

---

## CHAPTER 5 ARCHAEOLOGICAL RESULTS

As previously shown in **Figure 4.3-1 and 4.3-1a** and described in **Section 4.3.1**, previous reconnaissance efforts mechanically excavated 117 trenches parallel to the entire length of existing Runway 8-26, with isolated positive recoveries that were interpreted to be insignificant. During the current 2019 effort, these isolated areas were reinvestigated to corroborate previous findings, and the previous findings were found to be accurate.

Further, the entire study area was subjected to a visual reconnaissance survey where significant disturbances were observed. For ease of data presentation, the archaeological APE was divided into 13 distinct areas labelled A-M (**Figure 5.1-1**). The majority of the archaeological APE exists within or adjacent to runways, associated runway drainage systems, paved and unpaved roads, and in areas with ground hazards (i.e., buildings, downed power lines, 55-gallon drums). Three areas (C, D, and M) were subjected to subsurface shovel testing during this study and all displayed disturbed soils.

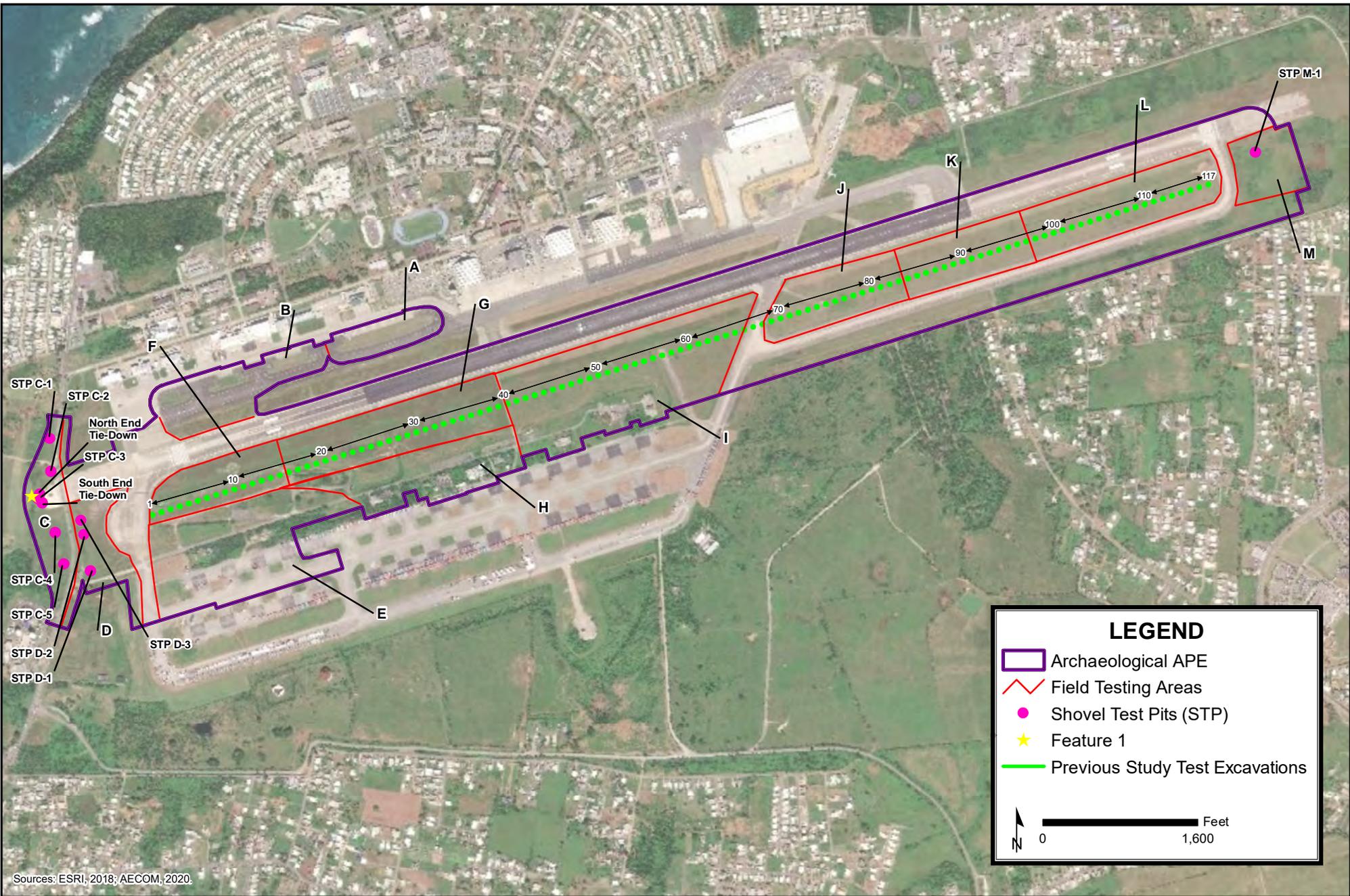
### 5.1. AREAS A AND B

Area A is an approximately 3.5-acre (1.4-hectare) area and Area B was a roughly 10-acre (6.2-hectare) parcel, for a total 13.5 acres (see **Figure 5.1-1**). The areas consisted of low-lying flat terrain containing airport taxiways, runways, drainage ditches, buried utilities, and manicured lawns bordering airplane taxiways and drainage ditches. Both areas were bordered by a taxiway and airport support structures to the north, the BQN terminal to the east, a paved lot to the west, and taxiways and Runway 8-26 to the south (see **Photo 5.2-1** below). The ground surface was heavily disturbed adjacent to the runways. No subsurface testing was conducted in Areas A or B.

### 5.2. AREA C

Area C measures 14 acres (5.7 hectares) and is located on the west side of Borinquen Avenue (PR Route 7) and west of Runway 8-26 (see **Figure 5.1-1**). The terrain in this location is low lying and consists of an overgrown field with a gravel parking lot in the center (**Photo 5.2-2**). A linear concrete pad with iron rings was recorded as Feature 1 (**Photo 5.2-3**). This concrete pad measures 0.6 meter (2.0 feet) east-to-west and 6.1 meters (20 feet) north-to-south. It is likely that the concrete pad and iron rings functioned as an aircraft tie-down at some point in the history of the airport.

A transect consisting of five STPs was excavated at 50-meter intervals across the landform and consistently exposed a series of fill episodes (**Photo 5.2-4**). These tests were exemplified in STP C1 (**Figure 5.2-1**). Full stratigraphic summaries of the STPs are provided in **Appendix C**. Stratum I consisted of reddish brown (2.5YR 4/4) sandy clay fill soil to 12 centimeters below ground surface (cmbgs). Stratum II exhibits red sandy clay (2.5YR 5/6) fill soil to 40 cmbgs. Stratum III consisted of reddish brown (2.5YR 4/4) sandy clay fill with gravels to 79 cmbgs. Lastly, Stratum IV consisted of dark reddish brown (2.5YR 3/4) sandy clay to the base of the STP at 94 cmbgs.



RAFAEL HERNANDEZ AIRPORT  
RUNWAY 8-26 RECONSTRUCTION  
ENVIRONMENTAL ASSESSMENT

FIELD SURVEY RESULTS

FIGURE  
5.1-1



Photo 5.2-1: Area A and Area B ground conditions, facing east.



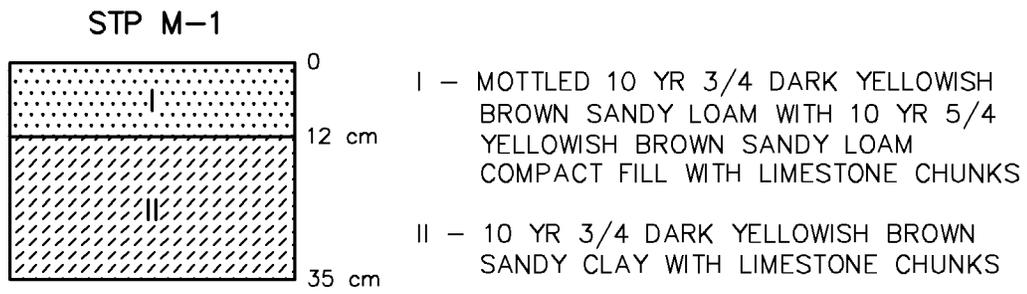
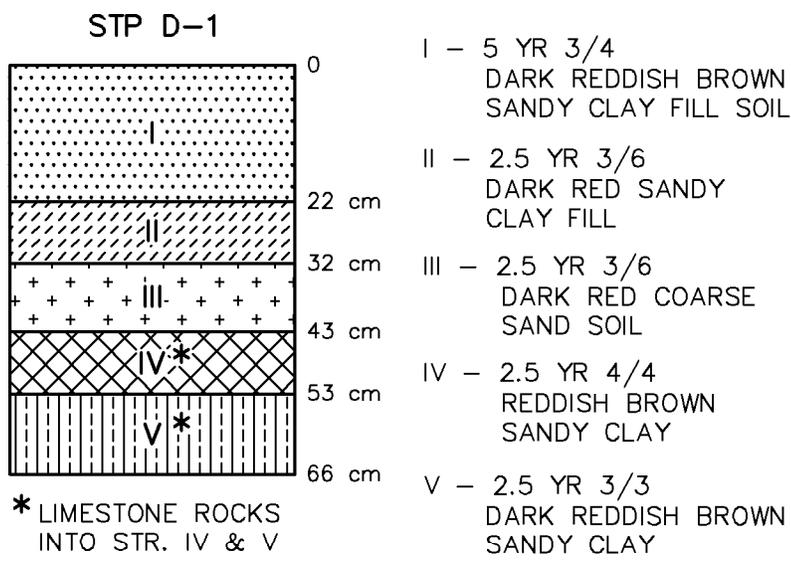
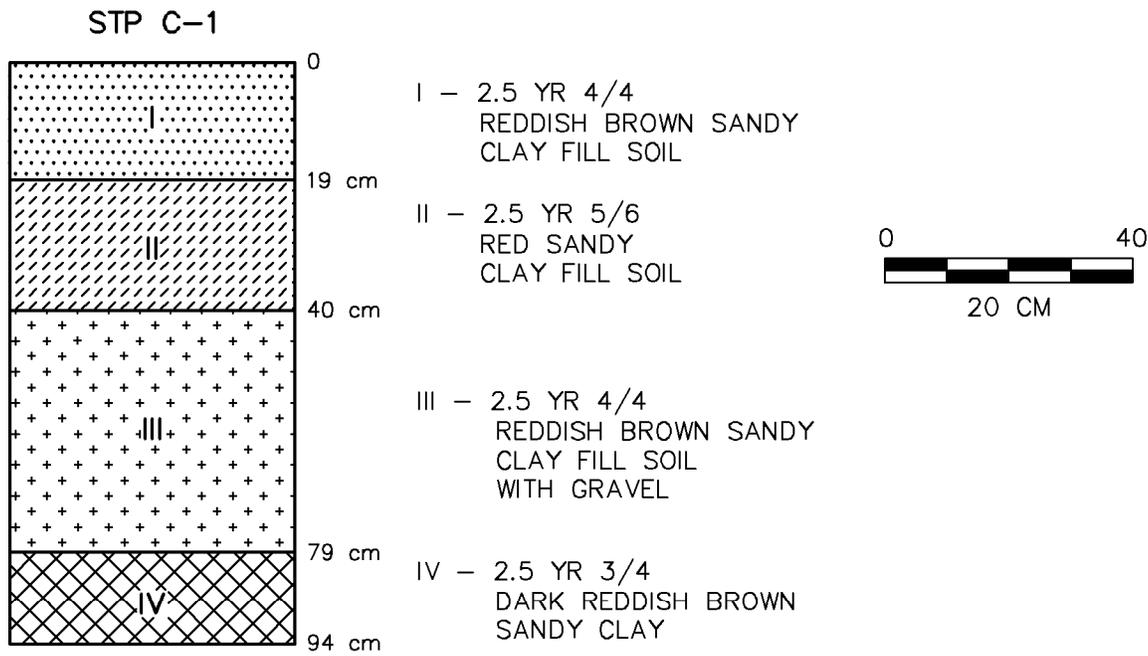
Photo 5.2-2: Area C Environmental Conditions, facing south.



Photo 5.2-3: Feature 1 in Area C facing south.



Photo 5.2-4: Area C, crew excavating STP C2, facing east.



### 1 5.3. AREA D

2 Area D measures 13 acres (5.2 hectares) and is bordered by Borinquen Avenue (PR Route 7) on  
3 the west, Runway 8-26 to the north, and access road to the east, and Parallel Road to the south.  
4 The terrain in this area is flat and consists of manicured lawn (**Photo 5.2-5**). This location was  
5 shovel tested at 50-meter intervals and encountered fill soil overlying clay with limestone  
6 inclusions. STP D1 is an example of the stratigraphy in this location (see **Figure 5.2-1**). Stratum  
7 I consisted of dark reddish-brown (10YR 3/4) sandy clay fill soil to 22 cmbgs. Stratum II displayed  
8 dark red (2.5YR 3/6) sandy clay fill to a depth of 32 cmbgs. Stratum III was characterized by the  
9 same soil description as Stratum II but the soil texture consisted of coarse sand fill to 43 cmbgs.  
10 Stratum IV consisted of reddish brown (2.5YR 4/4) sandy clay to 53 cmbgs. Stratum V consisted  
11 of dark reddish brown (2.5YR 3/3) sandy clay to 66 cmbgs. Both Stratum IV and V contained  
12 small limestone rocks and appeared to be natural subsoil.

### 13 5.4. AREA E, H AND I

14 Areas E, H, and I are parcels which border both sides of Parallel Road (see **Figure 5.1-1**). Area  
15 E is a roughly 30-acre (12.1-hectare) area which is bordered by an airport access road to the  
16 west, Area F to the north, Area H to the east, and paved tarmac to the south. Area H is a 20-acre  
17 (8.1-hectare) area which is bisected by Parallel Road. Area G is located to the north of Area H,  
18 while Area F is located to the west and Area I is located to the east. The southern edge of Area  
19 H is bordered by paved tarmac. Area I is a 56-acre (22.7-hectare) section bordered by Area G  
20 and H to the west, paved tarmac to the south, and Parallel Road to the east. Area I is the only  
21 parcel in this group which extends north to Runway 8-26 (**Photo 5.2-6**).

22 The portions of these areas adjacent to both sides of Parallel Road display both dense vegetation  
23 and signs of storm damage, likely resulting from Hurricane Maria in 2017. The area consists of  
24 hazards such as high voltage transformers (**Photo 5.2-7**). The paved tarmac to the south was not  
25 testable. Due to numerous paved areas and potential hazards within the surrounding workspace,  
26 subsurface excavation was not conducted in this area.

27 The portion of Area I adjacent to Runway 8-26 consisted of a graded landscape with numerous  
28 buried utilities in the area. Previous testing was performed in 2014 in the vicinity of the runways  
29 and revealed heavily disturbed soils (**Figure 5.1-1**).



Photo 5.2-5: Area D Environmental Conditions, facing north.



Photo 5.2-6: Area I, Tarmac present in the grass, facing northeast.

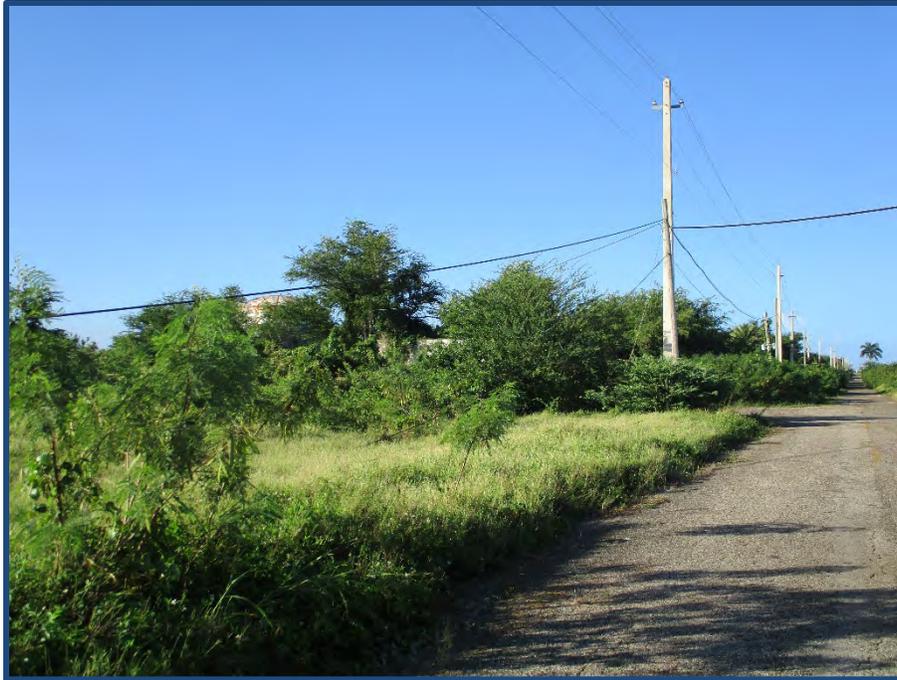


Photo 5.2-7: Overgrown locations with damaged utility risk, facing south.

## 1 5.5. AREA F, G, J, K AND L

2 Areas F, G, J, K, and L are contiguous testing parcels which are bordered by Runway 8-26 to the  
3 north (see **Figure 5.1-1**). Area F is an 18-acre (7.3-hectare) area bordered by an access road to  
4 the west and Area E to the south. Area G is a 23-acre (9.3-hectare) parcel bordered by Area F to  
5 the west, Area I to the east, and Area H to the south. Area J is a 22-acre (8.9-hectare) area  
6 bordered by an access road to the east, Parallel road to the south, and Area K to the east. Area  
7 L is a 17-acre (6.9-hectare) bordered by Area K to the west and Parallel Road to the east and  
8 south. These parcels total 80 acres.

9 The areas south of Runway 8-26 consisted of a large “v-shaped” drainage ditch system which  
10 parallels the entire runway. This drainage system consisted of a graded landscape sloping down  
11 to large drainage grates (**Photo 5.2-8**). There are also numerous buried utilities in the area. The  
12 northern portion of these areas directly adjacent to Runway 8-26 were tested in 2014 in the vicinity  
13 of the runways and revealed heavily disturbed soils (see **Figure 5.1-1**).

## 14 5.6. AREA M

15 Area M is a 13-acre (5.3-hectare) parcel bordered by Runway 8-26 to the north, Parallel Road to  
16 the west, and the airport property boundary to the south (see Error! Reference source not  
17 found..1-1). This area was not tested during the work in 2014. The borders of this location consist  
18 of low-lying areas with high vegetation (**Photo 5.2-9**). One judgmental shovel test was placed in  
19 this location and revealed multiple fill episodes and very compact soil. STP M1 displayed two  
20 distinct strata (**Figure 5.2-1**; **Photo 5.2-10**). Stratum I consisted of mottled soils, consisting

- 1 primarily of dark yellowish brown (10YR 3/4) sandy loam mixed with yellowish brown (10YR 5/4)
- 2 sandy loam to 12 cmbgs. Stratum II displayed dark yellowish brown (10YR 3/4) sandy clay to a
- 3 depth of 35 cmbgs. Both strata contained broken limestone rocks in the matrix.



Photo 5.2-8: Graded terrain sloping towards drainage system, facing southwest.



Photo 5.2-9: Area M Environmental Conditions, facing northeast.



Photo 5.2-10: STP M1 wall profile, facing northeast.

## CHAPTER 6 ARCHITECTURAL HISTORY RESULTS

### 6.1. HISTORIC RESOURCE INVENTORY AND ASSESSMENT

#### 6.1.1. GENERAL ARCHITECTURAL CONTEXT

Historic resources within the project's APE were built beginning in late 1939 almost exclusively for the US Army and Air Force, which controlled and funded their appearance and construction. They did not directly spring from traditional Puerto Rican architecture, but nonetheless made use of basic 20th-century materials and styles found throughout the island. Most of the non-residential buildings erected for Borinquen Field and Ramey Air Force Base that are not strictly functional are "watered down" Spanish Revival or, perhaps more accurately, "Spanish' revival" in style (Ortiz Colom 2003:16). According to mainland newspaper accounts, the "most modern in airports" to be built for the Army at Borinquen Field and the Navy elsewhere on the island:

...would be models of the latest developments of warfare. In addition to hangars, barracks, and other army and navy necessities, the airports will be model villages complete with theatres, shops and recreational facilities, all in the Spanish Colonial style of architecture (Clarion-Ledger, July 18, 1939).

An account of the now much-altered, early-1940s Building 505 captures the appearance of almost all of the non-residential buildings built by the military at Borinquen Field and Ramey (Louis Berger & Associates 1990:5): "Building 505...employs a design vocabulary widely used by the United States military in Puerto Rico during World War II, in which smooth, unarticulated concrete walls, flat roof with wide eaves, and numerous regularly spaced windows were principal elements." The buildings erected by the Air Force during the Cold War were even more stripped down. They relied on the most basic elements of mid-century-modernism rather than any sort of Spanish Revival.

The single-family and duplex residences also reflect a stripped-down, basic, and cost-conscious use of the mid-century-modern elements that became popular on the island in the 1930s and 1940s. Almost all are built of concrete, which by mid-century had become an extremely popular material in Puerto Rico (Ortiz Colom 2003). They were low, boxy, flat-roofed, and unornamented.

About 200 individual resources and five potential historic districts were inventoried within the APE. These resources are located within an APE that at its longest extends about five miles east to west and one mile north to south. Due to the fact that these resources are almost entirely clustered together by original use and type, and to facilitate their assessment and mapping in this report, they are addressed by group starting at the northwest and finishing at the southeast, as noted in **Table 6.1-1**.

1

Table 6.1-1 Resource Groups Within the APE

Group of Resources	Individual Resources Assessed	Potential Historical Districts Assessed
Punta Borinquen Golf Course and Clubhouse (W of Borinquen Road)	2	0
Fullana Wherry Housing (NW of Golf Street and Borinquen Avenue)	137	1
Motor Pool and Supply Buildings (NE of Borinquen Avenue and Hangar Road)	15	1
Garages and Support Buildings (NW of Hangar and Wing Roads)	5	1
Borinquen Field Concrete Hangars and Control Tower (SW of Hangar and Wing Roads)	5	1
Cold War-era SAC Bomber Alert Facility (S and N of BQN Runway)	29	1
Material Storage and Fuel Tanks Resources (W and S of Former Taxiway 2)	5	0
Civilian War Housing (SE of Former Taxiway 2 and W of PR 110R)	--	1
Paul Revere Lodge No. 98 (Calle Villa Caribe)	1	0

2 All but one of these—Paul Revere Lodge No. 98—was directly associated with Borinquen Field  
3 or Ramey Air Force Base, or both. The Masonic lodge was started by base personnel and  
4 therefore indirectly associated with the military presence. The assessed resources include two  
5 neighborhoods built by or under the auspices of the military, the Fullana Wherry Housing and the  
6 Civilian War Housing (Tropical Acres). These two, each built in one episode over a period of about  
7 a year, are partially in and partially out of the APE. To better assess the potential eligibility of the  
8 Fullana Wherry Housing as a historic district, all of its resources were photographed and  
9 assessed. The Civilian War Housing was only assessed for its potential as a National Register  
10 historic district, as it is inaccessible and in great disrepair. The Punta Borinquen Golf Course,  
11 which straddles the APE, was also accessed as single resource within its entire bounds.

1 **6.1.2. PUNTA BORINQUEN GOLF COURSE AND CLUBHOUSE (WEST OF**  
2 **BORINQUEN ROAD)**

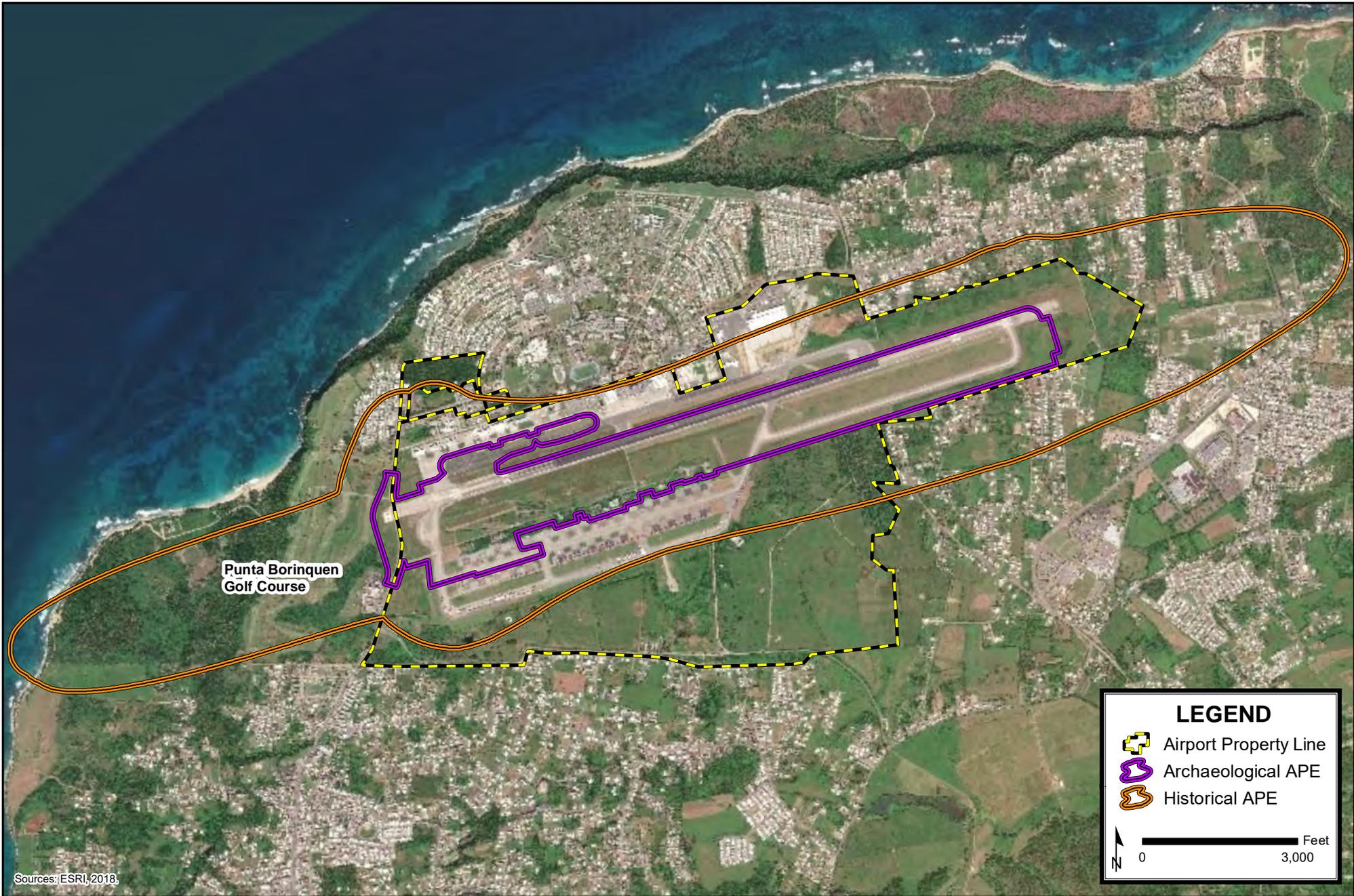
3 **6.1.2.1. PUNTA BORINQUEN GOLF COURSE**

4 The Punta Borinquen Golf Course (formerly Ramey Golf Course) is a single contiguous unit, most  
5 of which is located within the project's historic architectural APE (**Figure 6.1-1**). Therefore, the  
6 National Register eligibility of the entire course is addressed here. The golf course was planned  
7 as an early part of Borinquen Field. Its site is labeled, without the hole layout shown, on a January  
8 1943 map of the field. By May 1944, its 18 holes and clubhouse were identified on a map. They  
9 extended west from Borinquen Road to the cliffs overlooking the ocean and south from the 1920  
10 Punta Borinquen lighthouse down past the runway (**Figure 6.1-2**, left). In 1956, the golf course  
11 lost its upper section to the Fullana Wherry housing that was erected between the lighthouse and  
12 the clubhouse (**Figure 6.1-2**, right). To retain its 18-hole plan, it was extended to the south (Smith  
13 and RAFBHA 2004; *Tampa Tribune* 1955b).

14 The southern extension and redesign of the golf course, which was completed no later than 1960,  
15 was the work of golf course architect Ferdinand "Fred" Garbin (1928-2009). Garbin was born in  
16 western Pennsylvania in 1928 and educated in agronomy at Penn State University. He designed  
17 or redesigned more than 100 courses, almost all in Pennsylvania and Ohio. The American Society  
18 of Golf Course Architects (ASGCA) elected him as a member in 1963 and he served as its  
19 president in 1968. The ASGCA identifies Garbin's five most notable designs/co-designs as:  
20 Sewickley Heights in Sewickley, Crossgates in Millersville, and Meadowlink in Murrysville, all in  
21 Pennsylvania; Links at Erie Village in Syracuse, New York, and Coama Springs in San Ildefonso,  
22 Puerto Rico. Punta Borinquen and Coama Springs were the only courses he designed outside of  
23 the area surrounding Pennsylvania and Ohio (Golf Advisor 2020; ASGCA 2020). The five  
24 ASGCA-identified courses are likely notable examples of Garbin's work, but otherwise not  
25 necessarily notable designs.

26 Punta Borinquen is 6,633 yards long from its blue back tees, 6,098 yards from its middle white  
27 tees, and 4,900 from its forward red tees. It is a straightforward design of essentially linear holes  
28 punctuated by the occasional palm tree and a small number of sand traps (**Photos 6.1-1** through  
29 **6.1-6**). Its terrain is gently rolling. The course's most notable feature is its spectacular location,  
30 overlooking the confluence of the Caribbean Sea and the Atlantic Ocean.

31 Punta Borinquen's functional design reflects its military origins, even though it became a private  
32 course in 1973. When the base closed, it became Puerto Rico's first public course (Punta  
33 Borinquen Golf Club 2020). It does not stand out amidst its numerous contemporaries, military,  
34 private, or public. In 1975, the US military maintained about 300 golf courses. In 2014, after further  
35 decommissioning, the number likely stood at about 200. According to an account about the  
36 remaining courses (Vicens and Wuestewald 2014), "The quality of military golf courses can differ  
37 dramatically, ranging from the sprawling 54-hole championship complex outside Andrews Air  
38 Force Base in Washington, DC, to a couple of holes plopped in the highlands of Mosul, Iraq."



Sources: ESRI, 2018.

**RAFAEL HERNANDEZ AIRPORT**

RUNWAY 8-26 RECONSTRUCTION  
ENVIRONMENTAL ASSESSMENT

**PUNTA BORINQUEN GOLF COURSE LOCATION MAP**

**FIGURE  
6.1-1**

1

Figure 6.1-2 Historic Maps of Punta Borinquen Golf Course



2  
3

Note: Left, map of May 1944 (revised through May 1947); right, map of November 1966 revised through January 1968 with Borinquen Avenue marked by black-arrowed line



4  
5

Photo 6.1-1, left, Punta Borinquen Golf Course plan (source: Punta Borinquen Golf Club 2020);  
Photo 6.1-2, right, holes outlined on aerial photograph (source: Golf Advisor 2020).



1 Photo 6.2-3, left, looking northwest up Hole 11 with the Atlantic Ocean in the distance;  
 2 Photo 6.2-4, right, looking southeast from below the clubhouse.



3 Photo 6.2-5, left, looking south from blue tees down Hole 1;  
 4 Photo 6.2-6, right, looking east from white tees down Hole 13 toward Borinquen Road.

5 The Punta Borinquen Golf Course is not recommended as individually eligible for National  
 6 Register listing under any of the Register’s Criteria. One of hundreds of golf courses erected by  
 7 and for the military, it is not notable under Criteria A or B as having made a significant contribution  
 8 to our history or for association with any persons significant in our past. Its design, similar to that  
 9 of many of its contemporaries, is not notable: it is not of championship caliber nor is it the work of  
 10 a master. Fred Garbin was a prolific golf course designer, but not a masterful one, and Punta  
 11 Borinquen was not among his most highly regarded works. The course is therefore not believed  
 12 to be significant under Criterion C. As its design is unlikely to yield information important in our  
 13 history, it is also not significant for its architecture under Criterion D.

14 It should be noted that two WWII-era Panama mounts remain on the golf course near the cliffs  
 15 north of the APE (**Photos 6.1-7 through 6.1-9**). As they are outside of the APE and have a history  
 16 separate from the course, they are not accessed here. It is believed that they should be  
 17 considered if they fall within the APE of any future project. The 150-milimeter guns that stood  
 18 upon the mounts beginning about 1941 are gone, but the mounts have been uncovered, cleaned,  
 19 and remain largely intact and in good condition. A “Panama mount” is a gun mount developed by  
 20 the US Army

1 in the 1920s in Panama—hence the name—for fixed coastal artillery. The demountable gun and  
 2 carriage were set upon the central mount. Arms of the carriage extended out to the toothed steel  
 3 ring along the outer concrete circle, to assist in shifting the direction of the gun. Panama mounts  
 4 continued to be used at the outset of WWII, although the system was improved during the war  
 5 and then supplanted. They were located around the perimeter of the continental US, in defenses  
 6 newly established in Hawaii, Alaska, Puerto Rico, Newfoundland, and elsewhere (Lewis,  
 7 *Seacoast Fortifications of the United States*, 1970; Conti and Bailey, 1944; Coast Defense Study  
 8 Group 2020; Giles 2020).



9 Photo 6.2-7 Greens of Holes 8 and 9 at bottom and top right, respectively; concrete circles with hubs at lower left and  
 10 center, north of APE, are Panama Mounts (2018 aerial).



11 Photos 6.1-8 (left) and 6.1-9 (right) Southernmost Panama mount emplacement (Gerry Giles at far left).

### 12 6.1.2.2. PUNTA BORINQUEN CLUBHOUSE (BUILDING 1723)

13 A clubhouse at Punta Borinquen Golf Course is depicted on the 1944 map of Borinquen Field with  
 14 a footprint similar to the one it has at present, minus additions. Photographs affixed to columns  
 15 inside the building, which look to date from the 1950s and early 1960s (they show Presidents  
 16 Eisenhower and Johnson golfing the course), indicate that the central section of the building is  
 17 early. It has, however, been substantially altered.

18 The clubhouse is a long, one-story, concrete building with a flat roof. Early images of the building  
 19 are difficult to reconcile. It appears to have differing numbers of sets of floor-to-ceiling windows at  
 20 the center of its front (south-facing) elevation, with upper bands of windows towards either end

1 (Photos 6.1-10 and 6.1-11). Major changes to these openings—replacement doors, closed or  
 2 shuttered bays, added glass block, the extension of a flat-roofed porte cochere from the entry—  
 3 conceal the original finish of the facade (Photos 6.1-12 through 6.1-15). The building’s rear  
 4 elevation has been heavily altered through the replacement of doors and windows and the  
 5 addition of a semicircular covered patio. Further, service buildings have been extended to the  
 6 west side and the east side has been extended or its bays have been altered.



7 Photo 6.1-10, left, looking northeast at clubhouse from the air, c1950s; Photo 6.1-11, right, front of clubhouse,  
 8 c1950s from the northwest (or northwest if the image has been reversed) (source: Punta Borinquen Golf Club).



9 Photo 6.1-12, left, looking southeast at clubhouse rear with later windows, doors, and semicircular patio;  
 10 Photo 6.1-13, right, façade with altered bays, windows, doors, and service buildings to the west.



11 Photo 6.1-14, left, looking southeast at façade and later porte cochere; Photo 6.1-15, right, looking out of interior of  
 12 clubhouse through altered front entry and bays.

- 1 The story is the same inside. Wall surfaces, flooring, ceilings, glass, doors—all have been hidden  
 2 or replaced. One early interior photograph affixed to a post depicts stuccoed walls and plain  
 3 surrounds and finishes (**Photos 6.1-14** above, and **Photos 6.1-19** and **6.1-20**).



- 4 Photo 6.1-19, left, view from near patio doors to front entrance;  
 5 Photo 6.1-20, right, clubhouse interior, c1950s (source: Punta Borinquen Golf Club).

