



**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1. NAME OF PROPERTY

HISTORIC NAME: Camp Mabry Historic District
OTHER NAME/SITE NUMBER: N/A

2. LOCATION

STREET & NUMBER: 2210 West 35th Street
CITY OR TOWN: Austin
STATE: Texas **CODE:** TX **COUNTY:** Travis **CODE:** 453 **ZIP CODE:** 78731
NOT FOR PUBLICATION: N/A
VICINITY: N/A

3. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this x 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 x meets does not meet the National Register criteria. I recommend that this property be considered significant nationally x statewide locally. (See continuation sheet for additional comments.)

Curtis J. Jernell
Signature of certifying official

22 July 1996
Date

State Historic Preservation Officer, Texas Historical Commission

State or Federal agency and bureau

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

Daniel J. ...
Signature of commenting or other official

17 July 96
Date

Brigadier General, Adjutant General's Department of Texas

State or Federal agency and bureau

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

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

Edson H. Ball
Signature of the Keeper

Date of Action
8-30-96

Entered in the
National Register

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: Public - State

CATEGORY OF PROPERTY: District

NUMBER OF RESOURCES WITHIN PROPERTY:	CONTRIBUTING	NONCONTRIBUTING
	30	33 BUILDINGS
	3	2 SITES
	12	1 STRUCTURES
	0	3 OBJECTS
	45	39 TOTAL

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 0

NAME OF RELATED MULTIPLE PROPERTY LISTING: N/A

6. FUNCTION OR USE

HISTORIC FUNCTIONS:

- DEFENSE/ military facility
- EDUCATION/ school
- RECREATION AND CULTURE/ fair
- TRANSPORTATION/ road-related (vehicular)

CURRENT FUNCTIONS:

- DEFENSE/ military facility

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION:

- OTHER/ vernacular - military
- OTHER/ vernacular - civilian conservation corps
- MODERN/ international style

MATERIALS: **FOUNDATION** BRICK; STONE; CONCRETE; METAL/ Steel; WOOD
WALLS BRICK; WOOD; STONE/ Limestone; CONCRETE; ASBESTOS; STUCCO;
METAL/ cast iron; GLASS
ROOF ASPHALT; METAL/ Iron; WOOD;
OTHER STONE/ Limestone; METAL/ Bronze; STONE/ Sandstone; GLASS

NARRATIVE DESCRIPTION (see continuation sheets 7-5 through 7-37).

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Camp Mabry Historic District
Austin, Travis County, Texas

DESCRIPTION

The Camp Mabry Historic District lies three miles northwest of the Texas State Capitol in Austin, Texas, and includes buildings, structures, landscape features, and infrastructure supporting the third oldest active military facility in Texas. The 220 acre district, focused around the 1892 parade ground, primarily consists of 1- and 2-story buildings built between 1892 and 1943. Extant properties include administrative buildings, barracks, an arsenal, mess hall, workshops and warehouses, and other utilitarian buildings. Architects designed most of the buildings, but some reflect adaptations of standard plans built to suit specific needs. Construction materials vary according to each building's time period and function and include, in order of frequency, brick, limestone, wood, hollow core tile, concrete, and corrugated metal. Brick and wood construction typify properties built before 1920, excepting two metal buildings the State Highway Department erected at the camp in the 1920s, of which one "bowhut" remains. Works Progress Administration (WPA) buildings and structures consist of native limestone and include rustic stone walls, fences, a dam, arched bridges, drainage ditches, and 12 stone workshops and warehouses (dating from 1936 to 1942). Sites within the district include the parade ground, picnic area (both dating to 1892), and rifle range. Minor infrastructure features include small limestone culverts, headwalls, and limestone or concrete sidewalks, some of which the WPA installed between 1936 and 1943. Landscape features include ancient oak trees, creeks, and wooded areas. Noncontributing elements post-date the period of significance or have sustained alterations that detract from the historic integrity of the district. With the ongoing use of Camp Mabry, modern development inside the historic district is common, with Noncontributing elements departing from historic resources in terms of scale, materials, and forms. However, these additions do not overwhelm the historic integrity of the district as a whole. With 45 out of 84 elements considered Contributing, the Camp Mabry Historic District retains a high degree of its historic integrity in terms of location, design, materials, workmanship, feeling, and association.

CAMP MABRY HISTORIC DISTRICT BOUNDARY

The Camp Mabry Historic District (Exhibit A, Map-95 through Map-98), totaling nearly 220 acres of land, is bound on the south by West 35th Street, on the east by Mopac Expressway (Loop 1), and on the north by Lone Star Drive (parallel to 45th Street). The western boundaries of Parcel 5 and Parcel 1-A provide the south half of the western district boundary (Exhibit A and Exhibit C, Map-103). The boundary jogs to the southeast along Parcel 1-A, and then northeast via Camp Mabry's Engineer Road. The south and east lines, and half of the west line, indicate the historic and current boundaries of Camp Mabry, unchanged since 1935. The north and west district boundaries fall within the current and historic boundaries. The district boundary excludes a cluster of non-historic, Noncontributing buildings in the north-central portion of Camp Mabry, as well as undeveloped land to the west of the newer buildings. Although Texas military forces continuously used the excluded northwestern acreage since 1909 and possibly earlier, it supports no extant resources and the landfill has slightly altered the topography. The varied terrain and vegetation within the historic district creates buffer

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zones allowing newer construction to co-exist with historic features without detracting from their historic character.

GEOGRAPHICAL SETTING

The Camp Mabry Historic District occupies 220 acres of level to hilly terrain within Camp Mabry's total 375 acre tract three miles northwest of downtown within the city limits of Austin, Texas. Surrounding development consists of institutional, residential, and transportation related properties. The camp is bound on the north and west by residential neighborhoods (Highland Park West and Balcones Park), and on the south by the Austin State School and a residential neighborhood (Tarrytown). Mopac Expressway (Loop 1) and the Missouri Pacific (formerly Great Northern) Railroad form the east boundary of the camp. Just east of Mopac Expressway are the offices of the Texas Department of Transportation and a residential nursing home. West 35th Street to the south and Perry Lane/West 45th Street to the north form the major access roads to Camp Mabry.

Camp Mabry lies on the boundary between the Edwards Plateau to the west and the Blackland Prairies to the east. A fault zone, the Balcones Escarpment, divides the Edwards Plateau from the Blackland Prairies, and cuts through the center of Camp Mabry. Because of this division, the western half of the camp is rocky and rugged, while the eastern half is level. Elevation ranges from 500 to 700 feet above mean sea level. The camp has a humid subtropical climate with temperatures averaging 95 degrees in summer, and 57 degrees in winter. Annual precipitation here averages 32.5 inches (Spearing 1991, 62-65; Gould 1969; Werchan, Lowther and Ramsey 1974).

Most of Camp Mabry's buildings surround the parade ground. The oldest buildings are at the east and southeast side of the parade ground and include a 2-story, brick and concrete State Arsenal (1915-16), and a 1-story, wood frame, bungalow plan house (circa 1916), since altered to reflect World War II-era design. In World War I, additional buildings were placed around the south, west, and northwest side of the parade ground. These include a 2-story, wood frame Army hospital, 2-story brick administration building and barracks, 1-story wood frame guardhouse, a 1-story brick mess hall, and 1-story wood frame workshops.

During World War I, Camp Mabry took on much of its modern appearance, as many of the historic buildings date to this time period (Photo 15). In a cooperative effort, in March 1918, the Army and the University of Texas created the U.S. Army School of Automobile Mechanics (S.A.M.) at Camp Mabry. Most of the buildings erected for the school are still in use. Contractors completed all of the World War I construction between April and November 1918. The University built the 2-story headquarters (Building 1), 1-story guardhouse (Building 2), and a 2-story hospital (Building 45; Figure 7-37) on the south side of the parade ground. On the west side of the parade ground, the University built a 1-story mess hall and six 2-story brick barracks aligned along a northeast axis. It built five wood-frame instructional buildings (workshops) and two sheds on the north-south axis, north of the barracks. The last of the wood-frame

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instructional buildings constructed (Building 17), is aligned with the barracks rather than with the other workshops, because the site was originally intended for a seventh barracks (Exhibit E, Map-105) (Weaver 1919).

Newer construction, dating from 1950 to 1994, is scattered throughout the district. Buildings 58 and 58A, constructed as the Ordnance Supply Maintenance Shop and Auxiliary in 1954, are immediately north of Building 30, the last of the 1942 motor storage buildings (Photo 4). A concentration of newer construction is in the area west of the parade ground, south of Building 10 and north of Building 1. Administrative buildings 64 and 64A were built south of Building 6 during the 1960s, and the All Faiths Chapel was erected across the street in 1974 (Photo 5). Among the most recently constructed buildings (1994) is the State Army Command (STARC) Headquarters at the southwest corner of the parade ground (Building 8; Photo 16). Although at a much larger scale than the surrounding buildings, it is placed in such a way as to minimize its impact on the historic feeling of the camp. The highest concentration of new construction at Camp Mabry, built during the 1970s and 1980s, occupies the area northwest of the original 85 acres on the western half of Parcel 10, which has been excluded from the district (Exhibit A). Parcel 10, although now in possession of the State, is still commonly referred to as *the Federal Tract*. The Texas National Guard added the third West 35th Street entrance for truck access to this northern portion. Additional new construction, primarily small auxiliary buildings, are scattered elsewhere within the district. Consistent with the intended plans, Camp Mabry has maintained the wooded buffer between the camp and the residential neighborhoods that developed on its boundaries during the 1950s and 1960s ("Camp Mabry Buildings" 1994). In most cases, new construction has not obscured older buildings, although views of the parade ground and other buildings have been affected (Exhibit B, Map-99 through Map-102).

PHYSICAL CHARACTERISTICS

Camp Mabry features open space amid 1- and 2-story architect-designed buildings and vernacular buildings influenced by standard Army plans amid a varied setting of terrain and vegetation. The main road loops around the parade ground while other non-paved roads wind through the western part of the camp.

Although several major construction periods occurred between 1892 and 1917, the first from which buildings still remain began in 1918 with the School of Automobile Mechanics. These buildings surround the Parade Ground originally cleared in 1892. Some of these buildings include the 1918 headquarters for the School of Automobile Mechanics, the 1918 mess hall (now the post museum), a series of 1918 barracks and instructional buildings, and the 1918 hospital (now officer's and enlisted living quarters). Just prior to this period, during 1915 and 1916, Camp Mabry built the arsenal (now the State Guard Headquarters), and the pre-1918 headquarters that served also as an infirmary and a caretaker's residence (now officers quarters).

The WPA led the second major building period from 1936 through 1938, evidenced in walls, fences, drainage, gates, gardens, lanterns, bridges, and dams crafted of native limestone and wrought

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iron. A paved drive lined with 100-year-old oak trees, loops through the historic camp past or through each of these features.

Also included in the district are approximately 75 acres of primarily undeveloped land. This portion is included within the proposed district boundaries to reflect Camp Mabry's historic boundaries. Purchased as a buffer zone between the rifle ranges and neighboring farmsteads, it has also been used for maneuver grounds and vehicle testing grounds when rifle practice was not in session (Mauro 1995).

The variety of property types originally built in support of Camp Mabry's military functions continue to support the military missions. Property types in general terms include: administrative, domestic, health, service, storage, utility, and auxiliary. Additional types include workshops, sites, structures, and objects. Within these functions the district displays a variety of materials and construction techniques reflecting needs and availability at the time of construction. One- and two-story, wood-frame or load-bearing masonry construction are common forms within the historic district. Exterior materials include brick, wood, limestone, hollow tile, cement-asbestos siding, sheet iron, and corrugated metal.

Building 1, the 1918 Headquarters building, is Camp Mabry's only historic administrative building. The building is a 2-story, long, rectangular plan building of load-bearing yellow brick, with wood sash windows. Its massing is nearly identical to the barracks. Two-story full-width porches on the southwest elevation allow increased ventilation.

The 1918 Infirmary, Building 45, is a 2-story, long, rectangular plan building of wood-frame construction. Originally with shiplap siding, the infirmary is now covered with cement-asbestos shingles. Building 45 has a gable roof with knee braces and exposed rafter tails. A wide porch wraps around two sides on the second story; a feature necessary for ventilation during epidemics of contagious illnesses (Figure 7-37).

Two types of residential buildings are within the district, one 2-stories with load-bearing brick construction, and the other 1-story with wood-frame construction.

The barracks, Buildings 10, 11, 14, and 15, are nearly identical, the only differences being the results of later alterations. The 2-story, hipped roof, long, rectangular-plan buildings are a culmination of both military and academic influences (Photo 7). Like Building 1, their exteriors are load-bearing yellow brick. They are each 60 by 190 feet, with coupled 2/2 wood sash windows, under segmental arches. By 1938, the second story porch had been removed from Buildings 11 and 14. Building 15 had its porch removed between 1950 and 1970. Only Building 10 has an intact porch (Department of Public Safety 1938; Camp Mabry Photographs 1918; Adjutant General's Department Real Estate 1950).

Buildings 2 and 42, built between 1910 and 1918, are also residential and feature some of the form and details typical of bungalow plans. Both were built with shiplap siding and later covered with cement-

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asbestos shingles. Each has 2/2 wood sash windows, pier and beam foundation, and exposed rafter tails. In addition to their early similarities, both buildings were modified circa 1940 with the addition of limestone skirting around the foundation and enclosure of the front porches.

The mess hall, Building 6, is the only extant historic service building at Camp Mabry. The 1918 architect-designed building is 1-story, of load-bearing of yellow brick, with a gambrel roof, knee braces, and exposed rafter tails. The original windows are 2/2 wood sash, and doors are either full height wood doors or new single metal and glass doors. The full height round arches from the historic double wood doors and transoms are still visible. The long rectangular plan building also has to the rear, a gambrel roof "T" where the School of Automobile Mechanics had its kitchen and bakery. The building's design reflects the materials and to some degree, the fenestration of the adjacent barracks, while the roof shape reflects that of the workshop buildings. An identical building was constructed in south Austin at Penn Field (Penn Field 1918; *S.A.M. Sun* 1918; Sanborn 1923).

Camp Mabry has three types of historic workshop buildings. Buildings 17 and 24, built in 1918 as instructional buildings, are 1-story, wood-frame, gambrel roof properties, the design of which is nearly identical to World War I airplane hangars. Building 19 is a 1924 wood-frame property which at a brief glance resembles a bow hut (Photo 2). Unlike the "bow hut" Building 19 has walls separate from its rounded, gabled roof. Its walls and roof are covered with corrugated sheet iron, and punctured with 4/4 wood sash windows. The third type of workshop, built in 1942, Buildings 21 and 26 are architect-designed, WPA-built, 1-story, rectangular plan, limestone buildings with gable roofs and metal casement windows, and side-hinged double metal doors (Garner 1993).

The State Arsenal, Building 41, is classified as a warehouse/storage building (now Noncontributing). It is the only building of its type within the district. Architectural firm C.H. Page & Bro. designed the 2-story rectangular plan building with a flat roof and one remaining parapet wall. The building's structure consists of load-bearing brick with reinforced-concrete. In 1975, the exterior was covered with adhesive, spray-on stucco and brownish-yellow paint. Aluminum windows are relatively small and arranged well above eye level on each floor. The arsenal's design reflects its intended use for ordnance storage (Figure 7-34).

The ten Camp Mabry motor storage buildings, all built in 1941 and 1942, are also classified as warehouses (Figure 7-35). Fort Worth architect Wyatt C. Hedrick, designed the buildings and WPA workers constructed them. All are 1-story, gable roof, long rectangular plan, load-bearing masonry construction and are sited in a line perpendicular to the railroad tracks. Unlike the arsenal, these storage buildings did not have their own railroad spurs. The limestone buildings, most with metal roofs and steel trusses, were originally "open" on the long side with sliding metal doors (Photo 8). Several of the storage buildings still have the metal windows that the War Department installed in 1944 while others have been partially closed in and replaced with aluminum windows. While most of the original doors on Buildings 30 through 36 were

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enclosed with hollow concrete building tile or concrete block in 1947, Buildings 37, 38, and 39 have retained their "open" sides (Hedrick 1940).

Additional storage facilities within the district are small, 1-story, masonry buildings. The materials are either brick or hollow concrete building tile. This property type features a limited number of small windows. Roof shapes vary and include hipped, gable, or flat types.

Utility buildings, such as pump houses or steam plants, are limited to two extant resources and one ruin. The two extant buildings are 1-story, gable roof, load-bearing masonry construction with wood sash windows and wood doors (Photos 9 and 14). The ruinous 1918 wood-frame steam plant (included in this inventory as a site), has a reinforced concrete foundation and coal storage (*S.A.M. Sun* 1918; Texas Military Forces Museum 1918).

Auxiliary buildings within the district include garages and stables. All of these are wood frame and all but one (Building 3, a 2-story garage apartment) are 1-story buildings. The garages have gable roofs while the stables feature shed roofs.

Infrastructure features include roads, trails, bridges, dams, fences, gates, sidewalks, and signs. Sites include the parade ground, picnic area, rifle ranges, driving ranges, and steam plant ruins. Objects included in the district include such features as statues, cannon mounts, survey markers, and a totem pole. Landscape features within the Camp Mabry Historic District include mature oak trees, creeks, ponds, and varied topography.

CONTRIBUTING AND NONCONTRIBUTING EVALUATIONS

Properties considered to be Contributing to the Camp Mabry Historic District are those buildings, structures, objects, and landscape features that add to the historic significance and character of the district (Exhibit A). The first criteria for a Contributing resource, is that it was built, used, or acquired during the period of significance for the district, 1892 to 1946 (Exhibit B). Following that initial criteria, each resource is evaluated for the seven aspects of integrity: location, setting, design, materials, workmanship, association, and feeling. Ideally, a Contributing resource will have maintained a high level of integrity in all seven areas of consideration. Ultimately, the resource must maintain enough integrity as a whole to successfully convey the historic significance of the district (National Park Service-15 1991).

For example, the 1936 WPA-built stone wall bordering the southern and southeastern boundary of the installation, although primarily intact, was partially rebuilt in 1972 to accommodate the Mopac Expressway access road. Although the "educated eye" can discern the point at which the wall has been reconstructed, the work was done in such a manner as to respect the character of the original wall. Additionally, more than 50 percent of the wall is intact in its original location, and the even with the reconstructed portion, it represents the intentions of the wall, to border Camp Mabry. For this reason, the wall has maintained enough integrity

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to be considered as a Contributing element of the district (Austin, City of 1972).

The site selection of Camp Mabry for the encampment grounds was dependent on its setting, both the natural and the man-made (railroad tracks). For this reason, the continued presence of these features is imperative for maintaining integrity in this area. In viewing the Camp Mabry Historic District, individual features of the district itself are considered, as well as those features in the district's immediate vicinity. The current setting of each resource within the district is compared with its historic setting in order to evaluate the level of integrity maintained. Intrusions within the district must be held to a minimum, preferably not more than 50 percent, and the development, if any, of the surrounding neighborhood, compatible and relatively unobtrusive. Natural features such as topography and vegetation must remain relatively consistent with historic appearances. Roads, paths, and views should maintain a good level of similarity to the features' historic character. Historic functions of the features should be potentially re-enactable on the same site (National Park Service-15 1991).

Preservation of view is another issue of setting. Prior to 1994, the guard house/Adjutant General's home had a clear view of the parade ground and the ordnance shops. Recently constructed Building 8 entirely obliterates this view, and hence some is integrity lost. Building 2 does, however, maintain a high level of integrity in other aspects.

The design should successfully convey Camp Mabry's historic and architectural significance. As a district, the design issue is concerned not only with the buildings or features themselves, but also the district as a whole, in layout and placement, and spatial relationships among the features. Structural systems, massing, fenestration, spatial arrangement, and architectural details are all elements evaluated for design integrity.

The majority of the original design intentions of planners and architects must still be evident. Building features illustrating a building type include massing, proportion, fenestration, materials, and ornamentation or lack thereof. Alterations are often acceptable within the period of significance, as they illustrate the evolution of the installation and the physical changes made to accommodate the changes. As above, consideration will be given as to whether alterations may be reversible. In some cases, returning a building to its historically intended appearance may be difficult or costly, but because of intact visual evidence of the original intentions, it *could* be done.

Bricked-in window or door openings may be an example of this particular consideration, as on Building 6. Because of the manner in which the doors were in-filled, the shape of the original opening is still apparent, and, although not easily done, the original fenestration could be restored (Photo 9).

Integrity of design requires an evaluation of the feature's current appearance as compared to the way it was initially designed, or to a particular time period in the feature's evolutionary history. Building 42 has

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been altered twice since its original construction, with the most recent exterior alteration completed soon after 1950. The basic form of the building has not been substantially altered, and the latest of its alterations are easily reversible.

Identically designed Buildings 17 and 24 have both endured substantial alterations. In this case, the buildings' current appearances were compared to their historic appearances, but relative to each other as well. Building 17 retains more of its 1918 through 1946 features (Figure 7-36). Some windows from the original over-sized doors are still providing light to interior spaces. There are two considerations here, aesthetic and functional. That the windows remain could indicate that original design and material features are actually still intact under the siding. Additionally, Building 17 serves as a reminder that the abundant availability of light was a key design element for the utilitarian purpose of the building. In the 1940s, Building 17 was divided into four apartments for various Camp Mabry personnel.

Building 24 has endured greater alterations to the exterior. Most significantly, smaller aluminum windows have replaced the large 20-light wood windows from the oversized doors. It also has a commercial-style metal and glass door on the north end. Building 17 also has non-original doors, and non-original 2/2 wood sash windows, some of which have been in place at least since 1937. Building 24 has partially maintained its open interior, another key design element for the utilitarian purpose, but is still considered Noncontributing to the historic district. Building 17, relative to Building 24, retains significantly more design integrity.

The property must maintain evidence of the workmanship involved in creating the historic feature. In most cases at Camp Mabry, this standard ensures that style, materials, and technique are reflective of the time and circumstances in which the feature was built or designed. Integrity of workmanship requires also that, although functions or needs may have changed, the elements have not been entirely sacrificed to suit changing needs, i.e., adaptive use. Many of the buildings have had minor changes/replacements but, as a whole, retain a strong indication of the original workmanship.

In the evaluation of buildings at Camp Mabry, the reversibility of non-historic alterations has been taken into account. For example, if the only alteration to a building is the application of synthetic siding, the application of which is fairly typical within military installations, it may be acceptable and the affected building still considered Contributing. Having replaced wood or casement windows with aluminum is usually unacceptable (but reversible), and having altered the shape of the fenestration to do so, results in the loss of integrity of design, workmanship, and materials. Buildings having endured all of these alterations are considered "severely altered" and thus, Noncontributing.

Because exterior materials reflect conditions at the time of construction, whether they be the prevailing style, or the result of availability of materials or labor, the materials must be original to the period of significance. A frame building should not be made to look like masonry, nor should a masonry building

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be covered with wood or synthetic siding. In the issue of cement-asbestos siding, it seems to have been applied to frame construction just after the period of significance, but, in the event that the property would be restored to an earlier period, the material change is reversible. Additionally, both military and civilian World War II-era new construction was often built with asbestos siding as an original material. At Camp Mabry, a historic building on which cement-asbestos siding is the only non-historic alteration, the building is Contributing.

A property retains association integrity if it is the place where the event or activity occurred, and is sufficiently intact to convey that relationship to an observer. As with feeling, association is dependent on individual perceptions. In retaining its integrity of feeling, the district as a whole, as well as its component elements, should express the aesthetic and historic sense of the period of significance. The physical features taken together must convey the district's historic character. Assessing the level of integrity of feeling maintained can be highly subjective. Subjectivity aside, the evaluation of feeling is directly reliant on how the property fared when it was evaluated for the other six aspects of integrity. A resource cannot be considered eligible or Contributing based solely association and feeling (National Park Service-15 1991, 45).

NONCONTRIBUTING ELEMENTS

Noncontributing features include unexceptional elements constructed, acquired, or put in place after 1946. They also include those elements that date from the period of significance, that have lost too much integrity to add to the expression of the district's historic character and significance, such as the State Arsenal (Building 41), altered in the 1970s.

A complex example of a portion of Camp Mabry not maintaining integrity of setting is in the northwest section (Exhibits A, B, C). The boundaries of this parcel, designated for use by the Texas National Guard and Camp Mabry, have not changed since 1909. The area consistently has supported the evolving missions and the topography is slightly altered (Photo 6). The area includes one known historic archeological site with associated oak trees intact. Despite these positive conditions of the setting, the 11 buildings in the area are not historic, thus detracting from the integrity of the historic district and not included in the Camp Mabry Historic District.

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INVENTORY

The following three pages contain an inventory of Contributing and Noncontributing properties within the proposed Historic District. Representative property descriptions follow the inventory. Because the proposed district contains more than 50 properties, the table and representative descriptions are provided in lieu of complete property descriptions for each property. *Property* refers to each building, site, structure, and object given its own identifying number for this inventory.

The inventory is divided into four sections: Buildings-Contributing, Buildings-Noncontributing, Other Features-Contributing, and Other Features-Noncontributing. Building numbers are current and unchanged since about 1935. Buildings 10 and 11 appear as one property because a non-historic addition with offices and hallway connect the two. Buildings 1 and 48 also appear as one property for the same reason. Numbers 100 to 116 have been assigned to identify Other Features. Historic Noncontributing properties (3, 24, 41, 49, 111, and 115) and those Noncontributing properties with uncertain dates that may post date the period of significance (5, 12, 25, 112, 113, 114, and 116) appear in the Noncontributing tables along with non-historic properties.

Date refers to property construction. If the date can be reasonably estimated but not specifically documented, "c." precedes the date and indicates a "circa" date, accurate within one to four years. "Circa" dates do not necessarily fall on dates divisible by five in order to provide the closest possible date from available information. Although *Property Type* usually references a building's plan, shape, or massing, for this inventory they have been classified according to a (historic) general function. A significant proportion of the buildings have a long, rectangular plan, with the number of *stories* indicated in the adjacent column. Because of similar massing of many of the historic properties, and the limited space an inventory table affords, the general function provides more information about the building. *Exterior Materials* indicates the current exterior material. Asbestos generally indicates wood as the original material. The abbreviation "hc tile" indicates hollow concrete building tile. To differentiate from the cement-asbestos shingles applied to historic buildings, "corr. asbes" indicates corrugated asbestos. "Synthetic" is cited for some newer construction with man-made exterior materials, and "temp" for temporary trailer-type buildings. When a date or dates appear in the *Alterations* column, it can indicate historic or non-historic changes to the building's exterior appearance, and may include for example, synthetic siding application, window replacement, or porch alterations. *Historic Use* provides a more specific historic function(s) than the *Property Type* column. *Condition* indicates the physical condition at the time of the district survey, and does not reflect any alteration-related judgment. The category is included as a tool for future maintenance concerns. Non-historic properties do not have entries in the last three columns.

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Building	Date	Property Type	Stories	Exterior Materials	Alterations	Historic Use	Condition
1/48	1918/1947	admin/warehse	2/1	brick/hc tile	1938/1972	admin. & quarters / fireproof record storage	good
2	1918	residential	1	asbestos	c.1940	quarters, jail, admin	good
4	1918	utility	1	brick		pump house	fair
6	1918	service	1	brick	c.1935/1970	mess hall, auto shop	good
7	1918	utility	1	brick		pump house	good
10/11	1918	residential	2	brick	c.1935/1950	quarters, educ, admin	good
14	1918	residential	2	brick	c.1935.1950	qtrs/educ/admin	poor
15	1918	residential	2	brick	c.1935/1950	qtrs/educ/admin	poor
17	1918	workshop	1	asbestos	c.1935/1945	wkshp/qtrs/ware	poor
19	1924	workshop	1	sheet iron			poor
20	1918	warehouse	1	brick			good
21	1942	warehouse	1	limestone/asb.			good
26	1942	workshop	1	limestone		paint shop	good
30	1942	warehouse	1	limestone	1944	ordnance shop	good
31	1942	warehouse	1	limestone	1944	ordnance shop	good
32	1942	warehouse	1	limestone	1944	ordnance shop	good
33	1941	warehouse	1	stone/hc tile/mtl	1944	ordnance shop	good
34	1941	warehouse	1	stone/hc tile/mtl	1944	ordnance shop	good
35	1941	warehouse	1	stone/hc tile/mtl	1944	ordnance shop	good
36	1941	warehouse	1	stone/hc tile/mtl		storage	good
37	1941	warehouse	1	stone/hc tile/mtl		storage	good
38	1941	warehouse	1	stone/hc tile/mtl		storage	good
39	1941	warehouse	1	stone/hc tile/mtl		storage	good
40	1918	warehouse	1	brick		storage	good
42	c. 1915	residential	1	asbestos	c.1955	hdqtrs/infirm	good
43	c. 1940	auxiliary	1	asbestos		garage	fair
44	c. 1940	auxiliary	1	asbestos	1996	garage	fair
45	1918	admin	2	asbestos	c.1940/1960	infirm/qtrs	fair
47	c. 1940	utility	1	hc tile		pump house	good
57	c. 1930	auxiliary	1	wood		chk.coop/stable	fair

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Austin, Travis County, Texas**Buildings: Noncontributing**

Building	Date	Property Type	Stories	Exterior Materials	Alterations	Historic Use	Condition
3	c. 1940	auxiliary	2	asbestos	c.1970	garage apartment	fair
5	c. 1949	residential	1	asbestos		quarters	good
T6A	1985	admin	1	temp			
T6B	1985	admin	1	temp			
T6C	1985	admin	1	temp			
8	1993	admin	2	stone			
9	1993	admin	1	stone/glass			
12	c. 1949	unknown	1	hc tile			good
13	1993	auxiliary	1	concrete		latrine	
21A	1989	warehouse	1	corr. metal			
24	1918	workshop	1	asbestos	c.1960,1970	instr. bldg.-mach. shop	fair
25	1948	service	1	hc tile		filling station	fair
41	1916	warehouse	2	stucco	c.1970, 1975	arsenal	fair
49	1944	service	1	asbestos	c.1960	Club House	poor
58	1954	workshop	2	brick/corr. asbes			
58A	1954	auxiliary	1	brick/corr. asbes			
58B	1989	auxiliary	1	metal/corr. metal			
60	c. 1990	service	1	metal/glass			
61	1990	auxiliary	1	wood			
64	1962	admin	1	brick			
64A	1969	admin	1	brick			
64B	1985	admin	1	temp			
69	1970	latrine	1	metal			
71	1971	admin	1	brick			
73	1974	storage	1	concrete/earth			
73A	1974	storage	1	concrete			
73B	1974	admin	1	concrete			
78	1977	service	1	brick			
79	1981	auxiliary	1	wood			
82	1984	admin	1	brick			
83	1984	residential	2	brick			
85	1988	structure	~	concrete			
94	c. 1994	structure	1	wood			

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Austin, Travis County, Texas**Other Features: Contributing**

Identifier	Date	Feature Type	Stories	Exterior		Alterations	Historic Use	Condition
				Material				
100	1892	site	~	~		1918/41/94	parade ground	good
101	1892	site	~	~		1988	picnic area	good
102	1892	structure	~	brick to stone		1936	dam	good
103	c. 1936	structure	~	stone, iron		c. 1975	wall-35th St.	fair-poor
103a	c. 1936	structure	1	stone, iron			gate house	good
105	1938	structure	~	stone			culverts/drainage	fair
105a	1938	structure	~	stone			culverts/drainage	fair
105b	1938	structure	~	stone			culverts/drainage	fair
105c	1938	structure	~	stone			culverts/drainage	fair
106	1938	structure	~	wire/stone/iron			fence/gate	good
107	1938	structure	~	stone			bridge	fair
108	1938	structure	~	stone		c. 1960-grate & cedar fence removed	pylons (pair)	fair
108a	1938	structure	~	stone		c. 1960	pylons (pair)	fair
109	1938	structure	~	stone			bridge	fair
110	1938	site	~	concrete, stone, brick, foliage			cactus garden	fair/poor

Other Features: Noncontributing

111	1918	site	~	concrete/steel	demolished		steam plant, fallout shelter	ruins
112	unknown	object	~	brass/concrete			survey monument	good
113	1949	object	~	wood	1995 (re- painted)		totem pole, monument	fair
114	1943	object	~	cast bronze on cast sandstone	c. 1947 (moved to C. Mabry)		"The Salute," monument	good
115	c. 1910	site	~	concrete, earth			25 yd. Target trench	ruins
116	uncertain	structure	~	stone	const. c. 1935 or c. 1975		culverts	fair/poor

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REPRESENTATIVE PROPERTIES

The following properties grouped according to construction period, are representative of features within the proposed historic district. Property descriptions appear in numerical order within each group. The representative property discussion provides more detailed information about some of the district's most important components. Included also, are less important components that have maintained an especially high level of integrity. Properties described are Contributing to the proposed Historic District unless otherwise indicated.

