II. Fort Baker

A. First Structures 1897-1910

The Lime Point Military Reservation was formally named Fort Baker in General Orders No. 25, Headquarters of the Army, May 4, 1897. The name honored Col. Edward Dickinson Baker who as the commanding officer of the 71st Pennsylvania Infantry Regiment had been killed in the Civil War battle of Balls Bluff, Virginia. A native of England, Baker had settled first in Illinois from where he was elected to the U.S. House of Representatives. Later, he moved to California, then to Oregon. In 1860 he was elected to the U.S. Senate. In May 1861 he was offered the rank of brigadier general, which he declined. At the time of his death he had not accepted a recent appointment as major general of volunteers.[1]

Two months after the post was designated, Brig. Gen. William ("Pecos Bill") Shafter, then the department commander, ordered Battery I, Third Artillery to move from Angel Island to the new fort where they lived in tents during the summer. It was first intended that this duty was to be temporary in nature but, by September, Shafter was urging the Adjudant General to make the transfer permanent: "It is absolutely necessary for the proper care of these guns that at least 1 battery remain constantly on this

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1. NA, RG77, OCE, Gen. Correspondence, 1893-1923, Maj. C. Davis, Sept. 2, 1897, to Chief of Engrs.; RG92, OQMG, Gen. Correspondence, 1890-1914, GO No. 25, Headquarters of the Army, AGO, May 4, 1897; Francis B. Heitman, Historical Register and Dictionary of the United States Army, 2 vols. (Washington: Government Printing Office, 1903), 1:183. At first there was some doubt as to how much of the Lime Point Reservation was included in Fort Baker. The Chief of Engineers concluded that the Secretary of War intended to include the entire reservation. However, the western portion was distinguished by the unofficial name of Point Bonita, even on its early post returns.

point. It is necessary that daily attention be given the guns [in Battery Spencer] and frequent attention be given to the 4 15" Rodmans [in Ridge Battery]." Thus did Fort Baker become a permanently occupied post.

That fall two two-story wooden barracks that were excess to the Presidio's needs were barged to Horseshoe Bay. At the time there was a large swamp at the head of the bay (where a temporary hospital stood during World War II). The two barracks, augumented by a guardhouse and a corral and stable, stood in a north-south row located to the north of the swamp. This site would later be occupied by the southern portion of the parade ground. The specifications for moving the barracks referred to the general area as "Old Ranch Valley." Nothing is known of an earlier ranch in this location. However, a map prepared in 1897 showed an unlabeled structure on the west side of the valley that was partly surrounded by fencing. Whatever this building's function, it failed to appear on subsequent maps.[2]

Company L, 3d Artillery, replaced Company I in February 1898. For reasons not made clear the new troops moved out of the frame barracks and set up a tent camp nearby. They were still in this camp when a grass fire burned part of their tentage that summer. Even before then the department quartermaster had developed plans for permanent buildings at the post. While these plans were being processed "through the proper channels," the Spanish-American War came and went. The war had very little effect on Fort Baker, the only noticeable change was the mounting

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2. NA, RG92, OQMG, Gen. Correspondence, 1890-1914, Shafter, Sept. 15, 1897, to AG; and map prepared between April and December, 1897.

of three 8-inch converted rifles in old Cavallo Battery as well as the continuing construction of the new fortifications.[3]

Invitations to bid on eleven proposed permanent buildings were issued late in 1900. The plans called for the principal structures being made of brick. But all the bids came in much too high. In the end, the Quartermaster Department readvertised for frame buildings. The contracts were awarded in June 1901, as follows:

> E. N. Jones, all construction. J. Doherty, all plumbing except a double set of officers' quarters.
> Samuel Ickelheimer, plumbing for that set of quarters.
> Robert Dalziel, heating in post hospital. Joshua Hendy Co., all electrical wiring.

The toal amount of the awards came to $118,435. The articles of agreement signed with Jones listed the eleven structures, saying that the roof slate would be "Brilliant Black Roofing Slate," manufactured by the Eureka Slate Company:

	Structures	Standard Quartermaster Plan
1.	Double set of officers' quarters	No. 120A
2.	" " " " "	No. 90A
3.	Barracks for one company	No. 121E
4.	Double set of noncommissioned officers' quarters	No. 83E
5.	Post hospital	---

3. Ibid., Chief QM J.M. Moore, Dept. of California., Jan. 19, 1898, to QMG; Microcopy 617, Roll 65, Post Returns, Fort Baker, July 1897-Dec. 1898.

6.	Hospital steward's quarters	No. 87
7.	Guardhouse	No. 30 (I or J)
8.	Bakehouse	No. 49B
9.	Quartermaster and Subsistence storehouse	No. 91E
10.	Quartermaster stable and wagon room	No. 37B
11.	Fuel shed	No. 67B[4]

In 1901 a new Corps of Artillery, in which coast artillery and field artillery were partially separated, was organized. The former regimental system was abolished and the 120 coast artillery companies were identified by number. The 68th Company of Coast Artillery became the garrison of Fort Baker in November 1901. About the same time, the War Department announced that two additional companies would be assigned to the post. The Secretary of War authorized the construction of four new buildings for housing the increased garrison: one barracks for 109 enlisted men, Plan 121E; one double set of officer's quarters, Plan 90A; one set of field officer's quarters, Plan 145A; and an administration building, Plan 122A. The construction contract on this occasion was awarded to James Campbell, while Ickelheimer again won the plumbing contract and the Handy Company, the electrical wiring.[5]

The Quartermaster Department at this time was using the old engineer wharf for unloading material. The teredo-ridden piling

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4. NA, RG92, OQMG, Gen. Correspondence, 1890-1914, QMG, telegram, Dec. 18, 1900, to Chief QM, Dept. of Calif.; Articles of Agreement between Col. J.M. Marshall and E.N. Jones, Fort Baker, June 11, 1901.

5. Ibid., Chief QM, Dept. of Calif., Dec. 5, 1901, and July 2, 1902, to QMG, referring to GO No. 126, War Dept., Sept. 21, 1901.

was in a terrible condition, and a request was made for a new wharf on iron pilings at an estimated cost of $22,150. The Mercer-Fraser Company won this contract early in 1902. Quartermaster funds were used in the construction of this wharf, rather than engineer money. The new structure was completed in February 1903. It had iron standard piles, a plank deck, and the necessary wooden fender piles, spring piles, and cluster piles. A year later the Quartermaster General authorized the addition of a small waiting room, complete with a most desirable fireplace.[6]

The demand for additional buildings grew along with the mounting of more guns and an increase in the garrison. In September 1902, the post ordnance officer requested a storehouse for his ordnance supplies. He was then using the magazines in old Cavallo Battery which were too small and damp for much of his material. The old engineer buildings had become too dilapidated for use. They were filled with bedbugs and fleas that resited all attempts at eradication. To stress his needs, he listed the ordnance equipment on hand. Because such lists are rare in surviving military records, it is reproduced as follows:

3 sets drawing instruments	14 blocks, hoisting & pulley
2 azimuth instruments	5 hydraulic blocks, lifting
1 transit	2 jackscrews
4 small arms targets	2 garrison gins
3 artillery targets	1 capstan
drawing materials	46 chocks
leather articles, miscellaneous	20 handspikes

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6. Ibid., Chief QM D.D. Wheeler, Dept. of Calif., Dec. 21, 1901, to QMG; and blueprints and specifications for a new wharf, February 1902; Chief QM W. Patten, Dept. of Calif., Dec. 29, 1903, to QMG.

Fuzes and primers for artillery guns	2 mauls
400 lbs. rope, assorted	300 blocks, manuevering
70 stands of small arms	46 skids
3 sets of implements & equipment for service of 8-inch converted rifles	20 way-planks (?)
	12 shifting planks

Construction of the storehouse was promptly approved. It was to be a simple, frame, gabled building measuring 110 by 20 feet. Double doors were planned for both ends and on one side.[7]

The first post exchange at Fort Baker was confined to a small damp room in the basement of a barracks. In 1903, the post commander urged the construction of a large brick building that would house both a post exchange and a gymnasium. He thought that the command's morale and general welfare would be uplifted if the exchange could sell beer to the enlisted men. The structure was approved, specifications being written that it would be built according to quartermaster standard plan no. 155.[8]

Other stuctures needed at the post included a larger mule stable, an additional quartermaster storehouse, a fire apparatus house (two hose carts and fire ladders), new galvanized iron covers for two water tanks, a workshop for the post carpenter and post blacksmith, a small guardhouse at the Sausalito entrance to the post, a storehouse for the artillery engineer's equipment (instruments, tools, cleaning equipment, oil, etc.), and an addition

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7. Ibid., Capt. H.E. Cloke, Fort Baker, Sept. 8, 1902, to Post Adjutant; QMG, Nov. 11, 1902, to Chief QM, Dept. of Calif.