### 6 **6.1.3. FULLAN WHERRY HOUSING (NORTHWEST OF GOLF STREET AND** 7 **BORINQUEN AVENUE)**

#### 8 ***Fullan Wherry Neighborhood***

9 The Fullana Wherry Housing addressed here is located north of Golf Street, west of Borinquen  
 10 Avenue, east of Holes 10, 11, and 12 of the former Ramey golf course, and southeast of the Punta  
 11 Borinquen lighthouse (**Figure 6.1-3**). The lighthouse and its associated two-story keeper's house  
 12 stand on the edge of, and can only be reached through, the neighborhood. They were built in  
 13 1920 but were never part of the Fullana Wherry plan or housing here and stand outside of the  
 14 project's APE. They are therefore not addressed here. The Fullana Wherry neighborhood is a  
 15 single contiguous unit, like the golf course, more than half of which is located within the APE.  
 16 Therefore, the National Register eligibility of the entire neighborhood is addressed here.

#### 17 ***History of Wherry Housing***

18 In response to a severe housing shortage that began at the start of the Depression and grew  
 19 steadily throughout WWII, the US Congress passed Public Law 211 on August 8, 1949 (US  
 20 1998:9, 34). Known commonly as the Wherry Housing Act, the law was designed to “correct the  
 21 abysmal living conditions available to military families during the early years of the Cold War” (US  
 22 Army 1998:4, 31). Regarding living conditions at Ramey at this time, the staff director of the US  
 23 Senate Housing subcommittee summarized what two investigators had determined on a 1955  
 24 inspection trip to the base: “They said soldiers are living in hovels there—it is disgraceful”  
 25 (*Charlotte Observer* August 11, 1955). Although this statement might be an exaggeration, as it  
 26 was made in the context of political infighting over who would receive a contract to build Wherry  
 27 houses at the base, it supports the reasoning for establishing the Wherry program and indicates  
 28 military housing at Ramey was at the least inadequate.

1

Figure 6.1-3 Fullana Wherry Neighborhood



2 Note: Fullana Wherry neighborhood outlined in red with APE bound in orange; Punta Borinquen lighthouse and  
 3 keeper's house are at top center.

4 Prior to the Cold War, the US Department of Defense (DoD) had provided affordable single-family  
 5 base housing only to higher-ranking officials (US 1998:14). However, following return from  
 6 overseas deployment or long-term stateside stationing, military personnel desired local  
 7 accommodations for their growing families. As a collaborative effort between the DoD, the Federal  
 8 Housing Administration, and private developers, the Wherry Housing Act was designed to  
 9 address the lack of housing through a particular process. Developers would sign a long-term land  
 10 lease (generally 50-75 years) with the federal government on or near military bases and would  
 11 then build affordable base housing to agreed-upon specifications on the leased lands. In addition  
 12 to initial construction costs, the developer would shoulder the responsibility of renting and  
 13 maintaining the homes throughout the duration of the lease. Following the lease's end, the  
 14 developer was to turn the project over to the government. Incentives for developers included  
 15 discounted utility rates and anticipated occupancy of 95-97 percent. The program was thought  
 16 most suitable for junior officers and airmen, and average rents hovered around \$60 a month plus

1 utilities. In order to keep the projects affordable, the act called for a “90 percent mortgage at a  
2 fixed rate of four percent, and an \$8,100 per unit mortgage limit, thus yielding a \$9,000 per unit  
3 average construction cost” (US Army 1998:31-38). This limitation proved effective until developers  
4 identified loopholes in the law that allowed them to “mortgage out”—complete projects for less  
5 cost than the approved mortgage—in order to gain a higher profit margin. A law was eventually  
6 put into place to stop this practice; however, following its implementation developers quickly lost  
7 interest in Wherry projects (Kuranda et al. 2007:82). By 1955 the program had ended, and the  
8 new Capehart Housing Act was passed to replace it the same year.

9 The first project completed under the Wherry Housing Act was a 250-unit development at Maxwell  
10 Air Force Base in Montgomery, Alabama in 1950. By August 1951, the Air Force alone had  
11 overseen the construction of 9,050 family units with another 17,788 under contract (Kuranda et  
12 al. 2007:72). Although units constructed on Air Force bases consistently average 835 square feet  
13 in area, no formal construction manual or design guidelines have been discovered within the  
14 archival record. It is unclear whether such guidelines were ever formally created to guide Wherry  
15 projects (Kuranda et al. 2007:82, 112). Due to this lack of formalized specifications, Wherry  
16 housing varies greatly in its overall stylistic appearance and neighborhoods are heavily influenced  
17 by regional styles (Kuranda et al. 2007:123), as seen at the former Ramey Air Force Base.

18 Despite their diverse regional styles, Wherry neighborhoods prove to have some common  
19 characteristics, the first being their location: the neighborhoods were generally placed away from  
20 administrative and industrial areas of the base in a designed residential area. Neighborhoods  
21 were additionally laid out with many common civilian neighborhood design features of the time  
22 including “wide curvilinear streets, large front lawns, long blocks, and three-way intersections.”  
23 The houses were modest in their design and landscape features were considered luxury items in  
24 all neighborhoods as the developer was responsible for the care of the grounds in addition to  
25 overall house maintenance (Kuranda et al. 2007:125, 129). Most of the houses were site-  
26 constructed and their interiors carefully laid out to maximize usable space in such small footprints.  
27 Kitchens were compact and usually located at the rear of the house, with a combined living and  
28 dining space located to the front. Hallways were limited to maximize usable space. Almost all  
29 units had one to three bedrooms and contained only one bathroom. Due to this later detail, in  
30 addition to their overall compact nature, most Wherry houses have undergone renovations and  
31 expansions over recent decades (Kuranda et al. 2007:136), as is clearly evidenced at the Wherry  
32 neighborhood at Ramey.

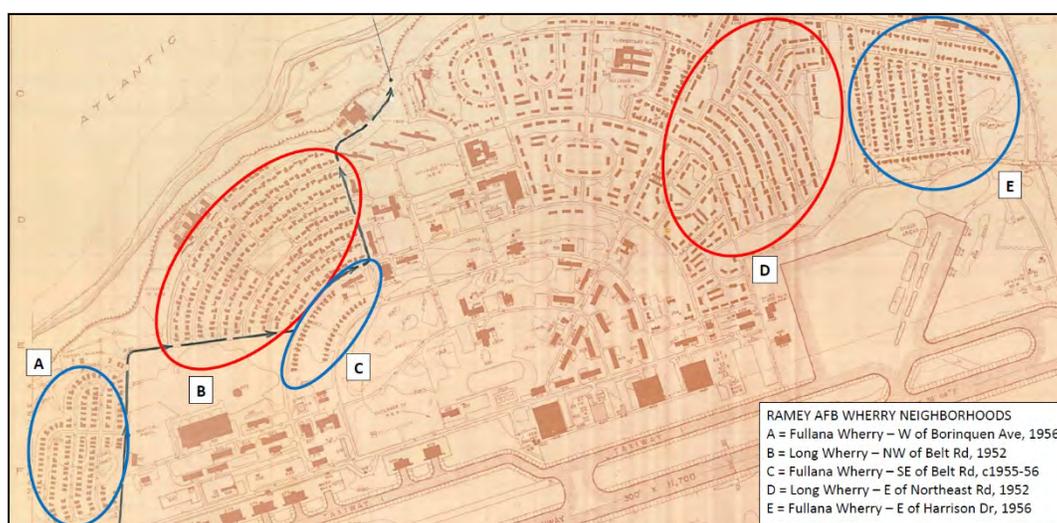
33 Although the Wherry project had only a limited life, it generated an enormous number of housing  
34 units. Funds were appropriated for more than 71,000 units at Air Force, Navy, and Marine bases,  
35 of which more than 62,000 were erected. The Air Force accounted for more than 38,000 funded  
36 units, all of which were built (Kuranda et al. 2007:D-1).

### 37 ***Wherry Housing at Ramey Air Force Base***

38 Two different construction companies erected Wherry Housing at five different locations within  
39 Ramey Air Force Base between 1952 and 1956. In October 1951, the Long Construction

1 Company of Charleston, South Carolina received a \$6,000,000 contract to build 575 Wherry units.  
 2 The company broke ground on the project in May of the following year and the housing opened  
 3 in 1953 between January and September. **Figure 6.1-4** depicts the locations of the Fullana Wherry  
 4 and Fullana Long neighborhoods. One block of Long Wherry housing rose along curved streets  
 5 northwest of Belt Road (B on Figure 6.1-4); the other, also on curved roads, was built east of  
 6 Northeast Road (D on Figure 6.1-4). The name of the architect that the Long company engaged  
 7 is not known. His plans and specifications were used, however, in the next Wherry project at the  
 8 base (Smith and RAFBHA 2004; *Greenville News* 1955; *Charlotte Observer* 1955). The  
 9 resemblance of the Long units, in turn, to the Civilian War Housing (discussed below) built in the  
 10 early 1940s suggests that their architect looked back at earlier plans as well.

11 **Figure 6.1-4 Strategic Air Command “Master Plan” Base 1964 Map**



12 In June 1955, the Air Force approved a \$4,000,000 contract for the construction of 420 additional  
 13 Wherry Housing units for airmen (252 units) and officers (168 units) at the base. The Air Force  
 14 selected the Fullana Construction Company of San Juan, headed by Francisco Fullana, as the  
 15 contractor. After the resolution of a Congressional dispute about the nature of the contracting,  
 16 Fullana began construction (*Oakland Tribune* 1955; *Tampa Tribune* 1955a and 1955b; *Charlotte*  
 17 *Observer* 1955; Smith and RAFBHA 2004). Apparently the Fullana firm was already substantial:  
 18 in 1952, when the Home Builders Association of Puerto Rico was given membership in the US  
 19 National Association of Home Builders, Francisco Fullana was its president (*Courier-Post* 1952).  
 20 Further, Fullana had received a contract to build 247 units at Fort Buchanan, San Juan by March  
 21 1954. (A successor firm to Fullana Construction—F & R Construction Group, Inc., one of Puerto  
 22 Rico’s largest construction companies—continues to operate in San Juan [F & R Construction  
 23 Group website]). The company broke ground on the Ramey project in December 1955 and  
 24 completed it the following year (Smith and RAFBHA 2004; Giles 2019; US Congress 1954:5364).  
 25 The Fullana Ramey neighborhoods were built west of Borinquen Road, between Belt and Crown  
 26 roads, and on both sides and east of Harrison Drive (C and E, respectively, on Figure 6.1-4).

1 In early 1958, the federal government purchased and assumed control of all 995 Wherry Housing  
2 units at Ramey, both Long and Fullana. The acquisition cost \$10.5 million (US Congress 1958:56-  
3 58). From April 1961 through July 1962, the government “completely renovated” the 995 units  
4 (Smith and RAFBHA 2004).

### 5 ***Fullana Wherry Neighborhood Architecture***

6 The Fullana Wherry neighborhood west of Borinquen Avenue is a compact development of 137  
7 resources (including both original Wherry houses and a small number of modern infill/commercial  
8 development buildings). The neighborhood has four streets, Borinquen Avenue and three that are  
9 exclusive to it—Loop Street, Lighthouse Drive, and Park Road. Golf Street runs along its southern  
10 edge, but none of its houses have Golf Street addresses and at some point, fences were installed,  
11 cutting off access from Golf to the streets.

12 Houses within the neighborhood display a regionalized design style, as is typical at Wherry  
13 neighborhoods (**Photos 6.1-21** through **6.1-28**). The original housing form found within the  
14 neighborhood consists of single-story, single-family, concrete homes. These modest residences  
15 sit on evenly divided, largely rectangular lots, with a modest setback, featuring a small front yard  
16 and driveway. All of the houses appear to have originally featured an L-shaped plan with an  
17 attached roofed carport at the front that gave them a rectangular footprint. The carports are found  
18 on either the left or right side with no apparent pattern having been set. The residences were  
19 originally topped with flat roofs. A single set of paired louvered windows punctuated the building  
20 facades and a second set of the same style was typically found on the inside wall of the carport.  
21 Original building entrances were housed underneath the carport and unornamented.



22 Photo 6.1-21, left, Lighthouse Drive north of Loop Street, 1955 (sources:  
23 [www.facebook.com/photo.php?fbid=10215654143097511&set=pcb.10156368978109313&type=3&theater&ifg=1](https://www.facebook.com/photo.php?fbid=10215654143097511&set=pcb.10156368978109313&type=3&theater&ifg=1));  
24 Photo 6.1-22, right, Loop Street, late 1960s (source:  
25 <https://www.facebook.com/photo.php?fbid=10153680825081147&set=g.137328899312&type=1&theater&ifg=1>).



1 Photo 6.1-23 Largely intact houses: 119 Loop Street  
2 Avenue



Photo 6.1-24, Largely intact houses: 129 Borinquen



3 Photo 6.1-25 Largely intact houses: 130 Lighthouse Drive



Photo 6.1-26 Largely intact houses: 125 Loop Street



4 Photo 6.1-27, left, Largely intact streetscapes: east side of Lighthouse Drive between Golf and Loop Streets;

5 Photo 6.1-28, right, Largely intact streetscapes: east side of Loop Street between Golf Street and Lighthouse Drive.



6 The neighborhood retains its original residential layout with a few notable exceptions. Borinquen  
7 Avenue, a busy thoroughfare, includes a number of new commercial and apartment buildings  
8 along its length and where it briefly runs west at the north end of the neighborhood (**Photos 6.1-**  
9 **29** through **6.1-32**). Additionally, a large modern Skate and Splash Park encompasses much of  
10 the west side of Borinquen Avenue and the east side of Park Road between Golf and Loop roads.  
11 This area, large enough to hold at least a dozen Wherry houses, was not originally developed.



1 Photo 6.1-29, left, Modern buildings: Aguadilla Skate and Splash Park along Park Road;  
 2 Photo 6.1-30, right, Modern buildings: 148 Borinquen Avenue.



3 Photo 6.1-31, left, Modern buildings: 149 Borinquen Avenue;  
 4 Photo 6.1-32, right, Modern buildings: Vistas de Aguamar at 127 Borinquen Avenue (source: Google Earth, 2016).

5 These modern intrusions are limited, but nonetheless diminish the neighborhood's character.  
 6 Beyond them, the residences largely retain their original lot sizes, setbacks, and front yards, and  
 7 the streets remain quiet and meandering, with sidewalks located on only one side, as is typical of  
 8 most Wherry neighborhoods. More intrusive than the modern buildings, though, are the numerous  
 9 alterations to the houses (**Photos 6.1-33** through **Photos 6.1-40**). All feature some level of  
 10 alteration and none are individually distinguished. Just over one-third of the neighborhood's  
 11 resources appear to retain a high enough degree of integrity of materials, design, and  
 12 workmanship to merit recommendation as contributing to a potential historic district. The  
 13 remaining two-thirds appear to have lost their integrity of materials, design, and workmanship.  
 14 Common alterations found throughout the neighborhood include the addition of walls and fencing  
 15 at the perimeter of the lots, which disrupts the original street rhythm; substantial additions;  
 16 enclosure of original carports and additions of others; arcades constructed across and beyond  
 17 front elevations; reconfiguration of roof lines; the redesign of fenestration patterns, including the  
 18 replacement of louvered windows; and the use of modern cladding and design motifs on exteriors,  
 19 breaking with the original uniform, if severe, feel of the neighborhood.



1 Photo 6.1-33, left, typical alterations: 142 Lighthouse Drive; Photo 6.1-34, right, typical alterations: 124 Loop Street.



2 Photo 6.1-35 typical alterations: 133 Loop Street Photo 6.1-36 typical alterations: 103 Park Road



3 Photo 6.1-37 typical alterations: 135 Park Road Photo 6.1-38 typical alterations: 137 Borinquen Avenue

4



1 Photo 6.1-39 left, typical altered streetscapes: east side of Lighthouse Drive between Loop Street and Borinquen  
2 Avenue;  
3 Photo 6.1-40, right, typical altered streetscapes: west side of Park Road between Loop Street and Borinquen Avenue.

4 **Table 6.1-2** is followed by a map of the neighborhood marked with addresses and individual  
5 photographs of each building in the neighborhood (**Photos 6.1-41** through **6.1-175**). It follows  
6 each of the neighborhood's four streets in alphabetical order, from south to north. Unless  
7 otherwise noted, each house is assigned a 1956 date of construction. Basic descriptions and  
8 alterations are given for each building. In order to best address the integrity of the neighborhood,  
9 all buildings were photographed and described. The fifth column identifies whether a building is  
10 within the APE or not. The final column contains a recommendation of whether or not a building  
11 would contribute to a potential historic district. NC identifies the recommendation as  
12 noncontributing; C identifies it as contributing.

1 **Table 6.1-2 Fullan Wherry Neighborhood Addresses**

Address	Date	Original Appearance	Alterations	In APE?	C/NC
101 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Multiple additions to footprint; replacement windows; alterations to roofline; addition of wall/fence to property	Yes	NC
103 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Addition of fence to property; appears to retain original footprint and some window openings/louvers	Yes	C
105 Borinquen	c2008	New construction; 2-story, concrete building with multiple bays; possible apartments	On site of demolished original house	Yes	NC
Between 105 & 123 Borinquen	c2007	Aguadilla Skate and Splash Park: new construction; 2-story, multi-bay commercial building with parking lot; concrete water and skateboarding pools	On site of demolished original house(s)	No	NC
123 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Enclosure of carport; replacement windows and doors; new entry; conversion into commercial building	Yes	NC
125 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retains original footprint; façade retains some original openings and louvers; later-added windows; addition of fence to property	Yes	C
127 Borinquen	2013	Vistas de Aguamar: new apartment construction; 2-story, concrete building with multiple bays	On site of demolished original house	Yes	NC
129 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement windows; small additions to footprint; addition of concrete fence to property	Yes	C
131 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement windows; small additions to footprint; addition of fence to property	Yes	C
133 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement windows; alteration to roofline (addition of parapet); re-stuccoed exterior; partial enclosure of carport; addition of concrete wall	Yes	NC
135 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement windows; addition to footprint; addition of fence to property	No	NC

137 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement windows; addition to footprint; addition of garage w/steep shed roof; addition of fence at front of property	No	NC
139 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Large alterations to footprint; alteration of window placements; alteration to roofline; building now has Spanish Colonial Revival details	No	NC
141 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Large alterations to footprint; alteration of window placements; parapet added to roofline; addition of fence	No	NC
143 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Large alterations to footprint; alteration of windows and bays; parapet added to roofline; fence added	No	NC
147 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Enclosure of carport; replacement windows and doors; alterations to footprint; parapet added to roofline	No	NC
148 Borinquen	2014	Large, stuccoed, concrete, 2-story house with hipped pantile roofs	On site of demolished original house (or completely transformed original house survives within)	No	NC
149 Borinquen	2016	Tropical Borinquen Apartments: new apartment construction; 2-and 3-story concrete building with multiple bays and stepped-back elevation at north	On site of demolished original house	No	NC
150 Borinquen	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Large alterations to footprint including new construction of 2 <sup>nd</sup> -story at rear; separate 2-car addition; replacement windows; reconfiguration of window and door openings	No	NC
152 Borinquen	2000s	New construction; 2-story concrete residence with multiple bays; fence added to property	Demolition of original house	No	NC
101 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; reconfigured window and door openings; alteration to roofline	Yes	NC
102 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Addition of tilted row of red pantiles atop roof; alteration to window	Yes	NC

			openings; alterations to footprint; fence/wall added to property		
103 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; reconfiguration of window and door openings; peaked gables alter roofline	Yes	NC
104 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; reconfiguration of window and door openings; tall parapet added to roofline	Yes	NC
105 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Addition of secondary carport; addition of concrete wall/fence to property; replacement windows	Yes	NC
106 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Minor alteration to footprint; replacement windows	Yes	C
107 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; reconfiguration of window and door openings	Yes	C
108 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Minor alteration to footprint; replacement windows; addition of concrete fence to property	Yes	C
109 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; reconfigured window and door openings; addition of concrete fence to property	Yes	C
110 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement of louvers with louvered windows; addition of concrete fence; retains footprint	Yes	C
111 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; reconfigured window and door openings; addition of concrete wall/fence; shed roof and parapet added at roof	Yes	NC
112 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement of louvers with louvered windows; addition of concrete fence/wall; retains footprint	Yes	C
113 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; reconfigured window and door openings; columned porch extended across front and side; addition of concrete wall/fence added	Yes	NC

114 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations raise roofline on angle; alteration to window openings and footprint; fence added	Yes	NC
115 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; replacement windows and doors; addition of concrete wall/fence	Yes	C
116 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alteration to roofline and adding of columns; alteration to window openings and footprint; concrete fence/wall added at front	Yes	NC
117 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement of louvers with louvered windows; addition to building footprint; pantiles tilted across roofline	Yes	NC
118 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Pantiles tilted across roofline; alteration to window openings; significant alterations to footprint	Yes	NC
119 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alteration to window openings; replacement windows/doors; enclosure of carport; footprint extended	Yes	NC
120 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement of louvers with louvered windows; second carport added to side	Yes	NC
121 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; large arches added across front; replacement windows; addition of fence	Yes	NC
122 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alteration to roofline and added columns; alteration to window openings; alterations to footprint through carport additions	Yes	NC
123 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement windows and doors and altered roofline; addition of fence to property	No	NC
124 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retention of some louvers and footprint; minimally altered	Yes	C
125 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; replacement windows and doors; alteration to	No	NC

			roofline; addition of fence to property		
126 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Altered roofline; alteration to window openings; extension to footprint; addition of fence	Yes	NC
127 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; replacement windows and doors; alteration to roofline	No	NC
128 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement of louvers with louvered windows; addition of concrete fence/wall; retains footprint	Yes	C
129 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; added side arch; replacement windows and doors; pantile now angles over roofline; addition of fence	No	NC
130 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retention of some louvers and footprint; addition of concrete wall; little altered	No	C
131 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retention of some louvers, fenestration pattern, and footprint; little altered	No	C
132 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint through addition; replacement windows and doors; alteration to roofline; portico added at porch	No	NC
133 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; replacement windows and doors; alteration to roofline; entry portico added; later concrete wall/fence	No	NC
134 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; replacement windows and doors; roofline altered with shed extension and pantiles; concrete wall/fence added	No	NC
135 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Building is significantly overgrown, but appears to be retain footprint, carport, and at least some louvers	No	C
136 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Arched opening added to side; some replacement windows and doors; fence added across front	No	C

137 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Extension of house to front notably alters footprint; replacement windows and doors; gabled rooflines added	No	NC
138 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; retains some louvers; second-story addition	No	NC
139 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Significant alterations to footprint; replacement windows and doors; alterations to roofline by addition of deck and upper story; fence added	No	NC
140 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Some louvers remain; some replacement windows and doors; largely intact	No	C
141 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Significant alterations to footprint through adding of second story and replacement of windows and doors; fence added	No	NC
142 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Significant alterations to house through addition of second story and deck supported by extended columns	No	NC
143 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retention of some louvers, fenestration pattern, and footprint; added concrete wall/fence; largely intact	No	C
144 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Significant alterations to building footprint; readily apparent replacement windows and doors and enclosure of carport; fence added	No	NC
145 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retention of some louvers and building footprint; partial enclosure of carport	No	C
147 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; replacement windows and doors; pantiles added to roof; wall surfaces altered	No	NC
149 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; carport extension; prominent replacement windows and doors; built-up roofline	No	NC

151 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Replacement of louvers with louvered windows; retains footprint; little altered	No	C
153 Lighthouse	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retention of some louvers and building footprint; little altered	No	C
102 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; replacement doors and windows, including bay window; garage added; built-up roofline	Yes	NC
104 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; notable replacement of windows and doors; added garage doors and tiled wall surfaces; central built-up roof and partial second story added; fence added	Yes	NC
106 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint include two-bay carport extended forward; replacement windows and doors; built-up roofline; fence added	Yes	NC
108 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; carport enclosed; replacement windows and doors; roofline extended up	Yes	NC
110 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retention of some louvers and building footprint; addition of fence; little altered	Yes	C
111 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; retains some louvers; changes to windows and doors include much-altered entry; second story addition	Yes	NC
112 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Addition to footprint, most notable at walling-in of part of carport; retention of openings, but replaced windows and doors	Yes	NC
113 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retention of footprint; replacement windows and doors; addition of fence; largely intact	No	C
114 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retention of some louvers; some altered windows and doors; intact footprint	Yes	C

115 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Addition to building footprint through extension; replacement windows and doors; roofline altered by extension and addition of shed	No	NC
116 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retention of some louvers, footprint, and carport; limited changes to doors	Yes	C
117 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Built-up roofline and extended parapet; replacement windows and doors; major changes to wall surfaces	No	NC
118 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to building footprint by doubling of carport and addition of garage doors; deep porch extended across front; replaced windows and doors	Yes	NC
119 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retains footprint, carport, openings, and some louvers; some window bays expanded	No	C
120 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retains footprint, carport, openings, and some louvers; some window bays expanded	Yes	C
121 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retains footprint, carport, openings, and some louvers; conspicuous alteration to principal front window	No	C
122 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Gable and shed roofs added; portico placed across much-altered entry; carport enclosed as garage; windows and doors changed	Yes	NC
123 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retention of footprint, louvers, and carport	No	C
124 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to building footprint; extended new carport and enclosure of original; window bays greatly expanded; portico added; heavily built-up roof	Yes	NC
125 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retains footprint, carport, openings, and some louvers; little altered	No	C

126 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to building footprint through side extension; replaced windows and doors and widened bays; parapets added at roofline	No	NC
127 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to building footprint, including partial enclosure of carport as porch; replacement windows and doors; pantiles alter roofline and tiles some wall surfaces	No	NC
128 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Footprint appears intact, but roofline and window and door surrounds altered; replaced windows and doors	No	NC
129 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Much altered through enclosure of carport, extension and building-up of roof, expansion of bays, addition of portico, and tiling or other panelling of some wall surfaces	No	NC
130 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retains footprint, carport, openings, and some louvers	No	C
131 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to building footprint; replacement windows and doors; built-up roofline	No	NC
133 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Shed-roof and built-up extensions to roof; second-story added; carport gated; window openings altered; entry replaced and portico added to front	No	NC
135 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Porch with wide flat piers, four arches, and tilted pantile roof added to front encompasses original and added carport; concrete wall/fence built at front of lot	No	NC
137 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Heavily built-up roof line, carport enclosed as garage; bays and doors altered	No	NC
139 Loop	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Carport enclosed as garage; roof built-up and deck added; bays altered; entry changed and shaded	No	NC

			by modern portico; projecting bays added		
Loop between 130 Loop and 131 Lighthouse	c1970s	Concrete utility building	Appears intact	No	NC
101 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Retains footprint, carport, openings, and some louvers	Yes	C
102 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, openings, and some louvers; little altered	Yes	C
103 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Additions of arcades, porch with barley-sugar columns and caryatids, turned-post balustrade, red pantiles, multiple carports, expanded bays, and concrete wall/fence	Yes	NC
104 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, openings, and some louvers; little altered	Yes	C
105 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Enclosure of carport as garage; extended flat-roofed arcades at either side; flat-roofed portico added across altered entry; built-up roof edges and added upper deck and partial second story; concrete wall/fence added across front of lot	Yes	NC
106 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, openings, and some louvers; built-up roof line	Yes	C
107 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays	Yes	C
108 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays	Yes	C
109 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Arcaded porch extended across front of carport, entry, and south side of house edged by red pantiles; at altered entry includes turned-post balustrade	Yes	NC

111 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Deep arcaded porch with overhanging roof extended across front and south side elevations; carport, bays, and entry altered	Yes	NC
113 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Original house almost entirely engulfed by addition of second story, Corinthian-columned porches at front and south sides, altered openings, and wide overhanging roof	Yes	NC
115 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to building footprint; replacement windows and doors; alteration to roofline through build-up of parapet	Yes	NC
117 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays; carport fenced in	Yes	C
119 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Arcade with red pantiled roof extended across front and to south side; entry altered and shaded by added porch with balustrade	Yes	NC
121 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Much altered by shed roof with brick-tiled front, and pantile edge added across carport and tile-framed altered adjacent bay; modern entry with pantile roof supported by large columns; concrete wall/fence added	Yes	NC
123 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Roofline extended up; carport altered; bays and windows enlarged; concrete wall/fence added	Yes	NC
124 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays; concrete wall/fence added	Yes	NC
125 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Roofline extended up; carport altered; bays and windows enlarged	Yes	NC
126 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays; concrete wall/fence added; modern	Yes	C

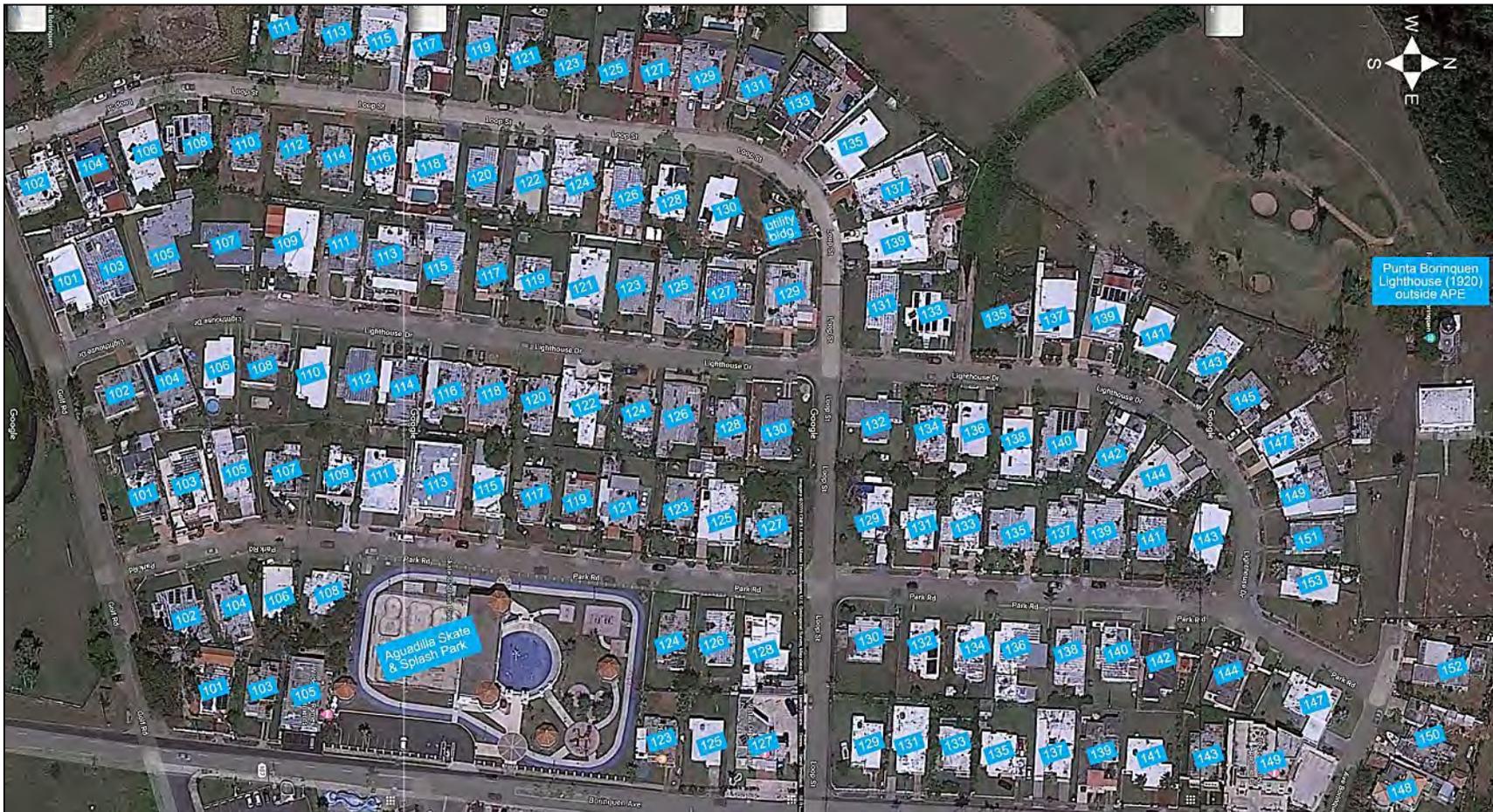
			tile across front elevation, but still fairly intact		
127 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to building footprint; replacement windows and doors	No	NC
128 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to building footprint; replacement windows and doors; heavily built-up parapet roof	Yes	NC
129 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays	No	C
130 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays	No	C
131 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays	No	C
132 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays	No	C
133 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Much altered roofline with parapets, shed roofs, and conical pantiled tower; tile-walled bay to side expands footprint; portico added in front of entry; altered bays	No	NC
134 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays; carport fenced in	No	C
135 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Altered roofline with parapets and shed roofs; columned portico across altered entry; altered bays; tile added to much of front elevation; carport enclosed as garage; concrete wall/fence across front of lot	No	NC
136 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays; fence across front of lot	No	C

137 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Built-up parapet and shed roofline; room added to once-open side of carport; some bays intact; concrete wall/fence across front of lot	No	NC
138 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays; concrete wall/fence across front of lot	No	C
139 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Front bay blocked over; carport and adjacent bay fenced in; footprint altered	No	NC
140 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Seven-bay arcade with swooping roof that encompasses carport added across front; arcaded windows added behind; prominent concrete wall/fence edges front of lot	No	NC
141 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Intact footprint, carport, and some openings and louvered bays	No	C
142 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Alterations to footprint; replacement doors and windows	No	NC
143 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Carport enclosed by vertical-board-like, blank concrete wall, altering footprint; bays altered	No	NC
144 Park	1956	1-story, single-family residence w/ L-shaped living space and attached carport; stuccoed concrete walls and flat roof; louvered windows	Built-up projecting roof dominates house; carport and adjacent bay enclosed by ornate gates; altered bays; prominent concrete wall added	No	NC