Pre-1918 Properties

Building 41: (State Arsenal, 1915-1916) - Noncontributing

In 1916 the State of Texas built the State Arsenal, Building 41, on the east side of the parade ground, along the eastern boundary of the camp. Designed by C.H. Page and Bro. architectural firm, it served as the State Arsenal throughout its early history, and is classified as a warehouse, although now used as office space. It was the first building constructed for the Texas National Guard using state funds and is one of the two oldest buildings at the camp (Figure 7-34).

Building 41 is a flat roofed, 2-story rectangular plan building of reinforced concrete and load-bearing brick construction. Sliding aluminum windows are relatively small and arranged well above eye level on each floor. These structural elements originally doubled as design features as well. The south elevation features a stepped parapet at the roofline. The roof surface is concrete with tar water-proofing. The building interior maintains an open plan with concrete piers, original concrete floors, and a wind tunnel; its solid design and thick walls reflect its intended use for ordnance storage (Figure 7-34).

The southbound exit for West 35th Street from Mopac Expressway (Loop 1) comes up to the edge of the building. In order to create the West 35th Street exit, the State Department of Highways and Public Transportation (now Texas Department of Transportation) removed the eastern third of the building. As a result, this building is too severely modified to be considered Contributing to the district. Doors and windows were filled and then covered over with a layer of spray-on stucco over adhesive, and then painted a brown-yellow color. The stucco obscures the underlying brick and concrete of the original exterior. A wrap around loading dock has been removed, and sliding aluminum windows have replaced the original multiple light metal windows throughout the exterior of the building. The original cast iron dedication plaque that lists the architect and contractor has been replaced with one of engraved rose granite (Adjutant General's Department 1916; Camp Mabry-PICA 1916).

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Building 42: (Field Headquarters, Infirmary, Caretaker's Residence, Officer's Quarters)

This 1-story, front gable roof, frame construction on pier and beam foundation was built sometime between 1910 and 1916 as headquarters for field officers.¹ Numerous alterations to the original design were made sometime between 1937 and 1949. The alterations include fenestration changes, addition of an enclosed porch, elimination of a brick chimney, and addition of stone skirting, steps, and sidewalk. The Adjutant General's Department later added cement-asbestos siding, possibly circa 1955 (Department of Public Safety 1950).

The 3-bay bungalow plan has a centrally placed Craftsman-style door, with transom. Coupled 2/2 wood sash windows are symmetrically placed on either side of the door. The full-width porch addition has a gable roof, centrally placed panel and glass door, and three "walls of windows" on top of the waist-high porch wall. These windows are all 6/6 wood sash. Fenestration on the other elevations consists of coupled 2/2 wood sash windows, and a smaller enclosed porch on the rear of the house. The circular driveway in front of the house is an original feature, as are the mature oak trees.

No. 100: (Parade Ground, 1892)

Local civilians cleared the drill ground for the Texas Volunteer Guard in 1892. The drill ground (parade ground since 1918) was, and is, the central point of Camp Mabry, around which the entire district's activities revolve. The original configuration included the area where Buildings 30 through 39 stand, as well as the sites of Buildings 8, 82, 83, and their accompanying parking lots. Despite the field's size reduction, the general character and function remain intact. The drill/parade ground has been used over the years for tent camping, sham battles, marching, airplane and helicopter landings, ceremonies, lectures, football games, band performances, polo matches, fairs, baseball games, horse training, human training, and even parking. Presently the eastern edge is lined with military planes in static display, and a running track and exercise course circle the field (Photo 15).

No. 101: (Picnic Area, 1892)

In 1892, after building the brick dam, Austin workers cleared the land adjacent to the creek for use as a picnic area. The area has continued the same use for 104 years. The only additions are concrete picnic tables and slab, and a latrine (*Austin Statesman* 1892; Mabry 1892).

¹ Information derived from historic photographs on file at the Austin History Center and the Texas State Archives; also *Reports of the Adjutant General*, historic site plans, maps, extant oak trees, and familiarity with historic building types..

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No. 115: (Rifle Range, 1911) - Noncontributing

In 1905 and 1906 the Adjutant General's Department built a 600 yard "target range" on the west side of the camp with the firing line near Mt. Bonnell Road (West 35th Street), firing northeast. The state leased and fenced the 200 acre "federal tract" to add to the site in 1905-1906. The original target range was at or near the current "truck entrance" to Camp Mabry. In 1908 and 1909 the department used federal funds to improve the target range with a rock-walled pit and a rock target house. To level the range, the department installed two large drain pipes and then covered them with soil. In 1911 the department made significant improvements to the range that included rotating the rifle range to be parallel with the railroad tracks (north). Improvements included also extending the 600 yard firing distance to a maximum of 1000 yards with 12 targets. Additionally, the department added proper drainage, fire hydrants, and telephones at each firing point and the pit. The remaining components of the rifle range are the result of the 1911 improvements (Hulen 1906; Hutchings 1912; Newton 1908).

Remaining portions of the rifle range include one partially intact firing shed with a few sections no longer upright. The intact portion of the firing shed consists of two concrete walls, each ten inches thick. The northern wall is two sections each 18 feet long and eight feet high, with earth built up to the top of the south side. The wall was formed using corrugated metal for one side and eight-inch wood boards for the other. The second wall is about two feet behind (north) the first, and about three feet high. Other range remnants may have been buried as the landscape changed. A large pre-1950 pond that was built to improve drainage is in the center of the rifle range. The pond alters the rifle range's historic setting and feeling, and causes the site to be Noncontributing to the proposed Historic District.

World War I and the School of Automobile Mechanics

Building 1/48: (School of Automobile Mechanics, Administrative Building and Officers Quarters, 1918)

The University of Texas erected Building 1 to house administrative offices and officer's quarters for the School of Automobile Mechanics in 1918. It currently houses offices of Texas Adjutant General's Department. Building 1 is a 2-story load-bearing brick building. It has a hipped roof with a centrally placed hipped roof wood louvered ventilator and two gable dormers. The 21-bay brick masonry building has full width porches on the first and second floors of the front facade. The fenestration includes 2/2 wood sash windows beneath segmental arches. Three sets of double glass doors with transoms open onto the second floor porch. These doors replaced single doors with sidelights. On the eastern end, the centrally-placed wood and glass door with transom replaced a window, with the window relocated to the right of the door where none had previously existed. (A vault was originally in this corner.) This 1930s alteration is similar to that done on Building 10 at the same time. The most significant alteration is the addition of a central, protruding smoked glass breezeway. Symmetrically placed stairs leading from the first floor porch to the

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second floor porch, although not original, replicate those on the building in 1918 (Photo 10). The building's facade was altered in 1938 to resemble "southern plantation style architecture" but restored to near-original appearance in 1972 (Adjutant General's Department Engineering 1972; *Texas Guardsman* 1943; Chase and Krausse 1938).

Building 48 was built in 1947 as a fireproof records storage facility. The design and materials reflect its utilitarian purpose. The building is 1-story, flat-roofed, with load-bearing hollow concrete building tile,² small casement windows, and a single steel door on northeast facade. In 1947 a covered walkway stretched between Buildings 1 and 48. The walkway has since been enclosed and the "new" hallway has carpet, electricity, and running water.

Building 2: (School of Automobile Mechanics, Guard House, 1918)

This building was built in 1918 as a guard house for the School of Automobile Mechanics of the University of Texas. The student-soldiers referred to the building as "Hotel de Tain." It has served as the home for the Adjutant General since the early 1940s. The guard house is a 1-story wood frame hipped roof, 16-bay, long rectangular plan building. It features two single-bay gable roof porticos with box columns and 2/2 wood sash windows. Cement-asbestos siding covers original shiplap siding, added sometime between 1950 and 1955. The front-facing exterior stone chimney and east-facing porch enclosure date from the early to mid 1940s. The shed roof room addition/porch enclosure is on the east end, with a single-bay gable roof portico with box columns as on the main facade. The enclosure windows are coupled and tripled 6/6 wood sashes. These windows are identical to those on the Building 42 porch enclosure, and on Buildings 43 and 44, all new in the 1940s (Photo 11) (Weaver 1919; *Texas Guardsman* 1943; "History of Building 2" 1984; *S.A.M. Sun* 27 Nov. 1918).

Building 4: (Pump House, c. 1918)

Built circa 1918, this 1-story, one-bay brick pump house once serving Building 6 is immediately adjacent, on the south, to the former mess hall. It has a front gable roof with exposed rafter tails and wood gable end. Fenestration is limited to a solid wood door beneath a segmental arch, and coupled 2/2 wood sash windows, also beneath a segmental arch. Rectangular vents are in both gable ends (Photo 9).

² Hollow concrete building tile was introduced in the late-1920s and became popular in the 1930s and 1940s. Frequently used in military construction, it is usually larger than brick but smaller than concrete block or cinder block. The tile possesses the permanence and fire safety benefits of concrete, but contains more air space in proportion to the size of the unit and thus is relatively lightweight. "These rugged units are easily and swiftly handled, and permit important economies in erection and maintenance of the popular hollow wall type of building construction. The exposed units give pleasing textures or afford an ideal backing for stucco" (Portland Cement Association 1930; Dietz 1946 (45-51).

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Building 6: (School of Automobile Mechanics, Mess Hall, 1918)

This building was built in 1918 for use as the mess hall for the School of Automobile Mechanics of the University of Texas. The architect-designed building is a 1-story, 19-bay, gambrel roof, load-bearing yellow brick masonry building, with a rear, centrally placed "T" that housed the kitchen and bakery (Photo 11).

The dining room and kitchen covered 45,000 square feet, and while the mess hall accommodated 4,000 men, the kitchen had the capacity to prepare food for "over 5,000." J.F. Johnson's men built each of the 400 cantonment style mess tables on site. The kitchen housed boiling vats, coal ranges, steamers, a rotating potato peeler, and the bakery. The butcher shop was adjacent to the kitchen, and the pantry, in which were the electric-driven dishwashers, was between the dining room and the kitchen. Bread rooms were at each end of the mess hall, containing automatic bread cutters and coffee urns each holding 100 gallons of coffee (Weaver 1919; S.A.M.-S.M.A. 1918; *S.A.M. Sun* 1918).

Shed roof extensions (originally screened porches) off of the prominent wings are also on the rear. The roof features knee braces and exposed rafter tails, and the exterior walls feature buttresses at each bay division. Windows are 2/2 wood sash, and doors are either full height wood doors, or new single metal and glass doors. The full height round arches from the historic double wood doors and transoms are still visible. The original concrete floor is still intact, as is the brick smokestack on the southwest corner. The clerestory was removed in the 1980s. The building's design reflects the materials, and to some degree, the fenestration, of adjacent barracks, while the roof shape reflects that of workshop buildings (Photo 9). An identical mess hall is in south Austin at Penn Field. The identical mess hall, near St. Edwards University, Austin, is still extant as of this writing (Camp Mabry-PICA 1918; Penn Field-PICA 1918).

Building 10/11: (Two of the barracks, similar to Buildings 14 and 15, 1918)

In 1918, these architect-designed barracks were the third and fourth in a series of six identical buildings (Photo 7). The four remaining have had similar, but not identical alterations. Buildings 10 and 11 are featured as a single element because a non-historic alteration with offices and hallway connects the two buildings. Building 10 is presented as a representative of adjacent Building 11. The barracks were also used historically for classroom training and indoor rifle ranges (Porter 1964; Lucio 1967; Daniel 1923).

Building 10 is a 2-story, long rectangular plan building with 10-bays and load-bearing brick construction. Its hipped roof features triangular knee braces, exposed rafter tails, and metal ventilators on the rooftop. The windows are coupled 2/2 wood sash with segmental arches. Double glass doors with transom beneath segmental arches are in the second and ninth bays; the central doorway was replaced in the 1950s with the window where the off-center entrance is now. On the west elevation of this building and that of the three other barracks, are small wood louvered vents (originally pivoting windows) beneath segmental

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arches. A single door with transom, sidelights, and segmental arch with a shed roof portico were added to the east end of Building 10 only, in the 1930s. In the mid- to late-1950s, French doors replaced the single door on Building 10's south elevation, while an identical door was added to Building 11 and 14. Transoms and segmental arches accompanied the new doors. The barracks had their full-width porches removed at different times, as indicated by a series of Department of Public Safety photographs from 1937, 1938, and 1950. The Building 11 porch had already been removed by 1937, and one on Building 14 by 1938. In 1950, Building 15 still had the eastern half of its second floor porch. On Buildings 10, 14, and 15, porch stairs present in 1918 were absent by 1937 (Department of Public Safety 1937, 1938, 1950; "Camp Mabry Photographs" 1918; Jessen, Jessen, Millhouse and Greeven 1954, 1957).

The WPA grounds improvements surrounding Buildings 10 and 11 are important features of the barracks' setting. Improvements include a wrought iron fence and gate, and wire fence, secured to WPA style stonework. WPA workers created the wrought iron lanterns on top of stone piers that support the iron gates. Building 10 is connected to Building 11 via a WPA-built arcaded walkway that features wrought iron hanging lanterns. A non-historic asbestos-clad building addition with metal windows, dating to the 1960s unifies the two buildings. The addition was built in 1964 as an officers' mess hall and was then extended in 1967 with the addition on the north side of Building 11. In the 1930s WPA workers created a cactus garden in the courtyard behind the arcade. The 1960s addition has enclosed the courtyard (Photo 12). WPA projects for the barracks also included creating apartments on the second floor (Works Progress Administration 1937; Department of Public Safety 1937, 1938).

Building 17: (School of Automobile Mechanics, Instructional Building, 1918)

The 1918 Auxiliaries Building for the School of Automobile Mechanics of the University of Texas, is one of six built by Austin contractor J. F. Johnson. Building 17 is one of two remaining 1918 workshops. Its site, nearly perpendicular to the other five, was intended for a seventh barracks (Figure 7-36) (Weaver 1919).

Building 17 is an adaptation of the timber-frame airplane hangars designed by Albert Kahn for World War I Army Air Fields (Exhibit F, Map-106). The Camp Mabry examples are essentially the same width as Kahn's design, but are longer, with thirteen rather than eight, 15-foot bays. A description of Kahn's design refers to the "6-part composite sash windows per bay." Historic photographs suggest that at least one of the five hangars had the recommended fenestration. The other workshops had full-height ledge and brace double doors (Kahn's had single doors on rollers), each with a 20-light window, one set in each bay, and one on either end. These doors also had five-foot high picket gates that could stay closed while the doors were open. The composite windows of Kahn's design appear on the building ends, flanking the centrally placed double door (Garner 1993, 30-32; Camp Mabry-PICA 1918; S.A.M.-S.M.A. 1918).

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Another way in which the workshops follow the Army drawings, is the foundation plan, still visible in Building 17. The columns inside the hangar/workshop are braced from the exterior. The exterior, consistent with Kahn's drawings, featured 7/8" shiplap siding, with pairs of 2 x 8s inserted into the spaces between the inner and outer laminates of the columns, and anchored by U-bolts embedded in a four-inch concrete slab that extended three-feet beyond the walls of the hangar (Garner 1993; Camp Mabry-PICA 1918). (Figure 7-36)

The 1-story, wood frame, gambrel roof workshop is on a concrete foundation with wood floors, is 64 feet wide, with thirteen 15-foot bays in length. Additional characteristic design features include exposed rafter tails and steel buttresses (that replaced the paired 2 x 8 wood buttresses) anchored to concrete slabs extending four feet beyond the building. The southwest facade features 25-light wood fixed sash windows, 2/2 wood sash windows, single and double wood doors with shed roof porticos. The visible windows are the top portion of the original doors and an investigation under the current wall surfaces may reveal that the original ledge and brace doors are still intact. On the northwest end, are a single wood door with hinged transom, two aluminum windows, and a "door-size" board (a fire apparently burnt out the composite window). Also on this end, as the site is sloped, two sets of side-hinged metal garage doors are set in the concrete foundation. The northeast facade has four shed roof porch-like additions, each with 8/8 wood sash windows and a single door, indicating the four apartments within. The southeast facade facing the road is surrounded by a privacy fence. This facade also has shed roof additions (two) with 8/8 wood sash windows on either side of two boarded composite windows. Evidence of the original shiplap siding is occasionally visible beneath the cement asbestos siding. Comparison between the current appearance and that in a late 1930s photograph, shows that many of these features, including two small apartments on the southeast end, are in fact original, or are historic alterations. Two additional apartments and their shed-roof extensions were designed in 1950. The ensuing construction likely included all four of these extensions. One-third of the interior, the portion possessing the 25-light windows, is an open storage area. Prior to 1948 this same space contained a series of ten 15 by 18 foot rooms, the two apartments, and the remainder as open space. The rooms may have been adapted from the 1918 lecture areas, or built later to support other uses, but have since been removed (Department of Public Safety 1938; Harris 1948; Glass 1950; Debish 1996).

Building 24: (School of Automobile Mechanics, Instructional Building, 1918) - Noncontributing

Building 24 and Building 17 are World War I wood temporary buildings and later described as "1st class permanent structures." While both have been altered, Building 24 exhibits alterations severe enough to categorize it as Noncontributing in the district. Smaller aluminum windows have replaced the large 20-light, wood windows in the oversized doors that once lined both sides of the workshop. Building 24 also has a metal and glass "commercial" door on north end. The exterior of Building 24 like Building 17 has been further modified by a post-1950 application of concrete-asbestos siding.

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Building 45: (School of Automobile Mechanics, Infirmary, 1918)

Building 45 was built in 1918 by contractors Johnson and Shaffer as an infirmary/hospital for the School of Automobile Mechanics of the University of Texas (Figure 7-37). The 2-story, 11-bay, wood frame, gable roof building has a central gable roof wood ventilator. The ventilators or similar clerestories were a standard design element on all of the 1918 Camp Mabry buildings. Concrete has filled in the pier and beam foundation, and cement asbestos siding covers the original shiplap siding. Roof design elements include triangular knee braces, exposed rafter tails, and wood louvered vents in gable ends (Weaver 1919; "Camp Mabry Photographs" 1918; Banks 1918).

The building has square wood posts supporting a 2-story porch that wraps around two sides; the southeast/long side is beneath a shed roof, while the southwest/end portion is an integral porch. Two sets of symmetrically placed wood stairs with metal handrails lead from the first to second floor porch on the front elevation. In 1918 photographs the stairs are parallel to one another, rather than symmetrical. Metal rails replaced the wood balusters and rail on both porch levels circa 1960. Approximately half of the southwestern first floor porch has been enclosed, using the windows and a door from the original fenestration.

Fenestration on all elevations consists of single, coupled, and tripled 4/4 double hung wood sash windows, panel and glass doors with transoms, and solid metal doors. Solid metal doors are in sets of two. It is not clear whether they are placed in such a way as to find intact windows beneath siding, or if the entire facade has been reworked. A 1960 floor plan (the earliest located thus far) shows multiple rooms and both double and single doors on the first floor. A cursory comparison between the drawing and the building's current appearance suggests that some doors have been covered and that some window openings have been enlarged to accommodate doors. Three of the solid metal doors may be in historic door openings. Wall-mounted air-conditioners appear to have been installed in former door openings without cutting into the original walls. The rear of Building 45 (northwest/long side) has a narrow, 2-story shed roof that forms a strictly utilitarian porch/walkway (Photo 13).

Between the Wars

Building 19: (State Highway Department, Carpenter Shop, 1924)

The State Highway Department erected this workshop in 1924. The building's nearly round roof shape and wood sash windows at a glance resemble the 1917 Nissen Bow Huts (Exhibit G, Map-107). Closer inspection reveals that the roof has a slight gable and is separate from the walls. The building type is a World War I standardized plan listed as surplus after the war and re-used by the State Highway Department. Similar extant buildings are at Camp Normoyle in San Antonio (Freeman 1996).

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The building is a 1-story, 5-bay, wood frame construction with semi-cylindrical roof form that does actually come to a point at the apex. The building walls are slanted outward underneath a slight "roof" overhang, but continue the semi-cylindrical line. The exterior surface is corrugated sheet iron for both roof and walls.³ Fenestration features 4/4 wood sash windows, a single wood door with shed roof and centrally placed side-hinged garage door with shed roof; vent window in "gable end." Pieces of corrugated metal the same size as the two visible windows are attached on the front facade as well as the rear, and on the entire length of both sides, possibly for security or protection from the elements. Historic photographs reveal that there were 4/4 wood sash windows all along both sides of the building (Photo 2) (Garner 1993, 30-32; Department of Public Safety 1938-1952; Sanborn 1923, 1935).

No. 102: (Dam, 1892 and 1938)

In 1892, Austin workers "blasted" the creek (Taylor Slough) and built a brick dam, create a "bathing pool." WPA workers, in 1938 replaced the bricks with locally available limestone. The feature's design closely followed the *Park and Recreation Structures* philosophy as set forth by the CCC in the early 1930s. The design intended that the dam "cleverly insinuate itself into the park setting," by striving for irregularity in plan and in vertical section. The Camp Mabry dam, as is recommended, has a naturalistic outline of native materials, wider at the base, and with a variety of stone shape and sizes creating a rustic texture. Regularly spaced square holes, about six inches in diameter are in the dam wall, about a foot below the top ledge, insured regular water distribution. The dam actually begins as a short wall in the picnic area, with three steps down to the dam ledge, and then features stepping stones across the top ledge, to "trail step sculpturing" leading up into the woods on the far (western) side of the creek/pond (Photo 3). The steps referred to are functional, yet naturalistic enough to be unobtrusive in the park-like surroundings (Good 1990, I 166-167, II 119-125; *Statesman* 1892).

No. 106: (WPA Fence, Gate, c. 1938)

The 1937 fence around Buildings 10 and 11 features a short stone (rubble) wall, with a wire fence inserted into the mortar. The main gate, on the south elevation of Building 10 is flanked by square stone pillars, each topped with a wrought-iron lantern. A double wrought-iron gate is between the piers (Department of Public Safety 1937, 1938).

No. 105: (Culverts and Storm Drains, c. 1938)

In 1938 WPA workers re-graded and drained Camp Mabry grounds. As part of this project, they prepared grouted and non-grouted rip rap drainage throughout the camp. Headwall crossovers were included

³ Corrugated sheet iron is one of the earliest "hi-tech" building materials, dating from the 19th century. The fluting, or corrugation, gives the metal greater strength than it has when left flat (Conran 1996).

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in the drainage project, as was re-directing a creek that ran southeast across the parade ground (Works Progress Administration 1937).

No. 103 and No. 104: (Gate House and Wall, c. 1938)

The first glimpse of Camp Mabry from 35th Street is the 1937 WPA-built wall. The wall is about three feet high and 12 inches deep, with irregular stone rubble and a flat top. Slightly taller piers are placed throughout the wall's length, which runs along the property line from Building 2 to the chain-link fence near Mopac expressway. The wall is broken by a gate and gatehouse at the main entrance. The gatehouse is a 1-story, 1-bay, pyramidal asphalt roof, stone building, with a Texas Lone Star of inlaid stone on its floor. The front and back doors are iron gates and a wrought iron lantern hangs on each side. The roof originally had clay tile. A similar, but more rustic gatehouse treatment is at the 1934 CCC-built Bastrop State Park where workers laid stone in the shape of Texas on the gatehouse floor. A vehicle-sized double gate is in the center of the wall piers. The east side of the gate features a 1939 cast iron plaque, and adjacent to that pier, is a pedestrian iron gate. As the wall winds around the lawn, it is broken again by a small iron gate. The wall continues in what seems to be its original form, but in fact, the curve is actually a careful reconstruction that the City of Austin built in 1972. The reconstruction accommodates the expressway and also a large oak tree. Towards this end of the wall, incompatible portland cement was used for repair (Austin, City of 1972; Southwestern Brass Works 1937).

No. 108: (Stone Entrance Pylons, c. 1938)

Built in 1937, these pyramidal, stone gate posts are Contributing WPA-built infrastructure features. The design follows the CCC building style, casually piled rock, in this case, into a pyramid form intended to resemble stacked cannonballs (Photo 16). The cedar post fence connected the two sets of pylons across the parade ground at least through 1960. Originally cattle grates were centered between each pair (Good 1990, I 12-15 1990; Works Progress Administration 1937; Steely 1996).

No. 107 and No. 109: (Stone Bridges, c. 1938)

Two Contributing infrastructure features in the district are WPA-built bridges, both west of the barracks in the training area. Built with WPA funds, they follow CCC recommendations for similar structures. The CCC building philosophy required that there be proven necessity before construction begins, and in the design, visible assurance of strength and stability, and use of indigenous building material. The Camp Mabry bridges, both masonry arch bridges for "minor vehicles," are similar but not identical to one another (Good 1990, I 174-175, 192-195).

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No. 107:

This bridge has a slightly more formal design, in that it has a keystone, and carefully selected or cut voussoir. The stones selected for the bridge walls have somewhat uniform character. This bridge has a flat topped wall at road level.

No. 109:

This bridge features the "informality of a stepped silhouette for the parapet wall," and piers. Many randomly selected stones form the voissior, with no single keystone, and the stones forming the walls and piers are of various sizes and shapes, further emphasizing the bridge's informality (Photo 17) (Good 1990, I 192).

No. 110: (Cactus Garden, c. 1938)

The WPA planted a garden west of the arcade between Buildings 10 and 11. Still remaining of the arcade are the brick paths and pools, concrete sculpture, and foliage. The garden is confined with a non-historic building addition that forms the west side of the garden (Department of Public Safety 1938).

World War II and Works Projects Administration Buildings

Building 26: (Paint Shop, 1942)

The 1942 paint shop is a 1-story, 7-bay, gable roof building of load-bearing masonry construction. The main portion of the building is a nearly square plan with four bays, each with full height, side hinged metal doors on the south elevation (Photo 13). The northwest corner of the building features an office extension as part of the original design. The north-facing office roof is an extension of the workshop with a lower apex. This portion of the south elevation features a shed roof portico beneath a 6-light metal pivoting window, and a 12-light metal pivoting window. The corner, actually the west elevation of the workshop portion, has a panel and glass door, and a 12-light window in the gable end. The same configuration is on the east elevation as well. The first, third, and fourth bays on the north elevation have full height, side hinged, metal doors. The second bay has a 36-light (full height) metal pivoting window, and the end bays, those on the office portion, feature two 12-light pivoting windows.

Building 30: (Motor Storage Building, 1942)

In 1942, the WPA built a motor transport storage building for the Texas National Guard; Wyatt C. Hedrick, a Fort Worth architect, designed the building (Figure 7-35). Two other 1942 buildings, 31 and 32, are identical to Building 30. Almost immediately after completion, the Texas National Guard leased

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Buildings 30, 31, and 32 to the United States Army for the 5th Echelon Motor Maintenance Repair Shop from 1943-1946. The War Department made necessary alterations by adding windows and ventilation.

This storage building is a 1-story, load-bearing limestone construction, gable roof with wood roof support system, and composition roof. Fenestration includes, on the west end, two single, central metal doors, flanked by two 12-light metal windows with center 2-lights pivoting. The long south elevation was "open" with full-height, side-hinged metal doors. Windows and doors of varying configurations were added to the north elevation for Army use, many of which they filled in with concrete block or hollow concrete building tile (Hedrick 1941; Knickerbocker 1943).

Building 39: (Motor Storage Building, 1941)

The WPA constructed this building in 1941 for motor transport storage for the Texas National Guard; Wyatt C. Hedrick, a Fort Worth architect, designed the building. Six other 1941 buildings, 33 through 38, are identical to Building 39 (Figure 7-35 and Photo 8). Almost immediately after completion, the Texas National Guard leased Buildings 33, 34, and 35 to the United States Army for the 5th Echelon Motor Maintenance Repair Shop from 1942-1945, for which the federal government added windows and ventilation (Hedrick 1941; Knickerbocker 1947).

The motor transport storage building is a 1-story, long rectangular plan building of load-bearing limestone and hollow tile construction, with gable roof, steel roof support system, and corrugated metal roof. Fenestration includes, on the west end, a single centrally placed metal door, flanked by two 12-light metal windows with center 2-lights pivoting. The long south elevation is "open" with full-height, sliding metal doors along the full length (Photo 8).

Building 47: (Pump House, c. 1940)

The circa 1940 pump house is a 1-story, 3-bay, with a side gable roof and load-bearing hollow tile construction on a concrete foundation. The primary facade faces south and features a central double door; wood panel with 4-lights in each door, and wood screen doors. Coupled 6/6 wood sash windows are symmetrically placed on either side of the door. The north elevation features the same window configuration, but with a single panel door on northwest "corner;" the east elevation has two single 6/6 wood sash windows, while the west elevation has only one of these windows. The roof features exposed rafter tails and vented gable ends. The building's interior remains strictly functional, with no "floor" at ground level, and filled with original pipework. The building is not in use (Photo 14).

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1944-1949

Properties are listed here for two reasons. The property may not have sufficient evidence to date it to the period of significance. It does not appear in a 1943 aerial photograph or a map made from the photograph, but it does appear on a 1950 map. The second reason for inclusion here, is that properties near the 50-year cut-off point require further research to determine the extent of their significance. At this time, these properties are Noncontributing to the proposed Historic District. As additional information becomes available, or as these resource become 50 years old, they should be re-evaluated. Building 5, and ID No. 116 although not listed below, are included in this category.

No. 112: (Survey Marker, date unknown) Noncontributing

A small concrete survey marker is beside the road northeast of Building 9. A square brass plaque on top of the concrete marker is inscribed with the words "CAMP MABRY." This feature is not eligible for the National Register because the survey marker does not appear on any maps or plan drawings and it does not mark the corner of any parcel boundary.

No. 113: (Totem Pole, 1949) - Noncontributing

The totem pole is between the main entrance gate and Building 45. The Royal Canadian Air Force (RCAF) presented the totem pole as a gift to the Texas National Guard. Hereditary Chief Mathias Joe Capilano of the Squamish Tribe, British Columbia sculpted the totem pole of wood. Five figures appear on the totem pole representing the family of the thunderbird. A 1949 color transparency reveals that the totem pole was originally painted with bright, glossy red, blue, yellow, green, black, and white colors. It has been repainted periodically, most recently with latex house paint. The faded colors remaining on the pole guided maintenance staff in paint color selection. The general coloring, although now drab in comparison to the original, has remained the same over time (Paull 1949; "Totem Pole" 1949).

The totem pole was in place at Camp Mabry by February 1949. In April, the RCAF, on behalf of the Canadian Government, presented the totem pole to the State of Texas. The pole honors Texans who joined the RCAF to fight with Allied Forces before the United States entered World War II. A total of 628 Texans served with the RCAF in the Battle of Britain. Chief Capilano represented the British Colombian Indians at the coronation of King George V in 1911. The pole at Camp Mabry is a reproduction of one that Chief Capilano presented to the City of Vancouver in 1936 (Paull 1949; "Totem Pole Ceremonies" 1949).

This object is not a Contributing element to the Camp Mabry Historic District for several reasons: Although authentic totem poles are rare in Texas, the pole is not yet 50 years old and is not exceptional. It is a monument not historically relevant to the history of the Texas National Guard or to Camp Mabry. As more

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information becomes available regarding the totem pole and any association with the Texas military forces, the eligibility status should be re-evaluated.

No. 114: ("The Salute," 1943, moved to Camp Mabry 1947) - Noncontributing

A bronze bust, entitled "The Salute" is directly in front of Building 1 between the building and the main gate. The statue depicts a World War II Army soldier saluting. The statue faces northeast toward Building 1, which was the Texas National Guard headquarters building from the 1950s to 1995. The bust is mounted on a sandstone pedestal cast by WPA workers to look like a tree stump. According to a bronze plaque on the front of the pedestal, the artist presented the statue to the Camp Wolters Infantry Replacement Training Center in February 1943. Cast in late 1942 or early 1943, the statue was presented at Camp Wolters, near Mineral Wells, Texas, in 1943. The bust was moved to Camp Mabry in 1947. It is a monument not related to the history of Camp Mabry and thus is not a Contributing element to the proposed Historic District ("Salute" 1943).

No. 116: (Small stone culverts, date uncertain) - Noncontributing

The small, stone culverts in front of Buildings 42 and 47 are considered Noncontributing to the integrity of Camp Mabry. Although possibly of 1930s or 1940s WPA construction, their affiliation is difficult to document. In addition, these represent minor features of the camp, especially in consideration of the camp's numerous exceptionally well-preserved stone features (wall and gatehouse, pylons, arcade, arch bridges, dam, stone-lined drainage, workshops, and warehouses) that can be readily dated and ascribed to the WPA.

Post World War II

This category includes properties that are not yet 50-years-old, but that should be reevaluated for eligibility after reaching age 50.

