

**A CULTURAL RESOURCES
INVENTORY AND ASSESSMENT
AT THE
DEFENSE DISTRIBUTION DEPOT
MEMPHIS, TENNESSEE**

Prepared for

**U.S. Army Corps of Engineers
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by
Richard Holmes,
Nick Trierweiler, and
Ruth Nichols

**TRC MARIAH ASSOCIATES INC.
Austin, Texas**

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 Cultural Resources Inventory and
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Associates, Inc.

1.0 INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

This document presents the results of a cultural resource inventory and assessment conducted at the Defense Distribution Depot Memphis, Tennessee (DDMT). The inventory was conducted in compliance with Section 106 of the National Historic Preservation Act (NHPA) as amended through 1992 (Public Law [PL] 89-665 et seq.) and by the National Environmental Policy Act (NEPA) of 1969 (PL 91-190 et seq.).

The DDMT has been scheduled for closure pursuant to the Defense Closure and Realignment Act of 1990 (PL 101-510), 1995 Authorized Action. Upon closure, all or parts of the real property at DDMT will be excessioned from federal ownership. Such excessioning may result in adverse effects to historic properties. Under the NHPA, such properties must be inventoried and assessed, and any adverse effects must be mitigated. This document does not assess the effect of possible excessioning on historic properties as DDMT. Rather, it assesses the National Register of Historic Places (NRHP) eligibility of the historic properties themselves.

This document is structured in five chapters plus two appendices. Following this introduction, Chapter 2 provides an historic overview including brief summaries of prehistoric and historic era contexts. The history of the DDMT from 1941 to the present is concisely reviewed. Chapter 3 summarizes the methods used in conducting the inventory and assessment, and Chapter 4 presents the results. Recommendations are presented in Chapter 5 and references cited are presented in Chapter 6. Finally, Appendix A consists of primary data from the architectural inventory and Appendix B contains historical photographs of the depot during construction.

1.2 DESCRIPTION OF INSTALLATION

The DDMT contains 642 acres (Figure 1) and is located in the southern portion of the City of Memphis, Tennessee, about 4 km (2.5 miles) north-northwest of the Memphis International Airport and about 8 km (5 miles) southeast of the Mississippi River. The main depot contains about 574 acres and is bounded by Airways Blvd. on the east, Ball Road on the south, Perry Road on the west, and Dunn Ave. on the north. North of Dunn Ave. is the Dunn Field area, containing an additional 68 acres, which is bounded by Hays Street on the east, Person Ave on the north, railroad tracks on the northwest, Kyle Street on the west, and Dunn Ave. on the south. Today, the installation is surrounded on all sides by urban development (Figure 2).

The DDMT was created in 1941 for the Army Quartermaster Corps. Today, the DDMT is attached to the U.S. Army Materiel Command (AMC) and is managed by the Defense Logistics Agency (DLA). Under the Defense Realignment and Closure Act of 1990, the DDMT has been scheduled for closure in 1997.

1.3 ENVIRONMENT

The DDMT is located in the Central Mississippi Valley on bluffs on the east side of the Mississippi River. It is within the Gulf Coastal Plain subdivision of the Atlantic Coastal Plain physiographic province. Approximately 914 m (3,000 ft) of unconsolidated sediments dating from the Cretaceous period to the Quaternary era have been deposited in the Memphis area. There are three ecological zones in western Tennessee: river floodplain in the west, a loess-covered middle zone, and a sandy clay zone to the east. The DDMT is in the middle zone. Loess in this zone dates from the Pleistocene epoch; this eolian deposit is semi-cohesive and is composed of silt, silty clay, and silty fine sand.

Most of the natural terrain at the depot has been graded for construction, but the golf course and Dunn Field area portion of the DDMT still retain the gently rolling topography characteristic of

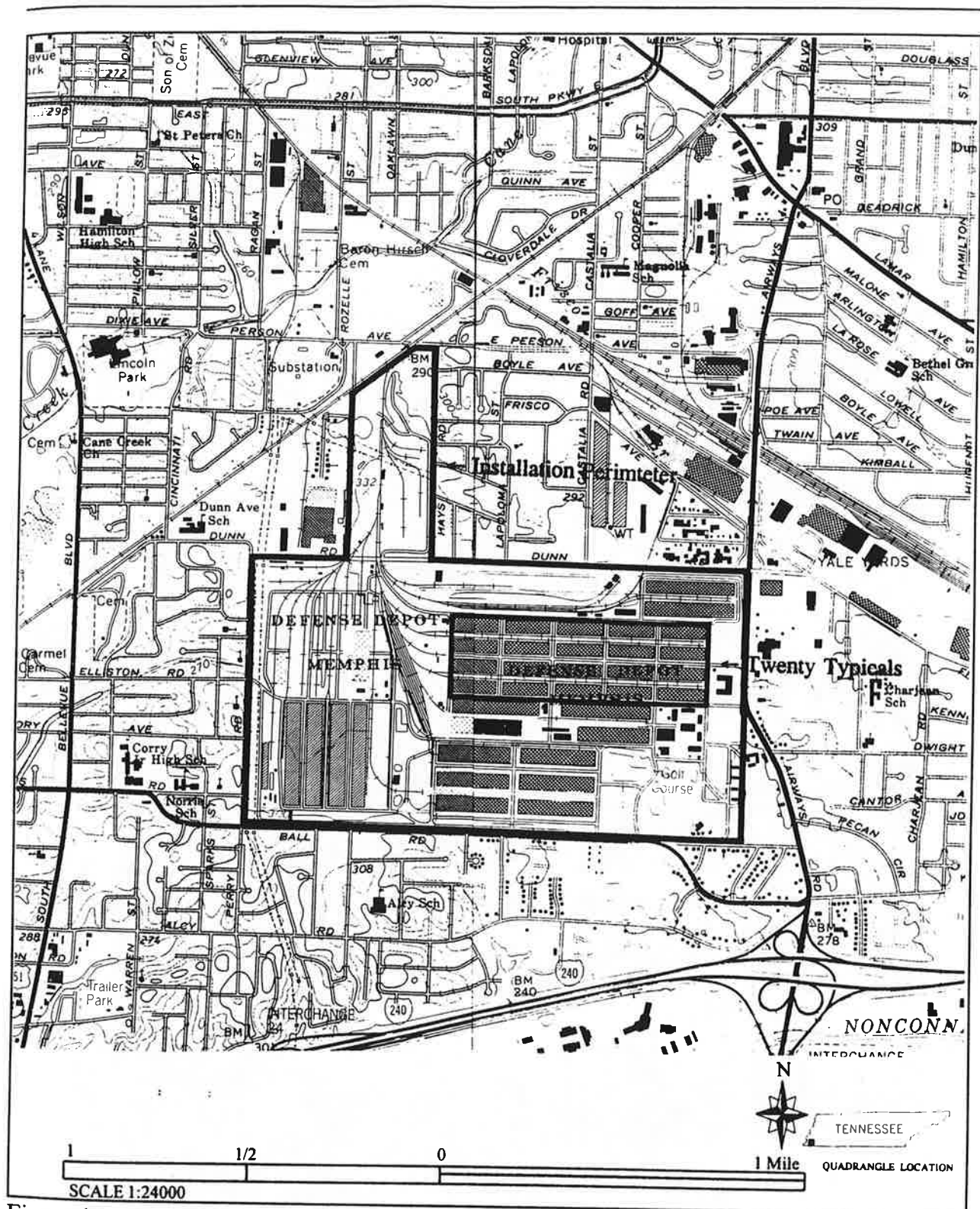


Figure 1 USGS Topographic Maps Showing the Project Area (Southwest Memphis, 7.5 1965, and Southeast Memphis, 7.5, 1965).

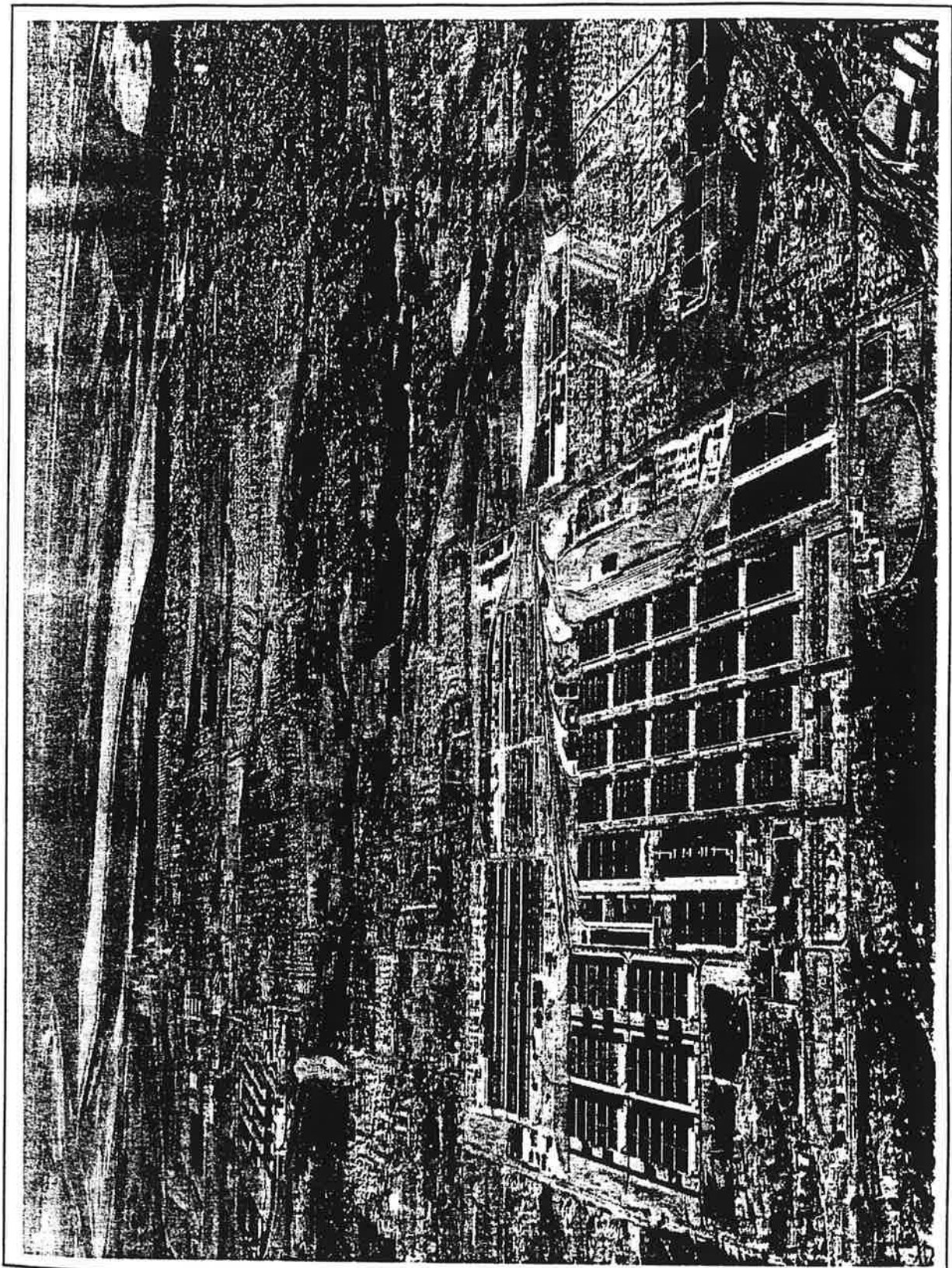


Figure 2 Aerial Photograph of DDMT (ca. 1980).

the region. Elevations range from 83 to 96 m (273 to 315 ft) above sea level, based on the National Geodetic Datum of 1929. Located on the facility are a pond on the golf course and a larger body of water, Lake Danielson, originally created for fire protection purposes. Drainage is by channels to Cane Creek, northwest of the DDMT, or to Nonconnah Creek to the south. Cane Creek empties into Nonconnah Creek to the west of the depot. Nonconnah Creek drains into Lake McKellar and eventually into the Mississippi River.

According to the Soil Conservation Service (1970), five soils types occur at the DDMT. Falaya silt loam (Fm) is a poorly to moderately drained soil that may have developed as alluvium above a stream channel. It is found at the extreme northern fenceline of the Dunn Field portion of the DDMT. Filled land-silty (Fs) is backfilled soil found in the central part of the western perimeter of the DDMT. Most of the facility is classified as graded land (Gr) which consists of artificially developed silty sandy clay and clayey sandy silt. Memphis silt loam (MeB) is well drained silt loam or silty clay loam on uplands, hilltops, and gentle slopes; this is a natural soil surface and is found in the northern part of Dunn Field. Memphis silt loam (MeD2) is silt loam or silty clay loam that is deep and well drained; it is also a natural soil surface and is found in Dunn Field and in the golf course (Soil Conservation Service 1970).

Located in the West Tennessee Climatic Division, the region has a continental climate with humid, warm summers and cold winters. There is an average annual precipitation of 127 cm (50 inches), with the heaviest precipitation coming during the winter and early spring.

Flora and fauna of the DDMT and the surrounding properties reflect extensive landscape modification and intensive land use in recent years. Most of the ground surface at the depot has been paved or is a building site. Open spaces with vegetation are found at the golf course and in Dunn Field. Plants present include grasses and black oaks. Housing and administrative areas have been landscaped with ornamental plants. Native animal species include squirrels, quail, and turtles; Lake Danielson has been stocked with fish. It is likely that in prehistoric periods the land was deciduous forest. Prior to the construction of the DDMT, the land was used for cotton

cultivation, and there were railroad lines to the north of the depot. The surrounding land has become developed since the construction of the facility; some residential areas remain, but industrial and commercial activity has replaced many of them.

1.4 PREVIOUS CULTURAL RESOURCE STUDIES

No systemic archeological or other cultural resource surveys have been conducted at the DDMT. The 1988 Master Plan Report for DDMT reported that two trenches dug at the site of a new hazardous materials warehouse were inspected by an archeologist and no archeological materials were detected (Harland Bartholomew and Associates 1988:11-12). It is unclear when or where these trenches were dug. An Environmental Baseline Survey Report (Woodward Clyde 1996:3-13) reported the trenches were in association with "Building 865," but this building is not listed in the 1988 Master Plan. It is likely that the trench inspection occurred after 1966, when the National Historic Preservation Act would have required such an inspection. Of the eight buildings built between 1966 and 1988, Building 689 (built in 1984), is listed as an "Inflammable Materials Storehouse" and is the most likely candidate for the site of the trenches.

Immediately south of the depot, some limited archeological research has been done in the Nonconnah Creek Basin. Four Woodland period sites have been reported within a 1.6 km (1 mile) radius of the depot, according to site files of the Tennessee Division of Archaeology in Nashville. All are near or within the Interstate Highway (IH) 240 right-of-way.

2.0 HISTORIC OVERVIEW

2.1 PREHISTORIC BACKGROUND

Prehistoric cultural history of the project area is drawn from the Central Mississippi Valley. Located in the loess uplands above the Mississippi River, this area is the middle ecological zone of western Tennessee with the river and its floodplain to the west and a zone of sand and clay in the inner coastal plain to the east. The project area is within the Nonconnah Creek drainage. Data on this drainage are derived from archeological surveys, but most of the material from surveys conducted between 1955 and 1971 has only recently become available to researchers. Many sites have been cleared of diagnostic artifacts by collectors. A summary of research literature is found in Kern (1981a and 1981b) and Smith and Weinstein (1987).

Between 15,000 and 9000 B.C., glacial meltwater filled the Mississippi River Valley with outwash debris. Warming of the climate led to the replacement of northern coniferous forest species with deciduous trees by about 10,500 B.C.; this ecological transition provided food for game animals. The earliest human occupation, during the Paleoindian period, occurred prior to 8500 B.C. Hunting and gathering of wild animals and plants, including large, now-extinct mammals, provided the subsistence base for small bands of mobile people. The Paleoindian period is characterized by Clovis fluted projectile points, scrapers, perforators, and gravers. Most Paleoindian material found in the region has been recovered east of the areas with loess soils or at the bluffs of the Mississippi; the loess may be covering Paleoindian sites located in the middle ecological zone of western Tennessee (Smith 1996; Smith and Weinstein 1987). In the Nonconnah Basin, there is only one site (40Sy7) with Clovis material (Kern 1981a).

Some cultural chronologies of the region put the Archaic period, which follows the Paleoindian period, at around 8500 B.C. Other chronologies, however, have presented Late or Terminal Paleoindian, Paleo/Archaic, or Dalton periods to express the transitional nature of material culture recovered from roughly 8500 to 7500 B.C. Archeologists have suggested terminal dates for the

Dalton period ranging from 7900 to 7000 B.C. (Morse and Morse 1983). It is characterized by a distinctive projectile point, which is similar to the Meserve point of the Plains. This point is found in association with adzes, end scrapers, abrading stones, and other tools which appear to be transitional to the tool kit of the Archaic (McNutt 1996). Two Dalton sites have been reported in the Nonconnah Basin (Kern 1981a).

The climate warmed through 3000 B.C. There was a period that was warmer and drier than the present between 5000 and 3000 B.C., and oak-hickory forests predominated at that time. Human occupation of the region from approximately 7500 to 500 B.C. is designated as the Archaic period. The Archaic period is characterized by an increasing emphasis on plant foods and greater social complexity (Smith and Weinstein 1987). It has been divided into Early, Middle, Late, and Terminal periods.

Little is known about the Early Archaic (7500 to 5500 B.C.) and the Middle Archaic (500 to 3500 B.C.), and they are often considered together (McNutt 1996). Early Archaic occupation of western Tennessee evidently increased, but campsites are not plentiful in comparison with those of other periods (Smith 1979). Surface finds of projectile points (Big Sandy, Kirk/Palmer) are diagnostic of sites from this period (Smith 1996). Middle Archaic sites are characterized by Eva and Morrow Mountain points, but they are not generally found as far west of the Tennessee River as the Memphis area. Although ground stone objects, such as axes and atlatl weights, have been found in Middle Archaic sites in Illinois and Missouri, they have not been recovered from such early contexts in western Tennessee (Smith 1979). Consequently, it is not clear how to distinguish between the Early and Middle Archaic.

Late Archaic (3500 to 1500 B.C.) populations increased in numbers and concentrated on hunting and gathering seasonally-abundant plant foods. They apparently developed annual cycles of movement to use resources which became available, with an increase in the utilization of hickory groves as a source of food. Benton projectile points are the marker for the beginning of this period (Smith 1996). The latter part of the Late Archaic is not well known in western Tennessee.