1 Note: NC = Noncontributing to potential historic district; C = Contributing to potential historic district.

1

Figure 6.1-5 Fullan Wherry Neighborhood Addresses





1 Photo 6.1-41 101 Borinquen Avenue



Photo 6.1-42 103 Borinquen Avenue



2 Photo 6.1-43 105 Borinquen Avenue



3 Photo 6.1-44 Aguadilla Splash and Skate Park between 105 and 123 Borinquen Avenue



4 Photo 6.1-45 123 Borinquen Avenue



Photo 6.1-46 125 Borinquen Avenue



1 Photo 6.1-47 Vistas de Aguamar, 127 Borinquen Avenue



Photo 6.1-48 129 Borinquen Avenue



2 Photo 6.1-49 131 Borinquen Avenue



Photo 6.1-50 133 Borinquen Avenue



3 Photo 6.1-51 135 Borinquen Avenue



Photo 6.1-52 137 Borinquen Avenue



1 Photo 6.1-53 139 Borinquen Avenue



Photo 6.1-54 141 Borinquen Avenue



2 Photo 6.1-55 143 Borinquen Avenue



Photo 6.1-56 147 Borinquen Avenue



3 Photo 6.1-57 148 Borinquen Avenue



Photo 6.1-58 149 Borinquen Avenue



1 Photo 6.1-59 150 Borinquen Avenue



Photo 6.1-60 151 Borinquen Avenue



2 Photo 6.1-61 101 Lighthouse Drive



Photo 6.1-62 102 Lighthouse Drive



3 Photo 6.1-63 103 Lighthouse Drive



Photo 6.1-64 104 Lighthouse Drive



1 Photo 6.1-65 105 Lighthouse Drive



Photo 6.1-66 106 Lighthouse Drive



2 Photo 6.1-67 107 Lighthouse Drive



Photo 6.1-68 109 Lighthouse Drive



3 Photo 6.1-69 109 Lighthouse Drive



Photo 6.1-70 110 Lighthouse Drive



1 Photo 6.1-71 111 Lighthouse Drive



Photo 6.1-72 112 Lighthouse Drive



2 Photo 6.1-73 113 Lighthouse Drive



Photo 6.1-74 114 Lighthouse Drive



3 Photo 6.1-75 115 Lighthouse Drive



Photo 6.1-76 116 Lighthouse Drive



1 Photo 6.1-77 117 Lighthouse Drive



Photo 6.1-78 118 Lighthouse Drive



2 Photo 6.1-79 119 Lighthouse Drive



Photo 6.1-80 120 Lighthouse Drive



3 Photo 6.1-81 121 Lighthouse Drive



Photo 6.1-82 122 Lighthouse Drive



1 Photo 6.1-83 123 Lighthouse Drive



Photo 6.1-84 124 Lighthouse Drive



2 Photo 6.1-85 125 Lighthouse Drive



Photo 6.1-86 126 Lighthouse Drive



3 Photo 6.1-87 127 Lighthouse Drive



Photo 6.1-88 128 Lighthouse Drive



1 Photo 6.1-89 129 Lighthouse Drive



Photo 6.1-90 130 Lighthouse Drive



2 Photo 6.1-91 131 Lighthouse Drive



Photo 6.1-92 132 Lighthouse Drive



3 Photo 6.1-93 133 Lighthouse Drive



Photo 6.1-94 134 Lighthouse Drive



1 Photo 6.1-95 135 Lighthouse Drive



Photo 6.1-96 136 Lighthouse Drive



2 Photo 6.1-97 137 Lighthouse Drive



Photo 6.1-98 138 Lighthouse Drive



3 Photo 6.1-99 139 Lighthouse Drive



Photo 6.1-100 140 Lighthouse Drive



1 Photo 6.1-101 141 Lighthouse Drive



Photo 6.1-102 142 Lighthouse Drive



2 Photo 6.1-103 143 Lighthouse Drive



Photo 6.1-104 144 Lighthouse Drive



3 Photo 6.1-105 145 Lighthouse Drive



Photo 6.1-106 146 Lighthouse Drive



1  
2 Photo 6.1-107 149 Lighthouse Drive



Photo 6.1-108 151 Lighthouse Drive



3 Photo 6.1-109 153 Lighthouse Drive



4 Photo 6.1-110 102 Loop Street



Photo 6.1-111 104 Loop Street



1 Photo 6.1-112 106 Loop Street



Photo 6.1-113 108 Loop Street



2  
3 Photo 6.1-114 110 Loop Street



Photo 6.1-115 111 Loop Street



4 Photo 6.1-116 112 Loop Street



Photo 6.1-117 113 Loop Street



1 Photo 6.1-118 114 Loop Street



Photo 6.1-119 115 Loop Street



2 Photo 6.1-120 116 Loop Street



3 Photo 6.1-121 117 Loop Street



4 Photo 6.1-122 118 Loop Street



Photo 6.1-123 119 Loop Street



1 Photo 6.1-124 120 Loop Street



Photo 6.1-125 121 Loop Street



2 Photo 6.1-126 122 Loop Street



Photo 6.1-127 123 Loop Street

3



4 Photo 6.1-128 124 Loop Street



Photo 6.1-129 125 Loop Street



1 Photo 6.1-130 126 Loop Street



Photo 6.1-131 127 Loop Street



2 Photo 6.1-132 128 Loop Street



Photo 6.1-133 129 Loop Street



3 Photo 6.1-134 130 Loop Street



4 Photo 6.1-135 131 Loop Street



Photo 6.1-136 133 Loop Street



Photo 6.1-137 135 Loop Street



Photo 6.1-138 137 Loop Street



Photo 6.1-139 139 Loop Street



Photo 6.1-140 Utility building on lot between 130 Loop Street and 131 Lighthouse Drive

1  
2

3  
4

5



1 Photo 6.1-141 101 Park Road



Photo 6.1-142 102 Park Road



2 Photo 6.1-143 103 Park Road



Photo 6.1-144 104 Park Road



3 Photo 6.1-145 105 Park Road



Photo 6.1-146 106 Park Road



1 Photo 6.1-147 107 Park Road



Photo 6.1-148 108 Park Road



2 Photo 6.1-149 109 Park Road



Photo 6.1-150 111 Park Road



3 Photo 6.1-151 113 Park Road



Photo 6.1-152 115 Park Road



1 Photo 6.1-153 117 Park Road



Photo 6.1-154 119 Park Road



2 Photo 6.1-155 121 Park Road



Photo 6.1-156 123 Park Road



3 Photo 6.1-157 126 Park Road



Photo 6.1-158 127 Park Road



1 Photo 6.1-159 128 Park Road



Photo 6.1-160 129 Park Road



2 Photo 6.1-161 130 Park Road



Photo 6.1-162 131 Park Road



3 Photo 6.1-163 132 Park Road



Photo 6.1-164 133 Park Road



1 3.1Photo 6.1-165 134 Park Road



Photo 6.1-166 135 Park Road



2 Photo 6.1-167 136 Park Road



Photo 6.1-168 137 Park Road



3 Photo 6.1-169 138 Park Road



Photo 6.1-170 139 Park Road



1 Photo 6.1-171 140 Park Road



Photo 6.1-172 141 Park Road



2 Photo 6.1-173 142 Park Road



Photo 6.1-174 143 Park Road



3 Photo 6.1-175 144 Park Road

**1 National Register Eligibility Assessment**

2 Goodwin & Associates (Kuranda et al. 2007) historic context of Wherry and Capehart-era housing  
3 provides a detailed history of Wherry housing and suggestions about how to assess the National  
4 Register eligibility of such resources. The context for the many thousands of individual Wherry  
5 houses, and many scores of Wherry neighborhoods, is largely the same, so the report  
6 emphasizes the high degree of integrity required to support significance (Kuranda et al.  
7 2007:152):

8       The ability of a historic resource to convey its significance lies in its integrity. When  
9       constructed, the buildings and neighborhoods reflected their era of construction  
10      through such character-defining features as windows and doors, exterior  
11      materials, roof form and sheathing, landscaping, and amenities including carports  
12      or garages. Many Wherry and Capehart neighborhoods have experienced  
13      considerable change since constructed in the 1950s and 1960s. Renovations  
14      undertaken as part of the Wherry acquisition program of the Capehart era,  
15      modernization of kitchens and baths, upgrades in finishes to reflect personal  
16      expectations of the occupants, energy efficiency programs, privatization, and  
17      demolition affect the individual and collective integrity of Wherry and Capehart  
18      housing and neighborhoods.

19 The Fullana Wherry neighborhood has experienced many alterations, including landscape  
20 changed by walls and fences, addition of rooms and occasional upper stories, numerous and  
21 varied alterations of bays, loss of original louvers and doors, enclosure or addition of carports,  
22 various alterations to rooflines, construction of arcades and porches, modern resurfacing of  
23 facades, and even the addition of some modern buildings on vacant lots or the sites of original  
24 houses. The neighborhood retains its location, but is believed to lack sufficient integrity of design,  
25 setting, materials, workmanship, feeling, and association to support National Register listing  
26 under any of the Register's Criteria. None of its houses are believed to have the combination of  
27 integrity and significance to merit individual eligibility.

28 Among the close to 1,000 surviving Wherry houses at the former Ramey base, the neighborhood  
29 and its individual houses do not stand out in particular. The other two Fullana Wherry and Long  
30 Wherry neighborhoods and individual houses were briefly viewed as part of this assessment.  
31 They have lost few buildings, but also exhibit many changes. One other group of Fullana Wherry  
32 houses, on the northwest side of Crown Road between Fourth Street and Arch Road

- 1 (neighborhood B on **Figure 6.1-3**), appears to include a large number of fairly intact houses  
 2 (**Photos 6.1-176** through **6.1-179**).



- 3 Photo 6.1-176, left, and Photo 6.1-177, right: Individual houses within a Fullana Wherry neighborhood on Crown  
 4 Road between Fourth Street and Arch Road.



- 5 Photo 6.1-178, left, and Photo 6.1-179, right: Groups of houses within a Fullana Wherry neighborhood on Crown  
 6 Road between Fourth Street and Arch Road.

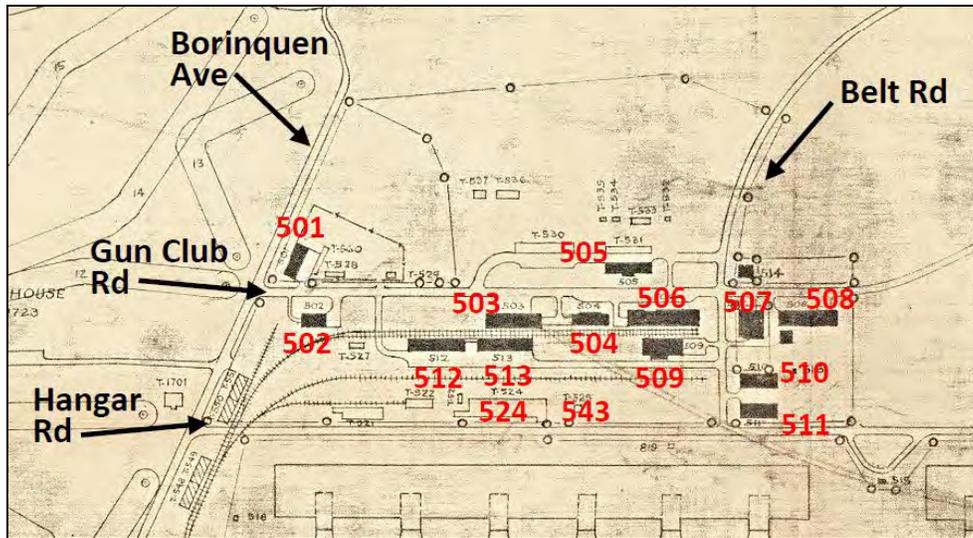
- 7 In sum, within both their national and local context, the neighborhood off of Borinquen assessed  
 8 here, and its individual intact houses, does not appear to be notably intact or significant, and  
 9 neither it nor any of its houses are recommended as National Register-eligible.

#### 10 **6.1.4. MOTOR POOL AND SUPPLY BUILDINGS (NE OF BORINQUEN AVENUE** 11 **AND HANGAR ROAD)**

- 12 This group of maintenance, supply, and support buildings clustered together at the northern edge  
 13 of the APE is identified on the 1944 base map as the motor pool and supply area. It was built in  
 14 the early 1940s along with Borinquen Field to hold the buildings its functions describe. The group  
 15 of buildings are set along Borinquen Avenue and Gun Club, Hangar, and Belt roads (**Figure 6.1-**  
 16 **6**). Note: the potential for these buildings to be part of a historic is addressed separately below.

1

Figure 6.1-6 1944 “Reservation Layout” Map, annotated



### 2 6.1.4.1. BUILDING 501 (MOTOR TRANSPORTATION AND REPAIR)

3 Building 501, built in the early 1940s, is identified as a motor transportation and repair building on  
 4 the 1944 base map. The 1964 and 1968 maps associated it with a fenced-in motor pool to its  
 5 north and east. It apparently functioned as a military vehicle repair shop from its construction in  
 6 the early 1940s until its transfer from military hands in the early 1970s. Following its sale, it was  
 7 divided into commercial space. Its six garage bays were enclosed and reconfigured into small  
 8 shops that sold clothing, coffee, food, and the like. In December 2020, its storefronts were in  
 9 disrepair and all of its shops were vacant. Located on busy Borinquen Avenue, it has modern  
 10 buildings to its north and south and, west across Borinquen, it looks at a modern waterpark.

11 The building retains its one-story, flat-roofed, concrete, rectangular form and the five plain  
 12 pilasters, front and rear, that helped divide it into six garage bays (**Photos 6.1-180 through 6.1-  
 13 182**). The pilasters and concrete walls lend the building a barely apparent Spanish Colonial  
 14 Revival-style appearance. The same pilaster treatment is found at other functional early-1940s  
 15 buildings at the former air field and other contemporary military installations in Puerto Rico (Berger  
 16 1990:5). It has been heavily altered through the enclosing of its front (west-facing) garage bays  
 17 with a variety of walls, windows, and doors. Building 501 stands at its original location, but due to  
 18 its many physical changes and changes to its surroundings, it otherwise appears to have lost its  
 19 integrity of design, setting, materials, workmanship, feeling, and association. It does not possess  
 20 sufficient integrity to support any historic, associational, or architectural significance it might have,  
 21 and it is unlikely to yield important historic information. The Army erected many such support  
 22 buildings at Borinquen field and other bases throughout the continental US, the Caribbean, and  
 23 elsewhere during WWII. It is therefore recommended as not individually eligible for National  
 24 Register listing under any of the Register's Criteria.



1 Building 501 (Motor Transportation and Repair): Photo 6.1-180, left, north side and west front elevations; Photo 6.1-  
 2 181, right, west front and south side elevations.



3 Photo 6.1-182 Building 501 (Motor Transportation and Repair): east near and north side elevations.

#### 4 **6.1.4.2. BUILDING 502 (ORDNANCE REPAIR SHOP)**

5 The 1944 base map identifies this early-1940s building as the ordnance repair shop. By 1966 it  
 6 provided ground power to the base. After leaving military hands it held a water works shop (RAFB  
 7 1966; RAFBHA 1970 and 1999). It stands with other WWII-era military buildings on Gun Club  
 8 Road, but Borinquen Avenue to its west has been largely modernized.

9 The building is construction of concrete and topped by flat roofs extended by overhanging eaves.  
 10 These elements lend it a minimal Spanish Colonial Revival-style (**Photos 6.1-183 through 6.1-  
 11 186**). At its center it rises to two stories or a double-height single story that functions as a  
 12 clerestory. One-story-tall blocks cross its front and rear elevations. It is now vacant, with door and  
 13 some window bays closely sealed. Many of its multi-light, metal casement windows have broken  
 14 panes; some are tilted open exposing the interior to the elements.

15 Building 502 stands at its original location and retains much of its setting, but due to its many  
 16 physical alterations and changes to its surroundings, it appears to have lost some of its integrity  
 17 of design, materials, workmanship, feeling, and association. It does not possess sufficient integrity  
 18 to support any historic, associational, or architectural significance it might have, and it is unlikely  
 19 to yield important historic information. The Army erected many such support buildings at  
 20 Borinquen field and other bases throughout the continental US, the Caribbean, and elsewhere

- 1 during WWII. It is therefore recommended as not individually eligible for National Register listing  
 2 under any of the Register's Criteria.



- 3 Building 502 (Ordnance Repair Shop): Photo 6.1-183, left, west side and north front elevations; Photo 6.1-184, right,  
 4 north front elevation (source: Google Earth, dated May 2016).



- 5 Building 502 (Ordnance Repair Shop): Photo 6.1-185, left, west side and north front elevations; Photo 6.1-186, right,  
 6 east side elevation.

### 7 **6.1.4.3. BUILDING 503 (QUARTERMASTER WAREHOUSE)**

8 The 1944 base map labels this early-1940s building as a quartermaster warehouse. It later served  
 9 as the Base Equipment Management Office or BEMO. For at least two decades, it has provided  
 10 Head Start services to the community (RAFB 1966; RAFBHA 1970 and 1999). It stands with other  
 11 WWII-era military buildings on Gun Club Road.

12 Similar to Building 501 and others, it retains its one-story, flat-roofed, concrete, rectangular form  
 13 punctuated, front and rear, by plain, evenly spaced pilasters (**Photos 6.187** through **6.1-190**). It  
 14 also retains some louvers beneath its eaves that would have improved airflow over its stored  
 15 goods. Its window bays and entries have been altered through the addition of glass blocks infill  
 16 and modern doors.

17 Building 503 stands at its original location and retains much of its setting largely intact. It has few  
 18 notable alterations and therefore appears to retain its integrity of design, materials, workmanship,  
 19 feeling, and association. However, it has no known associational significance and is unlikely to  
 20 yield important historic information. It is also not believed to be historically or architecturally

1 significant. The Army erected many such support buildings at Borinquen field and other bases  
 2 throughout the continental US, the Caribbean, and elsewhere during WWII. It is therefore  
 3 recommended as not individually eligible for National Register listing under any of the Register's  
 4 Criteria.



5 Building 503 (Quartermaster Warehouse): Photo 6.1-187, left, east side and north front elevation; Photo 6.1-188, right,  
 6 north front and west side elevations.



7 Building 503 (Quartermaster Warehouse): Photo 6.1-189, left, west side and south rear elevations; Photo 6.1-190, right,  
 8 south rear and east elevations.

#### 9 **6.1.4.4. BUILDING 504 (BAKERY)**

10 The number of personnel at Ramey Field is suggested by the size of early-1940s Building 504,  
 11 which was the base bakery according to the 1944 map. It was still a bakery in 1966, but by 1983  
 12 the Puerto Rican National Guard was using it for storage. It has since become the Guard's armory  
 13 (Greenleaf/Telesca 1983:4-74; RAFB 1966). It stands with other WWII-era military buildings on  
 14 Gun Club Road.

15 The building retains its basic two-story, flat-roofed, concrete, rectangular form (**Photos 6.1-191**  
 16 through **6.1-194**). It has been heavily altered, though, by changes to its windows and entries,  
 17 enclosure of a porte cochere, and the modern addition of crenellations.

18 Building 504 stands at its original location and retains much of its setting, but due to its many  
 19 physical changes and changes to its surroundings, it appears to have otherwise lost its integrity  
 20 of design, materials, workmanship, feeling, and association. It does not possess sufficient integrity

1 to support any historic, associational, or architectural significance it might have, and it is unlikely  
 2 to yield important historic information. The Army erected many such support buildings at  
 3 Borinquen field and other bases throughout the continental US, the Caribbean, and elsewhere  
 4 during WWII. It is therefore recommended as not individually eligible for National Register listing  
 5 under any of the Register's Criteria.



6 Building 504 (Bakery): Photo 6.1-191, left, east side and north front elevations; Photo 6.1-192, right, east and north  
 7 elevations with original open porte cochere, 1972-1973 (source: <https://rameyafb.wordpress.com/2010/11/13/pictures-of-ramey-afb-puerto-rico/>).  
 8



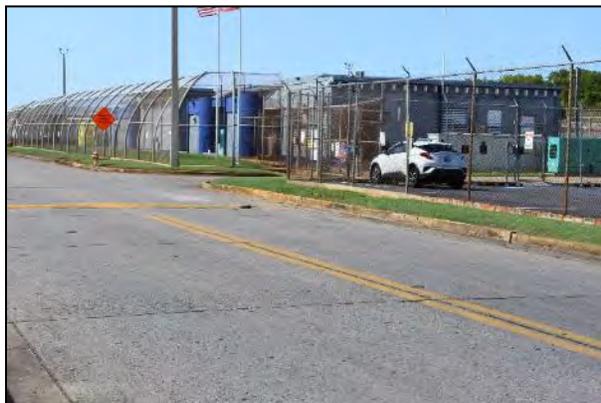
9 Building 504 (Bakery): Photo 6.1-193, left, north front and west side elevations: Photo 6.1-194, right, west side and  
 10 south rear elevations.

#### 11 6.1.4.5. BUILDING 505 (UTILITY SHOP)

12 Building 505, built in the early 1940s, is identified as a utility shop on the 1944 map. By 1966 it  
 13 served as the civil engineering office. In 1983 it was in the hands of the Puerto Rican National  
 14 Guard, but by about 1999 it housed the Immigration and Natural Service (INS). The USC Customs  
 15 and Border Patrol, successor to the INS, now occupies it. (RAFB 1966; Greenleaf/Telesca  
 16 1983:4-74). Its remains on Gun Club Road with other contemporary buildings but is framed by  
 17 additions and resources later built on its site.

18 Comparisons of footprint on early maps and aerial views suggest that the concrete core of the  
 19 one-story, flat-roofed building remains in place (**Photos 6.1-195 through 6.1-196**). Its original  
 20 appearance is largely obscured, however, by additions, the enclosure of bays, and heavy security  
 21 fencing.

1 The building stands at its original location and retains some of its setting. Due to its many physical  
 2 changes, it appears to have otherwise lost its integrity of design, materials, workmanship, feeling,  
 3 and association. It does not possess sufficient integrity to support any historic, associational, or  
 4 architectural significance it might have, and it is unlikely to yield important historic information.  
 5 The Army erected many such support buildings at Borinquen field and other bases throughout  
 6 the continental US, the Caribbean, and elsewhere during WWII. It is therefore recommended as  
 7 not individually eligible for National Register listing under any of the Register's Criteria. The same  
 8 conclusion was reached in a previous inventory of the building (Berger 1990:5).



9 Building 505 (Utility Shop): Photo 6.1-195, left, south front and east side elevations; Photo 6.1-196, right, aerial view  
 10 depicting same elevations (source: Google Earth dated May 2016).

#### 11 **6.1.4.6. BUILDING 506 (COMMISSARY AND QUARTERMASTER WAREHOUSE)**

12 Building 506 was built in the early 1940s, according to the 1944 map, as a commissary and  
 13 quartermaster warehouse. By 1966, nearing the end of its military life, it served solely as a  
 14 commissary. By 1983 it was the headquarters of the 20<sup>th</sup> battalion of the Puerto Rican National  
 15 Guard. In ca. 1999 it remained in Guard hands. It is currently vacant (RAFB 1966; RAFBHA 1970  
 16 and 1999; Greenleaf/Telesca 1983:4-74). Near it on Gun Club Road, many contemporary  
 17 buildings still stand.

18 This flat-roofed, concrete-block building is larger than most of its neighbors (**Photos 6.1-197**  
 19 through **6.1-201**). Its two-story core is extended at its north front, west side and, particularly, east  
 20 side elevation. Its expression of the Spanish Colonial Revival-style is less minimal than its  
 21 surrounding contemporaries. It includes a projecting unadorned frieze beneath the eaves of both  
 22 its one- and two-story sections, along with a projecting course at its foundation. Additionally, its  
 23 front (north-facing) elevation is crossed by a porch supported by unarticulated square columns  
 24 and pilasters. It retains many of its early or original, steel casement windows intact.

25 Building 506 stands at its original location and retains much of its setting. It is largely intact with  
 26 few notable alterations and therefore appears to retain its integrity of design, materials,  
 27 workmanship, feeling, and association. However, it has no known associational significance and  
 28 is unlikely to yield important historic information. It is also not believed to be historically or  
 29 architecturally significant. The Army erected many such support buildings at Borinquen field and  
 30 other bases throughout the continental US, the Caribbean, and elsewhere during WWII. It is

1 therefore recommended as not individually eligible for National Register listing under any of the  
2 Register's Criteria.



3 Building 506 (commissary): Photo 6.1-197, left, north front and west side elevations; Photo 6.1-198, right, north front  
4 elevation.



5 Photo 6.1-199, Building 506 (Commissary): south rear and east side elevations.



6 Building 506 (Commissary): Photos 6.1-200-201, north front elevation, 1972-1973 (source:  
7 <https://rameyafb.wordpress.com/2010/11/13/pictures-of-ramey-afb-puerto-rico/>).

8 **6.1.4.7. BUILDING 507 (POWER PLANT)**

9 Built in the early 1940s, Building 507 was a power plant for the base into the 1970s. By about  
10 1999 it was vacant and remains so at present (RAFB 1966; RAFBHA 1970 and 1999). Near it  
11 stand other WWII-era base buildings.

1 The former power plant appears to be a tall, one-story, flat-roofed, concrete rectangle (**Photos**  
 2 **6.1-202** through **6.1-205**). It is so heavily overgrown that it is not possible to view most of it. It  
 3 appears to be plainly finished with a beltcourse beneath narrow windows tucked below its  
 4 overhanging roof. Some bays are filled in, empty, or have had their windows altered.

5 Building 507 is at its original location and retains much of its setting. Due to changes to its bays,  
 6 it appears to have lost some of its integrity of design, materials, workmanship, feeling, and  
 7 association. It does not possess sufficient integrity to support any historic, associational, or  
 8 architectural significance it might have, and it is unlikely to yield important historic information.  
 9 The Army erected many such support buildings at Borinquen field and other bases throughout  
 10 the continental US, the Caribbean, and elsewhere during WWII. It is therefore recommended as  
 11 not individually eligible for National Register listing under any of the Register's Criteria.



12 Building 507 (Power Plant): Photo 6.1-202, left, north front elevation; Photo 6.1-203, right, north front and west side  
 13 elevations (source: Google Earth, dated May 2016).



14 Building 507 (Power Plant): Photo 6.1-204, left, west side and south rear elevations; Photo 6.1-205, right, south rear  
 15 and east side elevations (source: Google Earth, dated May 2016).

#### 16 **6.1.4.8. BUILDING 508 (LAUNDRY)**

17 Building 508 was built in the early 1940s, according to the 1944 map, as a laundry, a function it  
 18 still maintained around 1970 near the end of its military life. By c1999 it was abandoned and  
 19 remains vacant to the present (RAFB 1966; RAFBHA 1970 and 1999). It stands with other  
 20 contemporary WWII-era buildings.

1 The concrete, one-story laundry building was always plainly finished, with flat wall surfaces, long  
2 casement windows mostly underpinned by louvered openings, and a flat roof (**Photos 6.1-206**  
3 through **6.1-209**). A minimal Spanish Colonial Revival-style appearance is lent to the building by  
4 a narrow beltcourse above its foundation and a front (north-facing) portico supported by plain  
5 square columns.

6 Building 508 is at its original location and retains much of its setting. It is largely intact with few  
7 notable alterations and therefore appears to retain its integrity of design, materials, workmanship,  
8 feeling, and association. However, it has no known associational significance and is unlikely to  
9 yield important historic information. It is also not believed to be historically or architecturally  
10 significant. The Army erected many such support buildings at Borinquen field and other bases  
11 throughout the continental US, the Caribbean, and elsewhere during WWII. It is therefore  
12 recommended as not individually eligible for National Register listing under any of the Register's  
13 Criteria.



14 Building 508 (Laundry): Photo 6.1-206, left, east side and north front elevations; Photo 6.1-207, right, south rear  
15 elevation.

#### 16 **6.1.4.9. BUILDING 509 (COLD STORAGE PLANT)**

17 Building 509, built as a cold storage plant, was standing by 1944. By 1966 it had the same or  
18 similar function, although it was called the ice plant. The US Navy had leased it to the National  
19 Guard by 1983 and it remained in the Guard's hands in c1999. It now appears to be vacant (RAFB  
20 1966; RAFBHA 1970 and 1999; Greenleaf/Telesca 1983:4-74). Near it on Gun Club Road, many  
21 contemporary buildings still stand.

22 The former cold storage building is a one-story, plainly finished, concrete rectangle crowned by a  
23 flat roof edged by parapet walls (**Photos 6.1-208** through **6.1-210**). Its entry and window bays  
24 have largely been covered over and sealed shut.

25 The building stands at its original location and retains some of its setting. Due to its physical  
26 changes, it otherwise appears to have lost its integrity of design, materials, workmanship, feeling,  
27 and association. It does not possess sufficient integrity to support any historic, associational, or  
28 architectural significance it might have, and it is unlikely to yield important historic information.  
29 The Army erected many such support buildings at Borinquen field and other bases throughout

1 the continental US, the Caribbean, and elsewhere during WWII. It is therefore recommended as  
 2 not individually eligible for National Register listing under any of the Register's Criteria.



3 Building 509 (Cold Storage Plant): Photo 6.1-208, left, north front and east side elevations; Photo 6.1-209, right, east  
 4 side and south rear elevations (source: Google Earth, dated May 2016).



5 Photo 6.1-210, Building 509 (Cold Storage Plant): northeast corner of building at far left with rear of Building 508 in  
 6 front.

7 **6.1.4.10. BUILDING 510 (AIR CORPS GARAGE)**

8 Built in the early 1940s, Building 510 is labeled on the 1944 map as an Air Corps garage. By the  
 9 late 1990s the US Army Reserve occupied it. It now part of the National Guard armory (RAFB  
 10 1966; RABHA 1970 and 1999).

11 The former garage has flush-surfaced concrete walls and a flat roof with overhanging eaves  
 12 (**Photos 6.1-211 through 6.1-212**). One-story tall, it has regularly spaced, plainly finished pilasters  
 13 similar to those of other nearby military-built buildings. Some of its windows and entries have been  
 14 filled in or otherwise altered. It appears that some of its former garage bays have been walled in.  
 15 A corner (southwest) covered entryway is a modern addition.

16 The building is at its original location and retains some of its setting but appears to have lost much  
 17 of its integrity of design, materials, workmanship, feeling, and association due to changes to its  
 18 bays. It does not possess sufficient integrity to support any historic, associational, or architectural  
 19 significance it might have, and it is unlikely to yield important historic information. The Army  
 20 erected many such support buildings at Borinquen field and other bases throughout the

- 1 continental US, the Caribbean, and elsewhere during WWII. It is therefore recommended as not  
 2 individually eligible for National Register listing under any of the Register's Criteria.



- 3 Building 510 (Air Corps Garage): Photo 6.1-211, left, west side and south front; Photo 6.1-212, right, west and south  
 4 rear elevations with companion Building 511 in foreground.

#### 5 **6.1.4.11. BUILDING 511 (AIR CORPS GARAGE)**

- 6 Like matching Building 510 on its north, Building 511 was erected in the early 1940s and labeled  
 7 on the 1944 map as an Air Corps garage. By the late 1990s the US Army Reserve occupied it  
 8 and it is now part of the National Guard armory (RAFB 1966; RAFBHA 1970 and 1999).

- 9 The former garage, like its neighbor to the north, has flush-surfaced concrete walls and a flat roof  
 10 with overhanging eaves (**Photos 6.1-213 through 6.1-215**). One-story tall, it has regularly spaced,  
 11 plainly finished pilasters similar to those of other nearby military-built buildings. Some of its  
 12 windows and entries have been filled in or otherwise altered. It appears that some of its former  
 13 garage bays have been walled in.

- 14 Building 511 is at its original location and retains some of its setting but appears to have lost much  
 15 of its integrity of design, materials, workmanship, feeling, and association due to changes to its  
 16 bays. It does not possess sufficient integrity to support any historic, associational, or architectural  
 17 significance it might have, and it is unlikely to yield important historic information. The Army  
 18 erected many such support buildings at Borinquen field and other bases throughout the  
 19 continental US, the Caribbean, and elsewhere during WWII. It is therefore recommended as not  
 20 individually eligible for National Register listing under any of the Register's Criteria.



1 Building 511 (Air Corps Garage): Photo 6.1-213, left, south rear and east side elevations; Photo 6.1-214, right, west  
2 side and south rear elevations.



3 Photo 6.1-215, Building 511 (Air Corps Garage): north front and west side elevations with matching Building 510 at far  
4 left.

#### 5 **6.1.4.12. BUILDING 512 (QUARTERMASTER WAREHOUSE)**

6 Building 512 was erected for Ramey Field in the early 1940s on the north side of a former railroad  
7 spur line. With its companion just to the east, it is identified on the 1944 map as a quartermaster  
8 warehouse. It may have continued to serve as a warehouse after the rail line closed but appears  
9 to have been vacant for decades (RAFB 1966; RAFBHA 1970 and 1999). It is located in close  
10 proximity to other WWII-era base buildings.

11 Building 512 is a long, one-story, concrete rectangle topped by a gabled roof (**Photos 6.1-216**  
12 **through 6.1-218**). It retains early or original sliding doors at its service bays. Its roof, which has  
13 been resurfaced, continues to be supported by wooden trusses. A later-added ceiling suspended  
14 beneath the trusses is gone. It remains a basic, functional warehouse building.

15 The building is at its original location and retains some of its setting. It appears to have lost much  
16 of its integrity of design, materials, workmanship, feeling, and association due to the replacement  
17 of its roof and some changes to its sliding doors, as well as the loss of the railroad tracks that  
18 were the reason for its existence at this site. Additionally, it has no historic, associational, or  
19 architectural significance and is unlikely to yield important historic information. The Army erected  
20 many such support buildings at Borinquen field and other bases throughout the continental US,  
21 the Caribbean, and elsewhere during WWII. It is therefore not recommended as individually  
22 eligible for National Register listing under any of the Register's Criteria.



1 Building 512 (Quartermaster Warehouse): Photo 6.1-216, left, north track-facing and west side elevations; Photo 6.1-  
2 217, right, south road-facing elevation.



3 Photo 6.1-218, Building 512 (Quartermaster Warehouse): interior wooden roof framing.

#### 4 **6.1.4.13. BUILDING 513 (QUARMASTER WAREHOUSE)**

5 Building 513 (like neighboring Building 512) was erected for Ramey Field in the early 1940s on  
6 the north side of a former railroad spur line. They were identified on the 1944 map as  
7 quartermaster warehouses. It may have continued to serve as a warehouse after the rail line  
8 closed but appears to have been vacant for decades (RAFB 1966; RAFBHA 1970 and 1999). It  
9 is located in close proximity to other WWII-era base buildings.

10 The building is a long, one-story, concrete rectangle that was once topped by a gabled roof  
11 (**Photos 6.1-219 – 6.1-220**). Its roof and the sliding doors that served its bays are gone. It is in  
12 ruinous condition.

13 The building stands at its original location and retains some of its setting. Due to its many physical  
14 changes, it appears to have otherwise lost its integrity of design, materials, workmanship, feeling,  
15 and association. It does not possess sufficient integrity to support any historic, associational, or  
16 architectural significance it might have, and it is unlikely to yield important historic information.  
17 The Army erected many such support buildings at Borinquen field and other bases throughout

- 1 the continental US, the Caribbean, and elsewhere during WWII. It is therefore recommended as  
2 not individually eligible for National Register listing under any of the Register's Criteria.



- 3 Building 513 (Quartermaster Warehouse): Photo 6.1-219, left, west side and south tract-facing elevations; Photo 6.1-  
4 220, right, north road-facing elevation with Building 512 at right.

#### 5 **6.1.4.14. BUILDING 524 (PAVEMENT AND GROUNDS)**

- 6 On the 1944 map, this early-1940s building is identified as housing Borinquen Field's pavement  
7 and grounds office. In 1966 it retained this function. By about 1999, however, it was home to a  
8 private school. The portion of the building that still stands is now incorporated into the successor  
9 Friedrich Froebel Bilingual School decades (RAFB 1966; RAFBHA 1970 and 1999). It has many  
10 later-added resources on its grounds, and buildings to its west and across Hangar Road on the  
11 south have been removed, rebuilt, or altered.

- 12 Building 524 is one-story tall and flat-roofed (**Photos 6.1-221 through 6.1-224**). Most of its visible  
13 original bays have replacement windows or doors or have been sealed. Its roof is largely hidden  
14 by solar panels and portions of its elevations cannot be viewed, as they are covered by additions.

- 15 Building 524 is at its original location and retains some of its original setting. Due to its many  
16 physical changes, it otherwise appears to have lost its integrity of design, materials, workmanship,  
17 feeling, and association. It does not possess sufficient integrity to support any historic,  
18 associational, or architectural significance it might have, and it is unlikely to yield important historic  
19 information. The Army erected many such support buildings at Borinquen field and other bases  
20 throughout the continental US, the Caribbean, and elsewhere during WWII. It is therefore  
21 recommended as not individually eligible for National Register listing under any of the Register's  
22 Criteria.



1 Building 524 (Paving and Grounds): Photo 6.1-221, left, south front and east side elevations; Photo 6.1-222, right, east  
2 side and north rear elevations.



3 Building 524 (Paving and Grounds): Photo 6.1-223, left, modern additions with north rear and west side elevations  
4 beyond; Photo 6.1-224, right, modern aerial view of school complex with Hangar Road at bottom and older aqua-  
5 colored portions at right.

#### 6 6.1.4.15. BUILDING 543 (VETERINARY OFFICE)

7 On the 1944 map, a temporary frame building stood on this site. When Building 508 was built and  
8 what its original function was is not known, although its appearance suggests it was erected in  
9 the early/mid-1950s along with numerous other buildings as part of Ramey Air Force Base. The  
10 first legible map it can be located on identifies it as a veterinary office. It is labeled as such on the  
11 1966 map and continued to serve that function at least through 1972-73, when an airman snapped  
12 a photograph of it. It is currently home to activities of the US Customs and Border Patrol (RAFB  
13 1966; RAFBHA 1970 and 1999). Many of the buildings around it have been removed, rebuilt, or  
14 altered.

15 Building 543 is concrete with a flat roof and plain wall surfaces (**Photos 6.1-225 through 6.1-228**).  
16 It is one-story tall and rectangular. A comparison of the building with a photograph from the early  
17 1970s indicates that its main entrance and vents above have been removed. Additionally, its  
18 window louvers have been replaced.