Buildings 58 and 58A: (State Maintenance Shop No. 2 and Wash and Grease House, 1954) - Noncontributing

Although property records list the construction dates as 1954, Buildings 58 and 58A were designed in 1951 by Kuehne, Brooks, & Barr Architects & Engineers. Building 58 features International stylistic influences. Some of these influences include the flat roof with shallow coping, ribbons of metal casement windows wrapping around the building, windows set flush with the exterior wall, and the structural steel skeleton. It is presently a non-historic, Noncontributing element, because of its date of construction. Within eight years Building 58, and its companion, 58A, should be re-evaluated and possibly included in the district (Photo 4) (White 1951).

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PHYSICAL CONDITION AND INTEGRITY

Camp Mabry retains a strong ability to physically convey its historic significance in spite of experiencing evolutionary changes. The district as a whole, as well as its component parts, remain in their historic locations. The setting including landscape features, vegetation, infrastructure, and the district's relationship to its neighbors, has remained relatively intact. Over the years, portions of Camp Mabry has served as a source for landfill and this has altered the topography of the camp, though primarily in the portion of Parcel 10 that has been excluded from the proposed Historic District. A high speed expressway has altered Camp Mabry's setting on the eastern boundary. In consideration that the original site selection was dependent on proximity to a major north-south transportation route and that automobiles have since replaced trains as a primary mode of transport, this change in setting becomes relatively minimal. Most of the buildings retain high integrity of workmanship, with design features representing a traditional long rectangular military plan type. Integrity of materials as a whole, remains strong. Wood frame buildings have suffered some loss of integrity with application of asbestos siding. Stucco replaced some brick and concrete and aluminum windows replaced many metal multiple light awning windows. Still, most historic windows at Camp Mabry, whether wood frame or metal, retain their historic character. Where screens remain, they are wood. Metal windows have been changed with slightly more frequency, as several have been replaced or in-filled on Buildings 30 through 36. Replacement doors are frequently incompatible smoked glass, or regular commercial doors, or heavy metal doors categories. Building 6 has lost its unique arched double wood doors with transoms.

Feeling and association remain strong, with open space and undeveloped terrain still on post, along with the 1- and 2-story brick, frame, and stone buildings. The ever-present workmanship of WPA stone walls, gates, culverts, lanterns, or fences overshadows occasional encounters with mismatched design or poorly executed repairs. Landscape features, including the oak trees, creek, dam, and pond, all enhance the feeling of Camp Mabry's history, as does the view across the parade ground to the barracks, or the view from the barracks to Mt. Bonnell. The older portion of Camp Mabry as viewed from the newer portion provides a overall picture of buildings, topography, foliage, infrastructure, objects, and landscape.

The physical condition of the district as a whole remains largely intact. Individual features range from *good* with Buildings 10, 26, or 47 as examples, to Building 6 or 42 as *fair* examples, Building 15 or 24 as *poor* condition examples, and the steam plant or rifle range being ruinous. Properties in *good* condition have usually experienced conscientious regular maintenance. Those in *fair* condition have frequently experienced little, or inappropriate maintenance, usually due to a lack of funding. Moisture is a common problem in these properties. Properties in *fair* condition can be brought back up to *good* condition without excessive expense (relatively). In *poor* condition properties, the lack of proper maintenance may have led to structural damage or decay; required repairs will be much more extensive.

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CONCLUSION

Camp Mabry's initial and primary association is with the Texas military forces. Within the proposed Historic District boundaries, a total of 80 extant buildings, sites, structures, objects, and landscape features have been constructed and maintained in support of the military mission. Of the 84, 45 are Contributing to the Historic District, and 39 are Noncontributing. The 45 Contributing properties date from 1892 to 1943. The 39 Noncontributing properties include four historic buildings and two historic sites. Included also, are seven Noncontributing properties of an undetermined date or related significance, most of which were established here between 1943 and 1950. A significant portion of Camp Mabry's non-historic buildings were built in areas (excluded from the district) in which they are not easily visible from the Historic District and thus do not overshadow the Contributing features or their setting.

Camp Mabry continues the association as the headquarters of the Adjutant General's Department, the Texas Army National Guard, the Texas Air National Guard, and the Texas State Guard. Since 1892, the Camp Mabry facilities included in the proposed Historic District have supported education and training not only as a required military post function, but also as the School of Automobile Mechanics, and as the training headquarters for the State Highway Patrol and the Department of Public Safety. Nearly all of Camp Mabry's features, natural and man-made, have physically evolved along with the agency's mission. It has escaped one of the greatest enemies of old buildings: disuse. Constant human presence has encouraged some level of awareness for building and site maintenance and many of the alterations are historic and have become a significant part of the district themselves. For those alterations occurring after 1946, in most cases the resources still retain enough integrity to add to, rather than detract from, the district's architectural and historical significance.

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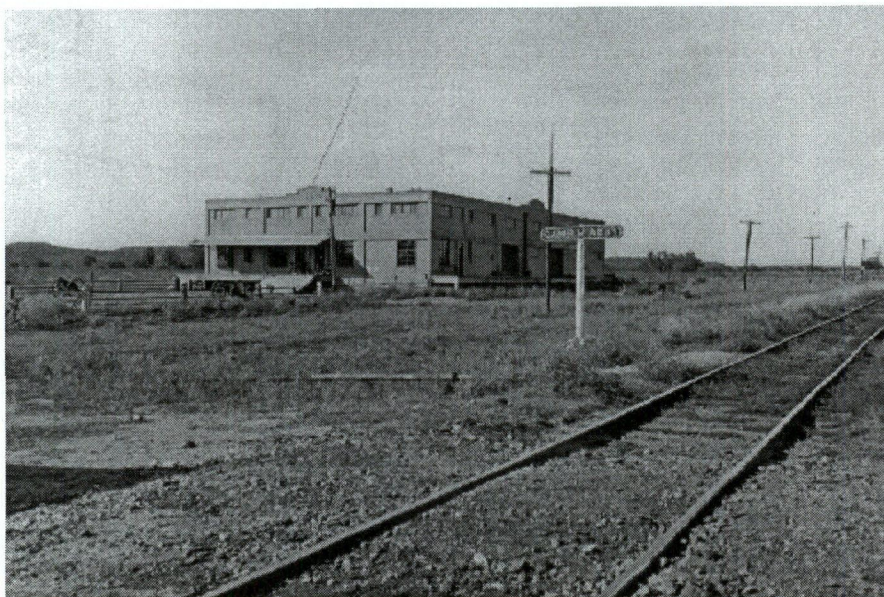
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Figure 7-34

Building 41 - State Arsenal, c. 1916
South facade, camera facing northwest



Building 41 - State Arsenal, 1996 - *Noncontributing*
Southwest oblique, camera facing northeast



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Figure 7-35

Buildings 30-39, Mabry Ordnance Shops, c. 1943
Camera facing northeast



Buildings 33-39 - Motor Storage Buildings, 1996
Southwest obliques, camera facing northeast



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Figure 7-36

Building 17 - Auxiliaries Division, Instructional Building, School of Automobile Mechanics, c. 1918
South oblique, camera facing north



Building 17 - Auxiliaries Division, Instructional Building, School of Automobile Mechanics, 1996
West oblique, camera facing east



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Figure 7-37

Building 45, c. 1918

South oblique, camera facing north



Building 45, 1996

Southwest oblique, camera facing northeast



8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

- A** PROPERTY IS ASSOCIATED WITH EVENTS THAT HAVE MADE A SIGNIFICANT CONTRIBUTION TO THE BROAD PATTERNS OF OUR HISTORY.
- B** PROPERTY IS ASSOCIATED WITH THE LIVES OF PERSONS SIGNIFICANT IN OUR PAST.
- C** PROPERTY EMBODIES THE DISTINCTIVE CHARACTERISTICS OF A TYPE, PERIOD, OR METHOD OF CONSTRUCTION OR REPRESENTS THE WORK OF A MASTER, OR POSSESSES HIGH ARTISTIC VALUE, OR REPRESENTS A SIGNIFICANT AND DISTINGUISHABLE ENTITY WHOSE COMPONENTS LACK INDIVIDUAL DISTINCTION.
- D** PROPERTY HAS YIELDED, OR IS LIKELY TO YIELD, INFORMATION IMPORTANT IN PREHISTORY OR HISTORY.

CRITERIA CONSIDERATIONS: N/A

AREAS OF SIGNIFICANCE: Military; Education; Architecture

PERIOD OF SIGNIFICANCE: 1892 - 1946

SIGNIFICANT DATES: 1892 1918 1924 1935 1936-38 1941-42 1943-46

SIGNIFICANT PERSON: N/A

CULTURAL AFFILIATION: N/A

ARCHITECT/BUILDER: Page; C.H. & Bro. / Wattinger, Jacob; Endress, George; Hedrick, Wyatt C. / Johnson & Shaffer; Ransdell Construction Company; Works Progress Administration

NARRATIVE STATEMENT OF SIGNIFICANCE (see continuation sheets 8-38 through 8-78).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheet 9-79 through 9-93).

PREVIOUS DOCUMENTATION ON FILE (NPS): N/A

- 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 (*Texas Historical Commission*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository: *Austin History Center*

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STATEMENT OF SIGNIFICANCE

Camp Mabry is the state's third oldest continually active military post and the oldest state-owned military facility. Established in 1892 (only Fort Sam Houston and Fort Bliss are older) as a training camp for the Texas Volunteer Guard (later the Texas National Guard), the camp operated as the site of annual training activities for Texas military forces. Throughout its history, Camp Mabry has supported military, police, and transportation-related missions. The parade ground (originally the drill ground), created in 1892 for the first encampment, constitutes the focal point of the district. The compatible design, scale, and function of the buildings and other Contributing features, most of which date from 1918-1942, create a cohesiveness district that maintains a high degree of its historic integrity. Camp Mabry has evolved over time, both physically and in its mission, yet it has remained a primarily military facility for over 100 years. The period of significance dates from 1892, the date of the establishment of the camp and the earliest Contributing sites, through 1946, the fifty year cut-off date for eligibility. For its association with the evolution and training of Texas military forces during the period of significance, the Camp Mabry Historic District meets Criterion A in the areas of Military and Education at the state level of significance. The district's resources, representing building styles, plans, and site features of Camp Mabry facility requirements, design values, material and labor availability, as well as regional and national military building trends, support listing under Criterion C in the area of Architecture at the state level of significance.

SETTLEMENT AND BUILDING PATTERNS

In 1892, local citizens formed the Citizens Encampment Committee of Austin and raised money to purchase an 85 acre tract of land for the State of Texas as a permanent training camp for the Texas Volunteer Guard (precursor to the National Guard). The organization title for this committee is inconsistent and other references to the group, including "Executive Encampment Committee," or "Citizens Committee for Establishing Permanent Annual Encampment Grounds," seemed to be used interchangeably between 1891 and 1935. The group did not always use a formal title; sometimes just referenced as "the subscribers to the fund for the locating and establishment at the City of Austin, of permanent encampment ground for the Texas Volunteer Guard" (Mabry 1891, 1893).

The original 85-acre site for Camp Mabry was chosen in part because of accessibility to the railroad, necessary for transporting soldiers and equipment, and the varied terrain that proximity to the Balcones Escarpment affords. In the early days, several neighboring landowners allowed field training on their more rugged parcels to the west and northwest. Camp Mabry eventually acquired some of these parcels, which are now within the district.

In 1892, a grandstand was built along the west side of the parade ground, near where Buildings 11 and 14 now stand. During the first encampment of the Volunteer Guard at Camp Mabry, the encampment's

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commanding officer, General A.S. Roberts, had his headquarters in the grandstand. The original grandstand burned down in September 1902, and a new one was erected in 1903. From the grandstands hundreds of visitors watched mock battles and drills on the parade ground. By the 1920s, the parade ground was also used for polo matches and fairgrounds. The 1926 Texas State Exposition at Camp Mabry included horse races, band concerts, and midway and carnival shows all on the parade ground. Public celebrations are still held on the parade ground from time to time (*Austin Daily Statesman* 1892; Mabry 1892; Peeler 1904; *Austin American* 1926).

The first improvements to the camp occurred in June 1892, in preparation for the first encampment. Community volunteers cleared and trimmed vegetation, removed rock and stone from the encampment grounds, in particular the drill ground and picnic area. The drill ground has remained the focal point of Camp Mabry for more than 100 years. The parade ground, as the focal point is now referred, was originally used as the drill ground¹. Beginning in 1918 aviators from Brooks, Kelly, and Barrons Fields used it as a landing field with Kelly Field and others joining in later. and By 1918 Student Army Training Detachment students used it as their parade ground (Long 1963, 43).

Adjacent to the picnic area, the volunteers blasted and dammed the creek to create a "bathing pool." The picnic area and pond are still in use; the WPA replaced the original brick dam with one of limestone in 1938. The first buildings were erected between about 1892 and 1916 at the south end of the parade ground and along the railroad siding just east of the parade ground. In 1906 two warehouses for quartermaster's supplies and subsistence stores were erected near the railroad tracks. The International & Great Northern Railway then laid spurs and sidetracks to serve the buildings. The City of Austin installed an eight-inch water main to serve the camp grounds. Only two of the earlier buildings, Buildings 41 and 42, remain at Camp Mabry.

By 1904, there were several buildings on the post, including a blacksmith shop and a service club. These were at the south end of the cantonment, near the current location of Building 1. The Texas National Guard constructed target ranges in the southwest part of Camp Mabry in 1905. The 1907 Plat of Camp Mabry (see Figure 1) shows full utilization of the property around the parade ground, including areas that were not yet State property (*Austin Daily Statesman* 1892; Texas National Guard 1907).

Federal funds allowed the Adjutant General's Department to construct the 1905 target ranges west of the cantonment and picnic areas. Previous target practice was less formal, and brought complaints of bullets flying over public roadways. The 1905 range was established on a northeast axis beginning at Mt. Bonnell Road (West 35th Street) near the present westernmost boundary. The range accommodated target distances up to 600 yards. General Hulén bragged that this was "the best rifle range now in the State, and owing to

¹ The first such reference appears in the 1895-96 Report of the Adjutant General 1897.

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the uneven ground was very difficult to construct.” At this time the state leased (with funds from the citizens of Austin) 200 acres to the northwest of the main encampment area to add to the target range (Hulen 1906).

For the 1907 encampment, the Division Headquarters tent, Administration tents, and one building were just west of the railroad tracks, with a gate nearby. The layout consisted of tent clusters for each infantry unit, cavalry brigade, or signal corps situated around the parade ground, some of them east of the railroad tracks. One General Hospital tent that served all of the companies was on the northeast corner of the encampment grounds, on the other side of the railroad tracks (Exhibit D) (Texas National Guard 1907).

As activity at Camp Mabry increased, the state acquired more land for the camp through donations and admission fees. The committee added a tract of 7.42 acres in 1909, and then obtained an “option to purchase” another 55.33 acres along the railroad tracks, which they officially acquired in 1913. The Texas Volunteer Guard had previously leased the parcel “in order to complete the drill ground, control privileges, and keep undesirable stands from encroaching upon the encampment grounds” (Exhibit C) (Newton 1911).

In 1909, the Federal Government purchased the 200-acre Deison Farm property as a bullet stop for the Camp Mabry rifle (target) range. When the rifle range was not in use, the land functioned as “good maneuver territory.” In 1955, Congress transferred the parcel to the State of Texas, on the condition that it be maintained as a military training facility. Eleven of the 200 acres have remained Federal property for the U.S. Army Reserves (Newton 1911).

Additional land was acquired through 1935, and numerous buildings were constructed at Camp Mabry from the 1890s to the present. Except for minor road-access easements, the boundary of Camp Mabry (the proposed historic district) has been the same since 1935, with most of the property included in the camp since 1905. The Camp Mabry boundaries, by legal definition, as owned by the State of Texas, are unchanged since 1955, at which time the Federal government transferred the title for 189 acres to the State of Texas for military purposes (Exhibit C) (Travis County Deed Records 1891-1955).

The first state-funded building erected at Camp Mabry was the State Arsenal (Building 41) in 1915 and 1916. Built on a siding of the Great Northern railroad (along the east side of the parade ground), it is one of the two oldest extant buildings within the Camp Mabry Historic District (Figure). One-third of the building was truncated in the early 1970s to make way for the new expressway.² One other extant building from this period is Building 42, which has served at various times as the headquarters, infirmary, caretaker’s quarters and officer’s quarters. It was built sometime before 1916. This building is at approximately the same location as General Mabry’s 1892 field headquarters (Camp Mabry-PICA “Arsenal,” “Headquarters Building” 1916; Hutchings 1915; Texas National Guard 1907; *Austin Daily Statesman* 1892).

² Correspondence from the Adjutant General to the Governor recommends relocating the road to avoid Building 41 (Adjutant General’s Department Real Estate 1965).

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Major permanent construction at Camp Mabry first occurred in April 1918, when a number of brick and wood buildings were erected by the University of Texas for the Army's School of Automobile Mechanics (S.A.M.). Most of these buildings are still in use at Camp Mabry. The pump house (in ruin, No. 111), originally built as the steam plant, was given credit in 1925 for preventing a major fire from spreading to the buildings on the west and south sides of the parade ground. The ancient oak trees, characteristic of southern part of Camp Mabry, were purposefully left in place by the contractor as part of the landscaping.

In June 1918, a small parcel was conveyed to the State for an entrance roadway to Camp Mabry from West 35th Street (then called State Street). In 1924, John Peeler purchased four tracts, totaling 49.6 acres, and donated them to the State. Several buildings had already been on these tracts for six years before heirs to the desired property could be found. Three more small parcels were acquired at the southeast corner for Camp Mabry in 1935. The Adjutant General transferred a parcel on the east side of the railroad track to the State Highway Department.

The State Highway Department established the first headquarters for its Equipment and Maintenance Division in the workshop area northwest of the parade ground at Camp Mabry in 1924. Between 1919 and 1935, the State Highway Department added two buildings as part of the Department's maintenance headquarters at the north end of the camp. Of the two buildings, only a wood frame metal hut remains. Additions were made to some of the existing buildings, but this was a period of very little new construction at the camp (Photo 2) (Sanborn 1923, 1935; Ely 1930).

A second major permanent construction episode occurred from 1936 to 1942, under the Works Progress Administration (WPA). Initially, this construction was limited to refurbishing existing buildings and adding rustic stone structures. From 1936 to 1938, the Works Progress Administration (WPA) built a number of structures at Camp Mabry. WPA workers replaced the original 1892 brick dam with one of limestone (Photo 3). At the north entrance of Camp Mabry, the WPA built a stone wall and guard post. Other WPA stonework at Camp Mabry includes stone-lined drains, cannon mounts at Building 1, two pairs of stone pyramidal gates along the drive circling the parade ground, and two stone-arch bridges in the western part of camp. The WPA connected Buildings 10 and 11 with an arcaded walkway, and surrounded the two with stone and wire fences, featuring wrought-iron gates and lanterns. Behind the arcade, they created a courtyard with a cactus garden, statuary, and a brick fish pond. All of these structures are in the distinctive Depression-era style sometimes called "C.C.C. Rustic," after the Civilian Conservation Corps (Works Progress Administration 1935-1938; Good 1990, 1-8).

In 1941, the Adjutant General's Department called upon the WPA again, this time to construct a series of motor storage buildings and workshops, and a storm sewer (Buildings 21, 26, and 30 through 39). Fort Worth architect Wyatt C. Hedrick designed the buildings and sewer, while Ransdell Construction Company and WPA workers built them. Hedrick located the motor storage buildings (30 through 39) on the parade ground's northern "peninsula," paralleling the tracks of the Great Northern railroad, and across the

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road from the wood-frame workshops. Buildings 33 through 39 were built in the first phase in 1941; while Buildings 21, 26, and 30 through 32, were completed in the second phase, in 1942. The ashlar limestone exteriors are typical of Central Texas construction of the period, as is the hollow tile wall construction. The Federal government (War Department) took control of six of the buildings (30-36) soon after their completion and ordered alterations to accommodate specific light and ventilation needs. The War Department vacated the buildings in 1946. With window and door alterations, the motor storage buildings could not be used for secure storage as originally intended. The Adjutant General requested reimbursement from the War Department to in-fill the windows and doors on Buildings 30-36. Much of the window and door in-fill was completed as planned, while other openings still remain as the Federal government left them (National Guard-C 1941; Knickerbocker 1943, 1947; Weller 1941, 1942; Hedrick 1941).

Building 49, with a plan-type typical of World War II wood-frame temporary buildings is across the road from Buildings 37 and 38. Civilian employees of the Ordnance Shop constructed this building in 1944 as a Club House, using their own time and money. It is on the approximate location of a 1918 wood-frame instructional building that was called the "U-Building" because of its floor plan. The U-Building burned down in 1925 (Dewberry 1946; Garner 1993).

Three more buildings were added to the north side of Camp Mabry in the 1950s and 1960s. During the 1970s, the agency added 12 buildings, all concentrated in the northwestern portion of the camp, away from the cantonment area. Most of the 1980s and 1990s additions also were built in this area. This area although within Camp Mabry's historic boundaries, is not included in the Historic District.

Overall, land use at Camp Mabry has remained consistent since 1918. The southern portion of the cantonment has been used for administration and to house officers. The west side of the parade ground has generally been used for barracks and classrooms, and more recently for offices. The area north of the parade ground has been used for warehouses and workshops. The areas away from the cantonment, to the west, have been used at various times as a rifle range, a training field, and a vehicular test driving range. These areas are still used for the last two functions.

TEXAS MILITARY FORCES

The Texas Volunteer Guard began as a collection of locally organized militias scattered across the Republic of Texas. The Republic's Congress established the Volunteer Guard in December 1836. The legislators' first priority at that session was to establish a standing Army and Navy to protect its settlements from hostile Indians and Mexican invasions. They authorized an army of 3,587 troops, 280 mounted rangers (later known as Texas Rangers) and a navy (Wilkes 1946; "Historical Sketch" 1940; Richardson, Anderson and Wallace 1993, 109-128).

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Among the first troops organized were the Washington Guards, originally formed in 1836 in Washington-on-the-Brazos. Another was the Milam Guards, organized in 1837 in Houston, in 1839 the Travis Guards were formed in Austin. These and other militia units across the state formed the Army of the Republic and served as frontier defense units ("Historical Sketch" 1940, xxiii).

On March 4, 1836, General Sam Houston was appointed the "Commander in Chief of all the land forces of the Texas Army, both regulars and volunteers, while in actual service." (The first Adjutant General of the Texas Republic was General Albert Sidney Johnston, appointed by President David G. Burnet in August 1836.) The next president of the Republic, Sam Houston, so opposed a large standing army that in May 1837, he disbanded all but 600 of the 3,587 troops (Nesbitt 1936; Ramos 1995, 481).

It was not until January 28, 1840, that the Texas Congress officially created the Office of the Adjutant General to preside over all Texas military forces. The office of Adjutant General was formally abolished on August 1, 1856, but was restored on February 14, 1860 (Nesbitt 1936).³

After Texas gained statehood in 1846, the state military continued to exist as a loose organization of locally-formed companies. Texas volunteer militias served in the Mexican War and on both the Confederate and Union sides of the Civil War. In 1870, during Reconstruction, Governor Edmund J. Davis pushed Congress to pass the Militia Bill, to provide for a militia under the governor's control. A companion legislative bill created the State Police. The two-part Militia Bill included the State Guard and the Reserve Military. Volunteers comprised the State Guard, while the Reserve Military included all other able-bodied males between 18 and 45. Because of the "join or be drafted" ultimatum, new militias formed rapidly. Twenty-seven companies organized throughout the state, including the "Lamar Rifles," "Austin Greys," "Johnson Guards," "Prairie Rangers," and "Leon Hunters." These organizations, through member dues, paid their own expenses, including armory rent, uniforms, and weapons. Officers were traditionally elected by their men. Texas eventually recognized these companies as components of the Texas Volunteer Guard. Throughout the late 19th century, recruitment and retention were a problem. The lack of state funding and encouragement, along with the expense of maintaining a company of men, resulted in disinterest, low morale, and high turnover of personnel. Guardsmen and politicians began to discuss the problem of maintaining readiness in peacetime (Wilkes 1946; "Historical Sketch" 1940; Richardson, Anderson, and Wallace 1993).

In his annual report for 1882, Adjutant General King recommended that the Militia Law be modified to provide more structure. He recommended an annual three- to five-day encampment with company inspections. He also proposed legislation requiring the government to pay the soldiers when governor called on their services ("Historical Sketch" 1940, xxxii).

³ The State of Texas established the present office in 1905.

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Although the legislature refused to assist, some militias obtained monetary contributions from their communities and railroad companies. The contributions provided funding to conduct annual training. By 1886, companies throughout the state held annual encampments. These encampments improved the Volunteer Guard military skills, gained community support, and revitalized the Texas militias. As a result, companies increased in number and, correspondingly, reorganization became inevitable. October 1886, the Volunteer Guard became a division, containing five infantry regiments, a cavalry regiment, and two battalions: the Galveston Artillery Battalion, and the Colored Infantry Battalion. Each of these organizations was composed of several companies or units ("Historical Sketch" 1940, xxxii).

FOUNDING OF CAMP MABRY 1891-1892

By 1891, seventy companies comprised the Volunteer Guard. The members still paid their own expenses. General Woodford H. Mabry, in his 1891 *Report of the Adjutant General*, made a plea for state support of his "cheerful and loyal" troops. He recommended that the State make armory rent appropriations of \$100 per year for companies organized in cities with greater than 5,000 population, and \$50 per year for companies in smaller cities. Mabry pointed out that New York appropriated \$400,000 annually for its militia, and that New York State had, by 1891, invested more than \$6 million in armories alone for its State Troops (Mabry 1891, 3-4).

By the time General Mabry took over command of the Texas Volunteer Guard, the week-long annual encampment was mandatory. Companies that did not report for the encampments were disbanded and lost their State recognition. In addition to drilling, those who participated in the encampments experienced first-hand in the day-to-day life of an army camp. General Mabry pointed out that only with compulsory annual training could camps of instruction be of a practical benefit. He said, "A well-drilled, disciplined and effective body of citizen soldiery is an essential factor in the maintenance of our republican form of government" (Mabry 1891, 3-6; Mabry 7 June 1892).

Until 1892, when the Adjutant General's Department established Camp Mabry, the Volunteer Guard encampments moved from locale to locale, including Houston, San Antonio, Galveston, and Lampasas, for its annual training sites. The Guard was still dependent on the charity of a sponsoring community. The community, in return, gained from extra business encampments brought to town, not only from the soldiers, but from the soldiers' families, and tourists as well. The 1891 Encampment took place at "Camp Stanley" in Austin's Hyde Park (Mabry 1891; "Historical Sketch" 1940, xxxii).

In 1891, the Adjutant General's Department of Texas followed the federal government's lead and organized a committee to search for a permanent annual camp. The search was part of a national trend to establish remote training facilities away from the rapidly developing cities. Several Texas cities vied for the opportunity throughout the spring of 1891. The search committee, made up of General Stoddard, Colonel Faulkner, and Colonel Gurley, evaluated several cities in addition to Austin, including Waco, Palestine,

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Brenham, McGregor, Calvert, Georgetown, Aransas Harbor, and Lampasas. Meanwhile, citizens of the City of Austin formed an organization calling itself the Citizens Committee for Permanent Annual Encampment Grounds. By June 1891, the *Austin Daily Statesman* proclaimed, "It is ours!" and rallied the Austin citizens to support the new training camp in the capitol. The mission of this Citizens Committee was two-fold: to select a site in or near Austin and collect monetary pledges to purchase the chosen property (Mabry 1891, 5-6; *Austin Daily Statesman* 1891; Travis County Deed Records 1891-1935).

When the time came to actually purchase the available lands, many "publicly spirited citizens" who had pledged to donate money did not follow through. General Mabry, the Adjutant General of Texas, loaned what was necessary to secure the property. Additionally, General Mabry had obtained permission from landowners whose property fronted what is now west 35th Street, and property west of the initial acquisition. Mabry reported that by closing the necessary transactions, the Volunteer Guard would have "one of the most beautiful and attractive camp grounds to be found anywhere (Mabry 1891, 5; Heiligbrodt 1943, 2).

General Mabry, in his 1891 Report to Governor James Hogg described the selected grounds as "admirably adapted for the purposes--high and dry, well drained and sufficiently shaded, and surrounded by the most picturesque scenery." Practical requirements were not his only concerns, as he pointed out that the site was "near the great dam lake, which of itself will offer and furnish many amusements during leisure times between roll-calls of camp duty." Mabry emphasized that all such provisions add to the self-importance of citizen soldiers, engendering a greater pride of service and consequently creating a better and more effective force. To name the new camp site, Mabry sought the participation of 59 volunteer companies throughout the state. A majority of the soldiers in 48 companies voted to name the grounds after the Adjutant General. Eleven companies suggested Camp Stanley, Ross, Sam Houston, or Davy Crockett (Mabry 1891, 16 June, 12 July 1892, 1893).

CAMP MABRY ACQUISITION AND ESTABLISHMENT

Parcel 1A, the first acquired for permanent use by Texas military forces, consists of 80 acres deeded to John Peeler by N.C. Townes. Peeler served a key role in Camp Mabry's establishment as the "Trustee for those who contributed to the fund for locating and establishing at the City of Austin, a permanent encampment ground for the Volunteer Guard." J.D. and M.J. Doxey deeded five acres (Parcel 1B) to John Peeler in February 1892. In December 1892, John Peeler, acting on behalf of the Citizens' Encampment Committee, transferred both parcels to the State of Texas (Exhibit C) (Travis County Deed Records 1892).

Compensation for these parcels and many to follow consisted only of a covenant stating that the property was transferred to the State "for and in consideration of the locating and maintaining by the State of Texas, upon the land hereinafter conveyed, the permanent annual encampments of the Texas Volunteer Guard." Thus under this covenant, the property was conveyed to James S. Hogg, Governor of Texas, and his successors in office, "for the uses and purposes herein above stated." As Camp Mabry and the Texas

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Volunteer Guard have evolved, the intentions of the original property owners have been taken into consideration for property usage and ownership decisions (Travis County Deed Records 1891-1935).

The first order upon securing the property was clearing the grounds, cutting out the undergrowth, and thinning out the trees on more than 100 acres. The Committee employed 20 men for several months to complete the task. Following the initial tasks, laborers blasted rocks and constructed a brick dam in the creek to create a "bathing pool" and cleared a picnic area on the banks of the pool. They then removed a fence surrounding the property, and laid water connections from Hyde Park to the camp site (*Austin Statesman* 1892).

By the summer of 1892, the Committee selected the plans for a grandstand "within their means." They again employed local men to build the large grandstand adjacent to the Parade Ground, on the site of the present Barracks. The Citizens Encampment Committee had been given permission to charge admission to the sham battles (mock battles set up to demonstrate successful training and readiness) to raise money for future encampments, equipment, and land acquisition or rent. The first grandstand burned in 1902, but was replaced in 1903, lasting through 1917. Viewing stands similar to the 1903 construction were built during the 1920s. (Mabry 1891; *Austin Statesman* 1892).

The July 1894 sham battle drew a crowd of 10,000, arriving by train, wagons, buggies, carriages, and foot, completely filling, and overflowing, the grandstand. "Quite a number of the more enthusiastic of the spectators climbed up in the trees to witness the war from their elevated perches." For the 1903 sham battle, the International & Great Northern Railroad agent anticipated eight or ten thousand visitors from north Texas alone, and a similar number from south Texas. Not only was this a major social event for Austinites, it enabled the Committee to purchase additional land and improvements necessary for the Encampment. The original Citizens Encampment Committee had dissolved by 1895 but reformed several times during the next 30 years. (Scurry 1902, 1904; Camp Mabry-PICA 1890s; *Austin American* 1926; *Austin Daily Statesman* 1894; *Austin Statesman*, 1903).

With still no State support of the Guard, the income from the annual sham battles was a necessity for Texas military training. Despite the monetary value of such performances, in 1900 Adjutant General Thomas Scurry expressed his objection to the "festivities."

The main objection . . . is the necessity of devoting so much time to drills, ceremonies of an unimportant character and to sham battles in order to collect the gate receipts; and for the same reason it was not possible to have practice marches of several days to teach men how to care for themselves on the march, and to assimilate the principles of security and information, as the presence of troops was needed in camp to go through showy ceremonies, etc. It is invariably necessary for the sham battles to take place in the presence of a crowd, and therefore on a limited area of ground. The firing is usually done at such close range that there

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is much danger of accidents. The sham battles are uninstrutive, and as a rule, demoralizing to the men (Scurry 1900)

In what little time was available for actual instruction, regular army officers had conducted Texas Volunteer Guard training in camp duties, courtesies, and sanitation since about 1887. Regular army contributions were nearly ineffectual because guardsmen seemed to receive inadequate if any, training at their home facilities. One army lieutenant in 1907 recommended at the very least that instructional pamphlets or circulars be sent out to soldiers several months before annual training (Newton 1908, 253).

