic masonry and window repairs to lead paint abatement to accessibility for people with disabilities. The main page for TPS, which provides links to many useful sources of technical guidance related to historic preservation, is found at: <http://www.nps.gov/history/hps/tps/index.htm>

A useful index, containing a comprehensive list of historic preservation technical guidance, is found at:

[http://www.nps.gov/history/hps/tps/tax/download/tax\\_tech\\_index\\_2008.pdf](http://www.nps.gov/history/hps/tps/tax/download/tax_tech_index_2008.pdf)

### F.3 NPS Preservation Briefs

The NPS Preservation Briefs provide guidance on preserving, rehabilitating and restoring historic buildings.

NPS Preservation Briefs are available online at: <http://www.nps.gov/history/hps/tps/briefs/presbhom.htm>. In addition, hard copies of the Briefs may be purchased from the Government Printing Office.

<b>NATIONAL PARK SERVICE PRESERVATION BRIEFS</b>			
<b>NPS Brief No.</b>	<b>NPS Preservation Brief Title</b>	<b>Author(s)/Description</b>	<b>Available online?</b>
1	<b><i>Assessing Cleaning and Water-Repellent Treatments for Historic Masonry Buildings</i></b>	Robert C. Mack, FAIA, and Anne E.Grimmer. Surveys a variety of cleaning methods and materials and provides guidance on selecting the most appropriate method and the gentlest means possible. Discusses water-repellent coatings and waterproof coatings together with the purpose of each, the suitability of their application to historic masonry buildings, and possible consequences of their inappropriate use. 16 pages. 27 illustrations. 2000.	Yes
2	<b><i>Repointing Mortar Joints in Historic Masonry Buildings</i></b>	Repointing Mortar Joints in Historic Masonry Buildings. Robert C. Mack, FAIA, and John P. Speweik. Provides general guidance on appropriate materials and methods for repointing historic masonry buildings. This publication revises the 1980 edition of Preservation Briefs 2. Repointing Mortar Joints in Historic Brick Buildings and includes guidance for all types of historic masonry. 16 pages. 36 illustrations. 1998.	Yes
3	<b><i>Conserving Energy in Historic Buildings</i></b>	Conserving Energy in Historic Buildings. Baird M. Smith, AIA. Provides information on materials and techniques to consider or avoid when undertaking weatherization and energy conservation measures in historic buildings. 8 pages. 8 illustrations. 1978.	Yes
4	<b><i>Roofing for Historic Buildings</i></b>	Sara M. Sweetser. Provides a brief historic of the most commonly used roofing materials in America. Presents a sound preservation approach to roof repair, roof replacement, and the use of alternative roofing materials. 8 pages. 1978.	Yes
5	<b><i>The Preservation of Historic Adobe Buildings</i></b>	Provides information on the traditional materials and construction of adobe buildings, and the causes of adobe deterioration. Makes recommendations for preserving historic adobe buildings. 8 pages. 15 illustrations. 1978.	Yes
6	<b><i>Dangers of Abrasive Cleaning to Historic Buildings</i></b>	Anne E. Grimmer. Cautions against the use of sandblasting to clean various buildings and suggests measures to mitigate the effects of improper cleaning. Explains the limited circumstances under which abrasive cleaning may be appropriate. 8 pages. 10 illustrations. 1979.	Yes
7	<b><i>The Preservation of Historic Glazed Architectural Terra-Cotta</i></b>	de Teel Patterson Tiller. Discusses deterioration problems that commonly occur with terra-cotta and provides methods for determining the extent of such deterioration. Makes recommendations for maintenance and repair, and suggests appropriate replacement materials. 8 pages. 11 illustrations. 1979.	Yes

<b>NATIONAL PARK SERVICE PRESERVATION BRIEFS</b>			
<b>NPS Brief No.</b>	<b>NPS Preservation Brief Title</b>	<b>Author(s)/Description</b>	<b>Available online?</b>
8	<b><i>Aluminum and Vinyl Siding on Historic Buildings -- The Appropriateness of Substitute Materials for Resurfacing Historic Wood Frame Buildings</i></b>	John H. Myers, revised by Gary L. Hume. Discusses the appearance of various types of historic wood siding and makes recommendations for repair and replacement. Outlines the very limited instances under which substitute siding may be an acceptable alternative. 7 pages. 5 illustrations. Revised 1984.	Yes
9	<b><i>The Repair of Historic Wooden Windows</i></b>	John H. Myers. Provides useful information on evaluating and repairing historic wooden windows found in typical rehabilitation projects. Emphasizes practical methods for homeowners or developers. 8 pages. 10 illustrations. 1981.	Yes
10	<b><i>Exterior Paint Problems on Historic Woodwork</i></b>	Kay D. Weeks and David W. Look, AIA. Identifies and describes common types of paint surface conditions and failures. Provides guidance on preparing historic woodwork for repainting, including limited and total paint removal. 12 pages. 14 illustrations. 1982.	Yes
11	<b><i>Rehabilitating Historic Storefronts</i></b>	H. Ward Jandl. Explores the role of the storefront in historic buildings and provides guidance on rehabilitation techniques for historic storefronts as well as compatible storefront designs. 12 pages. 12 illustrations. 1982.	Yes
12	<b><i>The Preservation of Historic Pigmented Structural Glass (Vitrolite and Carrara Glass)</i></b>	Provides information on the early manufacture, installation, and use of this decorative building product commonly found in 20th century buildings; reasons for its damage; and a general approach for its maintenance, repair, and replacement. 8 pages. 16 illustrations. 1984.	Yes
13	<b><i>The Repair and Thermal Upgrading of Historic Steel Windows</i></b>	Sharon C. Park, AIA. Presents brief historical background on the development, use, and styles of rolled steel windows popular in the first half of the 20th century. Explains steps for cleaning and repairing damaged steel windows; also provides information on appropriate methods of weather-stripping and options for storm panels or the installation of thermal glass. 12 pages. 10 illustrations. 1984.	Yes
14	<b><i>New Exterior Additions to Historic Buildings -- Preservation Concerns</i></b>	Kay D. Weeks. Uses a series of examples to suggest ways that attached additions successfully serve contemporary uses as part of a rehabilitation project while preserving significant historic materials and features and the building's historic character. 12 pages. 30 illustrations. 1986.	Yes
15	<b><i>Preservation of Historic Concrete</i></b>	Paul Gaudette and Deborah Slation. Discusses the characteristics of concrete and causes of deterioration. Includes information on cleaning, maintenance, and repair, and on protective systems. 16 pages. 37 illustrations. 2007.	Yes
16	<b><i>The Use of Substitute Materials on Historic Building Exteriors</i></b>	Sharon C. Park, AIA. Includes a discussion of when to use substitute materials, cautions regarding their expected performance and descriptions of several substitute materials together with advantages and disadvantages. Summary charts included. 16 pages. 34 illustrations. 1988.	Yes
17	<b><i>Architectural Character - Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving Their Character</i></b>	Lee H. Nelson, FAIA. Essential guidance to help property owners and architects identify those features of historic buildings that give the building its visual character so that their preservation can be maximized in rehabilitation. 12 pages. 27 illustrations. 1988.	Yes
18	<b><i>Rehabilitating Interiors in Historic Buildings - Identifying Character-Defining Elements</i></b>	H. Ward Jandl. Assists building owners in identifying significant interior spaces, features, and finishes so they may be preserved in rehabilitation work. The guidance applies to all building types and styles, from 18th century churches to 20th century office buildings. 8 pages. 11 illustrations. 1988.	Yes

<b>NATIONAL PARK SERVICE PRESERVATION BRIEFS</b>			
<b>NPS Brief No.</b>	<b>NPS Preservation Brief Title</b>	<b>Author(s)/Description</b>	<b>Available online?</b>
19	<b><i>The Repair and Replacement of Historic Wooden Shingle Roofs</i></b>	Sharon C. Park, AIA. Discusses historic wooden roofing, expectations for longevity, and repair and replacement options. Identifies roofing material that duplicates the appearance of a historic roof, offers guidance on proper installation, and provides information on coatings and maintenance procedures to help preserve the roof. 12 pages. 16 illustrations. 1989.	Yes
20	<b><i>The Preservation of Historic Barns</i></b>	Michael J. Auer. Identifies historic barn types, helps owners understand the historic character of their barns, and offers advice on the maintenance, repair, and rehabilitation of old and historic barns. 12 pages. 30 illustrations. 1989.	Yes
21	<b><i>Repairing Historic Flat Plaster - Walls and Ceilings</i></b>	Marylee MacDonald. Guides building owners on repairing historic plaster using traditional materials (wet plaster) and techniques. Suggests replacement options if the historic plaster is severely deteriorated. Useful chart on various plaster bases and compatible basecoats and finish coats. 14 pages. 17 illustrations. 1989.	Yes
22	<b><i>The Preservation and Repair of Historic Stucco</i></b>	Anne E. Grimmer. Describes the evolution of stucco as a popular building material, beginning with a brief history of how stucco is applied, and how its composition, texture, and surface patterns have changed. Includes guidelines for the historic property owner or manager on how to plan for and carry out repair of historic stucco, with sample mixes for 18th, 19th, and 20th century stucco types. 12 pages. 33 illustrations. 1990.	Yes
23	<b><i>Preserving Historic Ornamental Plaster</i></b>	David Flaharty. Discusses ornamental plaster production, explaining the processes of run-in-place and cast ornamentation using three common decorative forms as examples: the cornice, ceiling medallion, and coffered ceiling. Guidance will help an owner identify deterioration causes and better understand complex restoration techniques. Useful advice on selecting and evaluating a restoration contractor is included. 12 pages. 34 illustrations. 1990.	Yes
24	<b><i>Heating, Ventilating, and Cooling Historic Buildings-Problems and Recommended Approaches</i></b>	Sharon C. Park, AIA. Underscores the importance of careful planning in order to balance preservation objectives with the interior climate needs of the building. Useful charts included. 14 pages. 28 illustrations. 1991.	Yes
25	<b><i>The Preservation of Historic Signs</i></b>	Michael J. Auer. Discusses the history of sign types pre-1800 to the 20th century, including symbol signs, flat signs, fascia signs, hanging signs, goldleaf signs, rooftop signs, and neon signs. Makes recommendations for their repair and re-use. 12 pages. 29 illustrations. 1991.	Yes
26	<b><i>The Preservation and Repair of Historic Log Buildings</i></b>	Bruce L. Bomberger. Focuses on horizontally laid or vertically positioned logs, but the preservation and repair treatments are essentially the same for all log structures. Discusses traditional splicing-in techniques, the use of epoxies, and replacement, as well as guidance on the repair and replacement of chinking and daubing. 14 pages. 32 illustrations. 1991.	Yes

<b>NATIONAL PARK SERVICE PRESERVATION BRIEFS</b>			
<b>NPS Brief No.</b>	<b>NPS Preservation Brief Title</b>	<b>Author(s)/Description</b>	<b>Available online?</b>
27	<b><i>The Maintenance and Repair of Architectural Cast Iron</i></b>	John G. Waite; historical overview by Margot Gayle. Discusses the role of cast iron in the industrial development of our country during the 19th century and the resulting advances in building design and technology and ornamental detailing. Provides essential guidance on maintaining and repairing architectural cast iron within rehabilitation projects. 12 pages. 30 illustrations. 1991.	Yes
28	<b><i>Painting Historic Interiors</i></b>	Sara B. Chase. Discusses wall paint and decorative surface treatments from the late 17th century to the 1950s. Describes the usefulness of a complete paint investigation for preservation and restoration projects. Provides guidance on the common causes of interior paint failure and preparing surfaces for repainting. Makes recommendations about paint with health and safety factors in mind. 16 pages. 22 illustrations. 1992.	Yes
29	<b><i>The Repair, Replacement, and Maintenance of Historic Slate Roofs</i></b>	Jeffrey S. Levine. Describes the causes of slate roof failures and provides comprehensive guidance on their sensitive repair and, when necessary, their appropriate replacement. A useful Repair/Replacement Guideline is included to assist owners prior to work. 16 pages. 42 illustrations. 1992.	Yes
30	<b><i>The Preservation and Repair of Historic Clay Tile Roofs</i></b>	Anne E. Grimmer and Paul K. Williams. Reviews the history of clay roofing tiles and describes many types and shapes of historic tiles, as well as their method of attachment. Provides general guidance for historic property owners on how to plan and carry out a project involving the repair and selected replacement of historic clay roofing tiles. 16 pages. 33 illustrations. 1992.	Yes
31	<b><i>Mothballing Historic Buildings</i></b>	Sharon C. Park, AIA. Describes process of protecting a deteriorating historic building from weather as well as vandalism when funds are not currently available to begin a preservation, rehabilitation, or restoration project. 14 pages. 27 illustrations. 1993.	Yes
32	<b><i>Making Historic Properties Accessible</i></b>	Thomas C. Jester and Sharon C. Park, AIA. Introduces the complex issue of providing accessibility at historic properties, and underscores the need to balance accessibility and historic preservation. Provides guidance and many examples of successful projects. 14 pages. 43 illustrations. 1993.	Yes
33	<b><i>The Preservation and Repair of Historic Stained and Leaded Glass</i></b>	Neal A. Vogel and Rolf Achilles. Gives a short history of stained and leaded glass in America. surveys basic preservation and documentation issues and addresses common causes of deterioration and presents protection, repair, and restoration options. 16 pages. 25 illustrations. 1993, updated 2007.	Yes
34	<b><i>Applied Decoration for Historic Interiors -- Preserving Historic Composition Ornament</i></b>	Jonathan Thornton and William Adair, FAAR. Describes the history, appearance, and characteristics of this uniquely pliable material. Provides guidance on identifying compo and suggests appropriate treatments, depending upon whether the project goal is preservation or restoration. 16 pages. 52 illustrations. 1994.	Yes
35	<b><i>Understanding Old Buildings -- The Process of Architectural Investigation</i></b>	Travis C. McDonald, Jr. Explains architectural investigation as the critical first step in planning an appropriate treatment--understanding how a building has changed over time and assessing levels of deterioration. Addresses the often complex investigative process in broad, easy-to-understand terminology. 12 pages. 23 illustrations. 1994.	Yes

<b>NATIONAL PARK SERVICE PRESERVATION BRIEFS</b>			
<b>NPS Brief No.</b>	<b>NPS Preservation Brief Title</b>	<b>Author(s)/Description</b>	<b>Available online?</b>
36	<b><i>Protecting Cultural Landscapes -- Planning, Treatment and Management of Historic Landscapes</i></b>	Charles A. Birnbaum, ASLA. Describes cultural landscapes as special places that reveal aspects of our country's origins and development through their form and features and the ways they were used. Provides a step-by-step process for preserving historic designed and vernacular landscapes to ensure a successful balance between historic preservation and change. 20 pages. 50 illustrations. 1994.	Yes
37	<b><i>Appropriate Methods of Reducing Lead-Paint Hazards in Historic Housing</i></b>	Sharon C. Park, AIA, and Douglas C. Hicks. Updated with current standards, provides a methodology for planning and implementing measures to reduce lead-paint hazards. Explains how to strike a balance between preserving significant materials and features and protecting human health, safety, and the environment. 16 pages. 35 illustrations. 1995, updated 2006.	Yes
38	<b><i>Removing Graffiti from Historic Masonry</i></b>	Martin E. Weaver. Focuses on cleaning methods that can be used to remove surface-applied graffiti without damaging historic masonry. Emphasizes prompt removal as the key to preventing recurrence of graffiti, as well as the importance of developing a maintenance program in advance to be prepared when graffiti occurs. Includes "tips" for successful graffiti removal, a discussion of barrier coatings, and useful charts designed to guide the graffiti-removal process. 15 pages. 23 illustrations. 1995.	Yes
39	<b><i>Holding the Line -- Controlling Unwanted Moisture in Historic Buildings</i></b>	Sharon C. Park, AIA. Outlines way to diagnose moisture problems and choose remedial treatments within a historic preservation context. Considers the five major sources of moisture, including the exterior building envelope, ground moisture infiltration, interior condensation, leaking pipes, and moisture from cleaning or construction. Provides guidance on managing moisture deterioration, repairing and maintaining historic building materials, and correcting problem areas. Includes charts on types of diagnostic tools, recommended treatments and treatments that should always be avoided. 16 pages. 30 illustrations. 1996.	Yes
40	<b><i>Preserving Historic Ceramic Tile Floors</i></b>	Anne E. Grimmer and Kimberly A. Konrad. Summarizes the historical use of glazed and unglazed ceramic tiles as a traditional flooring material, and describes different types of tiles, including quarry tiles, encaustic tiles and geometric tiles, and mosaic tiles. Provides useful guidance for maintaining and preserving historic ceramic tile flooring, on cleaning treatments, and on protective and code-required, slip resistant coatings. Also contains information on various repair options, as well as the selective replacement of damaged tiles. Useful sources for replacement tiles. 16 pages. 25 illustrations. 1996.	Yes
41	<b><i>The Seismic Retrofit of Historic Buildings -- Keeping Preservation in the Forefront</i></b>	David Look, AIA, Terry Wong, and Sylvia Rose Augustus. Discusses the issues of protecting historic buildings in seismic areas from earthquake damage. Stresses the importance of working with a team of specialists familiar with historic building construction and the alternative approaches to seismic retrofit that make a building safe without destroying significant historic materials. Provides essential guidance on evaluating historic buildings, the extent of strengthening to consider, design approaches, and the visual impact of these changes. 16 pages. 37 illustrations. 1997.	Yes

<b>NATIONAL PARK SERVICE PRESERVATION BRIEFS</b>			
<b>NPS Brief No.</b>	<b>NPS Preservation Brief Title</b>	<b>Author(s)/Description</b>	<b>Available online?</b>
42	<b><i>The Maintenance, Repair and Replacement of Historic Cast Stone</i></b>	Richard Pieper. Defines cast stone as a building material and provides a brief history of its manufacture and use. Discusses the causes of its deterioration, repairable conditions, and methods of repair. Also addresses the replication and replacement of historic cast stone installations, and the use of cast stone as a substitute replacement material for natural stone. 16 pages. 26 illustrations. 2001.	Yes
43	<b><i>The Preparation and Use of Historic Structure Reports</i></b>	Deborah Slaton. Defines the historic structure report and provides a historical overview of its use. Outlines an entire procedure for preparing it taking a team approach. Topics in the Brief include historical/archival research, site inspection, evaluation, and treatment recommendations, the organization and contents of the report itself, and how the report is applied to the development of design and construction documents and implementation of work. 16 pages. 25 illustrations. 2005.	Yes
44	<b><i>The Use of Awnings on Historic Buildings -- Repair, Replacement and New Design</i></b>	Chad Randl. Provides a comprehensive overview of the practical and aesthetic use of various types of awnings over time. Presents guidance for their maintenance, preservation and repair. Discusses the circumstances under which awning replacement is appropriate, as well as how to achieve a compatible design for new awnings on historic buildings. 16 pages. 25 illustrations. 2004.	Yes
45	<b><i>Preserving Historic Wooden Porches</i></b>	Aleca Sullivan and John Leeke. Explains how to assess the condition of historic porches; provides detailed procedures for proper maintenance and repair, and includes measures to address code issues. Provides a range of information from the selection of materials to guidance on contemporary alterations. 20 pages. 30 illustrations. 2006.	Yes
46	<b><i>The Preservation and Reuse of Historic Gas Stations</i></b>	Chad Randl. Provides guidance on assessing the significance of historic gas stations and encourages their preservation by providing information on the maintenance and repair of existing structures. Describes appropriate rehabilitation treatments, including conversions for new functions when the historic use is no longer feasible. 16 pages. 27 illustrations. 2008.	Yes
47	<b><i>Maintaining the Exterior of Small and Medium Size Historic Buildings</i></b>	Sharon Park, FAIA. Discusses the benefits of regular inspection, monitoring, and seasonal maintenance work for historic buildings. Provides guidance on maintenance treatments for historic building exteriors. 16 pages. 18 illustrations. 2006.	Yes

**G**

**National Register of Historic Places  
Nomination Forms for Pope AFB**

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DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS MILITARY AIRLIFT COMMAND  
SCOTT AIR FORCE BASE, ILLINOIS 62225-5001

13-4  
Pope



14 AUG 1990

REPLY TO  
ATTN OF: DEV (Ms Geil, AUTOVON 576-5763)

SUBJECT: Pope AFB Nomination to the National Register

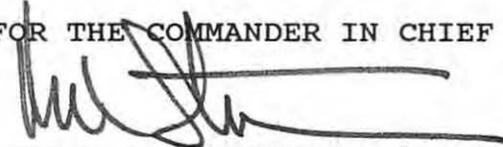
TO: HQ USAF/LEEV

1. We are resubmitting the Pope AFB nomination to the National Register of Historic Places. Correction of Criterion B to Criterion C and entry of national significance are accomplished.