Terminal Archaic (1500 to 500 B.C.) is an expansion of the Poverty Point culture from west of the Mississippi. On the basis of artifacts recovered from sites, several local cultural complexes have been identified for the Terminal Archaic of western Tennessee. The Nonconnah Creek complex is one of them. In the Nonconnah Creek drainage spherical plain and cylindrical plain baked clay objects have been found, as have biconical plain, ellipsoidal plain, spherical cord marked, and cane-punctated biscuit-shaped objects (Smith and Weinstein 1987).

Pottery marks the onset of the Early Woodland period (500 B.C. to A.D. 1). Distinctive ceramic pastes have been identified by researchers to recognize Early Woodland components (Smith 1996). Projectile points in the period are variants of Adena, Mabin, and Claiborne (Smith 1996).

The Middle Woodland period (A.D. 1 to 400) saw trade between western Tennessee and the Hopewell culture of Ohio and the upper Mississippi and the Marksville culture of Louisiana and Mississippi (Smith 1979). In the Memphis area, one researcher remarked, the Middle Woodland cultural manifestations are "one of the least spectacular in the mid-continental United States" (Smith 1996). For example, pottery types found elsewhere during this period are absent from sites around Memphis. Furthermore, a more diffuse settlement pattern resulted in no known sites with large concentrations of diagnostic ceramic sherds.

The Late Woodland period (A.D. 400 to 900) is known in the Central Mississippi Valley as the Baytown period (Morse and Morse 1983), but the Late Woodland is sometimes considered as consisting of the Late Woodland and Baytown cultural traditions, which precede the appearance of Mississippian culture. They are identified by certain predominant pottery styles and are characterized by an absence of exotic artifacts or extensive earthworks. Sites are concentrated on the floodplains of the Mississippi and lower portions of its tributaries. Little evidence of Late Woodland sites exist in western Tennessee (Smith 1996).

In the archeology of central North America, Mississippian (A.D. 900 to after 1500) refers to the complex culture and hierarchical society, which developed along river floodplains. Among the

most prominent elements associated with Mississippian sites are truncated pyramidal earth mounds and crushed-shell tempered pottery. Not all of the elements were present at the same time in each of the five regional traditions that have been identified for this period. Early Mississippian (A.D. 900 to 1200) sites in the region include the lower portion of Chucalissa (40Sy1), but are generally not well known. The Late Mississippian period (A.D. 1200 to 1500) is known by the excavation of mounds, burials, and villages. Several large mounds existed in the Memphis area until the nineteenth century (Kern 1981a; Morse and Morse 1983). The Civil War-era Fort Pickering and the contemporary De Soto Park include mounds from this time, as do the secondary centers of Chucalissa, Cheatham, and Woodlyn (Smith 1996). Early European explorers actually came into contact with the people who were part of this culture.

2.2 HISTORIC BACKGROUND

The first Europeans to visit the central part of the Mississippi Valley were members of the Spanish expedition led by Hernando De Soto in 1541. Although the contact was only of short duration, the impact was significant in that diseases were introduced to the native populations. Much of the region was depopulated over the next century as a result of epidemics. Remnants of the population may have shifted from the Ohio River confluence to the area north of Memphis (Dykeman 1975; Morse and Morse 1983).

After De Soto, the next visit by Europeans was not until 130 years later. Father Jacques Marquette and Louis Jolliet went down the Mississippi River in 1673, attempting to discover if the river flowed into the Gulf of Mexico. South of the confluence of the Ohio, the expedition encountered Native American cultural groups with objects of European manufacture; evidently these had been acquired through trade with European settlers to the east. South of the location of Memphis, the French explorers learned that the Mississippi did indeed reach the Gulf of Mexico, and they decided not to pursue the river's course any further. Except for the area in the present state of Mississippi that was the home of the Natchez people (not visited by De Soto),

the French found a much smaller population than had been present in the middle of the previous century.

In 1692, Rene-Robert de La Salle sought a new trade route that would eliminate the Iroquois control over the fur trade. He observed only a few habitations on the river downstream of the Ohio. Around the Memphis area, near the Chickasaw Bluffs, he built a fort. La Salle's attempts to establish a colony in the lower part of the valley were not successful, although an intermittently-occupied settlement was established at Arkansas Post. During the early eighteenth century there were French farming settlements on the eastern side of the Mississippi, and, after 1720, lead mining areas on the western side.

Meanwhile, English influence in the region came from South Carolina; furs and skins, along with Indian slaves, were commodities valued by the English. Unlike the Spanish, the English were willing to provide guns to the Native American groups in the Southeast. One of these was the Chickasaws who occupied northern Mississippi and western Tennessee. They were allied with the English, and in 1729 joined the Natchez in attacks against the French. Later, at the end of the eighteenth century, they divided their loyalty between the Spanish and the Americans (Crawford 1976).

West of the Mississippi, the land that was part of eighteenth-century Louisiana passed to Spanish control in 1762, but French officials remained in the Mississippi Valley. Consequently, there is little evidence of Spanish influence in the region. Attacks on British outposts by the Spanish and trade between Europeans and Native American groups marked the late eighteenth century. The Kaskaskias, Delawares, and Shawnees moved into and around the region, and some acquired title to land from the Spanish. Indian land titles, along with French and Spanish land grants, would be contested once the Mississippi Valley and the land beyond became American territory.

Land east of the Mississippi became British territory in 1763, at the conclusion of the French and Indian War, and settlers from North Carolina and Virginia moved into what would become

Tennessee. At the close of the American Revolution, the boundaries of the U.S. extended to the Mississippi River. There was some diplomatic maneuvering between Spain and the U.S. over control of the valley. Settlers attempted to create a new state, called Franklin. The land which became Tennessee was part of the Territory South of the Ohio River from 1790 to 1796, when it was admitted to the Union.

American settlers pressed the federal government to secure access to navigation on the Mississippi. In 1803 the U.S. acquired the Louisiana Purchase from the French, who had regained the territory from the Spanish. This added the land to the west of the Mississippi to the U.S., and settlement by Americans increased. Although settlement was temporarily slowed by the disruption of river traffic caused by landslides resulting from the New Madrid earthquakes of 1811 and 1812, Americans established dispersed farms and villages in western Tennessee in the late eighteenth and early nineteenth centuries (Morse and Morse 1983).

In 1793 William Clark visited the bluffs where the City of Memphis was eventually built, trying to acquire the assistance of local Native American groups. The next year, John Overton bought land there from Elisha Rice, who had acquired the title from his late brother John, who had bought the land from the state of North Carolina. A half interest was immediately conveyed to General Andrew Jackson. No Indian land titles west of the Tennessee River had been extinguished, and no settlement was undertaken until after a treaty was negotiated in 1818 with the Chickasaw. One U.S. representative for the negotiations was Jackson. The treaty provided for the surrender of all claims by the Chickasaws to land north of the Tennessee boundary. In 1819 Overton, Jackson, and James Winchester laid out the 5,000 acre tract that became the City of Memphis (Crawford 1976; Enterprise Publishing Co. 1886). The site's access to the Mississippi and Wolf rivers gave it great potential as a transportation center.

The population of Memphis and Shelby County increased in the 1820s and 1830s. Financial difficulties and epidemics occurred. There was competition between Memphis and Randolph, north of Memphis. It remained a rough frontier town through the first half of the nineteenth

century. Flatboatmen on the Mississippi River were notorious for their disruptive and even criminal behavior.

In the 1850s the expansion of cotton growing in Texas and Arkansas, as well as Mississippi and Alabama, and the improvement in productivity brought about by the cotton gin, led to an increase in the number of bales produced. Memphis became an important shipping point for cotton. Flatboats, and later steamboats, along with railroads were lifelines for this trade. In 1850 the population of Memphis was 1,799; by 1860 it was 22,623 (Crawford 1976).

At the time of the Civil War, western Tennessee was a strong supporter of secession, whereas eastern Tennessee, which did not participate in the cotton-growing economy, was not. Only five voters in Memphis voted against Tennessee leaving the Union (Crawford 1976). Briefly the state capital, Memphis was the scene of a battle between gunboats on June 6, 1862. Watched by thousands of people on the waterfront, the Battle of Memphis resulted in the loss of Confederate gunboats, followed by the occupation of the city by Union troops. Throughout the rest of the war, the city did not suffer greatly. It was the location of much illicit trading, which Union forces tried to control.

Another consequence of the war was the increase in the African-American population as formerly enslaved workers came to the city. Between 1860 and 1870, the African-American population quadrupled. With jobs scarce, the city experienced increased racial tensions. These erupted in 1866, when a riot broke out. Lasting for three days, the disorder devastated African-American property as well as the Freedmen's schools, which had been established for their education. With political power centered in the state government during Reconstruction, Memphis saw both African-American participation in government and white resistance.

Memphis had been hit hard by epidemics of cholera, dysentery, and smallpox in earlier years. This decade was a time of disastrous outbreaks of yellow fever (1873 and 1878). Irish and black populations remained in the city during the epidemics, but others, particularly Germans who fled

to St. Louis, left permanently. Financial burdens on the city government left no choice but to return the city charter and place the community under the direction of the state in 1879 (Crawford 1976).

The next decades saw improvements to the city. Water and sewer systems were constructed, new railroad lines built, and the city charter was restored. There was an increase in population, mostly from migration within the state, and African-Americans made up about half of the inhabitants in 1900. Cotton and lumber were major commodities for shipment.

Prosperity came with World War (WW) I, and the 1920s saw considerable new construction. The city expanded eastward. Following a general slowdown during the Great Depression, Memphis rebounded with wartime expenditures in the 1940s. Both the Memphis General Depot and the Naval Station at Millington to the north were active during the war and were instrumental in the rebounding economy.

2.3 HISTORY OF DEFENSE DEPOT MEMPHIS, TENNESSEE

Sources for this overview history of the DDMT include: material from the office of Public Affairs (e.g., clippings from the *Memphis Defense News* [1982] and a 1991 brochure produced to celebrate the 50th anniversary of the depot's activation); newspaper clippings found in scrapbooks at DDMT (mostly from the *Memphis Commercial Appeal* and the *Memphis Press-Scimitar*); the Special Collections at the University of Memphis; the Memphis Room of the Cossitt Library in Memphis; undated typescript historical summaries of the facility and of the Post Engineer Office; and interviews with long-term employees.

Defense Distribution Region Central is one of the seven names that this facility has had over the last 55 years. It was originally named the Memphis General Depot (January 1942) but was soon redesignated the Memphis Quartermaster Depot (July 1942). Then it was called the Memphis Army Service Forces Depot (May 1943). Again, it became the Memphis General Depot (May

1946), followed by Memphis Army Depot (August 1962). In 1964, when the facility was placed under the Defense Supply Agency, it became the Defense Depot Memphis, and was renamed the Defense Distribution Region Central in 1991. What is significant about the last two name changes is that the installation became part of a unified service distribution system, replacing the older system of individual procurement of supplies by each branch of the military. Currently, the name at the entrance to the facility is Defense Distribution Depot Memphis. Historical records using these names all refer to the same installation, but the common local name is "the Depot." Throughout its history, and despite changes in its name, the facility has had a consistent mission: the receiving, storing, and shipping of materiel for the military.

The principal themes in the history of the depot are (1) the consistent and essential mission of the facility in supplying the military for over 50 years; (2) the mobilization of the nation prior to U.S. entry into WW II; (3) the rapid expansion of effort after the attack on Pearl Harbor; and (4) the development of modern methods for handling materiel, from railroad shipments and crates to mechanized systems and computers.

The establishment of the DDMT dates to the time immediately prior to U.S. entry into WW II. Congress appropriated funds for the construction of a supply depot. Memphis was first considered for this facility in December 1940; a survey of possible locations was completed by March 1941. The scope of the project expanded, and in March 1941, it was reported that the depot would be three times larger than first planned. The part of Memphis chosen for the depot was one of 12 potential locations for the installation within a 20-mile radius of the city. Access to the Frisco Railroad switching yard was the reason why this site was selected. Two parcels of land were purchased: (1) 500-acres, called the Goodman Tract, occupying the eastern portion of the installation on Airways Blvd. was bought from Abe and Ben Goodman for \$50,570; and (2) a parcel of 142.1 acres purchased from Nellie Flanagan. Construction began in July 1941. Mr. Harold Pfanschmidt, one of the first employees at the depot, visited the area in September 1941, and he reports that the area was leveled and being graded with heavy equipment (Harold Pfanschmidt, personal communication, 1996).

Construction was quickly undertaken in 1941 and 1942 at a cost of approximately \$15,500,000. In 1941 the facility hired skilled workers through local union business agents, and common laborers and truckers were hired through contractors. Wages for the construction workforce ranged from 50 cents to \$1.62 per hour. About 4,500 workers were employed in construction of the permanent buildings.

In addition to the administration building (Building 144), large warehouses called the Twenty Typicals were built. The first warehouses in operation were at the northwest corner of the group (Building 629) (Harold Pfanschmidt, personal communication, 1996). One warehouse was assigned to the Chemical Warfare Service and the others to the Quartermaster Service. Other buildings were used by engineers, and some igloos were used by the Chemical Warfare Service. Some Civilian Conservation Corps (CCC) barracks and other buildings erected at Mallory Station in Shelby County, Tennessee, were dismantled and re-assembled at the depot as Post Engineer and Salvage Yard warehouses. Sub-posts and out-posts were established in Memphis itself, and the nearby fairgrounds were occupied by the Second Army. Construction continued during the war, but in September 1943, construction projects throughout the military were minimized to save manpower.

The urgency of war-related projects increased greatly after U.S. entry into the war following Pearl Harbor in December 1941, and the depot was activated in early January 1942 when it was only 50% complete. At that time, about half of the WW II-era warehouses, the administration building, and 5 miles of railroad track were turned over to the commander by the engineers. The first workers arrived even before construction was finished, and the office staff occupied the third floor of Building 144 as the other levels were being completed (Harold Pfanschmidt, personal communication, 1996). Colonel Herbert W. Bayette and four other officers of the Quartermaster Corps were accompanied by 25 civilian employees from the San Antonio Depot and were joined by seven more from the Chicago Depot to begin operations. In March 1942, Brigadier General Wilmot A. Danielson took command and was in charge of the depot throughout WW II.

Missions during the war included supply control, stock control, storage, and maintenance for the Chemical, Engineer, and Quartermaster Technical Services. Supply missions were also conducted for the Signal and Ordnance Technical Services. Material was sent by rail to installations in the U.S. and to Gulf Coast ports for shipment overseas. Sometimes a repeat requisition or even a third requisition was received by the depot, indicating that the original shipment had been lost, possibly through enemy action (Harold Pfanschmidt, personal communication, 1996).

The depot achieved its greatest work output in May 1945, when it handled 187,000 tons of materiel, the equivalent of 8,700 railroad cars of goods. A typical scene from that time was described by Mr. Pfanschmidt: "I could look out of the window of Building 144 and see nothing but railcars all the way to the end of all tracks in the 20-warehouse complex. The area now covered by [Buildings] 470, 670, 489, 490, and 690 was a grassy area. [Buildings] S-873 through S-972 were completely open sheds." (Memphis Defense News 1982).

A wide array of supplies, such as clothing and textiles, subsistence, and medical items, were shipped, but few munitions passed through the depot. One newspaper reported: "Today the word 'depot' has a significant new meaning for Memphis and Shelby County citizens as they see the distant stretches of the mammoth Memphis Quartermaster Depot, verily 'acres of abundance,' a supply Depot that keeps staggering amounts of muchly (sic) needed materials pouring into vital army centers the globe over...jungle suits to Guadalcanal, tent stoves to Alaska, gas masks to Iceland, trench knives to North Africa, axes to Liberia, food in endless procession to the four corners of the world." (Memphis Commercial Appeal 1943).

In addition to moving supplies, other activities took place at the depot. Coffee was roasted and blended on the facility in Building 649. Railroad equipment and motor vehicles were maintained and repaired here. The bodies of war dead were received by the Graves Registration Service at Building 230 for burial in the mid-South. In 1947, 361 bodies were sent to the depot by special mortuary trains (Memphis Commercial Appeal 1947).

Testing of supplies stored at the depot was another essential activity. Fresh meat, vegetables, and eggs arrived at the depot from farms around Memphis and had to be tested. Food quality control was conducted in a laboratory at the installation. Packaging was inspected to insure safe transport to distant destinations.

Staffing at the depot for these activities was mostly civilian, and there was only a small contingent of uniformed military personnel. Once the installation opened, full-time permanent employees were hired, and several stayed for decades. Despite the fact that there were no comparable enterprises in the Memphis area at the time, the depot successfully recruited and trained civilian personnel for its mission. The depot became a major economic force in the community, and during the war, the Army was purchasing \$5 million each month in Memphis and the surrounding area. Its greatest personnel strength came in May 1943, when there were 4,726 civilian and 162 military personnel.

Between 1943 and 1945 there were 800 German and Italian prisoners of war (POW) held at the depot. Most of the persons interviewed for this project recall or have heard of the Germans, but the presence of the Italian POWs is not as certain in oral tradition. Several reports of buildings having been constructed by POWs were encountered, but it is unlikely that the major structures of the WW II-era were the work of the POWs. A swimming pool was constructed by the POWs in the late summer of 1944. Guarded by the military, the POWs worked in warehouses and in the cafeteria (Harold Pfanschmidt, personnel communication, 1996; Ulysses Truit, personal communication, 1996); others apparently worked for local farmers in the fields (Grady Barnes, personal communication, 1996). Their mess hall was Building 319. Evidently their treatment was not harsh, and after the war some reportedly returned to Memphis for visits or as immigrants.

Social relations at the depot among workers of different racial backgrounds does not appear to have been a major difficulty. In 1941, as work began, the constructing quartermaster of the project, Major Carl H. Breitwieser stated official labor policies: "Negro workmen, skilled and unskilled, will be given equal chance for work with white labor in accordance with the ratios of

colored to white as established by the Secretary of Labor. No discrimination will be made against any man with regard to race, creed or color (Memphis Press-Scimitar 1941).” Nonetheless, there were distinctions apparent. For example, drinking fountains and lavatories were segregated, and only whites worked in the depot’s offices (Harold Pfanschmidt, personal communication, 1996).

More pressing problems were fire, accidents, and theft. A fire department was organized to respond to the danger. On August 8, 1942, the first and largest depot fire of the war damaged a warehouse, and there were frequent runs by the fire department. In early 1945 a sprinkler system was installed in all of the warehouses. Campaigns to promote safety were carried on throughout the history of the depot, and there are newspaper accounts of occasional theft of government property. After the war, in the summer of 1946, there was an incident involving 500-pound mustard bombs captured from the Germans. While being transported from New Orleans to Pine Bluff, Arkansas, the mustard gas began to leak, and they were shipped to the depot to be neutralized (Memphis Press-Scimitar 1946). The leaking canisters were offloaded, drained, and neutralized, then buried in the Dunn Field area.

