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Information Related to Responsibilities of the Secretary of the Interior Section 3, Executive Order 11593

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FEDERAL FUNDS PRESERVE ENGINEERING STRUCTURES

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Money is perhaps the most important factor in accomplishing preservation. The federal government administers several programs that can be used to preserve engineering and/or industrial structures. Seventeen such programs are examined here, and 20 specific projects that have used the various funds are explored.

Historic Preservation Grants

The Heritage Conservation and Recreation Service historic preservation grants are 50 percent matching grants. They may be issued to states, the District of Columbia, territories, and the National Trust for Historic Preservation. Funds from HCRS may be used to survey historic properties, to prepare historic preservation plans, to acquire and preserve properties listed in the National Register, and to prepare National Register nominations. SHPOs administer the program within the states and may transfer funds to private organizations, individuals, or government subdivisions.

This program is significant because preservation does not have to compete with projects wanting funds for new construction. Preservation projects must compete only with other preservation projects. This program is also more versatile than some of the others because it is not limited to a particular building type or use.

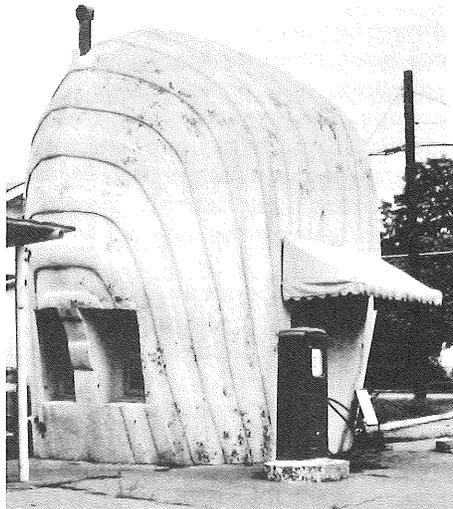


Figure 1. Shell Service Station, Winston-Salem, NC. Photo: Courtesy of the North Carolina Division of Archives and History.

Community Development Block Grants (CDBG)

The Department of Housing and Urban Development supplies federal funds directly to communities through their community development block grant program. CDBGs go to projects that will improve urban living conditions through housing and environmental changes. Most projects funded by cities must benefit low- or moderate-income persons.

The community can use CDBGs to fund preservation related activities such as surveys of historic resources; development of a historic preservation plan; development of codes, ordinances, and regulations necessary to implement the plan; establishment of financial programs including low-interest loans and grants for rehabilitation of historically and architecturally significant structures; establishment of a revolving fund for the acquisition, rehabilitation, and disposition of historic properties; or creation of easement programs. Congress appropriated

\$3.75 billion for CDBGs for FY 1979.

Railroad Passenger Depot Intermodal Terminal Conversion Program

The Federal Railroad Administration grants funding for:

- planning the conversion of historically or architecturally significant railroad terminals into intermodal passenger terminals or civic or cultural centers
- preserving (meaning interim maintenance or repair) such terminals pending completion of plans for reuse
- converting terminals into intermodal passenger terminals

The Railroad Administration will fund up to 60 percent of project cost. Terminals may be publicly or privately owned; private individuals, groups, or governments may apply for the funds.

Comprehensive Employment and Training Act (CETA) Department of Labor

Under CETA, eligible local and state governments may act as "prime sponsors" to receive funds for various employment services, such as manpower services, on-the-job training, and public service employment programs. Funds are distributed to prime sponsors based on the area unemployment and may be used only for salaries and benefits, not for materials. CETA employees can provide preservation services that might include working in a local non-profit organization (such as a museum or a historical society). They might receive training on a construction/restoration site, or might work in a historic property.

Emergency Public Works Program

The Economic Development Administration (EDA) is periodically charged with administering

emergency public works programs to fund state and local projects in areas of high unemployment, especially where unemployment is related to construction. Preservation may benefit from projects involving the rehabilitation of state or locally owned structures, as well as from improving basic neighborhood conditions such as sewers and pavements.

Revenue Sharing

Under the Treasury Department's revenue sharing program, federal tax revenues are returned to units of state and local government. Funds are allocated to states under a three-factor formula. The state may use for its own purposes one-third of its allocation. The remaining two-thirds are distributed to local governments according to a similar allocation formula.

Local governments may use the funds for any purpose allowable under local law.

Assistance For Public Outdoor Recreation

Under the Land and Water Conservation Fund Act, HCRS administers a program of matching grants to the states. This program was formerly administered by the Bureau of Outdoor Recreation. States may use these funds for acquisition and development or planning of outdoor recreational facilities. States may pass grant funds on to local governments for outdoor recreation projects. This program can be used to enhance historic preservation projects where the purpose of the project will also benefit outdoor recreation.