2. After consultation with the Southeast Region National Park Service (NPS) and the North Carolina State Historic Preservation Officer (SHPO), it was agreed that they did not feel it was necessary to extend the period of significance. Though Ms Amy Federman, the NPS reviewer, is on vacation, Ms Kathryn Boonin agreed that the extension was a suggestion and not necessary for the nomination. As the contract let to write the nomination has been closed out and the contract firm is defunct, we are resubmitting the nomination with the original period of significance.

3. Our POC is Ms Geil.

FOR THE COMMANDER IN CHIEF

  
MARKUS K. STRAUME, Colonel, USAF  
Dir, Environmental Management  
DCS/Engineering and Services

2 Atch

- ~~1. Nomination~~ *not incl*
- 2. Background

United States Department of the Interior  
National Park Service

# National Register of Historic Places Multiple Property Documentation Form

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

**A. Name of Multiple Property Listing**

POPE AIR FORCE BASE EARLY EXPANSION MULTIPLE PROPERTY GROUP

**B. Associated Historic Contexts**

(1) Military Expansion of Pope AFB, 1933-1934

(2) Economic Recovery Through Federally Sponsored Public Works Programs,  
1933-1934

**C. Geographical Data**

Pope Air Force Base, Fayetteville, North Carolina (Cumberland County)

See continuation sheet

**D. Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

\_\_\_\_\_  
Signature of certifying official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

\_\_\_\_\_  
Signature of the Keeper of the National Register

\_\_\_\_\_  
Date



## E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

The Pope Air Force Base Multiple Property group is organized as two contributing properties: a contiguous district composed of early housing and administrative cantonment buildings, and a single hangar building associated with early airborne operations at Pope Field. Property types identified include a Depression-era hangar (Bldg. 708), Old Family Housing units, and Depression-era administrative and barracks buildings (Bldgs. 300, 302, 306). All of these buildings are associated with the first period of military expansion at one of the earliest Air Force installations in the United States, and all were constructed using public moneys allocated by Congress under the Emergency Relief and Construction Act of 1932 (Title III, Section 301), specifically to employ otherwise unemployed workers during the Great Depression (Armstrong 1976).

Pope Field was established in 1919 and presently contains runways, hangars, aircraft operations support, administrative support, housing, and community service facilities. No structures remain from the period 1919 - 1932; the present built environment consists of construction dating from 1933 to the mid-1980s. The resources included in the Pope AFB Early Expansion Multiple Property group are the only surviving buildings from the early growth period, 1933 - 1934 (Anon. 1983:2). Uninterrupted use of these Depression-era buildings has continued into the present. In addition, the original dirt airstrip was incorporated into the existing north-south runway, which was paved during World War II and expanded during the 1960s (Drucker 1985); the runway, taxiways, and aprons now separate Hangars 4 and 5 (Bldg. 708) from the remaining Depression-era buildings included in this nomination.

From its beginnings as a small airfield used for local aerial mapping, weather reporting, and mail service, Pope Field has contributed to the development of the American military forces. Initially, Pope Field contained a single dirt runway flanked by tents. During the 1920s, four wooden hangars were built. Graphic documentation of the base during the 1920s and early 1930s indicates that these small hangars were replaced by more permanent structures in 1934. A new cantonment was also completed by 1934 (Farnung 1985; Pope AFB Civil Engineering Files; Drucker 1985).

Today, Pope Air Force Base comprises a compact installation of 1,885 acres in Cumberland County, North Carolina. Virtually the entire reservation has undergone landscape modification associated with airlift and support operations, much of which was completed during the 1940s and early 1950s. Projects completed between 1940 and 1943, the second period of military expansion at Pope Field, include housing, shops, a hospital, and other support facilities. Most of these structures remain standing today. Much of the present cantonment was built after 1960. Approximately 70% of the buildings standing today were built between 1950 and 1982.



## F. Associated Property Types

I. Name of Property Type Depression-Era Hangars 4/5 (Bldg. 708), Pope AFB

### II. Description

See Section 7, NRHP Nomination Form for Hangars 4/5 (Bldg. 708), Pope AFB

### III. Significance

Along with several administrative and residential cantonment structures on the opposite side of the airfield, Bldg. 708 reflects the Government's expansion of the physical installation at Pope Field during the early Depression years. Hangars 4 and 5 (Bldg. 708) commemorate this first period of military growth and reflect the architectural styles typical of military and aircraft hangar construction prior to 1950.

In addition to its historical context, Bldg. 708 contains the only example of bowstring truss construction at Pope AFB, and thereby documents the ubiquity and durability of this mode of construction at military airfields before 1950. Truss construction was the original type of roof support used in American airplane hangars, and was superseded by the compression strut truss (1950 - 1955) and the bar joist truss (late 1950s and early 1960s).

### IV. Registration Requirements

Although several modifications have been made to the hangar building during the past 50 years, it still retains the core architectural and engineering components which define the basic elements of this nomination. The building therefore reflects a high degree of integrity.

Since no additional properties exist meeting the registration requirements of Depression-era buildings associated with the first period of military expansion at Pope Air Force Base, those documented in this nomination represent the only properties which could be included in a multiple property group.

See continuation sheet

See continuation sheet for additional property types



### G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

The Pope AFB Early Expansion Multiple Property Group includes all buildings at Pope Air Force Base which were built in 1933 - 1934. This identification and assessment of historical and architectural contexts is based on a survey of the the installation which was conducted by Lesley M. Drucker of Carolina Archaeological Services, under contract with the National Park Service, on August 13 - 14, 1985. The purpose of the survey was to photodocument and evaluate the oldest surviving buildings at Pope Field according to their eligibility for listing on the National Register of Historic Places. In addition to the field observations, historical and documentary sources consulted during the research included aerial maps and photographs, archival photographs, real property records, and engineering records. Both military and civilian informants were also consulted concerning aspects of the built environment at Pope Field, as well as changes in the twentieth century cultural landscape.

See continuation sheet

### H. Major Bibliographical References

**Anonymous**

1983 Base Guide for Pope AFB, North Carolina. Ms. on file, 317th Tactical Airlift Wing, Pope Air Force Base.

**Armstrong, Ellis L., editor**

1976 History of Public Works of the United States: 1776-1976. American Public Works Association, Chicago.

**Drucker, Lesley M.**

1985 Architectural and Historical Documentation of the Original Cantonment Area and Hangars 4 and 5, Pope Air Force Base, North Carolina. Resource Studies Series 83. Carolina Archaeological Services, Columbia.

**Farnung, Leonard**

1985 Personal Communication. Civil Engineering, Pope AFB, North Carolina.

**Pope Air Force Base**

n.d. Civil Engineering Files. Ms. on file, Pope AFB, North Carolina.

See continuation sheet

Primary location of additional documentation:

State historic preservation office

Other State agency

Federal agency

Local government

University

Other

Specify repository: Pope AFB, Fayetteville, NC

### I. Form Prepared By

name/title Lesley Drucker, Senior Archaeologist; Susan Jackson, Projects Coordinator  
organization Carolina Archaeological Services date 11/87  
street & number 1612 Westminster Drive telephone 803/254-3996  
city or town Columbia state SC zip code 29204

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number F Page 1

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(Depression-Era Hangars 4/5 - Significance continued)

Another noteworthy engineering feature associated with Bldg. 708 is the use of hollow tile masonry, which forms the core of other Depression-era buildings on the base as well. This structural core is unique to pre-1950 construction in the southeastern United States, where it allowed interior walls to expand and breathe under conditions of high humidity.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number F Page 2

I. Name of Property Type - Old Family Housing Units, Pope AFB

II. Description

See Section 7, NRHP Nomination form for Pope AFB Historic District.

III. Significance

The homes and garages associated with the Old Family Housing units at Pope AFB were built between 1933 and 1934, and represent some of the oldest standing buildings at the installation. These units were built during a period of initial economic recovery from the Great Depression, using dollar allocations from the only pre-Roosevelt era Government program designed to put the country's population back to work. Of a total of \$300 million appropriated by Congress under the Emergency Relief and Construction Act of 1932, \$224,000 was spent at Pope Field to construct officers' housing. The 1933-1934 housing at Pope AFB also represents construction undertaken during the first major expansion of the military facilities at Pope Field, which has played a leading role in the development of American air power.

The Pope AFB Old Family Housing units display an early twentieth century application of more or less standard Federal construction designs and floor plans, adapted to a specific, south Atlantic seaboard environment and usage. Federal buildings during this period were stylistically restricted to classical and pseudo-classical designs which were easy to recognize and adapt for a variety of public uses. A broad range of architects found it easier to compose and detail buildings within this general idiom, and contracting for efficient use of space and materials was also made easier through repetitive use of basic designs and plans throughout various levels of Federal government.

IV. Registration Requirements

Although the homes and garages in the Old Family Housing units have undergone architectural modification during the past 50 years, they still retain the core architectural and engineering components which define the basic elements of this nomination. These buildings therefore reflect a high degree of integrity.

Since no additional properties exist meeting the registration requirements of Depression-era buildings associated with the first period of military expansion at Pope Air Force Base, those documented in this nomination represent the only properties which could be included in a multiple properties group.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number F Page 3

I. Name of Property Type - Depression-Era Administrative and Barracks Buildings, Pope Air Force Base

II. Description

See Section 7, NRHP Nomination form for Pope AFB Historic District.

III. Significance

The barracks and administrative buildings associated with the first cantonment area at Pope Field were built between 1933 and 1934, and represent some of the oldest standing buildings at the installation. These units were built during a period of initial economic recovery from the Great Depression, using allocations from the only pre-Roosevelt era Federal program designed to put the country's population back to work. Of a total of \$300 million appropriated by Congress under the Emergency Relief and Construction Act of 1932, \$140,000 was spent at Pope Field to construct Flemming Hall and the other two administrative buildings.

The 1933-1934 cantonment at Pope AFB also represents construction undertaken during the first major expansion of the military facilities. Pope Field has played a leading role in the development of American air power.

The Pope AFB administrative and barracks buildings display an early twentieth century application of more or less standard Federal construction designs and floor plans, adapted to a specific, south Atlantic seaboard environment and usage. Flemming Hall (Bldg. 306) is typical of a basic palladian design which characterized public construction from the early to middle twentieth century. Large palladian buildings designed for public use display formal symmetry, imposing entries, and balanced flanking elements. Smaller buildings, such as the fire station (Bldg. 300) and the old medical dispensary (Bldg. 302) are characterized by utilitarian, individualized adaptations of these major design elements. Federal buildings during this period were stylistically restricted to classical and pseudo-classical designs which were easy to recognize and adapt for a variety of public uses. A broad range of architects found it easier to compose and detail buildings within this general idiom, and contracting for efficient use of space and materials was also made easier through repetitive use of basic designs and plans throughout various levels of Federal government.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number F Page 4

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#### IV. Registration Requirements

Although the administrative and barracks buildings have undergone architectural modification over the past 50 years, they retain the core architectural and engineering components which define the basic elements of this nomination. These buildings therefore reflect a high degree of integrity.

Since no additional properties exist meeting the registration requirements of Depression-era buildings associated with the first period of military expansion at Pope Air Force Base, those documented in this nomination represent the only properties which could be included in a multiple properties group.



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS UNITED STATES AIR FORCE  
WASHINGTON, DC 20332-5000



*Post*

REPLY TO  
ATTN OF: LEEV

02 MAY 1990

SUBJECT: Pope AFB Nomination to the National Register

TO: HQ MAC/DEV

We are returning the Pope AFB nomination to the National Register of Historic Places (Atch 1) so that you can make the changes requested by the National Park Service reviewer (Atch 2). Please contact the reviewer, Ms. Amy Federman, telephone (202) 343-9536, if you have questions on what is needed. Our point of contact is Dr. A.L. Clark, AUTOVON 297-3668.

FOR THE CHIEF OF STAFF

*Curtis M. Bowling*  
CURTIS M. BOWLING, GM-15  
Deputy Chief, Environmental Quality Division  
Directorate of Engr & Svcs

- 2 Attachments  
1. Nomination  
2. National Register  
Evaluation

*10 May 90  
1 May 1990*

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Pope Air Force Base Early Expansion  
MPS  
Cumberland County  
NORTH CAROLINA

Working No. 1/31/90  
Fed. Reg. Date: \_\_\_\_\_  
Date Due: 3/17/90  
Action:  ACCEPT  
 RETURN 3/16/90  
 REJECT  
Federal Agency: USAF

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review:  sample  request  appeal  NR decision

Reviewer's comments:

*See attached*

Recom./Criteria Return  
Reviewer Frederick  
Discipline Arch Hist  
Date 3/16/90  
\_\_\_\_\_ see continuation sheet

Nomination returned for:  technical corrections cited below  
 substantive reasons discussed below

1. Name \_\_\_\_\_

2. Location \_\_\_\_\_

3. Classification	Ownership		Status	Present Use
	Category	Public Acquisition	Accessible	

4. Owner of Property \_\_\_\_\_

5. Location of Legal Description \_\_\_\_\_

6. Representation in Existing Surveys  
Has this property been determined eligible?  yes  no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	
	<input type="checkbox"/> unaltered	
	<input type="checkbox"/> altered	

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection



**8. Significance**

Period \_\_\_\_\_ Areas of Significance—Check and justify below

Specific dates \_\_\_\_\_ Builder/Architect \_\_\_\_\_  
Statement of Significance (*in one paragraph*)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

**9. Major Bibliographical References**

**10. Geographical Data**

Acreage of nominated property \_\_\_\_\_  
Quadrangle name \_\_\_\_\_  
UTM References \_\_\_\_\_

Verbal boundary description and justification \_\_\_\_\_

**11. Form Prepared By**

**12. State Historic Preservation Officer Certification**

The evaluated significance of this property within the state is:

\_\_\_\_ national      \_\_\_\_ state      \_\_\_\_ local

State Historic Preservation Officer signature

title \_\_\_\_\_ date \_\_\_\_\_

**13. Other**

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to \_\_\_\_\_

Signed A. Federman Date 2/16/90 Phone: (202) 343-9536

1971

viewer's Comments

This multiple property form presents a comprehensive history of Pope Air Force Base from its founding through its later development. It focuses on the earliest period, 1933-1934, for which there are tangible remains. There are two individual forms for two properties developed during that period. The nomination packages include additional documentation on later periods of growth at Pope in both the cover document and the individual forms.

There are several technical issues which need to be addressed in order for the nomination to be processed. First, the individual forms do not include any level of significance. The combined documents contain information on the role of Pope AFB during the 1930s and beyond, particularly during World War II in a national framework. There are several statements indicating that Pope AFB was one of the earliest Air Force installations in the United States, and it may have had national significance as a training base during World War II. We would assume, therefore, that you are thinking of this property as nationally significant, and should therefore check national.

It appears that the period of significance for Pope AFB and for the two properties under nomination, as well as others on the base, could easily be extended through 1945 to include the contributions of Pope AFB to our national defense during World War II. Later growth at Pope AFB needs to be assessed in the context of other post-war developments across the country (if the national level of significance is to be continued; otherwise within a state or local context).

Finally, the nominations have Criterion B checked, although there is justification for Criterion C. We presume that since no major figure is mentioned (as required for Criterion B), that this was a typographical error and will be easily corrected.

*(Please note: cannot have connection listed on tape or nomination form)*

DEVID File

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name Hangars 4 and 5, Pope Air Force Base

other names/site number Building 708, Pope Air Force Base

### 2. Location

street & number Bldg. 708, Pope AFB

not for publication

city, town Fayetteville

vicinity

state North Carolina code NC county Cumberland code NC 051 zip code 28308

### 3. Classification

#### Ownership of Property

- private
- public-local
- public-State
- public-Federal

#### Category of Property

- building(s)
- district
- site
- structure
- object

#### Number of Resources within Property

Contributing	Noncontributing
<u>1</u>	<u>0</u> buildings
<u>    </u>	<u>    </u> sites
<u>    </u>	<u>    </u> structures
<u>    </u>	<u>    </u> objects
<u>1</u>	<u>0</u> Total

Name of related multiple property listing:  
Pope Air Force Base Early Expansion  
Multiple Property Listing

Number of contributing resources previously listed in the National Register 0

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.  See continuation sheet.

Signature of certifying official \_\_\_\_\_

Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

William S. Phipps  
Signature of commenting or other official

9-19-88  
Date

State Historic Preservation Officer

State or Federal agency and bureau \_\_\_\_\_

### 5. 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:)

Signature of the Keeper \_\_\_\_\_

Date of Action \_\_\_\_\_



**6. Function or Use**

Historic Functions (enter categories from instructions)

Defense - Military Facility

Current Functions (enter categories from instructions)

Defense - Military Facility

**7. Description**

Architectural Classification  
(enter categories from instructions)

No Style

Materials (enter categories from instructions)

foundation Concrete

walls Metal - Steel Aluminum

Stucco (Non-Bay Areas)

roof Asphalt

other

Describe present and historic physical appearance.

Hangars 4 and 5 (Bldg. 708) at Pope Air Force Base currently house Base Operations, as well as storage and a passenger aircraft terminal (Fig. 15). Built in 1934, this building has a double-bay metal super-structure resting on a concrete foundation and floor. The metal-and-asphalt shingle roof is supported by metal bowstring trusses (Fig. 16). The corners of the hangar are reinforced by concrete pylons with brick and concrete heads; side walls along the east and west sides of the hangar building are built of hollow tile masonry. Exterior dimensions of the hangar building are 333.5 x 124.0 feet. The front (south) exposure faces directly onto a taxiway apron. Front closure for the two bays consists of recessed canopies; back closure consists of "repeat" panel sliding doors (Fig. 17).

According to 1934 as-built plans, the hangar building was designed for air activity support, and contained storage, toilets, a locker room, a shop, gunnery, and radio rooms for a parachute department (Fig. 18). World War II modifications included addition of a second story within the eastern bay (Hangar 4) and shop areas flanking the outside of Hangar 5; addition of air conditioning in the control tower; and addition of mechanical ventilation ca. 1953. The glass cab control tower was added atop the east-central concrete pylon between 1934 and 1940 to support operations for airborne troop training. Base Operations, a one-story complex of offices, ticket counter, and passenger lounge, was added in 1958 at the front of the hangar building between Hangars 4 and 5 (cf. Figs. 15 and 18). Repairs to the hangar canopy doors, panel sliding doors, roof, windows, and other doors were also made at this time.

The major architectural changes associated with construction of Base Ops involved removal of the existing transom, filling in of the transom area with masonry, and installation of new metal double-door frames at the front of the new entrance. The existing concrete was left in place between the two central hangar pylons, but the crown of the existing pediment was removed. Modifications to Base Ops ca. 1960 included framing in of the transom above the central arch, replastering of the arch, closing of window openings, and lowering of the finished ceiling. The exterior of this small building was stuccoed in 1962. A second story was added to Base Ops later in the 1960s, increasing its square footage to 697 square feet.

See continuation sheet

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 1

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Repairs to the hangar door cables, electrical and mechanical systems, drainage and plumbing, and beacon tower have continued since 1960. Small arms storage in 1966, and an aircraft engine and repair shop in 1971, were added to the outside of the hangar. A passenger aircraft terminal, flight crew lounge, and information desk were added inside Hangar 4 after 1971. Today, Hangar 5 houses the passenger terminal and crew operations on the interior, and administrative, storage, and repair areas on the exterior.

## 8. Statement of Significance



Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Architecture

1934

1934

Engineering

Military

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

### General Statement

Hangars 4 and 5 (Bldg. 708) is the oldest standing aircraft building at Pope AFB, and is the only surviving, early airborne support building dating to the Depression era of military expansion at Pope Field. Bldg. 708 was completed in 1934 for \$175,590.97. In conjunction with Pope Field's original (1919) mission of local reconnaissance mapping, weather reporting, and mail service, four wooden aircraft hangars were built during the 1920s; however, these buildings were demolished during World War II to allow construction of hangars that could accommodate larger aircraft. A balloon hangar associated with the earliest airborne period was also dismantled in the late 1950s, leaving Bldg. 708 the only representative of early aircraft support at Pope Field.

Despite the addition of a small modern addition (Base Operations) between the hangars in 1958, Bldg. 708 maintains its structural integrity. The double-bay sheet metal frame, bowstring truss, pylon corner supports, canopy front doors, and sliding panel rear doors are typical of hangar construction and military aircraft/airlift support buildings at southeastern United States military installations prior to the 1950s.

### Historical Context

Pope Field was established by the U. S. War Department in 1919 to conduct local reconnaissance mapping, aerial photography, artillery support, and other functions in support of an Army Artillery regiment at Camp Bragg (Drucker 1985). Bldg. 708, along with an administrative and residential cantonment on the opposite side of the airfield, was built during the first of three major periods military expansion periods at Pope Field: the first occurred during the Great Depression (1933-1934), the second during World War II, and the third during the 1960s. Hangars 4 and 5 represent the only aircraft support building which survives from

See continuation sheet



**9. Major Bibliographical References**

Drucker, Lesley M.  
1985 Architectural and Historical Documentation of the Original Cantonment Area and Hangars 4 and 5, Pope Air Force Base, North Carolina. Resource Studies Series 83. Carolina Archaeological Services, Columbia.

Farnung, Leonard  
1985 Personal Communication. Civil Engineering, Pope AFB, North Carolina.

