Hamilton Field
(Hamilton Air Force Base,
Hamilton Army Air Field)
East of Nave Drive
Novato
Marin County
California

HABS No. CA-2398

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Department of the Interior
San Francisco, California

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HISTORIC AMERICAN BUILDINGS SURVEY

HAMILTON FIELD

HABS No. CA-2398

Location: Hamilton Army Air Field
Novato, Marin County, California

U.S.G.S.: Novato, CA. Quadrangle (7.5' series), 1954 (revised 1980)
Petaluma Point, CA. Quadrangle (7.5' series), 1959 (revised 1980)
UTM Coordinates: Zone 10; A: 542100/4213620; B: 544720/4212220;
C: 542760/4210650; D: 541040/4212600

Present Owner: U. S. Army, Washington, D.C.

Present Occupant: Civilian/General Services Administration/U. S. Navy/U. S. Army/U.S. Coast Guerd

Present Use: Vacant/Residential/Limited Civilian Office Use

Statement of Significance:

Hamilton Field was constructed as a bombardment base for the 1st Wing of the Air Force, one of only three wings in the nation. Conceived at a time when aviation was rapidly developing, the base was essigned the mission of defending the entire western United Stetes, a role it maintained until 1940. Hamilton also played e significant role in national defense and training during World War II, when it served as one of the three major bases of the west coest wing of the Air Transport Command's Pacific Division and parent group of the Operational Training Unit Program, a role critical to the war effort in the Pacific. Hamilton represented a significant departure from accepted Army base architectural style and layout. The carefully planned landscaping that incorporated natural oak groves, knolls, and hills; the cohesive design of all buildings in a Spanish Eclectic style; and the conception of an Army base as a planned community were creative and daring innovations. In contrast to the careful planning evident in the original layout, the temporary buildings constructed during World War II seem to heve been built wherever there was room, and project a feeling of the haste and frenzy thet accompanied activities during the war.

PART I. PHYSICAL SETTING OF HAMILTON FIELD

Located in Marin County, California, Hamilton Field is situated north of San Francisco, on the west edge of San Pablo Bay. The industrial and administrative buildings were constructed on reclaimed land that was once the salt marsh flats. A series of levees and dams kept San Pablo Bay from flooding the air field and hangers. Housing areas, a hospitel, and some support facilities are nestled in the rolling hills to the south of the marsh flets end

were designed to take advantage of natural oak groves and other topographic features of the area.

Hamilton Field consists of the original buildings designed by the Office of the Quartermaster General, Washington, D. C., under the direction of Captain (later Colonel) Howard B. Nurse between 1931 and 1935. All of the original buildings, from the eleborete headquarters to the simplest electrical vault, were constructed of concrete, tile, and stucco. Pivotal buildings and domestic housing were designed in the Spanish Eclectic style with Mission, Moorish, Spanish Baroque or Churrigueresque, Art Moderne, and Renaissance elements. The district also includes semi-permanent and temporary frame structures built between 1938 and 1945 for World War II activities. The frame buildings were designed in a basic military barracks style constructed by the Army Corps of Engineers on many American bases during World War II. In addition to architectural resources, the historic district includes landscaping designed on the principles set forth by Nurse and supplemented over the yeers.

BASE LAYOUT

Introduction

The buildings at Hamilton are divided according to geographical orientation within the base: the air field and associated facilities; the main base area; the base industrial areas; the hospital and adjacent medical facilities; ammunitions storage area; permenent and temporary housing sections; and various areas containing support facilities for the operetion of the base. Most areas contain a mix of permanent and temporary buildings, reflecting the expansion that occurred during World War II. Other areas, particularly the housing, are associated with specific construction eras or activities on the base. A miscellaneous grouping includes a discussion of the base roads and directional signs, street lights, tennis courts, and the various landscaping features throughout the base. A discussion of the horticultural landscaping from the initial construction period through the present time is also provided below.

Air Field Facilities (Area No. 1 on attached District Map)

The air field area consists of the runway proper with extensions and revetments, the flightline and hangars, and industrial areas for plane testing, fueling, and servicing. Although many of the auxiliary facilities were constructed in the 1950s or 1960s and most of the World War II-era air freight facilities have been removed, the air field and hangars remein essentielly intact and original (Hamilton General Site [GS] Plan 1952). This area of the base contains eight contributing buildings, six contributing structures, and 24 noncontributors to the historic district.

Main Base (Area No. 2 on attached District Map)

The main base area consists of 25 contributing buildings, 11 built between 1932 and 1935, and the remaining 14 constructed between 1936 and 1942 (Hamilton Plans 1932-

1942). There are also five contributing structures in this area, including the arched gateway indicating the present entrance. The base flagpole, which marks the exis of the central base configuration, is an important base monument and a contributing object to the identified historic district.

This section of base includes the core administrative and headquarters buildings, the main exchange, theater, chapel, permanent non-commissioned officers' barracks and mess, supply warehouses, photographic lab, and the central fire station for the base. The large flat block between 5th and 6th streets originally functioned as a central parade ground but was filled with temporery and semi-permanent buildings during World War II. It became the location of the base exchange, the service club, and numerous temporary administretive buildings (Hamilton GS Plan 1952). Although some of the temporary buildings have been removed from the mein base area, those that remain are importent contributors to the historic district and a reminder of Hamilton's role during World War II.

Base Industry 1 (Area No. 3 on attached District Map)

North and west of the hangars and administration buildings is an erea containing the base's first industrial warehouses, garage facilities, and structures used for storege and distribution of fuels, oils, paints, and other products used to supply and meintain aircraft and the base motorpool. The industriel area contains a total of five buildings and nine structures that are contributors to the historic district.

Ammunitions Hill (Area No. 4 on attached District Map)

The ammunitions area contains one large World War II-era contributing structure, consisting of nine identical concrete bunkers buried around the base of a partially man-made hill of soil, referred to as Ammo Hill or Igloo Hill. Two storage magazine structures (780 and 781) were constructed in 1943 on the side of the hill, and are counted as two contributing structures. The magazines are both simple rectangular structures with low-pitched gable roofs. One or possibly both of these magazines have sand-filled concrete tile walls to contain the impact of potential explosions (Hamilton Facility Cards 1933-1971). The artificial hill, bunkers, and magazines contributed to the World War II defense mission at Hamilton.

Hospital Hill (Area No. 5 on attached District Map)

The hospital building, staff quarters, and auxiliary medical facilities are situated on a small hill overlooking the main base area. The central location of the hospital and adjecent buildings reflect not only their importance as the base medical facilities, but elso the contributing role of the medical detachments during World War II. In addition to the 1934 hospital, a duplex housing unit was erected behind the hospital at the same time for use by emergency medical staff officers and their families. This duplex is identical to other non-commissioned officers' duplexes constructed in the permanent housing erea (Hamilton Plans 1934). In 1941, seven temporary medical buildings were constructed eround the hospital to

serve as additional wards, clinics, an infirmary, and a dispensary (Hamilton Facility Cards 1933-1971). Rock-supported terracing in front of the hospital reflects originel landscaping on base.

Officers' Permanent Housing (Area No. 6 on attached District Map)

The southeastern portion of the district includes 62 single family residences historically occupied by commissioned officers, and 34 duplex residences for non-commissioned officers with families. A three-story apartment building (Facility No. 201) was occupied by bachelor officers and high-renking visiting officers. Additional officers' facilities in this area that are contributors to the historic district are the swimming pool and tennis courts. A number of electrical vaults and switching stations providing the housing units with utilities were also included in the original construction.

The officers' housing units include a total of 12 different architectural designs and floorplans (Hamilton Plens 1934). Increasingly elaborate floorplans were designated for areas furthest from the technical field of the bese, and to the highest elevations with the most spectacular views. The lergest and most complex residence was traditionally occupied by the base commander. Building size, complexity, and elevation decreased along with the rank of the designated residents. Below the base commander's house were homes for other field officers of highest rank, then company officers, and finally non-commissioned officers in the duplexes.

Base Support Stations (Area No. 7 on attached District Map)

Five areas have been identified at Hamilton as locations of central utility stations or other types of historic facilities that provided the post with basic support services including water, electricity, natural gas, sewage treatment, and flood control. Within these five areas are eight structures that are contributors to the historic district, including the base water reservoirs, electrical plants, and pump stations. In addition, there are 14 electric transformer vaults and switching stations in various locations on the base. The 14 structures that contain these electrical support units are very similar to one another in plan and construction.

Radio Hill (Area No. 8 on attached District Map)

The "Radio Hill" area south of the hospital is the location of the base radio signal tower. The radio tower collects and transmits signals from a height of approximately 80 feet. It is constructed of steel truss reinforced with cross-girders at intervals end is a contributing structure to the district. A small permanent station directly south of the hospital contained the base's radio equipment. This building is no longer extant.

Base Industry 2 and 3 (Area No. 9 on attached District Map)

Two industrial ereas developed during World War II are situated on base. The supply warehouse and motorpool area (Base Industry 2) is located west of the Northwestern Pecific Railroad tracks and north and south of State Access Road. The buildings that currently remain in this area were largely storehouses associated with the 1942 commissary and repair shops associated with a 1940s temporary motorpool (Hamilton Facility Cards 1933-1971). The majority of the contributing buildings throughout this area are one-story rectengular frame units typical of World War II-era temporary construction. They heve entry beys, multi-pene sash windows, end panel doors.

The Quartermaster supply area (Base Industry 3) is a smaller industrial compound loceted between Ammo and Reservoir hills, on either side of Aberdeen Road. Like the other wertime expansion ereas, the buildings were temporary, and many have deterioreted and been removed (Hamilton General Site Plan 1952). The Quartermaster supply compound initielly functioned as a disposal end selvage equipment area; during the 1950s and 1960s it wes converted for use as a receiving area for incoming supplies (Hamilton Facility Cerds 1933-1971). Three warehouse-type buildings that were built in 1943 and 1944 currently remain and are contributors to the district.

Base Engineering (Area No. 10 on attached District Map)

This small compound of buildings and structures is located south of Ammo Hill and Directly northeast of the Northwestern Pacific Railroad tracks. This facility was built between 1941 and 1945 as a construction planning and maintenance area for the wartime expansion of base facilities that occurred during these years. The engineering shops included en administration office, maintenance areas, paint shops, plumbing and carpentry shops, a supply warehouse, and a latrine.

Temporary Housing 1 and 2 (Area No. 11 on attached District Map)

Temporary Housing 1 is located south of the main base area, between Escolta and Hangar Avenues. Along with the original bese parade ground between 5th end 6th streets, this was the first of the base areas to be filled in as the need for additional housing and facilities accelerated. Construction in this erea occurred between 1939 end 1942, replecing the original athletic fields with row-upon-row of tightly spaced temporary barracks, mess hells, day rooms, and auxiliary post exchange buildings (Hamilton Facility Cards 1933-1971). Other base facilities that serviced this housing area were a gymnasium, tennis courts, temporary theater, and a chapel. In eddition, the residents of these quarters had access to the neerby airmen's swimming pool and the rock wall amphitheater, both built in the early 1930s, for their recreational use.

Many of these earliest temporary buildings were badly deteriorated by the 1950s and received repairs, new asbestos shingle siding, and paint as part of a rehabilitation effort in

1952 (*San Rafael Independent Journal* October 18, 1952). A number of them were demolished during a second phase of the overall base rehabilitation effort in 1957 (Hamilton Facility Cards 1933-1971). Temporary Housing 1 contains 10 contributing buildings and four contributing structures, the only remaining resources within this area that was, at one time, densely occupied. Six of these buildings are two-story barracks buildings with wood awnings at the top of the first story, a feature found only on cantonment buildings in this area of the base. One barracks building has been rehabilitated and partially restored by the Marin Power Squadron, and is currently in use as a headquarters by this group (Bob Kell, personal communication, 1993).

A second group of temporary barracks and associated buildings (Temporary Housing 2) is located west of the main base area between the entrance drives and includes a small complex of temporary buildings on top of a knoll currently known as "WAF Hill." This area contains the largest group of wartime expansion housing remaining at Hamilton, with 9 contributing buildings and one contributing structure.

A third temporary housing area was located between the air field and the permanent housing area on a large rectangular lot that has since been mostly converted to air field facilities. Construction on this extension lot occurred in 1942 end 1943, when housing conditions on the base reached a critical level of overcrowding. Originally, there were two rows of temporary buildings on either side of Casa Real. Because of their temporary status and deteriorating condition, all but the post exchange were demolished in 1957.

Miscellaneous Base Contributors

Like the utility vaults, several other architectural features are located throughout the base or in more than one of the areas discussed separately above. The tennis courts, for example, are located in both permanent and temporary housing areas and date to the original construction phase in the 1930s. There is also a variety of street furniture used throughout the base, such as the street lights and directional signposts. Finally, the system of rock retaining walls, terraces, and rock planters are an integral part of the landscape architecture throughout the 1930s base property.

Planned Landscape Design

The rock walls and terracing evident on base, combined with the plantings, were all part of Nurse's overall plan for the base design. The thoughtful use of plants to create a visual effect at Hamilton continued in a more limited fashion during World War II. Elements of these early landscaping efforts can be observed at Hamilton today and is discussed in detail below.

PART II. HISTORICAL CONTEXT

Established on San Pablo Bay just north of San Francisco in the early 1930s, Hamilton was an integral part of the Army's Pacific Coast defense mission as well as an example of a modern aviation station. After the initial construction of the permanent base in 1932-1935, Hamilton operated as a bombing center and a temporary pursuit plane station until the onset of World War II. During World War II, the primary mission of the base was to support training operations and the activities of the Air Transport Command, making the base an important "jumping off" point from which units were ferried to various places in the Pacific war theater. During the war years, the appearance of the base was altered by the emergency need for temporary housing facilities, which quickly outnumbered the permanent buildings on bese end continued to fill neerly every available space.

From 1947 through 1960, the Air Force conducted defense and training operations at Hamilton, renaming it Hamilton Air Force Base. During this period, the base continued to develop erchitecturelly, but at a reduced level and without further elteretion of the originel base appearance. In the early 1970s, the property was excessed by the Air Force. A portion of the base was sold to the U. S. Navy end is currently occupied and maintained by Navy personnel, while another small section is used by the U. S. Coest Guerd. The rest of the U. S. Army property, including the majority of the air field facilities and administration buildings, remains unoccupied or functions in a limited and non-military capacity.

Pecific Coest Air Defense

In 1927 Congress approved a five-year air expansion program that called for the development of many new Air Corps facilities in addition to the construction of hangars, runways, and fueling systems at existing posts (Fine and Remington 1972:4B). Flying fields across the country were planned not only as defense centers but es flight training and test operations facilities as well. One of these planned facilities was Hamilton Field.

Hamilton was initially conceived as part of a strategic aviation unit including March Field in Riverside, California, Selfridge Field in Michigan, and the Army's official aviation center at Kelly Field in Texas (*Marin Herald* December 16, 1934; Thomason and Associates 1993). A site in the vicinity of San Francisco was preferred because of its midway location between Canada and Mexico and the natural protection offered on the eastern side of the coastal mountain range (Nurse 1934). In addition, the location on San Pablo Bay afforded an averege of 250 clear days a year (Chappell 19B1), providing an excellent climate for aviation training and test maneuvers.

As proposed, Hamilton would be composed of bombardment or bomber squadrons, while March Field was to function exclusively with air pursuit groups (*Marin Herald* December 16, 1934). Rockwell Field in San Diego, consisting of both observation and bombardment groups, would occupy a southern coastal defense position (*Marin Journal* December 27, 1934). After Hamilton was built, additional air support was provided by existing Mather Field, and by the

later development of McClellan Field, both located near Sacramento. In the eerly 1930s, the Army Air Corps intended that together Hamilton and Mather fields would become the most important air defense center on the central Pacific Coast (*Marin Herald* November 8, 1934). Immediately after the initial bases along the Pacific Coast were operational, ettention was directed outside of the mainland to Hawaii, where Hickam Field was established on the island of Oahu in 1935 (Thompson 1984).

The air expansion that occurred throughout the 1920s and 1930s resulted in an immeasurably stronger coastal defense that centered on the San Francisco Bay region. By the time construction was finished, it was anticipated that Northern California would be the netion's "greatest aviation center" (*Pacific Servic*e April 27, 1931:1). The development of two new air facilities, Hamilton and an Army air depot in Alameda, as well as the addition of a Navy dirigible base at Sunnyvale, would serve to augment the ground facility et the Presidio of San Francisco with a powerful new complex of armed forces (Wempler 1964:1). Following the construction of Hamilton in the 1930s, the older and smaller Crissy Field at the Presidio was relegeted to the role of an emergency landing erea and repair facility (*Marin Herald* November 8, 1934).

Modern Air Field Development

By 1927 the Constructing Services of the Quartermaster Corps found itself with a sizeable sum of money for permanent construction. Additional monies for the construction of post housing were provided by a military post construction fund elicited by the Quartermaster General himself, consisting of the proceeds from former sales of excess military real estate (Fine and Remington 1972:47). In 1928 Air Corps facilities became priority recipients of these funds. October 28, 1929, marked the onset of the Great Depression, plunging the nation into economic despair. Despite the worsening economic conditions, the Army was able to retain funds already allocated for base development, and received millions of additional funds through Roosevelt's "New Deal" programs, designed to ease the mass unemployment of the nation.

In 1932 the Emergency Relief and Construction Act was passed, allocating an additional $15 million for housing at Army posts (Fine and Remington 1972:52). In 1933-1934, the Public Works Administration end the Civil Works Administration collaborated with the War Department and the Quartermaster Corps to create jobs for millions of unemployed and homeless citizens. At Hamilton, which was largely built on a salt marsh, scores of jobless men were employed on Civil Works Administration labor gangs for the labor-intensive process of land reclamation and road construction (Fine and Remington 1972:53; *Marin Herald* November 8, 1934).

