

Archeological Features - Main Road

In a May, 2009, a draft archeological study, was prepared by Leo R. Barker, Park Archeologist, and updated in October 2009. This draft study indicates that sixteen archeological sites may exist on the Main Road. Each site is noted on the existing conditions map for the Main Road (Figure 3-210), and is listed in the following table. Sites (Leo R. Barker's Inventory Numbers) 10-15, 20, 23, 24, 26, 28, 78-81, 87, and 90 were listed in the Main Road area. These represent remains of buildings, removed structures, or small-scale features that are identified elsewhere in this report.

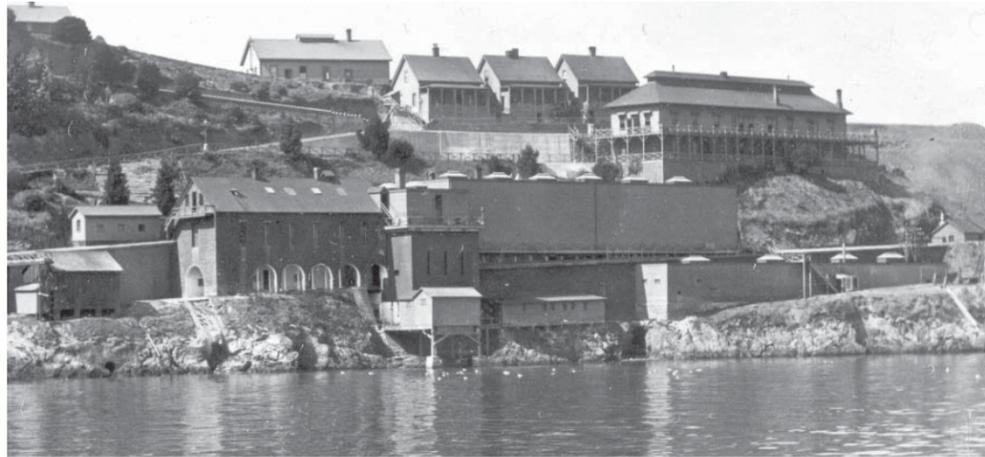
These archeological features should be further explored to understand the extent to which they remain. At a minimum future work in the Main Road should include measures to protect the areas where these archeological features are likely to occur. Ideally, measures to determine the extent and character of the archeological sites should be included with all future projects at the Main Road.

Table 4-29: Archeological - Main Road

<i>Feature</i>	<i>ASMIS #</i>	<i>Barker Inv #</i>	<i>Description</i>	<i>Contributing?</i>
Buried Defensive Scarp Walls - East Side	GOGA 00065; GOGA 00214	10; 12	<ul style="list-style-type: none"> • From Guardhouse to Quarter Master Stores • Buried in slope formation, dating to 1870s (Chappell 1993; Martini 2003; Barker 2009) 	Undetermined
Lower Prison Kitchen Dump	GOGA 00215	13	<ul style="list-style-type: none"> • On slope north of Post Exchange (Kelly 1981:3-4, Category 3) • Kitchens were in vicinity of Post Exchange and to south before base of Post Exchange was built (Barker 2009) 	Undetermined
Isolated Obsidian Lanceolate Point on Main Road	GOGA 00195	14	<ul style="list-style-type: none"> • Discovered by Alcatraz Garden Volunteer – from area of potential original grade (Barker 2008) 	Undetermined
NCO Quarters (Buildings 12, 13, 14)	GOGA 00220	20	<ul style="list-style-type: none"> • Four structures in 1867 (1867 map) • Three structures in a later period (ref map) • Front wall foundation ruin, removed after 1933 (Barker 2009) thought these buildings were demolished in the 1940s 	Undetermined
Officers' Row Foundation/ Structural Remnants (Officers' Quarters 7, 8, 9)	GOGA 00093	15	<ul style="list-style-type: none"> • Potential buried perimeter walls/structural remnants (Kelly 1981:2-1, Category 3; Barker 2006) • 7 was still standing in 1963 	Undetermined

