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The National Register of Historic Places and our Military Heritage



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What is the National Register?

- Our Nation's inventory of historic places authorized under the National Historic Preservation Act
- 78,000 listings including more than 1.3 million historic properties

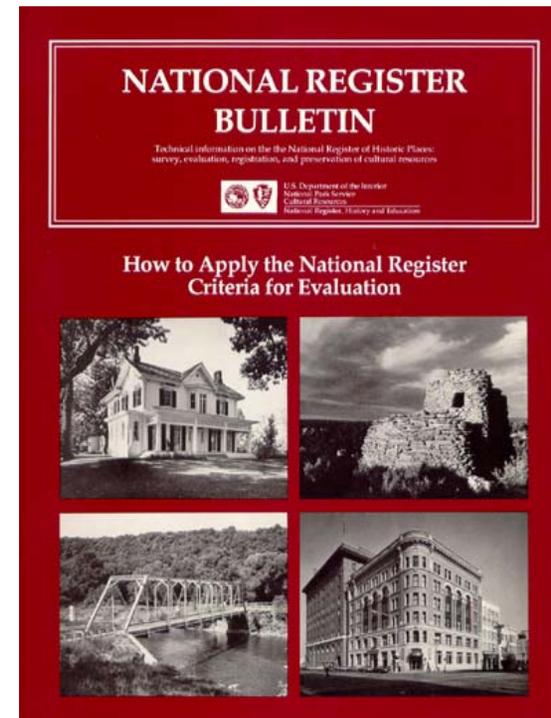
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Role of National Park Service, U.S. Department of the Interior

- Expands and maintains the National Register
- Establishes criteria, procedures and guidelines through National Register Bulletins
- Makes National Register accessible to the public



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Preserve America is a White House initiative in cooperation with the Advisory Council on Historic Preservation, the U.S. Department of the Interior, the U.S. Department of Commerce, the U.S. Department of Agriculture, and the U.S. Department of Housing and Urban Development.



Preserve America Executive Order

Signed by President Bush on March 3, 2003, Executive Order 13287, "Preserve America," complements the *Preserve America* initiative. The order:

- Provides leadership in preserving America's heritage by actively advancing the protection, enhancement, and contemporary use of the historic properties owned by the Federal Government, and promotes intergovernmental cooperation and partnerships for the preservation and use of historic properties.
- Directs Federal agencies to increase their knowledge of historic resources in their care and to enhance the management of these assets.
- Encourages agencies to seek partnerships with State, tribal, and local governments and the private sector to make more efficient and informed use of their resources for economic development and other recognized public benefits.
- Better combines historic preservation and nature tourism by directing the agencies to assist in the development of local and regional nature tourism programs using the historic

Text of E.O. 13287: "Preserve America"

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DOD Listings in the National Register

- 565 listings
- Nearly 19,000 historic properties



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Hickam Air Force Base in Honolulu, HI



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Coso Rock Art District National Historic Landmark, Inyo, CA

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National Historic Landmarks Theme Studies

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National Historic Landmarks are preferably identified through theme studies. Theme studies are the most effective way of identifying and nominating properties because they provide a comparative analysis of properties associated with a specific area of American history, such as the fur trade, earliest Americans, women's history, Greek Revival architecture, Man in Space, or labor history. Theme studies provide a national historic context for specific topics in American history or prehistory. In order to make the case for national significance, a theme study must provide that necessary national historic context so that national significance may be judged for a number of related properties.

Some theme studies are mandated by Congress, while others are determined by the National Park Service, and generally prepared under cooperative agreements or contracts with other governmental entities or private organizations. In the development of theme studies, partnerships with the academic community, independent scholars, and others knowledgeable about the subject at hand are encouraged. Emphasis is placed on the preparation of theme studies that meet academic and professional standards, that provide a context from which the most appropriate properties within the theme are identified, that can be used to assist in the evaluation of historic properties at all levels, and that can be used to educate the public about the nation's heritage. Theme studies currently in progress are listed below. A full list of [Theme Studies](#) is also available. Theme studies available electronically are indicated by the link provided from the title. All other studies can be obtained by contacting the National Historic Landmark Survey at: 1849 C Street, NW (Org. 2280), Washington, D. C., 20240, 202/354-2216. For a copy of the revised thematic framework please click [here](#).