Architecture, Planning, and Design Program

The Architecture, Planning, and Design Program under the National Endowment for the Arts (NEA) is responsible for promoting design excellence. Grants are awarded for architecture, urban design, and city and regional planning, as well as for graphics, interior, industrial, fashion, and other design professions. NEA supports allied professions as well as those that assist in design work. The program encourages creativity and works to make the public aware of benefits from good design.

Different grant categories have been established, each with its

own requirements, including the matching funds required. All are planning funds; no construction is allowed.

Historic American Engineering Record (HAER) HCRS

The purpose of HAER is to record engineering technology by surveying accomplishments in all branches of the engineering profession. HAER conducts a national survey of engineering works on a shared-fund basis in cooperation with professional engineering societies, state and local governments, historical societies, and preservation groups. The program operates primarily through regional surveys, determined by geographic factors, and through industrial surveys, determined by the type of industry.

Besides large-scale surveys, HAER records individual structures and complexes of particular merit. The recording includes architectural and engineering drawings, professional photographs and photogrammetric records, historical research, and technical documentation.

Urban Development Action Grant (UDAG)

UDAG is a HUD program that provides grants to severely distressed cities and urban counties to alleviate physical and economic deterioration. Funds are intended to stimulate increased private and public investment, so firm commitments of private and other public funds are expected from applicants. Commercial, residential, and industrial projects are funded. Projects involving preservation are eligible; however, projects must be broadly conceived and intended to provide economic stimulus or physical improvements in eligible areas.

Section 502, (Local Development Company Loans)

Through this program under the Small Business Administration, loans are available for up to 90 percent of project cost. Individuals, small businesses, or local development corporations may apply. If funding is requested by a local development company, at least 10-20 percent of the cost must be supplied either by the development company, the municipality, or other local source.

Section 8, Department of Housing and Urban Development (HUD)

This program encourages the provision of lower-income housing through rent payment contracts with property owners. Basically HUD agrees to pay the difference between what a low-income family can pay and what the fair-market rent is on new, substantially rehabilitated, or existing rental units. Owners must find their own sources of funding for construction or rehabilitation; buildings must meet appropriate standards. Section 8 funds are allocated by HUD in accordance with a block grant community's Housing Assistance Plan. The priority, therefore, assigned to particular units is established within an individual community. The section 8 program is particularly useful to assist in preventing the displacement of low-income people.

Section 2124, Tax Reform Act of 1976, as amended

Administered through the Department of Treasury, this provision allows important tax incentives for the preservation and rehabilitation of historic structures. Owners of certain depreciable properties are allowed to amortize the costs of rehabilitation over a 5-year period or depreciate the costs of a substantially rehabilitated structure at an accelerated rate. The provisions also discourage owners from destroying historic buildings by reducing tax incentives both for demolition of historic structures and for new construction on the site of the demolished historic building. In addition, section 2124 provides that a deduction is allowed for the contribution to a charitable organization or a governmental entity exclusively for conservation purposes of 1) a lease on, option to purchase, or easement with respect to real property, in perpetuity; or 2) a remainder interest in real property. Conservation purposes include the preservation of historically important land areas or structures.

Grants and Loans for Public Works and Development Facilities

Under the Public Works and Economic Development Act of 1965, the Economic Development Administration makes grants and loans to state and local governments, including Indian tribes

and public and private nonprofit organizations. These may be used for projects in designated redevelopment areas that will improve opportunities for establishment or expansion of business or industry, create long-term employment, or meet pressing needs of the area and provide immediate employment opportunities for long-term unemployed persons.

Surplus Property Disposal Program (GSA)

In certain circumstances, federally owned property that has been declared surplus may be transferred free of charge to state and local governments. If the property is historically significant, it may be conveyed to a state or local government that agrees to preserve it in perpetuity. The government may lease all or portions of the property, as long as any profits are used for historic preservation, parks, or recreation. Surplus property may also be conveyed without charge for wildlife conservation, and health, education, and welfare.

Property used for parks and recreation can be sold to state or local governments at discounts up to 100 percent. Properties can be sold at similar discounts to governments, medical or educational institutions, and nonprofit organizations for health and educational uses.