The Quartermaster General responded enthusiasticelly to these commissions by launching a 10-yeer comprehensive plan for post development. A select staff of architects and engineers was chosen for the Constructing Office, and nationally known city planners were called in as consultants for the new projects (Fine and Remington 1972:48). It was

obvious that the closed, fort-like configuration of traditional installations was no longar suitabla for army posts of the "modern age." As early as the 1920s tha Army was considering a dramatic revision in base planning, or as tha Quartarmaster General stated, "a daviation from the sat typa of military post" (Fine and Remington 1972:48); revisions ware naeded in order to accommodata the training and manauvers activities of aviation units. First Lieutanant H. B. Nursa, one of the Quartermaster General's staff and the future designer of Hamilton, observed that there was no longar such a prassing naed for ground fortification and that army posts must "daal now in units of mobility and intensive training requiring vast axpansas of open spaca" (Nurse 1928:14).

Nursa made a significant contribution to the development of air base planning with his 1928 treatisa regarding tha five formal components that a modern military post plan should possass: unity, consonance in design, natural baauty, balanca, and radiation. Ha also strassad the importanca of using tha natural topography in base design, stating that it "will influence, if not control, the arrangement of the post proper. . ." (Nurse 1928:16). Tha embodiment of this approach to tha design of modarn posts may be observed at numarous Army installations. Notable examplas ara Fort 8elvoir in Virginia, whara post quartars ara arrangad on ridgas with spectacular vistas of tha Potomac River, Randolph Field in Taxas with its uniqua and imposing circular configuration of radiating streets, and, of course, Hamilton nestled in tha coastal hills overlooking tha San Pablo Bay (Fine and Remington 1972:50; Lapp et al. 1992; Maniery 1993; Thomason and Associates 1993).

In addition to a modification of the overall post configuration, the Quartarmastar Constructing Office decided that although cost would remain a factor in tha drafting of architectural plans, greatar priority would be placed on aesthetic and stylistic considerations. One of the Quartermaster architects observed that post structures were often placed in "monotonous rows close together, with littla privacy, with no outlook or setting, utterly unattractive" (Ford 1929:19). The poor living conditions experienced during World War I and the unattractive post architacture left in its wake inspired the Constructing Offica to beautify military posts with exemplary architectura and attractive landscaping and to equip these with modern amenities and medical facilities (Fina and Remington 1972:49-50). The new bases were designed as small "cities," providing stores, medical services, gas stations, theaters, and recreational facilities (bowling, swimming, tennis).

Stylistically, the Quartermaster architects produced designs that reprasantad the American cultural heritage and were also in keeping with regional charactar: Gaorgian styla for Atlantic seaboard construction, French Provincial for Louisiana, and Spanish Mission or Mediterranean for the Southwest (Fine and Remington 1972:48).

The Quartermaster Corps did a remarkable job on a relatively small budget of half a billion dollars over a 19-year span in the 1920s and 1930s. With this thay were abla to eract more than a dozen modern air corps facilitias and provide permanent housing for 75,000 officers, in addition to enlarging and upgrading numerous existing rasarvations (Fine and Ramington 1972:56). Tha inception of Hamilton as a permanent air base during this pariod

of innovative change resulted in a specteculer fecility of exceptionel eesthetic quelity, declared by many as the finest end most beautiful eir base in the United States (*Marin Herald* December 13, 1934; *San Francisco Examiner* December 19, 1934).

Hemilton, Beginning end Pre-Wer Yeers: 1930-1941

Lend Acquisition for e New Air Bese

Economic pressures were such during the early yeers of the Depression thet regions pinpointed by the Army as potential sites for armed forces facilities launched tremendous campaigns to offer land and other incentives to attract government expenditures. Early in 1929, the Army determined to establish an eir field for e bombing squadron and an air depot somewhere near San Francisco. Immediately, the Sen Frencisco Junior Chamber of Commerce requested the cooperation of all Bay Area communities in procuring this air base for the region (Bailey 1932).

A lobbying committee, assembled by the "Marvelous Merin" countywide Chamber of Commerce and the Marin County Board of Supervisors, first convinced the County Supervisors that free land would be required in order to attract the base to Marin. When the promise of 630 ideal acres was secured from the California Packing Company, the committee then skillfully presented their proposal to obtain the air base to a host of significant government officials and Army representatives (Bailey 1932; Ehat 1983). In 1930, President Hoover passed the Kahn bill, introduced by Marin Congresswoman Florence Kahn, to secure funds for construction of an air field at Marin Meadows north of San Rafael (Coady 1976; Wampler 1964:2). Soon after the law was passed, Marin County was asked to raise $121,000 in order to obtain the needed acreage from the California Packing Company so that it could be doneted to the Army. The Board of Supervisors voted for an increase in the tax rate in order to secure the funds, enticipating a boost to the local economy once construction started (Wampler 1964:2).

From the early stages of the project, however, problems arose that often appeared insurmountable. One critical setback occurred early in 1931. The Army decided that it needed additional land for the air field and informed the County that they required about 161 acres of pasture land that belonged to a local doctor, T. Peter Bodkin, and his wife Julia. The Bodkins at first did not want to sell. Finally, they agreed to relinquish their land for a price of $600 per acre, compared to the $175 per acre that the California Packing Company charged (Bailey 1932; Wampler 1964:2).

When negotiations to purchase the Bodkin property broke down, the Army filed suit to condemn the land and force its sale at a more reasonable price. Initially, local press, government, and county officiels were optimistic that the suit would be completed expeditiously. In March of 1931, an appropriation of $1.4 million for construction of the air field passed through Congress (Rathburn 1944). The Army even began preliminary survey

work at the site of the base, confident that the problems would be resolved and that they would soon have clear title to the property (Wampler 1964:3).

Coincidentel with the arrival of appropriated funds for preliminary work was the decision in Washington to name the new base Hamilton Field. Prior to May 1931, the project was referred to locally as Marin Meadows Air Field. The Army named the base in honor of First Lieutenant Lloyd Andrews Hamilton, an American World War I Aïr Corps aviation pilot who had received the Distinguished Service Cross at Varssonaore, 8elgium, for "Extraordinary Heroism in Action" (Chappell 1981:1; Coady 1976). Hamilton was the first American officer to fly with the Royal Flying Corps and was assigned to the 17th Aero Squadron (Chappell 1981:1; Lapp et al. 1992:16-17). Hamilton led a low level bombing attack on a German airdrome 30 miles behind enemy lines on August 13, 1918. He was killed in action near Lagnecourt, France, on August 26, 1918, 13 days after receiving his Distinguished Service Cross (Chappell 1981:1).

Hamilton hailed from Troy, New York, and, es far as anyone knew, had never been to California (*San Rafael Independent* May 28, 1931). While there was no doubt that he deserved the recognition afforded him by the Army in the naming of the base, the local officials felt that it would have been more eppropriate to name the base after one of northern California's avietion heros. Several names were submitted to the Army for consideration; however, the Army preferred Hamilton Field and the name was not changed (Wampler 1964:3).

While preliminary plans were being drawn up, the delays associated with land acquisition increased because of Government red tape and the 8odkins' reluctence to sell. Finally, Dr. 8odkin agreed to abide by the decision of a three-man arbitration board who would set the value of his property, and the county agreed to pay the amount arrived at by the boerd (*San Rafael Independent* October 28, 1931; *San Francisco Examiner* October 29, 1931). On November 30, 1931, e price of $300 per acre was arrived et by the board. In all, Bodkin was to receive $50,000. Five hundred dollars from this amount was to be used for the right-of-way for the Pacific Gas and Electric Company powerline that crossed the property, end arrangements were made to move the powerline (Wampler 1964:3-4).

With the arbitration finalized, Marin County was asked to provide an additional $53,400 to pay for the purchase. The County was unable to raise more than about $30,000. In despair, they went to nearby communities who stood to profit from the presence of a local air base and asked for donations. Although it took three months to raise the money, the county received contributions from Oakland, Sonoma County, and San Frencisco to help meet the financial goal (Bailey 1932). The Army bought the land from Marin County for one dollar and the deed to the entire 927-acre parcel earmarked for use as a base was trensferred to the Army in a formal presentation on March 17, 1932 (Wampler 1964:5).

Construction Phase: 1932-1935

Even while the land acquisition problems were being resolved, the Army was planning base construction. In late April 1931, the local papers announced that Captain H. B. Nurse was being detailed to Marin County as Construction Quartermaster for the project (*Pacific Service* April 27, 1931:1). Captain Howard B. Nurse (later Colonel Nurse) was an engineering graduate of the Mechanics Institute and had practiced in Rochester, New York (Fine and Remington 1972:48). During the late 1920s he served on Quartermaster General Maj. Gen. B. Frank Cheatham's chief architectural and planning staff, after which he and the other senior members were dispatched from Washington to direct the major construction projects as planned (Fine and Remington 1972:48).

With a corps of civilian assistants headed by H. P. Spencer, Chief Architect, and F. W. Salfinger, Chief Engineer, Nurse began the task of creating architectural drafts for Hamilton (Spencer 1935). By late May he had funding available to complete a preliminary survey and began plans for the base configuretion (*San Rafael Independent* Mey 28, 1931) (Figure 2). By the time the Army was given clear title to the land, the architectural plans for more than 150 buildings had been finalized.

As the director of this operation, Nurse was enthusiastic about the fact that this post would be built from scratch, so to speak, and that he was "not cramped for space and had no other buildings on the site to set a precedent for the design" (Spencer 1935:13). As a boy, Nurse had often visited his uncle's ranch in Solano County and was enamored with the Spanish mission style of architecture. The Spanish-Colonial architectural motif was also most appropriate for the mild climate and Spanish-American heritage of the area (Spencer 1935:13) and therefore accorded with the Quartermaster Corp's new philosophy to tailor base architectural style to regional character (Fine and Remington 1972:48). Nurse may also have been influenced by the Spanish Colonial and Territorial revival styles of architecture at the newly completed Randolph Field in San Antonio, Texas, a project with which he was also involved.

Nurse's plans called for reinforced concrete buildings covered with white stucco and red tile roofs and other features such as arcades and ornamental door surrounds in a mission style. These elements were applied to administration buildings and highly visible structures such as the post headquarters and the three-story officers' quarters (Appendix A, Photo 1). Less visible buildings were plainer in appearance but were clad with stucco and had mission-style parapets on the ends to blend with the style of the base. Even the hangars, although based on a standard technical plan found elsewhere in the country, were styled with sleek Art Moderne geometry combined with arched rooflines and white stucco walls compatible with the Spanish-style buildings.

Nurse planned for the housing units to be located on several knolls that were contained in the property, while the technical buildings (hangars, warehouses, etc.) were to be placed on flat terrain adjacent to the air field. He left intact as many of the natural oak trees as

possible, but intended on complementing the existing landscape with plantings compatible with the early California style (Wampler 1964). In addition to the plants, the base plan called for rock features (e.g., Greek-style theater, seating area, and fountain by the hospitel) and retaining walls to connect housing areas and blend in with the landscaping scheme.

The first buildings erected on base were wood framed nurseries (needed to start cultivating Bermuda grass for the air field and plant clippings for the rest of the base) and a temporary office for Nurse and his staff. The War Department also detailed Captain F. C. Peters and Lieutenant J. H. Veal, both with the Quartermaster's Corps, to Merin County to act as Nurse's assistants (*Novato Advance* May 28, 1932). By June 4, 1932, the first contracts were out to bid. This initial work consisted of clearing the site, laying 3,300 linear feet of spur railroad track to the base, grading 2,600 feet of entrance road, and constructing two steel and concrete overhead highway bridges on base (*San Rafael Independent* June 4, 1932).

The opening end reading of bids for building construction was done with much fanfere on June 20, 1932. The Army had committed more than $1,400,000 for construction during these early phases, a sizeable amount given the economic depression throughout the country. According to local newspeper articles, over 500 spectators, primarily contractors, turned out for the opening of the bids. The bids were for the construction of the hangars, offices, quarters, warehouses, streets, lights, and water system (*San Rafael Independent* June 20, 1932; *San Francisco Chronicle* June 20, 1932; *San Francisco Examiner* June 20, 1932).

The majority of work completed in 1932 revolved around completion of over eight miles of paved and three miles of gravel roads and laying of 7.25 miles of sewer lines, eight miles of water mains, and six miles of gas mains. In addition, electrical switch stations were built and transmission lines installed, and the railroad spur track was finished. The technical eree of the base, being approximately one foot below sea level, needed criticel reinforcement before permanent structures could be built. To resolve this, 4,922 piles were driven into the ground on the sites of the larger buildings (*Novato Advance* January 26, 1935). By January of 1933 more than 300 men were employed in the construction effort, concrete was being poured, steel was being put up for the hangars, and several buildings were reedy to be plastered inside and stuccoed outside (*San Francisco Call Bulletin* January 7, 1933). In addition, landscaping of the base grounds and planting the landing field to Bermuda grass were underway.

As part of the landscaping effort, Captain Nurse requested assistence from "civic-minded Marin county citizens." According to the *San Rafael Independent* (Januery 7, 1933), Nurse needed shrubs, flowers, and palm trees to carry out his landscaping plans. Unfortunately, money to beautify the base was not available. To this end, he esked for donations of plants or palm trees and noted that removal of the palm trees would be done et no expense to the donor. Nurse specified which species he planned using in the landscaping, and donations began arriving at base soon after his plea was published.

More than 7,000 trees of 80 different varieties were eventuelly planted throughout the base, as well as an assortment of shrubs and other plantings (Rathburn 1944:10). The climax of the landscape effort occurred on January 31, 1933, when a 40-foot-tell cedar tree was transported to Hamilton from Mather Field in Sacramento via a "special" truck and trailer. The tree was planted in the "great circle" away from the landing field (*San Rafael Independent* January 31, 1933) and was wired with lights by Captain Nurse. It became e cherished part of Hamilton's Christmas celebrations in years to come, and may still be seen todey in the North Circle among the officers' residences (Wampler 1964:9).

The enthusiasm for the project in the Bay Area is evident in the following article that appeared in the *San Francisco News* on February 3, 1933 (page 15). While discussing Chrissy Field at the Presidio in San Francisco, the focus switched to Hamilton and noted:

> . . . With the construction of Hamilton Field in Marin County the spotlight of fighting airmen will be switched across the bay.
>
> When completed, Hamilton Field will offer one of the most imposing spectacles in the bay aree. A mile square landing field sweeps down to the shores of San Pablo Bay. From a distance its grassy surface seems as flat as a billiard table. So clear is the air that the clumps of trees at the lower edge of the field seem stage properties hung against a blue back drop.
>
> Here, under the direction of Capt. H. B. Nurse, construction quartermaster, the framework of a gigantic warehouse, the foundation of a hangar, the concrete and brick shells of a barracks and scores of officers quarters have already been completed.
>
> About 50 officers and 500 enlisted men will be stationed here. Three squadrons of 13 bombing planes each, eech plane manned by three enlisted men and two officers, and 45 auxiliary combat and observation ships will be its garrison.
>
> From here, should attack come from the air or sea, flying squadrons will drone out to bomb ships, engage in dog-fights with enemy planes, strafe rash land raiders to the death. . . .
>
> Fighting Business
>
> Hamilton field is laid out like an exclusive residential park. Hills guard its rear and from there it glides down into a sunlit savannah to the northern arm of San Francisco Bey.
>
> But despite its beauty, Hamilton Field is all business -- fighting business. The less thrilling accompaniments of the air service will be attended to at the Army's new $2,500,000 air depot at Benton Field in Alameda, already under way.

Construction activities at the base escalated after this article was published. This was mainly because Hamilton received approximately $3,500,000 in Works Progress

Administration (WPA) allotments for the construction of many of the base support structures and permanent buildings (Coady 1976:249; Government Printing Office 1939:533, 575-577; Rathburn 1944). By the end of 1933, the peyroll on base had reached about $30,000 a week and close to 800 men were employed. Where possible, Nurse drew on the local labor pool, and the construction work at Hamilton provided income to many families suffering from the economic effects of the Depression (Wampler 1964:9). As noted by the *San Rafael Independent* on November 24, 1933, "This project [Hamilton] together with the 871 jobs made available by the Civil Works Administration in the county, will practically eliminate unemployment in Marin," a heady feeling for the time.

The peak of the work at Hamilton occurred in 1934, although many of the bids were awarded toward the end of 1933. For example, in November 1933 the K. E. Parker Company of San Francisco begen driving piles for barracks foundations. The firm was also awarded the contract for three large barracks, totaling $452,900. Also in November, Robert E. McKee Company of Los Angeles received a contract for nearly $1,000,000 to construct three double hengers end one operationel hangar.

The Meyer Construction Company began work in November 1933 on 24 officers' quarters, e $324,105 job. In addition, Frank J. Reilly, contrector, begen preliminary work on his $242,557 contract for construction of 18 non-commissioned officers' quarters (*San Rafael Independent* November 20, 1933). Construction for the hospital was put out to bid on November 26, 1933 (*San Rafael Independent* November 13, 1933) end was awarded to Leo Epp for a cost of $109,377 in early December 1933 (*San Rafael Independent* December 7, 1933).

By August of 1934 the base was about 90 percent complete and was attracting even more attention. A newspaper article published in the *San Francisco Call Bulletin* on Friday, August 3, 1934, is quoted below at some length in order to convey the enthusiasm for the base that was universal in the region.