In the early years of the depot, the boundaries of Memphis had not expanded to include the depot and the surrounding land was still rural. Cows grazed in the surrounding pastures and within the depot in the area south of the Twenty Typicals, known as “under the hill.” With the end of WW II, there was more civilian construction in the vicinity of DDMT. After the Korean War ended, six new warehouses were completed. Dedicated in January 1954, these “Six Typicals” cost more than \$6 million.

These new warehouses are the most modern and beautiful warehouses in the Army supply system. There are five sections in each warehouse, and each section is 200 feet long and 200 feet wide. Office space is conveniently provided in each warehouse. All the modern conveniences desired in warehouse construction are provided in these warehouses (Depot Digest 1954).

Following the Korean War and throughout the Cold War era, the DDMT continued to carry out its mission of supplying materiel to the Army. No significant events from that period are associated with the facility. One problem that had to be addressed at the DDMT was what to do with enormous stores of aging and deteriorating chemicals. Tons of impregnite, a powder-like chemical applied to clothing as a protection against gases, were buried in the Dunn Field area.

Two trends during the 1950s and later were the reorganization of the supply services of the military and mechanization of operations. Reorganization of the supply services began as early as 1952 when the Army, Navy, and Air Force agreed on the identification of items bought, stored, and used. From 1954 to 1956, each branch set up agencies to manage certain items and provide them to all of the military; thus, the Army managed food and clothing, and the Navy managed medical supplies, petroleum, and industrial parts. In 1961, the Department of Defense (DOD) created a single agency, the Defense Supply Agency (DSA), to bring all managers of supplies into one entity. The name was changed to Defense Logistics Agency (DLA) in 1976.

As for mechanization, one of the first programs in the military began at DDMT in 1968. It affected central receiving, a cart conveyor system, packing and shipment assembly, cargo-transporter trucks, and a metals handling system (Defense Depot Memphis, Tennessee 1968). The improvements were done in the Six Typicals area, and the Twenty Typicals were not changed by the modernization. Mechanization prepared the DDMT for its mission in the 1970s and later.

In 1976, a booklet published by the DSA described facilities under its administration (Defense Supply Agency 1976). There were Defense Supply Centers, which specialized in providing certain goods, such as construction materials, electronics, fuel, and industrial supplies, and there were four DSA Depots. The depots were DDMT; Defense Depot (DD) Mechanicsburg, Pennsylvania; DD Ogden, Utah; and DD Tracy, California. DDMT was assigned the task of redistributing supplies common to the military services and other federal agencies in the south-central U.S. and worldwide. Stocked at the facility were industrial, construction, medical, food, clothing, petroleum, and general supplies. It was also the site for storage of the DSA Industrial

Equipment Reserve, National Stockpile--Strategic and the Critical Materials owned by the General Services Administration (GSA), and emergency power and water distribution systems owned by the Defense Civil Preparedness Agency. DDMT was also the host to several tenant activities, including the Defense Industrial Plant Equipment Center, Defense Property Disposal Region Memphis, Defense Contract Audit Institute, DSA Customer Supply Assistance Office, and the GSA Area Utilization Office.

Supplies were provided to the military during the Vietnam War and the years after. A rapid expansion of the workforce took place during the Operation Desert Shield and Operation Desert Storm; about half of the food shipped to troops abroad during the Persian Gulf War passed through DDMT. Supplies for Haitian refugees and bridging material for forces in Bosnia also came from the depot. In recent years, the DLA split the central regional headquarters located in Memphis between Stockton, California, and New Cumberland, Pennsylvania.

3.0 ASSESSMENT METHODS

3.1 ARCHEOLOGICAL METHODS

The current study *did not* conduct an archeological inventory aimed at finding and recording archeological sites. Rather, it is a reconnaissance-level assessment of the *potential* for intact archeological deposits.

The assessment of archeological potential included seven lines of evidence.

- 1) Records and maps on file at the Tennessee SHPO's office in Nashville were consulted to determine if there are any previously recorded archeological sites at the DDMT or nearby.
 - 2) Prehistoric archeologists who have conducted subsurface archeological investigations within the Memphis metropolitan area were consulted about the general possibility of buried archeological deposits in undisturbed portions of the study area.
 - 3) A reconnaissance was conducted of the entire depot by vehicle. This reconnaissance paid special attention to the few undeveloped areas of the depot and included a brief walk-over of selected portions of the undeveloped areas.
 - 4) The land surface was visually compared to the surface contours shown on a pre-construction survey plat (Schulz and Norton 1941).
 - 5) Historic photographs showing construction of the depot in 1941 to 1942 were examined to determine the extent and depths of cutting, filling, and grading.
 - 6) An oral interview was conducted with a depot employee who was present during the 1942 construction.
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- 7) Hazardous materials remediation reports were consulted to determine the locations and extent of waste storage and disposal sites.

3.2 ARCHITECTURAL METHODS

Methodology for the inventory and historical interpretation of above-ground buildings and structures included: 1) a records search, (2) the development of historic contexts, followed by (3) an on-the-ground architectural inventory and assessment.

Prior to conducting the architectural inventory, TRC Mariah contacted the Tennessee SHPO to determine whether any previous architectural studies had been conducted at the depot. The SHPO's office identified one brief "windshield" assessment that had been conducted in 1995 by the West Tennessee Community Development Office. The assessment reportedly identified significant architectural resources within the boundaries of the installation. However, as of August 1996, the SHPO had no written documentation on file regarding this assessment or its findings.

A records search and historical research for historic background were also conducted at the Tennessee State Library and Archives in Nashville, the Memphis Public Library, the University of Memphis, and the Installation Services and Memphis Depot Redevelopment Agency offices located at Defense Distribution Depot Memphis. In developing the context, interviews were conducted with long-term depot employees to provide a historical background. In addition, historic photographs on file at the Installation Services office were evaluated to determine original depot appearance and overall development of the installation.

The inventory was conducted using a real property listing for the depot which identified construction dates for all buildings. All buildings and structures at least 50 years of age (pre-1947) were inventoried and assessed. Specifically excluded from evaluation were all WW II-era "temporary" buildings and structures. This exclusion was based upon a Programmatic

Memorandum of Agreement (PMOA) between the U.S. Army, the Advisory Council on Historic Preservation (ACHP), and the Council of SHPOs, dated June 7, 1986. The PMOA eliminates WW II-era temporary buildings and structures from mandatory Section 106 assessment.

Buildings and structures younger than 50 years old (i.e., constructed after 1946) were assessed for possible "exceptional" significance determined by their mission(s) during the Cold War, using the criteria outlined in National Register Bulletin 22 (U.S. Department of the Interior n.d.). Buildings and structures assessed as not meeting the standard of exceptional significance were not further inventoried.

For each inventoried property, an inventory data sheet was completed, recording similar data to those recorded on HABS level IV cards. A visual assessment of interiors was also conducted to adequately document the integrity of inventoried buildings. The inventory included black and white photography that recorded at least two views of each inventoried property. For each inventoried property, an assessment was made of eligibility for inclusion to the NRHP, applying the standards in National Register Bulletin 15 (U.S. Department of the Interior 1990).

4.0 RESULTS

4.1 ARCHEOLOGICAL RESULTS

The location of the DDMT is not within the Mississippi River floodplain and prehistoric sites are to be expected in undisturbed terrain, especially on the terraces along water courses (McNutt 1996). No archeological sites have been recorded within the DDMT, and there is no record of any archeological survey or inventory in connection with the installation.

Because of the urban landscape surrounding DDMT, and the fact that the area was largely developed prior to implementation of NHPA, few sites have been recorded in the vicinity. However, prior to construction of U.S. Interstate 240 immediately south of DDMT, four prehistoric sites were recorded within a 2.0 km (1.2 mile) radius. These include:

- Site 40Sy30, a 0.9 acre Woodland period village site located about 0.9 km (0.6 mile) south of DDMT;
- Site 40Sy32, an Archaic/Woodland period site of unknown size located about 0.8 km (0.5 mile) southeast of DDMT;
- Site 40Sy50, a prehistoric site of unknown size located about 0.6 km (0.4 mile) southeast of DDMT; and
- Site 40Sy81, a Woodland period village site of unknown size located about 0.6 km (0.4 mile) southeast of DDMT.

These four sites were located along the north terrace of Nonconnah Creek and were destroyed during the construction of U.S. Interstate 240. Site survey forms on file at the Tennessee SHPO's office record chipped stone projectile points, unifaces, bifaces, hammerstones, end scrapers,

utilized flakes, and ceramics. Depths of deposits are not recorded, and the site forms are undated. There is no recorded determination of eligibility and there is no record of testing or other excavations of any kind at these sites. No other archeological sites are recorded within 2.0 km (1.2 mile) radius of DDMT.

All visual, documentary, and oral history evidence suggests that the original land surface of most of the DDMT was severely disturbed during construction of the warehouses and their associated roads and rail lines. Longtime depot employee Mr. Harold Pfanschmidt (posted to the depot on 13 January 1942, three days after it was commissioned and six months before construction was completed) recalls that extensive grading occurred before pouring foundations for the warehouses. Photographs of the initial construction period (late 1941) show extensive grading and filling by heavy equipment. The vehicular reconnaissance revealed that the open storage areas have also been heavily graded and graveled. The storage area north of Dunn Ave. has been extensively disturbed, both by mineral storage and by burial of a variety of items including expired shelf life food, medical supplies, and hazardous materials.

Despite this extensive disturbance, two very small areas have been minimally disturbed and may retain the potential for some intact, buried archeological deposits. These areas are in the southeastern corner of the main post near the golf course, and the northeastern quadrant of the Dunn Field area.

4.1.1 Golf Course Area

The southeastern corner of the main post is dissected by two shallow (11 m [36 ft] in depth) drainages leading to the south. Because of this terrain, this portion of the installation was never developed with warehouses or as open storage areas. Close to the eastern perimeter, four military housing units were built in the 1950s along with a recreation center, a swimming pool, tennis courts, and playing fields. In about 1945 to 1946, Lake Danielson was created as a fire reservoir at the head of the larger drainage, south of J Street at Building 360. Also about 1946,

development of a nine-hole golf course was begun in this area between the fire reservoir and the southern and eastern perimeters. Completion of the course was delayed until about 1957 to 1958 (Memphis Commercial Appeal 1960). Landscaping the course included channelizing the two streams and construction of a small earthen dam and duck pond at the head of the smaller drainage (south of Building S271).

Today, the golf course dominates the area which has the park-like atmosphere of a well-kept country club (Figures 3 and 4). Some ornamental vegetation has been planted, but many of the mature trees along the slopes below the pond and the reservoir appear to be original growth, suggesting minimal land disturbances. This conclusion is supported by historical photographs (Appendix B) of the 1942 construction which show large trees in the drainages where the golf course was later established. While some trees may be later growth, the presence of pre-DDMT trees suggests that these areas have not been bulldozed.

In addition, comparison of the modern terrain with the contours on the 1941 survey map suggests that much of the area retains its original land surface (Figure 5). This overall area measures approximately 2,000 ft East-West by 1,200 ft North-South, or about 55 acres. Subtracting the developed portions surrounding Buildings 178-181, 184, 192, 193, 195, and 270-274, Lake Danielson and the pond, the channels, and the golf course greens, up to 25 acres may be undisturbed land surface and may retain good to moderate potential for intact archeological deposits (see Figure 5, bottom).

4.1.2 Dunn Field Area

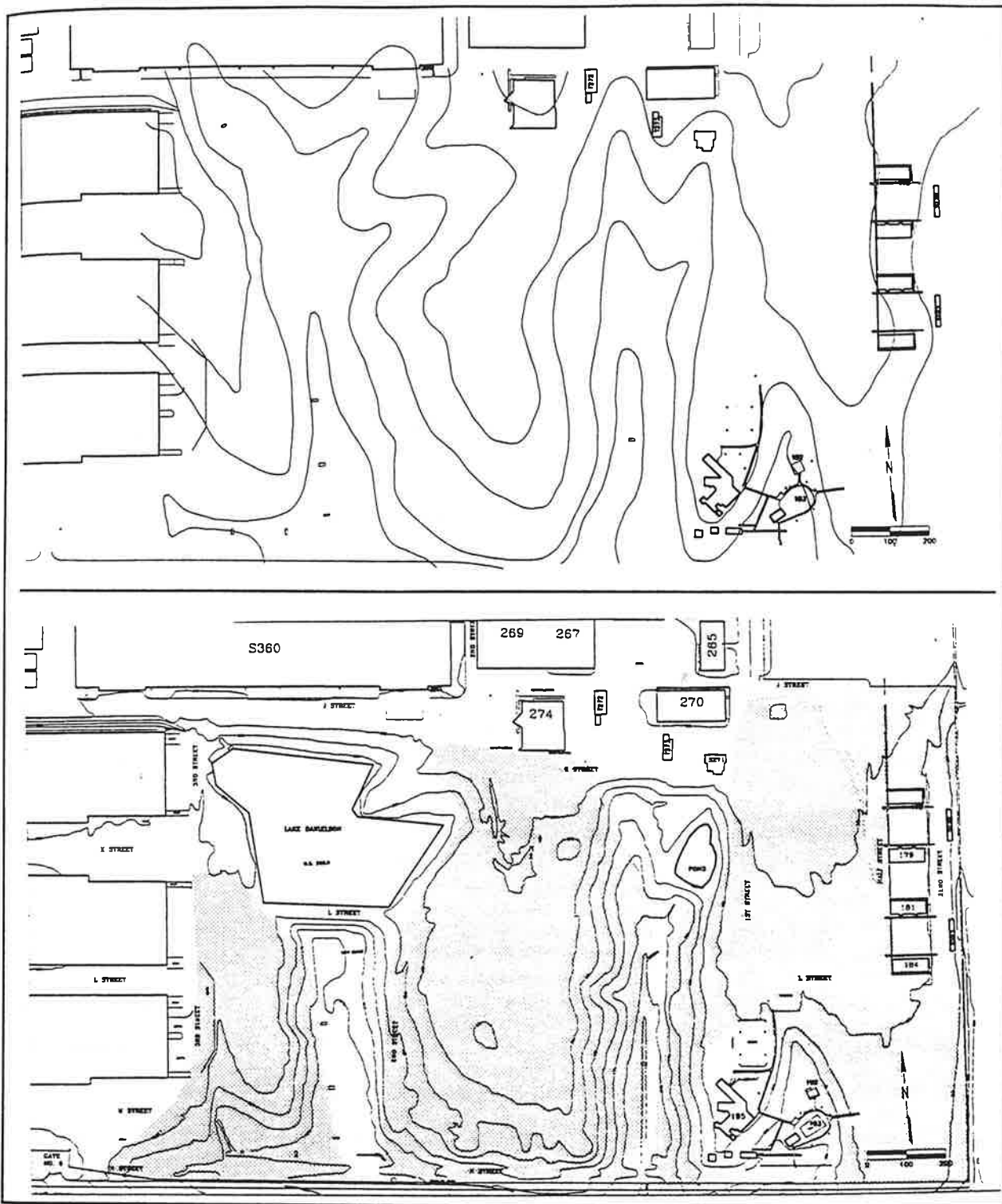
Since the early 1940s, most of the Dunn Field area has been used as an open storage area for mineral stockpiles. Today, several large piles of fluorite and bauxite are the dominant features in the southeastern quadrant of the area. Until the 1980s, the western half of the Dunn Field area was used as a landfill site for debris and waste chemicals. These portions of the Dunn Field area are currently undergoing hazardous materials remediation.



Figure 3 Photograph of Golf Course Area (1996).



Figure 4 Photograph of Golf Course Area (1996).



However, the northeastern quadrant of the Dunn Field area appears to be fairly pristine. This quadrant totals about 25 acres of natural tree cover and includes a small drainage (14 m [46 ft] deep) leading to the north. The current terrain contours appear to be very similar to those surveyed in 1942 (Figure 6), suggesting minimal disturbances to the land surface. The only exception is some localized scraping and berming associated with a pistol range and with storage Building 1184. There is no visual or documentary evidence to suggest that this part of the Dunn Field area ever received any significant land disturbance.

A geohydrology remediation study (Law Environmental, Inc. 1990) found three known sites of hazardous material disposal in this quadrant. These include a chemical burial site of XXCC-3 impregnite (a protective chemical agent applied to clothing) along the eastern perimeter, and two small burial sites of asphalt debris, sanitary waste, smokepots, and chemical canisters. The remediation study describes these burial sites as small and contained. In addition, pesticides have been stored in Building 1189.

As a result, 20 of these 25 acres in the northeast quadrant of the Dunn Field area are assessed as being undisturbed (see Figure 6). With the exception of the small landfills, Building 1184, and the pistol range, this area retains high potential for intact buried archeological deposits.