Executive Order 11593

This executive order, administered by the Department of Interior, requires the federal agencies to be leaders in preservation in two ways: 1) for all property under federal jurisdiction or control, the agencies must survey and nominate all historic properties to the National Register of Historic Places. These historic properties must also be maintained and preserved by the agency; 2) for every action funded, licensed, or executed by the federal government, the agency involved must ask the Secretary of the Interior to determine if any property in the environmental impact area is eligible for the National Register. The determination of eligibility process is faster than the nomination process and gives the same protection as nomination to the National Register. If the federal action will substantially alter or destroy a historic property, the agency must have the property recorded.

Public Buildings Cooperative Use Act

As a result of the provisions of the Public Buildings Cooperative Use Act, which became law in 1976, GSA is placing federal offices in historic properties rather than placing them in newly constructed buildings. The law directs GSA to acquire space for federal offices in buildings of historical, architectural, or cultural significance, unless use of such space would not prove feasible and prudent compared with available alternatives. The Advisory Council on Historic Preservation identifies for GSA existing buildings in specific communities that are suitable for purchase and conversion. The legislation further encourages GSA to lease space in federal buildings and installations or to make facilities available in other ways to persons or firms engaged in commercial, cultural, educational, or recreational activities.

Practical Applications

Additional information on federal sources of funding for preservation can be found in "Sources of Preservation Funding," available from the National Register of Historic Places, Heritage Conservation and Recreation Service, Department of the Interior, Washington, DC 20243.

Tips on how to successfully apply for federal money is included in "Winning Federal Grants," also available from the National Register.

Shell Service Station, Winston-Salem, NC. Built about 1930, this service station was one of a few stations built in a shell shape during that time in Winston-Salem. The station was built with a wooden frame, covered with a wire mesh shaped like a shell, then covered with concrete, applied like stucco. The ribs were formed with hose (see figure 1). The building is now used as a repair shop, and the North Carolina government offered to make a historic preservation grant to the owner for painting and refurbishing.

Union Pacific Depot, Fullerton, CA. The area and all the buildings surrounding three railroad stations in Fullerton, California, will form a multimodal transportation center. The Union Pacific Depot will be moved adjacent to the

others and used as a restaurant (see figure 2). (The Union Pacific Railroad now owns the land under the depot and the city owns the depot itself. The city plans to move the building.) The Pacific Electric Depot will house a cafe, and the Santa Fe Depot will continue to be used as an Amtrak station and Santa Fe offices. In 1976 the Federal Railroad Administration of DOT granted the city \$60,000 to plan this project. Planning is now complete, developers have been selected, and funding is available to implement the project.

6th Street Bridge, Wilmington Historic District, Wilmington, NC. This 1910 metal truss bridge is essential to the Wilmington historic district because it links two parts of the neighborhood by crossing a railroad right-of-way. It is one of two identical bridges originally constructed for pedestrian and vehicular traffic. Its twin was demolished by the city because it was deteriorated, and the 6th Street Bridge was closed awaiting demolition. Closure of the bridge destroyed the cohesiveness of the neighborhood.

The city planned to fill in the railroad right-of-way under the bridge to create a crossing at grade level. However, the Department of Transportation simultaneously developed a different scheme; it planned to use the right-of-way for a new highway, which would also require the demolition of the bridge. The Advisory Council on Historic Preservation, which reviews all federally approved, licensed, or funded projects that have an effect on properties either listed or eligible for listing in the National Register of Historic Places, reviewed the proposed demolition of the bridge. As a result of subsequent negotiations, the rehabilitation of the bridge was assured.

In 1977, an HCRS historic preservation grant was given for the bridge's rehabilitation for vehicular and pedestrian traffic. Work included a new bridge deck, cleaning, painting, and repaving. The grant, totalling \$25,000, was matched by \$10,990 in city funds and by \$19,000 from the Seaboard Coastline Railroad.

Old Red Mill, Jericho, VT. The original mill was built on the

Browns River in 1856, and it was sold, enlarged, and rebuilt in 1885. At that time roller machinery for processing grain was installed. The mill was in continuous operation until 1946, and is now one of the last remaining large, late-19th-century mills in Vermont.

The project has received two HCRS historic preservation grants: one for \$30,285, and one for \$20,000. The funds have been used to create a safe and usable space for a community center; the roof was replaced, the window sashes were repaired or replaced, and the exterior sheathing was preserved.

City Pier A, New York, NY. Construction began in 1884 on City Pier A. The building was originally used as the headquarters for the New York City Department of Docks and Harbor Police, and has been used as a fire station for Marine Fire Company No. 1 since 1960. Originally, the city wanted to demolish the pier for a landfill and to erect a number of large apartment buildings. Much opposition to the landmark designation of the structure came from the Battery Park City Authority, who planned the development. Inadequate financing ultimately stopped the development.