See continuation sheet

**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

**Specify repository:**

Pope AFB, Fayetteville, NC

**10. Geographical Data**

Acreage of property 1.0

**UTM References**

A 17 680820 3894380  
 Zone Easting Northing

C         

B           
 Zone Easting Northing

D         

See continuation sheet

**Verbal Boundary Description**

Bldg. 708 (Hangars 4/5) is surrounded on all four sides by asphalt pavement. The building corners define the boundaries of this property, which is situated just southwest of Surveyor Street and north of the major taxiway/apron areas adjoining the north side of Runway 23.05. See accompanying map for detail.

See continuation sheet

**Boundary Justification**

Architectural features defining Hangars 4/5 are bounded by the four corners of Bldg. 708.

See continuation sheet

**11. Form Prepared By**

name/title Lesley M. Drucker, Senior Archaeologist/Susan H. Jackson, Projects Coordinator  
 organization Carolina Archaeological Services date 11/87  
 street & number 1612 Westminster Drive telephone 803/254-3996  
 city or town Columbia state SC zip code 29204

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section number 8 Page 1

the early military period at Pope Field. This building has seen uninterrupted use from that time to the present. Its major significance lies in its commemoration of key airborne support operations flown from Pope Field during the Depression era and World War II, as well as its thematic association with a pre-Roosevelt, Depression-era public works program for reducing unemployment.

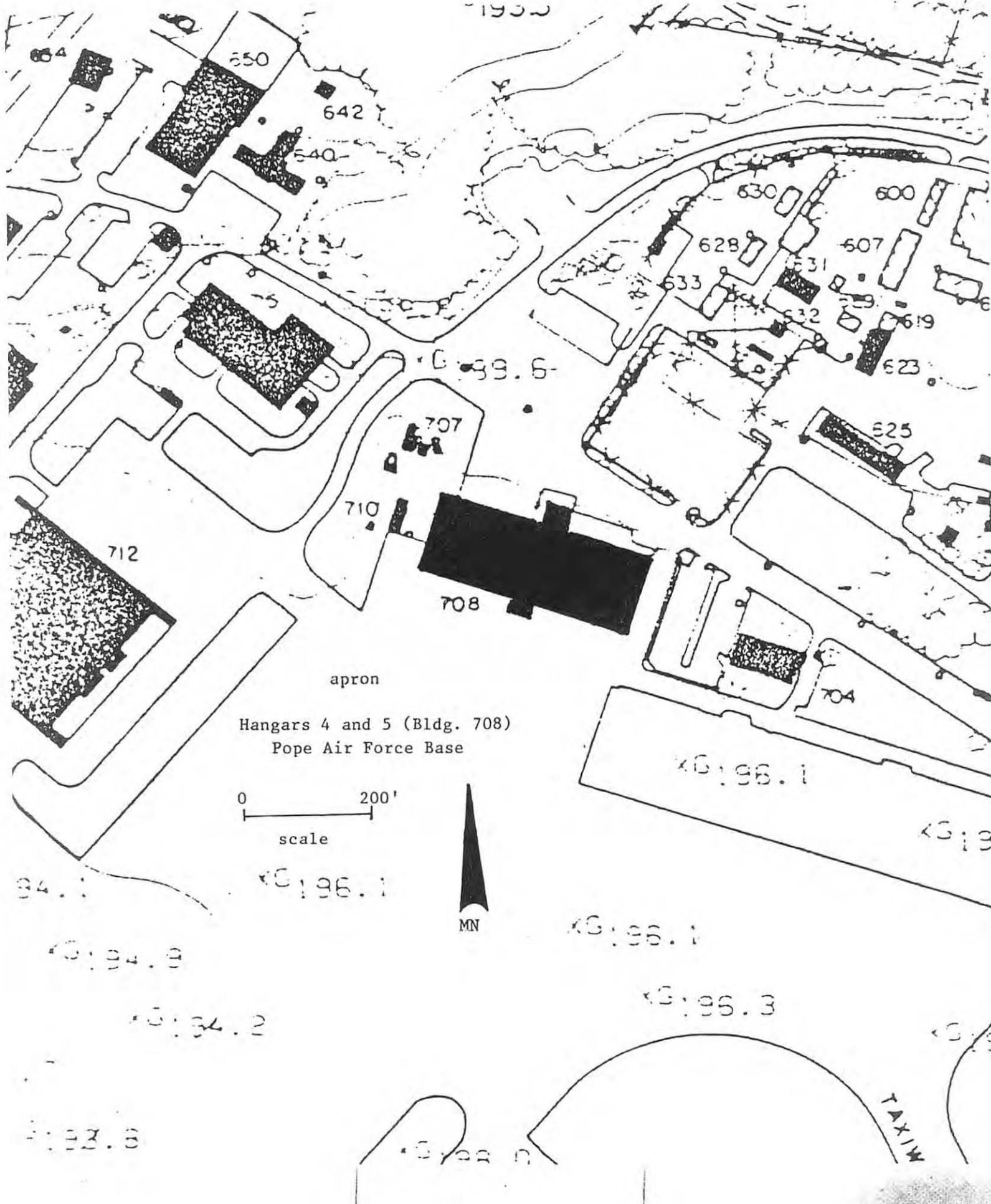
Engineering Features

In addition to its other historical contexts, Bldg. 708 is the only surviving example of bowstring truss construction at Pope AFB, and thereby documents the durability of this mode of construction at military airfields. Bowstring truss is the original type of roof support used in American airplane hangars. Truss construction is a simple engineering means of freeing open space and achieving vertical clearance with a minimum of superstructure. This engineering goal was achieved in hangar construction successively by the bowstring truss (ca. 1930 - 1950), the compression strut truss (1950 - 1955), and the bar joist truss (late 1950s and early 1960s) (Len Farnung, personal communication 1985). Bldg. 172, another hangar at Pope AFB, represents the only remaining example of compression strut truss construction at the installation. All of the other hangars at Pope AFB exhibit bar joist trusses, which were typical of hangar construction during the last major period of military construction and training at Pope.

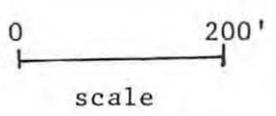
Another noteworthy engineering feature associated with construction of Hangars 4 and 5 is the use of hollow tile masonry, which forms the core wall element of the non-metal parts of the building. Similar in form and function to hollow concrete blocks, hollow tile is formed of bake-molded red clay. It is a structural core unique to pre-1950 construction in the southeastern United States, where it allowed interior walls to expand and breathe under conditions of high humidity (Len Farnung, personal communication 1985).



1955



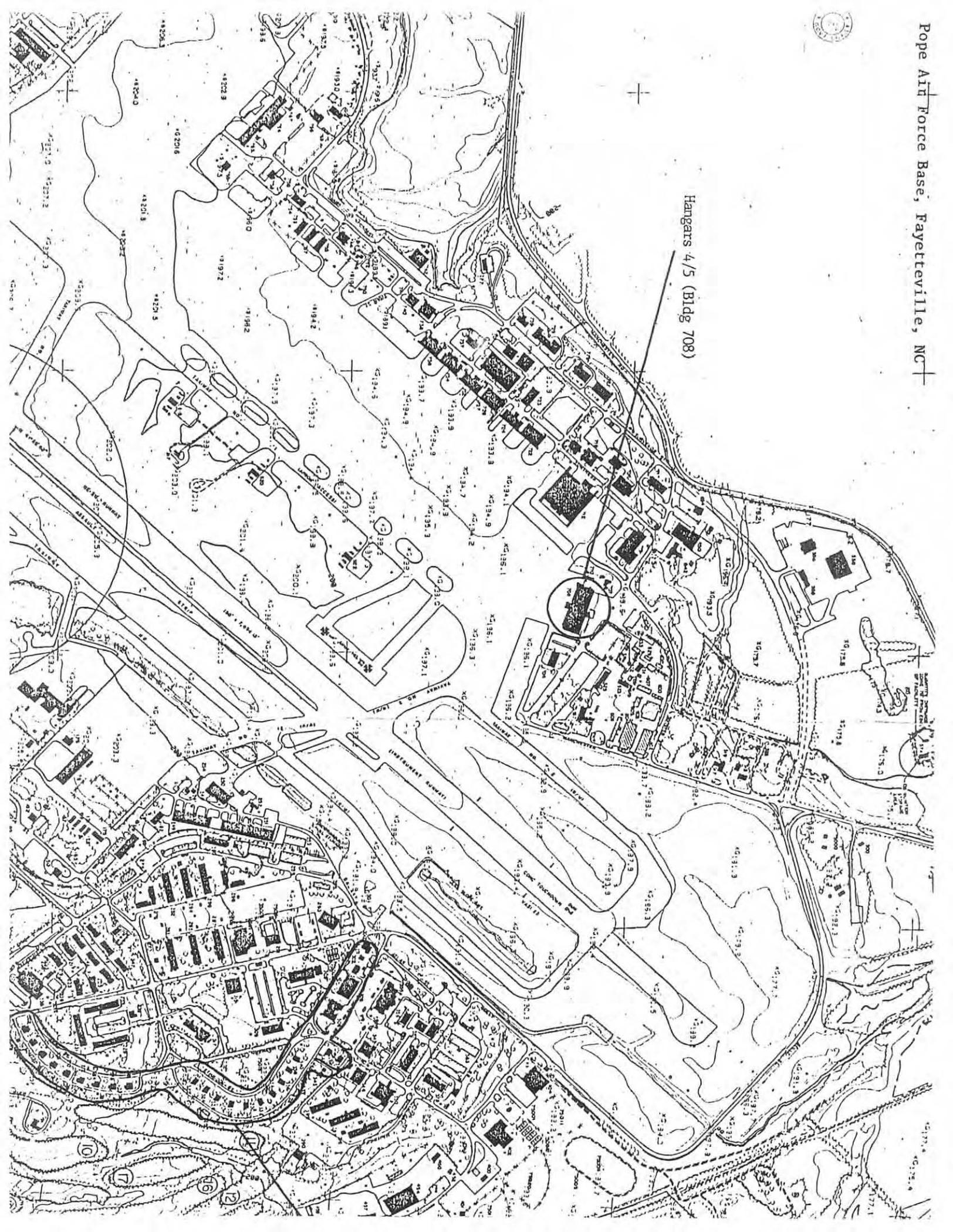
Hangars 4 and 5 (Bldg. 708)  
Pope Air Force Base



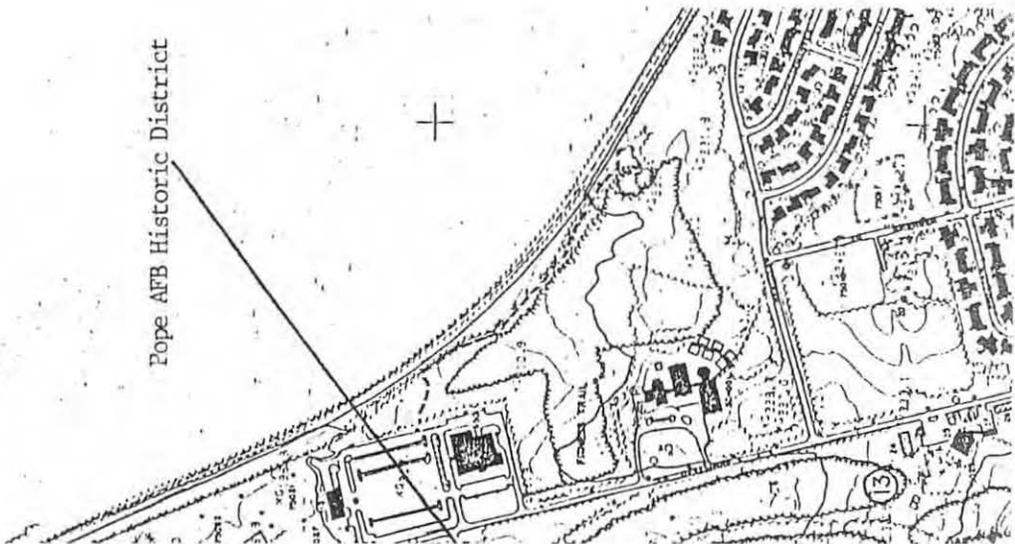
TAXI



Hangars 4/5 (Bldg 708)



Pope AFB Historic District



United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name Pope Air Force Base Historic District  
other names/site number Pope Air Force Base Depression-Era Cantonment

### 2. Location

street & number Bldgs. 300, 302, 306, and Old Family Housing Units  not for publication  
city, town Fayetteville  vicinity  
state North Carolina code NC county Cumberland code NC 051 zip code 28308

### 3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>32</u>	<u>1</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>32</u>	<u>1</u> Total

Name of related multiple property listing:  
Pope Air Force Base Early Expansion  
Multiple Property Group  
Number of contributing resources previously listed in the National Register 0

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.  See continuation sheet.

Signature of certifying official \_\_\_\_\_ Date \_\_\_\_\_  
State or Federal agency and bureau \_\_\_\_\_

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

William S. Fair  
Signature of commenting or other official \_\_\_\_\_ Date 9-19-88  
State Historic Preservation Officer  
State or Federal agency and bureau \_\_\_\_\_

### 5. 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:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action



**6. Function or Use**

Historic Functions (enter categories from instructions)

Defense - Military Facility

Current Functions (enter categories from instructions)

Defense - Military Facility

**7. Description**

Architectural Classification  
(enter categories from instructions)

No Style

Materials (enter categories from instructions)

foundation Concrete

walls Stucco

Hollow Tile Masonry

roof Asphalt

other

Describe present and historic physical appearance.

**GENERAL STATEMENT**

The 32 buildings comprising the Pope AFB Historic District were built in 1933 and 1934 during the first (Depression-era) period of military expansion at Pope Field. These buildings form a contiguous district within the boundaries of Pope AFB. Along with Hangars 4/5 (Bldg. 708), they are the oldest surviving buildings at the installation. The district includes two distinct property types: single administrative buildings and dwellings with associated outbuildings. The common architectural features which these buildings share include use of hollow tile masonry walls, painted stucco exteriors, reinforced concrete foundations, and originally, Spanish tile roofing.

**BUILDING DESCRIPTIONS**

Fleming Hall (Bldg. 306)

Fleming Hall is a Georgian Revival, three-story, building with stone-and-hollow-tile masonry, an attic, and a basement. The building was constructed in 1933 at a cost of \$92,420.16. Its exterior dimensions are 53.8 x 129.9 feet. The gabled roof, originally covered with Spanish tile (Fig. 1), is now asphalt-shingled. Oculus windows occur in each gable. A wood cornice adorns the roof line. An exterior chimney is present on the northwest (rear) wing of the building (Fig. 2). The structure rests on a reinforced concrete foundation and has a painted stucco exterior. The rear (north) elevation describes a C-shaped courtyard and porch surrounded by a stone-walled enclosure (Fig. 2). The rear entry forms a simple recessed foyer. All exterior windows in Fleming Hall have stone sills. The evenly-spaced window openings contain double-hung sash, 8-over-8 windows. The front entry is embellished with a small, one-story arched porch overhang supported by two squared stone piers embedded in bonded brick. The simulated keystone arch is topped by a stone lintel and stone balustraded balcony, which is entered by a French door with transom (Fig. 3). According to as-built plans for Fleming Hall, it appears that the front porch piers and pilasters are formed of cut stone, although it would be difficult to distinguish cut stone from well-cast simulated stone. Cast stone (concrete) was more widely used in Federal buildings during the 1930s, due to the fact that it was cheaper and easier to work competently than was cut stone (John Wells, personal communication 1985).

See continuation sheet



FIGS. 4 & 5

FIGS. 6 & 7

FIGS. 1 - 3

FIGS. 8 & 9

XG 220  
75019

FIGS. 10 & 11

FIG. 12

FIGS. 13 & 14

FAC. 306

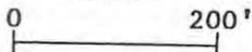
FAC. 300

FAC. 302

NCO HOUSING

POPE AIR FORCE BASE  
HISTORIC DISTRICT

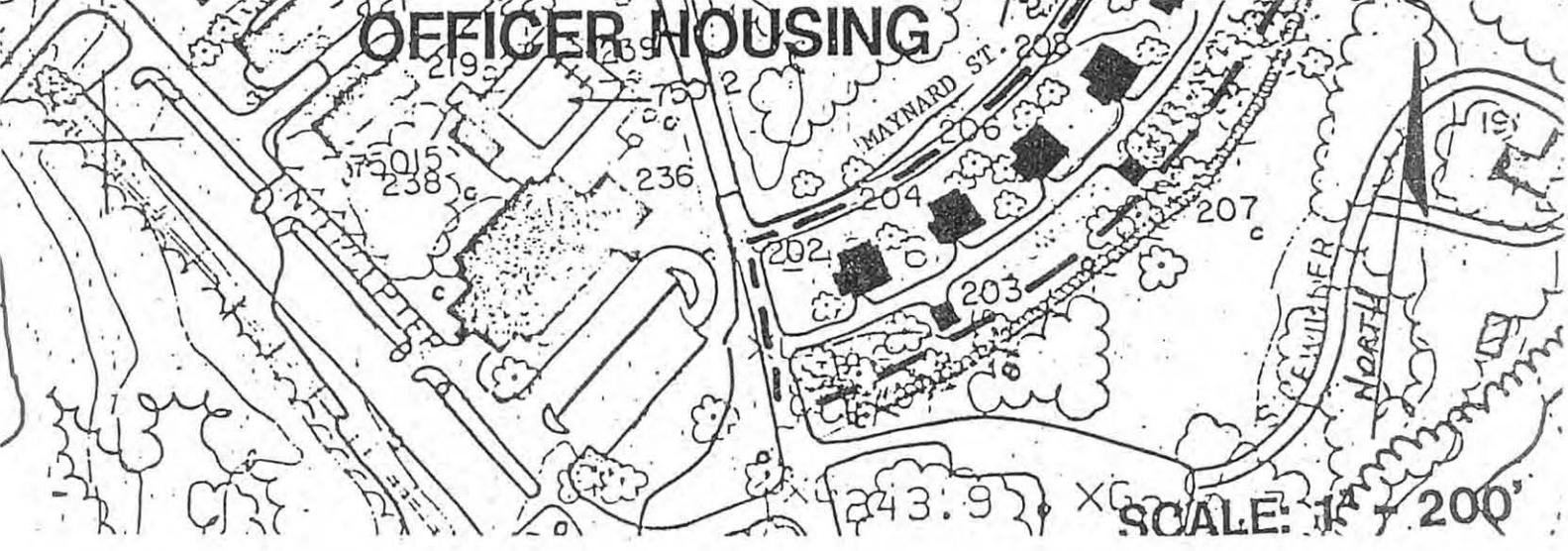
SCALE



DISTRICT BOUNDARY

GOLF COURSE

# OFFICER HOUSING



243.9 X6 SCALE: 1" = 200'

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Originally built as a barracks and mess for enlisted men, Fleming Hall was converted to Command Headquarters during World War II and continues to serve in that capacity. Major architectural alterations to the building's exterior include the replacement of roof tiles with asphalt shingles in 1957; subsequent roof repairs have occurred, most recently in 1983. Improper installation of copper flashing around the concrete and stone chimney at the rear of the building in 1957 caused leakage, which was corrected in 1974. The west elevation reflects modification to accommodate the addition of an exterior fire escape and ventilation upgrade. Several first-story windows on the rear of the building were boarded up and sealed with a stucco exterior in 1961 (see Fig. 2). Installation of hinged front and rear glass doors and storm windows on all facades complete the exterior modifications.

A number of structural improvements have also been made to the interior of Fleming Hall in order to accommodate the changes in function from living quarters to administrative offices after 1957. Repair and maintenance of mechanical, plumbing, and wiring systems were conducted between 1955 and 1982. Central air conditioning was added in 1959, but architectural modifications associated with the HVAC system do not appear to have been major until 1970. The building's original steam boiler was demolished at this time and a new oil furnace was installed.

Old Fire Station (Bldg. 300)

Bldg. 300, a one-story building at the corner of Maynard and Reilly Streets, originally functioned as a fire station and is now Medical Supply (Fig. 4). It was completed in 1934 at a cost of \$6,690. Exterior dimensions of this gable-roofed structure are 20.5 x 53.7 feet. According to as-built plans, it had a concrete and smooth-faced tile floor, hollow tile masonry walls, Spanish tile roof, painted stucco facade, and stone window sills. Circular, louvered vent openings occur in the gable ends of the roof. The original floor plan was designed to house two fire trucks, an apparatus room, office, closet, toilet, and heater/boiler room at the rear. The fire trucks entered the station through two overhung, garage-type bays (Fig. 4).

The major modification to the plan and exterior of Bldg. 300 was the addition of an asbestos-sided wallboard (frame) building on the north (rear) side of the building ca. 1956 (Fig. 5). This addition housed sleeping quarters and a lounge, toilet, and showers. Space in the original building was converted to a kitchen and an additional office. The heating system was also converted from steam boiler to oil at this time. Asphalt shingles replaced the roof tiles in 1958.