SPANISH-AMERICAN WAR

In the years just prior to the Spanish-American War, the Volunteer Guard was in a state of disarray. The 1896 Report of the Adjutant General showed that since 1894 low morale and funding reduced the Guard from 64 companies with 3,000 officers and enlisted men, to 48 companies with 2,451 officers and enlisted men. As incentive for obtaining uniforms, troops and bands in Tyler were scored on discipline, cleanliness of quarters and grounds, conditions of arms, and soldierly bearing. Twenty out of the 23 units scored over 50 points, earning them 35 uniforms per company (Mabry 1896; "Historical Sketch" 1940, xxxiii).

During April 1898, President William McKinley made his first call for volunteers to fight in the Spanish-American War in Cuba. Yellow fever, so prevalent in Texas the year before, was running rampant in Cuba when the war began. Despite the threat of disease and other dangers, 38 out of 48 Volunteer Guard companies of infantry and cavalry volunteered their services on this first call, but still did not fill the quota of Texans requested. The Volunteer Guard organized four additional infantry companies and seven cavalry troops that were mustered into the Service of the United States at Camp Mabry by May 14, 1898 ("Historical Sketch" 1940, xxxiii; Scurry 1900).

W. H. Mabry, with a federal rank of Colonel, commanded the First Regiment, Texas Volunteer Infantry. Additional calls for Texas troops came in July and November 1898, and February 1899. These troops, however, were mustered into service from Houston. Besides the Second Texas Volunteer Infantry and the First Regiment Texas Volunteer Cavalry, the only organizations ready for duty in Texas were the Artillery Battalion and the Colored Infantry battalion. The United States Army never called for the artillery organizations during the war. Of Texas forces, only the First Texas Volunteer Infantry remained in Cuba after the war, having served in the army of occupation in Cuba. General Mabry fell ill and died while in Havana in 1898. The Texas Volunteer Infantry remained in Cuba until March 25, 1899, when they returned to Galveston and were the last of the Texas Volunteers to be mustered out of United States service. ("Historical Sketch" 1940, xxxiii).

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THE NATIONAL GUARD

In 1901, the 27th Legislature appropriated \$5,000 for the Volunteer Guard for a camp of instruction and for all other military expenses, for the six months ending August 31, 1901. With these funds, Camp Mabry hosted a Division Camp of Instruction in July 1901 ("Historical Sketch" 1940, xxxiv).

In January 1903 the Dick Bill unified the nation's volunteer militias organizations into the National Guard. The new law may have been inspired by some of the disorganization experienced in mustering forces for the Spanish-American War. The Dick Bill set uniform standards for the militia of the states and territories standards that would require each state and territory to meet federal standards of readiness. In doing so, the Federal government anticipated having "an effective force, well organized, equipped, and disciplined, to be used in the common defense of the nation" and to eliminate the need to repeatedly call for volunteers ("Historical Sketch" 1940, xxxiv; Scurry 1904).

The Texas Legislature passed a state militia law creating the Texas National Guard, on July 1, 1903. This law required the Governor to "prescribe and promulgate rules and regulations for the government of the Texas National Guard, which were not to be inconsistent with the laws of the State or the United States, such rules and regulations to conform as near as practicable to the United States Army regulations ("Historical Sketch" 1940, xxxiv)."

One component of the National Militia Law 1903 (Section 1661, R. S. of United States, as amended by an act of June 22, 1906), required that the War Department appropriate funds to the states and territories for their militias. One-fourth of this allotment was set aside for the "promotion of rifle practice." For that purpose, the funds could be spent on land acquisition for shooting galleries or target ranges, and for their construction, equipment and maintenance. The remainder of the federal funds was to be used for pay, transportation, subsistence, and other incidental expenses of camps of instruction. The only additional stipulation, Section 19 of the Militia Law, required that a federal officer inspect the annual encampments for adherence to spending rules. By 1906 the financial responsibility had been slightly altered. The federal government directly paid transportation and subsistence expenses, and allotted funds to the State to pay officers and men. The State was responsible for incidental expenses such as preparing the grounds for the annual training (Hulen 1906, 4-5, 24).

Because of an epidemic of yellow fever, the 1905 camp of instruction for the entire Texas National Guard originally scheduled for August was postponed until December. By December 4, the citizens of Austin raised \$8,600 to supplement State funds for the annual training. Although the TNG used a portion of it for the training camp, and another portion for Camp Mabry grounds improvement, the TNG refunded a substantial portion of the donation to the citizens (Hulen 1906, 23).

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The State first participated in the National Rifle Match held at Sea Girt, New Jersey in 1905 and 1906. The first competition to select team members for Texas' rifle team was held at Leon Springs (a federal training camp) near San Antonio. After the 1905 target range was constructed, Camp Mabry hosted the State Rifle Competition each year, usually immediately following the summer camp of instruction. The State rifle team, comprised of 12 to 18 men of varying ranks, attended the National Competition held annually at Camp Perry, Ohio through 1929.

The Texas National Guard shared Camp Mabry with other soldiers during the 1906 and later camps of training. General Hulen learned second-hand that of the seven camps of instruction to be held that year, Texas soldiers were expected to train at Fort Clark. The travel cost was prohibitive for such a distance, and the entire TNG could not be transported and paid by the War Department's \$20,000 appropriation. While General Hulen was in Washington, D.C. on another matter (reimbursement for 1855 to 1860 troop maintenance) he consulted with the Assistant Secretary of the War Department about the advantages of holding the encampments at Camp Mabry. Governor Samuel Lanham penned a letter to the War Department inviting the federal government to use the Austin facilities (Hulen 1906, 24).

Shortly thereafter, the Secretary of War ordered that the 1906 summer camp of instruction be held at Camp Mabry. In addition to the entire TNG, the Arizona, New Mexico, and Louisiana National Guards each sent one troop and four companies for training. United States Army troops that joined the guardsmen included the Headquarters and one squadron of the 5th Cavalry, First Regiment of Cavalry, 5th and 16th U.S. Field Battalion, one company each of Signal Corps and Hospital Corps, and the 26th Infantry. Federal and State officers shared the summer's administration responsibilities. The TNG alone comprised over 2,000 men. In order to accommodate such a large force of troops, the city of Austin replaced the State's three-inch water pipes with eight inch pipes that ran from city mains to Camp Mabry, the State then installed a complete water system at the camp. The State, with federal direction and funds, added "the latest and most improved pattern of latrines and bathhouses" to those already constructed. These were permanent site improvements. Administrative needs established the TNG troops as a Division separate from other troops. However, "the [TNG] officers freely associated with the officers of the regular service, and gained a great deal of most valuable information. The officers of the Federal force were ever ready and anxious to impart any information and instruction that would be of benefit to the militiaman." Although it would seem that the federal troops were "guests" of the TNG, General Hulen commented that the U.S. Army's Commanding General, officers, and men made every effort "to make the stay of the Guard profitable and pleasant" (Hulen 1906, 24-26)

July 1907 again brought federal troops to Camp Mabry for annual training. One U.S. Cavalry squadron and two U.S. Artillery batteries added 329 officers and men to the 1,707 TNG officers and men in attendance. Unlike the previous year, federal and state officers and men were integrated with one another. For example, Major Gardner, U.S. Cavalry, commanded one squadron each of U.S. and TNG Cavalry, and

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Captain Campbell, TNG, commanded two U.S. and one Texas Field Artillery batteries. In compliance with the National Militia Law, U.S. Army Captain Rosenbaum and three assistants attended and reported on the encampment of the "Texas Organized Militia at Camp Mabry." One assistant, First Lieutenant Frederick Young had no shortage of observations, positive and negative, of TNG officers and men and equipment and facilities at Camp Mabry. He noted that since the camp had been used since 1892, "the grounds adjacent to the camp are polluted with all kinds of waste matter. This evil can not now be eradicated. If this camp is to be continued on this site a cheap but serviceable crematory should be constructed; as an alternative garbage should be burned" (Newton 1908, 255).

First Lieutenant Young presented also in 1907, one of the earliest arguments for constructing an arsenal. While observing training activities he learned that the valuable ordnance stores deteriorated rapidly while stored in the Capitol basement. He described how the "dampness caused by being below ground in the summer and the moisture from steam heat in the winter [counteracted] the heavy cosmoline coating." Young recommended "an outside surface storehouse near a railroad siding, as [would have been] economical and at the same time convenient for shipments" (Newton 1908, 255).

The TNG was not confined to Camp Mabry or to the state of Texas for its annual training. Although in the summer of 1909 the entire TNG trained here, in 1910 the soldiers participated in the Army Militia Encampment at Leon Springs. Officers and Signal Corps trained at Camp Mabry as well as at Fort Riley and Fort Leavenworth, Kansas. The TNG also participated in training camps at Fort Sill, Oklahoma, Fort Sam Houston, Texas, and Alexandria, Louisiana.

By 1911, Camp Mabry's boundaries included 286 acres, all of which had been obtained either through gifts from the citizens of Austin, through the efforts of the Citizens Encampment Committee, through the proceeds of numerous sham battles, or through the allotment from the United States Government for the rifle range (Exhibit C). Until the 33rd Legislature in 1912, the State of Texas had not appropriated any funds for the Texas National Guard. At that time, the state legislature appropriated \$3,412 to add to the Encampment Committee's funds to acquire Parcels 3A and 3B (Nesbitt 1936; State of Texas 1935).

Land acquisition was one of several 1912 improvements to the camp. The camp added a blacksmith shop, constructed a gravel road, and replaced fragile iron pipes with galvanized water pipes. The railroad added a sidetrack and a spur track to serve the camp. The War Department assigned a U.S. surveyor to make a new map of Camp Mabry that would include the water system, and also funded extensive improvements to the rifle range (Hutchings 1913, 12-14).

With the federal funds, TNG planted Bermuda grass on built up firing points, and improved drainage by adding an additional pipe, and filling in low places to enable water shed. The camp established an independent telephone system on the rifle range with one telephone at each firing point and one in the pit,

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each one locked in a weather-proof box. The pit had a telephone line connected to the city of Austin. The camp installed water pipes and hydrants at all but two of the firing points. The TNG held the first "camp of rifle instruction" in 1912 after having improved the range. The camp's success led one army officer to suggest that "it would be a wise policy to repeat this school every third year," and another to recommend that it "be held for a period of ten days in each year" (Hutchings 1913, 12-16, 22)

In November 1912, Assistant Quartermaster General, Emmett E. Walker added another an argument in favor of building an arsenal. He pointed out that "the basement of the Capitol is not a proper place for the storing of military equipments. It is poorly lighted and the ventilation is very bad. Rats, cockroaches and moths damage the clothing in spite of all precautions taken to prevent it. These rooms were not intended for the storing of military stores, and are not suitably arranged for such a purpose." This was only one of several issues that Adjutant General Henry Hutchings addressed during his tenure (Hutchings 1913, 14).

General Hutchings addressed a letter to the Chief of the Department of Militia Affairs in November 1913 in which he requested acquisition of eight parcels. One of these parcels, the Charles Thiele tract, was an ever-present problem because of stray bullets from the rifle ranges. Thiele and his tenants prepared depositions regarding "bullet incidences" on the property, mentioning everything from hearing bullets falling nearby, to broken windows and mortally wounded cattle. General Hutchings said that he spent \$1,600 erecting additional bullet stops, but that there was a constant fear of an injunction. He listed two of the tracts, Mayfield and Mabry, as necessary to "secure egress to [the] road and to get rid of tenants and their frame houses." The other desired tracts were mainly for "squaring up" the property (Hutchings 1913-1917).

In requesting that an officer inspect the tracts, Hutchings advised that it be done "in such a way as to not disclose the possibility of acquisition by federal or state governments, as the property in such an event would rise like a cat's back." A year later, Hutchings penned another letter advising that the soon-to-be completed Colorado River dam would also result in increased property values. In December 1916, when the War Department solicited land for permanent mobilization, training, and supply stations, General Hutchings again pushed for the acquisition of the eight tracts, and said that "if acquired would make Camp Mabry an excellent mobilization point." Hutchings received in June 1914, a response validating his reason for acquiring Thiele's property, but also stating that the War Department could not approve the other purchases for the reasons Hutchings presented (Hutchings 1913-1917).

PRE-WORLD WAR I

In 1914, the Legislature appropriated \$20,000 for the State Arsenal (Building 41) designed by C. H. Page & Bro. and built by Jacob Wattinger, (Figure 7-34). Prior to its construction, the Texas military forces stored their ordnance in the basement of the State Capitol (Heligbrodt 1943, 5; Nesbitt 1936).

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A letter from the Adjutant General's Department to Governor Ferguson, dated March 1, 1916, states that in all probability the State Arsenal would be turned over to the department the following day after acceptance by the State Masonry Inspector. The letter indicates that removal of supplies from the Capitol to the Arsenal would begin following the Inspector's approval (Adjutant General's Department 1916).

Sometime between 1914 and 1917, Camp Mabry was "officially designated as the mobilization point of the Texas National Guard, [with] complete plans for cantonment on file" in the Adjutant General's Department. The cantonment plans included the rifle range, 1,000 yards with 12 targets. The number of targets could have been doubled in case of emergency (Hutchings 1917, 9-10).

"Owing to the pressure of the Mexican situation" the Secretary of War postponed the TNG's 1914 camp of instruction for officers, and held the summer encampment in Texas City. May 5, 1916, the War Department informed Governor that the border emergency seemed to have passed, and then gave authority for Camp Mabry to hold an Infantry school for officers and selected sergeants from May 9 to 18. On May 9, just before noon Governor Ferguson directed the mobilization of the Texas National Guard for Mexican border service. About two-thirds of the TNG's enlisted strength, 2,155 reported to Camp Wilson in San Antonio on May 11 (Hutchings 1917, 3-7).

As in previous years, the Texas National Guard maintained their headquarters southwest of the arsenal (Exhibit D). At some point between 1910 and 1916 the Guard built Building 42 west of the railroad tracks. Although not built until that time, the approximate location had served as the temporary administrative headquarters during earlier encampments. Sometime before mid 1918, the building functioned as Camp Mabry's infirmary. It later served as officer's quarters in 1919, and periodically as a caretaker's residence (*Austin Daily Statesman* 1892; Camp Mabry-PICA 1916; Texas National Guard 1907).

WORLD WAR I AND THE TEXAS NATIONAL GUARD

On August 5, 1917, four months after President Woodrow Wilson signed the war resolution, the War Department inducted the Texas National Guard into federal service. The 17,453 officers and enlisted men who comprised the TNG division included infantry, cavalry, field artillery, signal corps, coast artillery, motor truck trains, military police, and medical corps. The division mobilized at Camp Bowie in Fort Worth.

As part of the preparation for a "long and bitter war" in late May the United States assigned the Adjutant General's Department of Texas the responsibility for the organization and administration of the Selective Draft in Texas. Texas already had 45,965 men available through enlistment and voluntary induction, prior to administering the draft. General Hutchings was in office when the Draft Law went into effect. In September 1917 Governor William P. Hobby appointed James A. Harley as Adjutant General of Texas. General Harley took over the draft process where General Hutchings left off. In 1918 approximately

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five percent of the population of the United States considered Texas its home. The draft registration revealed that Texas had 988,068 men between the ages of 18 and 45, 111,190 of whom actually qualified for service, not including those already serving voluntarily. Other qualified men not included in that total are the 25,000 Texas men who volunteered for the regular army, Navy, and Marine Corps, or the 15,000 who comprise the newly created National Guard (Harley 1919, 3-4; Carruth 1989, 254-57).

General Harley was responsible also for "completing" the *old* National Guard and simultaneously organizing the *new* National Guard. The old National Guard came to a close after the August 1917 federalization and mobilization that furnished a total of 32,710 men for "participation in the great European conflict." The new National Guard consisted of two cavalry brigades and one infantry brigade. All three units of the new TNG were organized for service with the U.S. forces. The War Department federally designated the two cavalry brigades in late August and sent them to the Central Cavalry Officers' Training Camp at Leon Springs. In the midst of the ten week training course, the now federalized TNG cavalry was ordered to prepare to mobilize on January 2, 1919; the War Department revoked the orders however, after President Wilson signed the armistice on November 11, 1918.

WORLD WAR I AND THE SCHOOL OF AUTOMOBILE MECHANICS

World War I significantly influenced Camp Mabry's built environment and its place within the community. The School of Automobile Mechanics (S.A.M.) was created at Camp Mabry in a partnership between the University of Texas and the United States War Department through the Committee on Education and Special Training. The school was initially part of the National Army Training Detachment (N.A.T.D.). The joint program was the impetus for Camp Mabry's first major building period (for permanent buildings) and also established a strong tie to education and training that Camp Mabry maintained through the 1950s (Kolbe 1919; *Statesman* 8 April 1918).

When the War Department received requests from the National Army for between 100,000 and 300,000 mechanics and technicians, they invited 120 college presidents and members of the War Department to a January 1918 conference in Washington, D.C. The conference agenda included discussions regarding the most efficient and cost effective way to fill the Army's needs. The idea for training specialists for army work in the universities and colleges, thereby eliminating the cost of equipping the army camps with the necessary laboratory apparatus, was the primary conference topic. In addition to fulfilling Army needs, the plan enabled colleges and other schools to stay open in the fall of 1918, "thus keeping intact the body of secondary school graduates and the great system of higher education" (Perry 1919).

University of Texas President Robert E. Vinson volunteered to train 2,500 men in eight-week sessions that would overlap and produce 1,250 graduates each month. After the Committee on Education and Special Training accepted the offer, Vinson contemplated a location suitable for such an endeavor. The initial plan

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would have established S.A.M. at the School of Military Aeronautics facilities on Little Campus, and would have relocated S.M.A. to newer facilities. Not a feasible plan, Vinson next considered an area "just southeast of the University, along the Speedway." When he eventually considered the Texas National Guard encampment grounds, Vinson and J.M. Bryant, President of the S.M.A. Academic Board, submitted a cost estimate for necessary improvements to the Legislature (Texas). The Legislature approved the proposal and gave the University of Texas permission "to construct buildings and transform the site into a training school" (Weaver 1919; *S.A.M. Sun* 27 Nov. 1918).

In April 1918, the University signed the War Department contract through the Committee on Education and Special Training. This contract established University and War Department responsibilities and requirements for the training program and thus enabled S.A.M.'s creation (Weaver 1919; *S.A.M. Sun* 27 Nov. 1918).

The School of Automobile Mechanics was one of three military schools administered by the University of Texas in 1918. The School for Military Aeronautics (S.M.A.), established at the Old Blind Institute, was set up before S.A.M. under a different training program called the Student Army Training Corps (S.A.T.C.). The N.A.T.D. conducted vocational training for grammar school graduates while the S.A.T.C. conducted more scientific training for college students. Both programs integrated military and academic instruction into the curricula, and supplied "the student with the motive of national service in addition to the motive of livelihood" (Perry 1919).

Frustrated with the confusion regarding "which school is which," Captain Edmund J. MacIvor on July 2, took it upon himself to officially designate the Camp Mabry school on all government records: as "The University of Texas, Training Detachment, National Army, S.A.M." Hoping there would be no objections to the "absolutely necessary" designation, he then asked that he be permitted to abbreviate the School of Automobile Mechanics as "S.A.M." on all school records, as since the school was "known throughout the district just as well as the full title would be" (MacIvor 2 July 1918).

On October 1, 1918, the Camp Mabry school's name changed again when the War Department joined the N.A.T.D. and S.A.T.C. as a single entity. The new designation included S.A.T.C. with Collegiate Section A (School of Military Aeronautics) and Vocational Section B (School of Automobile Mechanics). Despite changes in official designation, "S.A.M." was used consistently for informal (non-governmental) communication. The short-lived School for Radio Operators of the University of Texas, at Penn Field in Austin, also fell under Section B (*Statesman* 20 January 1918; Kolbe 1919; Dooley 1919).

According to the training program guidelines, the educational institutions would provide housing, meals, and tuition. The War Department would provide reimbursement for these program necessities, while the Army would provide officers and equipment. Unavailability of resources required that the university provide tools,

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machinery, parts, and faculty members via Professor Hal Weaver's "recruitment trips" to the north and northeast. The School of Automobile Mechanics was "not a government institution. It was an institution run by the government, of which the United States had complete charge, but the buildings were owned by the University of Texas (Kolbe 1919; Weaver 1919; *Statesman* 11 August 1918)."

University of Texas President Robert E. Vinson already had experience with education and Army partnerships, as he had been one of the 24 members of the Committee on Engineering and Education formed under the Council of National Defense in early 1917. With this experience, Vinson anxiously offered to take in 1,250 students at a time for vocational training. Because S.A.M.'s student body consisted of overlapping eight-week classes, more than 3,000 student-soldiers occupied Camp Mabry at one time. Camp Mabry achieved the status as the "largest of the US Army built to order war schools for the training of automobile mechanics." An Army corps of inspectors who visited Camp Mabry near the end of their 90 school tour, supposedly reported to the War Department that S.A.M. was the best school they had seen "from a standpoint of administration and organization and had in operation the most complete schedule of any school they visited" (Kolbe 1919, 45-50; Udden 1919; *S.A.M. Sun* 27 Nov. 1918).

Across the country, the Army established more than 157 of these training schools in at least 20 trades, including radiotelegraphy, carpentry, automobile repair, and sheet metal work. Approximately 70 percent of the training was in automobile and allied disciplines. The School of Auto Mechanics of the University of Texas was one of three such vocational programs in Texas. S.A.M. accepted at least two contingents from other states: 400 from New Mexico and 300 from Oklahoma. The other two sponsoring institutions in Texas were Prairie View Normal School and Texas A & M College. By November 1, 1918, the state of Texas trained more than 11,000 men in only three schools; while other states trained more men, the schools were smaller. Only Missouri, Indiana, and Pennsylvania trained more (12,000 to 14,000) than Texas, but did so with six to thirteen schools (Exhibit L, Map-112) (Dooley 1919).

Few of the N.A.T.D. schools were built from the ground up as S.A.M. was at Camp Mabry. Much of the equipment and practice materials came from donations, and outside instructors were hired. President Vinson explained that the University would pay for erecting the buildings at Camp Mabry on State property. "If the war lasts long enough, the buildings will pay themselves out. If the war comes to a conclusion before the buildings have paid themselves out, then the state will take over the buildings and repay the University what remains due them on the bill" (*Statesman* 8 April 1918; Dooley 1919; Kolbe 1919; Udden 1919).

Early plans for S.A.M. called for students to be housed at the old Blind Institute where S.M.A. students lived. The April 4th letter to contractors soliciting bids for Camp Mabry construction, requested that the barracks be similar in general character to the K Barracks at the S.M.A.. A letter from F. E. Giesecke, Chairman of the School of Architecture to President Vinson, offered the services of staff, i.e. architect Charles Endress, and

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five seniors in the department, to "make considerable additions to the old Blind Institute buildings." The offer was apparently accepted, as most of the S.M.A. drawings feature a student's name with Endress' signature (Weaver 1919; U.S. Army 1918; Von Koenneritz 1918; *Statesman* 20 January, 29 March 1918).

As late as April 4th, while Endress solicited proposals from contractors, Vinson still intended to house and train S.A.M. students at the old Blind Institute along with the S.M.A. With this plan in mind, the 35th Legislature passed a resolution requiring the University to provide additional accommodations for the S.M.A. overflow and enabled the University to use Camp Mabry for this purpose. On April 8, because S.A.M. was going to be larger than anticipated, Vinson finally opted for the arrangement that put S.A.M. at Camp Mabry. The original plans for the School of Auto Mechanics called for temporary frame constructions in compliance with the Army's recommendations for Emergency War Construction. Major George W. Littlefield, however, advanced money to the University of Texas to build permanent quarters, the anticipated total cost of which, when built and equipped, would be nearly \$400,000 (Weaver 1919; U.S. Army 1918; Von Koenneritz 1918).

The War Department's Emergency Construction Division set out guidelines for time and money conservation necessary for rapid war-time construction. The CEST set out guidelines of its own in its "Instructions to Commanding Officers." The instructions for the training detachments stated "it is desirable to house men in large units. For that reason, armories and gymnasiums are generally more satisfactory than dormitories." Although both of these criteria applied to Camp Mabry, the partnership with the University allowed Vinson the opportunity to deviate from the recommendations. In 1918 lumber and carpenters were scarce, while bricklayers were available and local brick was plentiful. The barracks and the mess hall cost about 12 percent more than if built of lumber, but timeliness and permanence were priorities. With the available force of carpenters building the wood workshops and bricklayers building barracks and the mess hall, the contractors saved time (Photo 7) (U.S. Army 1918; Udden 1919).

Plans for S.A.M. barracks required that each sleep 400 men (the porch increased capacity to 500), a quantity far greater than the temporary barracks recommended for emergency war construction. Endress designed Camp Mabry's 1918 buildings based on the additions built at the for S.M.A. barracks, which he may have loosely based on standard Army cantonment plans dating from the nineteenth century. Because of his frequent association with designing and supervising the construction of college campuses, college dormitories plans may also have influenced his designs (Photo 7) (Weaver 1919; U.S. Army 1918; Endress, G. 1918, 1945; Fisher 1996).

Captain Edmund J. MacIvor, the second of three S.A.M. Commanding Officers, transferred to Camp Mabry from the Franklin Union Detachment, National Army, in Boston. Captain MacIvor indicated in several letters that Camp Mabry was next to heaven on earth, especially relative to his former post in Boston. In describing Austin itself, "it is a beautiful place, the most patriotic people I have ever run across - a town of

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40,000 and more or less a high class of people.” In July 1918, he says “the detachment here is the largest in the United States, and everything looks it; the mess hall is massive, with the best feeding utensils man ever laid eyes on, namely aluminum wear-ever, which are very expensive (Photos 2 and 14).” He describes the barracks as the “cantonment type, only of brick instead of wood,” and that they are “the most modern barracks in the world, and as airy as a summer resort” (MacIvor 8 July 1918).

George Endress, the architect responsible for Camp Mabry’s 1918 construction, graduated from the University of Texas in 1893. For the next several years he did design and engineering work in both Austin and Monterey, Mexico. He taught drawing at the University from 1902 to 1907, and served as their Resident Architect from 1913 to 1920. Endress had a prolific career as an architect and engineer, designing primarily public school buildings throughout Texas, including Bickler Grade School and Austin High School in Austin, Texas State Normal College in Canyon, and Sul Ross Teachers’ College in Alpine. His background in civil engineering frequently employed him as a construction supervisor for other state colleges, as well as for Civil Works, and Public Works Administration projects in the 1930s. His largest project however, was probably the Monterey Steel Company, a \$10 million project in 1901 (“New Drawing Instructor” 1902; Endress, A. 1996; Endress, G. 1945).

In Austin, Endress designed the 1915 Majestic Theater (now the Paramount Theater) on Congress Avenue, and several buildings at the University of Texas. Coincidentally, the Majestic Theater, is on the site of the original (1839) offices of the War Department and the Adjutant General of the Republic of Texas. In yet another coincidence, Endress supervised construction at Camp Bowie and Camp Swift in the early 1940s, prior to their Texas National Guard associations (Austin, City of 1995; Endress, A. 1996; Endress, G. 1945).

According to recollections of Albert Endress (George’s son), supported by Endress’ resume and a letter from Cass Gilbert, Endress was responsible for much of the University of Texas Master Plan as well as many of the buildings constructed between 1913 and 1920. Cass Gilbert, a nationally respected architect of New York City, was a consultant to President Vinson and his predecessor regarding design and layout of the university. Gilbert as the University Architect from 1910 to 1922, offered opinions and recommendations while Endress, as the Resident Architect, designed and executed the layout and buildings from this period. With one exception, the 1913 to 1920 campus buildings associated with Endress and Gilbert consisted of temporary construction, as the University had been unable to secure funding for a comprehensive building plan. Ironically, when President Vinson offered to house and train 2,500 mechanics during this low funding period, he had little knowledge of where or with what funds he could supply such a facility (Gilbert 1920; Endress, A. 1996; Endress, G. 1945; McMichael 1983, 14-22,34).

Because Endress was schooled formally in engineering rather than in architecture, his alliance with Gilbert and Gilbert’s confidence in Endress’ ability is notable. Gilbert and Endress had extensive conversations regarding

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the University plans and, as Gilbert wrote in an October 1920 letter, they had "together gone very carefully into many phases of the future development of the site and location of the buildings." Gilbert told him "I am much pleased to note that we find ourselves in agreement as to the various matters under discussion, and that we appear to coincide in the views expressed by President Vinson." While employed with the University, Endress maintained a private practice: Endress & Watkins, and also established the University's first radio station with his oldest son George, an electrical engineering student (Gilbert 1920; Endress, G. 1945; *Daily Texan* 1949).

Endress maintained control over all 1918 construction at Camp Mabry. He finalized plans for the wood instructional buildings and the infirmary, and supervised their construction (Weaver 1919).

In his June inspection of Camp Mabry, the War Department Surgeon noticed the absence of a hospital, and told John Banks, S.A.M.'s first Commanding Officer, to "get busy at once and try to get one up" and that he would review the plans before construction. Banks mentioned a lack of funding for a permanent structure, at which point the Surgeon told him that a frame building would be sufficient. Banks based his recommendation to Vinson of 150 beds, on 5,000 people, three percent of them needing hospital attention (Banks 1918; Weaver 1919).

The infirmary, built in October 1918, resembles the *Army Manual for Emergency Construction* recommended hospital plans (Photos 20 and 21). J.F. Johnson received orders to put all carpenters possible on the job, and rush the construction on overtime, but quarantines and illness delayed progress. The onset of the Spanish Influenza epidemic necessitated a much larger infirmary than the one housed in Building 42. The S.A.M. dentist saw his patients in the YMCA Cottage (no longer standing, but originally between Buildings 1 and 6) until Building 45's completion (U.S. Army 1919, C72; Udden 1919; *S.A.M. Sun* 7 September 1918).

The infirmary design included many windows, doors, and wide porches in partial consideration for good ventilation necessary to prevent diseases, such as flu or tuberculosis, from spreading among the patients. As many as 200 of the men at Camp Mabry were ill with the flu, from September through November. By December, 57 soldier-students had died from the virus. In addition to the new infirmary, the number of ill soldier-students required that one of the barracks be quarantined and that a tent hospital be established. Dr. Charles M. Kent, Army Medical Corps Surgeon, treated each S.A.M. flu victim, and only in the most severe cases transferred patients to Seton Hospital. A high level of community involvement, including the Red Cross and other local volunteers gave Dr. Kent medical assistance. The Red Cross established its first Motor Corps during their Camp Mabry mission in 1918. Volunteers drove their own cars to and from Camp Mabry with gallons of chicken broth and the sewing unit delivered handmade pillows for the young men in the tent hospital (Students Army Training Corps 1919; American Red Cross 1991, 12-14).

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Letters from women offering their services to Camp Mabry poured in from across the state, some of whom were refused because of skin color. "Dear Madam: Receipt is acknowledged of your letter bearing date of November 5, 1918. There are no negro soldiers at this camp, however, we wish to thank you for your kind offer as a nurse." Mothers whose sons were ill or who had died at Camp Mabry also sent letters to thank the nurses for their kindness (Stadler 1918; Henry 1918).

In addition to influenza, Dr. Kent treated other illness. He saw venereal disease, cerebral spinal meningitis, mumps, and typhoid fever. Each month Kent prepared a Sanitary Report for the entire post listing the illnesses treated, as well as camp conditions. For the most part, his comments were positive. A point he returned to repeatedly, was the latrines and septic tanks crucial to health maintenance. In June, he commented that the entire command quartered in the barracks, had ample space and ventilation, but that the large barracks prevented air circulation. In the following month's inspection, Kent did not include the circulation issue for the barracks because it was insignificant relative to the number of men quartered in tents with little or no ventilation (Kent 1918).

Crowded conditions at Camp Mabry demonstrated that Endress' mess hall and kitchen, designed to seat and serve more than 3,000 men at one time, could actually support 4,000 men. The student-soldiers bragged in the *S.A.M. Sun*, the school weekly newspaper, that their mess hall was the largest in the country (Weaver 1919; *S.A.M. Sun* 24 August 1918)

For the instructional buildings, Endress started with the standard Army plans that Albert Kahn developed for World War I "temporary" airplane hangars (Exhibit F). He explained the desirability of "a standard type of structure having no interior posts to block the proper arrangement of equipment and having girders strong enough to support shafting where necessary." The Air Service standard garage, as he called it, allowed great flexibility in change of arrangement due to growth or change in curriculum and was moderate in cost. He noted that the only necessary foundations were those supporting the side posts and outside braces. In May the flexibility proved a necessary feature as the school abandoned original training plans, and new plans had to be altered to accommodate revised curriculum (Weaver 1919; Garner 1993, 30-32; *S.A.M. Sun* 27 Nov. 1918).