> A community that matches the fondest dreams of a real estate developer is nearing completion on the Marin shores of San Francisco Bay, but no subdivider will hold sway there.
>
> Hamilton Field, Uncle Sam's newest air base, hailed by experts as the most complete aerial ground plant in the world today is rapidly nearing a stage of completion. Army officers hope to have the plant in full operation by November, when approximately 700 enlisted men and thirty-five officers will meke it their flying base. . . The last of the ten hangars, which will have a capacity of nearly 200 planes, is under construction. Every type of technical maintenance and repairing facilities is included in the instellation.
>
> But laymen marvel at Uncle Sam's lavish, modern spirit in the non-military features of the new post - especially the officers and non-commissioned officers' quarters, and the enlisted men's barracks. They make up one of the home beauty spots of the Redwood Empire.

> The latter are the answer to the private's prayer - boasting dormitories with indirect lighting, tiled showers, and many other conveniences. The non-commissioned officers' homes would be the envy of higher ranking officers in many posts. All of the buildings are of the California-Spanish style of architecture - also a new development in army construction.
>
> Landing facilities at Hamilton Field are of the best with ample room for the largest group movements. Radio and signal devices of the letest design are included in the equipment.

The article in August was not far off target regarding a November completion date: the first major trensfer of men to Hamilton occurred in early December 1934. Orders were received at March Field in Riverside, California, on November 27, 1934, that 518 officers and men of the 7th Bombardment Group would be shifted to Hamilton effective December 4. Included in the group were the 9th, 11th, and 31st Bombardment Squadrons and 30 bombing planes. With the arrival of the men and their families, Hamilton contained nearly 1,000 people and was ready for business (*San Rafael Independent* November 27, 1934). Mejor Tinker assumed command of the base with Captain Don Hutchins acting as his executive officer.

According to the *San Francisco Examiner*, Major Tinker and his advance party were not particularly enemored with the base. First, the field was below sea level et high tide and second, the west side and a portion of the north side were surrounded by a series of sloping hills. The hills made landing "uncomfortable" in fair weather and downright dangerous in wet and foul weather (Wampler 1964:14). While these would prove to be valid concerns, they did not carry much weight at the time, as the leading military authorities in the nation hed proclaimed Hamilton as the finest in the Air Corps (Wampler 1964:14).

While the airmen arrived at the base in December 1934, the base was not dedicated until May 12, 1935. Thousands of people turned out for the ceremony to see California Governor Merriam turn over the base to the Army. At the ensuing ceremony, Brigedier General Henry "Hap" Arnold noted that "Hamilton Field stands today as the most modern and best equipped, up-to-date military air field in the United States" (Wampler 1964:20). A highlight of Dedication Day occurred when Major Tinker flew above the crowd end broadcast from the aircraft to the ground, the first time ever that air to ground communication was successful (Palmer 1993). The local population knew the base was officially complete, however, when Captain Nurse, after spending almost four yeers in Marin County, was transferred to Hawaii in June 1935 and ordered to build the $10,000,000 Hickam Field. The local community end base personnel wished him a warm farewell, and upon his departure installed a brass plaque at the Officers' Club commemorating his accomplishments at Hamilton (Wampler 1964:15).

The Bomber Yeers: 1935-1940

Even while construction was underway the Army was putting the base to good use. In August 1934, with the base about 90 percent complete, fliers from the 316th and 367th observation squadrons, made up of reserve airmen from around Northern Celifornia, were undergoing annual training (*San Francisco Call Bulletin* August 3, 1934).

While the use of the field for training was appropriate, it did not reflect the true mission of the base during these early years. On December 31, 1934, the General Headquarters Air Force (GHQAF) was established within the Air Corps. The new air force had three wings that would provide e mobile striking force capable of protecting the country from attack by sea. All existing bombardment and observation units within the Army were reassigned to a GHQAF wing (Wampler 1964:17).

Hamilton, upon its completion, was the headquarters of the 1st Wing, commanded by Brigadier General H. H. Arnold. All appropriate units on the west coast, including the 7th Bombardment Group at March Field, were assigned to the 1st Wing to provide Pacific Coast defenses. The 7th Bombardment Group was composed of the 9th, 11th, and 31st bomb squadrons (equipped with Martin B-12 bombers) and the 70th Service Squedron. The 2nd Wing was based out of Langley Field, Virginia, on the Atlantic Coast, while the 3rd Wing was stationed in Georgia and protected the middle and southern parts of the country (Wampler 1964:17).

Throughout the remainder of the 1930s the 1st Wing operated out of Hemilton with little change. In September 1935, the BBth Observation Squadron (Amphibien) was assigned to the group. The squadrons were all composed of World War I combat groups who represented some of the most experienced airmen in the Air Corps. While at Hamilton these squadrons participated in a wide variety of experiments and contributed to the tactics and techniques being developed at the time for employment of bomber aircraft. For example, environmental experiments were conducted to determine problems associated with extreme cold opereting conditions on both bombers and men (Wampler 1964:18). Bombardment units also took pert in large-scale war games and maneuvers on the west coast, using a bombing range at Hamilton as well as targets set up in the California desert for practice (Wempler 1964:19).

The B-12 bombers housed at Hamilton began to be phased out in July 1937 and were replaced with Douglas B-18s. The new planes were standard two-engine bombers with a short range capacity, but were capable of air lifting combat-equipped troops en masse, an important advance in combat techniques at the time (Wampler 1964:19).

The end of the 1930s and the awareness of growing tensions overseas resulted in a number of changes at the base. First, the 31st Bombardment Squadron was transferred to Pearl Harbor, Hawaii, in 1938. This transfer represented attempts by the government to strengthen the defenses in the Pacific in light of uncertainties over Japan's intentions. In 1939, the 22nd Bombardment Squadron arrived at Hamilton as a replacement for the 31st. Their stay was short-lived, however, on account of the development of the four-engine bomber plane and its assignment to Hamilton.

The Boeing B-17 was a heavier and larger plane than the old B-1Bs. Support requirements were more advanced than for the old models, and the runway fecilities at Hamilton were not adequate for the new planes. Colonel John F. Curry, then base commander, clearly stated the problems encountered at Hamilton in a letter to the Air Corps Headquarters dated July 1940:

> Experience with B-17 type airplanes indicates that extension to runways should be made as a safety measure. The field proper is below sea level and the upper crust of earth will not support heavily laden B-17 plenes off runways, aprons, and taxiways. Any B-17 plane which runs over the end of e runwey on landing, even in dry weather, will sink in and may suffer damage. In wet weather any plane that runs over will mire down or go over. [A] new taxiway is necessary for fast and efficient takes-offs and landings in formation [quoted in Wampler 1964:19-20].

Unfortunately, a new taxiway could not be built expeditiously, and the 1st Wing and its bombardment squadrons were transferred to a Utah base that was better suited for the special requirements of the B-17. The transfer took place in September of 1940 and represented the end of Hamilton as a bomber base.

Pursuit Groups: 1940-1942

Following the departure of the bombardment squadrons, the 10th Pursuit Wing was reassigned from Moffitt Field to Hamilton. This wing was composed of two pursuit groups and the 88th Observation Squadron. The 20th Pursuit Group (Fighter) contained the 55th, 77th, and 79th squadrons, while the 35th Pursuit Group was mede up of the 18th, 20th, and 21st squadrons (Wampler 1964:20-21). The overall mission of the wing wes to provide aircraft and crews for the defense of the west coast. In addition, the wing provided training for transient airmen. The base population was expected to reach a high of 3,000 permanent residents, with an additional 2,000 transient members (Wampler 1964:21).

The original base was organized to house approximately 1,000 people. With the arrival of the 10th Wing this number immediately jumped to about 1,700 enlisted men (and families) and 170 P-36 and P-40 aircraft. An immediate housing crisis occurred at Hamilton (Wampler 1964:20). In order to alleviate the problem the Army had begun to construct plain, frame barracks with no architectural embellishment and only the bare essentials in the interior es early as 1939. These buildings, constructed as quickly as possible, soon began to outnumber the original stucco and tile housing units and were used to fill the spaces between the original buildings, as well as other areas on base. This phase of temporary housing end frame building construction continued throughout World War II (Wampler 1964:20).

The pursuit groups remained at Hamilton for two years, completing defense and training missions. Aircrews were trained at Hamilton and then sent to fighter troops that were being activated. Trained squadrons were also transferred to areas where an increased military presence was deemed essential in light of growing tension with Japan (Wampler 1964:22).

In March 1941 the Air Corps reorganized into four continental air forces. The Fourth Air Force took on responsibility for defense of the west coast. Hamilton was assigned to the Fourth Air Force and began to take on new responsibilities as a result of this change (Wampler 1964:22).

World War II: 1942-1945

At the outbreak of U. S. involvement in World War II, Hamilton personnel were occupied with the work started by the 10th Pursuit Wing: training. As the Air Force expanded to meet the demands brought about by the war, the need for adequate training facilities increased. Hamilton, with its ideal location midway along the Pacific Coast and near the San Francisco Presidio, increased in importance as its training fecilities expanded (Wampler 1964:23).

In addition to training, Hamilton became the center of the interceptor pursuit and petrol system for the Pacific Coast. As such, the base began to acquire sub-bases and flight strips at other airports to serve as dispersal points for fighter aircraft. By 1943 Hamilton had sub-bases stretching from the Bay Area to Redding, California, with Oakland Airport becoming the most important (Wampler 1964:23).

Immediately after the declaration of war, ground troops were rushed in to provide fortification of the air base, and both interior and exterior defensive operations were put into place by the Western Defense Command to the Fourth Army (Rathburn 1944:45). Company "C" of the 575th GHQAF Tank Battalion was dispatched to Hamilton, along with their 17 tanks, and Battery "F," Coast Artillery A.A., arrived on December 15, 1941, to set up gun emplacements around the perimeter of the field. A comprehensive system of revetments was constructed on the southeast side of the air field to protect aircraft from low-level attacks. Because Hamilton's strategic position on the West Coast made it a potential enemy target, the Army had complete demolition plans drawn up for the base and its entire area of command, in the event that it could not be held against enemy forces (Rethburn 1944:45-48).

At the peak of the war, conditions on base were crowded, frenzied, and emotionally harried for all personnel. Night-time blackouts were required, and the previously gleaming whitewash on the base buildings was blotted out with dark camouflage paint soon after December 1941 (Air Transport Command [ATC] n.d.a; Rathburn 1944) (Appendix A, Photos 10 and 11). Netting was hung between the hangars and covered with camouflage to hide the aircraft (Palmer 1993). The wartime objective for most airmen was to train or be trained as rapidly as possible and move on, and little time was at hand for relaxation or socializing (Palmer 1993).

Operational Training Unit Program

A central function of Hamilton Field during the war years was as a parent group of the Operational Training Unit Program (OTU). Briefly, a parent group had numerous responsibilities, including training combat groups; providing experienced personnel to newly formed groups; providing equipment and aircraft to groups during training; supervising and assisting satellite groups; and serving as a model for satellite groups. The use of Hamilton as an OTU resulted in a revolving pool of men who supervised training and then shipped out to combat zones. A core of experienced men remained on base to train the newly arriving units. Several of the satellite groups trained at Hamilton were later awarded Distinguished Unit Citations for their combat work overseas (Wampler 1964:26).

Oversees Steging Area

Hamilton's strategic location in the Bay Area was an ideal point of departure for Pacific-bound air troops. Crews bound for the Pacific arrived at Hamilton and were housed, fed, end given last minute flight data by the Fourth Air Support Command unit stationed there (ATC n.d.a:45). In addition, base facilities were used to complete pre-flight inspections and conduct any necessary repeirs or meintenance on arriving aircraft (Wampler 1964:26). Mess movement of eircraft overseas began in May 1941 when 21 crews of the 19th Bombardment Group departed for the Philippines via Hawaii from Hamilton. Of note was the departure of the 38th end 88th reconnaissence squadrons, who left Hamilton on December 6, 1941, in B-17s end arrived at Hickam Field during the Japanese attack on Pearl Harbor. Being unarmed, they had no choice but to land their planes in a sefe plece es quickly es possible (Wempler 1964:26-27).

Aside from crew processing operations, Hamilton was mandated to provide replacements to overseas combat theeters on en emergency basis. This included men, supplies, spare parts, aircraft, or whatever was required. In order to meet the emergency needs, the bese was sometimes left critically understeffed or without crucial supplies. At times, the personnel shortage was alleviated by assigning service women to jobs usually performed by men, including motor pool end bus drivers (Wampler 1964:29).

The arrival of all the transients at Hamilton also creeted critical housing problems. According to Wampler (1964:28), hundreds of crews arrived each month and they all hed to be housed and fed. To convey an idea of the problems confronting the base commander, between November 1943 and February 1945, a total of 2,695 B-24 crews with aircraft arrived at the base, and 2,446 were processed out to overseas theaters. A crew consisted of 10 to 11 men with aircraft. An additional 1,172 crews without eircreft were also processed out through the base (Wampler 1964:28).

In order to minimally meet the housing needs created by so many transients, temporary structures were constructed as fast as possible wherever there was room on base. At one time, a tent city was set up to accommodate the men. Permenently essigned personnel were often forced to double up (or worse), or vecate their querters entirely to make room for incoming transients. In 1941 and 1942, the row-upon-row of temporary buildings gave e new, crowded appearance to the formerly spacious base grounds, emphasized by the darkened colors of the camouflage paint (Palmer 1993; Wampler 1964).

At the onset of the war, construction operations on Army posts were reassigned to the Army Corps of Engineers, who began immediate emergency construction programs in order to supply bases all over the country with critically needed temporary housing. Building specifications for temporary barracks, administration buildings, and warehouses were used for construction, while planning and the allocation of construction funds wes overseen by the captein of the Army Corps of Engineers. Construction at the individual bases was carried out by a small staff of Army engineers (Fine and Remington 1972).

The Air Trensport Commend

For the majority of the war, Hamilton was designated the official point of departure for aircraft moving into the Pacific from the continental limits of the United States (ATC n.d.a). This role lasted from 1942 through 1945, when Hamilton served as one of the three major bases of the Pacific Sector of the Air Corps Ferrying Commend, later known as the ATC's Pacific Division. The mission of the ATC was to manage the dispatching end safe transport of Pacific-bound ferry and tactical aircraft into the vicinity of the war zones. The ATC Pacific Division was initially established at Hamilton by First Lieutenant Robert A. Ping in January 1942, and a small headquarters area was set up in Hangar 7. By the end of 1942, this dispatching unit was steffed by epproximately 1,800 officers and enlisted men, and regularly scheduled flights were operating between Hamilton and Australia (ATC n.d.e).

In order to accommodete the whole of the ATC operetions teking plece et Hamilton, additional space was needed. Aircraft hangars were turned over to the ATC end runwey space was provided; eventually a $500,000 air terminal wes built by the Army Corps of Engineers to meet their needs. The fecilities, not completed until June 1945, included a freight end passenger terminal, fueling system, roads, parking, and fencing. Within the large terminal were situated baggage rooms, a medical and dental clinic, lounges, post exchange, restaurant, Red Cross canteen, offices, supply and briefing rooms, and an Army post office (Wampler 1964:30). Prior to completion of the terminal, the ATC operations had long outgrown the small space in Hangar 7 and were primarily operating from a large temporary building northwest of the base headquarters (ATC n.d.c).

The men and women of the ATC staff at Hamilton were proud of their unit and retain a fond nostalgia for the early days at Hangar 7. Lavon Edwards ("Eddie"), a civilian secretary who worked in the ATC headquarters at Hamilton in 1942, wrote that the "swell fellas" of the ATC staff liked to "work hard, play hard, live hard -- building friendships that would last, meeting people whose names would make history and whose deeds would make freedom -- this was what made the outfit tops" (ATC n.d.b).

Hamilton was run at a high energy level throughout the war. For a great number of base personnel, however, the real work began when the war ended in the Pacific theater on August 14, 1945. Immedietely, confusion descended as men clamored to be discharged, families began arriving to be near the men, and personnel stationed in the Pacific began arriving et Hamilton on their way home (Wampler 1964:35-36). The morale of the service men and women at Hamilton fell to an all-time low when it was realized that demobilization operations would not be immediate, and that many soldiers would not be discharged at all because of the need for continued occupation forces (Powell 1946; Wampler 1964:36).

Air Evecuetion

Prior to 1944, C-54s used for air evacuation operations were dispatched from Hamilton by United Airlines. By July of 1944, however, Army owned-end-operated C-54s were in use by the ATC (ATC n.d.c). These planes transferred casualties and prisoners of wer to Hamilton

for care until arrangements could be made to move them to hospitals near their homes. The first group of wounded, totaling 183 men, arrived in June 1944. Within e few months this number increased to more than 4,000 patients per month (Wampler 1964:31). The new air terminal constructed on base for the ATC was used almost exclusively for incoming servicemen and women, providing them with medical inspections, new clothing, and orientation and debriefing prior to their discharge or transfer to another base. One particular evacuation arrival of note was on February 24, 1945, when 68 American nurses liberated by MacArthur's forces from a Japanese prison camp in Manila arrived at Hamilton on their way to a cheering United States (ATC n.d.c).

The families of servicemen and women arrived at the bese daily to greet or visit their loved ones, or in some cases to receive e medal of valor for one who would not return at all (Powell 1946). The local community, military personnel, movie stars, sports heros, and political figures often visited the wards and performed for or visited the petients. Convalescent training programs were developed to provide hobby facilities and instructors, and daily entertainment activities, such as fishing trips or attending a show in the city, were organized for the benefit of the recuperating evacuees. While most of the wounded remained at Hamilton only a short time, care was taken to make them feel at home and to make their stay as memorable es possible (*Hamilton Field Takeoff* September 9, 1944; Wampler 1964:32).

In order to accommodate wounded evacuees, changes in housing occurred once again at the base. Barracks 422 and 424 were vacated by enlisted men to be converted to hospital wards, and the number of occupied beds at Hamilton was doubled to 800 (*Hamilton Field Takeoff* September 2, 1944; Rathburn 1944). Additional temporary buildings were constructed around the existing hospital by 1943 for rehabilitation treatment and therapy of the wounded (Appendix A, Photo 9). More off-bese housing for convalescents and visiting personnel was ecquired at the nearby Camp San Rafael, where barracks and mess facilities for 500 were previously constructed for an Army Cavalry unit on the site of the Marin Golf and Country Club (*Hamilton Field Takeoff* September 23, 1944). The housing problems were alleviated slightly after March 1945 when the function of processing out troops was transferred in part to Salinas, California (Wampler 1964:29).