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Major changes to the interior floor plan of Bldg. 300 were instituted ca. 1979, when the fire station was converted to its present use as a medical supply and maintenance building. These changes do not appear to have affected the exterior facade, however. Under the use conversion, a medical warehouse was located in the former apparatus room, and a suspended ceiling was built in the warehouse area. Technical services were located in the old office and kitchen, and storage and mechanical space replaced the old boiler room. In addition, medical supply issue was located in the old sleeping quarters; administration was moved to the old lounge. A new vault, mechanical room, and security cages were built at the back of the warehouse, and new ventilation and fire protection systems were installed. Storm windows were added to the building in 1978.

Old Medical Dispensary (Bldg. 302)

Bldg. 302, originally a medical dispensary and flight surgeon's clinic, is located between Bldgs. 300 and 306 on Maynard Street. It was built in 1934 for \$21,000. This one-story structure with basement has hollow tile masonry walls erected on a concrete foundation, asphalt shingle (originally tile) roof, evenly spaced window openings containing double-hung sash 6 over 6 windows, and painted stucco exterior (Fig. 6). Exterior dimensions are 60.5 x 32.8 feet. Bldg. 302 has a truncated hipped roof with a central chimney (Fig. 7) and dormers on front and rear faces. The front entrance, approached by a flight of stairs and topped by a transom, is outlined by an ornamental surround.

No as-built plans could be located to detail the original interior arrangement of space. The earliest structural modifications to Bldg. 302 appear to have occurred during the early 1950s, when plumbing and interior layout changes were made to accommodate expanded medical needs. Flush panel doors of hinged glass were installed. Pursuant to a change in use in 1971, alterations associated with medical equipment supply were made to the dispensary. Another change in use appears to have occurred in 1978, when Bldg. 302 became the base Mental Health Clinic. Major interior repairs have occurred since 1982 involving electrical, mechanical, plumbing, fire protection, and telephone systems. Those involving architectural details have been mostly concerned with the addition of storm windows and replacement of hinged glass doors.

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Old Family Housing Units

Old Family Housing at Pope AFB consists of 21 one- and two-story dwellings on Etheridge, Maynard, and Virgin Streets. These buildings were under construction in January 1933, and were completed in January 1934 at costs ranging from \$5,616 to \$11,172. The two-story homes originally housed senior officers on Maynard Street (Bldgs. 202, 204, 206, 208, 210, 212, 214, 216, 218), while the one-story bungalows housed junior officers on Etheridge and Virgin Streets (Bldgs. 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344). Today the bungalows on Etheridge Street house non-commissioned officers and those on Maynard Street (Colonel's Row) house commissioned officers. Bldgs. 342 and 344, the only bungalows on Virgin Street, have been converted to offices for Morale, Welfare and Recreation Administration and the Area Defense Counsel, respectively.

All family housing units were characterized by hollow tile masonry set on concrete foundations, with wood floors, painted stucco exteriors, tile roofs, small rear stoops/porches, and basements. Exterior dimensions of the two-story dwellings are 34.3 x 39.3 feet; exterior dimensions of the one-story bungalows are 32.3 x 32.5 feet. Each house has both an exterior and interior basement access.

The one-story bungalows on Etheridge and Virgin Streets are constructed in a rectangular plan. The front-facing gable of the cross gable roofs is perpendicular to the lateral gable. Semicircular attic vents adorn all gables, and the exterior chimney is stuccoed. A screened-in porch, approached by a short flight of stairs, characterizes the front facade of each house, while the rear entrance is recessed in an arched opening (Figs. 8, 9). The front porches on these homes represent original construction features; screening was added in 1964.

The two-story homes on Maynard Street are also constructed on a rectangular plan. An in-wall chimney is present between the main block of each house and the setback sun porch extends to the side. Roofs are gabled and windows are double-hung and evenly spaced on each facade. The shed-roofed front porches were added to these dwellings in 1963 (Figs. 10, 11).

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Originally furnished with steam boilers, the family housing units were equipped with oil floor furnaces, air conditioning, and fans before 1956, when ownership was transferred from the Army Air Corps to the Air Force. Subsequent improvements between 1956 and 1980 were mostly non-structural in nature, except for the installation of central ventilation, removal of some interior walls to expand living space, and addition of screened porches to the front facade of the two-story homes.

Several vehicle garages were built in conjunction with the Old Family Housing units. Engineering specifications detail these as hollow tile masonry structures with concrete foundations and floors, stucco exteriors, and gabled roofs shingled with tile. Two-car garages (Bldgs. 203, 207, 211, 215, 217) are shared by commissioned officers' families living in the two-story quarters on Maynard Street (Fig. 12). These buildings measure 21.0 x 21.7 feet. Five-car garages (Bldgs. 325, 337) were constructed behind the non-commissioned officers' quarters on Etheridge Street; these buildings measure 21.7 x 50.0 feet (Figs. 13, 14). A two-car garage (Bldg. 343) is also located behind Bldgs. 342 and 344 on Virgin Street. Most of the garages still function today as vehicle or personal storage buildings.

The only non-contributing resource within the Pope AFB Historic district is Bldg. 308, Consolidated Base Personnel Office, which was built in 1984. This rectangular masonry structure with tinted, inset windows is located between Bldgs. 302 and 306 on Maynard Street.



**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G

Areas of Significance (enter categories from instructions)

Military  
Architecture  
Economy

Period of Significance

1933 - 1934

Significant Dates

1933-1934

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Pope AFB District, which includes Old Family Housing units and Depression-era administration and barracks buildings, commemorates not only the earliest military expansion period at Pope Field, but also marks the pre-Public Works Administration period of direct Federal efforts to alleviate the massive unemployment which accompanied the Great Depression (Armstrong 1976:10). Under the Emergency Relief and Construction Act of 1932 (Title III, Sec. 301), which provided \$300 million nationwide for public construction, Congress authorized the expenditure of \$140,000 to build a barracks (Bldg. 306 - Fleming Hall), and \$140,000 and \$84,000, respectively, for commissioned and non-commissioned officers' quarters (Old Family Housing units on Etheridge, Virgin, and Maynard Streets). Thus, the buildings included in the Pope AFB Historic District are an enduring symbol of the few pre-Roosevelt era attempts to put a nation back to work during its darkest economic hour.

The housing structures built at Pope AFB in 1933 - 1934 are also typical of buildings constructed at military bases across the United States during that period to alleviate the severe military housing shortage which occurred during the first quarter of the twentieth century. By 1927 military housing in the United States was described as a "national disgrace," with more than one-half of the 81,097 members of the military housed in World War I-era temporary housing or tents (Literary Digest 1927:10-11; Swanberg 1982:71-73). Legitimate concerns for the health and safety of the country's military forces, as well as the need to boost the economy, were therefore responsible for 1930s congressional appropriations for military construction projects, including those at Pope AFB.

See continuation sheet



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Airlift Wing, Pope Air Force Base, North Carolina.

See continuation sheet

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

Specify repository:

Pope AFB, Fayetteville, NC

**10. Geographical Data**

Acreage of property 15.5

UTM References

A 1 7 | 6 8 1 5 4 0 | 3 8 9 4 0 0 0

Zone Easting Northing

C 1 7 | 6 8 1 8 8 0 | 3 8 9 3 7 2 0

B 1 7 | 6 8 1 5 5 0 | 3 8 9 3 9 2 0

Zone Easting Northing

D 1 7 | 6 8 1 7 2 0 | 3 8 9 3 2 6 0

See continuation sheet

Verbal Boundary Description

The Pope Air Force Base Historic District is bounded on the south and west by Maynard and Ethridge Streets. It is bounded on the north and east by Reilly, Academy and Virgin Streets, and by the Pope Air Force Base golf course. See accompanying map for detail.

See continuation sheet

Boundary Justification

The buildings included within the bounds specified above represent the early cantonment at Pope AFB. All of the buildings, except Bldg. 308, were built from 1933 - 1934 under specific appropriation from Congress, and all display similar architectural and functional features. The built environment surrounding the historic district reflects later periods of construction.

See continuation sheet

**11. Form Prepared By**

name/title Lesley Drucker, Senior Archaeologist/Susan Jackson, Projects Coordinator

organization Carolina Archaeological Services date 11/87

street & number 1612 Westminster Drive telephone 803/254-3996

city or town Columbia state SC zip code 29204

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Pope AFB has played a leading role in the development of United States air power. Established within 15 years after the first successful powered flight in 1903, Pope Field is one of the oldest installations in the Air Force. Pope Field was officially established on April 1, 1919 by the War Department with issuance of the following bulletin (Crouitz 1977:6):

The flying field to be established at Camp Bragg, North Carolina, is named Pope Field in honor of Lt. Harley Halbert Pope, who was killed in an airplane accident January 7, 1919.

Mission operations at Pope Field began as a local support unit for U. S. Army activities in the 1920s. The 276th Aero Squadron was the first unit stationed at Pope Field, and many of its members were veterans of World War I. Their primary mission was to support the Artillery Regiment at Camp Bragg. Initially, balloons and hand-made, single-engine biplanes were stationed at Pope Field. Until 1927 the aircraft at Pope Field were used in passive roles, such as aerial photography, mapping of local terrain, spotting for artillery, reporting forest fires, and carrying the mail. In 1927, Maj. Carl Spaatz led a flight of 14 Keystone B-1 bombers from Pope to demonstrate the practicality of destroying bridges with aerial bombs. The destruction of a condemned bridge on the Pee Dee River confirmed his theory, and its application during World War II significantly shortened that war.

From its birth in 1907, military aviation in the United States has grown from being an experimental arm of the Signal Corps, through expansion during two World Wars and later American military involvements, to become a dominant component of United States military strength (Goldberg 1957). The growth and expansion of military aviation are mirrored in the growth of Pope AFB, which has seen an intensification of combat and transport support operations during the past 50 years.

Throughout World War II, air and ground crews trained at Pope Field with Army airborne units in preparation for airborne and aerial resupply missions. In 1941 Generals Marshall, McNair, and Clark visited Pope Field and witnessed one of the largest air maneuvers in history up to that time: the first mass paratroop drop (over 500 paratroopers) undertaken in the western hemisphere (Crouitz 1977:6). In February 1942 a squadron of A-20s based at Pope Field located and sank the first German submarine off the shores of the United States (Cape Hatteras and Cape Lookout). The 317th Tactical Airlift Wing at Pope Field, which saw extensive service in the Pacific during World War II, was one of the first troop carrier groups formed.

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Section number 8 Page 2

After World War II, the Continental Air Command took over Pope Field and maintained control until 1950, when the Tactical Air Command assumed control. In October 1954, the 464th Troop Carrier Wing was transferred to Pope Field, and a major period of facility expansion ensued. In 1958 the Wing converted from C-119s to C-123 aircraft, enabling it to establish increased tactical airlift capability (Croultz 1977:7).

During the 1960 earthquake disaster, Pope AFB was one of two primary staging areas used to provide medical supplies and personnel assistance to Chile. The Wing received the Air Force Outstanding Unit Award in 1961 and 1963 for assistance to the Vietnamese Air Force. Airlifts of men and materials were sent from Pope AFB to Florida in 1962 during the Cuban Missile Crisis.

An increase in the Wing's operational capacity occurred with the arrival of the first Lockheed C-130 Hercules aircraft in 1963, enabling the Wing to carry United States Strike Command paratroopers and equipment to any war zone in the world. Subsequent airlifts from Pope AFB included Africa (1964), Dominican Republic and Puerto Rico (1965), Korea and Cambodia (1968), and Europe (1970). Numerous humanitarian and skill record awards were presented to the 464th Tactical Airlift Wing between 1960 and 1970.

In 1971, the 464th TAW was deactivated and the 317th TAW administratively moved to Pope AFB. Under the 317th TAW, the sophisticated Adverse Weather Aerial Delivery System was tested, and still remains in place at Pope AFB. AWADS allows for accurate airdrops in cloud cover and at night, thereby greatly expanding the environment in which airborne operations are possible. The USAF Airlift Center was activated at Pope AFB in 1975; this unit tests and evaluates new equipment, tactics and doctrine for all airlift forces.

The major feature of Pope Field's built environment prior to World War II included the airstrip, hangars, and cantonment area, including barracks, officers' housing, and administrative support facilities. The only buildings which survive at Pope Field today from the pre-World War II era include the old fire station (Bldg. 300), the old medical dispensary and flight surgeon's clinic (Bldg. 302), Fleming Hall (Bldg. 306), old family housing and garage units (Bldgs. 202, 204, 206, 208, 210, 212, 214, 216, 218, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 203, 207, 211, 215, 217, 325, 237, and 343), and Hangars 4 and 5 (Bldg. 708).

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Section number 8 Page 3

The administrative and domestic buildings included in the Pope AFB Historic District were constructed between 1933 and 1934 during the first military expansion period at Pope Field. Fleming Hall (Bldg. 306), a barracks and headquarters building, is typical of a basic palladian design which characterized public construction from the early to middle twentieth century. Large palladian buildings designed for public use display formal symmetry, imposing entries, and balanced flanking elements. Smaller buildings, such as the fire station (Bldg. 300), old medical dispensary (Bldg. 302), and family housing units, are characterized by utilitarian, individualized adaptations of these major design elements.

These structures and the landscape surrounding them were designed to reflect a civilian-influenced, park-like setting in which elements of the landscape were in harmony with one another. The military buildings of this period followed a basic design for military installation planning, which was developed as part of the Housing Program of 1926 (Swanberg 1982:65-95). In setting forth the basic design elements of the 1926 program, military planners and civilian architectural consultants made a conscious attempt to ensure that each base reflected a sense of unity and wholeness of design.

In attempting to give each installation a unique character, planners regionalized architectural styles and building materials. Bases in the Pacific Northwest and Atlantic Seaboard were designed in the Georgian style (Wheaton 1928:11; Swanberg 1982:80). As has been described in Section 7 of this nomination, Fleming Hall (originally a barracks), and to a lesser extent the smaller administrative buildings included in the Pope AFB Historic District, are built in the Georgian Revival style. Other documented late 1920s to early 1930s military installations which contain similar structural types and architectural styles include Fort Meade, Maryland; Fort Devens, Massachusetts (Wheaton 1928:11-13); and Fort Lewis, Washington (Swanberg 1982).

Family housing at Pope AFB is similar in design to housing units built at military bases across the country. According to plans developed in the late 1920s by the Quartermaster General of the Army, married senior officers and non-commissioned officers were to be provided with spacious and "charming" homes set in park-like surroundings. This was designed to provide families with privacy comparable to that available in civilian residential neighborhoods (Chambers 1928:24-26; Swanberg 1982). Housing units similar to those included in the Pope AFB Historic District have been documented at Maxwell Field, Alabama (Robison 1984).

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National Park Service**

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Continuation Sheet**

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*UTM References · Zone 17*

E - E681760 N3893120

F - E682040 N3893390

G - E681970 N3893890

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National Park Service

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- Figure 1. Building 306, Pope AFB Historic District  
Fayetteville, North Carolina  
Photographer Unknown  
Late 1930s  
Carolina Archaeological Services, Columbia, South Carolina  
Maynard Street, Pope AFB, Late 1930s, showing Bldg. 306,  
Bldg. 302, Bldg. 300. View to the northwest.  
Fig. 1
- Figure 2. Building 306, Pope AFB Historic District  
Fayetteville, North Carolina  
Lesley Drucker  
August 14, 1985  
Carolina Archaeological Services, Columbia, South Carolina  
Rear elevation of Bldg. 306. View to the south.  
Fig. 2
- Figure 3. Building 306, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 18, 1986  
Carolina Archaeological Services, Columbia, South Carolina  
Front elevation of Bldg. 306. View to the northeast.  
Fig. 3
- Figure 4. Building 300, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 18, 1986  
Carolina Archaeological Services, Columbia, South Carolina  
Front and side elevations of Bldg. 300. View to the northeast.  
Fig. 4
- Figure 5. Building 300, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 18, 1986  
Carolina Archaeological Services, South Carolina  
Rear elevation of Bldg. 300, showing addition. View to  
the south.  
Fig. 5
- Figure 6. Building 302, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 18, 1986  
Carolina Archaeological Services, Columbia, South Carolina  
Rear elevation of Bldg. 302. View to the south.  
Fig. 6

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- Figure 7. Building 302, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 18, 1986  
Carolina Archaeological Services, Columbia, South Carolina  
Front and side elevations of Bldg. 302. View to the northwest.  
Fig. 7
- Figure 8. Building 336, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 18, 1986  
Carolina Archaeological Services, Columbia, South Carolina  
Front elevation of Bldg. 336. View to the northwest.  
Fig. 8
- Figure 9. Building 336, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 18, 1986  
Carolina Archaeological Services, Columbia, South Carolina  
Side and back elevations of Bldg. 336. View to the southeast.  
Fig. 9
- Figure 10. Building 218, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 18, 1986  
Carolina Archaeological Services, Columbia, South Carolina  
Front elevation of Bldg. 218. View to the east.  
Fig. 10
- Figure 11. Building 218, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 18, 1986  
Carolina Archaeological Services, Columbia, South Carolina  
Rear elevation of Bldg. 218. View to the northwest.  
Fig. 11
- Figure 12. Building 217, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 18, 1986  
Carolina Archaeological Services, Columbia, South Carolina  
Front elevation of Bldg. 217. View to the east.  
Fig. 12

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National Park Service

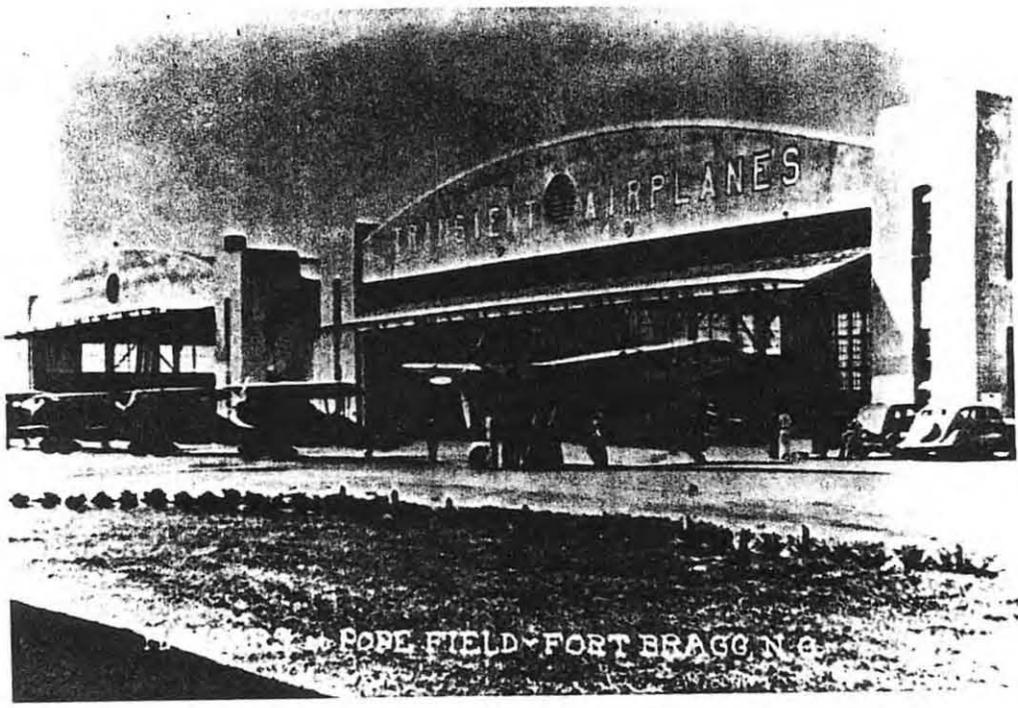
National Register of Historic Places  
Continuation Sheet