19 The former veterinary office is at its original location and retains some of its original setting. Due  
20 to its many physical changes, it appears to have lost its integrity of design, materials,  
21 workmanship, feeling, and association. It does not possess sufficient integrity to support any  
22 historic, associational, or architectural significance it might have, and it is unlikely to yield  
23 important historic information. The Army erected many such support buildings at Ramey Air Force

- 1 Base and other bases throughout the continental US, the Caribbean, and elsewhere during WWII.
- 2 It is therefore recommended as not individually eligible for National Register listing under any of
- 3 the Register's Criteria.



4 Building 543 (Veterinary Office): Photo 6.1-225, left north front elevation in 1972-1973 (source:  
 5 <https://rameyafb.wordpress.com/2010/11/13/pictures-of-ramey-afb-puerto-rico/>); Photo 6.1-226, right, east side and  
 6 north front elevations.



7 Building 543 (Veterinary Office): Photo 6.1-227, left, north front and west side elevations; Photo 6.1-228, right, east  
 8 side and south rear elevations view.

9 **6.1.4.16. POTENTIAL MOTOR POOL AND SUPPLY BUILDINGS HISTORIC**  
 10 **DISTRICT**

11 None of the motor pool and supply buildings are recommended as individually eligible for National  
 12 Register listing due to their workmanlike designs and many alterations. They are also not  
 13 recommended as National Register-eligible as part of a discrete historic district or a potential  
 14 larger one that encompasses more of former Borinquen Field and Ramey Air Force Base. They  
 15 retain their location, along with the other resources at the former military base. Due to modern  
 16 infill and many alterations, they are not believed to retain sufficient integrity of design, setting,  
 17 materials, workmanship, feeling, and association to support listing under Criterion A in the area  
 18 of military significance, Criterion C in the area of architectural significance, or any other Criterion.

### 6.1.5. GARAGES AND SUPPORT BUILDINGS (NW OF HANGAR AND WING ROADS)

This group of garages and support buildings is clustered together at the northern edge of the APE north of the central section of the runway, adjacent to an area historically used for airplane parking. It was built in the early 1940s along with Borinquen Field to support nearby air operations. The five buildings are on the eastern end of Hangar Road (**Photos 6.1-229 and 6.1-230**). Note: the potential for these buildings to be part of a historic is addressed separately below.



Photo 6.1-229, left, 1944 map, annotated; Photo 6.1-230, right, modern Google Earth aerial with red dots at building locations.

#### 6.1.5.1. BUILDING 406 (FIRE STATION)

On the 1944 map, this early-1940s building is identified as the fire station. By 1966 it housed base communications and also served as a confinement center. This conformed neatly with its use in 1972-73 as the home of base security and law enforcement and also as the base telephone exchange (RAFB 1966; RAFBHA 1970 and 1999). It currently holds USCG offices. It stands among other WWII-era military buildings along Hangar Road.

This long, one- and two-story building, like its WWII-era contemporaries, is constructed of concrete and topped by a flat roof with a wide overhang (**Photos 6.1-231 through 6.1-236**). It is plainly finished, with a long one-story block extended from its west side elevation. Four bays on its north elevation facing Hangar Road are edged by unadorned pilasters like those found elsewhere at the base's early buildings. These likely provided access for fire engine. Only one remains unenclosed. Other changes to the building include replacement of windows and doors; the enclosing or shortening of some window bays; the addition of long metal plates beneath most of the window bays; and the adding of an upper door and metal stairs at the east side elevation.

The building is at its original location and retains much of its setting but appears to have lost much of its integrity of design, materials, workmanship, feeling, and association due to numerous changes to its bays, including those that served its fire engines. It does not possess sufficient integrity to support any historic, associational, or architectural significance it might have, and it is unlikely to yield important historic information. The Army erected many such support buildings at Borinquen field and other bases throughout the continental US, the Caribbean, and elsewhere

1 during WWII. It is therefore recommended as not individually eligible for National Register listing  
 2 under any of the Register’s Criteria.



3 Building 406 (Fire Station): Photo 6.1-231, left, south front and west side elevations; Photo 6.1-232, right, west side  
 4 and north rear elevations.



5 Building 406 (Fire Station): Photo 6.1-233, left, north rear elevation; Photo 6.1-234, right, east side elevation.



6 Building 406 (Fire Station): Photo 6.1-235, left, south front elevation in 1972-1973 (source:  
 7 <https://rameyafb.wordpress.com/2010/11/13/pictures-of-ramey-afb-puerto-rico/>); Photo 6.1-236, right, similar but  
 8 broader view of south elevation.

9 **6.1.5.2. BUILDING 407 (PAINT, OIL, AND DOPE HOUSE)**

10 Building 407, erected in the early 1940s, is labeled as the paint, oil, and dope house on the 1944  
 11 map. Perhaps because of its modest size and use, it is absent from later legible maps. It is now  
 12 used by the USCG. It stands with other WWII-era base buildings along Hangar Road.

1 This building is a plainly finished, one-story, concrete rectangle topped by a flat roof with widely  
 2 overhanging eaves (**Photos 6.1-237 through 6.1-239**). It has been altered in a number of ways:  
 3 ghosts of filled-in window bays are visible on its north side elevation; the surviving window bays  
 4 at its south side elevation have had their sash changed; the front (west-facing) garage door is not  
 5 original; and a long sheet-metal ell has been extended from its rear (east) elevation. Additionally,  
 6 a small entry block near the rear of its south elevation is a later addition or has had its door  
 7 replaced.

8 Building 407 is at its original location and retains much of its setting but appears to have lost  
 9 much of its integrity of design, materials, workmanship, feeling, and association through the  
 10 alteration or enclosure of most of its original bays and the extension of an ell to its rear. It does  
 11 not possess sufficient integrity to support any historic, associational, or architectural significance  
 12 it might have, and it is unlikely to yield important historic information. The Army erected many  
 13 such support buildings at Borinquen field and other bases throughout the continental US, the  
 14 Caribbean, and elsewhere during WWII. It is therefore recommended as not individually eligible  
 15 for National Register listing under any of the Register's Criteria.



16 Building 407 (Paint, Oil, and Dope House): Photo 6.1-237, left, west front and south side elevations with Building 409  
 17 at far left; Photo 6.1-238, right, north side and west front elevations.



18 Photo 6.1-239, Building 407 (Paint, Oil, and Dope House): west front with Building 408 at left.

### 19 6.1.5.3. BUILDING 408 (PHOTOGRAPHIC LABORATORY)

20 Building 408 was built in the early 1940s as, according to the 1944 map, a photographic  
 21 laboratory. By 1966 it served as the "IAU Library" (unidentified acronym). In 1970 it housed the

1 OSI or Office of Special Investigations (RAFB 1966; RAFBHA 1970 and 1999). It currently holds  
 2 USCG offices. The building stands with other WWII-era base buildings along Hangar Road.

3 The former photographic laboratory is one-story tall and concrete (**Photos 6.1-240** through **6.1-  
 4 243**). A widely overhanging flat roof covers its square form, which is extended at the rear (east)  
 5 by a small original wing that holds an entry foyer. The building is more decoratively, if still simply,  
 6 finished than most of its contemporaries. It has a tall raised foundation mirrored by a shallower  
 7 plain frieze. Its front (west-facing) entry is set in a central projection that steps back toward the  
 8 doorway. Alterations to the building include the enclosure of some window bays, the reduction in  
 9 size by half of other windows, and the replacement of sash.

10 Building 408 is at its original location and retains much of its setting. It appears to have lost its  
 11 integrity of design, materials, workmanship, feeling, and association through changes to its  
 12 window bays. It does not possess sufficient integrity to support any historic, associational, or  
 13 architectural significance it might have, and it is unlikely to yield important historic information.  
 14 The Army erected many such support buildings at Borinquen field and other bases throughout  
 15 the continental US, the Caribbean, and elsewhere during WWII. It is therefore recommended as  
 16 not individually eligible for National Register listing under any of the Register’s Criteria.



17 Building 408 (Photographic Laboratory): Photo 6.1-240, left, north side and west front elevations; Photo 6.1-241, right,  
 18 west front and south side elevations.



19 Building 408 (Photographic Laboratory): Photo 6.1-242, left, south side and east rear elevations;  
 20 Photo 6.1-243, right, east rear and north side elevations.

**1 6.1.5.4. BUILDING 409 (AIR CORPS GARAGE)**

2 Erected in the early 1940s, Building 409 is identified on the 1944 map as an Air Corps garage.  
3 The 1966 map identifies it as a communications center. By 1999 it still functioned as a  
4 communications center, but for the USCG rather than the Air Force. The USCG appears to  
5 continue to use it in part for that function (RAFB 1966; RAFBHA 1970 and 1999). A second, once-  
6 identical, former garage (Building 410) stands to its north. Buildings 409 and 410 are nearly  
7 identical to, but longer than, Building 501, erected contemporaneously on Borinquen Avenue to  
8 the west. WWII-era base buildings stand to its west, but the resources to its east were erected in  
9 recent years.

10 Building 409 is a rectangular, flat-roofed, one-story, concrete building (**Photos 6.1-244 through**  
11 **6.1-247**). It has a flat surface finish that is divided into seven bays by rectilinear pilasters and  
12 edged below ventilators at the eaves by two incised parallel lines. How many garage bays the  
13 building originally held is not known. A 1955 photograph depicting its front (south) elevation, as  
14 well as evident infill, indicates that many of its original windows, entries, eave-level ventilators,  
15 and garage bays have been enclosed or otherwise replaced or altered (RAFBHA 2015c).

16 Building 409 is at its original location and some of its setting is intact, but appears to have lost its  
17 integrity of design, materials, workmanship, feeling, and association due to numerous changes to  
18 its ventilator, window, garage, and entry bays. Further, it has no historic, associational, or  
19 architectural significance and is unlikely to yield important historic information. The Army erected  
20 many such support buildings during WWII at Borinquen and other bases throughout the  
21 continental US, the Caribbean, and elsewhere. Therefore, the building is not recommended as  
22 individually eligible for National Register listing under any of the Register's Criteria.



1 Building 409 (Air Corps Garage): Photo 6.1-244, left, west side and south front elevations; Photo 6.1-245, right, south  
2 front and east side elevations.



3 Building 409 (Air Corps Garage): Photo 6.1-246, left, north rear and east side elevations with Building 410 at right;  
4 Photo 6.1-247, right, annotated 1955 aerial (source (RAFBHA 2015c).

##### 5 **6.1.5.5. BUILDING 409 (AIR CORPS GARAGE)**

6 Like its mate to the north (Building 409), this building was erected in the early 1940s as an Air  
7 Corps garage. By 1966 it had been converted to a flight simulator building 1966 map identifies it  
8 as a communications center. By 1999 it still functioned as a flight simulator building, but for the  
9 USCG rather than the Air Force. Still in USCG hands, it appears to have at least in part reverted  
10 to its early function as a garage and shop (RAFB 1966; RAFBHA 1970 and 1999). WWII-era base  
11 buildings stand to its west, but the resources to its east are recently built.

12 Again, like its neighbor, this building is a rectangular, flat-roofed, one-story, concrete garage  
13 (**Photos 6.1-248 through 6.1-250**). It has a flat surface finish that is divided into seven bays by  
14 rectilinear pilasters and edged below ventilators at the eaves by two incised parallel lines. Its  
15 original number of garage bays is not known, but a 1955 aerial depicting its rear (south) elevation,  
16 as well as evident infill, indicates that many of its original windows, entries, eave-level ventilators,  
17 and garage bays have been enclosed or otherwise replaced or altered.

18 Building 410 is at its original location and some of its setting is intact, but it appears to have lost  
19 its integrity of design, materials, workmanship, feeling, and association due to numerous changes  
20 to its ventilator, window, garage, and entry bays. Further, it has no historic, associational, or  
21 architectural significance and is unlikely to yield important historic information. The Army erected  
22 many such support buildings during WWII at Borinquen and other bases throughout the

1 continental US, the Caribbean, and elsewhere. Therefore, the building is not recommended as  
 2 individually eligible for National Register listing under any of the Register’s Criteria.



3 Building 410 (Air Corps Garage): Photo 6.1-248, left, east side and north front elevations; Photo 6.1-249, right, south  
 4 rear and east side elevations.



5 Building 410 (Air Corps Garage): Photo 6.1-250, west side and south rear elevations with Building 409 at far left.

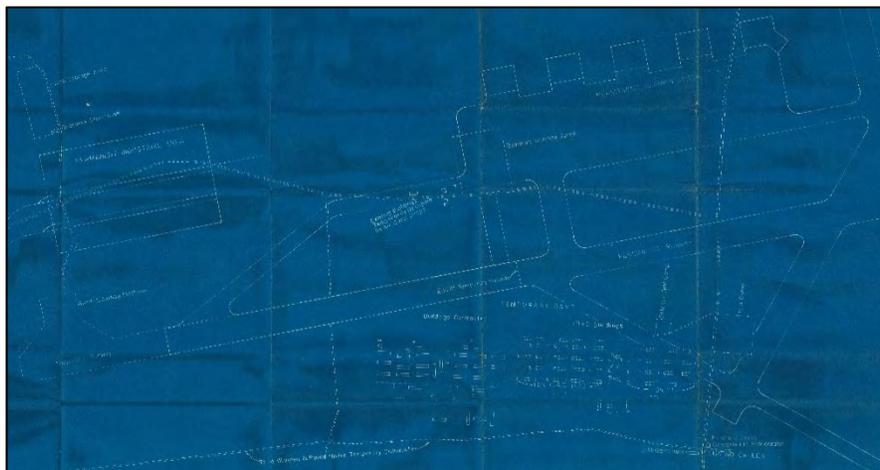
6 **6.1.6. RAFAEL HERNANDEZ AIRPORT RUNWAY 8/26**

7 Borinquen Field was erected beginning in September 1939 on about 3,800 acres of farmland that  
 8 mostly produced sugar cane, along with cassava, coconuts, cotton, fruits, and sweet potatoes  
 9 (Smith and RABHA 2004; Feliciano Ramos 2011:5-6; Conn et al. 2000:322-325; Reynolds and  
 10 Gardner 2014:26-30). By the end of October, the Borinquen Field runway—now Rafael  
 11 Hernandez Airport Runway 8/26—was “practically completed,” according to numerous mainland  
 12 newspaper accounts (Clarion-Ledger, October 27, 1939.) (**Figure 6.1-7**) According to a follow-up  
 13 account of late March 1940, also much-reported (Knoxville Journal, March 31, 1940):

14 Three thousand men were put to work clearing 1900 acres at 8 o’clock one  
 15 morning. At 4 o’clock that afternoon enough space was cut out to land the first  
 16 plane. Before six months had passed a 4000-foot-long runway had been built  
 17 parallel to the trade winds track, and temporary Army barracks were complete.

18 Another 1940 news story stated the runway was built of “native rock and asphalt” (Arizona Daily  
 19 Star, May 7, 1940).

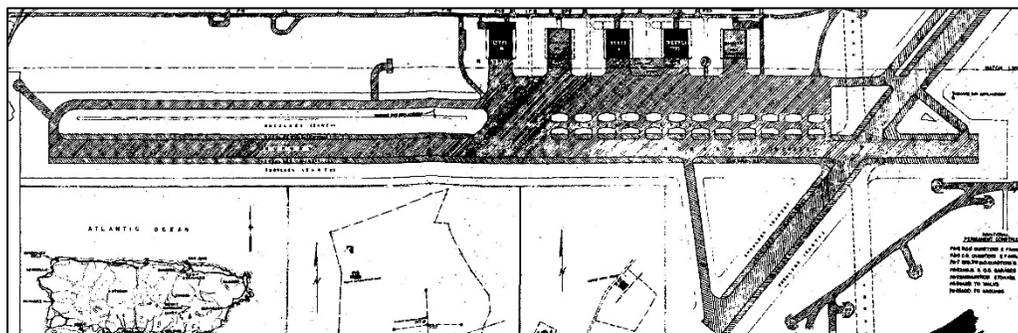
1 **Figure 6.1-7 Temporary Construction, Borinquen Field, December 1939**



2 Note the orientation of the five planned concrete hangars at upper right to north of the runway.

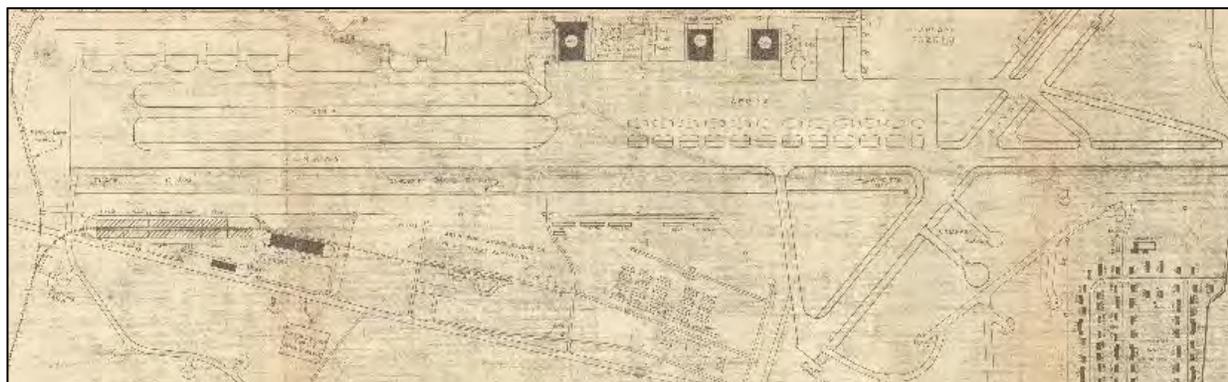
3 The runway was used extensively during WWII. Various bombardment squadrons were stationed  
 4 at Borinquen and its “primary mission...gradually became as a landing field, refueling station and  
 5 aircraft service depot for American aircraft of all types flying to the European and African war  
 6 theaters.” In 1943 the runway and base processed more than 10,000 aircraft, both tactical and  
 7 cargo/passenger. This heavy usage is reflected in the runway’s multiple extensions during the  
 8 war (Smith and RAFBHA 2004) (**Figures 6.1-8 and 6.1-9, Photo 6.1-251**).

9 **Figure 6.1-8 US Engineer Office, January 1943 Progress Plan**



10 Note long extension to west.

11 **Figure 6.1-9 Reservation Layout Plan, May 1944**



1

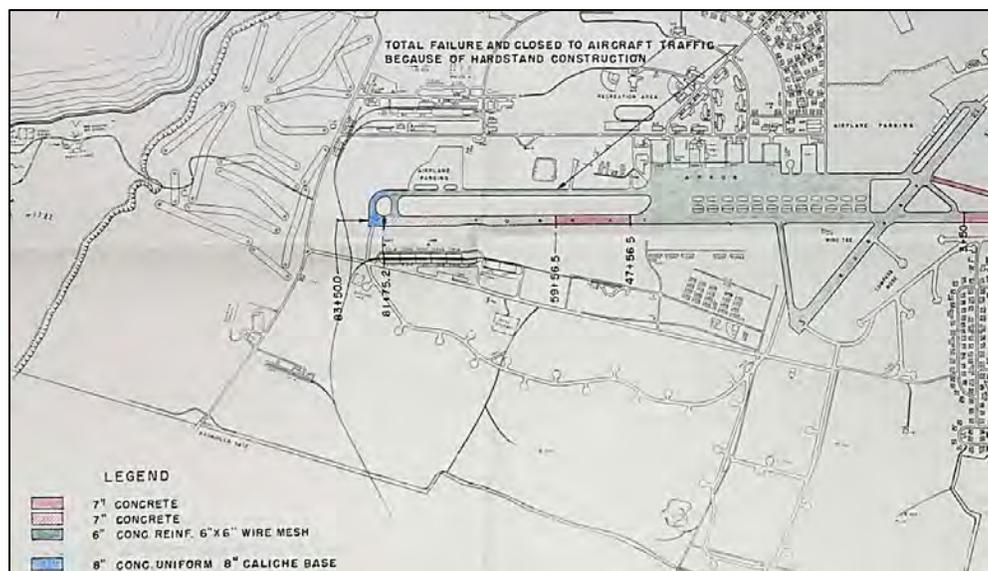
Note extension to east.



2 Photo 6.1-251 Runway to south of concrete hangars, 1943 (or 1945) (source: RAFBHA 2015b).

3 The close of the war did not end the heavy use of the runway and base. Borinquen extended its  
 4 runway yet again in January 1946 (Smith and RAFBHA 2004). A May 1948 plan indicates that  
 5 various construction materials had been used at the runway over time or were planned to be  
 6 added: 7" concrete, 6" reinforced concrete, 8" concrete with an 8" caliche (nitrate-bearing gravel  
 7 or rock) base. At least one taxiway of hardstand (compacted gravel) construction had failed and  
 8 been closed to aircraft traffic (**Figure 6.1-10**). How much of the runway was reconstructed at this  
 9 time is not known.

10 **Figure 6.1-10 Air Installation Office Reservation Layout Plan, May 1948**



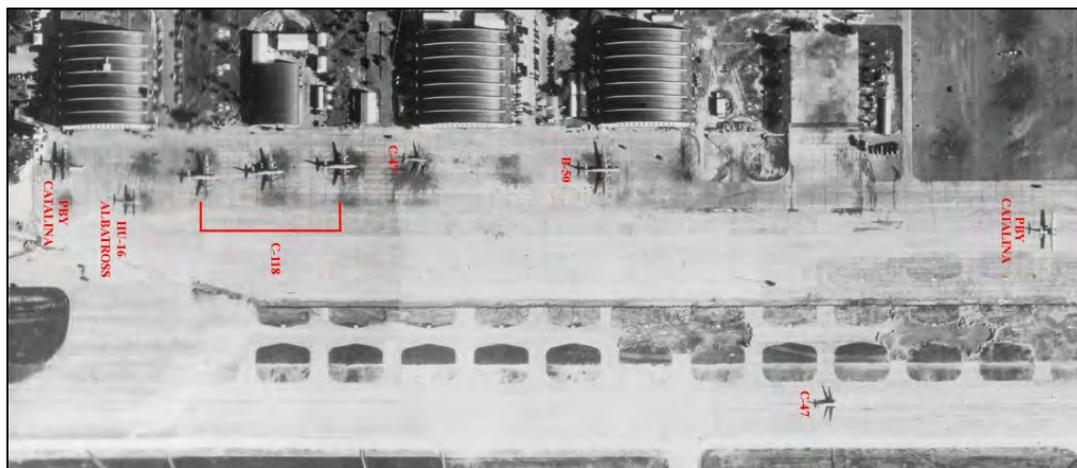
11 By 1951 the runway had been extended to east and west again to 11,700', its current length (SAC  
 12 1951) (**Figures 6.1-11** and **Photo 6.1-252**). It has undergone additional changes, however, since

1 1951. In the mid-/late-1950s, SAC added Taxiway 2 and its checkerboard apron to the south,  
 2 along with connectors to the runway. These were erected with money provided to SAC in 1955  
 3 for construction of various facilities at Ramey Air Force Base, including airfield pavement  
 4 (*Congressional Record* 1955:8667). Due to the heavy weight of the B-52s that SAC used at the  
 5 base, the main runway may well have been repaved or otherwise strengthened at this time. The  
 6 runway currently looks essentially the same as it did in the mid-1960s (SAC 1964 and 1966)  
 7 (Figure 6.1-12).

8 **Figure 6.1-11 Strategic Air Command Grass Cutting Areas, August 1951**



9 Note that runway has been extended to east and west to current length.



10 Photo 6.1-252 Various aircraft at taxiway and runway south of concrete hangars (source: RAFBHA 2015c).

1

Figure 6.1-12 Strategic Air Command Master Plan, November 1966



2 Note change to taxiway in front of three central concrete hangars and addition of Taxiway 2 and connectors at south.

3 BQN Runway 8/26 is at its original location and retains much of its setting, framed by buildings  
 4 erected by the Army and Air Force during WWII and the Cold War. However, it appears to have  
 5 lost much its integrity of design, materials, workmanship, feeling, and association due to  
 6 numerous extensions, rebuilding, and other changes to it. It is not believed to possess sufficient  
 7 integrity to support any historic, associational, or architectural significance it might have, and it is  
 8 unlikely to yield important historic information. The Army, Air Force, and SAC erected runways at  
 9 all of the many air bases they built throughout the continental US, the Caribbean, and elsewhere  
 10 during the WWII and the Cold War. The runway is therefore recommended as not individually  
 11 eligible for National Register listing under any of the Register's Criteria.

### 12 6.1.7. BORINQUEN FIELD CONCRETE HANGARS AND CONTROL 13 TOWER (SOUTHWEST OF HANGAR AND WING ROADS)

#### 14 History

15 Not long after the tents went up at Borinquen Field in September 1939, construction work began  
 16 on numerous temporary and permanent buildings, a permanent runway, and other resources  
 17 (Smith and RABHA 2004). From the outset, the field's most prominent and central resources  
 18 were the runway and, on its north, Hangar 2 (Building 402), Hangar 3 (Building 403), Hangar 5  
 19 (Building 405), and the Control Tower (Building 400). By the end of October, a rudimentary runway  
 20 was "practically completed" and by March 1940 a 4,000-foot-long permanent runway was in  
 21 operation (*Clarion-Ledger*, October 27, 1939; *Knoxville Journal*, March 31, 1940). Work on the  
 22 massive hangars and the tower took much longer. Indeed, it is not clear whether construction of  
 23 the hangars, and perhaps the tower as well, began until 1941. In January of that year the US  
 24 Army Corps of Engineers took over responsibility for construction of Borinquen from the  
 25 Quartermaster Corps and saw to it that "civilian contractors undertook the major Caribbean  
 26 construction tasks from the start" (Hendricks 1993:22). The four buildings may not have been

1 finished until 1942, when “major construction at Borinquen Field” was completed (Bykofsky and  
 2 Larson 1957:22) (**Photos 6.1-253 and 6.1-254**).

3 Photo 6.1-253, left, Hangar 5 under construction, 1941; Photo 6.1-254, right, construction of runway and Hangars 3



4 and 2 (left to right), 1941 (source: RAFBHA 2015a).

5 The three hangars were among a small early group of advanced, thin-shell, reinforced-concrete  
 6 hangars and warehouses erected in the United States in the early 1940s (**Photos 6.1-255 and**  
 7 **6.1-256**). According to Weitze (1999a:26) in her context for Cold War infrastructure, they were  
 8 designed by Anton Tedesko of the Chicago engineering firm Roberts & Schaefer:

9 From 1939 through World War II, and continuing with the two prototype B-36  
 10 hangars for SAC in 1947, Tedesko designed key thin-shell reinforced concrete  
 11 structures for the US military, running field tests on many to ascertain their  
 12 structural performance once formwork was removed....Tedesko’s earliest hangars  
 13 included three for the Army Air Corps at Borinquen Field, Puerto Rico (project cost:  
 14 \$1,100,000); 16 (seaplane, maintenance, electronics testing, radar and flight  
 15 testing) for the Navy at North Island, San Diego (two: \$1,000,000), Philadelphia  
 16 (one: \$1,000,000), Patuxent, Maryland (12: \$5,250,000), and Richmond, Virginia;  
 17 six for the Army Signal Corps and the Army Air Forces at Wright Field, Dayton,  
 18 Ohio (\$1,125,000); and two for the Army Air Forces at Andrews Field, Maryland  
 19 (\$400,000). Especially spectacular were groupings of Navy and Army warehouses,  
 20 each warehouse 182 feet wide and 1,562 feet long, side by side, in Richmond and  
 21 Norfolk, Columbus and Dayton, and Bayonne, New Jersey, 1940-1943. In all, by  
 22 July 1946, Roberts & Schaefer—through the work of Anton Tedesko—claimed “28  
 23 concrete hangars and six million square feet of concrete warehouses and shops  
 24 for the Navy, Air Corps and Quartermaster Corps...all in ‘Z-D’ [thin-shell reinforced  
 25 concrete] type construction.”

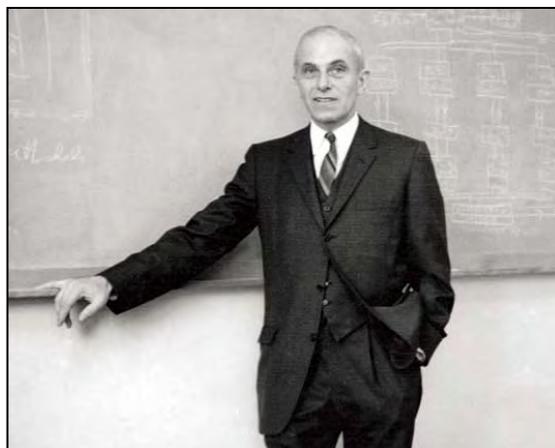
26 The Chicago firm Graham, Anderson, Probst & White had been selected in January 1941 as  
 27 Borinquen’s architects and engineers (*Honolulu Star-Bulletin*, January 22, 1941; *Tampa Tribune*,  
 28 January 23, 1941; *Defense* 1941:3), but apparently was required to use the designs of Tedesko  
 29 and their Chicago competitors. Roberts & Schaefer averred at the end of the war that their work  
 30 on the design in the United States had advanced since the early 1930s “from a theory based on

1 mathematical calculations to a complete method of practical concrete construction” (Weitze  
 2 1990a:26). Although the form was to become relatively common in the late 1940s, 1950s, and  
 3 1960s, the 28 hangars built for the military with Tedesko’s designs were unusual monumental  
 4 buildings, particularly in the early 1940s when the Borinquen hangars were built.



5 Photo 6.1-255, left, US Naval Air Station Patuxent River hangars, 1942; Photo 6.1-256, right, Army Air Forces Wright  
 6 Field hangars, 1943-45; all designed by Anton Tedesko and Roberts & Schaefer (source of both: Weitze 1999a:27;  
 7 photographer of Wright Field hangars: Karen J. Weitze)

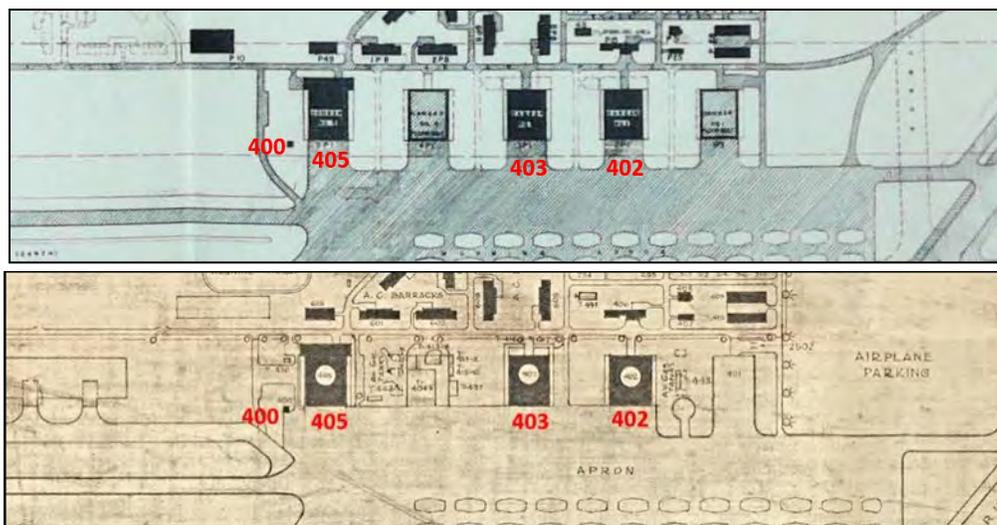
8 In the 1920s, the German engineering firm Dyckerhoff and Widmann and engineer Walter  
 9 Bauerfeld created the first thin-shell, reinforced-concrete structure for a planetarium dome. In  
 10 1932 Dr. Anton Tedesko (1903-1994) of the firm emigrated to the United States under a joint  
 11 agreement it set up with Roberts & Schaefer to promote its thin-shell patents. He designed a small  
 12 dome in 1934 for New York’s Hayden Planetarium and, in 1936, the country’s first long-span, thin-  
 13 shell, reinforced-concrete building, the Hershey Arena in Pennsylvania (Hines and Billington  
 14 2004; Weitze 2019a:24-25; Viest 1966; Evans 2007) (**Photos 6.1-257 and 6.1-258**).



15 Photo 6.1-257, left, Hershey Arena under construction;  
 16 Photo 6.1-258, right, Anton Tedesko (source of both: Clark 2009)

17 The three Borinquen hangars were initially planned to be five. A mid-1942 base plan shows  
 18 Hangars 2, 3, and 5 (Buildings 402, 403, and 405, respectively) completed, along with the control  
 19 tower just to their west. It also includes the footprints of what would have been Hangar 1, east of

1 2, and Hangar 4 between 3 and 5 (US Engineer Office 1942). The “Reservation Layout” plan of  
 2 May 1944 no longer includes footprints for the two unbuilt hangars. According to Gerry Giles of  
 3 the RAFBHA (2019), the materials for Hangar 1 may have been lost at sea, helping to scuttle its  
 4 construction. Some footings for the heavy concrete anchors that would have edged the east side  
 5 of the hangar were erected and still remain in place (**Photos 6.1-259 – 6.1-261**).



6 Photo 6.1-259 Top, US Engineer Office “Project Plan North of Runway,” July 1942; bottom, “Reservation Layout,  
 7 Ramey Air Force Base” plan, May 1944.



8 Photo 6.1-260 Left, looking north with Hangar 2 at far left and footings for never-built Hangar 1 at far right; right, zoomed  
 9 image of footings (source: Google Earth imagery, 2016).



10 Photo 6.1-261 Locations of Control Tower and three hangars between runway on south and Hangar Road on north.

### 1 6.1.7.1. HANGAR 2 (BUILDING 402)

2 Hangar 2 is the easternmost of the three hangars. Like the other two, it was designed by Anton  
3 Tedesco and erected c.1941 as a long-span, thin-shell, reinforced-concrete building. It is nearly  
4 square, about 265' across and 255' deep. Its large open hangar area encompasses more than an  
5 acre. The building's concrete arch is supported by 15 regularly spaced ribs. Seven tall ribs, which  
6 extend well above its roof, arch over it from its south runway-facing elevation to an eighth shorter  
7 rib that doubles as a parapet for the north Hangar Road-facing elevation. Between the seven tall  
8 ribs and the north parapet rib are seven shorter ribs that only rise a short distance above the roof.  
9 The seven tall ribs curve down to anchorages in substantial concrete buttresses on the ground.

10 The south elevation is dominated by two sets of original telescoping doors that slide, overlap, and  
11 open up access to the entire hangar space—minus that set aside at either side for offices and  
12 other use—when fully pushed to either side (**Photos 6.1-262 through 6.1-267**). The metal and  
13 glass hangar doors appear to be original and can be seen in a 1955 image. A contemporary metal  
14 sign affixed to a wall inside the doors reads "HANGAR C-130 TAILDOOR SOUTHSIDE 4 FEET  
15 WIDE X 41 FEET HIGH TOTAL HORIZONTAL SPAN 178 FEET." Regularly spaced projecting  
16 ribs extend from above the doors to the bottom of the tall rib curving crossing the elevation. The  
17 original name of the building remains impressed across the top of the curve, "FLIGHT HANGAR  
18 NO. 2."



19 Hangar 2: Photo 6.1-262, left, west side and south runway elevations; Photo 6.1-263, right, south runway and east side  
20 elevations.



1 Hangar 2: Photo 6.1-264, left, south runway elevation in 1955, note doors (source: Televue Productions); Photo 6.1-  
 2 265, right, south runway and east side elevations with same doors.



3 Hangar 2: Photo 6.1-266, left, south runway elevation, not ribs, inset “Flight Hangar No. 2” name and tailfin opening;  
 4 Photo 6.1-267, right, south runway elevation, note doors.

5 The north elevation facing Hangar Road retains its two original, metal-and-glass, hangar doors at  
 6 its center (**Photos 6.1-268 through 6.1-271**). A sign at the runway-side doors describes each as  
 7 “HANGAR FRONT MAIN DOOR SOUTHSIDE MAX. VERTICAL HEIGHT 37 FEET.” Regularly  
 8 spaced projecting ribs that read like pilasters rise from the ground to either side of the doors, and  
 9 from the door lintels, up to the curved arch of the roof. Windows are paired between the ribs to  
 10 either side of the doors; window bays above are covered with sheet metal. At the east and west  
 11 side elevations the roof flattens and juts out in wide overhangs, shading the two stories of office  
 12 and other non-hangar-floor space on either side. These elevations also have paired windows and  
 13 some doors at the first story between the anchoring concrete buttresses. Paired windows cross  
 14 the elevations above, serving the second-story rooms. Most of the windows on the side elevations  
 15 are in place, although it not clear if they are original. (Whether the hangar retains any original  
 16 windows was not determined.) A few bays have been filled by concrete or concrete block and  
 17 some are closed by sheet metal.