J. F. Johnson and his employees constructed each of the seven instructional buildings within eight to ten days. Johnson constructed the Auxiliaries Building (Building 17) on the site originally intended for a seventh barracks (Figure 7-36). Other "temporary" buildings included the Engine Laboratory (the "U" building), the Machine Shop with cement floor (Building 24), the Chassis Building with a dirt floor, the Blacksmith and Sheet Metal Shop, and two Engine Test Sheds, open air with a connecting roof added later. Following the close of *S.A.M.* in 1920 the Texas National Guard prepared a requested "Report of Capacity at Camp Mabry." In addition to recommending two workshops as suitable for future barracks comfortably housing 350 men, and two

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for "aeroplane hangars", the report listed all of the buildings as "1st class permanent construction (Figure 7-36) (Stockton 1920; Udden 1919)."

J. F. Johnson subcontracted 100 laborers to put in the sewer lines, anticipating fifty days for completion. The lines connected Camp Mabry to the City of Austin, joining with lines at Pease Park, along Shoal Creek, and then to Camp Mabry. The University paid \$15,000 of \$25,000; the city paid the remainder (*Statesman* 5 April, 12 April 1918).

While the architect, contractors, and laborers rushed building completion the University administration, with guidance from the Committee on Education and Special Training, hurriedly recruited student-soldiers.

For admission to the Collegiate Section (i.e., Section A) the War Department required a student to have a high school education, while the Vocational Section (i.e., Section B) admitted those with an 8th grade education, who passed psychological and trade tests to "weed out the illiterates." Upon admission to either section of the S.A.T.C., the "registrant" immediately was considered a soldier of the Army of the United States and, therefore, entirely subject to military law and discipline. When the first class of 500 soldier-students arrived at Camp Mabry on May 16, S.A.M. had been expecting only 300. Only two of six barracks, and none of the instructional buildings, had been completed by then, and instruction was held in tents (Weaver 1919; Kolbe 1919; Von Koerneritz 1918).

Course curriculum for Camp Mabry student-soldiers included military, vocational, and war issues courses. In April the CEST Bulletin No. 7 defined Camp Mabry's mission to train auto mechanics "in truck driving and general automobile repair which would fit the soldier for making minor repairs and adjustments in the field." Bulletin No. 10 issued in May, instructed the University to disregard previous instructions and to train specialists in the trades most needed in base shops and repair units throughout the military services. The For 15-1/2 hours each week, the young men partook in practical military instruction and physical training. The instructors trained the men on all aspects of automobile repair for 33 hours each week and, in addition, the program administrators from CEST required the student-soldiers to attend a one-hour War Aims course each week (Kolbe 1919; *S.A.M. Sun* 27 Nov. 1918).

The War Department sent Induction Telegram No. 32 to each county clerk in Texas: "Complete the entrainment for Austin, Texas, of 500 grammar school graduates who have had some experience along mechanical lines and shown aptitude for mechanical work, to report to the commanding officer, University of Texas, on May 16 . . . Only white men and men physically qualified for general service may be inducted under this call." Despite these restrictions, enthusiastic men from all over Texas wrote to be included in the innovative program, but even experienced men were refused admission due to skin color or physical disabilities.

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Lawrence Glover, a licensed journeyman electrician for 15 years in Boston, sent a letter expressing his interest in enlisting as an electrician. The Hemphill County Clerk wrote to Camp Mabry describing Maurice Benson, an employed auto mechanic, also qualified for clerical work, who wished to enlist. Channing refused admission to both Glover, who described himself as "mulatto," and Benson, who had an artificial leg (Townes 1918; Glover 1918; Taylor 1918).

October 4, about two weeks after Major Channing complained of having "less than one-third of the men" than he had accommodations for, he received a Western Union Telegram from the Committee on Education and Special Training, stating

No color line will be drawn on inducting men into Section A. Colored men eligible for induction will be inducted at institutions which they attend and will not be required to transfer to other institutions. Use tact and discretion in providing mess and quarters to colored men and arranging such segregation as may be necessary under local conditions cooperating with college authorities (War Department 4 October 1918).

The School of Automobile Mechanics at Camp Mabry was never integrated. Only 12 vocational schools in the country operated "colored training detachments," and of those, two matriculated only one class each. Prairie View Normal School and Industrial College in Prairie View, Texas (now part of the Texas A & M University) accepted the colored students in June through August. Social organization of the S.A.T.C. was slightly different, as the Collegiate Sections established a higher number of programs that accepted colored students (Dooley 1919).

Social organization within Camp Mabry's Vocation Section consisted of the YMCA, Knights of Columbus, and the Jewish Welfare Board. Local Masonic lodges provided funding of \$6,500 for construction of the YMCA building south of the mess hall (Building 6). On May 30, 1918, they donated the building, typical of YMCA Army Auxiliary style and plan, to the Camp Mabry YMCA. Building plans included "a large auditorium, encircled by one long, continuous table for letter writers, a library, rest rooms, office, and a platform for speakers." Several rooms were added in June, forming the Mothers' House, for female relatives visiting sick sons and husbands. By September, an outdoor theater had been added for movies and athletic events. Also in September, the dentists used the "Y" Cottage as temporary quarters while awaiting completion of the Hospital. "The 'Y' has this week received and installed a fine lot of the old hickory rustic furniture, which adds much to the interior appearance of the hut and the comfort of the soldiers and the visitors. The Camp Mabry 'Y' is one of

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the neatest and best equipped huts in the U.S. Army (*Statesman* 29, 30 May, 6, 17 June 1918; *S.A.M. Sun* 24 August, 14 September 1918).⁷

The last student-soldiers had gone home by December 1918. The buildings nearly identical to Camp Mabry at Penn Field were not completed before the Radio School closed. Major Channing placed a suggestion with the Committee on Education and Special Training on November 13, regarding future plans for Camp Mabry. Channing proposed that Camp Mabry, with its with its "highly efficient vocational organization," could be used to great advantage in reconstruction work for injured soldiers. Vinson supported the idea, as did the City of Austin, but General Wolters rejected it outright (Channing 13 November 1918; Wolters 21 December 1918).

Between 1919 and 1941 Camp Mabry continued to support annual training and to serve as Headquarters of the Texas National Guard. These missions, however, remained in the background for most of the period; after 1926 encampments were held primarily at Palacios and Mineral Wells (later named Camp Hulen and Camp Wolters). More visible were the State Highway Department, Texas Rangers, the Department of Public Safety, and the Works Progress Administration workers ("Historical Sketch" 1940, XLI, XLIII; Wolters 1925; Robertson 1929).

STATE HIGHWAY DEPARTMENT

Two 1919 congressional acts authorized the Secretary of War to transfer surplus Federal vehicles and equipment to State agencies for their use (HR 13308, Feb. 1919, 65th US Congress; and HR 12507, March 1920, 66th US Congress). The acts specifically identified as recipients, the State Highway Department, along with the Postmaster Department and the Department of Agriculture. In response to the creation of these acts, the Texas State Highway Department (SHD) formed the Equipment Division to handle the Army vehicles given them. The SHD stored them at Camp Mabry from 1920 to 1923 in and around the wood workshop buildings. The SHD loaned the vehicles out to the 16 Regional Divisions of the State Highway Department (U.S. Congress 1919, 1920; Hubbard 1923).

On January 1, 1924, SHD consolidated its Equipment Division and Maintenance Division and took over the maintenance of Federal equipment. The new organization set up its support facility at Camp Mabry's north end in the former mechanic's training shops; the facility included a machine shop, woodworking shop, garage, storeroom, parts room, blacksmith shop, and paint shop. The Camp Mabry facility handled major overhauls and machining, constructing or modifying vehicles for roadwork, and handling Federal equipment. Additionally, to relieve the overcrowded SHD administrative offices, they stored registration supplies, old registration records,

⁷ Chairs appearing in a 1938 Department of Public Safety photograph, may be the above-mentioned YMCA furniture; the officer's quarters porch on Building 45 has porch chairs seemingly identical to those in the 1938 photograph.

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accounting records, and other miscellaneous records from other divisions of the SHD. All records were boxed, labeled, and stored for further reference in the Camp Mabry Warehouse # 6. The divisions (regional offices) had smaller shops across the state for more routine maintenance and repairs (Sanborn 1935; Hubbard 1925; Ely 1930).

The State Highway Department built the only extant building *erected* by a non-military entity on Camp Mabry. The carpenter shop, Building 19, is also unusual in its design, its massing somewhat reminiscent of the Nissen Bow Hut (Exhibit F), pre-cursor to World War II's Quonset Huts. It is in fact, a standardized World War I building listed as surplus by the War Department and then re-used by the SHD. Unlike the huts of nearly identical massing, this building actually does have a slightly peaked roof separate from the walls (Photo 2). An experienced carpenter and wood worker, and two assistants crafted a large quantity of desks, tables, and cabinets furnished to Division offices and the SDH headquarters in Austin. The SHD also equipped Building 19 to make truck cabs and bodies, and other miscellaneous forms of wood equipment (Sanborn 1923, 1925; Ely 1930, 1931; Garner 1993, 30-32; Freeman 1996).

The SHD used Building 24 until 1935 as a general storage warehouse. The Department also may have employed Buildings 17 and 20 for the same purpose; additional research could confirm this. The State of Texas had to expend relatively few funds for the SHD shops and equipment, paying only 20 percent of market value for Federal material. The facility also swapped out unneeded equipment for new trucks (Sanborn 1935; Hubbard 1925, 29-31).

The SHD undertook projects not directly related to transportation. Between January 1, 1924 and January 1, 1925, in addition to completely overhauling 191 trucks and 48 trailers, staff designed and constructed 150 gallon capacity asphalt heaters out of army kitchen trailers. These cost the SHD \$50 apiece in materials, and they sold them for \$300 each. Also during this period, the SHD designed and constructed portable bunk houses fully equipped with four moveable bunks, stove, cabinet, lockers, and a table. These were not as lucrative; they earned a 100 percent mark-up (Ehlinger 1925).

Several fires consumed Camp Mabry buildings during the State Highway Department's tenure. After a great deal of interrogation and several hearings for each fire, the investigators were unable to establish the causes. Despite not finding a "culprit," the fires were never labeled accidental, only unsolved mysteries. The *Austin American* reported that the "U" Building, Warehouse Building #6, fire may have originated from spontaneous combustion in a pile of 14,000 wool Army blankets. Other records indicate that Board of Officers' exhaustive investigation failed to develop any facts about, or even workable clues to, the origin of the fire. The \$200,000 worth of SHD and Army equipment and surplus, and the SHD offices and records, might have been only partially lost, had keys been available to get inside the building. The Board of Officers, composed of Brigadier General J.F. Wolters, Colonel Charles L. Nimon, and Major Raymond Phelps, listed their losses from

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this fire at \$630,311.84. The two southernmost barracks burned in the late 1920s, as well, and although not used by the Highway Department, SHD night watchmen were held responsible for the entire camp's security (*Austin American* 1925; Heligbrodt 1943, 6).

In the early 1930s, Gib Gilchrist, Director of the State Highway Department, expressed dissatisfaction with Camp Mabry facilities, and began the arduous task of acquiring Camp Mabry property east of the railroad tracks. Early deed covenants specifying that Camp Mabry be used for military purposes required a memorandum of agreement in order to complete the property transfer.⁸ In 1932 the Adjutant General, Governor, Secretary of State, and State Board of Control signed the agreement saying that the parcel was "not needed, used, or required ... as a military reservation or for other military purposes (State of Texas Senate 1935; Gilchrist 1936)."

In 1935 the Legislature passed a special bill (S.B. 526) that authorized the State Highway Department to pay \$3,200 to the Adjutant General's Department for the parcel. In return, the Adjutant General's Department could use the proceeds to purchase land adjacent to 35th Street for a "suitable entrance" to Camp Mabry (Exhibit C). Anticipating no obstacles in the transfer, the SHD applied for a Public Works Administration (PWA) grant for the new buildings. In 1935 the National Recovery Administration created the PWA, an agency that employed workers to build projects of permanent value. The agency continued operations through 1939. The period overlaps several other agencies created under the New Deal with similar relief goals. The PWA awarded the Department almost one-third of the \$88,217 cost for the new maintenance headquarters. After three years of negotiation, the interested parties completed the transaction early in 1935, and by that summer had built a new headquarters shop. The new Highway Department facility, dubbed "Camp R.M. Hubbard," included "E"-shaped buildings with corrugated asbestos walls and concrete floors. The PWA stone and iron entrance gate was similar to the WPA stone and iron work begun at Camp Mabry the following year. A map prepared later by the International and Great Northern Railroad company titled *Camp R.M. Hubbard on Camp Mabry*, recognized the strong historical association that the Highway Department property had with Camp Mabry (State of Texas Senate 1935; Gilchrist 1936; International and Great Northern Railroad Co. 1935).

THE TEXAS NATIONAL GUARD, TEXAS RANGERS AND THE DEPARTMENT OF PUBLIC SAFETY

The Adjutant General maintained responsibility for the Texas Rangers from their formal organization in 1881 by Governor Davis until the Department of Public Safety unified the Texas Rangers with the State Highway Patrol into a single agency in 1935. One Camp Mabry legend is that the Texas Ranger Headquarters, between

⁸ More recent property issues have not considered the original covenants as sufficiently binding and thus would not have drafted such memorandum or legislation to change property function or ownership. John Peeler, Trustee for the Citizens Committee for Permanent Annual Encampment grounds, was still alive at this time. He died in 1940.

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1919 and 1935, were in Building 2, and that they were occasionally housed in the former S.A.M. barracks. Supportive written or photographic evidence however, has not yet been located to confirm this assumption. Governor Davis initially placed the Texas Rangers under the control of the Adjutant General's Department in 1870, at which time the Rangers were an entirely separate entity from the Texas Volunteer Guard, which was a primarily military organization.

When General Harley took office in September 1917, the Texas Ranger Force had six companies of Rangers totaling 378 men including captains and sergeants. About 300 Special Rangers served without pay, primarily to protect their ranches from "thieves and bandits." In January 1918 General Harley established the Loyalty Ranger Force to act as a Secret Service Department for the State. The Department was to "work in conjunction with all federal, state, county, and municipal officers in the enforcement of all State laws." House Bill No. 15, the "Hobby Loyalty Act" was of particular concern. General Harley revoked all Special Ranger commissions in December 1918 and immediately appointed 300 new Special Rangers. In the first decade of the 20th century some Texans became alarmed at abuses by the Texas rangers. Early in 1919, State Representative J.T. Canales instigated a two-month investigation into the Rangers' activities, which resulted in the March 1919 legislation limiting the entire force of Rangers to 76 men (Harley 1919; Richardson, Anderson, and Wallace 1993; Krenek 1980).

The Governor still turned immediately to the Rangers for help, and with local, contained, situations they were effective again. After 1919, the Governor called upon the Texas National Guard in situations that required more intervention than local enforcement could provide. The Guard found itself digressing from its military role, instead handling police issues. In this capacity, the Texas National Guard was called out first for the Galveston Dock Strikes of 1920. The Governor later called to the Texas National Guard for assistance with labor, prohibition, and racial conflicts in Longview, Mexia, Borger, and other cities (Barton 1923; Krenek 1980).

While the Texas National Guard tended to law enforcement issues, from 1929 to 1935, the State Highway Patrol which was part of the State Department of Highways, maintained training headquarters at Camp Mabry. While in training, men stayed in "the barracks just in front of the main gate," is possibly a reference to Building 45. The State Highway Patrol held training schools in 7- to 8-week sessions. Each class had as one of its first details the task of weeding and de-stoning the entire parade ground (Photo 15). The second training school in 1931 built "by hand" a road from near Building 6, to Mt. Bonnell on Lake Austin, and later "spent a good deal of [their] time fighting fires and searching for lost children in the area" (Weeks 1967; Krenek 1980).

In 1933, the Texas Legislature hired a Chicago research firm to study the entire structure of Texas government. The resulting report criticized Texas' use of the National Guard as a law enforcement agency, saying that it had been "designed purely for organized mass action such as is necessary in case of riot or widespread catastrophe. It is not suited for routine police duties." The report then recommended that the State

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create a single agency, the Department of Public Safety, as an "umbrella agency" over the Texas Rangers and the State Highway Patrol (Krenek 1980).

In 1935, two years after the research firm presented its findings, the 44th Legislature created the Department of Public Safety, joining the Texas Rangers with the Highway Patrol. The Adjutant General was told to provide suitable buildings, land, and state-owned equipment at Camp Mabry for the use of the new Department of Public Safety's training schools. The Public Safety Commission and the Adjutant General's Department agreed that the buildings and grounds would be returned to the Adjutant General's Department only "if and when, the Legislature provides permanent quarters elsewhere for the Department of Public Safety." The Department of Public Safety remained at Camp Mabry from 1935 to 1952. The Department of Public Safety maintained quarters and training facilities for Highway Patrolmen and Peace Officers, totaling 76,624 square feet of building space in Buildings 6, 7, 10, and 11, at Camp Mabry (State of Texas Congress 1935; Nesbitt 1935).

The Texas Highway Patrol built their first fixed radio station, KTXA, behind Building 6 in 1939. Wire was strung up to the water tower (no longer standing) for an antenna. The 400-watt station had nightly schedules with its counterparts in Houston, New Mexico, and Tulsa. The Highway Patrol maintained the radio station at Camp Mabry until 1942, when they relocated the station and its building to Fiskville.⁹ In 1947 the DPS returned to Camp Mabry, but were housed at the north end of the camp in the former (1918) instructional buildings. The DPS re-established and maintained their radio station and auto shops at Camp Mabry's north end, where they stayed until new facilities were available elsewhere in 1957 (Clark 1967).

In January 1949, Homer Garrison, Jr., Director of the Department of Public Safety, sent a letter to the Governor decriing conditions in Camp Mabry buildings as well as the lack of adequate space for his needs. He described Buildings 10 and 11 as "temporary structures" that were disintegrating to such an extent that maintenance was now practically impossible (Photo 7). Garrison said that, although he appreciated the kindness and cooperation of the Adjutant General's Department, he was severely handicapped by the "inadequate facilities." In addition, Adjutant General K.L. Berry had, according to Garrison, told him that the Texas National Guard needed the facilities for potential expansion of its military program. Although General Berry assured the Department of Public Safety that he did not intend to dispossess them of their location, he supported them in their request for new facilities (Garrison 1949).

⁹ The former Fiskville location is presently under I-35, although there is a remote possibility that the DPS moved the building again, back to Camp Mabry. If this is the case, the enlarged Building 5 could feasibly be the same building as the original station, and if so, was placed near its original location. As discussed in Section 7, because the date and associated context for Building 5 is uncertain, until additional information is available this property is Noncontributing.

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WORKS PROGRESS ADMINISTRATION AT CAMP MABRY

Works Progress Administration (WPA) projects formed the second major phase of construction at Camp Mabry from 1935 to 1942. Although the WPA construction was completed during Department of Public Safety presence at Camp Mabry, the Adjutant General's Department of Texas (AGTX) listed itself as the sponsoring agency, and the "National Guard Reservation" as the location.

The first WPA project approved for Camp Mabry consisted of necessary repairs and "other improvements to generally restore the useful value" of 15 buildings, 9 of which stored federal property. The 1935 project, No. 65-66-7742, required AGTX as the sponsor, to add \$38,000 to the WPA's \$92,000. Less than a month after approval, the WPA suspended the project stating "no funds [are] available for recision." In August 1938, the AGTX had completed the work described in 1935, and then re-submitted the original proposal as an invoice for a "Non-Federal Project approved under prior [Federal Emergency Relief Administration]" (Works Progress Administration 1935, 1936, 1938).

In April 1937, the WPA approved the AGTX proposal to dismantle Civilian Conservation Corps (CCC) camp buildings at Camps Boyd (Wise County, TX) and Camp Bowie (Montague Co, TX) and then transfer the salvaged materials to Camp Mabry for its building repair project (Works Progress Administration 1937).

The Works Progress Administration assigned the 1935/1938 project number to Camp Mabry's third proposal, approved in December 1937. Some of the most visible remnants of WPA work at Camp Mabry are the products of this third proposal. Using 88 workers, the WPA built "rock work fences," grouted and plain riprap drainage ditches, a flagpole base, and 21 cannon bases. They constructed roads and cleared, leveled, sodded, and drained the camp (Photos 4, 26, 27). Additionally, they built a four-room caretaker's apartment with a bath in each of the barracks and the administration building. For this project, the AGTX supplied \$8,586 to match the WPA's \$21,623 (Works Progress Administration December 1937; Department of Public Safety 1938).

CAMP MABRY IN WORLD WAR II

In 1941 Senator Lyndon B. Johnson served as a liaison between the Adjutant General J. Watt Page and President Roosevelt in securing WPA funds for improvements to the Texas National Guard facilities at Camp Mabry. On January 30, 1941, the Adjutant General received a Western Union telegram from Senator Tom Connally, giving official notice that the president had designated \$268,769 in federal money for WPA project # 50436 and that the "project is now eligible for operation at the discretion of the State Work Projects Administrator." This project included construction of ten architect-designed motor storage buildings, a paint shop, a general shop, storm sewers, wash racks, roads, and walks (Photos 6, 12, 13, 22). It also included demolition of some existing buildings and installation of plumbing, electrical facilities and sewer, water, and gas

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lines. Landscaping projects and included grading, leveling, sodding, excavating, backfilling and landscaping grounds (Johnson 1941).

As World War II began in Europe in September 1939 and U.S. involvement became a possibility, the Army determined that Camp Mabry should become a central military supply point for Texas. In August 1941 President Roosevelt and Prime Minister Winston Churchill formulated the eight articles of agreement (Atlantic Charter) that defined the United States' and England's aims during and after the war. Also in August, President Roosevelt signed the Selective Service Act Extension. The National Guard Bureau (NGB) established new priorities for the AGTX during this same month. Listed as the first priority was construction of new motor storage facilities and, as the second priority, construction of supply houses. NGB recommended that the National Guard use the WPA as much as possible in order to conserve funds. The WPA Relief Act for Fiscal Year 1942 (October 1941) included \$40 million in a special defense fund for projects certified as important for military purposes (Williams 1941; Page, Nimon, Colgazier et. al. 1940; Carruth 1989, 295-310).

In mid-September the War Department again called the Texas National Guard into federal service as the U.S. involvement seemed inevitable. It became a reality three months later in December 1941. The NGB anticipated that Texas troops would return with about 1,422 vehicles, 906 of them one ton or less. NGB requested that motor storage facilities be grouped at summer field training camps or state arsenals to serve as many units as possible. Because NGB was not authorized to fund motor storage facilities or expensive permanent buildings, the guidelines recommended semi-permanent construction of concrete block, hollow tile, and other semi-permanent types, with asbestos or other fireproof roofs. They recommended wood roof trusses whenever possible, structural steel to be used "only when the wood trusses are clearly impractical." These guidelines also specifically stated that NGB would not fund any construction at camps leased to the War Department. Ironically, the War Department leased the buildings, funded by and for the National Guard Bureau from AGTX almost immediately after their completion. Although the National Guard Bureau was prepared to furnish plans and specifications for the necessary buildings, courtesy of the Office of the Quartermaster General of the Army, the AGTX decided instead to hire architect, Wyatt C. Hedrick. Hedrick was a prominent Fort Worth architect and engineer, frequently selected to design functional military buildings for the War Department such as the Globe Aircraft Plant in Saginaw, Texas (Williams 1941; Knickerbocker 1943; Hedrick 1942).

Wyatt Hedrick began his career in architecture around 1920 working with designers Sanguinet & Staats and becoming a full partner by 1925. Later that year he established his own firm with offices in Houston, Dallas, and Fort Worth. Hedrick is most renowned for his civic and commercial buildings, such as the YWCA Building (1928), the Sanger Brothers Department Store (1929), the Fort Worth Light & Power Building (1930), the Texas and Pacific Terminal (1928-30), and the Main Post Office (1933). A Public Works Administration grant funded his Old City Hall and Public Safety Building (1938). Although Hedrick's stylistic influences ranged from Georgian Revival and Beaux Arts, to Art Deco and Moderne, to Post-Modern, his attention to structural and

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engineering detail remained consistent throughout his career of nearly 40 years (Downtown Fort Worth 1993; *Houston Post* 1964).

In October 1943, the Adjutant General agreed to allow the U.S. Army Corps of Engineers to lease six of the Hedrick/WPA motor storage buildings (Buildings 30-35) for the use of the Fifth Echelon Ordnance Maintenance Shops. The ordnance maintenance shops were responsible for rebuilding automotive engines and other automotive parts as the repair base for the Eighth Service Command. Although federalization of the Texas National Guard left much of Camp Mabry vacant, federal lease affected the Texas National Guard as well as the Department of Public Safety, the Federal Health Unit and the Selective Service. AGTX relocated equipment already in the new buildings to the "large wooden hangar formerly used by the motor shop," while the Texas Defense Guard Volunteers, (precursor to the Texas State Guard) retained one of the four new warehouses for its property (Banister 15 October, 2 November 1943).

The Fifth Echelon Ordnance Maintenance Shops originally were housed at Normoyle Ordnance Depot in San Antonio. There were eleven "5th Echelon" or "service command base" Ordnance Shops in the United States; each service command had one shop, except for the Ninth Service Command, which had two. They sought an alternate location for their shops as a result of the Army Air Forces taking over their San Antonio facilities. The buildings sought for the operation needed "to be as large an individual capacity as possible," and it was "desirable that they have no posts or other obstructions in this floor space." Ideally, these buildings would have to be "grouped closely together with suitable hard standing around them." They also required a nearby railroad siding. The repair base for the Eighth Service Command (headquartered at Fort Sam Houston in San Antonio) planned to relocate to Camp Mabry. The Army anticipated that the Fifth Echelon would need the Camp Mabry motor storage buildings at least through June 1944, with the lease renewable until 1954. The War Department reassured the Adjutant General and the National Guard Bureau that this was a temporary arrangement in that following the close of the war, they planned to relocate the shops to "some permanent Army establishment" such as Red River Ordnance Depot. Brigadier General J. Watt Page was the Adjutant General of Texas when the negotiation began and Brigadier General Arthur B. Knickerbocker inherited the arrangement when he replaced Page as the Adjutant General in 1943¹⁰ (Knickerbocker 1943; Austin 1943).

Although Camp Mabry was "ideal" for the 1943 temporary arrangement, the War Department required that "certain improvements" be made to adapt the motor storage buildings to the purpose at hand. The "very extensive alterations" included increased light, ventilation, heat, and concrete or heavy asphalt floors at a cost of nearly \$35,000. The Army felt certain that these improvements would "result in distinct advantages to the State and their use by the Texas National Guard" after the lease ended. In 1947 however, General Knickerbocker

¹⁰ General Page was the first Adjutant General of Texas known to actually live on post; another may have preceded him and could be established with additional research.

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requested federal funds for "restoration of buildings damaged by the Federal Government." According to Knickerbocker, the addition of windows and partitions for increased light and ventilation had destroyed the usefulness of the buildings meant for secure storage. Upon receiving federal funds, the Adjutant General's Department infilled many of the windows and doors with hollow tile or concrete block, while other windows and doors remained as the Army left them (Austin 1943; Knickerbocker 1947; War Department 1943; Camp Mabry-PICA 1942).

After making the necessary physical improvements, relocating equipment from San Antonio, and hiring shop workers, the ordnance maintenance shop, renamed "Mabry Ordnance Shop," began operations on November 1, 1943. The shop employed 300, at first, anticipating a maximum of only 582, all civilians. At its peak, the shop employed 732 employees, primarily local Austin civilians; only 76 had relocated from Camp Normoyle. The large number defined the Camp Mabry Ordnance Shops as the largest "industry" in Travis County (Donovan 1943; *Austin American-Statesman* 1945).

The Mabry Ordnance Shop reputation reached beyond Travis County lines with its reputation for excellence both within, and outside of, the military. Major J.F. Hassell, Chief of the Fifth Echelon Section of the Office of the Chief of Ordnance of Detroit, signed the Camp Mabry visitor's book with the highest of compliments: An engine built at Mabry will render longer and better service than the original engine built at the factory. Camp Mabry had the highest productivity rate and the fewest employees for engine production and power train production, out of 11 other such shops. Atlanta consistently had the second productivity level for the eleven Ordnance Shops (U.S. Army Service Forces 1944, 1945; *Austin American-Statesman* 1945).

Not only was the Mabry Ordnance Shop outstanding in productivity, it prided itself on a number of "firsts" within the country's military base shops.¹¹ It was the first base shop to use a moving conveyor belt, the first to build an air-operated valve guide press as part of the engine conveyor, and the first to invent and use a one-man engine turnover stand as part of a conveyor. Mabry Ordnance Shop workers built the conveyor system entirely from scrap and waste material, and included a pipe and ball-bearing operational system. This shop was the first to build axles, transmissions, and transfer cases on an assembly line, and the first to manufacture reusable overseas engine and heavy unit containers, reportedly saving the U.S. Government more than \$40,000. Another of their innovations utilized existing vat tanks for cleaning blocks and parts by welding together and using a gravity conveyor on the inside. An enthusiastic worker chronicling the shop's achievements highlighted another Mabry innovation, although probably not a first, was the preparation of the engines in such a fashion so that they could run under water, provided that the exhaust and air intake was above water ("Mabry Firsts" 1945; *Austin American-Statesman* 1945; "Some More 'Did You Knows?'" 1945, 66).

¹¹ Although Camp Mabry has supported many non-military functions throughout its history, it has consistently, with or without soldiers, retained its "military reservation" identity.

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A February 1945 article in the *Austin American* commended the Camp Mabry spirit as reflected in a contemporaneous Report of the War Department Manpower Board:

While other installations might install conveyor belts and might pattern their physical layout and their team organization after that found here [Camp Mabry], they will not necessarily thereby reach the output ratio of this installation. It will also be necessary for other similar installations to instill in all personnel the spirit shown at this station. At any installation where lethargy has become habitual, and where the individual's production is limited by his own private quota, the above figures cannot be approached (*Austin American-Statesman* 1945).

The Camp Mabry Ordnance Shop further enhanced the significance of its high production and quality level with their employment of disabled veterans. Half of the Ordnance Shop employees were disabled, and 126 of them veterans, most of whom had never before seen an assembly line. In the "Special Souvenir Edition" of *The Mabry News*, the writer stated his belief that Camp Mabry was the first Army post in the U.S. to establish a disabled veterans automotive school, a 90-day course offered primarily to discharged, disabled veterans. The Mabry Ordnance Shop earned a good deal of publicity for its innovations that allowed disabled workers to produce quality and quantity at levels comparable to able-bodied workers. As a result, the disabled veterans no longer considered themselves particularly handicapped ("Camp Mabry Ordnance Shop. . ." 1945, 1, 23; Vaughn 1945, 50-53).

Major James W. Dewberry, the Ordnance Shop's commanding officer, noticed the contagious nature of the veterans' confidence. Dewberry sent several disabled students, one of whom had only one arm and another of whom was legally blind, on a mission to spread this confidence to wounded veterans in Army general hospitals throughout the country. Instructors and demonstrators accompanied the students in their recruiting efforts. After "recruiters" were reprimanded for going too far out of channels, but they restricted themselves to the several general hospitals within the Eighth Service Command. Major Dewberry drafted a letter presented to each disabled soldier as he was discharged from the hospital. The letter offered employment regardless of how badly handicapped the soldier might be. Dewberry's words encouraged those who may have felt despair for their futures as a result of the injuries. He told each recipient of the letter that he "could not be physically handicapped beyond our ability to teach him a salary demanding skill or trade" ("Camp Mabry Ordnance Shop. . ." 1945; "Mabry Started. . ." 1945, 68).

The Mabry Ordnance Shop's rehabilitation courses attracted attention not only from newspapers and magazines nationwide (*Christian Science Monitor*, *Welding Engineer*, and others), but from Hollywood as well. Paramount News and Universal News Service filmed new shorts featuring the tools designed especially for armless veterans at Camp Mabry. One employee commented that "it was funny just to keep on talking and working with a fellow pointing that camera 'atcha' all the time --- kinda peculiar feelin'!" The Hollywood

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presence at Camp Mabry gave a boost to the Austin theater business, as one of the soldiers complained, "Now we all have gotta see every darn show that comes to town, spending all our do \$ re \$ me for the next coupla years hoping to see ourselves. Now, those moving picture folks are smart folks -- ain't they?! ("Mabry Started . . ." 1945, 68; "Yep! . . ." 1945, 97)"

Several hospitals sent representatives to Camp Mabry to view the shop's work in progress. As a leader in the field, the Mabry Ordnance Shop inspired the Army to adopt a national program for all general hospitals to teach automotive rehabilitation courses ("Mabry Started . . ." 1945, 68).