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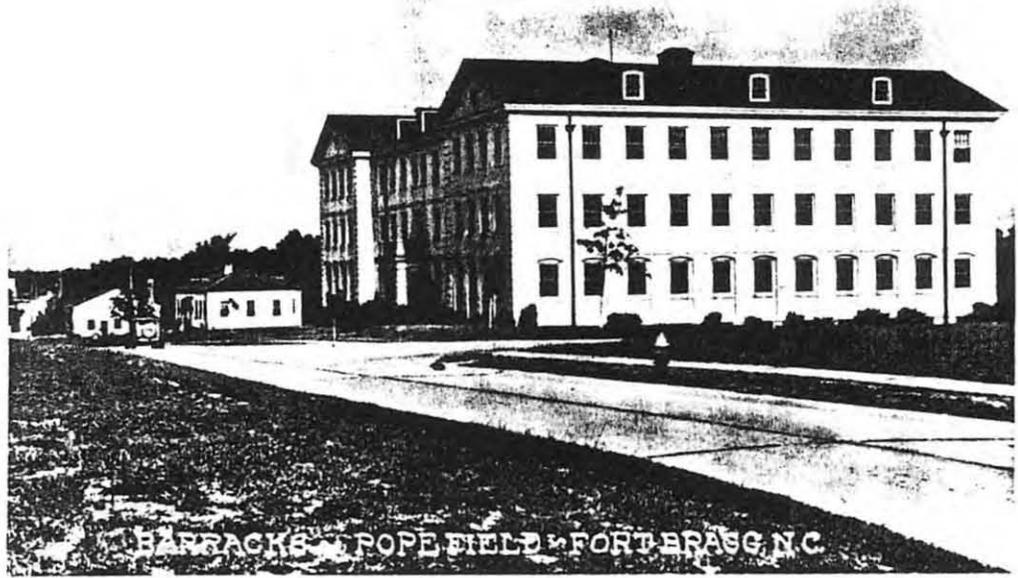
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- Figure 13. Building 325, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 16, 1986  
Carolina Archaeological Services, Columbia, South Carolina  
Front elevation of Bldg. 325. View to the southeast.  
Fig. 13
- Figure 14. Building 325, Pope AFB Historic District  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
September 18, 1986  
Carolina Archaeological Services, Columbia, South Carolina  
Rear elevation of Bldg. 325. View to the north  
Fig. 14
- Figure 15. Hangars 4 and 5, Pope AFB  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
Date Unknown  
Carolina Archaeological Services, Columbia, South Carolina  
Front elevation of Hangars 4/5. View to the north
- Figure 16. Hangars 4 and 5, Pope AFB  
Fayetteville, North Carolina  
Pope AFB Audio/Visual Department  
Date Unknown  
Carolina Archaeological Services, Columbia, South Carolina  
Detail of metal bowstring truss construction in Hangar 4
- Figure 17. Hangars 4 and 5, Pope AFB  
Fayetteville, North Carolina  
Lesley Drucker  
August 14, 1985  
Carolina Archaeological Services, Columbia, South Carolina  
Rear and side elevations of Hangar 5, showing repeat sliding  
doors and structural addition to west side of building.  
View to the southeast
- Figure 18. Hangars 4 and 5, Pope AFB  
Fayetteville, North Carolina  
Photographer Unknown  
Late 1930s  
Carolina Archaeological Services, Columbia, South Carolina  
Front elevation of Hangars 4 and 5. View to the northwest

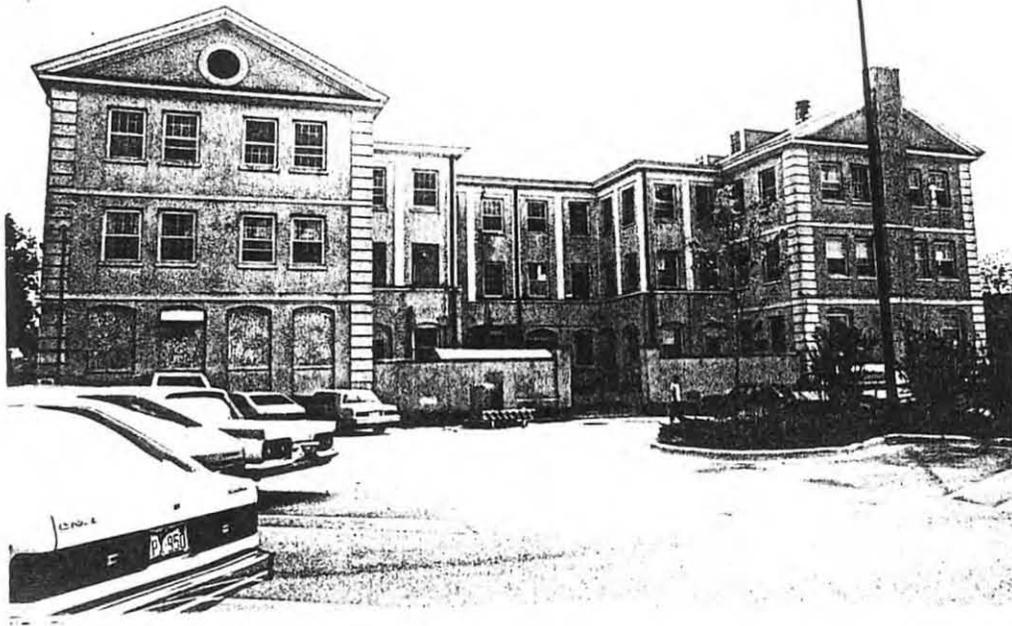
18



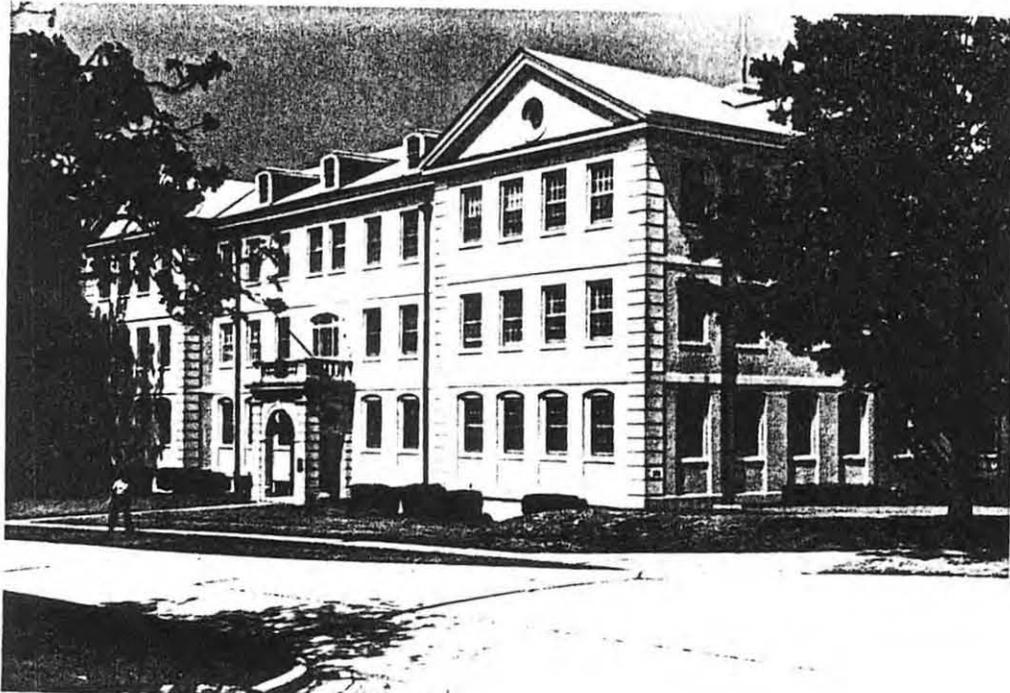
POPE FIELD FORT BRAGG N.C.



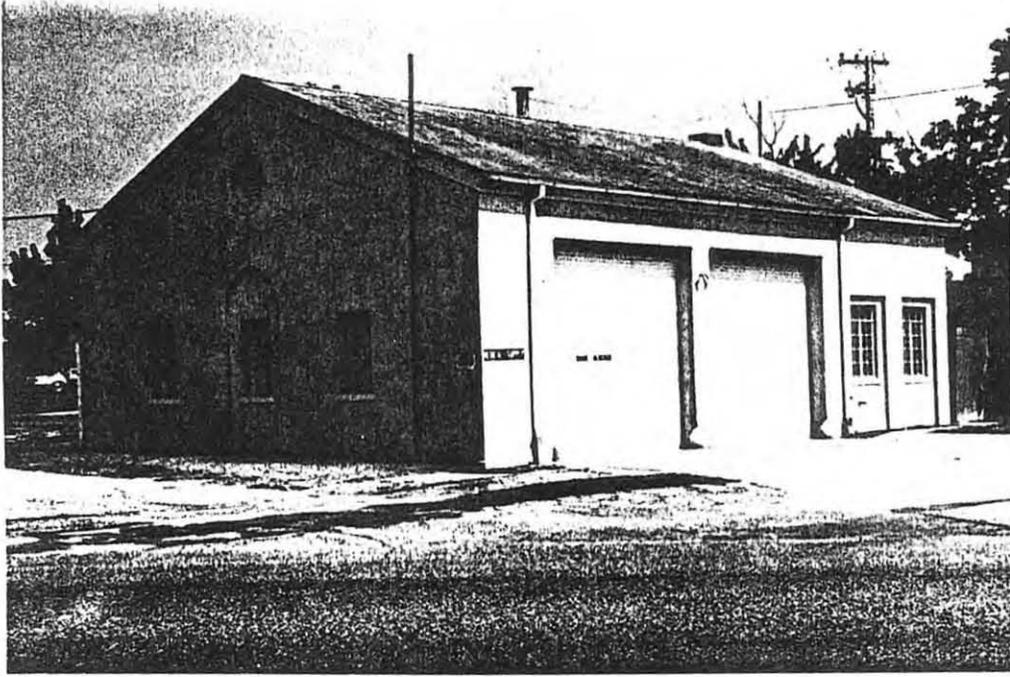
BARRACKS POPE FIELD FORT BRAGG N.C.



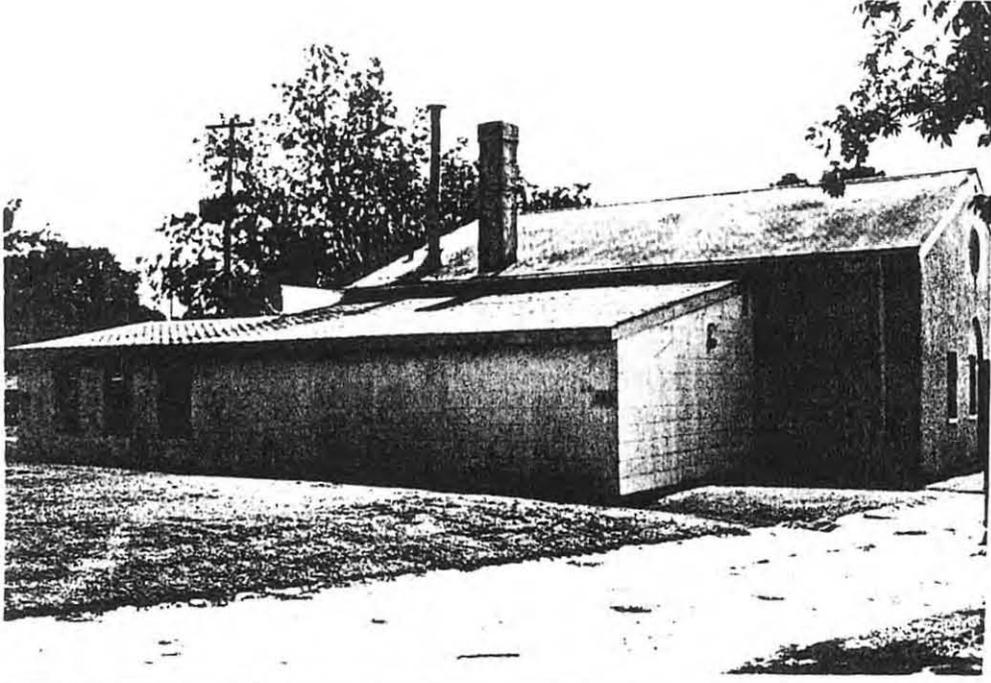
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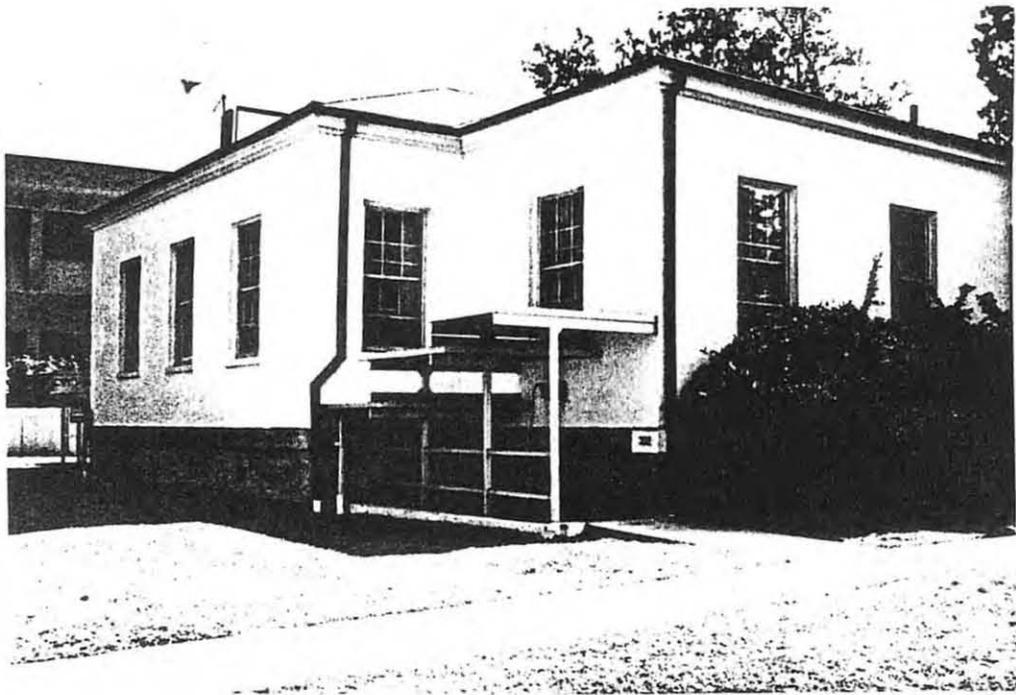
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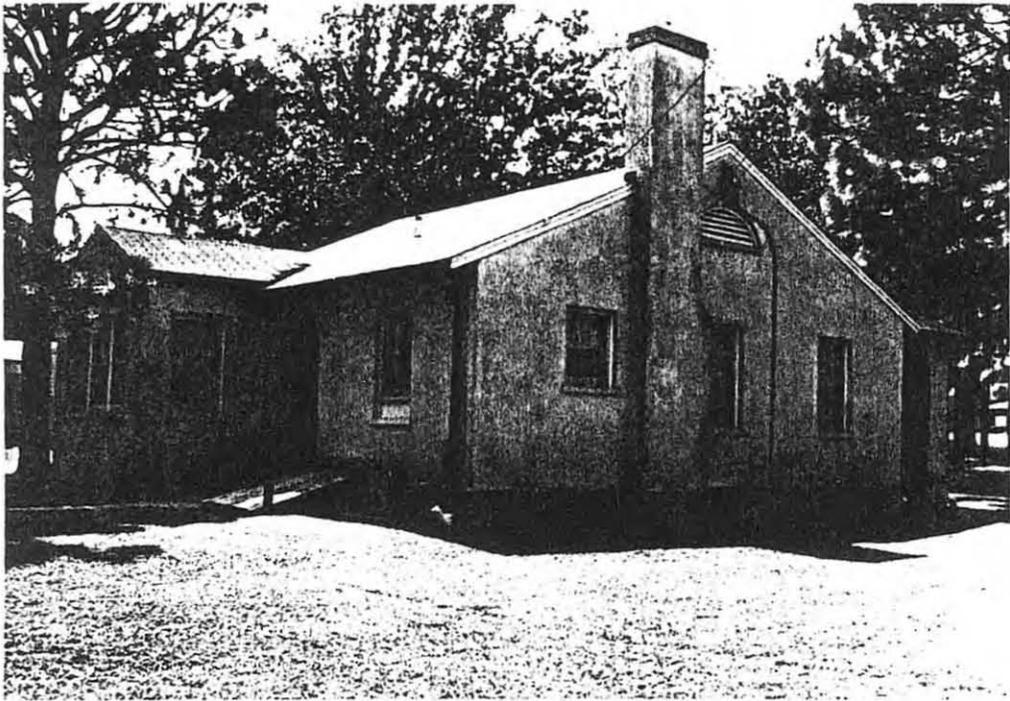


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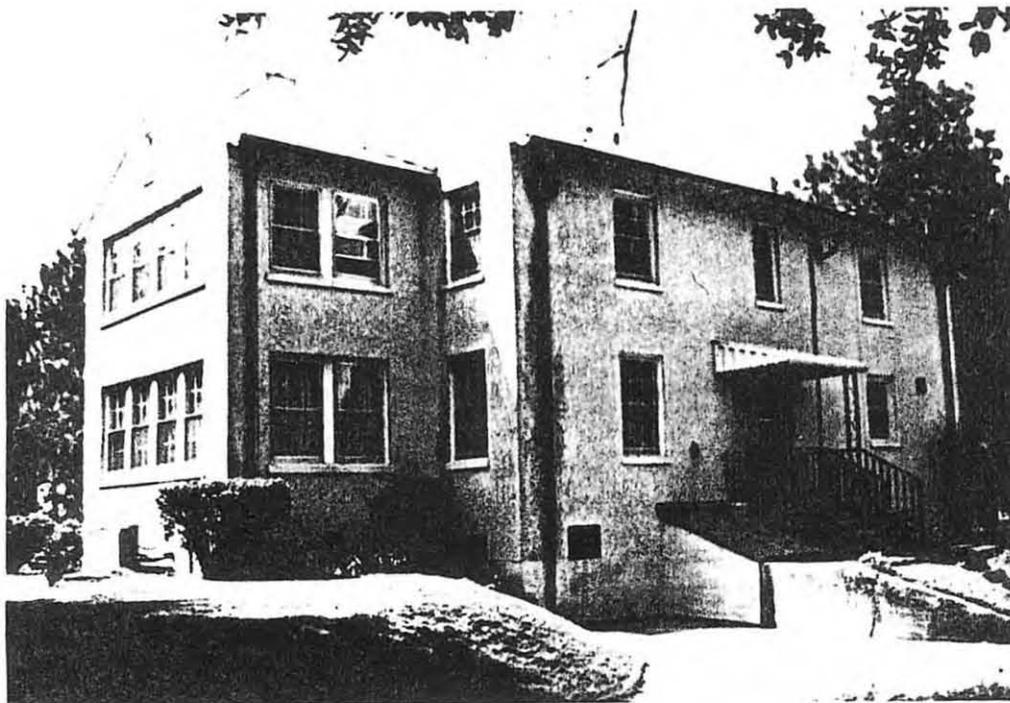


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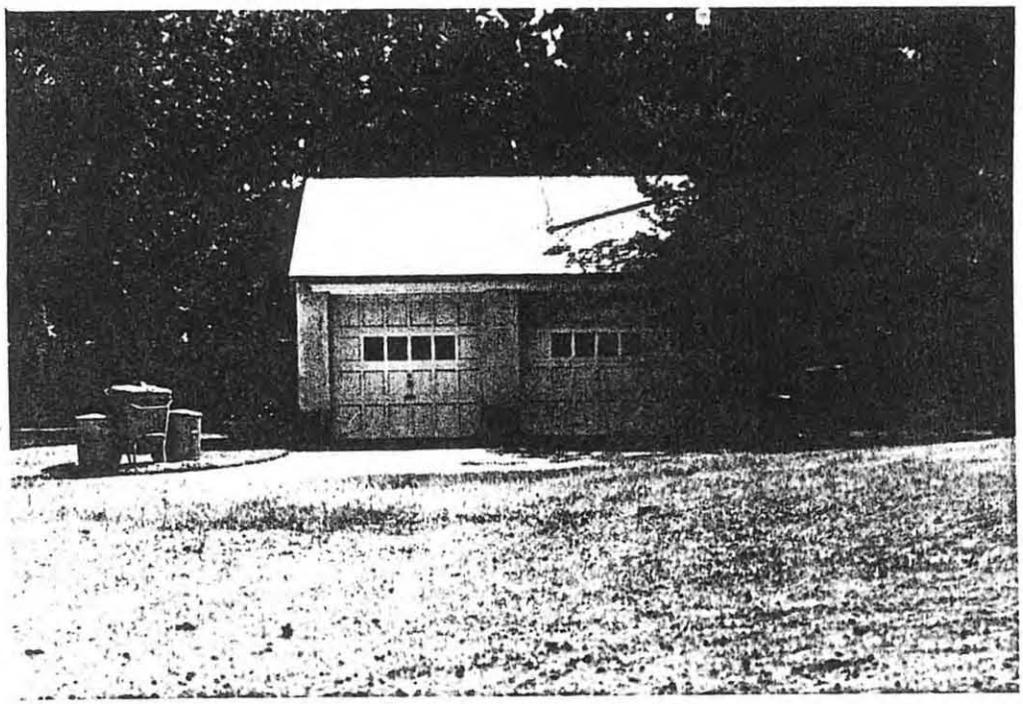