Table 4-29: Archeological - Main Road, continued

<i>Feature</i>	<i>ASMIS #</i>	<i>Barker Inv #</i>	<i>Description</i>	<i>Contributing?</i>
Hospital Steward's Quarters (Building 37)	GOGA 00223	23	<ul style="list-style-type: none"> • Possible re-use and/or debris (Kelly 1981:2-8, Category 3). 	Undetermined
Library Brick Footing (Building 47, 10A)	GOGA 00224	24	<ul style="list-style-type: none"> • Discovery in mascerator excavations – (archeology recorded after construction (Barker 2009) 	Undetermined
Hospital (removed after 1920)	GOGA 00226	26	<ul style="list-style-type: none"> • Possible re-use and/or debris (Kelly 1981:2-8, Category 2; Barker 2009) 	Undetermined
Blacksmith Shop, Furnace (Building 24)	GOGA 00205	28	<ul style="list-style-type: none"> • Adjacent to scarp wall and Battery Halleck (Battery 1) intersect • Relocated to location of Battery I c 1910 	Undetermined
Barker Beach and Slope Dump	GOGA 00272	78	Entire Shoal around Island identified as area of potential submerged archeological potential (Kelly 1981: 3-15, Category 3 Barker, 2009)	Undetermined
Battery Tower (Battery VIII)	GOGA 00273	79	<ul style="list-style-type: none"> • On Lower West Road at fork in the road (1867 map; Thompson 1979; Barker 2009) 	Undetermined
Magazine at Battery Tower	GOGA 00281	87	(1867 Map; Thompson 1979: Map 1; Barker 2009:87)	Undetermined
Furnace between Battery Tower and Battery McPherson	GOGA 00274	80	<ul style="list-style-type: none"> • On slope above Road to Parade Ground; west of pre-1940 (verify) playground (1867 map; Thompson 1979; Barker 2009) 	Undetermined
Battery McPherson (Battery IX)	GOGA 00275	81	<ul style="list-style-type: none"> • Possible buried remnants of pre-1894 battery • Under pre-1940 playground (verify) (1875 map; Thompson 1979: Map 9, Kelly 1981:2-2, 3-10, Category 2 or 3, Barker 2009) 	Undetermined
Stable and Carriage House	GOGA 00284	90	<ul style="list-style-type: none"> • Behind western Battery McClellan • West of Main Road on slope above Apt A (1867 map; Thompson 1979: Map 9; Barker 2009: 90) 	Undetermined



1900 Shoreline View, Source: Golden Gate National Recreation Area (1900c east side lower prison (GOGA).jpg)



1927 Aerial View, Source: National Archives and Records Administration (1927 AZ aerial detail (NARA).jpg)



1938 Aerial View, Source: San Francisco Public Library (1938 aerial (SFPL).jpg)



2009 Shoreline, Source: MBD (2009)

<p>FIGURE 4-44</p> <p>UNITED STATES DEPARTMENT OF THE INTERIOR</p> <p>NATIONAL PARK SERVICE GOLDEN GATE NATIONAL RECREATION AREA</p>	<p>TITLE OF PROJECT CULTURAL LANDSCAPE REPORT</p> <p>LOCATION WITHIN PARK MAIN ROAD EAST SHORELINE</p>
	<p>NAME OF PARK ALCATRAZ ISLAND NATIONAL HISTORIC LANDMARK</p>
	<p>REGION COUNTY STATE PACIFIC SAN FRANCISCO CALIFORNIA</p>



1901 Shoreline View, Source: (GOGA) (1901c west side 2 (GOGA).jpg)



1922 Aerial View, Source: Golden Gate National Recreation Area (1922 Army aerial (GOGA).jpg)



1962 Aerial View, Source: Golden Gate National Recreation Area (1962 aerial (GOGA-3249 Ordway).jpg)



2009 Shoreline, Source: MBD (2009)

<p>FIGURE 4-45</p> <p>UNITED STATES DEPARTMENT OF THE INTERIOR</p> <p>NATIONAL PARK SERVICE GOLDEN GATE NATIONAL RECREATION AREA</p>	<p>TITLE OF PROJECT CULTURAL LANDSCAPE REPORT</p> <p>LOCATION WITHIN PARK MAIN ROAD WEST SHORELINE</p>
	<p>NAME OF PARK ALCATRAZ ISLAND NATIONAL HISTORIC LANDMARK</p>
	<p>REGION COUNTY STATE PACIFIC SAN FRANCISCO CALIFORNIA</p>

Landscape Analysis - Industries

This area includes the north portion of the Island, extending from the coastline to the Summit character area. It has housed industrial buildings and the Powerhouse since the Later Military Prison period.