Since then, an HCRS historic preservation grant for \$90,000 (matched with city funds) financed some repair to ice damage on the pier substructure and paid for interior and exterior renovations, including work on the clock tower, windows, and roof. The fire department has applied for an additional historic preservation grant and has asked the city for CDBG funds.

Southern Pacific Depot.

Sacramento, CA. Funding from the Federal Railroad Administration made possible a feasibility study and plan for reuse of the historic Southern Pacific Depot and Railway Express Building for a transportation center with some cultural uses. The Railroad Administration granted \$74,828 with total planning cost at about \$125,000.

The main depot building, now used by Amtrak, will serve as a transportation center and will house offices and a restaurant. The Railway Express Building, now an office furniture outlet, will

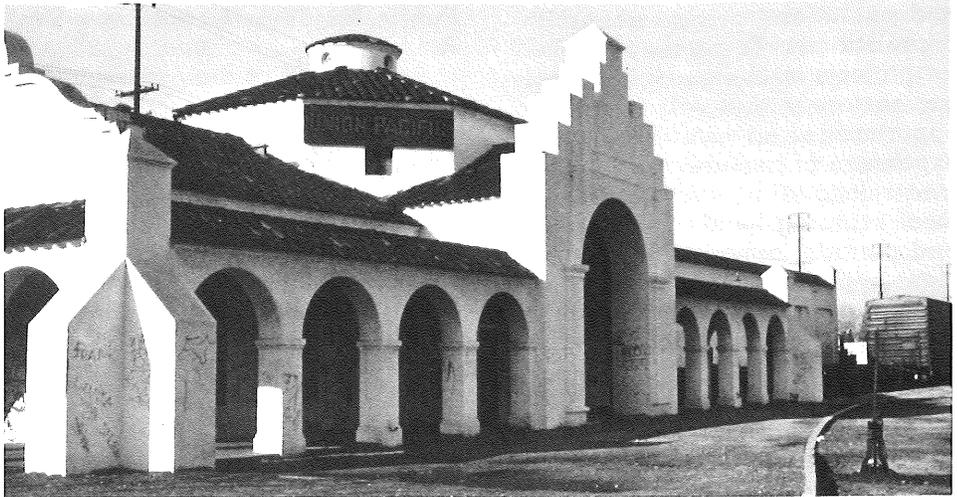


Figure 2. Union Pacific Depot, Fullerton, CA. Photo: Courtesy of Terry M. Galvin, Development Services Department, City of Fullerton.

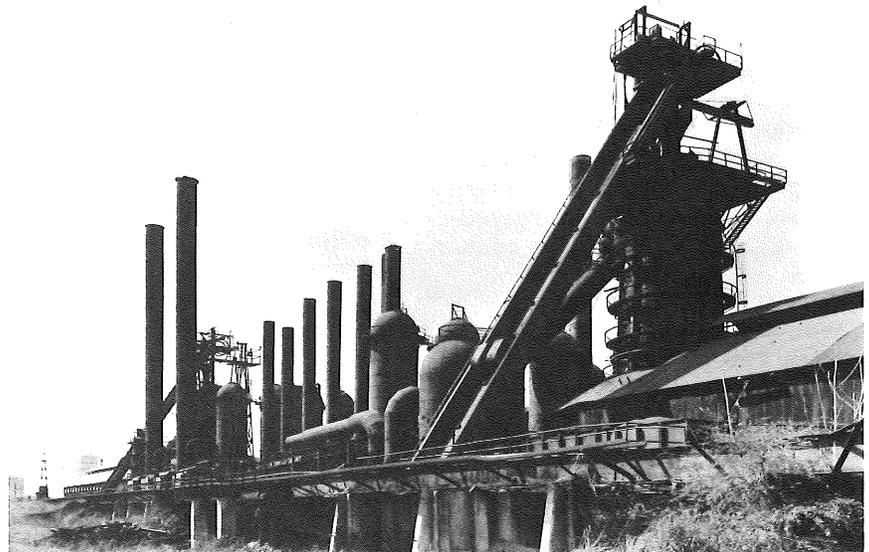


Figure 3. Sloss Blast Furnaces, Birmingham, AL. Photo: Eric Delony. Courtesy of HAER.

be converted to a theater and performing arts center with a 300-400 seating capacity. There will also be space for local art groups, offices, rehearsal rooms, and craft shops. Behind the two railroad buildings, a 300 room hotel/motel and office building is planned. The city will purchase the land, develop streets, and find a private developer to do the construction.