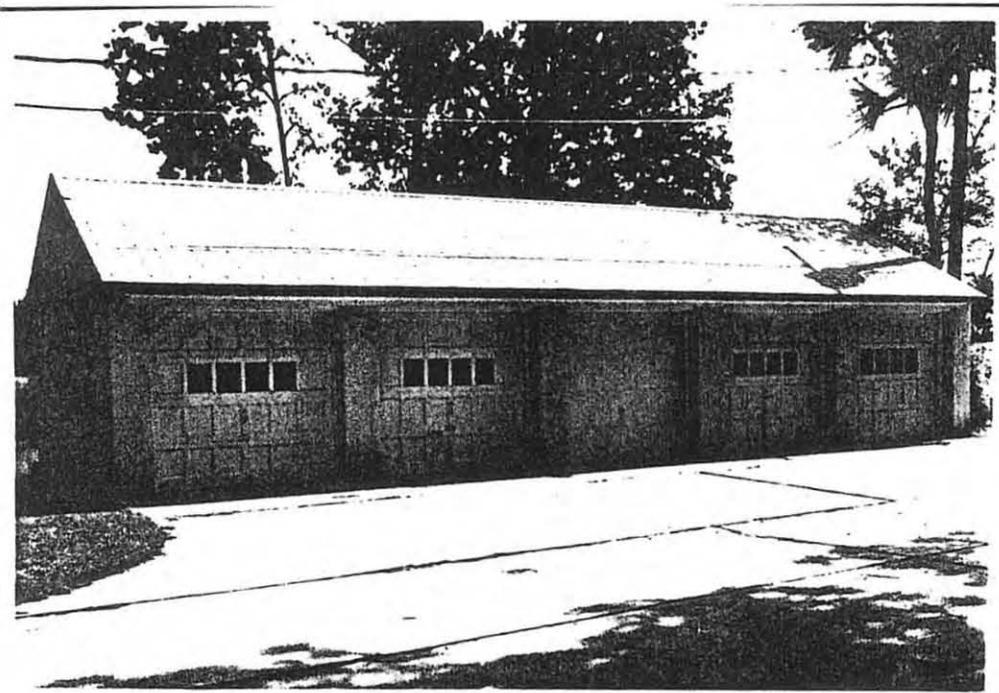
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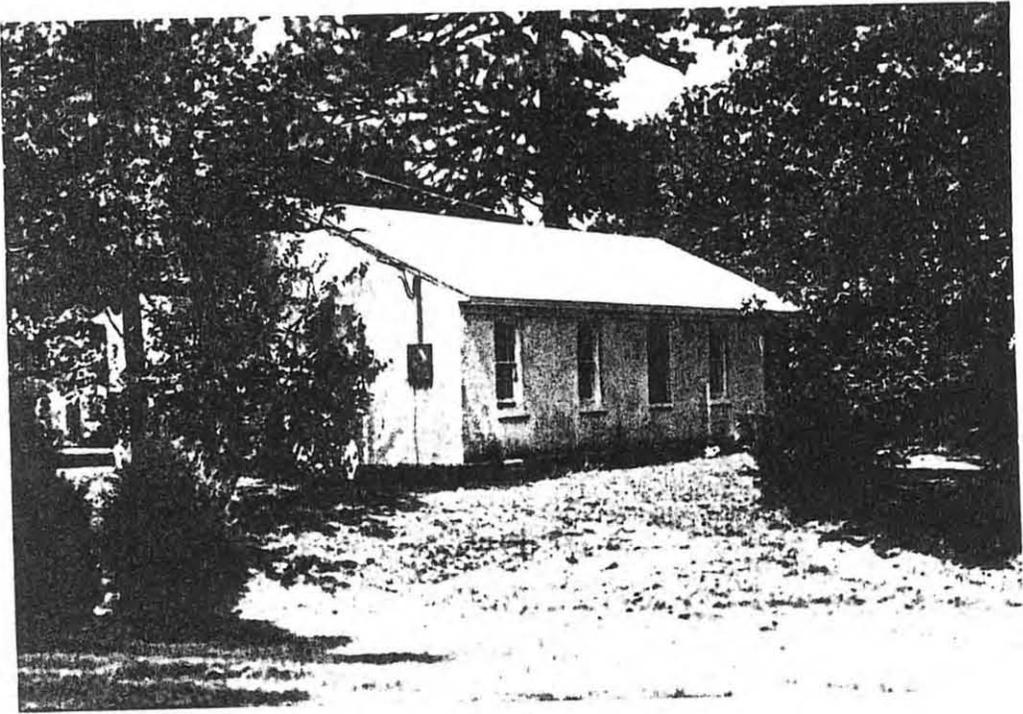
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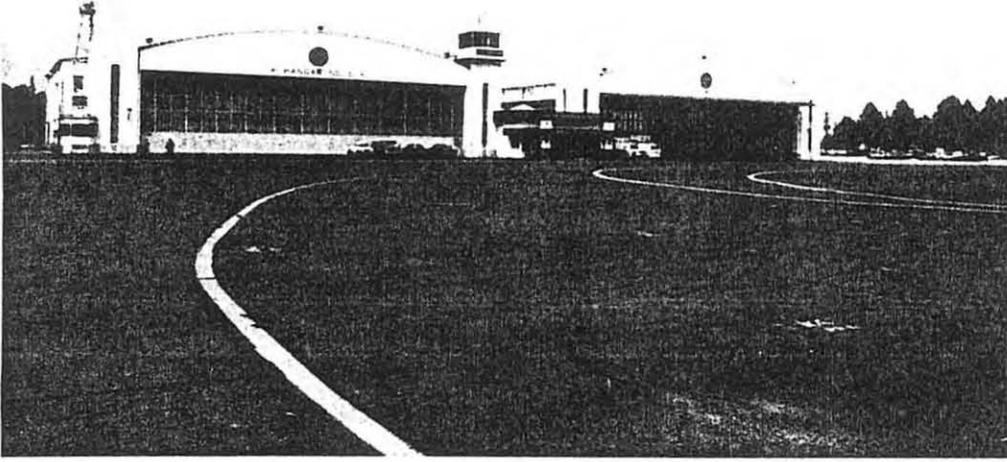
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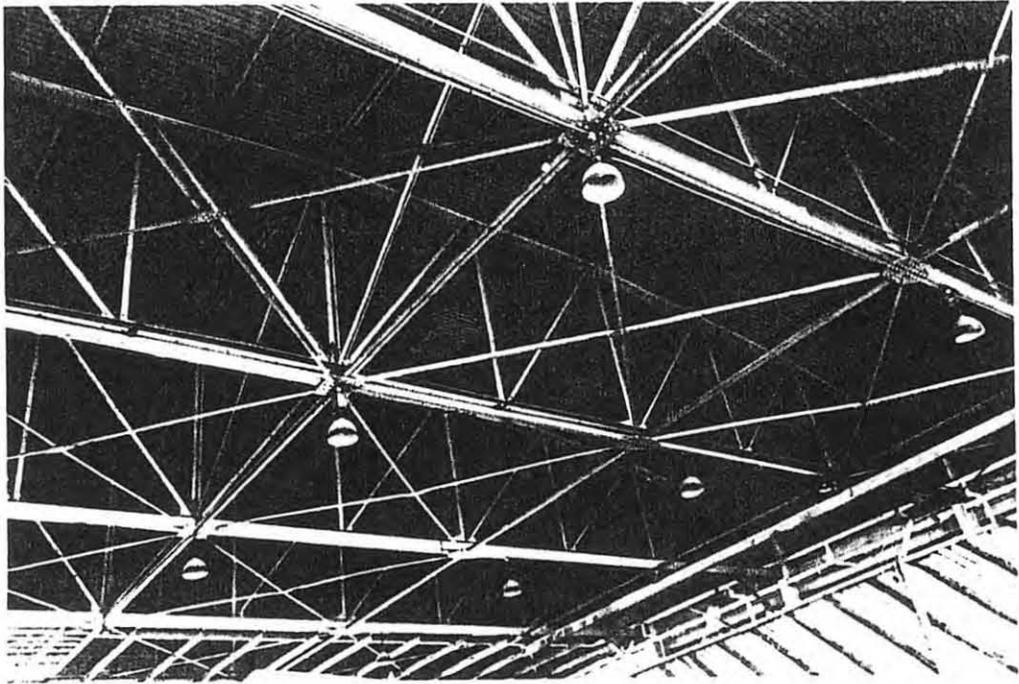
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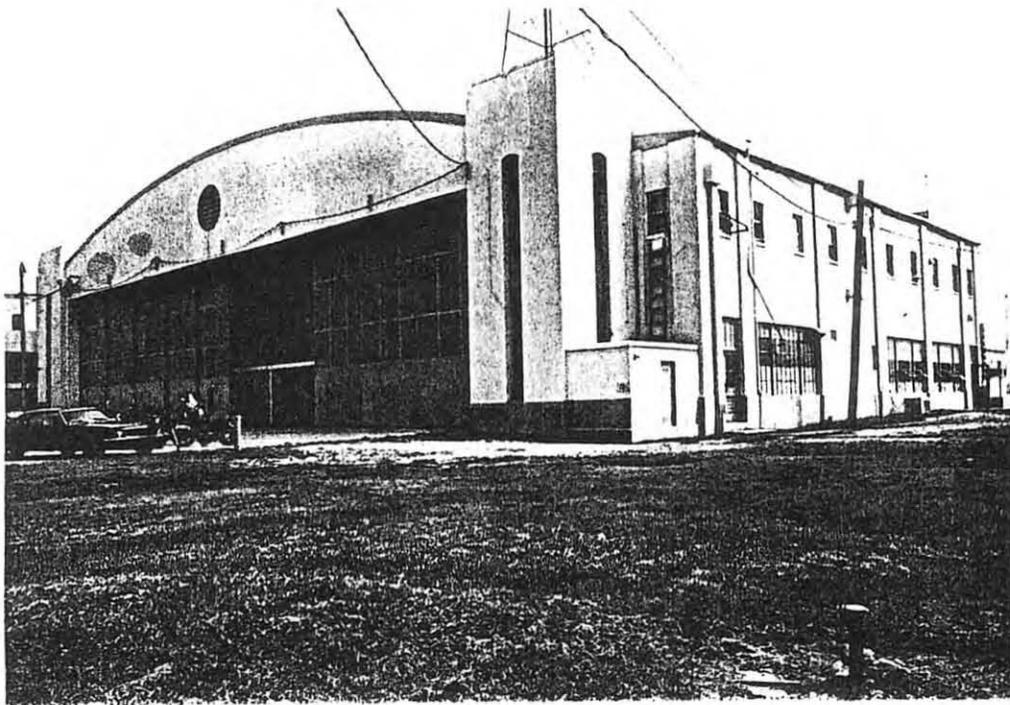
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**H**

**Archeological Survey/Site  
Information**

*(Detailed information not included)*

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Per the Archaeological Resources Protection Act, 16 U.S.C. 470hh, "... information concerning the nature and location of archaeological resources ... may not be made available to the public."

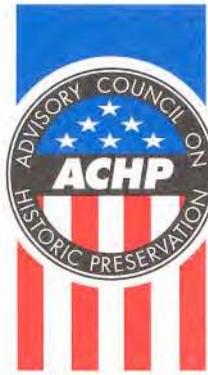
Detailed information regarding archeological sites is on file in the offices of the Pope AFB cultural resources manager.

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**I**

**Programmatic Agreement for  
Historic Housing – Fort Bragg**

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*Preserving America's Heritage*

May 25, 2007

Gregory G. Bean  
Directorate of Public Works  
US Army Installation Management Command  
Headquarters, United States Army Garrison, Ft Bragg  
2175 Reilly Road, Stop A  
Fort Bragg, NC 28310-5000

REF: Programmatic Agreement, as Amended, Among Fort Bragg, North Carolina, North Carolina State Historic Preservation Officer, Advisory Council on Historic Preservation, and Bragg Communities, LLC for the Privatization of Family Housing at Fort Bragg, North Carolina

Dear Mr. Bean:

Enclosed is the executed Programmatic Agreement, as Amended for the referenced program. By carrying out the terms of this Agreement, the Army will have fulfilled its responsibilities under Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's regulations, 36 CFR Part 800, implementing Section 106 of the National Historic Preservation Act.

If you have any questions, please call Kelly Yasaitis Fanizzo at 202-606-8583.

Sincerely,

Reid Nelson  
Assistant Director  
Federal Property Management Section  
Office of Federal Agency Programs

Enclosure

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)

**PROGRAMMATIC AGREEMENT, as Amended**

**AMONG**

**FORT BRAGG, NORTH CAROLINA,  
NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER,  
ADVISORY COUNCIL ON HISTORIC PRESERVATION,  
AND BRAGG COMMUNITIES LLC**

**FOR THE**

**PRIVATIZATION OF FAMILY HOUSING AT  
FORT BRAGG, NORTH CAROLINA**

**WHEREAS**, in 2003, Fort Bragg, the North Carolina State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation (ACHP), with Picerne Military Housing, LLC as a concurring party executed a *Programmatic Agreement Among Fort Bragg, North Carolina, North Carolina State Historic Preservation Officer, Advisory Council on Historic Preservation, and Bragg Communities, LLC* (2003 Agreement) for the Privatization of Fort Bragg's Family Housing and provided stipulations for the continued preservation and treatment of Fort Bragg's historic family housing; and

**WHEREAS**, in 2007, Fort Bragg will accept the transfer of all family housing from Pope Air Force Base (AFB) to including those in the Pope AFB Historic District (Attachment A), listed in the National Register of Historic Places (NRHP); and

**WHEREAS**, this Agreement amends and supersedes the 2003 agreement; and

**WHEREAS**, hereinafter, reference to Fort Bragg housing will include all family housing on the installation to include that which was previously part of Pope AFB; and

**WHEREAS**, Fort Bragg, pursuant to the Military Housing Privatization Initiative (P.L. 104-106, 110 Stat. 544, Title XXVIII, Subtitle A, Section 2801), which amends 10 U.S.C. 169 by addition of a new subchapter, IV—Alternative Authority for Acquisition and Improvement of Military Housing, has determined to privatize family housing at Fort Bragg, North Carolina, through the Residential Communities Initiative (RCI) (Undertaking); and

**WHEREAS**, under the RCI, the Bragg Communities, LLC will implement the privatization of current and future family housing and ancillary facilities at Fort Bragg; and

**WHEREAS**, Bragg Communities, LLC is a separate legal entity known as a Limited Liability Corporation that was formed after Congressional review of the Fort Bragg RCI project. The partners of Bragg Communities, LLC are the Department of the Army,

acting through the Garrison Commander of Fort Bragg, and Picerne Military Housing, LLC; and

**WHEREAS**, Bragg Communities, LLC, was granted a ground lease of the Fort Bragg housing areas and the stipulations of this amended Programmatic Agreement will be made an exhibit to the ground lease so that the stipulations become an integral part of the ground lease; and

**WHEREAS**, Bragg Communities, LLC is an invited signatory to this Agreement; and

**WHEREAS**, the privatization of the housing at Fort Bragg will result in the transfer of a long-term interest in the construction, demolition, renovation, rehabilitation, operation, and maintenance of housing and other ancillary facilities at Fort Bragg largely independent of direct government control, but intended for the use of soldiers and their families; and

**WHEREAS**, Fort Bragg has determined that implementation of the Undertaking has the potential to adversely affect properties eligible for listing or listed in the NRHP and has consulted with the North Carolina State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (ACHP) in accordance with Sections 106 and 111 of the National Historic Preservation Act (the Act), as amended, (16 U.S.C. 470 et. seq.) and the implementing regulations found at 36 CFR Part 800; and

**WHEREAS**, the amended Area of Potential Effect (APE) for the RCI program at Fort Bragg includes existing Fort Bragg housing areas, former Pope AFB housing areas, and any areas proposed for development of new housing and supporting amenities; and

**WHEREAS**, Fort Bragg and Pope have conducted an inventory of historic properties and have identified, within the APE, the Pope AFB Historic District, listed on the National Register of Historic Places, and on Fort Bragg, the Old Post Historic District, comprised of historic houses, outbuildings, and landscapes known as Normandy Heights and Bastogne Gables (Attachment B); and there is no current anticipation that the Undertaking will result in a substantial alteration or demolition of the historic properties listed at Attachments A and B; and

**WHEREAS**, Fort Bragg has completed its NRHP eligibility determinations for Fort Bragg housing assets in accordance with Section 110(a)(2) of the Act and determined the Old Post Historic District eligible for listing in the NRHP, and the North Carolina SHPO has concurred with these determinations; and

**WHEREAS**, all Capehart and Wherry Era housing on Fort Bragg is covered by an Army-wide/Air Force-wide Program Comment by the ACHP and no further consultation for these housing areas is required for this Undertaking; and

**WHEREAS**, all Capehart Era housing previously on Pope AFB is covered by an Air Force-wide Program Comment by the ACHP and there are no further preservation or consultation requirements for these housing areas pursuant to 36 CFR Part 800; and

**WHEREAS**, Fort Bragg has provided the public an opportunity to comment on this Undertaking by publishing a news release in three local newspapers and on the internet, and by making this agreement available in three local libraries and via the internet; there were no public comments; and

**WHEREAS**, Fort Bragg has notified federally recognized Indian tribes that may be interested in properties of traditional religious and cultural importance within the Area of Potential Effect for this Undertaking and invited those tribes to participate in this consultation (See Attachment C for a list of tribes notified); and

**WHEREAS**, as stated in consultation with Fort Bragg, the tribes had no comments relating to the execution of this agreement; and

**WHEREAS**, Fort Bragg and consulting tribes have agreed to consult on any future inadvertent discoveries that may result from this Undertaking in accordance with consultation protocols that will be developed in separate agreements; and

**NOW THEREFORE**, Fort Bragg, the North Carolina SHPO, the ACHP, and Bragg Communities, LLC agree that the Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties.

## **STIPULATIONS**

Fort Bragg will ensure that the following measures are carried out:

### **I. APPLICABILITY, BASELINE INFORMATION, AND PROFESSIONAL QUALIFICATIONS STANDARDS**

A. Fort Bragg will provide an information package concerning the NRHP eligibility of the Old Post Historic District and the Pope AFB Historic District (Districts) to Bragg Communities, LLC. This information package will describe contributing (NRHP eligible) and non-contributing (not NRHP eligible) structures and buildings, historic landscapes, and archeological sites that may be present within or adjacent to existing housing developments and areas proposed for development of housing and supporting amenities.

B. Based on analysis of the residential infrastructure, Fort Bragg has determined in consultation with the North Carolina SHPO that no other existing residential buildings, structures, objects, districts or landscapes affected by the Undertaking are now National Register of Historic Places eligible under NRHP criteria. Fort Bragg will conduct a periodic historic architectural survey of all buildings, structures, and landscapes on Fort

Bragg property that have reached fifty years of age since the previous survey. These periodic surveys will occur at five-year intervals. Any new NRHP eligible properties recognized through this process and administered or affected by Bragg Communities, LLC will be subject to the provisions of this Agreement. This stipulation does not limit any other evaluation and possible nomination that may occur at the discretion of the Bragg Communities, LLC, as long as the nomination includes only units administered by Bragg Communities, LLC, and Bragg Communities, LLC coordinates with the Fort Bragg Cultural Resources Management Program (CRMP) staff in the preparation of the nomination.

C. Future development of historic property management plans and undertakings by Fort Bragg may result in changes to the list of contributing resources and boundaries of historic districts. If so, Fort Bragg will consult with the North Carolina SHPO to revise the documentation set forth in I.A., and notify Bragg Communities, LLC, of such changes.

D. Fort Bragg shall document existing interior and exterior conditions at contributing (NRHP eligible) structures, buildings, and landscapes in the historic housing areas within three years of execution of this Agreement. Fort Bragg will provide the documentation to the signatories to this Agreement in a format that will remain functional throughout the term of this Agreement, including still photographs. Fort Bragg will supplement the documentation to maintain accuracy and record modifications to historic properties. One copy of the documentation and any supplemental materials, as they are developed, shall be provided to Bragg Communities, LLC, and to the North Carolina SHPO. This documentation will serve as a reference throughout the term of this Agreement.

E. The North Carolina SHPO may, at any time, request Fort Bragg provide an NRHP eligibility evaluation of a property administered or affected by Bragg Communities, LLC. Fort Bragg shall provide the requested NRHP eligibility evaluation to the North Carolina SHPO within 30 days of receipt of the request.

F. For the purposes of this Agreement the Fort Bragg CRMP staff will, at a minimum, consist of an individual who meets 36 CFR 61, Appendix A, Professional Qualification Standards for Architectural History, Historical Architect, or other appropriate profession. The Fort Bragg CRMP staff will serve as the point of contact with the North Carolina SHPO and ACHP.

G. For the purposes of this Agreement, Bragg Communities, LLC, shall have access to and utilize "Qualified Staff," on an "as needed basis," for the development of rehabilitation plans, to review and screen proposed projects and work requirements that affect historic properties. The qualified staff will act on behalf of Bragg Communities, LLC in consultations between the Fort Bragg CRMP and the North Carolina SHPO when the Fort Bragg CRMP requests assistance from Bragg Communities, LLC in consultations with the North Carolina SHPO. For the purposes of this Agreement, "Qualified Staff" is defined as an individual who meets 36 CFR 61, Appendix A,

Professional Qualification Standards for Architectural History, Historical Architect, or other appropriate profession.

## II. CONVEYANCE ACTIVITIES

A. Fort Bragg may convey long-term interests in family housing units and ancillary improvements to Bragg Communities, LLC by real estate instrument. To ensure that the Ground Lease shall contain such terms and conditions as necessary and appropriate to meet the requirements of Sections 106 and 111 of the Act to provide for adequate consideration and treatment of historic properties that may be affected by the RCI program, this Programmatic Agreement in its entirety shall be incorporated into and made part of the Ground Lease.