United Netions Conference

While many of the activities taking place at Hamilton during the war years were also occurring at other military bases throughout the nation, one event that occurred in April of 1945 set Hamilton in a category by itself. With the war in Europe winding down, the focus of the allies began to center on maintaining a world-wide peace in the future. To this end, representatives from many nations throughout the world gathered together in San Francisco at the first United Nations Conference on International Organization. Because of its proximity to San Francisco, Hamilton was used by many of the delegates as a landing and departure point (Wampler 1964:32).

Representatives from nine countries, including world-famous diplomats Eden, Smuts, and Attlee, arrived at Hamilton en route to the conference and were greeted with the appropriate ceremonies (ATC n.d.c; Wampler 1964:32). The one person who gathered the most attention, however, was President Harry S. Truman, who arrived in June 1945. The base prepared for the arrival of the President with great care; security meesures were increased and every detail was anticipated. While at Hamilton the President, eccompanied by General H. H. Arnold, commanding General of the Allied Air Force, visited the evacuation hospitel, an event remembered by many of the patients for the remeinder of their lives (Wampler 1964:34).

Post Wer Reorgenizetion: 1945-1950

The end of the war resulted in a reorganization of Hamilton. During the final year of war activity, the primary mission of the base had been to support the ATC operetions. Although the bese wes legally under the jurisdiction of the Fourth Air Force, in reelity the ATC managed the fecility. On June 19, 1946, the Fourth Air Force moved its headquerters from San Francisco Presidio back to Hamilton. These headquarters remained on the base until 1960, when the Fourth Air Force was deactivated (Wampler 1964:37).

A little over a year later, in September 1947, the old ATC reorganized and became the U. S. Air Force. Although the Fourth Air Force was still in existence es a part of the Air Defense Command, the new organization was felt in the change of the facility's name from Hamilton Field to Hamilton Air Force Base (Wampler 1964:37).

Over the next several years, the occupying groups at Hamilton were reassigned a number of times. The base became part of the Continental Air Command in 1948 and was transferred to the newly formed Western Air Defense Force in 1950. By the end of December 1950, the Western Air Defense Force was reassigned to the Air Defense Command, a designation that would last for nearly a decade (Wampler 1964:37).

During this restructuring of the Air Force and subsequently the base, fighter squedrons were reassigned to Hamilton. The first group arrived back at the base in December 1947. The fighter squadrons were given the task of maintaining air defense elerts at Hamilton and other bases in the region (Wampler 1964:38). From 1947 until the early 1960s numerous squadrons were activated and deactivated at Hamilton (see Appendix II in Wampler 1964 for a complete listing of squadron changes during this period of time). Throughout this period the primary purpose of the base was eir defense and training. Hamilton also provided support and facilities for other military groups, including the Tactical Air Command, Military Air Transport Command, and the U. S. Air Force Auditor General's Office (Wampler 1964:41-42).

Renewed Growth and Development: 1950-1964

The original 927 acres that constituted the base in 1932 had been rapidly outgrown, and new land had been acquired during the war years. With the change to an air force base, the number of families moving to Hamilton increased, resulting in another criticel housing

shortage. Captain Nurse's original housing provided for 62 officers end their families and 70 airmen and their families. During World War II, 162 more units were built on bese for airmen's families. This housing area, located just inside and between the two base access roads, is known as Lanhem Housing. As early as 1950, many of the Lanham units were considered substandard and were in need of upgrading (Wampler 1964:42).

The passing of the Wherry Housing Act in 1950 allowed for construction of 505 units contained within an off-base housing project. This project, referred to as "Rafael Village," was acquired by the base in 1958. An additional 550 housing units were built on base in 1959 with monies provided by the Capehart Act. Even with these 1,055 units, there was still a need for more housing as the base geared up during the Korean conflict. Personnel assigned to Hamilton were often forced to rent or lease housing in nearby towns, rather than living on base (Wampler 1964:42-43).

Other chenges on base occurred in 1959 when runways were upgraded to accommodate F-101 and F-104 operations. Jet fuel eccommodetions were elso completed et this time end an additional hangar, used to house pilots and planes that could be ready to teke off within six minutes of notification, were also constructed in the 1950s (Chappell 1981:2).

By 1964 the size of the base had increased to 2,184 acres. Old facilities were being renovated, runways had increased in length, and many of the frame buildings thrown up during the war years were deemed substandard. While the base itself was experiencing escalated growth, so was the surrounding countryside. In 1950 dairies and farms had surrounded the facility. By 1960 a major freeway, homes, and industrial buildings had replaced the farm structures. Along with this growth came the threat of encroachment by private development (Wampler 1964:44).

In 1961 land adjacent to the operational area of the base was slated for a marina-residential development called Bel Marin Keys. The Keys was expected to house about 20,000 people. Most of the buildings were to be constructed right under the flight pattern for the base (Wampler 1964:44).

The possibility of so many people living adjacent to the base raised a number of major concerns. First, the noise factor was sure to be an issue. Residents would be subjected to jet noise day and night. Second, the possibility of a jet crashing into a residential area, or into a church, school, or social hall could not be ignored. In light of these legitimate concerns, base personnel talked with the Marin County Board of Supervisors regarding e multitude of problems. Also discussed was the possibility that the residential development would force the base to move, resulting in the loss of civilian jobs in addition to the $25,000,000 peyroll the base brought to the County (Wampler 1964:45).

While the position of the military was well taken, the Board of Supervisors decided that it was too lete to stop the proposed development, and work began on Bel Marin Keys in October 1961. The success of the Keys project led the way for continued rapid development. Within three yeers two other housing developments were being constructed within two miles

of the air field. In addition, light industry, an industrial park, and a hotel and convention center were all either completed or in the works near the base by 1964 (Wampler 1964:45).

Decline: 1964-1974

As outside development escalated in the mid-to-late 1960s, some of the problems anticipated by the base personnel in 1961 were reelized. The primary complaint received from nearby residents concerned noise. As foreseen by Major Tinker in 1934, the hills surrounding the base resulted in bad landing conditions during wet weether. In order to remedy this situation a new straight-in approach wes put into use at Runway 12. While this approach had been approved by the FAA as safer for the jets, the new flight pattern pessed directly over the city of Novato. Suddenly, the base commander and other staff at Hemilton were receiving telephone calls, written correspondence, and personal visits from Novato residents complaining about the noise and possibility of air collisions over residentiel neighborhoods (Wampler 1964:48).

While the base commander sympathized with the civilian population, the safety of the jet fighter pilots on active air defense missions was his first concern. The new epproech wes approved by the FAA end there was little risk to the local populetion. Therefore, the air force would not abandon their direct approach, causing even more conflict with the local population. A 1964 history of the base, while summarizing the changes that were occurring in the region at the time, noted that "the conflicting interests of the civiliens end the military in the use of land and air space posed problems that challenged the wisdom, patience, end devotion of both the military and civilian community" (Wampler 1964:49).

During this period the base opereted with a regular complement of units. After the Korean conflict, however, its use was scaled down, although the Fourth Air Force and Air-Sea Rescue units were still in residence. One major change that occurred in the late 1960s during the Vietnam conflict, however, was the use of the base hospital. In the past the hospital had been used as a receiving facility for homecoming wounded. During the Vietnem conflict the wounded were treated at Oak Knoll Hospital in Oakland or sent to Letterman at the Presidio, as the Hamilton facility was outdated. Instead, the base hospital was used by retirees and their dependents (Frederick A. Baker, personal communication, 1990; Glenn Wasson, personal communication, 1990).

After the Air Force: 1974 to Present

Hamilton was first declared excess to Air Force needs as early as December 10, 1944. It was not closed at that time, and in 1952 was declared a permanent U. S. Air Force installation. By 1973, however, the importance of the base had diminished considerably and plans were made to excess the property beginning in 1974. On January 11, 1976, the facility was placed in a caretaker status, ending the long air defense mission at the base (Chappell 1981:2). A large portion of the property, primarily the 1930s officers' housing area, was sold to the Nevy. Much of the technical area of the base continued to function as a transfer station and training facility.

Hemilton also acted as a reception center for the Intergovernmental Committee for Migration during the influx of people from Southeast Asia during the early 1980s. From the onset of the migretion processing program at Hamilton in 1979 to its cancelletion as e trensit center in 1983, the base served as a rest stop for about 180,000 refugees (*San Rafael Independent Journal* April 29, 1983). The Cambodian, Laotian, end Vietnamese refugees were housed in the barracks at the facility and were taught basic social skills needed to survive in a new country. The refugees were housed in the newer berrecks constructed after World War II (Glenn Wasson, personal communication, 1990), before being moved to other locations in California. The end of the old air force base occurred in 1984, when the Army took possession of the buildings from the Air Force and the name was changed to the Hamilton Army Air Field (David Werner, personal communication, 1990).

Today, many of the men and their families who once were stationed et Hamilton recall their stay with pride and plaasure. Retired Air Force Lt. Colonel Bill Palmer of Noveto, who attended the dedication ceremony at Hemilton in 1935 and returned periodically to the base on various tours of duty, seys that Hemilton wes celled the "Country Club of the Air Force" because of its excellent climate and its proximity to the bay, beeches, mountains, and San Francisco (Wm. Palmer, personal communication, 1993).

Ray and Fren Kretz, medical personnel stationed on the base during the post-war operations at Hamilton, recollect the frenzied activity on the base at that time and the events surrounding their marriage in the post chapel on April 12, 1947. Fran, who was raised in Chicago, was particularly enamored with the scenery and rolling hills that characterized the base, something she had never seen back home. The Kretzes also recalled the luxury of the non-commissioned officers' club and the pomp and circumstance surrounding Armed Forces Day, a time when the base threw open its doors to Marin County citizens and celebrated with parades and air shows (Kretz and Kretz, personal communication, 1993).

Retired Air Force Col. Glenn Wasson was stationed at Hamilton in 1973 and 1974 while acting as head of the Air Force ROTC program at the University of California, Berkeley. He resided in one of Nurse's original officers' houses on Case Grende Street end recalled that the base officers' quarters were superior to any in the military, including those of the Joint Chiefs of Staff (Glenn Wasson, personal communication, 1990). The detail and craftsmanship of the original architecture at Hamilton, combined with the wonderful landscaping, bridges, park-like appearance, and mild weather and scenic environs of Marin County contributed to the overall success of the base and the fond memories held by these and many other servicemen and servicewomen who passed through the gate.

Plenned Lendscepe Design

The rock walls and terracing evident on base, combined with the plantings, were all part of Nurse's overall plan for the base design. The thoughtful use of plants to creete e visual effect at Hamilton continued in a more limited fashion during World War II. Elements of these early landscaping efforts can be observed at Hamilton today.

Landscape horticulture and design are influenced by three essential fectors: biological, cultural, and financial. The biological factors include the climate of the site, the soil and/or substrata, and the plant material themselves (i.e., their origin and adaptations). Cultural factors dictate landscape style through the prevailing tastes of the times and/or the person in charge, either the client or landscape architect/designer. Culture also dictates the type and specific plant materials that are used to perform particular functions within the landscape project. The third factor is financing. Cost can profoundly affecf the choice of design style and plant materiels incorporated into the landscape project.

At Hamilton these three sets of parameters were met in the context of a mild, somewhat maritime climate isolated from the heavy fog that preveils about the Golden Gate itself. The relatively warm and sunny microclimate of the site allowed the use of some plant material otherwise more appropriate to coastal southern California, but also prevented the use of some of the spectacular (and less often cultivated) material that characterizes Golden Gate Park. Financial considerations may have been manifest through the acceptance of e less than botanic garden quality of plant and landscape diversity as long as the landscepe provided the desired functionality.

Lendscepe Trends in Californie in the Early Twentieth Century

The designers of Hamilton's landscaping worked in a milieu of design, aesthetics, and the available plant material that characterized central California in the early part of the century. Their choice of plant material and design standards were influenced by the prevailing trends of the time.

Plant material specifically adapted to the mild climate of central California was available and had been introduced to the area in the latter part of the nineteenth century. Combined with these newer and more exotic plants were a large number of "old standerds." Some of these were from the west coast, but the majority were inherited from the landscaping traditions of the eastern United States and England. These ere represented at Hamilton by the large proportion of coniferous species, especially the various taxa that are included as cedars and false cypresses (*Chamaecyparis pisifera*). These plents ere marginally adapted to central California, but the cool summer climate of the San Francisco Bay Aree ellowed many of them to be used successfully. The older gardens of the South Bay and Berkeley-Oaklend are filled with old specimen conifers.[1] Although the majority of the plant material used at Hamilton was common and popular in the early twentieth century, a scattering of species are also present that, while known and occasionally planted in the early part of the century, did not reach their optimum popularity until the 1950s and 1960s. Examples are Manukka tea-tree (*Leptospermum scoparium*), heath-leaved melaleuca (*Melaleuca ericifolia*), and strawberry tree (*Arbutus unedo*).

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[1] Many of these plants are rarely planted in California at present. Landscaping trends have moved away from slow-growing, nonflowering plants to fasl-growing and showy-flowered material.

The bold use of flower color and coarse non-green foliage was less popular in the 1930s than it is today. Landscaping trended toward the fine-textured green and upright, with considerable influence from the classical formal garden. Bold or contrasting plant forms were reserved for accenting, and were consistently used in e formal and symmetrical manner to frame doorways or other architectural features designed to draw attention. But while modern landscaping often misses some of the subtleties of fine texture and green form in favor of boldness and color, the liberal use of New Zealand dracaena (*Cordyline australis*) with its bold and distinctive upright appearance and strong contrast to the green of the conifers indicates that boldness and contrast were also valued during the landscaping of Hamilton. Scarcely a building is present at Hamilton where a New Zealand dracaena is not. It should be noted also, however, that these plants were relatively inexpensive and readily available at the time of the landscape construction, which would certainly have favored their liberal use.

The dominance of conifers and the paucity of drought-tolerant plants at Harnilton may be an indicator of the influence of the eastern American and European gardening traditions. However, other constreints on the landscape designs appear to have been in effect. Cost was clearly a factor. The plant material was mostly grown on site and much of the seed and/or sterter material was donated (Coady 1976:243). It is therefore likely thet materiel in common use throughout the Bay Area at the time was more available and used in greater amounts.

The formal framing of doorways and building corners was especially popular in the eerly twentieth century. A lack of available plant material may have been the reason why at Hamilton it was done with a particularly limited palate of plant species such as Italian cypress (*Cupressus sempervirens*) and New Zealand dracaena.

It is to the credit of the Hamilton landscape architects that their choice of plant material did not include only those that were readily available at low prices, or even that those readily available species were allowed to dominated the landscape. An inexpensively done landscape with an emphasis on readily available plant material in the Bay Area at the time would have been dominated by Monterey pine (*Pinus radiata*), Monterey cypress (*Cupressus macrocarpa*), blue gum (*Eucalyptus globulus*), and river red gum (*Eucalyptus camaldulensis*). These species are delightfully rare at Hamilton. In fact, no Monterey cypress, blue gum, or river red gum are present, despite their wide evailability at the time. A single red flowering gum (*Eucalyptus ficifolia*) was found, and only scattered individuals of white ironbark (*Eucalyptus leucoxylon*) are present.

Terra cotta pots placed along walks and about porches or doorways were very popular in California gardens of the 1930s, and, at Hamilton, these were provided at many houses es part of the landscaping. It is not known if the plants to go in them were also provided. In any event, the plants would have been less than permanent, and the residents would then heve the opportunity to fill them as wished. These pots were some of the main sources of color in the generally green-foliage dominated gardens of the time.

The placement of full-grown trees was common in landscape construction in the 1930s, and Hamilton had many large Washingtonia palms (California fan palm [*Washingtonia filifera*]

and Mexican fan palm [*Washingtonia robusta*]) end at least one large cedar in North Circle (named "Mary's tree" after Captain Nurse's wife) was moved in full-grown.

Landscaping at Hamilton

Landscaping with plant material addresses several needs: 1) privacy, 2) emotional and aesthetic interest, 3) climate control, and 4) functionality (physical barriers or erosion stabilization). The landscaping at Hamilton was used for all of these reasons, although the last appears to have been emphasized in the decades following the initial landscaping.

Hamilton's landscaping was constructed in at least two separate episodes with some more recent additions. The most important and extensive was at the time of initial base construction. A second planting phase occurred immediately before and during World War II. The plantings used during this second phase are less prominent and more perfunctory then those used in the construction phase. Many of the buildings of the later era have no landscaping at all. An attempt has been made to identify which plantings were made during base construction versus those added during World War II and later. Generel planting trends for the major landscaping episodes are outlined below, but the description of base plantings that follows is not organized chronologically. Unless otherwise noted, it should be assumed that the plantings described were part of the original base construction.[2]

Early Landscaping (1930s)

The 1930s-era landscaping at Hamilton used a wide variety of plants and can be divided into two physically exclusive areas: the lowlands (reclaimed salt marsh, air field, main base, and base industry) and the uplands (officers' permanent housing, the hospital and amphitheater, entrance bridges, entrance gate, and officers' club).

The lowlands contain the hangars, landing strips, and supporting warehouses on land reclaimed by diking and draining the natural salt marsh. This salt marsh originally surrounded the uplands of Hamilton. The landscape in this area is flat, and is essentially below mean sea level. The buildings in this area are mostly utilitarian and military business buildings or those which housed non-commissioned personnel in dormitory style conditions. There are no single-family dwellings or residences for commissioned officers in this area.