More than 100 disabled veterans completed the automotive rehabilitation course at Camp Mabry by the time World War II ended. The War Department listed as surplus the "5th Echelon Motor Maintenance Repair Shop" facilities at Camp Mabry, effective December 31, 1945. Lieutenant Colonel Dewberry wrote a "thank you" letter to General Knickerbocker two weeks prior to the shop's "inactivation" on January 31, 1946. He demonstrated his appreciation for the "splendid assistance rendered" by presenting a gift to the Texas National Guard. Dewberry's employees, with their own time and money, built their own Club House (restaurant) with a large adjoining concrete dance floor. The Ordnance Shop employees donated Building 49 with all tables, benches, and the adjoining concrete dance floor to the Texas National Guard. Dewberry relayed to General Knickerbocker that his employees "feel that the Texas National Guard signifies the cause for which our personnel labored, and are proud to donate their building to such a worthy organization (Cowley 1945; Dewberry 1946)."

POST WWII

ROYAL CANADIAN AIR FORCE

At the close of World War II, the Royal Canadian Air Force (RCAF) recognized the dedication of Texas soldiers. Prior to the United States involvement in World War II, 628 Texas soldiers volunteered their services to the RCAF in the August 1940 *Battle of Britain*. As an expression of gratitude, the Canadian Government presented the Thunderbird Totem Pole to the State of Texas. RCAF representatives presented the pole in April 1949 to General K.L. Berry and Governor Beauford Jester for the Texans who served with the Royal Canadian Air Force in World War II. (Paull 1949; Carruth 1989).

Chief Mathias Joe Capilano, Hereditary Chief of the Capilano Band of the Squamish Indians in British Columbia, carved the pole in the tradition of the coastal native Indians of British Columbia. Figure and symbol carvings on the totem poles portray tribal, family, personal, and clan history, as well as legends and mythology. The President of the Grand Council of North American Brotherhood, Andrew Paull responded to a request for the history and significance of this particular totem pole. The thunderbird represents a philosophy of the survival

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of the fittest, mentally and physically, and that the creator of this world has the Thunderbird to look after this world (Paull 1949).

Although the totem pole was recently re-painted, the paint selected reflects the old faded colors rather than the original vibrant and glossy blue, red, yellow, and green (a 1949 color transparency demonstrates the totem pole's original and unusually bright hues) (Paull 1949; "Totem Pole" 1949).

Also following the close of the war, the Adjutant General sought to remove other Federal agencies that had used Camp Mabry facilities during the war. One of these agencies, the United States Federal Health Malarial Control Unit (a.k.a. Malaria Control Division) used Buildings 24, 26, and "a few other places on the reservation" for storage of insecticides, typhus and malaria control substances, and related materials (Photo 13). General Knickerbocker first requested in October 1943 that the Federal Health Unit relocate, and then repeated the request in January 1947. He issued the later request on behalf of the U.S. Property and Disbursement Officer, who needed secure storage for 594 jeeps expected to arrive at Camp Mabry later that month. The jeeps needed repainting, the task for which Building 26 was designed. Although the State Health Officer agreed in April 1947 to relocate upon finding suitable alternate facilities, the new Adjutant General had to write again to the Malaria Control Division in September, requesting that they vacate Camp Mabry no later than October 10, 1947 (Banister 2 November 1943; Miles 1947; Knickerbocker 23 January, 4 April 1947; Mason 1947; Cox 1947; Berry 1947).

COLD WAR

The Adjutant General's Department constructed many buildings at Camp Mabry during the Cold War years, none of which was actually associated with that political environment. Camp Mabry's only such association was the conversion of the 1918 Steam Plant/Pump House remains into a fallout shelter. It was the only known shelter in the area and the Guard chose to keep the shelter location as "privileged information." The Steam Plant/Shelter has been a storage facility for a number of years.

SUMMARY OF SIGNIFICANCE

MILITARY - 1892-1946

Camp Mabry has supported the Texas military forces headquarters since the Texas Volunteer Guard established their Permanent Annual Encampment site here in 1892. Statewide military forces mobilized at Camp Mabry in 1898 for the Spanish-American War. Attendance levels for the annual sham battles, both before and after the Spanish-American war, indicate the extent to which the community supported Texas military forces. When the United States created the National Guard in 1903, Texas legislators re-named the Texas Volunteer

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Guard the "Texas National Guard." The change required John Peeler, representing the Citizens Committee for Permanent Annual Encampment, to once again persuade Texas legislators of the merits of Camp Mabry as military headquarters.

In 1916, Camp Mabry became home to the Texas National Guard's first State-funded building, which allowed the governor to remove ordnance from the Capitol basement where it had been stored since the 1880s and relocate the ordnance to the new arsenal. The War Department federalized the Texas National Guard in 1917 for World War I, which temporarily left Camp Mabry available for other functions. One of these functions, the U.S. War Department's dual-mission partnership with the University of Texas, is discussed in more detail in the "Education and Training" section.

During World War II, as the Texas National Guard again went into federal service, Camp Mabry facilities were again largely available for other uses. Soon after TNG was federalized in 1941, the War Department authorized the State to organize the Texas Defense Guard (name changed in 1947 to Texas State Guard Reserve Corps) so as to have an available "internal security force" during the TNG absence. The 5th Battalion of the Texas Defense Guard trained at Camp Mabry during World War II. In May 1947 Texas "became the first State to reorganize its State Guard after World War II on an inactive status ready for immediate mobilization in case of emergency." the War Department leased six of Camp Mabry's newly constructed motor storage buildings to serve as headquarters for the Fifth Echelon Motor Maintenance Shops.

EDUCATION - 1918-1946

The War Department Committee on Education and Special Training formed a partnership with the University of Texas to train several thousand men who had at least grammar school (or equivalent) educations to be competent automobile mechanics. The partnership inspired by the war effort allowed many young men to receive technical training that they might otherwise not have afforded. The University of Texas financed and supervised the construction of every extant building associated with the first major (permanent) building period at Camp Mabry. In addition to providing buildings, the university provided the instructors, supervised the student-soldier selection process, and sought necessary instructional equipment and "test projects." Although War Department responsibilities beyond providing food and salaries were relatively limited, they had agreed to provide necessary equipment and materials for the classes. Having failed to do so, the university took on the responsibility of locating teaching materials. Near the close of each session local citizens brought in their own cars for repair (and practice material).

As University of Texas President Vinson anticipated, the war "lasted long enough" for the university buildings to "pay for themselves" and thus ownership could then be transferred to the Texas National Guard. Camp Mabry continued to support educational missions even after parting with the University of Texas in 1919 after the close of World War I. The State Highway Patrol training headquarters were at Camp Mabry from 1930

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to 1935. After the Department of Public Safety (DPS) unified the Texas Rangers and the State Highway Patrol in 1935, Texas legislators passed a bill requiring the Adjutant General's Department to provide facilities at Camp Mabry for DPS training school headquarters. The U.S. Army Air Corps Intelligence School conducted officer training in the DPS facilities at Camp Mabry in the 1940s, as did the "Special Training School" for foreign officers with trainees from other nations including Mexico, Chile, and Argentina. In 1942 the Department of Public Safety and the American Legion hosted instruction for the "War Reserve Police." At least one woman participated in this course, while another DPS program targeted women for automobile mechanics training in the DPS shop facilities in Building 6.

The Mabry Ordnance Shops under federal control during World War II went beyond their assigned military mission, and established a 90-day rehabilitation course for disabled veterans, a course which taught them skills useful for post-war employment. Observed by Army officials and hospital administrators, the program set an example for future training of disabled veterans throughout the country. In combining educational and military training, the Texas State Guard began holding its district field mobilization training schools at Camp Mabry in 1944.

ARCHITECTURAL SIGNIFICANCE

The Camp Mabry Historic District maintains character that is distinguished, and buffered from surrounding Austin development. The district features design and planning elements common to 19th and early 20th century military installations. However, because of the Adjutant General's Department's (AGTX) partnerships with non-military entities, and evolving missions within the AGTX, the district reflects Camp Mabry's individuality through architecture and design. The site selected for the 1892 permanent encampment grounds is adjacent to a railroad line, and the buildings, as did the earlier tents, surround the parade ground. Both features are representative of Army encampment and mobilization grounds.

The variety in building types and materials at Camp Mabry reflects the conditions at the time of construction. Most of the historic buildings have a long rectangular plan, but deviate in materials, roof type, and design.

The contract between the University of Texas and the U.S. Army allowed some variation in 1918 construction. The barracks follow a general trend for dormitory or cantonment style buildings, but they are much larger than the recommended barracks plans and are built of brick rather than wood. The mess hall is especially unusual, in that it is a design common for frame construction but unique in brick. The War Department's Emergency Construction Division (1918 manual) set out guidelines for time and money conservation for rapid war-time construction. Although these criteria applied to Camp Mabry, President Vinson frequently ignored the recommendations in his requests of Endress.

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The instruction buildings are representative of standard plans, closely following the Albert Kahn World War I designs for airplane hangars. The architect explained his plan preference, as having adapted "the standard garage type of the Air Service." He selected the hangar-type for its design flexibility and open interior, as well as for its strong roof truss system and limited foundation requirements.

The Ordnance Shop designs are architecturally significant for their association with Fort Worth architect Wyatt C. Hedrick. Hedrick designed numerous military buildings and infrastructure for the War Department including the Globe Aircraft Plant near Fort Worth and Naval Installation buildings in New Orleans. He was frequently commended for the structural engineering components of designs. In addition to military buildings, Hedrick designed a substantial number of civic and commercial buildings, as well as several railroad depots in Texas. The storage buildings are significant also for the use of locally available limestone, and for the WPA labor employed in constructing the buildings.

INTEGRITY

The Camp Mabry Historic District has maintained the integrity of its location. The installation boundaries have not changed since 1935 when Parcel 3B was sold to the State Highway Department, the Adjutant General's Department purchased frontage property allowing Camp Mabry access from West 35th Street. The bulk of the district has been intact since 1892/1912. Extant buildings, infrastructure, and landscape features are in their historic and original locations.

Camp Mabry maintains integrity of setting to a high degree. Within the district, Noncontributing elements make up about 49 percent of the sites. Most of the Noncontributing buildings are situated such that detract minimally from the significance of the historic district. The surrounding area has evolved with residential development and institutions. Both the State School and the Texas Department of Transportation are "historic neighbors" who have added buildings. The most intrusive change in the district's setting is the installation of Mopac expressway on either side of the railroad tracks. The Parade Ground, old oak trees, undeveloped training area, and interior roadways have maintained their integrity.

Most elements maintain their integrity of materials. Exceptions are buildings that have experienced the addition of cement asbestos siding, stucco, and aluminum windows. Some of the district's recent construction uses yellow brick or white stone. These materials are compatible with the historic buildings, although the designs created with them may not be.

Elements Contributing to the district have maintained integrity of workmanship, with the exception of those buildings considered Contributing despite asbestos siding application.

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As a district, the design integrity is very much intact; several individual buildings however, no longer contribute the district's historic character and feeling. Many of the buildings have suffered minor integrity issues, but generally convey the historic nature of the resource.

Feeling and association are strongly tied into the other five aspects, both retain integrity to a high degree. Camp Mabry has been continually associated with the Texas National Guard/Texas Volunteer Guard since the camp's establishment in 1892.

SUMMARY OF PRESERVATION EFFORTS OF PAST AND FUTURE PLANS

Preservation efforts at Camp Mabry have been minimal until recently (within the last five years). The Camp Mabry Historic District features several subject markers. Camp Mabry has received no other local, state or national historic designations.

In the early 1970s, the Adjutant General's Department (AGTX) restored Buildings 1 and 10 to resemble their original appearance. Also in the early 1970s, in direct opposition of any AGTX preservation efforts, the Texas Department of Transportation removed one-third of the district's oldest building (41), at the objection of the Adjutant General. The truncation was necessary to install an access/exit lane for the Mopac expressway. As a "consolation," the City of Austin then painstakingly rebuilt the WPA wall on the southeast corner of the camp to accommodate the entrance/exit loop and a large oak tree. The rebuilt portion of the wall is nearly indistinguishable from the original. The exception is a section that suffered damage in an automobile accident and was later repaired with incompatible materials

In 1995, the AGTX had a historic architect and engineer prepare a thorough structural report on buildings 10, 11, 14, and 15. A 1990 structural report for Building 10 recommended demolition and reconstruction of the barracks (advice not taken). The most recent report, however, has led to plans for the restoration of Building 14, and a search for funds to bring Buildings 11 and 15 up to current building codes.

In the early 1990s, the Texas Army National Guard (TXARNG) became familiar with the National Historic Preservation Act and that law's requirements. TXARNG now consults with the Texas Historical Commission on a regular basis to coordinate and consult on projects that may affect a historic property. Camp Mabry features, as headquarters of the Texas National Guard, an in-house Cultural Resources staff ready to handle preservation-related issues as they arise. The agency now has an approved Interim Cultural Resources Management Plan and is working on a Historic Preservation Plan. In 1996, the AGTX formed a partnership with the Texas Historical Commission. The team was awarded a Legacy grant for Historic Preservation Week that includes a Camp Mabry Historic District self-guided walking tour booklet. Following approval for listing on the National Register, AGTX plans to immediately pursue State Archeological Landmark status for the Camp Mabry Historic District.

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CONCLUSION

Camp Mabry maintains a strong association with the evolution of Texas military forces. Within the district's period of significance the Texas Volunteer Guard and Texas National Guard have cycled through periods of primarily community support, federal support, and state support. Camp Mabry has continued to represent the Texas National Guard's unfamiliar role as a combination state and federal military entity. Although no longer necessary for Camp Mabry's survival, community involvement and support remain a part of the district's identity. Individual elements Contributing to the district each represent Camp Mabry activities not only for the element's date of construction or establishment, but for its continuous contributions throughout the period of significance. This is especially true of the district as a whole in which the elements present visual representation of the camp's evolving physical and administrative history.

Building styles, plans, and site features exhibit tangible evidence of specific Camp Mabry facility requirements, design values, and material or labor availability, combined with regional or national events or building trends. Limestone is an indigenous material used in many of the district's Contributing buildings and infrastructure. The partnership between the University of Texas and the War Department established permanent buildings at no expense to the State. Camp Mabry grounds have supported annual training for the Texas National Guard as well as the Guard from other states and the U.S. Army. The troops participated in the Spanish-American War, Mexican Border Conflict, World War I, and World War II. In addition, the troops responded to civil emergencies. The rifle range enabled selected Texas soldiers to participate in annual national rifle competitions. Two major building periods represent the district's supportive role in the larger trend of Army mechanization. Other national issues in which Camp Mabry has played a part included the New Deal's relief efforts for the unemployed, and training efforts for disabled veterans. Camp Mabry has supported missions of other agencies in addition to the Guard and U.S. Army including the Texas Rangers, State Highway Department, State Highway Patrol, and the Department of Public Safety.

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10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: approximately 220 acres

UTM REFERENCES	Zone	Easting	Northing	Zone	Easting	Northing
	1 14	619120	3355080	3 14	619480	3353400
	2 14	619640	3354820	4 14	618520	3353860

VERBAL BOUNDARY DESCRIPTION (see continuation sheet 10-94)

BOUNDARY JUSTIFICATION (see continuation sheet 10-94)

11. FORM PREPARED BY (with assistance from Amy Dase and Mary Dillman, THC Historians)

NAME/TITLE: Laurie A. Marder / Historian; Alan J. Wormser / Director of Cultural Resources; Stephen C. Stringer / Archeologist Assistant; Dawn M. Sullo / Archeologist Assistant; Christina M. Leshley / Staff Archeologist

ORGANIZATION: The Adjutant General's Department of Texas

DATE: June 7, 1996

STREET & NUMBER: ATTN: AGTX-EV, P.O. Box 5218

TELEPHONE: (512) 465-5001

CITY OR TOWN: Austin

STATE: TX

ZIP CODE: 78763-5218

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

MAPS (see continuation sheet Map-95 through Map-112)

PHOTOGRAPHS (see continuation sheet Photo-113 through Photo-115)

ADDITIONAL ITEMS

PROPERTY OWNER

NAME: State of Texas (The Adjutant General's Department of Texas)

STREET & NUMBER: ATTN: Facilities and Engineering, P.O. Box 5218

TELEPHONE: (512) 465-5071

CITY OR TOWN: Austin

STATE: TX

ZIP CODE: 78763-5218

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National Park Service

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Section 10 Page 94

Camp Mabry Historic District
Austin, Travis County, Texas

VERBAL BOUNDARY DESCRIPTION

Beginning at a point at the southwest corner of the property line of Parcel 5 (see Exhibit C, Parcel Acquisition Map, Map-103), proceed northeast along the western property line of Parcel 5 and Parcel 1-A. At the northwest corner of the property line of Parcel 1-A, proceed southeast along the northern property line of Parcel 1-A until reaching the centerline of Maintenance Drive (see Exhibit A, District Map, Map-95). Then proceed north along the centerline of Maintenance Drive until reaching the center point of its intersection with Division Drive. Proceed east along the centerline of Division Drive until reaching the west curblineline of Horseshoe Bend, an auxiliary road to Mopac (Loop 1). Then proceed south along the west curblineline of Horseshoe Bend following the eastern property line of Parcels 3-A, 2, and 1-B. At the southeast corner of the property line of Parcel 1-B, proceed west along the southern property line of Parcel 1-B, until reaching the northeast corner of the property line of Parcel 8. Then proceed south along the property line of Parcels 8 and 9 until reaching the southeast corner of the property line of Parcel 9, at the north curblineline of West 35th Street. Then proceed west along the north curblineline of West 35th Street, following the southern property line of Parcels 9, 8, 6, and 7. At the southwest corner of the property line of Parcel 7, proceed north along the western property line of Parcel 7 until reaching the southern property line of Parcel 5. Then proceed northwest along the southern property line of Parcel 5 until reaching the northeast corner of the property line of Parcel 4. Then proceed southwest along the eastern property line of Parcel 4 until reaching the southeast corner of the property line of Parcel 4. Then proceed northwest along the southern property line of Parcel 4 until reaching the southwest corner of the property line of Parcel 4. Then proceed northeast along the property line of Parcel 4 until reaching the northwest corner of the property line of Parcel 4, at the southern property line of Parcel 5. Then proceed northwest along the southern property line of Parcel 5 until reaching the point of origin. Parcels 1-A, 1-B, 2, 3-A, 4, 5, 6, 7, 8, and 9, along with the southeastern portion of Parcel 10, are included in the Camp Mabry Historic District.

BOUNDARY JUSTIFICATION

The boundaries for the approximately 220 acre Camp Mabry Historic District fall within the historic 1935 boundary of Camp Mabry, with the southern boundary, eastern boundary, and half of the western boundary directly aligned with the historic boundary. All of the parcels included within the boundaries support historic resources associated with military activity at Camp Mabry since its establishment in 1892. Parcel 9, though not officially acquired by Camp Mabry until 1952, retains a part of site 103, a ca. 1936 stone wall associated with the camp and a Contributing structure to the district. Although the northwestern portion of the camp is still used for physical training, orienteering, and testing military vehicles, much as it has since 1918, most of Parcel 10 supports no extant historic resources. In addition, recent military construction has intruded onto this portion of the camp, and intermittent landfill activities have somewhat altered the topography. Therefore, only the portions of Parcel 10 retaining historic resources are included in the historic district. The varied topography and dense foliage prevent the newer construction in Parcel 10 from detracting from the historic integrity of the adjacent historic district.

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**National Register of Historic Places
Continuation Sheet**

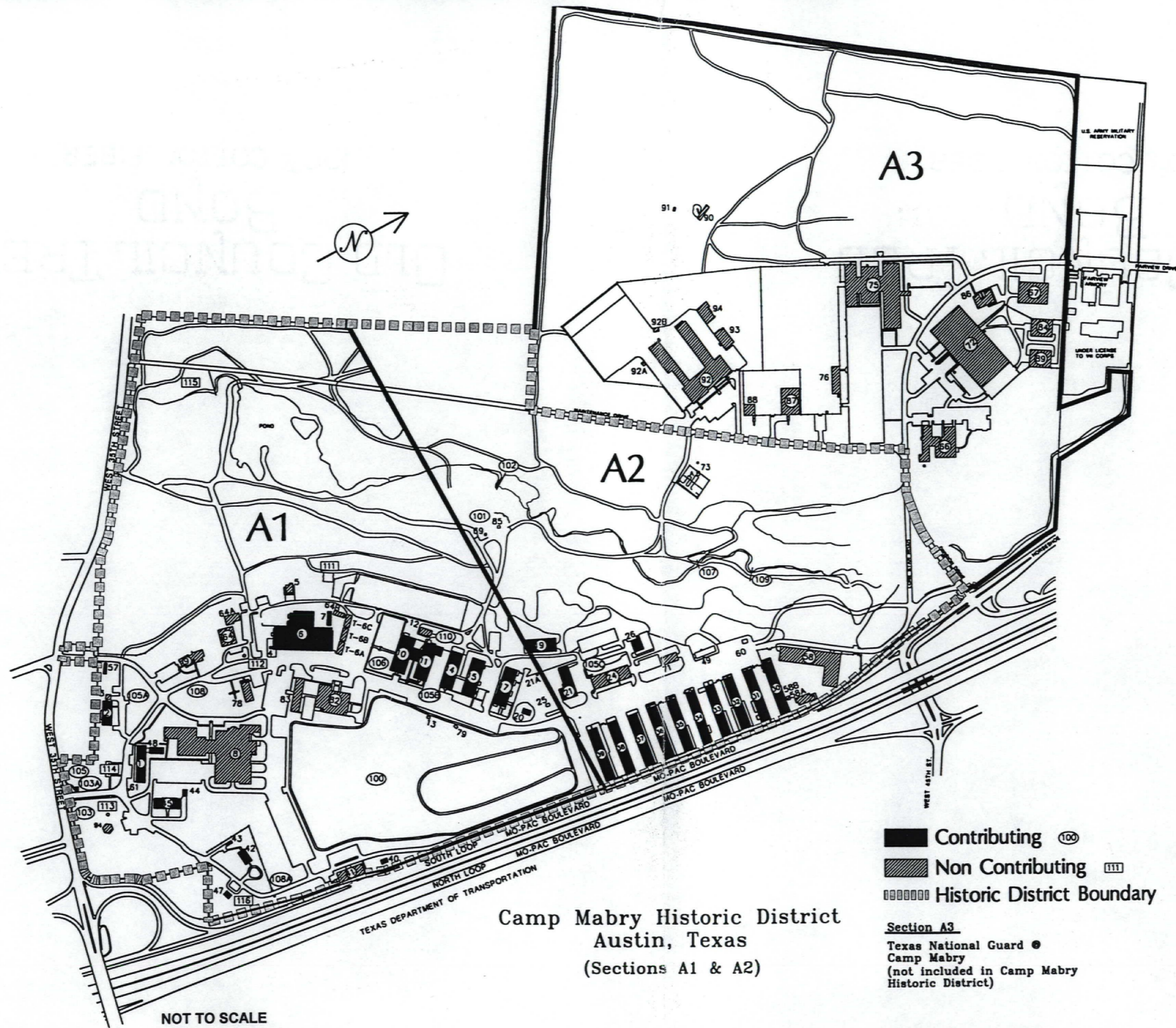
Section MAP Page 95

Camp Mabry Historic District
Austin, Travis County, Texas

Exhibit A

Camp Mabry

Showing Contributing and Noncontributing resources, site numbers, and district boundary



Camp Mabry Historic District
Austin, Texas
(Sections A1 & A2)

- Contributing (100)
- ▨ Non Contributing (111)
- ⋯ Historic District Boundary

Section A3
Texas National Guard ●
Camp Mabry
(not included in Camp Mabry
Historic District)

NOT TO SCALE

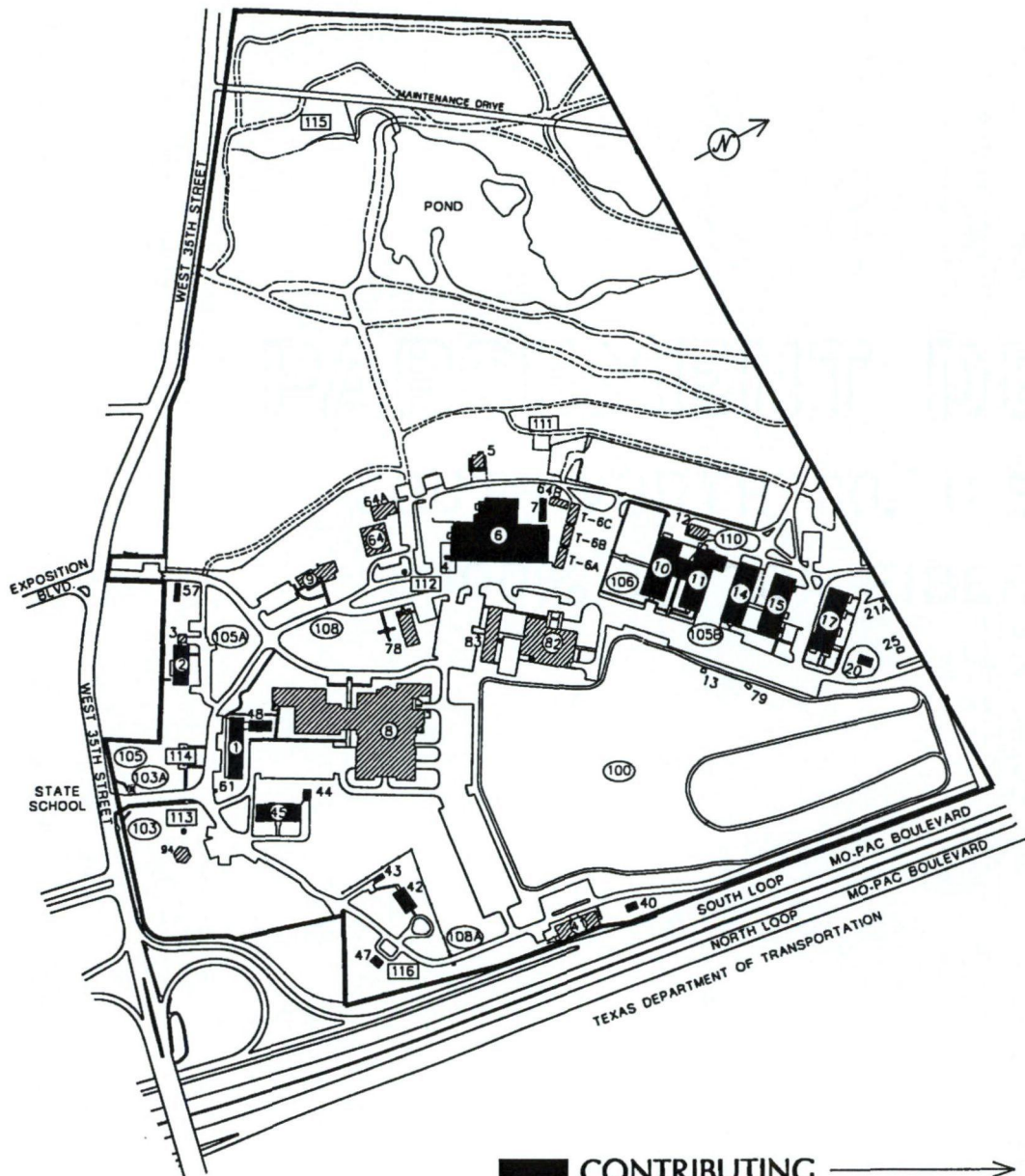
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National Park Service

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Section MAP Page 96

Camp Mabry Historic District
Austin, Travis County, Texas

Section A1 of the Camp Mabry Historic District showing Contributing and Noncontributing resources



A1



NOT TO SCALE

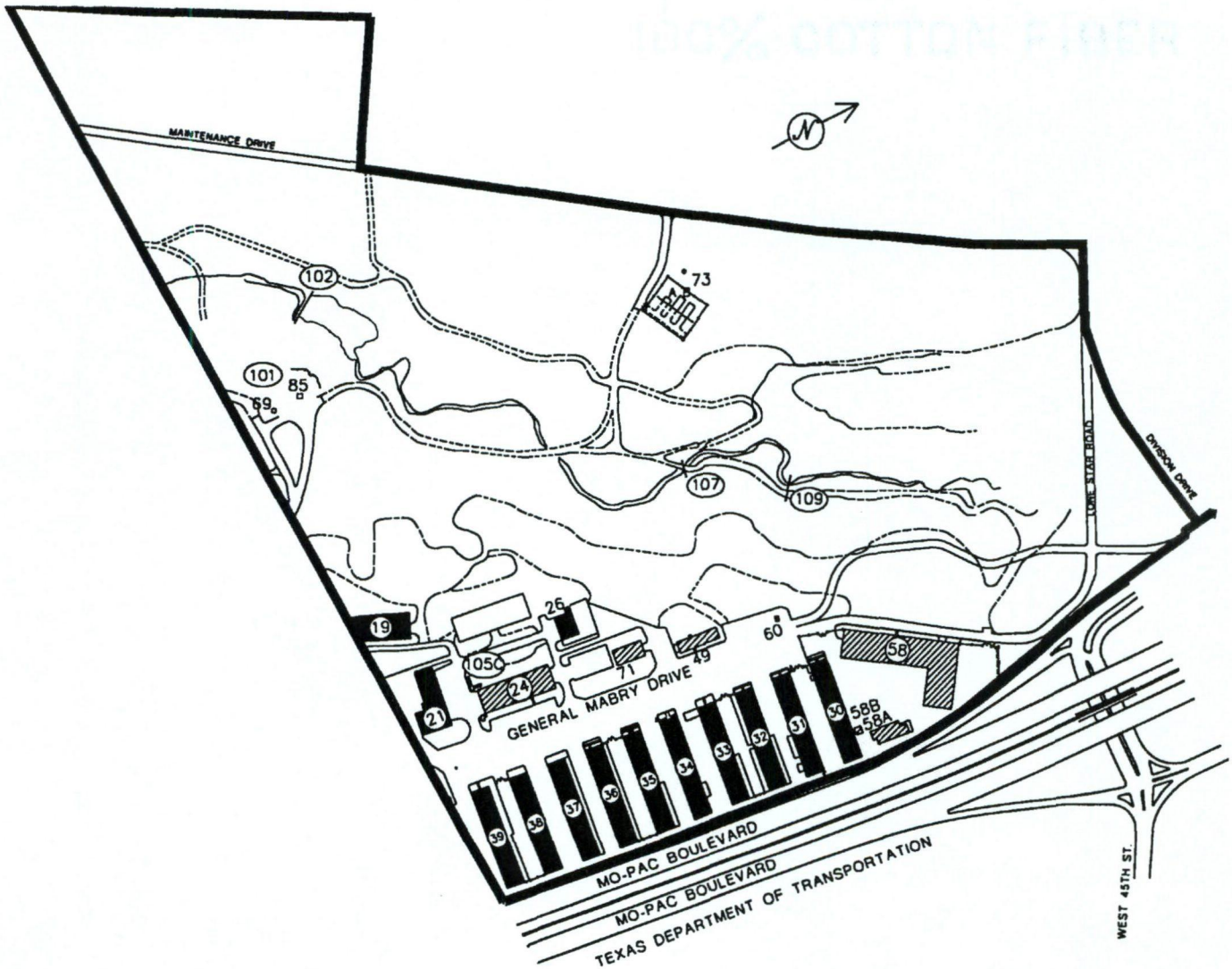
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Section MAP Page 97

Camp Mabry Historic District
Austin, Travis County, Texas

Section A2 of the Camp Mabry Historic District showing Contributing and Noncontributing resources