Spatial Organization, Topography, Views and Vistas - Industries

The original coastline of Alcatraz Island was steep and rocky, and ringed with tall cliffs, especially on its north and west sides, providing an ideal environment for a military fortification. Beginning in 1853, the Island's coastline was altered to create a uniform wall of steep cliffs to prevent enemy landings around the perimeter of the Island. On the north end, level platforms were built on upper slopes by blasting away rock to create terraces for the construction of batteries. This resulted in a broad linear plateau of interconnected batteries set on relatively level topography well above the shoreline. The plateau ended on the north end of the Island in a wide level terrace, which would become the site of Battery III and IV.

The batteries and associated level topography were enlarged and modified between 1869 and 1890 when the linear plateau was lowered by thirty feet as part of the construction of the new earthen batteries. Topography formed during this period was the basis upon which later facilities were built. After the fortifications were razed in the early 1900s, this relatively flat topography provided a prime location for new construction.

During the Later Military Prison period (1903 to 1933), buildings and structures took the place of earlier fortifications, which had the effect of continuing the ring around the north end of the Island as well as the sense of enclosure. Many were built on top of portions of the batteries, and in some cases integrated walls, tunnels and other features into the buildings and road network. Facilities lined the outer edge of the northern plateau. The access road was situated on the interior of the complex, and led into the Industries Yard at the very northern edge of the Island before turning south. Buildings and structures east of this yard included the Stores/QM Warehouse, boilers and the Powerhouse complex as well as machinist, plumber, blacksmith, and carpenter shops. The Model Industries Building occupied the area west of the Industries Yard, built on portions of Battery IV. During the Federal Penitentiary period, the area continued to house industrial facilities such as the Powerhouse and Stores/QM Warehouse, two guard towers, and the Model Industries building. Built on the north end of the Island as it was less visible from San Francisco and these relatively large buildings were not as visible in this location.¹²³

The western portion of Industries was the site of the quarry during the Fortifications/Later Military Prison period. The area included the first smaller Industries and Laundry buildings along with a steep staircase leading down to West Side Dock at the shoreline in Pirate's Cove. Rock was quarried from this area until approximately 1929,¹²⁴ continuing into early Federal Penitentiary period. The quarry site then became the location of a dry cleaning plant for the military laundry. Removed material was generally used for paving on the Island and exported for similar uses at other military posts. The dock was removed in 1937, during the Federal Penitentiary period, the facilities in the Industries Area expanded to meet the need for additional prisoner work areas. This area, along with the flat area created by filling Pirate's Cove,¹²⁵ served as the location for the New Industries building

¹²³ Thompson

¹²⁴ Martini 2009: Although the date to which the quarry was used is unclear, its dock was removed in 1937

¹²⁵ Filling in of Pirate's Cove was pre-1928 according to a historic map review.

which filled the space. The West Side Dock was also removed. Around 1935 riprap was placed along the coastline on the north and west sides of the Island, to slow erosion and stabilize the Model Industries building and the shoreline. During the period of significance extensive fencing was used to orchestrate prisoner movement and prevent vandalism. At the same time it created a distinct set of smaller spaces set into the broad open area of the Industries character area.

Today, the spatial organization of the Industries area continues to be defined by the placement of the buildings, road, and the remaining fencing.

Spatial organization, topography and views and vistas of the Industries area have remained relatively the same since the end of the period of significance. The largest change has been the removal of original fencing and the loss of the catwalks and adjacent guard towers. These changes impact the spatial organization of the Industries, and any further degradation may impact the area's integrity. At this time, the Industries retains integrity to the period of significance.