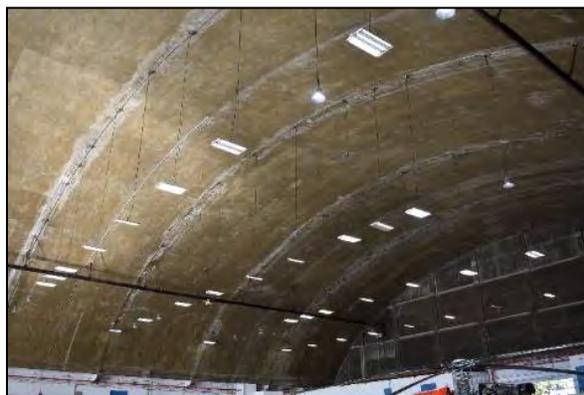


18 Hangar 2: Photo 6.1-268, left, east side and north street-side elevations; Photo 6.1-269, right, north street-side  
 19 elevation, note ribs and original hangar doors.



1 Hangar 2: Photo 6.1-270, left, north street-side and west side elevations; Photo 6.1-271, right, anchor buttresses on  
 2 west side elevation, looking north.

3 Inside the hangar the sweeping concrete ceiling is exposed (**Photos 6.1-272 through 6.1-275**). It  
 4 is essentially a smooth surface, although wires that serve hanging light fixtures extend across it.  
 5 Rectangular concrete panels divided by ribs mark the north elevation. Concrete and horizontal  
 6 ribs cover the much shallower exposed wall at the south elevation. Across the east and west side  
 7 elevations doors enter into office and other space beyond the hangar floor. A walkway serves  
 8 doors into the rooms above. Two levels of rooms at the north elevation between the north hangar  
 9 doors have either been modernized or are not original.



10 Photos 6.1-272 and 6.1-273, Hangar 2: looking northwest in hangar at roof and wall.  
 11 Hangar 2: Photo 6.1-274, left, looking southwest in hangar toward runway-side doors;



12 Photo 6.1-275, right, looking northeast toward roof and levels of subsidiary space along east side

1 USCG Air Station Borinquen currently occupies the building, which houses USCG planes,  
2 helicopters, maintenance equipment, and offices. In 1971 Air Station San Juan, the station's  
3 predecessor, relocated from Isla Grande Naval Station to Ramey Air Force Base and for a time  
4 took on the name Air Station Puerto Rico. The USCG took over occupancy of the hangar from  
5 the United States Navy in July 1976. (Between the base closing in 1973 and 1976, the facility was  
6 in the hands of the Commonwealth of Puerto Rico and the Navy; the latter occupied the hangar  
7 during that time.) The USCG carefully maintains the building, although damage to the roof in 2017  
8 by Hurricane Maria appears to have led to some water damage.

### 9 **Individual Eligibility to the National Register**

10 Hangar 2 is remarkably intact. Alterations are minor, limited largely to window bays. It retains its  
11 form and design and even its two sets of hangar doors. It is believed to retain its integrity of  
12 location, design, setting, materials, and workmanship, and therefore to also retain its integrity of  
13 feeling and association. It still stands along an airstrip within a former military facility, in the  
14 company of other contemporary buildings, most notably hangars 3 and 5 and Borinquen Field's  
15 original control tower. The hangar is believed to be historically significant under National Register  
16 Criterion A in the area of engineering for its early and important, long-span, thin-shell, reinforced-  
17 concrete design. It is also believed to be historically significant under Criterion A for the important  
18 role it played in the military during WWII and the Cold War. It clearly fits within the definition of the  
19 military area of significance, for it was built for "defending the territory and sovereignty of a  
20 people." The hangar is further believed to be significant in the areas of significance of architecture  
21 and engineering under Criterion C as embodying the distinctive characteristics of its type, period,  
22 and method of construction. And it is believed to be eligible under Criterion C as representing the  
23 work of a master, pioneering engineer Anton Tedesko. (In 2004 MWH Americas also  
24 recommended the hangar as National Register-eligible under Criteria A and C). The hangar is not  
25 believed to be National Register eligible under Criterion B, for it has no known important  
26 association with the lives of persons significant in our past. It is also believed to be unlikely to  
27 yield information important in history that could not be collected from other sources and to  
28 therefore not be eligible under Criterion D. Due to its significance in the identified areas, and its  
29 retention of the integrity necessary to support that significance, Hangar 2 is recommended as  
30 individually eligible for National Register listing under Criteria A and C. The recommended  
31 National Register boundaries for Hangar 2 are pictured below in **Figure 6.1-13**. They take in the  
32 immediate area around the hangar, including a section of apron to its south. This area was  
33 historically associated with the hangar.

### 34 **Eligibility to the National Register as Part of a Historic District**

35 Hangar 2 is also believed to be National Register eligible as a contributing building to the  
36 Borinquen Field Concrete Hangars and Control Tower Historic District. This proposed historic  
37 district is discussed separately below.

#### 38 **6.1.7.2. HANGAR 3 (BUILDING 403)**

39 Hangar 3 is located between Hangars 2 and 5. Like the other two, it was designed by Anton  
40 Tedesko and erected c.1941 as a long-span, thin-shell, reinforced-concrete building. It is nearly

1 square, about 265 feet across and 255 feet deep (**Photos 6.1-276 through 6.1-281**). Its large  
 2 open hangar area covers more than an acre. Its concrete arch is supported by 15 regularly spaced  
 3 ribs. Seven tall ribs extending well above its roof arch over it from its south runway-facing elevation  
 4 to an eighth shorter rib that doubles as a parapet for the north street-side elevation. Between the  
 5 seven tall ribs and the north parapet rib are seven shorter ribs that only rise a short distance above  
 6 the roof. The seven tall ribs curve down to anchorages in substantial concrete buttresses on the  
 7 ground.

8 Like Hangar 2, its south elevation is dominated by two sets of original telescoping doors that slide,  
 9 overlap, and open up access to the entire hangar space—minus that set aside at either side for  
 10 offices and other use—when fully pushed to either side. The metal and glass hangar doors are  
 11 original. Regularly spaced projecting ribs extend from above the doors to the bottom of the tall rib  
 12 curving crossing the elevation. The original name of the building remains set into the southern  
 13 concrete rib at the top of its curve, “FLIGHT HANGAR NO. 3.”



14 Hangar 3: Photo 6.1-276, left, south runway and east side elevations; Photo 6.1-277, south runway elevation.



15 Photos 6.1-278 and 6.1-279, Hangar 3: detail views of west set of south runway-facing hangar doors.



1 Hangar 3: Photo 6.1-280, left, west side and south runway elevations; Photo 6.1-281, right, west side elevation  
 2 buttresses.

3 On the north Hangar Road elevation, the building no longer retains its original hangar doors  
 4 (**Photos 6.1-282 through 6.1-285**). Where they stood, later solid walls with doors for foot traffic  
 5 are now in place. Regularly spaced, pilaster-like, projecting ribs climb from the ground to either  
 6 side of the current central panels, and from the lintels above them, to the curved arch of the roof.  
 7 Windows once paired between the ribs to either side of the doors have largely been filled in or  
 8 otherwise altered; horizontal window bays above remain in place. At the east and west side  
 9 elevations the roof flattens and juts out in wide overhangs, shading the two stories of office and  
 10 other non-hangar-floor space on either side. These elevations retain original window bays and  
 11 doorways at the first story and window bays above set between the anchoring concrete  
 12 buttresses. (Whether the hangar retains any original windows was not determined.) Some of the  
 13 bays have enclosed.



14 Hangar 3: Photo 6.1-282, left, north street-side elevation; Photo 6.1-283, right, north street-side elevations, note ribs  
 15 and infill of original hangar doors.



1 Hangar 3: Photo 6.1-284, left, north street-side and W side elevations; Photo 6.1-285, right, north street-side and west  
 2 side elevations, note intact bays at side elevation.

3 Inside the hangar the sweeping concrete ceiling is largely hidden by a screen of plastic mesh  
 4 (**Photos 6.1-286 through 6.1-289**). Hurricane Maria damaged the roof and water infiltration has  
 5 loosened bits of the ceiling; the mesh protects those working below from fragments of falling  
 6 debris. The ceiling is in place and visible through the mesh, although it is hard to capture in  
 7 photographs. It is essentially a smooth surface, although wires that serve hanging light fixtures  
 8 extend across it. Behind the mesh, rectangular concrete panels divided by ribs mark the north  
 9 elevation, and concrete and horizontal ribs cover the much shallower exposed wall at the south  
 10 elevation. Across the east and west side elevations doors enter into office and other space beyond  
 11 the hangar floor. A walkway serves doors into the rooms above. Two levels of rooms at the north  
 12 elevation remain in place but are partially hidden by metal screens at the first floor and wallboard  
 13 and FedEx signage at the second.



14 Hangar 3: Photo 6.1-286, left, looking northwest at hangar interior in 1945 (source: RAFBHA 2015b); Photo 6.1-287,  
 15 right, looking northwest at north wall and roof; note that wall, roof, and hanging light supports beneath mesh continue  
 16 to look those in the 1945 image.



1 Hangar 3: Photo 6.1-288, left, looking southeast toward east flank of rooms and runway-side elevation; Photo 6.1-289,  
2 right, looking southwest toward west flank of rooms and runway-side elevation.

3 Since the early 2000s, FedEx has operated out of the BQN. Historically, their primary business at  
4 the airport has been processing flowers shipped from South America. They occupy Hangar 3 and  
5 also the 1980s-era hangar immediately to the west.

### 6 Individual Eligibility to the National Register

7 Hangar 3 is extremely intact. Alterations are relatively minor, limited largely to window bays and  
8 the removal of the street-side set of hangar doors. It retains its form and design and its runway-  
9 side of hangar doors. It is believed to retain its integrity of location, design, setting, materials, and  
10 workmanship, and therefore to also retain its integrity of feeling and association. It still stands  
11 along an airstrip within a former military facility, in the company of other contemporary buildings,  
12 most notably hangars 2 and 5 and Borinquen Field's original control tower. The hangar is believed  
13 to be historically significant under National Register Criterion A in the areas of engineering and  
14 architecture for its early and important, long-span, thin-shell, reinforced-concrete design. It is also  
15 believed to be historically significant under Criterion A for the important role it played in the military  
16 during WWII and the Cold War. It clearly fits within the definition of the military area of significance,  
17 for it was built for "defending the territory and sovereignty of a people." The hangar is further  
18 believed to be significant in the areas of significance of architecture and engineering under  
19 Criterion C as embodying the distinctive characteristics of its type, period, and method of  
20 construction. And it is believed to be eligible under Criterion C as representing the work of a  
21 master, pioneering engineer Anton Tedesko. The hangar is not believed to be National Register  
22 eligible under Criterion B, for it has no known important association with the lives of persons  
23 significant in our past. It is also believed to be unlikely to yield information important in history that  
24 could not be collected from other sources and to therefore not be eligible under Criterion D. Due  
25 to its significance in the identified areas, and its retention of the integrity necessary to support that  
26 significance, Hangar 3 is recommended as individually eligible for National Register listing under  
27 Criteria A and C. The recommended National Register boundaries for Hangar 3 are pictured  
28 below in **Figure 6.1-13**. They take in the immediate area around the hangar, including a section  
29 of apron to its south. This area was historically associated with the hangar.

### 30 Eligibility to the National Register as Part of a Historic District

1 Hangar 3 is also believed to be National Register eligible as a contributing building to the  
2 Borinquen Field Concrete Hangars and Control Tower Historic District. This proposed historic  
3 district is discussed separately below.

#### 4 **6.1.7.3. HANGAR 5 (BUILDING 405)**

5 Hangar 5 is the easternmost of the three hangars. Off its southwest corner stands the Control  
6 Tower. Like the other two, it was designed by Anton Tedesco and erected c.1941 as a long-span,  
7 thin-shell, reinforced-concrete building. Its original block is nearly square, about 265' across and  
8 255' deep (**Photos 6.1-290 through 6.1-293**). Its former hangar area encompasses more than an  
9 acre. The building's concrete arch is supported by 15 regularly spaced ribs. Seven tall ribs, which  
10 extend well above its roof, arch over it from its south runway-facing elevation to an eighth shorter  
11 rib that doubles as a parapet for the north Hangar Road-facing elevation. Between the seven tall  
12 ribs and the north parapet rib are seven shorter ribs that only rise a short distance above the roof.  
13 The seven tall ribs curve down to anchorages, now hidden, in substantial concrete buttresses on  
14 the ground.

15 At the hangar's south runway-side elevation, regularly spaced projecting ribs extend from above  
16 the site of its doors to the bottom of the tall rib curving across the top of the elevation. The original  
17 name of the building remains set into the southern concrete rib, "ALTITUDE 212 BASE HANGAR  
18 NO. 5. While the top part of the elevation remains intact, the area below that once contained  
19 massive sets of sliding hangar doors has been enclosed. It is now crossed by ground-level doors  
20 and numerous window bays above.



21 Hangar 5: Photo 6.1-290, left, south runway and east side elevations with control tower at left; Photo 6.1-291, right,  
22 south runway elevation with control tower at left, 1954 (source: RAFBHA 2015c).



1 Hangar 5: Photo 6.1-292, left, west side and south runway-facing elevation with control tower at left; Photo 6.1-293,  
2 right, north street-facing and east side elevations.

3 In the late 1970s, the airport began commercial operations as BQN. The terminal at that time was  
4 located at the vacant squadron operations building (Building 1071), at the SAC alert facility to the  
5 south (discussed below), which was altered to serve that function (Giles 2019). In the 1980s the  
6 airport began to receive increased traffic as an alternative to San Juan’s Luis Muñoz Marín  
7 International Airport. The heavier passenger load led the PRPA to convert Hangar 5 into the  
8 airport’s terminal in the mid-2000s. This in turn led to the removal of the hangar doors on the north  
9 and south elevations and other changes to the building. The hangar’s north street-side elevation  
10 retains exposed ribs within the curve of its arch, as do the other two hangars (**Photos 6.1-294**  
11 **through 6.1-296**). Below, though, the original hangar doors have been removed and a modern,  
12 flat-roofed, one-story addition juts forward at the right and left; at the center the modern entry  
13 doors to the terminal are shaded by a deep canopy. The bays that crossed the elevation have  
14 been replaced by ones within the projecting additions. The east and west side elevations are  
15 similarly altered, as the front additions continue along them to the south. The original bays on  
16 these elevations are gone, replaced by those in the additions.

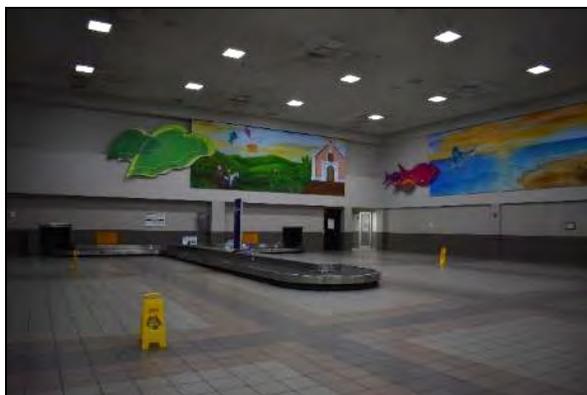
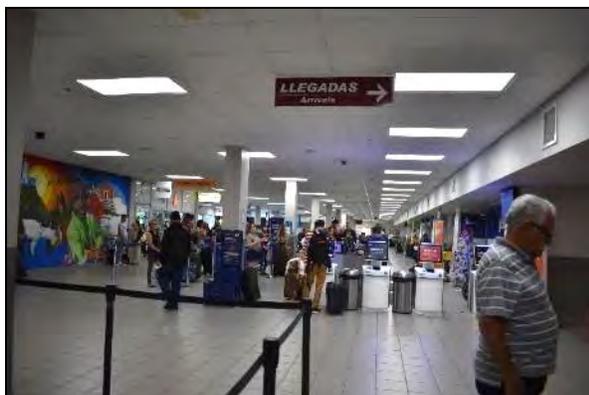


17 Hangar 5: Photo 6.1-294, left, north street-facing and east side elevations; Photo 6.1-295, right, north street-side  
18 elevation.



1 Photo 6.1-296 Hangar 5: E side and N street-side elevations.

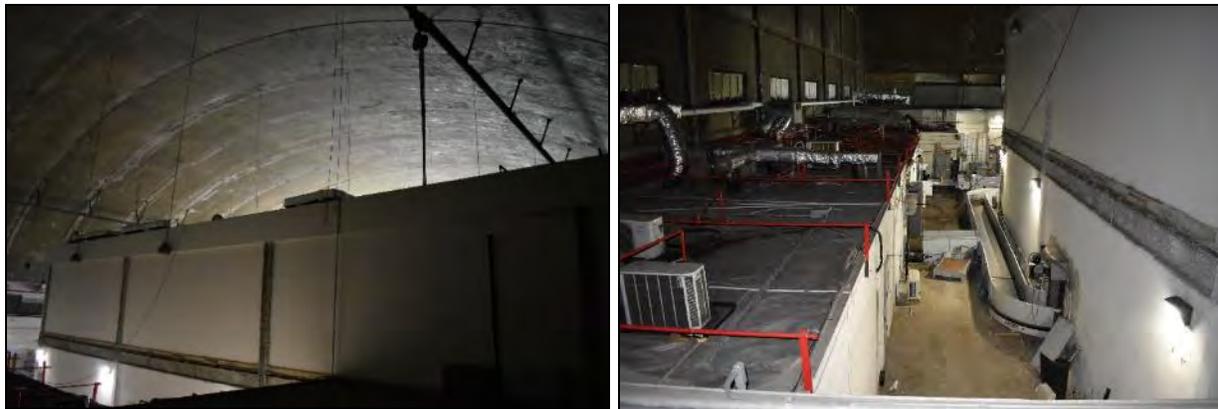
2 The interior is also heavily altered (**Photos 6.1-297 through 6.1-302**). The northern and central  
 3 parts of the building include coffee shops and restaurants, a large waiting area and ticket counters,  
 4 and a baggage claim area. Closer inspection, though, reveals that the building's roof and at least  
 5 its northern wall, on the inside as well as the outside, remain intact. The passenger and baggage  
 6 claim areas are contained within walls and ceilings erected independently within the original  
 7 spacious footprint of the hangar floor.



8 Hangar 5: Photo 6.1-297, left, ticket counters with north street-side entries at far left; Photo 6.1-298, right, baggage  
 9 claim area to south of ticket counters.



10 Hangar 5: Photo 6.1-299, left, looking northeast at interior of north street-side arch wall and ceiling; Photo 6.1-300,  
 11 right, detail of ribbing concrete ribbing at interior of north street-side arch wall.



1 Hangar 5: Photo 6.1-301, left, looking south at ceiling with body of passenger and baggage claim area visible  
 2 freestanding on hangar floor independent of roof; Photo 6.1-302, right, another view of freestanding construction within  
 3 original body of hangar.

#### 4 Individual Eligibility to the National Register

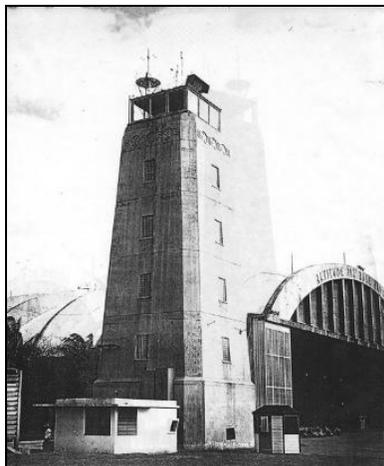
5 Hangar 5 retains its primary and most important feature, its long-span, thin-shell, reinforced-  
 6 concrete design. It also retains the concrete ribs and walls in its north and south-facing arches.  
 7 The remainder of the building, however, is much altered through the removal of all hangar doors  
 8 and original bays; the addition of new wings across the east, north, and west elevations; and the  
 9 construction of modern passenger and baggage areas within its original shell. Due to these  
 10 alterations, the building is not believed to retain sufficient integrity of design, materials, and  
 11 workmanship to support individual eligibility for National Register listing. However, due to the  
 12 retention of its thin-shell roof, concrete arched ribs, finish within its arches at its north and south  
 13 elevations, and overall design—as well as its continued location in a line with the contemporary  
 14 tower and hangars 2 and 3—it is believed to retain sufficient integrity to be a contributing building  
 15 within the Borinquen Field Concrete Hangars and Control Tower Historic District. This proposed  
 16 historic district is discussed separately below.

#### 17 6.1.7.4. CONTROL TOWER (BUILDING 400)

18 As it was not a Tedesco design, the Borinquen Field (now Rafael Hernandez Airport) Control  
 19 Tower was likely built in 1941 under the direction of Graham, Anderson, Probst & White,  
 20 Borinquen's architects and engineers (*Honolulu Star-Bulletin*, January 22, 1941; *Tampa Tribune*,  
 21 January 23, 1941; *Defense* 1941:3). Less complicated to construct and perhaps even more  
 22 important than the hangars, it was probably completed before them. It was standing by 1942,  
 23 when a photograph of its cabin or cab was taken (**Photos 6.1-303 through 6.1-307**).

24 The Control Tower is a six-story, reinforced-concrete, truncated obelisk. It has four sides that  
 25 taper in toward the top and chamfers at each corner, giving it a nominal octagonal footprint.  
 26 Narrow incised bands in the concrete separate the floors. The first floor is additionally set off by  
 27 a wider plinth-like footprint. The bottom bays originally held a centered entry on its north elevation  
 28 and bays centered on two or three of the other elevations originally filled with metal grilles or  
 29 louvers. Centered above at each side and story was a single bay also filled with grilles or louvers.

- 1 All of these upper bays are evident, although some have been closed in. Atop the fifth-story bays
- 2 are four incised lines divided by three regularly spaced, five-pointed stars—the symbol of the US
- 3 Army—rising within incised circles. An incised band rings the tower above these insignias.
  
- 4 A metal-and-glass flight control cab tops the tower. It was originally square, with three floor-to-
- 5 ceiling windows on each side placed perpendicular to the ground. The centermost of each set, at
- 6 least, swung open from the bottom for ventilation. By 1974 the cab had been replaced by an
- 7 octagon with 12 full-height windows set in an angled-out metal frame. This cab also included a
- 8 walkway around its windows and rails atop its roof. It too has been replaced.



9 Control Tower: Photo 6.1-303, left, note square cab and Hangar 5 to right, 1948; Photo 6.1-304, right, note octagonal  
 10 shape of cab, 1974 (source of both:  
 11 [www.facebook.com/photo.php?fbid=10216325381198044&set=pcb.10156600523744313&type=3&theater](http://www.facebook.com/photo.php?fbid=10216325381198044&set=pcb.10156600523744313&type=3&theater)).



12 Photo 6.1-305 Control Tower: view from cab, 1942 (source: <http://rameyafb.net/war-years/>).



1 Control Tower: Photo 6.1-306 views looking northwest; Photo 6.1-307 looking southwest

2 According to Warren Graff of the RAFBHA, after the base closed, the control tower “became non-  
 3 operational until commercial jet service rose to the level that the airport...decided to bring the  
 4 tower back to life around 2007.” In 2015 it was renovated to add an elevator and new tower cab  
 5 ([www.facebook.com/photo.php?fbid=10216325381198044&set=pcb.10156600523744313&type=3&theater&ifg=1](http://www.facebook.com/photo.php?fbid=10216325381198044&set=pcb.10156600523744313&type=3&theater&ifg=1)). The renovation was completed in 2015 when the new cab was hoisted to the  
 7 building’s top and the freestanding, concrete, elevator shaft—connected by a roofed glass  
 8 walkway on the fifth story—was brought into service (**Photos 6.1-308 through 6.1-313**). The  
 9 addition of an elevator was required for the tower to be brought back into service. The elevator  
 10 supplanted the winding metal stair, still in place, that previously provided access to the cab.



11 Control Tower: Photo 6.1-308 (left) and Photo 6.1-309 (center), new elevator shaft and cab just after hoisting into place,  
 12 2015 (source: <http://rameyafb.net/category/blog/page/11/>); Photo 6.1-310, right, circular stair in 2009 (source:  
 13 <https://www.facebook.com/photo.php?fbid=1108193270675&set=q.137328899312&type=1&theater&ifg=1>).



1 Photos 6.1-311 – 6.1-313, Control Tower: views looking S at tower, with concrete walls, form and insignia intact and  
 2 2015-added cab, elevator tower, and connector.

### 3 Individual Eligibility to the National Register

4 WWII-era hangars are apparently extremely rare. An extensive online search identified only a few  
 5 that are relatively intact (if they still stand) in the continental United States (**Photos 6.1-314**  
 6 through **6.1-317**). Two built in the early 1940s—one at the former Hendricks Air Force Base in  
 7 Sebring, Florida; the other at the former Wendover Air Force Base in Utah—look like cabs set  
 8 atop fire lookout towers. A substantial tower at the former Hutchinson Naval Air Station is the only  
 9 remaining WWII control tower in Kansas (Ford 2012). A wide, three-story, masonry box topped  
 10 by a cab, the Hutchinson tower is solid, but looks little like the Borinquen control tower. (Although  
 11 the online search unearthed only three towers, presumably others still survive.)



12 Photo 6.1-314, left, former Wendover Air Force Base Control Tower, c1989 (source:  
 13 <https://www.loc.gov/resource/hhh.ut0435.photos/?sp=1>); Photo 6.1-315, center, and Photo 3.1-316, right, former  
 14 Hendricks Air Force Base control tower in Sebring, Florida, c1955 (source: [www.allenaltvater.org/chapter-6---hendricks-field-after-the-war.html](http://www.allenaltvater.org/chapter-6---hendricks-field-after-the-war.html)) and c2014 (source: <https://travelforaircraft.wordpress.com/2013/02/22/sebrings-ww-ii-atc-tower-blast-from-the-past-write/>).



1 Photo 6.1-317, left, Hutchinson NAS control tower, c1950; right, control tower in 2008 (source: Ford 2012; photographer  
2 of 2008 image: Susan Jezak Ford)).

3 The National Register multiple property form for WW-II era aviation facilities in Kansas, which  
4 identifies and discusses the Hutchinson Tower, recommends significance and registration  
5 requirements:

6 Control towers facilitated the takeoff and landing of aircraft and are one of the key  
7 distinguishable features of World War II-era Kansas airbases. These resources  
8 are primary resources—significant to the operation of the base during the war—  
9 and have the potential to be individually eligible for the National Register.

10 Integrity of design, location, association, and setting are particularly important for  
11 control towers. The loss of some original materials is not as important a factor,  
12 particularly given the rarity of extant examples of this property type. These  
13 resources are individually eligible and can contribute to a historic district.

14 The following registration requirements apply to control towers in addition to the  
15 general significance and registration requirements noted above:

16 Control towers are significant under Criterion A in the area of military for their direct  
17 association with the federal government's wartime aviation operations from 1939  
18 through 1945. To be eligible, the control tower must be located on a World War II-  
19 era airbase in Kansas and have been used as part of the government's wartime  
20 aviation operations.

21 Control towers also may be eligible under Criterion C in the area of architecture  
22 and/or engineering. This Criterion is likely best justified by discussing the  
23 architectural style exhibited on the building, the tower's materials, and how its  
24 appearance was impacted by the design of the surrounding base features. To be  
25 eligible, the control tower must retain integrity of key character-defining elements  
26 in order to convey design. Integrity of materials is not as important as retaining  
27 massing and form. Additions should not overwhelm the original structure or  
28 obscure key elements.

1 These recommendations are not set in stone but do apply a rational standard for judging the  
2 National Register eligibility of WWII-era control towers. They have been taken into consideration  
3 in assessing the Borinquen Tower.

4 The design, body, and detailing of the Control Tower is intact, although some of its bays have  
5 been filled. The cab has been replaced, twice, which is not unusual for older towers. It additionally  
6 now has a modern subsidiary elevator tower, attached by a walkway, standing to its west. It has  
7 lost some materials and some of its setting through its alterations and adjacent elevator tower  
8 addition. It is believed that its design nonetheless remains largely intact and that it retains its  
9 integrity of location, workmanship, feeling, and association. The tower still stands along an airstrip  
10 within a former military facility, in the company of other contemporary buildings, most notably  
11 hangars 2, 3, and 5. It is believed to be historically significant under National Register Criterion A  
12 for the important role it played in the military during WWII and the Cold War. It clearly fits within  
13 the definition of the military area of significance, for it was built for “defending the territory and  
14 sovereignty of a people.” The tower is further believed to be significant in the areas of significance  
15 of architecture and engineering under Criterion C as embodying the distinctive characteristics of  
16 its type, period, and method of construction. The hangar is not believed to be National Register  
17 eligible under Criterion B, for it has no known important association with the lives of persons  
18 significant in our past. It is also believed to be unlikely to yield information important in history that  
19 could not be collected from other sources and to therefore not be eligible under Criterion D. Due  
20 to its significance in the identified areas, and its retention of the integrity necessary to support that  
21 significance, the Control Tower is recommended as individually eligible for National Register  
22 listing under Criteria A and C. The recommended National Register boundaries for the tower are  
23 pictured below in **Figure 6.1-13**. They take in the immediate area around the it, including a section  
24 of apron. This area was historically associated with the tower.

#### 25 **Eligibility to the National Register as Part of a Historic District**

26 The Control Tower is also believed to be National Register eligible as a contributing building to  
27 the Borinquen Field Concrete Hangars and Control Tower Historic District. This proposed historic  
28 district is discussed separately below.

#### 29 **6.1.7.5. BORINQUEN FIELD CONCRETE HANGARS AND CONTROL TOWER** 30 **HISTORIC DISTRICT**

31 The proposed Borinquen Field Concrete Hangars and Control Tower Historic District contains five  
32 buildings, Hangar 2, Hangar 3, a modern FedEx hangar, Hangar 5, and the Control Tower.  
33 Hangars 2, 3, and 5 are believed to be contributing buildings to the historic district. Hangars 2 and  
34 3 and the Control Tower retain a substantial amount of integrity and are additionally  
35 recommended as individually eligible for Register listing (**Figure 6.1-13**). Hangar 5 is not believed  
36 to retain sufficient integrity to support individual listing but—due to its retention of its long-span,  
37 thin-shell, reinforced-concrete design—it is believed to have the integrity necessary to be a  
38 contributing building to the historic district. The fifth building within the district is a 1980s-era  
39 FedEx hangar (**Photos 6.1-318 through 6.1-320**). It occupies the site of a small building (Building

1 404x) erected between 1944 and 1947 (according to updates to the 1944 map) to support the  
 2 three hangars. It is less than 50 years old and is not associated with Borinquen Field, Ramey Air  
 3 Force Base, or the designs of Anton Tedesko. It is therefore believed to be a noncontributing  
 4 building to the proposed historic district. Located between Hangar 3 and Hangar 5, it is included  
 5 so that the historic district is not bifurcated and can encompass its four principal and contributing  
 6 buildings.

7 **Figure 6.1-13 Proposed National Register Boundaries of the Borinquen Field Concrete**  
 8 **Hangars and Control Tower**



9 Notes: Hangars and Control Tower Historic District outlined in yellow; Proposed individual boundaries  
 10 for Hangars 2 and 3 outlined in red.



11 Noncontributing modern FedEx hangar: Photo 6.1-318, left, east side and north street-side elevations; Photo 6.1-319,  
 12 right, north street-side elevation with Hangar 3 at center and Hangar 2 at far left.



13 Photo 6.1-320 Noncontributing modern FedEx hangar: east side and south runway-side.

1 Even with the modern hangar included, the other four buildings retain the same close physical  
2 relationship that they have had with each other since their construction (**Photos 6.1-321** through  
3 **6.1-330**). The inclusion of the modern hangar allows this relationship to be contained within the  
4 district, which is only minimally affected by the hangar's presence.



5 Photo 6.1-321 Borinquen Field, February 1944: (Left to right) Control Tower, Hangar 5, no-longer-extant building,  
6 Hangar 3, and Hangar 2 (source: United States Army Air Forces, DZ Europe 1946:20).



7 Photo 6.1-322, left, Views looking northeast; Photo 6.1-323, right, views looking northwest, (from left to right) Control  
8 Tower, Hangar 5, modern FedEx hangar, Hangar 3, and Hangar 2.



9 Photo 6.1-324, left Control Tower, Hangar 5, modern FedEx hangar, Hangar 3, and Hangar 2 (left to right); Photo 6.1-  
10 325, right, Hangar 3 with Hangar 2 at far right.

- 1 Photo 6.1-326, Left, Hangar 2 at left, Hangar 3 at center, and Hangar 5 at far right;
- 2 Photo 6.1-327, right, Control Tower at right, Hangar 5 at center, and Hangar 3 and Hangar 2 at far left.



3 Photo 6.1-328 Hangar 5 and Control Tower



4 Photo 6.1-329 Borinquen Field with Control Tower and Hangar 5 at far left, Building 404x and Hangar 3 at center, and  
5 Hangar 2 at far right in 1943.



6 Photo 6.1-330 Borinquen Field with Control Tower and Hangar 5 at far left, modern FedEx hangar and Hangar 3 at  
7 center, and Hangar 2 at far right in 1943;

8 The proposed Borinquen Field Concrete Hangars and Control Tower Historic District is believed  
9 to be historically significant under National Register Criterion A in the area of engineering for the  
10 early and important, long-span, thin-shell, reinforced-concrete design of Hangars 2, 3, and 5. It is  
11 also believed to be historically significant under Criterion A for the important role it played in the  
12 military during WWII and the Cold War. It clearly fits within the definition of the military area of

1 significance, for it was built for “defending the territory and sovereignty of a people.” The concrete  
2 hangars and Control Tower are further believed to be significant in the areas of significance of  
3 architecture and engineering under Criterion C as embodying the distinctive characteristics of  
4 their type, period, and method of construction. And the district it is believed to be eligible under  
5 Criterion C as representing the work of a master, pioneering engineer Anton Tedesko. The district  
6 is not believed to be National Register eligible under Criterion B, for it has no known important  
7 association with the lives of persons significant in our past. It is also believed to be unlikely to  
8 yield information important in history that could not be collected from other sources and to  
9 therefore not be eligible under Criterion D. Due to its significance in the identified areas, and its  
10 retention of the integrity necessary to support that significance, the Borinquen Field Concrete  
11 Hangars and Control Tower Historic District is recommended as National Register under Criteria  
12 A and C. The recommended National Register boundaries for the district are pictured above at  
13 **Figure 6.1-7**. They take in the immediate areas around the buildings, including a section of apron  
14 to their south. This area was historically associated with all four contributing buildings.

#### 15 **6.1.8. COLD WAR-ERA SAC BOMBER MISSION ALERT FACILITY** 16 **(SOUTH AND NORTH OF BQN RUNWAY)**

17 In 1955 the US House of Representatives authorized \$9,739,00 for SAC construction at Ramey.  
18 The money was to be used for “Airfield pavements, fuel dispensing facilities, aircraft maintenance  
19 facilities, operational facilities, utilities, land acquisition, personnel facilities, and harbor facilities”  
20 (*Congressional Record* 1955:8667). The money was used in large part to construct the alert  
21 facility buildings and associated taxiway 2, along with five nose dock hangars to the north of the  
22 facility.

23 Between 1957 and 1960, SAC began to reconfigure its aprons and support buildings in order to  
24 speed crews, planes, and nuclear weapons into the air. From one hour from notice to takeoff,  
25 which was a great leap from the earlier six-hour window, SAC worked on alert facility designs that  
26 would allow a plane to be in the air just 15 minutes after the sounding of an alert. This required  
27 reconfiguring aprons to eliminate sharp turns from the taxiway to the runway and putting  
28 necessary facilities, including crew quarters, next to the planes. Speed was necessary to thwart  
29 Soviet nuclear Intercontinental Ballistic Missiles. When the alert apron program was finished, most  
30 aprons were Christmas trees types (with taxiways angled at 45 degrees, which allowed easy  
31 runway access), a few were angled toward angled taxiways, and a few retained 90-degree angles.