8. Ibid., Lt. Col. A.H. Merrill, CO, Fort Baker, Jan. 19, 1903, to AG.

to the bakery including a new oven. All these structures were built at Fort Baker between 1903 and 1906.[9]

A third barracks building was authorized at Fort Baker in the spring of 1905. In contrast to the earlier two, this one would be made of brick. Many months passed before the contractor, Wilson-Lyon Construction Company, completed the job. First, the company got in financial difficulty and had to suspend work. Then came the great earthquake of 1906, and again construction was held up. Finally, in December 1906, a great wind storm blew off the porch roof, tore brick from the walls, carried away porch columns, blew off a square of slate from the roof, and damaged a ventilator. The Army did not hold the contractor responsible for the damage, and the barracks was eventually completed and occupied.[10]

The barracks' descriptive sheet recorded the completion date as being May 9, 1907. Its capacity was 109 enlisted men, and it cost $42,238. Other data shown on the sheet included: Walls, brick. Foundation, stone. Roof, slate. Floors, maple. Heated by hot water. Lighted by mineral oil. Ten water closets. Six urinals. Three wash sinks. Seventeen wash basins. Four laundry tubs. Six shower baths. One tub. And 109 lockers.

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9. Ibid., Post QM, Fort Baker, Mar. 19 and July 1, 1904, and Apr. 5, 1905, to Chief QM, Dept. of Calif.; Lt. C. Carrigan, Artillery Engr., Mar. 18, 1905, to Adjutant, Fort Baker; Articles of Agreement, Addition to Bakehouse, Fort Baker, July 7, 1905. A person acquainted with the difficulties experienced by post commanders in getting approval for new structures in the 19th century, might be surprised at the almost 100 percent approval in the 20th century.

10. Ibid., Chief QM W. Patten, Dept. of Calif., May 10, 1905, to QMG; Capt. B.F. Cheatham, Dec. 29, 1906, to QMG; QM, Ft. Baker, Dec. 21, 1908, to QMG.

By 1906 the post of Fort Baker had taken on its permanent character. There follows a list of the structures standing at that time, the numbers then assigned to them, and the numbers assigned to them today:

1906 No.		Today's No.
1	Barracks, frame	602
2	" "	601
3	Post Headquarters	603
4	Commanding officer's quarters	604
5 & 6	Duplex captains' quarters	605
7 & 8	" lieutenants' quarters	606
9 & 10	" captains' quarters	607
29 & 30	" lieutenants' quarters	629
31 & 32	" captains' quarters	631
11	Hospital	533
12	Hospital Steward's quarters	522
13 & 14	Duplex noncommissioned officers quarters	523
25 & 26	Duplex noncommissioned officers quarters	527
27 & 28	Duplex noncomissioned officers quarters	529
15	Guardhouse	615
16	Bakery	557
17	Coal Shed	Gone
18	Quartermaster & Subsistence storehouse	559
19	Quartermaster stable	Gone
20	Pumphouse	671
21	Ordnance storehouse	Gone
22	Barracks, temporary	Gone
23	Post exchange and gymnasium	623

24	Wagon shed	561
33	Wharf waiting room	Gone
34	?	---
35	?	---
36	Barracks, brick	636
---	Two water tanks	420 & 421

By 1910, several more structures had been added to the historic scene:

37	Commissary storehouse, brick	637
38	Electrical substation	502
39 & 40	Duplex noncommissioned officers' quarters	531
41 & 42	Duplex noncommissioned officers' quarters	530
43	Fire apparatus building	Gone
44	Blacksmith shop	644
45	Carpenter and paint shop	645
46	Engineer & Signal Corps storehouse	Gone
47	Pumphouse at well	?
48	Flagstaff	648[11]

B. Landscaping

When viewed across the bay from San Francisco, Fort Baker today is a charming scene of white buildings with red roofs sunggled together at the bottom of the Marin Headlands. Groves of trees grace the picture. This picturesque tranquility was not

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11. NA, Cartographic Archives Div., RG92, OQMG, map, Fort Baker, 1906; map, Fort Baker ca. 1908; NA, RG92, OQMG, Gen. Correspondece, 1890-1914, QMG, Sept. 16, 1909, to Sect. of War; Capt. F. Thornton, QM, Fort Baker, Mar. 5, 1910, to QMG; Capt. R.C. Marshall, OQMG, May 25, 1912, to Chief QM, Western Div.

always so. The first soldiers at Fort Baker were plagued with either billowing dust or clinging mud; and not a single tree graced the valley or the skyline.

One of the first problems to be attacked was the swamp that lay between Horsehoe Bay and the parade ground. In 1902 the post surgeon recommended that the swamp be filled in; he described it as little more than a cesspool where millions of germs were produced and poisonous gases generated. Maj. Gen. Robert Patterson Hughes over in San Francisco was not impressed. He demanded more proof that the marsh was detrimental to the health of the garrison. Not only was it 400 feet distant from the quarters, a steady wind from the west carried any "malarial vapors" out into the bay and away from the post: "I have acquired a great respect for malarial agents, but I would not expect to meet any of them in the inhabited part of Fort Baker."

The general's chief quartermaster did not agree. Not only was the swamp unsightly, it would provide over seven acres of useful ground if it were filled in. The Surgeon General reported to the Secreatry of War that the swamp had not affected the health of the command and that there were no malarial fevers in San Francisco anyway. Nevertheless, he too thought it should be filled in. Just after General Hughes' retirement, in 1903, the Quartermaster General approved a contract in the amount of $15,800 for filling the swamp. The work was done by a hydraulic machine and it involved 80,000 cubic yards of fill. The job was completed in four months.[12]

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12. NA, RG92, OQMG, gen. correspondence, 1890-1914, AA Surg. C. Baker, Aug. 26, 1902, to Adjutant, Fort Baker; Maj. Gen. R.P. Hughes, Sept. 24, 1902, to AG; Surg. Gen. G.M. Sternberg, Feb. 2, 1903, to Sect. of War; QMG, June 20, 1903, to Chief QM, Dept. of Calif.

In 1902 the Quartermaster Department began planning the post roads, sidewalks, gutters, and draining and grading the parade ground. The estimates were prepared in September. The main items included:

25,000 cubic yards, grading parade ground	$	8,750
26,300 " " concrete seawall	7,890	
22,000 square yards macadam (rock)	11,000	
10,200 lin. feet, gutters	5,100	
6,000 feet, drain tile, various sizes	11,200	
21,000 square feet, concrete sidewalk	3,360	

The quartermaster wrote that $7,000 could be saved by having military prisoners supply the macadam from the army quarries on Angel Island. The grading of the parade ground also involved filling in a ravine that ran through the center of the post, and cutting down the bluff in order to widen the road out to the wharf. A contract for this project was let in April 1903, the work being completed soon thereafter.[13]

The post commander complained bitterly about Fort Baker's mud and dust. The grading of the grounds had left them entirely bare. When it rained, he said, the post was a sea of mud, an adhesive mud that was carried into all the buildings in great quantities. And during the dry months, constant high winds stirred up a thick cloud of dust that hovered about like a dense fog. One small step forward in the summer of 1903 was the acquisition of 1,200 gallons of crude oil for sprinkling the road from the post to Sausalito. A few months later the Quartermaster

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13. Ibid., Lt. Col. A.H. Merrill, CO, Fort Baker, Feb. 27, 1903, to AG, Dept. of Calif.; QMG, Apr. 9, 1903, to Chief QM, Dept. of Calif.