4.2 ARCHITECTURAL RESULTS

The depot retains a large number of WW II-era permanent and semi-permanent buildings. These properties date to the installation's early years of development (1941 to 1946) with the first stage of construction completed in May 1942. Today, the depot holds a total of 64 WW II-era properties, including 46 permanent and semi-permanent buildings. These resources encompass a variety of property types, including administrative, utility, and support buildings. The depot retains no WW II-era housing. Most support buildings (which comprise the largest property type on base) are warehouses constructed to support the depot's primary mission which has historically

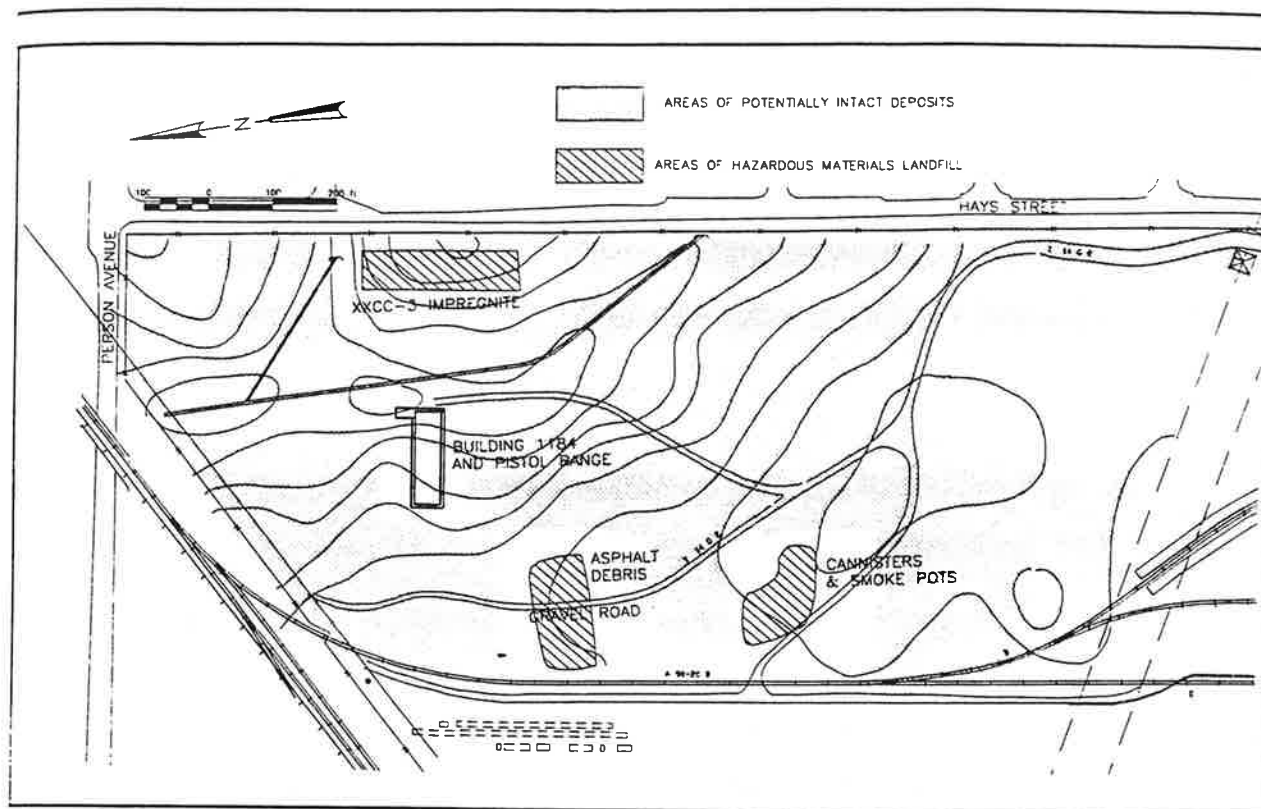


Figure 6 Topographic Map (1941) of the Northeastern Quadrant of the Dunn Field Area (5 ft contour intervals). Locations of Later Hazardous Material Landfills Have Been Superimposed.

been to store, distribute, and centralize materiel for military use. Of the 46 properties inventoried, 28 are warehouses, most of which continue to be used for storage purposes. Several WW II-era warehouses have altered interiors and are currently used as administrative offices. These facilities are no longer considered to be eligible for NRHP listing because of their alterations which compromise original integrity. Unaltered warehouses located outside of proposed district boundaries are not individually eligible as they lack architectural distinction and are not contiguous to the proposed district.

In addition to a large collection of warehouses, the depot also retains a number of permanent and semi-permanent facilities that include sentry stations, maintenance shops, storage facilities, and a headquarters building. Most of these buildings are of brick construction, reflecting the permanent nature of the base and its planned use as a supply depot that would continue to serve

military activities even after WW II. These buildings are typical for their era of construction with five-course common bond brick exteriors, flat roofs, and poured concrete foundations. Building 144, the central headquarters facility for the depot, is a three-story brick building that suffers loss of integrity due to the replacement of original six-over-one sash windows, altered entry bays, and interior renovation. Most remaining buildings constructed between 1941 and 1946 that house administrative activities also have altered interior space with added floor coverings, lowered ceilings, and replacement windows and doors. Because of twentieth century modifications, these properties no longer retain integrity that would qualify them for NRHP listing. Maintenance facilities that continue to serve their original capacity have undergone minimal, if any, alterations with uncovered interior brick walls, concrete floors, and wooden ceilings. Most buildings have replacement overhead fluorescent lighting. The depot also retains two arms storage facilities with earthen berms (Buildings 783 and 793), an unaltered brick gas station (Building 257), and three brick sentry stations (Buildings 9, 22, and 23). These facilities do not exhibit features of unique architectural construction or design, nor do they individually reflect a specific historic event or series of events associated with the depot (Table 1). Unaltered maintenance buildings were determined ineligible because they lack individual architectural distinction, and many are separated from the proposed historic district by landscape features such as post WW II-era construction, streets, non-contributing rail lines, and/or altered WW II-era properties.

The architectural inventory recorded a total of 46 WW II-era permanent and semi-permanent buildings, 20 of which were identified as eligible for NRHP listing. All 20 properties identified as eligible comprise a district of poured concrete warehouses commonly referred to as the Twenty Typicals. Constructed in 1942, these properties have undergone minimal alterations, retaining their original exterior and interior appearances. The proposed district is clearly delineated (see Section 4.2.2), and non-eligible properties were determined as such because they lack integrity, are not contiguous to the district, or do not exhibit the sense of time and place that is evident for properties within district boundaries. Individual inventory forms for surveyed properties are provided in Appendix A. Individual eligibility assessments are also provided within the primary document in Section 4.2.1.

Table 1 National Register Eligibility for Architecturally Evaluated Buildings and Structures.

DPW Building Number	Date	Administrative	Training	Storage	Security	Other	Condition	Eligibility	NR Criteria
ELIGIBLE FOR NATIONAL REGISTER									
229	1941			•			Good	Eligible	a,c
230	1942			•			Good	Eligible	a,c
249	1942			•			Good	Eligible	a,c
250	1942			•			Good	Eligible	a,c
329	1942			•			Good	Eligible	a,c
330	1942			•			Good	Eligible	a,c
349	1942			•			Good	Eligible	a,c
350	1942			•			Good	Eligible	a,c
429	1942			•			Good	Eligible	a,c
430	1942			•			Good	Eligible	a,c
449	1942			•			Good	Eligible	a,c
450	1942			•			Good	Eligible	a,c
529	1942			•			Good	Eligible	a,c
530	1942			•			Good	Eligible	a,c
549	1942			•			Good	Eligible	a,c
550	1942			•			Good	Eligible	a,c
629	1942			•			Good	Eligible	a,c
630	1942			•			Good	Eligible	a,c
649	1942			•			Good	Eligible	a,c
650	1942			•			Good	Eligible	a,c
NOT ELIGIBLE FOR NATIONAL REGISTER									
9	1946			•			Good	Not eligible	
22	1942			•			Good	Not eligible	
23	1942			•			Fair	Not eligible	
144	1942	•					Good	Not eligible	
145	1943			•			Good	Not eligible	
209	1942			•			Poor	Not eligible	
210	1942			•			Good	Not eligible	
251	1942					•	Good	Not eligible	
252	1942					•	Good	Not eligible	
257	1942					•	Good	Not eligible	
265	1942					•	Good	Not eligible	
270	1945					•	Good	Not eligible	
308	1944			•			Fair	Not eligible	
309	1945			•			Fair	Not eligible	
319	1942					•	Fair	Not eligible	
359	1942			•			Good	Not eligible	
863	1943			•			Good	Not eligible	
559	1942			•			Good	Not eligible	
702	1941					•	Poor	Not eligible	
720	1942					•	Good	Not eligible	
783	1942			•			Good	Not eligible	
793	1942			•			Good	Not eligible	
873	1942			•			Good	Not eligible	
876	1943			•			Good	Not eligible	
970	1944			•			Good	Not eligible	
972	1942			•			Good	Not eligible	

4.2.1 Eligibility Determination of Inventoried Properties

For a complete architectural description of inventoried properties, please refer to Appendix A. Property forms are classified in numerical order within the Appendix. The following eligibility data is grouped by property type and building number.

Warehouses

Building 209: This property was determined ineligible because of its location, which is not contiguous to the proposed historic district. The building, which has been scheduled for demolition, appears substantially intact from an exterior point of view, however interior access is prohibited due to structural instability. Constructed in 1942, the warehouse is located at the northeast corner of the depot and is visually separated from the proposed district by C Street and Building 210, which has been altered since original construction. This building originally served as a typical storage warehouse for DDMT, however is no longer in use. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 210: This property was determined ineligible because of extensive interior and exterior alterations since original construction in 1942. The warehouse suffers loss of integrity due to enclosure of original vents and loading bays, addition of secondary entries, replacement doors and windows, and interior alterations that include dropped ceilings, covered floors and walls, and replacement lighting. This building originally served as a typical storage warehouse for DDMT and was continuously used to support supply missions of the depot. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 229: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 230: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 249: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 250: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original

member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 308: This property was determined ineligible because of its location which is not contiguous to the proposed district. The building is separated from the district by Building 319 (an extensively altered building), B and C Streets, and several rail lines that do not contribute to the district. This building originally served as a typical storage warehouse for DDMT and was continuously used to support supply missions of the depot. Constructed in 1944, the facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 309: This property was determined ineligible because of its location which is not contiguous to the proposed district. The building is separated from the district by Building 319 (an extensively altered building), B and C Streets, and rail lines that do not contribute to the district. This building originally served as a typical storage warehouse for DDMT and was continuously used to support supply missions of the depot. Constructed in 1944, the facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 329: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many

of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 330: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 349: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 350: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree

of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 359: This property was determined ineligible because of interior and exterior alterations since original construction in 1942. Unlike warehouses included within the proposed historic district, this property fails to exhibit its original sense of time and place. Interior space has been altered and modified into modern administrative offices, many original doors and windows have been replaced, a north facade loading bay has been infilled, and original overhead light fixtures have all been replaced. This building originally served as a typical storage warehouse for DDMT and was continuously used to support supply missions of the depot. This facility individually fails to represent a unique historic event or series of events, and the warehouse does not contribute to the overall integrity of the proposed district. The building does not exhibit features of outstanding architectural significance, and it is not associated with a person of historic significance.

Building 429: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 430: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage

facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 449: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 450: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 529: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree

of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 530: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 549: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 550: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. This is the only member of the proposed district that has been altered, with a replacement steel truss roof following an aircraft accident that destroyed the original frame roof. This building however continues to retain a high

degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 559: This property was determined ineligible because of late twentieth century modifications that diminish its original integrity. Constructed in 1942, the building has replacement doors and windows, and added exterior siding. Interior space has been partially modified with reconfiguration of some office space and replacement light fixtures. This building originally served as a typical storage warehouse for DDMT and was continuously used to support supply missions of the depot. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 629: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 630: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 649: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 650: This property was determined eligible as a contributing member of the proposed historic warehouse district at DDMT. Constructed in 1942, the concrete warehouse is an original member of the depot, having served the needs of the Army's distribution center since WW II. Despite modern introductions to the depot, such as the addition of mechanized equipment to many of the depot's warehouses, this facility has remained in continuous use as a manual labor storage facility, retaining its original exterior and interior appearance. The building retains a high degree of historical and architectural integrity, and as a contributing member of the proposed district, appears eligible under NRHP criteria a and c.

Building 873: This property was determined ineligible because of its location which is not contiguous to the proposed historic district. Constructed in 1942, the building is separated from the district by post WW II-era construction, as well as 9th, 10th, and 11th Streets. This building originally served as a typical storage warehouse for DDMT and was continuously used to support supply missions of the depot. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 875: This property was determined ineligible because of its location which is not contiguous to the proposed historic district. Constructed in 1942, the building is separated from the district by post WW II-era construction, as well as 9th, 10th, and 11th Streets. This building

originally served as a typical storage warehouse for DDMT and was continuously used to support supply missions of the depot. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 970: This property was determined ineligible because of its location which is not contiguous to the proposed historic district. Constructed in 1942, the building is separated from the district by post WW II-era construction, as well as 9th, 10th, and 11th Streets. This building originally served as a typical storage warehouse for DDMT and was continuously used to support supply missions of the depot. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 972: This property was determined ineligible because of its location which is not contiguous to the proposed historic district. Constructed in 1942, the building is separated from the district by post WW II-era construction, as well as 9th, 10th, and 11th Streets. This building originally served as a typical storage warehouse for DDMT and was continuously used to support supply missions of the depot. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Sentry Stations

Building 9: This property was determined ineligible because it individually fails to represent a unique historic event or series of events, it does not exhibit features of outstanding architectural significance, and it is not associated with a person of historic significance. Although the building remains unaltered since its original construction in 1946, it is not contiguous to the proposed historic district and therefore was excluded from such. Located along the western boundary of

the depot, this building is separated from the proposed district by post WW II-era construction. This building, no longer in use, has historically been utilized as a guard station for DDMT.

Building 22: This property was determined ineligible because it individually fails to represent a unique historic event or series of events, it does not exhibit features of outstanding architectural significance, and it is not associated with a person of historic significance. Although the building remains unaltered since its original construction in 1942, it is not contiguous to the proposed historic district and therefore was excluded from such. Located along the northern boundary of the depot, this building is separated from the proposed district by a condemned warehouse (Building 209) that is in poor condition and an altered warehouse (Building 210). This building, no longer in use, has historically been utilized as a guard station for DDMT.

Building 23: This property was determined ineligible because it individually fails to represent a unique historic event or series of events, it does not exhibit features of outstanding architectural significance, and it is not associated with a person of historic significance. Although the building remains unaltered since its original construction in 1942, it is not contiguous to the proposed historic district and therefore was excluded from such. Located along the eastern boundary of the depot, this building is separated from the proposed district by a modern parking lot and Building 210, an altered WW II-era warehouse. This building, no longer in use, has historically been utilized as a guard station for DDMT.

Administration Buildings

Building 144: This property was determined ineligible because it has undergone extensive alterations within recent years. Constructed in 1942, this building suffers loss of integrity due to replacement of original doors and windows, altered primary and secondary entry bays, added secondary entry bays at the north and south facades, and interior modifications that include added wall, floor, and ceiling coverings, removal of an original entry security station, and replacement of doors. The property has been utilized as the depot's primary headquarters building since its

original construction. Because of late twentieth century modifications, this facility no longer retains its original sense of time and place. The property individually fails to represent a unique historic event or series of events, and it is not associated with a person of historic significance.

Building 145: This property was determined ineligible because it has undergone alterations that diminish its original integrity. Constructed in 1943, the building has late twentieth century replacement doors and windows. The interior has altered ceilings, replacement lighting, and covered floors. No longer in use, this building was continuously used for administrative purposes. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Shop/Engineering Facilities

Building 251: This property, constructed in 1942 as a workshop, was determined ineligible because it is not contiguous to the proposed historic warehouse district. Located near the east end of the depot, the facility is visually separated from the proposed district by G Street and Building 252 which suffers loss of integrity due to late twentieth century modifications. The building was originally constructed to support the supply missions of DDMT during WW II, and was consistently utilized as such until recently. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 252: This property was determined ineligible because of alterations that diminish its original integrity. Constructed in 1942 as a workshop, the facility has a north facade altered window bay, an altered garage bay, and an altered primary entry bay. Interior alterations include covered floors and walls, and dropped ceilings. Attached at the primary facade is a recently constructed frame deck that holds a train caboose. The building was originally constructed to support the supply missions of DDMT during WW II, and was consistently utilized as such until

recently. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 265: This property was determined ineligible because it is not visually cohesive to the proposed historic district. Located at the west end of the depot, the building is separated from the district by G Street, and is bordered by altered warehouses and administrative buildings at the west and east. The building was originally constructed to support the supply missions of DDMT during WW II, and was consistently utilized as such until recently. Constructed in 1942, the facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 270: This property was determined ineligible because of interior and exterior modifications that diminish its overall integrity. Constructed in 1945 as a workshop, the building has replacement windows and doors, enclosed window bays, and extensive interior remodeling that includes covered floors and walls, replacement doors, and lowered ceilings. The building was originally constructed to support the supply missions of DDMT during WW II, and was consistently utilized as such until recently. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 702: This property was determined ineligible because of its location which is not contiguous to the district, and because of its poor condition which compromises its integrity. Constructed in 1941 as a hobby shop, the building has enclosed windows and doors and added exterior siding. The facility is separated from the proposed district by B and C Streets, as well as multiple rail lines that are not contributing to the district. The building was originally constructed to support the supply missions of DDMT during WW II, and was consistently utilized as such until recently. The facility fails to individually represent a unique historic event or series

of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 720: This property was determined ineligible because of its location, which is separated from the district by 6th Street. Visually, the building's appearance strikingly contrasts the scale and appearance of all proposed district properties. Constructed in 1942, the property was continuously used as an engine shop and storage facility. Although the building is a good example of its style, it fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Miscellaneous Support Facilities

Building 257: This property was determined ineligible because it is not visually cohesive to the proposed warehouse district. The facility, constructed in 1942 as a service station, is separated from the district by G Street, and is bounded at the east and west by altered administration buildings and warehouses. The building was originally constructed to support the supply missions of DDMT during WW II, and was consistently utilized as such until recently. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 319: This property was determined ineligible because of extensive modifications. Constructed in 1942 as a POW mess hall, the building retains minimal original exterior fabric, having been remodeled as a flammable storage facility. Interior alterations include the addition of walls, separating original open space into seven separate storage compartments. The building was originally constructed to support POW activities and later converted into storage for which it remains in use today. The facility fails to individually represent a unique historic event or

series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 863: This property was determined ineligible because of its location which is not contiguous to the proposed district. The property is separated from the proposed district by 9th and 10th Streets, multiple rail lines, and several post WW II-era buildings. The building was originally constructed to support the supply missions of DDMT during WW II, and was consistently utilized as such until recently. The facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 783: This property was determined ineligible because of its location which is not contiguous to the proposed district. The property is separated from the proposed district by numerous post WW II-era buildings, as well as H, J, and K Streets. Constructed in 1942 as a standard igloo storage facility, the facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

Building 793: This property was determined ineligible because of its location which is not contiguous to the proposed district. The property is separated from the proposed district by numerous post WW II-era buildings, as well as H, J, and K Streets. Constructed in 1942 as a standard igloo storage facility, the facility fails to individually represent a unique historic event or series of events, is not associated with a person of historic significance, and does not exhibit unique architectural features, workmanship, or artistic values.

4.2.2 Proposed National Register District

Twenty of the 46 inventoried WW II-era properties appear eligible as a warehouse district. These properties include Buildings 229, 230, 249, 250, 329, 330, 349, 350, 429, 430, 449, 450, 529,

530, 549, 550, 629, 630, 649, and 650. Each facility covers more than 2.5 acres of interior floor space (109,956 sq. ft). Buildings are of poured concrete construction with Art Deco influenced pilasters and decorative fluting that flanks central recessed loading bays at north and south facades (Figures 7 and 8). Roofs are flat, built-up design, and north and south facades hold half-story brick utility wings. Doors are of glass and steel design, and recessed bays are supported by concrete columns that rest on oval concrete slabs. Interiors also retain original integrity with frame truss ceiling supports, concrete columns, and poured concrete fire walls. The only exception to this is Building 550, which was altered approximately 10 years ago following an airplane crash that resulted in the loss of the original roof. Although this facility has a modern steel truss supported roof, it does retain its original overall interior and exterior appearance and is considered an integral component of the proposed district.