The city is now negotiating with Amtrak and bus companies for leases. The General Services Administration (GSA) might lease some space in the building for federal offices.

Sloss Blast Furnaces.

Birmingham, AL. The Sloss Furnace Company was one of the first major iron producing companies in the Birmingham area, and it played an important role in the rapid growth of the city as an in-

dustrial center. Sloss Furnace No. 1 began operation in April 1882, and was used continuously until 1970 (see figure 3). It is the oldest surviving furnace in that area, and perhaps in the United States.

The city is now developing a plan to reuse the furnace complex; possibilities for use include a museum of the iron and steel industry, a park, or a mini-theme park. The city had used CETA (Comprehensive Employment and Training Act) workers to do some basic clean-up, elimination of debris, painting, minor demolition, and fence building around the area; the value of their salaries was \$500,000. Birmingham issued bonds for \$3 million to pay for the renovation and preservation of the complex. The U.S. Pipe Company, the most recent owner, donated the property to the city, as well as \$100,000 for renovation.

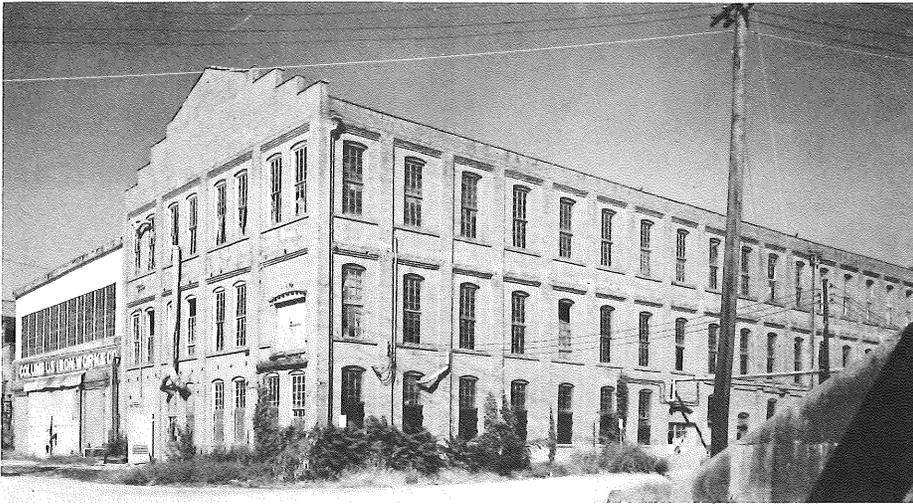


Figure 4. Columbus Iron Works, Columbus, GA. Photo: Walter Smalling, Jr. Courtesy of the National Register of Historic Places.

Figure 5. Fire Station Number 9, Kansas City, KS. Photo: Courtesy of Larry W. Hancks, City Historic Preservation Officer.



Figure 6. Lehigh Canal Lock 47 (before restoration) in Hugh Moore Park, Easton, PA. Photo: Courtesy of Steven Humphrey, Executive Director, Hugh Moore Park.

Ice House, Battery Street Historic District, Burlington, VT. The first building on the site of the ice-house was built in 1808 as a boat shop, where the first sidewheeler in Vermont was built. The ice-house was built following an 1868 fire. Subsequently the building was used variously as a warehouse, and bottling works. Three large additions were added to the original building.

In 1976 an EDA grant for \$75,000 allowed developer Rick Davis to begin converting the building to a restaurant and offices. Demolition of the large additions on each side of the building from the top down allowed workers to use the floors of the additions as scaffolding for work on the exterior of the original building.

The developer had a difficult time securing financing for the project, and without the EDA

grant, the project would not have worked. The total cost of the project was \$400,000; work was completed in April 1977.

Columbus Ironworks, Columbus, GA. The Columbus Ironworks is part of the Historic Riverfront Industrial District, designated a national historic landmark in 1978 (see figure 4). The complex is being converted into a trade and convention center.

City revenue for the project was raised through local hotel/motel and beer taxes; an EDA local public works grant contributed \$1.7 million to the project. The center is expected to open in the summer of 1979.

Fire Station No. 9, Kansas City, KS. This 1919 firehouse is listed in a local inventory of significant properties. It is built of yellow glazed brick, with limestone fac-

ing on the first floor. It has an unusual red tile roof and a hose tower with a cupola (see figure 5).

The city wanted to convert the building into a community center for the neighborhood, providing recreational, educational, and neighborhood services. The Commissioner of Public Buildings agreed to use up to \$20,000 in revenue sharing funds for the project; about \$63,000 of CDBG money came from the mayor.