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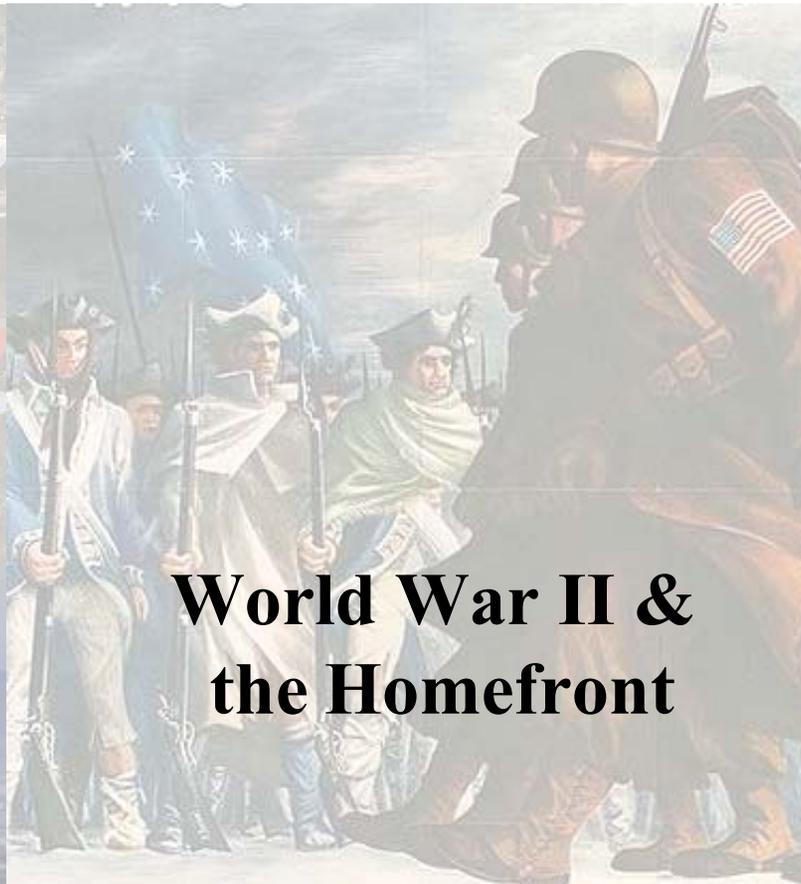


National Historic Landmarks Theme Studies

Aviation



Maritime



**World War II &
the Homefront**

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Minute Man Missile National Historic Site

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Historic Contexts, National Register of Historic Places Research Page - Microsoft Internet Explorer

Address <http://www.cr.nps.gov/nr/research/contexts.htm>

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Approximately one-third of the approximately 78,000 historic places listed in the National Register of Historic Places have been submitted as components of Multiple Property Submissions (MPS). MPS cover documents contain valuable historic context information on groups of properties around the country. As a keystone in building the National Register's digital documents library, multiple covers and historic contexts have been digitized and are available as [pdfs through the National Register Information System database](#).



Underwater shipwreck in one of the Great Lakes from Shipwrecks of Isle Royale National Park TR and Boulevard Diner from the Diners of Massachusetts MPS
National Register photos

Discussions not available on <http://www.cr.nps.gov/>

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Benefits of Listing

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- Recognition
- Consideration in Planning Federal Projects
- Tax Incentives
- Grants
- Inclusion in NR Public Education and Heritage Tourism Opportunities
- No Federal Restrictions on Private Owners

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Federal Tax Incentive Projects

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McClelland Air Force Base, Sacramento, CA