General approved the purchase of 1,350 pounds of Australian Rye Grass seed, enough to cover eighteen acres. A year later, the parade ground was replanted with the same seed, and fifty pounds of Blue Grass lawn seed was planted around new quarters constructed that year.

The post quartermaster prepared a tree-planting plan in the fall of 1903. It called for 150 elms and 150 pepper trees to be planted around the quarters and around the perimeter of the parade ground. The semicircle of hills behind the post was to be planted with a windbreak consisting of 10,000 Monterey cypress, 10,000 Monterey pines, and 10,000 common eucalyptus (blue gum). After a long delay, the Quartermaster General disapproved the purchase of the trees, saying that suitable trees could be supplied by the Presidio, where plans were being made for a thinning-out process. No further correspondence concerning trees followed; presumably today's groves, from Gravelly Beach to Yellow Bluff, came from the Presidio.[14]

Besides being sprinkled with oil, the Sausalito road recieved other attentions in these early years. Maj. Gen. Arthur MacArthur approved an expenditure of $800 for the construction of an entrance gate. The metal gate was to have cast iron ornamental finials similar to those on the Central Avenue (today, Presidio Avenue) entrance gate to the Presidio. The gate pillars were to be made of brick, with obsolete cannons to be set in their centers. The commander of Benicia Arsenal said he could supply the guns as well as two 10-inch cannon balls. When the road had first been

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14. Ibid., Merrill, Jan. 29, 1903, to AG; Lt. E.G. Abbott, QM, Fort Baker, June 4 and Oct. 8, 1903, and July 1, 1904, to Chief QM, Dept. of Calif., and Special Estimates of QM Supplies; Lt. F.H. Taylor, Sept. 30, 1904, Special Estimate for QM Supplies.

built, a post and rail fence had been constructed along a portion of it. After a team of mules became scared and fell over the cliff in 1905, it was decided to extend the fence from Cavallo Battery to the entrance gate. Fir was selected for both the railings and the posts. In 1908, the Quartermaster General learned that this road was lighted at nights by eighteen kerosene lamps. He was horrified. Calling it a country road, he informed the Chief of Ordnance that his department could not undertake this class of lighting. Presumably, the lights went out.[15]

C. Water

In the 1860s, Colonel Mendell had succeeded in supplying his engineer camp and the fortification work with sufficient fresh water from small springs on Lime Point Ridge. (Sea water was used in at least some of the concrete work.) Later, the fog signal station out on the point used Mendell's system to supply its boilers by constructing a flume from the engineers' reservoir. With the establishment of the post, the Army proceeded to bring in drinking water by boat, just as had been done at Alcatraz Island for years. The water was pumped from the wharf to two tanks, each having a capacity of 30,000 gallons, on the hill above. From there it was taken down to the pumphouse (Structure No. 671) and distributed through the post.

When the garrison increased in size in 1902, the quartermaster undertook the development of a new water supply on the reservation. A civilian water expert investigated the high ground behind the post and located several small springs that

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15. Ibid., Abbott, Nov. 18, 1903, Estimate for QM Supplies; Taylor, Jan. 16, 1905, Special Requisition for QM Supplies; QMG, J.B. Aleshire, Mar. 25, 1908, to Chief of Ord.

seemed promising. Accepting this expert's recommendations, the quartermaster sank a shaft (five by seven feet and fifty-eight feet deep) into the ground at the base of the hill behind the post--a few hundred feet beyond the hospital. At the bottom of this shaft a tunnel, 183 feet long, was driven into the hill. Although water was found, salt water seeped into the bottom of the shaft because of its depth, and made the well unsuitable for drinking purposes.[16]

The Secretary of War authorized the expenditure of $5,000 in 1904 to drive a new tunnel higher up on th hill where there was a spring. As first constructed, the vertical shaft, or "well," was about fifty-five feet deep. The six-by-six shaft was lined with wood. At the bottom, a seventy-foot tunnel was driven into the hill; it too was lined with wood. This new system provided 12,000 gallons a day, but the quality of the "blackish" water was little better than that of the first well. It was used only for irrigation and for flushing purposes at Batteries Duncan, Yates, and Spencer. Battery Kirby and the post garden in Gravelly Beach valley obtained their water from a spring in the vicinity. A statement of the average daily consumption of water at the post was prepared in 1908. It showed the following amounts and sources:

Delivered by government steamer	40,000 gallons
Pumped from well	12,000
From Springs	4,700
	56,000

Not willing to give up, the post quartermaster got permission in 1908 to deepen the second shaft by twenty feet. At

16. Ibid., J.W. Lowe, Aug. 14, 1902, to Chief QM, Dept. of Calif.; QMG C.F. Humphrey, Mar. 12, 1904, to Sect. of War.

the sixty-five-foot level he drove a second tunnel about twenty-five feet long, and at the seventy-five-foot level, a third tunnel about sixty-five feet in length. The results of this last effort at self-sufficiency in a water supply have not been determined. Whatever they were, the effort was a wasted one. In less than a year, the Marin Water and Power Company notified the Army that it had completed a twelve-inch castiron pipeline to Sausalito and that it was able to deliver water at the reservation boundary. The Quartermaster General promptly authorized a six-inch main connecting to the pipeline and an additional 100,000-gallon steel storage tank at the fort.[17]

D. Inspections, Maintenance, and Improvements

The 1906 earthquake caused only minor damage at Fort Baker. A few chimneys toppled and some plastering was slightly damaged. Rumors spread that the batteries had been damaged, perhaps severely, but the acting post commander could not verify the matter because the three companies of Coast Artillery had gone to San Francisco to aid the city's survivors. Within a month all was back to normal at Fort Baker. The batteries were found to be intact. The estimate of damage throughout the post amounted to less than $5,000.[18]

All permanent buildings at Fort Baker had been wired for electricity at the time of their construction. However, fixtures had

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17. Ibid., QM, Fort Baker, Sept. 5, 1908, to Adjutant, Fort Baker; Marin Water and Power Co., July 31, 1909, to Col. R.R. Stevens, QM, Dept. of Calif,; QMG Aleshire, Feb. 10, 1911, to AG.

18. Ibid., Chief QM, Fort Mason, Apr. 21, 1906, to QMG; Microcopy M617, Roll 66, Fort Baker, Post Returns, April and May 1906.

not been installed nor was power furnished to the post. The post commanders continually worried about fire danger from kerosene lamps, particularly in the frame quarters. When it was shown that electricity was cheaper than kerosene, steps were taken to bring commercial power into the fort. A brick transformer substation (structure no. 502) was completed in 1908, and electricity was introduced. The surplus lamps were sent to the Presidio where they were needed for the quarters of the 30th Infantry Regiment that was due to be stationed there.[19]

A fire destroyed the eight-year-old ordnance storehouse in the early morning of May 30, 1911. The ordnance officer was on leave at the time and the ordnance sergeant was confined to his quarters because of scarlet fever in his family. Two large explosions occurred while the building was burning, but the cause of them could not be determined. A sentry discovered the fire, and the command responded immediately. Nonetheless, the structure was totally destroyed. When reporting the fire, the commanding officer noted that the post had had seven other fires in the past two years, none of them serious and nearly all of them beginning in rubbish piles or piles of oily waste near the guns.[20]

The chief quartermaster of the Department of California inspected Fort Baker's buildings, transportation, and clothing

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19. NA, RG92, OQMG, Gen. Correspondence, 1890-1914, Capt. B.F. Cheatham, Construction QM, San Francisco, Dec. __, 1906, and July 20, 1907, to QMG; QM, Fort Baker, Mar. 5, 1909, to QMG; R.R. Stevens, Chief QM, Dept. of Calif., Aug. 2, 1909, to QM, Presidio. The surplus lamps at Baker consisted of: 67 bracket; 41 pendant; 8 hand, Rochester; 8 hand, student; and 44 street lamps. The Presidio did not want these last.