Phase I construction included basic exterior restoration, and Phase II included restoration of the interior. Basically the interior space was not substantially altered.

Now five neighborhood groups and others use the building. The groups provide the services and lease the building from the city.

Water Towers, St. Louis, MO.

Three unique 19th century water towers were built between 1855 and 1886 as part of St. Louis's first modern water distribution system. The towers were the Grand Avenue Water Tower, the Compton Hill Water Tower, and the Bissell Street Water Tower—all recently preserved with the assistance of federal money.

The Grand Avenue Tower received a \$10,000 historic preservation grant, matched by the city with \$5,000 of CDBG funds. The Compton Hill Tower received a \$10,000 historic preservation grant, also matched by the city. The Bissell Street Tower received a \$26,000 historic preservation grant, which was matched by city funds that were originally budgeted for the demolition of the tower. Bird and Son, a private company, granted the city \$5,000 for preservation of the towers.

Abbotts Street Locks and Spillways, Lehigh Canal, Hugh Moore Park, Easton, PA. The Lehigh Canal was constructed between 1827 and 1829 by the Lehigh Coal and Navigation Company, and had an enormous influence on the development of the industrial area of Easton, Pennsylvania. At the Abbotts Street site, gun factories, cotton mills, saw and grist mills, and a wire factory were constructed and operated.

Abandoned in 1931, the canal was purchased by Hugh Moore in 1962 and later donated to the city



Figure 7. Plantation owner's house, Laurel Valley Village, Thibodaux, LA. Photo: Eric Delony. Courtesy of HAER.

for a park, along with a maintenance fund (called the Hugh Moore Parkway Fund). A master plan for the park was developed in 1967, and in 1969 the park was first used for recreation.

Several historic structures within the park were restored. A historic preservation grant from HUD (now part of CDBG) for \$120,000 was used for restoration of the lock tender house and canal museum. The former Bureau of Outdoor Recreation gave \$45,000 for picnic areas, road improvement, and general clean up; it was matched with state and local funds.

The restoration of the Abbotts Street Locks and Spillway began in 1976 (see figure 6). The CDBG program provided \$58,000, and the Hugh Moore Parkway Fund provided \$186,000 for restoration of the lock gates, walls, and other canal structures.

Park of the Canals, Mesa, AZ. The area's significance emanates from the remains of a prehistoric Hohokam irrigation canal, a 19th-century Mormon canal, and a 20th-century Bureau of Reclamation canal.

The site was threatened by motorcyclists; large amounts of trash were being dumped there, and archaeological materials were being uncovered and destroyed. Around 1972 the city decided to acquire the site and protect it; eventually it became a park.

A combination of CDBG, outdoor recreation, and historic preservation grants from HUD and

HCRS was used to acquire a number of acres for the park. Much local interest in this property has been generated, and considerable private funds have been contributed along with grant money.

Plans call for fencing, and within the next 5 years, the city hopes to develop a museum to house Indian artifacts from the canal period. Plans also call for some outdoor exhibits, some excavation of the canals, and possibly restoration of the canals themselves, as well as areas for park interpretation, parking and picnicking.

Laurel Valley Village, Thibodaux, LA. The plantation that was started in Thibodaux in 1775 contained 528 acres. The main plantation buildings were originally situated on a bayou, but were moved inland about 1800-1850. During that period the first sugar kettles were brought for industrial sugar processing. From 1890 to 1924, the plantation and village enjoyed its greatest prosperity. Toward the end of the 19th century, when the bayou became unnavigable, sugar cane was brought to the factory by narrow-gauge railroad. By 1893 the plantation had 3,023 acres. Seventy-six buildings are still there (see figure 7).

The National Endowment for the Arts (NEA) granted \$20,000 to the Nicholls State University for a planning study to preserve the village. The Historic American Engineering Record (HAER) sponsored a team to record the project dur-

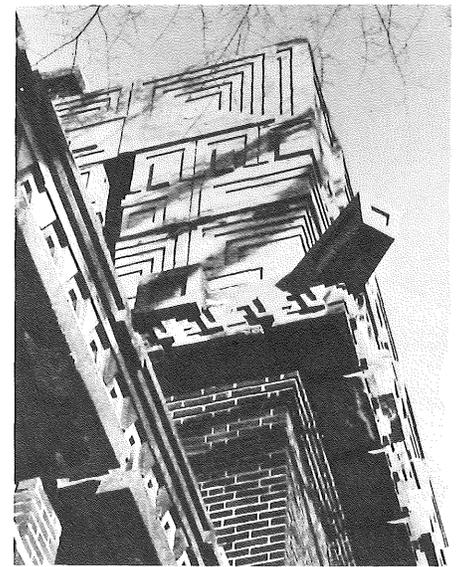


Figure 8. A.D. German Warehouse, Richland Center, WI. Photo: Courtesy of David Kopitzke, Director, Richland Museum Limited.

ing the summer of 1978. HAER contributed \$13,000 toward the cost; Nicholls State University, \$10,000. A \$10,000 HCRS historic preservation grant was awarded by the Louisiana State Historic Preservation Officer for work on the sugar mill and boring house.