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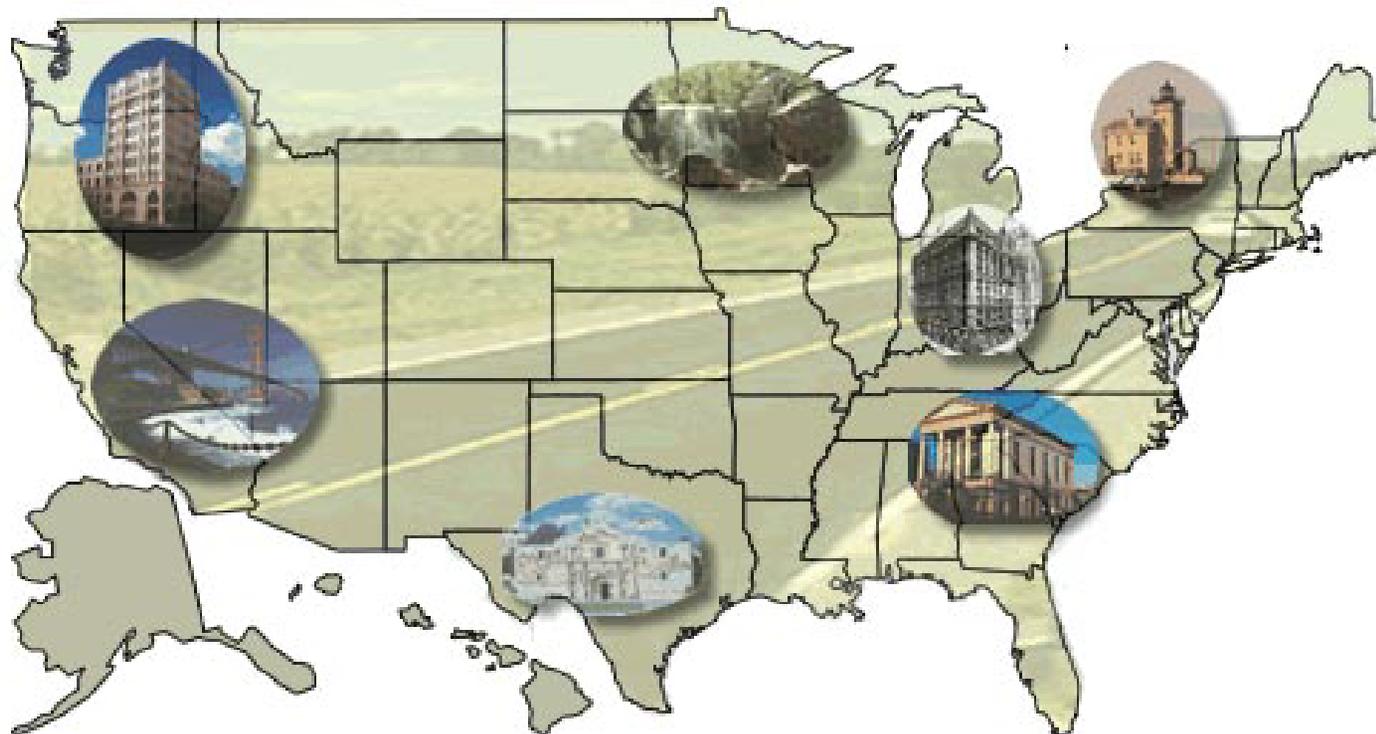
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AVIATION: FROM SAND DUNES TO SONIC BOOMS

A National Register of Historic Places Travel Itinerary

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The image shows a virtual cockpit environment. At the top, the text "National Park Service" is in the upper left, and the agency's logo is in the upper right. The main title "AVIATION: FROM SAND DUNES TO SONIC BOOMS" is displayed in large, bold, orange-outlined letters. Below it, the subtitle "A National Register of Historic Places Travel Itinerary" is underlined. A central instruction "Click on Screens for Movie Clips" is positioned above three video thumbnails. The left thumbnail shows a beach scene, the middle one shows a military aircraft on a carrier deck, and the right one shows a rocket launch. At the bottom, a navigation bar contains the following menu items: INTRODUCTION, LIST OF SITES, MAP, LEARN MORE, CREDITS, ITINERARIES, and NR HOME.