20. Ibid., Capt. L.T. Waldron, CO, Fort Baker, May 30, 1911, to AG.

supplies in February 1911. At that time four companies of the Coast Artillery Corps occupied the post: the 32d, 68th, 61st, and 148th Companies. Although the post was somewhat crowded, the quartermaster recommended the enlargement of only two structures: the coal shed (now gone), and the quartermaster storehouse (structure no. FB-559). Of special interest is the list of vehicles he found at the post:

1 buckboard, used by the commanding officer
1 market wagon, used for hauling market supplies from Sausalito
3 passenger wagons, used to transport officers to batteries and ferries
1 water wagon, used in sprinkling roads
1 wagonette, used to transport officers and enlisted men to ferries
1 truck, small, used in hauling freight from dock
4 dump carts, used for police purposes
4 handcarts, used by the companies for hauling rations, etc.[21]

A slight earthquake, followed by high winds, hit Fort Baker on the night of January 23-24, 1914. Damage was restricted to the porch of a frame barracks then occupied by the 61st Company (structure no. FB-601). The estimated cost for repairs amounted to $300. Six months later a small fire occurred in this same building. The blame was laid to a defective flue in the chimney.[22]

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21. Ibid., Col. F.V. Schrader, inspection of Fort Baker, Feb. 14, 1911.

22. Ibid., Proceedings of a Board of Officers, Fort Baker, Feb. 19, 1914; OQMG, June 25, 1914, to AG.

In 1915 the engineers found themselves under attack from the commanding general of the Western Division, Maj. Gen. Arthur Murray. The general wanted all buildings at all the Bay Area posts to be uniform in their paint colors. His color scheme called for dark red roofs, bronze-green walls, and white trimmings. The engineers had traditionally whitewashed their buildings, or painted them white at their three principal plants: at Fort Winfield Scott, Fort Barry, and Fort Baker (and earlier on Alcatraz Island). Sometime before Murray's order, the engineers (who were independent of Murray's command, being directly under the Chief of Engineers in Washington) had bowed to the Artillery's request that they paint their buildings in a less conspicuous color. At that time they had painted all structures with a dark red cold water paint. This paint had since flaked and faded. The resolution of this issue has not been found in the military records. General Murray was a forceful personality and one should not have been surprised to find all the engineer buildings painted bronze-green.[23]

E. Baker-Barry Tunnel

In July 1904 the Secretary of War authorized a two-company garrison of Coast Artillery for the batteries at Point Bonita. Later that year, on December 27, General Orders No. 194, War Department, announced the establishment of Fort Barry on the western part of the Fort Baker military reservation. The boundary between the two was a true north line from the tip of Point Diablo. While most supplies were delivered to Fort Barry by vessels, a crude and treacherous road connected the two posts. In 1916, the Army announced that because of planned expansion of Fort Barry the communications between it and Baker would be improved by

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23. NA, RG77, OCE, Gen. Correspondence, 1894-1923, Lt. Col. T.H. Rees, June 23, 1915, to Chief of Engrs.

driving a 2,000-foot tunnel under the ridge west of Fort Baker and constructing over 8,000 feet of new roadway to connect Fort Baker with the head of Rodeo Valley.[24]

America's entry into World War I heightened the need for the tunnel. It was pushed through to completion in 1918. Its length was approximately 2,200 feet. Most of the tunnel was driven through serpentine rock that varied from very hard material to quite soft and broken rock. Consequently, the entire tunnel was lined with sets of ten by ten-inch timbers, placed five feet apart and covered on the outside with two-inch lagging. The dimensions inside the timbers were sixteen by sixteen feet.

In 1922 a transmission line was installed through the tunnel, replacing an old line that had run over the hills between the two posts. At some early date a six-inch water main was also laid through the tunnel to supply Fort Barry. By 1925, a considerable amount of rotting had occurred in the timbers of the always-damp tunnel. The construction quartermaster undertook a repair program that lasted two years. In his completion report he said that the repairs had cost $16,618, and that the tunnel was now safe and sound. The particulars of the report included:

> Removal of rotted two-inch lagging and replacing same with 13,000 board feet of creosoted cedar lagging. Installing 200 additional 3-inch x 10-inch x 16-foot collar braces. Removal of rotted arch rings and subsituting with forty-four completely new creosoted ten by ten-inch cedar arch sets, including plumb posts.

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24. Ibid., Actg. QMG G.E. Pond, July 16, 1904, to Chief of Engrs.; Fort Barry, Fort Record Book, Presidio Museum, Presidio of San Francisco; San Francisco Examiner, Apr. 29, 1916.

Replacing rotted plumb posts with twenty new creosoted cedar ones.

Removal of rotted segmental arch pieces and substituting thirty-five new ten by ten-inch creosoted segments.

Removal of 121 rotted arch sets in the clay formation from station 17 plus 81 to west portal and replacing the same with reinforced concrete lining complete.

Removal of wooden supports under the six-inch water main and subsituting 182 cement blocks, and caulking the joints of the water main.

Cutting off the ends of rotted plumb posts and substituting concrete in their place.

Installing 1,785 feet of three by six-inch creosoted redwood filler along the edge of the concrete road and the six-inch water pipe to fill up cavity.

Installing eleven street lights in the tunnel and repairing all electric wiring and cable.

Creosoting the lining and timbers the entire length of the tunnel.

Installing 155 linear feet of galvanized iron in the arch of the tunnel to deflect seepage.

Digging 1,200 linear feet of trenches over western end of the tunnel to lead water away.

Constructing 1,500 linear feet of barbed wire fencing around the trenches to keep cattle [there by permit] out.

Repairing concrete road in the west end of the tunnel from station 17 plus 81-82 plus 66.

Additional repairs and improvements were made on the tunnel in 1935-37 as a Works Progress (later, Projects) Administration undertaking--a CCC camp had been established just west of the tunnel on the Fort Barry boundary. Work began in October 1935 on widening the tunnel to twenty feet and increasing its height to seventeen feet. Air hammers were used on the rock. The men also lined the enlarged tunnel

with unreinforced concrete to a depth of twelve inches. On May 31, 1936 a serious, fifty-foot-long cave-in occurred at the west end of the timbered section of the tunnel. This occurred at station 8 plus 00, where the material over the tunnel was mainly earth. Because funds were exhausted at this time further work was suspended. A summary of the work completed showed that the concrete had been placed (by a compressed air concrete gun) on both side walls up to the spring lines for a distance of 1,785 feet. The construction quartermaster estimated that the project was eighty-five percent complete.

Work resumed in August 1936. The concrete work was completed and, in addition, the six-inch iron water main was moved and relaid on galvanized steel brackets fastened to the north wall about fifteen inches above the floor. Also, a new lighting system was installed that consisted of thirty ceiling lights, Type I-3, placed in the center of the tunnel. No serious accidents occurred during the entire project, although one carpenter died of a heart attack. The construction quartermaster reported the total cost as being, $358,664. The tunnel is identified today as FB-268.[25]

F. Fort Baker, 1920s and'30s

During the wartime emergency of 1917-18, Fort Baker's armament was greatly reduced. Guns were needed elsewhere,

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25. Washington National Records Center, Suitland, Md. (hereinafter cited as WNRC), RG77, OCE, Completion Reports, Forts Baker and Barry, Lt. Col. I.L. Fredendall, Constr. QM, Installation of Cable through Tunnel, Jan. 23, 1922; Capt. C.W. Haney, Asst. QM, Completion Report on Repairs to Tunnel, Sept. 27, 1929; Capt. S.W. Hulse, Constr. QM, Completion Reports on Widening & Placing Concrete Lining in Baker-Barry Tunnel, Oct. 20, 1936, and Aug. 9, 1937.

including France. And no longer were large-caliber weapons required on the inner harbor. Even the submarine minefields at San Francisco would be moved to outside the Golden Gate. Battery Duncan's two 8-inch guns were dismounted in 1917 and shipped back East for use on railroad mounts. The carriages were sold as junk in San Francisco. Likewise, Battery Orlando Wagner's two 5-inch guns were dismounted and shipped to Ohio. Gun no. 3 at Battery Spencer, which covered the inner harbor, was moved to Battery Chester at Fort Miley, south of the Golden Gate. Only the remaining two 12-inch guns at Spencer and the six 3-inch guns at Battery George Yates remained in Fort Baker's armament.