A.D. German Warehouse, Richland Center, WI. In 1915 Frank Lloyd Wright designed a grocery warehouse for Albert German (see figure 8). Because of financial setbacks, German could not finish the building. In the 1920s the building was sold and used variously after that time as a bowling pin factory, feed mill, speakeasy, furniture warehouse, and an ice cream warehouse. In the early 1970s a nonprofit organization purchased the warehouse to restore it for use as a museum and cultural center. The museum's major interests are the architecture of Wright, the local history, and the encouragement of the arts in southwestern Wisconsin.

In 1977 NEA granted \$1,920 to prepare a landscaping plan for the building. CETA funds employ 9 people to provide arts outreach programs in the area.

Ogden Union Depot, 25th Street Historic District, Ogden, UT. The Union Depot, at the end of the 25th Street Historic District, contributed greatly to the development of the district, a remarkably intact early-20th-century commercial area that the city is attempting to revitalize.

The railroad depot received an HCRS historic preservation grant through the SHPO for \$28,000 which was matched with local funds. Funds were used for rehabilitation, including restoring the tile roof, cleaning the masonry, and painting. The station will continue to house railroad functions as well as a civic center.

Several sources are being used to revitalize the commercial area. NEA granted \$6,000 matched by a CDBG, for developing a master plan. Another NEA grant for \$6,500, also matched by CDBG, allowed the city to provide architectural services to property owners to encourage façade restoration. An urban development action grant (UDAG) of \$2 million was received to create a development corporation which would loan money to rehabilitate businesses. The city is also setting up a local development corporation to take advantage of section 502 loans from the Small Business Administration (SBA). HCRS historic preservation grants from the SHPO has been promised for façade restoration of commercial buildings.

Lane Shops, Montpelier, VT. In the 19th century, the Lane Company manufactured machinery, especially saw blades for lumber and granite mills. Presently, the property is listed on the National Register of Historic Places as part of the Montpelier Historic District.

The Lane Shops comprise nine buildings, most of which will be preserved in two phases. Phase I includes four of the nine buildings. They will be converted into 50 units of housing for low-income people. Section 8 subsidies will be available for those units. Phase 2 is the restoration of four buildings for market-rate housing.

An HCRS historic preservation grant for \$10,000 from the SHPO paid for some of the project planning costs; an additional HCRS historic preservation grant of \$35,000 has been awarded to assist actual construction.

Developer David Dubrul will be taking advantage of the provisions of section 2124 of the Tax Reform Act of 1976, which helps make the project more economically attractive. A mortgage from the Vermont Housing Finance Agency for \$1,536,000 was raised



Figure 9. Boston Naval Shipyard, Charlestown, MA. Photo: Courtesy of Anderson, Notter, Finegold, Inc.

through state guaranteed bonds.

The developer plans to install a hydroelectric turbine waterwheel—technology not used anywhere in the United States. The estimated cost for this is \$90,000, which the developer hopes to offset by a partial grant from the Department of Energy.

One building of the complex is now occupied by a small manufacturing enterprise. The city is seeking a UDAG to buy that property from the manufacturer so it can become part of the housing project. The manufacturer will only sell the property if he can find a suitable new location for his plant.

Boston Naval Shipyard,

Charlestown, MA. In 1973 the Navy announced that the shipyard, a 130-acre industrial site that employed thousands of skilled workers, was being closed (see figure 9). After 2 years of attempts to interest an industrial concern in the site, the city determined it was obsolete for modern industrial use. A national historic landmark, the shipyard is one of the nation's oldest, established by Congress in 1797. In 1973 it included 86 buildings, 4.6 miles of railroad, and numerous piers, wharves, and drydocks. The ropewalk group and chain forge and foundry are the only remaining buildings of their type in the nation.

In 1974, the National Park Service acquired 25 acres of the property as part of the Boston National Historic Park, which includes the mooring for the U.S.S. *Constitution*. The remainder of the ship-

yard (105 acres) was divided into 3 parcels for disposal by GSA (see 11593 Oct. '78, p. 8).