The primary use of landscaping in the technical field of the base would be to provide an emotional uplift and a feeling of comfort to those working in the area. There would have been

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[2] It was, however, difficult to determine the age of all the plantings. For example, a large quantity of yellow wattle (*Acacia baileyana*) was planted along some stream banks and among the oaks on the lower reaches of some of the hillsides below the residential housing. Some of these appear to be protection against erosion, but the purpose of mixing these trees into the already well-wooded oak community is more obscure. It appears that these trees were added subsequent to the original landscaping, to judge from the total lack of yellow wattle planted within any of the early landscapes.

little or no need to provide privacy, nor was it possible to effect any reel climete control in or around the multi-story and high volume buildings that dominated this area. Providing shade along streets and physical barriers to delimit corners and channel traffic eway from the buildings and onto the sidewalks might have been some of the reesons for landscaping in this area.

The upland erea was originally a peninsula supporting an oák woodland domineted by an interesting mixture of oak species. The area is California's most coastal locality for valley oak (*Quercus lobata*); in this area some of the trees show distinct intergradetion with Oregon oak (*Quercus garryana*), and some definite Oregon oak are also present. Coast live oak (*Quercus agrifolia*) and California black oak (*Quercus kelloggii*) also contribute to this woodland. The base residential area was largely built into this woodland, and a quentity of existing trees (particularly large valley oaks) were saved and incorporated into the landscaping. By modern standards, building around large oaks would be considered excessively expensive, but in this situetion the low cost and reedy availability of labor allowed the trees to be used as an instant lendscape.

The functionality of the landscaping in these parts of the base, where leisure and day-to-day life activities were foremost, encompasses ell of the forms listed above. Houses were separated from other houses by plant material, thereby delimiting private space. Unique mixtures and positioning of plants were placed at each house (this becoming more marked as the residents' rank increased, as did the diversity and quantity of incorporated plant material.) Ameliorating the windiness of the bay-side climate may have been foremost in the decision to use so many tall trees in the landscaping. Otherwise there would seem little reason to plant as many Canery Island pines (*Pinus canariensis*) as appear on the base.

World War II

Plants that were used during World War II varied from standard landscape plants that were new and special at that time, to species that were expected to provide some continuity with the material that had been planted in the 1930s. Buildings with plant material blending with that from the original landscaping include Facility nos. 502, 501, and 437. These buildings are near older buildings, and the landscape was apparently intended to provide some continuity with the older plant material. In contrast, the barracks and plantings in other somewhat important places were domineted by the species in vogue at the time. Some taxa appear not to have been used in the 1930s planting but were used in the 1940s but there ere some uncertainties. For example, golden bamboo (*Phyllostachys aurea*) may have been used earlier, and red escallonia (*Escallonia rubra*) may have been planted in the 1930s. Neither of these are present emong predominantly older plantings but are usually associated with newer plantings. Stiff bottlebrush (*Callistemon rigidus*) may have been planted during the original landscaping, but in at least some places is of much more recent placement.

Canary Island date palm (*Phoenix canariensis*) and cypress (*Cupressus* sp. [cf. *forbesii*]) were clearly planted at both times. Hydrengee (*Hydrangea*) may have been used earlier, but it is more likely that it was first planted during World War II. Coest redwood (*Sequoia*

sempervirens) was planted at both times. Australian brush cherry (*Sisygium eugenioides*) was used as an accent and framing plant. It is frost-sensitive, fast growing, end has come into favor in California only since World War II when impatience began to dominete landscaping decisions.

Recent Plantings

A few buildings appear to have had plant material added more recently than World War II. The actual dates of planting are not known, and the recentness of these plantings is speculative. The evidence is the general lack of these species in any other parts of the bese and their popularity in the recent past. However, this does not preclude the possibility thet some may be remnents of old plantings that have been supplemented more recently. It is not known to what extent the loss and addition of plents over the years has contributed to the current landscepe pettern. Some additional plant material was certainly added during World War II to the lowland buildings and to the single-family dwellings by residents that were in a relatively permanent position or who hed favorite plants they wished to have at their quarters. These single-family edditions are probably all minor.

PART III. SOURCES OF INFORMATION

Architectural Drawings

Architectural drawings are filed at several places. Only a few of the ink on linen drawings mede by Nurse and his corps of architects in the 1930s have been located. These primerily depict street layout of housing arees, sidewalk and driveway specificetions end are on file in the basement of Building 500 (Headquarters). Copies of Nurse's plans for the permanent housing, theater (Building 508), NCO club (507), chapel (531), gymnasium (115), and a few World War II barracks (Building 111) and buildings now owned by the Navy ere filed at the National Archives, Pacific Division in San Bruno and are accessible through the U.S. Navy in San Bruno.

Copies of Nurse's plans and hundreds of pencil on vellum plans dating from World war II for administrative end industrial buildings including the hangars, headquarters, warehouses, fire station, photographic laboratory, and other buildings on base are filed in the National Archives, Pacific Division in San Bruno. Plans for the hangers, shops, and base operations are filed with this group. These plans include modifications to any buildings that occurred between time of completion and base closure in 1974.

Historic Maps and Views

The National Archives contains facility cards (maintenance records), maps of the base through time, historic photographs (some from the 1940s, e veriety of aerial photographs of the base). The mejority of the photographs are official Army photogrephs. Hundreds of official photographs are also filed at the Novato Historical Guild in Novato. These photographs

date from the 1930s to 1960s and cover both social and industrial aspects of base, es well es building deteils. Photographs taken during Armed Forces Day or air shows usually include the hangers. The Guild also houses organizetional histories of Hamilton (with pasted up photographs used to illustrate the text) compiled during World War II end facility cerds completed in 1934 and 1935. These facility cards include an original photograph of eech Nurse building taken upon completion of construction, a copy of Nurse's floor plan for the structure, and a list of improvements or modifications made in the 1930s and 1940s.

The Marin County Library, Mein Branch, has scrapbooks of newspeper clippings pertaining to Hamilton (1931-1974) and historical photogrephs of events of base, such as Armed Forces Day. Scrapbook 3 hes several photographs of the hengers and shops in the 1930s and 1940s. A scrapbook compiled by Walter Lyons, engineer et Hemilton during the initial base construction, is also at this repository. This book contains photogrephs of the housing units taken by Lyons during various stages of construction end documents the hollow tile and stucco construction methods used throughout the base. Lyons wrote notes to annotete ell photogrephs. Photographs of the interior and exterior of representative hangers was published by the U.S. Army Corps of Engineers in 1939 in a book detailing buildings erected by the Public Works Administration (U.S. Army Corps of Engineers 1939:533).

Interviews

Interviews were held with numerous people who were once stationed at Hamilton Field. Colonel William Palmer was interviewed by many people involved with this project in 1993 and 1994. His reminiscences were used to prepare a 15-minute documentary video on Hamilton that is available at the Novato Historical Guild in Novato and at the U.S. Army Corps of Engineers, Sacremento District. Col. Palmer grew up in Novato and was present at Dedication Day for the base in 1935. He wes also stationed at the base several times during his lengthy Air Force career and is the curator of the Hamilton Room at the Novato Historical Guild.

Ray and Fran Kretz were interviewed in their home in Citrus Heights, California, on December 8, 1993. The Kretz's met at Hamilton during World War II and were married on base in 1944. They were both associated with the military hospital and supply division at base and provided information of the hospital, NCO club, and recreational areas.

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Several boxes of architectural drewings cataloged at the Netionel Archives at San Bruno for the U.S. Navy could not be located during the current effort and may contein information on housing modifications. Additional sources not yet investigated include: National Archives, Washington D.C., Militery erchives in Washington D.C., Air Force History Center at Maxwell Air Force Bese, and other Department of Defense archives.

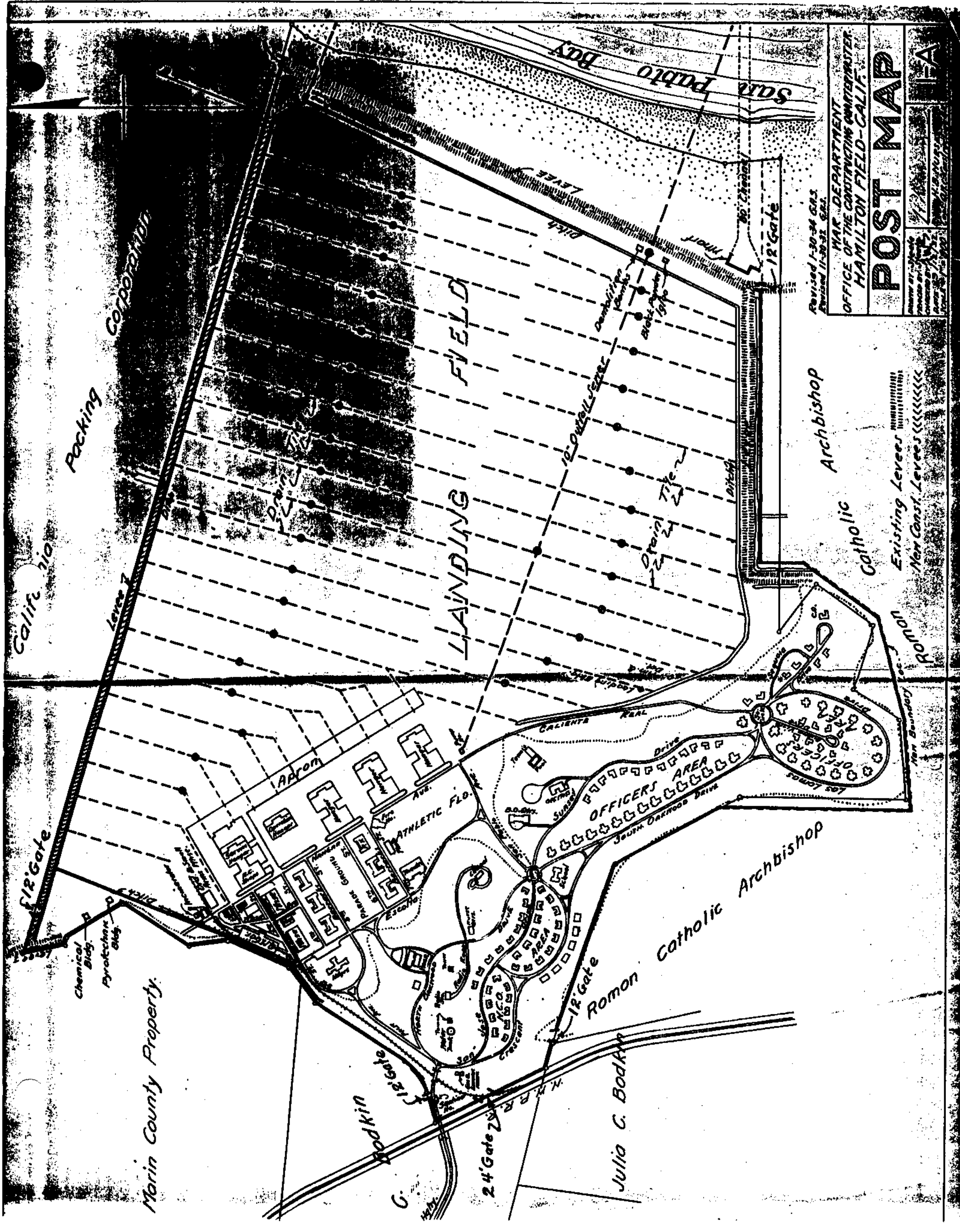
Supplemental Material

Nurse's original plot of the bese, a district map, and detailed meps of eech functionel aree described in the text are attached to this report.

PART IV. PROJECT INFORMATION

Hamilton Army Air Field is owned by verious federal entities including the Department of the Navy, Department of the Army, United States Coast Guerd, end General Services Administration (GSA). The Army/GSA parcels are being excessed and sold to private developers. The Navy property is included in Base Closure end Reelignment actions.

As part of the Army's undertaking, it has been determined in consultation with the California Office of Historic Preservation (OHP) that the excess sale will heve an affect on properties at the air field, and that these properties are components of a district thet is eligible for inclusion in the National Register of Historic Places. Based on consultation with the OHP and the Advisory Council on Historic Preservation, pursuant to 36 CFR part B00, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), a Memorandum of Agreement (MOA) was entered into by the interested parties in Merch 1994. The agreement stipuleted that prior to excess sale the Army must contact the HABS/HAER division at the Western Regional Office of the National Park Service, San Francisco, Celifornia, to determine the appropriate level and kind of recordetion for the subject properties. The MOA further stipulated that copies of the documentation be made eveilable to the OHP and appropriate local archives designated by the OHP. This recordation has been prepared in order to meet those stipulations.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San Pablo Bay
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LANDING FIELD
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New Const. Levees
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Drain Tile
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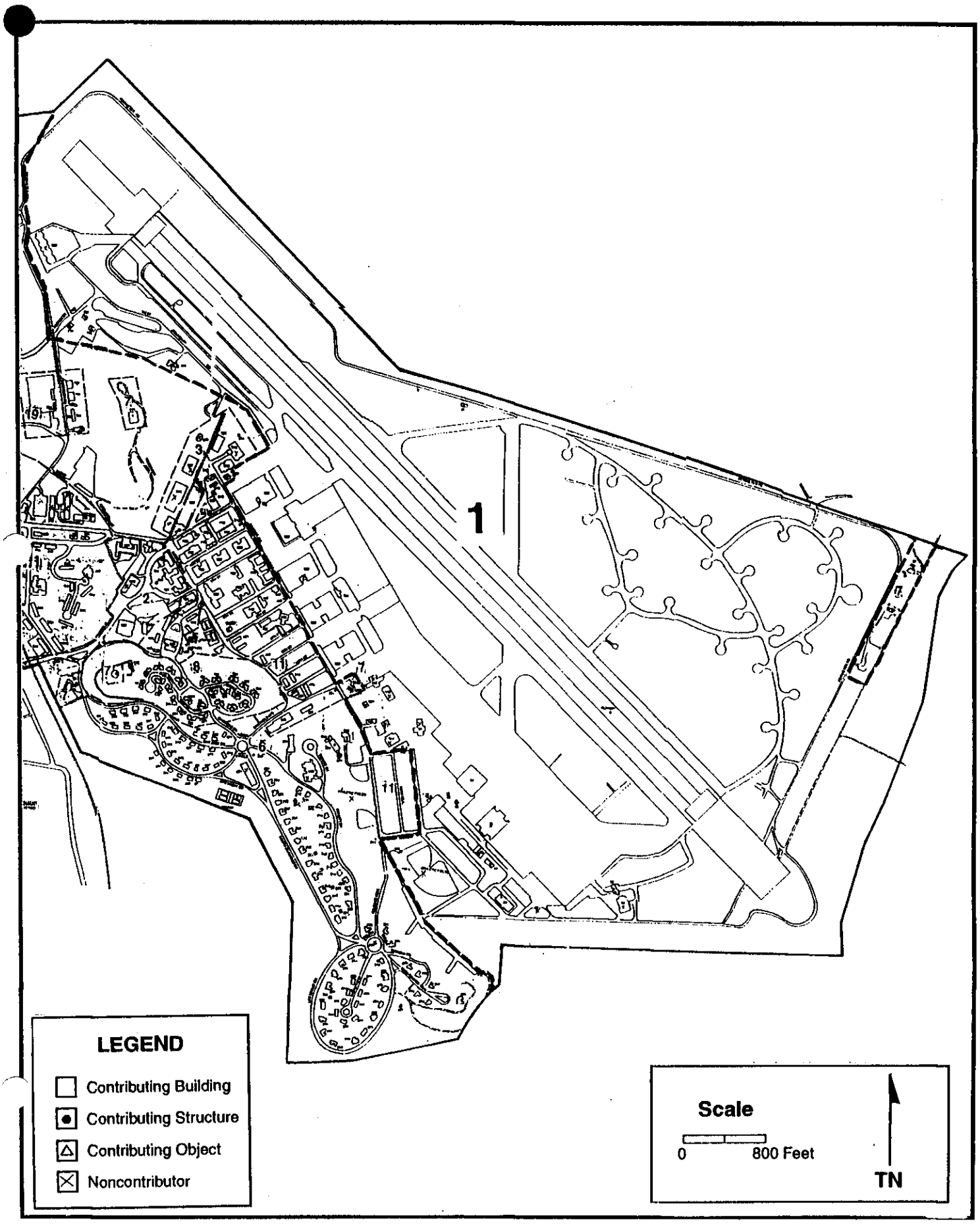
12' Gate
24' Gate
Chemical Bldg.
Pyrotechnic Bldg.
Escalle
South Oakwood Drive
Los Lomas
Sunset