The proposed district comprises a regular grid pattern of four rows of five warehouses each. The district is distinctly identified visually, bounded at the south by G Street, at the west by 6th Street, at the north by C Street, and at the east by 1st Street. The district is surrounded by non-eligible properties that were identified as such due to loss of integrity or indirect location to the district. East of the district is an original administrative area that suffers loss of integrity due to twentieth century modifications such as window and door replacement/alterations and interior renovations. North of the proposed district are altered WW II-era warehouses (Buildings 319 and 210). West of the district are post WW II-era support facilities and a solitary WW II-era brick building (Building 720) that is not visually cohesive to the proposed district and lacks individual distinction. South of the district is extensive post WW II-era construction.

The Twenty Typical warehouses appear to meet NRHP criteria a and c because of their historical and architectural integrity as outlined in National Register Bulletin 15 (U.S. Department of the Interior 1990). The warehouses reflect the original and ongoing supply missions of the depot, and have continuously supported such activities since original WW II-era construction (1941-1942). Activities conducted within the district range from the storage and distribution of food, clothing, building materials, appliances, and computers, to temporary WW II graves registration.



Figure 7 Representative Photograph of the Twenty Typicals (Exterior).

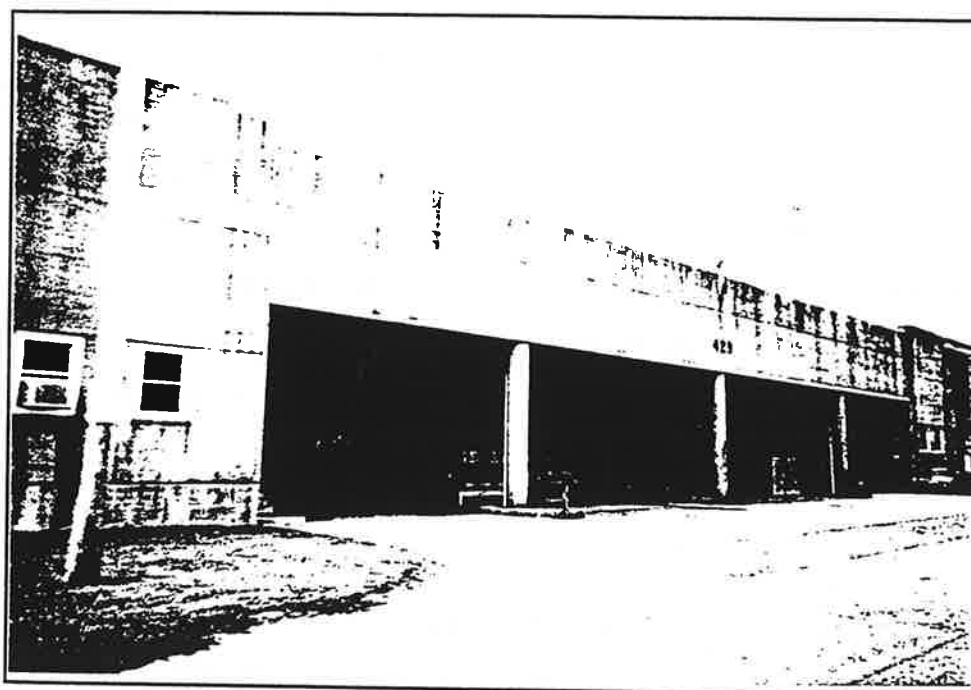


Figure 8 Representative Photograph of the Twenty Typicals (Exterior).

These buildings are a unique feature of the depot's missions and retain a sense of time and place that is unmatched by any group of properties at the depot. Although these warehouses lack individual architectural distinction, as a group they provide a strikingly visual contrast to the surrounding flat landscape. The repetitive symmetry of the buildings' design and layout reflects their utilitarian and functional use, while subtle Art Deco detailing provides a distinctive architectural flair that is unique.

4.2.3 World War II-Era Temporary Buildings

The depot retains eight WW II-era temporary buildings. Constructed between 1942 and 1945, these properties use standardized plans issued by the Quartermaster Corps. Assembled solely for use during WW II, the buildings were not intended for future use, although most continue to be used for storage purposes today. The low number of temporary buildings at DDMT (relative to the number of permanent buildings) reflects the U.S. Army's goal of creating a permanent supply base that would continue its original mission beyond the years of WW II. Temporary buildings still standing at the depot today include frame and prefabricated metal rectangular plan storage facilities (Buildings 254, 256, 261, 272, 416, 417, 771, and 860). The installation does not retain any WW II temporary housing or administrative facilities.

A 1993 PMOA between the DOD and the ACHP excludes WW II temporary buildings and structures from Section 106 review, and allows these facilities to be demolished or transferred without further management. Accordingly, none of the temporary buildings at DDMT were inventoried during the current study.

4.2.4 Cold War-Era Buildings

The Cold War era is here defined as that period between March 1946 and November 1989, beginning with Winston Churchill's famous "Iron Curtain" speech and ending with the fall of the Berlin Wall. To be eligible for inclusion in the NRHP, historic resources less than 50 years of

age must portray features of exceptional significance as defined by NRHP criterion consideration g. This exceptional importance may apply to the property's association with an extraordinary event, or the resource may be the sole survivor of a unique property type. In either event, the property's exceptional significance must be proven through scholarly research and evaluation and must be considered eligible for its historic context as well as for its specific role in that context (U.S. Department of the Interior n.d.:41-42). Because the Cold War era in itself is an exceptional event, care must be taken to restrict the listing of properties associated with this period to only those representative of extraordinary events or design. Military properties eligible for their Cold War significance must therefore distinctly exemplify a critical theme or event related specifically to defense missions associated with that period, and they must be able to do so in a manner that can be identifiable to the general public (Lewis et al. 1995). Most military historic properties correlated with Cold War exceptional significance are those that were used for weapons deployment, research, and development tied specifically to defense missions, or policy, and strategy.

Currently, DDMT retains a total of 62 post-1946 buildings, 60 of which were constructed between 1947 and 1989. These buildings include standard plan warehouses of concrete block construction, brick maintenance buildings, brick housing, and recreational facilities. None of these properties exhibit exceptional architectural or historical significance as related to the Cold War. Rather, the buildings are all related to supply, storage, and shipment functions associated with military readiness and mission support. As a result, none of these properties were assessed as potentially eligible for the NRHP under criterion consideration g and none were inventoried during the course of this study.

4.2.5 Structures

Several properties at DDMT do not fit the classification of a "building." These properties are categorized as "structures" based on the definition provided in National Register Bulletin 15. According to the Bulletin, structures are constructions made for use other than human shelter.

Examples of "structures" include aircraft, bridges, dams, and trolley cars. No structures were inventoried individually during the 1996 cultural resources survey. Although several above-ground structures were visually identified, such as culverts, rail lines and railroad cars, and a concrete reservoir, these properties did not appear unique in their construction or use. Historic research failed to reveal that any of these structures qualifies for NRHP listing under criteria a, b, or c.

Extant structures at DDMT include several railroad freight cars that date to the early development of the depot (circa 1940s). These cars reflect ready access to the railroad that allowed the efficient transport of military materiel to and from the installation. The cars do not however individually represent a significant event or series of events, nor are they associated with the life of a person who made specific contributions to the history of the depot. Although they are different from modern freight cars, many similar examples of their type currently remain in existence. The railroad cars lack individual distinction and do not, by themselves, represent a unique historic event or series of events. Because they are a common property type, they do not appear eligible for NRHP listing at this time.

Also identified during the inventory were rail lines constructed to transport goods in and out of the depot via railroad cars such as those described above. These rail lines border the proposed district at north, south, and west facades, and extend into the district parallel to D and F Streets. Rail lines within district boundaries are considered to be contributing components of the district, while those outside of the district were determined ineligible. Although the railroad was a vital function of the depot, particularly throughout WW II, extant facilities located outside of proposed district boundaries, such as railroad cars and rail lines, are not considered eligible at this time because they fail to individually represent a unique historic event or series of events, are not associated with a person of historic significance, and do not exhibit unique architectural features, workmanship, or artistic values.

5.0 CONCLUSIONS

The October 1996 cultural resources assessment at DDMT inventoried a total of 46 WW II-era permanent and semi-permanent buildings. Of these, 20 warehouses constructed between 1941 and 1942 appear to meet NRHP criteria a and c as a historic district. These poured concrete warehouses comprise a large area of the depot, representing its early supply, storage, and shipment missions that extended well into the twentieth century. These 20 buildings retain a high degree of architectural and historical integrity that is exclusive to facilities within district boundaries and is unmatched by adjacent WW II and post WW II-era construction. The remaining 26 inventoried buildings were determined as ineligible for NRHP listing at this time. These properties have either suffered loss of integrity due to late twentieth century modifications, or are clearly beyond visual district boundaries and do not, individually, meet NRHP criteria.

The northeastern quadrant of the Dunn Field area (about 20 acres) and portions of the golf course area (about 25 acres) need to be formally inventoried for buried archeological sites. Such inventory should focus on detecting intact subsurface deposits and should include extensive prospective shovel testing. The inventory should be conducted under a research design that specifies a priori standards for research potential and site significance, including data content and physical integrity. Subsurface shovel testing in the Dunn Field area should scrupulously avoid the three localized areas that are documented as being waste disposal sites. Should the inventory discover any archeological sites, these need to be evaluated and tested for NRHP eligibility.

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APPENDIX A

Historic American Buildings Survey (HABS) Inventory Forms

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 9	2. Location: G Street (Western boundary of installation)
3. Date(s) of Construction: 1946	4. Use (original / current): Sentry station / vacant
5. Condition: Good	6. NR Eligibility Rating: Not eligible

7. Description:

Building 9 is a 420 square ft., one-story, five-course, common bond brick sentry station with a flat roof and a poured concrete foundation. The north end of the building is built into an embankment. This section of the building holds a lavatory. Windows are three-light jalousie and two-over-two horizontal sash design. At the east facade is the primary entry which holds a three-light wood panel door with a shed metal awning. At the south facade is a metal replacement door. The rear (west) facade holds four windows. There is no fenestration at the north facade. The interior lavatory retains some original porcelain fixtures and a modern wash basin. The south end of the building holds original office space which is currently utilized to house electrical equipment. An interior window has been infilled with brick at the south facade. Original interior brick walls and concrete floor remain intact.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

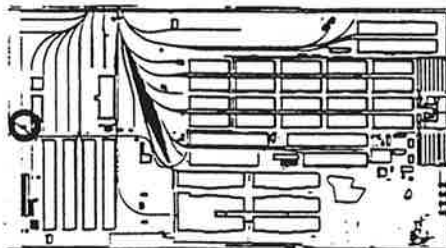
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building, individually, does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
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13. Inventoried By: Ruth D. Nichols

14. Date: August 15, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 22

2. Location:

Corner of Dunn Ave. and A Street

3. Date(s) of Construction:

1942

4. Use (original / current):

Sentry station / vacant

5. Condition:

Good

6. NR Eligibility Rating:

Not eligible

7. Description:

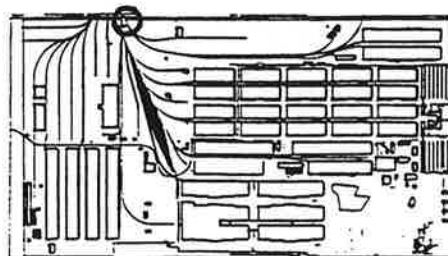
Building 22 is a 67 square ft., one-story, five-course, common bond brick sentry station with a flat roof, roofline concrete coping, and a concrete slab foundation. North, east, and west facades hold single window bays of two-over-two, horizontal metal sash design with concrete sills. The south facade holds an original three-panel, four-light door. The interior is unaltered with a wood ceiling, concrete floor, and brick walls. The interior also retains frame shelves.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

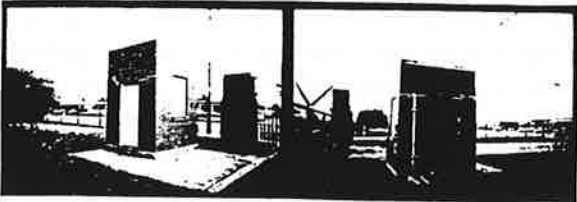
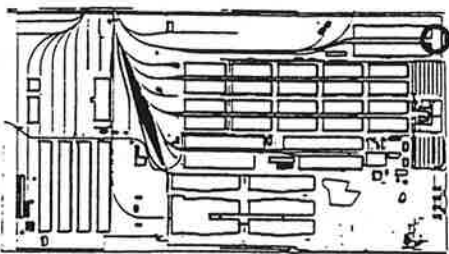
10. Photograph**11. Sketch Map of Location**

12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols**14. Date:** August 15, 1996**15a. Affiliation:** TRC Mariah Associates, Inc.**15b. Project:** Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 23	2. Location: B Street and Airways Blvd.
3. Date(s) of Construction: 1942	4. Use (original / current): Sentry station / vacant
5. Condition: Fair	6. NR Eligibility Rating: Not eligible
7. Description: Building 23 is a 67 square ft., one-story, five-course common bond brick sentry station with a flat roof and a concrete slab foundation. North, south, and east facades each hold an enclosed window bay. The west facade holds a solid steel replacement door. The interior is unaltered with brick walls, a concrete floor, and a wood ceiling.	
8. Historical Data: Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.	
9. Significance: This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.	
10. Photograph <div style="text-align: center;">  </div>	11. Sketch Map of Location <div style="text-align: center;">  </div>
12. Sources: U.S. Department of the Interior, National Park Service. <i>National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation</i> . Washington, D.C.: National Park Service, 1991 (revised). Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee. Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.	
13. Inventoried By: Ruth D. Nichols	14. Date: August 15, 1996
15a. Affiliation: TRC Mariah Associates, Inc.	15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 144	2. Location: Airways Blvd.
3. Date(s) of Construction: 1942	4. Use (original / current): Headquarters Building / same
5. Condition: Good	6. NR Eligibility Rating: Not eligible

7. Description:

Building 144 is a 6,385 square ft., three-story, common bond brick, U-plan headquarters building with a flat built-up roof and a poured concrete foundation. All original windows have been replaced with one-over-one, double-hung, metal sash lights. Doors are replacement glass and metal design. The primary entry is centrally located at the east facade and is set within a projecting three-bay wing. This projecting entry wing is three and a half stories in height with paired brick columns and ashlar belt coursing above the upper half-story. Flanking the central entry bay are two sets of narrow windows. All windows retain original concrete sills. The primary entry has been altered with an added ca. 1990 projecting glass wing at the first-story level. Concrete steps and a porch lead to this altered bay. North and south ends of the building have projecting primary bays, each of which retains three window bays. At the primary facade are a total of 24 window bays. At the primary roofline facade are 12 louvered vents. Also along the entire roofline is ashlar coping. At the north facade are 19 bays. Some lower level window bays at this facade have louvered vents. At the east end of this facade is an original recessed entry bay with an ashlar surround and an original Art Deco style light fixture. The north facade holds an added entry bay which is centrally located with a shed roof portico. At the west end of the north facade are two loading bays obscured by the addition of a frame shed wing. Two original brick wings extend west from the rear (west) facade. The west facade of each wing holds five bays with added doors and metal staircases. The lower level of the north wing holds a single door entry with a flat roof portico. The main section of the rear facade holds 15 bays, including a central lower level entry that has been altered with replacement doors and a flat roof metal portico. Also at the west facade is an exterior brick chimney. The south facade holds a total of 19 bays. This facade retains an original recessed secondary entry at the east end of the building with an ashlar surround, replacement lighting, and an attached metal porte-cochere. Also at this facade is an added (ca. 1950) secondary entry with a multi-light glass surround, concrete steps, and a flat roof metal portico. Interior space has been altered with added acoustic ceiling tiles, replacement fluorescent lighting, and carpeted floors. Original doors and windows have been replaced. Added partitions divide original open floor space into separate office areas. Corridors retain original overhead lighting. The entry foyer at the east end of the building has added wall coverings. An entry security booth original to the building has been removed, and the space has been converted into an office area. The second floor retains one set of original paired doors with chipped glass lights.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

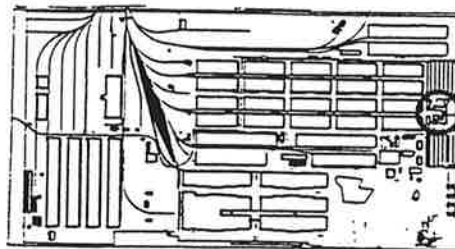
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 15, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 145

2. Location:

Airways Blvd. and E Street

3. Date(s) of Construction:

1943

4. Use (original / current):

Pass and ID Office / same

5. Condition:

Good

6. NR Eligibility Rating:

Not eligible

7. Description:

Building 145 is an 860 square ft., one-story, common bond brick building with a flat roof, metal roofline coping, and a continuous brick foundation. Windows are replacement, one-over-one, double-hung, metal sash design. Doors are replacement ca. 1975 glass and metal commercial design. The primary entry is located at the east facade and is off-center with a flat roof awning. Also at the east facade are four window bays. The north facade holds a louvered vent, two window bays, and a secondary entry with a flat metal awning. The south facade holds two window bays and a louvered-vent. The rear (west) facade holds four window bays and an off-center entry with a flat roof metal awning. Also at this facade is an original exterior metal ladder that leads to the roofline. The interior holds three separate office areas. Floors are covered with tile and carpet. Ceilings have added acoustic tiles and replacement fluorescent lighting. Walls are covered with plaster, and wood door frames remain intact. Original wood panel doors retain original metal hardware. At the northeast end of the building is a restroom with replacement fixtures and original overhead lighting.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

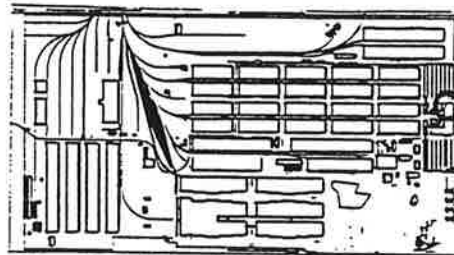
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 15, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 209	2. Location: B and 2nd Streets
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / vacant
5. Condition: Poor	6. NR Eligibility Rating: Not eligible

7. Description:

Building 209 is a 130,953 square ft., one and a half-story frame warehouse with five brick and concrete fire walls, a flat gabled roof, exterior asphalt paper siding, and a poured concrete foundation. The west facade holds one loading bay with an overhead track door and four double-hung windows with replacement lights. The south facade holds original louvered vents and five-panel wood doors at single entry bays. The south facade holds a total of 20 loading bays with overhead track doors, ten single-door entries, and 28 louvered vents. Also at this facade are a full-length poured concrete loading ramp and shed roof portico supported by square wood columns. At the roofline is a concrete chimney. The east facade exterior is five-course common bond brick with no fenestration. The central section of the north facade holds six loading bays with overhead track doors covered by expandable metal grates. In front of the loading bays are a poured concrete loading dock and frame portico with wood column supports. Flanking the central loading bays are an original six-panel wood door and six-over-six, double-hung, wood sash windows. West of the loading bays are two multi-light hopper windows. Below the windows is an overhead track door. At the west end of the north facade are six additional loading bays similar in design to those centrally located at the north facade. Also at the north facade are four one-over-one, double-hung, replacement windows; ten single door entry bays (most of which hold replacement metal doors); 17 louvered vents; a metal exterior ladder; and six half-story brick utility wings with flat roofs and solid metal doors. There was no access to interior space because the building has been condemned.