Table 4-30: Spatial Organization, Topography, Views and Vistas - Industries

<i>Feature</i>	<i>Figure #</i>	<i>Contributing?</i>	<i>Rationale</i>
Industries Yard	3-232 3-233	Contributing	Industries Yard dates to the Later Military Prison (1908-1933) within the period of significance. Initial partial leveling of area occurred during the Initial Military Fortifications and Aids to Navigation (1852-1867).
Incinerator Area	3-234 3-235	Contributing	Site dates to the Later Military Prison (1908-1933) within the period of significance.
Fill Slope – Pirate’s Cove	3-236	Contributing	Slope dates to the Later Military Prison (1908-1933) within the period of significance.
“Little Alcatraz” Island	3-237	Contributing	Site of escape attempt recovery from Model Industries within the period of significance.
Altered Portions of Shoreline – East Side	3-238 3-239 3-240	Contributing	Shoreline alterations date to the period of significance.
Rock Outcropping Behind New Industries Building	3-241	Contributing	Altered Outcropping dates to the Later Military Prison (1908-1933) within the period of significance. Altered during Rock Quarry operations.
Rock Outcropping Near Water Tower	3-242	Contributing	Outcropping dates to the Earthen Fortifications/Early Military Prison (1868-1907) within the period of significance. Rock outcropping excavated to improve circulation to Industries
View to San Francisco	3-236	Contributing	View dates to the period of significance.
View to Golden Gate Bridge	3-237	Contributing	View dates to the period of significance.

Circulation – Industries

Circulation in the Industries Area historically followed the route of a perimeter road built during Initial Military Fortifications and Aid to Navigation period (1852-1867), and the West Side Dock. Circulation features include the road alignment, road bed itself as well as walkways and staircases that access other parts of the Island, and via catwalks during the Federal Penitentiary period.

The original narrow road was a dirt surface that provided access to the north end of the Island, branching from the first switchback on the Main Road. The road was set behind the scarp wall of the battery,¹²⁷ and continued to the north end of the Island. In the 1870s, as the batteries were graded down and earthen traverses constructed between gun positions, the road retained its original route but passed through a series of short tunnels through the traverses. At the end of the road, the Cross-Island Tunnel permitted return traffic to Battery II. After Pirate's Cove was filled, the road was extended around the west side of the Island, connecting with the lower road from the south.

Sometime in the early 20th century an upper road was constructed that paralleled the lower road but at an elevation substantially higher. In some places this new road, which also leads to the north end of the Island, is approximately fifteen feet above the earlier road.

By 1920, the roadbed was paved.¹²⁸ The West Side Dock was used to load quarried rock onto boats, primarily during the Earthen Fortifications/Later Military Prison periods, and was in disuse by 1933.¹²⁹

Throughout the period of significance, pedestrian circulation followed the road. Pedestrian access from the Industries area to other parts of the Island was via ramps, staircases, and walkways. During the Later Military Prison period (1908-1933) inclined concrete ramp led from the Powerhouse and Stores/QM Warehouse up to the Morgue and Main Prison. Staircases included one from the quarry to the West Side Dock, and later one constructed by the Bureau of Prisons in 1934 from the Industries area to the door on the western side of the Stockade/Recreation Yard. During the Federal Penitentiary period, cyclone fences topped with barbed wire lined prisoner routes in the Industries area to orchestrate and restrict movement. Many of these fences have been removed or are in disrepair.

In 1918, the Perimeter Sentry Walk was built along the north shoreline as part of the patrol route that circled the entire Island.¹³⁰ The Perimeter Sentry Walk followed the lower coastline, and was partially a boardwalk and partially a path set along the shoreline topography. The Perimeter Sentry Walk on the east side of the Island remains today, but is deteriorating rapidly.

During the Federal Penitentiary period, Industries served as the industrial area where many prisoners worked daily. Guard towers and catwalks assisted in its patrol, providing access from the Main Prison to the Hill Tower and to the tower on Model Industries. Much of this system has fallen into disrepair—the guard towers have been demolished or collapsed as have most of the catwalks. Remnants include tower and catwalk foundations and metal sections of catwalks.

Some character defining features that contribute to circulation within the Industries area have fallen into disrepair. However, the historic circulation pattern is evident and visible with features remaining from each of its historic period including the early road alignment. Circulation in Industries retains integrity to the period of significance.