HAMILTON FIELD
Hamilton Army Airfield Historic District Map
HABS No. CA-2398 Page 38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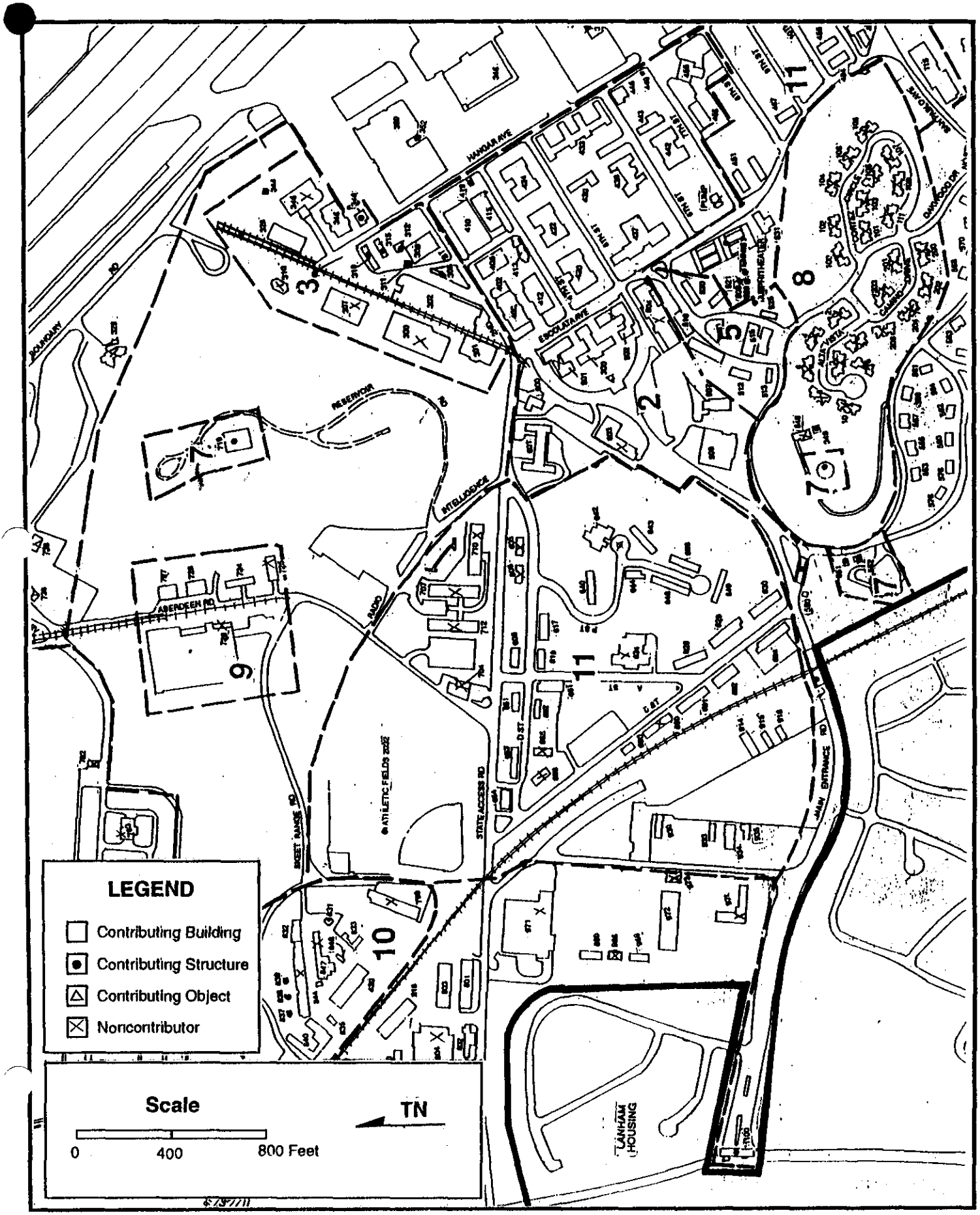
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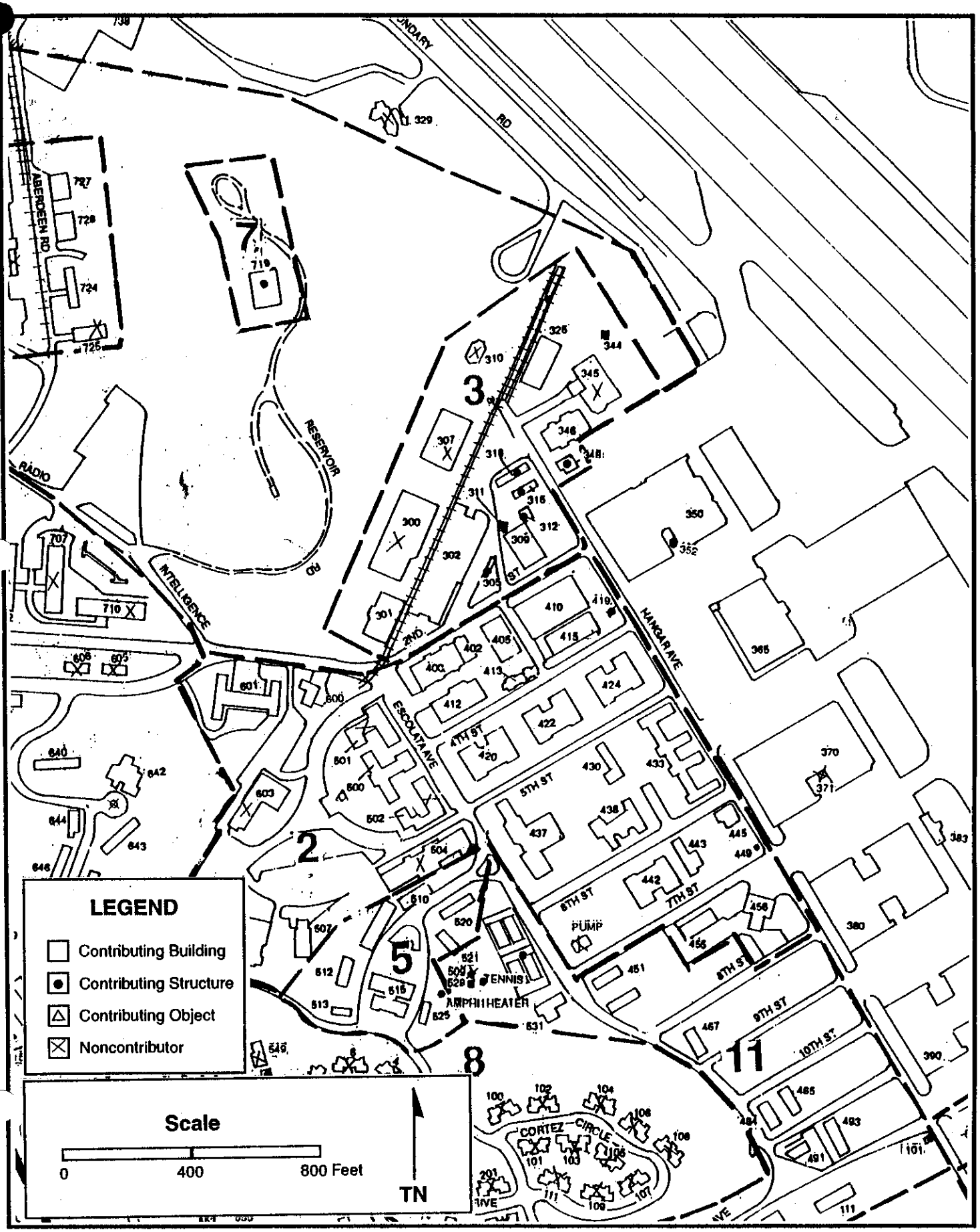
ABERDEEN RD
RADIO
ATHLETIC FIELDS 2002
STATE ACCESS RD
MAIN ENTRANCE RD
D ST
LANHAM HOUSING
BOUNDARY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Contributing Structure
Contributing Object
Noncontributor
Scale
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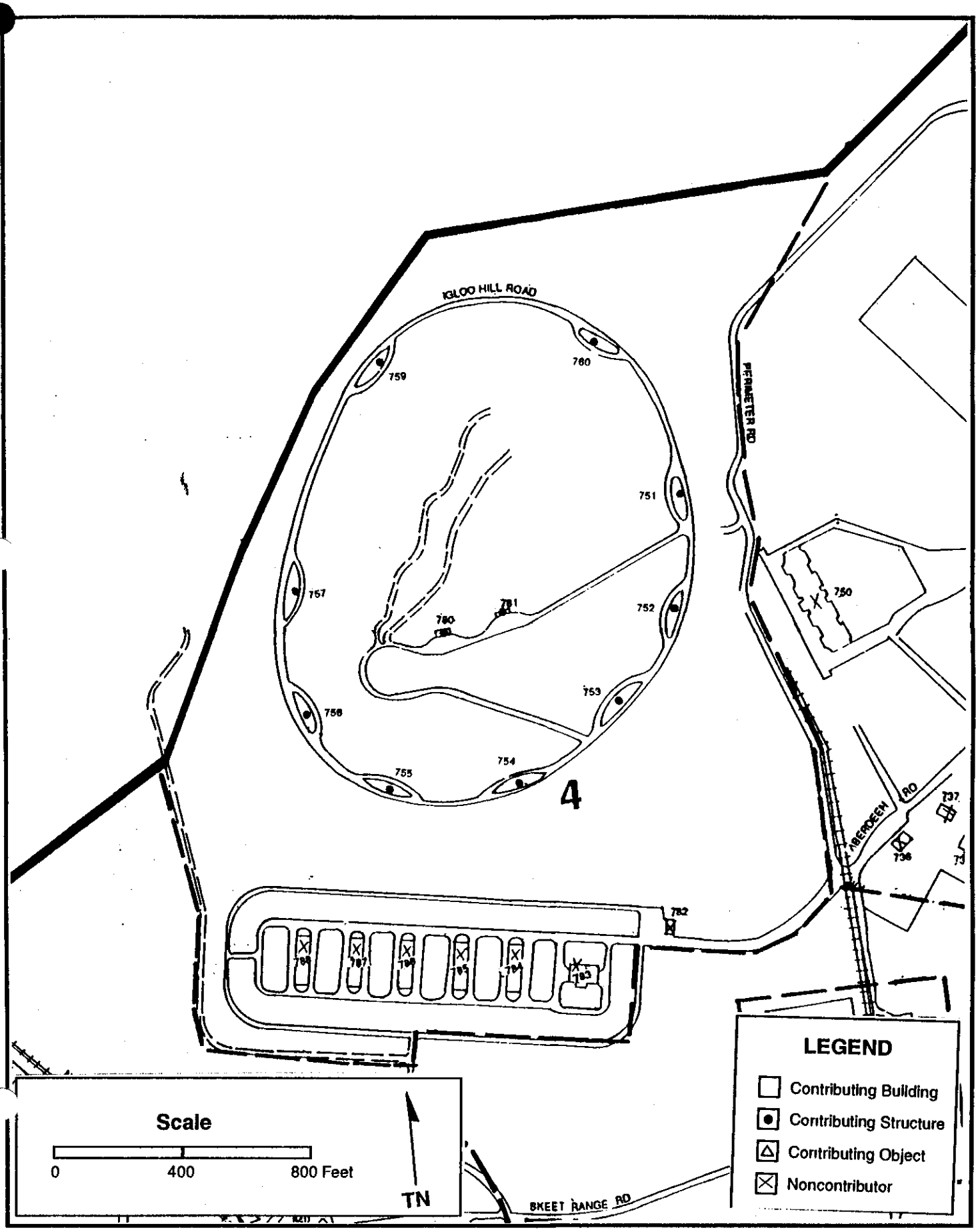
400
800 Feet
TN
ABERDEEN RD
RADIO
RESERVOIR
RD
INTELLIGENCE
2ND
ESCOLTA AVE
HANGAR AVE
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
PUMP
TENNIS
AMPHITHEATER
CORTEZ CIRCLE
1
2
3
5
7
8
11


IGLOO HILL ROAD
PERIMETER RD
ABERDEEN RD
SKEET RANGE RD
759
760
751
752
753
754
755
756
757
750
737
736
782
4
Scale
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400
800 Feet
TN
LEGEND
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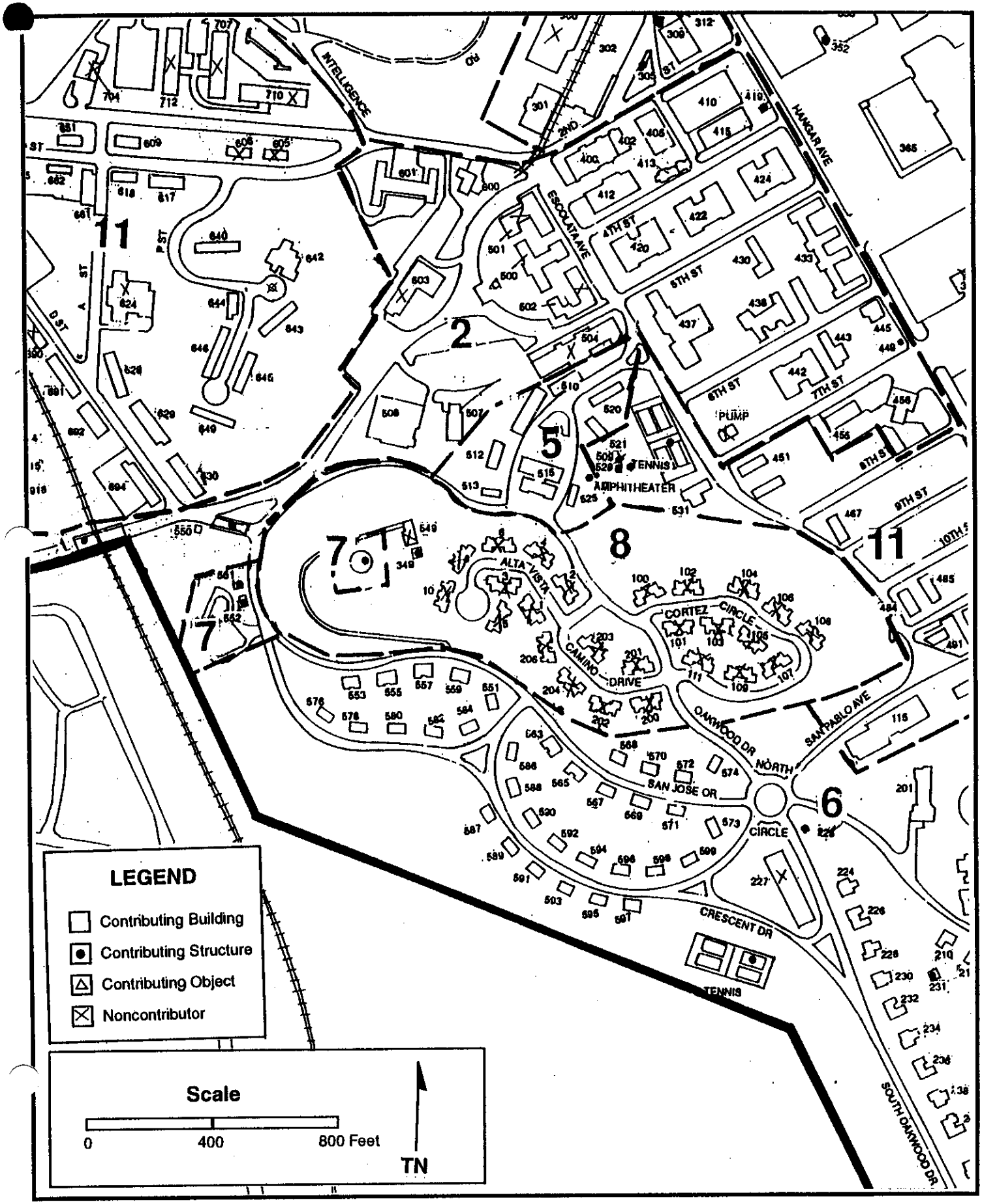
Contributing Structure
Contributing Object
Noncontributor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Contributing Structure
Contributing Object
Noncontributor
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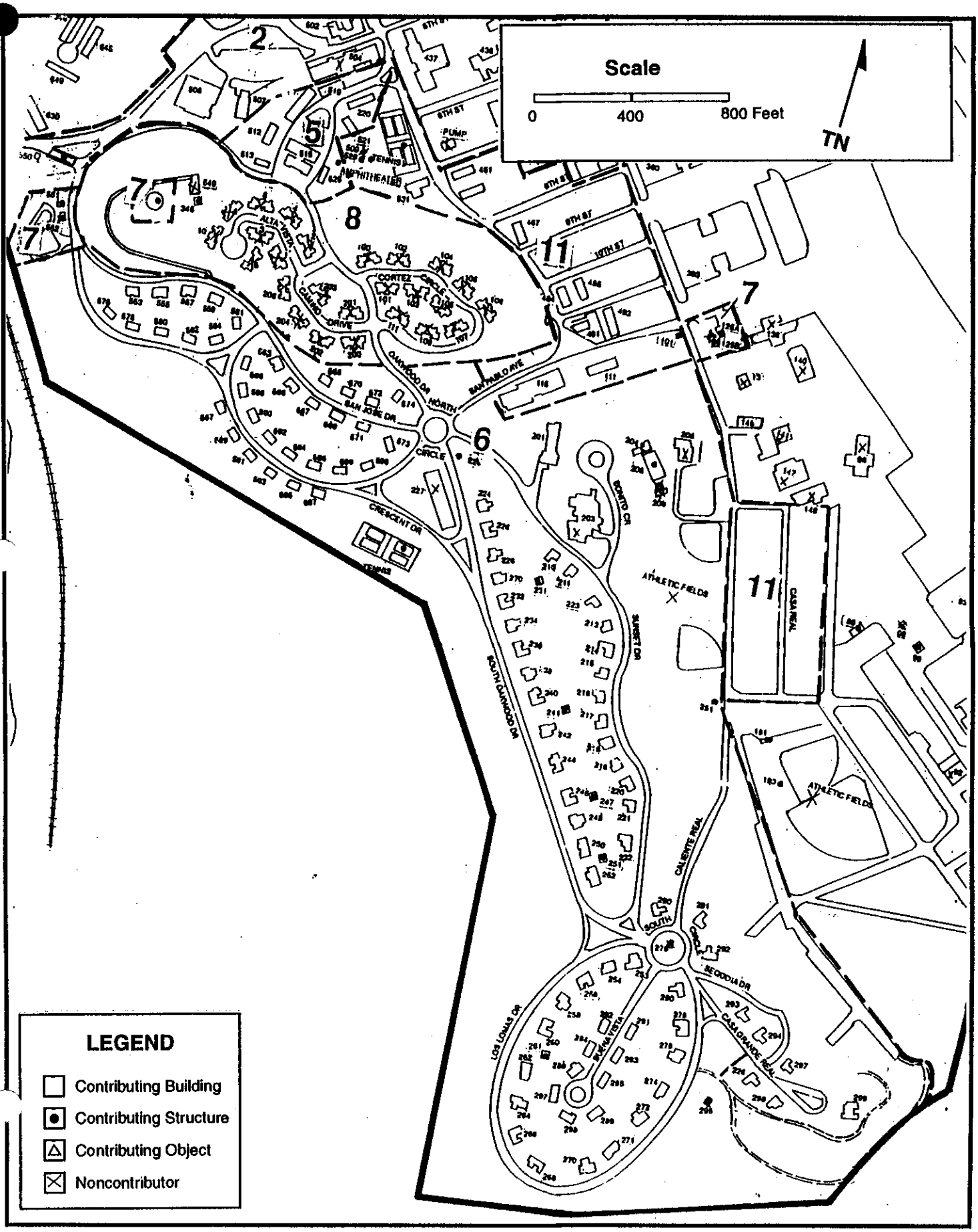
800 Feet
TN
INTELLIGENCE
HANGAR AVE
ESCOLATA AVE
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
PUMP
TENNIS
AMPHITHEATER
ALTA VISTA
CORTEZ CIRCLE
CAMINO DRIVE
OAKWOOD DR NORTH
SAN PABLO AVE
SAN JOSE DR
CRESCENT DR
CIRCLE
SOUTH OAKWOOD DR
11
2
5
8
7
6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800 Feet
TN
LEGEND
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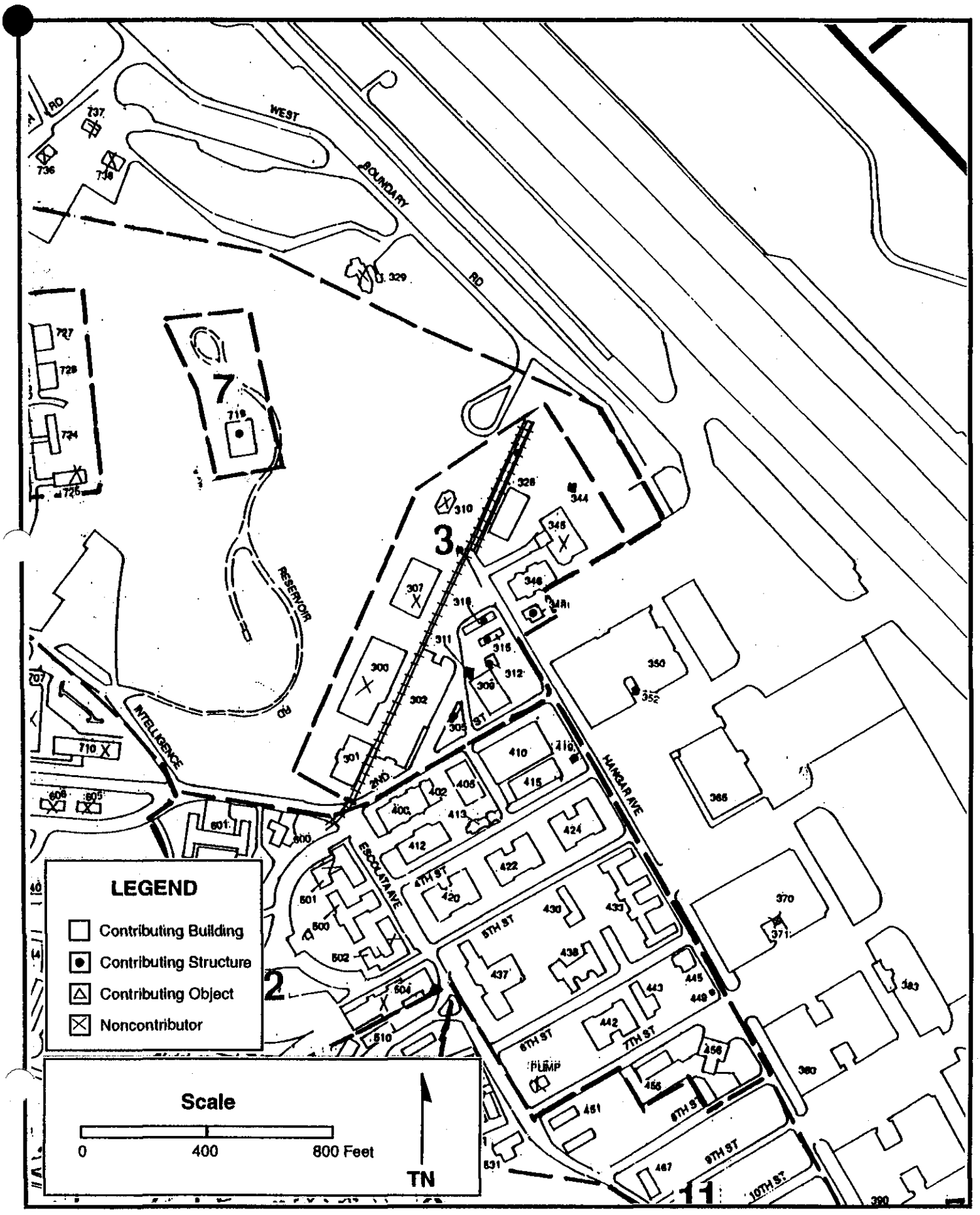
Contributing Structure
Contributing Object
Noncontributor
6TH ST
10TH ST
CORTEZ CIRCLE
CORTEZ DRIVE
OAKWOOD DR NORTH
SAN PABLO AVE
SAN JOSE DR
CRESCENT DR
TENNIS
ATHLETIC FIELDS
BONITO DR
SUNSET DR
SOUTH OAKWOOD DR
CALIENTE REAL
CASA REAL
SEQUOIA DR
CASA GRANDE REAL
LOS LOMAS DR
SIERRA VISTA