A2



NOT TO SCALE

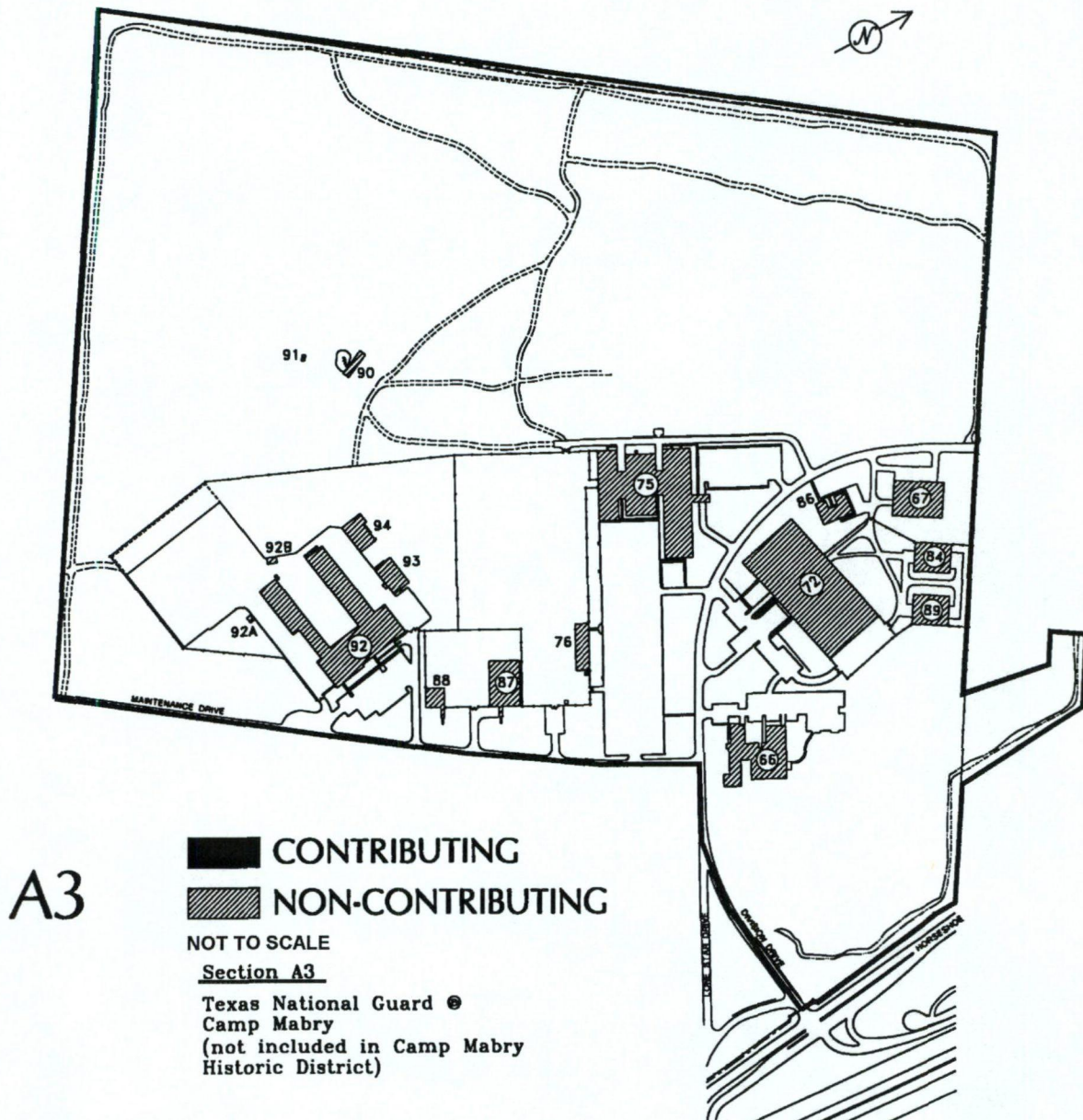
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Section MAP Page 98

Camp Mabry Historic District
Austin, Travis County, Texas

Section A3 of Camp Mabry
showing non-historic resources not included in the district's boundaries



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Section MAP Page 99

Camp Mabry Historic District
Austin, Travis County, Texas

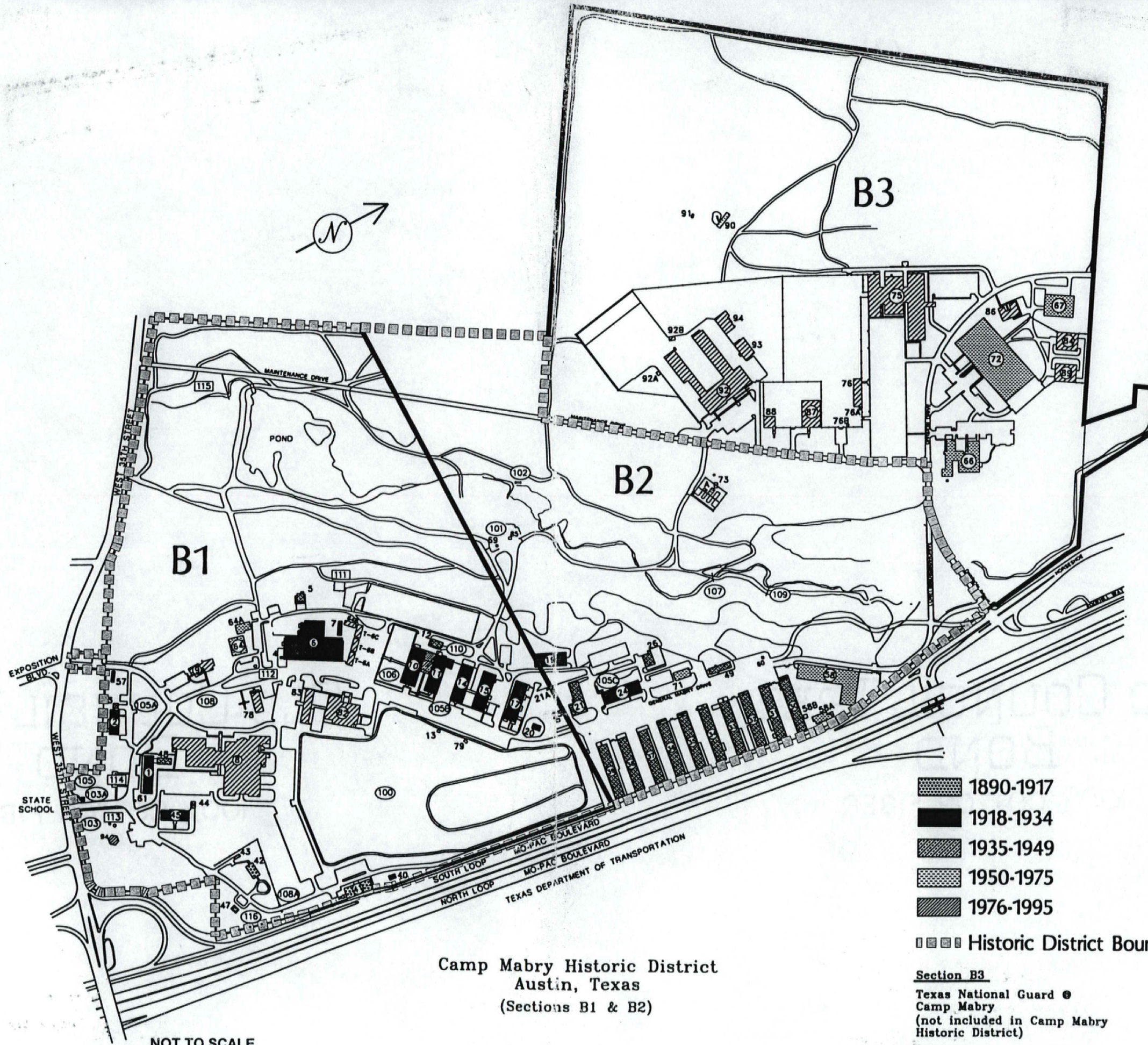
Exhibit B

Camp Mabry

Dates of construction for entire camp







OLD COUNCIL TREE
BOND
COTTON

OLD COUNCIL TREE
BOND
COTTON



Camp Mabry Historic District
 Austin, Texas
 (Sections B1 & B2)

NOT TO SCALE

-  1890-1917
-  1918-1934
-  1935-1949
-  1950-1975
-  1976-1995
-  Historic District Boundary

Section B3
 Texas National Guard ●
 Camp Mabry
 (not included in Camp Mabry
 Historic District)

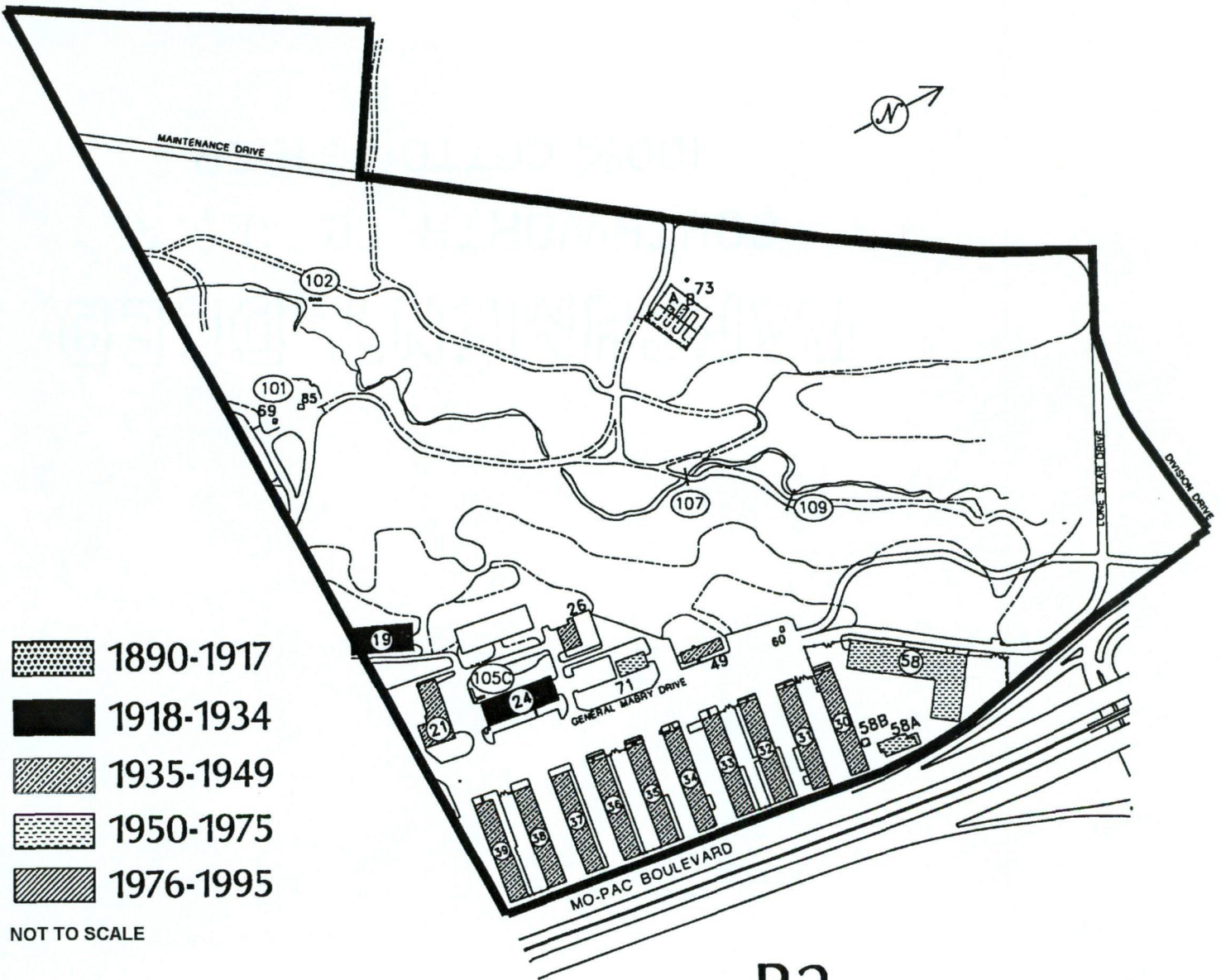
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Section MAP Page 101

Camp Mabry Historic District
Austin, Travis County, Texas

Section B2 of the Camp Mabry Historic District showing dates of construction for section B2



NOT TO SCALE

B2

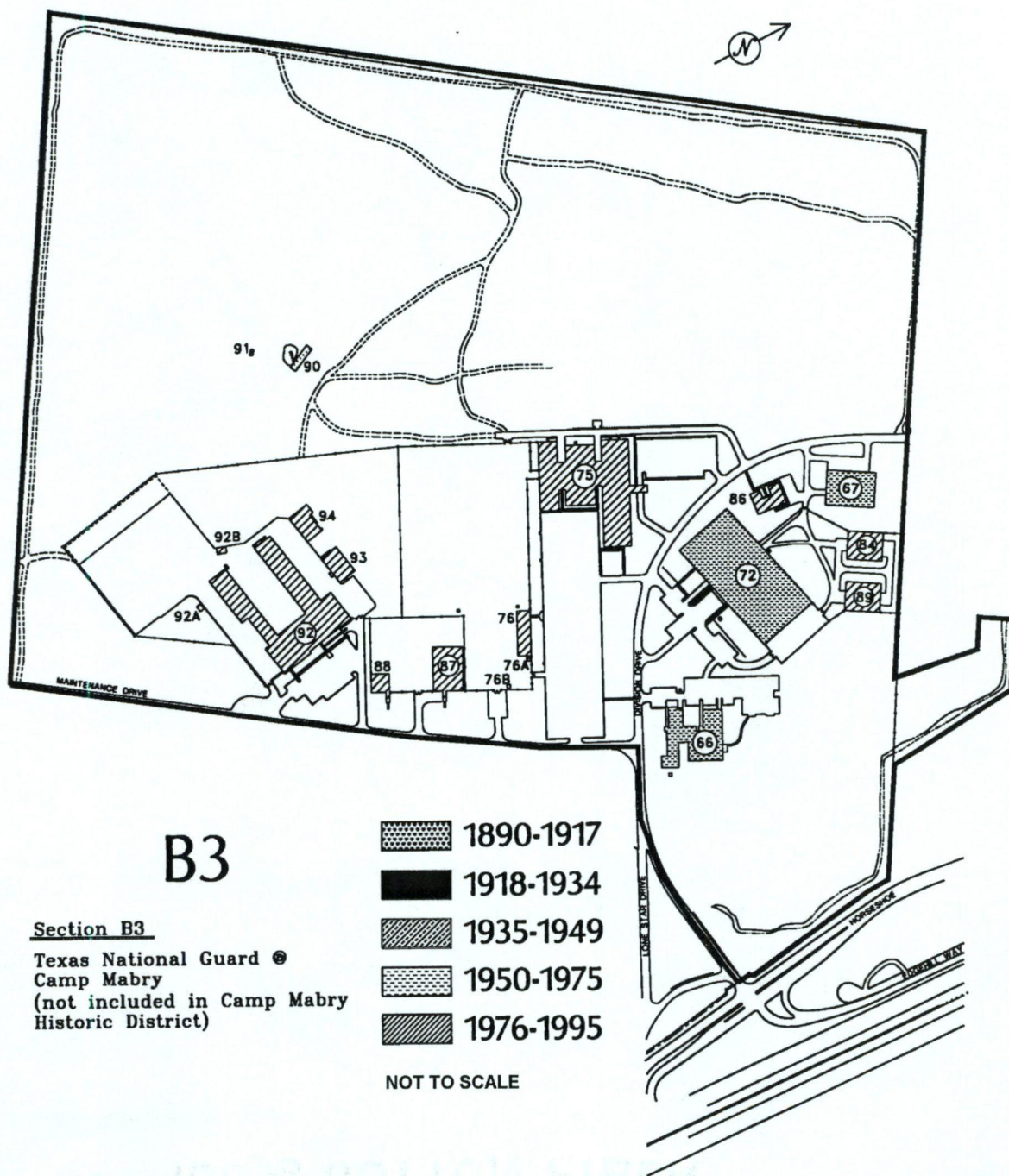
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Section MAP Page 102

Camp Mabry Historic District
Austin, Travis County, Texas

Section B3 of Camp Mabry
showing dates of construction for section B3



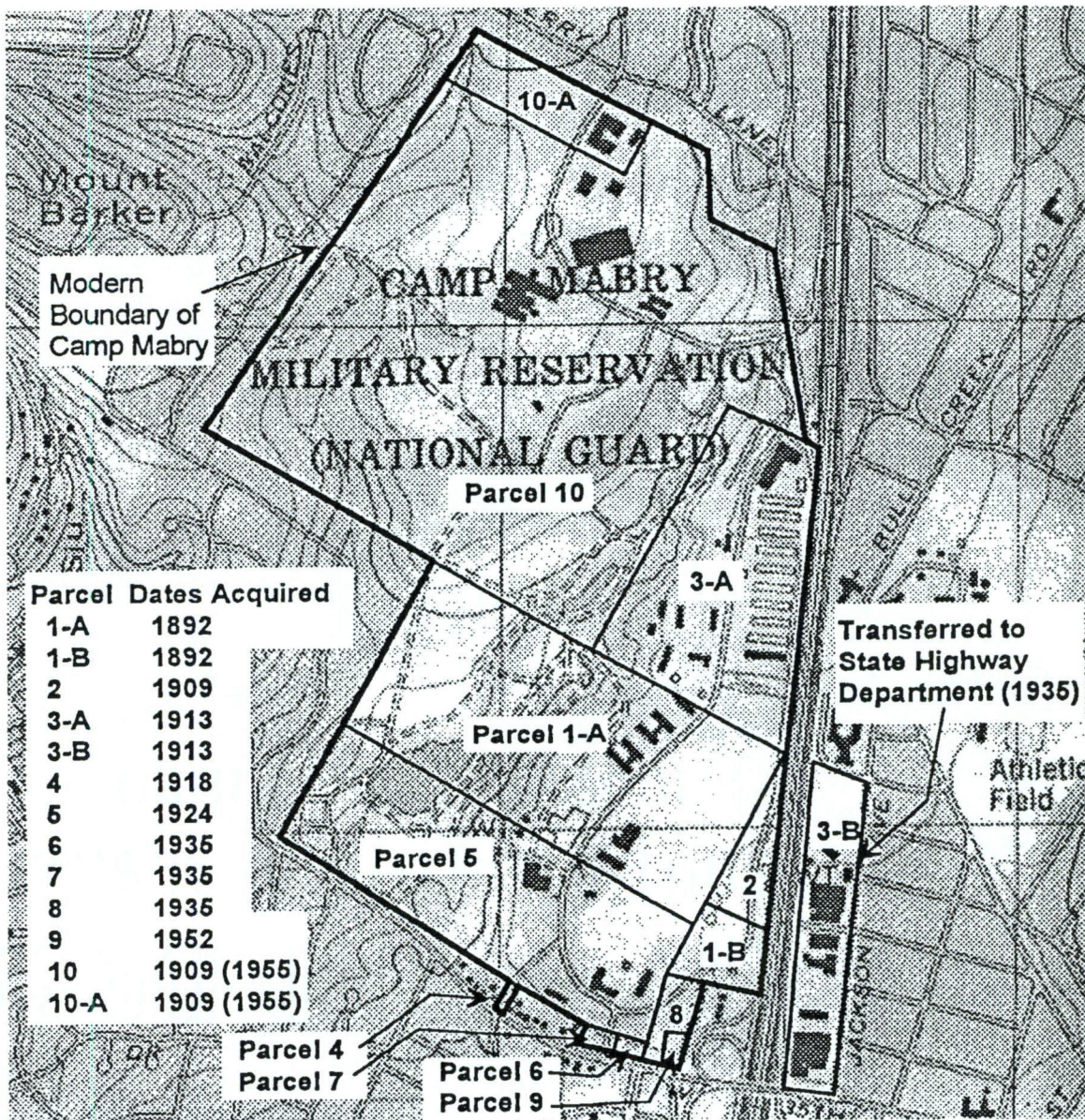
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Section MAP Page 103

Camp Mabry Historic District
Austin, Travis County, Texas

Exhibit C Camp Mabry Historic District Parcel Acquisition Map



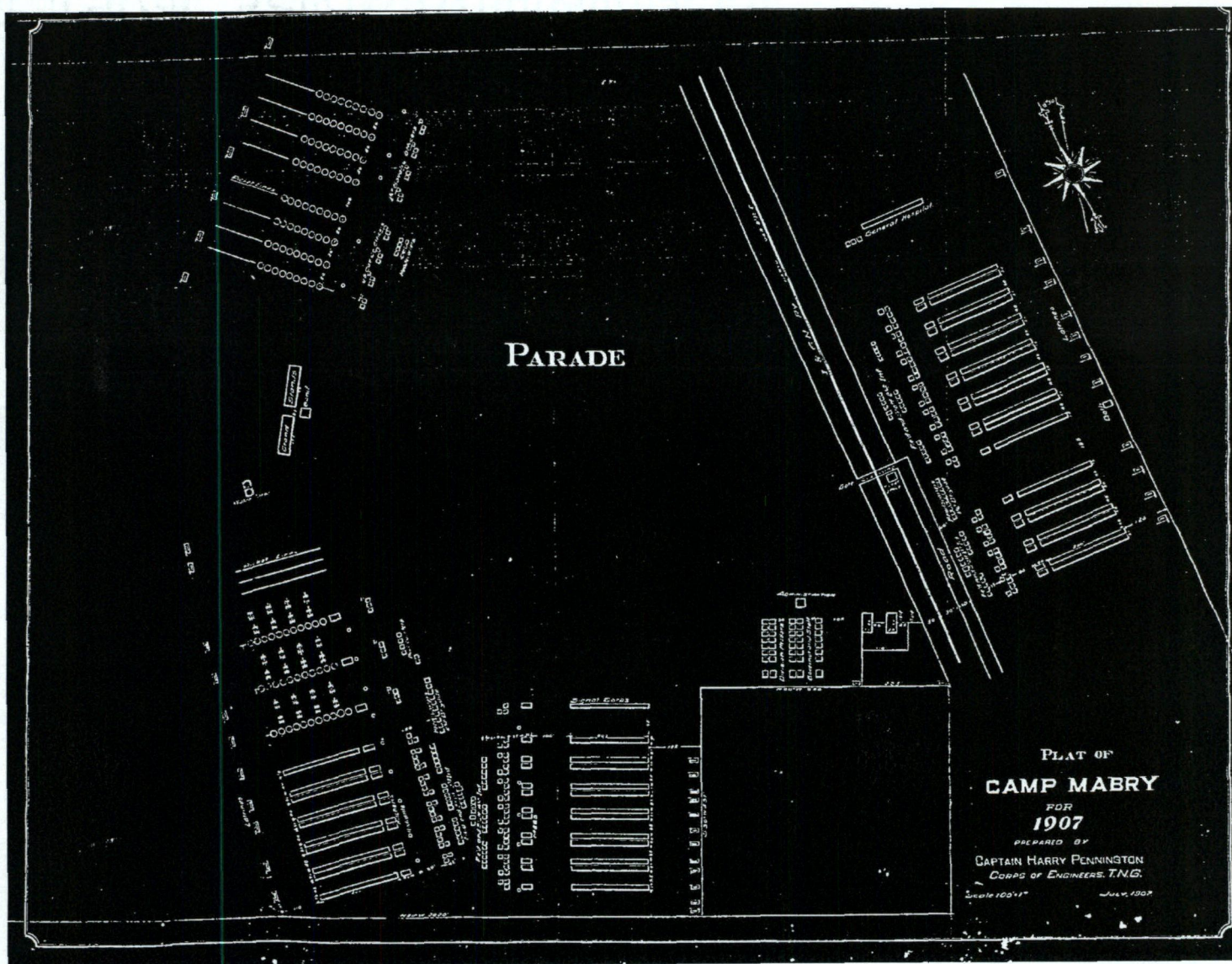
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National Register of Historic Places Continuation Sheet

Section MAP Page 104

Camp Mabry Historic District
Austin, Travis County, Texas

Exhibit D
Plat of Camp Mabry for 1907



NO SCALE

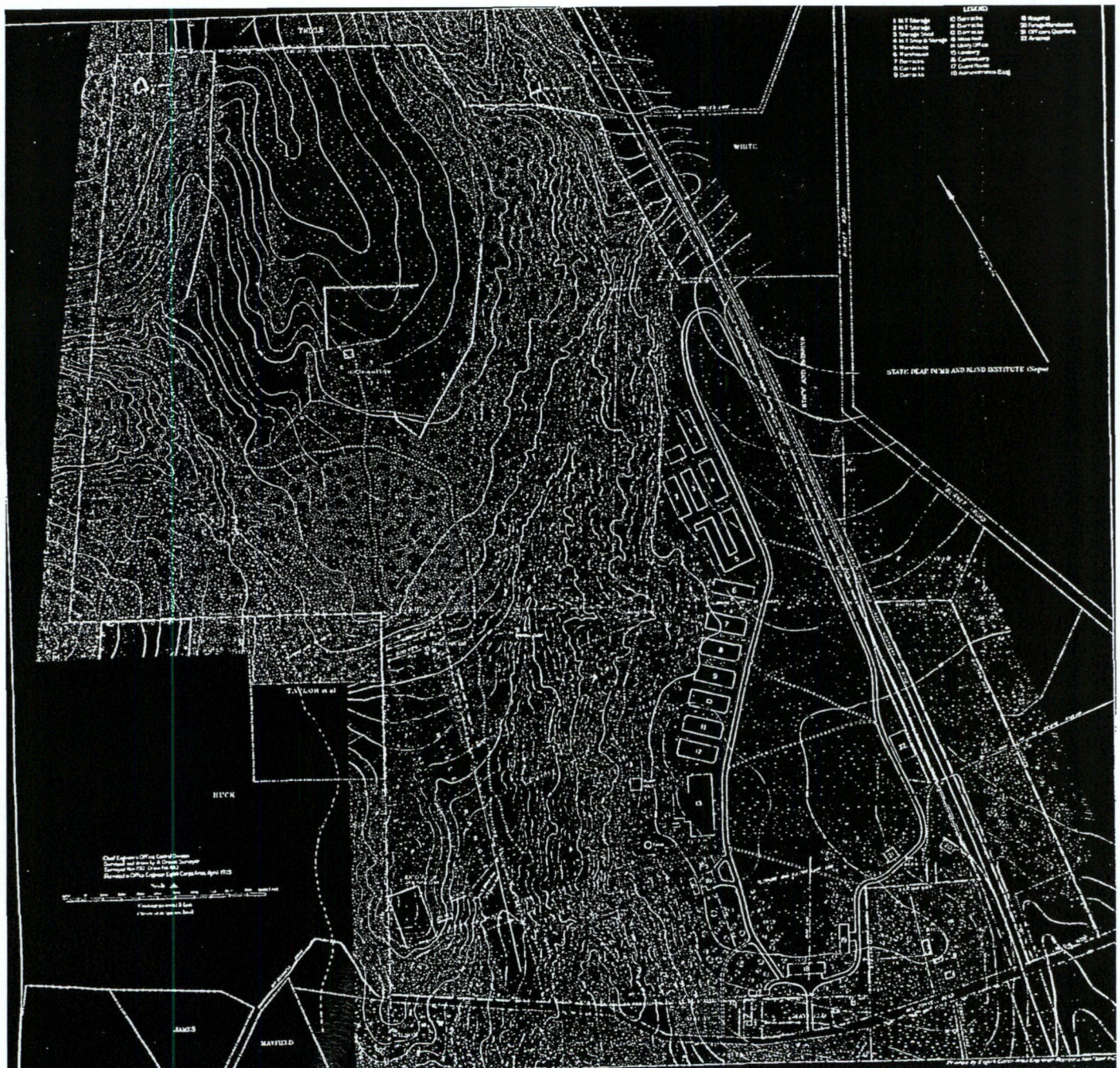
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Section MAP Page 105

Camp Mabry Historic District
Austin, Travis County, Texas

Exhibit E
Camp Mabry Reservation, Near Austin, Texas
Revised April 1923



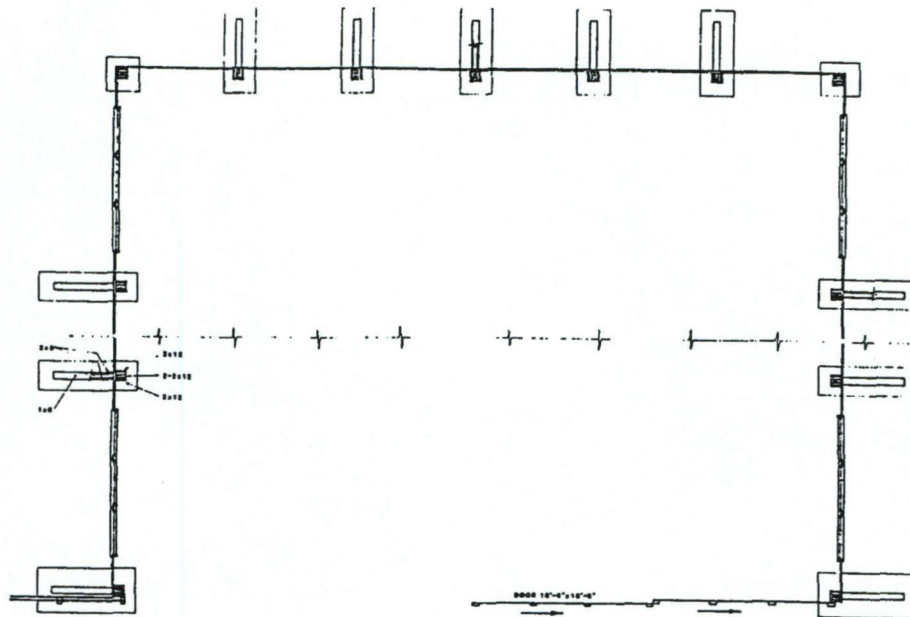
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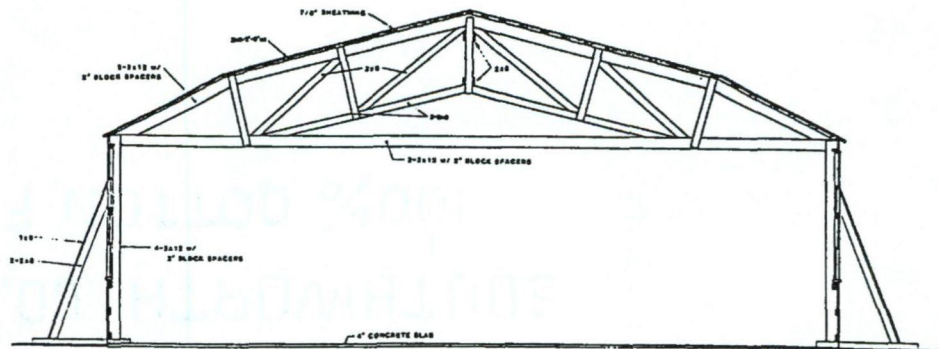
Section MAP Page 106

Camp Mabry Historic District
Austin, Travis County, Texas

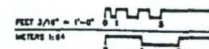
Exhibit F
Timber Frame Hangar
1917



PLAN



SECTION



NO SCALE

Timber Frame Hangar, 1917: Travis Field.

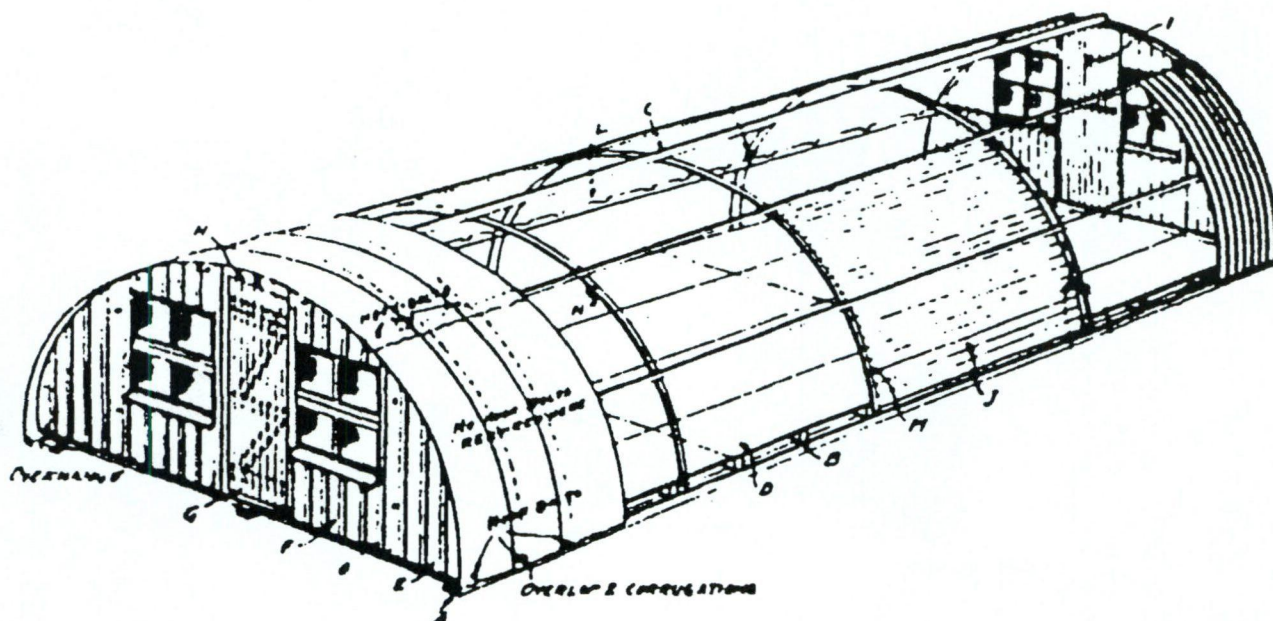
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Section MAP Page 107

Camp Mabry Historic District
Austin, Travis County, Texas

Exhibit G
Nissen Bow Hut
1917



WOODWORK		IRONWORK	
A	BOTTOM BEARERS (IN HALVES)	3 M	RIBS (IN 3 SECTIONS)
B	FLOOR JOISTS (" ")	13 M	NUTS & BOLTS FOR RIBS
C	FURLING FOR BOWS (" ")	5 O	HOOK BOLTS, NUTS & WASHERS FOR FURLING
D	FLOOR PANELS 8'0" x 4'0"	12	ENDS
E	END PANELS RIGHT & LEFT	4	CORRUGATED IRON
F	WINDOW PANELS	4	BEARER JOISTS
G	DOOR	1	FLET OF RIBS
H	END PANEL OVER DOOR	1	SPARE
I	END PANEL WITH HOLE FOR PIPE	1	WIRE NAILS 5
J	MATCHBOARD LIVING APARTMENTS & SINKS	24	WASHER PLATES
	SUPPLIED IN 8-100 BUNDLES	24	SHEET IRON CLIPS FOR LIVING STRIPS
K	LIVING STRIPS	40	SPARE
L	SHELF & RIFLE RACK (IN HALVES)	2	CORRUGATED IRON SHEETS 30" x 5'
			WIRE NAILS 5
			R BRACKETS FOR SHELVES

NO SCALE

Nissen Hut, 1917: Isometric Cutaway Drawing.