Character-defining features associated with circulation consist of qualities rather than constructed features. The built elements related to this characteristic are listed elsewhere, in either

¹²⁸ Review of historic photographs

¹²⁹ Review of historic photographs

¹³⁰ Review of historic 1942 Map

buildings and structures or small-scale features. Within those features, the following are considered contributing with regard to circulation:

Road around perimeter of island, providing access to Industries area; Perimeter Sentry Walk on the north side of island; Ramp between Powerhouse and east side of Main Prison (see Figure 4-8); Stairs between Stockade/Recreation Yard and New Industries Building; Security fences restricting prisoner movement; Remains of catwalks from Stockade/Recreation Yard to building rooftops, and around edge of Model Industries and Powerhouse (see Figure 4-8); Remains of stairs to former West Side Dock at Pirates' Cove

Table 4-31: Removed or Missing Features - Circulation - Industries

<i>Feature</i>	<i>Period</i>
West Side Dock at Former Pirate's Cove	Later Military Prison period (1908-1933)

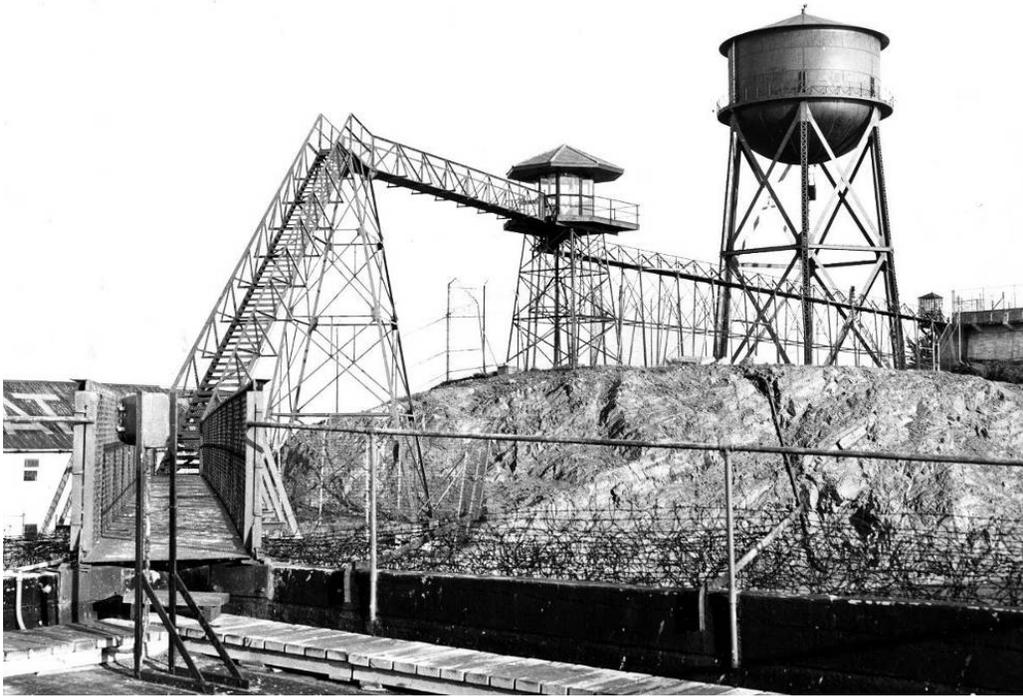


Figure 4 - 46. Catwalks connecting Stockade/Recreation Yard wall to the Hill Tower to the roof of Model Industries no longer exist; top, (c 1940) (GOGA-1567); bottom, (2009) (MBD P1020960.JPG)

Land Use - Industries

Historically, the north end of the Island was more isolated than the east or south. Its relatively distant location from the Wharf and its harsher environment contributed to its isolation. Its initial land use was defensive, consisting of fortifications. As the fortifications were abandoned in the Earthen Fortifications/Later Military Prison periods, the northern end of the Island was transformed into the industrial support area for the Island. This land use continues today.

Facilities were placed on flat topography from the razed batteries, which was ideal for storage yards as well as industrial uses such as the Powerhouse, Stores/QM Warehouse, boilers and machinist, plumber, blacksmith, and carpenter shops. In addition to its industrial use, this area was historically a work area for prisoners beginning with the Later Military Prison period and continuing throughout the Federal Penitentiary period.

Beginning in 1901, Foghorn North was added to the north tip of the Island (a second one already existed at the southern end of the Island), contributing to its role as an aid to navigation within San Francisco Bay.

Land use in the Industries area retains integrity to the period of significance. Today, a portion of the Industries area continues as its historic land use, including providing energy to the Island and serving as the industrial complex. The Powerhouse with the powerplant and the adjacent Stores/QM Warehouse serve as workshop space for Island operations. The Powerhouse continues to provide energy for the Island. However, the west portion of the Industries area that includes Model Industries is closed to use for habitat enhancement and is quickly falling into a state of disrepair. Foghorn North’s role as an aid to navigation remains today.