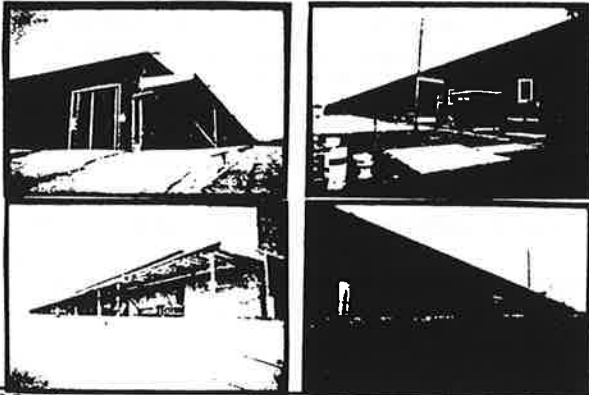
8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

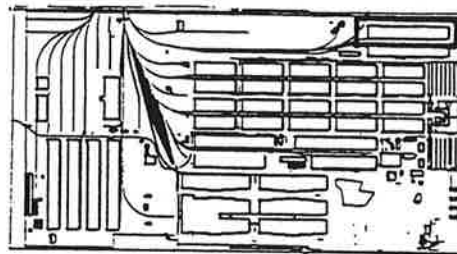
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols	14. Date: August 15, 1996
15a. Affiliation: TRC Mariah Associates, Inc.	15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 210	2. Location: C and 2nd Streets
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / same plus administration
5. Condition: Good	6. NR Eligibility Rating: Not eligible

7. Description:

Building 210 is a 109,397 square ft., one and a half-story, five-course common bond brick warehouse with a flat roof, metal roofline coping, and a poured concrete foundation. At the roofline are multiple clerestories with exterior metal ladders. The west facade holds two overhead track doors and seven enclosed vents. The north facade holds eight overhead track doors, multiple enclosed vents, and single door entries. The east end of the building has been converted into office space and has enclosed loading bays and added single door entries of wood, glass, and metal design. The north facade retains an original frame awning and poured concrete loading dock. At the east facade are two single door entries of single-light metal design. Vents at this facade have been infilled with brick. The south facade has also been altered with infilled original bays and added single door entries. At the east end of the south facade is a recessed (original loading) bay with concrete column supports, added exterior synthetic siding, added sliding metal sash windows, and commercial style glass doors. This recessed bay is flanked by brick pilasters. The west end of the north facade retains nine loading bays with overhead track doors. Also at the south facade are five half-story brick utility wings with flat roofs and solid metal doors. The south facade retains an original exterior metal ladder that leads to the roofline. Original interior open space at the east end of the building has been altered with partitions, carpeting, dropped ceilings, and replacement fluorescent lighting. The west end of the building remains unaltered with interior brick walls, concrete floors, and frame ceilings. Interior wood trusses are supported by round concrete columns. Brick fire walls divide interior bays with overhead track doors (two on each wall) at north and south ends of the walls.

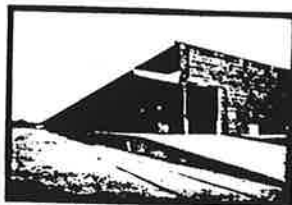
8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

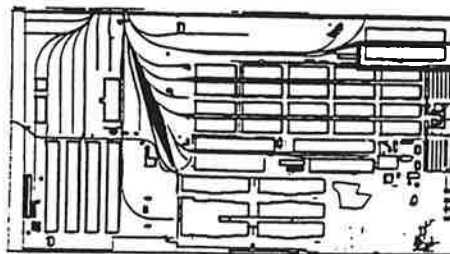
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).

Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.

Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 15, 1996

15a. Affiliation: *TRC Mariah Associates, Inc.*

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 229

2. Location:

C Street

3. Date(s) of Construction:

1942

4. Use (original / current):

General purpose warehouse / same

5. Condition:

Excellent

6. NR Eligibility Rating:

Eligible (district)

7. Description:

Building 229 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

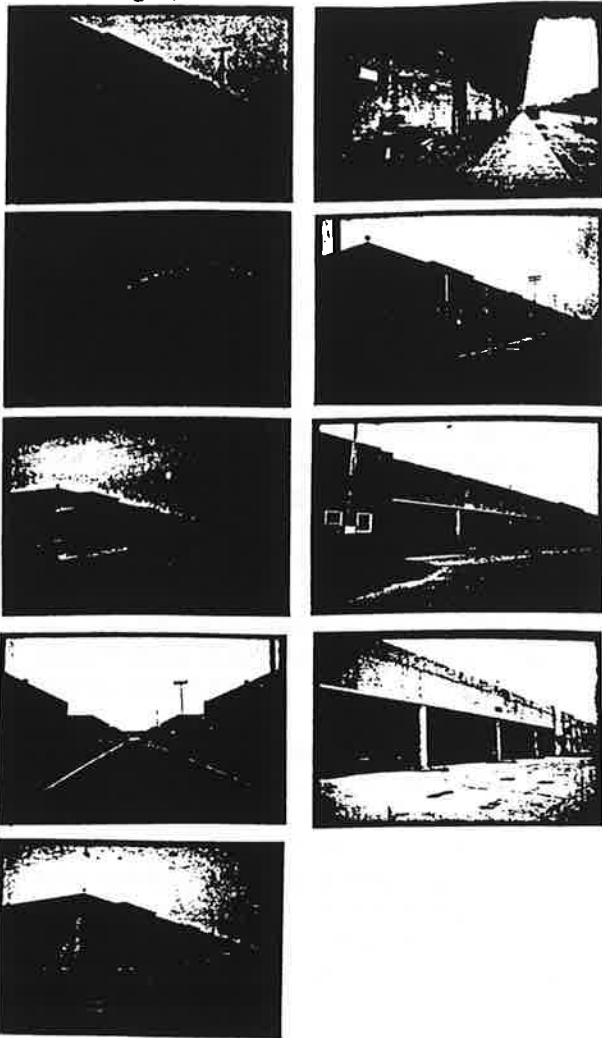
8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

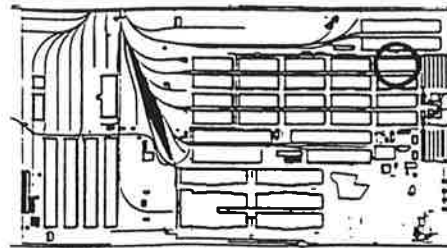
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 230	2. Location: E Street
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / same
5. Condition: Excellent	6. NR Eligibility Rating: Eligible (district)

7. Description:

Building 230 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

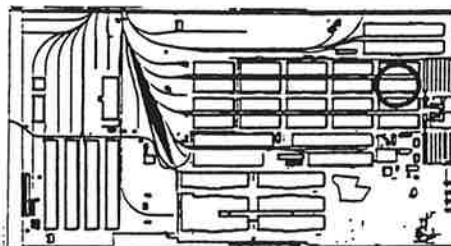
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 249

2. Location:

E Street

3. Date(s) of Construction:

1942

4. Use (original / current):

General purpose warehouse / same

5. Condition:

Excellent

6. NR Eligibility Rating:

Eligible (district)

7. Description:

Building 249 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

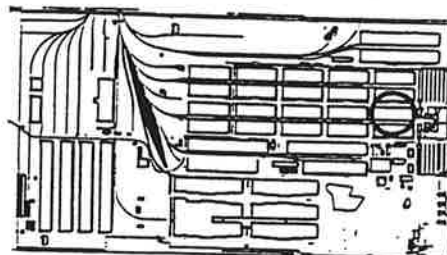
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 250	2. Location: G Street
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / same
5. Condition: Excellent	6. NR Eligibility Rating: Eligible (district)

7. Description:

Building 250 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

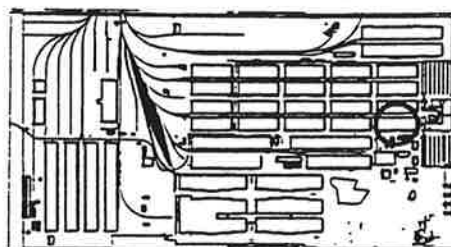
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 251	2. Location: 1st Street
3. Date(s) of Construction: 1942	4. Use (original / current): Workshop / thrift shop
5. Condition: Good	6. NR Eligibility Rating: Not eligible

7. Description:

Building 251 is an 8,001 square ft., one-story, five-course common bond brick building with a flat built-up roof and a poured concrete foundation. The west facade holds a single door entry, one window bay, and five overhead track doors with a flat roof awning. The awning retains original light fixtures. The north facade holds four window bays and a poured concrete loading ramp. The east facade holds 11 window bays and a garage bay with an overhead track corrugated metal door. The south facade holds five window bays and a central entry with a flat roof portico and paired four-light wood doors. Doors retain original chipped glass lights. Two window bays at the south facade hold eight-light hopper windows. At the roofline is an interior brick chimney. The interior is relatively unaltered with concrete block walls, high ceilings, some original drop lighting, and poured concrete floors. Some doors are replacement ca. 1975 design. Lighting includes fluorescent replacement fixtures. Original doors are nine-light design. Rear garages have added interior partition walls. Garage space is used for storage purposes. Original overhead track multi-panel doors remain intact, as do multi-light hopper windows.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

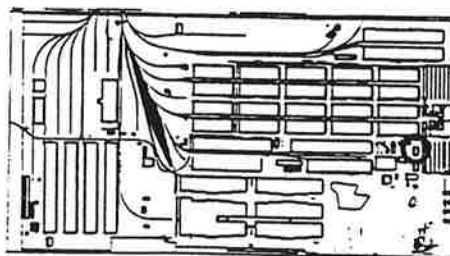
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 13, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 252	2. Location: Corner of 1st and G Street
3. Date(s) of Construction: 1942	4. Use (original / current): Workshop / fitness center and employee assistance office
5. Condition: Good	6. NR Eligibility Rating: Not eligible

7. Description:

Building 252 is a 5,900 square ft., one-story, five-course common bond brick building with a flat built-up roof, roofline metal coping, and a poured concrete foundation. At the west facade is a primary central entry bay with a six-panel wood door and replacement light transom. The primary entry is flanked by 16-light hopper windows, one of which has been altered with an added single replacement light. The north facade holds two multi-light hopper windows, one of which has been altered. At the west facade is a brick wing with no north facade fenestration. A single bay at this facade has been enclosed. The south facade of the rear wing holds two overhead track doors, 11 window bays with 15-light hopper windows, concrete sills and lintels, and two single door entries with single-light metal doors. One single door entry is located within an altered garage bay. There is a hipped wing at the south facade which holds three casement windows. Adjacent to the west facade is a wooden deck with an overhead awning that attaches to the building. The deck leads to a detached train caboose which is used as a museum object. The train car retains original interior wood floors and beaded board walls. The interior of Building 252 has concrete block walls, dropped ceilings, and tile floor covering. The rear wing, presently used as a recreation facility, retains original high interior ceiling space and alterations which include carpeted floors and fluorescent drop lighting.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

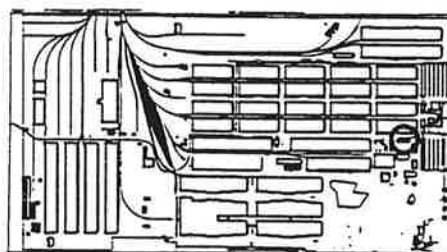
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 13, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 257	2. Location: F Street
3. Date(s) of Construction: 1942	4. Use (original / current): Gas station / same
5. Condition: Good	6. NR Eligibility Rating: Not eligible

7. Description:

Building 257 is a 264 square ft., one-story, five-course common bond brick service station with a flat built-up roof, metal roofline coping and a poured concrete foundation. At the north facade are two entry bays with original nine-light, single panel doors. Entries have metal shed awnings. West and east facades hold single nine-light hopper windows. The rear (south) facade holds two hopper windows. A single interior brick wall divides the west office bay from the east storage bay which houses a generator. Interior original features include a wood panel ceiling, tiled floors, and brick walls.

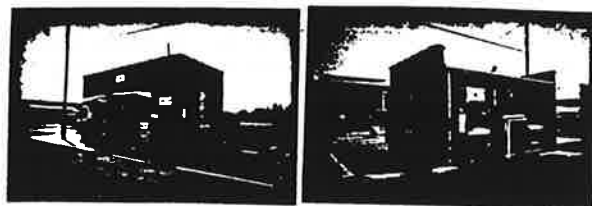
8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

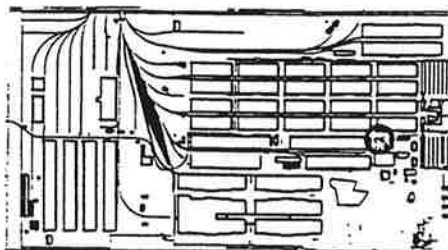
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols	14. Date: August 13, 1996
15a. Affiliation: TRC Mariah Associates, Inc.	15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 265	2. Location: Corner J and 1st Street
3. Date(s) of Construction: 1942	4. Use (original / current): Electrical and metal shop / same
5. Condition: Good	6. NR Eligibility Rating: Not eligible

7. Description:

Building 265 is an 8,001 square ft., one-story, five-course common bond brick building with four open bays, a flat built-up roof, poured concrete foundation, and metal roofline coping. Windows are 25-light hopper design. At the north and south facades are two overhead track doors flanked by hopper windows. Above loading bays are original light fixtures. Side facades hold 12 window bays and central entries with original multi-light metal doors and flat roof awnings. The west facade holds an altered window bay with an added solid metal entry. Also at this facade is a detached heating unit. Some windows at the east facade have added louvered vents. At the roofline ridge is a brick chimney. The interior is unaltered with concrete block walls dividing the building into four garage bays. High ceilings are intact and the building retains its original open floor plan. Original interior doors of glass and metal design remain intact.

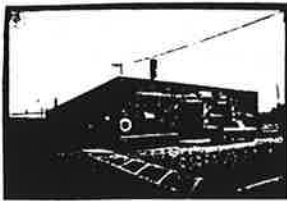
8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

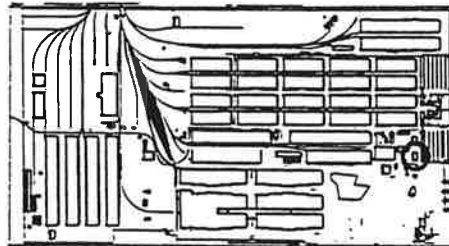
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols	14. Date: August 13, 1996
15a. Affiliation: TRC Mariah Associates, Inc.	15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 270

2. Location:

Corner of 1st and J Streets

3. Date(s) of Construction:

1945

4. Use (original / current):

Workshop / administration

5. Condition:

Good

6. NR Eligibility Rating:

Not eligible

7. Description:

Building 270 is a 5,863 square ft., one-story, concrete block building with a flat built-up roof, concrete block exterior, and a poured concrete foundation. Windows are one-over-one replacement design. Doors are single-light metal replacement design. At the primary (east) facade are eight window bays and two entry bays with flat awnings. At the north facade are six single entry bays and 11 window bays. A central entry bay holds a solid glass and metal ca. 1975 door with sidelights. This facade also retains two original nine-light awning windows. At the west end of the north facade are two overhead track garage doors. The west facade holds four garage bays and two multi-light awning windows. The south facade holds four original nine-light awning windows, one enclosed window, two doors, and 14 replacement windows. Also at this facade is a louvered vent replacing an original window. East and west facades are built-up at the roofline level. Interior space has replacement doors and windows, lowered ceilings, carpeting, and plaster walls. The interior appears to have been remodeled ca. 1985 with added partitions dividing work space. At least one original single-light, three-panel wood door remains intact. At the east facade is an entry foyer leading to converted administrative space. The west end of the building, originally used as a garage, has also been converted into administrative office space with portable partitions and carpeting. Interior concrete block walls remain intact. Ceilings have been lowered.

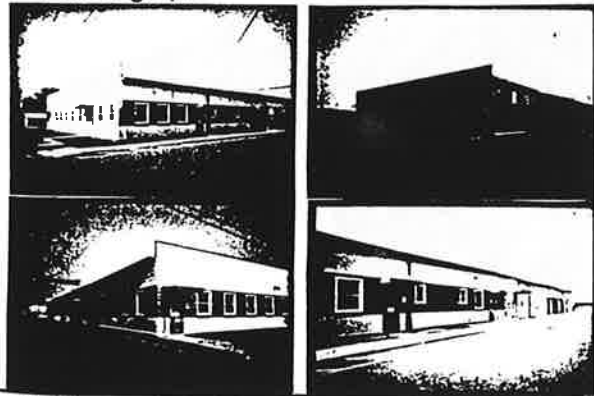
8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

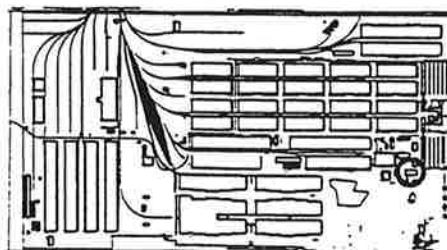
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).

Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.

Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 13, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Buildings 308 and 309	2. Location: B Street
3. Date(s) of Construction: 1944	4. Use (original / current): General warehouses / same
5. Condition: Fair	6. NR Eligibility Rating: Not eligible

7. Description:

Buildings 308 and 309 are 4,224 square ft., one and a half-story, frame warehouses with exterior metal cladding, flat metal gable roofs, and poured concrete foundations. Windows are six-over-six, double-hung, wood sash design with chipped glass lights. Doors are wood panel design with strap hinges. There is no fenestration at the rear (west) facade. North and south facades hold vertical board doors over loading bays. East facades hold five window bays. Interiors remain relatively unaltered. Building 309 has been partitioned into two bays with a plywood temporary wall. An interior office area and restroom are enclosed with frame partitions. These areas retain five-panel wood doors. Clerestory windows, visible from interiors, are covered at exterior facades.