32 In 1959 and 1960, SAC erected one of three types of standardized flight crew quarters—known  
33 as readiness crew or alert facilities or buildings—at 64 of its 65 bases. They were designed to  
34 hold 70, 100, or 150 men. Due to their uniform below-ground features, they became known as  
35 moleholes (Weitz 1999a:120):

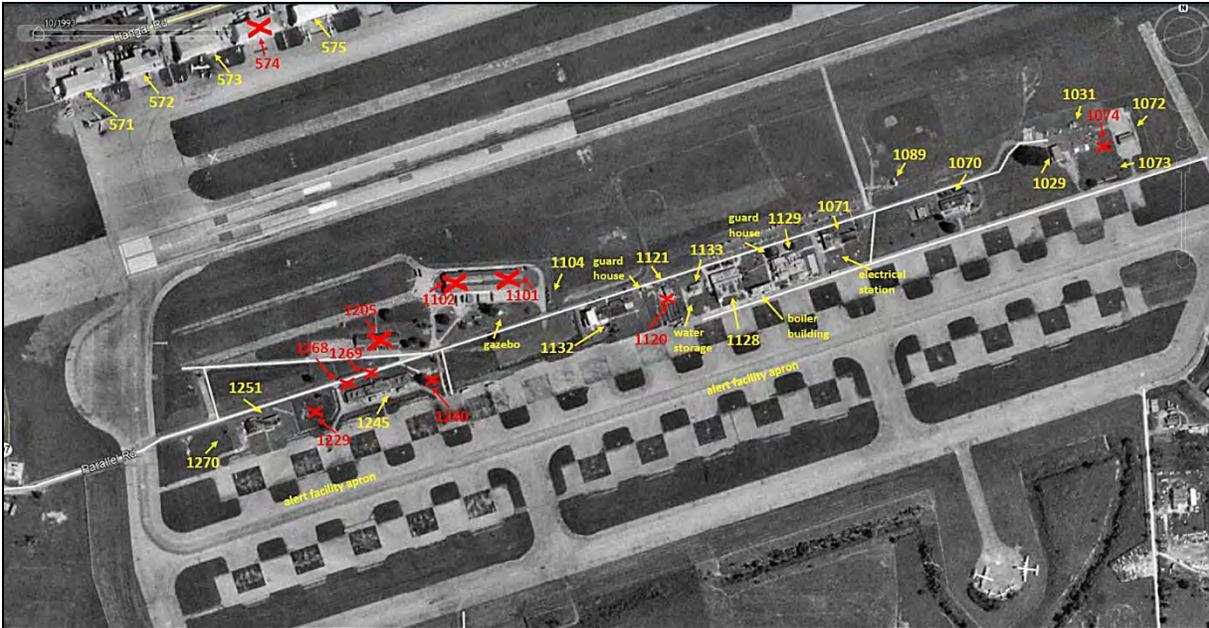
36       Of reinforced concrete and concrete-block construction, moleholes were of two-  
37 story height, with one story below ground. These windowless alert quarters were  
38 identical everywhere, with tunnel-like egress covered in corrugated steel. In

1           selected cases, due to ground water table conditions, the moleholes were built fully  
2           aboveground, with the lower story earthen bermed for semi-hardening.

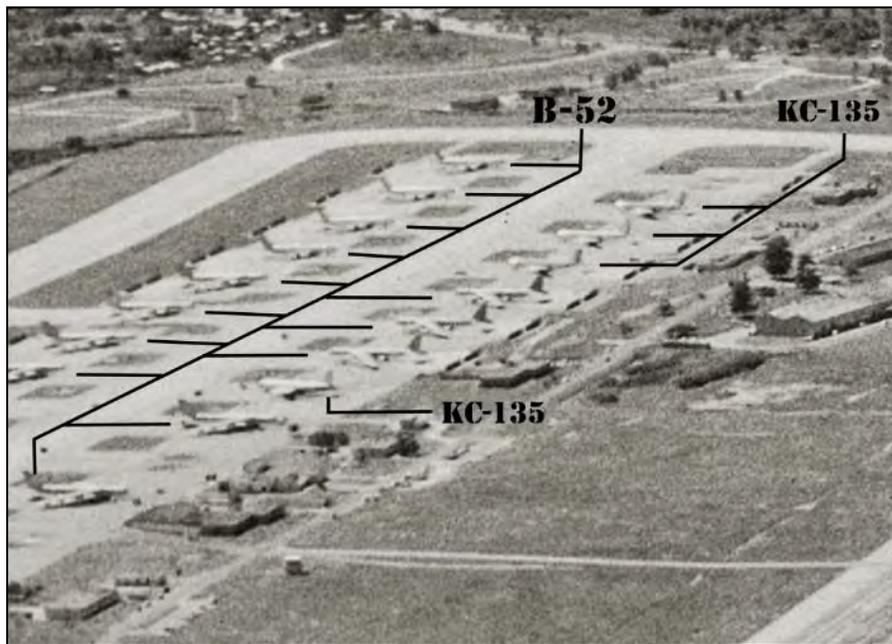
3   The single base that did not receive one of the standardized moleholes was Ramey. A historic  
4   assessment of SAC facilities and their buildings could not confirm, from documentary sources,  
5   whether the standardize facility planned for Ramey was erected. The readiness crew building at  
6   Ramey, which is not two stories and has no in-ground portion, confirms that it was not (Weitz  
7   1999a:122).

8   Further, Ramey never received a Christmas tree type apron, but rather had its bombers berthed  
9   perpendicular to the alert apron. This required the plane to make three 90-degree turns before it  
10   reached the runway for takeoff. The main indicator of the alert apron's SAC function was its  
11   placement near one end of the runway. In its taxiway and readiness building, Ramey was an  
12   anomaly.

13   The alert facility has lost some original buildings, particularly along its long apron and taxiway. It  
14   retains others, some largely intact, some heavily altered. The 29 surviving resources of the alter  
15   facility are addressed individually below. Following that assessment, a potential alert facility  
16   historic district is evaluated (**Photos 6.1-331 – 6.1-332**).



1 Photo 6.1-331 Alert Facility in 1993 with extant and no-longer-extant resources mapped (Google Earth base map)



2 Photo 6.1-332 Alert Facility, early 1960 (RAFBHA 2015c)

3 **6.1.8.1. BUILDING 1270 (STORAGE)**

4 Documents do not identify the use of this building. Its rough appearance, lack of windows, and  
 5 single entry suggest it was used for storage (**Photos 6.1-333 through 6.1-335**). The building's  
 6 vents, louvers, and small size suggest it stored mechanical equipment. It was erected between  
 7 about 1956 and 1959 along with the other early resources at the alert facility. It has stood vacant  
 8 since at least 1999 (Giles 2019; RAFBHA 1999 and 2015c).

1 The building is small, rectangular, and contains a single room. Its concrete-block construction was  
2 left exposed. Its roof is flat with overhanging eaves. Ventilators holes cross the top of its west side  
3 elevation. At its south front elevation, louvers top its single entryway, which has lost its door.

4 The building stands at its original location and retains some of its setting. Due to its physical  
5 changes, it appears to have lost much of its integrity of design, materials, workmanship, feeling,  
6 and association. It does not possess sufficient integrity to support any historic, associational, or  
7 architectural significance it might have, and it is unlikely to yield important historic information.  
8 The Air Force erected many such support buildings at Ramey and other bases throughout the  
9 continental US, the Caribbean, and elsewhere during the Cold War. It is therefore recommended  
10 as not individually eligible for National Register listing under any of the Register’s Criteria.



11 Building 1270 (Storage): Photo 6.1-333, left, W side and S front elevations; Photo 6.1-334, right, north rear and W side  
12 elevations; bottom, south front elevation.



13 Photo 6.1-335 Building 1270 (Storage): S front elevation.

14 **6.1.8.2. BUILDING 1251 (TARGET INTELLIGENCE)**

15 A target intelligence or combat building or facility—the names are interchangeable—was required  
16 to train aircrew members in the techniques of identifying targets identification and developing  
17 proper bombing procedures. Such buildings were generally erected with crew study rooms,  
18 classrooms, a large room for specialized instruction and briefings, a library, and administrative  
19 and instruction offices. This target intelligence building was erected between about 1956 and  
20 1959. Modern aerials indicate that it was at least partially in use or maintained from the early

1 1990s up to about 2010 (Department of the Air Force 1971:7-4; Giles 2019; RAFBHA 1999 and  
2 2015c). According to Pat Allen, a navigator at Ramey from 1967 to 1970, his six-man, B-52 crew  
3 would receive mission assignments in the building. They would study the mission's details and be  
4 tested on their understanding of it. After they flew test missions, they would be debriefed at the  
5 facility (Allen 2011).

6 The building is essentially two one-story rectangles of different depths that form a flush elevation  
7 on the front (south-facing) facade (**Photos 6.1-336 through 6.1-339**). The section on the west is  
8 deeper than the one on the east. Stuccoed concrete block topped by a flat roof with overhanging  
9 eaves forms the building. Plain concrete pilasters are regularly spaced along the elevations. They  
10 are divided by a narrower, horizontal, beltcourse-like projection. The windows of the building's  
11 western section have been walled in, but for small glass-block-filled bays set above the  
12 beltcourse. These window openings were originally wider, but not deeper. The windows in the  
13 eastern section, also small and filled with glass block, appear to have been even wider before  
14 they too were walled in. A projecting covered entry bay to the building's front is an early or original  
15 feature. A longer one to the rear (north) may have been added after the military left. Once divided  
16 into multiple rooms, the interior is now essentially a large open space containing numerous heavy-  
17 duty, floor-to-ceiling, storage racks. There is also evidence of some later subdivision of space.  
18 This suggests that after 1999 it was used as a storage building by a non-military enterprise.

19 Building 1251 is at its original location and retains some of its original setting but appears to have  
20 lost its integrity through the blocking up of large portions of its windows and the gutting of its  
21 interior. All the original functions it was built to perform are no longer apparent due to its interior  
22 changes. Due to its many physical changes, it has otherwise lost its integrity of design, materials,  
23 workmanship, feeling, and association. It does not possess sufficient integrity to support any  
24 historic, associational, or architectural significance it might have, and it is unlikely to yield  
25 important historic information. The SAC and Air Force erected many target intelligence buildings  
26 at Ramey and other bases throughout the continental US, the Caribbean, and elsewhere during  
27 the Cold War. It is therefore recommended as not individually eligible for National Register listing  
28 under any of the Register's Criteria.



29 Building 1251 (Target Intelligence): Photo 6.1-336, left, west side and south front elevations;  
30 Photo 6.1-337, right, south front elevation.



1 Building 1251 (Target Intelligence): Photo 6.1-338, left, south front elevation; Photo 6.1-339, right, interior

### 2 **6.1.8.3. BUILDING 1245 (READINESS CREW FACILITY)**

3 Also known as the alert facility or building, Building 1245 was built in the late 1950s but did not  
4 conform, as described above, to the standardized design of SAC readiness crew facilities. Modern  
5 aerials indicate that it was at least partially in use or maintained from the early 1990s through  
6 about 2010 (Giles 2019; RFBHA 1999 and 2015c). The removal of numerous interior walls,  
7 however, suggest that it may have been used for storage at a later date.

8 According to navigator Pat Allen, in the late 1960s his six-man, B-52 crew (along with other crews)  
9 was on alert for 24 hours for a full seven days at a time. They then received four days off. During  
10 the week of alert, they slept, ate, and did just about everything else in the readiness crew building.  
11 The building included sleeping quarters for each six-man crew. Additionally, it held a dining room,  
12 a briefing room that doubled as a movie room, and pool, ping pong, and card tables. Eight  
13 bombers were on alert at all times, according to Allen, so the building would always be occupied  
14 by eight crews (Allen 2011).

15 The readiness crew facility is a long, one-story, rectangular, concrete-block building (**Photos 6.1-**  
16 **340** through **6.1-349**). Regularly spaced, concrete pilasters cross the front (north-facing) central  
17 third (or perhaps 40 percent) of the building. In front of them are slender columns forming a portico  
18 that supports a flat porch roof set a bit lower than the building's principal, flat, concrete roof. This  
19 central section of the facade had long window bays that were walled in, perhaps early in the  
20 building's life. The eastern and western thirds (or a bit less) of the facade appears to have always  
21 lacked windows. Vestibules with side doors project from the centers of the eastern and western  
22 sections and lead into them.

23 Inside, the central section appears to have always been a large open space with exposed  
24 structural columns running down its center. This space likely held the common areas for briefings,  
25 movies, and activities mentioned by Pat Allen. The eastern and western sections were broken up  
26 into small rooms for the crews. The south-facing vestibules at each section opened into a central  
27 corridor. To either side of each corridor were six or eight small rooms. One of these rooms was a  
28 bathroom with showers, urinals, and toilets; the others provided sleeping and other space for the  
29 eight six-man crews that the building held at all times. The western and eastern sections of the

1 building were windowless. Half-story extensions, however, projected above each of the four  
 2 bathrooms. These apparently housed air conditioning units, along with now-windowless openings  
 3 that would have added additional ventilation as well as some natural light. Walls have been  
 4 removed from both sections: the eastern one retains perhaps three-quarters of its partition walls,  
 5 the western one only about one-quarter. The surviving bathrooms retain some gray-green tile  
 6 walls, which are likely original.



B-52 CREW AT RAMEY AIR FORCE BASE 1969



ALERT BUILDING FACILITY'S AT RAMEY AIR FORCE BASE 1970

7 Building 1251 (Target Intelligence): Photo 6.1-340, left, south front elevation, 1969; Photo 6.1-341, right, building at top  
 8 center, 1969 (source: RAFBHA 2015c).



9 Building 1245 (Alert Facility): Photo 6.1-342, left, west side and south front elevations; Photo 6.1-343, right, south front  
 10 elevation.



11 Building 1245 (Alert Facility): Photo 6.1-344, left, south front and east side elevations;

1 Photo 6.1-345, right, north rear elevation.



2 Building 1245 (Alert Facility): Photo 6.1-346, left, interior of eastern crew section; Photo 6.1-347, right, interior of central  
3 common section.



4 Building 1245 (Alert Facility): Photo 6.1-348, left; Photo 6.1-349, right, interior of western crew section.

5 Building 1245 is at its original location and retains some of its original setting, but otherwise  
6 appears to have lost its integrity of design, materials, workmanship, feeling, and association  
7 through the blocking up of its windows and the removal of most of its interior walls. These changes  
8 make it difficult to understand the building's original functions—central to its appearance and  
9 construction—from surviving architectural evidence. It does not possess sufficient integrity to  
10 support any historic, associational, or architectural significance it might have, and it is unlikely to  
11 yield important historic information. SAC erected many readiness crew facilities at other bases  
12 throughout the continental US, the Caribbean, and elsewhere during the Cold War. Such facilities  
13 survive at former SAC bases that are more intact and that much better represent the standardized  
14 form of the building. These include Building 679 at Forbes Field in Topeka, Kansas that was  
15 recommended as National Register-eligible under Criterion A and C in 2008 (Kansas Air National  
16 Guard 2008:4-15 to 4-18, 5-5 to 5-6) (Photos 6.1-350 and 6.1-351). Building 1245 does not  
17 represent the character-defining features for its type identified in Karen Weitze's account of SAC

1 bomber bases (Weitze 1999a:107-124, 155-157). It is therefore recommended as not individually  
2 eligible for National Register listing under any of the Register's Criteria.



3 Photos 6.1-350 and 6.1-351 Readiness Crew Building 679 at Forbes Field, Topeka, KS, 1960; note tubular entries  
4 leading to belowground level (source: Kansas Air National Guard 2008:4-15)

#### 5 **6.1.8.4. GAZEBO**

6 The heavily overgrown remains of what may have been a gazebo or picnic shelter stand in a  
7 roughly rectangular area of ground that 1964 and 1968 base maps identify as the "alert force  
8 picnic area." The area, located a short distance northeast of the readiness crew building, may  
9 have near the parking lot where on-alert SAC flight crews could visit with their families (Allen  
10 2011). The structure is not visible in aerial photographs and not noted on maps, likely because of  
11 its modest appearance and function. It may date from the 1960s, however.

12 The former structure retains portions of ten concrete-block posts spaced to form a rectangle. Its  
13 concrete floor slab remains in place, but its roof is gone (**Photos 6.1-352 through 6.1-354**).

14 The gazebo is at its original location and retains some of its setting, but its integrity appears to  
15 have been lost through the loss its roof and damage to its posts. It does not possess sufficient  
16 integrity to support any historic, associational, or architectural significance it might have, and it is  
17 unlikely to yield important historic information. It is therefore recommended as not individually  
18 eligible for National Register listing under any of the Register's Criteria.



1 Gazebo: Photo 6.1-352, left, concrete-block post; Photo 6.1-353, right, navigator Pat Allen with daughter in parking lot  
 2 just outside of fence, likely near picnic area, late 1960s (source: Allen 2011).



3 Photo 6.1-354 Gazebo: concrete-block posts

#### 4 **6.1.8.5. BUILDING 1104 (STORAGE AND SUPPLY)**

5 Building 1104 was built in the late 1950s as a storage structure. Modern aerials indicate that it  
 6 was at least partially maintained from the early 1990s through about 2010. By 1999 it stood vacant  
 7 (Giles 2019; Quitclaim deed 1979; RAFBHA 1999 and 2015c).

8 This building is one-story tall and built of concrete block (**Photos 6.1-355 through 6.1-357**). It is  
 9 shaped like a comb with four widely spaced teeth. Its long east rear and shorter south and east  
 10 side elevations are of solid concrete block, but for groups of tripled ventilation holes beneath its  
 11 flat, overhanging, concrete roof. At its front (west-facing) elevation, it has four protruding sections  
 12 finished on their west like the other elevations. They embrace three U-shaped recesses that are  
 13 lined with concrete shelves. The shelving is exposed, but remains of wooden frames suggest they  
 14 were originally enclosed by wooden doors.

15 Building 1104 is at its original location and retains some of its original setting. It has lost the many  
 16 wooden doors that once protected the contents of its storage shelves. Due to their absence, it  
 17 appears to have lost much of its integrity of design, materials, workmanship, feeling, and  
 18 association has been lost. Further, the Air Force erected many such support buildings at Ramey

1 and other bases throughout the continental US, the Caribbean, and elsewhere during the Cold  
2 War. It is therefore recommended as not individually eligible for National Register listing under  
3 any of the Register's Criteria.



4 Building 1104 (Storage and Supply): Photo 6.1-355, left, east rear and north side elevations; Photo 6.1-356, right, west  
5 front elevation



6 Photo 6.1-357 Building 1104 (Storage and Supply): west front elevation

#### 7 **6.1.8.6. BUILDING 1132 (SQUADRON OPERATIONS)**

8 Building 1132 was built in the late 1950s to house squadron operations. At some point after it left  
9 military hands in the early 1970s, it was leased or acquired by American V. Mueller or American  
10 Critical Care, manufacturers, respectively, of surgical equipment and pharmaceuticals. Both were  
11 divisions of the American Hospital Supply Corporation of Chicago. American Critical Care had  
12 operations in Puerto Rico by 1980. The company dramatically altered the building to suit their  
13 production needs. Modern aerials indicate that it was in use or at least maintained from the early  
14 1990s through about 2010 (*Chicago Tribune*, September 14, 1980; Giles 2019; Quitclaim deed  
15 1979; RAFBHA 1999 and 2015c).

16 The building is long and rectangular with extensions at each of its elevations (**Photos 6.1-358**  
17 through **6.1-361**). It is built of plastered concrete blocks and topped by a flat concrete roof. It  
18 retains a few long window bays; the others have been blocked in. Extended from its west side  
19 elevation is a round-edged addition of one story with an apparent second story that is actually  
20 parapet walls without an upper roof. The walls hid large generators from view. The building has

1 been extended by flat-roofed, one-story additions on the north (rear) and south (front) elevations.  
 2 A loading dock has also been added to its east. These changes were made by the pharmaceutical  
 3 company that took it over as a manufacturing facility. The company extensively reworked the  
 4 interior adding multiple partition walls along with dropped ceilings.

5 Building 1132 is at its original location and retains some of its original setting, but appears to have  
 6 lost its integrity of design, materials, workmanship, feeling, and association through the enclosure  
 7 of most of its windows, the construction of extensions on all four of its elevations, and the near  
 8 complete reworking and partitioning of its interior. It does not possess sufficient integrity to support  
 9 any historic, associational, or architectural significance it might have, and it is unlikely to yield  
 10 important historic information. The Air Force and SAC erected many such support buildings at  
 11 Ramey and other bases throughout the continental US, the Caribbean, and elsewhere during the  
 12 Cold War. It is therefore recommended as not individually eligible for National Register listing  
 13 under any of the Register’s Criteria.



14 Building 1132 (Squadron Operations): Photo 6.1-358, left, west side and south front elevations; Photo 6.1-359, right,  
 15 south front and east side elevations.



16 Building 1132 (Squadron Operations): Photo 6.1-360, left, north rear and west side elevations; Photo 6.1-361, right,  
 17 post-military-period partition walls and dropped ceiling.

18 **6.1.8.7. GUARD HOUSE**

19 This guard house stands just north of Building 1132. It was built following the closure of Ramey  
 20 Air Force Base. Its finish, color scheme, awnings, and location indicate that the pharmaceutical

1 company that took over Building 1132 erected it, likely in the mid-1970s. Modern aerials indicate  
2 that it was in use or at least maintained from the early 1990s until about 2010.

3 Built of concrete and topped by a widely overhanging flat roof, the guard house has a guard room  
4 on the north facing a former road with windows looking north, east, and west (**Photos 6.1-362**  
5 and **6.1-363**). A bathroom is contained in its southeastern corner.

6 This building is less than 50 years old and not of exceptional importance. It is therefore not  
7 recommended as individually eligible for National Register listing under any of the Register's  
8 Criteria.



9 Guard House: Photo 6.1-362, left, west side and south front elevations; Photo 6.1-363, right, south front and east side  
10 elevations

#### 11 **6.1.8.8. BUILDING 1121 (ELECTRICAL STATION)**

12 The former electrical station was erected in the late 1950s. Modern aerials indicate that it was in  
13 use or at least maintained from the early 1990s until about 2010 (Giles 2019; Quitclaim deed  
14 1979; RABHA 1999 and 2015c). It is heavily overgrown, has wires down on it from utility poles,  
15 and could not be carefully viewed or approached.

16 The AM Group in 2018 described it as a small, rectangular, concrete-block building with concrete  
17 beams and a concrete slab roof (**Photos 6.1-364** through **6.1-365**). Its south rear and east and  
18 west side elevations are described as having windows. These are glass on the south elevation  
19 and “contemporary, Miami style, aluminum louvered windows” on the south (AM Group 2018:56-  
20 57). The front (north-facing) elevation, which could be partially viewed as part of the current  
21 survey, has a single metal door and no windows.

22 Building 1121 is at its original location and retains some of its original setting. However, it appears  
23 to have lost much of its integrity of design, materials, workmanship, feeling, and association  
24 through the replacement of windows and likely the north entry door as well. It does not possess  
25 sufficient integrity to support any historic, associational, or architectural significance it might have,  
26 and it is unlikely to yield important historic information. The Air Force and SAC erected many such  
27 support buildings at Ramey and other bases throughout the continental US, the Caribbean, and

- 1 elsewhere during the Cold War. It is therefore recommended as not individually eligible for  
 2 National Register listing under any of the Register's Criteria.



- 3 Building 1121 (Electrical Station): Photo 6.1-364, left, north front elevation; Photo 6.1-365, right, north front and west  
 4 side elevation (source: AM Group 2018:94).



- 5 Photo 6.1-366 Building 1121 (Electrical Station): interior (source: AM Group 2018:94)

#### 6 **6.1.8.9. BUILDING 1133 (CAPTIVE WATER SUPPLY TANK BUILDING)**

- 7 The former captive water supply tank building was erected in the late 1950s. The area around it  
 8 was maintained, according to aerials, until the early 2010s. It was probably used by Arnar-Stone  
 9 Laboratories in its pharmaceutical production beginning around 1975 (see entry for Building 1129,  
 10 below) (Giles 2019; Quitclaim deed 1979; RAFBHA 1999 and 2015c). Like Building 1120 just to  
 11 its west, it is vacant and heavily overgrown, has wires down on it from utility poles, and could not  
 12 be carefully viewed or approached along its north elevation.

- 13 The AM Group in 2018 described it as a small, rectangular, concrete-block building with concrete  
 14 beams and a concrete slab roof, similar to Building 1120 just to its west (**Photos 6.1-367 through**  
 15 **6.1-370**). The north elevation, they write is open, overlooking a 12-foot diameter tank as long as  
 16 the building. The west elevation has "Miami aluminum louver style" windows that are not original.  
 17 The east elevation has no windows (AM Group 2018:57).

1 Building 1133 is at its original location and retains some of its original setting. It appears to have  
 2 some of its integrity of design, materials, workmanship, feeling, and association through the  
 3 replacement of two windows. It does not possess sufficient integrity to support any historic,  
 4 associational, or architectural significance it might have, and it is unlikely to yield important historic  
 5 information. The Air Force and SAC erected many such support buildings at Ramey and other  
 6 bases throughout the continental US, the Caribbean, and elsewhere during the Cold War. It is  
 7 therefore recommended as not individually eligible for National Register listing under any of the  
 8 Register's Criteria.



9 Building 1133 (Captive Water Supply Tank Building): Photo 6.1-367, left, north rear elevation with gray water tank;  
 10 Photo 6.1-368, right, west side and south front elevations (source: AM Group 2018:98).



11 Building 1133 (Captive Water Supply Tank Building): Photo 6.1-369, left, south front and east side elevations;  
 12 Photo 6.1-370, right, interior looking northwest with large tank on right (source: AM Group 2018:98).

### 13 6.1.8.10. WATER STORAGE BUILDING

14 Just east of the captive water building is the water storage building. It was built after Ramey Air  
 15 Force Base closed and does not appear on the 1964 or 1968 maps (Giles 2019; RAFBHA 1999  
 16 and 2015c). According to aerial imagery, it was built between 1993 and 2002, probably by Arnar-  
 17 Stone Laboratories to support its pharmaceutical production (see entry for Building 1129, below).

18 The resource consists of a small concrete-block building topped by a flat concrete roof with  
 19 overhanging eaves (Photos 6.1-371 through 6.1-373). It is surrounded by a concrete-block wall

1 and chain-link or cyclone fencing that extends to the north, encompassing two fiberglass water  
 2 tanks that are exposed to the elements. Metal pipe railings extend over the tanks.

3 This building is less than 50 years and not of exceptional importance. It is therefore not  
 4 recommended as individually eligible for National Register listing under any of the Register's  
 5 Criteria.



6 Water Storage Building: Photo 6.1-371, left, north elevation; west side and south front elevations; Photo 6.1-372, right,  
 7 north elevation framed by chain-link fencing.



8 Photo 6.1-373 Water Storage Building: November 2006 aerial showing Building 1131 at top (north) and water storage  
 9 building below (to the south)

10 **6.1.8.11. BUILDING 1128 (ARMAMENTS AND AVIONICS SHOP)**

11 The northern third of this building was erected in the late 1950s as the armaments and avionics  
 12 shop. After Ramey Air Force Base closed in the early 1970s, and no later than 1993 according to  
 13 a Google aerial image, a large addition was added to the south that almost tripled the size of the  
 14 building's size. (As discussed at the following entry for Building 1129, the changes were probably  
 15 made in 1975.) It was likely connected with the operations of Arnar-Stone Laboratories, which  
 16 took over and greatly altered neighboring Building 1129 in 1975. The building currently stands

1 vacant and greatly deteriorated (*Chicago Tribune*, April 14, 1976; Giles 2019; Quitclaim deed  
2 1979; RAFBHA 1999 and 2015c).

3 The original rectangular rear block is one-story tall (**Photos 6.1-374** through **6.1-377**). Like the  
4 other contemporary alert facility resources, it is built of concrete block with concrete columns and  
5 topped by a flat overhanging concrete roof. The rear block was apparently once lit by long  
6 windows, many of which have been filled in. The later southern two-thirds of the building has  
7 concrete-block walls with no windows. Unlike the other alert facility resources, steel I-beams form  
8 the building's structural body. Two wide entryways with shielding eaves face south. A rectangular,  
9 one-story, flat-roofed, concrete addition—also post-military—projects to the building's west. The  
10 building is heavily overgrown and was deemed unsafe to enter, so it is unclear how extensively  
11 the interior of its original block was altered. Arnar-Stone Laboratories probably altered its interior  
12 to suit its industrial needs.

13 This building has been added to and heavily altered. Approximately two-thirds of it was built less  
14 than 50 years and is not of exceptional importance. It remains in its original location and retains  
15 some of its setting, but otherwise appears to have lost its integrity of design, materials,  
16 workmanship, feeling, and association. It does not possess sufficient integrity to support any  
17 historic, associational, or architectural significance it might have, and it is unlikely to yield  
18 important historic information. The Air Force and SAC erected many such support buildings at  
19 Ramey and other bases throughout the continental US, the Caribbean, and elsewhere during the  
20 Cold War. It is therefore recommended as not individually eligible for National Register listing  
21 under any of the Register's Criteria.



22 Building 1128 (Armaments and Avionics Shop): Photo 6.1-374, left, western third of S front elevation; Photo 6.1-375,  
23 right, central third of S front elevation

24



1 Building 1128 (Armaments and Avionics Shop): Photo 6.1-376, left, south front and east side elevations; right, south  
2 front elevation.

### 3 6.1.8.12. BOILER BUILDING

4 This building does not appear on base maps of 1964 and 1968 and was not built by the Air Force.  
5 It was standing at the taking of a 1993 aerial but was likely built in the late 1970s to support Arnar-  
6 Stone's pharmaceutical manufacturing just to the east in Building 1129. Aerial images suggest it  
7 has been vacant for at least ten years.

8 The long tall building was apparently built to hold boilers and other heavy equipment, all of which  
9 have been removed (**Photos 6.1-378 through 6.1-381**). It is of concrete construction with  
10 additional I-beam support. Unlike other buildings at Ramey, it is topped by a corrugated-metal  
11 shed roof, which slopes to the south. Five nearly full-height opening cross its front (south)  
12 elevation. Three are divided about two-thirds of the way up by cross beams; these were once  
13 present at the two central bays but have been cut away. Indeed, portions of the floor of a second  
14 or mezzanine level have been cut away to facilitate the removal of the boilers and other  
15 equipment. Only a few doors and windows pierce the east and west side and north rear elevations.  
16 Various pipes and other equipment-related openings mark the rear elevation and, particularly, the  
17 roof.

18 This building is less than 50 years and not of exceptional importance. It is therefore not  
19 recommended as individually eligible for National Register listing under any of the Register's  
20 Criteria.



1 Boiler Room: Photo 6.1-378, left, west side and south front elevations; Photo 6.1-379, right, south front elevation



2 Boiler Room: Photo 6.1-380, left, east side and north rear elevations; Photo 6.1-381, right, view into center front bay  
3 showing cutaway floor.

4 **6.1.8.13. GUARD HOUSE**

5 A tiny guardhouse identified as “13 Traffic and Access Control Guard Station” by AM Group in  
6 2018 was not recorded. It was likely completely engulfed by overgrowth and not seen during this  
7 survey. AM Group (2018:61) described it as follows (**Photos 6.1-382 and 6.1-383**):

8 This is a small concrete building close to and northwest of 1129. It is made of  
9 concrete with a concrete roof slab. It has a square configuration with its southeast  
10 corner chamfered. It has an entrance and a window on its east facade. Other  
11 windows are in the south and west facades. It is covered with vegetation and is not  
12 accessible due to a locked gate blocking its entrance. This building, however does  
13 not display the older buildings' construction methods. It is a contemporary auxiliary  
14 building made to serve the later usage these buildings had.

15 The guard house is not included on the 1964 or 1968 maps of the base. It would not have been  
16 built by the military, as it would not have had a function on the base; the buildings to either side  
17 of it did not require a separate guard. In all likelihood it was erected by Arnar-Stone Laboratories  
18 around 1975 to limit access to their manufacturing facilities. It is less than 50 years and not of

1 exceptional importance. It is therefore not recommended as individually eligible for National  
2 Register listing under any of the Register's Criteria.



3 Guard House: Photo 6.1-382, left, south side and east front elevations; Photo 6.1-383, right, east front elevation (source  
4 of both: AM Group 2018:118).

#### 5 **6.1.8.14. BUILDING 1129 (ARMAMENTS AND ELECTRICAL SHOP)**

6 Building 1129, which housed armaments and electrical shops, was erected between about 1956  
7 and 1959 (Giles 2019; Quitclaim deed 1979; RABHA 1999 and 2015c). Arnar-Stone  
8 Laboratories, based in the Chicago area, opened a pharmaceutical production facility here in  
9 1975. Modern aerials indicate the building was at least partially used or maintained up until about  
10 2010. It is currently vacant and heavily overgrown (*Chicago Tribune*, April 14, 1976; *Miami Herald*,  
11 November 6, 1977).

12 Most of the core first story of this long building is original, if heavily altered, construction (**Photos**  
13 **6.1-384** through **6.1-388**). It appears to be built of concrete block, but much of its original wall  
14 surface is hidden by 1975 extensions along its west side and front (south-facing) elevations and  
15 at its northwest corner. The additions, likely of concrete block, are fitted out with modern, single-  
16 light windows. Even more dramatic was the addition of a partial second story on the south—some  
17 of the bays of which are empty or filled in—and the construction of a metal platform over the body  
18 of the remaining part of the building. This platform supports a complex web of oversized pipes,  
19 ducts, and machinery that were central to the manufacture of pharmaceuticals. The building was  
20 not entered during this survey but AM Group looked at a portion of its interior: “Its interior is full of  
21 industrial wastes, which include a large number of vials full of unknown chemicals. Building  
22 materials dangles everywhere. Most rooms have no windows and signs reveal the possibility of  
23 that hazardous materials were handled when last in use” (AM Group 2018:61).

24 Arnar-Stone had a profound effect on this central section of the former alert facility, heavily altering  
25 or in some cases erecting, Building 1133, the Water Storage Building, Building 1128, the Boiler  
26 Building, the Guard House, this building, and the Electrical Station with water tank to its east. Like  
27 the others that Arnar-Stone took over, this building has been heavily, indeed almost  
28 unrecognizably, altered. Although it remains at its original location and some of its setting in intact,  
29 it appears to have lost its integrity of design, materials, workmanship, feeling, and association

1 through its many additions and reworkings, which obscure its original appearance and functions.  
2 Additionally, the building has no historic, associational, or architectural significance and is unlikely  
3 to yield important historic information. The Air Force and SAC erected many such support  
4 buildings at Ramey and other bases throughout the continental US, the Caribbean, and elsewhere  
5 during the Cold War. It is therefore recommended as not individually eligible for National Register  
6 listing under any of the Register’s Criteria.



7 Building 1129 (Armaments and Electrical Shop): Photo 6.1-384, left, west side and south front elevations;  
8 Photo 6.1-385, right, south front elevation.



9 Building 1129 (Armaments and Electrical Shop): Photo 6.1-386, left, addition at southeast corner; Photo 6.1-387, right,  
10 addition along west side elevation.



11 Building 1129 (Armaments and Electrical Shop): Photo 6.1-388, south front elevation with Boiler Building at left.

### 1 6.1.8.15. ELECTRICAL STATION

2 Aerial photographs indicate that the electrical station and the large water tank to its rear (south)  
3 were erected in 2004 or 2005. Later aerials indicate that it was vacant, unmaintained, and heavily  
4 overgrown by 2015.

5 The building is small and rectangular (**Photos 6.1-389** and **6.1-390**). A flat concrete roof with a  
6 wide overhang tops its concrete-block walls. The south elevation retains glass windows. Window  
7 bays on the east and west side elevations contain louvers. The large aboveground water storage  
8 tank to the rear (north) is built of metal, rusting at the seams, and topped by a low conical roof. A  
9 metal cage frames a ladder that still climbs its west-facing section.

10 This building and the tank are less than 50 years and not of exceptional importance. They are  
11 therefore not recommended as individually eligible for National Register listing under any of the  
12 Register's Criteria.