Character-defining features associated with land use consist of qualities rather than constructed features. The related built elements are listed elsewhere, under either buildings and structures or small-scale features. The following are contributing with regard to land use: Powerhouse providing power and utility services to the Island; Stores/QM Warehouse providing support for Island functions; Industries Yard between Powerhouse and Model Industries and enclosed by security fences; Industries and shops buildings used as part of BOP industries program; and Foghorn North providing an aid to navigation.

Table 4-32: Removed Land Use Features - Industries

<i>Feature</i>	<i>Period</i>
Fortifications ringing the Island's perimeter	Initial Military Fortifications period (1852-1867)
Quarry above Pirate's Cove	Later Military Prison period (1908-1933)

Buildings and Structures - Industries

The earliest structures on the north end of the Island were defensive fortifications constructed of brick and stone set on granite bases. These fortifications were remodeled between 1869 and 1876, burying the original masonry structures under excavated rock spoil and imported soil. The replacement structures were simple but massive earthworks with masonry revetments constructed on top of the old parapets. These were high earthen traverses separating the gun positions,

penetrated by subterranean vaults of brick and concrete used as access tunnels, magazines, store-rooms and crew safety spaces. After 1912, all of the traverses and gun emplacements were demolished and the earthen cover from the remaining positions was removed.¹³¹

As the use of the north Island changed, new buildings built of reinforced-concrete and brick were constructed on top of the former batteries to serve as industrial facilities. These included the Powerhouse which housed the Island's boilers, powerplant, prisoner shops, and laundry. The Stores/QM Warehouse housed workshops (machinist, plumber, blacksmith and carpenter) and stores. During the construction of the buildings, the Island's quartermaster carefully preserved some of the old masonry work, including remnants of the (North) caponier, passageways, and magazines.¹³² These remnants remain today, including portions of original fortifications and related tunnels, an 1873 Cross-Island Tunnel excavated from near the North Caponier to the site of today's New Industries Building and buttresses that support the fortifications.

In 1920, the U.S. Army built a three-story industrial building west of the 1910s Powerhouse and Stores/QM Warehouse buildings. Known as the Old Shops and Laundry Building (just Laundry when the building was first constructed, the building contained carpentry and tailor shops as well as an expansive laundry on the upper floors. A third industrial building was constructed at the very north end of Alcatraz between 1922 and 1929. Known originally as the Utility Shops, and later Model Industries, this three story building housed a blacksmith shop, woodworking and furniture shops and other activities.¹³³

The trend of placing industrial support facilities on the north end of the Island continued during the Federal Penitentiary period with construction of the New Industries in 1941 for work space for penitentiary prisoners, replacing the previous 1920s Old Shops and Laundry Building. This also aided in patrolling the western coastline, and assisted with alleviating coastline erosion concerns. Model Industries was converted into a storehouse and the old Laundry was demolished. The BOP also added two guard towers and two elevated catwalks for patrolling the northern end of the Island. Guard towers were placed on top of the old North Caponier and on the Model Industries Building.¹³⁴ These have now been demolished. The area also included two seawalls, one at the northernmost end of the Island (Northeast Seawall), and one at Pirate's Cove (Northwest Seawall). These were improved in 1937 to protect the coastline.

At the north end of the Island is the Foghorn North building, added in 1901. The wooden structure and its associated staircase remain, which is similar to the one at the southern end of the Island. Its electronic whistle also remains.¹³⁵

Buildings and structures in the Industries area have not significantly changed since the period of significance and they retain integrity. The Cross Island Tunnel from the Powerhouse to the old quarry area – now New Industries– remains open. Some of the powder magazines and underground storage rooms are sealed off. Other changes include the painting of exposed masonry surfaces, which were originally left unpainted during the nineteenth century. It is only in the twentieth century that exterior brick walls and structures were painted.