In 1920, Fort Baker became the home of the 24th Balloon Company--a new development in San Francisco's defenses. The balloons and their hangar, however, were maintained at Fort Barry, now easily reached through the Baker-Barry tunnel. This company left Fort Baker only a year later. Then, in 1922, Fort Baker's 61st Company, Coast Artillery Corps, was deactivated. Beginning on August 31, 1922, the post was garrisioned by only a caretaking detachment of Coast Artillery troops from Fort Winfield Scott. Not until January 1, 1931, was Fort Baker returned to an active status with the reactivation of Battery K, 6th Coast Artillery.[26]

Despite the empty parade ground and the silent batteries, the Quartermaster Department did not ignore the post. In 1920 a contract was let to modernize the quartermaster wharf. New concrete piers, sixteen by sixteen inches and varying in length from twenty-five to thirty-five feet, were installed. A concrete

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26. Fort Baker, Fort Record Book, Presidio Musejm; Emanual Raymond Lewis, A History of San Francisco Harbor Defense Installations: Forts Baker, Barry, Cronkhite, and Funston (Division of Beaches and Parks, State of California, 1965), Appendix IV, pp. 3-4.

slab was placed under the existing storehouse on the wharf. And an extension was built onto the concrete abutment at the shore end. The cost of these improvements amounted to $17,870. Three additional contracts were let between then and 1928, the work consisting of replacing green and fender piles, renewing ribbons and chocks, and other repairs.[27]

The head of Horsehoe Bay had long had a wooden bulkhead along it to protect the filled-in lagoon area from waves and storms. In 1929 the Quartermaster Department constructed a concreted seawall, 134 feet long, in front of this bulkhead, and backfilled with rock. The new wall varied in height from four and one-half to fourteen feet. Three years later this seawall was extended westward another 134 feet. The concrete was reinforced with scrap iron found around the post. During these operations, the road behind the seawall, now called Sommerville Road, was widened and improved.[28]

Many improvements to the structures and the grounds at Fort Baker were undertaken as WPA projects in 1936-37. One of these projects called for renewal of the storm water drainage system, repair of the electric and water distribution system, erecting three additional hydrants, and installing a steam heating system in Barracks No. 1 (structure no. 602), which had been heated by fireplaces.

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27. WNRC, RG77, OCE, Completion Reports, Forts Baker and Barry, Lt. Col. I.F. Fredendall, QMC, Completion Reports, Construction of Concrete Approach to Wharf, Sept. 30, 1920; and Addition to Concrete Approach, Jan. 14, 1922; Capt. A.L. Koch, QMC, Repairs to Wharf, Jan. 30, 1928; Capt. C.W. Haney, QMC, Repairs on Wharf, Nov. 27, 1928.

28. Ibid., Haney, Report on Repairs to Seawall, May 21, 1929; Capt. H.B. Nurse, Extension to Seawall, Apr. 15, 1932.

Another project, in the amount of $30,000, saw minor repairs in nearly every building on the post, a great amount of painting on interiors and exteriors (General Murray's paint colors were probably discarded by then), enclosing the rear porches of the three barracks, new roofs here and there, and other improvements.

Nor was landscaping overlooked. A special project, "Care & Improvement of Parks and Recreation Facilities, Fort Baker," resulted in grading the slopes behind all the quarters around the parade ground. These slopes were then planted with ice plant. "General" landscaping was carried out throughout the post and, again, a number of buildings received fresh paint.

The CCC camp west of the Baker-Barry tunnel, built in 1935, was turned over to Ninth Corps in October 1936. By August 1937 it was being used as temporary housing for troops practicing on the Departmental Rifle Range at Fort Barry. The buildings had not been painted when they were built. No good quartermaster could tolerate such a state, and, in 1937, the structures received a coat of paint. The quartermaster's choice of colors was rather dismal--dark gray walls with black paint on the exterior sash. None of these buildings stands today. For the record, the camp consisted of: twelve barracks, a mess house, two shower and toilet buildings, three storage sheds, a cold storage house, and an open garage.[29]

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29. Ibid., Hulse, Completion reports: WPA Project No. 213-4007, Aug. 9, 1937; WPA Project No. 213-2004, June 30, 1937; WPA Project No. 213-3004, Aug. 9, 1937; and Completion Report on Painting Exteriors of CCC Camp Buildings, Aug. 9, 1937.

G. World War II

Fort Baker played a vital role in the Harbor Defenses of San Francisco throughout World War II in a variety of ways. The two 12-inch guns remaining in Battery Spencer stood guard until 1943, when they were finally dismounted. Battery George Yates retained two of its 3-inch guns that covered the antisubmarine net stretched across the harbor entrance from Fort Baker to the south shore. These two guns were not dismounted until 1946. Battery Kirby had been abandoned in 1934. Now, in the summer of 1942, two new concrete platforms were built nearby and the Ordnance Department mounted two of Yates's 3-inch guns on them. Sometimes called Kirby II and Kirby Beach (FB-702) this battery's armament was removed in the spring of 1944. Also emplaced at Gravelly Beach were four 90-mm (two fixed, two mobile) antimotor torpedo boat (AMTB) weapons. At Point Cavallo two 40-mm AMTB weapons were installed. These last two batteries, called Gravelly (FB-701) and Cavallo (now gone) respectively, were both disarmed in September 1946. (Today, there is a sandbagged pit on the parapet of old Cavallo Battery that may have been the site of one of the 40-mm guns.)

After years of recommendations, the Army finally established a mine depot at Fort Baker on the eve of World War II. The mine wharf (FB-415), adjacent to the quartermaster wharf, was constructed in 1937. The remainder of the mine structures--the mine storehouse (FB-407), the cable tank building (FB-670), a power house (FB-409), two magazines for explosives (FB-410 and 411), and two mine loading rooms (FB-412)--were not constructed until 1941. The three mine planters assigned to San Francisco Harbor Defenses, USAMP Ellery W. Niles, Samuel M. Miles, and Horace F. Springer, were all berthed at Horseshoe Bay although assigned to different mine fields.

Six mobile seacoast searchlights were assigned to Fort Baker: SL55 and SL56 at Gravelly Beach, SL57 and SL58 at Lime Point, and SL59 and SL60 at Battery Yates and Cavallo Point. Apparently, too, some antiaircraft searchlights were assigned to the reservation. At least, a battery of antiaircraft searchlight personnel was assigned to the post. (It is also possible that they manned the seacoast searchlights.)

A nonfortification operation of considerable magnitude was the hospital established at the post, between Horseshoe Bay and the south end of the parade ground. The War Department approved this facility on May 6, 1941, for the puposes of centralizing hospital service in the Harbor Defenses of San Francisco and relieving the pressure on Letterman General Hospital at the Presidio. Construction began on the complex on July 1, 1941, and the last structure, the administration building, was accepted October 22. All the structures were of the army designated "Mobilization Type," and each individual building was constructed according to standard plans for its particular function. The district regimental engineer described the complex as follows:

	Plan
1 administration building	AI-revised
1 nurses' quarters	HQ-12
1 nurses' quarters and mess	HQM-11
1 officers' quarters	HQ-18
1 officers' quarters and mess	HQM-17
3 barracks, medical detachment	HB-54
1 recreation building, medical detachment	RB-2
3 wards, standard	W-1
4 wards, combination	W-2
1 ward	W-4
1 mess, enlisted men and patients	M-14

1 clinic, dental	DC-2
1 infirmary	I-2
1 storehouse	SH-6
1 storehouse	SH-7
1 boiler house, heating system	HBH-8
2 vacuum pump shelters	P

In addition there were 1,550 linear feet of enclosed corridors (WK-2) and 650 linear feet of open, covered walks (WK-1) that connected all the various buildings. This station hospital remained on active duty until May 15, 1948 (it was inactivated for eleven days in 1946).[30]

Several sources provide data on the military organizations stationed at Fort Baker during the war. At the time of Pearl Harbor only one coast artillery unit, Battery F, 6th CA Regiment (HD) was assigned to the post. It had been there since August 1, 1940, and would remain at Baker until 1946. As was to be expected, there was a rapid build-up of personnel. Perhaps even before Pearl Harbor, the 4th, 11th, and 21st Mine Planter Batteries were assigned there. Battery A, 130th CA Battalion (Antiaircraft) was assigned on April 1, 1942. It remained at Baker until April 25, 1944. In October 1942, Battery M, 6th CA, was assigned to the batteries at Kirby Beach. It is not known when this unit left Fort Baker. Detachments from the 4th and 11th Coast Artillery

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30. Fort Baker, Fort Record Book, Presidio Museum; WNRC, RG77, OCE, Forts Baker & Barry Completion Reports, Maj. J.H. Veal, Completion Report of Construction of Hospital Buildings, June 30, 1942; Western Defense Command, USA, "Historical Record--Northern California Sector, Western Defense Command, 1 May 1942-September 1945," Appendix 4, Units assigned to Northern California Sector, MS, Typescript, Library of Congress, Microfilm Shelf No. 51391.