13 Electrical Station: Photo 6.1-389, left, east and south elevations with water tank looming to rear; Photo 6.1-390, right,  
14 east and south elevations

### 15 6.1.8.16. BUILDING 1071 (SQUADRON OPERATIONS)

16 The squadron operations building was erected between about 1956 and 1959. It is almost  
17 rectangular with a projection at its southwest that gives an L-shaped footprint. Like the other  
18 contemporary buildings in the alert area, it was likely built at one time. Its L-shape appears on the  
19 1964 and 1968 base maps. Modern aerials indicate that it was at least partially in use or  
20 maintained from the early 1990s up to about 2010. It is now vacant and heavily overgrown (Giles  
21 2019; Quitclaim deed 1979; RABHA 1999 and 2015c). The building looks much like a 1972-73  
22 photograph of the 53rd Weather Reconnaissance Squadron building (**Photo 6.1-391**). (The 53rd  
23 began operating at the base in 1956 (RABHA 2015c).) That building, though, has paired as well  
24 as tripled windows, unlike Building 1071. Additionally, other buildings at the base had similar  
25 facades and window treatments. The presence of the former weather observation tower a short  
26 distance to the northeast, though, leaves the question of whether this was the Weather

- 1 Reconnaissance building open to question. The building's use in the late 1970s is known for sure.
- 2 At that time, it was converted to serve as the terminal for BQN (Giles 2019).



3 Photo 6.1-391 53rd Weather Reconnaissance Squadron building, 1972-73 (source:  
4 <https://rameyafb.wordpress.com/2010/11/13/pictures-of-ramey-afb-puerto-rico/>).

5 The building is one-story tall with concrete-block walls, concrete piers that project forward as  
6 pilasters, and a flat concrete roof (**Photos 6.1-392 through 6.1-396**). Many if not all of its windows  
7 appear to have been modernized. This likely happened in the late 1970s when it was converted  
8 to terminal use. (Some window bays may retain their original aluminum frames or were replaced  
9 by similar frames.) An extension at the building's eastern end was likely made when the terminal  
10 took over the building. Its north face, looking toward the runway, contains an entry set in floor-to-  
11 ceiling glass that resembles, as AM Group (2018:62) notes, an all-glass store front. Another  
12 alteration is the open concrete-block wall on the western end of the north elevation that appears  
13 to have been built to screen a loading area, perhaps for luggage and cargo. The interior was not  
14 viewed, but a photograph by AM Group suggests that it has been altered, which would have been  
15 required in the transition to terminal use.

16 Building 1071 is at its original location and retains some of its setting. It appears to have lost its  
17 integrity of design, materials, workmanship, feeling, and association through the replacement of  
18 windows, changes to bays, an addition, and reconfiguring for use as the airport's terminal. The  
19 Air Force and SAC erected many such support buildings at Ramey and other bases throughout  
20 the continental US, the Caribbean, and elsewhere during the Cold War. It is therefore

1 recommended as not individually eligible for National Register listing under any of the Register's  
 2 Criteria.



3 Building 1071 (Squadron Operations): Photo 6.1-392, left, west side and north rear elevations; Photo 6.1-393, right,  
 4 north rear elevation



5 Building 1071 (Squadron Operations): Photo 6.1-394, left, N rear elevation with top of water tank at electrical station to  
 6 rear; Photo 6.1-395, right, E side and N rear elevations



7 Photo 6.1-396 Building 1071 (Squadron Operations): left, N elevation of E wing with modern entry and windows; right,  
 8 interior with partition wall alterations (source: AM Group 2018:122)

9 **6.1.8.17. BUILDING 1089 (WEATHER OBSERVATION TOWER)**

10 Building 1089 was erected by Ramey as a weather observation tower between about 1956 and  
 11 1959 (Photos 6.1-397 through 6.1-399). (It appears on an aerial taken in 1959-60.) When the  
 12 base left military hands completely in 1974, its control tower was closed. Until that tower was

1 renovated and brought back into operation in 2007, BQN operated as a “non-towered” or  
2 “uncontrolled” airport. During this period, the weather observation tower was used, as best as  
3 possible, as the airport’s control tower (Giles 2019; RAFBHA 1999 and 2015c; FAA 2018).



4 Photos 6.1-397 through 6.1-399, Building 1089 (Weather Observation Tower) in 1966 (sources, left to right:  
5 [facebook.com/photo.php?fbid=10216498930176660&set=gm.10156654112324313&type=3&theater&ifg=1](https://www.facebook.com/photo.php?fbid=10216498930176660&set=gm.10156654112324313&type=3&theater&ifg=1);  
6 [facebook.com/photo.php?fbid=4571727230190&set=g.137328899312&type=1&theater&ifg=1](https://www.facebook.com/photo.php?fbid=4571727230190&set=g.137328899312&type=1&theater&ifg=1);  
7 [facebook.com/photo.php?fbid=620456868004822&set=g.137328899312&type=1&theater&ifg=1](https://www.facebook.com/photo.php?fbid=620456868004822&set=g.137328899312&type=1&theater&ifg=1))

8 The building consists of a one-story base with a glass-filled cab above (**Photos 6.1-400 through**  
9 **6.1-403**). The nearly square base is built of concrete blocks with concrete corner posts. Its south  
10 elevation holds a boarded-up bay that has lost its original window glass. The east elevation has  
11 no bays. The north once held a window bay, evidenced by a plain projecting concrete sill, that  
12 has been blocked in. On the west is an off-center door that has been replaced. A metal stair  
13 climbs in a single run to a landing above that door. Pipe railings at the stair have been altered at  
14 least where they attach at the landing. The landing continues around the north, east, and west  
15 sides of the cab as a narrow pipe-railed balcony. From the landing, a glass door leads into the  
16 cab, which has nearly floor-to-ceiling glass windows. All four elevations slant outward and each  
17 elevation has a central window with two lights, a large light at the top and a narrower one at the  
18 bottom that apparently once opened for ventilation. Flanking the two-part windows are windows  
19 with a single full-height light and the glass entry. Aluminum frames all of the windows and the  
20 entry. The interior, which has been stripped of its equipment, retains some desks and cabinets  
21 that are not original to the building. A flat roof tops the cab.

22 The former weather observation tower is at its original location and retains some of its setting. It  
23 appears to have lost some of integrity of design, materials, workmanship, feeling, and association  
24 through the blocking in of a window, replacement of a door, and some alteration to its stair railings.  
25 It does not possess sufficient integrity to support any historic, associational, or architectural  
26 significance it might have, and it is unlikely to yield important historic information. The Air Force  
27 and SAC erected many such support buildings at Ramey and other bases throughout the

- 1 continental US, the Caribbean, and elsewhere during the Cold War. It is therefore recommended  
 2 as not individually eligible for National Register listing under any of the Register's Criteria.



- 3 Building 1089 (Weather Observation Tower): Photo 6.1-400, left, west and south elevations; Photo 6.1-401, right, north  
 4 and west elevations.



- 5 Building 1089 (Weather Observation Tower): Photo 6.1-402, left, south and east elevations; Photo 6.1-403, right,  
 6 interior of cab with equipment removed, looking toward runway and early hangars.

#### 7 **6.1.8.18. BUILDING 1070 (AIRCRAFT MAINTENANCE ORGANIZATIONAL SHOP)**

- 8 Building 1070, a former aircraft maintenance organizational shop, was erected between about  
 9 1956 and 1959. Modern aerials indicate that it was at least partially in use or maintained from the  
 10 early 1990s up into the 2010s. It is now vacant (Giles 2019; Quitclaim deed 1979; RABHA 1999  
 11 and 2015c).

- 12 The design and appearance of the building conforms with the others built at the alert facility in the  
 13 late 1950s (**Photos 6.1-404 through 6.1-407**). It is one-story tall and built of concrete blocks  
 14 covered in plaster. Concrete pilasters that are also beams are spaced regularly across its  
 15 elevations. A flat overhanging concrete roof covers it. It was once lit by long window bays, but all  
 16 the original windows are gone, their bays either completely blocked or reduced to relatively small,  
 17 glass-block-filled openings tucked beneath the eaves. The surviving metal doors are not original.  
 18 A doorway on the north elevation has been blocked in. A one-bay addition extends along the  
 19 length of the building's east side elevation.

1 Building 1070 is its original location and retains some of integrity of setting. However, it appears  
 2 to have lost its integrity of design, materials, workmanship, feeling, and association through the  
 3 blocking in, or almost complete blocking in, of all of its windows bays, the loss of its original  
 4 windows and doors, and the addition of an ell on its east side. It does not possess sufficient  
 5 integrity to support any historic, associational, or architectural significance it might have, and it is  
 6 unlikely to yield important historic information. The Air Force and SAC erected many such support  
 7 buildings at Ramey and other bases throughout the continental US, the Caribbean, and elsewhere  
 8 during the Cold War. It is therefore recommended as not individually eligible for National Register  
 9 listing under any of the Register's Criteria.



10 Building 1070 (Aircraft Maintenance Organizational Shop): Photo 6.1-404, left, south front elevation, central door;  
 11 Photo 6.1-405, right, south front elevation.



12 Building 1070 (Aircraft Maintenance Organizational Shop): Photo 6.1-406, left, east side and south front elevations;  
 13 Photo 6.1-407, right, west side and north rear elevations (source: AM Group 2018:134).

#### 14 **6.1.8.19. BUILDING 1029 (GROUND SUPPORT EQUIPMENT SHOP)**

15 A former ground support equipment shop, Building 1029 was erected between about 1956 and  
 16 1959. Modern aerials indicate that it was at least partially in use or maintained from the early  
 17 1990s up to, perhaps, the present. It appears to still be utilized at times as a repair shop or for  
 18 equipment storage (Giles 2019; Quitclaim deed 1979; RAFBHA 1999 and 2015c).

19 The rectangular core of this building is one-story tall and built of concrete block that has been  
 20 plastered (**Photos 6.1-408 through 6.1-411**). Concrete beams project as pilasters along its

1 elevations. It has three slightly recessed panels across its north and south elevations and five  
2 recesses along its longer east and west side elevations. A concrete-block band level with the  
3 pilasters rings the building. Tall sets of louvers in the right and left panels at the north elevation—  
4 the central panel holds a garage door—and in the three northern panels on the side elevations  
5 provide ventilation and light to the interior. They are underpinned with a projecting concrete band  
6 or beltcourse and topped by an additional row of narrow, concrete-block-filled recessed panels  
7 that appear to be original. At the south elevation, this subsidiary set of panels is lacking. The  
8 central panel holds a garage door and the panels to either side have a band of three narrow  
9 louvered openings that extend out into another set of three louvers on low wings that project to  
10 the side. The south louvers are shaded by wide overhanging eaves, which mark both wings. The  
11 fluid connection of the wings with the main block suggest the entire building was erected at the  
12 same time. Building 1029's appearance is unique on the alert facility flight line. It is the only clearly  
13 mid-century-modern building, if in a limited and functional way. The interior of the main block is a  
14 straightforward utilitarian space with exposed metal trusses and concrete block. The interiors of  
15 the wings were not accessible.

16 Building 1029 is at its original location and retains much of its setting. It has been little altered and  
17 therefore appears to retain much of its integrity of design, materials, workmanship, feeling, and  
18 association. However, the building was a functional airbase shop and has no historic,  
19 associational, or architectural significance and is unlikely to yield important historic information.  
20 The Air Force and SAC erected many such support buildings at Ramey and other bases  
21 throughout the continental US, the Caribbean, and elsewhere during the Cold War. Accordingly,  
22 it is recommended as not individually eligible for National Register listing under any of the  
23 Register's Criteria.



24 Building 1029 (Ground Support Equipment Shop): Photo 6.1-408, left, south front and east side elevation, central door;  
25 Photo 6.1-409, right, east side and north rear elevations.



1 Building 1029 (Ground Support Equipment Shop): Photo 6.1-410, left, north rear and west side elevations;  
2 Photo 6.1-411, right, interior looking north through rear louvers.

### 3 **6.1.8.20. BUILDING 1031 (ELECTRIC POWER STATION)**

4 Building 1031, a former electric power station, was erected in the late 1950s. Modern aerials  
5 indicate that it was in use or at least maintained from the early 1990s until close to the present  
6 (Giles 2019; Quitclaim deed 1979; RAFBHA 1999 and 2015c). It appears to no longer be used.

7 The building is nearly square and one-story tall (**Photos 6.1-412 through 6.1-414**). A flat roof tops  
8 its concrete-block walls. The front (south-facing) elevation holds a replacement door and an eight-  
9 light casement window that may be original. Two large bays at the east have been blocked over,  
10 but for some large later louvers added at their tops. A smaller bay on the north has been fully  
11 enclosed by concrete block. The west elevation, largely screened by a shed of sheet metal and  
12 chain-link fencing, has no openings. Inside, two concrete pads likely once held generators or other  
13 equipment.

14 Building 1031 is at its original location and retains some of its original setting. It appears to have  
15 lost its integrity of design, materials, workmanship, feeling, and association, though, through the  
16 enclosure of most of its bays, the addition of louvers, and the replacement of a door. It does not  
17 possess sufficient integrity to support any historic, associational, or architectural significance it  
18 might have, and it is unlikely to yield important historic information. The Air Force and SAC erected  
19 many such support buildings at Ramey and other bases throughout the continental US, the

- 1 Caribbean, and elsewhere during the Cold War. It is therefore recommended as not individually  
 2 eligible for National Register listing under any of the Register's Criteria.



- 3 Building 1120 (Electrical Station): Photo 6.1-412, left, west side and south front elevations; Photo 6.1-413, right, south  
 4 front and east side elevations.



- 5 Photo 6.1-414 Building 1120 (Electrical Station): east side and north rear elevations with Building 1029 in background.

#### 6 **6.1.8.21. BUILDING 1031 (ELECTRIC POWER STATION)**

- 7 A former weapons and base systems shop, Building 1072 was erected between about 1956 and  
 8 1959. Modern aerials indicate that it was at least partially in use or maintained from the early  
 9 1990s up to about 2010. It is currently vacant, uncared for, and in poor condition (Giles 2019;  
 10 Quitclaim deed 1979; RAFBHA 1999 and 2015c).

- 11 The tall, one-story, concrete-block building has a nearly flat roof with no overhangs (**Photos 6.1-**  
 12 **415** through **6.1-418**). Three large garage bays, only one with a door, open from its south-facing  
 13 front elevation. The space that could have held a fourth bay, but apparently never did, has three  
 14 smaller entry bays with topped by a single empty window bay. The north elevation only has two  
 15 garage bays, which appears to have always been the case; both retain their doors. One partially  
 16 intact casement window is set high near its western edge. Two metal doors and two upper  
 17 casement windows, painted over, mark the west side elevation; similar windows bays, but no  
 18 doors, at the east elevation have largely lost their casement windows. The building's interior has  
 19 functional exposed concrete-block walls; the spaces that could be viewed are littered with old  
 20 computer and mechanical equipment, plastic pipes, bricks, and other odds and ends.

1 Building 1072 is at its original location, but appears to have lost its integrity of design, materials,  
 2 workmanship, feeling, and association through alterations to and/or loss of garage doors,  
 3 windows, and doors. The Air Force and SAC erected many such support buildings at Ramey and  
 4 other bases throughout the continental US, the Caribbean, and elsewhere during the Cold War.  
 5 It is therefore recommended as not individually eligible for National Register listing under any of  
 6 the Register's Criteria.



7 Building 1072 (Weapons and Base Systems Shop): Photo 6.1-415, left, west side and south front elevations;  
 8 Photo 6.1-416, right, south front and east side elevations.



9 Building 1072 (Weapons and Base Systems Shop): Photo 6.1-417, left, east side and north rear elevations;  
 10 Photo 6.1-418, right, north rear and west side elevations.

### 11 **6.1.8.22. BUILDING 1073 (TRAFFIC CHECK HOUSE)**

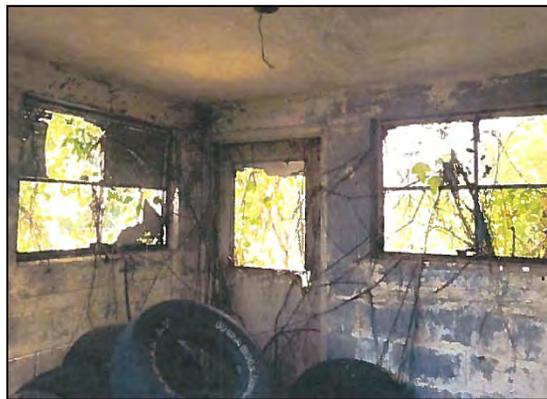
12 This building once served as a traffic check house. It was built along with the other buildings at  
 13 the alert facility between about 1956 and 1959. Modern aerials suggest it has been vacant and  
 14 overgrown since about 2002. Currently it is almost entirely engulfed by overgrowth and could not  
 15 be entered.

16 The small nearly square building is built of concrete block with a widely overhanging flat concrete  
 17 roof (**Photos 6.1-419 through 6.1-421**). Its south front and north rear elevations each hold one  
 18 door and one window. Single window bays pierce the side elevations. The aluminum frames of  
 19 the casement windows suggest that they might be original. The inside is a single open space.

1 Building 1073 is at its original location and retains some of its original setting. Although the glass  
2 in its window bays and the tops of its doors is broken, it appears to retain its integrity of design,  
3 materials, workmanship, feeling, and association. However—a basic guard house—it has no  
4 historic, associational, or architectural significance and is unlikely to yield important historic  
5 information. The Air Force and SAC erected many such support buildings at Ramey and other  
6 bases throughout the continental US, the Caribbean, and elsewhere during the Cold War. It is not  
7 recommended as individually eligible for National Register listing under any of the Register's  
8 Criteria.



9 Building 1073 (Traffic Check House): Photo 6.1-419, left, south front and east side elevations; right, east side and north  
10 rear elevations.



11 Photo 6.1-421 Building 1073 (Traffic Check House): interior (source: AM Group 2018:150)

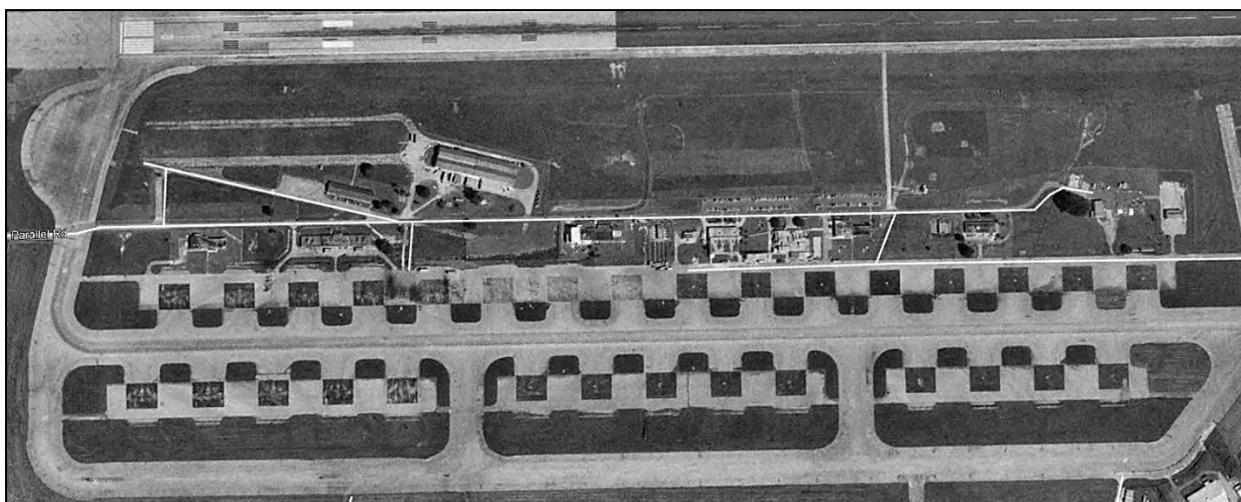
## 12 Taxiway 2 and Alert Facility Apron

13 The US House of Representatives authorized just under \$10,000,000 for SAC construction at  
14 Ramey in 1955. The money was to be used for various facilities, including airfield pavement  
15 (*Congressional Record* 1955:8667). Presumably one of the first resources constructed was  
16 Taxiway 2 and the Alert Facility Apron, to the north of which the facility buildings were erected. A  
17 1966 photograph depicts the taxiway and its distinctive checkerboard apron (**Photos 6.1-422**  
18 through **6.1-427**). The checkerboards still remain clearly visible from the air—less so from ground  
19 level—although they have faded over the years. It consists of squares painted black upon which  
20 aircraft parked and rectangles of turf, angle at the edges facing the taxiway, which helped with  
21 drainage. The squares that have faded the most are those at the west near Building 1245

- 1 (Readiness Crew Facility), which suggests that they got more use than those farther east.
- 2 Concrete remnants of blast deflector fences remain to the north of the northern squares and the
- 3 south of the southern ones. They too are in better shape to the east, again suggesting use
- 4 patterns.



5 Photo 6.1-422 Taxiway 2 and Alert Facility Apron: looking west at taxiway and apron at left, alert facility buildings to  
6 their right, and main runway at center with nose dock hangars at upper right and concrete hangars at lower right, 1966  
7 (source: <http://rameyafb.net/ramey-air-force-base-1966/>).



8 Photo 6.1-423 Taxiway 2 and Alert Facility apron, aerial view, 1993.



9 Photo 6.1-424 Taxiway 2 and Alert Facility apron, aerial view, 2019.

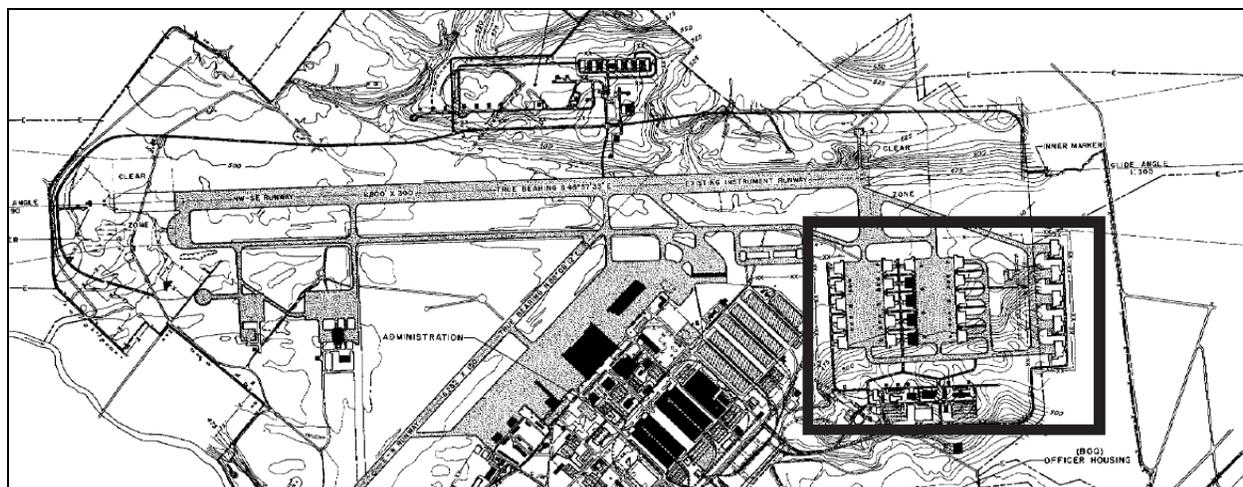


1 Taxiway 2 and Alert Facility Apron: Photo 6.1-425, left, ground-level views looking west from western end of apron;  
 2 Photo 6.1-426, right, ground-level views looking east from eastern end of apron.



3 Photo 6.1-427 Taxiway 2 and Alert Facility Apron: concrete remains of blast on south side of apron.

4 In her context for SAC Cold War-era bomber bases, Weitze (1999a) does not mention the  
 5 coloration of any aprons. Rather, she focuses on configuration, either straightforward right-angled,  
 6 as is Ramey; “individual stubs at 90-degree angles to a 45-degree alert taxiway”; or the last  
 7 designed and preferred herringbone or “Christmas tree” alert aprons (**Photos 6.1-428 and 6.1-**  
 8 **249**).



1 Photo 6.1-428 SAC rectangular stubbed parking aprons and angled taxiway at Griffiss Air Force Base outlined in black,  
2 from October 1957 master plan (source: Weitze 1999a:110).



3 Photo 6.1-429 Christmas tree alert apron at Wurtsmith Air Force Base outlined in black rectangle, from October 1957  
4 master plan (source: Weitze 1999a:110).

5 Weitze (1999a:155) combines the character-defining features of the SAC alert apron  
6 configurations and crew quarters (moleholes). She writes:

7 Not surprisingly, SAC undertook construction for its alert aprons first—and, again  
8 not surprisingly, design changed literally while aprons were in buildout. Resultant  
9 from this situation, two key alert apron patterns exist, supplemented by particular  
10 instances where a pre-existing rectangular apron was called into service [as at  
11 Ramey]; a new rectangular apron and taxiway were built due to land limitations  
12 and topography; or, a former hot cargo area was reconfigured for alert service.  
13 SAC also built alert aprons in different sizes—similar to its treatment of the double-  
14 cantilever hangar. Accompanying the alert aprons, and erected during 1958-1960,  
15 the moleholes also came in small, medium, and large sizes—and, like the alert  
16 aprons, occasionally were built in a non-standard manner. Nonetheless, all SAC  
17 alert facilities had an alert apron and an alert crew quarters, the latter always  
18 basically designed as a molehole [unlike at Ramey].

19 Key character-defining features include:

- 20 ➤ an alert apron configured for between four and 10 bombers (B-47s, B-58s, and B-52s);
- 21 ➤ a taxiway angled at 45 degrees from the end of the primary (longest) runway; and
- 22 ➤ a molehole of 18,000, 22,500, or 31,000 square feet.

23 In addition, the molehole had its own character-defining features, including:

- 24 ➤ two-story height, with the lower story either fully below ground, or bermed aboveground;

- 1 ➤ egress tunnels from the underground story sheathed in corrugated metal with single-  
 2 pane, wood frame windows per tunnel and blast-framed doors;
- 3 ➤ and, simple 1950s design detailing, including a nearly flat gable roof and windowless  
 4 walls.

5 In other words, the alert apron and associated taxiway are not assessed independently, but  
 6 together. As the Ramey alert quarters does not conform with the design of the other SAC bases,  
 7 and as the alert area is a remnant form that did not meet later SAC design standards—and as  
 8 together they do not have the features that define them—the Alert Apron with Taxiway 2 is not  
 9 recommended as individually eligible for National Register listing.

### 10 Nose Dock Hangars at the SAC Bomber Mission Alert Facility

11 The shape, roof lines, and side-by-side placement of the nose dock hangars at Ramey strongly  
 12 suggest that they were designed by Luria Engineering of New York, which had manufactured  
 13 mobilization buildings for the Army during WWII and continued to produce hangars during the  
 14 Cold War (Weitze 1999a:83). It is not clear whether Luria's designs for hangars intended largely  
 15 for B-52s or those for multi-purpose wing hangars were used. Both designs dated from the mid-  
 16 /late 1950s and included modifications (**Photos 6.1-430 through 6.1-433**).



Plate 74. Luria Engineering. Multi-purpose wing hangars at the former Forbes Air Force Base. Front oblique view, July 1999. Photograph, K.J. Weitze.



Plate 71. Luria Engineering. Multi-purpose wing hangar at the former Lincoln Air Force Base. Front view, July 1999. Photograph, K.J. Weitze.

17 Photos 6.1-430 (left) and 6.1-431 (right) Luria Engineering multi-purpose wing and B-52 wing hangars at the former  
 18 Forbes and Lincoln AFBs, dates of construction not determined (source: Weitze 1999a:81-84).



Plate 73. Luria Engineering. Multi-purpose wing hangar. Whiteman Air Force Base. Rear view, July 1999. Photograph, K.J. Weitze.

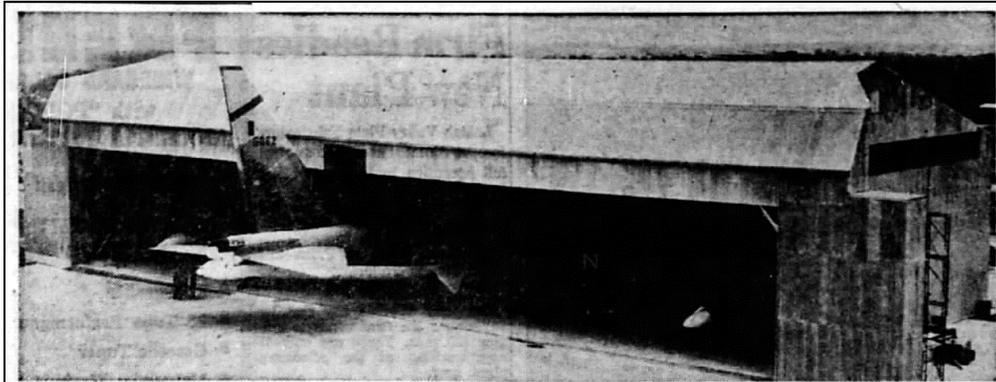


Plate 75. Luria Engineering. B-52 wing hangar. Offutt Air Force Base. View of July 1999. Photograph, K.J. Weitze.

1 Photos 6.1-432 (left) and 6.1-433 (right) Luria Engineering multi-purpose wing and B-52 wing hangars at Whiteman  
 2 and AFBs, dates of construction not determined (source: Weitze 1999a:81-84).

3 Nose dock hangars similar to those built at Ramey were erected at numerous Air Force bases  
 4 from the mid-1950s into the early 1960s. The Air Force erected them at its 65 SAC bases on the  
 5 mainland, in Canada, and in Puerto Rico at Ramey. According to Weitze (1999a:72) in her study  
 6 of SAC bomber mission bases, SAC erected 405 nose dock and wing hangars from about the  
 7 late 1940s through the early 1960s for B-29, B-36, B-47, B-52, and other large aircraft. These  
 8 included 129 "Multi-purpose Luria" types and 79 "Late 1950s Generic (B-52)" types. If the  
 9 surviving nose dock hangars at Ramey were built by Luria, they likely were part of the two  
 10 contracts that Luria received in 1956, which totaled \$14,916,000, to produce "new-type, all-  
 11 weather hangars to shelter intercontinental B-52 bombers and newly-designed aircraft  
 12 maintenance docks" (*Indianapolis Star* 1956) (**Photo 6.1-434**). According to one source, large  
 13 general maintenance hangars with distinctive offset gables, such as those at Ramey, were  
 14 erected as part of the SAC dispersal program between 1958 and 1960. This program called for  
 15 dispersing bomber wings over three times as many bases as the previous practice. One of those  
 16 dispersal bases was Ramey (Pedrotty, Webster, and Chmiel 1999:5-8.).

17 Regardless of their precise dates of construction or the exact origin of their designs, the surviving  
 18 nose dock hangars at Ramey are associated with SAC bomber mission and alert facility. They  
 19 are, however, located north of the facility, along Hangar Road and the principal runway of Ramey  
 20 Air Force Base.



**NEW CONCEPT IN AIRCRAFT MAINTENANCE—** Perhaps the newest development in the Air Force maintenance program is this steel structure designed and built by Luria Engineering Co. of Bethlehem. The pre-engineered maintenance dock, Luria says, offers these advantages: easy, fast erection and very low initial cost; maximum weather protection for ground crew personnel; maximum ease of accessibility to all parts of the plane. Luria has the initial contract for a number of the units. The plane shown here is a B52. The dock will accommodate other aircraft of various configurations.

1 Photo 6.1-434 Luria Engineering “pre-engineered maintenance dock,” with B-52, 1957 (source: *Morning Call*  
2 (Allentown, PA), 1957).

### 3 **6.1.8.23. BUILDING 571 (NOSE DOCK HANGAR)**

4 Building 571 is absent from base maps of 1951 and earlier. It was likely erected between 1956  
5 and 1959 along with the other SAC buildings at the alert facility to the south across the runway. It  
6 is pictured on the 1964 base map. By 1983 it was no longer servicing aircraft but was “used by  
7 the [Puerto Rico] Department of Education for band exercises and folkloric dances”  
8 (Greenleaf/Telesca 1983:4-74). It is currently largely vacant.

9 The building is a nose dock hangar (**Photos 6.1-435 through 6.1-440**). As its name suggests, a  
10 nose dock (or nose pocket) hangar holds the body of an airplane within its walls and, through an  
11 extension of the wall facing away from the runway, the nose of the plane. This provides shelter  
12 for mechanics working on all of the plane but the tail, which, depending on the aircraft’s length,  
13 sticks out from the notched opening above the center of the doors opening on the runway and the  
14 upper part of the closed hangar doors. The building is approximately 200’ wide and 90’ deep, with  
15 an approximately 30’-deep nose dock—large enough to accommodate the front end of a B-52’s  
16 fuselage—extending at the center of the north rear elevation. A B-52 has a wingspan of  
17 approximately 185’ and a length of approximately 160’. Therefore, the hangar provided a bit of  
18 extra room at either side for wingspan and required the tail of a B-52 to remain outdoors when  
19 the plane was being maintained. To allow entry for the B-52 (or another smaller plane), the doors  
20 on the north (runway) side telescope the full width of the hangar. Door pockets extend the hangar  
21 at east and west to hold the telescoping doors and allow access to its entire width.

22 The nose dock hangars may also have serviced the KC-135 aircraft that fueled the B-52s in the  
23 air. Due to weight, the B-52 could not take off with a full load of fuel but had to be fueled after  
24 takeoff. According to Allen (2011), who flew on B-52s at Ramey in the late 1960s, the amount of  
25 fuel the B-52 took on following takeoff was about equal to the plane’s entire weight absent fuel.  
26 The KC-135 would have fit more easily in the hangar, as its wingspan was about 130’ and its  
27 length about 136’. Both the B-52 and the KC-135 stood about 42’ high.

1 According to the typology for military aircraft hangars established by Pedrotty, Webster, and  
2 Chmiel (1999:6-15), this hangar and the other nose dock hangars to its east are steel truss with  
3 offset gable roof types. The truss work appears to remain in place. However, the hangar's  
4 corrugated metal walls, doors, and roof appear to have been re clad on multiple occasions and  
5 secondary doors, windows, and other bays have been altered or replaced. To adapt the building  
6 as a storage space after the military left, two large truck bays served by below-level ramps were  
7 added to either side of the nose dock.



8 Building 571 (Hangar): Photo 6.1-435, left, south front elevation; Photo 6.1-436, right, north rear elevation.



9 Photos 6.1-437 (left) and 6.1-438 (right) Building 571 (Hangar): north rear and west side elevations.



10 Building 571 (Hangar): Photo 6.1-439, left, east side elevation; Photo 6.1-440, right, east side and north rear elevations.

1 Building 571 is at its original location and retains some of its setting but appears to have lost much  
2 its integrity of design, materials, workmanship, feeling, and association due to numerous changes  
3 to its wall and roof cladding and the addition of truck bays with loading docks. It does not possess  
4 sufficient integrity to support any historic, associational, or architectural significance it might have,  
5 and it is unlikely to yield important historic information. The Air Force and SAC erected many nose  
6 dock hangars at other bases throughout the continental US, the Caribbean, and elsewhere during  
7 the Cold War. It is therefore recommended as not individually eligible for National Register listing  
8 under any of the Register's Criteria.

#### 9 **6.1.8.24. BUILDING 572 (NOSE DOCK HANGAR)**

10 Building 572 was likely erected between 1956 and 1959 along with the buildings at the alert facility  
11 to the south across the runway and other nose dock hangars to its east and west. It is pictured on  
12 the 1964 base map. In 2017 the building was the Western Aviation Service Corp. hangar, which  
13 housed the Borinquen Field-Ramey Air Force Base Museum. Hurricane Maria heavily damaged  
14 the building and the museum. It is currently vacant with most of the same gaping holes and  
15 damage it sustained in September 2017 (*View From the Tower*, October 1, 2017).

16 Like the other nose dock hangars, the building is approximately 200' wide and 90' deep, with an  
17 approximately 30'-deep nose dock extending at the center of its the north rear elevation (**Photos**  
18 **6.1-441** through **6.1-449**). Its south (runway) elevation retains a central notch for a B-52 tail and  
19 door pockets to hold full-width telescoping doors. This hangar and the others are steel truss with  
20 offset gable roof types (Pedrotty, Webster, and Chmiel 1999:6-15. The truss work appears to  
21 remain largely in place, but the hangar's corrugated metal walls, doors, and roof appear to have  
22 been reclad on multiple occasions and secondary doors, windows, and other bays have been  
23 altered or replaced. Section of its walls and roof pulled away by Hurricane Maria remain  
24 unrepaired.