WEST
BOUNDARY
RD
RESERVOIR
INTELLIGENCE
HANGAR AVE
ESCOLTA AVE
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
PUMP
7
3
2
11
LEGEND
Contributing Building
Contributing Structure
Contributing Object
Noncontributor
Scale
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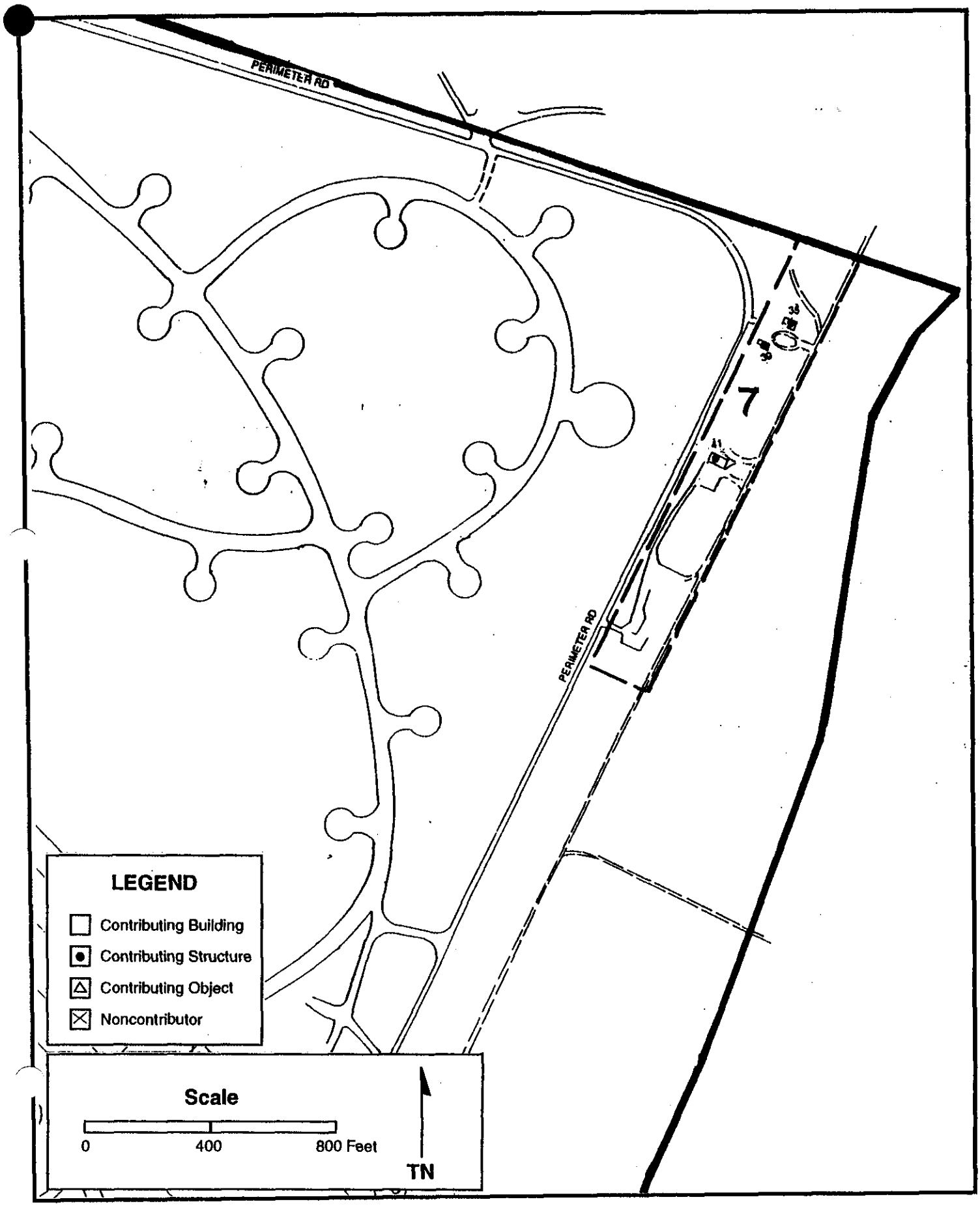
400
800 Feet
TN


PERIMETER RD
7
PERIMETER RD
LEGEND
Contributing Building
Contributing Structure
Contributing Object
Noncontributor
Scale
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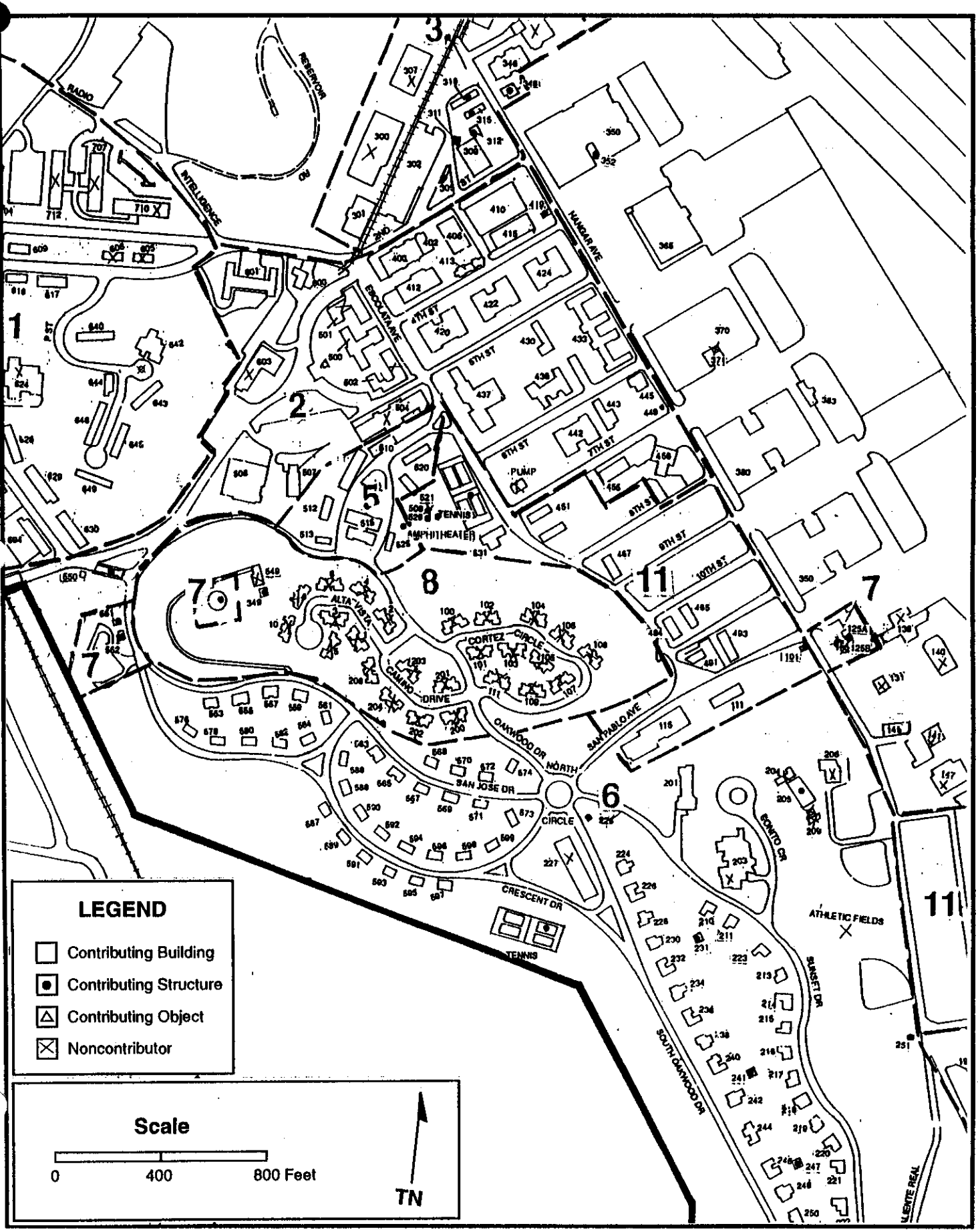
400
800 Feet
TN