¹³¹ Delgado et al. 1991: 43

¹³² Thompson 1979: 242

¹³³ Historical Record of Buildings

¹³⁴ Thompson 1979: 354 and 405

¹³⁵ Thompson 1979: 461

Table 4-33: Buildings - Industries

<i>Feature</i>	<i>Figure #</i>	<i>Contributing?</i>	<i>Rationale</i>
Stores/QM Warehouse	3-243 3-244	Contributing	Building dates to the Later Military Prison (1908-1933) within the period of significance.
Powerhouse	3-244	Contributing	Building dates to the Later Military Prison (1908-1933) within the period of significance.
Model Industries	3-245 3-246	Contributing	Building dates to the Later Military Prison (1908-1933) within the period of significance.
New Industries Building	3-246 3-247	Contributing	Building dates to the Federal Penitentiary/GSA (1934-1969) within the period of significance.
Foghorn North	3-248	Contributing	Foghorn North dates to the Earthen Fortifications/Early Military Prison (1868-1907) within the period of significance.

Table 4-34: Structures - Industries

<i>Feature</i>	<i>Figure #</i>	<i>Contributing?</i>	<i>Rationale</i>
Fortification Wall and Magazines-Powerhouse/ Stores/QM Warehouse (1867) <ul style="list-style-type: none"> • MBSR4 • MBSR5 • MBSR6 • MBSF3 	3-249	Contributing Railings: Non-contributing, Compatible	Wall and Magazines date to the Earthen Fortifications/Early Military Prison (1868-1907) within the period of significance. MBSR4 and MBSR6 are Decorative Concrete Safety Rails circa 2000, not in the period of significance, however they reflect the original design for Decorative Concrete Safety Rails MBSR5 is a NPS Safety Mesh Rail with Steel pipe c2000, not in the period of significance. MBSF3 is a NPS Cyclone Fence circa 2003, not in the period of significance, however it reflects the original design for Prison Cyclone Fences.
Fortification Wall – Battery Halleck	3-250 3-251	Contributing	Wall dates to the Initial Military Fortifications and Aids to Navigation (1852-1867) within the period of significance.
Cross Island Tunnel	3-252 3-253	Contributing	Tunnel dates to the Earthen Fortifications/Early Military Prison (1868-1907) within the period of significance.

Table 4-34: Structures - Industries, continued

<i>Feature</i>	<i>Figure #</i>	<i>Contributing?</i>	<i>Rationale</i>
North Caponier	3-254	Contributing	Caponier dates to the Initial Military Fortifications and Aids to Navigation (1852-1867), within the period of significance
Oil Tank No. 1 in North Caponier magazine	3-255	Contributing	Oil Tank dates to the Later Military Prison (1908-1933) within the period of significance
Oil Tanks No. 2	3-256	Contributing	Oil Tank dates to Federal Penitentiary/GSA within the period of significance
Saltwater Intake Port and Stairs	3-257	Contributing	Intake Port and Stairs date to the Federal Penitentiary/GSA period (1934-1969) within the period of significance
Fortification Wall – Battery Rosecrans (Part of North Battery, Battery III, Battery IV) with MBSF15	3-258 3-259	Contributing	Wall dates to the Initial Military Fortifications and Aids to Navigation (1852-1867) within the period of significance. MBSF15 is a Prison Cyclone Fence circa 1930, dating to the Federal Penitentiary/GSA (1934-1969) within the period significance
Buttress 1	3-260	Contributing	Buttress dates to the Later Military Prison (1908-1933) within the period of significance
Buttress 2	3-260	Contributing	Buttress dates to the Later Military Prison (1908-1933) within the period of significance
Metal Detector Shed	3-261	Contributing	Metal Detector Shed dates to the Federal Penitentiary/GSA (1934-1969) within the period of significance
Firebox #4	3-262	Contributing	Firebox dates to the Federal Penitentiary/GSA within period of significance
Incinerator	3-263	Contributing	Incinerator dates to the Federal Penitentiary/GSA (1934-1969) within the period of significance
Greenhouse	3-264	Contributing	Greenhouse dates to the Federal Penitentiary/GSA (1934-1969), within the period of significance

Table 4-35: Removed, buried or non-visible - Buildings and Structures - Industries

<i>Feature</i>	<i>Period</i>
Industries and Laundry Building	Initial Military Fortifications period (1852-1867)
Early Batteries	Initial Military Fortifications period (1852-1867)
Earthen Battery Structures	Early Military Prison period (1868-1907)
Support Buildings	Early Military Prison period (1868-1907)
West Side Dock	Later Military Prison period (1908-1933)