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Randolph Field Historic District



Randolph Field, Texas, played an exceptional role in the development of the air arm of the U.S. Army, which eventually achieved its independence as the U.S. Air Force in September 1947. It was conceived and designed as a model airfield for flight training in the mid-1920s for the fledgling Army Air Corps. The completed "Air City" became the site of unique Air Corps schools for flying training and aviation medicine, as well as a landmark in airfield planning and design. In addition, administrative headquarters at Randolph Field, including the Air Corps Training Center, the Gulf Coast Air Corps Training Center and the Army Air Forces Central Flying Training Command, were keystones in the organizational structure of the Army Air Corps and the Army Air Forces. Their roles were pivotal in the Army air arm's 40-year campaign to become an independent branch of the U.S. armed forces.



Historic postcard of training plane over Randolph Field
Courtesy of Jody Cook



Chapel at Randolph Field built in 1934

The Army began a flying training program soon after delivery of its first airplane to the Signal Corps in the summer of 1909. By the end of World War I there were 27 flying fields for training in the United States, however, all instruction at the schools ceased immediately with the signing of the Armistice (November 11, 1918). Rapid demobilization followed and flying training during the postwar period was erratic for several years. The Army eventually established a flying training system with two levels: Primary Flying

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Scott Field Historic District



NEXT SITE

Scott Field began when Shiloh Valley Township, Illinois, leased 640 acres to the War Department for use as an aviation site in June 1917. The War Department named the site after Corporal Frank S. Scot--the first enlisted man to die in an aircraft accident--on July 10, 1917. The layout of Scott Field was typical of aviation fields built during World War I. Construction began in June 1917, and the Unit Construction Company was required by the Signal Corps to build approximately 60 buildings, lay a mile-long railway spur to connect the field with a main line on the Southern Railroad and level off an airfield in 60 days. Scott Field began as an aviation-training field for World War I pilots in August 1917 when the 11th and 21st Aero Squadrons from [Kelly Field](#), Texas, arrived. Later the 85th and 86th squadrons arrived, and more than 300 pilots and many ground units were trained for service by the war's end in 1918. Flying was discontinued at Scott Field after the war and the base population dropped. The War Department purchased Scott Field in 1919 for \$119,285.84



Several views of the Georgian Revival residences at Scott Field
Photos courtesy of Illinois Historic Preservation Agency, historic postcard courtesy of Jody Cook



Scott Field was transformed into a lighter-than-air (LTA) station in 1921. Lighter-than-air ships were used at Scott Field to research the capabilities of aerial photography, meteorology and conduct altitude experiments. In the late 1920s, emphasis shifted from airships to balloons. In 1929, the 12th Airship Company was deactivated and replaced the next day by the 1st Balloon Company. Airplanes began to dominate

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WORLD WAR II

In the San Francisco Bay Area

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Quarters 1, Yerba Buena Island, Naval Training Station

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Formerly known as Goat Island for the herds of goats once raised for food there, the idea of a military post on Yerba Buena Island was originated in fear of an invading Civil War ship slipping past [Fort Point](#) and [Alcatraz](#) during a foggy San Francisco night. It was not until the 1870s that Camp Yerba Buena Island was completed, including construction of a fog signal and octagonal lighthouse (1875) that remain in pristine condition today. Just before the turn of the 20th century, the first U.S. Naval Training Station on the Pacific Coast was established on the north east side of the island. Quarters One, also known as the Nimitz House, was built c. 1900 as the Commandant's residence. Its Classical Revival style, fashionable for private residences in the Bay Area at that time, was unusual for naval base housing. The training station closed in 1916.