Military Police Batteries (CAMP) were assigned to the post on November 23, 1942. They were joined by a detachment from the 21st CAMP on July 10, 1943. The 4th and the 21st remained until August 21, 1945. It is not known when the detachment of the 11th CAMP departed.

Battery G, 6th CA, arrived on December 28, 1943. This unit was redesignated Battery A, 6th CA Battalion (HD) in a major reorganization of the Harbor Defenses on October 18, 1944. Again, on Spetember 15, 1945, in still another reorganization, it was redesignated Battery E, Harbor Defenses of San Francisco. Other changes in the 1944 reorganization brought the Headquarters Detachment, 173d CA Battalion (HD) to "LIME Command Post" at Baker. It remained there until it was disbanded on September 15, 1945. The 1940 unit, Battery F, 6th CA Regiment (above) was redesignated as Battery B, 174th CA Battalion (HD) in October 1944, and assigned to Mines I. It was again redesignated as Battery G, HD of SF on September 15, 1945. This unit was finally inactivated on June 10, 1946, making it the only organization at Fort Baker to be stationed there from 1940 to 1946.

In the postwar reorganization, September 15, 1945, three units were assigned to the garrison: Battery F, HD of SF, assigned to the AMTB weapons; Battery G, HD of SF, assigned to Mines I, II, and III; and Battery A, 174th CA Battalion (HD), also assigned to Mines I, II, and III. No enemy submarines had slipped through the net. No motor torpedo boats had dashed in through the Golden Gate. No enemy battleships had shelled San Francisco from the sea. But if they had, Fort Baker's men would have been prepared.[31]

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31. Western Defense Command, "Historical Record," Appendix 4, Units assigned to Northern California Sector; Lewis, History of San Francisco Harbor Defense Installations, Appendix IV, pp. 3-4.

H. Garrison Life

The monthly "Post Returns" and a scattering of other documents give a glimpse of the army man's life at Fort Baker. In contrast to the isolation found in ninteenth-century frontier posts, professionalism marked the routine at Baker. In 1897, for example, the battery crossed the bay for three weeks' (artillery?) training at "Camp C. W. Morgan" at the Presidio of San Francisco. After a sufficient supply of ammunition was acquired at the post, about 1903, target practice was carried out at Baker's own batteries. In March that year the 61st Company drilled at Batteries Orlando Wagner (5-inch) and Kirby (12-inch), while the 68th Company fired the 12-inch guns at Battery Spencer. Again, in January 1904, the companies fired the guns of Batteries Duncan, Spencer, and Kirby. When the 148th Company, CAC, was holding service practice at Battery Orlando Wagner in September 1910, practice had to be postponed when a part of the breechblock of No. 2 gun blew out. After the guns were mounted at Fort Barry, the companies occasionally went over there to practice at those batteries.[32]

In the early days the post was not open to visitors. But when President Theodore Roosevelt ordered the battle fleet ("Great White Fleet") to sail around the world to demonstrate American naval strength, Gen. Frederick Funston ordered the fort open to the public. The San Francisco Call said that this would give thousands of sightseers a splendid vantage point to watch the great battleships. It noted though, that automobiles and cameras would not be allowed on the post. The great day came and, on May 7, 1908, the entire garrison ferried over to San Francisco to take part in a parade welcoming the fleet.

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32. NA, M617, Rolls 65-66, Post Returns, Fort Baker, 1897-1913.

Security measures had lessened by 1920. That fall both of San Francisco's leading newspapers, the Chronicle and the Examiner, ran vivid columns describing tour roads available to motorists at both Forts Baker and Barry. The Chronicle urged its readers to take the old road over the hills that was now little used because of the new Baker-Barry tunnel. Not only were there grand views from this road, motorists would be impressed at how well the harbor was guarded.[33]

Relations between the military and the community were not always harmonious. Two fishermen, Joe Grasso and Angelo Onetta, found this out in October 1908. They set their baited lines, each held up by floats, off Lime Point, then settled back in their boat for a smoke. A dozen soldiers appeared on the shore and for no apparent cause fired their rifles at the floats. The fishermen begged the soldiers to stop firing; but the troops laughed and continued to sink the buoys. Grasso and Onetta later estimated their damages at $18 and billed the Army for that amount. It is not known if the soldiers were disciplined for their unorthodox target practice.[34]

Inspections and parades were, of course, a necessary part of the post's history. On September 29, 1902, Lt. Gen. Nelson Miles, commanding the U.S. Army, paid a visit to Fort Baker. The following day, the troops went over to the Presidio to participate in a review for the general. President Theodore

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33. San Francisco Call, Mar. 27, 1908; San Francisco Chronicle, Oct. 31, 1920; San Francisco Examiner, Nov. 21, 1920. The Examiner's reporter was not too well acquianted with the geography of the area; he insisted on calling Point Bonita "Point Lobos."

34. San Francisco Call, Oct. 8, 1908.

Roosevelt did not visit the post when he was in San Francisco in May 1903. Instead, the garrison crossed over the bay to march in review for him. In November 1904, Brig. Gen. Francis Moore, a veteran of the Civil War and now commander of the Department of California inspected the fort. Two artillery veterans, Maj. Gen. John P. Story and Brig. Gen. Samuel M. Mills (the former had been Chief of Artillery; the latter was then Chief of Artillery) visited the post as members of a Board of Officers in September 1905. A salute for Story was fired from one of the batteries.

A most distinguished visitor in September 1906 was Maj. Gen. Arthur MacArthur, who had returned from overseas to resume command of the Pacific Division. (His lieutenant son, Douglas, had been at the fort just the year before inspecting a broken base ring bolt at Battery Spencer.) Brig. Gen. Frederick Funston, who gained national attention during the 1906 earthquake, stopped off at the post in May 1907 while on his way to the Departmental Rifle Range at Fort Barry. All these and many more distinguished officers paid their respects to the handsome artillery post nestled at the base of Lime Point Ridge.[35]

I. Troop Units at Fort Baker

When Battery I, Third Artillery, arrived at Fort Baker for "temporary" duty in July 1897, there were five regiments of artillery in the U.S. Army, whith no dstinction being made between units assigned to field artillery and to coast artillery. Battery L, Third Artillery, replaced Battery I in February 1898. The Spanish-American War resulted in the departure of Battery L and the arrival of the 1st Battalion, Heavy Artillery, California U.S. Volunteers, in June 1898. The volunteers apparently departed in

35. NA, M617, Rolls 65-66, Post Returns, Fort Baker, 1897-1913.

December 1898, there being no post returns between that month and May 1899.

In January 1899, a detachment from Battery E, Third Artillery went into camp at either Battery Kirby or Battery Spencer. This detachment, still in camp, first appeared in the Fort Baker post returns in May 1899. From then until November 1901, this detachment, varying from twenty to sixty-six enlisted men, comprised the garrison. In 1901, an army-wide reorganization resulted in a new Corps of Artillery in which coast artillery and field artillery were partially separated. The 120 companies of coast artillery were now identified by numbers. This became apparent at Fort Baker in November 1901 with the arrival of the 68th Company, Coast Artillery. It was joined in January 1902 by the 61st Company, CA. A third unit, the 32d Company, CA, joined the garrison in June 1903, bringing the enlisted strength of the command up to 290.

In 1907 there was a complete separation of field and coast artillery, with the latter being organized as the Coast Artillery Corps. In August of that year the 148th Company, CAC, joined the first three, the 32d, 61st, and 68th, at Fort Baker. A month later the 161st Company was organized at the post. This last company transferred in February 1908. The 67th Company, CAC, joined the command in August 1909, bringing it up to over 500 enlisted men for the first time in its history. The 67th's stay was also short-lived, the company transferring in January 1910. The 68th Company transferred to Hawaii in January 1913, leaving the 32d, 61st, and 148th at the Post. As of December 31, 1913 these three units had a strength of ten officers and 274 enlisted men.[36]

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36. Ibid.