25 Building 572 is at its original location and retains some of its setting but appears to have lost much  
26 its integrity of design, materials, workmanship, feeling, and association through numerous  
27 changes to, and some loss of, its wall and roof cladding. It does not possess sufficient integrity to  
28 support any historic, associational, or architectural significance it might have, and it is unlikely to  
29 yield important historic information. The Air Force and SAC erected nose dock hangars at other  
30 bases throughout the continental US, the Caribbean, and elsewhere during the Cold War. It is  
31 therefore recommended as not individually eligible for National Register listing under any of the  
32 Register's Criteria.



1 Building 572 (Hangar): Photo 6.1-441, left, south front and east side elevations of Buildings 571 and 572 (left to right),  
2 1972-73 (source: <https://rameyafb.wordpress.com/2010/11/13/pictures-of-ramey-afb-puerto-rico/>); Photo 6.1-442,  
3 right, south front elevations of Buildings 571, 572, and 573 (left to right).



4 Building 572 (Hangar): Photo 6.1-443, left, west side and north rear elevations; Photo 6.1-444, right, east side and  
5 north rear elevations



6 Building 572 (Hangar): Photo 6.1-446, left, damage and interior at bay to east of nose bay; Photo 6.1-447, right, damage  
7 at and to east of nose bay.



1 Building 572 (Hangar): Photo 6.1-448, left, damage an interior at bay west of nose bay; Photo 6.1-449, right, September  
2 2017 view, post-Hurricane Maria (source: *View From the Tower*, October 1, 2017).

### 3 **6.1.8.25. BUILDING 573 (NOSE DOCK HANGAR)**

4 Building 573, with the buildings at the alert facility to its south and the nose dock hangars to its  
5 sides, was likely erected between 1956 and 1959. It is included on the 1964 base map. It is home  
6 to Vortex Aviation which “provides contracted aircraft maintenance related services to aircraft  
7 owners and operators in Puerto Rico” (Vortex Aviation website).

8 The hangar is approximately 200-foot wide and 90-foot deep (**Photos 6.1-450 through 6.1-454**).  
9 Its approximately 30-foot deep nose dock has been enclosed at its front with concrete block. It is  
10 also closed off from the body of the hangar inside. Its runway-facing north elevation retains a  
11 central notch and door pockets to hold its telescoping doors. This hangar and the others are steel  
12 truss with offset gable roof types (Pedrotty, Webster, and Chmiel 1999:6-15). The truss work  
13 appears to remain largely in place, but the hangar’s corrugated metal walls, doors, and roof  
14 appear to have been reclad on multiple occasions and secondary doors, windows, and other bays  
15 have been altered or replaced. In addition to the notable changes to the nose dock, the building  
16 has been extended across its south elevation by a flat-roofed addition that extends forward to the  
17 same plane as the end of the nose dock.

18 Building 573 is at its original location and retains some of its setting. However, it appears to have  
19 lost much its integrity of design, materials, workmanship, feeling, and association through  
20 numerous changes to its wall and roof cladding, the enclosure of its nose dock, and the addition  
21 of a full-width extension across its north elevation. It does not possess sufficient integrity to  
22 support any historic, associational, or architectural significance it might have, and it is unlikely to  
23 yield important historic information. The Air Force and SAC erected nose dock hangars at other  
24 bases throughout the continental US, the Caribbean, and elsewhere during the Cold War. It is  
25 therefore recommended as not individually eligible for National Register listing under any of the  
26 Register’s Criteria.



1 Photo 6.1-450 Building 573 (Nose Dock Hangar): south elevation and interior depicting retention of central notch for B-  
2 52 tail, enclosure of nose dock, and addition of window bands at side elevations (source: Vortex Aviation website).



3 Building 573 (Hangar): Photo 6.1-451, left, south front elevation; Photo 6.1-452, right, north rear and west side  
4 elevations.



5 Building 573 (Hangar): Photo 6.1-453, left, east side and north rear elevations; Photo 6.1-454, right, north rear elevation

### 6 6.1.8.26. BUILDING 574 (NOSE DOCK HANGAR) - DEMOLISHED

7 Building 574 was a nose dock hangar built between about 1956 and 1959 that was apparently  
8 identical to those to either side of it. Aerial photographs indicate it was demolished between 2009  
9 and 2012 (Photos 6.1-455 through 6.1-457). Its footprint, however, remains visible through a  
10 ghost mark on the concrete pad on which it was built. Long vacant, it was described not long  
11 before its demolition as an “abandoned [and] dangerous eyesore” (RAFBHA 2015e).



1 Building 574 (Nose Dock Hangar): Photo 6.1-455, left, aerial view in 2009; Photo 6.1-456, right, aerial view of footprint  
 2 in 2018



3 Photo 6.1-457, Building 574 (Nose Dock Hangar): hangar demolition (source: RAFBHA 2015e).

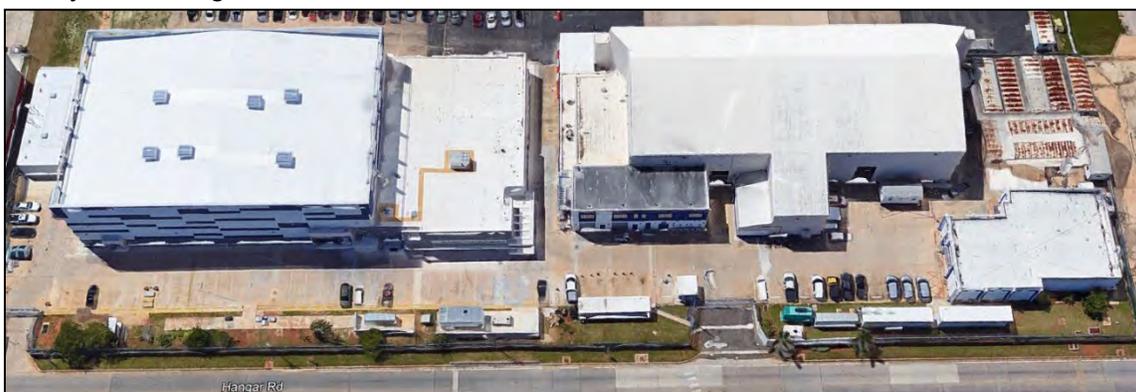
#### 4 **6.1.8.27. BUILDING 575 (HANGAR)**

5 Along with the buildings at the alert facility to the south across the runway and other nose dock  
 6 hangars to its east and west, Building 572 was likely erected between 1956 and 1959. The 1964  
 7 base map includes it. It is currently home to the Department of Homeland Security, Customs and  
 8 Border Protection (CBP), Caribbean Air Marine Branch.

9 In 2013, the CBP determined that Building 575 was not eligible for National Register-listing. Its  
 10 report noted the building's potential significance under Criterion A for its associations with the  
 11 SAC dispersal program that brought B-52 bombers to Ramey and under Criterion C, as a typical  
 12 example of the late-1950s/early-1960s nose dock maintenance hangars built at SAC installations  
 13 using standardized plans. The report further identified the hangar as "by far the most altered" of  
 14 Ramey's four nose dock hangars. Alterations at that time included a large addition on the  
 15 northeast corner, infilling of ribbon windows on the side elevation, and the infilling of the nose  
 16 pocket in the interior space (**Photos 6.1-458 through 6.1-462**). They identified these alterations  
 17 as having impacted the integrity of materials, design, workmanship and, to a lesser extent, the  
 18 integrity of setting, feeling, and association. They determined that the hangar was not individually  
 19 eligible for National Register listing due to lack of integrity and also determined that it was also  
 20 not a contributing resource to a larger historic district. In 2018, in summarizing their 2013  
 21 determination, the CBP further noted that SHPO concurrence was pending (US Customs and

1 Border Protection 2015:18). The CBP opened a new 30,000-square-foot hangar immediately east  
2 of Building 575 in 2016. At that time, they further altered and upgraded Building 575 (US Customs  
3 and Border Protection 2016).

4 Building 575 is at its original location and retains some of its setting. However, it appears to have  
5 lost its integrity of design, materials, workmanship, feeling, and association through numerous  
6 changes to its wall and roof cladding, the infilling of its nose dock, and the additions across its  
7 east side elevation that partially wraparound its front and rear elevations. It does not possess  
8 sufficient integrity to support any historic, associational, or architectural significance it might have,  
9 and it is unlikely to yield important historic information. The Air Force and SAC erected many nose  
10 dock hangars at other bases throughout the continental US, the Caribbean, and elsewhere during  
11 the Cold War. It is therefore recommended as not individually eligible for National Register listing  
12 under any of the Register's Criteria.



13 Photo 6.1-458 Building 575 (Nose Dock Hangar): Google Earth aerial of Building 575 at right and new associated  
14 hangar at left, 2019.



15 Photo 6.1-459 Building 575 (Nose Dock Hangar): Google Earth aerial of north front and west side elevations of Building  
16 575 at right and new associated hangar at left, 2019.



1 Building 575 (Hangar): Photo 6.1-460, left, west side and south front elevations; Photo 6.1-461, right, west side  
 2 elevation



3 Photo 6.1-462 Building 575 (Hangar): north rear and west side elevations

4 **Potential Ramey Air Force Base SAC Bomber Mission Alert Facility Historic District**

5 None of the resources—the buildings, the taxiway, the apron—are recommended as individually  
 6 eligible for National Register listing, as described above. They are also not recommended as  
 7 National Register-eligible as part of a potential discrete Ramey SAC Bomber Mission Alert Facility  
 8 Historic District or a potential larger one that encompasses more of former Borinquen Field and  
 9 Ramey Air Force Base. They retain their location, along with the other resources at the former  
 10 military base. However, as summarized in **Table 6.1-3** below, 25 of the 28 resources within the  
 11 potential district are believed to be noncontributing. Of the 25 noncontributing resources, 19 are  
 12 believed to have lost their integrity, three are less than 50 years, and one has been demolished.  
 13 The resources are not unusual or rare survivors, for the Air Force and SAC erected many such  
 14 resources at other bases throughout the continental US, the Caribbean, and elsewhere during  
 15 the Cold War. The resources therefore require a relatively high degree of integrity of design,  
 16 materials, and workmanship to contribute to the district which, as described at their individual  
 17 entries, the large majority lack.

1 **Table 6.1-3 Resources within Potential Ramey Air Force Base SAC Bomber Mission Alert**  
 2 **Facility Historic District**

Building Number and Name	C/NC Recommendation
Building 1270 (Storage)	NC—loss of integrity
Building 1251 (Target Intelligence)	NC—loss of integrity
Building 1245 (Readiness Crew Facility)	NC—loss of integrity
Gazebo	NC—loss of integrity
Building 1104 (Storage and Supply)	NC—loss of integrity
Building 1132 (Squadron Operations)	NC—loss of integrity
Guard House	NC—less than 50 years old
Building 1121 (Electrical Station)	NC—loss of integrity
Building 1133 (Captive Water Supply Tank Building)	NC—loss of integrity
Water Storage Building	NC—less than 50 years old
Building 1128 (Armaments and Avionics Shop)	NC—loss of integrity
Boiler Building	NC—less than 50 years old
Guard House	NC—less than 50 years old
Building 1129 (Armaments and Electrical Shop)	NC—loss of integrity
Electrical Station	NC—less than 50 years old
Building 1071 (Squadron Operations)	NC—loss of integrity
Building 1089 (Weather Observation Tower)	C—retains integrity
Building 1070 (Aircraft Maintenance Organizational Shop)	NC—loss of integrity
Building 1029 (Ground Support Equipment Shop)	C—retains integrity
Building 1031 (Electric Power Station)	NC—loss of integrity
Building 1072 (Weapons and Base Systems Shop)	NC—loss of integrity
Building 1073 (Traffic Check House)	C—retains integrity
Taxiway 2 and Alert Facility Apron	NC—loss of integrity
Building 571 (Nose Dock Hangar)	NC—loss of integrity
Building 572 (Nose Dock Hangar)	NC—loss of integrity
Building 573 (Nose Dock Hangar)	NC—loss of integrity
Building 574 (Nose Dock Hangar)	NC—demolished
Building 575 (Nose Dock Hangar)	NC—loss of integrity

3 NC = Noncontributing to potential historic district; C = Contributing to potential historic district

1 **6.1.9. MATERIAL STORAGE AND FUEL TANKS RESOURCES (WEST AND**  
2 **SOUTH OF FORMER TAXIWAY 2)**

3 **Figure 6.1-14 Material Storage and Fuel Tanks Resources Locator Map**



4 **6.1.9.1. BUILDING 1230 (STORAGE)**

5 Building 1230 is not included on the 1944 map, so it was erected after the 1947 update. However,  
6 its solid, boxy, concrete construction and surviving concrete louvers suggest it was erected by the  
7 late 1940s. It is included on the 1964 base map as a permanent building, carrying number 1230,  
8 but its function is not identified.

9 The building has a concrete loading dock along most of its front (west-facing) elevation, which is  
10 served by three wide, nearly full-height doors that once opened into three storage rooms (**Photos**  
11 **6.1-463** through **6.1-466**). These spaces are divided by fire walls and shelves. Along with the  
12 building's relatively remote location, this suggests that it held combustible material. Due to the  
13 spacing of the shelves, it has been posited that it held pressurized tanks (Giles 2019).

14 Building 1230 is at its original location. Its setting, west of the alert facility, remains relatively intact.  
15 Its changes are few and it therefore appears to retain its integrity of design, materials,  
16 workmanship, feeling, and association. However, it appears to lack any historic, associational, or  
17 architectural significance, and it is unlikely to yield important historic information. The Army  
18 erected many such support buildings at Borinquen and other bases throughout the continental  
19 US, the Caribbean, and elsewhere during WWII. It is therefore recommended as not individually  
20 eligible for National Register listing under any of the Register's Criteria.



1 Building 1230 (Storage): Photo 6.1-463, left, west front and south side elevations; Photo 6.1-464, right, north side and  
2 west front elevations.



3 Building 1230 (Storage): Photo 6.1-465, left, south side and east rear elevations; Photo 6.1-466, right, east rear  
4 elevation concrete louvers

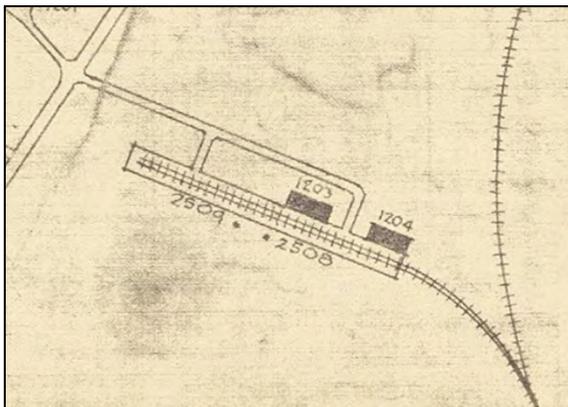
### 5 6.1.9.2. BUILDING 1203 (SMALL ARMS MAGAZINE)

6 Building 1203 and matching Building 1204 to its east, erected in the early 1940s, are included on  
7 the 1944 map. Each is identified as a small arms magazine. They originally had access to boxcars  
8 and trucks: their loading docks face south to the site of a former American Railroad spur line, and  
9 a former roadway to their north extended a short distance west to Borinquen Avenue. Both appear  
10 to have long been vacant and they are heavily overgrown on their rail-facing south elevations.

11 Building 1203 is a concrete rectangle topped by a flat, overhanging roof (**Photos 6.1-467 through**  
12 **6.1-470**). Its south elevation retains a concrete loading dock and apparently—overgrowth  
13 obscures much of the elevation—loading doors. The other elevations are marked by square  
14 gaping openings that may have been shuttered and upper ventilators that retain, at least in part,  
15 metal louvers.

16 This former small arms magazine is at its original location. Its setting, south of the alert facility,  
17 remains relatively intact. Due to alterations to its bays, it appears to have lost its integrity of design,  
18 materials, workmanship, feeling, and association. It does not possess sufficient integrity to  
19 support any historic, associational, or architectural significance it might have, and it is unlikely to  
20 yield important historic information. The Army erected many such support buildings at Borinquen

- 1 and other bases throughout the continental US, the Caribbean, and elsewhere during WWII. It is  
 2 therefore recommended as not individually eligible for National Register listing under any of the  
 3 Register's Criteria.



- 4 Building 1203 (Small Arms Magazine): Photo 6.1-467, left, buildings on railroad spur, 1944; Photo 6.1-468, right, north  
 5 rear and west side elevations with Building 1204 at far left.



- 6 Building 1203 (Small Arms Magazine): Photo 6.1-469, left, east side and north rear elevations; Photo 6.1-470, right,  
 7 west side and south front elevations.

### 8 6.1.9.3. BUILDING 1204 (SMALL ARMS MAGAZINE)

- 9 Building 1204 was erected in the early 1940s, as was Building 1203, as a small arms magazine.  
 10 It was oriented on the south to a former railroad spur line and on the north to a road that extended  
 11 out to Borinquen Avenue. Like its neighbor, it has long been vacant and is heavily overgrown on  
 12 its south elevation.

- 13 The former small arms magazine Building 1203 features a flat roof overhanging its concrete  
 14 rectangular body (**Photos 6.1-471 through 6.1-473**). Its south elevation retains a concrete loading  
 15 dock and, apparently, loading doors. The other elevations are marked by square gaping openings  
 16 that may have been shuttered and upper ventilators that retain, in part, metal louvers.

- 17 Like its neighbor, this former small arms magazine is at its original location in a setting, south of  
 18 the alert facility, that remains relatively intact. Due to alterations to its bays, it appears to have lost  
 19 its integrity of design, materials, workmanship, feeling, and association. It does not possess  
 20 sufficient integrity to support any historic, associational, or architectural significance it might have,

1 and it is unlikely to yield important historic information. The Army erected many such support  
2 buildings at Borinquen and other bases throughout the continental US, the Caribbean, and  
3 elsewhere during WWII. It is therefore recommended as not individually eligible for National  
4 Register listing under any of the Register's Criteria.



5 Building 1204 (Small Arms Magazine): Photo 6.1-471, left, east side and north rear elevations with Building 1203 at  
6 right; Photo 6.1-472, right, west side and south front elevations.



7 Photo 6.1-473 Building 1204 (Small Arms Magazine): south front and east side elevations

#### 8 **6.1.9.4. TANK 1214 (FUEL STORAGE)**

9 Fuel storage tanks 1214 and 1215 do not appear on maps from the 1940s or a barely legible 1951  
10 map. They are, however, located in an area that was established for fuel storage. By 1964 they  
11 were in place.

12 This tank was a large, round, metal structure set within barriers to contain any fuel spills (**Photos**  
13 **6.1-474** and **6.1-475**). Its roof has collapsed along with most of its walls.

14 Tank 1214 is at its original location but has collapsed and thereby lost its integrity. It has no  
15 historic, associational, or architectural significance and is unlikely to yield important historic  
16 information: many such support structures were erected at army bases throughout the continental  
17 US, the Caribbean, and elsewhere during the Cold War era. Therefore, it is not recommended as  
18 individually eligible for National Register listing under any of the Register's criteria.



1 Tank 1214 (Fuel Storage Tank): Photo 6.1-474, left, looking southeast at Tanks 1215 and 1214, left to right; Photo 6.1-  
2 475, right, looking south at Tank 1214.

### 3 6.1.9.5. TANK 1215 (FUEL STORAGE)

4 As with its neighbor to the west, fuel storage tank 1215 does not appear on maps from the 1940s  
5 or a barely legible 1951 map. Located within an area established for fuel storage, it is depicted on  
6 the 1964 map.

7 This tank was a large, round, metal structure set within fuel-spill containment barriers (**Photos**  
8 **6.1-476** and **6.1-477**). Its walls still stand but its roof has partially collapsed.

9 Tank 1215 is at its original location but has partially collapsed and thereby lost its integrity. It has  
10 no historic, associational, or architectural significance and is unlikely to yield important historic  
11 information. Many such support structures were erected at army bases throughout the continental  
12 US, the Caribbean, and elsewhere during the Cold War era. Therefore, it is not recommended as  
13 individually eligible for National Register listing under any of the Register's criteria.



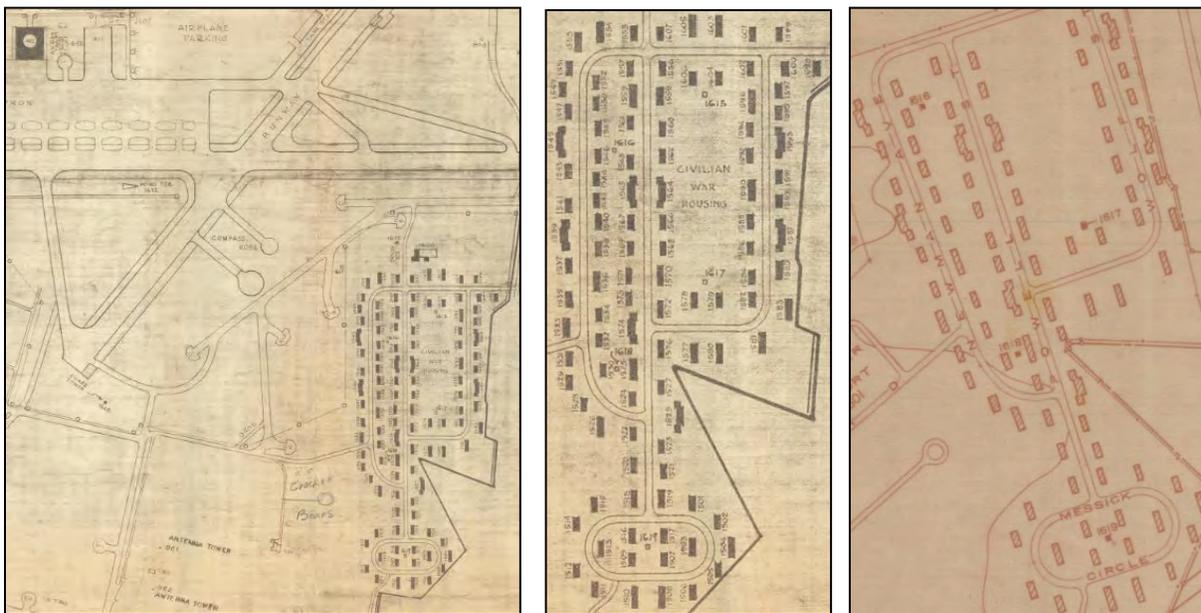
14 Tank 1215 (Fuel Storage Tank): Photo 6.1-476, left, looking south at tank, left to right; Photo 6.1-477, right, looking  
15 southeast at tank.

1 **6.1.10. CIVILIAN WAR HOUSING (SOUTHEAST OF FORMER TAXIWAY 2 AND**  
 2 **WEST OF PR 110R)**

3 Borinquen Field's 1944 "Reservation Layout" map identifies buildings 1501 to 1607 as "Civilian  
 4 War Housing" of "permanent construction" (**Photos 6.1-478 through 6.1-480**). The neighborhood  
 5 has the same footprint and name on the 1948 "Reservation Layout" map, when it held about 110  
 6 residential buildings. By 1964, according to SAC's "Basic Mission Plan" map, about 25 residences  
 7 had been removed from the neighborhood's northern end; its northern road had accordingly been  
 8 shifted south. The change was apparently prompted by runway alterations. This map identifies  
 9 the neighborhood not as Civilian War Housing, but as "Airmen Family Housing Lanham Act ". This  
 10 indicates that funding from the Defense Housing and Community Facilities and Services Act of  
 11 October 1940—commonly known as the Lanham Act—paid for the neighborhood's construction.

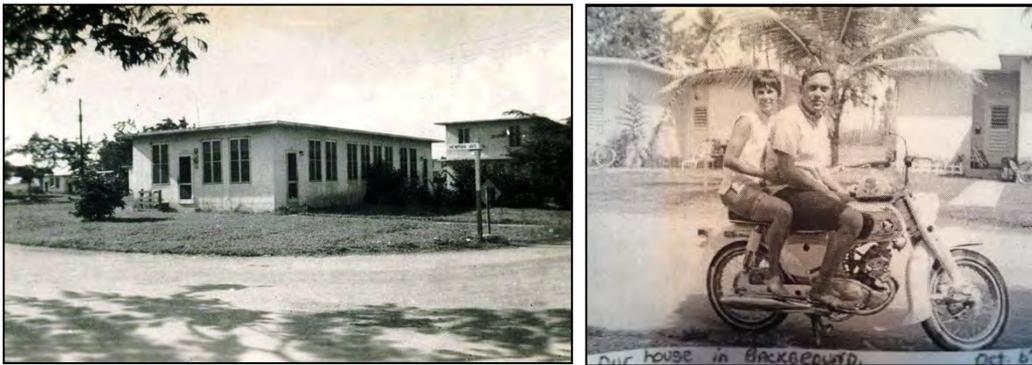
12 Under the Lanham Act, the federal government erected emergency housing for defense workers  
 13 and military families in the build-up to and during World War II. As the first workers at Borinquen  
 14 Field lived in tents (**Photo 3.3-1**), and as the northwest corner Puerto Rico where the field was  
 15 built lacked sufficient housing and the ability to build it, the Lanham Act was the perfect vehicle to  
 16 house base workers. As the neighborhood's name attests, it was erected for civilian workers at  
 17 Borinquen. Between 1940 and 1945 nearly a million units were built under the act (Kuranda et al.  
 18 2007:63; Giles 2019).

19 SAC's 1968 "Base Plan" depicts the same group of houses. It does not assign a name to the  
 20 neighborhood but does include street names. At the neighborhood's southern end was Messick  
 21 Circle. Powell Street ran north from the circle to the unnamed northern boundary street. Two  
 22 streets—Wolf Street on the east and Powell Avenue on the west—flanked and curved into it.



23 Civilian War Housing: Photo 6.1-478, left, housing in relation to runway and Hangar 2 at upper left on 1944 base map;  
 24 Photo 6.1-479, center, enlarged view; Photo 6.1-480, right, neighborhood on 1968 base map.

1 In March 1966 the base began rehabilitating its “236 Lanham Act housing units” (RAFBHA  
 2 2015d). (The number apparently separately counts multiple units within buildings.) By 1967 the  
 3 neighborhood had been renamed “Tropical Acres.” A photograph of a freshly painted sign with  
 4 the new name appeared in the base newspaper, *Ramey Tropicalair*, on January 13, 1967. In 1969-  
 5 70, the electrical system was repaired. Three years later the military left and, according to Gerry  
 6 Giles of the RAFBHA in 2019: “Sadly, Tropical Acres was not turned over to locals for  
 7 renovation/habitation after the base closed and has remained overgrown with vegetation”  
 8 (www.facebook.com/photo.php?fbid=10217500104485392&set=gm.10156978500899313&type  
 9 =3&theater&ifg=1). Old photographs depict a neighborhood of one- and some two-story  
 10 residences (**Photos 6.1-481 through 6.1-486**). They are essentially straightforward, concrete or  
 11 concrete-block, rectangular buildings with no adornment, flat widely overhanging roofs, numerous  
 12 long louvered window bays, and multiple doors.



13 Photo 6.1-481, left, Newman Avenue, no date; Photo 6.1-482, right, Suarezes in 1967 (source of both:  
 14 www.facebook.com/photo.php?fbid=10208201039494579&set=g.137328899312&type=1&theater&ifg=1)



15 Photos 6.1-483 and 6.1-484 Early 1970s (source of both:  
 16 www.facebook.com/photo.php?fbid=10216019167164607&set=oa.10157076401284313&type=3&theater&ifg=1)



1 Photo 6.1-485, Left, Tropical Acres home in April 1972 (source: [www.flickr.com/photos/19191522@N06/3911500962/](http://www.flickr.com/photos/19191522@N06/3911500962/));  
 2 Photo 6.1-486, right, Wolf Street image taken after entering through fence and “chop[ing] way in with a machete,” 2001  
 3 (source: [facebook.com/photo.php?fbid=10208201039494579&set=g.137328899312&type=1&theater&ifg=1](https://www.facebook.com/photo.php?fbid=10208201039494579&set=g.137328899312&type=1&theater&ifg=1)).

4 Access to the neighborhood was not possible, as chain link fencing topped by barbed wire rings  
 5 it. Current aerals, though, depict overgrowth so heavy that houses are barely visible from the air  
 6 (**Photos 6.1-487** through **6.1-492**). YouTube videos from the past 10 years indicate that exterior  
 7 walls and roofs of at least some houses are intact, but they have lost their doors, windows, and  
 8 all interior finish. (<https://www.youtube.com/watch?v=vBTkJnzWkcM> (2010)). Also, holes have  
 9 been knocked into some of the interior walls (<https://www.youtube.com/watch?v=htFMdtIn4NA>  
 10 (2013)).



11 Google Aerials from (left to right) 1993 (Photo 6.1-487), 2002 (Photo 6.1-488), and 2019 (Photo 6.1-489); aerial at right  
 12 depicts areas within (north of) and outside of the APE and the approximate boundary of the neighborhood.



1 Photos 6.1-490 (left) and 6.1-491 (right) Civilian War Housing: YouTube video, 2010.



2 Photo 6.1-492 Civilian War Housing: YouTube video, 2013.

3 Views in December 2019 of some of the houses from PR 110R just to the east—likely of Wolf  
4 Street—confirm that some stand with walls intact, but doors and windows removed (**Photos 6.1-**  
5 **493 through 6.1-496**).



6 Photos 6.1-493 (left) and 6.1-494 (right) Current photographs looking west from PR 110R.



1 Photos 6.1-495 (left) and 6.1-496 (right) Civilian War Housing: current photographs looking northwest from PR 110R.

2 It is believed—on the basis of old, recent, and current photographs, aerials, and videos—that the  
3 Civilian War Housing or Tropical Acres neighborhood retains many of its original residences, but  
4 that these essentially consist of walls, roofs, and partitions without windows, doors, or interior  
5 finishes. Further, though the buildings remain at their original location, their setting has been  
6 compromised by unchecked growth of trees and understory that almost engulf them. Therefore,  
7 the neighborhood is not believed to retain the integrity of design, setting, materials, workmanship,  
8 feeling, or association necessary to support significance under any of the National Register  
9 Criteria. The Civilian War Housing neighborhood is recommended as not eligible for National  
10 Register listing as a historic district.

#### 11 **6.1.11. PAUL REVERE LODGE NO. 98 (CALLE VILLA CARIBE)**

12 Paul Revere Lodge No. 98—a Masonic lodge—is located in a residential neighborhood on the  
13 east side of Calle Villa Caribe, less than a quarter-mile north and east of the former Ramey Air  
14 Force Base and its runway (**Photos 6.1-497 through 6.1-498**). Although the lodge is not located  
15 on the base, it was founded in 1954, according to historian W.B. Victor Ortiz, by “military brethren  
16 from the States” stationed at Ramey ([https://allevents.in/aguadilla/the-history-of-paul-revere-  
17 lodge-98open-only-to-master-masons/20003006681317](https://allevents.in/aguadilla/the-history-of-paul-revere-lodge-98open-only-to-master-masons/20003006681317)).



1 Paul Revere Lodge No. 98: Photo 6.1-497, left, location of lodge and proximity to former Ramey Air Force Base runway;  
 2 Photo 6.1-498, right, aerial view exposing plain parapet-front nature of building (source of both: Google Earth 2019  
 3 imagery).

4 The building is essentially a plain, one-story, concrete-block rectangle with a flat roof that steps  
 5 up at its center (**Photos 6.1-499 through 6.1-504**). The front (west-facing) elevation has a concrete  
 6 false or parapet front with a smooth plaster surface that looks to have taken some design  
 7 inspiration from colonial Spanish architecture, particularly mainland US missions of the southwest.  
 8 The parapet's side walls, which extend beyond the body of the building, are battered. They step  
 9 up with similarly angled edges to the center of the facade. The centered entry is covered by a roll-  
 10 up metal door and shaded by a flat-roofed porch supported by two plain columns set on concrete  
 11 piers. Two pairs of window bays flank the entry. They are doubled next to the door, single towards  
 12 the side elevations, and filled with metal louvers. A metal shield centered above the entry says,  
 13 "Paul Revere Lodge No. 98 F. & A. M. Aguadilla PR 1954." It was installed in 2018 or 2019 to  
 14 replace an earlier square sign (Paul Revere Lodge Facebook page). The side elevations are  
 15 marked by plain pilasters and multiple louvered bays. They are roughly finished with exposed  
 16 concrete block, as is the rear elevation. Interior access was not gained, but recent photographs  
 17 from the lodge's website depict a large open space with a checkerboard linoleum or vinyl floor,  
 18 an elevated platform, and a dropped ceiling (**Photos 6.1-505 and 6.1-506**).



1 Photos 6.1-499 (left) and Photo 6.1-500 (right) Paul Revere Lodge No. 98: W front elevation.



2 Paul Revere Lodge No. 98: Photo 6.1-501, left, north side and west front elevations showing edges of parapet front;  
3 Photo 6.1-502, right, west front elevation with shield added after Hurricane Maria.



4 Paul Revere Lodge No. 98: Photo 6.1-503, left, east rear and north side elevations; Photo 6.1-504, right, corner of west  
5 front and south side elevations.



1 Photo 6.1-505 and 6.1-506 Paul Revere Lodge No. 98: interior in 2017 (source:  
2 <https://www.facebook.com/pg/paulreverelodge98/photos/>)

3 Freemasonry originally came to Puerto Rico in the early 19th century but was largely suppressed  
4 by the Spanish government off and on until the close of the century, when the island fell under  
5 the control of the United States. In December 2019 the Grand Lodge—or Gran Logia Soberana—  
6 of Puerto Rico, located in Santurce, counted 70 lodges under its jurisdiction with more than 2,700  
7 brothers (George Washington Masonic National Memorial 2019). Two additional Masonic orders  
8 are active on the island, the Grand National Orient of Puerto Rico and the Mixed Grand Lodge of  
9 Puerto Rico. The traditional male orders are also joined on the island by the Julia de Burgos  
10 Respectable Women’s Lodge (Planell 2017).

11 The Paul Revere Lodge retains its integrity of location and setting on the first residential street  
12 northeast of the former Ramey Air Force Base’s undeveloped land and almost within sight of its  
13 runway. A plain concrete-block building but for its false front, it also appears to retain its integrity  
14 of design, materials, and workmanship and, by extension, of feeling and association. However,  
15 there are over 70 Masonic lodges in Puerto Rico, including at least one grand building, the Gran  
16 Logia Soberana Lodge (**Photos 6.1-507 and 6.1-508**). The Paul Revere Lodge is not believed to  
17 have any particular historical or associational significance and is not likely to yield important  
18 historic information not available from other sources. Its architecture is workmanlike and  
19 unremarkable. It is therefore not believed to be National Register eligible under any of the  
20 Register’s Criteria.



1 Gran Logia Soberano: Photo 6.1-507, left, exterior in 2017; Photo 6.1-508, right, interior in 2019 (source of both:  
2 <https://www.google.com/maps/>; photographer of both: Hugo Alberto Guzman).

### 3 **6.2. CONCLUSIONS**

4 AECOM conducted a Phase I Cultural Resources Survey of planned improvements at BQN in  
5 Aguadilla, Puerto Rico. These efforts included background research and both archaeological and  
6 historic architectural field surveys. Background research identified no National Register-listed  
7 cultural resources within the APE.

8 Architectural historic fieldwork was performed within the Proposed Project's APE December 16-  
9 19, 2019 by Marvin Brown of AECOM, who meets the Secretary of Interior's standards for  
10 architectural historic and historic investigations as required by Section 106. This report  
11 recommends that three buildings within the historic architecture APE are individually eligible for  
12 National Register listing: Hangar 2 (Building 402), Hangar 3 (Building 403), and the Control Tower  
13 (Building 400). One group of resources is recommended as National Register-eligible as the  
14 Borinquen Field Concrete Hangars and Control Tower, which contains five buildings: Hangar 2  
15 (Building 402), Hangar 3 (Building 404), a modern FedEx hangar, Hangar 5 (Building 405), and  
16 the Control Tower (Building 400). All of these but the modern hangar are recommending as  
17 contributing to the historic district. No other individual resources or groups of resources are  
18 recommended as National Register eligible.