Quarters One, also known as the Nimitz House
Photo courtesy of National Trust for Historic Preservation



During World War II, Yerba Buena Island fell under the jurisdiction of Treasure Island Naval Station, headquarters of the 12th Naval District. Built on the shoals of Yerba Buena Island, the 403-acre Treasure Island was a Works Progress Administration (WPA) project in the 1930s. After hosting the 1939 Golden Gate International Exposition, the Navy deemed Treasure Island an ideal location for transporting people

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U.S. Naval Air Station, Sunnyvale, California, Historic District

As the United States became concerned about the security of its lengthy coastlines, dirigibles (rigid, powered blimps) became an essential component of the Navy Department starting in the 1920s. Blimps were more effective than balloons: occupants were able to observe large areas of land and sea for longer periods; the craft were more maneuverable; and ascent and descent could be more dependently controlled. More commonly known as Moffett Field, the U.S. Naval Air Station Sunnyvale, California, Historic District consists of a large number of buildings that were constructed from the 1930s on. By far the most famous and visible of these are Hangars Number One, Two and Three, which dwarf the surrounding buildings, standing as testament to the engineering skills of their builders.



Current and historic aerial views of Moffett Field
Current photo from National Register collection,
historic photo courtesy of NASA Ames Research
Center, Moffett Field, CA



One of the most recognizable landmarks in the San Francisco Bay Area, Hangar Number One was constructed in 1933 to house the Navy dirigible USS *Macon*. During the brief period that the USS *Macon* was based at Moffett from October 1933 until it was lost at sea in February 1935, Hangar Number One not only accommodated the giant airship but several smaller non-rigid LTA craft simultaneously. The hangar is 1,133

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Teaching with Historic Places Lesson Plans

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The United States Air Force Academy: Founding a Proud Tradition

The Air Force Academy is built upon a proud foundation and so it should be. For the Academy is a bridge to the future, gleaming with promise of peace in a stable, sane world.... Our airpower has kept the peace... it is keeping the peace, God willing, it will keep on doing so. This Academy, we are founding today, will carry forward that great effort. --Air Force Secretary Harold E. Talbott, July 11, 1955



(USAFPA)

Set in the foothills of the Rocky Mountains near Colorado Springs, Colorado, the Air Force Academy's sleek modern architecture, monumental scale, and dramatic setting combine to create a stunning national monument. Its gleaming aluminum, steel, and glass buildings are not only a reflection of modern architecture but are a "living embodiment of the modernity of flying."¹

Established during the first decade of the Cold War, when the threat of nuclear attack and Communist expansion loomed large, the Air Force Academy symbolized the importance of air power to our nation's security. As the Air Force became the nation's primary military arm during the 1950s, the Air Force Academy was charged with training and educating officers capable of meeting the challenges of the nuclear age. Today, the Academy continues its proud tradition of providing the

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The lesson is based on the United States Air Force Academy, Cadet Area, one of the thousands of properties listed in the National Register of Historic Places. The Cadet Area has been designated a National Historic Landmark.

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Teaching with Historic Places Lesson Plans

Liberty Ships and Victory Ships, America's Lifeline in War

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The officers and men of the Merchant Marine, by their devotion to duty in the face of enemy action, as well as natural dangers of the sea, have brought us the tools to finish the job. Their contribution to final victory will be long remembered.

--General Dwight D. Eisenhower on National Maritime Day, 1945¹

In the nearly 20 years following the end of the World War I, America's merchant fleet, including its cargo and passenger ships, was becoming obsolete and declining in numbers. In early 1941, with war again raging in Europe, President Franklin D. Roosevelt signed legislation authorizing an intensive ship-building program that ultimately produced 2,751 vessels. These mass-produced ships became known as the Liberty ships. While reviewing blueprints of



(Courtesy U.S. Maritime Administration)



(Stamp courtesy Iowa Stamps and Coins)

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The lesson is based on the SS *Jeremiah O'Brien*, the SS *John W. Brown*, the SS *American Victory*, the SS *Lane Victory* and the SS *Red Oak Victory*, five of the thousands of properties listed in the National Register of Historic Places. The SS *Jeremiah O'Brien* and the SS *Lane Victory* have been designated National Historic Landmarks.

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