B. Before execution of any conveyance or finalization of the Ground Lease for the Undertaking, Fort Bragg shall provide Bragg Communities, LLC all previously compiled information on any historic properties within the APE to guide Bragg Communities, LLC in the management and use of the properties. Fort Bragg shall indicate that the Districts are subject to alternate and more stringent management requirements pursuant to Stipulation III.

C. Renewal or any modifications to the Ground Lease shall be subject to consultation among the signatories to determine whether such renewal or modifications constitute a new federal undertaking subject to provisions of the Act.

## III. HISTORIC PROPERTY MANAGEMENT

A. Bragg Communities, LLC, shall conform to the management standards and guidelines for treatment of historic properties established by the *Secretary of the Interior's Standards for the Treatment of Historic Properties, with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (Treatment Standards)*.

B. Bragg Communities, LLC, shall incorporate in landlord/tenant agreements for occupation of historic properties all pertinent conditions of this Agreement and allow Fort Bragg and the North Carolina SHPO an opportunity to review and comment upon the language of such agreements.

### C. Project Review and Consultation

The Army will monitor the activities of Bragg Communities, LLC and the activities of the property management agent, Picerne Military Housing, LLC, using the review process specified in C.1 through 5, below. The Fort Bragg CRMP will be responsible for creating and keeping a record of each project review. The documentary record of each project review will be maintained with the Fort Bragg Historical Collection at the offices of the Installation Cultural Resources Management Program. The public will be notified that these project reviews are available via notices on the Fort

Bragg Housing Office website and the website maintained by the Fort Bragg Cultural Resources Management Program.

1. Bragg Communities, LLC will submit to the Fort Bragg CRMP all proposed projects. The CRMP will review the project and plans and respond to Bragg Communities, LLC within 15 working days with a determination regarding the potential for an adverse effect on historic properties. If a determination of no adverse effect is made by the Fort Bragg CRMP, the project may proceed as planned. If a determination of adverse effect is made by the Fort Bragg CRMP, the CRMP will recommend alterations to the project plans to avoid or minimize the adverse effect. These recommendations will be made in accordance with the *Treatment Standards*. If Bragg Communities, LLC, does not accept these recommendations, the CRMP will consult to initiate the process to resolve the adverse effect pursuant to 36 CFR 800.6.

2. To expedite the review of routine activities, certain actions may be considered “exempt” from the project review process outlined in C.1, above. Exempt actions are listed in Stipulation IV.

3. In the case of an emergency, Bragg Communities, LLC will perform those actions necessary for the protection of the historic properties with on-site monitoring by Qualified Staff. Bragg Communities LLC is not required to consult with Fort Bragg in advance of emergency actions affecting historic properties. Where possible, such emergency measures will be undertaken in a manner that is consistent with the *Treatment Standards*. Bragg Communities LLC will notify Fort Bragg CRMP, who will notify the North Carolina SHPO, following execution of all emergency measures affecting historic properties. This emergency provision is limited to undertakings initiated within 30 days of the emergency. If the response to emergency conditions requires no Ground Lease modification, Bragg Communities, LLC must act in conformance with contract terms previously reviewed by the North Carolina SHPO and there is no new federal undertaking as defined in this Agreement.

4. If Bragg Communities, LLC proposes substantial alteration or demolition of a historic property, Bragg Communities, LLC shall perform an economic analysis to evaluate the economic feasibility for Bragg Communities, LLC to preserve or maintain specific historic properties in accordance with the *Treatment Standards*. Bragg Communities, LLC will submit the economic analysis and their recommended course of action for the historic properties in question to the Fort Bragg CRMP for review and consultation with the North Carolina SHPO. The North Carolina SHPO will be given 30 days to review and comment on the economic analysis and recommended course of action. If the North Carolina SHPO agrees in writing with the economic analysis findings and the treatment recommendation, the Fort Bragg CRMP may inform Bragg Communities, LLC that they may proceed with the action. If the North Carolina SHPO disagrees with the recommended course of action and an acceptable compromise cannot be reached between the Fort Bragg CRMP and the North Carolina SHPO, or a determination of adverse effect is made, Fort Bragg will consult to initiate the process to resolve the adverse effect pursuant to 36 CFR 800.6.

5. The North Carolina SHPO may at any time request to review and comment on a project submitted to the Fort Bragg CRMP, pursuant to Stipulation III.C.1 above, if it has reason to believe that a historic property may be adversely affected by a proposed undertaking,

D. The Army will report to the North Carolina SHPO and the ACHP on the status of the Fort Bragg historic housing properties using the annual asset management report prepared by Bragg Communities, LLC annually in the month to be agreed upon by the North Carolina SHPO, the ACHP and Fort Bragg CRMP. This report will include information on the current condition of the historic properties, actions taken by the Bragg Communities, LLC, to maintain the properties, in accordance with the *Treatment Standards* and descriptions of unanticipated problems that could affect the integrity or upkeep of the historic properties, or any other activities or policies that affect or may affect the historic properties, including the documentation of project reviews carried out under Stipulation III.C, above.

#### E. Tax Credits

1. Fort Bragg shall encourage Bragg Communities, LLC, to explore federal and state historic preservation tax credit benefits via the established application process with the North Carolina SHPO and National Park Service (NPS) before the start of rehabilitation projects involving historic buildings.

2. In the event Bragg Communities, LLC determines to seek the historic preservation tax credits, the proposed project will, upon receipt of an approved Part II certification from the NPS, be exempt from Stipulation III.C, above.

#### IV. EXEMPT ACTIVITIES

A. The following activities will be carried out consistent with the *Treatment Standards* and are exempt from North Carolina SHPO consultations:

1. General operation and maintenance, and new construction on land known to be free of historic properties outside the Districts, provided such construction is not visible from historic properties.

2. Temporary installation of facilities to provide access to historic properties by disabled persons provided these changes make no permanent modification to contributing (NRHP eligible) architectural or landscape elements.

3. Any change to the mechanical systems and kitchen, bathroom or basement spaces of historic properties, as long as such change does not affect any significant exterior or interior historic character-defining elements in other rooms of the quarters.

B. Activities not listed above shall be completed as directed in Stipulation III.C, above. The replacement of existing windows is not exempt and must be reviewed using the process outlined in Stipulation III.C, above. Window dimensions must be maintained and windows may not be covered or in-filled.

C. In the event that the signatories to this Agreement concur in writing that additional exemptions are appropriate, such exemptions may be enacted in accordance with Stipulation IX of this Agreement.

## V. ARCHEOLOGICAL RESOURCES

A. Prior to any new construction on previously undeveloped land, Fort Bragg will consult with the North Carolina SHPO to determine the need for an archaeological survey. If a survey is recommended, Fort Bragg will undertake a survey of the Area of Potential Effect sufficient to determine the presence or absence of any National Register-eligible historic properties. The eligibility of the properties will be evaluated for National Register eligibility in accordance with 36 CFR 800.4.

B. If National Register-eligible properties will be affected by the undertaking, Fort Bragg will consult with the North Carolina SHPO and federally recognized Indian tribes to determine how to avoid or resolve an adverse effect on the property, in accordance with 36 CFR 800.6.

C. In the event of discovery of archeological materials during any of its activities, Bragg Communities, LLC shall immediately stop work in the area of discovery and notify the Fort Bragg CRMP point of contact. Bragg Communities, LLC, shall protect the discovery until Fort Bragg has complied with 36 CFR 800.13(b) and any other legal requirements, including consultation with federally recognized Indian tribes.

## VI. CONSULTATION WITH INDIAN TRIBES

Fort Bragg shall consult with any federally recognized tribe that expresses an interest in projects resulting from the Undertaking.

## VII. FISCAL REQUIREMENTS AND SOURCES

The stipulations of this Agreement are subject to the provisions of the Anti-Deficiency Act. If compliance with the Anti-Deficiency Act alters or impairs Fort Bragg's ability to implement the stipulations of this Agreement, Fort Bragg will consult in accordance with the dispute resolution and amendment stipulations as specified in Stipulations VIII and IX below.

## VIII. DISPUTE RESOLUTION

A. Should the North Carolina SHPO, the ACHP, or a member of the public object within 30 days to any plans or other documents provided by Fort Bragg or others for review pursuant to this Agreement, Fort Bragg will consult with the objecting party to resolve the objection. If Fort Bragg determines it cannot resolve the objection, Fort Bragg shall forward to the ACHP all dispute-relevant documentation and a recommended course of action. Within 30 days after receipt of documentation, the ACHP will either:

1. Provide Fort Bragg with recommendations, which Fort Bragg will take into account in reaching a final decision regarding the dispute; or

2. Notify Fort Bragg that it will or will not comment pursuant to 36 CFR 800.7(c). Fort Bragg will take into account any comment the ACHP provides in response to such request and do so in accordance with 36 CFR 800.7(c)(4) with reference to the subject of the dispute.

B. Any recommendation or comment that the ACHP provides pertains only to the subject of the dispute. Fort Bragg's responsibility to carry out all other actions under this Agreement, other than those disputed, will not change.

## IX. AMENDMENT AND TERMINATION

A. If a change occurs in the Undertaking that creates new circumstances that Fort Bragg must address, or, if Fort Bragg is unable to carry out the terms of this Agreement, any signatory to this Agreement may request an amendment in accordance with 36 CFR 800.6(c)(7).

B. Should the signatories to this Agreement not agree on an amendment or in the event of Fort Bragg's failure to comply with the stipulations of this Agreement prior to execution of a Ground Lease, this Agreement shall be terminated. In such an event, Fort Bragg shall not execute a Ground Lease that has the potential to adversely affect historic properties until applicable stipulations of the Agreement are met or it complies with the requirements of 36 CFR Part 800.

C. A change in the Ground Lease that changes the Area of Potential Effect for this Undertaking constitutes a new undertaking that will require consultation pursuant to 36 CFR Part 800.

## X. EFFECTIVE DATE, END DATE, APPLICABILITY

A. This Programmatic Agreement is effective on the last date that all signatories sign. The Army will comply with all terms and stipulations from that date forward.

B. This Programmatic Agreement will be incorporated into the ground lease as an exhibit and will become an integral part of the ground lease. The Programmatic

Agreement will become applicable to Bragg Communities, LLC after Bragg Communities, LLC is formed and upon their execution of the ground lease. The Ground lease is expected to be a 50 year lease, with an option to renew that lease for 25 more years upon mutual agreement with the signatories.

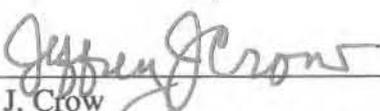
C. This Agreement will be in effect so long as the Ground Lease is in effect, unless previously terminated under the provisions of IX, above. If the parties to the ground lease agree to extend the ground lease, the signatories to this Agreement will consult on the need to renew or amend this Agreement at the same time as the ground lease is being considered for renewal.

Execution of this Programmatic Agreement and implementation of its terms evidence that Fort Bragg has afforded the ACHP an opportunity to comment on the Undertaking to privatize family housing at Fort Bragg, and its effects on historic properties, and that Fort Bragg has taken into account the effects of the Undertaking on historic properties.

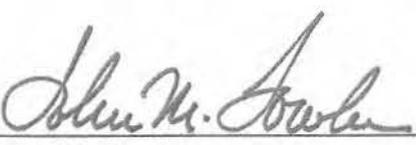
FORT BRAGG, NORTH CAROLINA

By:  Date: 4 Apr 07  
David G. Fox  
Colonel, U.S. Army  
Garrison Commander

NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICER

By:  Date: 3/15/07  
Jeffrey J. Crow  
State Historic Preservation Officer

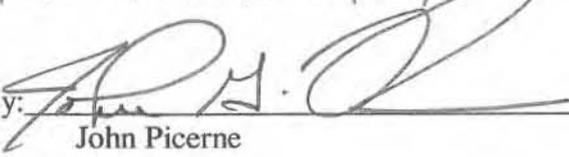
ADVISORY COUNCIL ON HISTORIC PRESERVATION

By:  Date: 6/6/07  
John M. Fowler  
Executive Director

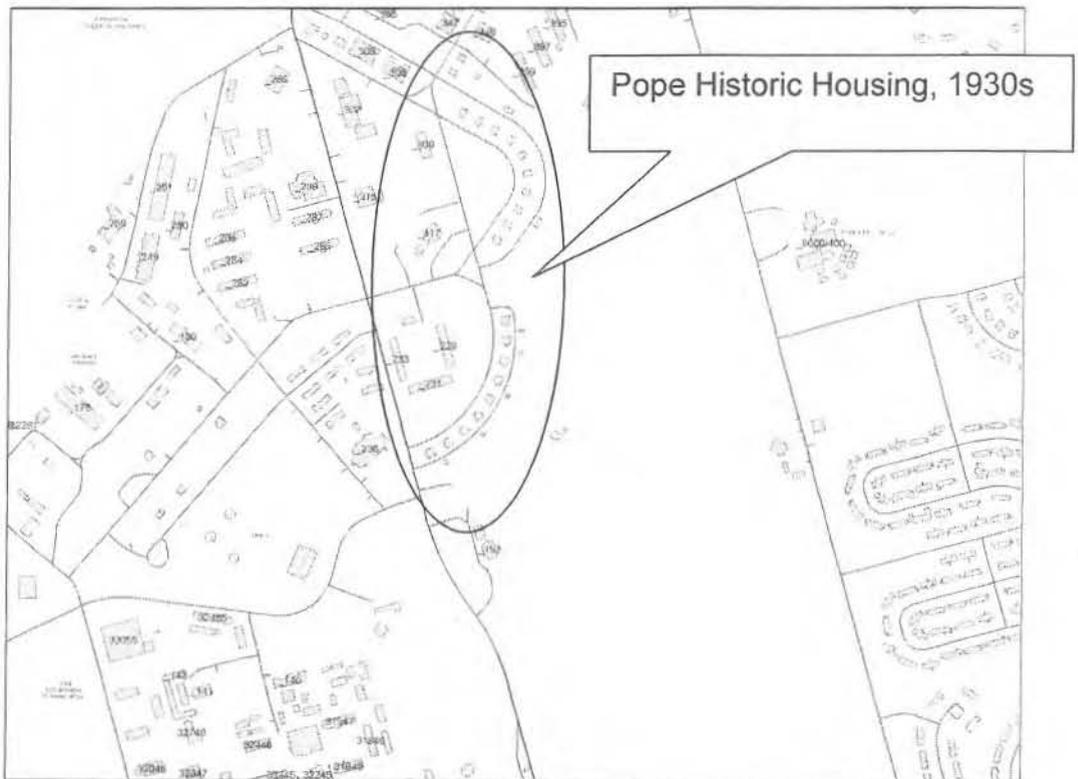
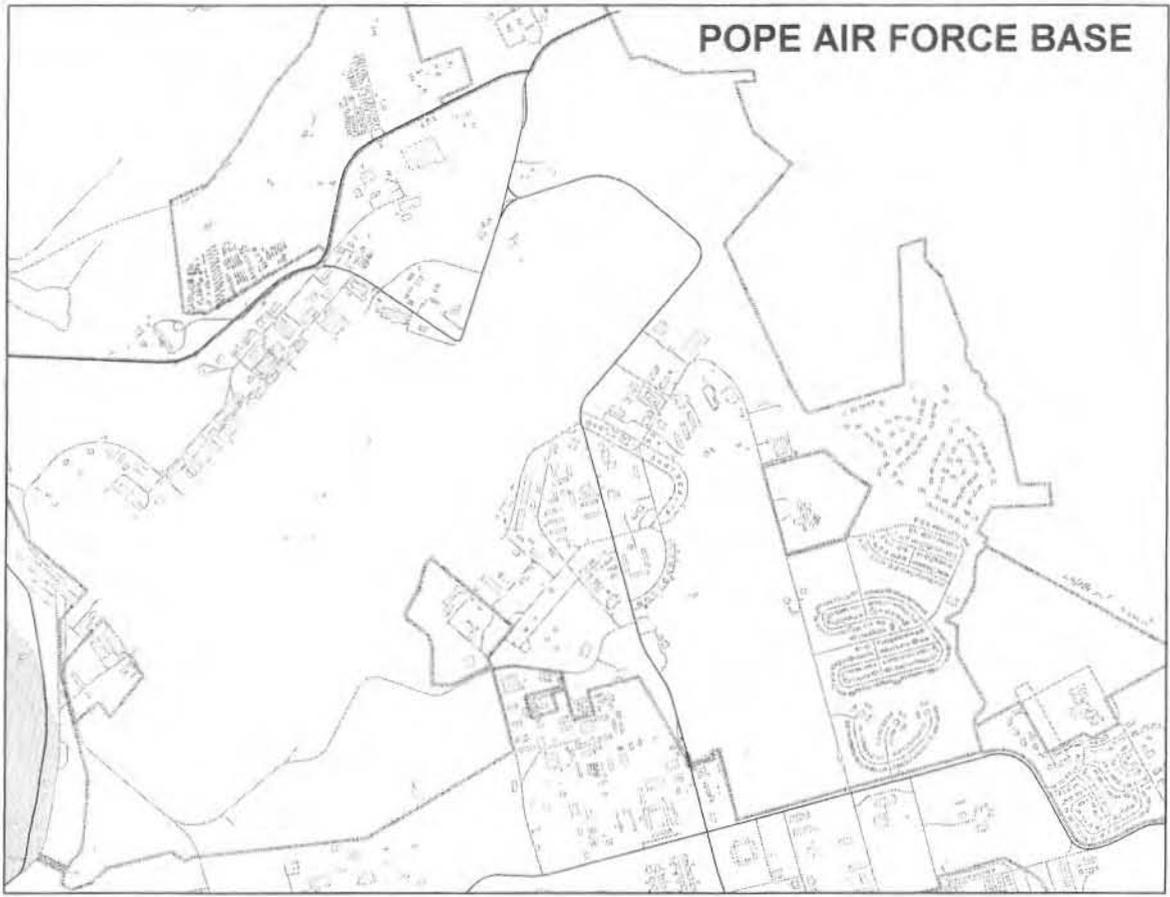
INVITED SIGNATORY:

BRAGG COMMUNITIES, LLC

BY: BRAGG - PICERNE PARTNERS, LLC, ITS MANAGING MEMBER

By:  Date: 4.27.07  
John Picerne  
ITS: PRESIDENT

POPE AFB NATIONAL REGISTER HISTORIC DISTRICT - OLD FAMILY HOUSING UNITS				Total
ID#	Date/ Location	Description		
202	1933C 202 Maynard Street	2-story, Spanish Colonial Revival style masonry stucco Officers house with full-width, one-story porch, tile roof, recessed 2-story side wing.		1
203	1933C 203 Maynard Street	2-car garage, 1-story, two-bay, stucco garage with tile roof.		2
204	1933C 204 Maynard Street	2-story, Spanish Colonial Revival style masonry stucco Officers house with full-width, one-story porch, tile roof, recessed 2-story side wing.		3
206	1933C 206 Maynard Street			4
207	1933C 207 Maynard Street	2-car garage, 1-story, two-bay, stucco garage with tile roof.		5
208	1933C 208 Maynard Street	2-story, Spanish Colonial Revival style masonry stucco Officers house with full-width, one-story porch, tile roof, recessed 2-story side wing.		6
210	1933C 210 Maynard Street			7
211	1933C 211 Maynard Street	2-car garage, 1-story, two-bay, stucco garage with tile roof.		8
212	1933C 212 Maynard Street	2-story, Spanish Colonial Revival style masonry stucco Officers house with full-width, one-story porch, tile roof, recessed 2-story side wing.		9
214	1933C 214 Maynard Street			10
215	1933C 215 Maynard Street	2-car garage, 1-story, two-bay, stucco garage with tile roof.		11
216	1933C 216 Maynard Street	2-story, Spanish Colonial Revival style masonry stucco Officers house with full-width, one-story porch, tile roof, recessed 2-story side wing.		12
217	1933C 217 Maynard Street	2-car garage, 1-story, two-bay, stucco garage with tile roof.		13
218	1933C 218 Maynard Street	2-story, Spanish Colonial Revival style masonry stucco Officers house with full-width, one-story porch, tile roof, recessed 2-story side wing.		14
322	1933C 322 Etheridge Street	1-story, 3-bay, stucco Bungalow with terra cotta tile roof and front porch		15
324	1933C 324 Etheridge Street			16
325	1933C 325 Etheridge Street	5-car garage, 1-story, five-bay, stucco garage with tile roof.		17
326	1933C 326 Etheridge Street	1-story, 3-bay, stucco Bungalow with terra cotta tile roof and front porch.		18
328	1933C 328 Etheridge Street			19
330	1933C 330 Etheridge Street			20
332	1933C 332 Etheridge Street			21
334	1933C 334 Etheridge Street			22
336	1933C 336 Etheridge Street			23
337	1933C 337 Etheridge Street	5-car garage, 1-story, five-bay, stucco garage with tile roof.		24
338	1933C 338 Etheridge Street	1-story, 3-bay, stucco Bungalow with terra cotta tile roof and front porch.		25
340	1933C 340 Etheridge Street			26
342	1933C 342 Virgin Street	1-story, 3-bay, stucco Bungalow with terra cotta tile roof and front porch.		27
343	1933C 343 Virgin Street	2-car garage, 1-story, two-bay, stucco garage with tile roof.		28
344	1933C 344 Virgin Street	1-story, 3-bay, stucco Bungalow with terra cotta tile roof and front porch.		29