The returns/morning reports for the period between the two world wars have not yet been examined. It is known that coast artillery units, including the caretaking detachments between 1922 and 1931, continued to man the post. From 1931 to 1944 elements of the 6th Coast Artillery Regiment serviced the big guns. This account has already listed the World War II coast artillery units assigned to the fort. They are herewith summarized again, stripped of the details earlier mentioned:

Battery F, 6th CA (HD). Redesignated Battery B, 174th CA Bn (HD), and Battery G, HD of SF.
Battery G, 6th CA (HD). Redesignated BAttery A, 6th CA Bn (HD), and Battery E, HD of SF.
Battery M, 6th CA (HD)
Battery A, 67th CA Bn (HD)
Battery A, 130th CA Bn. (AA)
Headquarters Detachment, 173d CA Bn. (HD)
Battery A, 174th CA Bn. (HD)
Battery B, 174th CA Bn. (HD)
Battery F, HD of SF
4th Mine Planter Battery
11th Mine Planter Battery
21st Mine Planter Battery

On November 25, 1946, the Mine Detachment, Seacoast Branch of the Artillery School was activated at Fort BAker. Mining activity was the last coastal defense function to be carried on at the post. Then, in 1949, submarine mine activities were transferred to the U.S. Navy.[37]

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37. Fort Baker, Fort Record Book, Presidio Museum.

J. List of Historic Structures, Fort Baker

Fort Baker, along with Forts Barry and Cronkhite, has been placed on the National Register of Historic Places. However, the nomination form, while including the entire Fort Baker military reservation as a historic district, listed only nine structures by name: Battery Duncan, Cavallo Battery, Battery Yates, Battery Spencer, Battery Wagner, Battery Kirby, Battery Gravelly (World War II), Mine Cable Tank Building, and the Baker-Barry Tunnel.

The U.S. Army continues to occupy the post of Fort Baker (known locally as East Fort Baker, i.e., all that land east of the Redwood Highway). The Golden Gate Bridge Authority maintains a storage and work area at the east base of Lime Point Ridge, south of the mine wharf. And the U.S. Coast Guard operates a fog and light station on Sugar Loaf Rock at the tip of Lime Point, and another small light at Yellow Bluff.

The legislation establishing Golden Gate National Recreation Area calls for the inclusion of East Fort Baker within its boundaries at such time as the Army should abandon the area. This list of historic structures is compiled with that prospect in mind. When this area comes under the jurisdiction of the National Park Service, it is recommended that the following structures be added to the List of Classified Structures and that a new nomination form for the National Register of Historic Places be prepared and submitted to the National Register specifying the historic structures.

Harbor Defense Structures

Battery Kirby. (FB-700) Two 12-inch gun emplacements designed for disappearing carriages. Completed on July 5, 1900, and turned over to artillery troops on August 5, 1900. Included with Kirby are portions of Gravelly Beach Battery (twelve 15-inch

Rodman emplacements), the first fortifications undertaken on the north side of the Golden Gate, constructed between 1870 and 1873. There remain today two earthen traverses with a brick and concrete magazine under each and a brick and concrete drainage culvert running under Kirby. Nearby are said to be the concrete plugs for two World War II batteries: Battery Gravelly (FM-701), two fixed (and two mobile) 90-mm guns, and Battery Kirby Beach (FB-702), two 3-inch rapid fire guns.

Battery Orlando Wagner. (FB-703). Two 5-inch rapid fire guns. Completed and turned over to artillery troops on August 21, 1901.

Ridge Battery. (FB-704). Four 15-inch Rodman smoothbores and five mortar platforms. Constructed between 1871 and 1872. The Rodmans were not mounted until 1893 and remained in service through the Spanish-American War. The mortars were never mounted. Today the four gun emplacements remain, along with two brick and concrete magazines covered with earthen traverses. These traverses have been damaged by the removal of a portion of their earth that was used to seal the entrances to the magazines. They can be restored.

Battery Spencer. (FB-705). Three 12-inch guns on nondisappearing carriages. This was the first Endicott-period battery undertaken on the north side of the Golden gate. Completed and turned over to artillery troops on September 24, 1897. The several auxiliary structures adjacent to the battery proper are also considered to be historic and an integral part of the complex.

Fire Control Station. (FB-433). Located on Lime Point Ridge. By 1937 it was the F^1 Baker station. Constructed early in

the century. It is believed to be the only surviving brick-walled station in Golden Gate National Recreation Area. Access is quite dangerous.

Fire Control Station. (FB-434). Located a short distance below No. 433. It was the B^1S^1 station for Battery Spencer. Also dangerous of access.

Battery Duncan. (FB-573). Two 8-inch guns on nondisappearing carriages. Completed and turned over to artillery troops on May 5, 1900. Believed to be in an excellent state of preservation. Outside its south fence is a World War II barbed-wire obstacle of unusual design. This feature should be recorded through measured drawings and photographs before it disintegrates.

Cavallo Battery. (FB-575). Fifteen 15-inch Rodman emplacements. Constructed between 1872 and 1876. No guns mounted until the Spanish-American War, when three 8-inch converted rifles (Rodman) were installed. This battery is a superior example of the post-Civil War modernization program. Motocycles have caused some damage to the earthworks.

Battery George Yates. (FB-571). Six 3-inch guns mounted on pedestal mounts. Completed and turned over to artillery troops on June 6, 1905. This was the last of the Endicott-period batteries to be constructed at Fort Baker.

Mine Wharf. (FB-415). Constructed 1937.

Mine Storehouse. (FB-407). Constructed 1941.

Mine Cable Tank Building. (FB-670). Constructed 1941.

Mine Power House. (FB-409). Constructed 1941.

Mine Explosives Magazine. (FB-410). Constructed 1941.

Mine Explosives Magazine. (FB-411). Constructed 1941.

Mine Loading Rooms. (FB-412). Constructed 1941. The south entrance has been modified by the addition of windows. In recent times this structure served as enlisted men's quarters and as an office for the harbor master.

Two Fire Control Stations. (FB-706 and 707). Located above Battery Orlando Wagner. Both are examples of early fire control stations, having neither overhead protection nor camouflage.

Radio and Switchboard Rooms. (FB-770). This reinforced concrete structure built in cut and fill, was designed for Battery Construction No. 129, the sixteen-inch gun battery that was across the boundary in Fort Barry. Completed by 1943, it is believed to be in good condition today.

Garrsion Structures

Parade Ground. (FB-600). Laid out about 1900.

Flagstaff. (FB-648). There has been a flagstaff at this same site since 1905. It is possible that the existing staff is the original one, which was iron and seventy-five feet tall.

Guardhouse. (FB-615). Constructed in 1901-02. It is a single-story frame building that was designed to hold fifteen guards and fifteen prisoners.

Enlisted Men's Barracks. (FB-636). Completed in May 1907, it was the only barracks to be built of brick. It was designed to hold one battery of 109 men.

Post Exchange and Gymnasium. (FB-623). This large brick building was constructed in 1903-04. In 1915 an addition was built onto the structure to house bowling alleys.

Enlisted Men's Barracks. (FB-602). Completed in August 1902, this was the first permanent artillery barracks at Fort Baker. It is a frame structure and has a slate roof.

Enlisted Men's Barracks. (FB-601). Completed in May 1903. Identical to No. 602, it too could hold 109 artillerymen. Frame.

Post Headquarters. (FB-603). Also called the administration building, it was completed in May 1903. Frame construction. A basement furnance room was added in 1939.

Commanding Officer's Quarters. (FB-604). Constructed in 1902-03. It is a large frame residence having two and one-half stories and a basement.

Officers' Quarters. (FB-605). A frame duplex designed for captains, it was one of the first two sets of officers quarters built at the post. It was built in 1901-02.

Officers' Quarters. (FB-606). This frame duplex, designed for lieutenants, was also constructed in 1901-02.

Officers' Quarters. (FB-607). Also frame, this duplex was completed in May 1903.

Officers' Quarters. (FB-629). This frame duplex was completed in June 1904. Like the others it had two and one-half stories and a slate roof.