(Source: Loring 1919.)

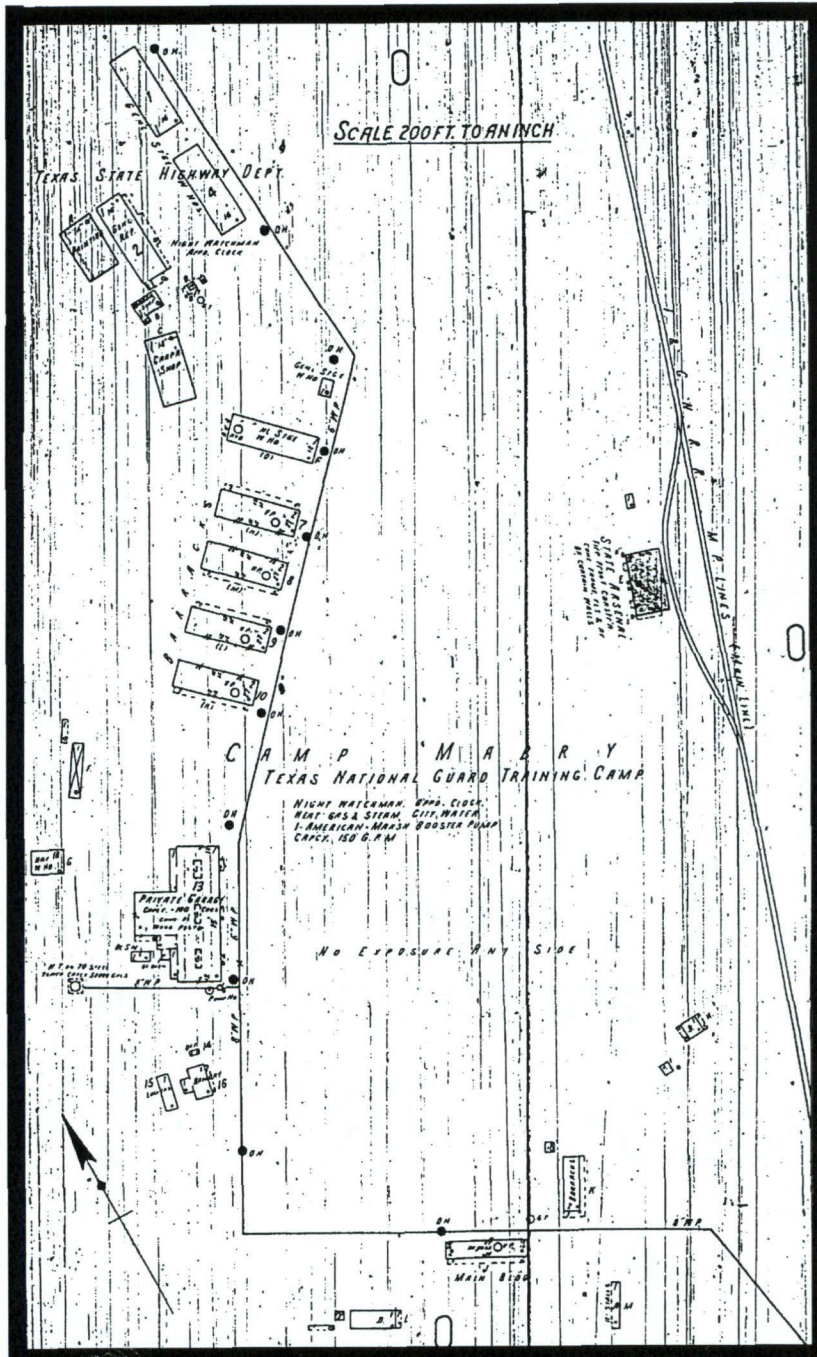
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section MAP Page 108

Camp Mabry Historic District
Austin, Travis County, Texas

Exhibit H
Sanborn Fire Insurance Map
Featuring State Highway Department Usage
1935



NO SCALE

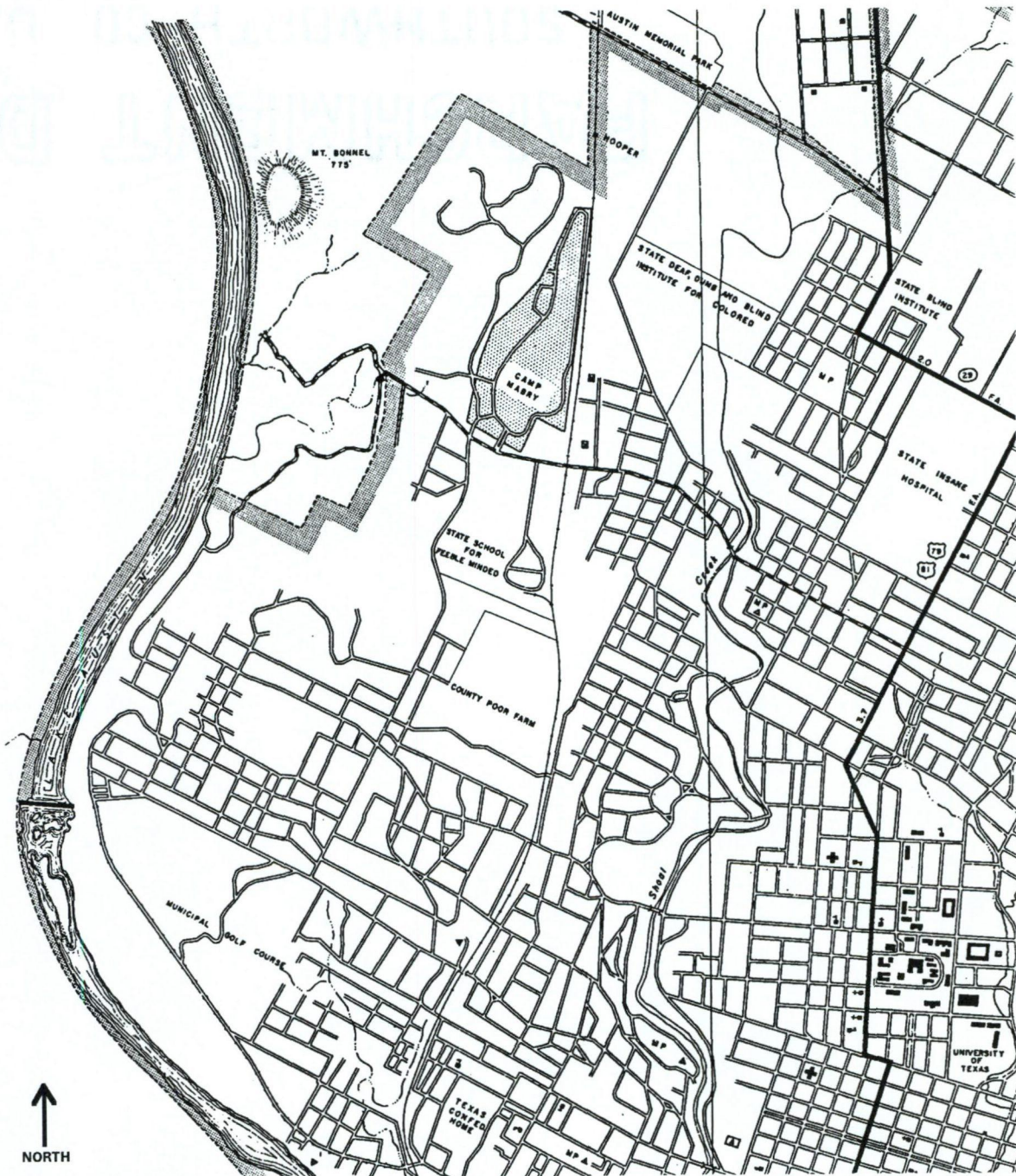
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section MAP Page 109

Camp Mabry Historic District
Austin, Travis County, Texas

Exhibit I
State Highway Map
1936



NO SCALE

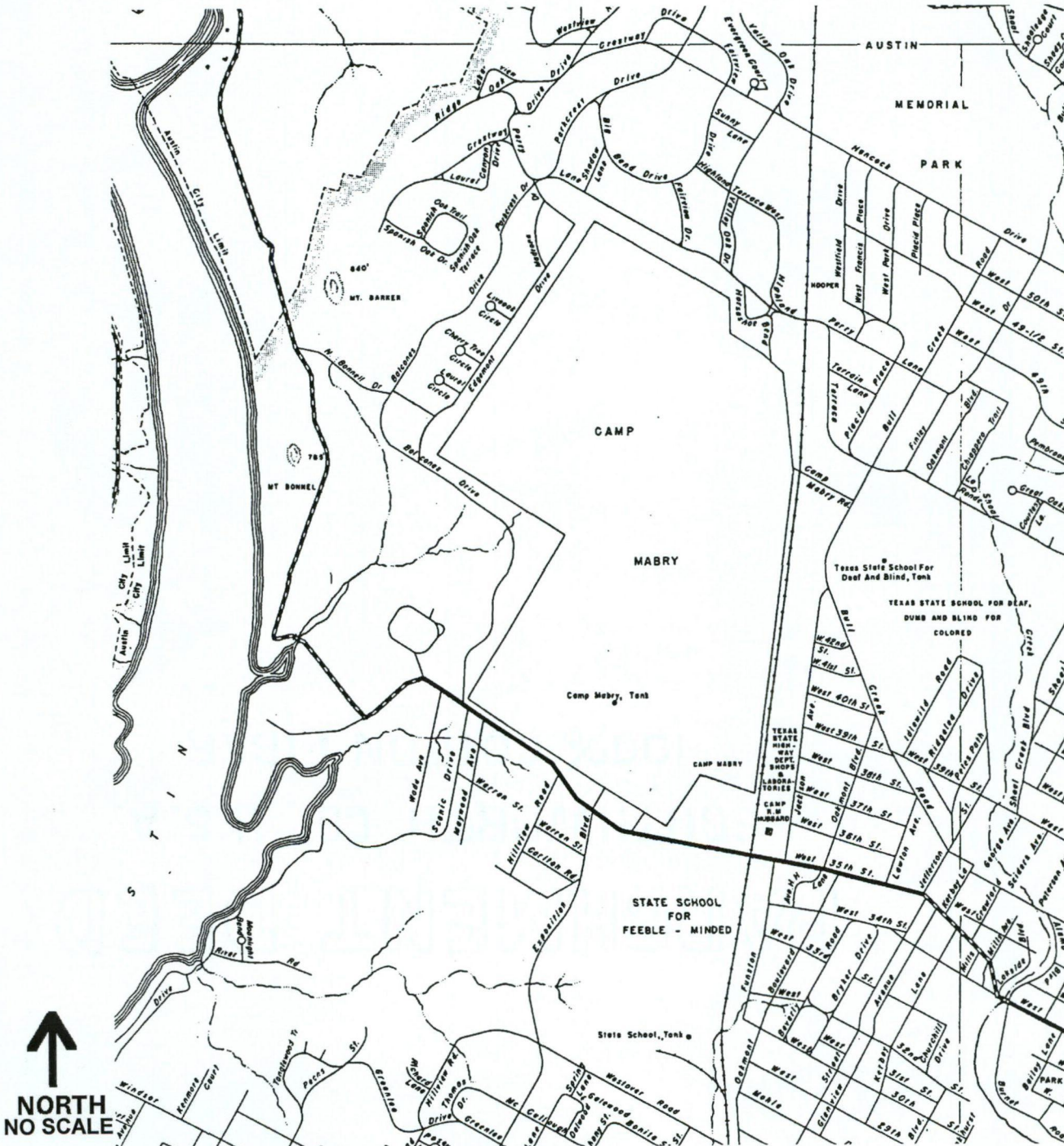
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section MAP Page 110

Camp Mabry Historic District
Austin, Travis County, Texas

Exhibit J State Highway Map 1958



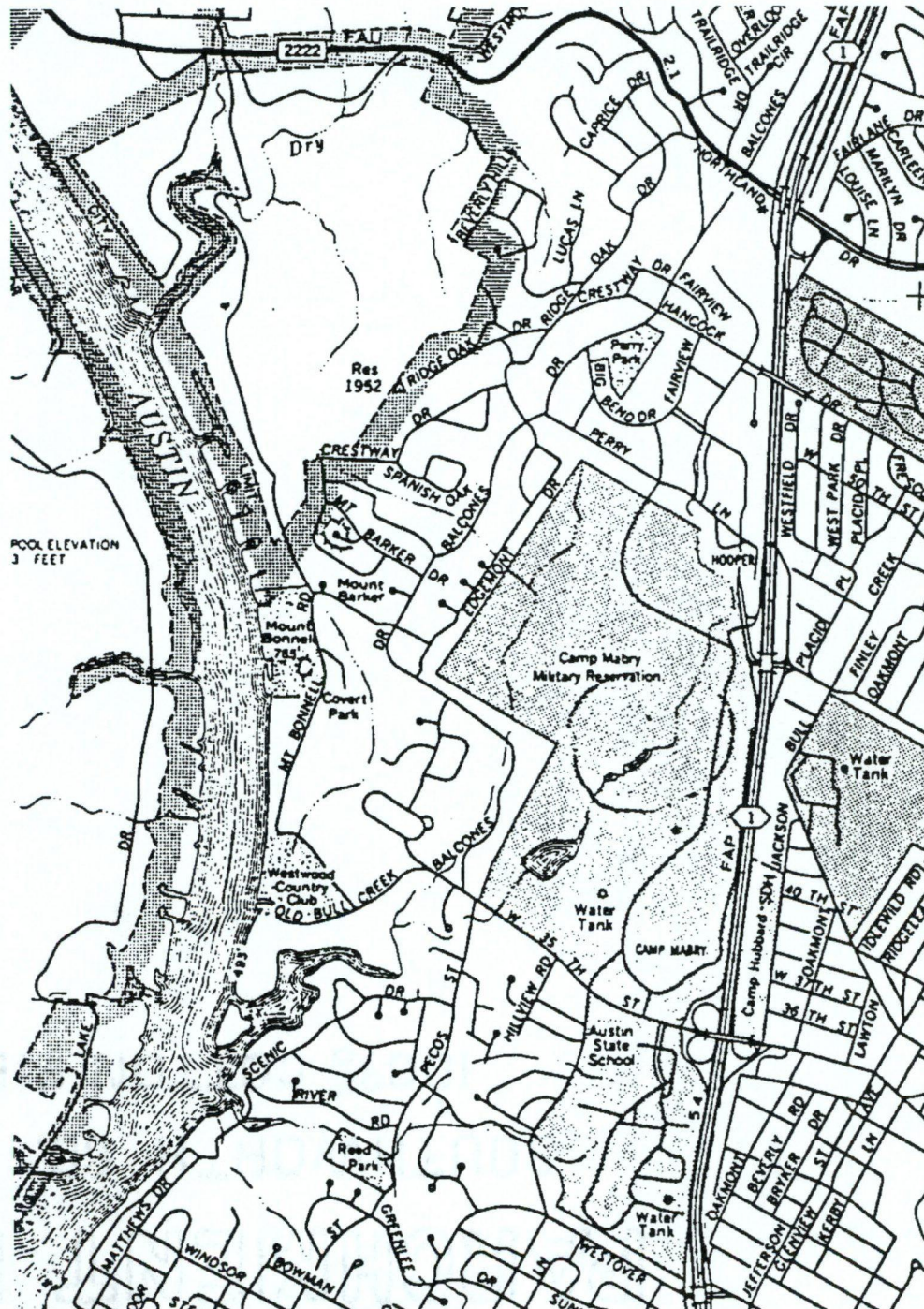
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section MAP Page 111

Camp Mabry Historic District
Austin, Travis County, Texas

Exhibit K
State Highway Map
1983



NO SCALE

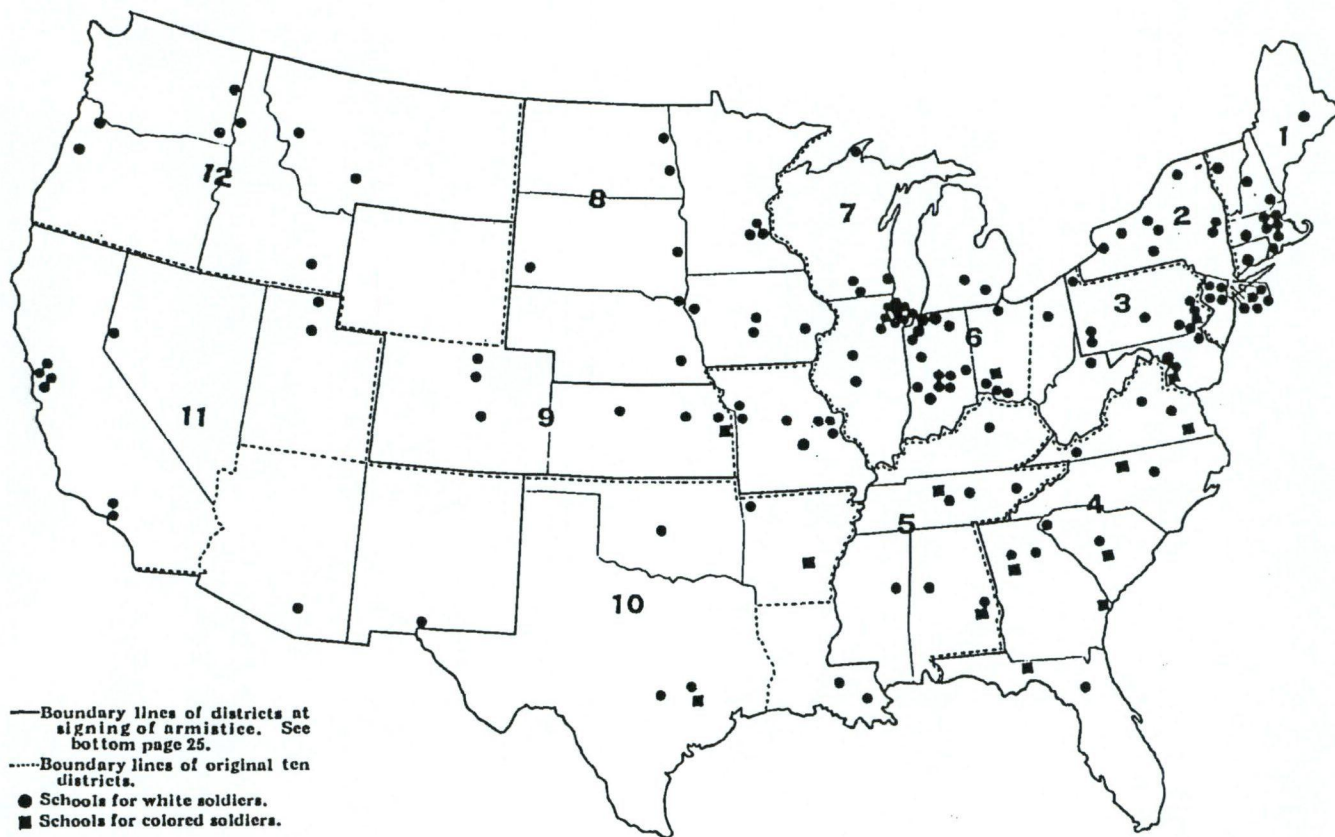
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section MAP Page 112

Camp Mabry Historic District
Austin, Travis County, Texas

Exhibit L Geographical Distribution of National Army Training Detachment



NO SCALE

Geographical Distribution of National Army Training Detachment

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section PHOTO Page 113

Camp Mabry Historic District
Austin, Travis County, Texas

PHOTO INVENTORY

Camp Mabry Historic District
2210 West 35th Street
Austin, Travis County, Texas

All photos photographed by Laurie Marder, February 1996, unless otherwise noted
All negatives on file with the Adjutant General's Department, unless otherwise noted

View from Water Tower; Barracks, Instructional Buildings
Photographer unknown, circa 1918
Camera facing northeast
Photograph 1 of 17

Building 19
Northeast oblique, camera facing southwest
Photograph 2 of 17

Dam - WPA, Site no. 102
South oblique, camera facing north
Photograph 3 of 17

Building 58 - Workshop (*Noncontributing*)
Southwest oblique, camera facing northeast
Photograph 4 of 17

Building 64 - Administration (*Noncontributing*)
Southwest oblique, camera facing northeast
Photograph 5 of 17

"Federal Tract" - Building 73 (*Noncontributing*)
Southwest view, camera facing southwest; from Building 58 area
Photograph 6 of 17

Buildings 10 and 11 - Barracks
Photographer unknown, circa 1938
Negative on file at the Texas State Library, Archives Division
Southeast oblique, camera facing northwest
Photograph 7 of 17

Building 39 - Motor Transport Building

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section PHOTO Page 114

Camp Mabry Historic District
Austin, Travis County, Texas

Building 39 - Motor Transport Building
Southwest oblique, camera facing northeast
Photograph 8 of 17

Buildings 4 and 6 - Mess Hall and Pump House
South oblique, camera facing north
Photograph 9 of 17

Building 1 - Administration Building
South oblique, camera facing north
Photograph 10 of 17

Building 2 - Guard House
northeast elevation, camera facing southwest
Photograph 11 of 17

Arcade - Between Buildings 10 and 11
Southeast elevation, camera facing northwest
Photograph 12 of 17

Building 26 - Paint Shop
Southwest oblique, camera facing northeast
Photograph 13 of 17

Building 47 - Pump House
South oblique, camera facing north
Photograph 14 of 17

Aerial View
Photographer unknown, circa 1945
Camera facing northeast
Photograph 15 of 17

Pylons - WPA, Site no. 108 (*Contributing*); Building 8 (*Noncontributing*)
Southeast oblique, camera facing northwest
Photograph 16 of 17

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Section PHOTO Page 115

Camp Mabry Historic District
Austin, Travis County, Texas

Bridge # 2 - WPA, Site no. 109
Photographed by Alan Wormser
Camera facing east
Photograph 17 of 17

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Camp Mabry Historic District

MULTIPLE NAME:

STATE & COUNTY: TEXAS, Travis

DATE RECEIVED: 7/29/96 DATE OF PENDING LIST: 8/14/96
DATE OF 16TH DAY: 8/30/96 DATE OF 45TH DAY: 9/12/96
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 96000967

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 8-30-96 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



8

31

Camp Mabry
Travis County, Texas
11010 No 2

VIEW FROM WATER TOWER —
BARRACKS; INSTRUCTIONAL BUILDINGS
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 1 of 17



BUILDING 19
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 2 of 17



DAM-WPA (SITE 102)
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS
PHOTOGRAPH 3 of 17



BUILDING 58-WORKSHOP
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 4 of 17



BUILDING 64- ADMINISTRATION
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 5 of 17



View "Federal Tract" Building 73 & 92
Travis Co. TX
Photo No. 9

"FEDERAL TRACT"- BUILDING 73
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS
PHOTOGRAPH 6 of 17



Department Of Public Safety

Department Of Public Safety

—SHEELY—KODAK

Buildings 10 & 11, Camp Mabry
Travis County, Texas
Photo No. 10

BUILDINGS 10 & 11 - BARRACKS
CAMP MABRY H.D.

AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 7 of 17



BUILDING 39 - MOTOR TRANSPORT BLDG.
CAMP MABRY H. D.
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 8 of 17



BUILDINGS 4 & 6
MESS HALL & PUMP HOUSE
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS
PHOTOGRAPH 9 of 17



BUILDING I-ADMINISTRATION BLDG.
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS
PHOTOGRAPH 10 of 17



BUILDING 2 - GUARD HOUSE
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 11 of 17



ARCADE - BETWEEN BUILDINGS 10 & 11
CAMP MABRY H. D.
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 12 of 17

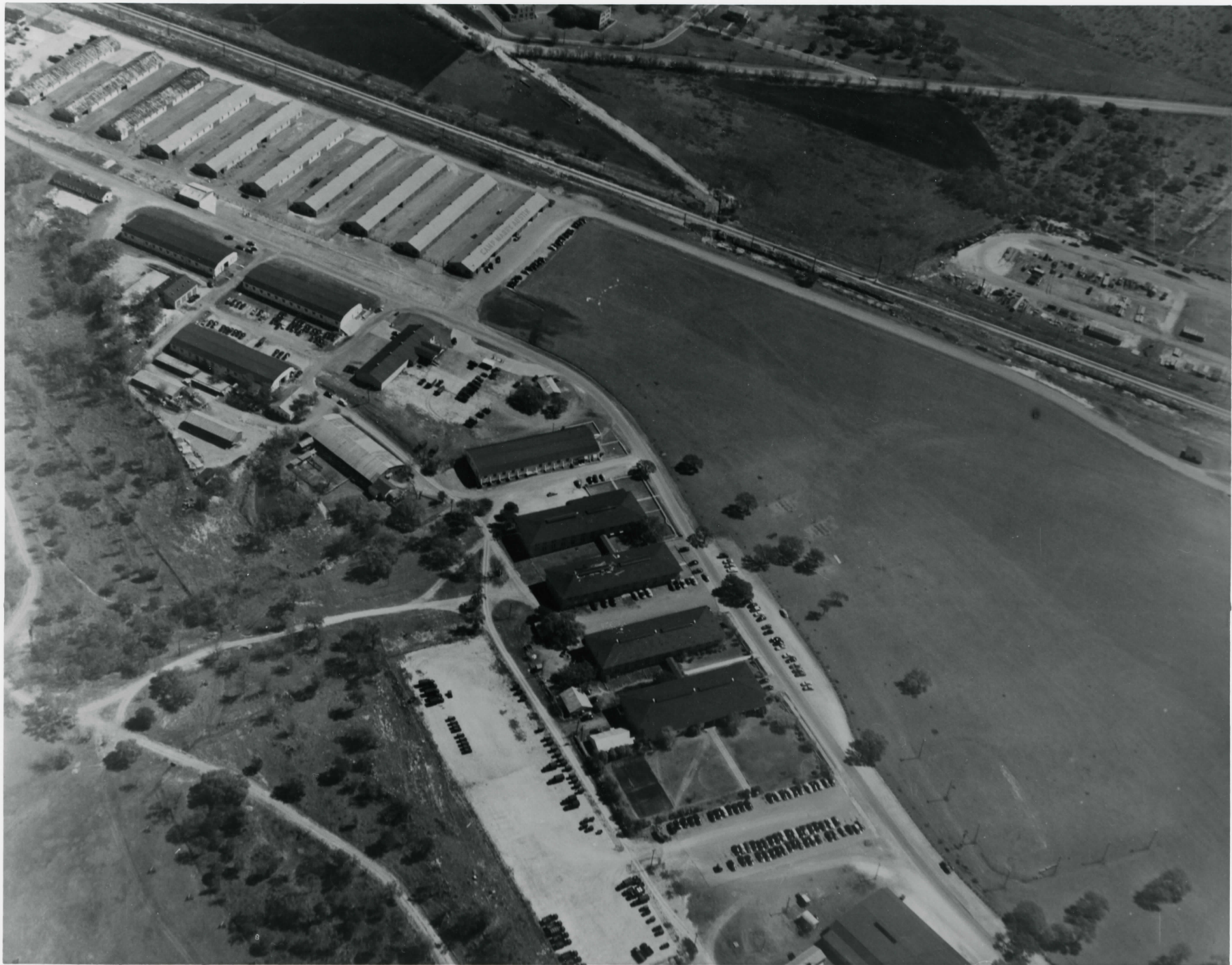


APR 11 1942
TAXI CO. OF TEXAS
THE HUBBARD
10000
BUILDING 26 - PAINT SHOP
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS
PHOTOGRAPH 13 of 17



BUILDING 47 - PUMP HOUSE
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS

PHOTOGRAPH 14 of 17



AERIAL VIEW
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS
PHOTOGRAPH 15 of 17



16
PYLONS-WPA; BUILDING 8
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS
PHOTOGRAPH 16 of 17

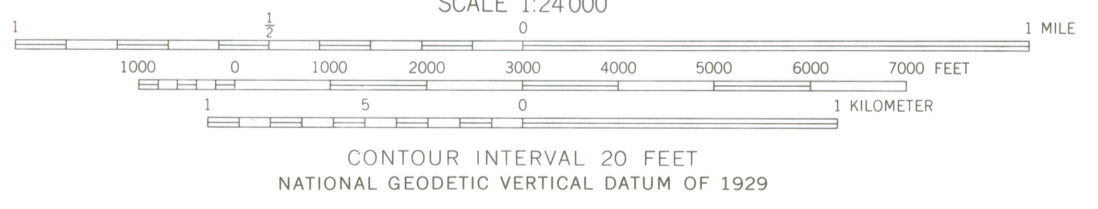
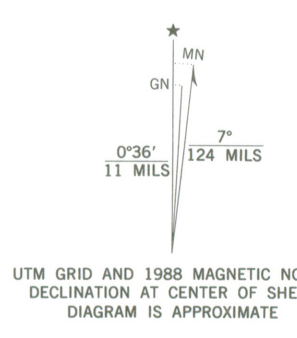


BRIDGE #2 - WPA
CAMP MABRY H.D.
AUSTIN, TRAVIS CO., TEXAS
PHOTOGRAPH 17 of 17



CAMP MABRY HISTORIC DISTRICT
2210 WEST 35TH STREET
AUSTIN TRAVIS CO TEXAS
UTM REFERENCES: 14U 1, 619120/3355080 2, 619480/3352400
3, 619680/3354820 4, 618520/3353860

Mapped, edited, and published by the Geological Survey in cooperation with City of Austin Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial photographs taken 1952. Field checked 1954. Revised from aerial photographs taken 1985. Field checked 1986. Map edited 1988
Projection and 10,000-foot grid ticks: Texas coordinate system, central zone (Lambert conformal conic) 1000-meter Universal Transverse Mercator grid, zone 14 1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 18 meter south and 28 meters east as shown by dashed corner ticks
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence lines
There may be private inholdings within the boundaries of the National or State reservations shown on this map



ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U. S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

3097-231

AUSTIN WEST, TEX.
8644 LAKE TRAVIS 15' QUADRANGLE
30097-C7-TF-024

1988

DMA 6444 IV SE-SERIES Y882



TEXAS
HISTORICAL
COMMISSION

Memorandum

TO: Carol Shull, Keeper of the National Register
FROM: Mary Dillman *Mary Dillman*
DATE: July 15, 1996
RE: Camp Mabry Historic District



The Adjutant General's Department [AGD], which signed as a commenting official, submitted this nomination. While Camp Mabry is a state owned facility, the AGD receives federal funding for maintenance and operations. Tenants, such as the National Guard, also receive federal funding. Thus, one stimulus for producing this nomination was fulfilling Section 110 of the National Historic Preservation Act, which stipulates that federal agencies identify, evaluate, nominate, and preserve historic resources. A second impetus for completing this nomination was the AGD's desire to facilitate compliance (Section 106) issues by listing Camp Mabry's historic properties in the National Register. In addition, the General Land Office [GLO] has recommended possible sale of a portion of Camp Mabry to the private sector for development purposes. This nomination will allow greater potential to preserve a significant historic facility.

While this could be considered a federal nomination of sorts (given that the funding for its production in the AGD's office is federal), the property owner is the State of Texas. Therefore, State Board of Review [SBR] review was mandatory.

The nomination, approved by the SBR at their last meeting in June, meets both Texas Historical Commission and National Park Service guidelines and requirements supporting Criterion A and C in the areas of Military, Education, and Architecture at the state level of significance.