RADIO
RESERVOIR
INTELLIGENCE
2ND
HANGAR AVE
ENCLAVE AVE
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
PUMP
TENNIS
AMPHITHEATER
ALTA VISTA
CORTEZ CIRCLE
CAMINO DRIVE
OAKWOOD DR NORTH
SAN PABLO AVE
SAN JOSE DR
CIRCLE
CRESCENT DR
TENNIS
BONITO DR
SUNSET DR
ATHLETIC FIELDS
SOUTH OAKWOOD DR
VENTE REAL
1
2
3
5
6
7
8
11
LEGEND
Contributing Building
Contributing Structure
Contributing Object
Noncontributor
Scale
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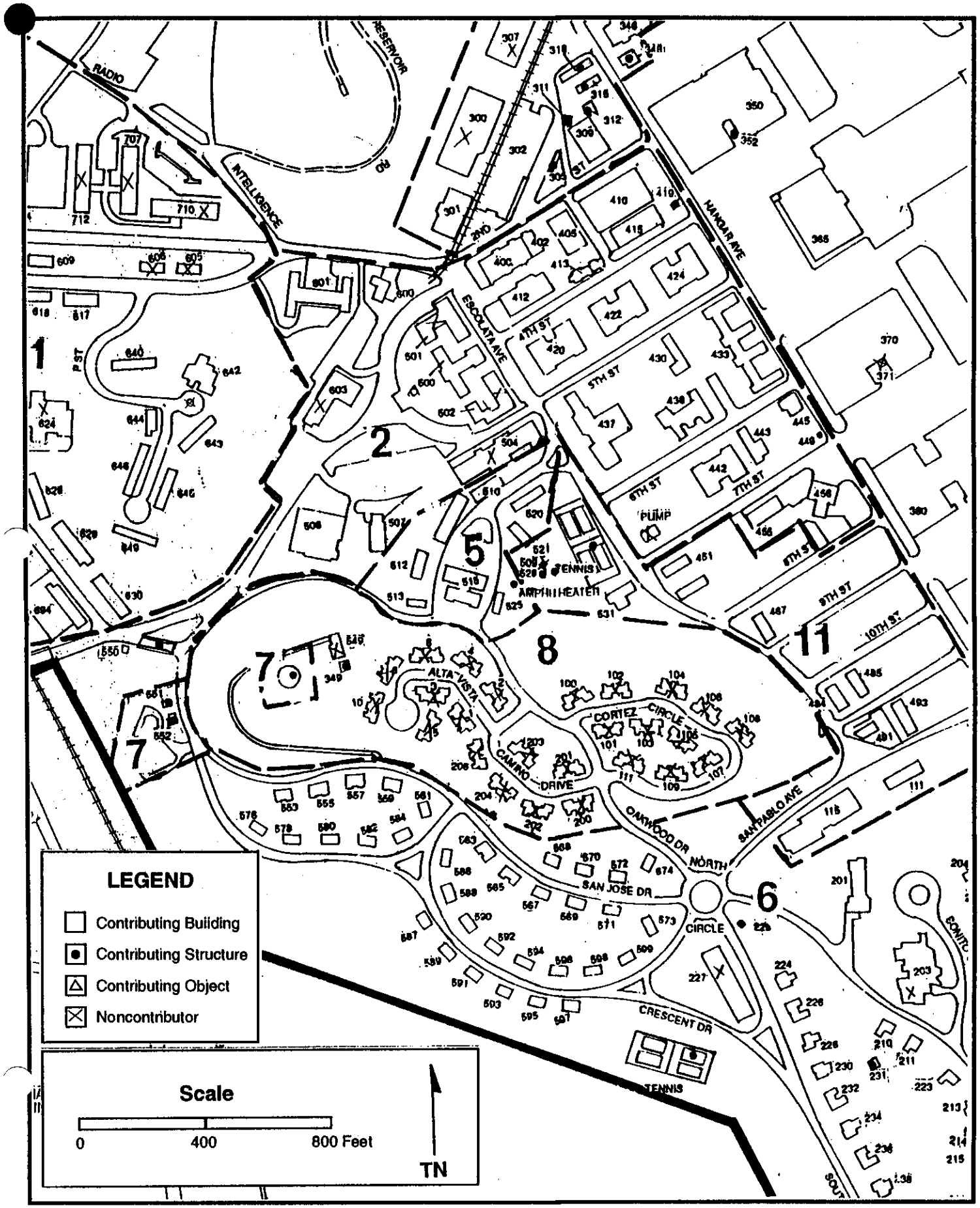
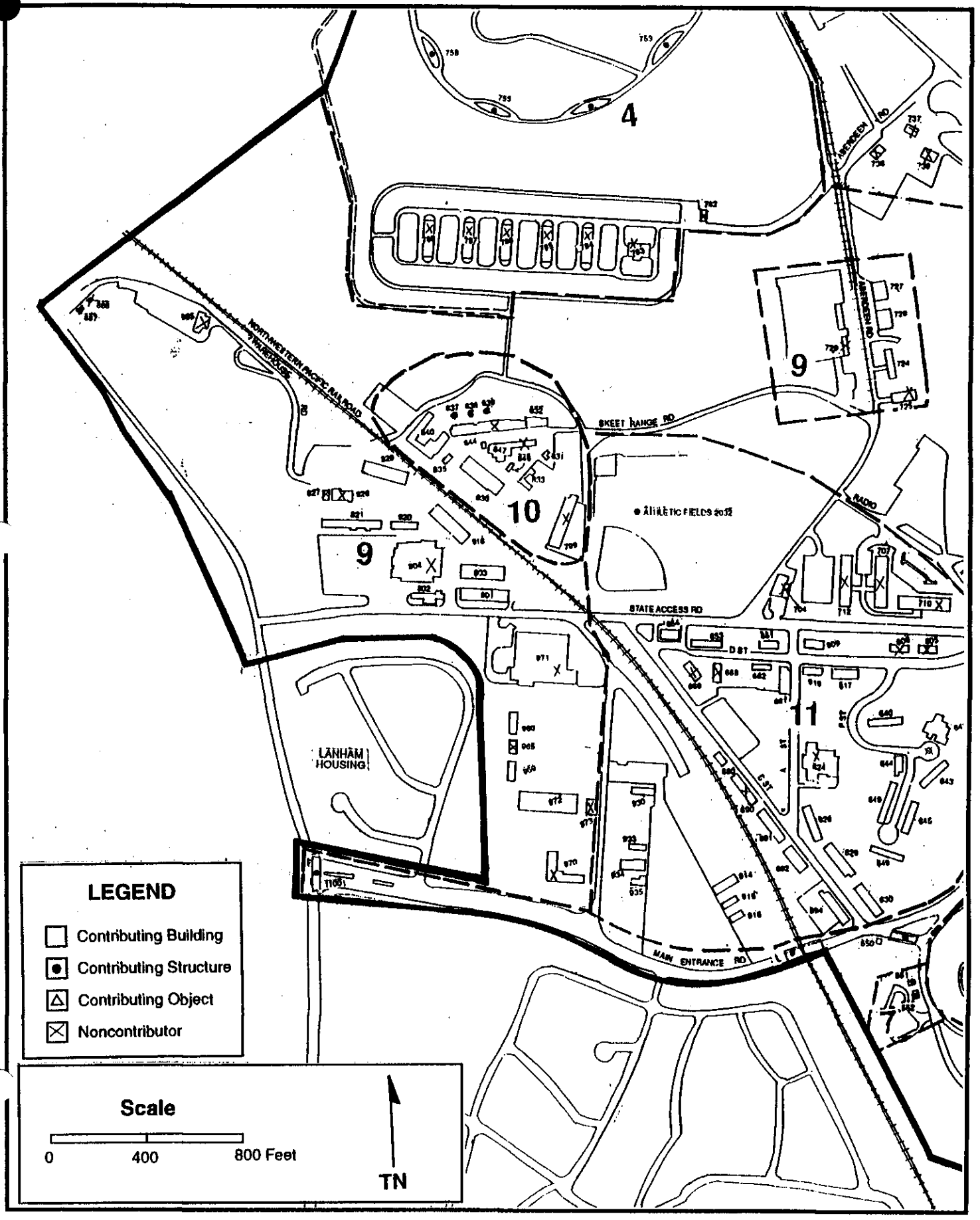
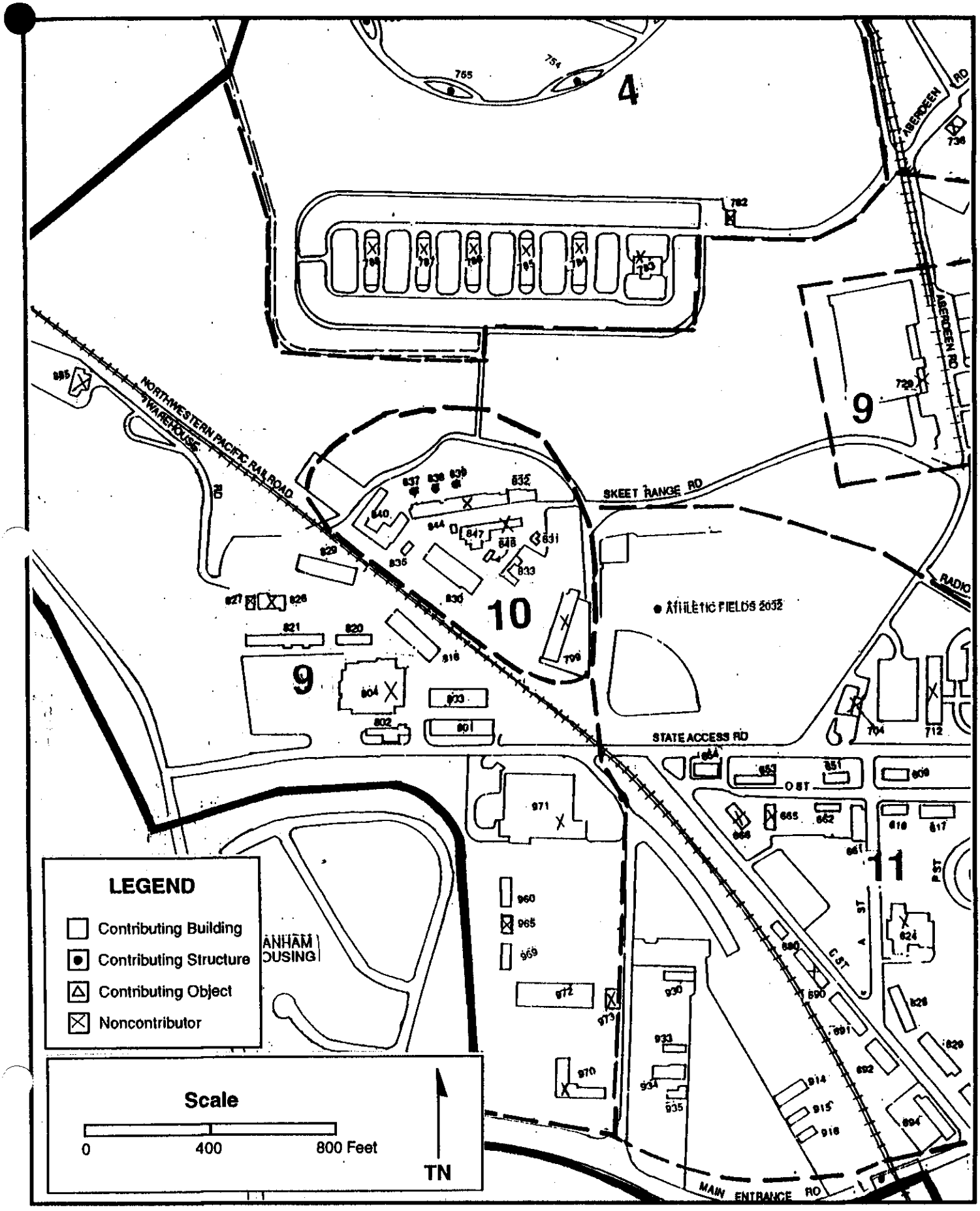
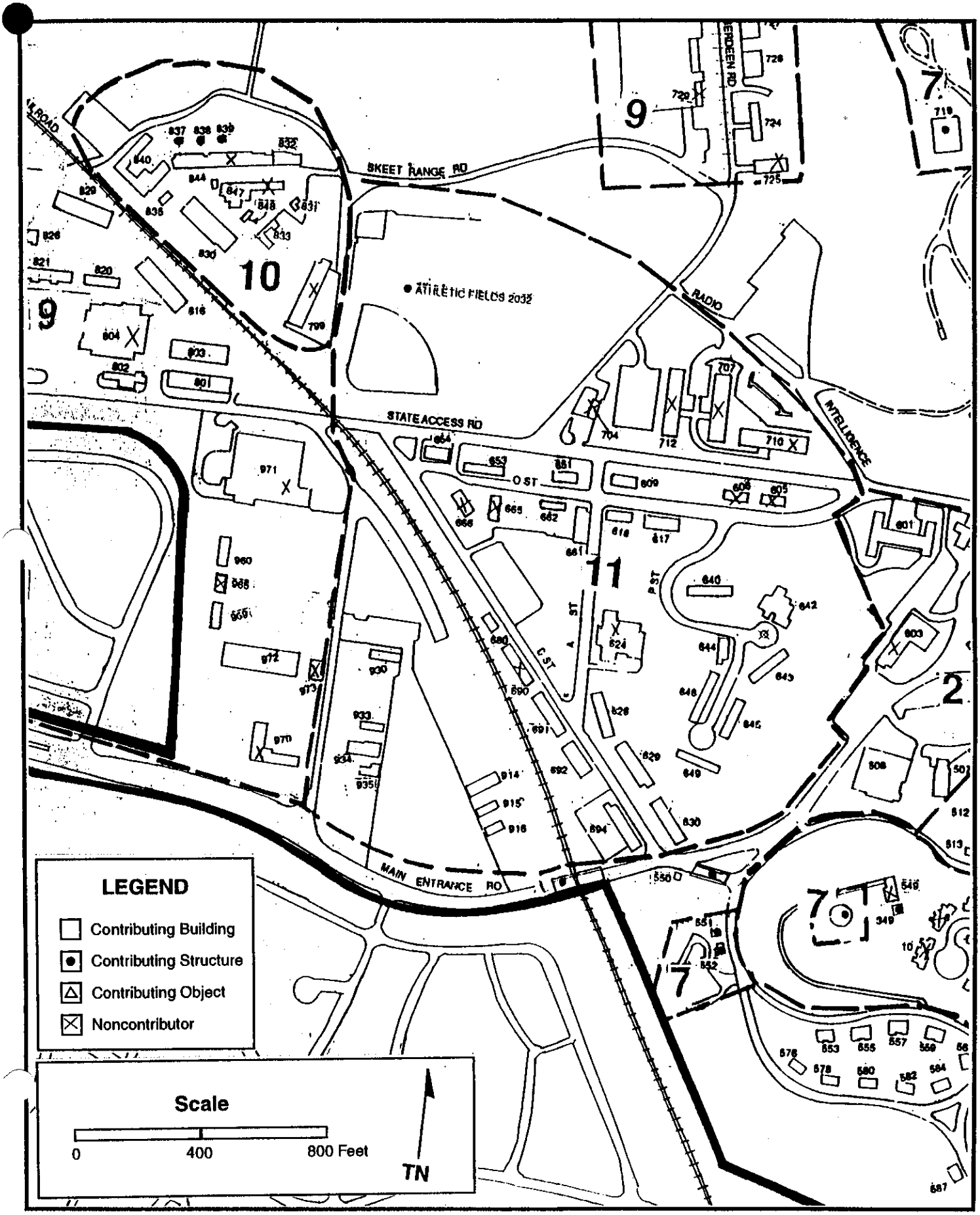
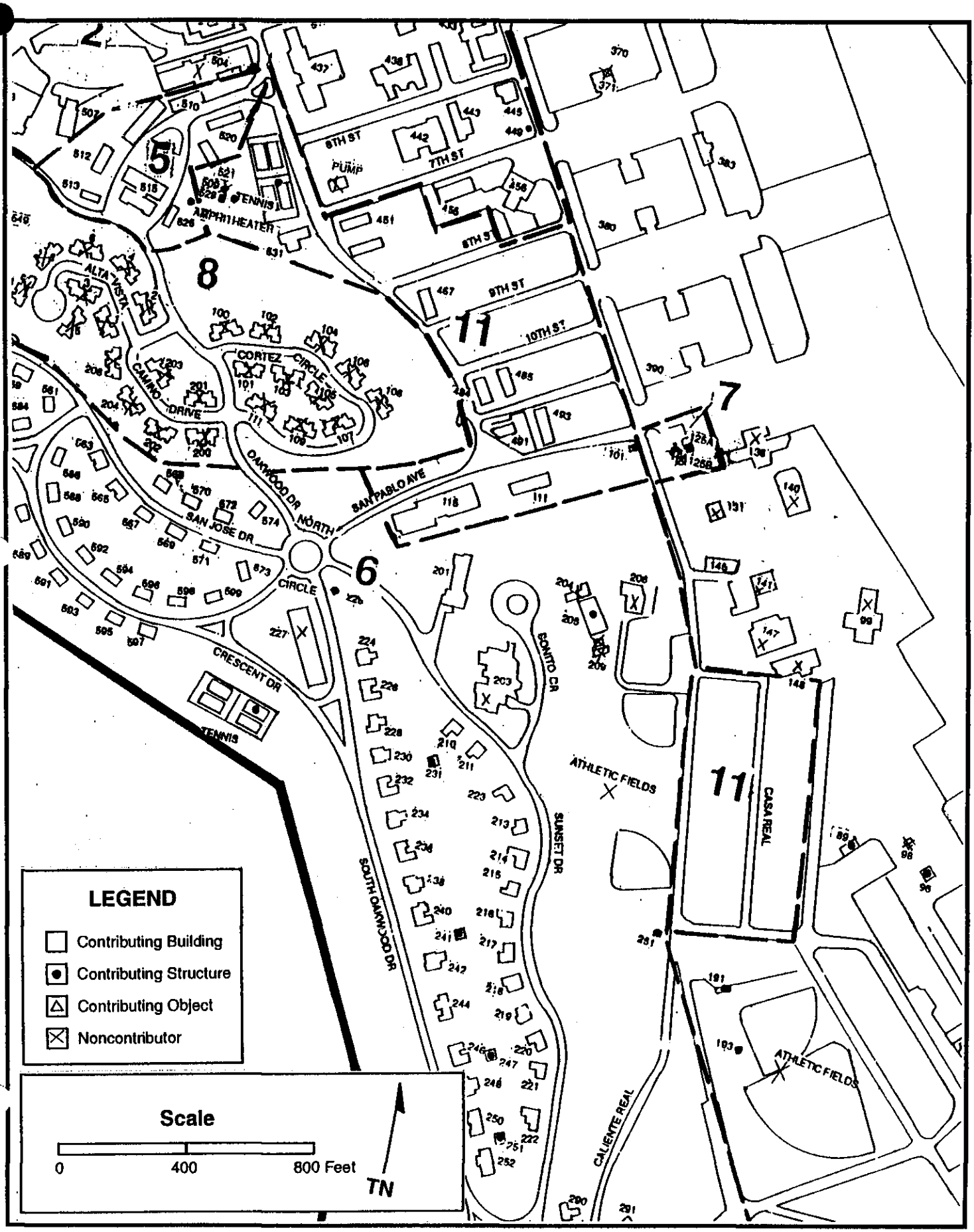
400
800 Feet
TN


RADIO
RESERVOIR
INTELLIGENCE
ESCOLATA AVE
HANGAR AVE
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
PUMP
TENNIS
AMPHITHEATER
ALTA VISTA
CORTEZ CIRCLE
CAMINO DRIVE
OAKWOOD DR NORTH
SAN PABLO AVE
SAN JOSE DR
CIRCLE
CRESCENT DR
TENNIS
1
2
5
6
7
8
11
LEGEND
Contributing Building
Contributing Structure
Contributing Object
Noncontributor
Scale
0
400
800 Feet
TN


4
9
10
9
11
7
NORTHWESTERN PACIFIC RAILROAD
SKEET RANGE RD
ATHLETIC FIELDS 2032
RADIO
STATE ACCESS RD
D ST
LANHAM HOUSING
MAIN ENTRANCE RD
ABERDEEN RD
LEGEND
Contributing Building
Contributing Structure
Contributing Object
Noncontributor
Scale
0
400
800 Feet
TN


4
9
10
9
11
NORTHWESTERN PACIFIC RAILROAD
WAREHOUSE
SKEET RANGE RD
ABERDEEN RD
STATE ACCESS RD
MAIN ENTRANCE RD
O ST
C ST
A ST
R ST
RADIO
ATHLETIC FIELDS 2032
LEGEND
Contributing Building
Contributing Structure
Contributing Object
Noncontributor
Scale
0
400
800 Feet
TN


SKEET RANGE RD
ATHLETIC FIELDS 2032
RADIO
STATE ACCESS RD
O ST
MAIN ENTRANCE RD
INTELLIGENCE
9
10
11
7
2
LEGEND
Contributing Building
Contributing Structure
Contributing Object
Noncontributor
Scale
0
400
800 Feet
TN


LEGEND
Contributing Building
Contributing Structure
Contributing Object
Noncontributor
Scale
0
400
800 Feet
TN
8TH ST
7TH ST
9TH ST
10TH ST
CORTEZ CIRCLE
CAMINO DRIVE
ALTA VISTA
OAKWOOD DR NORTH
SAN PABLO AVE
SAN JOSE DR
CIRCLE
CRESCENT DR
TENNIS
AMPHITHEATER
PUMP
SOUTH OAKWOOD DR
BONITO CR
SUNSET DR
ATHLETIC FIELDS
CASA REAL
CALIENTE REAL