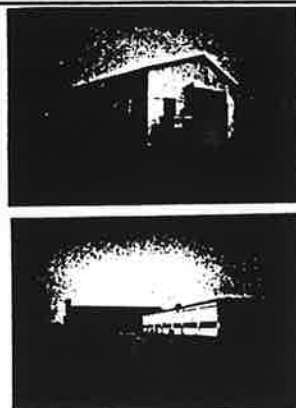
8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

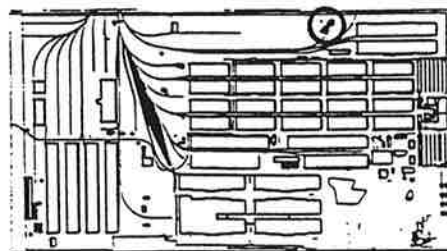
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
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Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 319	2. Location: 2nd and C Streets
3. Date(s) of Construction: 1942	4. Use (original / current): POW mess hall / flammable storage
5. Condition: Fair	6. NR Eligibility Rating: Not eligible

7. Description:

Building 319 is an 18,000 square ft., one-story, poured concrete building with a flat built-up roof and a poured concrete foundation. There is no fenestration at the west and east facades. The north facade holds seven loading bays with individual concrete loading platforms and overhead track doors with expanding metal grates. Loading bays face railroad tracks at the north facade. The south facade also holds seven loading bays with overhead track doors. At the center of this facade is a half-story concrete block shed utility wing with paired steel doors. The easternmost entry has a flat roof portico. Interior space has been partitioned into seven bays with added concrete walls. Original exterior walls and concrete floors remain intact, as does original lighting. The interior ceiling is wood, supported by round concrete columns.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

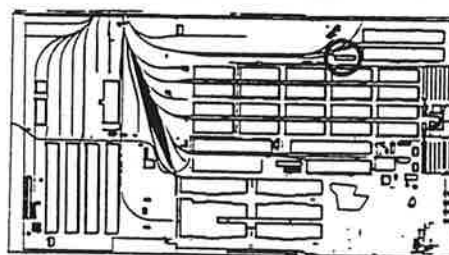
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
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 Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols	14. Date: August 14, 1996
15a. Affiliation: TRC Mariah Associates, Inc.	15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 329

2. Location:

C Street

3. Date(s) of Construction:

1942

4. Use (original / current):

General purpose warehouse / same

5. Condition:

Excellent

6. NR Eligibility Rating:

Eligible (district)

7. Description:

Building 329 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

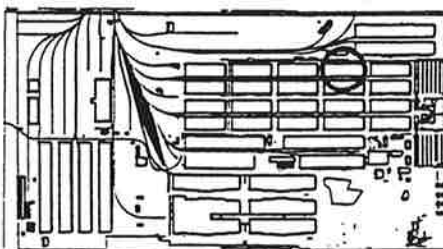
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 330

2. Location:

E Street

3. Date(s) of Construction:

1942

4. Use (original / current):

General purpose warehouse / same

5. Condition:

Excellent

6. NR Eligibility Rating:

Eligible (district)

7. Description:

Building 330 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

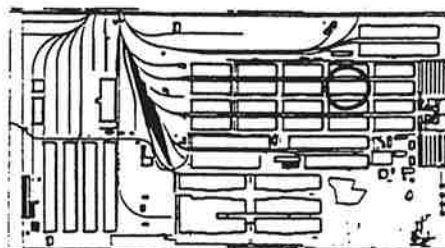
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 349	2. Location: E Street
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / same
5. Condition: Excellent	6. NR Eligibility Rating: Eligible (district)

7. Description:

Building 349 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

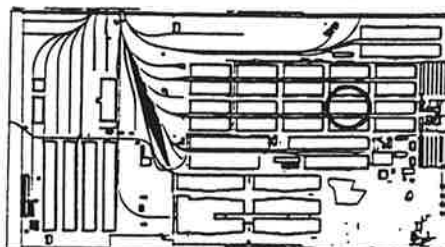
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).

Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.

Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 350

2. Location:

G Street

3. Date(s) of Construction:

1942

4. Use (original / current):

General purpose warehouse / same

5. Condition:

Excellent

6. NR Eligibility Rating:

Eligible (district)

7. Description:

Building 350 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

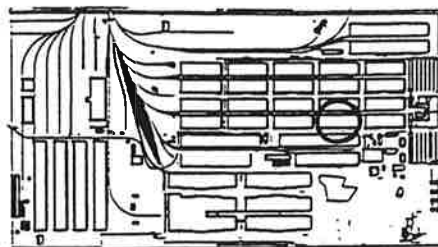
Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location

12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 359

2. Location:

G Street

3. Date(s) of Construction:

1942

4. Use (original / current):

General purpose warehouse / same

5. Condition:

Good

6. NR Eligibility Rating:

Not eligible

7. Description:

Building 359 is a 10,800 square ft., one and a half-story poured concrete warehouse with a flat roof and a poured concrete foundation. The east end of the building holds administrative offices. At the east facade are three entry bays with glass and metal doors and flat roof awnings. Also at this facade are 20 window bays. Windows are one-over-one replacement design. Concrete fire walls divide this facade into three bays. Concrete steps and stoops lead to east facade entries. At the south facade are 16 window bays, 15 loading bays, and eight single door entries. Most doors have been replaced; however, one original six-light wood panel door with an enclosed transom does remain intact. Extending the full length of the south facade is a poured concrete loading ramp. Above this ramp is a continuous shed frame awning. At the roofline are two concrete chimneys and a raised clerestory with replacement lights and original multi-light hopper windows. One original loading bay at the south facade has been enclosed and currently holds a metal sash window and single-light metal door. The east end of the building has a false front. The west facade holds five loading bays, two single door entries, and two windows. One original loading bay at this facade has been enclosed. The south end of the east bay has a poured concrete loading ramp and a metal shed awning. The north facade holds 35 window bays; eight single entry bays; six loading bays; seven half-story shed wings; 21 enclosed window, entry, and loading bays; and nine enclosed vents. Most original doors and windows at this facade are replacement design. Some multi-light hopper windows and original metal doors remain intact. A central loading bay with four entries has a metal shed awning and loading dock. Two sets of metal stairs at the side facade lead to the roofline level. The interior of the east end of the building has been altered with added walls, carpeting, lowered ceilings, and replacement doors and windows. The original open floor plan has been altered with an added office area. Open interior warehouse space remains intact at the west end of the building with concrete support columns, wood truss ceilings, and concrete floors and walls. Original interior lighting has been replaced with fluorescent fixtures.

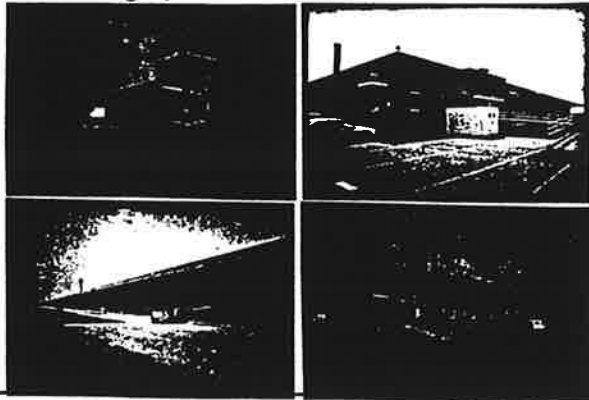
8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

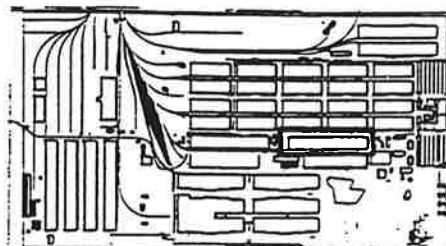
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 13, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 429

2. Location:

C Street

3. Date(s) of Construction:

1942

4. Use (original / current):

General purpose warehouse / same

5. Condition:

Excellent

6. NR Eligibility Rating:

Eligible (district)

7. Description:

Building 429 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

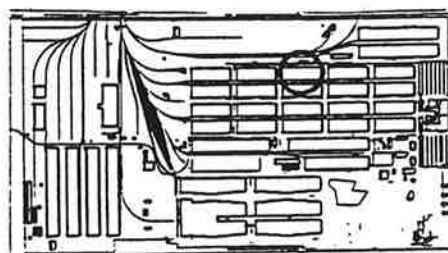
Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location

12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.

Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 430

2. Location:

E Street

3. Date(s) of Construction:

1942

4. Use (original / current):

General purpose warehouse / same

5. Condition:

Excellent

6. NR Eligibility Rating:

Eligible (district)

7. Description:

Building 430 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

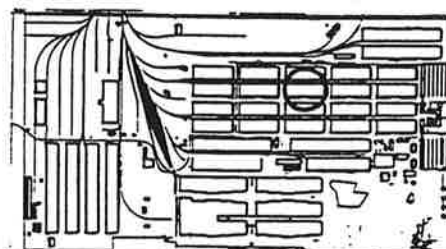
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).

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13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 449

2. Location:

E Street

3. Date(s) of Construction:

1942

4. Use (original / current):

General purpose warehouse / same

5. Condition:

Excellent

6. NR Eligibility Rating:

Eligible (district)

7. Description:

Building 449 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

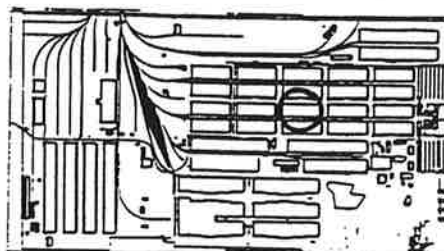
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).

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13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 450	2. Location: G Street
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / same
5. Condition: Excellent	6. NR Eligibility Rating: Eligible (district)

7. Description:

Building 450 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

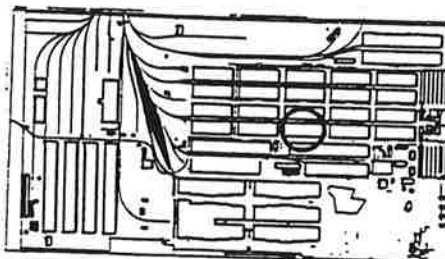
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).

Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.

Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 529	2. Location: C Street
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / same
5. Condition: Excellent	6. NR Eligibility Rating: Eligible (district)

7. Description:

Building 529 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

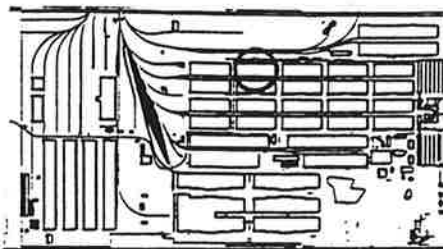
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 530

2. Location:

E Street

3. Date(s) of Construction:

1942

4. Use (original / current):

General purpose warehouse / same

5. Condition:

Excellent

6. NR Eligibility Rating:

Eligible (district)

7. Description:

Building 530 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

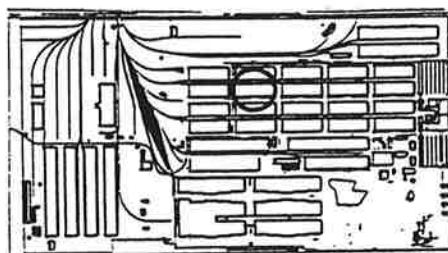
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).

Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.

Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 549	2. Location: E Street
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / same
5. Condition: Excellent	6. NR Eligibility Rating: Eligible (district)

7. Description:

Building 549 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

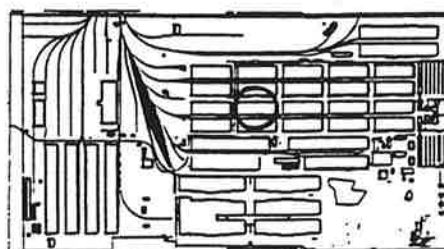
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: *TRC Mariah Associates, Inc.*

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 550	2. Location: G Street
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / same
5. Condition: Excellent	6. NR Eligibility Rating: Eligible (district)

7. Description:

Building 550 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls. This building has a replacement steel truss supported roof and replacement lighting. The upper third of original concrete columns supporting this building have been removed and replaced with steel beams. These alterations, however, do not detract from the architectural integrity of the building.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

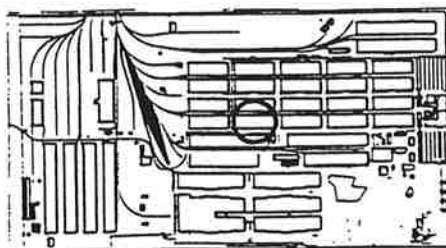
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.

Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 559	2. Location: G Street
3. Date(s) of Construction: 1942	4. Use (original / current): General warehouse / same
5. Condition: Good	6. NR Eligibility Rating: Not eligible

7. Description:

Building 559 is a 218,105 square ft., one and a half-story frame warehouse with a flat gabled roof, exterior asbestos shingle siding, and a poured concrete foundation. The east facade holds one loading bay with an overhead track door and a poured concrete ramp. The north facade holds 14 windows, most of which are one-over-one replacement design. Two windows retain original six-over-six lights. Also at this facade are seven single door entries, one of which retains an original six-light wood panel door with a three-light transom and shed wood awning. Four poured concrete fire walls divide the building into five bays. The north facade retains two sets of six loading bays with shed awnings and poured concrete ramps. Also at this facade are 23 louvered vents and five half-story shed wings with exterior brick veneer. The west facade holds two windows with metal awnings and a loading bay with an overhead track door. The loading bay has a poured concrete ramp. The south facade holds 21 loading bays with overhead track doors, eight five-panel wood doors, and 27 louvered vents. The entire length of the facade holds a shed metal and wood awning and a poured concrete loading dock. The interior of this facility is relatively unaltered with exposed frame walls, a frame ceiling, and square wood column supports. The floor is poured concrete. Poured concrete fire walls divide interior bays with overhead track doors at north and south ends of each wall. Drop fluorescent lighting replaces original electrical fixtures. Office and lavatory areas are enclosed by frame walls with unfinished German siding. An office area at the west end of the building retains an original six-light wood panel door. This space has been enlarged with added synthetic partitions, fixed light windows, and single-light doors. The office interior has added carpeting, replacement fluorescent lighting, dropped ceilings, and plywood walls. Original six-over-six, double-hung, wood sash windows remain intact in the original office area.

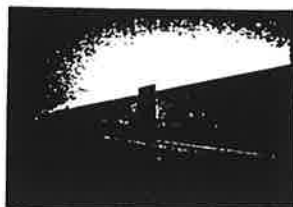
8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

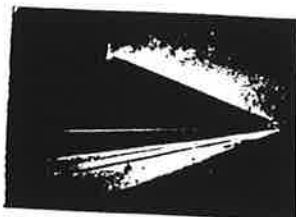
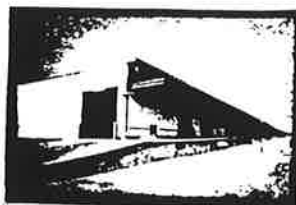
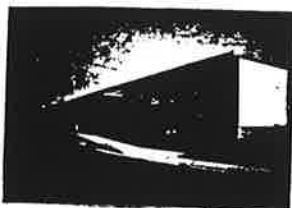
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

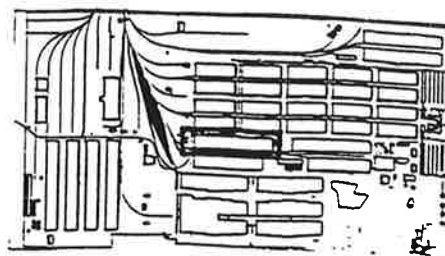
10. Photograph



10a. Additional Photographs



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 13, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 629	2. Location: C Street
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / same
5. Condition: Excellent	6. NR Eligibility Rating: Eligible (district)

7. Description:

Building 629 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

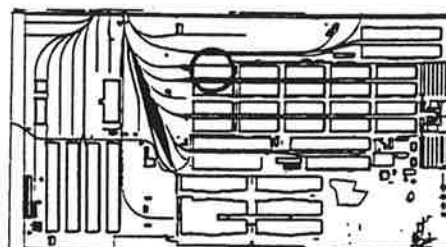
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 630	2. Location: E Street
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / same
5. Condition: Excellent	6. NR Eligibility Rating: Eligible (district)

7. Description:

Building 630 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

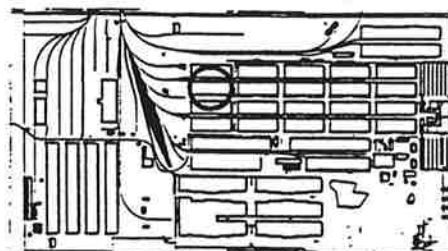
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).

Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.

Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: *TRC Mariah Associates, Inc.*

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 649

2. Location:

E Street

3. Date(s) of Construction:

1942

4. Use (original / current):

General purpose warehouse / same

5. Condition:

Excellent

6. NR Eligibility Rating:

Eligible (district)

7. Description:

Building 649 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

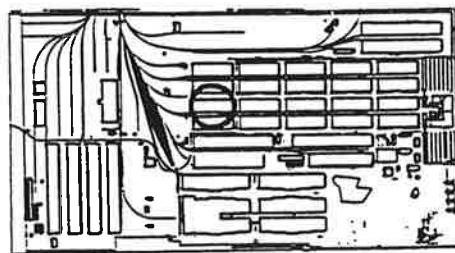
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).

Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.

Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 650	2. Location: G Street
3. Date(s) of Construction: 1942	4. Use (original / current): General purpose warehouse / same
5. Condition: Excellent	6. NR Eligibility Rating: Eligible (district)

7. Description:

Building 650 is a 109,956 square ft., poured concrete warehouse with a flat, built-up roof, roofline clerestory, and a poured concrete foundation. The warehouse has four interior concrete fire walls that extend above the roofline level. The central bay of the primary facade is recessed with four loading bays and overhead track doors, and three single door entries of glass and steel design. This recessed bay is supported by three poured concrete columns resting on oval concrete slabs. A poured concrete ramp fronts the loading bays. Flanking the recessed loading bay are Art Deco-influenced concrete pilasters with fluting. At the primary facade are three half-story utility wings of five-course common bond brick construction. Utility wings have flat roofs and solid metal doors. Also at this facade is an original circular metal ladder that leads to the roofline level. The rear facade has four window bays with double-hung, metal sash lights; three solid steel doors with concrete stoops; and 19 enclosed vents. At the west and east (side) facades are eight enclosed louvered vents and overhead track doors with single loading bays. The rear facade holds 12 loading bays with overhead track doors. This facade also holds full length concrete loading ramps and shed awnings. The rear facade faces rail lines used to ship goods in and out of the warehouse district.