MAIN POST HISTORIC DISTRICT INVENTORY - NORMANDY HOUSING AREA					
ID#	Date/	Location	Description	AFH	Total
11715	1928C	12 Alexander St., east side	1-story "ranch" style masonry officer's house, Spanish Colonial Revival style, with arched entrance, tile roof, attached garage.	Y	1
11916	1928C	10 Alexander St., east side		Y	2
12118	1928C	8 Alexander St., east side		Y	3
12419	1928C	6 Alexander St., east side		Y	4
12621	1928C	4 Alexander St., east side		Y	5
12722	1931C	2 Alexander St., east side		Y	6
13022	1928C	1 Hunt St., east side		Y	7
13220	1931C	3 Hunt St., east side		Y	8
13418	1928C	5 Hunt St., east side		Y	9
13617	1928C	7 Hunt St., east side		Y	10
13815	1928C	9 Hunt St., east side		Y	11
13914	1928C	11 Hunt St., east side		Y	12
14213	1931C	13 Hunt St., east side	2-story Spanish Colonial Revival style masonry officer's house with arched entrance stoop, tile roof, 2-story sun porch wing.	Y	13
15113	1934C	15 Hunt St., east side		Y	14
11216	1928C	23 Dyer St., west side		Y	15
11317	1931C	21 Dyer St., west side		Y	16
11418	1931C	19 Dyer St., west side		Y	17
11519	1931C	17 Dyer St., west side		Y	18
11720	1931C	15 Dyer St., west side		Y	19
11821	1931C	13 Dyer St., west side		Y	20
11922	1931C	11 Dyer St., west side		Y	21
12123	1932C	9 Dyer St., west side		Y	22
12224	1932C	7 Dyer St., west side		Y	23
12425	1932C	5 Dyer St., west side		Y	24
12727	1931C	1 Dyer St., west side		Y	25
12825	1931C	W side Dyer St.	1-story Spanish Colonial Revival style quarters, with attached garage, located behind 12727.	N	26
12322	1932C	W side Dyer St.	Side-gable Spanish Colonial Revival style 2-bay garage, with tile roof	N	27
12524	1932C	W side Dyer St.		N	28
13126	1930C	2 Adams St., west side	2-story Spanish Colonial Revival style masonry officer's house with arched entrance stoop, tile roof, 2-story sun porch wing.	Y	29
13325	1930C	4 Adams St., west side		Y	30
13424	1930C	6 Adams St., west side		Y	31
13523	1930C	8 Adams St., west side		Y	32
13622	1930C	10 Adams St., west side		Y	33
13820	1930C	12 Adams St., west side		Y	34
13919	1931C	14 Adams St., west side		Y	35

MAIN POST HISTORIC DISTRICT INVENTORY - NORMANDY HOUSING AREA				AFH	Total
ID#	Date/	Location	Description		
14018	1931C	16 Adams St., west side		Y	36
14117	1931C	18 Adams St., west side		Y	37
14316	1931C	20 Adams St., west side		Y	38
13122	1934C	W side Adams St.	1-story Spanish Colonial Revival style garage	N	39
13520	1934C	W side Adams St.		N	40
13526	1930C	3 Adams St., east side	2-story Spanish Colonial Revival style masonry officer's house with arched entrance stoop, tile roof, 2-story sun porch wing.	Y	41
13625	1930C	5 Adams St., east side		Y	42
13724	1930C	7 Adams St., east side		Y	43
13823	1930C	9 Adams St., east side		Y	44
13922	1930C	13 Adams St., east side		Y	45
14120	1931C	15 Adams St., east side		Y	46
14319	1931C	17 Adams St., east side		Y	47
13329	1930C	7 Armistead St., west side		Y	48
13529	1930C	5 Armistead St., west side		Y	49
13729	1930C	3 Armistead St., west side		Y	50
13727	1931C	7 Hoyle St.		Y	51
13826	1931C	5 Hoyle St.		Y	52
14026	1931C	3 Hoyle St.		Y	53
14127	1931C	1 Hoyle St.		Y	54
14229	1931C	1 Armistead St., west side		Y	55
13528	1934C	W side Armistead St.	Spanish Colonial Revival style garage	N	56
13924	1934C	W side Armistead St.		N	57
14123	1931C	1 Donelson St., east side	2-story Spanish Colonial Revival style masonry officer's house with arched entrance stoop, tile roof, 2-story sun porch wing.	Y	58
14224	1931C	3 Donelson St., east side		Y	59
14425	1931C	5 Donelson St., east side		Y	60
14725	1931C	7 Donelson St., east side		Y	61
14825	1931C	9 Donelson St., east side		Y	62
15024	1931C	11 Donelson St., east side		Y	63
15123	1931C	13 Donelson St., east side		Y	64
15222	1931C	15 Donelson St., east side		Y	65
15321	1934C	17 Donelson St., east side		Y	66
15420	1939C	E side Donelson St.	Spanish Colonial Revival style garage.	N	67
15419	1934C	19 Donelson St., east side	2-story Spanish Colonial Revival style masonry officer's house with arched entrance stoop, tile roof, 2-story sun porch wing.	Y	68
15216	1934C	22 Donelson St., west side		Y	69
15215	1934C	24 Donelson St., west side		Y	70
15214	1934C	26 Donelson St., west side		Y	71

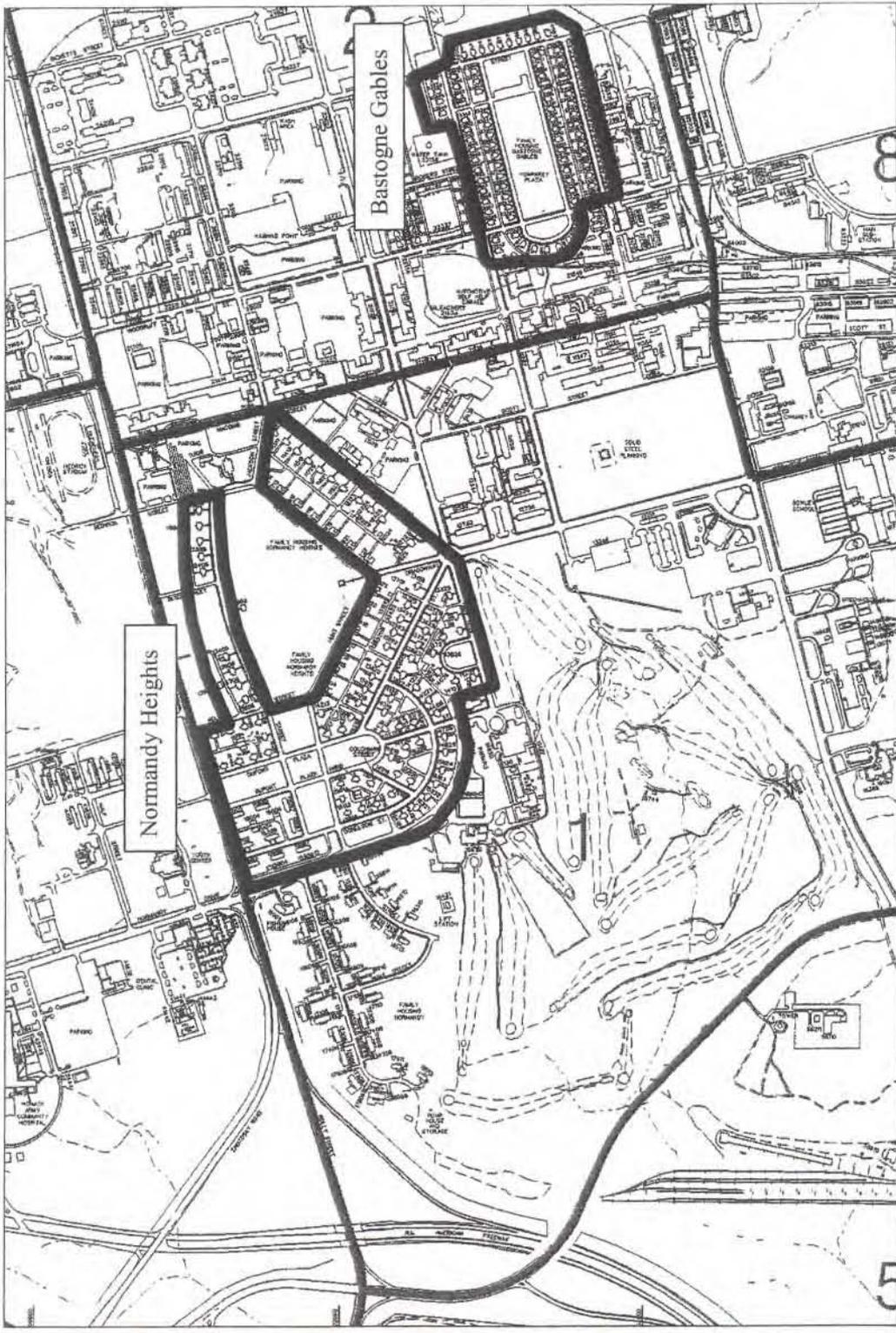
MAIN POST HISTORIC DISTRICT INVENTORY - NORMANDY HOUSING AREA					
ID#	Date/	Location	Description	AFH	Total
14520	1931C	4 Totten St.		Y	72
14522	1931C	2 Totten St.		Y	73
14720	1931C	3 Totten St.		Y	74
14722	1931C	1 Totten St.		Y	75
14919	1931C	4 Couchman St.		Y	76
15020	1931C	2 Couchman St.		Y	77
15017	1934C	3 Couchman St.		Y	78
15118	1934C	1 Couchman St.		Y	79
15014	1939C	Couchman St.	Large Spanish Colonial Revival style garage shared by Couchman, Doneison & Dupont sts.	N	80
14402	1934C	14 Dupont Plaza	2-story Spanish Colonial Revival style masonry officer's house with arched entrance stoop, tile roof, 2-story sun porch wing.	Y	81
14404	1934C	12 Dupont Plaza		Y	82
14405	1934C	10 Dupont Plaza		Y	83
14407	1934C	8 Dupont Plaza		Y	84
14313	1931C	6 Dupont Plaza		Y	85
14315	1931C	4 Dupont Plaza		Y	86
14418	1931C	2 Dupont Plaza		Y	87
14818	1931C	1 Dupont Plaza		Y	88
14915	1932C	3 Dupont Plaza		Y	89
14913	1931C	5 Dupont Plaza		Y	90
11806	1934C	2 side Capron St., west side		Y	91
906	c.1934C	4 Capron St., west side		Y	92
12105	c.1934C	6 Capron St., west side		Y	93
12305	1934C	8 Capron St., west side		Y	94
12405	1934C	10 Capron St., west side		Y	95
13405	1930C	18 Capron St., west side		Y	96
13605	1934C	20 Capron St., west side		Y	97
13706	1934C	22 Capron St., west side		Y	98
13806	1934C	24 Capron St., west side		Y	99
14207	1934C	26 Capron St., west side		Y	100
11904	1939C	W side Capron St.	Spanish Colonial Revival style garage	N	101
13603	1939C	W side Capron St.		N	102
14102	1934C	7 Pelham St., south side	2-story Spanish Colonial Revival style masonry officer's house with arched entrance stoop, tile roof, 2-story sun porch wing.	Y	103
14103	1934C	5 Pelham St., south side		Y	104
14105	1934C	3 Pelham St., south side		Y	105
14106	1934C	1 Pelham St., south side		Y	106
14204	1930C	S side Pelham St.	Spanish Colonial Revival style garage	N	107

MAIN POST HISTORIC DISTRICT INVENTORY - NORMANDY HOUSING AREA					
ID#	Date/	Location	Description	AFH	Total
14304	1939C	S side Pelham St.		N	108
15002A	1939C	11 Dupont Plaza, south side	Spanish Colonial Revival style duplex unit, 2-story, with ornate entrance, tile roof.	Y	109
15002B	1939C	13 Dupont Plaza, south side		Y	110
15005A	1939C	7 Dupont Plaza, south side		Y	111
15005B	1939C	9 Dupont Plaza, south side		Y	112
15007A	1939C	28 Capron St.		Y	113
15007B	1939C	30 Capron St.		Y	114
15207A	1939C	32 Capron St.		Y	115
15207B	1939C	34 Capron St.		Y	116
15205A	1939C	34 Donelson St.		Y	117
15205B	1939C	36 Donelson		Y	118
15202A	1939C	38 Donelson St.		Y	119
15202B	1939C	40 Donelson St.		Y	120
15503A	1939C	37 Donelson St.		Y	121
15503B	1939C	39 Donelson St.		Y	122
15505A	1939C	33 Donelson St.		Y	123
15505B	1939C	35 Donelson St.	Y	124	
15507A	1939C	29 Donelson St.	Y	125	
15507B	1939C	31 Donelson St.	Y	126	
15004	1939C	Interior of block	Spanish Colonial Revival style garage	N	127
15006	1939C	Interior of block		N	128
15104	1939C	Interior of block		N	129
15604	1939C	Interior of block		N	130
15509	1939C	Interior of block		N	131

MAIN POST HISTORIC DISTRICT INVENTORY - BASTOGNE GABLES HOUSING				AFH	Total
ID#	Date/	Location	Description	AFH	Total
23840	1939C	33 Hamilton St., West side	1-story stuccoed Bungalow with terra cotta tile roof, 6/6 sash, and front porch.	Y	1
23740	1939C	31 Hamilton St., West side		Y	2
23640	1939C	29 Hamilton St., West side		Y	3
23540	1939C	27 Hamilton St., West side		Y	4
23440	1939C	25 Hamilton St., West side		Y	5
23842	1933C	34 Hamilton St., East side		Y	6
23742	1933C	32 Hamilton St., East side		Y	7
23642	1933C	30 Hamilton St., East side		Y	8
23542	1939C	28 Hamilton St., East side		Y	9
23342	1932C	26 Hamilton St., East side		Y	10
23242	1932C	24 Hamilton St., East side		Y	11
23142	1932C	22 Hamilton St., East side		Y	12
23042	1931C	20 Hamilton St., East side		Y	13
22942	1931C	18 Hamilton St., East side		Y	14
22842	1931C	16 Hamilton St., East side		Y	15
22742	1931C	14 Hamilton St., East side		Y	16
22642	1931C	12 Hamilton St., East side		Y	17
22542	1931C	10 Hamilton St., East side		Y	18
22442	1931C	8 Hamilton St., East side		Y	19
22342	1931C	6 Hamilton St., East side		Y	20
22142	1939C	4 Hamilton St., East side		Y	21
22042	1939C	2 Hamilton St., East side		Y	22
23844	1933C	35 Humphrey Place		Y	23
23744	1933C	33 Humphrey Place		Y	24
23644	1933C	31 Humphrey Place		Y	25
23344	1933C	29 Humphrey Place		Y	26
23244	1933C	27 Humphrey Place		Y	27
23144	1933C	25 Humphrey Place		Y	28
23044	1932C	23 Humphrey Place		Y	29
22944	1930C	21 Humphrey Place		Y	30
22844	1930C	19 Humphrey Place		Y	31
22744	1930C	17 Humphrey Place		Y	32
22644	1930C	15 Humphrey Place		Y	33
22544	1930C	13 Humphrey Place		Y	34
22444	1930C	11 Humphrey Place		Y	35
22344	1930C	9 Humphrey Place		Y	36
22144	1931C	7 Humphrey Place		Y	37
21944	1931C	5 Humphrey Place		Y	38
21843	1939C	Humphrey Place	Spanish Colonial Revival style stuccoed garage	N	39
21846	1931C	3 Humphrey Place	1-story stuccoed Bungalow with terra cotta tile roof, 6/6 sash, and front porch	Y	40

MAIN POST HISTORIC DISTRICT INVENTORY - BASTOGNE GABLES HOUSING			
ID#	Date/	Location	Description
21847	1931C	1 Humphrey Place	
21849	1931C	2 Humphrey Place	
21950	1931C	4 Humphrey Place	
22051	1939C	6 Humphrey Place	
22151	1941C	8 Humphrey Place	
22351	1930C	10 Humphrey Place	
22451	1930C	12 Humphrey Place	
22551	1939C	14 Humphrey Place	
22651	1930C	16 Humphrey Place	
22751	1930C	18 Humphrey Place	
22851	1933C	20 Humphrey Place	
22951	1934C	22 Humphrey Place	
23051	1934C	24 Humphrey Place	
23151	1934C	26 Humphrey Place	
23251	1934C	28 Humphrey Place	
23351	1933C	30 Humphrey Place	
23542	c.1934C	Humphrey Place	Spanish Colonial Revival style garage
23551	1939C	Humphrey Place	
23651	1933C	32 Humphrey Place	1-story stuccoed Bungalow with terra cotta tile roof, 6/6 sash, and front porch
23751	1933C	34 Humphrey Place	
23851	1933C	36 Humphrey Place	
24044	1928C	24 Letterman St., North side	
24045	1928C	22 Letterman St., North side	
24046	1928C	20 Letterman St., North side	
24047	1928C	18 Letterman St., North side	
24048	1928C	16 Letterman St., North side	
24049	1928C	14 Letterman St., North side	
24050	1928C	12 Letterman St., North side	
24051	1933C	10 Letterman St., North side	
24052	1933C	8 Letterman St., North side	
24053	1939C	6 Letterman St., North side	
23853	1933C	29 Sturgis St., West side	
23753	1933C	27 Sturgis St., West side	
23653	1933C	25 Sturgis St., West side	
23553	1939C	Sturgis St., West side	Spanish Colonial Revival style stuccoed garage
23453	1933C	Sturgis St., West side	
23353	1933C	21 Sturgis St., West side	1-story stuccoed Bungalow with terra cotta tile roof, 6/6 sash, and front porch
23253	1939C	19 Sturgis St., West side	
23153	1939C	17 Sturgis St., West side	
23053	1939C	15 Sturgis St., West side	

MAIN POST HISTORIC DISTRICT INVENTORY - BASTOGNE GABLES HOUSING			
ID#	Date/	Location	Description
22953	1939C	13 Sturgis St., West side	AFH Total Y 81
22853	1939C	11 Sturgis St., West side	Y 82
22753	1939C	9 Sturgis St., West side	Y 83
22653	1930C	7 Sturgis St., West side	Y 84
22553	1930C	5 Sturgis St., West side	Y 85
22453	1930C	3 Sturgis St., West side	Y 86
22353	1930C	1 Sturgis St., West side	Y 87
23855	1939C	30 Sturgis St., East side	Y 88
23755	1939C	28 Sturgis St., East side	Y 89
23655	1939C	26 Sturgis St., East side	Y 90
23555	1939C	24 Sturgis St., East side	Y 91
23355	1939C	22 Sturgis St., East side	Y 92
23255	1939C	20 Sturgis St., East side	Y 93
23155	1939C	18 Sturgis St., East side	Y 94
23055	1939C	16 Sturgis St., East side	Y 95
22955	1939C	14 Sturgis St., East side	Y 96
22855	1939C	12 Sturgis St., East side	Y 97
22755	1939C	10 Sturgis St., East side	Y 98
22655	1939C	8 Sturgis St., East side	Y 99
22555	1939C	6 Sturgis St., East side	Y 100
22455	1939C	4 Sturgis St., East side	Y 101
22355	1939C	2 Sturgis St., East side	Y 102



Old Post Historic District, Fort Bragg, North Carolina

ATTACHMENT C

AMERICAN INDIAN NATIONS CONSULTING WITH FORT BRAGG

Absentee Shawnee Tribe of Oklahoma  
Alabama-Quassarte Tribal Town  
Catawba Indian Nation  
Cherokee Nation  
Chickasaw Nation  
Muscogee Creek Nation  
Shawnee Tribe  
Thlopthlocco Tribal Town  
Tuscarora Nation  
United Keetowah Band of Cherokee

From: Renee Gledhill-Earley [renee.gledhill-earley@ncmail.net]  
Sent: Friday, March 21, 2003 2:58 PM  
To: Walker Viola R Civ 43CES/CEVP  
Cc: Jeff Adolphsen  
Subject: Yesterday and garages

Viola:

Good job yesterday. Thought we would never get off the base. Sat at the end of the runway for 30mins after thinking that gate would be faster than the main.

Checked on the garage doors at Maynard and Ethridge. The counts are these:

Officer housing 9 garage doors and only 1 and part of another are replacements. Rest are original.

NCO housing 10 garage doors and only 4 are original.

You need to keep this number somewhere. If we go with the total number of doors -19 and only 7 are replacements that is less than half. Further the officer's doors are overwhelmingly original and should be repaired rather than replace. We will arrange an on-site workshop, if that's what's needed to keep them in place and looking good.

Renee