Oregon Inlet Station, Outer Banks, NC. Built in 1872 as one of seven lifesaving stations on the Outer Banks, this station is the only one still active and retaining its original features (see figure 11). This project is not an example of a source of federal funding for which applications can be made, but it is an example of the responsibilities of a federal agency for historic property that it owns, of the use of agency funds for preserving its own property, and of what the public can expect of a federal agency in preserving its historic properties.

The Coast Guard had plans to demolish the Oregon Inlet Station and build a new training facility on the site. Although the Coast Guard thought that the station was not eligible for listing in the National Register of Historic Places, they asked for the opinion of the North Carolina SHPO. The SHPO wrote to the National Register, indicating that he thought the station did meet National Register criteria. The station was consequently nominated and listed in the National Register in 1975.

As a result of the National Register listing, the Coast Guard reconsidered demolishing the station; other alternatives were investigated. Ultimately the Coast Guard decided to preserve the station. A new addition was constructed to accommodate training functions. All funds for the project came from the Coast Guard's budget for facilities.

Nashville Railroad Station, Nashville, TN. This project is not an example of a source of federal funding for which applications can be made, but it is an example of a method of preserving historic properties by converting them into federal office space.

GSA acquired the Nashville Railroad Station for conversion into federal office space (see figure 12). Built in the 1890s, the Romanesque building is said to be patterned after the Allegheny County Courthouse in Pittsburgh. It was dedicated in 1900 and is one of the few architecturally significant landmarks remaining in Nashville. The train shed has a clear span of 200 feet—the longest single span gable roof structure in the US.

The property was donated by the owners to the federal government for use as federal offices. About 40,000–50,000 square feet will be converted to office space and 20,000–25,000 square feet will be adapted to public space, including shops and restaurants.

This material is based on a slide lecture given at The Engineering Foundation's conference on historic preservation of engineering structures at Rindge, New Hampshire, in June 1978.



Figure 10. Chain Forge and Foundry, Boston Naval Shipyard, Charlestown, MA. Photo: Laurie Hammel, OAHF.



Figure 11. Oregon Inlet Coast Guard Station, Rodanthe vicinity, NC. Photo: Courtesy of the North Carolina Division of Archives and History.

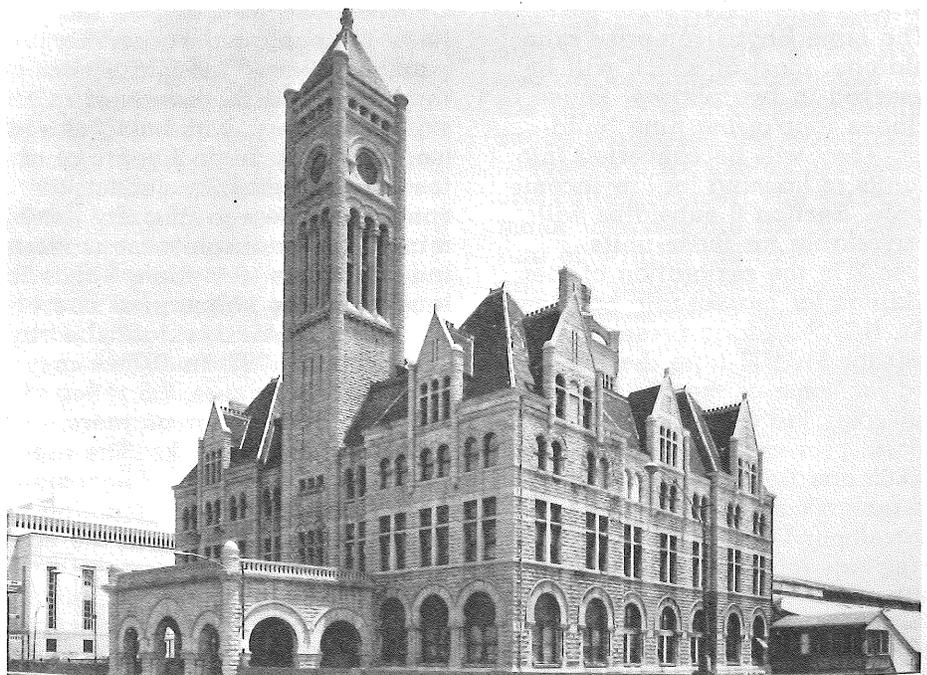


Figure 12. Nashville Railroad Station, Nashville, TN. Photo: Walter Smalling, Jr. Courtesy of the National Register of Historic Places.