The interior holds an original enclosed office space located off the recessed loading bay. The office retains concrete walls, tile floors, and double-hung metal sash windows. At the opposing end of the recessed bay is a lavatory with an original porcelain sink, urinals, metal fixtures, a wood ceiling, concrete walls and floor, and overhead light fixtures. The bathroom retains double-hung metal sash windows. The interior building retains an original wood ceiling with frame truss supports. Supporting the ceiling are interior concrete columns. Fire walls hold two overhead track doors at north and south ends of each wall. Clerestory interior twelve-light windows remain intact, as do an open floor plan with poured concrete walls. Original overhead fixtures have been replaced with fluorescent lighting. Heating facilities are partitioned by concrete walls.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

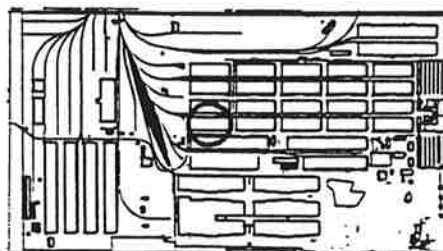
9. Significance:

This concrete warehouse, constructed during the initial World War II build-up of Defense Distribution Depot Memphis, represents the overall mission of the base and has continuously played a key role in the supply mission of the depot. The building retains a high degree of architectural and historical integrity, having undergone minimal alterations since construction in 1942. The warehouse is considered eligible under Criteria a and c as a contributing member of the proposed warehouse district because of its architectural and historical contributions.

10. Photograph

Refer to Inventory Form for Building 229

11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.

Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.
Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 702

2. Location:

B Street (near 9th Street)

3. Date(s) of Construction:

1941

4. Use (original / current):

Hobby shop / vacant

5. Condition:

Poor

6. NR Eligibility Rating:

Not eligible

7. Description:

Building 702 is a 12,000 square ft., one and a half-story frame building with an asphalt shingled gable roof, metal exterior, and a poured concrete foundation. Windows are boarded over. At the roofline ridge of the north wing, which runs east-to-west, is a frame cupola with metal louvered vents. The south wing is gabled, extending north-to-south. A frame shed wing connects wings at the east facade. This central wing has paired original metal sliding track doors. The rear (south) wing has exposed eaves. At the east facade are multiple enclosed windows and vents, and three solid metal doors with flat roof awnings. The south facade of the rear wing has paired sliding track doors, two enclosed window bays, and a gable field louvered vent. Doors lead to a poured concrete loading ramp which fronts railroad tracks at the south facade. Siding at this facade has deteriorated, revealing underlying German siding beneath metal. The west facade holds two loading bays with overhead and sliding track doors, six enclosed window bays, a missing louvered vent, and solid metal door with a flat roof awning. The north facade holds two loading bays with sliding track doors, six enclosed window bays, and exposed eave rafters. At the roofline are two raised metal vents. There was no access to the interior because the building is condemned.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

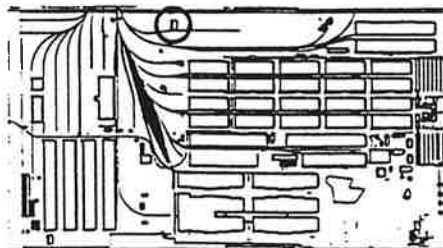
9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph



11. Sketch Map of Location



12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 720

2. Location:

Corner of C and 6th Streets

3. Date(s) of Construction:

1942

4. Use (original / current):

Railroad engine shop and diesel storage / same

5. Condition:

Good

6. NR Eligibility Rating:

Not eligible

7. Description:

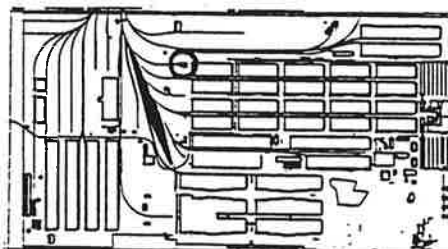
Building 720 is a 4,665 square ft., one and a half-story, five-course common bond brick building with a flat built-up roof, false front facade, and a poured concrete foundation. Windows are 30, nine, and six-light hopper design. At the roofline is metal coping. The south end of the building has a one-story flat roof wing. The primary (east) facade holds five window bays and an original four-light, two-panel wood door. The side (north) facade holds five window bays. The south end of the east facade has a covered louvered vent. The south facade holds a projecting wing with two window bays, a covered vent, and three original windows. The west facade of this wing has two original nine-light doors and one window. The rear (west) facade holds two garage bays with overhead track doors. There is an original exterior metal ladder at the south facade. The interior remains unaltered with concrete columns supporting a frame roof. The interior floor has a sunken railroad track used to service railroad cars inside the building. Walls are brick; floors are concrete. A one-story wing at the south facade holds a utility room and office with a brick wall dividing the two rooms. The office has tiled floors, unfinished brick walls, and a frame ceiling. The north end of the office retains original paired wood panel doors that lead to the main section of the building. Original drop lighting has been replaced with fluorescent fixtures. The main section of the building retains original overhead lighting.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph**11. Sketch Map of Location**

12. Sources:

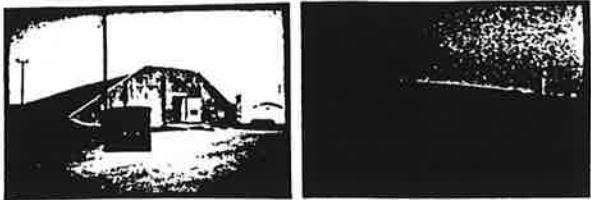
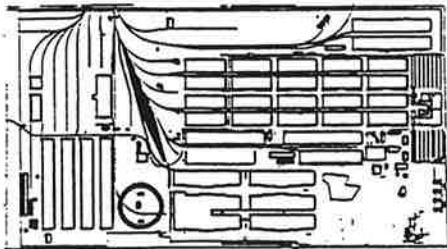
U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.
Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols**14. Date:** August 14, 1996**15a. Affiliation:** TRC Mariah Associates, Inc.**15b. Project:** Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Buildings 783 and 793	2. Location: Corner of K and 9th Streets
3. Date(s) of Construction: 1942	4. Use (original / current): Igloo storage / same
5. Condition: Good	6. NR Eligibility Rating: Not eligible
7. Description: Buildings 783 and 793 are approximately 2,000 square ft., built-up earthen storage facilities with concrete walls and grass covered roofs and side facades. Primary entries face east with solid steel doors centrally located within concrete facades. At the ridge of each "roof" is a projecting raised circular metal vent. There was no access to interior space.	
8. Historical Data: Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.	
9. Significance: This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.	
10. Photograph 	11. Sketch Map of Location 
12. Sources: U.S. Department of the Interior, National Park Service. <i>National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation</i> . Washington, D.C.: National Park Service, 1991 (revised). Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee. Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.	
13. Inventoried By: Ruth D. Nichols	14. Date: August 14, 1996
15a. Affiliation: TRC Mariah Associates, Inc.	15b. Project: Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Building 863

2. Location:

Corner of G and 11th Streets

3. Date(s) of Construction:

1943

4. Use (original / current):

Storage / same

5. Condition:

Good

6. NR Eligibility Rating:

Not eligible

7. Description:

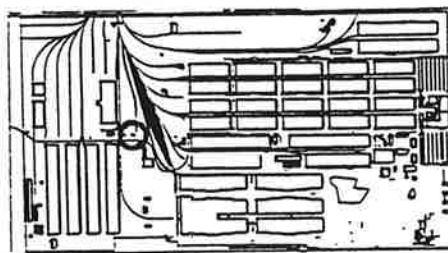
Building 863 is a 1,500 square ft., one-story, prefabricated, corrugated metal building with a corrugated metal gable roof and a concrete slab foundation. Windows are nine-light hopper design. At the roofline are metal "vigas." At the east facade are paired original doors of 16-light metal design flanked by individual windows. North, west, and south facades hold two window bays. Also at the north facade is an original 16-light metal hinged door. Interior space is original open plan with metal walls, a concrete floor, and a steel truss supported ceiling. Original lighting has been replaced with drop fluorescent fixtures.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph**11. Sketch Map of Location****12. Sources:**

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised). Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee. Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols**14. Date:** August 13, 1996**15a. Affiliation:** TRC Mariah Associates, Inc.**15b. Project:** Defense Distribution Depot Memphis

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure:

Buildings 873, 875 and 970

2. Location:

G Street

3. Date(s) of Construction:

1942

4. Use (original / current):

Open shed warehouse / same

5. Condition:

Good

6. NR Eligibility Rating:

Not eligible

7. Description:

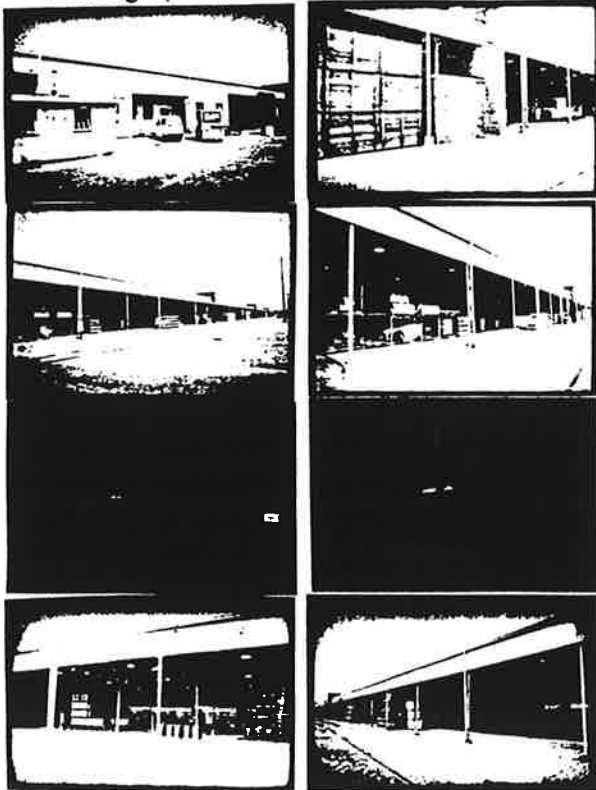
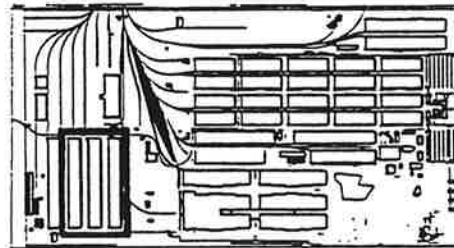
Buildings 873, 875, and 970 are 253,400 square ft., one-story, open plan warehouses with flat metal gable roofs, steel support columns, and poured concrete foundations. Each building has no exterior walls but is open air storage. Six brick fire walls divide the bays of each building, extending above roofline levels. Interior supports and rafters are frame. Original interior lighting remains intact. Building 873 retains an enclosed office area with interior and exterior access. This space is enclosed by frame walls with German siding. Offices retain four-over-four, double-hung windows and two-panel, six-light doors with three-light transoms. Interior fire walls have central garage bays with overhead track doors to allow vehicle passage. Warehouses also retain half-story brick shed utility enclosures with steel doors.

8. Historical Data:

Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.

9. Significance:

This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.

10. Photograph**11. Sketch Map of Location**

12. Sources:

U.S. Department of the Interior, National Park Service. *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: National Park Service, 1991 (revised).
Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee.

Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.

13. Inventoried By: Ruth D. Nichols

14. Date: August 14, 1996

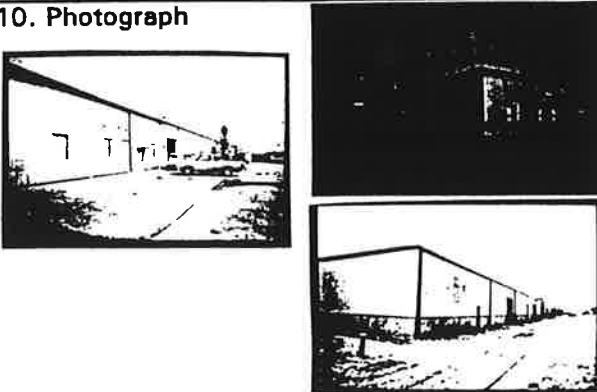
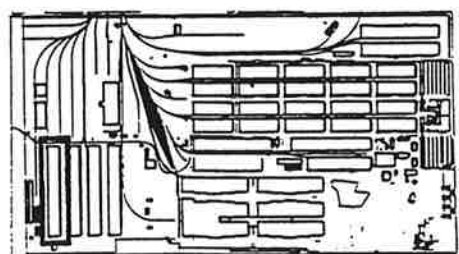
15a. Affiliation: TRC Mariah Associates, Inc.

15b. Project: Defense Distribution Depot Memphis

TRC Mariah Associates, Inc.

Form CR-30

ARCHITECTURAL INVENTORY RECORD

1. Name(s) of Structure: Building 972	2. Location: Corner of G Street and 21st Street
3. Date(s) of Construction: 1942	4. Use (original / current): Open warehouse / lumber warehouse
5. Condition: Good	6. NR Eligibility Rating: Not eligible
7. Description: Building 972 is a 28,900 square ft. frame warehouse, originally open plan, that has been enclosed since original construction. The building has a flat gabled roof, exterior synthetic siding, and a poured concrete foundation. The building has no windows. Doors are overhead track and solid metal design. Five brick fire walls extend above the roofline level. At the south end of the roofline is a raised gable monitor with a raised louvered vent. Interior space remains intact with open floor plan, original lighting fixtures, and a frame truss ceiling.	
8. Historical Data: Established in 1941, the Memphis Defense Distribution Depot was created as an Army Distribution Center to meet the supply needs of Army forces engaged in World War II missions. Completed in June 1942, the installation was originally known as "Memphis General Depot." Constructed near the Frisco Railroad Yards located south of downtown Memphis, Tennessee, the depot's mission since 1941 has been associated with receiving, storing, and shipping supplies.	
9. Significance: This property is a typical World War II era building constructed for the supply mission of Defense Distribution Depot Memphis. The property fails to exhibit outstanding features of architectural significance, nor is it associated with a person of historic significance. The building individually does not represent a unique historical event or series of events. For these reasons, the property does not appear eligible under Criteria a, b, or c.	
10. Photograph	11. Sketch Map of Location
	
12. Sources: U.S. Department of the Interior, National Park Service. <i>National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation</i> . Washington, D.C.: National Park Service, 1991 (revised). Newspaper clippings and historic photographs on file, environmental and engineering divisions, Defense Distribution Depot Memphis, Memphis, Tennessee. Interviews with Grady Barnes, Ralph Warman, and Bill Gray, Defense Distribution Depot Memphis, Memphis, Tennessee, 13 August 1996.	
13. Inventoried By: Ruth D. Nichols	14. Date: August 14, 1996
15a. Affiliation: TRC Mariah Associates, Inc.	15b. Project: Defense Distribution Depot Memphis

APPENDIX B

Historical Photographs

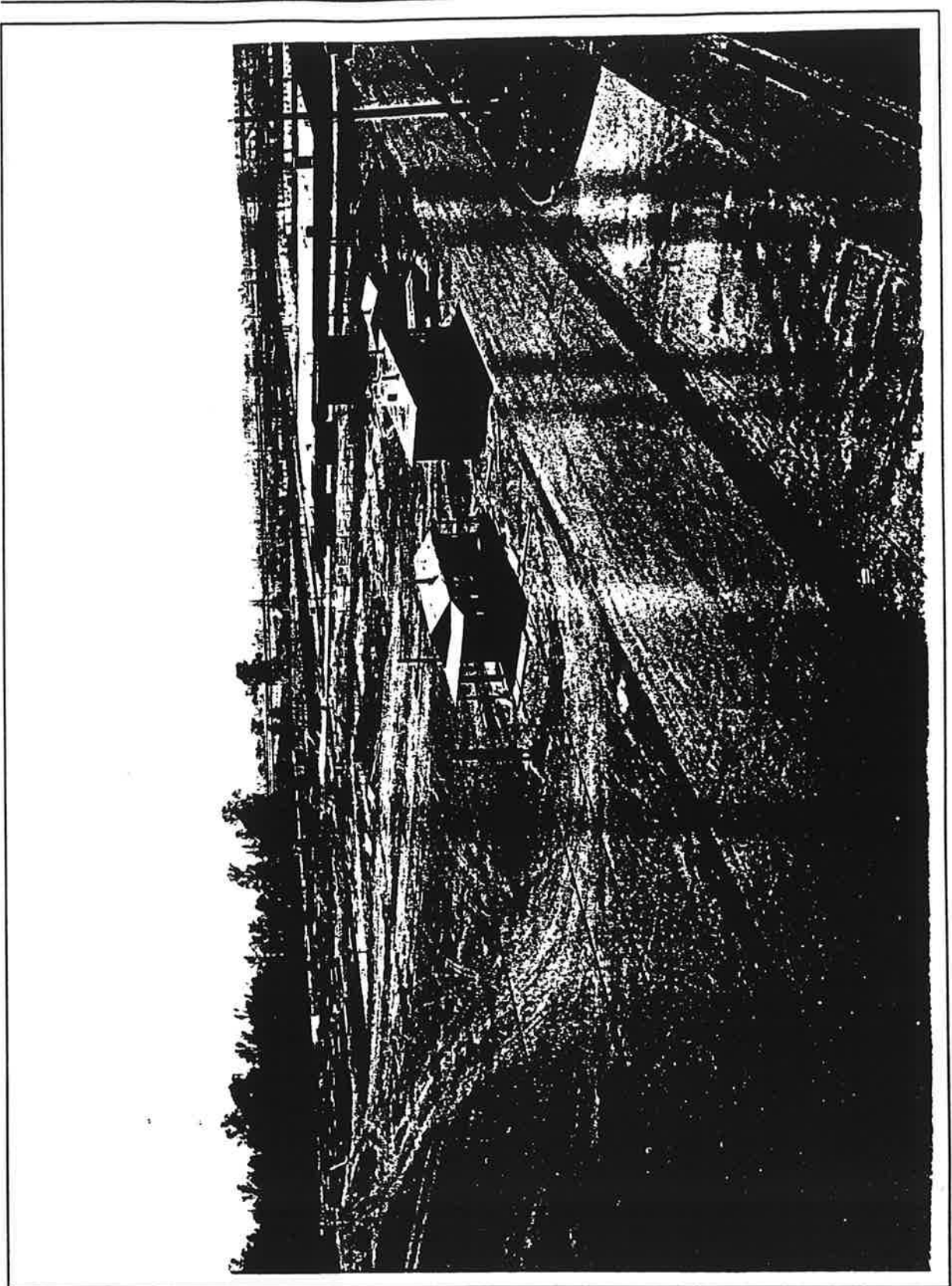


Photo B-2 Construction in Process, February 1942, Looking Southwest from Roof of Building 250. Note Wooded Drainages in Rear Left.