Officers' Quarters. (FB-631). Also completed in June 1904, this frame duplex would be the last of the buildings standing on the perimeter of the parade ground.

Hospital. (FB-533). A typical twelve-bed army hospital of the period, it was completed in August 1902. When a post hospital was no longer needed at Fort Baker, this structure became a dispensary station. Today, it functions as an office building.

Hospital Steward's Quarters. (FB-522). Built at the same time as the hospital, this frame set of quarters was set aside as the hospital steward's residence. Later, it became noncommissioned staff officer's quarters.

Noncommissioned Officers' Quarters. (FB-523). This frame duplex was also completed in August 1902.

Noncommissioned Officers' Quarters. (FB-527). Also a frame duplex, it was not completed until June 1904.

Noncommissioned Officers' Quarters. (FB-529). Constructed at the same time as No. 527, above, it too was a two-story frame building having a slate roof.

Noncommissioned Officers' Quarters. (FB-530). Constructed in 1908-09, this duplex had brick walls.

Noncommissioned Officers' Quarters. (FB-531). Identical to No. 530, above, this brick duplex was built at the same time.

Bakery. (FB-557). Completed in August 1902, the bakery was enlarged in 1908. It is a single-story frame building for which the latest use has been a post office.

Quartermaster and Subsistence Storehouse. (FB-559). Also completed in August 1902, this frame building was the first quartermaster storehouse at Fort Baker. The post quartermaster also had his office in this one and one-half story structure.

Wagon Shed. (FB-561). This frame structure was completed circa 1903.

Pumphouse. (FB-671). This brick building was constructed about 1902. It had a pumping capacity of 200 gallons per minute. Its interior plan consisted of a large pump room, an electrical shop, and a storeroom.

Commissary Storehouse. (FB-637). When the first storehouse, FB-559 above, became too crowded, this new brick storehouse was constructed in 1908. It was used to store rations.

Blacksmith Shop. (FB-644). Completed in March 1910, this frame structure was also used as a shop for the post plumber.

Carpenter and Paint Shop. (FB-645). Also completed in March 1910. In 1932, it was referred to as the Artillery Engineer Storehouse.

Ordnance Storehouse. (FB-666). This frame structure was the second ordnance storehouse at Fort Baker, the first one having been destroyed by fire. Although not constructed until World War I (1918), it is located in the midst of the older storehouses and shops and is considered to be part of the historic

scene. At some later time it became yet another quartermaster storehouse.

Sentry Station. (FB-272). Constructed in 1919, it marked the official entrance to West Fort Baker and Fort Barry.

Unknown Structure. (FB-408). Located at the base of Lime Point Ridge, across the road from the Mine Cable Tank Building. This is one of the few structures at Fort Baker having touches of Mission Revival architecture, most of the historic structures having been built before this style was introduced to the military posts in the Bay Area. The function of this structure is as yet unknown.

Historic Roads and Tunnel

East Road. (FB-708). From the quartermaster wharf, past the southeast side of the Parade Ground, on east to Cavallo Battery, then north to the Suasalito entrance gate. The portion between the wharf and Cavallo Battery was constructed in 1872 by Col. George Mendell; it was required for the construction of Cavallo Battery. The extension to Sausalito was constructed in 1901, after considerable pressure from the citizens of that town. East Road was named following World War II for Maj. Joe C. East, CAC, a West Point graduate, who had served at Fort Baker as a battery commander before World War II. He was taken prisoner by the Japanese on Corregidor and died at sea on board a prison ship, January 15, 1945. (This name probably applies to only that portion of the road from the east corner of the parade ground to the Sausalito entrance. The entire road is considered historic.)

Murray Circle. (FB-709). It forms the perimeter of the parade ground on the west, north, and eastern sides. It was laid out in 1902. This road was named in honor of Chief Warrant Officer James E. Murray, U.S. Army Mine Planter Service. He was

killed when his vessel was attacked by a Japanese dive-bomber off Corregidor on May 2, 1942. At the time he was master of USAMP George F. E. Harrison.

Conzelman Road. (FB-710). That part of Conzelman Road that runs from the wharf, through the site of the 1860s-70s Engineer Camp, over the ridge near Ridge Battery, and down to Gravelly Beach. It was constructed in 1870-71 by the engineers so that fortification work could begin at Gravelly Beach and Lime Point Ridge. It was named in honor of Lt. Col. Clair M. Conzelman, a Coast Artillery officer who died on January 11, 1945, while a prisoner-of-war in a Japanese prison camp. (The historic road has been realigned where it crosses U.S. Highway 101.)

Moore Road. (FB-711). From the wharf south along the base of Lime Point Ridge to Sugar Loaf Rock (Lighthouse). This road was constructed by Engineer Mendell in 1868. It was required in order that blasting operations could begin at Lime Point. It was named in honor of Cpl. Francis J. Moore, 59th Coast Artillery, who was killed on Corregidor on April 2, 1942. The larger portion of this road appears to be under the administration of the Golden Gate Bridge Authority and/or the U.S. Coast Guard.

Baker-Barry Tunnel. (FB-268). Located under Lime Point Ridge on Bunker Road that leads from Fort Baker to Fort Barry. Constructed in 1917-18; enlarged and improved in 1935-37. An additional 100 feet was added to the tunnel by the State of California in 1954. The road was named in honor of Col. Paul D. Bunker, CAC, who died in a Japanese prison camp on Formosa in March 1943.[38]

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38. The information on the roads' names is found in a document by Albert E. Davis, dated April 29, 1960, in a folder, "California Miscellaneous. Fort Baker (Marin)," California Historical Society, San Francisco.

K. Conclusions and Recommendations

Fort Baker was the first artillery post to be established on the north side of the Golden Gate. It is a most attractive army post and one that has an important history as a part of the coastal defenses of San Francisco Bay. Recommend that the general historic appearance of the post be maintained, particularly in the housing area around the parade ground, the old storehouse area, the mine depot structures, and, of course, the batteries. The best means of preserving the historic structures listed above would be to provide adaptive uses for them, where possible. The mine storehouse, for example, is well suited to museum puposes, perhaps for exhibits of military transportation in the Bay Area. The mine cable tank building could be adapted to telling the long and interesting story of submarine mine defense--flooring would have to be placed over some of the cable tanks; others could be left open for exhibit purposes. Park maintenance, perhaps, could use some of the historic storehouses.

Structures not appearing in the above list are not considered historic. Should it be deisred, they could be removed from the scene. Indeed, steps are already underway by the army to remove the nonhistoric structures of the World War II hospital. It should be pointed out, however, that all these structures are located within a historic district that is already on the National Register of Historic Places, and that the established legal procedures have to be followed prior to removal.

One historic structure that was not included in the above list is the Quartermaster Wharf, structure no. 416, built by the Quartermaster Department in 1902-03. This structure appears to be in an advanced state of decay and is a dangerous hazard to Sunday fishermen. If this structure is as dangerous as it looks to a layman, it is recommended that it be removed as soon as possible. Again, Section 106 procedures must be followed.

For the four cut-and-fill mine structures, Nos. FB-409-414, only the preservation of the exteriors (fronts) is recommended. Nos. FB-409-411 are merely small concrete rooms, suitable for little except, perhaps, some storage. (No. FB-409 still possesses its power plant.) The U.S. Coast Guard has expressed an interest in making use of No. FB-412 as a facility for a new life saving station at Fort Baker. This would seem to be a good adaptive use for the structure, providing its exterior facade is not further impaired--it has already been somewhat modified. This proposal and the proposed use by the U.S. Coast Guard of the mine depot wharf should go through Section 106 procedures to determine effect on the historic structures. Likewise, the proposal to construct the life saving station on the site of the World War II hospital and adjacent to the historic mine cable tank building should go through Section 106 procedures for determination of effect.

In the case of the classic Cavallo Battery steps should be taken as soon as possible to prohibit motorcycles from riding through, over, and around the battery. These vehicles have already caused considerable damage to the earthen parapets--which should be restored to their original contours. Likewise, the unfortunate cutting into the earthen traverses at Ridge Battery (to provide fill for sealing the magazines) should be repaired. This destruction occurred before the area was conveyed to the National Park Service.